

BOARD of SUPERVISORS



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July 26, 2022

**File No. 220851**

Lisa Gibson  
Environmental Review Officer  
Planning Department  
49 South Van Ness Avenue, Suite 1400  
San Francisco, CA 94103

Dear Ms. Gibson:

On July 18, 2022, Member Peskin duplicated the following File No. 220036:

**File No. 220851**

**Ordinance amending the Planning Code to create Electric Vehicle Charging Location and Fleet Charging as Automotive Uses, allow conversion of Automotive Service Stations to Electric Vehicle Charging Locations without Conditional Use authorization and principally permit conversion of other Automotive Uses to Electric Vehicle Charging Locations, revise zoning control tables to reflect these changes, and require annual reporting by the Planning Department regarding Electric Vehicle Charging Location and Fleet Charging project approvals; affirming the Planning Department's determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.**

This legislation is being transmitted to you for environmental review.

Angela Calvillo, Clerk of the Board

A handwritten signature in cursive script, appearing to read "Erica Major".

By: Erica Major, Assistant Clerk  
Land Use and Transportation Committee

Attachment

c: Joy Navarrete, Environmental Planning  
Don Lewis, Environmental Planning

[Planning Code - Electric Vehicle Charging Locations]

**Ordinance amending the Planning Code to create Electric Vehicle Charging Location and Fleet Charging as Automotive Uses, allow conversion of Automotive Service Stations to Electric Vehicle Charging Locations without Conditional Use authorization and principally permit conversion of other Automotive Uses to Electric Vehicle Charging Locations, revise zoning control tables to reflect these changes, and require annual reporting by the Planning Department regarding Electric Vehicle Charging Location and Fleet Charging project approvals; affirming the Planning Department’s determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.**

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

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

Section 1. Findings.

(a) The Planning Department has determined that the actions contemplated in this ordinance comply with the California Environmental Quality Act (California Public Resources Code Sections 21000 et seq.). Said determination is on file with the Clerk of the Board of

1 Supervisors in File No. \_\_\_\_ and is incorporated herein by reference. The Board affirms this  
2 determination.

3 (b) On \_\_\_\_\_, the Planning Commission, in Resolution No. \_\_\_\_\_,  
4 adopted findings that the actions contemplated in this ordinance are consistent, on balance,  
5 with the City's General Plan and eight priority policies of Planning Code Section 101.1. The  
6 Board adopts these findings as its own. A copy of said Resolution is on file with the Clerk of  
7 the Board of Supervisors in File No. \_\_\_\_\_, and is incorporated herein by reference.

8 (c) Pursuant to Planning Code Section 302, the Board of Supervisors finds that this  
9 ordinance will serve the public necessity, convenience, and welfare for the reasons set forth in  
10 Planning Commission Resolution No. \_\_\_\_\_, and incorporates such reasons by this  
11 reference thereto. A copy of said Resolution is on file with the Clerk of the Board of  
12 Supervisors in File No. \_\_\_\_\_, and is incorporated herein by reference.

13 (d) This ordinance is based on the following findings:

14 (1) In 2021, the Intergovernmental Panel on Climate Change issued a report  
15 further underscoring the need for urgent action to cut global greenhouse gas emissions  
16 (GHGs) in half by 2030 and reach net-zero emissions no later than 2050 to prevent the most  
17 catastrophic effects of climate change and reduce detrimental impacts to human health and  
18 ecosystems.

19 (2) San Francisco, the Bay Area, and the State of California are already  
20 suffering the effects of climate change in the form of droughts, air pollution, extreme heat,  
21 frequent wildfires, flooding, and other drastic impacts on weather and the environment.

22 (3) To address these urgent challenges, in 2021 Mayor London Breed  
23 sponsored legislation to update the City's climate action goals. As a result of Ordinance No.  
24 117-21, San Francisco now has climate action goals to reduce emissions 61% below 1990  
25 levels by 2030 and reach net-zero emissions by 2040.

1 (4) To achieve net-zero emissions by 2040, the updated climate action goals  
2 prioritize the City's Transit First policy and encourage a shift to low-carbon modes of  
3 transportation such as taking transit, walking, and biking. All remaining modes of  
4 transportation, including private and commercial vehicles, must be electrified to further reduce  
5 and eventually eliminate remaining transportation emissions.

6 (5) The City's climate action targets, per Ordinance No. 117-21, include the  
7 following transportation and land use goals:

8 (A) By 2030, 80% of trips taken by low-carbon modes such as walking,  
9 biking, transit, and shared Electric Vehicles (EVs).

10 (B) By 2030, increase vehicle electrification to at least 25% of all  
11 registered private vehicles, and, by 2040, to 100% of all such vehicles.

12 (6) As reported in the latest San Francisco GHG Emissions Inventory, San  
13 Francisco's 2019 emissions were 41% below 1990 levels—six years ahead of the previously  
14 established goal to reduce emissions 40% by 2025. However, additional efforts must be  
15 undertaken to ensure the net-zero commitment is met by 2050.

16 (7) As of 2019, nearly half (47%) of San Francisco's GHG emissions came from  
17 the transportation sector, with the vast majority (72%) of those emissions from privately  
18 owned cars and trucks. Despite the City's success in reducing overall emissions to date, GHG  
19 emissions from the transportation sector have remained relatively stable.

