# CITY OF LOS ANGELES

CALIFORNIA

DEPARTMENT OF

**CITY PLANNING**

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

PRISCILLA CHAVEZ
MARTINA DIAZ
SARAH JOHNSON
PHYLLIS KLEIN
BRIAN ROSENSTEIN
JACOB SAITMAN
ELIZABETH ZAMORA

KAREN BASS
MAYOR

**EXECUTIVE OFFICES**
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

KEVIN J. KELLER, AICP
EXECUTIVE OFFICER

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

CRAIG R. WEBER
DEPUTY DIRECTOR


May 26, 2026

Los Angeles City Council
c/o Office of the City Clerk
City Hall, Room 395
Los Angeles, California 90012

Attention: PLUM Committee

Dear Honorable Members:

**REPORT REGARDING ELECTRIC VEHICLE CHARGING REGULATIONS WITHIN CHAPTER 1A (NEW ZONING CODE) OF THE LOS ANGELES MUNICIPAL CODE (LAMC); CF 23-0861; CASE NOs. CPC-2016-2905-CPU, CPC-2016-2905-CPU-M1; ENV-2016-2906-EIR; ENV-2016-2906-EIR-ADD1**

## BACKGROUND

On March 18, 2025, the California Office of the Attorney General (State AG) released a legal alert pertaining to California law to streamline and expedite the permitting of electric vehicle ("EV") charging stations.[1] This alert was to remind local California jurisdictions of the Electric Vehicle (EV) charging station regulations already in effect, which were Assembly Bill (AB) 1236 (Chiu, 2015) and AB 970 (McCarty and Chiu, 2021). These laws created EV charging streamlining policies that aimed at removing unreasonable and costly barriers for charging installation. The Chapter 1A Ordinance prepared and presented by the City Attorney to the City Council as posted to Council File No. 23-0861 (Proposed Chapter 1A Ordinance) incorporates EV regulations for Chapter 1A (New Zoning Code) of the Los Angeles Municipal Code (LAMC) that are compliant with State law.

[1] The California Attorney General's Office, "Electric Vehicle Charging Station Permit Streamlining Requirements," Legal Alert OAG-2025-01, (2025), https://oag.ca.gov/system/files/media/legal-alert-oag-2025-01.pdf

The Proposed Chapter 1A Ordinance demonstrates adherence with the State AG alert by defining EV Charging Facilities as a primary use in order to permit the use in all Use Districts within the New Zoning Code, allowing existing parking spaces to be converted into EV charging spaces, and by applying objective standards necessary to ensure that Electric Vehicle Charging Facilities will not have a specific, adverse impact upon the public health or safety. The purpose of this report is to show compliance with these State bills on EV Charging Facilities, including as interpreted in the latest guidance from the State AG, by outlining City Planning's health and safety findings for the EV Charging Facility regulations included within the Proposed Chapter 1A Ordinance.

## OVERVIEW OF EV CHARGING STREAMLINING LAWS

Below is a brief summary of: 1) AB 1236 and AB 970, which added Sections 65850.7 and 65850.71 to the California Government Code, and 2) the City's existing local ordinance to comply with these bills.

AB 1236 (Chui, 2015)

AB 1236 was enacted by the California legislature in 2015, codifying Code Section in the California Government Code, to remove local regulatory barriers to the installation of Electric Vehicle charging stations and limit obstacles and minimize the cost of permitting their use. Key provisions of AB1236 include:

- *Require municipalities to adopt an ordinance by September 30, 2016 to create an expedited and streamlined permitting process for electric vehicle charging stations for expedited electric vehicle charging station permitting and establishing a checklist for Level 2 and DC Fast Charging stations; and*
- *Require localities to administratively approve an application to install electric vehicle charging stations through a building permit or nondiscretionary permit process; and*
- *Application review by a locality is limited to whether it meets all health and safety requirements of local, state, and federal law. The locality can make findings, based on substantial evidence, that EV charging could have an adverse impact on public health or safety, and may require the applicant to apply for a use permit; and*
- *Conditions imposed upon applications to install EV charging stations shall be designed to mitigate the specific adverse impacts on public health or safety at the lowest cost possible.*[2]

[2] CA. Assemb. B-1236. Reg. Sess. 2015-2016 (2015)
https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160AB1236

AB 970 (McCarty, 2021)

AB 970 was enacted by the California legislature in 2021, and codifying Code Section 6585.71 in the California Government Code, to build upon existing EV permit streamlining law AB 1236. The bill establishes a time period for review of EV charging station applications by a locality. Key provisions of AB 970 include:

- *For projects consisting of 1-25 EV charging stations at a single site an application shall be deemed complete after 5 business and deemed approved after 20 business days; or*
- *For projects consisting of 26 or more EV charging stations at a single site, an application shall be deemed complete after 10 business days and deemed approved after 40 business days.*

AB 970 requires both project types described above to be deemed complete after the time period listed above unless the locality has: 1) administratively approved the application; 2) made a finding, based on substantial evidence, the vehicle charging station could have a specific adverse impact upon the public health or safety or required an applicant to apply for a use permit; or 3) denied the permit consistent with the requirements of AB 1236.

