

Frequently Asked Questions

Electric Vehicle Charging Stations

Updated October 19, 2022

1. Do 22 Station Owners Association (22 Station) and Palisades Village Neighborhood Company's (PVNC) have any obligation to install and operate EV Charging Stations? No. Neither the Civil Code, the CC&R's, nor any other governing documents provide for any such obligation.
2. Why are 22 Stati and PVNC considering installing Electric Vehicle Charging Stations (EVCS) in the Building 4 garage?
The California Civil Code provides that individual 22 Station Owners may install and operate an EVCS in P1 in Building 4 or Building 5 for individual and other Owners use with some restrictions. 22 Station and PVNC objectives would be to have a planned and organized system and process for EV charging in P1, Building 4 rather than a set of individual Owner-owned and operated EVCS's.
3. May 22 Station/PVNC install and operate EVCS's?
Yes. The California Civil Code provides that an association like 22 Station/PVNC may install and operate EVCS's and establish terms of use. The California Civil Code specifically voids any CC&R provisions that prohibit or unreasonably restrict the installation and use of EVCS.
4. How many EVCS would be installed?
Initially, the proposed plan is to have one to two EVCS in P1, Building 4. One to two EVCS in P2, Building 4 are also possible. Each EVCS could serve two EV's simultaneously in two parking spaces (initially two to four charging only parking spaces in P1, Building 4 and possibly two to four charging only parking spaces in P2, Building 4).
5. Why not have EVCS in every building of P1?
EVCS in Buildings 1, 2, or 3 would be a decision for First Ascent as the First Ascent Board considers EVCS. Each location of a set of EVCS requires a \$20,000 plus one-time expense to prepare the electrical infrastructure. Initially, fewer locations with more EVCS are more cost efficient. If demand grows occurs, more locations may be possible. Existing electrical infrastructure and configuration of the garages influence possible locations.

6. Can 22 Station Owners and guests use the EVCS's in the Far East Parking Lot?
Yes. The EVCS's in the Far East Parking Lot are available to the general public including 22 Station Owners and guests.
7. Could 22 Station Owners and guests use all the potential EVCS in Building 4 including the possible EVCS in P2?
Yes. Once 22 Station Owners and guests pre-register, 22 Station Owners and guests could register at EVCS in P1 and P2, Building 4 and connect.
8. Since there will be EVCS outdoors at Far East and possibly indoors in P2, why install EVCS in P1?
The Far East Parking Lot EVCS's may not be accessible at night during the winter and may be fully occupied by the general public during the day. Palisades Tahoe Resort (PTR) controls P2. PTR will only have EVCS in P2 and allow Owners access if 22 Station and PVNC also install EVCS in P1.
9. Would the EVCS in P1 and P2 be the same?
The EVCS in P1 and P2 would operate similarly. The price to use the EVCS in P2 may be less than the EVCS in P1 to reflect user preference and demand.
10. Would there be enough EVCS for Owners and guests?
EVCS may all be occupied during peak periods. Owners and guests would be able to queue virtually on an app on their smartphones.
11. What if not enough Owners and guests use the EVCS?
Fewer parking spaces would be allocated to the EVCS. Under-utilized EVCS would be returned to the vendor.
12. Would there be fewer available parking spaces for gasoline and diesel-powered vehicles?
Only vehicles with valid passes will be allowed to park in P1. An electric vehicle with a valid pass that is charging is only occupying one parking space. Also, electric vehicles could be charging in the two to four possible additional spaces in P2. If an EVCS is under-utilized, dedicated EV charging parking space capacity would be reduced. 22 Station/PVNC would monitor utilization and adjust the number of EVCS parking spaces accordingly.

