Streamlining Permit Processing for Electric Vehicle Charging Stations

WEBINAR

SANDAG

October 20, 2020

Introductions

Moderators
Susan Freedman, San Diego Association of Governments
Kevin Wood, Center for Sustainable Energy

Presenters
Kielan Rathjen, Governor's Office of Business & Economic Development
Ida Clair, Division of the State Architect
Moe Zarabi, County of San Diego
Randy Schimka, San Diego Gas & Electric

CAL eVIP

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Before We Get Started

- Participants can submit questions in the chat box any time during the presentation.
- Due to high traffic, you may experience technical difficulties during this presentation. We apologize for potential delays or compromised presentation quality.
- If you miss any part of this presentation or have questions, contact us at **calevip@energycenter.org**.
- This presentation will be sent to all attendees on 10/21.

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Agenda

- CALeVIP and SANDAG Resources
- Electric Vehicle Permit Streamlining
- Accessibility Regulations
- Permitting Best Practices
- Utility Coordination
- Q&A Session

CALeVIP and SANDAG Resources

Susan Freedman
San Diego Association of Governments

Kevin Wood
Center for Sustainable Energy

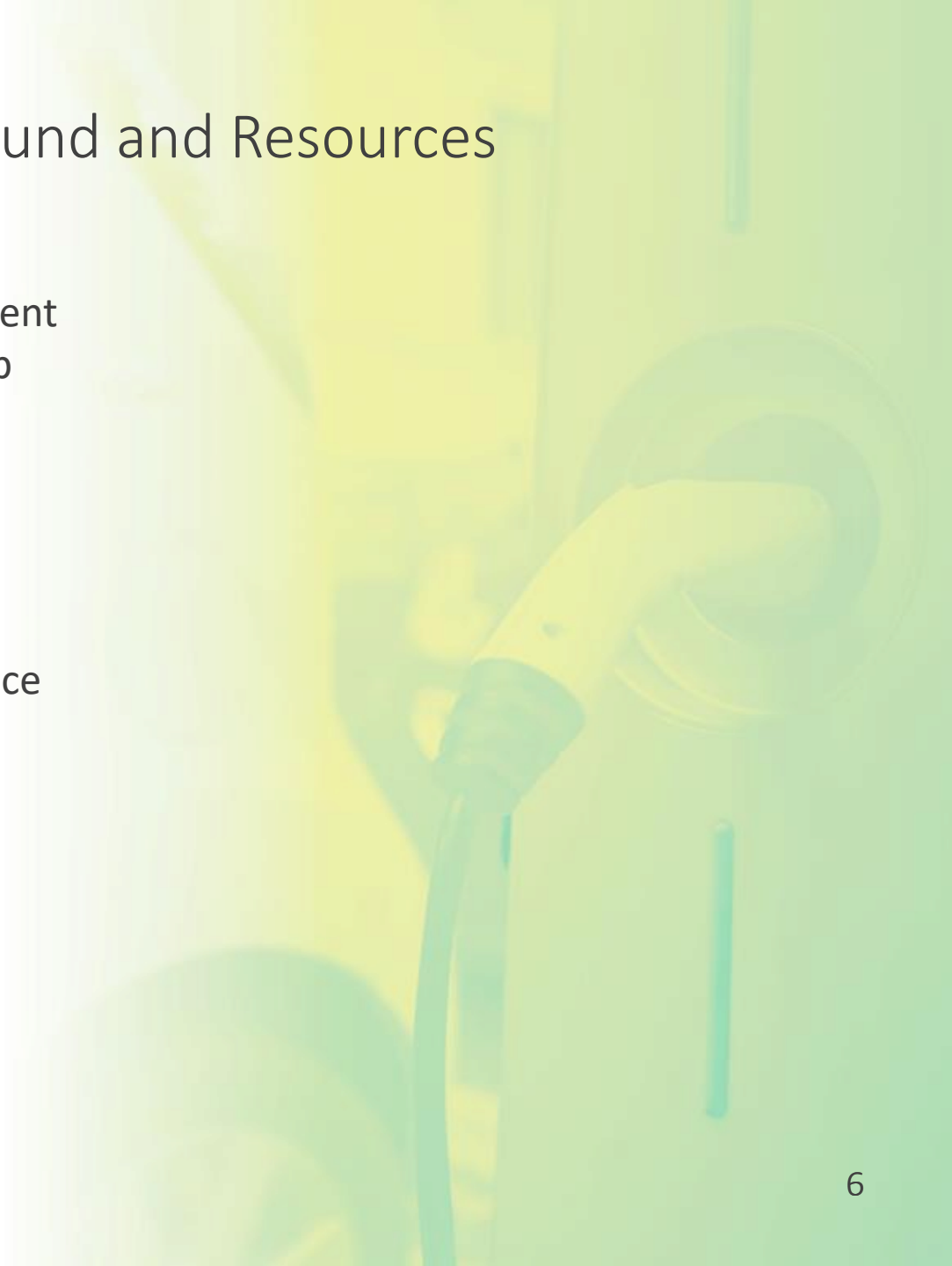
Why EV Permit Streamlining

Background and Resources

- Regional plan measure
- State goals for ZEV deployment
- CALeVIP funding partnership

Technical Assistance

- EV Expert
- Workforce development
- Permit streamlining assistance



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About CALeVIP

The California Electric Vehicle Infrastructure Project (CALeVIP) offers rebates for the purchase and installation of Level 2 and direct current (DC) fast chargers at publicly accessible sites throughout California.

Eligible applicants may qualify for:

- Up to $80,000 per DC fast charger
- Up to $7,500 per Level 2 connector

Increased rebates are available for multi-unit dwellings, disadvantaged and low-income communities.

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CALeVIP Projects

Incentive Project	Counties	Funding
Southern California	Los Angeles, Orange Riverside, San Bernardino	$29 million
Sacramento County	Sacramento	$15.5 million
Northern California	Shasta, Humboldt, Tehama	$4 million
Central Coast	Monterey, Santa Cruz, San Benito	$7 million
San Joaquin Valley	San Joaquin, Kern, Fresno	$15.3 million
Sonoma Coast	Sonoma, Mendocino	$6.75 million
San Diego County	San Diego	$21.7 million
Peninsula-Silicon Valley	San Mateo, Santa Clara	$55.2 million
	Total:	$154.45 million

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San Diego Resources

Technical Assistance and Permit Streamlining Support

Provide EV charging guidance to multi-unit dwellings and small business sites in

- disadvantaged communities (DACs)
- low-income communities (LICs)
- rural areas
- tribal lands

One-on-one meetings for San Diego County AHJs

- Compliance scorecard review
- Sample ordinance and materials checklist

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Thank You!

Contact information

Email project staff at **EVExpert@energycenter.org** or call **(866) 967-5816**.

Visit **calevip.org/technical-assistance** to learn more.

Electric Vehicle Permit Streamlining

Kielan Rathjen
Governor's Office of Business & Economic Development

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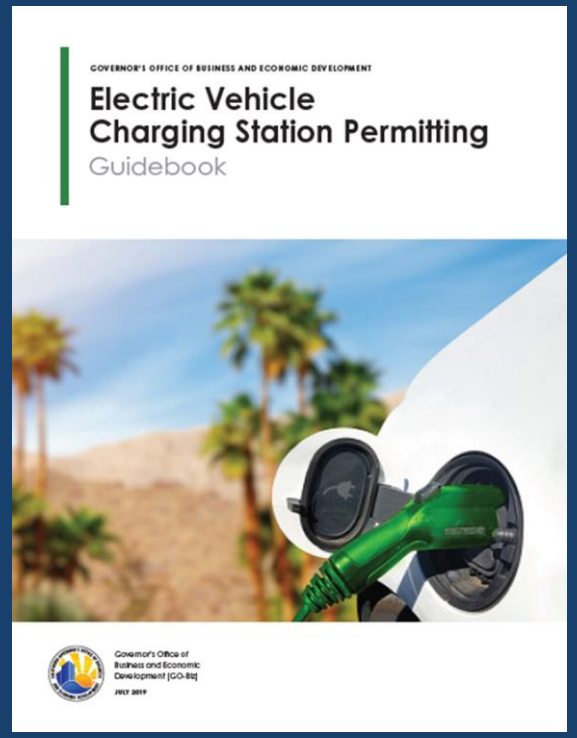
Electric Vehicle Charging Station Permit Streamlining

- San Diego CALeVIP AHJ Webinar -



CALIFORNIA GOVERNOR'S OFFICE OF BUSINESS AND ECONOMIC DEVELOPMENT

- October 20th, 2020 -

Impacts of COVID-19

- Tremendous challenges face local government
- GO-Biz wants to give cities and counties the time they need to respond to the crisis
  - Variation from jurisdiction to jurisdiction how COVID is impacting permitting for EV infrastructure
- Opportunity to rebuild our economy
  - Numerous shovel ready projects are awaiting permits to put Californians back to work installing charging stations
- Please visit the state's websites regularly to get up to date information on California's COVID-19 guidance:
  - California's comprehensive COVID-19 website: https://covid19.ca.gov/
  - Business assistance can be found through GO-Biz: https://business.ca.gov/coronavirus-2019/

