

TRINITY COUNTY PLANNING COMMISSION
STAFF REPORT

PROJECT TITLE: Ordinance Amending Title 15 (Building and Construction) of the Trinity County Code Establishing an Electric Vehicle Charging Stations Streamlined Permitting Ordinance

REPORT BY: Skylar Fisher, Associate Planner

LOCATION: Countywide

ZONING DISTRICT: Varied

PROJECT DESCRIPTION:

AB 1236 (2015) and AB 970 (2021), codified in Government Code Sections 65850.7 and 65850.71, require cities and counties to adopt streamlined permitting procedures for electric vehicle charging stations (EVCS), including a streamlining ordinance and checklist.

PROJECT BACKGROUND:

A draft Electric Vehicle Charging Stations Streamlined Permitting Processing Ordinance (referred to as “draft ordinance”), consistent with the requirements found in AB 970 and AB 1236, was presented to the Trinity County Board of Supervisors (BOS) for review. By motion, the BOS referred the ordinance to the Trinity County Planning Commission for recommendations on appropriate zoning districts for electric vehicle charging stations.

PROJECT DISCUSSION:

AB 1236 requires that California cities and counties develop an expedited, streamlined permitting process for electric vehicle charging stations (EVCS). Pursuant to AB 1236, cities and counties must adopt a streamlining ordinance and checklist. The following scoring criteria are used by the state to grade how a jurisdiction meets the requirements of AB 1236:

Scoring Criteria:

1. Streamlining Ordinance for Expedited EVCS Permit Process

2. Permitting Checklists Online for L2 & DCFC
3. Administrative Approval of EVCS
4. Approval Limited to Health & Safety Review
5. Electronic Signatures Accepted
6. EVCS Not Subject to Association Approval
7. One Complete Deficiency Notice if Application is Incomplete

AB 970 expands on the requirements created by AB 1236 to limit EVCS project review to health and safety requirements. In addition, AB 970 establishes:

- Timelines for EVCS Permit Application Review
 - **1-25 station project at a single site:** An EVCS application will be deemed complete if after 5 business days the city or county has not either (1) found the application to be complete or (2) issued a written deficiency notice (a) detailing all changes needed to make the application consistent with the city or county EVCS permitting checklist or (b) identifying specific information necessary for the Building Official to conduct a limited review of whether the project meets all health and safety requirements. If the city or county has not yet created its checklist, the deficiency notice will be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law per AB 1236.

If not already approved or denied pursuant to the requirements of AB 1236 (Section 65850.7(b) or (c), respectively), the application will be deemed approved 20 business days after it was deemed complete if (1) the city or county has not made a finding, based on substantial evidence, that the EVCS could have a specific adverse impact upon the public health or safety; (2) the city or county has not required the applicant to apply for a use permit as specified in Section 65850.7(b); and (3) an appeal has not been made to the planning commission pursuant to Section 65850.7(d).

- **26 or more stations at a single site:** The process described above is the same for applications including 26 or more EVCS at a site, except: an EVCS application will be deemed complete after 10 business days and will be deemed approved 40 business days after deemed complete.
- **Parking requirements:** cities and counties shall reduce the number of required parking spaces by the amount necessary to accommodate the EVCS if the EVCS and associated equipment interferes with, reduces, eliminates, or in any way impacts the required parking spaces for existing uses.

Consistency with the Trinity County Zoning Code

In July 2019, the California Governor's Office of Business and Economic Development (GO-Biz) released the Electric Vehicle Charging Station Permitting Guidebook (referred to as "the guidebook"). The guidebook can be located on the Trinity County Planning Department website at: <https://www.trinitycounty.org/Agendas-Minutes-Staff-Reports>
The guidebook states that:

“...charging should be considered and included within general plans, capital improvement plans, climate action plans, design guidelines, and zoning codes as applicable.”

In addition, The guidebook states that:

“It should be noted that within the context of permitting charging stations and support equipment on existing sites, local zoning and parking considerations should not factor into the permit approval process (unless the project would pose a substantial health and safety risk).”

An approach consistent with AB 1236 would be finding that, for typical charging stations at an existing facility, electric vehicle charging is an accessory use and should not trigger additional zoning review.

Found below are the general descriptions for the various zoning districts of the county. Where staff found the general description to be vague out of context, the uses permitted by right (without a use permit) are also provided.

Unclassified District

The unclassified districts are those areas of the county not classified into zoning districts of a particular use at this time.

