



CEQA Exemption Determination

PROPERTY INFORMATION/PROJECT DESCRIPTION

Project Address		Block/Lot(s)
SFMTA_Electric Vehicle Curbside Charging Program		N/A - Public Right-of-Way
Case No.		Permit No.
2026-001403ENV		
<input checked="" type="checkbox"/> Addition/Alteration	<input type="checkbox"/> Demolition (requires HRE for Category B Building)	<input checked="" type="checkbox"/> New Construction
<p>Project description for Planning Department approval.</p> <p>The proposed permanent program builds on insights from the Electric Vehicle (EV) Curbside Charging Demonstration Pilot, and would create under a new application, review, and permitting process to allow for the installation of curbside EV chargers on the curb, primarily in residential neighborhoods. Additional providers would be allowed to participate, but would still follow one of the EV curbside charging options utilized under the pilot program – direct connection to the fronting property or new connections to the existing utility electrical system using poles or trenching. Under the permanent program, providers could install chargers anywhere in San Francisco provided the site is consistent with the City’s EV curbside charging siting principles. The attached project description includes further details about the proposed permanent program, including information about site eligibility and the application process.</p>		

EXEMPTION TYPE

The project has been determined to be exempt under the California Environmental Quality Act (CEQA).	
<input checked="" type="checkbox"/>	Class 1 - Existing Facilities. (CEQA Guidelines section 15301) Interior and exterior alterations; additions under 10,000 sq. ft. Specifically, 1(c) 9. Changes to parking and traffic regulations, and 11. Installation and removal of parking meters or similar
<input type="checkbox"/>	Class 3 - New Construction. (CEQA Guidelines section 15303) Up to three new single-family residences or six dwelling units in one building; commercial/office structures; utility extensions; change of use under 10,000 sq. ft. if principally permitted or with a CU.
<input type="checkbox"/>	Class 32 - In-Fill Development. (CEQA Guidelines section 15332) New Construction of seven or more units or additions greater than 10,000 sq. ft. and meets the conditions described below: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than 5 acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services.
<input type="checkbox"/>	Other _____
<input type="checkbox"/>	Common Sense Exemption (CEQA Guidelines section 15061(b)(3)). It can be seen with certainty that there is no possibility of a significant effect on the environment.

ENVIRONMENTAL SCREENING ASSESSMENT

Comments:

PLEASE SEE ATTACHED

Planner Signature: Ryan Shum

PROPERTY STATUS - HISTORIC RESOURCE

PROPERTY IS ONE OF THE FOLLOWING:

<input type="checkbox"/>	Category A: Known Historical Resource.
<input type="checkbox"/>	Category B: Potential Historical Resource (over 45 years of age).
<input checked="" type="checkbox"/>	Category C: Not a Historical Resource or Not Age Eligible (under 45 years of age).

PROPOSED WORK CHECKLIST

Check all that apply to the project.

<input type="checkbox"/>	Change of use and new construction. Tenant improvements not included.
<input type="checkbox"/>	Regular maintenance or repair to correct or repair deterioration, decay, or damage to building.
<input type="checkbox"/>	Garage work. A new opening that meets the <i>Guidelines for Adding Garages and Curb Cuts</i> , or replacement of a garage door in an existing opening that meets the Residential Design Guidelines.
<input type="checkbox"/>	Deck, terrace construction, or fences not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	Mechanical equipment installation that is not visible from any immediately adjacent public right-of-way.
<input type="checkbox"/>	Dormer installation that meets the requirements for exemption from public notification under <i>Zoning Administrator Bulletin No. 3: Dormer Windows</i> .
<input type="checkbox"/>	Addition(s) not visible from any immediately adjacent public right-of-way for 150 feet in each direction; or does not extend vertically beyond the floor level of the top story of the structure, or does not cause the removal of architectural significant roofing features.
<input type="checkbox"/>	Façade or storefront alterations that do not remove, alter, or obscure character -defining features.
<input type="checkbox"/>	Restoration based upon documented evidence of a building's historic condition, such as historic photographs, plans, physical evidence, or similar buildings.
Note: Project Planner must check box below before proceeding.	
<input type="checkbox"/>	Project is not listed.
<input type="checkbox"/>	Project involves scope of work listed above.

ADVANCED HISTORICAL REVIEW

Check all that apply to the project.

<input type="checkbox"/>	<p>Reclassification of property status. (<i>Attach HREER Part I relevant analysis; requires Principal Preservation Planner approval</i>)</p> <p><input type="checkbox"/> Reclassify to Category A</p> <p style="text-align: right;"><input type="checkbox"/> Reclassify to Category C</p> <p style="text-align: right;"><input type="checkbox"/> Lacks Historic Integrity</p> <p style="text-align: right;"><input type="checkbox"/> Lacks Historic Significance</p>
<input type="checkbox"/>	Project involves a known historical resource (CEQA Category A)
<input type="checkbox"/>	Project does not substantially impact character-defining features of a historic resource (see Comments)
<input type="checkbox"/>	Project is compatible, yet differentiated, with a historic resource.
<input type="checkbox"/>	Project consistent with the Secretary of the Interior Standards for the Treatment of Historic Properties
Note: If ANY box above is checked, a Preservation Planner MUST sign below.	
<input type="checkbox"/>	Project can proceed with EXEMPTION REVIEW. The project has been reviewed by the Preservation Planner and can proceed with exemption review.
Comments by Preservation Planner:	
Preservation Planner Signature:	

EXEMPTION DETERMINATION

<input checked="" type="checkbox"/>	<p>No further environmental review is required. The project is exempt under CEQA. There are no unusual circumstances that would result in a reasonable possibility of a significant effect.</p>	
	<p>Project Approval Action: Approval by the SFMTA Board and SF Board of Supervisors</p>	<p>Signature: Ryan Shum 03/09/2026</p>
	<p>Supporting documents are available for review on the San Francisco Property Information Map, which can be accessed at https://sfplanninggis.org/pim/. Individual files can be viewed by clicking on the Planning Applications link, clicking the "More Details" link under the project's environmental record number (ENV) and then clicking on the "Related Documents" link.</p> <p>Once signed and dated, this document constitutes an exemption pursuant to CEQA Guidelines and chapter 31 of the San Francisco Administrative Code. Per chapter 31, an appeal of an exemption determination to the Board of Supervisors shall be filed within 30 days after the approval action occurs at a noticed public hearing, or within 30 days after posting on the planning department's website (https://sfplanning.org/resource/ceqa-exemptions) a written decision or written notice of the approval action, if the approval is not made at a noticed public hearing.</p>	

Environmental Screening Comments (Continued)

Archeological and Historic Resources: Under the proposed program, curbside chargers would not be allowed to be installed in an archeologically sensitive area or in a historic district that includes character-defining features in the public right-of-way. These sites would be restricted in the site eligibility criteria and site eligibility map. Therefore, the project would not result in a significant impact to archeological or historic resources.

Transportation: The curbside chargers would be primarily installed in residential areas on the curb of an existing parking space, and would not replace part of an existing bike lane, bus stop, commercial corridor, or daylighting zone. Therefore, the project would not result induce vehicle traffic or result in significant transportation impacts .