Ordinance No. 188,498 (2025)

In February of 2025, the Los Angeles City Council adopted Ordinance No. 188,498 to streamline and expedite the permitting process for EV Charging Stations in compliance with the requirements of Government Code Sections 65850.7 and 65850.71. within Chapter 9 (Building Regulations) of the LAMC.

**OVERVIEW OF EV CHARGING FACILITY REGULATIONS IN THE PROPOSED CHAPTER 1A ORDINANCE**

EV Charging Facilities Permitted By-Right in All Use Districts

The Proposed Chapter 1A Ordinance will incorporate two new EV Charging Facility uses into all Use District tables in Part 5B (Use Districts) of Article 5 (Use) of Chapter 1A. These uses will be categorized within the Heavy Commercial use category of the Fueling Station use group to comply with state EV streamlining laws (Assembly Bills 1236 and 970). This ensures that EV Charging Facility uses are permitted by-right in every Use District within the New Zoning Code. The Use Districts distinguish between "EV Charging Facility, Standard Vehicle" and "EV Charging Facility, Large Vehicle," and impose standards on these uses to ensure that the use will not have a specific, adverse impact on the public health or safety. To ensure we are in compliance with the State law, the zoning ordinance provides many by-right exceptions for these new EV Charging Facility uses from standards that otherwise generally apply to all uses in the Code in order to streamline the permitting of Electric Vehicle Charging Facilities and the conversion of existing parking stalls to electric vehicle parking stalls.

*Electric Vehicle Charging Facility Use Definitions*

Two new glossary terms were introduced by the ordinance under the Fueling Station use category in Article 5 (Use Definitions), including "*Electric Vehicle Charging Facility, Standard Vehicle*" and "*Electric Vehicle Charging Facility, Large Vehicle.*" These terms define the uses *"as any fueling station that is the* ***primary use*** *on the lot dedicated to providing electric vehicle charging"* for standard and large vehicles, respectively. The **primary use** specification serves as the threshold for EV chargers to be considered Electric Vehicle Charging Facilities, which distinguishes them from EV parking stalls serving another primary use. When a fueling station meets the definition of an EV Charging Facility (Standard or Large Vehicle), the project will be subject to the applicable use standards established within each respective Use District table in Article 5 (Use Districts), in addition to any other applicable standards for the purposes of protecting the health or safety of the surrounding community. However, exceptions have been made to the applicable use standards for Electric Vehicle Charging Facilities, and any standard imposed for Electric Vehicle Charging Facilities is supported with findings in this document to provide substantial evidence that the standard is necessary to ensure that the Electric Vehicle Charging Facility will not have a specific, adverse impact upon public health or safety. Zoning regulations apply to structures and improvements that are not integral to the Electric Vehicle Charging Facility use, such as off-site signs, the construction of rest facilities, or any use or scope of work not encompassed within the Electric Vehicle Charging Facility definition.

Electric Vehicle Charging Facility Use Definitions:

***C. Electric Vehicle Charging Facility, Standard Vehicle***

*Fueling station: electric vehicle charging facility, standard vehicle is defined as any fueling station that is the primary use on the lot dedicated to providing electric vehicle charging for standard vehicles. Standard vehicles include vehicles possessing two or fewer axles, such as cars, motorcycles, sport utility vehicles, pickup trucks, and vans. This use does not include electric vehicle charging stalls within a parking area serving another use or uses. For a parking area serving another use, that includes electric vehicle parking stalls, see Sec. 5D.3.6. (Parking).This use is limited to the motor vehicle use area and charging equipment that facilitates the charging of electric vehicles in electric vehicle parking stalls and any required use standards of the applied Use District (Part 5B.) for electric vehicle charging facilities.*

***D. Electric Vehicle Charging Facility, Large Vehicle***

*Fueling station: electric vehicle charging facility, large vehicle is defined as any fueling station that is the primary use on the lot dedicated to providing electric vehicle charging for large vehicles. Large vehicles include vehicles possessing three or more axles, which may include trailer trucks, construction vehicles, motor homes, and recreational vehicles, if they have three or more axles. This use does not include electric vehicle charging stalls within a parking area serving another use or uses. For a parking area serving another use, that includes electric vehicle parking stalls, see Sec. 5D.3.6. (Parking). This use is limited to the motor vehicle use area and charging equipment that facilitates the*

*charging of electric vehicles in electric vehicle parking stalls and any required use standards of the applied Use District (Part 5B.) for electric vehicle charging facilities.*

By-Right Conversion of Existing Automobile Parking Space Conversion to EV Parking