13. May First Ascent Owners and guests use the EVCS in P1, Building 4?

First Ascent may consider installing EVCS in P1, Building 1, 2, or 3. If installed, First Ascent Owners could use EVCS in P1, Building 4 similarly to 22 Station Owners and vice versa with EVCS in P1, Building 1, 2, or 3. If First Ascent does not install EVCS in P1, and 22 Station installs EVCS in P1, Building 4, First Ascent Owners would be able to use the EVCS in P1, Building 4 with possibly some restrictions and differences. (E.g., pricing similar to guests)

14. May First Ascent Owners and guests use the possible EVCS in P2, Building 4?

Yes. Once First Ascent Owners pre-register, FA Owners could register at EVCS in P2, Building 4 and connect. Some restrictions are possible. (E.g., pricing similar to guests)

15. May the general public use the indoor EVCS in Building 4?

No. Only Owners and guests who pre-register with 22 Station/PVNC and register at the EVCS before connecting could access the EVCS in Building 4.

16. May Palisades Tahoe Hospitality (PTH) Hotel Guests use the EVCS in Building 4?

PTH Hotel Guests who pre-register with PTH or 22 Station/PVNC and register at the EVCS could connect to the EVCS in P1 Building 4. PTR and PTH would likely agree to have PTH Hotel Guests enter and use P2 for charging.

17. Who would pay for the cost of installing EVCS in P1, Building 4? Who would operate the EVCS?

With PVNC consent and assistance, 22 Station would engage an installer and administer the installation and funding. 22 Station and PVNC would administrate and operate the EVCS with the EVCS vendor.

18. How much of the Regular Assessments that 22 Station Owners pay quarterly would be used to pay for the cost of installing EVCS's in P1, Building 4?

None. PVNC and PTR contribute specified Parking Assessments to 22 Station annually for P1 and P2, Building 4 and 5 maintenance expense and capital improvements. Annual contributions in excess of annual maintenance expense and capital improvements are held by 22 Station in a Garage Fund. The PVNC and PTR annual Parking Assessments/the Garage Fund would pay for the costs to install EVCS's in P1, Building 4. Revenue from the EVCS would likely cover the expense to lease the EVCS and possibly add back to the 22 Station Garage Fund/contribute to the 22 Station operating fund.

19. Aren't there better uses of the 22 Station Garage Fund than funding the cost to install EVCS?

PVNC and PTR pay an annual Parking Assessment of \$27,614.04 and \$23,035.49, respectively. The 22 Station Garage Fund --cumulative Parking Assessments less P1/P2 expenses-- is roughly \$280,000. The projected expense to install EVCS in P1, Building 4 is about \$20,000 before any tax credits. The remaining annual Parking Assessments and Garage Fund are sufficient for the planned P1/P2 Building 4 and 5 maintenance plans.

20. Who would pay for the cost of electricity that the EVCS use?

Users of the EVCS would pay a fee which includes the cost of electricity and a mark-up.

21. Who would set the pricing? How would the pricing be set?

As lessee of the charging stations and supplier of the electricity, 22 Station would set the pricing at its discretion. Pricing for guests would be based on fair market value. Pricing for 22 Station Owners would be less. Pricing would be dynamic. The primary objective for pricing would be to recover the cost of electricity and the charging stations and manage demand to maximize availability for Owners. Another objective would be to recover the direct infrastructure investment.

22. Why is there a mark-up? How much is the mark-up? Why should Owners pay a mark-up?

A mark-up recovers the cost to lease the EVCS and installation. The mark-up may be dynamic depending upon user groups, peak periods and time of day. Owners would pay a lower mark-up than guests. At current electricity rates, an Owner who charges his/her EV to travel about 200 miles would pay a fee of about \$25.00. A minimum fee or an additional one-time connect fee are also possible.

23. Would a EVCS be available when an Owner wants to charge his/her electric vehicle?

Through an app, Owners and guests could have the capability to view the availability of an EVCS or the queue and join a queue. Availability will depend upon stochastic demand. 22 Station and PVNC would monitor usage and determine the benefit of fewer or additional EVCS.

24. How long can an Owner use an EVCS?

Initially, an Owner or guest could use the EVCS until the vehicle is fully charged. Depending on demand and peak periods, the software may be configured to limit availability by time or amount of electricity. If the EV occupies the EVCS after fully charged/time is exceeded, the user will incur additional fees.