Date: March 9, 2026
To: Ryan Shum, San Francisco Planning Department
From: Elena Baranoff and Broderick Paulo, San Francisco Municipal Transportation Agency
Through: Jenny Delumo, San Francisco Municipal Transportation Agency
Re: Electric Vehicle Curbside Charging Program
Case Number: 2026-001403ENV

Summary

The San Francisco Municipal Transportation Agency (SFMTA) is proposing the Curbside Electric Vehicle (EV) Charging program (proposed project). The proposed project would amend the Transportation Code, Division II, to establish a Curbside Electric Vehicle Charging permit program and general permit requirements, delegate authority to the Director of Transportation to designate electric vehicle charging stalls, delegate authority to the Director of Transportation to establish specific permit requirements and establish a Fee and Fine Schedule for the program. Implementation of the project could include the installation of new poles and trenching by selected vendor(s) to provide power supply for the chargers.

The goal of the program is to place curbside EV chargers across all geographic areas in San Francisco, through a competitive application process. The proposed project would deliver equitable charging stations across San Francisco for multi-dwelling residents who lack access to charging in private garages. Convenient public charging options at the curb would help implement the City's goal of reducing gas emissions by 2040 consistent with San Francisco's 2021 Climate Action Plan and EV Roadmap.

Existing Conditions

In 2024, the City launched the EV Curbside Charging Demonstration Pilot. The pilot authorized three private charging providers – it's electric, Urban EV, and Voltpost – to install, own, and operate curbside electric vehicle chargers for a two-year term, with an option to extend for up to 10 years. Participating providers were responsible for site selection, permitting, and all related costs.

EV Curbside Charging Options

Each provider employs a different approach to delivering curbside EV charging. it's electric's model draws power directly from the adjacent building to supply Level 2 pedestal chargers, with users bringing their own charging cords. In contrast, Urban EV relies on standalone Level 2 chargers that require new connections to the existing utility electrical system. Voltpost similarly

requires new utility connections, deploying chargers mounted directly onto existing streetlight poles.

Application Process

The following outlines the general application process necessary to install an EV curbside charger under the pilot program.

1. Site Selection

The provider identifies a proposed charging location consistent with the City's EV curbside charging siting principles:

- Focusing on locations with anticipated charging demand
- Avoiding conflicts with existing or planned street uses (e.g., transit lanes, bicycle lanes), and commercial corridors.
- Prioritizing areas with high renter density and concentrations of multi-unit residential buildings, while avoiding commercial corridors
- Considering underserved neighborhoods with limited access to charging and high vehicle reliance

2. Application Submittal and Review

The provider submits a formal application to Public Works Office of Emerging Technology. Applications are evaluated in partnership with SFMTA and San Francisco Department of the Environment (SFE) based on site suitability.

3. Curb Legislation

If the application is approved, the provider obtains approval from the SFMTA for any required curb use changes.

4. Permitting

The provider secures all required City permits. Permit requirements vary depending on the type of charging infrastructure and electrical connection and may include:

- Public Works Emerging Technology Permit
- Public Works Excavation Permit (if trenching is required)
- Department of Building Inspection Electrical Permit
- San Francisco Public Utilities Commission or PG&E for Electric Service Verification (if required).

5. Installation

Following permit approval, the provider installs the charging equipment and any associated infrastructure.

6. Ongoing operation and maintenance

The provider is responsible for ongoing operation and maintenance of the chargers for the duration of the agreement, including but not limited to, maintaining a written and image log of all maintenance issues, (e.g., defects, damage, defacing, complaints, and repairs performed on permit elements related to the charging station).

Proposed Project

The proposed project would build upon insights from the Curbside EV Charging Demonstration Pilot to inform the design of a new long-term, citywide permanent program. The permanent program would operate under a new application, review, and permitting process and would allow additional providers to participate. Any additional providers would be required to adhere to one of the curbside EV charging options utilized under the pilot program and described above— direct connection to the fronting property or new connections to the existing utility electrical system using poles or trenching.

Program Criteria

The program includes standards to determine the appropriate locations within the public right of way for installation of curbside electric vehicle charging stations. Curbside EV chargers may not be installed in locations with the following features: metered parking blockfaces, daylighting zones, Muni stops, color curbs, streets with Class I and IV bike lanes, commercial corridors, sidewalk widths under 8 feet, planned future separated bike facilities, highly sensitive for archeological resources, and the Civic Center National Historic Landmark District. Feasible sites that have a street slope over 20% and streets with Class II and III bike lanes require review.

Permit Process

SFMTA will review and approve vendor eligibility and their general site plan through the criteria mentioned above. Once approved, successful vendors would still need to obtain site-specific permits, as needed:

- Initial permit for vendor eligibility from SFMTA;
- Public Works Excavation permit (if trenching);
- Department of Building Inspection Electrical permit;
- SFMTA Curb legislation; and
- San Francisco Public Utilities Commission or PG&E for Electric Service Verification (if required).

The applicant would be responsible for construction and establishing electrical service interconnection after obtaining the final permit sign-off from SFMTA.

Program Implementation

To implement the permanent program, the Board of Supervisors would amend the Administrative Code to establish a curbside electric vehicle charging station program and authorize the SFMTA to issue permits to allow the installation and operation of curbside electric vehicle charging stations

on City sidewalks. The Board would also amend the Public Works Code to reflect the authority of the SFMTA to issue permits for the curbside electric vehicle charging station program.

Following the Board of Supervisors' authorization of the program, the SFMTA Board of Directors would amend Article 200 of Division II of the Transportation Code by revising Section 201 to remove the language referencing the designation of stalls and spaces for EV charging and adding Section 208 to delegate authority to the director of transportation or their designee to designate stalls or spaces for EV charging.

Ongoing operation and maintenance would be the same as under the pilot program and is described above.

Construction

Construction activities for the proposed project are dependent on the charging model and site conditions. Sites where a vendor cannot install chargers powered by the fronting property or where all electrical power in the neighborhood is served overhead will likely require new 35-foot-tall overhead poles. When a new pole is required, it would be installed consistent with PG&E's Customer Owned Pole requirements. Per those requirements, 35-foot poles are installed to a depth of 3.5' to 6.5' feet below surface grade (see Attachment A).

For sites where the vendor can connect to a fronting property or an underground electricity feeder, trenching would be required to install and connect the conduit wire to the electrical panel. Trenches would be excavated to a maximum of approximately, 0.5 feet wide, 30 inches deep, and approximately 70 feet long, though the length may vary depending on site specific conditions. Each charger would be mounted to the sidewalk (see Attachment A).

APPROVAL ACTION

The Approval Action as defined by San Francisco Administrative Code Chapter 31, Section 31.04(h)(2) is approval of the project by the SFMTA Board of Directors. The approval action starts the 30-day appeal period for the environmental review determination under Administrative Code Section 31.16.

Attachment A: Electric Vehicle Charger Infrastructure Specifications

Attachment A: Electric Vehicle Charger Infrastructure Specifications

Pedestal Charger Connecting to Utility (PG&E or SFPUC) UrbanEV - Dogpatch

35-foot pole installed to a depth of 3.5' to 6.5' feet below surface grade. Trenches would be excavated to a maximum of approximately, 70 feet long, 1.5 feet wide, and 30 inches deep.