In order to streamline EV charging across the City, in compliance with state law, the Proposed Chapter 1A Ordinance allows the conversion of existing automobile parking spaces into EV parking spaces through an exception in Subsection E. (Exception) of Section 4C.4.1. (Automobile Parking Stalls). The exception allows for the conversion of existing parking stalls into electric vehicle parking stalls to be exempt from meeting the number of required automobile parking stalls, as shown below:

*The conversion of one or more existing parking stalls into electric vehicle parking stalls is allowed, even if the conversion or the associated equipment for electric vehicle charging reduces the total number of parking stalls provided, or would cause the project to provide less parking than required by Sec.4C.4.1.C.2. (Required Automobile Parking Table). No modification to an existing entitlement is required to allow for this conversion.*

Additionally, an exception is made available in Subsection E. (Exception) of Sec. 4C.2.2. (Motor Vehicle Use Area) to facilitate the conversion of existing parking stalls into electric vehicle parking stalls in an existing parking area without triggering compliance with the standards of that Section.

**FINDINGS FOR STANDARDS APPLICABLE TO ELECTRIC VEHICLE CHARGING FACILITIES**

This section describes the standards applicable to EV Charging Facilities and provides the justification to support the following finding:

**The City finds all of the analysis and justifications in this section support that the objective standards applied to EV Charging Facilities in the proposed amendments to Chapter 1A, or the application of any analogous objective standards in Chapter 1 of the LAMC, are necessary to ensure that EV Charging Facilities do not cause a specific, adverse impact on the public health or safety.**

Standards Applied to the Electric Vehicle Charging Facilities

The Proposed Chapter 1A Ordinance amends all Use Districts to permit Electric Vehicle Charging Facility, Standard Vehicle and Large Vehicle uses in every Use District within the New Zoning Code. Table 1 below shows the standards applicable to the use, described in further detail in the following discussion.

*Table 1: Allowed Uses & Use Limitations For Electric Vehicle Charging Facilities*

| Use | Permission | Use Standard | Specification |
|---|---|---|---|
| **6. HEAVY COMMERCIAL** | | | |
| **Fueling Station:** | | | |
| Electric Vehicle Charging Facility, Standard Vehicle | P* | **Screening:** | |
| | | Frontage screen | F-Screen 3 |
| | | Transition screen | T-Screen 1 |
| | | **Supplemental standards:** | *Sec. 5C.2.5.C.2.* |
| Electric Vehicle Charging Facility, Large Vehicle | P* | **Separation** (min): | |
| | | Residential uses and schools | 500' |
| | | Open Space, Residential, Residential-Mixed, or Agricultural Use District | 500' |
| | | **Relief** | CU2 |
| | | Findings: | Sec. 5C.2.5.C.3. |
| | | **Screening:** | |
| | | Frontage screen | F-Screen 3 |
| | | Transition screen | T-Screen 1 |
| | | **Supplemental standards:** | *Sec. 5C.2.5.C.2.* |

Key: P* = Permitted with standards

Screening Standards For EV Charging Facility, Standard Vehicle, And Large Vehicle

*Frontage Screens*

A Frontage screen (F-Screen) is a device or combination of elements, such as walls, large trees, and screening plants, placed along a frontage lot line used with the intent to conceal, protect, and mitigate negative impacts to the public realm from adjacent uses, activities, or site elements. In the application of the F-Screen to Electric Vehicle Charging Facilities, potential impacts can include: exposure to increased temperatures, pedestrian-vehicular interactions, and light trespass. The recommended screen type applied to both the Electric Vehicle Charging Facility, Standard Vehicle use and Electric Vehicle Charging Facility, Large Vehicle uses is the F-Screen 3, as shown in Table 1 above. The F-Screen 3 standards are intended to screen motor vehicle use areas containing drive through lanes, drive aisles, maneuvering areas including parking areas and parking lots, and fire lanes. The zoning ordinance includes a by-right exception for EV Charging Facilities, Standard and Large Vehicle, to allow the applicant flexibility in satisfying either the screening plant requirement or the large species tree requirement of this section (Frontage Screens), in order to facilitate the installation of electric vehicle charging facilities.

*Transition Screens*

A Transition screen (T-Screen) is a device or combination of walls, planting areas, and large trees placed upon any lot line shared by multiple lots with the intent to conceal or protect abutting lots from impactful uses, activities, or site elements. Transition screens are useful tools for protecting the public realm from low-, moderate-, and high-impact uses that can generate significant negative health impacts, such as noise and particulate air pollution resulting from adjacency to freeways or heavy road traffic. The transition screen applied to both the Electric Vehicle Charging Facility, Standard Vehicle use and the Electric Vehicle Charging Facility, Large Vehicle use is T-Screen 1. The T-Screen 1 standards are designed to screen moderate-impact uses, such as parking areas and other parking-related uses, from lower-intensity uses, including residential areas. Applicants may utilize a by-right exception provided in Section 4C.8.2.E. (Exception) to allow Electric Vehicle Charging Facilities to provide a minimum frequency of screening plants in the required planting area in lieu of meeting the large tree species requirements specified in Section 4C.8.2.C.3. (Transition Screen Types).

