

File No. 231165

Committee Item No. 5

Board Item No. \_\_\_\_\_

## COMMITTEE/BOARD OF SUPERVISORS

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Committee: Land Use and Transportation

Date: January 29, 2024

Board of Supervisors Meeting: \_\_\_\_\_

Date: \_\_\_\_\_

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Prepared by: John Carroll

Date: January 25, 2024

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

Prepared by: \_\_\_\_\_

Date: \_\_\_\_\_

1 [Fire Code - Lithium-Ion Batteries in Powered Mobility Devices]

2

3 **Ordinance amending the Fire Code to provide fire protection standards for the**  
4 **charging and storage of lithium-ion batteries used in powered mobility devices (such**  
5 **as electric bikes, scooters, skateboards, and hoverboards), prohibit use of damaged**  
6 **lithium-ion batteries in such devices, prohibit use of lithium-ion batteries assembled or**  
7 **reconditioned using cells removed from used batteries in such devices, and require the**  
8 **Fire Department to conduct an informational campaign; affirming the Planning**  
9 **Department’s determination under the California Environmental Quality Act; and**  
10 **directing the Clerk of the Board of Supervisors to forward this ordinance to the**  
11 **California Building Standards Commission upon final passage.**

12 NOTE: **Unchanged Code text and uncodified text** are in plain Arial font.  
13 **Additions to Codes** are in *single-underline italics Times New Roman font*.  
14 **Deletions to Codes** are in *strikethrough italics Times New Roman font*.  
15 **Board amendment additions** are in double-underlined Arial font.  
16 **Board amendment deletions** are in ~~strikethrough Arial font~~.  
17 **Asterisks (\* \* \* \*)** indicate the omission of unchanged Code  
18 subsections or parts of tables.

19 Be it ordained by the People of the City and County of San Francisco:

20 Section 1. Environmental Findings. The Planning Department has determined that the  
21 actions contemplated in this ordinance comply with the California Environmental Quality Act  
22 (California Public Resources Code Sections 21000 et seq.). Said determination is on file with  
23 the Clerk of the Board of Supervisors in File No. 231165 and is incorporated herein by  
24 reference. The Board affirms this determination.

25

1           Section 2. Findings under California Health and Safety Code. The Board of  
2 Supervisors hereby finds that the following local conditions apply to the amendments to the  
3 San Francisco Fire Code enacted by this ordinance:

4           (a) The City and County of San Francisco is unique among California communities with  
5 respect to the possible causes and effects of fires, including fires in residential multi-unit  
6 buildings. Among other things, San Francisco is located on an active seismic zone; certain  
7 buildings in San Francisco are at an increased risk for earthquake-induced failure and  
8 consequent fire because of local hazardous microzones, slide areas, and local liquefaction  
9 hazards; and enhanced fire, structural, and other protections are required due to high building  
10 density, the prevalence of wood structures, and high occupancy in many buildings.

11           (b) San Francisco has narrow and crowded sidewalks due to building and population  
12 density and unusual topography; and San Francisco has numerous high-rise buildings,  
13 including residential buildings with large numbers of people living therein. For these reasons,  
14 fires in San Francisco can be especially devastating, and the need for extra measures to  
15 prevent, prepare for, and cope with fires is especially pressing.

16           (c) The number of lithium-ion battery-based fires has increased dramatically with the  
17 growing prevalence of such batteries in consumer products. Lithium-ion batteries contain  
18 flammable materials and present a fire and explosion hazard, particularly when batteries are  
19 damaged or improperly charged or stored. Fires caused by lithium-ion batteries can be  
20 particularly devastating, due to the chemical hazards posed by such fires, their tendency to  
21 flash and grow quickly in size, and the difficulty of extinguishing them.

22           (d) The fire risk posed by lithium-ion batteries used in powered mobility devices, such  
23 as electric bikes, scooters, skateboards, and hoverboards, is particularly high due to the size  
24 of batteries necessary to power such devices, the frequency of collisions and corresponding  
25 damage to batteries, and the frequency of re-charging batteries for mobility devices that are

1 often used on a daily basis. In San Francisco, the fire risk is heightened by local conditions,  
2 including narrow streets and traffic congestion, which increase the likelihood that batteries  
3 used to power conveyances traveling on City streets are damaged by collision or impact.

4 (e) In San Francisco, numerous fire incidents have been associated with~~attributed to~~  
5 rechargeable batteries in recent years. In 2020, according to Fire Department records, 3624  
6 fire incidents were associated with~~attributed to~~ rechargeable batteries. In 2021, 3517 fire  
7 incidents were associated with~~attributed to~~ rechargeable batteries. In 2022, 5834 fire incidents  
8 were associated with~~attributed to~~ rechargeable batteries. In 2023, as of early November, 3724  
9 fire incidents have been associated with~~attributed to~~ rechargeable batteries, according to Fire  
10 Department records.

11 (f) California Health and Safety Code Sections 17958 and 17958.5 allow the City to  
12 make changes or modifications in the requirements contained in the provisions published by  
13 the California Building Standards Commission, including the California Fire Code, when those  
14 changes or modifications are reasonably necessary because of local climatic, geological, or  
15 topographical conditions. California Health and Safety Code Section 17958.7 provides that  
16 before making any such changes or modifications, the governing body must make express  
17 findings that such changes or modifications are reasonably necessary because of the  
18 specified local conditions, and those findings shall be filed with the California Building  
19 Standards Commission.

20 (g) Pursuant to the applicable California Health and Safety Code sections, the Board of  
21 Supervisors finds and determines that the conditions described above constitute a general  
22 summary of the most significant local conditions giving rise to the need for variance from the  
23 California Fire Code and any other applicable provisions published by the California Building  
24 Standards Commission through the proposed regulations to mitigate the significant fire risk  
25 associated with use, charging, and storage of lithium-ion batteries used in powered mobility

1 devices. Further, the Board of Supervisors finds and determines that the fire safety  
2 regulations in this ordinance are reasonably necessary based on these local conditions, in the  
3 densest major city in the State of California, and that these conditions justify more restrictive  
4 standards applicable to the use, charging, and storage of lithium-ion batteries used in  
5 powered mobility devices, which are becoming ever more ubiquitous on City streets.

6  
7 Section 3. Part II, Chapter 3 of the Fire Code is hereby amended by adding Section  
8 325, consisting of Sections 325.1, 325.2, 325.3, 325.4, 325.5, 325.6, 325.7, 325.8, and 325.9,  
9 to read as follows:

10 **SECTION 325. – LITHIUM-ION BATTERIES USED IN POWERED MOBILITY**  
11 **DEVICES.**

12 **325.1. Definitions.** *For purposes of this Section 325, the following definitions apply:*  
13 **“Powered Mobility Device” means a conveyance with the primary purpose of carrying people**  
14 **and is capable of transporting one or more persons powered by a lithium-ion battery; which includes,**  
15 **but is not limited to, a motorized or powered scooter, an electric bicycle, an electric skateboard, an**  
16 **electric hoverboard, or light electric vehicle (LEV). Notwithstanding the previous sentence, Powered**  
17 **Mobility Device does not include wheelchairs or other mobility devices designed for use by persons**  
18 **with disabilities, or any vehicle capable of being registered with the California Department of Motor**  
19 **Vehicles.**

20 **“Battery Cabinet” means a cabinet that is designed for the purpose of storage and/or**  
21 **charging of lithium-ion battery packs or other removable lithium-ion storage batteries that has**  
22 **demonstrated the ability to prevent thermal propagation from a battery pack or a removable**  
23 **storage battery to other adjacent battery packs or removable storage batteries, and has**  
24 **passed testing by a Nationally Recognized Testing Laboratory, or has otherwise been**  
25 **approved by the Fire Department.**

1           325.2. General Requirement. The use, sale, transfer, charging, and storage of lithium-ion  
2 batteries used in Powered Mobility Devices shall comply with Section 325.