Agricultural District

Subject to provisions of Chapter 17.30, none but the following uses, or uses, which in the opinion of the planning commission are similar would be allowed (see Section 17.30.010).

Uses Permitted: “All agricultural uses, including crop and tree farming, livestock farming, dairies, animal husbandry, aviaries, single-family dwelling, except that uses indicated in Section 17.13.020 shall not be established until a use permit is first secured.”

Agricultural Preserve District

Agricultural preserve zoning districts are those areas of the county containing agricultural lands of at least one hundred acres which qualify for inclusion under the California Land Conservation Act (California Government Code, Section 51200 et seq.). Purpose of this zoning district is to preserve and insure the continuing utilization of lands for agricultural production purposes. To obtain the benefits of agricultural preserve

zoning the property owner must enter into a contract with the county. Failure to abide by this contract will result in cancellation of the zoning and its benefits as well as severe tax penalties.

Agriculture-Forest District

The purpose of this district is to identify and set development standards for lands suitable for forestry management, but which are not zoned Timberland Production Zone. This district is consistent with the "resource" general plan land use designation.

Rural Residential District

Subject to the provisions of Chapter 17.30, none but the following uses, or uses which in the opinion of the planning commission are similar, will be allowed (see Section 17.30.010).

Uses Permitted:

- "Single-family dwelling
- Agricultural uses except those requiring a use permit as set out in Section 17.15.020 of this section, provided that the number of animals per square feet of parcel area shall not exceed the following standards unless a use permit is first secured:
 - A. Horses, mules, cattle, similar livestock: Maximum one animal per twenty thousand square feet.
 - B. Goats, sheep, similar livestock: Maximum three animals per twenty thousand square feet.
 - C. Ratites (emus and related birds): Maximum one pair of ratites plus their offspring (maximum of forty offspring) per twenty thousand square feet. Offspring include chicks and/or pullets less than thirteen months of age.
 - D. Chickens, ducks, geese, pigeons, pheasants, peafowl, guinea fowl, rabbits, mink, chinchilla, similar livestock: Maximum twenty-five animals per twenty thousand square feet."

Single Family District

Subject to the provisions of Chapter 17.30, none but the following uses, or uses which in the opinion of the planning commission are similar, will be allowed (see Section 17.30.010).

Uses Permitted: "Single-family dwelling."

Duplex Residential District

Subject to the provisions of Chapter 17.30 none but the following uses, or uses which in the opinion of the planning commission are similar will be allowed (see Section 17.30.010).

Uses Permitted: "Two single-family structures, duplexes."

Multiple Family District

The purpose of this zoning district is to provide for multiple family sites in areas which have services and facilities available to serve such uses.

Residential Office District

The purpose of this zoning district is to provide locations where office and residential land uses can be sited on a given lot or independent of each other. This district is primarily intended for existing mix use areas as an alternative to commercial zoning.

Retail Commercial District

The purpose of this zoning district is to provide appropriate locations for the distribution and sale or rental, of goods or services of primarily a retail nature. Retail commercial areas are generally found within larger communities on major roads or interspersed with residential areas. Activities located in this district are generally compatible with nearby residential uses.

General Commercial District

The purpose of this district is to provide appropriate locations for intensive commercial activities. General commercial districts are generally centralized within the community and located on major or arterial streets.

Highway Commercial District

The purpose of this zoning district is to provide appropriate sites for the needs of recreation and business travelers. This district is intended to be applied to sites fronting on state highways or along arterial roads that provide access to major recreation destinations. Highway commercial areas should be designed so that all or most of the needs of the traveling public can be accommodated at one stop. This zoning district is not intended to be applied to strip commercial development along highways or arterials.

Heavy Commercial District

The purpose of this zoning district is to provide appropriate sites for uses which do not generally need highly visible locations and for sites for more intensive commercial uses as well.

Industrial District

The purpose of this zoning district is to provide locations for manufacturing and industrial uses in a manner which is compatible with neighboring uses and which protects the environment of the county.

Subject to the provisions of Sections 17.23.160 and Chapter 17.30, none but the following uses, or uses which in the opinion of the planning commission are similar will be allowed (see Section 17.30.010).

Specific Unit Development

To provide for developments that, because of a mixture of building types, land uses, or lot sizes, do not fit within the parameters of standard zoning regulations. Specific Unit Developments are subject to a special set of site-specific guidelines and schematic land use design which allow a mixture of uses that might otherwise create land use conflicts. Such developments often incorporate common areas or other amenities not normally found in standard developments.