Justification for Screening Requirements

As described above, the screening standards applicable to Electric Vehicle Charging Facilities apply a combination of walls and large trees or screening plants along certain lot lines. These standards are necessary to ensure that Electric Vehicle Charging Facilities do not result in specific adverse impacts to public health and safety, as discussed below.

*Justification for Wall Requirement in Screening Standard*

Requiring a wall with opacity minimums as part of the screening standard is needed to provide safety barriers for pedestrians from on-site vehicular traffic and mitigate the public's exposure to dangerous particulate matter from Direct Current Fast Charging (DCFC) Stations, an increasingly prominent type of public electric vehicle charger critical to the widespread adoption of electric vehicles.[3]

The lack of traffic control devices outside of intersections increases the frequency of injury in accidents involving pedestrians, with the majority of crashes involving pedestrians occurring outside of intersections. Screening including trees, shrubs, and walls will effectively delineate where vehicles can and cannot travel, which is necessary to ensure pedestrian safety by creating a physical barrier between vehicles and pedestrian paths of travel.[4]

Additionally, while the shift from internal combustion engine vehicles to electric vehicles is an important step toward reducing greenhouse gas emissions from the transportation sector, DCFC Stations themselves emit dangerous levels of fine particulate matter from the power cabinets of the chargers.[5] The requirement to install a wall as part of the screening standard is necessary to block particulate matter from affecting neighboring properties.

The adoption of this standard is necessary to ensure that EV charging facilities do not result in injuries from pedestrian and vehicle collisions and to mitigate the emissions of particulate matter from EV fast charging stations.

*Justification for Large Trees Requirement in Screening Standard*

The City of Los Angeles Climate Vulnerability Assessment (CVA) identifies extreme heat (a day when the maximum air temperatures exceed 95.2 degrees Fahrenheit) as the most significant climate change impact facing the City due to its negative health impacts, and identified increasing the amount of green space and tree canopy as a key mitigation to address extreme heat's negative health impacts.[6] Trees and vegetation reduce surface and air temperatures through evapotranspiration, a process in which plants absorb water through their roots and evaporate it

---

[3] Yuan Yao, et al, "Fine particulate matter emissions from electric vehicle fast charging stations," *Environment International*, no. 109581 (2025): 1, https://doi.org/10.1016/j.envint.2025.109581
[4] Pei-Sung Lin, et al., "Development of countermeasures to effectively improve pedestrian safety in low-income areas,"*Journal of Traffic and Transportation Engineering*, no. 2 (2019), https://www.sciencedirect.com/science/article/pii/S2095756419300492?via%3Dihub
[5] Yuan Yao, et al, "Fine particulate matter emissions from electric vehicle fast charging stations," *Environment International*, no. 109581 (2025): 1, https://doi.org/10.1016/j.envint.2025.109581
[6] City of Los Angeles Department of City Planning, "*City of Los Angeles Climate Vulnerability Assessment,"* (2024). 9, https://planning.lacity.gov/odocument/39dcec7d-cc3d-4164-8dcc-d5ccc076be5a/LA_CVA_FINAL_book_OPTIMIZED.pdf

through their leaves.[7] Shade from tree canopies can reduce heat by up to 9 degrees[8] and is therefore an effective mitigation to counter the negative health effects of extreme heat.

The F-Screen 3 and T-Screen 1 screens require the provision of either three large species trees for every 50 linear feet of frontage and common lot lines or a minimum frequency of 20 screening plants per 50 feet in the required planting area. Adding trees to a project where the electric vehicle charging facility is the primary use will contribute to a reduction in air temperatures and improvement in air quality, helping to mitigate the negative health impacts of heat island effect.[9]

Additionally, areas near major roads where high vehicular and truck traffic occur show presence of high concentrations of noxious air substances including particulate matter from brake and tire debris.[10] People living in close proximity to sources of air pollution experience negative health impacts such as reduced lung function, asthma, cardiovascular disease and premature death.[11] EV Charging Facilities are uses involving vehicular and truck traffic that contribute particulate matter from brake and tire debris, and as mentioned above, DCFC Stations themselves emit dangerous levels of fine particulate matter from the power cabinets of the chargers.[12] Tree planting helps to mitigate the associated negative health impacts of these uses, as a variety of tree species have the ability to filter particulate matter from the atmosphere.[13]

The adoption of this standard is necessary to ensure that EV Charging Facility projects do not contribute to an increase in air temperatures and rather improve air quality by providing vegetation to combat extreme heat which has shown to have an adverse impact to human health.