20 (8) In 2019, Mayor Breed released the Electric Vehicle Roadmap ("the  
21 Roadmap") to accelerate and advance EV adoption to reduce emissions and associated air  
22 pollution health impacts from the transportation sector. To date, EVs represent about 11% of  
23 new light-duty vehicle registrations in San Francisco. The Roadmap sets a 2030 goal of 100%  
24 of new passenger vehicle registrations with no increase in total vehicle registrations per  
25 household and an ambitious goal of 100% emission-free ground transportation by 2040.

1 These goals are aligned with California’s targets to increase EV adoption and access to EV  
2 charging. In September 2020, Governor Gavin Newsom issued an executive order requiring  
3 only zero emission passenger cars to be sold in California by 2035. Additionally, the City’s  
4 goals are aligned with the Biden Administration’s goal that 50% of all new vehicles sold in the  
5 United States in 2030 be zero-emission vehicles.

6 (9) The rate of EV adoption is determined in large part by access to charging.  
7 The three greatest barriers at this time for drivers to buy EVs are cost of the EVs, lack of  
8 charging infrastructure, and the range of EVs, the latter two barriers are interrelated and result  
9 in “range anxiety,” or the fear that EV owners won’t be able to locate a charger or that if they  
10 do, someone else will be using it.

11 (10) Range anxiety is also an equity issue. Nearly 70% of San Francisco  
12 residents live in multi-unit buildings and most such residents do not have access to off-street  
13 parking or home charging. EV charging at home should not be a privilege available only to  
14 single-family home residents or those with EV charging available at the workplace. To provide  
15 expanded access to EV charging, in June 2021, the California Public Utilities Commission  
16 ruled that electrical corporations should prioritize their near-term investments to create  
17 charging options to customers without access to home charging.

18 (11) Publicly accessible EV charging stations—including public Level 2 (240  
19 volt), DC fast (“superchargers”), and workplace chargers—are the most efficient and effective  
20 solution to meet anticipated demand for EV charging. San Francisco’s combination of  
21 population density, small size, and resulting high land costs make it the perfect place to install  
22 fast-charging plazas that mimic the gas station experience that drivers have come to expect  
23 when fueling their vehicles. Fast-charging plazas are integral to San Francisco’s developing a  
24 comprehensive public charging network. With a robust network of public charging stations, EV  
25 owners will be able to access fast charging as needed and close to their homes.

1 (12) Without this ordinance’s amendments of the Planning Code, further air  
2 quality and GHG degradation would occur because the ongoing inconvenience of finding EV  
3 charging stations would result in a low rate of adoption of EVs. Multiple studies have  
4 suggested a correlation between increasing the number of charging stations and higher EV  
5 adoption rates, as summarized in an October 2017 white paper by the International Council  
6 on Clean Transportation (ICCT). In addition, the EV Roadmap identified the expansion of  
7 publicly accessible Level 2 and fast charging infrastructure in San Francisco as a key strategy  
8 to increase EV adoption rates.

9 (13) In 2020, the ICCT completed a study on San Francisco’s EV charging  
10 needs in 2030 and 2040. The ICCT projects that by 2030, more than 170,000 light-duty EVs  
11 will be registered in the City. To meet that charging demand, the City must have six times  
12 more charging capacity than in 2019. The number of publicly accessible charging stations in  
13 San Francisco needs to increase from about 800 in 2019 to 2,000 by 2025, and over 5,000 by  
14 2030, to meet this demand.

15 (14) Currently, EV charging is not defined in the Planning Code. As a result,  
16 applications to install EV charging projects require an EV service provider (EVSP) and the  
17 Planning Department or Commission to work out a permitting pathway, on a case-by-case  
18 basis, using Planning Code provisions designed for gas stations and auto service centers.  
19 The existing use categories are an imperfect fit for this new use. They impose limitations  
20 more appropriate for the facilities they were intended to address—conventional fueling  
21 facilities—rather than less-impactful EV charging stations, creating lengthy approval  
22 processes and bureaucratic delays that should be avoided for EV charging projects.

23 (15) By defining “Electric Vehicle Charging Location” as an “Automotive Use” in  
24 the Planning Code and establishing zones in the City in which stand-alone EV charging is  
25 permitted, this ordinance will make it easier to convert existing sites with “Automotive Uses” to

1 EV charging plazas or hubs. This will result in a clear approval path for EV charging projects,  
2 reducing delays and additional workflow in Planning, and expanding opportunities to deploy  
3 publicly accessible EV charging stations within San Francisco. This ordinance will expedite  
4 expansion of critical EV charging services, creating new public charging options for San  
5 Francisco residents and visitors, thus encouraging the adoption of EVs by a greater share of  
6 the population. This in turn will help the City meet its climate action goals to reduce emissions  
7 from the transportation sector.

8

9 Section 2. The Planning Code is hereby amended by revising Sections 102 (including  
10 placing new defined terms in alphabetical sequence with existing defined terms), 142, 187.1,  
11 202.2, 202.5, 204, 210.1, 210.2, 210.3, 303, 311, 710, 711, and 713, and adding Sections  
12 202.13-and 204.6, to read as follows:

13 **SEC. 102. DEFINITIONS.**

14 \* \* \* \*

15 **A**

16 \* \* \* \*

17 **Automotive Use.** A Commercial Use category that includes Automotive Repair,  
18 Ambulance Services, Automobile Sale or Rental, Automotive Service Station, Automotive  
19 Wash, Electric Vehicle Charging Location, Fleet Charging, Gas Station, Parcel Delivery Service,  
20 Private Parking Garage, Private Parking Lot, Public Parking Garage, Public Parking Lot,  
21 Vehicle Storage Garage, Vehicle Storage Lot, and Motor Vehicle Tow Service. All Automotive  
22 Uses that have Vehicular Use Areas defined in this Section of the Code shall meet the  
23 screening requirements for vehicular use areas in Section 142.