3           325.3. Powered Mobility Devices. Powered Mobility Devices using a storage, charging, or  
4 repair facility, including any storage or charging area in a Group B, R-1, R-2, R-3, F, S, or M  
5 occupancy, that is designed, installed, operated, and maintained in accordance with the Building and  
6 Electrical Codes, shall comply with Sections 325.4 through 325.7.

7           Exceptions:

8           (a) Storage and charging in a Group R-3 occupancy where each Powered Mobility Device,  
9 or its electrical system, has been certified for compliance with:

10           (1) Underwriters Laboratories (UL) standards UL 2849 or UL 2272;

11           (2) European (EN) standards EN 15194 or EN 17128; or

12           (3) Other safety standard of a Nationally Recognized Testing Laboratory,  
13 approved by the Fire Department.

14           (b) Storage and charging, or within a single dwelling unit, garage, or storage area in a  
15 Group R-2 occupancy, of not more than ~~four~~three Powered Mobility Devices, provided that such  
16 Powered Mobility Devices are for the personal use of a person occupying the unit, and where  
17 each Powered Mobility Device, or its electrical system, has been certified for compliance with:

18           (1) Underwriters Laboratories (UL) standards UL 2849 or UL 2272;

19           (2) European (EN) Standards EN 15194 or 17128; or

20           (3) Other safety standard of a Nationally Recognized Testing Laboratory,  
21 approved by the Fire Department.

22           ~~(b)~~(c) Charging of a single Powered Mobility Device by and in the presence of its owner or  
23 user in occupancies other than Group H or L, where the Powered Mobility Device, or its electrical  
24 system, has been certified for compliance with:

25           (1) Underwriters Laboratories (UL) standards UL 2849 or UL 2272;

1           (2) European (EN) Standards EN 15194 or 17128; or

2           (3) Other safety standard of a Nationally Recognized Testing Laboratory,  
3 approved by the Fire Department.

4           **325.4. Battery Chargers.** *Powered Mobility Devices shall be charged in accordance with the*  
5 *manufacturer's instructions and the applicable listing standard using the original equipment,*  
6 *manufacturer-supplied charging equipment, or other charging equipment suitable for the purpose, that*  
7 *is designed in accordance with applicable federal, state, and any other applicable laws, rules, and*  
8 *regulations, and listed:*

9           *(a) Pursuant to either UL 1564, UL1310, UL1012, or other approved listing from a Nationally-*  
10 *Recognized Testing Laboratory, approved by the Fire Department; or*

11           *(b) For use with the Powered Mobility Device in accordance with UL 2271, UL 2272, UL*  
12 *2849, or other approved listing from a Nationally-Recognized Testing Laboratory, approved by the*  
13 *Fire Department.*

14           **325.5. Battery Inspection; Damaged Batteries.** *A lithium-ion battery used in a Powered*  
15 *Mobility Device shall be inspected for cracks, punctures, leaking contents, or other damage prior to*  
16 *charging or re-charging if the battery was dropped, involved in a collision, or otherwise subjected to a*  
17 *potential mechanism of damage. Damaged lithium-ion batteries shall not be used in Powered Mobility*  
18 *Devices. Damaged lithium-ion batteries and lithium-ion batteries at the end of their useable life shall*  
19 *be promptly and lawfully disposed of.*

20           **325.6. Battery Charging Areas.** *Powered Mobility Devices and lithium-ion batteries used in*  
21 *such devices shall be charged in a suitable indoor room or area, or outdoor location, that, in either*  
22 *location:*

23           *(a) Has sufficient natural or mechanical ventilation in accordance with the Mechanical Code to*  
24 *prevent the accumulation of any flammable or other gases that may be discharged during normal*  
25 *charging operations;*

1           (b) For the charging of Powered Mobility Devices with attached or enclosed batteries,  
2 hHas an adequate electrical supply and a sufficient number of electrical receptacles to allow the  
3 charging equipment for each device or item of equipment to be directly connected to an electrical  
4 receptacle. Extension cords and power strips shall not be used. A minimum of 3 feet (914 mm) shall be  
5 maintained between each Powered Mobility Device during charging operations. Subject to the  
6 approval of the Fire Department, the minimum 3 feet (914 mm) separation distance while  
7 charging multiple Powered Mobility Devices may be reduced to a minimum of 6 inches (152  
8 mm) if the Powered Mobility Device is UL 2272 listed, contains a UL 2271 listed battery tested  
9 and certified by an approved Nationally Recognized Testing Laboratory, and such battery is  
10 contained in a completely enclosed non-combustible compartment within the Powered  
11 Mobility Device that has been tested and certified by a Nationally Recognized Testing  
12 Laboratory:

13           (c) For the charging of detached battery packs or other removable storage batteries,  
14 hHas an adequate electrical supply and a sufficient number of electrical receptacles to allow the  
15 charging equipment for battery packs and other removable storage batteries to be directly connected to  
16 an electrical receptacle. Extension cords and power strips shall not be used. Battery packs and other  
17 removable storage batteries shall not be stacked or charged in an enclosed cabinet unless the cabinet is  
18 a Battery Cabinet approved by the Fire Department designed for such purpose and approved  
19 by a Nationally Recognized Testing Laboratory, or by the Fire Department. Except as otherwise  
20 approved by the Fire Department, a minimum distance of 2 feet (610 mm) shall be maintained between  
21 each battery pack or other removable storage battery during charging operations, provided that the  
22 aggregate energy capacity of battery packs or other removable storage batteries that can be  
23 simultaneously charged in a single Fire Area does not exceed 20 kWh. A minimum distance of 3 feet  
24 (914 mm) shall be maintained between each battery pack or other removable storage battery during  
25 charging operations if the aggregate energy capacity exceeds 20 kWh. The aggregate energy capacity



1 of battery packs or other removable batteries that can be simultaneously charged in a single Fire  
2 Area shall not exceed 50 kWh. The minimum separation distance requirements of this  
3 subsection (c) shall not apply to battery packs or other removable storage batteries during  
4 storage or charging within a Battery Cabinet. Each approved Battery Cabinet shall be  
5 considered a single Fire Area with an aggregate energy capacity not exceeding 50kWh;

6 (d) Is not used for the storage of flammable or combustible liquids, combustible waste, or  
7 hazardous materials;

8 (e) Is separated by:

9 (1) within a Battery Cabinet, or by a fire barrier with a minimum one-hour fire-  
10 resistance rating, or enclosure within a Battery Cabinet, from areas in which repairs or other  
11 servicing is are conducted on the battery or other electrical components of the Powered Mobility  
12 Device in a Group B, R-1, R-2, F, or S occupancy; or

13 (2) In an M occupancy, a minimum distance of at least 10 feet (3048 mm) from  
14 areas where Powered Mobility Devices are displayed for retail sale, stored, or where repairs  
15 or other servicing are conducted on the battery or other electrical components of the Powered  
16 Mobility Device, and where each Powered Mobility Device for sale has been certified for  
17 compliance with:

18 (A) Underwriters Laboratories (UL) standards UL 2849 or UL 2272;

19 (B) European (EN) Standards EN 15194 or 17128; or

20 (C) Other safety standard of a Nationally Recognized Testing Laboratory,  
21 approved by the Fire Department.