*Justification for Screening Plant Requirements in Screening Standard*

As mentioned above, DCFC Stations emit dangerous levels of fine particulate matter, due to the resuspension of particles from the power cabinets of the chargers.[14] Requiring screening plants as part of the screening standard will reduce exposure to these emissions through the provisions of a physical barrier and the ability of screening plants to filter out some of these pollutants.

---

[7] U.S. Environmental Protection Agency, "Benefits of Trees and Vegetation," https://www.epa.gov/heatislands/benefits-trees-and-vegetation (accessed Apr. 18, 2026).
[8] Los Angeles Emergency Management Department, "Local Hazard Mitigation Plan." (2024), 507, https://emergency.lacity.gov/local-hazard-mitigation-plan
[9] City of Los Angeles, *"Climate Vulnerability Assessment,"*(2024), 191.
[10] U.S. Environmental Protection Agency, "*Research on Near Roadway and Other Near Source Air Pollution,"* https://www.epa.gov/air-research/research-near-roadway-and-other-near-source-air-pollution (accessed Apr. 18, 2026)
[11] U.S. Environmental Protection Agency, "*Research on Near Roadway and Other Near Source Air Pollution*" (accessed April 18, 2026).
[12] Yao et al, "*Fine particulate matter emissions from electric vehicle fast charging stations*," (2025), 1
[13] Matthias Steinparzer et al, "Particulate matter accumulation by tree foliage is driven by leaf habit types, urbanization- and pollution levels," *Environmental Pollution*, Volume 335, (2023), 2, https://www.sciencedirect.com/science/article/pii/S0269749123012915?via%3Dihub
[14] Yao et al, "*Fine particulate matter emissions from electric vehicle fast charging stations*," (2025), 8.

Green systems have emerged as promising solutions to mitigate air pollution.[15] Urban greenery systems including trees, shrubs, and hedges serve as barriers and sponges for airborne pollutants, improving air quality at the city scale.[16] Trees and shrubs can remove air pollution by intercepting particulate matter on plant surfaces and absorbing gaseous pollutants through leaf stomata.[17] As mentioned above, trees and vegetation, (including bushes and shrubs), reduce surface and air temperatures through evapotranspiration, a process in which plants absorb water through their roots and evaporate it through their leaves.[18] The F-Screen 3 and T-Screen 1 screens require the provision of either three large species trees for every 50 linear feet of frontage and common lot lines or a minimum frequency of 20 screening plants per 50 feet in the required planting area. This requirement contributes to the mitigation of particulate matter generated from brake and tire debris reducing the amount of pollution to which populations near Electric Vehicle Facilities are exposed.

The adoption of this standard is necessary to ensure that the particulate matter emitted by EV Charging Facilities does not cause a specific, adverse impact to public health or safety.

Separation Standards For EV Charging Facility, Large Vehicle

Separation standards are required for the Electric Vehicle Charging Facility, Large Vehicle use in order to prevent disruptive or hazardous occurrences within the vicinity of sensitive uses. The Proposed Chapter 1A Ordinance requires Large Vehicle Electric Vehicle Charging Facilities to be distanced from residential and school uses in addition to Open Space, Residential, Residential-Mixed, or Agricultural Use Districts with an option to apply for relief through a Class 2 Conditional Use Permit. The separation standards, as applied, can serve as a buffer to protect residential neighborhoods, schools, and open space areas from large vehicle traffic, pollution.

*Justification for Separation Standard Requirements*

Requiring separation standards for Electric Vehicle Charging Facility, Large Vehicles will reduce traffic injuries and deaths. Large vehicles pose greater risk to pedestrians and cyclists than smaller vehicles due to their greater impact force, and seating position of the driver. Children are especially at risk because their small stature increases the likelihood they will fall outside of a driver's field of vision.[19] In the City of Los Angeles, children under 18 years old account for almost 20 percent of all

---

[15] Serena Vitaliano, et al, "*Mitigating Built Environment Air Pollution by Green Systems: An In-Depth Review,*" Appl. Sci. (2024): 1, https://www.mdpi.com/2076-3417/14/15/6487

[16] Serena Vitaliano, et al, "*Mitigating Built Environment Air Pollution by Green Systems: An In-Depth Review,*" (2024): 9.

[17] David J. Nowak, et al,"*Tree and forest effects on air quality and human health in the United States,*" *Environmental Pollution*, Volume 193, (2014): 119, https://www.sciencedirect.com/science/article/abs/pii/S0269749114002395?via%3Dihub

[18] Environmental Protection Agency, "*Benefits of Trees and Vegetation,*" (accessed April 18, 2026).