24

25

1           **Automotive Use, Non-Retail.** A subcategory of Automotive Use that includes  
2 Ambulance Services, Fleet Charging, Parcel Delivery Service, Private Parking Garage, Private  
3 Parking Lot, and Motor Vehicle Tow Service.

4           **Automotive Use, Retail.** A subcategory of Automotive Use that includes Automotive  
5 Repair, Automotive Sale or Rental, Automobile Service Station, Automotive Wash, Electric  
6 Vehicle Charging Location, Gas Station, Public Parking Garage, Public Parking Lot, Vehicle  
7 Storage Garage, and Vehicle Storage Lot.

8           \* \* \* \*

9           **E**

10          \* \* \* \*

11           **Electric Vehicle Charging Location.** Automotive Use, Retail that provides electricity to  
12 electric motor vehicles through ~~more than one~~ ~~or more~~ Electric Vehicle Charging Stations on a retail  
13 basis to the general public as a primary use. Electric Vehicle Charging Locations may ~~include up to~~  
14 ~~one-third of the total Electric Vehicle Charging Stations dedicated to Fleet Charging as an~~  
15 ~~accessory use per Section 204.6(a), and may include ancillary services, including but not limited~~  
16 ~~to restrooms, self-service vending, and limited retail amenities primarily for the benefit of customers~~  
17 ~~charging their vehicles.~~

18           **Electric Vehicle Charging Station.** An electric vehicle charging space served by an electric  
19 vehicle charger or other charging equipment.

20          \* \* \* \*

21           **F**

22          \* \* \* \*

23           **Fleet Charging.** Automotive Use, Non-Retail that provides electricity to electric motor vehicles  
24 through one or more Electric Vehicle Charging Stations that are dedicated or reserved for private  
25

1 parties pursuant to contract or other agreement and are not available to the general public. **Fleet**  
2 Charging is not allowed as an accessory use to any other principal use.

3 \* \* \* \*

4 **SEC. 142. SCREENING AND GREENING OF PARKING AND VEHICULAR USE**  
5 **AREAS.**

6 Off-street parking and Vehicular Use Areas adjacent to the public right-of-way shall be  
7 screened as provided in this Section 142. Where an existing Automotive Use converts to an Electric  
8 Vehicle Charging Location, the requirements of this Section shall not apply.

9 \* \* \* \*

10 **SEC. 187.1. AUTOMOTIVE SERVICE STATIONS, ELECTRIC VEHICLE CHARGING**  
11 **LOCATIONS, AND GAS STATIONS AS LEGAL NONCONFORMING USES.**

12 (a) **Continuation as a Nonconforming Use.** Notwithstanding any other provision of  
13 this Code, an Automotive Service Station or a Gas Station as defined in Section 102 of this  
14 Code, located in a Residential district, and having legal nonconforming use status under the  
15 provisions of this Code on January 1, 1980, shall be regarded as a legal nonconforming use  
16 so long as the station either: (1) continues to sell and dispense gasoline and other motor fuels  
17 and lubricating fluids directly into motor vehicles, or (2) transitions to an Electric Vehicle Charging  
18 Location.

19 \* \* \* \*

20 **SEC. 202.2. LOCATION AND OPERATING CONDITIONS.**

21 \* \* \* \*

22 (b) **Automotive Uses.** The Automotive Uses listed below shall be subject to the  
23 corresponding conditions:

24 \* \* \* \*

1                   (2) **Conditional Use Authorization Required for Establishments that Sell**  
2 **Beer or Wine with Motor Vehicle Fuel.** Any establishment that proposes to retail motor  
3 vehicle fuel and provide retail sale of beer or wine shall require Conditional Use authorization.  
4 The Planning Commission may deny authorization or grant Conditional Use authorization to  
5 an applicant based upon the criteria set forth in Section 303(c) of this Code.

6                   \* \* \* \*

7                   (D) **Definitions.** For purposes of Subsection 202.2(b)(1) and (2), the  
8 following definitions shall apply:

- 9                                   (i) "Alcoholic beverages" shall be as defined in California  
10 Business and Professions Code Section 23004;
- 11                                   (ii) "Beer" and "wine" shall be as defined in California Business  
12 and Professions Code Section 23006 and Section 23007, respectively;
- 13                                   (iii) "Motor vehicle fuel" shall mean gasoline, other motor fuels  
14 including electricity at an Electric Vehicle Charging Location, and lubricating oil dispensed directly  
15 into motor vehicles; and
- 16                                   (iv) "Establishment" shall include an arrangement where a lot  
17 containing a business selling motor vehicle fuel provides direct access to another business  
18 selling alcoholic beverages on the same or adjacent lot.

19                   \* \* \* \*

20                   (3) **Automotive Wash.** Cleaning and polishing are required to be conducted  
21 within an enclosed building having no openings, other than fixed windows or exits required by  
22 law located within 50 feet of any R District, and that has an off-street waiting and storage area  
23 outside the building which accommodates at least one-quarter the hourly capacity in vehicles  
24 of the enclosed operations, provided: (1) that incidental noise is reasonably confined to the  
25 premises by adequate soundproofing or other device; and (2) that complete enclosure within a

1 building may be required as a condition of approval, notwithstanding any other provision of  
2 this Code; but the foregoing provisions shall not preclude the imposition of any additional  
3 conditions pursuant to Section 303 of this Code.