What are Electric Vehicle Charging Stations (EVCS)

Level 1 (Up to 1.9 kW)

- 4-5 miles per hour -

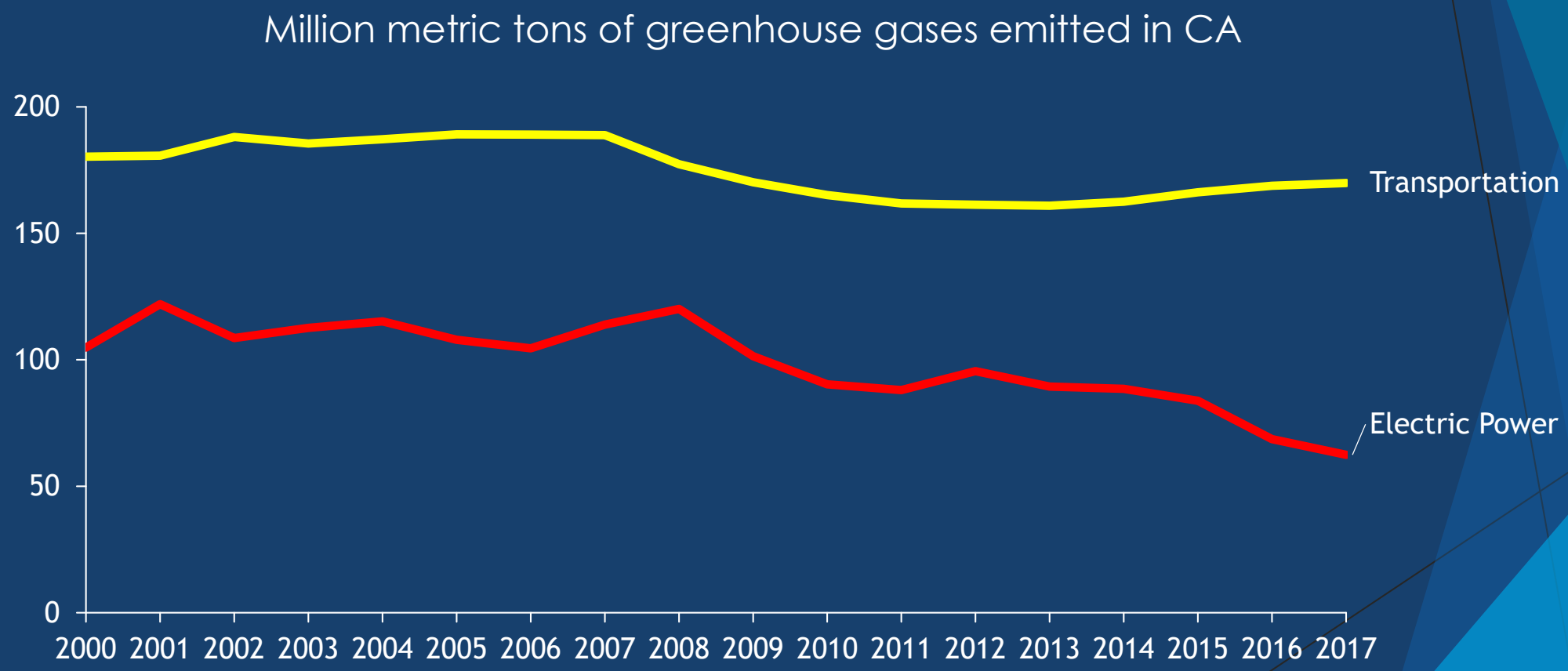
Level 2 (Up to19.2 kW)

- 12-70 miles per hour -

Level 3 / Direct Current Fast Chargers / DCFC (50-350 kW)

- 3-20 miles per minute -

Electricity has been the biggest driver of emissions reductions to date - transportation has been the hardest nut to crack



California's Zero-Emission Vehicle (ZEV) Goals:

- Light-duty car sales will be 100% ZEV by 2035 (N-79-20)
- Carbon neutral as a state by 2045 (Executive Order B-55-18)
- Carbon free electricity production by 2045 (SB 100)
- 1.5 Million light-duty ZEVs by 2025
- 5 Million light-duty ZEVs by 2030
- 250,000 electric vehicle charging stations (EVCS) by 2025
- 200 hydrogen fueling stations by 2025

ZEVs are *part* of this solution, but we need them to be part of the solution *faster*

- #2 Concern about EVs: low charging station availability
  - Permitting and related costs are higher in CA than most states
- **AB 1236** was passed in 2015 to streamline permitting
  - Implementation has been uneven across the state
    - September 30, 2016 – Cities/Counties with populations over 200,000 needed to comply with the law
    - September 30, 2017 – Cities/Counties with populations under 200,000 needed to comply with the law

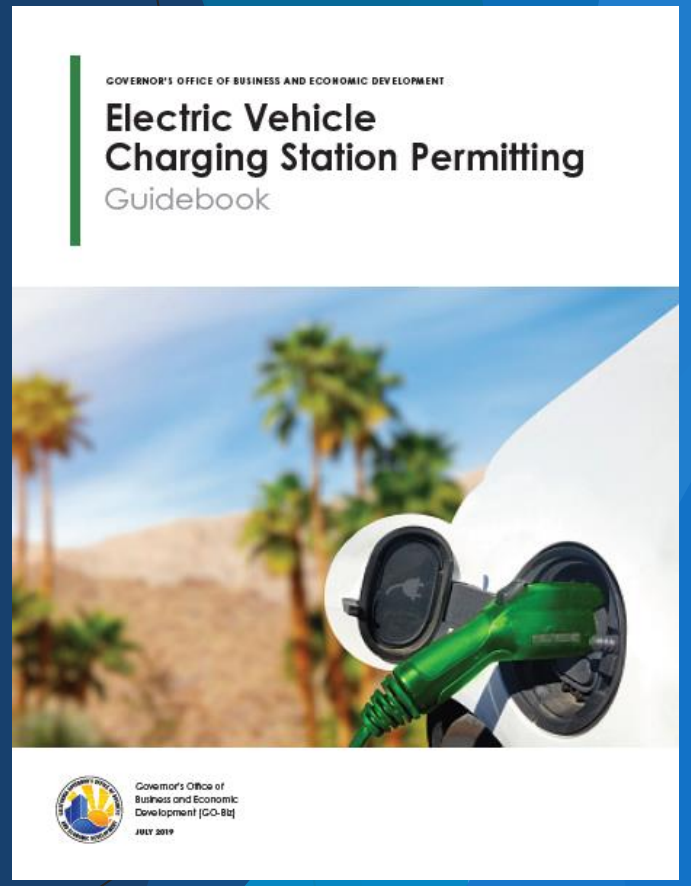
Why is Permit Streamlining Important?

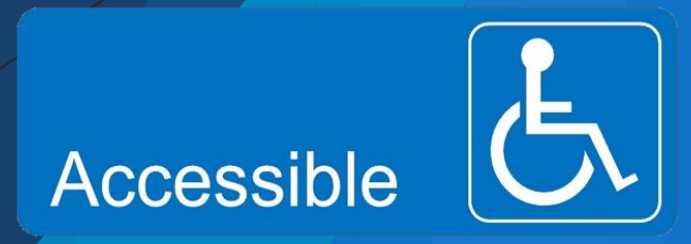
- New jobs, cleaner air and less work for city/county staff
- Installing a charging station is 3 to 5 the cost of charger itself[1]
  - Soft Costs (i.e. permitting) have the greatest possibility for cost reduction with installing charging stations
- Electrify America data across states:
  - Average permitting time in California exceeds the national average by more than 70%
  - Stations must be redesigned in California 30% more frequently
  - Cost 22% more to build in California