25. How much are the additional fees?

The amount of the additional fees would be dynamic depending upon user group and peak or non-peak periods. For example, additional fees for overstay after notification and a grace period may accrue minute by minute at a high level to discourage overstays. Best practice is to not exceed any limits.

26. May an Owner install and operate an EVCS in P1, Buildings 4 or 5?

Yes, with subject to reasonable restrictions. Owners may not install and operate an EVCS without the prior written approval and consent of the 22 Station and PVNC Boards

27. May an Owner connect an electrical vehicle charging station (EVCS) to a standard electrical outlet in Building 4 or 5?

Yes, subject to reasonable restrictions. Owners may not install and operate an EVCS connected to a “National Electrical Manufacturers Association standard alternating current power plug” without the prior written approval and consent of the 22 Station and PVNC Boards. Section 4745 of the Civil Code provides: “Owners may install an electric vehicle charging station in the common area.” The Civil Code also provides: “no (Association) provision of a governing document that either effectively prohibits or restricts the installation or use of an EVCS.... is void and unenforceable.” This includes charging stations connected to standard electrical outlets. The Civil Code further provides that the aforementioned Civil Code provision does not apply to (Association) provisions that impose reasonable restrictions on EVCS. The 22 Station and PVNC Electrical Vehicle Charging Station Policy provides the restrictions with which Owners shall comply to obtain the written approval and consent of the 22 Station and PVNC Boards.

28. Is EVCS charging safe?

22 Station facilities, operations, activities, and environment have inherent risks. 22 Station has Property, General Liability, and Excess insurance for these risks. Any additional risk from EVCS would not increase these insurance premiums.

29. What happens when a gasoline or diesel-powered vehicle occupies a EVCS parking space?

This is similar to a non-ADA vehicle parking in an ADA parking space.

30. Would 22 Station/PVNC consider installing and operating facilities to fuel gasoline and diesel-powered vehicles?

If an Owner or vendor presents a proposal for fueling vehicles, the Board would consider it. However, unlike electric vehicle charging stations, the Civil Code does not explicitly provide for Owners and Associations to install and operate gasoline/diesel fueling facilities in Association Common and Parking areas with reasonable restrictions.

31. Shouldn't the Boards have an election before rendering any decisions?

The California Civil Code and the 22 Station Owner Association and PVNC CC&R's and other governing documents provide for elections for certain decisions and outcomes with specific election rules which vary for each specific election. The CC&R's/other governing documents would have to be amended before the Boards establish and hold an election with election rules not currently provided for in the CC&R's/other governing documents.

32. Didn't PVNC have two elections recently?

PVNC had elections to fill a Board seat and to approve amending the Articles of Incorporation. The governing documents provided election rules for these specific elections.

33. What happens after the Town Hall?

If the 22 Station and PVNC Boards decide not to proceed nothing happens. Otherwise, the Boards will meet and vote on a motion to adopt the proposed plan and the EVCS Charging Station Policy. If adopted, the next steps include, but are not limited to, obtaining the requisite government and other approvals. After the Town Hall, if one has further questions, please submit the questions to the website, and the FAQ's will be updated.

34. Do the 22 Station and PVNC Boards have to make a unanimous decision?

22 Station and PVNC have been cooperating on the consideration and possible implementation of EV Charging in Building 4, P1. The decisions of the Boards would likely be unanimous but not necessarily. 22 Station owns the infrastructure including, but not limited to, existing and future electrical infrastructure and possible charging stations in Building 4, P1, and PVNC owns the parking spaces. If the 22 Station Board decides not to move forward, nothing happens. No party, except perhaps 22 Station Owners, can compel 22 Station to invest in electrical infrastructure and lease charging stations. Conversely, 22 Station may install an electric vehicle charging station in the common area for the use of all members of 22 Station, and 22 Station would develop appropriate terms of use for the charging stations. 22 Station would conform to the Civil code and satisfy reasonable restrictions.