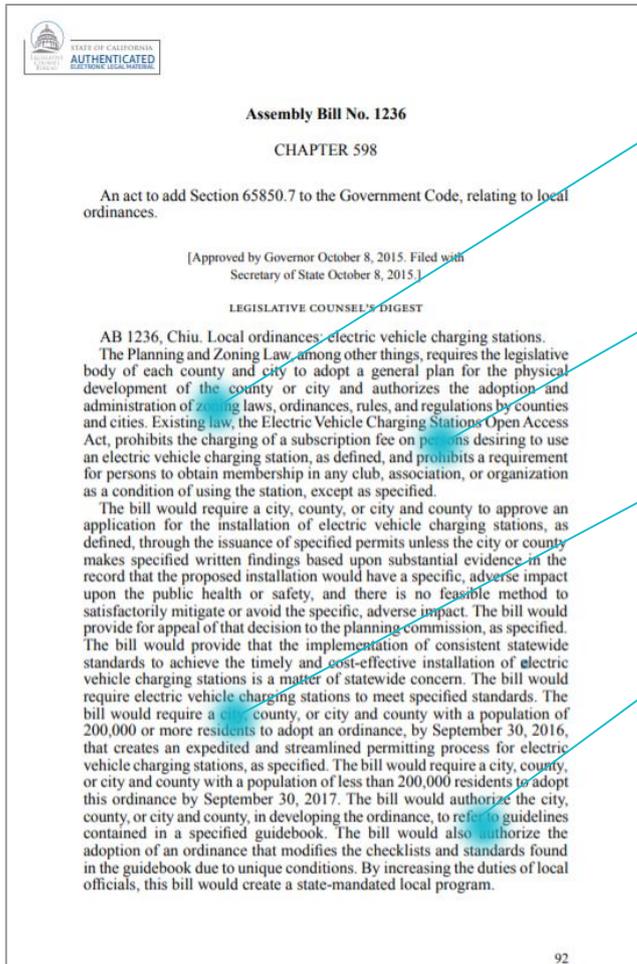




***Electrify America's
California Permitting Experience***

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.

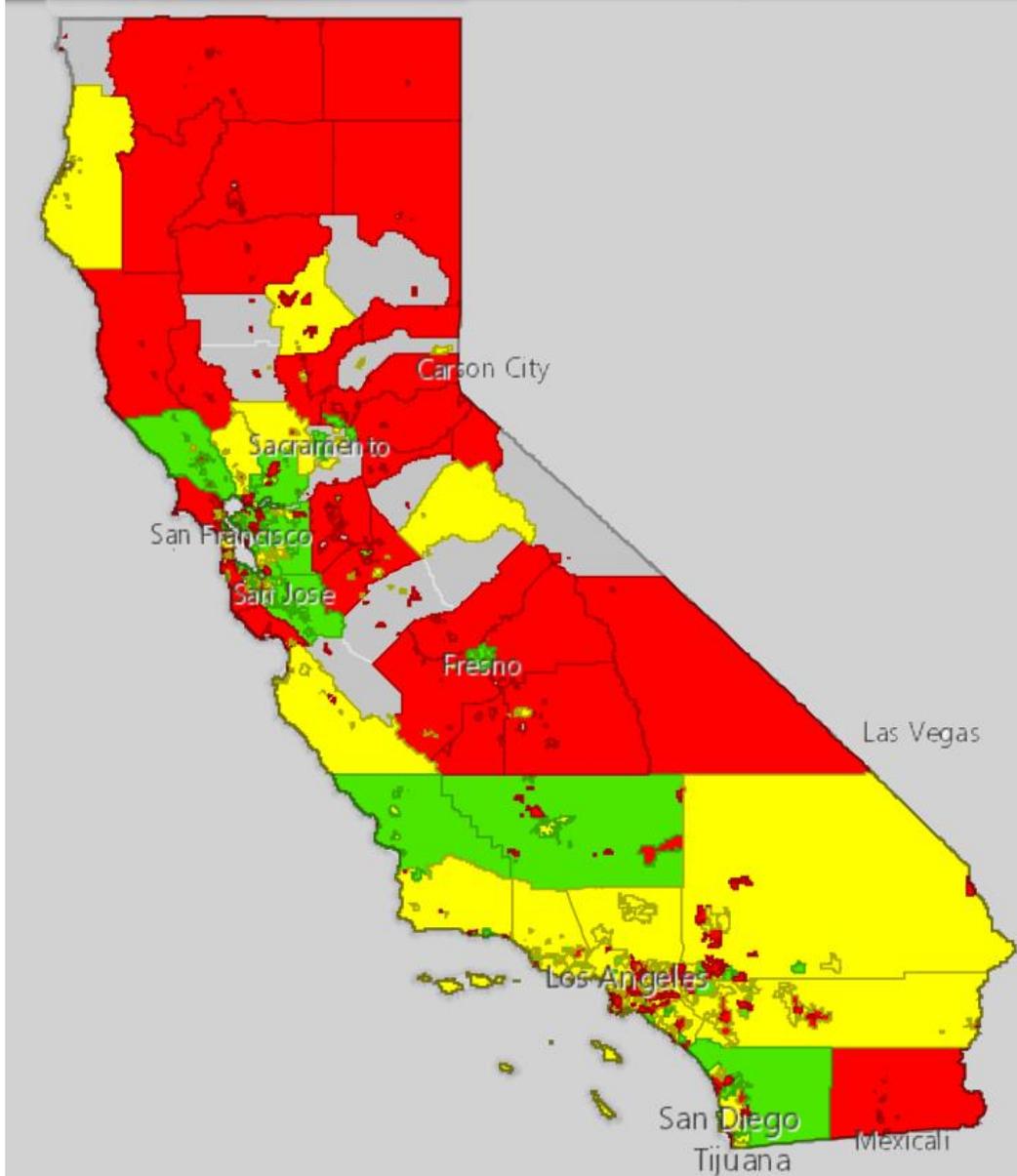
"The requirements of local law shall be limited to those standards and regulations necessary to ensure that the electric vehicle charging station will not have a specific, adverse impact upon the public health or safety."