1. From *Reducing EV Charging Infrastructure Costs*, Rocky Mountain Institute.

Guidebook Key Sections

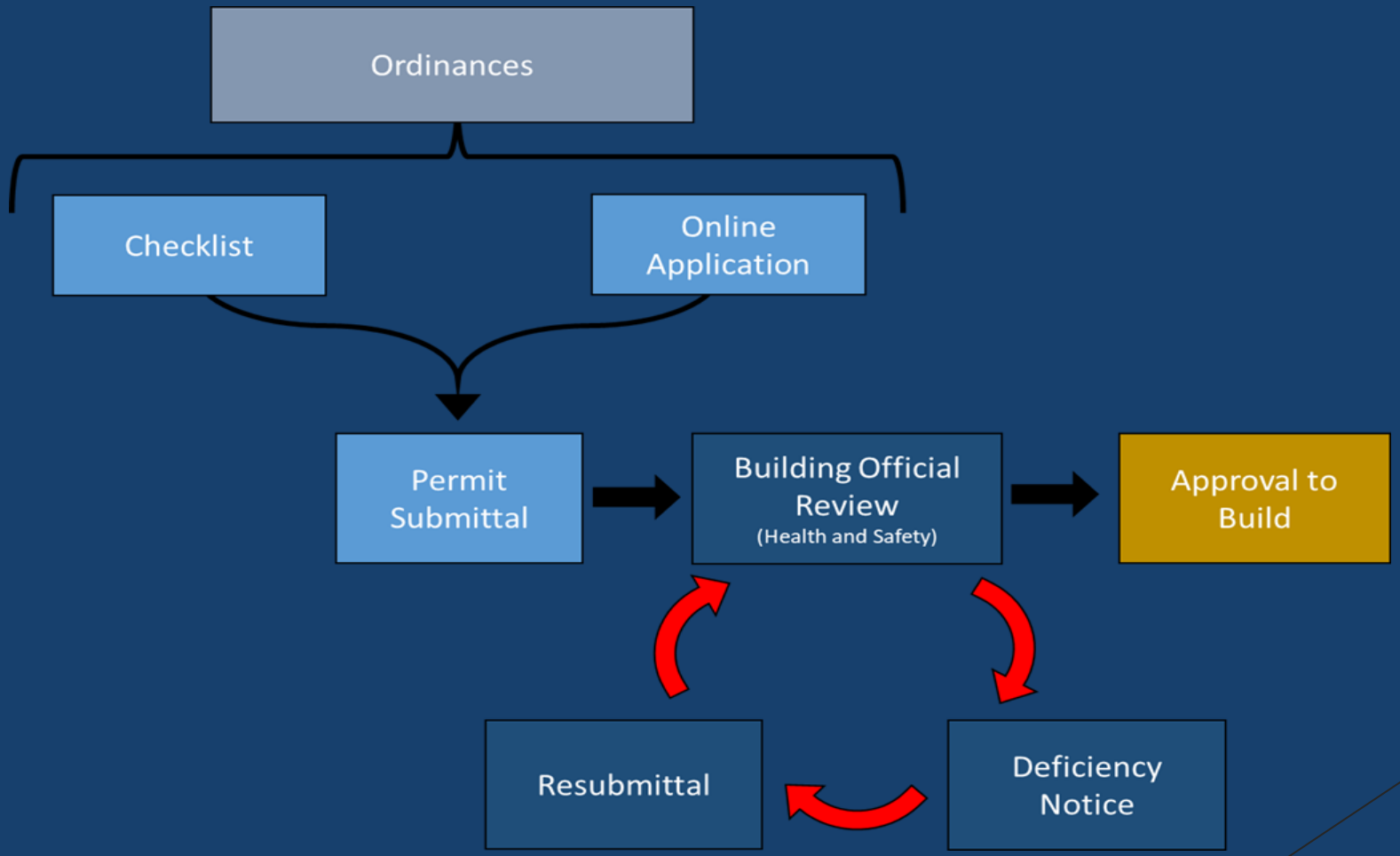
- 1. Planning and Site Selection
- 2. Permitting
- 3. Accessibility
- 4. Connecting to the Grid
- 5. Construction, Commissioning, and Operation

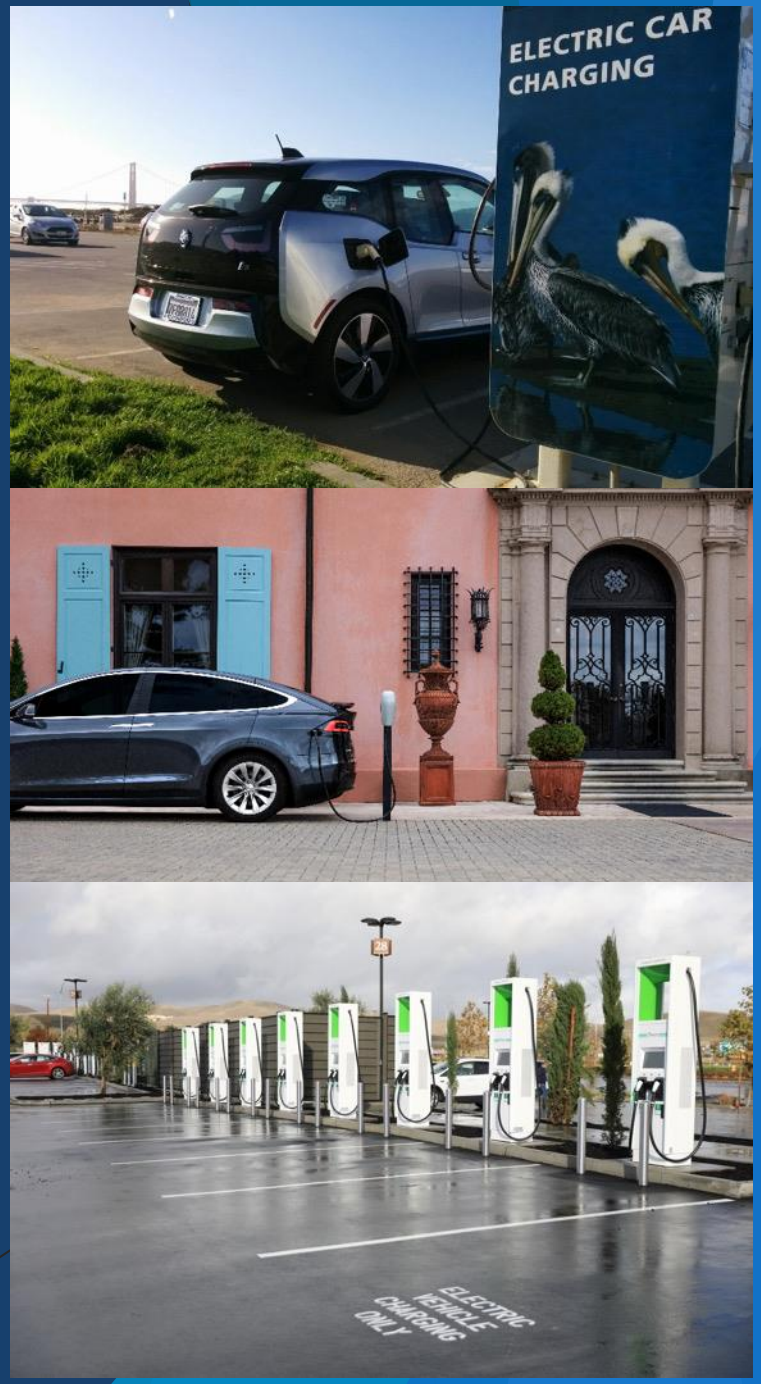




Permitting

- Assembly Bill 1236 Permit Streamlining Law





Best Practice Permitting 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	

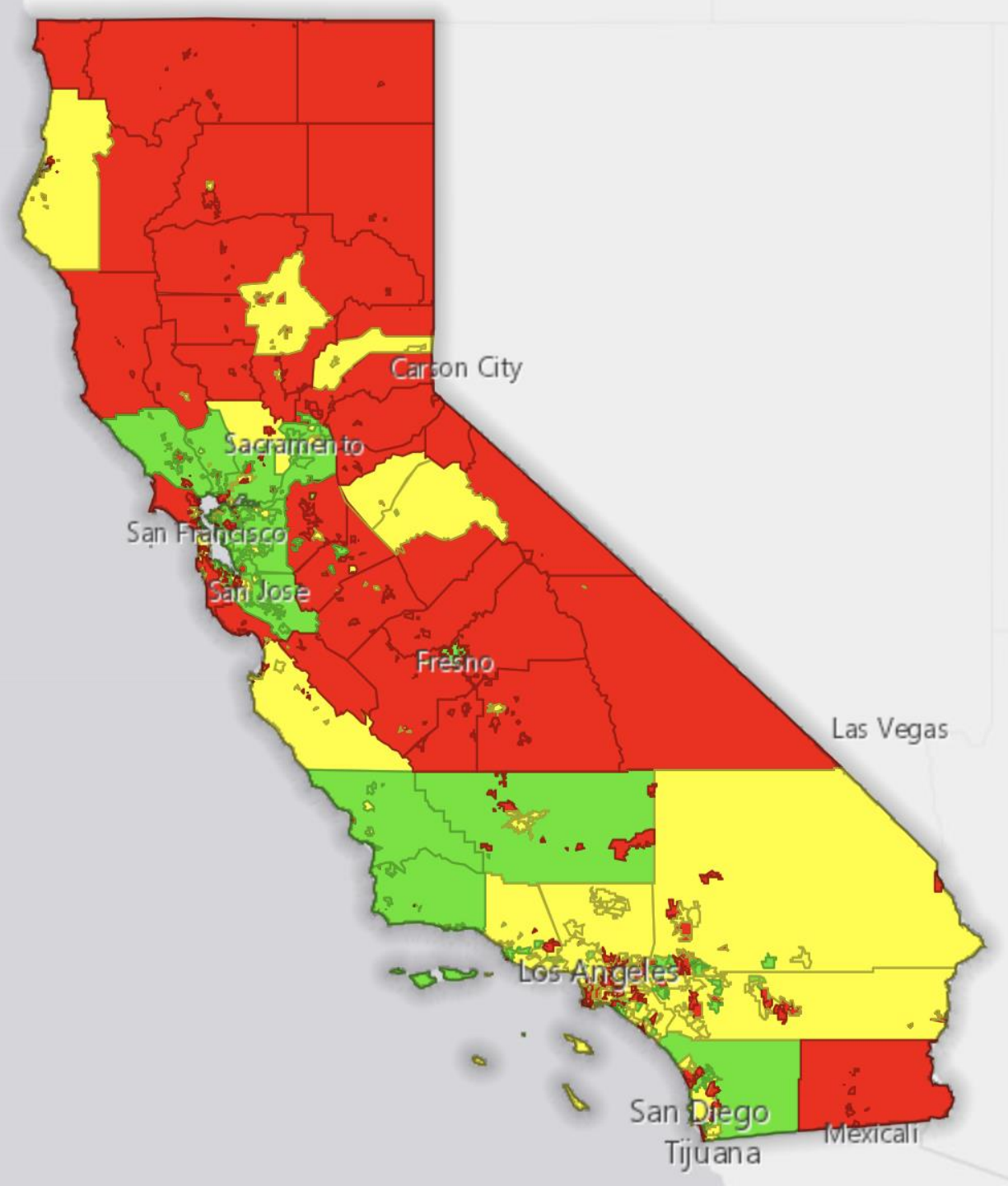
Complete package » Approval to Build		
Type of Charger	**Within Best Practice**	**Optimal**
L2 – Single Family	1 day	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	15 days*	
DCFC	15 days*	