Open Space District

The open space zoning district is intended to protect significant or critical wildlife habitat areas or areas which should not be developed due to public health and safety reasons.

Mobile Home District

The purpose of this zoning district is to provide for suitable sites for the placement of mobile homes as permanent residences both within mobile home parks and on individual lots. The mobile home district can be used as an independent or combining district.

Public Facilities District

The public facilities district includes governmental, utility, educational, and other uses which are strongly vested with public or social importance.

Consistency with the Trinity County General Plan

To reiterate, the guidebook states that:

“...charging should be considered and included within general plans, capital improvement plans, climate action plans, design guidelines, and zoning codes as applicable.”

While the General Plan is not zoning, zoning is the implementing tool for the land-use designations of the General Plan. A matrix of general plan designations and allowable zoning districts is attached.

As of date, there is not discussion of electric vehicle charging stations within the General Plan, but encouraging tourism and growth of heavy resource-related industry and commercial development is included within the goals of the Land Use Element. Removing barriers for electric vehicle charging station development is one way to encourage economic growth in Trinity County.

Consistency with the California Environmental Quality Act (CEQA)

When the draft ordinance was presented to the Board of Supervisors, there was concern that there would be potential unevaluated environmental impacts in adopting the ordinance or having EVCS be processed ministerially.

The draft ordinance would be exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15061 (b)(3). This section is the "common sense exemption" that states that CEQA applies only to projects which have the potential for causing a significant effect on the environment. If the Lead Agency can determine with that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.

Pursuant to this section, the proposed amendments and adjustments fit within the general rule that CEQA only applies to projects that have the potential for causing a significant effect on the environment. In that the proposed amendment would create a streamlined process for EVCS permit review to be consistent with state law, the draft ordinance will not have a significant effect on the environment; and, therefore the activity is not subject to CEQA.

While the EVCS permits are currently processed ministerially, through a building permit, the draft ordinance states that review would only be for application completeness, health, and safety. Generally, ministerial projects proposed to be carried out or approved by public agencies are exempt from CEQA, making most building permits exempt from CEQA.

RECOMMENDATION

Planning staff recommends that the Planning Commission provide suggestions to the Board of Supervisors regarding what zoning districts electric vehicle charging stations should be allowed in.

ATTACHMENTS:

- A. Draft Electric Vehicle Charging Stations Streamlined Permitting Processing Ordinance
- B. Draft Electric Vehicle Charging Station Application
- C. Trinity County General Plan Designations and Allowable Zoning Districts
- D. Electric Vehicle Charging Station Permit Streamlining Requirements & Best Practices
- E. Electric Vehicle Charging Station Permit Streamlining Process Flowchart

DRAFT ORDINANCE NO. XXX

**AN ORDINANCE OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF TRINITY
ESTABLISHING TRINITY COUNTY CODE SECTION 15.XX
REGARDING ELECTRIC VEHICLE CHARGING STATION PERMIT EXPEDITING**

Section I: The Board of Supervisors of the County of Trinity, State of California, ordains as follows:

WHEREAS, the State of California and the County of Trinity has consistently promoted and encouraged the use of fuel-efficient electric vehicles; and

WHEREAS, the State of California adopted Assembly Bill 1236, which requires local agencies to adopt an ordinance that creates an expedited and streamlined permitting process for electric vehicle charging systems; and

WHEREAS, creation of an expedited, streamlined permitting process for electric vehicle charging stations would facilitate convenient charging of electric vehicles and help reduce the County's reliance on environmentally damaging fossil fuels; and

WHEREAS, AB 970 requires that an electric vehicle charging station application for 1-25 station project at a single site will be deemed complete if after 5 business days the city or county has not either (1) found the application to be complete or (2) issued a written deficiency notice (a) detailing all changes needed to make the application consistent with the city or county EVCS permitting checklist or (b) identifying specific information necessary for the Building Official to conduct a limited review of whether the project meets all health and safety requirements. If the city or county has not yet created its checklist, the deficiency notice will be limited to the building official's review of whether it meets all health and safety requirements of local, state, and federal law per AB 1236. This process will be the same for 26 or more stations at a single site except: an EVCS application will be deemed complete after 10 business days and will be deemed approved 40 business days after deemed complete.

