

Electric Vehicle Charging Station Permit Streamlining Fact Sheet



Parking Requirements

CHARGING vs. PARKING

It is easy to confuse “charging” and “parking” when applying local zoning requirements for the number of parking spaces required at a site. Within the context of zoning requirements, cities or counties should help enable electric vehicle (EV) charging projects by clarifying that charging stations count as one or more parking spaces, as required by law (Vehicle Code Section 22511.2 and Government Code Section 65850.71). This approach ensures that charger installation does not take a site out of zoning compliance.

In contrast, the California Building Code and the California Green Building Standards Code have specific requirements that address charging stations as charging rather than parking, because accessible parking stalls (i.e., the accessible parking stalls that are required at any public parking location) have their own set of separate regulatory provisions.

Per [Assembly Bill 1100](#) (Kamlager-Dove, 2019), codified in Vehicle Code Section 22511.2, charging spaces count as at least one standard parking space for complying with minimum parking requirements. Accessible charging spaces with an access aisle count as at least two standard parking spaces.

PARKING & PERMITTING

In the context of permitting EV 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. [Assembly Bill 1236](#) (Chiu, 2015) requires local jurisdictions to focus their review of EV charging projects on non-discretionary health and safety considerations.

[Assembly Bill 970](#) (McCarty, 2021) further clarifies that AHJs must reduce the number of required parking spaces by the amount necessary to accommodate the proposed EV charging station if the EV charging station and associated equipment interferes with, reduces, eliminates, or in any way impacts the required parking spaces for existing uses.

SIGNAGE

Driver confidence and vehicle utility relate directly to the ability to charge when needed. Jurisdictions can help ensure charging spaces are used for charging through signage and enforcement by installing tow-away signs at charging spaces along with clearly striping and marking the associated pavement. For enforcement, local jurisdictions have authority under [Assembly Bill 1314](#) (Havice, 2002) to designate off-street spaces for the exclusive use of plug-in electric vehicles and tow and fine violators, and authority to designate and enforce similar restrictions on on-street parking as well under [Assembly Bill 1452](#) (Muratsuchi, 2017).

Signage plays a key role in the success of a location by making parking requirements and recommendations clear to users, especially since each site may be different.

Please review the [Electric Vehicle Charging Station Permitting Guidebook](#), which this guide is modeled after, for more comprehensive information.