EXHIBIT B: PROJECT SITE PLAN AND LAYOUT

San Francisco Curbside Charger Pilot
18th and Tennessee (NE corner) rev1
Urban EV LLC
01/30/2026

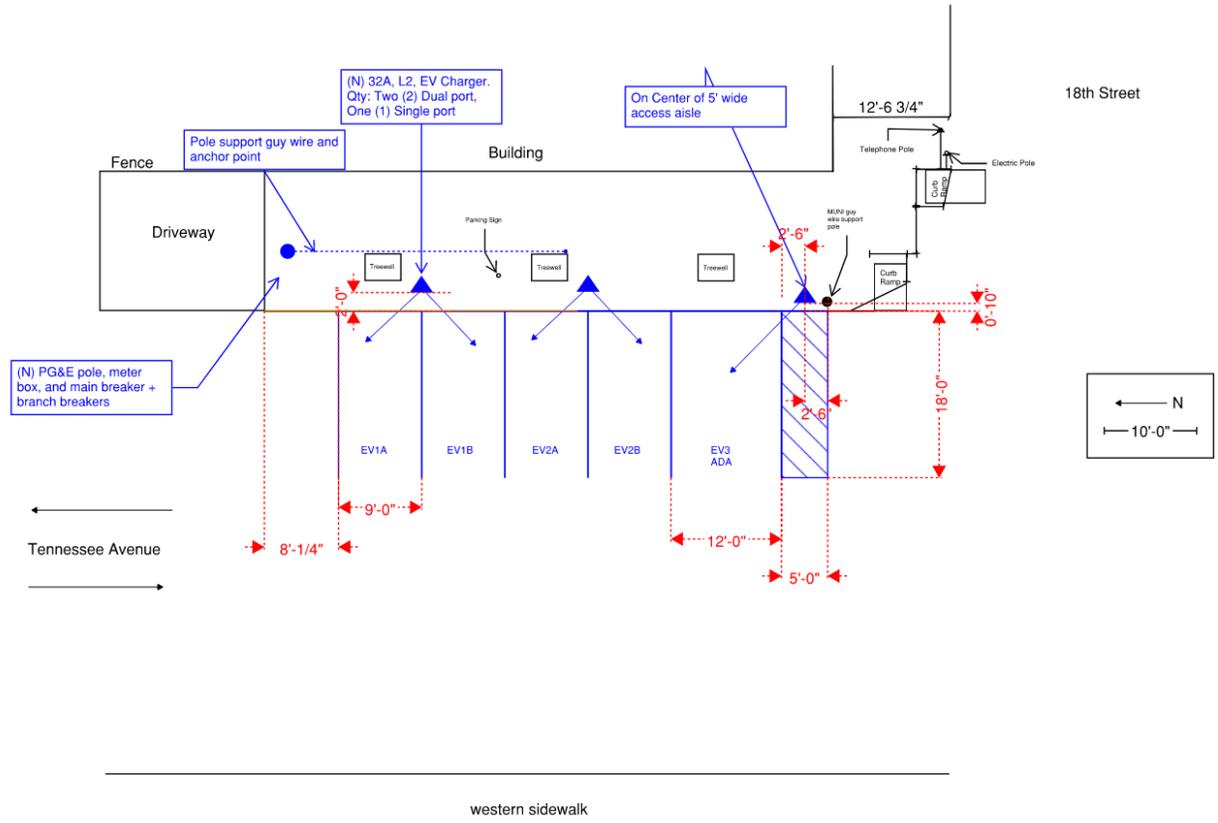
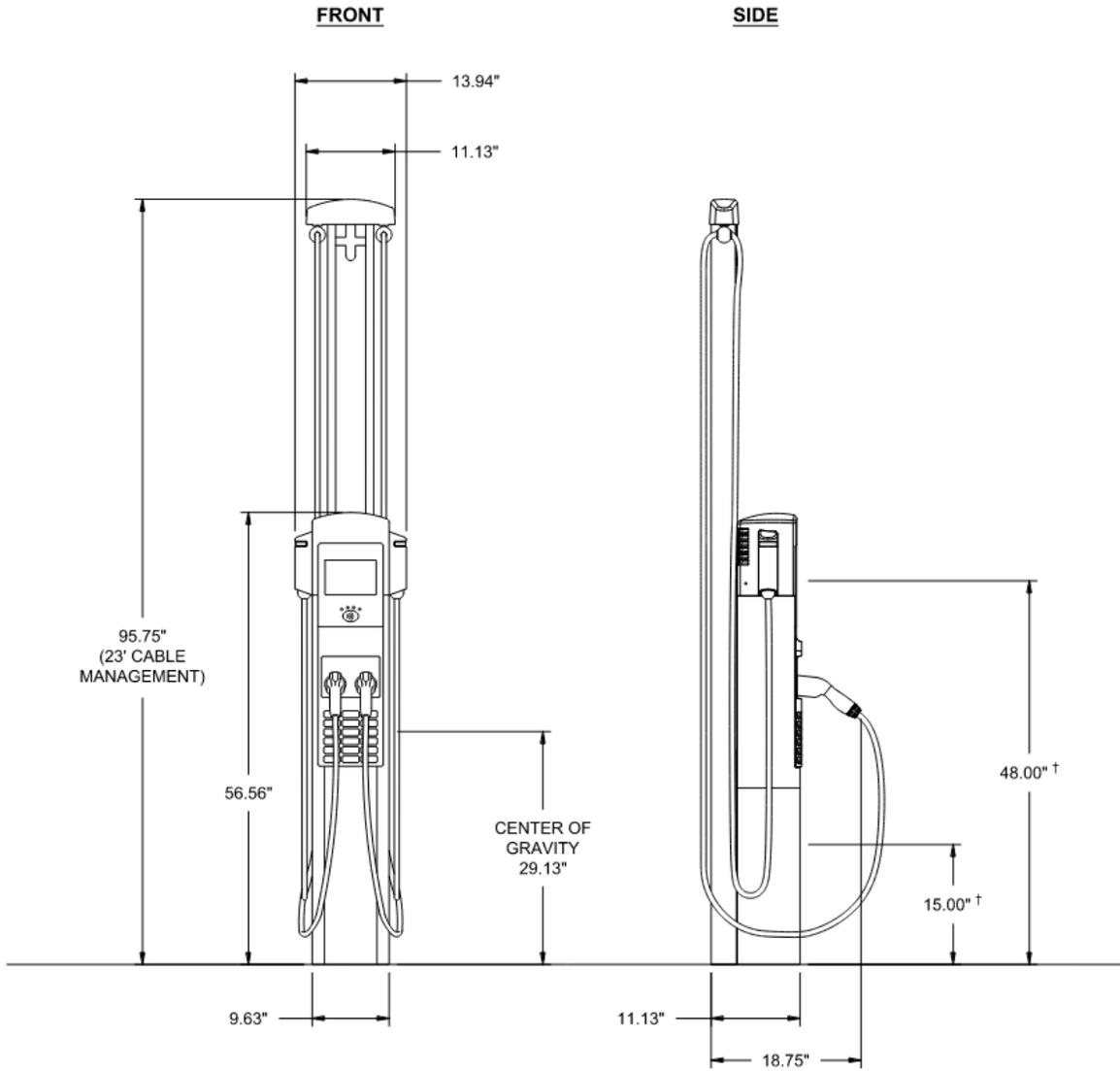


EXHIBIT A: CHARGING STATION IMAGERY AND SCHEMATICS



APPROXIMATE STATION WEIGHTS

SINGLE PORT STATIONS: 180 lb (~82 kg)
 DUAL PORT STATIONS: 190 lb (~88 kg)

† OPERABLE PARTS MEET RECOMMENDATIONS FOR AN UNOBSTRUCTED SIDE REACH AS OUTLINED IN "DESIGN RECOMMENDATIONS FOR ACCESSIBLE ELECTRIC VEHICLE CHARGING STATIONS" DATED JULY 17, 2023 BY THE U.S. ACCESS BOARD.