22 (f) Is dedicated for battery charging and secured from unauthorized entry; ~~Where~~  
23 five or more Powered Mobility Devices, detached battery packs, or other removable storage  
24 batteries are being charged at a single indoor location, ~~is using a Battery Cabinet or, separated by a~~  
25 fire barrier that encloses the entire space with a minimum one-hour fire-resistance rating; ~~is~~

1 separated within the enclosure of a Battery Cabinet; or in an M occupancy, is separated by a  
2 minimum distance of 10 feet (3048 mm) from areas where Powered Mobility Devices are  
3 displayed for sale. The building or occupancy shall be equipped with ~~and protected by a fire~~  
4 sprinkler system complying with Section 903.3.1.1 of the Fire Code, ~~and having one or more smoke~~  
5 detectors. The building or occupancy shall be equipped with an automatic fire detection and  
6 alarm system complying with Section 907 of the Fire Code, and have one or more smoke  
7 detectors. If the ambient temperature of the room during battery charging operations exceeds the  
8 limitations set forth in the manufacturer's instructions or the equipment listing, the room or area shall  
9 be temperature controlled to prevent over-heating or other unsafe battery condition; and

10 (g) Is provided with a portable fire extinguisher complying with the requirements of Section 906  
11 of the Fire Code and having a minimum 4-A:20-B:C rating.

12 **325.7. Storage Areas.** Indoor storage rooms and areas, or outdoor enclosures used for the  
13 storage, but not for the charging or repair, of Powered Mobility Devices shall comply with the  
14 requirements of Section 325.6(d), (e), and (g).

15 **325.8. Reassembled or Reconditioned Lithium-Ion Batteries.** It shall be unlawful to:

16 (a) Assemble or recondition a lithium-ion battery for use in a Powered Mobility Device using  
17 cells removed from used lithium-ion batteries; or

18 (b) Sell, offer for sale, give, or transfer a lithium-ion battery for use in a Powered Mobility  
19 Device that uses cells removed from used lithium-ion batteries.

20 **325.9. Informational Campaign.**

21 (a) The Fire Department shall develop an informational campaign to educate the public on the  
22 fire risks posed by Powered Mobility Devices and lithium-ion batteries and safety measures that  
23 mitigate such risks. Such campaign shall include, but not be limited to, the use of print, online, and  
24 social media advertisements, public service announcements, and public forums. Such campaign shall  
25

1 address both commercial and personal use of Powered Mobility Devices and lithium-ion batteries,  
2 including, but not limited to, guidance on:

3 (1) Powered Mobility Devices and battery equipment that meet established fire safety  
4 standards;

5 (2) Maintenance and care information for Powered Mobility Devices and lithium-ion  
6 batteries;

7 (3) Storage and charging precautions for Powered Mobility Devices and lithium-ion  
8 batteries; and

9 (4) Prohibitions on the assembly and sale of second-use lithium-ion batteries as  
10 described in Fire Code Section 325.8.

11 (b) All forms of public notice provided pursuant to this Section 325.9 shall comply with the  
12 requirements of the Language Access Ordinance, Chapter 91 of the Administrative Code, to provide  
13 vital information about the Department’s programs in the languages spoken by a Substantial Number  
14 of Limited English Speaking Persons, as defined in Chapter 91.

15  
16 Section 4. Chapter 1 of the Fire Code, Division II, Part I, Section 112, is hereby  
17 amended by revising Section 112.1, to read as follows:

18 **112.1. [For SF] Unlawful Acts.**

19 (a) It shall be unlawful for a person to erect, construct, enlarge, alter, repair, move,  
20 improve, remove, convert, demolish, equip, charge, store, use, occupy, or maintain a building,  
21 occupancy, premises, system, conveyance, battery, or vehicle, or any portion thereof, or cause  
22 the same to be done, in violation of any of the provisions of this code.

23 \* \* \* \*

1           Section 5. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors  
2 intends to amend only those words, phrases, paragraphs, subsections, sections, articles,  
3 numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal  
4 Code that are explicitly shown in this ordinance as additions, deletions, Board amendment  
5 additions, and Board amendment deletions in accordance with the “Note” that appears under  
6 the official title of the ordinance.

7

8           Section 6. No Conflict with Federal or State Law. Nothing in this ordinance shall be  
9 interpreted or applied so as to create any requirement, power, or duty in conflict with any  
10 federal or state law.

11

12           Section 7. Undertaking for the General Welfare. In enacting and implementing this  
13 ordinance, the City is assuming an undertaking only to promote the general welfare. It is not  
14 assuming, nor is it imposing on its officers and employees, an obligation for breach of which it  
15 is liable in money damages to any person who claims that such breach proximately caused  
16 injury.

17

18           Section 8. Severability. If any section, subsection, sentence, clause, phrase or word of  
19 this ordinance, or any application thereof to any person or circumstance, is held to be invalid  
20 or unconstitutional by a decision of court of competent jurisdiction, such decision shall not  
21 affect the validity of the remaining portions or applications of this ordinance. The Board of  
22 Supervisors hereby declares that it would have passed this ordinance and each and every  
23 subsection, sentence, clause, phrase, and word not declared invalid or unconstitutional  
24 without regard to whether any portion of this ordinance or application thereof would be  
25 subsequently declared invalid or unconstitutional.



**REVISED LEGISLATIVE DIGEST**  
*(January 8, 2024 - Amended in Committee)*

[Fire Code - Lithium-Ion Batteries in Powered Mobility Devices]

**Ordinance amending the Fire Code to provide fire protection standards for the charging and storage of lithium-ion batteries used in powered mobility devices (such as electric bikes, scooters, skateboards, and hoverboards), prohibit use of damaged lithium-ion batteries in such devices, prohibit use of lithium-ion batteries assembled or reconditioned using cells removed from used batteries in such devices, and require the Fire Department to conduct an informational campaign; affirming the Planning Department’s determination under the California Environmental Quality Act; and directing the Clerk of the Board of Supervisors to forward this Ordinance to the California Building Standards Commission upon final passage.**

Existing Law

The existing Fire Code does not address the charging and storage of lithium-ion batteries used in powered mobility devices, the use of damaged lithium-ion batteries in powered mobility devices, or the assembly, sale, or transfer of reassembled or reconditioned lithium-ion batteries for powered mobility devices.

Amendments to Current Law

The proposed legislation amends to the Fire Code to provide fire protection standards for the use, charging, and storage of lithium-ion batteries used in powered mobility devices, including requiring that such devices are charged in accordance with manufacturer’s instructions and the applicable listing standard, requiring inspection of batteries subject to a potential mechanism of damage, and setting certain minimum safety standards for the charging and storage of such devices. The proposed legislation would also make it unlawful to assemble, recondition, sell, offer for sale, give, or transfer a reassembled or reconditioned lithium-ion battery for use in a powered mobility device. The proposed legislation also includes a requirement that the Fire Department develop an informational campaign to educate the public on the fire risks posed by powered mobility devices and lithium-ion batteries.