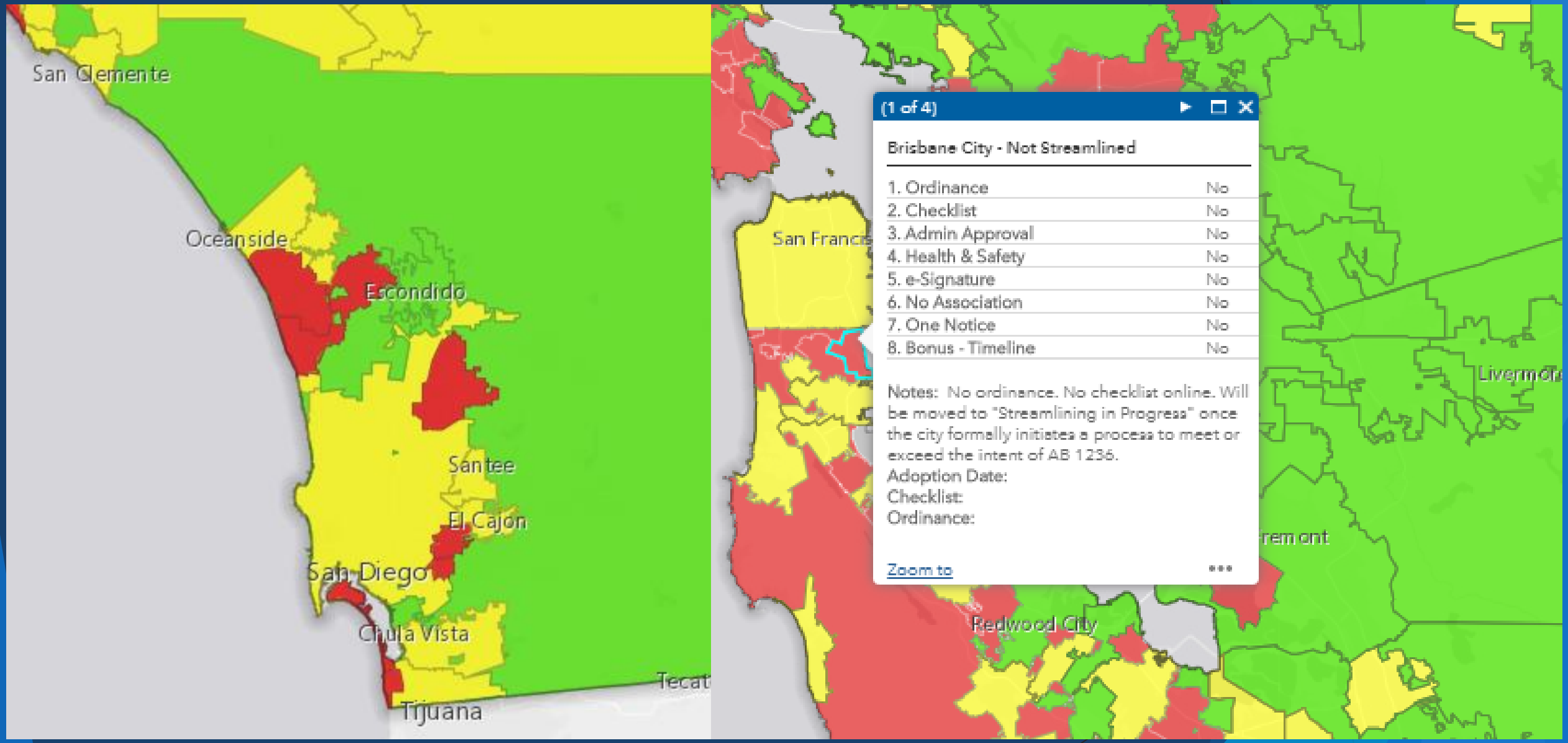
Construction Complete Notice » Inspection		
Type of Charger	**Within Best Practice**	**Optimal**
L2 – Single Family	5 days	Same Day
Multi L2 – Shared (Multi Family/Workplace/Public)	5 days	
DCFC	5 days	

CA Electric Vehicle Charging Station Permit Streamlining Map

*Interactive map available here

EVCS Permit Ready Score:
Green – City or County is EVCS Permit Ready, charging infrastructure permitting is streamlined
Yellow – City or County EVCS permit streamlining is in progress, or partially complete
Red – City or County is **not** streamlined for EVCS permitting
Grey – Not yet evaluated (or in process)





*See https://business.ca.gov/industries/zero-emission-vehicles/plug-in-readiness/ for updated map

Common Problems

- Aesthetics – requiring additional landscaping, colored bollards, public art etc.
- Zoning concerns
- Parking counts
- No electronic signature
- Different ADA interpretations
- Lack of awareness of AB 1236

	Scoring Criteria:	Complete if:
☐	**1. Streamlining Ordinance** Ordinance creating an expedited, streamlined permitting process for electric vehicle charging stations (EVCS) including level 2 and direct current fast chargers (DCFC) has been adopted.	– Streamlining ordinance has been adopted
☐	**2. Permitting checklists covering Level 2 and DCFC** Checklist of all requirements needed for expedited review posted on city or county website.	– Permitting checklist is available and easily found on city or county website
☐	**3. Administrative approval of EVCS** EVCS projects that meet expedited checklist are administratively approved through building or similar non-discretionary permit.	– The streamlining ordinance states that permit applications that meet checklist requirements will be approved through non-discretionary permit (or similar)
☐	**4. Approval limited to health and safety review** EVCS project review limited to health and safety requirements found under local, state, and federal law.	– The streamlining ordinance states that no discretionary use permit is required and permit approval will be limited to health and safety review