WHEREAS, the number of required parking spaces shall be reduced by the amount necessary to accommodate the EVCS if the EVCS and associated equipment interferes with, reduces, eliminates, or in any way impacts the required parking spaces for existing uses.

Section II: Title, Words and Phrases

This Ordinance shall be known as the County of Trinity Electric Vehicle Charging Station Permit Expediting Ordinance. The terms, phrases, and words used in this Ordinance shall be construed in compliance with the definitions set forth by California Government Code Section 65850.7.

Section III: Section 15.XX Expedited Electric Vehicle Charging Station Permitting

15.XX.10 - Purpose

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 while promoting

public health and safety and preventing specific adverse impacts in the installation and use of such charging stations. This Chapter is also purposed to comply with California Government Code Section 65850.7.

15.XX.20 - Definitions

- A. "Electric vehicle charging station" or "charging station" means any level of electric vehicle supply equipment station that is designed and built-in compliance with Article 625 of the California Electrical Code, as it reads on the effective date of this Chapter, and delivers electricity from a source outside an electric vehicle into a plug-in electric vehicle.
- B. "Specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified, and written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.
- C. "Electronic submittal" means the utilization of one or more of the following:
 - 1. Electronic mail or email.
 - 2. The internet.
 - 3. Facsimile.

15.XX.30 - Expedited Permitting Process

Consistent with Government Code Section 65850.7, the Building Official shall implement an expedited, streamlined permitting process for electric vehicle charging stations, and adopt a checklist of all requirements with which electric vehicle charging stations shall comply with in order to be eligible for expedited review. The expedited, streamlined permitting process and checklist may refer to the recommendations contained in the most current version of the "Plug-In Electric Vehicle Infrastructure Permitting Checklist" of the "Zero-Emission Vehicles in California: Community Readiness Guidebook" as published by the Governor's Office of Planning and Research. The County's adopted checklist shall be published on the County's website.

15.XX.40 - Permit Application Processing

- A. Prior to submitting an application for processing, the applicant shall verify that the installation of an electric vehicle charging station will not have specific, adverse impacts to public health and safety and building occupants. Verification by the applicant includes but is not limited to: electrical system capacity and loads; electrical system wiring, bonding and overcurrent protection; building infrastructure affected by charging station equipment and associated conduits; areas of charging station equipment and vehicle parking.
- B. A permit application that satisfies the information requirements in the County's adopted checklist shall be deemed complete and be promptly processed. Upon confirmation by the Building Official that the permit application and supporting documents meets the requirements of the County adopted checklist, and is consistent with all applicable laws and health and safety standards, the Building Official shall, consistent with Government Code Section 65850.7, approve the application and issue all necessary permits. Such approval does not authorize an applicant to energize or utilize the electric vehicle charging station until approval is granted by the County. If the Building Official determines that the permit application is incomplete, he or she shall issue a written correction notice to the applicant, detailing all deficiencies in the application and any additional information required to be eligible for expedited permit issuance.

- C. Consistent with Government Code Section 65850.7, the Building Official shall allow for electronic submittal of permit applications covered by this Ordinance and associated supporting documentations. In accepting such permit applications, the Building Official shall also accept electronic signatures on all forms, applications, and other documentation in lieu of a wet signature by any applicant.

15.XX.50 - Technical Review

- A. It is the intent of this Ordinance to encourage the installation of electric vehicle charging stations by removing obstacles to permitting for charging stations so long as the action does not supersede the Building Official's authority to address higher priority life-safety situations. If the Building Official 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, as defined in this Chapter, the County may require the applicant to apply for a use permit.
- B. In the technical review of a charging station, consistent with Government Code Section 65850.7, the Building Official shall not condition the approval for any electric vehicle charging station permit on the approval of such a system by an association, as that term is defined by Civil Code Section 4080.