4 (4) **Electric Vehicle Charging Location.** At Electric Vehicle Charging Locations, the  
5 Electric Vehicle Charging Stations, including the charging space for the electric vehicle and all  
6 necessary charging equipment and infrastructure, may be located within any setbacks required by the  
7 underlying zoning district. Any structures associated with ancillary services, including restrooms or  
8 vending machines, must adhere to any underlying zoning setback requirements.

9 (5) **Fleet Charging and Electric Vehicle Charging Location Reporting Requirements.**  
10 Beginning on June 1, 2023, the Planning Department shall submit a report to the Board of Supervisors  
11 and the Mayor that includes the number and location of all Electric Vehicle Charging Locations and  
12 Fleet Charging locations that have been approved since the ordinance in Board File No. 220851  
13 establishing this reporting requirement became effective. The Planning Department's report shall  
14 include: the address of each such charging location, number of charging stations at each location,  
15 prior use of the property, whether the charging location was principally permitted or conditionally  
16 permitted, and what percent of each station is dedicated to Fleet Charging. The Planning Department  
17 shall submit this report annually for five years, with the last report to be submitted on June 1, 2027.

18 \* \* \* \*

19 **SEC. 202.5. CONVERSION OF AUTOMOTIVE SERVICE STATIONS.**

20 \* \* \* \*

21 (b) **Definitions.** Whenever used in this Section, unless a different meaning clearly  
22 appears from the context:

23 (1) "Automotive Service Station" or "service station" shall mean a retail automotive  
24 service use as defined in Section 102 of this Code.

1 (2) "Conversion" shall mean to change the use of a property from a service station  
2 use to a different type of use. A change from Automotive Service Station to Electric Vehicle  
3 Charging Location is not a change to a different type of use and shall not be a "Conversion" subject to  
4 this Section.

5 \* \* \* \*

6 **SEC. 202.13. CONVERSION OF AUTOMOTIVE USE TO ELECTRIC VEHICLE**  
7 **CHARGING LOCATION.**

8 Notwithstanding any other provisions of this Code, any Automotive Use, including Retail or  
9 Non-Retail uses, as defined in Section 102, shall be principally permitted to convert to an Electric  
10 Vehicle Charging Location, also as defined in Section 102, regardless of the underlying zoning district.  
11 Further, such conversion shall not be subject to the notification requirements outlined in Section 311.

12  
13 **SEC. 204. ACCESSORY USES, GENERAL.**

14 This Section 204 and Sections 204.1 through 204.56, shall regulate Accessory Uses,  
15 as defined in Section 102. Any use which does not qualify as an Accessory Use shall be  
16 classified as a Principal or Conditional Use, unless it qualifies as a temporary use under  
17 Sections 205 through 205.4 of this Code.

18 \* \* \* \*

19 **SEC. 204.6. FLEET CHARGING NOT PERMITTED AS ACCESSORY USE TO**  
20 **ELECTRIC VEHICLE CHARGING LOCATIONS.**

21 In all use districts of the City, Fleet Charging is not permitted ~~In order for to be a~~  
22 ~~classified as an Accessory Use to an Electric Vehicle Charging Location, no more than one-third~~  
23 ~~of the Electric Vehicle Charging Stations may be dedicated to Fleet Charging and two-thirds,~~  
24 ~~or more, of the Electric Vehicle Charging Stations shall be available for general public use.~~

25 \* \* \* \*



Zoning Category	§ References	C-3-O	C-3-O(SD)	C-3-R	C-3-G	C-3-S
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\* \* \* \*

**NON-RESIDENTIAL STANDARDS AND USES**

\* \* \* \*

Automotive Use Category

Automotive Repair	§ 102	NP	NP	NP	NP	P
Automotive Sale/Rental	§ 102	P (4)	P (4)	P (4)	P (3)	P (3)
Automotive Service Station	§§ 102, 202.2(b), 202.5	NP	NP	NP	P	P
Automotive Wash	§§ 102, 202.2(b)	NP	NP	NP	C	C
<i>Electric Vehicle Charging Location</i>	<i>§§ 102, 202.2(b), 202.13</i>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
<i>Fleet Charging</i>	<i>§§ 102, 303(cc)</i>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>	<u>C</u>
Gas Station	§§ 102, 187.1, 202.2(b)	NP	NP	NP	<u>CP</u>	<u>CP</u>

\* \* \* \*

**SEC. 210.3. PDR DISTRICTS.**

\* \* \* \*

**Table 210.3**

**ZONING CONTROL TABLE FOR PDR DISTRICTS**

Zoning Category	§ References	PDR-1-B	PDR-1-D	PDR-1-G	PDR-2
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\* \* \* \*

**NON-RESIDENTIAL STANDARDS AND USES**

\* \* \* \*

Automotive Use Category					
Automotive Uses*	§ 102	NP	P	P	P
Automotive Repair	§ 102	P (3)	P	P	P
Automotive Sale/Rental	§ 102	P	P (4)	P	P
Automotive Service Station	§§ 102, 202.2(b), 202.5	P	P	P	P
Automotive Wash	§§ 102, 202.2(b)	P	P	P	P
<i>Electric Vehicle Charging Location</i>	<i>§§ 102, 202.2(b), 202.13</i>	<i>P</i>	<i>P</i>	<i>P</i>	<i>P</i>
<i>Fleet Charging</i>	<i>§§ 102, 303(cc)</i>	<i>C</i>	<i>CP</i>	<i>CP</i>	<i>CP</i>

\* \* \* \*

**SEC. 303. CONDITIONAL USES.**

\* \* \* \*

(cc) Fleet Charging. With regard to a Conditional Use application for a Fleet Charging use as defined in Section 102 of this Code, in addition to consideration of the criteria

1 set forth in subsection (c) above, the Planning Commission shall consider the extent to which  
2 the following criteria are met:

3 (1) The proposed Fleet Charging use will not induce demand for low occupancy  
4 vehicles in highly congested areas or in transit-rich areas.