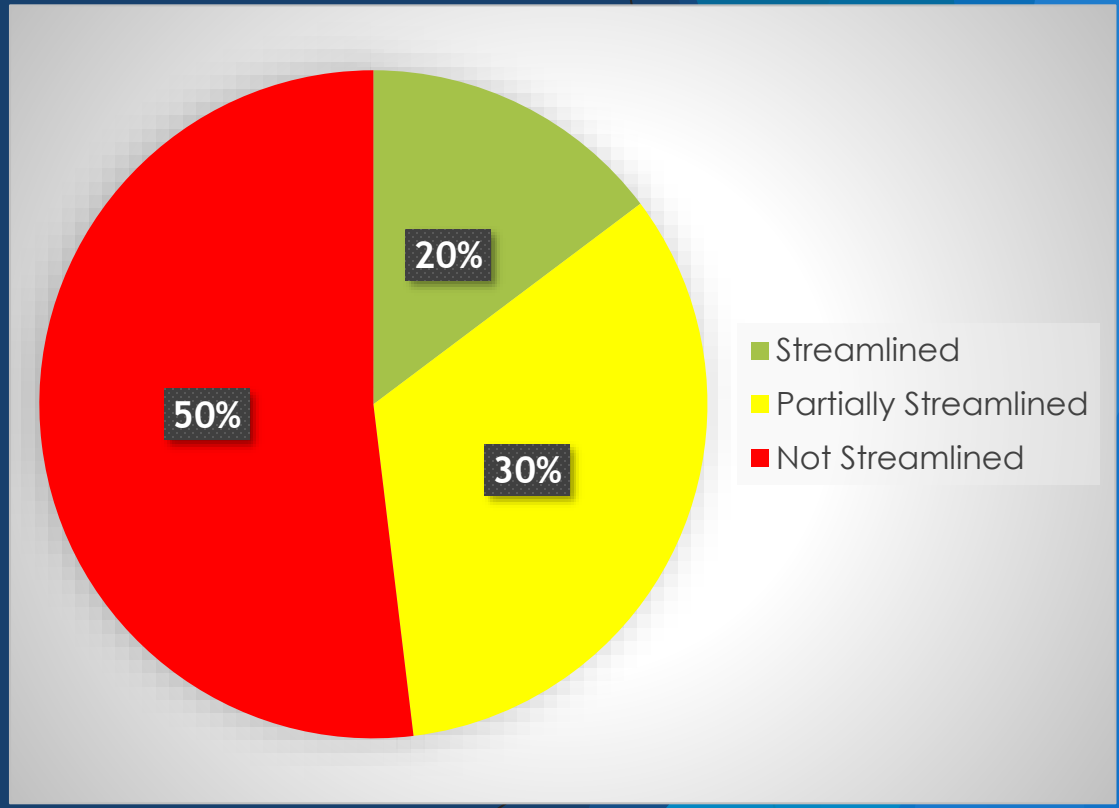
☐	**5. Electric signatures accepted** AHJ accepts electronic signatures on permit applications.*	– Electronic signatures accepted on City or County website (usually specified in the ordinance)
☐	**6. EVCS not subject to association approval** EVCS permit approval not subject to approval of an association (as defined in Section 4080 of the Civil Code).	– The streamlining ordinance states that EVCS permits do not require association approval
☐	**7. One complete deficiency notice** AHJ commits to issuing one complete written correction notice detailing all deficiencies in an incomplete application and any additional information needed to be eligible for expedited permit issuance.	– The streamlining ordinance dictates that a written correction notice must detail all deficiencies
☐	***8. Bonus: Expedited timeline for approval*** Consistent with the intent of AB 1236, AHJ establishes expedited timelines for EVCS permit approval compared to standard project approval procedures.	– The streamlining ordinance (or other policy mechanism) outlines expedited approval timelines for EVCS permits

Status of the State as of 10/20/20

- Cities and counties

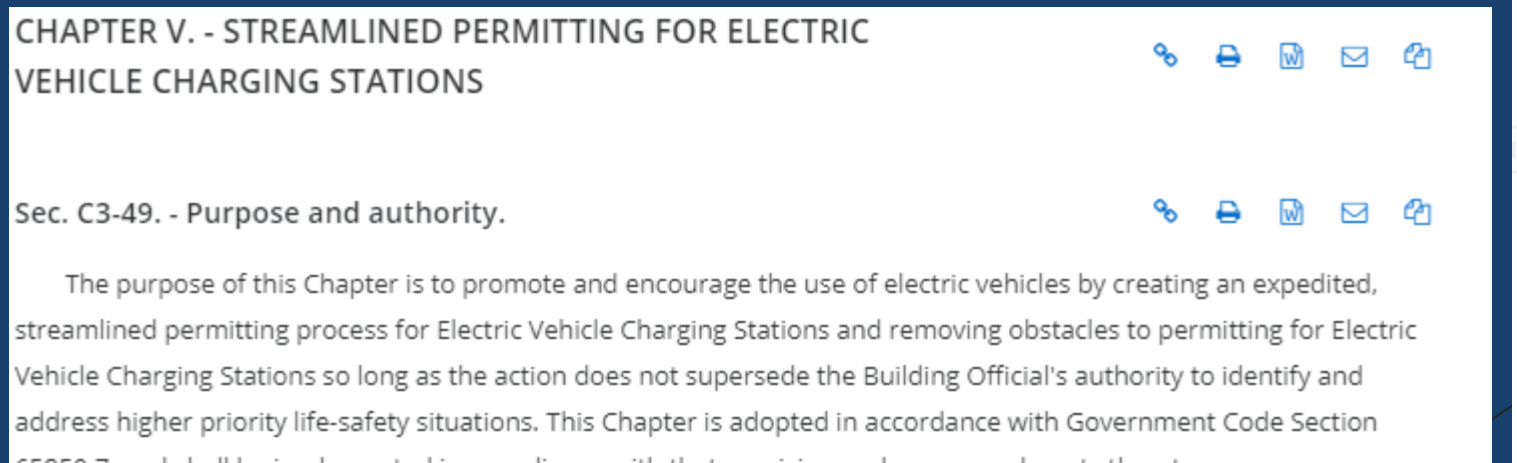
- **Streamlined - 109**
- **Streaming in Progress - 160**
- **Not Streamlined - 271**

Only 20% of California has streamlined its EVCS permitting



How to become "Green" on the AB 1236 Map

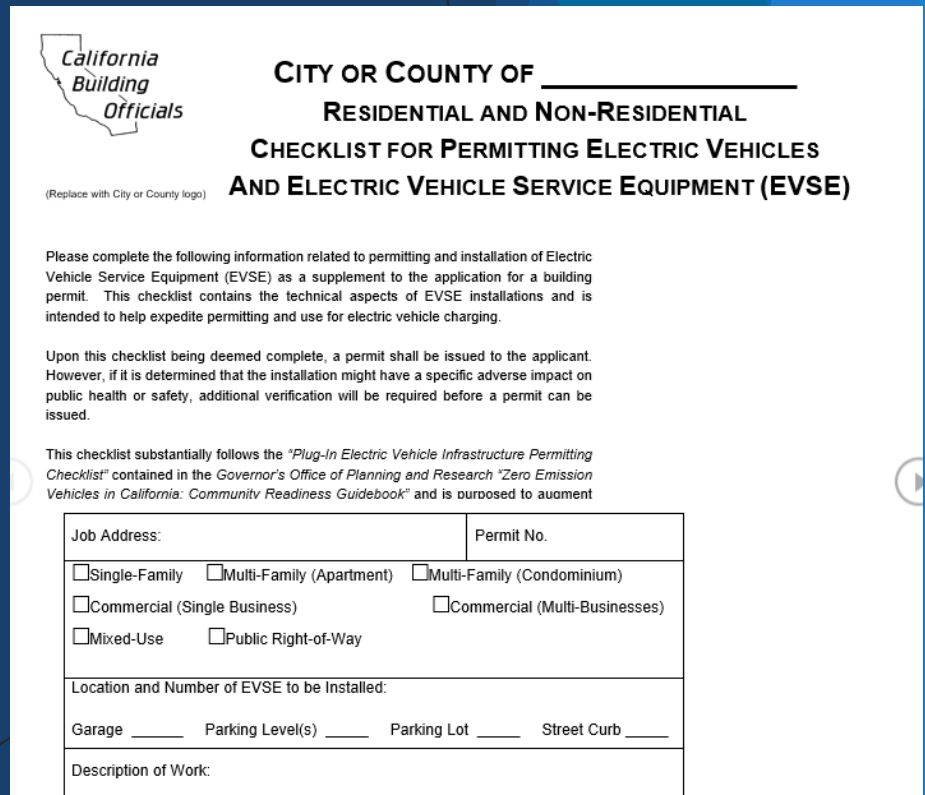
- Pass an Ordinance
- Create EVCS permitting checklist
  - Based on the ordinance and checklist, develop permitting process that (in practice) streamlines the permitting process
    - Removing Planning Department decisions from the process as much as possible



CHAPTER V. - STREAMLINED PERMITTING FOR ELECTRIC VEHICLE CHARGING STATIONS

Sec. C3-49. - Purpose and authority.

The purpose of this Chapter is to promote and encourage the use of electric vehicles by creating an expedited, streamlined permitting process for Electric Vehicle Charging Stations and removing obstacles to permitting for Electric Vehicle Charging Stations so long as the action does not supersede the Building Official's authority to identify and address higher priority life-safety situations. This Chapter is adopted in accordance with Government Code Section



California Building Officials

(Replace with City or County logo)

CITY OR COUNTY OF _____

RESIDENTIAL AND NON-RESIDENTIAL

CHECKLIST FOR PERMITTING ELECTRIC VEHICLES AND ELECTRIC VEHICLE SERVICE EQUIPMENT (EVSE)

Please complete the following information related to permitting and installation of Electric Vehicle Service Equipment (EVSE) as a supplement to the application for a building permit. This checklist contains the technical aspects of EVSE installations and is intended to help expedite permitting and use for electric vehicle charging.

Upon this checklist being deemed complete, a permit shall be issued to the applicant. However, if it is determined that the installation might have a specific adverse impact on public health or safety, additional verification will be required before a permit can be issued.