3 PEDESTAL MOUNT - 23' CABLES
 SCALE: 3/4" = 1'0"

Mounting and Functional Interfaces

Connector Type	J1772, NACS (Omni Port)
Number of Ports	Single, dual
Mounting	Pedestal, wall
Cable Length	18 ft (5.5 m), 23 ft (7 m)
Cable Management	Yes
Authentication and Payment	RFID: ISO 15693, ISO 14443, NEMA EVSE 1.2-2015 (UR) Virtual RFID NFC (Tap to Charge) Contactless credit card Virtual Contactless credit card Apple Pay / Google Pay EMV chip credit card (available on -CHIP models only) Remote: Mobile App and In Vehicle Dash (if supported by vehicle)
Locking Holster	Yes
ISO 15118 Protocol	Supported by hardware

ChargePoint, Inc. reserves the right to alter product offerings and specifications at any time without notice, and is not responsible for typographical or graphical errors that may appear in this document.

Pedestal Charger Connecting to Fronting Property
its electric - Duboce Triangle

Dimensions of trench: 12'x1.5'x30" X2



Newlab- it's electric
Brooklyn Navy Yard, Building 128
19 Morris Ave
Brooklyn, NY 11205
hello@itselectric.us
email: hello@itselectric.us
ph: (646) 203-6604

Project Site:

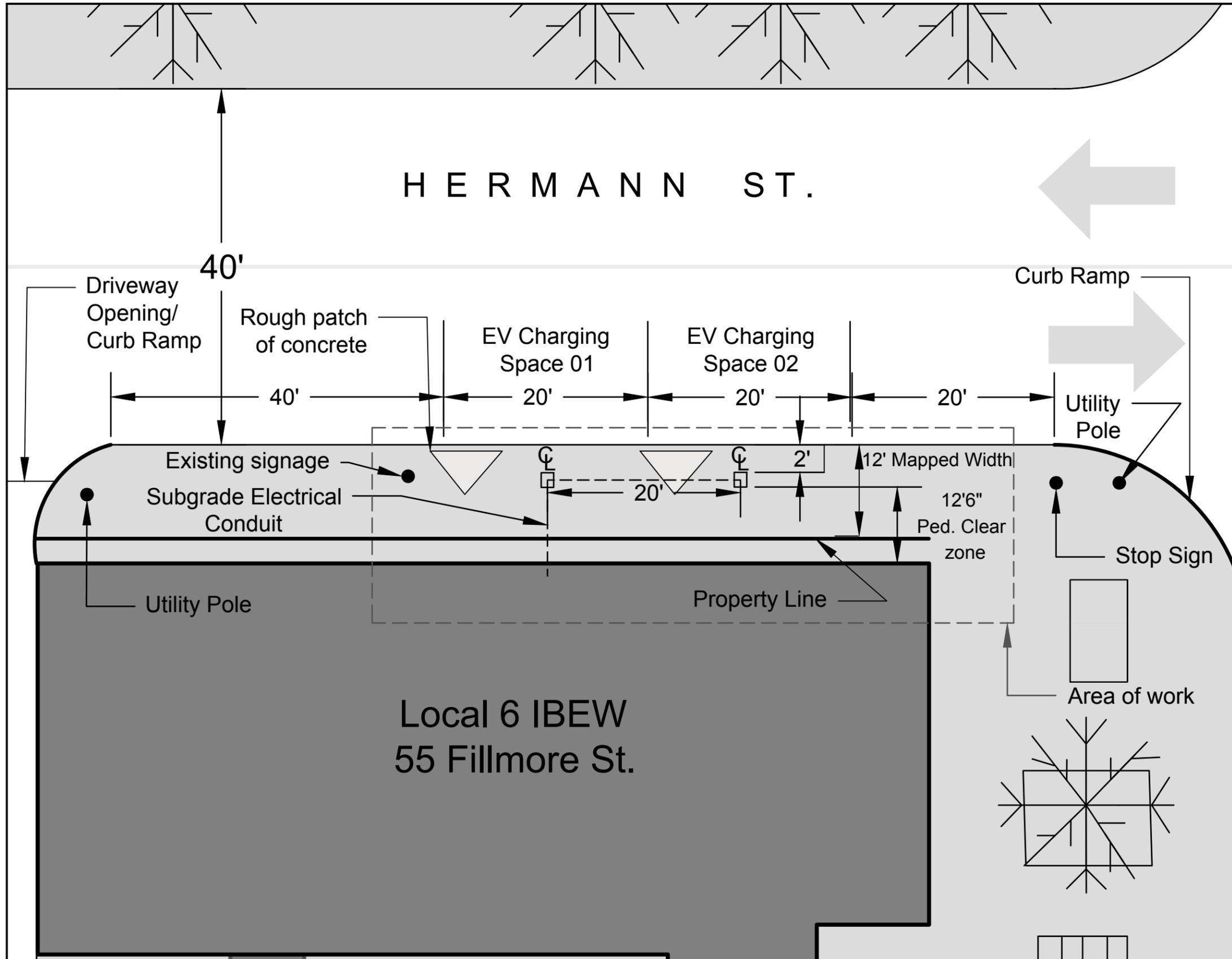
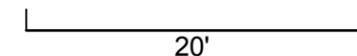
Hermann St.
btw Fillmore St.
and Steiner St.

Project Host:

Local 6 IBEW
55 Fillmore St.
San Francisco, CA
94117

Site Plan

Date
January 23, 2025





BROOKLYN 718 - INSTALLATION GUIDE



6

Route the **Power** and **Communication Cables** through the conduit to the desired location of the **Home unit**. Make sure to leave 24" (2 ft) of cable outside. The cable length should not exceed 150' (ft) between the Home Unit and Post.



Note: Do not attach any connectors to the **Communication Cables** at this point

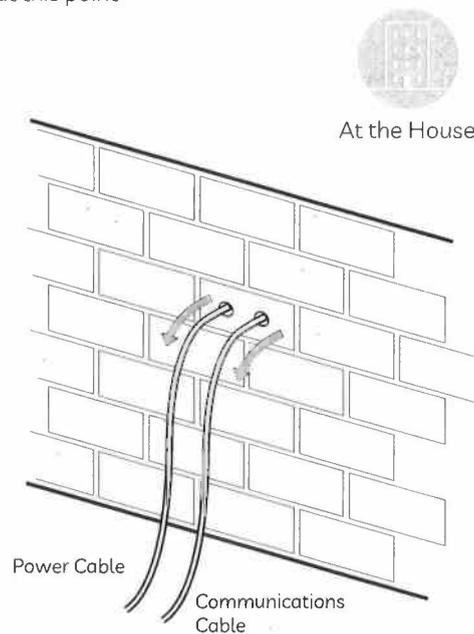
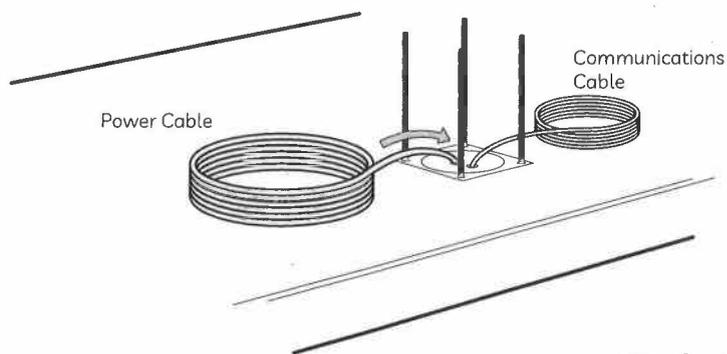
Power cable

3 lines of 8 AWG Copper for L1, L2, and Gnd. Black, Red, and Green preferred, or as dictated by NEC.

Communication cable

Cable 1 PN: McMaster 75985K73 or Consolidated 5756-CL

Cable 2 PN: Prysmian Group C2412A.41.10



Conduit through exterior wall. Refer to architectural or civil engineering approval.



BROOKLYN 718 - INSTALLATION GUIDE



7

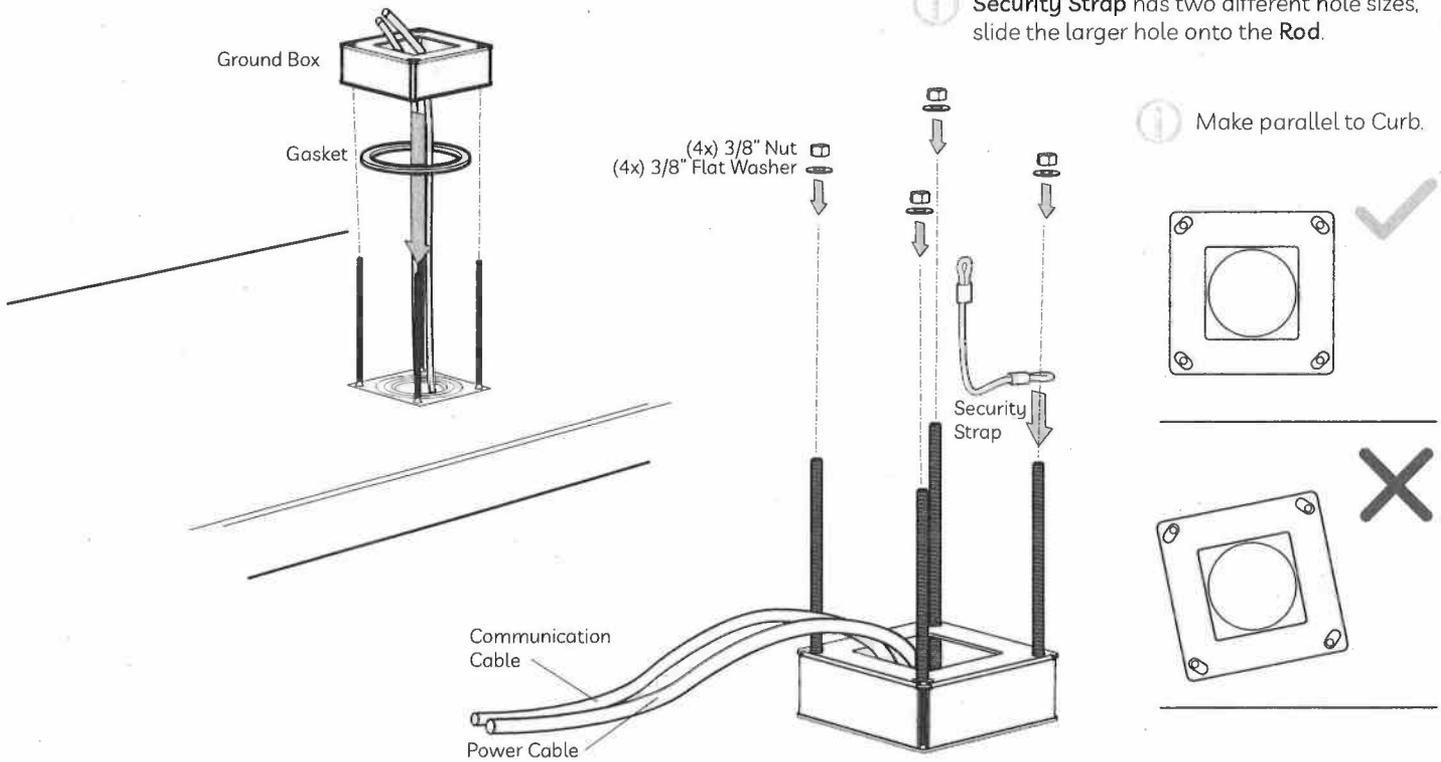
Begin Post assembly. First, attach the **Gasket** to the **Ground Box**. Second, place the **Ground Box** over the (4) **Threaded Rods**. Be sure to run the cables in the center of both components.

8

Install **Security Strap** onto front right **Rod**. Adjust **Ground Box** to be parallel to the curb. Secure **Ground Box** and **Security Strap** using the (4) **3/8" Flat Washers** | (4) **3/8" Nuts**.

Security Strap has two different hole sizes, slide the larger hole onto the **Rod**.

Make parallel to Curb.



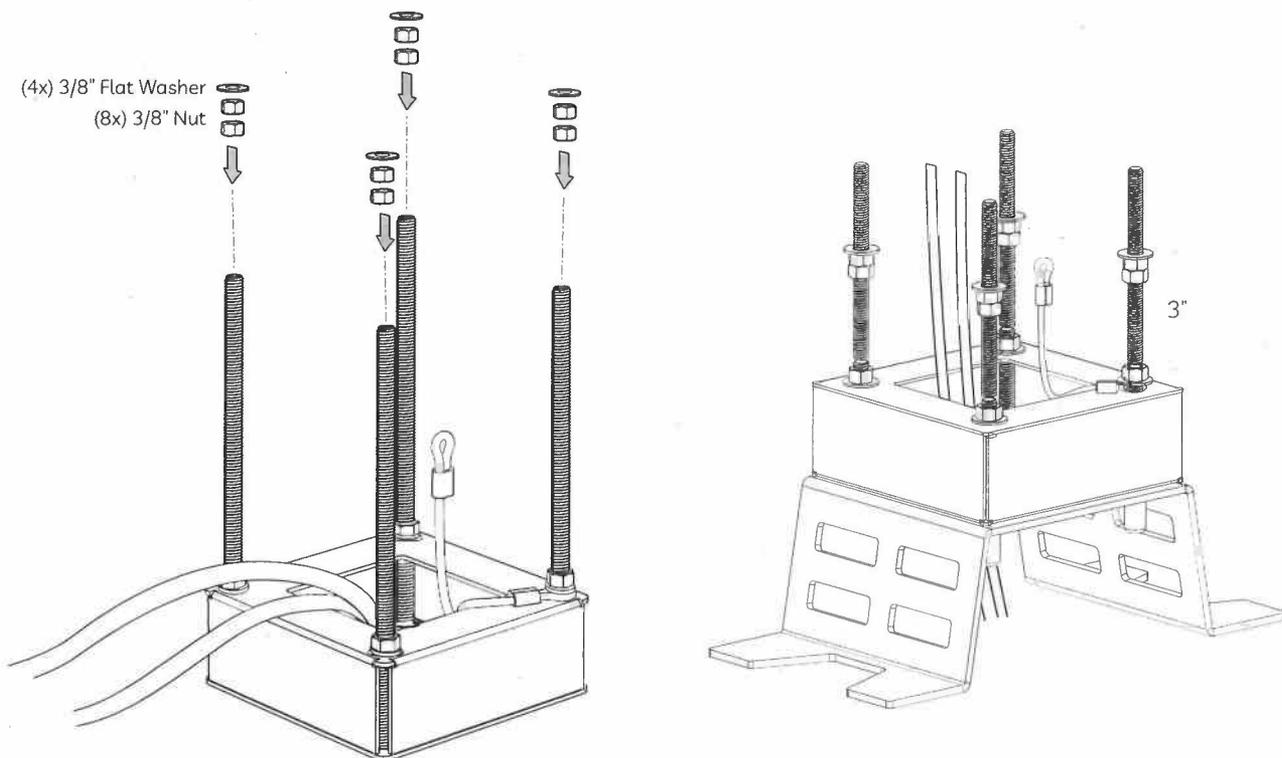


BROOKLYN 718 - INSTALLATION GUIDE



9

Per each Rod, thread (2) 3/8" Nut and (1) 3/8" Flat Washer. Top of washer should be 3" from the top of the Ground Box.



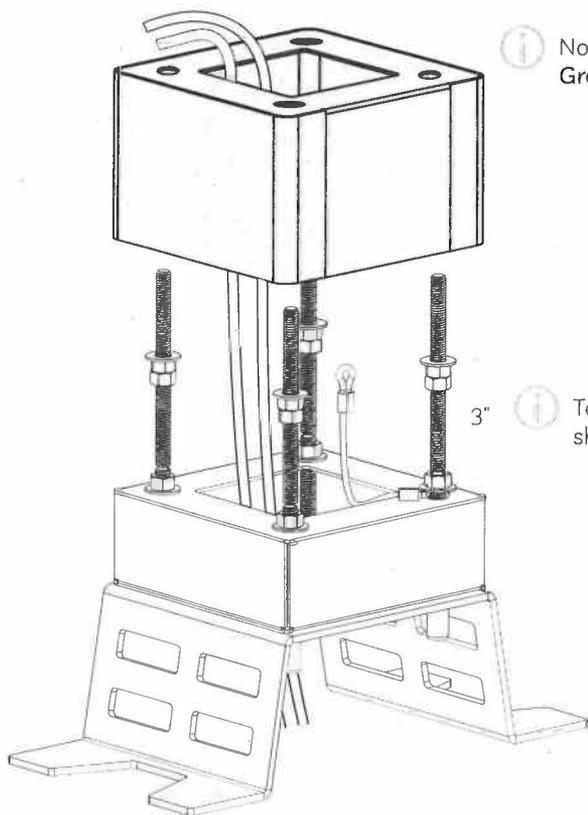


BROOKLYN 718 - INSTALLATION GUIDE



10

Align the **Skirt** to the **Threaded Rods**. Feed the cables through the center of the **Skirt**. The **Skirt** must be level before proceeding. If needed, adjust the **Nut(s)** to level.

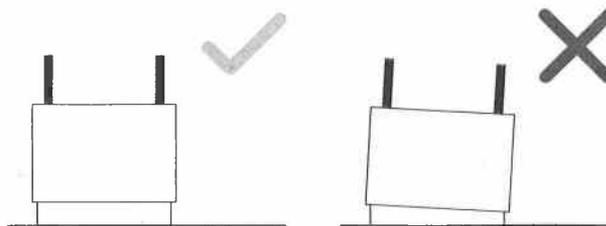
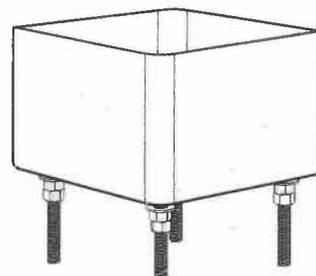


No more than 3/4" of the **Ground Box** should be exposed.

To level the **Skirt**, place upside down and adjust **Nut** height. When level, tighten the **Nuts** against each other until locked in place.

3" Top of **Washer** to top of **Ground Box** should be approx 3"

Make sure it is level.





BROOKLYN 718 - INSTALLATION GUIDE



11

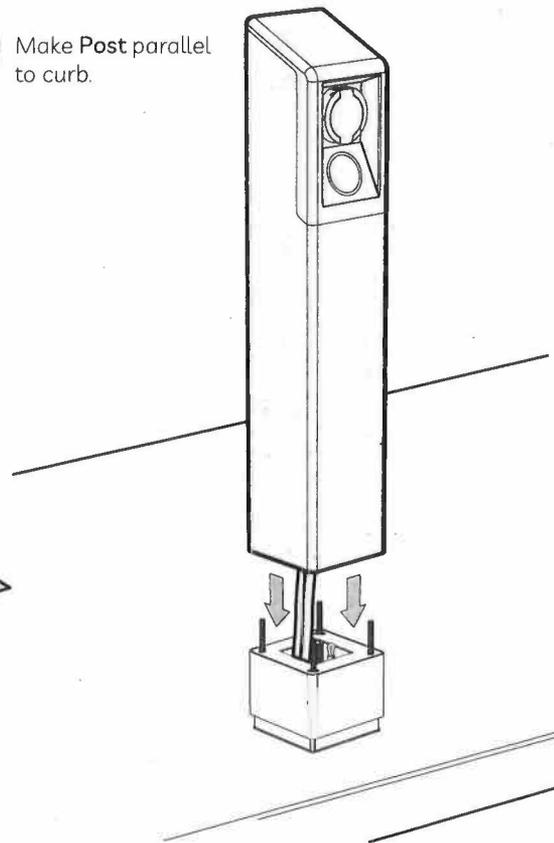
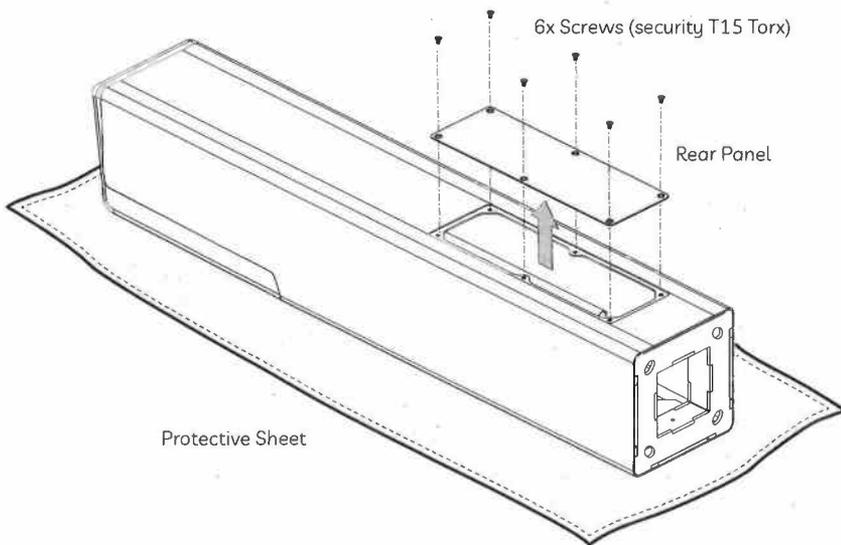
Lay the front side of the **Post** down onto a large soft protective sheet to prevent damage. Remove the six (6) **Rear Panel Screws**. Place these parts in a location to avoid loss or damage.

12

Align **Post** onto the the four **Threaded Rods**. Feed cables into bottom of the **Post**.



Make **Post** parallel to curb.



Charger Mounted to Existing Utility Pole (PG&E or SFPUC)
VoltPost - Location TBD



Voltpost Air

Installation & User Guide

For Utility and Wooden Pole-Mounted Installations

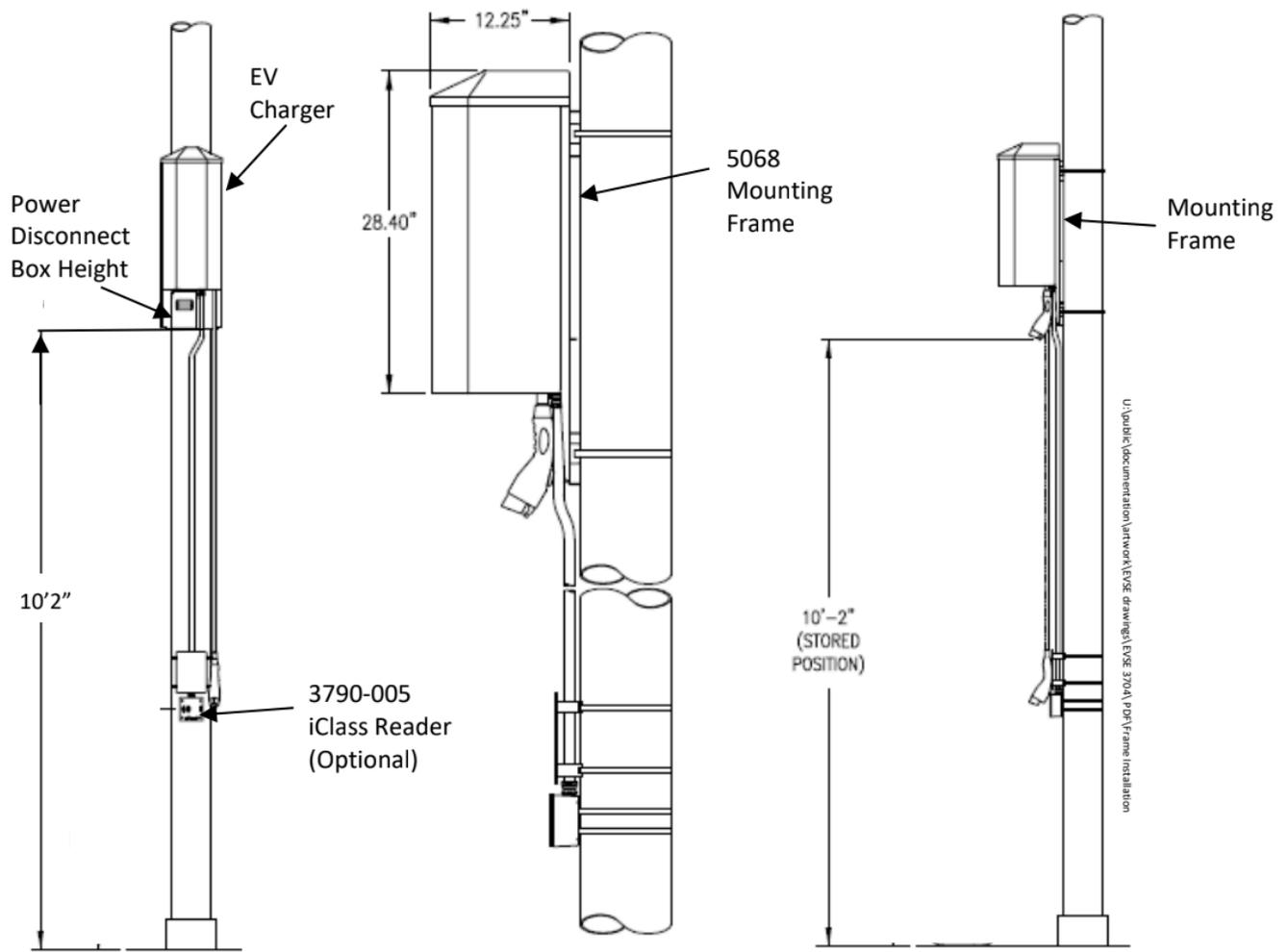


Figure 1 - Placement of mounting frame and charger on a utility pole.

Dimensions – Single Charger Installation

A single mounting panel mounts to the pole and has a single circuit breaker box attached to it. The charger then mounts to it.