[19] The Portland Bureau of Transportation, "*Vehicle size trends and safety,*" *https://www.portland.gov/transportation/vision-zero/vehicle-size-trends-and-safety (*accessed April 16, 2026*).*

people fatally or severely injured while walking and bicycling.[20] In Los Angeles, motor vehicle crashes are the leading cause of death for children between the age of 5 and 14.[21] Children are 82% more likely to be killed or seriously injured when being hit by a light trucking vehicle when compared to a passenger car[22], making the likelihood of serious injury or death from large truck impact even greater. Mandating the Electric Vehicle Charging Facility, Large Vehicle use to be separated from pedestrian heavy uses, such as schools, residential uses and agricultural uses is necessary to prevent pedestrian death and injury.

The adoption of this standard is necessary to reduce the risk of pedestrian-vehicular injuries involving Electric Vehicle Charging Facility, Large Vehicles and to ensure these uses do not cause a specific adverse impact to public health or safety.

Supplemental Use Standards & Exceptions For EV Charging Facility, Standard Vehicle, & Large Vehicle

*Supplemental Use Standard Regulations*

Table 1 specifies that supplemental use standards are applicable to Electric Vehicle Charging Facilities. These supplemental standards state that EV Charging Facilities, "*shall comply with all provisions of this Zoning Code (Chapter 1A), except where electric vehicle charging facilities are explicitly exempted.*"

*Discussion and Justification for Supplemental Use Standards*

The Attorney General Memo clarifies that California Government Code Sections 65850.7 and 65850.71 are interpreted as requiring, "streamlining for any components of a proposed installation that are integral for the functioning of the charging station (such as associated equipment, or paving following the installation of conduit), but not for components that are not integral..."[23] As Electric Vehicle Charging Facilities are permitted within every Use District in the New Zoning Code, the integral components of EV Charging Stations are permitted in every zone in the New Zoning Code. The supplemental standards described above are intended to make clear that while EV Charging Facilities are permitted by-right in every zone, they must still comply

---

[20] Los Angeles Department of Transportation, "*Vision Zero (2015-2025) Safe Routes to School: Action Plan and Progress Report," https://ladot.lacity.gov/sites/default/files/documents/safe-routes-to-school_action-plan-and-progress-report.pdf* (accessed April 13, 2026).

[21] Los Angeles Department of Transportation, "*Vision Zero (2015-2025) Los Angeles Safe Routes to School: Youth Safety Report*," https://ladot.lacity.gov/archived-pdf#safety-programs (accessed April 13, 2026)

[22] Elsa Robinson, et al, "Do sports utility vehicles (SUVs) and light truck vehicles (LTVs) cause more severe injuries to pedestrians and cyclists than passenger cars in the case of a crash? A systematic review and metaanalysis," *Injury Prevention: journal of the International Society for Child and Adolescent Injury Prevention*," https://doi.org/10.1136/ip-2024-045613 (accessed April 13, 2026)

[23] C.A. Department of Justice, Office of the Attorney General, "*Electric Vehicle Charging Station Permit Streamlining Requirements*," (accessed April 2, 2026).

with the provisions of the New Zoning Code necessary to ensure specific adverse impacts to public health and safety are avoided. Additionally, as discussed above, uses and buildings or structures that are not integral to the EV Charging use are still subject to the City's Zoning Code. Examples of such uses and buildings or structures would be off-site advertising on EV Charging Facilities, or the construction and operation of a restroom facility or an office serving the EV Charging Facility users.

The discussion below provides examples of standards that would apply to EV Charging Facilities based upon the supplemental standard referenced in Table 1. The standards discussed below are those related directly to parking and automotive uses and so are directly relevant to EV Charging Facility uses.

Parking Area Design Standards

Section 4C.4.3 (Parking Area Design) applies to electric vehicle charging facility projects serving as a primary use on a lot dedicated to providing electric vehicle charging. The standards in this section include but are not limited to automobile circulation and maneuvering, parking stall location and striping, paving and materials, lighting, and parking stall obstructions. Additionally, they cover parking lots, structured parking, parking stall and bay dimensions, parking stall types (compact and tandem), mechanical lifts, robotic parking structures, and measurement standards.

The circulation standards ensure on-site circulation is facilitated by allowing vehicles to access all portions of a parking area to support efficient flow of vehicular traffic and wayfinding within the parking area.

The parking stall location standard restricts automobile parking within parking setbacks, however, the zoning ordinance provides a by-right exception for electric vehicle charging facilities from the parking setback requirement.

The automobile maneuvering standards are applied for pedestrian safety purposes preventing vehicles from reversing onto sidewalks and public streets, additionally reducing instances of vehicular collisions.
The standards pertaining to parking stall striping standards, parking stall obstructions, parking stall dimensions, and parking bay dimensions ensure adequate space for vehicles and clear visibility for the delineation between spaces.

Lighting standards are applied as a necessary means to properly outfit parking areas with quality lighting, which eliminates shadows, and bolsters visibility in order to enhance pedestrian and vehicular safety. The standard also mitigates light trespass onto adjacent properties.