5 (2) Vehicle movement on or around the Fleet Charging use will not unduly  
6 impact pedestrian spaces or movement, transit service, bicycle movement, or the overall  
7 traffic movement.

8 (3) If the vehicles accessing the proposed Fleet Charging use are owned by  
9 one ownership entity, that the ownership entity establishes that it has secured sufficient  
10 parking spaces for vehicles when not in operation within San Francisco or adjacent counties.

11  
12 **SEC. 311. PERMIT REVIEW PROCEDURES.**

13 (a) **Purpose.** The purpose of this Section 311 is to establish procedures for reviewing  
14 building permit applications to determine compatibility of the proposal with the neighborhood  
15 and for providing notice to property owners and residents on the site and neighboring the site  
16 of the proposed project and to interested neighborhood organizations, so that concerns about  
17 a project may be identified and resolved during the review of the permit.

18 (b) **Applicability.** Except as indicated in this subsection (b), all building permit  
19 applications in Residential, NC, NCT, and Eastern Neighborhoods Mixed Use Districts for a  
20 change of use; establishment of a Micro Wireless Telecommunications Services Facility;  
21 establishment of a Formula Retail Use; demolition, new construction, or alteration of buildings;  
22 and the removal of an authorized or unauthorized residential unit, shall be subject to the  
23 notification and review procedures required by this Section 311. In addition, with the exception  
24 of Grandfathered MCDs converting to Cannabis Retail use pursuant to Section 190(a), all  
25 building permit applications that would establish Cannabis Retail or Medical Cannabis

1 Dispensary uses, regardless of zoning district, shall be subject to the notification and review  
 2 procedures required by this Section 311. Notwithstanding the foregoing or any other  
 3 requirement of this Section 311, a change of use to a Child Care Facility, as defined in  
 4 Section 102, shall not be subject to the review requirements of this Section 311.

5 Notwithstanding the foregoing or any other requirement of this Section 311, building permit  
 6 applications to construct an Accessory Dwelling Unit pursuant to Section 207(c)(6) shall not  
 7 be subject to the notification or review requirements of this Section 311. Notwithstanding the  
 8 foregoing or any other requirement of this Section 311, a change of use to a principally  
 9 permitted use in an NC or NCT District, or in a limited commercial use or a limited corner  
 10 commercial use, as defined in Sections 186 and 231, respectively, shall not be subject to the  
 11 review or notice requirements of this Section 311. Notwithstanding the foregoing or any other  
 12 requirement of this Section 311, building permit applications to change any existing Automotive Use to  
 13 an Electric Vehicle Charging Location shall not be subject to the review or notification requirements of  
 14 this Section 311.

15 \* \* \* \*

16  
 17 **SEC. 710. NC-1 – NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT.**

18 \* \* \* \*

19 **Table 710. NEIGHBORHOOD COMMERCIAL CLUSTER DISTRICT NC-1**  
 20 **ZONING CONTROL TABLE**

21 \* \* \* \*

Zoning Category	§ References	Controls
* * * *		
<b>NON-RESIDENTIAL STANDARDS</b>		

* * * *				
<b>Non-Residential Uses</b>		<b>Controls by Story</b>		
		<b>1st</b>	<b>2nd</b>	<b>3rd+</b>
* * * *				
Automotive Use Category				
Automotive Uses*	§ 102	NP	NP	NP
<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>C(12)</u>	<u>C(12)</u>	<u>C(12)</u>
Parking Garage, Private	§ 102	C	C	C

\* \* \* \*

(12) P where existing use is any Automotive Use.

\* \* \* \*

**SEC. 711. NC-2 – SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT.**

\* \* \* \*

**Table 711. SMALL-SCALE NEIGHBORHOOD COMMERCIAL DISTRICT NC-2  
ZONING CONTROL TABLE**

\* \* \* \*

Zoning Category	§ References	Controls		
* * * *				
<b>NON-RESIDENTIAL STANDARDS</b>				
* * * *				
<b>Non-Residential Uses</b>		<b>Controls by Story</b>		

		1st	2nd	3rd+
1				
2	* * * *			
3	Automotive Use Category			
4	Automotive Uses*	§ 102	NP	NP
5	Automotive Repair	§ 102	C	NP
6	Automotive Service Station	§§ 102, 202.2(b)	C	NP
7	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>C(13)</u>	<u>C(13)</u>
8	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C</u>	<u>C</u>
9	Gas Station	§§ 102, 187.1, 202.2(b)	C	NP
10				
11				
12				
13				

\* \* \* \*

(13) P where existing use is any Automotive Use.