Background Information

The incidence of lithium-ion battery-based fires has increased with the growing prevalence of such batteries in consumer products. The fire risk posed by lithium-ion batteries used in powered mobility devices, such as electric bikes, scooters, skateboards and hoverboards, is particularly high due to the size of batteries necessary to power such devices, the frequency

of collisions and corresponding damage to batteries, and frequency of re-charging batteries for such devices that are often used on a daily basis. These risks are heightened in San Francisco due to local conditions, which include dense development, narrow streets, and traffic congestion. The proposed legislation seeks to mitigate the fire risk posed by powered mobility devices using lithium-ion batteries by providing for certain safety standards and a public informational campaign.

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# Lithium-Ion Batteries

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POWERED MOBILITY DEVICE FIRE SAFETY LEGISLATION 2024





# Powered Mobility Devices

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A conveyance powered by a lithium-ion battery with the primary purpose of carrying and transporting people

Includes:

- Electric bicycles
- Electric skateboards
- Electric scooters
- Electric hoverboards
- Light electric vehicles



\*\*\* Does not include wheelchairs or other devices for use by persons with disabilities

# Hazards of lithium-ion batteries in powered mobility devices

Overcharging can cause:

- Thermal runaway
- Fires
- Toxic fumes
- Explosion risk

Difficulty of extinguishing lithium-ion battery fires



**LITHIUM BATTERY SPARKS APARTMENT FIRE**  
SAN FRANCISCO

# San Francisco Fire Code Legislative Changes

- 1) Establishes standards for the charging and storage of lithium-ion batteries
- 2) Prohibits the use of damaged batteries
- 3) Prohibits the sale, use, or assembly of reconditioned lithium-ion batteries using cells from used batteries
- 4) Requires the SFFD to develop a public informational safety campaign

# Standards for the charging and storage of lithium-ion batteries

No limit on the number of listed powered mobility devices in one- and two-family homes (R-3) for personal use

- UL Listed, European Standards (EN) or NRTL approved by SFFD

Allows up to four (4) powered mobility devices in each individual dwelling unit, garage, or storage area within multi-unit buildings (R-2)

- All mobility devices must be for personal use, and
- UL Listed, European Standards (EN) or NRTL approved by SFFD

Powered mobility device batteries shall be charged per manufacturer's instructions

- Original equipment or manufacturer supplied chargers
- Chargers shall be listed (e.g., UL 1564, UL1310, UL2272, UL2849)

Battery inspection required prior to each charge if the battery was dropped or is damaged

- Cracks, Leaks, or Punctures

# Charging or storing listed e-powered mobility devices or batteries in multi-unit buildings

Five (5) or more listed\*\*, the room or area shall have:

- Adequate natural or mechanical ventilation
- Electrical receptacle for each battery charger
- Fire extinguishers
- Prohibit the use of power-strips and extension cords for charging
- No storage of flammables or combustibles
- Fire sprinklers and fire alarm smoke detection system

Any quantity of unlisted devices or batteries shall comply with above requirements

\*\* *Underwriters Laboratories (UL) Standards UL2849 or UL2272; European Standards (EN 15194 or 17128; or other safety standard of a Nationally Recognized Testing Laboratory approved by the SFFD*

# Charging or storing listed e-powered mobility devices or batteries in your business?

## Room or area shall have:

- Adequate natural or mechanical ventilation
- Electrical receptacle for each battery charger
- Fire extinguishers
- Prohibits the use of power-strips and extension cords for charging
- No storage of flammables or combustibles
  - If charging **five (5) or more**, requires
- Fire sprinklers and fire alarm smoke detection system, and
- One-hour fire barrier (B, F, S, or M occupancies), or
- Exception: 10 feet minimum separation may be permitted between areas where e-powered devices are charging from where devices are displayed for sale or where repairs or servicing are conducted in M occupancies

## Sets minimum separation distance between batteries while charging

- 2-feet spacing for up to 20kWh max. aggregate\*
- 3-feet spacing for up to 50kWh max. aggregate\*
  - \*Unless using a SFFD approved battery cabinet approved for storage or charging

# Spacing of powered mobility devices with attached or enclosed batteries while charging

---

Three (3) feet shall be maintained between each powered mobility device while charging.

Spacing may be reduced to a minimum of six (6) inches if the powered mobility device is UL2272 listed, and the battery is UL2271 listed.

- UL2272 devices include scooters, skateboards, hoverboards

# Use of damaged batteries is prohibited

---

Requires lithium-ion batteries be removed from use if any of the following are found:

- Cracks
- Leaking fluids
- Punctures
- Bulging
- Overheating
- Odors or smoke

Lithium-ion batteries shall be recycled

**DO NOT throw batteries in trash!!!**

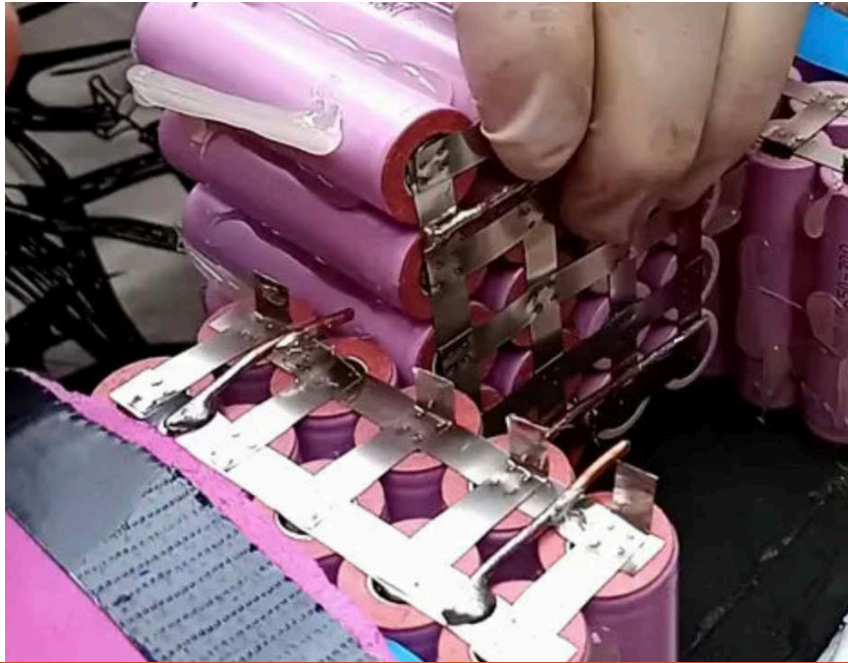






Prohibits the sale, use, or assembly of reconditioned lithium-ion batteries using cells from used batteries

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SFFD Fire Marshal's Office shall develop a public informational campaign on Lithium-ion battery fire risks and safety

- Battery equipment standards
- Maintenance and care of batteries
- Storage and charging precautions
- Prohibition of assembly, purchase, and/or sale of second-use or reconditioned batteries

Questions?