Parking Lot Design Standards

Sec. 4C.4.4. (Parking Lot Design) would apply to Electric Vehicle Charging Facilities and includes surfacing, parking lot landscaping, screening, containment perimeter, and lighting standards.

In addition to specifying paving requirements, the surfacing standards require compliance with the Low Impact Development (LID) program, authorized by Chapter VI., Sec. 64.72. (Stormwater and Urban Runoff Pollution Control Measures for Development Planning and Construction Activities).

The Proposed Chapter 1A Ordinance provides a new option for Electric Vehicle Charging Facilities to meet the parking lot landscaping requirements through the provision of covered carports instead of trees, as planting trees in the interior of a parking lot could interfere with the electrical wiring required for EV Charging Facilities. The provision of covered carports in lieu of trees will support the reduction of heat and ensure the facilities do not result in the impact high temperatures have on health outcomes in the surrounding community (as discussed above), while providing a necessary exception for the viability of EV Charging Facility projects.

The screening standards required as part of Sec. 4C.4.4. (Parking Lot Design) would be satisfied by the F-Screen 3 and T-screen 1 already required for the EV Charging Facility use as discussed above.

The containment standards serve as a physical barrier to protect pedestrians by preventing collisions through the use of bollards, continuous curb of no less than four inches, or a planting area with a minimum horizontal dimension of 5 feet. Lighting standard requirements include minimum parking area illumination and light trespass standards.

*Justification for the Findings for Parking Area Design Standards and Parking Lot Design Standards*

Parking area design standards are necessary to create order with regards to how vehicles utilize the parking area. Baseline standards for circulation, location of parking stalls, and lighting reduce the instances of collisions by giving drivers and pedestrians a clear line of sight, and adequate space for cars to maneuver.

The Parking Lot Landscaping requirements mitigate heat island effect and its corresponding harmful health impacts through the provision of shade. As discussed above, an exception to the tree planting requirement interior to parking lots is provided to Electric Vehicle Charging Facilities in order to remove impediments to EV Charging Stations.

The surfacing requirements of the parking lot design standards are there to have projects comply with LID regulations and to have a minimum quality standard to reduce the presence of driving hazards. Requiring water to be drained and collected is a safety issue, as puddles of water can hide imperfections in the paving surface where someone can misjudge the depth of the puddle and become injured or damage their vehicle.

The containment standards are clearly for health and safety purposes and they require physical separation between vehicles and pedestrian paths, reducing vehicle-pedestrian collisions.

The lighting standards support visibility and reduce vehicle-pedestrain collisions and help prevent crime. Additionally the lighting standards mitigate light trespass, a form of light pollution, which particularly at night, contributes to human health risks.[24]

The Parking Lot Design surfacing standards apply to EV Charging Facilities because they are necessary to reduce heat island effect, limit ground water run off, to prevent pedestrian injury by requiring a containment perimeter, and to ensure proper illumination at night for people utilizing the parking lot.

The adoption of this standard is necessary to ensure EV Charging Facilities do not result in the specific, adverse impacts discussed above to public health or safety.

Fueling Station Uses And Compliance With Motor Vehicle Use Area Standards

The Proposed Chapter 1A Ordinance clarifies the necessity for Fueling Stations uses, including Electric Vehicle Charging Facilities, to comply with Sec. 4C.2.2. (Motor Vehicle Use Area), in which, motor vehicle use area is a portion of a lot designed and intended for use by motor vehicles, including areas to be used by motor vehicles for circulation, maneuvering, loading, staging, queuing, service areas and areas to be used for the sale or storage of motor vehicles, as defined in Article 14 (Glossary). The standards pertinent to EV charging uses include: screening, a containment perimeter, and motor vehicle use area surfacing. One intent of the motor vehicle use area standards include design standards that do not detract from the safety experienced by users of neighboring lots or the surrounding public realm. These standards are applicable to all fueling station uses, including gas stations, in the same manner they will be applicable to EV Charging Facilities.

[24] Ron Chepesiuk, "Missing the dark: health effects of light pollution," *Environmental health perspectives* vol. 117, (2009): A-24, https://doi.org/10.1289/ehp.117-a20.

*Justification for compliance with motor vehicle use area standards*

As previously mentioned a containment perimeter and screening standards will help delineate pedestrian and vehicle traffic, making it more safe for pedestrians to be in the vicinity. The surfacing requirements will help drain water to be collected, retained and infiltrated by complying with Low Impact Development standards and practices and do not impede the integral components of EV Charging Stations. The LID requirements also reduce pollutant loads in our groundwater and minimize flood risks.[25] The adoption of this standard is necessary to ensure that EV charging facilities reduce the amount of pollutants into our groundwater and as such, ensure there is not a specific adverse impact to public health and safety.