\* \* \* \*

**SEC. 713. NC-S – NEIGHBORHOOD COMMERCIAL SHOPPING CENTER**

**DISTRICT.**

\* \* \* \*

**Table 713. NEIGHBORHOOD COMMERCIAL SHOPPING CENTER DISTRICT NC-S**

**ZONING CONTROL TABLE**

\* \* \* \*

Zoning Category	§ References	Controls
* * * *		

<b>NON-RESIDENTIAL STANDARDS</b>				
* * * *				
<b>Non-Residential Uses</b>		<b>Controls by Story</b>		
		<b>1st</b>	<b>2nd</b>	<b>3rd+</b>
* * * *				
Automotive Use Category				
Automotive Uses*	§ 102	NP	NP	NP
Automotive Sale/Rental	§ 102	C	NP	NP
Automotive Service Station	§§ 102, 202.2(b)	P	NP	NP
Automotive Wash	§§ 102, 202.2(b)	C	NP	NP
<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>C(9)</u>	<u>C(9)</u>	<u>C(9)</u>
Gas Station	§§ 102, 187.1, 202.2(b)	C	NP	NP

\* \* \* \*

(9) P where existing use is any Automotive Use.

Section 3. Amendment of Specific Zoning Control Tables.

Zoning Control Tables 712, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, and 764 are hereby amended identically to the amendment of Zoning Control Table 711 in Section 2 of this ordinance, to create “Electric Vehicle Charging Location” and “Fleet Charging” as new

1 Non-Residential Uses within the Automotive Use Category, citing Planning Code Sections  
 2 102, 202.2(b) and 202.13 as references, identifying “C” as the zoning control, and including  
 3 the note for “Electric Vehicle Charging Location” use (*“P where existing use is any Automotive  
 4 Use.”*), provided that the note shall be numbered as appropriate for each table, as follows.

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Zoning Control Table	Note #
712	12
714	9
715	8
716	8
717	7
718	8
719	10
720	6
721	6
722	14
723	10
724	7
725	7
726	8
727	3
728	8
729	6
730	6

1	731	7
2	732	7
3	733	7
4	734	7
5	735	3
6	736	3
7	737	5
8	738	3
9		
10	739	8
11	740	5
12		
13	741	3
14	742	3
15	743	3
16		
17	744	4
18	745	4
19		
20	750	10
21	751	8
22	752	8
23	753	6
24	754	9
25	755	7

756	7
757	11
758	10
759	9
760	5
761	7
762	8
763	8
764	10

Section 4. The Planning Code is hereby amended by revising Sections 810, 811, 812, 827, 829, 840, 841, 842, 843, 844, 845, 846, 847, and 848, to read as follows:

**SEC. 810. CHINATOWN COMMUNITY BUSINESS DISTRICT.**

\* \* \* \*

**Table 810.**

**CHINATOWN COMMUNITY BUSINESS DISTRICT ZONING CONTROL TABLE**

\* \* \* \*

Zoning Category	§ References	Controls		
<b>NON-RESIDENTIAL USES</b>		<b>Controls by Story</b>		
		<b>1st</b>	<b>2nd</b>	<b>3rd+</b>
* * * *				
Automotive Use Category				

Automotive Uses*	§§ 102, 202.54	NP	NP	NP
<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>C(4)</u>	<u>C(4)</u>	<u>C(4)</u>
Parking Garage, Private	§ 102	C	C	C

\* \* \* \*

(4) P where existing use is any Automotive Use.

\* \* \* \*

**SEC. 811. CHINATOWN VISITOR RETAIL DISTRICT.**

\* \* \* \*

**Table 811.**

**CHINATOWN VISITOR RETAIL DISTRICT ZONING CONTROL TABLE**

\* \* \* \*

Zoning Category	§ References	Controls		
<b>NON-RESIDENTIAL USES</b>		<b>Controls by Story</b>		
		<b>1st</b>	<b>2nd</b>	<b>3rd+</b>
* * * *				
Automotive Use Category				
Automotive Uses*	§§ 102, 202.54	NP	NP	NP
<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>C(3)</u>	<u>C(3)</u>	<u>C(3)</u>
Parking Garage, Private	§ 102	C	C	C

\* \* \* \*



Table 827

RINCON HILL DOWNTOWN RESIDENTIAL MIXED USE DISTRICT

ZONING CONTROL TABLE

No.	Zoning Category	§ References	Rincon Hill Downtown Residential Mixed Use District Zoning Controls
* * * *			
<b>Non-Residential Standards and Uses</b>			
* * * *			
.40	Automotive Repair	§ 890.15	NP
<u>.40a</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>C</u>
<u>.40b</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>NP</u>

\* \* \* \*

**SEC. 829. SOUTH BEACH DOWNTOWN RESIDENTIAL MIXED USE DISTRICT (SB-DTR).**

\* \* \* \*

Table 829

**SOUTH BEACH DOWNTOWN RESIDENTIAL MIXED USE DISTRICT ZONING CONTROL  
TABLE**

No.	Zoning Category	§ References	South Beach Downtown Residential Mixed Use District Zoning Controls
* * * *			
<b>Non-Residential Standards and Uses</b>			
* * * *			
.40	Automotive Repair	§ 890.15	NP
<u>.40a</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>C</u>
<u>.40b</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>NP</u>

\* \* \* \*

**SEC. 840. MUG – MIXED USE-GENERAL DISTRICT.**

\* \* \* \*

**Table 840**

**MUG – MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	Mixed Use-General District Controls
* * * *			

<b>Motor Vehicle Services</b>			
* * * *			
840.75	Non-Auto Vehicle Sales or Rental	§ 890.69	P
<u>840.76</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>P</u>
<u>840.77</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within an enclosed building</u>

