

Hydrogen Community Readiness

“Hydrogen stations” are usually storage and dispensing equipment added to existing fuel stations. The goal is to increase the geographic coverage and the number of hydrogen stations to ensure a sufficient number of early adopters will consider purchasing an FCEV.

Is Your Community Hydrogen Ready?

- Is your city in or near one of the clusters, a connector or a destination area?
- Does your city have an existing gasoline or natural gas station with a vacant area of about 20x40 feet?
- Does your city offer incentives, such as free parking, for electric vehicles, fuel cell and hydrogen?
- Does your city's zoning requirement specify that service stations dispense gasoline, or does the requirement refer to avoid needing a conditional use permit?
- Has your fire department and/or permitting department attended hydrogen and fuel cell training?
- Is your air quality management district involved with local transportation planning?
- Does your city have an air quality blueprint?
- Does your city already have an EV Readiness plan and partnerships?
- Are you aware of the existing funding and incentive opportunities?



www.cafcp.org
info@cafcp.org

From *H2 Readiness: Best practices for hydrogen stations in early-adopter communities*. Clean Cities, 2013

Recommended Actions for Cities

Partnerships

Create partnerships with local associations and stakeholders to further H2 readiness in local communities. Successful partnerships include city departments (planning, inspection, public works, fire and sustainability), local business associations, the station owner, the hydrogen station builder and one or more automotive company.

Attend or establish training programs for local officials and service technicians. Contact the California Fuel Cell Partnership at www.cafcp.org to get started with training.

Work with the regional readiness plans that have been or are being developed with funding from the Department of Energy or California Energy Commission.

Contact the local Metropolitan Planning Organization and Air Quality Management District to learn more about the ZEV deployment happening in local regions and any potential resources that may be available.

- Air districts are county or regional governing authorities that have primary responsibility for controlling air pollution from stationary sources. Get regional contact info and a statewide overview. www.arb.ca.gov/drdb/dismap.htm
- Metropolitan planning organizations are responsible for regional transportation planning. Find the appropriate regional contact at www.dot.ca.gov/hq/tpp/offices/orip

Permitting

Document existing municipal permitting and inspection processes for gasoline or compressed natural gas stations and for completing the inspection process, including contact information for main staff.

Create an expedited permitting process for hydrogen stations, which could include pre-permit meetings and negative CEQA declarations.

Create instruction sheets to guide installers and inspectors through the key requirements of hydrogen stations.

Test the permitting and inspection process with inspectors and contractors to identify areas in need of improvement.

Please see the Hydrogen Station Permitting Guidebook at <https://gobiz.app.box.com/HydrogenPermittingGuidebook>

General Plan

Include language about ZEV readiness in general plans. Including high-level policy objectives can be sufficient, for example, one sentence in the circulation element that states the community wants to work toward ZEV readiness.

Stay up-to-date on the status of the state's Office of Planning and Research General Plan Guidelines Update, which will include more information about incorporating ZEVs into general plans. opr.ca.gov/s_generalplanguidelines.php

Zoning

Examine land use mix and determine in which zoning classifications, if any, to prioritize for explicit permission in the zoning ordinance for hydrogen stations.

Consider including hydrogen fueling as an option for obtaining a density bonus when negotiating with developers who want to build more densely on a site than the zoning code normally allows.