# Lithium-Ion Batteries

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POWERED MOBILITY DEVICE FIRE SAFETY LEGISLATION



# Powered Mobility Devices

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A conveyance powered by a lithium-ion battery with the primary purpose of carrying and transporting people

Includes:

- Electric bicycles
- Electric skateboards
- Electric scooters
- Electric hoverboards
- Light electric vehicles

\*\*\* Does not include wheelchairs or other devices for use by persons with disabilities

# Hazards of lithium-ion batteries in powered mobility devices

Overcharging can cause:

- Thermal runaway
- Fires
- Explosion risk
- Toxic fumes

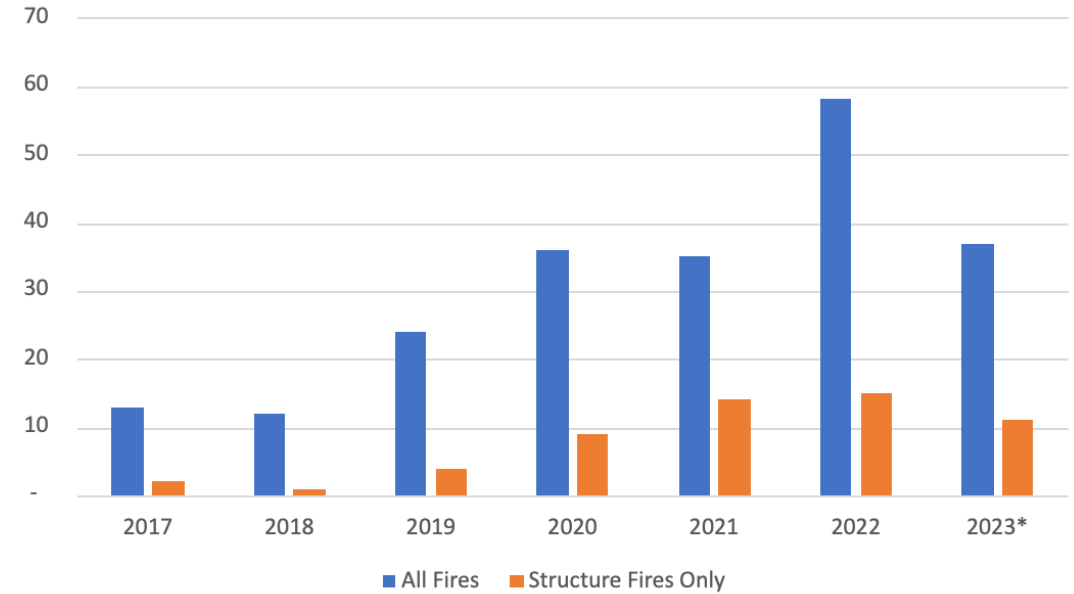
Difficulty of extinguishing lithium-ion battery fires



**LITHIUM BATTERY SPARKS APARTMENT FIRE**  
SAN FRANCISCO

Year	Total Fires	Structure Fires Only	Injuries	Fatalities
2017	13	2	-	-
2018	12	1	-	-
2019	24	4	-	-
2020	36	9	4	-
2021	35	14	1	-
2022	58	15	2	1
2023*	37	11	1	-

Rechargeable Batteries - Fire Incidents



# Lithium-Ion Battery Fires in San Francisco 2017-2023

# New SF Fire Code Legislative Changes

- 1) Establishes standards for the charging and storage of lithium-ion batteries
- 2) Prohibits the use of damaged batteries
- 3) Prohibits the sale, use, or assembly of reconditioned lithium-ion batteries using cells from used batteries
- 4) Requires the SFFD to develop a public informational campaign



# Standards for the charging and storage of lithium-ion batteries

Limits up to three (3) powered mobility devices in homes (R-3) and dwelling units (R-2)

- All devices must be for personal use only

Batteries shall be charged per manufacturer's instructions

- Original equipment or manufacturer supplied chargers
- Chargers shall be listed (e.g., UL 1564, UL1310, UL2272, UL2849)

Battery inspection required prior to each charging if the battery was dropped or is damaged

- Cracks
- Leaking
- Punctures

# Charging or storing more than three (3) batteries or powered mobility devices in your home or business?

## Room or area shall have:

- Sufficient natural or mechanical ventilation
- Electrical receptacles for each battery charger
- Fire extinguishers
- Sprinklers and fire alarm system, if charging six (6) or more batteries
- Prohibit the use of power-strips and extension cords for charging
- No storage of flammables or combustibles

## Sets minimum separation distance between batteries while charging

- 2-feet spacing for up to 20kWh max. aggregate\*
- 3-feet spacing for up to 50kWh max. aggregate\*
- \*Unless using a NRTL or SFFD approved battery storage or charging cabinet

# Use of damaged batteries is prohibited

---

Requires lithium-ion batteries be removed from use if any of the following are found:

- Cracks
- Leaking fluids
- Punctures
- Bulging
- Overheating
- Odors or smoke

Lithium-ion batteries shall be recycled

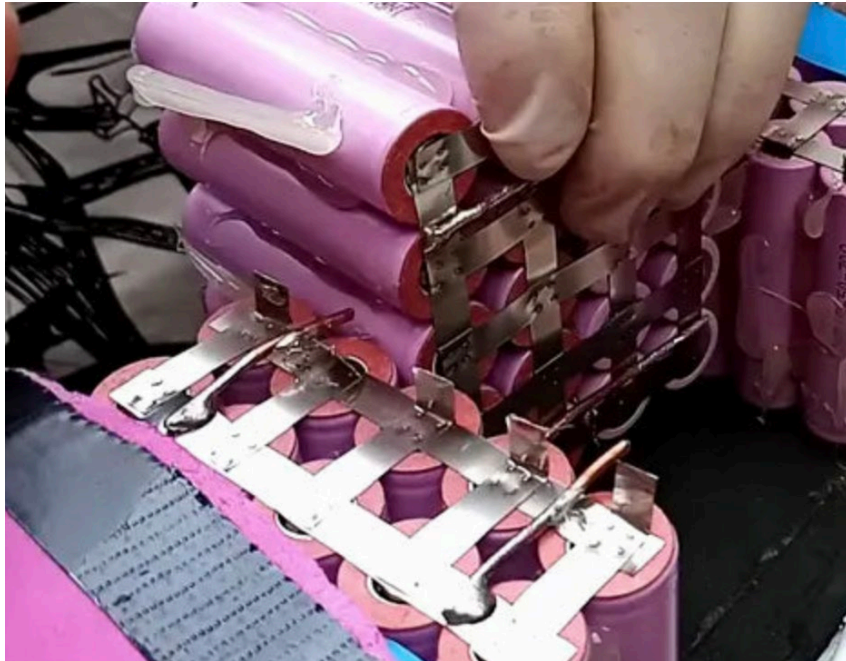
**DO NOT throw batteries in trash!!!**





Prohibits the sale, use,  
or assembly of  
reconditioned lithium-  
ion batteries using  
cells from used  
batteries

---



SFFD Fire Marshal's Office shall develop a public informational campaign on Lithium-ion battery fire risks and safety

- Battery equipment standards
- Maintenance and care of batteries
- Storage and charging precautions
- Prohibition of assembly, purchase, and/or sale of second-use or reconditioned batteries

Questions?

**From:** [Cofflin, Ken \(FIR\)](#)  
**To:** [Peskin, Aaron \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#)  
**Cc:** [Kilgore, Preston \(BOS\)](#); [Horrell, Nate \(BOS\)](#); [Heiken, Emma \(BOS\)](#); [Robin Pam](#); [Brett Thurber](#); [Cyrus Hall](#); [Carroll, John \(BOS\)](#)  
**Subject:** FW: Please continue Item 4 of Land Use committee: Li-ion Batteries in Powered Mobility Devices  
**Date:** Wednesday, January 10, 2024 2:01:26 PM  
**Attachments:** [image001.png](#)

---

Sup Peskin et al,

Please see my responses to the Bicycle Coalition's requests for consideration in **RED** below.