\* \* \* \*

**SEC. 841. MUR – MIXED USE-RESIDENTIAL DISTRICT.**

\* \* \* \*

**Table 841**

**MUR – MIXED USE-RESIDENTIAL DISTRICT ZONING CONTROL TABLE**

\* \* \* \*

No.	Zoning Category	§ References	Mixed Use- Residential District Controls
* * * *			
<b>Motor Vehicle Services</b>			
* * * *			
841.75	Non-Auto Vehicle Sales or Rental	§ 890.69	P

1 2	<u>841.76</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b),</u> <u>202.13</u>	<u>P</u>
3 4	<u>841.77</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within</u> <u>an enclosed building</u>

6 \* \* \* \*

7 **SEC. 842. MUO – MIXED USE-OFFICE DISTRICT.**

8 \* \* \* \*

9 **Table 842**

10 **MUO – MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE**

11 12	No.	Zoning Category	§ References	Mixed Use-Office District Controls
13	* * * *			
14	<b>Motor Vehicle Services</b>			
15	* * * *			
16	842.75	Non-Auto Vehicle Sales or Rental	§ 890.69	P
17	<u>842.76</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b),</u> <u>202.13</u>	<u>P</u>
18	<u>842.77</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within</u> <u>an enclosed building</u>

24 \* \* \* \*

1 **SEC. 843. UMU – URBAN MIXED USE DISTRICT.**

2 \* \* \* \*

3 **Table 843**

4 **UMU – URBAN MIXED USE DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	Urban Mixed Use District Controls
* * * *			
<b>Motor Vehicle Services</b>			
<u>843.68</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>P</u>
<u>843.69</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within an enclosed building</u>
843.70	Vehicle Storage - Open Lot	§ 890.131	NP

16 \* \* \* \*

17  
18 **SEC. 844. WMUG – WSOMA MIXED USE-GENERAL DISTRICT.**

19 \* \* \* \*

20 **Table 844**

21 **WMUG – WSOMA MIXED USE-GENERAL DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	WSoMa Mixed Use- General District Controls
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* * * *			
<b>Motor Vehicle Services</b>			
* * * *			
844.75	Non-Auto Vehicle Sales or Rental	§ 890.69	C
<u>844.76</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>P with no ingress/egress onto alleys, as defined in the Western SoMa Community Plan, within or along any RED or RED-MX Districts</u>
<u>844.77</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within an enclosed building with no ingress/egress onto alleys, as defined in the Western SoMa Community Plan, within or along any RED or RED-MX Districts</u>

\* \* \* \*

1 **SEC. 845. WMUO – WSOMA MIXED USE-OFFICE DISTRICT.**

2 \* \* \* \*

3 **Table 845**

4 **WMUO – WSOMA MIXED USE-OFFICE DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	WSoMa Mixed Use- Office District Controls
* * * *			
<b>Motor Vehicle Services</b>			
* * * *			
845.75	Non-Auto Vehicle Sales or Rental	§ 890.69	P
<u>845.76</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>P</u>
<u>845.77</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within an enclosed building</u>

19 \* \* \* \*

20 **SEC. 846. SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT.**

21 \* \* \* \*

22 **Table 846**

23 **SALI – SERVICE/ARTS/LIGHT INDUSTRIAL DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	SALI District Controls
* * * *			
<b>Motor Vehicle Services</b>			
* * * *			
846.75	Non-Auto Vehicle Sales or Rental	§ 890.69	P
<u>846.76</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b), 202.13</u>	<u>P</u>
<u>846.77</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within an enclosed building</u>

\* \* \* \*

**SEC. 847. RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT.**

\* \* \* \*

**Table 847**

**RED-MX – RESIDENTIAL ENCLAVE-MIXED DISTRICT ZONING CONTROL TABLE**

No.	Zoning Category	§ References	Residential Enclave-Mixed Controls
* * * *			
<b>Automotive Services</b>			

* * * *			
847.63	Public Transportation Facility	§ 890.80	NP
<u>847.64</u>	<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b),</u> <u>202.13</u>	<u>NP</u>
<u>847.65</u>	<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>NP</u>

\* \* \* \*

**SEC. 848. CMUO-CENTRAL SOMA MIXED-USE OFFICE DISTRICT.**

\* \* \* \*

<b>Table 848</b>		
<b>CMUO-CENTRAL SOMA MIXED-USE OFFICE DISTRICT ZONING CONTROL TABLE</b>		
<b>Central SoMa Mixed Use-Office District Controls</b>		
<b>Zoning Category</b>	<b>§ References</b>	<b>Controls</b>
* * * *		
<b>Automotive Use Category</b>		
Automotive Uses*	§ 102	P
<u>Electric Vehicle Charging Location</u>	<u>§§ 102, 202.2(b),</u> <u>202.13</u>	<u>P</u>

<u>Fleet Charging</u>	<u>§§ 102, 303(cc)</u>	<u>C and must be within an enclosed building</u>
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\* \* \* \*

Section 5. Effective Date. This ordinance shall become effective 30 days after enactment. Enactment occurs when the Mayor signs the ordinance, the Mayor returns the ordinance unsigned or does not sign the ordinance within ten days of receiving it, or the Board of Supervisors overrides the Mayor’s veto of the ordinance.

Section 6. Scope of Ordinance. In enacting this ordinance, the Board of Supervisors intends to amend only those words, phrases, paragraphs, subsections, sections, articles, numbers, punctuation marks, charts, diagrams, or any other constituent parts of the Municipal Code that are explicitly shown in this ordinance as additions, deletions, Board amendment additions, and Board amendment deletions in accordance with the “Note” that appears under the official title of the ordinance. The preceding sentence does not apply to Section 3 of the ordinance, which uses a different methodology for amending the sections of the Municipal Code to which it applies.