Pedestrian Access Packages, Standards & Applicability

Sec. 4C.1.1. (Pedestrian Access Packages) regulates site connectivity and walkability by establishing standards for Site Access and Through Access. Each package offers variations in how Site Access and Through Access are applied. Site Access Standards are applicable to all frontage yards and are triggered when street-facing entrances are required by the applicable Frontage District. Site Access Standards dictate the required type of pedestrian accessway through "Direct" and "Linked" options, determining maximum spacing between paths, and their allowable distance from street intersections to ensure convenient entry from the public sidewalk to building entrances. Through Access Standards determine whether a pedestrian passageway is required, how pedestrian access shall be provided, and how it is spaced. Additionally, these packages enhance pedestrian safety by mandating that all pedestrian paths maintain physical separation from motor vehicle use areas, such as curbs, bollards, or planters, and by establishing strict parameters for drive aisle crossings. As such, Pedestrian Access Packages and standards are applied equally to all motor vehicle uses, including new EV charging facilities and new EV spaces. Instances where the EV Charging Facility is a stand alone use, and the construction, major remodel, site modification, or an exterior modification of a building is not included in the scope of work pedestrian access standards would not be applicable. As such, these standards are necessary to protect the health or safety of pedestrians by providing physical separation between pedestrian accessways and motor vehicles, properly regulating drive aisle crossings, and applying standards for safe pedestrian access points along the required containment perimeter.

---

[25] California Water Board, State Water Resources Control Board, "*Low Impact Development – Sustainable Storm Water Management,*" (accessed April 18, 2026) https://www.waterboards.ca.gov/water_issues/programs/low_impact_development/.

Automobile Access Packages & Applicability

Sec. 4C.2.1. (Automobile Access Packages) is intended to support the safe application of automobile access to sites. These standards facilitate sufficient access to automobile parking stalls and motor vehicle use areas, while ensuring conflicts or safety hazards involving pedestrians, cyclists, micro-mobility devices, and transit vehicles are avoided. They also ensure the impact of automobile traffic upon the abutting public right-of-way and public realm, are avoided. To ensure these standards can clearly be applied to EV charging stalls and support their integral use and operations, the definition of the term "Automobile Parking Stall," as defined in Article 14 (Glossary), was amended to: "Automobile parking stalls include compact, standard, tandem, accessible and electric vehicle parking stalls." This amendment supports the clear and equal application of these standards to various classifications of automobile and electric vehicle parking stalls. The Automobile Access Packages, as applied, are necessary to prevent vehicle collisions with vehicles, pedestrians and bicyclists and other users of the right of way and parking areas. At the same time, these standards will not impede the integral components of the installation of EV charging stalls.

*Findings for Pedestrian and Automobile Access Package Standards*

The pedestrian and automobile access standards described above include providing physical separation between pedestrian accessways and motor vehicles which can include curbs, bollards, walls, or raised planters, properly illuminating the pedestrian passageway, and not blocking pedestrian access with gates or barriers. These standards are necessary for safety purposes because regulating curb cuts, width of driveways, and queuing depth allows pedestrians to safely navigate EV Charging Facilities and avoid pedestrian-vehicle accidents. The adoption of this standard is necessary to ensure that EV Charging Facilities are designed to prevent injuries and fatalities to pedestrians.

The adoption of this standard is necessary to ensure EV Charging Facilities do not result in the specific, adverse impacts discussed above to public health or safety.

**CONCLUSION**

The Proposed Chapter 1A Ordinance complies with State requirements (AB 1236 and AB 970) and goals to streamline application review and permitting for EV Charging Facilities. This alignment with the EV streamlining laws include permitting EV Charging Facilities in every Use District by-right in the New Zoning Code while ensuring EV Charging Facilities do not cause a public health and safety impact through appropriate objective standards. The ordinance further achieves this balance by defining Electric Vehicle Charging Facilities as a primary use. This designation serves as the threshold for applying objective health and safety standards, differentiating the primary use from conversions of existing parking stalls to EV Charging Stalls in order to further streamline the latter.

Furthermore, the ordinance applies objective standards to EV Charging Facilities to ensure specific, adverse public health and safety impacts discussed in this report including the following, are avoided: heat island effect, air pollution exposure, and pedestrian-vehicular conflicts. Finally, separation standards applicable to EV Charging Facility, Large Vehicle uses protect sensitive areas like residential neighborhoods and schools, reducing the disproportionate risk of injury and fatality large vehicles pose to pedestrians, while offering relief through a conditional use process that allows the use if it can be shown the use will not have specific adverse impacts on public health or safety, including through feasible conditions.

**RECOMMENDED ACTION**

The Department of City Planning recommends that City Council **adopt** the health and safety findings in this report.

For questions regarding this report, please contact Kiran Rishi, Principal City Planner, at kiran.rishi@lacity.org, in the Department of City Planning.

Sincerely,

VINCENT P. BERTONI, AICP
Director of Planning

VPB:SMMB:KR:ec:rr:en