15.XX.60 - Electric Vehicle Charging Station Installation Requirements

- A. Electric vehicle charging station equipment shall meet the requirements of the California Electrical Code, the Society of Automotive Engineers, the National Electrical Manufacturers Association, and accredited testing laboratories such as Underwriters Laboratories, and rules of the Public Utilities Commission or a Municipal Electric Utility Company regarding safety and reliability.
- B. Installation of electric vehicle charging stations and associated wiring, bonding, disconnecting means and overcurrent protective devices shall meet the requirements of Article 625 and all applicable provisions of the California Electrical Code.
- C. Installation of electric vehicle charging stations shall be incorporated into the load calculations of all new or existing electrical services and shall meet the requirements of the California Electrical Code. Electric vehicle charging equipment shall be considered a continuous load.
- D. Anchorage of either floor-mounted or wall-mounted electric vehicle charging stations shall meet the requirements of the California Building or Residential Code as applicable per occupancy, and the provisions of the manufacturer's installation instructions. Mounting of charging stations shall not adversely affect building elements.
- E. Installation of charging station equipment may
 1. Be allowed within ten feet of the travel way of any publicly maintained road only with the approval of the agency responsible for the maintenance of the public road
 2. Require an encroachment permit be obtained from the responsible agency prior to installation within a Public Road Right of Way
 3. Not restrict Americans with Disabilities Act (ADA) access.

Section IV: Expedited Review Process

Consistent with Government Code Section 65850.7, the Building Official shall implement an expedited administrative permit review process for electric vehicle charging stations, and adopt a

checklist of all requirements with which electric vehicle charging stations shall comply with in order to be eligible for expedited review. The expedited administrative permit review process and checklist may refer to the recommendations in the checklist prescribed by the most current version of the “Plug-In Electric Vehicle Infrastructure Permitting Checklist” of the “Zero-Emission Vehicles in California: Community Readiness Guidebook” published by the Governor’s Office of Planning and Research. The County’s adopted checklist shall be published on the County’s website.

Section V: Electronic Submittals

Consistent with Government Code Section 65850.7, the Building Official shall allow for electronic submittal of permit applications covered by this Ordinance and associated supporting documentations. In accepting such permit applications, the Building Official shall also accept electronic signatures on all forms, applications, and other documentation in lieu of a wet signature by any applicant.

Section VI: Association Approval

Consistent with Government Code Section 65850.7, the Building Official shall not condition the approval for any electric vehicle charging station permit on the approval of such a system by an association, as that term is defined by Civil Code Section 4080.

Section VII: Permit Application Processing

A permit application that satisfies the information requirements in the County’s adopted checklist shall be deemed complete and be promptly processed. Upon confirmation by the Building Official that the permit application and supporting documents meets the requirements of the County adopted checklist, and is consistent with all applicable laws, the Building Official shall, consistent with Government Code Section 65850.7, approve the application and issue all necessary permits. Such approval does not authorize an applicant to energize or utilize the electric vehicle charging station until approval is granted by the County. If the Building Official determines that the permit application is incomplete, he or she shall issue a written correction notice to the applicant, detailing all deficiencies in the application and any additional information required to be eligible for expedited permit issuance.

Section VIII: Technical Review

It is the intent of this Ordinance to encourage the installation of electric vehicle charging stations by removing obstacles to permitting for charging stations so long as the action does not supersede the Building Official’s authority to address higher priority life-safety situations. If the Building Official 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, as defined in Government Code 65850.7, the County may require the applicant to apply for a use permit.

SECTION IX:

Any provision of the County of Trinity County Code or appendices thereto, inconsistent with the provisions of this Ordinance, to the extent of such inconsistencies and no further, are hereby repealed or modified to that extent necessary to effect the provisions of this Ordinance.

SECTION X:

If any section, subsection, sentence, clause, or phrase of this Ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The County Board of Supervisors hereby declares that it would have passed this Ordinance, and each and every Section, subsection, sentence, clause, or phrase not declared invalid or unconstitutional without regard to whether any portion of the Ordinance would be subsequently declared invalid or unconstitutional.

SECTION XI:

This ordinance shall take effect and be in full force and effect thirty (30) days after its passage and before the expiration of fifteen (15) days after passage of this ordinance, it shall be published once with the names of the members of the Board of Supervisors voting for and against the ordinance in the Trinity Journal, a newspaper of general circulation published in the County of Trinity State of California.

AYES:

NOES:

ABSENT:

ABSTAIN:

RECUSE:

, CHAIRMAN

Board of Supervisors
County of Trinity
State of California

ATTEST:

Letty Garza
Clerk of the Board of Supervisors

By: _____
Deputy

APPROVED AS TO FORM AND LEGAL EFFECT:

Margaret E. Long, County Counsel



COUNTY OF TRINITY
BUILDING DEPARTMENT
 61 AIRPORT ROAD, P.O. BOX 476
 PHONE: 530-623-1354 FAX: 530-623-1353

COUNTY OF TRINITY
RESIDENTIAL AND NON-RESIDENTIAL CHECKLIST FOR
PERMITTING ELECTRIC VEHICLES AND ELECTRIC VEHICLE SERVICE EQUIPMENT

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 the guidebook's checklist.

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

Applicant Name: _____	
Applicant Phone & email: _____	
Email: _____	Phone Number: _____
Contractor Name: _____	License Number: _____
Email: _____	Phone Number: _____
Owner Name: _____	
Email: _____	Phone Number: _____

EVSE Charging Level: <input type="checkbox"/> Level 1 (120V) <input type="checkbox"/> Level 2 (240V) <input type="checkbox"/> Level 3 (480V)	
Maximum Rating (Nameplate) of EV Service Equipment = _____ kW	
Voltage EVSE = _____ V	Manufacturer of EVSE: _____
Mounting of EVSE: <input type="checkbox"/> Wall Mount <input type="checkbox"/> Pole Pedestal Mount <input type="checkbox"/> Other _____	

System Voltage: <input type="checkbox"/> 120/240V, 1 ϕ , 3W <input type="checkbox"/> 120/208V, 3 ϕ , 4W <input type="checkbox"/> 120/240V, 3 ϕ , 4W <input type="checkbox"/> 277/480V, 3 ϕ , 4W <input type="checkbox"/> Other _____
Rating of Existing Main Electrical Service Equipment = _____ Amperes
Rating of Panel Supplying EVSE (if not directly from Main Service) = _____ Amps
Rating of Circuit for EVSE: _____ Amps / _____ Poles
AIC Rating of EVSE Circuit Breaker (if not Single Family, 400A) = _____ A.I.C. <i>(or verify with Inspector in field)</i>

Specify Either Connected, Calculated or Documented Demand Load of Existing Panel:

- Connected Load of Existing Panel Supplying EVSE = _____ Amps

- Calculated Load of Existing Panel Supplying EVSE = _____ Amps

- Demand Load of Existing Panel or Service Supplying EVSE = _____ Amps
(Provide Demand Load Reading from Electric Utility)

Total Load (Existing plus EVSE Load) = _____ Amps

For Single Family Dwellings, if Existing Load is not known by any of the above methods, then the Calculated Load may be estimated using the "Single-Family Residential Permitting Application Example" in the Governor's Office of Planning and Research "Zero Emission Vehicles in California: Community Readiness Guidebook" <https://www.opr.ca.gov>

EVSE Rating _____ Amps x 1.25 = _____ Amps = Minimum Ampacity of EVSE
Conductor = # _____ AWG

For Single-Family: Size of Existing Service Conductors = # _____ AWG or kcmil

- or - : Size of Existing Feeder Conductor

Supplying EVSE Panel = # _____ AWG or kcmil

(or Verify with Inspector in field)

Electric Service (Optional)

I hereby acknowledge that the information presented is a true and correct representation of existing conditions at the job site and that any causes for concern as to life-safety verifications may require further substantiation of information.

Signature of Permit Applicant: _____ Date: _____

GENERAL PLAN DESIGNATIONS AND ALLOWABLE ZONING DISTRICTS

6-20-29
Res 95-89

ALLOWABLE ZONES	GENERAL PLAN DESIGNATIONS													MINIMUM PARCEL SIZE
	Resource	Agriculture	Open Space/Conservation	Rural Residential	Community Expansion	Community Development	Single Family Residential (Med.)	Single Family Residential (High)	Multifamily Residential	Commercial	Industrial	Public Facilities	Village	
Mining	X	X	X		X	X								10 acres 160 acres unless part created prior to 1981
TPZ	X	X	X											40 acres
Ag. Preserve	X	X	X										X	10 acres
Agriculture	X	X	X		X	X							X	10 acres*
Ag. Forest	X	X	X		X	X							X	10 acres
Open Space	X	X	X										X	10 acres
Conservation			X										X	10 acres
RR-10**				X		X							X	5 acres
RR-5**				X		X							X	2 1/2 acres
RR-21/2**				X		X							X	1 acre
RR-1**				X		X	X	X					X	5 acres
Unclassified				X		X							X	1/2 acre
R-1A***						X	X	X	X				X	6,000 sq. ft.
R1**						X				X			X	6,000 sq. ft.
R2 Duplex						X				X			X	10,000 sq. ft.
R3 Multiple Family						X				X			X	7,000 sq. ft.
Residential Office					X	X	X	X	X				X	3 acres
Mobile Home and Special Occupancy Parks				X	X	X				X	X		X	10,000 sq. ft.
C-1 Retail Commercial					X					X			X	10,000 sq. ft.
C-2 General Commercial						X				X			X	10,000 sq. ft.
HC Highway Commercial						X				X			X	10,000 sq. ft.
C-3 Heavy Commercial						X				X	X	X	X	1/2 acre
Industrial										X	X	X	X	1/2 acre
Specific Unti Development	X	X	X	X	X	X	X	X	X	X	X	X	X	20 acres
Public Facilities	X					X				X		X	X	2,000 sq. ft.
Flood Hazard				X										N/A
Min. Parcel Size	20 Ac.	10 Ac.	N/A	1 AAC.	10 Ac.	5M sq.	10M sq.	6M sq.	10M sq.	10M sq.	1/2 Ac.	2M sq.	5M sq.	