APPROVED AS TO FORM:  
DAVID CHIU, City Attorney

By: /s/ Robb Kapla  
ROBB KAPLA  
Deputy City Attorney

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**REVISED LEGISLATIVE DIGEST**  
(Amended in Committee, 7/18/2022)

[Planning Code - Electric Vehicle Charging Locations]

**Ordinance amending the Planning Code to create Electric Vehicle Charging Location and Fleet Charging as Automotive Uses, allow conversion of Automotive Service Stations to Electric Vehicle Charging Locations without Conditional Use authorization and principally permit conversion of other Automotive Uses to Electric Vehicle Charging Locations, revise zoning control tables to reflect these changes, and require annual reporting by the Planning Department regarding Electric Vehicle Charging Location and Fleet Charging project approvals; affirming the Planning Department’s determination under the California Environmental Quality Act; and making findings of consistency with the General Plan, and the eight priority policies of Planning Code, Section 101.1, and findings of public necessity, convenience, and welfare under Planning Code, Section 302.**

Existing Law

The Planning Code does not contain definitions or zoning controls for electric vehicle charging locations, stations, or fleet charging. The Planning Code requires a conditional use authorization to convert an existing automobile service station to any other use and allows existing gas stations that do not conform with their zoning to remain in place as long as they continue to sell gasoline.

Amendments to Current Law

The Proposed Legislation would add three new definitions to the Planning Code: (1) Electric Vehicle Charging Station (EVCS)—the equipment to charge an electric vehicle; (2) Electric Vehicle Charging Location—a retail automotive use where the general public can pay to charge electric vehicles using EVCSs and access typical gas station services such as restrooms, snacks and refreshments, and vehicle necessities; and (3) Fleet Charging—EVCSs that are dedicated or reserved for specific users by contract or other arrangement and are not available for use by the general public.

The Proposed Legislation would allow existing gas stations to convert to Electric Vehicle Charging Locations without needing conditional use authorization, including in areas where the existing gas station is nonconforming. Further, the Proposed Legislation would allow conversion of any existing Automotive Use to an Electric Vehicle Charging Location regardless of underlying zoning and without Section 311 notice.

The Proposed Legislation would also amend the zoning control tables for several non-residential districts across the City to allow Electric Vehicle Charging Locations by right (e.g.,

PDR and certain Mixed Use districts), pursuant to conditional use authorization (e.g., all Neighborhood Commercial and Chinatown Districts), or prohibit them (e.g., Residential-Enclave Mixed and all Residential Districts). Fleet Charging as a principal use (locations that have no retail EVCS access for the general public) would only be allowed pursuant to conditional use authorization in PDR Districts, Downtown Commercial Districts and certain Neighborhood Commercial, Eastern Neighborhoods Mixed Use, and Industrial Districts (but only when located within an enclosed building). Throughout the rest of the City, Fleet Charging as a principal or accessory use would not be permitted.

The Proposed Legislation includes criteria the Planning Commission must consider when evaluating a Fleet Charging use for conditional use authorization. These criteria include the whether the use would induce passenger vehicle demand in a congested or transit-rich area; whether the use would unduly impact pedestrian, bicycle, transit, or traffic in the area; and whether the proposed fleet has sufficient vehicle storage near within or near the City to accommodate the vehicles when not in use.

The Proposed Legislation would allow Electric Vehicle Charging Locations to charge vehicles and have EVCSs located within the setbacks of underlying zoning, but would require any ancillary structures—restrooms, vending machines or snack bars—adhere to any underlying setback requirements. The Proposed Legislation would also exempt Electric Vehicle Charging Locations from the notification provisions of Section 311 of the Planning Code.

Finally, the Proposed Legislation would require the Planning Department issue annual reports to the Board of Supervisors and Mayor’s Office detailing the location and approval of all retail Electric Vehicle Charging Locations and Fleet Charging locations approved since the zoning changes were enacted.

#### Background Information

This is a duplicate of a substitute ordinance, the original ordinance was introduced on January 11, 2022. The substitute ordinance was further amended at Land Use Committee on July 11 and July 18, 2022 to remove the ability for Fleet Charging to be an accessory use to any other principal use, and to make Fleet Charging a conditional use in PDR districts that the previous version of the ordinance had permitted by right (PDR-1-D, PDR-1-G, and PDR-2). This ordinance was duplicated from the amended substitute ordinance at the July 18, 2022 meeting and the conditional use authorization criteria were amended to this duplicate ordinance.

Local and state law streamline permitting for applicants installing EVCS equipment to existing uses, such as parking spaces serving office buildings, retail establishments, or private residences. But there is no explicit provision in the Planning Code that governs the establishment of electric vehicle charging as a principal use—where the parcel contains no commercial or residential use other than for customers to charge their electric vehicle and access ancillary services—like traditional gas stations. The Proposed Legislation would

address this issue by (1) defining Electric Vehicle Charging Location and subject the use to similar zoning conditions as new and existing/non-conforming gas stations, and (2) defining Fleet Charging as an automotive principal use generally confined to industrial and more intense mixed use districts. Finally, the annual reporting requirement will allow the City to monitor imbalances in geographic distribution, the effectiveness of the provisions in assisting the transition of gas to electric vehicles, and consistency with Transit-First policy.

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