This checklist substantially follows the *"Plug-In Electric Vehicle Infrastructure Permitting Checklist"* contained in the *Governor's Office of Planning and Research "Zero Emission Vehicles in California: Community Readiness Guidebook"* and is purposed to augment

Job Address:	Permit No.
☐Single-Family ☐Multi-Family (Apartment) ☐Multi-Family (Condominium) ☐Commercial (Single Business) ☐Commercial (Multi-Businesses) ☐Mixed-Use ☐Public Right-of-Way	
Location and Number of EVSE to be Installed: Garage _____ Parking Level(s) _____ Parking Lot _____ Street Curb _____	
Description of Work:	

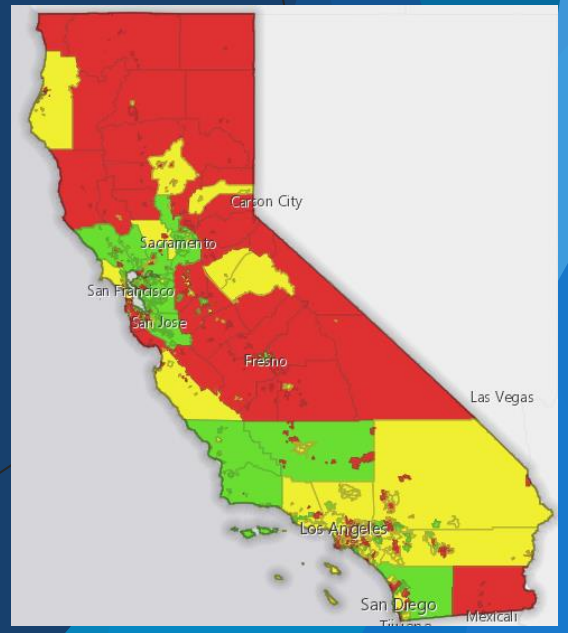
Permitting Olympics

- Goal of getting 100% of the state streamlined or "green" by April 22nd, 2021 (Earth Day)
  - Our website will show progress towards the goal
- GO-Biz is looking for local champions to spearhead this issue in their region
  - Our Office will provide awards to individuals that go above and beyond to support EV readiness in their community

Permitting Olympics: Streamlined Counties

Gold:	Sliver:	Bronze:
N/A	Alameda County	Marin County
	Napa County	Sacramento County
		San Luis Obispo County
		Santa Barbara County
		Sonoma County
		Tuolumne County

Gold (100% of county's jurisdictions), Silver (75%), Bronze (50%)



Contact us with your questions:

Kielan Rathjen
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Accessibility Regulations

Ida Clair
Division of the State Architect

DSA
DIVISION OF THE STATE ARCHITECT
DEPARTMENT OF GENERAL SERVICES

Electric Vehicle Charging Stations

Accessibility Regulations for Public Buildings, Public Accommodations, Commercial Facilities, and Public Housing

California Building Code (CBC) Title 24 Part 2 Chapter 11B

EV Charging Stations

CBC Chapter 11B

Steps to applying accessibility regulations accurately:

1. Read applicable definitions in Chapter 2 prior to applying scoping and technical requirements
2. Determine the total number of accessible EVCS per CBC 11B-228.3 based on the total number of EVCS provided.
3. Apply technical provisions for EVCS in CBC 11B-812.
4. If project is an alteration, determine *path of travel* improvements requirements in CBC 11B-202.4 Exception 10.

DSA DIVISION OF THE STATE ARCHITECT DEPARTMENT OF GENERAL SERVICES

EV Charging Stations

CBC Chapter 11B

Two exceptions to providing accessible EVCS

- EVCS not available to general public **and** intended for use by a designated vehicle or driver (example: EVCS that are assigned to an employee; EVCS serving public or private fleet vehicles).
- In public housing facilities, EVCS intended for use by an EV owner or operator at their residence (space can be provided and assigned to the EVCS owner).

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EV Charging Stations

CBC 11B-228.3 Scoping

New Construction and Alterations of EVCS

- When new EVCS are added to a site with existing EVCS, the total number of new and existing EVCS is used to determine the number of accessible EVCS per Table 11B-228.3.2.1.
- Technical provisions apply only to new and altered EVCS; the CBC does not require existing EVCS to be altered to meet the new technical requirements.

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EV Charging Stations

Accessible spaces

Van accessible EV space

- 12’ minimum width x 18’ long, with 5’ access aisle

Increased width of stall allows for flexibility of parking dependent upon charging port location on the vehicle. Access aisle required on passenger side.

Standard accessible EV space

- 9’ minimum width x 18’ long, with 5’ access aisle

Similar configuration to standard accessible parking space, and access aisle can be on driver or passenger side.

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EV Charging Stations

Accessible spaces

Ambulatory accessible EV space

- 10’ minimum width x 18’ long, no access aisle

Additional width of space provides increased access for individuals with limited or temporary mobility challenges.

Drive-up accessible EV space

- Similar to motor fuel pump island at filling stations
- By definition, charging is limited to 30 minutes

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EV Charging Stations

CBC 11B-812 Technical

Accessible route requirements

- An accessible route shall be provided connecting the EV space to the EV charger that serves it.
- EVCS shall be designed so accessible routes are not obstructed by cables or other elements.
- EVCS that serve a particular building or facility shall be located on an accessible route to an accessible entrance.
- Where EVCS do not serve a particular building or facility, EVCS shall be located on an accessible route to an accessible pedestrian entrance of the EV charging facility.

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EV Charging Stations

CBC 11B-812 Technical

EV Charger requirements serving accessible EVCS spaces

- Charging cables cannot block the accessible route (may require cord storage).
- Clear floor space required at EV charger.
- Reach range requirements for operable parts.
- Operable parts requirements for maximum 5 lb. force (EV connectors are not required to meet 5-lb. activating force requirements).
- Point-of-sale devices must comply with of CBC 11B-812.10.3.

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EV Charging Stations

CBC 11B-812 Technical

Identification for accessibility

Installations of 1-4 EVCS

- No identification signs required.
- While the accessible EV space is designed for accessibility, its use is available to everyone and not limited to those with access license plates or placards.

Installations of 5-25 EVCS

- One van accessible EV space shall be identified with an ISA; the standard accessible EV space shall not be required to be identified with an ISA.

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EV Charging Stations

CBC 11B-812 Technical

Identification for accessibility

Installations of 26 or more EVCS

- All required van accessible and all required standard accessible shall be identified by an ISA.

Ambulatory EVCS

- Not required to be identified with an ISA.

Drive-up EVCS

- Not required to be identified with an ISA.

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EV Charging Stations

CBC New Regulations for July 1, 2021

Requires application of the scoping requirements for:

- Each combination of charging level and EV connector type integral to the EV charger

Clarifies technical requirements:

- A parking space and a charging space can share an access aisle; use parking space markings
- When less than four charging spaces, the van accessible charging space can have the access aisle on either side of the vehicle

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EV Charging Stations

Path of Travel Improvements

CBC 11B-202.4 Exception 10:

- When installing new EVCS at existing facilities where vehicle fueling, charging, parking or storage is a primary function, POTIs are limited to 20% of cost of work directly associated with the installation of EVCS. (example: EVCS in a parking structure when the parking structure does not serve a specific building)

- Alterations where installing new EVCS at existing facilities where vehicle fueling, charging, parking or storage is **not** a primary function, POTIs are not required.
  (example: EVCS serving a specific building)

DSA DIVISION OF THE STATE ARCHITECT DEPARTMENT OF GENERAL SERVICES

DSA EVCS Webpage
https://www.dgs.ca.gov/DSA/Resources/Page-Content/Resources-List-Folder/Access-Compliance-Reference-Materials
Then click on: Electric Vehicle Charging Station Accessibility

Includes:

Federal Resources and CBC Requirements
EVCS Fact Sheet Summary
EVCS PowerPoint and Video
EVCS Frequently Asked Questions (FAQs)

Permitting Best Practices

SANDAG

Moe Zarabi
County of San Diego

County of San Diego

EV Charging Station Readiness & Best Practices

SANDAG/CSE CALeVIP

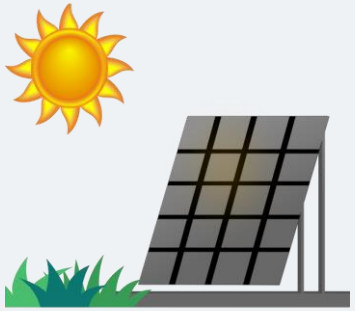
10/20/2020

Agenda

1. Innovation and streamlining
2. AB-1236 & OPR's Go-Biz
3. Achieving "Green" status
4. Lessons Learned & Looking Ahead

Innovations & Streamlining Overview

Supporting renewable energy permitting:



- Fee-waivers for res. solar PV and water heaters (2001)
- Streamline online permitting for solar PV (2013)
- “Instant Permits” online for panel upgrades (2014)
- Board adopted Streamline Permitting Ord. & Solar and EV Capable Ord. (2015)
- “Instant Permits” online for EVCS & reduced fees (2017)
- Streamline online permitting for battery storage (2019)
- Board adopted EV Roadmap (2019)

Innovations & Streamlining Overview

Key achievements:

- Naco, CSAC, and Solsmart
- Participation in OPR solar & storage Guidebook
- Participation in SolarAPP development
- Go-Biz “Green”

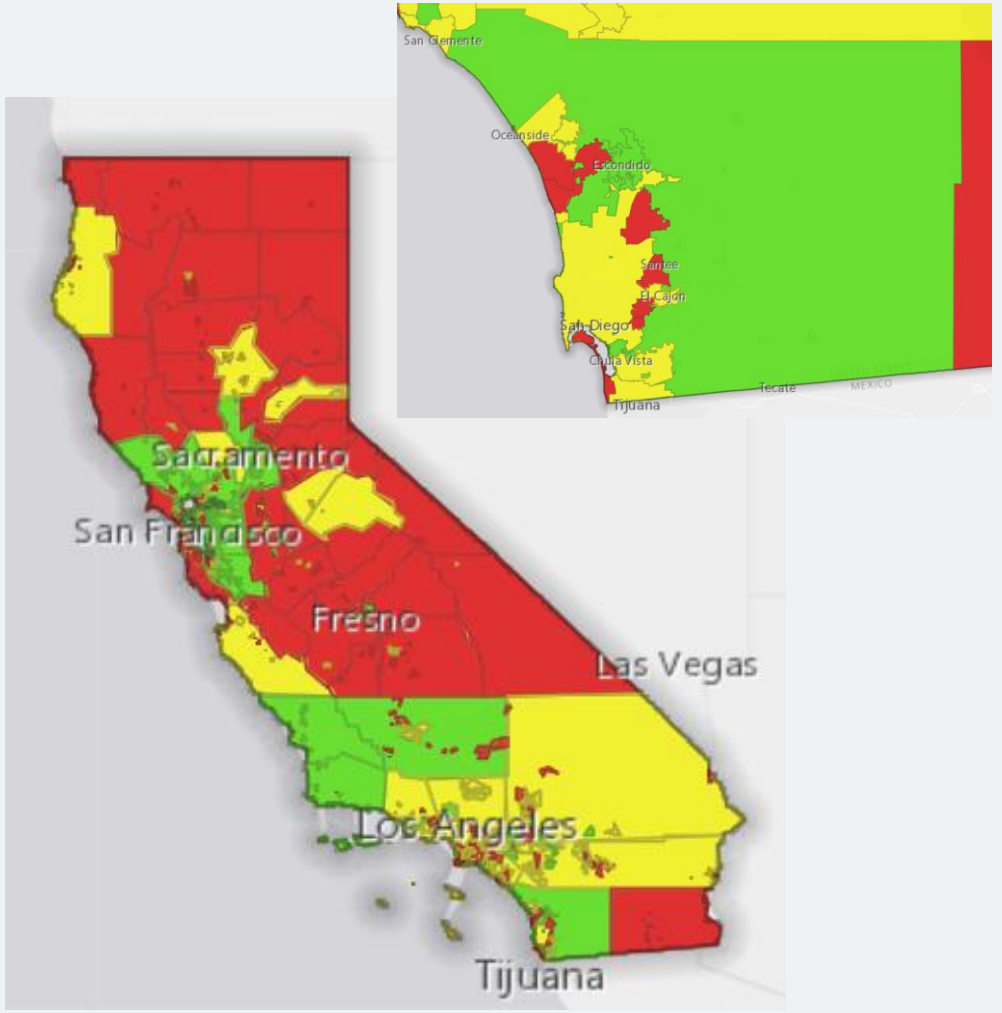
AB-1236 & OPR's Go-Biz EVCS Readiness

AB – 1236 (2015) Requirements:

- Streamline Ordinance
- Streamline Checklist
- Online permitting

OPR's GO-Biz "Green" Requirements:

- Streamlining Ordinance
- Permitting checklists covering L2 and DCFC
- Administrative approval of EVCS
- Approval limited to health and safety review
- Electric signatures accepted
- EVCS not subject to association approval
- One complete deficiency notice
- Bonus: Expedited timeline for approval



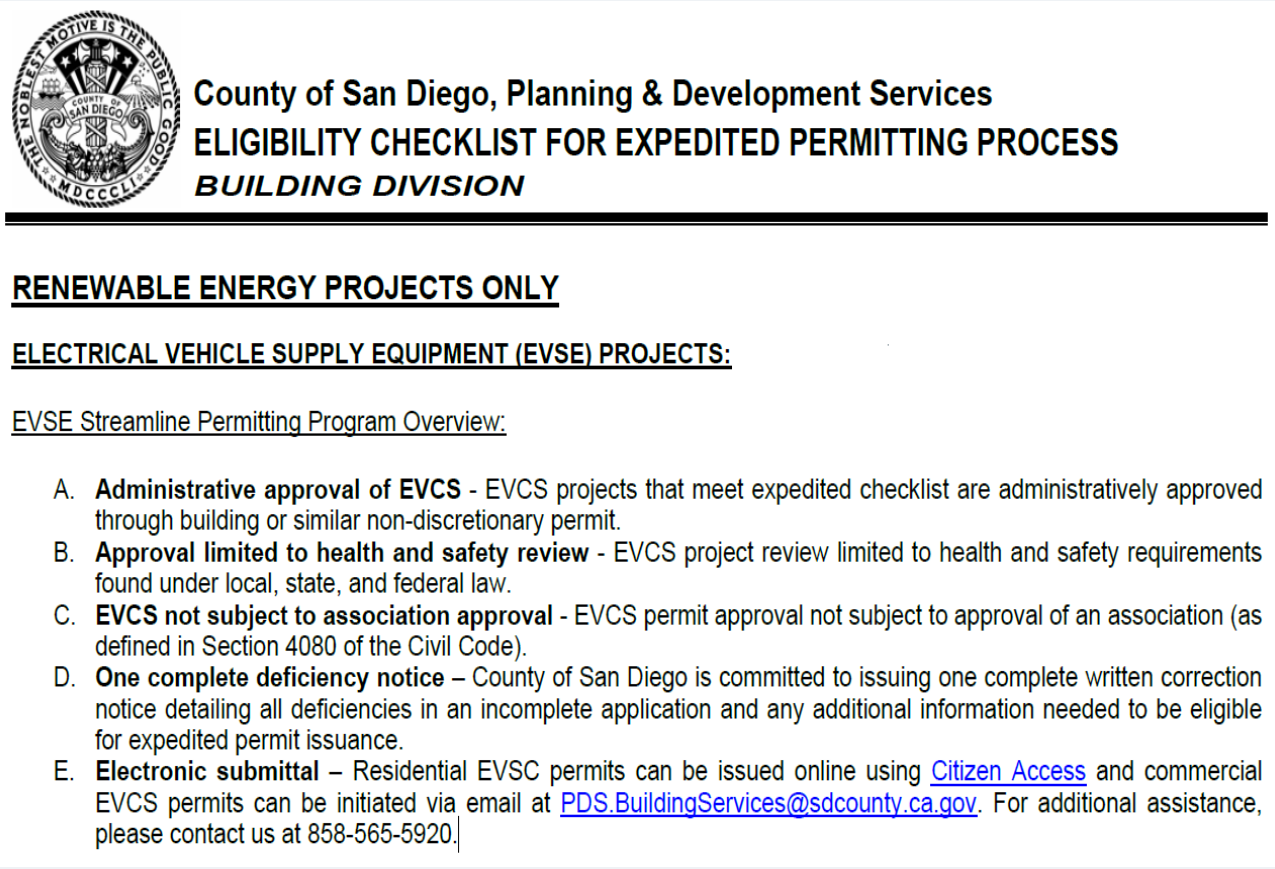
Achieving “Green” Status

The approach to codify state requirements:

- AB – 1236 (2015) Codified Ordinance
- Single “Streamline Checklist”
- Online permitting

Adjustments to achieve “Green” using streamline checklist:

- Administrative approval.
- Health and safety Review
- No association approval
- One complete notice
- Electronic submittal



County of San Diego, Planning & Development Services
ELIGIBILITY CHECKLIST FOR EXPEDITED PERMITTING PROCESS
BUILDING DIVISION

RENEWABLE ENERGY PROJECTS ONLY

ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE) PROJECTS:

EVSE Streamline Permitting Program Overview:

A. **Administrative approval of EVCS** - EVCS projects that meet expedited checklist are administratively approved through building or similar non-discretionary permit.
B. **Approval limited to health and safety review** - EVCS project review limited to health and safety requirements found under local, state, and federal law.
C. **EVCS not subject to association approval** - EVCS permit approval not subject to approval of an association (as defined in Section 4080 of the Civil Code).
D. **One complete deficiency notice** – County of San Diego is committed to issuing one complete written correction notice detailing all deficiencies in an incomplete application and any additional information needed to be eligible for expedited permit issuance.
E. **Electronic submittal** – Residential EVSC permits can be issued online using Citizen Access and commercial EVCS permits can be initiated via email at PDS.BuildingServices@sdcounty.ca.gov. For additional assistance, please contact us at 858-565-5920.