- * Depends on Site Class (Min. Parcel size of Site III or better; 40 acres)
- ** Or More restrictive (i.e., less dense)
- *** May be less restrictive (i.e. more dense) Dependent on Projects

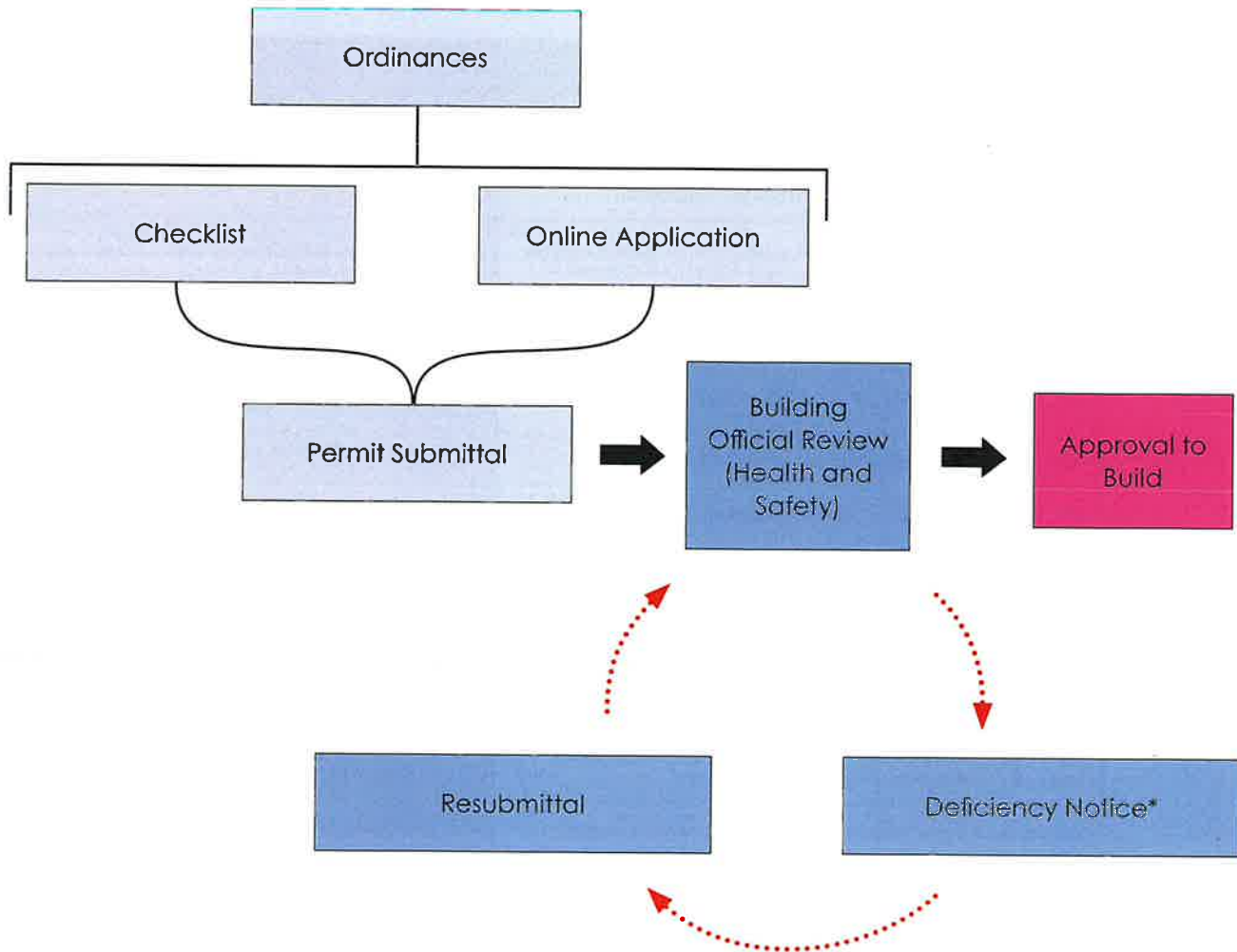
OVERLAY ZONING DISTRICTS:

The above chart does not include Overlay Zones. Overlay Zones are considered to be compatible with all General Plan Designations since they must be utilized in conjunction with an underlying zone.

Table 2: Electric Vehicle Charging Station Permit Streamlining Requirements & Best Practices

	AB 1236 Compliant (EVCS Friendly)	Not AB 1236 Compliant (Challenging to Deploy Charging)
Required by AB 1236	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	No permit streamlining ordinance; and/or ordinances that create unreasonable barriers to EVCS installation
	Checklist of all requirements needed for expedited review posted on Authority Having Jurisdiction (usually a city or county) website	No checklist for EVCS permitting requirements
	EVCS projects that meet expedited checklist are administratively approved through building or similar non-discretionary permit	Permitting process centered around getting a discretionary use permit first
	EVCS projects reviewed with the focus on health and safety	EVCS projects reviewed for aesthetic considerations in addition to building and electrical review
	AHJ accepts electronic signatures on permit applications*	Wet signatures required on one or more application forms
	EVCS permit approval not subject to approval of an association (as defined in Section 4080 of the Civil Code)	EVCS approval can be conditioned on the approval of a common interest association
	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	New issue areas introduced by AHJ after initial comments are sent to the station developer
Best Practice	Clear EVCS permitting process detailed on AHJ website	Permitting process not explained on AHJ website
	ZEV Infrastructure permitting ombudsperson appointed to help applicants through the entire permitting process	AHJ does not offer access to an expert who can support station developers through the entire permitting process
	Guidance documents for permitting and inspecting charging stations at single family home, multifamily home, workplace, public (L2 and DCFC), and commercial medium and heavy duty posted on AHJ website	Limited or no information online
	Pre-application meetings with knowledgeable AHJ staff are offered	Full permit package needs to be submitted to gain feedback from AHJ staff
	AHJ has published an ordinance or bulletin clarifying that a plug-in electric vehicle charging space counts as one or more parking spaces for zoning purposes	EVCS installation projects trigger a parking count review
	Concurrent reviews are made available for building, electrical (and planning, if deemed necessary)	Sequential permit reviews only
	Planning for ZEVs and supporting infrastructure is incorporated and prioritized within documents such as the general plan, capital improvement plan, climate action plan, and design guidelines	EV charging guidelines are not incorporated into planning documents
	EVCS are classified as an accessory use to a site, not as a traditional fueling station	AHJ considers charging stations as fueling stations, leading to additional zoning review
	AHJ has established/published timelines for EV permit application review that are expedited when compared to standard building permit review timelines in that jurisdiction.	AHJ does not have expedited permitting process for EV applications – resulting in standard project permitting timelines
	AHJ's expedited EV permit review process encourages permit reviewers to conditionally approve permits (aka "approved as noted")	AHJ does not encourage conditional approval of permits

* Note: if a city or county determines it is unable to accept electronic signatures on all forms, the permit streamlining ordinance shall state the reasons.



* The deficiency notice should include one complete set of comments.
 Note: It may take station developer multiple rounds to address the AHJ comment set.

Taking Steps to Simplify the Process

Permit streamlining need not be complex or expensive. Tuolumne County used to require paper submittals, expensive studies, and station developers reported waiting at least 30 days for approval of typical level 2 projects. This was problematic for a number of reasons, not the least

of which is that the County is large, and travel to the permit office can be time consuming.

To improve the process, the County decided to go to a paperless permitting system, with electronic plan check, auto-approval of permits, and printable permits. Software tools exist to handle an all-electronic permitting system, but the County did not have the budget to purchase the software. Instead, they used common software (Adobe

Pro) they already owned to create and share downloadable, fillable PDF applications. Station developers simply download and fill out the forms, include an electronic signature, and submit the document to the County via email. In many cases, the only in-person interaction occurs during the final site inspection.

The County permit process for EVCS is now paperless, with approvals granted in five days or less.