Fire Marshal Ken Cofflin  
San Francisco Fire Department  
698 2<sup>nd</sup> Street, Rm 109  
San Francisco, CA 94107  
415-558-3320 Office  
*(he, him, his)*



---

**From:** Peskin, Aaron (BOS) <[aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)>  
**Sent:** Monday, January 8, 2024 2:18 PM  
**To:** Christopher White <[christopher@sfbike.org](mailto:christopher@sfbike.org)>; Melgar, Myrna (BOS) <[myrna.melgar@sfgov.org](mailto:myrna.melgar@sfgov.org)>; Preston, Dean (BOS) <[dean.preston@sfgov.org](mailto:dean.preston@sfgov.org)>  
**Cc:** Kilgore, Preston (BOS) <[preston.kilgore@sfgov.org](mailto:preston.kilgore@sfgov.org)>; Horrell, Nate (BOS) <[nate.horrell@sfgov.org](mailto:nate.horrell@sfgov.org)>; Heiken, Emma (BOS) <[emma.heiken@sfgov.org](mailto:emma.heiken@sfgov.org)>; Robin Pam <[robin@kidsafesf.com](mailto:robin@kidsafesf.com)>; Brett Thurber <[brett@newwheel.net](mailto:brett@newwheel.net)>; Cyrus Hall <[cyrusphall@gmail.com](mailto:cyrusphall@gmail.com)>; Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>; Cofflin, Ken (FIR) <[ken.cofflin@sfgov.org](mailto:ken.cofflin@sfgov.org)>  
**Subject:** Re: Please continue Item 4 of Land Use committee: Li-ion Batteries in Powered Mobility Devices

Looping in the Fire Marshal for his expertise.

Get [Outlook for iOS](#)

---

**From:** Christopher White <[christopher@sfbike.org](mailto:christopher@sfbike.org)>  
**Sent:** Monday, January 8, 2024 2:06:51 PM  
**To:** Peskin, Aaron (BOS) <[aaron.peskin@sfgov.org](mailto:aaron.peskin@sfgov.org)>; Melgar, Myrna (BOS) <[myrna.melgar@sfgov.org](mailto:myrna.melgar@sfgov.org)>; Preston, Dean (BOS) <[dean.preston@sfgov.org](mailto:dean.preston@sfgov.org)>  
**Cc:** Kilgore, Preston (BOS) <[preston.kilgore@sfgov.org](mailto:preston.kilgore@sfgov.org)>; Horrell, Nate (BOS) <[nate.horrell@sfgov.org](mailto:nate.horrell@sfgov.org)>; Heiken, Emma (BOS) <[emma.heiken@sfgov.org](mailto:emma.heiken@sfgov.org)>; Robin Pam <[robin@kidsafesf.com](mailto:robin@kidsafesf.com)>; Brett Thurber <[brett@newwheel.net](mailto:brett@newwheel.net)>; Cyrus Hall <[cyrusphall@gmail.com](mailto:cyrusphall@gmail.com)>; Carroll, John (BOS) <[john.carroll@sfgov.org](mailto:john.carroll@sfgov.org)>  
**Subject:** Please continue Item 4 of Land Use committee: Li-ion Batteries in Powered Mobility Devices

This message is from outside the City email system. Do not open links or attachments from untrusted sources.

Dear President Peskin, Supervisor Melgar, and Supervisor Preston,

First, I would like to thank President Peskin for your leadership and the committee for taking up this important issue and for making amendments to the original ordinance after hearing feedback from constituents and stakeholders.

On behalf of the San Francisco Bicycle Coalition, as well as other stakeholders including Kid Safe SF, The New Wheel, and several individual advocates, I am reaching out to ask that this item be continued in order to consider other amendments we believe will make the ordinance stronger. The amendments we wish to be considered can be found below:

1. A reduction from 3 feet to 12 inches between charging UL or similarly certified devices. **The Fire Marshal's Office (FMO) has reached out to UL to see if they have more information gathered during UL2849 testing and we're waiting for a response or lead to more information. Sans additional testing information, the FMO recommends maintaining the 3 feet separation while charging. When devices are stored only, 12 inches should be appropriate.**
2. A removal of limitations on the numbers of UL or similarly certified devices in Group R-2 occupancy, allowing the State limits to stand. **State requirements tend to be less restrictive than what is needed in San Francisco because there are no other cities in the state like San Francisco due to our types of construction (old/wood framed buildings), the spacing of buildings (zero lot lines), and our topography (many hills). Adding more than four (4) devices per dwelling unit, without both a fire alarm with smoke detection and a fire sprinkler system, increases the fire load and chances for a Li-ion battery fire to occur. *Example:* A 20-unit building could potentially have up to 80 e-bikes/scooter stored within its walls when allowing a maximum of four.**
3. A path for current owners of non-UL/EN compliant devices. Many will not be able to afford to just buy a new device, and will live out of compliance, or just sell/dump their device. **How would this suggestion be enforced? How would the AHJ verify that the device was purchased prior to Jan 2024? Even with allowing persons to keep their devices until they are no longer useable, the fire hazard still exists every day and this ongoing hazard needs to be addressed immediately.**
4. In the case of non-UL or EN-certified devices in multi-family housing, maintain a limit on devices, based on input from stakeholders. **If non-listed device is purchased then it should be stored outside of the building.**
5. In 325.6 (f), increase the threshold number of e-mobility devices charging in M occupancy units that would require a sprinkler system to 10, as long as the devices are UL or EN certified. Anything less could be a very high burden for retailers specifically. **10 is an excessive number of devices being charged for an un-sprinklered space. Each device charging adds a potential**



for a fire. If more than five are needed to be charged indoors, then sprinklers and fire alarm should be installed.

6. In regards to Section 325.6, change the language to something like "For permanent charging (consistent charging of the same device for more than 24 hours) and charging more than 2 devices, extension cords and power strips shall not be used" for UL or EN listed devices. Charging UL or similarly certified devices on an extension cord or power strip for short periods does not pose a significant risk. **FMO recommends leaving the extension cords and power strips prohibition as written, as this is not overly onerous and it improves safety.**
7. That the Department of the Environment lead the public awareness campaign with support from the Fire Department to balance safety messaging with encouragement to safely adopt these climate-friendly modes. **The Dept of Env does not enforce the fire code. Public safety messaging shall come from the Fire Marshal's Office as the AHJ.**

Thank you, President Peskin, for your leadership on this issue and to the rest of the committee for your support. We believe the ordinance will be stronger with our proposed amendments and will not cause unintentional consequences. Please move to continue this item so these changes can be considered.

Sincerely,

--

**Christopher White**

*Interim Executive Director*

Phone or text: (415) 295-2355 | [christopher@sfbike.org](mailto:christopher@sfbike.org)

Pronouns: he, him, his

---

**[San Francisco Bicycle Coalition](#)**

*Promoting the Bicycle for Everyday Transportation*

[1720 Market St.](#)

[San Francisco, CA 94102](#)



**From:** [kash\\_warmplanetbikes.com](mailto:kash_warmplanetbikes.com)  
**To:** [Carroll, John \(BOS\)](#)  
**Cc:** [Peskin, Aaron \(BOS\)](#); [MelgarStaff \(BOS\)](#); [PrestonStaff \(BOS\)](#); [Horrell, Nate \(BOS\)](#); [brett@newwheel.net](mailto:brett@newwheel.net)  
**Subject:** Additional public comment for 231165 [Fire Code - Lithium-Ion Batteries in Powered Mobility Devices]  
**Date:** Wednesday, January 10, 2024 10:33:50 AM

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This message is from outside the City email system. Do not open links or attachments from untrusted sources.