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."*

GO-Biz Finds 85% of Jurisdictions Don't Comply with AB 1236



As of February 19, 2020, GO-Biz has evaluated 495 (of 540) jurisdictions in California for compliance with AB 1236.

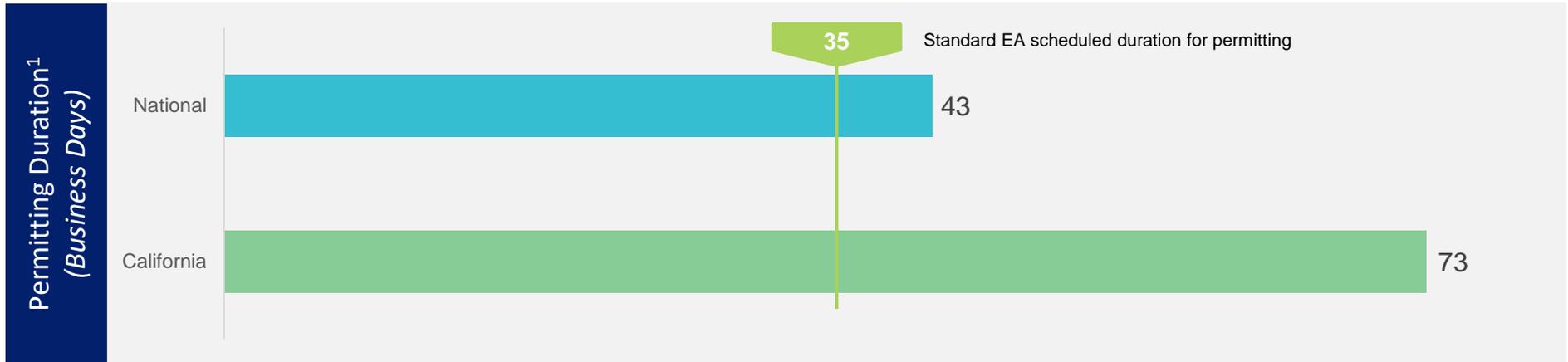
73 cities or counties (15 percent) have been deemed **“Streamlined.”**

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

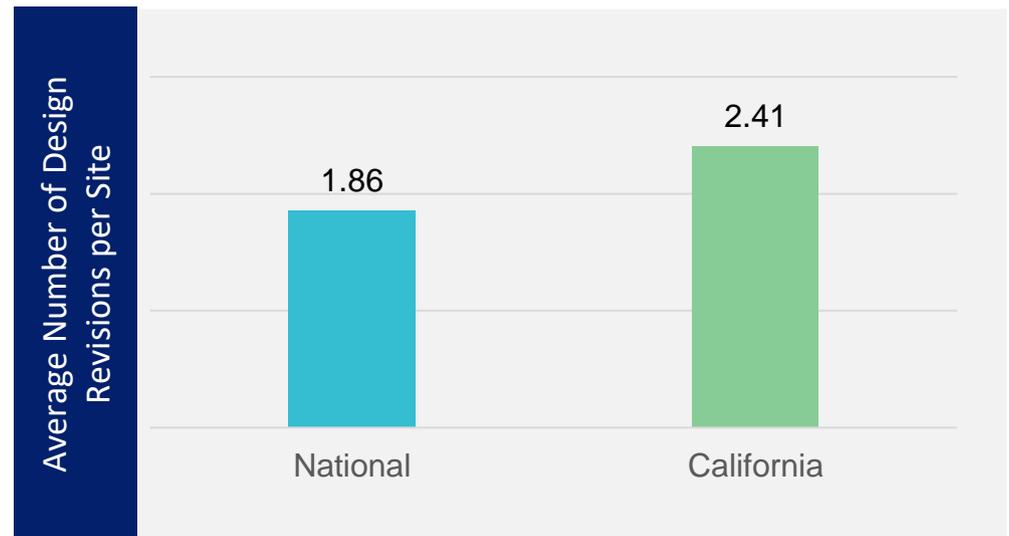
257 (52 percent) are considered **“Not Streamlined.”**

-  Streamlined
-  Partially Streamlined
-  Not Streamlined

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

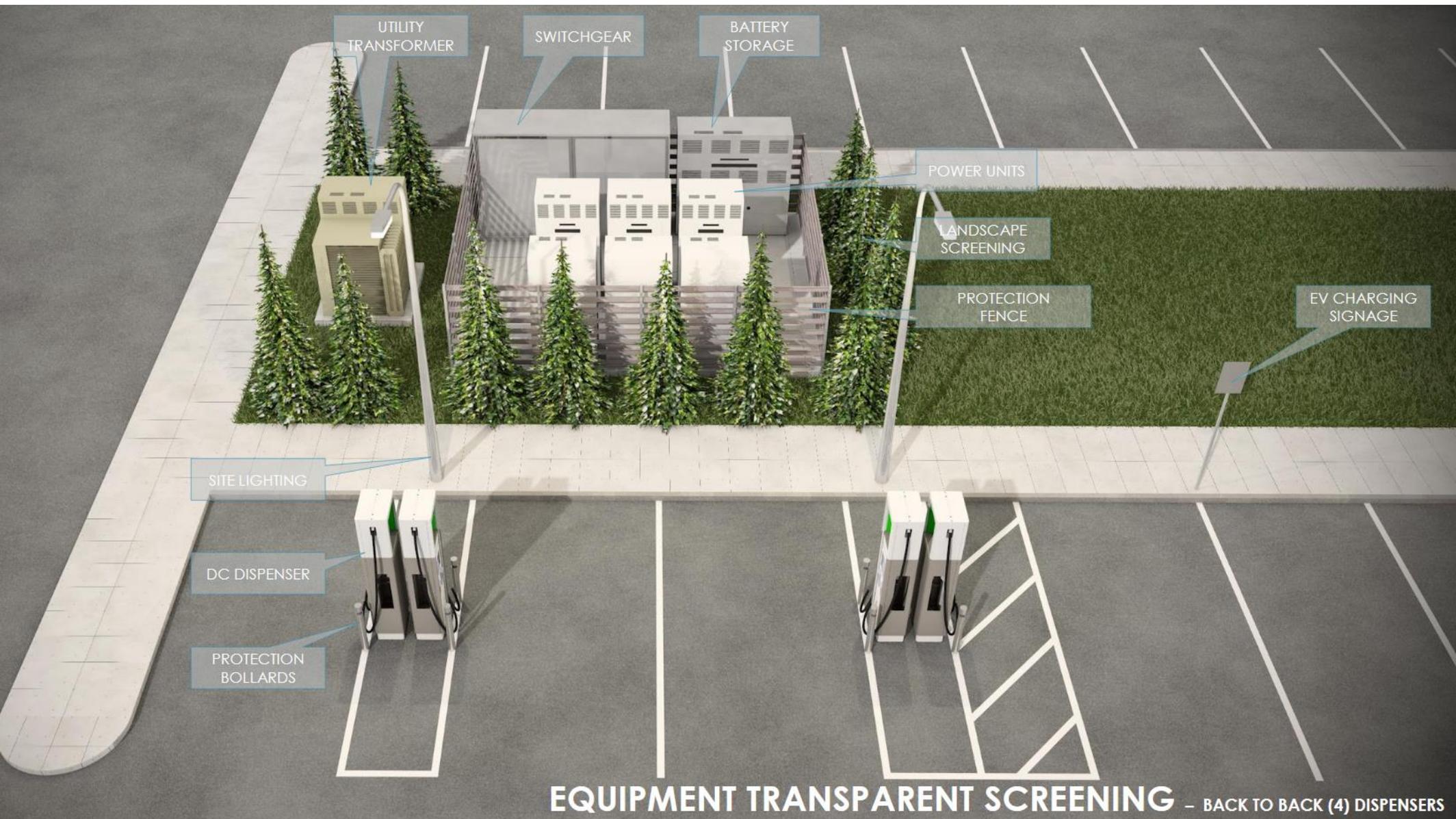


GO-Biz EV Charging Station Permitting Guidebook outlines best practices for permit timelines

Application Submittal » Complete Response		
Type of Charger	Within Best Practice	Optimal
L2 – Single Family	1 day	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	5 days	
DCFC	5 days	
Complete package » Approval to Build		
Type of Charger	Within Best Practice	Optimal
L2 – Single Family	1 day	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	15 days*	
DCFC	15 days*	
Construction Complete Notice » Inspection		
Type of Charger	Within Best Practice	Optimal
L2 – Single Family	5 days	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	5 days	
DCFC	5 days	

* 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 projects¹ was extended zoning review

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

Multiple Rounds of Comments

77% of delayed projects¹ received multiple rounds of comments

Multiple rounds of comments was the 2nd most common primary cause of delay

Minimum Parking Requirements

82% of delayed permitting processes¹ included parking minimum enforcement

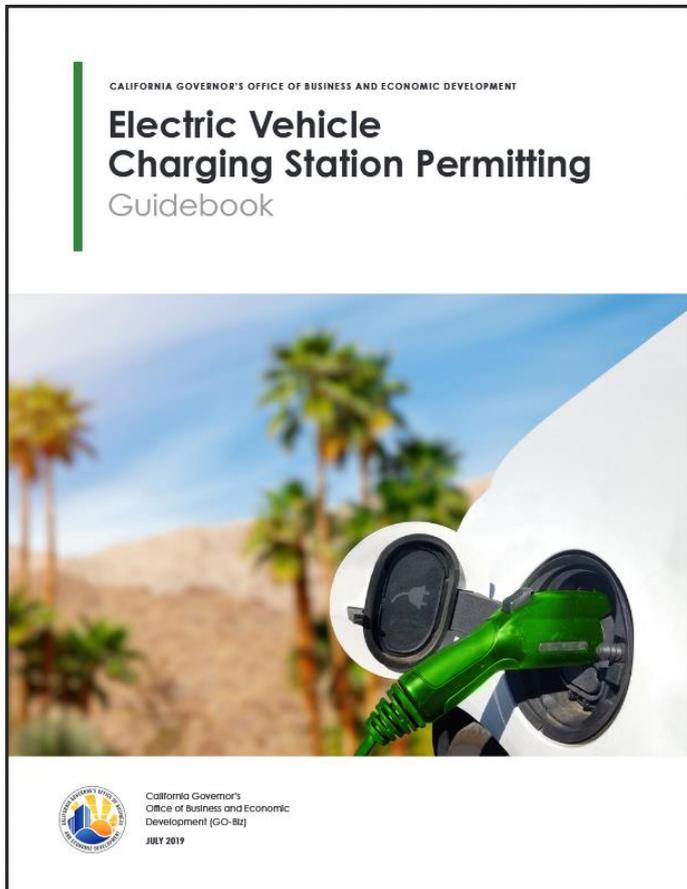
Parking count regulations do not protect health/safety

Aesthetics

77% of delayed projects¹ included reviews/comments focused on aesthetics

Aesthetic review is not permitted under AB 1236

Permitting improves when Legislators, City Attorneys, and GoBiz build AB 1236 Awareness

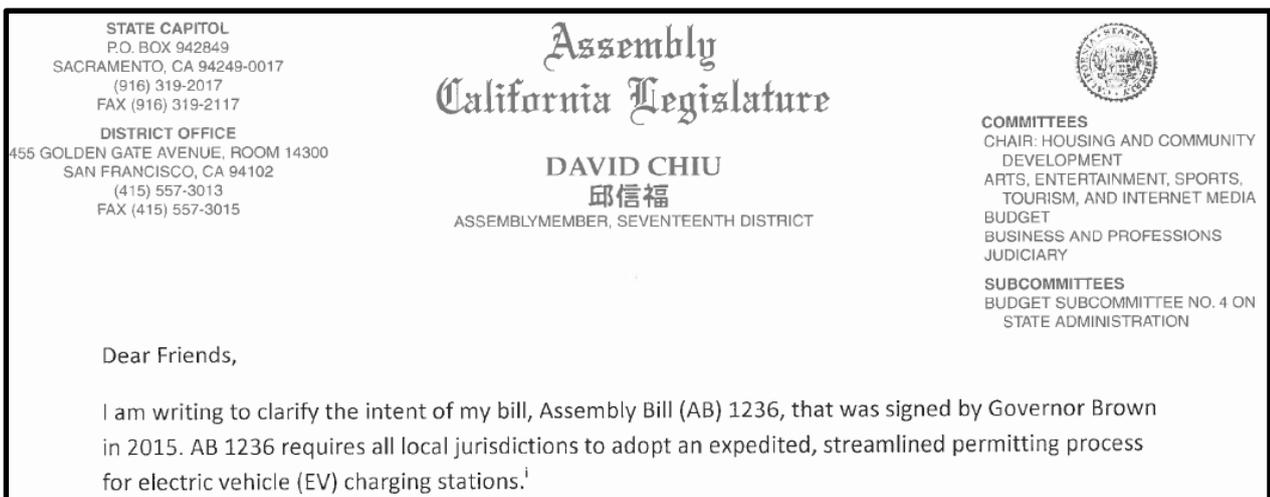


Streamlined, Expedited Process: City of Sacramento, San Jose

Parking: Burbank, South Gate, Sacramento County

Zoning: Rocklin, Los Angeles

Aesthetics: San Francisco, San Jose



AB 2168 (McCarty, Chiu & Reyes, 2020) will improve permitting by setting timeframe after which permit application is “deemed approved”

CALIFORNIA LEGISLATURE—2019–20 REGULAR SESSION

ASSEMBLY BILL **No. 2168**

Introduced by Assembly Members McCarty, Chiu, and Reyes
(Principal coauthor: Assembly Member Kalra)
(Coauthors: Assembly Members Cooley and Ting)
(Coauthors: Senators Beall, Lena Gonzalez, and Wieckowski)

February 11, 2020

An act to add Section 65850.75 to the Government Code, relating to zoning, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL’S DIGEST

AB 2168, as introduced, McCarty. Planning and zoning: electric vehicle charging stations: permit application: approval.
Existing law requires a city, county, or city and county to administratively approve an application to install an electric vehicle charging station through the issuance of a building permit or similar nondiscretionary permit subject to a limited review by the building official of that city, county, or city and county. Existing law allows the

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

Co-Authors: Kalra, Cooley, Ting, Beall, Lena Gonzalez, Wieckowski

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

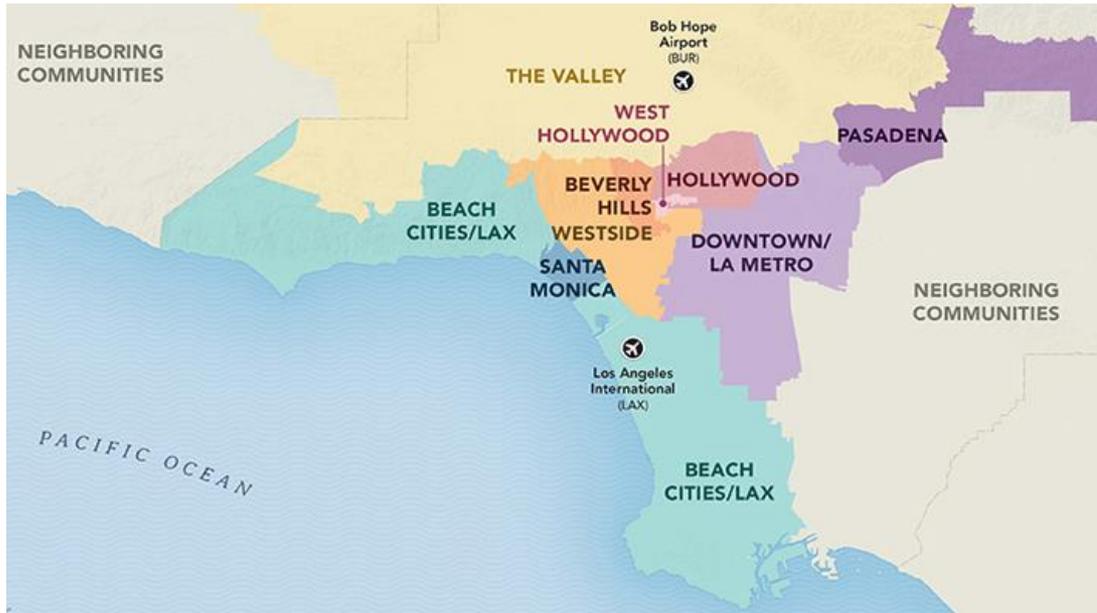


Pathways to EV Charging Readiness

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

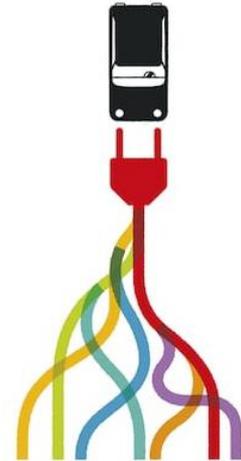
10 public EVCS citywide

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



CITY COUNCIL DIRECTION

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

NO EV
INFRASTRUCTURE

→ Spaces **not** equipped with EV infrastructure at time of construction

EV
CAPABLE

→ **Inaccessible conduit** installed at time of construction

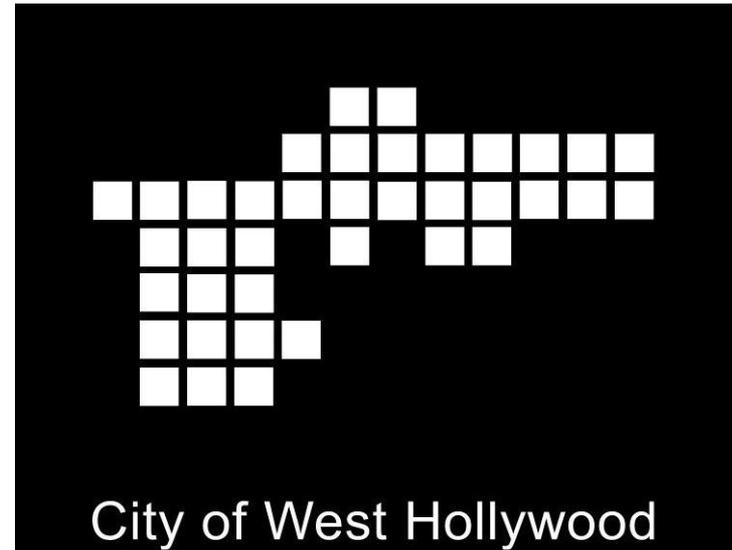
EV READY

→ **Full circuit & electric panel capacity** installed at time of construction

EV CHARGER
INSTALLED

→ **EVCS & all support equipment** installed at time of construction

BUILDING CODE VS. ZONING CODE



City of West Hollywood

- 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

EVC STREAMLINING FOR RETROFITS ROADMAP (AB 1236)

- ✓ ***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***

EVC STREAMLINING PROCESS FOR RETROFITS (AB 1236)

- ✓ ***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***

WEHO EV CHARGE UP PROGRAM

- [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)

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.

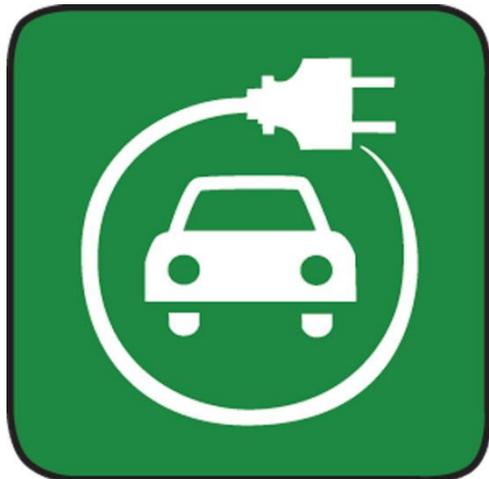
Applications can be submitted [online](#) or at the Planning Counter.

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.

EVC READINESS IMPLEMENTATION

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?

