



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

This factsheet provides San Francisco garage operators information and resources to meet the Commercial Garage Electric Vehicle (EV) Charging Ordinance requirements.

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 study¹ 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 April 2021, the City had about [800](#), thus the charging network needs to grow by nearly 20% per year to meet demand.

Getting started - it's as easy as 1, 2, 3

- Step 1: Contact at least two charging providers to arrange a consultation and feasibility study. There is no approved list of EV charging providers—check out these resources to get started:
 - [CALeVIP Connects](#)
 - [GoElectric Drive](#)
 - [Internet Search](#)
- Step 2: Work with the EV charging providers to consider next steps, including financing, incentives, and installation. EV charging providers may provide funding to cover installation and maintenance costs. Consult with EV charging providers directly for more details.
- Step 3: Complete the Statement of Compliance (form A) or Waiver Request (form B), attach your documentation, and submit them to [SFPD](#) with your Permit Application before January 1, 2023.

¹International 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>.





Incentives and financing

- Take advantage of incentive funding prior to January 2023. Once the ordinance goes into effect, incentives may no longer be applicable.
- Incentive funding may be available from state and regional agencies. Find out if your site qualifies for incentives:
 - [Clean Cars for All](#)
 - [PG&E Incentive Tool](#)
 - [DriveClean Incentive Tool](#)

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. Maximum requirement for Level 2 charging stations is 200.
- A garage or lot may install fast charging stations (more than 40 kW) instead.
 - Fewer than 750 parking spaces: at least 2 fast chargers
 - For every additional 250 parking spaces: 1 additional fast charger
 - Maximum requirement for fast charging stations is 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 EV charging station providers
 - A partial waiver reduces the number of required charging stations
- Failure to demonstrate a good faith effort to comply with the ordinance may result in fines, or your permit to operate may be suspended or revoked.

Contact us

Stay informed! Email ChargingMadeEasy@sfgov.org to receive alerts about upcoming webinars, funding opportunities, and get your questions answered.