Lessons Learned & Looking Ahead

Lessons Learned:

- Building Code behind advancing technologies
- Staff and inspection comfort with new technologies
- Applicants comfort with online permitting
- Partnership with manufactures and industry
- New product vender presentation and Q/A with staff
- Single streamlined checklist for all renewable projects
- Pre-approved list of products

Looking Ahead – Continuous Improvements:

- Partnership with other AHJs to align approach
- Leverage renewable energy and technology “champion” staff
- EV Roadmap and long-term goals
- Trial fee-waiver program for EV

Any Questions?

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SANDAG

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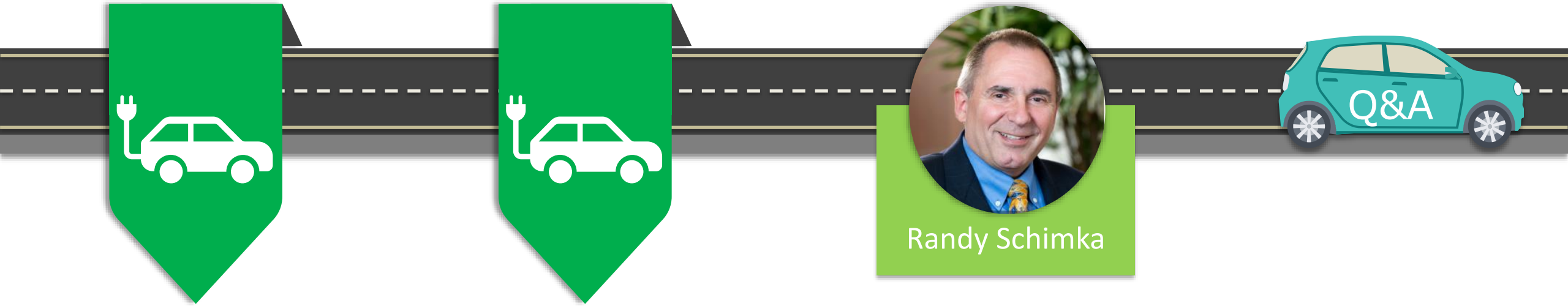
CALeVIP / AHJ Webinar

Today's SDG&E Topics



SDG&E Clean Transportation Program Summary

Interconnection Process for New Electric Service

Principal CT Technical Solutions Advisor

SDG&E Clean Transportation Program Updates

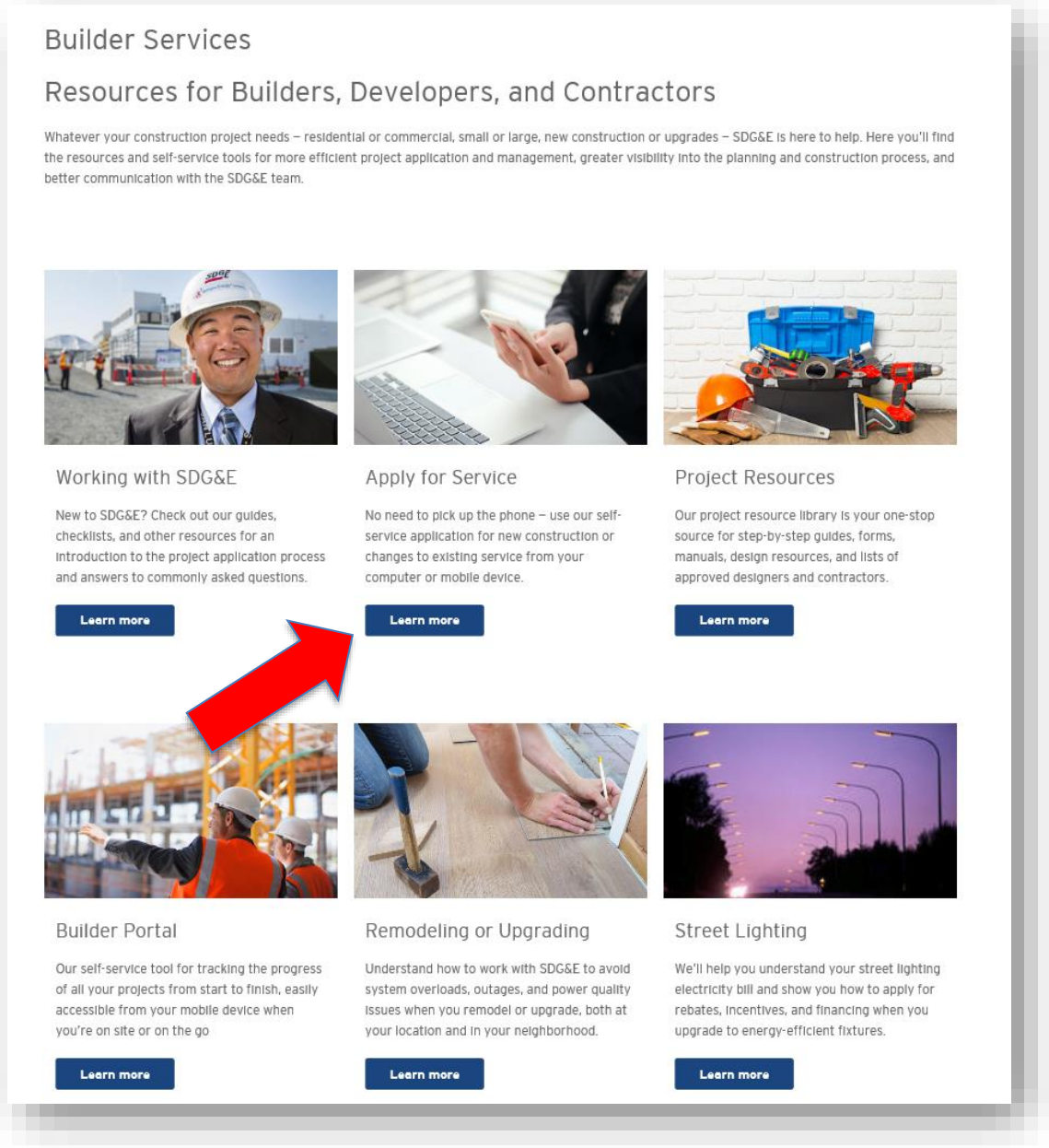
Current Programs

- Power Your Drive Extension – 2,000 Level 2 Ports for Workplaces and MUDs
- Power Your Drive for Schools, Parks, and Beaches - ~300 Level 2 and 32 DC FC
- Power Your Drive for Fleets – Charging infrastructure for 3,000 MD/HD at 300 sites

SDG&E Project Planning - Requesting New Service

Project Planning Resources:

- sdge.com/builder-services webpage
- sdge.com/apply-service webpage
- Project Planning – Ph: 858-636-6805



SDG&E Project Planning - Requesting New Service

Apply for Service:

- Change to Existing Service
- New Construction

Apply for Service

We've made it easier than ever to initiate your construction project. Whether it's a small-scale project or a larger new development, you can now submit your details and get your project with SDG&E underway. Along the way, we'll provide the instructions you need to make sure your application is promptly reviewed and processed.

Change to Existing Service

The property already has a meter.

You're doing a renovation or upgrade that significantly changes the electrical or gas power needs.

Apply now

New Construction

The property does not have a meter.

You're working on new construction that requires electric (overhead or underground) or gas line installations.

Apply now

SDG&E Project Planning - Requesting New Service

What to Expect

1 The first step is to select the right application for your project – change to existing service or new construction – and be ready to provide:

- Key contacts for your project: Primary Contact, Applicant/Builder, Legal Contact, etc.
- Project dates and details: Start, finish, special site or property conditions, etc.
- Services you are requesting from SDG&E: Relocation, upgrade, new service, electric, gas data and load, etc.

2 After you have submitted your request, we will work with you to gather all required documents, including:

- Civil plans (e.g. grading, street improvement)
- Architectural plans (e.g. site, exterior, landscaping)
- Electrical and/or plumbing plans
- Assessor's parcel map

3 Once we have everything, we assign your project to an SDG&E planner and initiate the work, including:

- Scheduling a field visit, as needed
- Discussing your options
- Issuing a service work order
- Scheduling SDG&E's portion of the work

Question and Answer Session

Moderators
Susan Freedman, San Diego Association of Governments (SANDAG)
Kevin Wood, Center for Sustainable Energy

Presenters
Kielan Rathjen, Governor's Office of Business & Economic Development
Ida Clair, Division of the State Architect
Moe Zarabi, San Diego County
Randy Schimka, San Diego Gas & Electric

Question and Answer Session

Questions?

Submit comments and questions through chat, and please include your business or organization name.

- Webinar presentation will be emailed to attendees on 10/21.
- Webinar recording will be emailed to attendees on 10/29.

Visit **calevip.org/technical-assistance** for more information.

Thank You

Contact project staff by email or by phone
EVExpert@energycenter.org
or call **(866) 967-5816**

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