John-

Please attach this public comment to :

231165 [Fire Code - Lithium-Ion Batteries in Powered Mobility Devices]

This legislation addresses two completely separate issues. The first, fires caused by off brand and deliberately modified ebikes that do not meet UL and EN safety certification standards, has been well addressed. I thank the fire marshal and the Supervisor's office for taking industry input on this.

The second, completely independent issue; overloaded electrical wiring, has also been well addressed except for one specific point, the safe use of extension cords.

In several places, the legislation reads, "Extension cords shall not be used" no exceptions, no modifiers. That's the whole of it.

It's easy to create a blanket prohibition and say problem solved, but when this prohibition is unrealistic then it gets ignored and the opportunity to model good behavior is lost.

This prohibition, combined with an unrealistically wide 3 foot bike spacing in residential bike rooms, guarantees that as soon as the available slots are filled - and we have decades of experience with traditional bike rooms to guarantee this is going to happen in about a week - people will start parking bikes in between the ones that have legitimate rack spaces. Then they will install splitters and extension cords so that they can charge multiple bikes per outlet.

If one of those cords has an amp rating that is too low to handle multiple simultaneous chargers - and without clear guidance this is guaranteed to happen - there is the danger that it will overheat and cause a fire.

The solution is to space the bikes a reasonable distance apart, making it physically impossible to insert more bikes in between them. The worry that one battery fire will set off a chain reaction in adjacent batteries is unlikely, but even if this happens, the fire rating of the storage room should be sufficient to contain the blaze.

A secondary concern is that even if an extension cord is being used within the rated maximum on its label, and in a way that is legal and safe if any other device type or any other charger is plugged into it, this special carve out will be used by an insurer to deny coverage.

There are real, necessary and safe uses of extension cords. Safe use is an engineering problem and there is wording that can model safe use.

Electrical components like extension cords have ratings clearly marked on their packaging. If a user does not exceed them, the setup is safe. We should be leveraging that rather than making a blanket prohibition that ignores this and results in being ignored.

UL certified ebike chargers are low load devices at between 2 and 4 amps, maximum about 500 to 600 watts. An average space heater can be 1500 watts/12.5 amps, or almost 3 times the load, and there's no prohibition against using an extension cord with one of those.

A charger is a charger is a charger. It has an amp rating printed right on the case. Match the cord to the load and the setup is safe. End of story.

I have some suggested language. I'm not wedded to it, and I'm not an expert so please consult a certified electrician for input.

1. One outlet per bike. One cord per outlet.
2. No daisy chaining, defined as multiple bikes or multiple cords plugged into a single outlet, splitter, or extension cord. No plugging several cords into each other to make a longer cord.
3. The cord rating must be equal or greater than the load. This is easily satisfied, 15 and 13 amp cords are the most common extension cords sold.
4. Change the minimum width between UL certified bikes with removable batteries in storage areas to the same 6" inches as is allowed for batteries built into frames.

**From:** [Christopher White](#)  
**To:** [Peskin, Aaron \(BOS\)](#); [Melgar, Myrna \(BOS\)](#); [Preston, Dean \(BOS\)](#)  
**Cc:** [Kilgore, Preston \(BOS\)](#); [Horrell, Nate \(BOS\)](#); [Heiken, Emma \(BOS\)](#); [Robin Pam](#); [Brett Thurber](#); [Cyrus Hall](#); [Carroll, John \(BOS\)](#)  
**Subject:** Please continue Item 4 of Land Use committee: Li-ion Batteries in Powered Mobility Devices  
**Date:** Monday, January 8, 2024 2:11:14 PM

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Dear President Peskin, Supervisor Melgar, and Supervisor Preston,

First, I would like to thank President Peskin for your leadership and the committee for taking up this important issue and for making amendments to the original ordinance after hearing feedback from constituents and stakeholders.

On behalf of the San Francisco Bicycle Coalition, as well as other stakeholders including Kid Safe SF, The New Wheel, and several individual advocates, I am reaching out to ask that this item be continued in order to consider other amendments we believe will make the ordinance stronger. The amendments we wish to be considered can be found below:

- A reduction from 3 feet to 12 inches between charging UL or similarly certified devices
- A removal of limitations on the numbers of UL or similarly certified devices in Group R-2 occupancy, allowing the State limits to stand
- A path for current owners of non-UL/EN compliant devices. Many will not be able to afford to just buy a new device, and will live out of compliance, or just sell/dump their device.
- In the case of non-UL or EN-certified devices in multi-family housing, maintain a limit on devices, based on input from stakeholders.
- In 325.6 (f), increase the threshold number of e-mobility devices charging in M occupancy units that would require a sprinkler system to 10, as long as the devices are UL or EN certified. Anything less could be a very high burden for retailers specifically.
- In regards to Section 325.6, change the language to something like "For permanent charging (consistent charging of the same device for more than 24 hours) and charging more than 2 devices, extension cords and power strips shall not be used" for UL or EN listed devices. Charging UL or similarly certified devices on an extension cord or power strip for short periods does not pose a significant risk.
- That the Department of the Environment lead the public awareness campaign with support from the Fire Department to balance safety messaging with encouragement to safely adopt these climate-friendly modes

Thank you, President Peskin, for your leadership on this issue and to the rest of the committee for your support. We believe the ordinance will be stronger with our proposed amendments and will not cause unintentional consequences. Please move to continue this item so these changes can be considered.

Sincerely,

--

**Christopher White**

*Interim Executive Director*

Phone or text: (415) 295-2355 | [christopher@sfbike.org](mailto:christopher@sfbike.org)

Pronouns: he, him, his

---

**[San Francisco Bicycle Coalition](#)**

*Promoting the Bicycle for Everyday Transportation*

[1720 Market St.](#)

[San Francisco, CA 94102](#)



Anglea Calvillo, Clerk of the Board  
Board of Supervisors  
City and County of San Francisco



December 11, 2023

RE: 231165 Fire Code- Lithium-Ion Batteries in Powered Mobility Devices

Dear Board:

I am writing on behalf of the National Bicycle Dealers Association (NBDA) representing Specialty Bicycle Retailers nationwide and within the City and County of San Francisco regarding the upcoming discussion around amendment of fire code.

The National Bicycle Dealers Association, formed in 1946, is the sole organization representing Specialty Bicycle Retailers across North America. We have over 700 retailer members, representing more than 900 retail doors. We also enjoy associate membership from several bicycle brands, advocacy organizations and other firms within the bicycle industry. Our membership is diverse and represents all segments of the bicycle trade industry serving consumers of all ages.

The safety of the products that we sell to consumers is of top priority for the NBDA and our members. Since 2022 the NBDA has taken a leading role working in advocating for safety standards relative to Lithium-Ion Batteries. The NBDA works with industry experts and stakeholders. The NBDA has on retainer leading experts in the field, Human Powered Solutions, both Jay Townley and Mike Fritz. The NBDA continues to collaborate with both the NYC Council and FDNY in research, advisement, and development. We have worked closely with the team at UL and both HPS and the NBDA have members on the UL Technical Committees, including UL Technical Committee 1487 newly formed and focused on Battery Storage and Containment Standards.

We have been working closely with the CPSC to advise, and this past July testified in Maryland, urging the CPSC that in the interest of public safety it should be required that eBikes or eBike Systems installed on eBikes are certified to UL 2849 by accredited certification organization (s).

Since the CPSC issued their statement in December 2022, urging brands to comply with UL2849, brands have been moving to compliancy.

