

MOTION

Electric vehicles now account for nearly one in five new vehicle purchases in California, on par with leading countries in Western Europe and China. We are the tip of the spear in the U.S., and will continue to see substantial year-over-year growth for the rest of the decade as the adoption curve accelerates. The burgeoning transportation electrification industry continues to innovate here in California, and Los Angeles has been a vibrant testbed for the market.

Data shows that access to charging is the most important barrier to EV adoption after the cost of a vehicle. Our local and state utility, permitting, and regulatory entities have made valiant strides to keep pace with this transition; however, legacy infrastructure, utility business models, and land use constraints, all based on twentieth century transportation paradigms, have slowed EV charger deployment.

Los Angeles continues to lead with the electrification of our municipal fleet, building code, public charging, shared electric mobility programs, and permit streamlining efforts, but there is still room for improvement to help get chargers in the ground faster. The EV Master Plan (CF 21-0890) features numerous strategies to incentivize EV ownership in Los Angeles, including access to charging in the public right of way and incentives for purchasing EVs and charging infrastructure. Council recently directed the Department of Building and Safety to present an ordinance to streamline the permitting for EV charging infrastructure, pursuant to AB 1236 and AB 970 (see CF 22-0120).

To date, many EV charger installations have been accessory land uses to primary uses such as retail, or simply a building amenity. However, the growing demand for EV charging will require sites where charging is a primary use, including larger charging hubs or plazas that can accommodate a greater number of EV drivers. It is critical that our regulations do not unintentionally create barriers to the deployment of electric vehicle chargers, while still persevering deliberate planning and urban design best practices.

I THEREFORE MOVE that the Department of City Planning, in consultation with the Department of Building and Safety and the City Attorney, report back with recommendations for an ordinance that would define allowable electric vehicle charging for all appropriate zones of the City, inasmuch as this land use is currently undefined in the municipal code. The report should rely on best practices from other jurisdictions and include recommendations for urban design standards consistent with the Citywide Design Guidelines for pedestrian design, 360-degree design, and climate adaptive design that promote a high quality pedestrian environment and improve interactions with the public realm.

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