

## FACTSHEET

# Commercial Garage Electric Vehicle Charging Ordinance

**Ordinance No. 244-19** requires publicly accessible commercial garages and lots with 100+ parking spaces to install electric vehicle (EV) charging stations at 10% of parking spaces by January 1, 2023



## 2023 UPDATE

- The City and County of San Francisco understands that businesses have been impacted by the pandemic and some sites are still recovering.
- As a result, San Francisco Environment Department (SF Environment) is providing sites with additional time in 2023 to meet compliance or receive a waiver.
- SF Environment and San Francisco Police Department (SFPD) are working together to communicate ordinance requirements as part of the 2023 Commercial Garage Permit Renewal process.
- Failure to comply with the ordinance or complete the waiver process by end of 2023 may result in fines, or your permit to operate may be suspended or revoked.

## Who is affected?

- The ordinance affects San Francisco-based parking garages and lots on privately owned land where the public may park or store motor vehicles for a fee (Police Code Sections 1215 through 1215.7).
- Residential-only parking facilities, free parking facilities, and City-owned garages and lots are excluded and will not be affected by the ordinance.

## Why it's important

- San Francisco's [Citywide EV Roadmap](#) calls for all new cars to be zero emission by 2030 and all transportation in, out, and through the City to be zero emission by 2040.
- A recent study<sup>1</sup> shows that by 2030, 20% of light-duty cars registered in the City will be electric.
- San Francisco needs 6,000 public chargers to support these vehicles. As of January 2023, the City had about 830, thus the charging network needs to grow by nearly 20% per year to meet demand.

<sup>1</sup>International Council on Clean Transportation, "City charging infrastructure needs to reach 100% electric vehicles: The case of San Francisco," October 28, 2020, <https://theicct.org/publications/sf-ev-charging-infra-oct2020>.

## Get started – it's as easy as 1, 2, 3

- Step 1: Contact at least two EV service providers (EVSPs) to arrange a site assessment and feasibility study. There is no approved list of EVSPs – check out these resources to get started:
  - [EV Service Provider Information Packet](#)
  - [CALeVIP Connects](#)
  - [GoElectric Drive](#)
  - [Internet search](#)
- Step 2: Work with the EVSP to consider next steps, including financing, incentives, and installation. EVSPs may provide funding to cover installation and maintenance costs. Consult with EVSPs directly for more details.
- Step 3: Complete an online [compliance or waiver form](#) to initiate the process with SF Environment. Once your form is approved, SF Environment will notify SFPD directly to update your records for future Commercial Garage Permit Renewal.

## Incentives and financing

- Take advantage of incentive funding. Incentive programs may have strict application windows and eligibility requirements. Charging projects may be eligible for multiple incentives, so stay up-to-date to stack incentives and save more.
- Incentive funding may be available from state and regional agencies. Find out if your site qualifies for incentives:
  - [DriveClean Incentive Tool](#)
  - [Subscribe to Clean Cities Newsletter for Incentive Updates](#)

## Charging station requirements

- Beginning January 1, 2023, affected garages and lots must provide Level 2 charging stations (less than 40 kW) to at least 10% of parking spaces, up to a maximum 200 stations.
- Alternatively, garages or lots may install DC fast charging stations (more than 40 kW)
  - Fewer than 750 parking spaces: at least 2 fast chargers
  - For every additional 250 parking spaces: 1 additional fast charger, up to a maximum of 8

## Compliance and waivers

- Not all parking garages and lots have the capacity to install cost-effective charging. In that case, a full or partial waiver may be issued for:
  - Inability to supply sufficient electrical capacity to meet the requirements
  - Technical infeasibility to comply with the requirements due to site conditions
  - Financial infeasibility to comply with the requirements if garage/lot demonstrates good faith efforts to enter into an agreement with at least two EVSPs
- Sites that can only install a portion of required chargers should seek a partial waiver
- Sites that cannot accommodate any of the required chargers should seek a full waiver

## Contact us

Stay informed! Email [ChargingMadeEasy@sfgov.org](mailto:ChargingMadeEasy@sfgov.org) to receive alerts about upcoming webinars, funding opportunities, and get your questions answered.