I have reviewed your agenda materials and would add a few comments. I would suggest clarification of confirming testing, certification and listing to UL 2849, which is inclusive of UL 2271. This testing and certification should be done by a Nationally Recognized Testing Laboratory (NRTL). There is low probability of a failure of a lithium-ion battery meeting the testing, compliance and listing requirements of UL 2849 by a NRTL.

We have been diligent to educate our members on the safe handling and storage of Lithium-Ion batteries. The NBDA retailer base is collaborative and responsive, retailers want to sell only safe products. The NBDA and team are available for resource as needed.

It would be my recommendation that San Francisco and New York City both make amendments to allow Bicycle Retailers to stock, store, charge, display and sell e-bikes and lithium-ion batteries that are tested, certified, listed and labeled by a NRTL – without further requirements as long as they are following the approved protocols and recommendations for the storage, charging, display and sale of e-bikes and lithium-ion batteries. With that, I would add, San Francisco and New York City make amendments to require bike shops to follow the approved protocols as provided by the NBDA and vetted and endorsed by the FDNY and Fire Department of San Francisco.

Another suggestion I would share, is to frame the recommendations and protocols for apartment buildings and multioccupancy buildings around the above, requiring certificates of compliance to UL 2849 from a NRTL, which is provided by listing and labeling on e-bikes or lithium-ion batteries or a current certificate of compliance by tenants to managers to allow complying e-bikes and lithium-ion batteries in apartments or offices after the individual owner signs off on the mandatory protocols. I am worried that limiting the number of units a person could have prohibits the expansion of the sport and joy of cycling, health benefits and climate positive impacts.

Finally, please consider pushing back compliance for bicycle retailers for three (3) months to allow more testing, certification and listing by e-bike brands and wholesalers. This will result in more bike shops having current certificates of compliance and more brands and wholesalers to provide bike shops with listed and labeled products. It will also allow UL Technical Committee 1487 on Battery Storage and Containment Standards to advance its development of testing requirements and certification of charging and storage cabinets.

In summary, the NBDA wishes to protect our retailers and consumers, our customers alike from the risks that poorly designed and manufactured systems pose. We are ready and available to help formulate best practices forward and ensure that retailers can conduct safe business practice while ensuring safety for all.

We welcome the opportunity to discuss our concerns and suggestions in greater detail at any time.

Sincerely,

Heather Mason  
President  
National Bicycle Dealers Association  
518-847-2419  
heather@nbda.com

BOARD of SUPERVISORS



City Hall  
1 Dr. Carlton B. Goodlett Place, Room 244  
San Francisco 94102-4689  
Tel. No. (415) 554-5184  
Fax No. (415) 554-5163  
TDD/TTY No. (415) 554-5227

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## MEMORANDUM

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Date: November 15, 2023  
To: Planning Department/Planning Commission  
From: John Carroll, Assistant Clerk, Land Use and Transportation Committee  
Subject: Board of Supervisors Legislation Referral - File No. 231165  
Fire Code - Lithium-Ion Batteries in Powered Mobility Devices

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California Environmental Quality Act (CEQA) Determination  
(*California Public Resources Code, Sections 21000 et seq.*)

Ordinance / Resolution

Ballot Measure

Not defined as a project under CEQA Guidelines Sections 15378 and 15060(c)(2) because it would not result in a direct or indirect physical change in the environment.

12/1/2023

A handwritten signature in black ink, appearing to be "John Carroll".

Amendment to the Planning Code, including the following Findings:  
(*Planning Code, Section 302(b): 90 days for Planning Commission review*)

General Plan     Planning Code, Section 101.1     Planning Code, Section 302

Amendment to the Administrative Code, involving Land Use/Planning  
(*Board Rule 3.23: 30 days for possible Planning Department review*)

General Plan Referral for Non-Planning Code Amendments  
(*Charter, Section 4.105, and Administrative Code, Section 2A.53*)

(Required for legislation concerning the acquisition, vacation, sale, or change in use of City property; subdivision of land; construction, improvement, extension, widening, narrowing, removal, or relocation of public ways, transportation routes, ground, open space, buildings, or structures; plans for public housing and publicly-assisted private housing; redevelopment plans; development agreements; the annual capital expenditure plan and six-year capital improvement program; and any capital improvement project or long-term financing proposal such as general obligation or revenue bonds.)

Historic Preservation Commission

Landmark (*Planning Code, Section 1004.3*)

Cultural Districts (*Charter, Section 4.135 & Board Rule 3.23*)

Mills Act Contract (*Government Code, Section 50280*)

Designation for Significant/Contributory Buildings (*Planning Code, Article 11*)

Please send the Planning Department/Commission recommendation/determination to John Carroll at [john.carroll@sfgov.org](mailto:john.carroll@sfgov.org).



BOARD of SUPERVISORS



City Hall  
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San Francisco, CA 94102-4689  
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## MEMORANDUM

TO: Jeanine Nicholson, Chief, Fire Department  
Patrick O'Riordan, Director, Department of Building Inspection

FROM: John Carroll, Assistant Clerk, Land Use and Transportation Committee

DATE: November 15, 2023

SUBJECT: LEGISLATION INTRODUCED

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The Board of Supervisors' Land Use and Transportation Committee has received the following proposed legislation, introduced by Supervisor Peskin on November 7, 2023.

**File No. 231165**

Ordinance amending the Fire Code to provide fire protection standards for the charging and storage of lithium-ion batteries used in powered mobility devices (such as electric bikes, scooters, skateboards, and hoverboards), prohibit use of damaged lithium-ion batteries in such devices, prohibit use of lithium-ion batteries assembled or reconditioned using cells removed from used batteries in such devices, and require the Fire Department to conduct an informational campaign; affirming the Planning Department's determination under the California Environmental Quality Act; and directing the Clerk of the Board of Supervisors to forward this Ordinance to the California Building Standards Commission upon final passage.

If you have comments or reports to be included with the file, please forward them to me at the Board of Supervisors, City Hall, Room 244, 1 Dr. Carlton B. Goodlett Place, San Francisco, CA 94102 or by email at: [john.carroll@sfgov.org](mailto:john.carroll@sfgov.org).

cc:  
Theresa Ludwig, Fire Department  
Patty Lee, Department of Building Inspection  
Carl Nicita, Department of Building Inspection

## Introduction Form

*(by a Member of the Board of Supervisors or the Mayor)*



I hereby submit the following item for introduction (select only one):

- 1. For reference to Committee (Ordinance, Resolution, Motion or Charter Amendment)
- 2. Request for next printed agenda (For Adoption Without Committee Reference)  
*(Routine, non-controversial and/or commendatory matters only)*
- 3. Request for Hearing on a subject matter at Committee
- 4. Request for Letter beginning with "Supervisor  inquires..."
- 5. City Attorney Request
- 6. Call File No.  from Committee.
- 7. Budget and Legislative Analyst Request (attached written Motion)
- 8. Substitute Legislation File No.
- 9. Reactivate File No.
- 10. Topic submitted for Mayoral Appearance before the Board on

The proposed legislation should be forwarded to the following (please check all appropriate boxes):

- Small Business Commission       Youth Commission       Ethics Commission
- Planning Commission       Building Inspection Commission       Human Resources Department

General Plan Referral sent to the Planning Department (proposed legislation subject to Charter 4.105 & Admin 2A.53):

- Yes                       No

*(Note: For Imperative Agenda items (a Resolution not on the printed agenda), use the Imperative Agenda Form.)*

Sponsor(s):

Subject:

Long Title or text listed:

Signature of Sponsoring Supervisor: