

**[SAN FRANCISCO COMMISSION ON THE ENVIRONMENT RESOLUTION  
SUPPORTING ELECTRIC VEHICLE CHARGING LOCATIONS  
ORDINANCE]**

WHEREAS, The Intergovernmental Panel on Climate Change issued a report in 2021 underscoring the need for urgent action to cut global greenhouse gas emissions (GHG) in half by 2030 and reach net-zero emissions no later than 2050 to prevent the most catastrophic effects of climate change and reduce detrimental impacts to human health and ecosystems; and

WHEREAS, San Francisco, the Bay Area, and the State of California are already suffering the effects of climate change in the form of droughts, air pollution, extreme heat, frequent wildfires, flooding, and other significant impacts on the environment; and

WHEREAS, Mayor London Breed sponsored legislation in 2021 to update the City's climate action goals to reduce emissions 61% below 1990 levels by 2030 and reach net-zero emissions by 2040; and

WHEREAS, The updated climate action goals prioritize the City's Transit First policy which encourages a shift to low-carbon modes of transportation such as taking transit, walking, and biking while all remaining modes of transportation must be electrified to eventually eliminate transportation emissions; and

WHEREAS, As of 2019, nearly half (47%) of San Francisco's GHG emissions came from the transportation sector, with the vast majority (72%) of those emissions from privately owned cars and trucks; and

WHEREAS, In 2019, Mayor Breed released the Electric Vehicle Roadmap to accelerate and advance EV adoption to reduce emissions and associated air pollution health impacts from the transportation sector; and

WHEREAS, The greatest barriers at this time for drivers to buy EVs are their costs and lack of convenient charging infrastructure; and

WHEREAS, 70% of San Franciscans live in multi-unit dwellings, many without access to home or workplace charging must depend on public charging to fuel their EV; and

WHEREAS, Publicly accessible EV charging stations—including public Level 2 (240 volt), DC fast, and workplace chargers—are the most efficient and effective solution to meet anticipated demand for EV charging; and

WHEREAS, Without this ordinance's amendments of the Planning Code, further air quality decline and GHG emission increases would occur because the ongoing inconvenience of finding EV charging stations would result in a low rate of adoption of EVs; and

WHEREAS, In 2020, the International Council on Clean Transportation (ICCT) completed a study on San Francisco's EV charging needs in 2030 and 2040, which projects that by 2030, more than 170,000 light-duty EVs will be registered in the City; and

WHEREAS, To meet projected charging demand, the City must have six times more charging capacity than in 2019 with the number of publicly accessible charging stations in San Francisco needing to increase from about 800 in 2019 to 2,000 by 2025, and over 5,000 by 2030; and

WHEREAS, Applications in San Francisco to install EV charging projects currently require an EV Service Provider (EVSP) and the Planning Department or Commission to work out a permitting pathway, on a case-by-case basis, using Planning Code provisions designed for gas stations and auto service centers, creating lengthy approval processes and bureaucratic delays that should be avoided; and

WHEREAS, By defining "Electric Vehicle Charging Location" as an "Automotive Use" in the Planning Code and establishing zones in the City in which stand-alone EV charging is permitted, this ordinance will make it easier for EVSP to convert existing sites with "Automotive Uses" to EV charging plazas or hubs; and

WHEREAS, This ordinance will expedite expansion of critical EV charging services, creating new public charging options for San Francisco residents, especially those in multi-unit dwellings, and visitors, thus encouraging the adoption of EVs by a greater share of the population while helping the City meet its climate action goals; now, therefore, be it

RESOLVED, That the Commission on the Environment urge the San Francisco Board of Supervisors to adopt the Ordinance amending the Planning Code to create Electric Vehicle Charging Location and Fleet Charging as Automotive Uses; and be it

FURTHER RESOLVED, That the Commission on the Environment underscores the importance of the ordinance because it allows conversion of

Automotive Service Stations to Electric Vehicle Charging Locations without Conditional Use authorization, revises zoning control tables to reflect these changes, and requires annual reporting by the Planning Department regarding Electric Vehicle Charging Location and Fleet Charging project approvals (File No. 220036), sponsored by Mayor London Breed.

I hereby certify that this Resolution was adopted by the Commission on the Environment at its meeting on March 22, 2022.



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Charles Sheehan, Chief Policy and Public Affairs Officer

Vote: 7-0

Ayes: 7

Noes: 0

Absent: 0