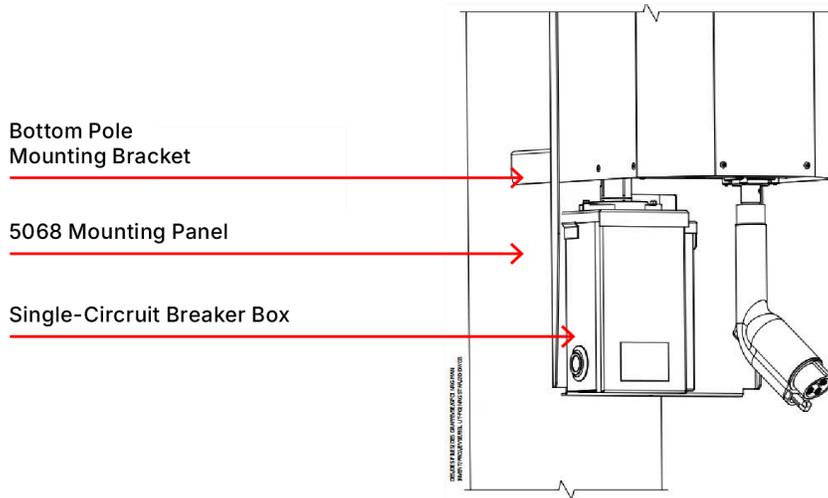


Figure 2 - Single Charger

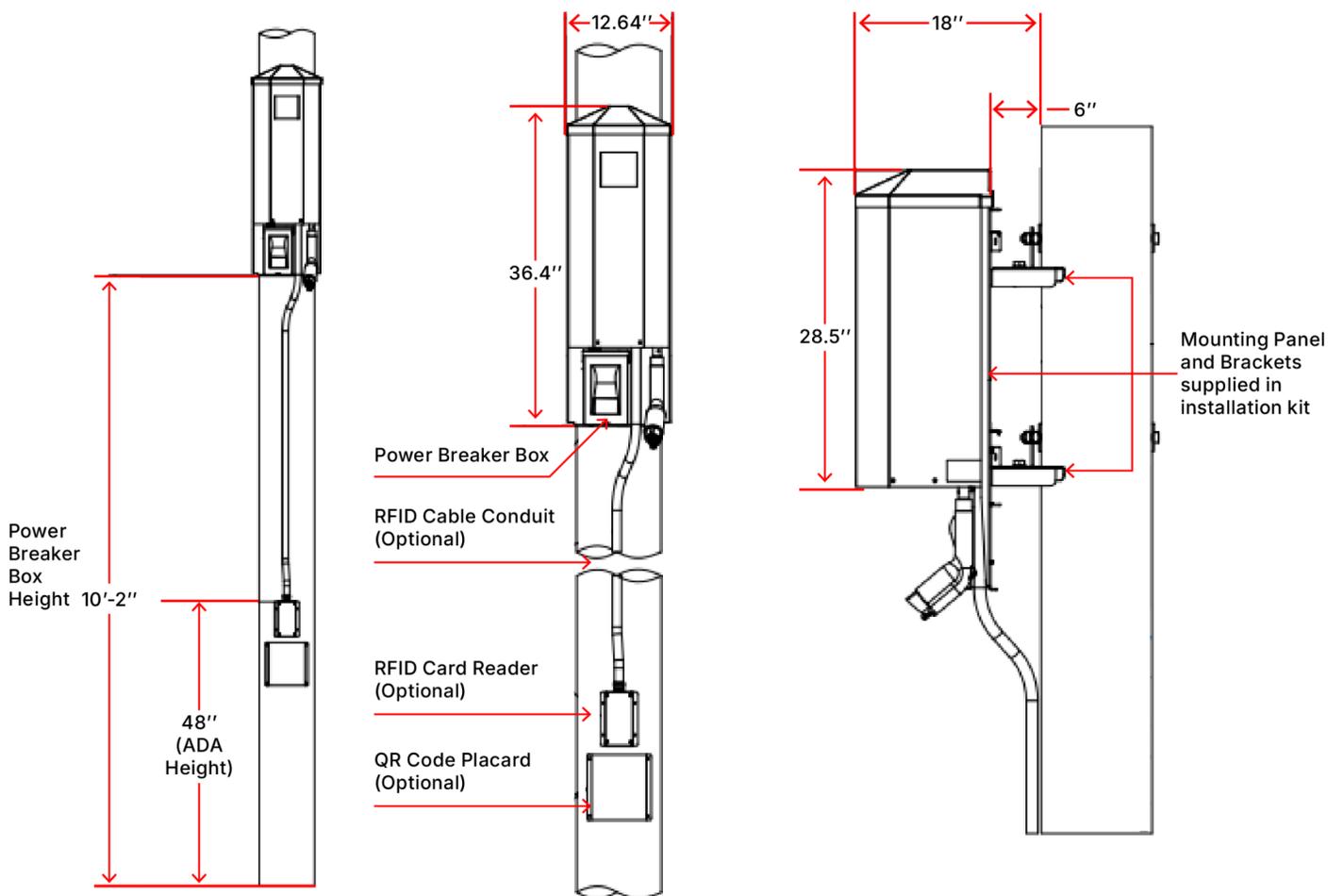


Figure 3 - Single Charger Dimensions

Dimensions – Dual Charger Installation

A dual charger's mounting panel assembly uses a wider Unistrut design attached to its pole brackets to accommodate two mounting panels/chargers. The installation includes a wiring trough below the two chargers and a dual-circuit breaker box.

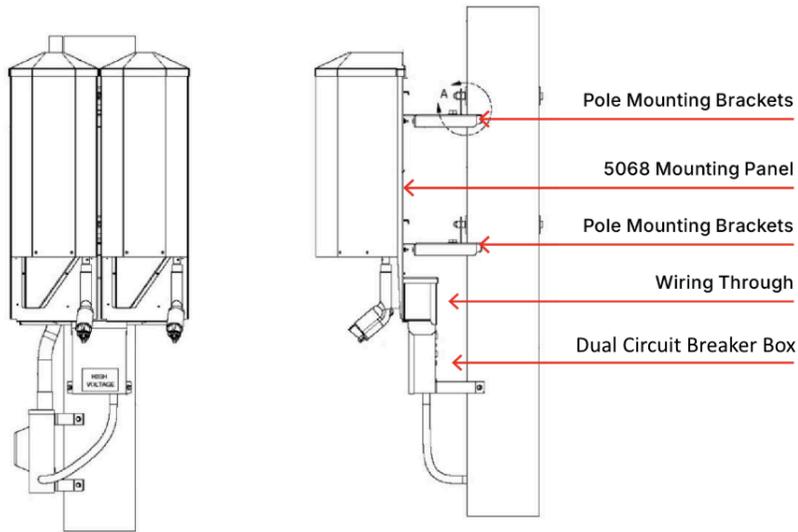


Figure 4 - Dual Charger

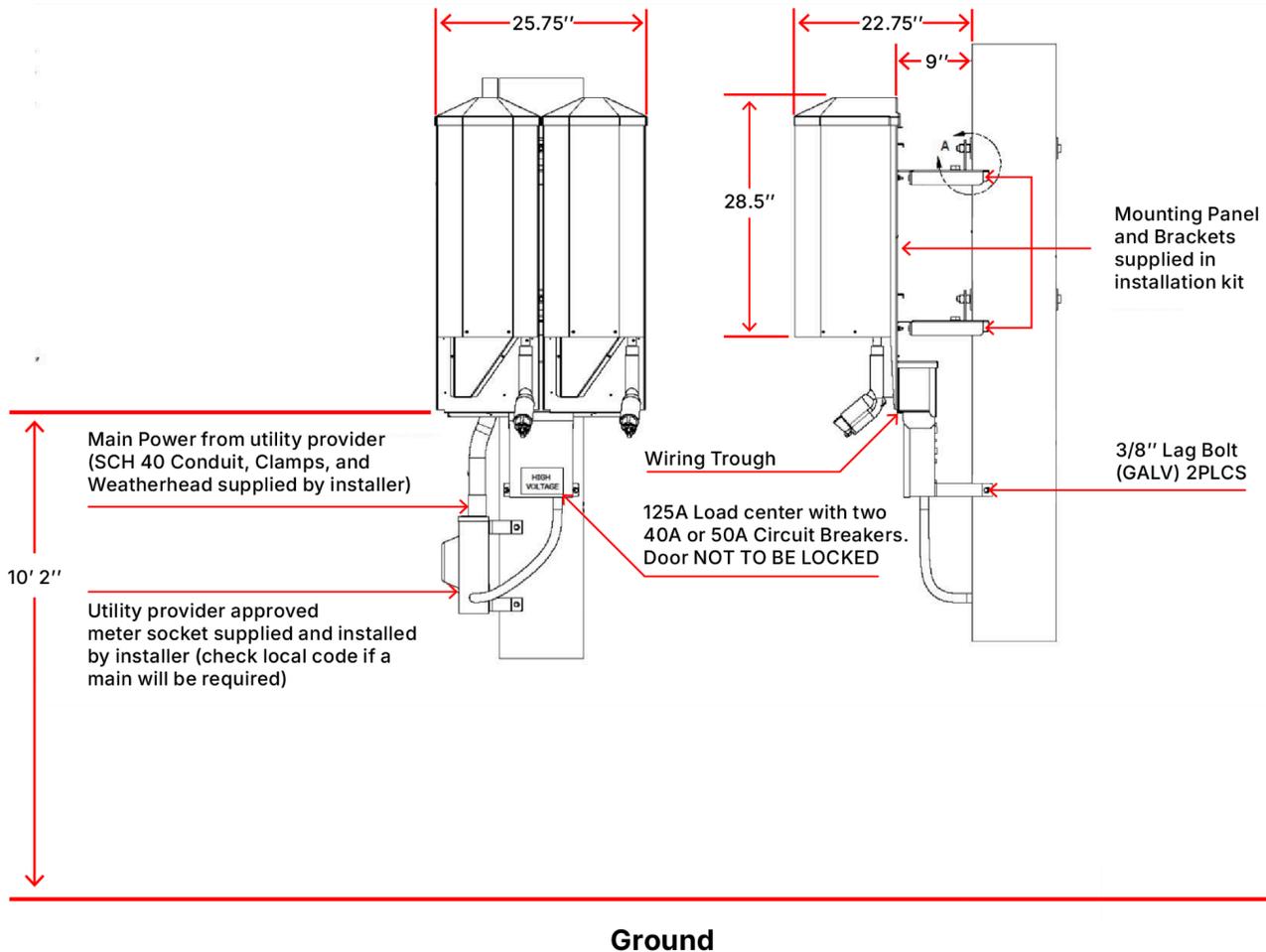


Figure 5 - Dual Charger Dimensions