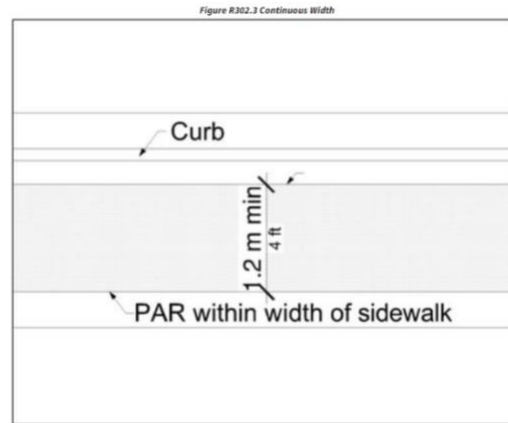


Curbside EV Charging Pilot Program Guidelines

In addition to the criteria described below and in the application form, the City may consider other qualities of a proposed location, technology, and project during selection, including considerations that arise as the City completes its Feasibility Study over the summer.

LOCATION REQUIREMENTS AND SELECTION CRITERIA

- a. **Accepted, DPW right-of-way:** For the purposes of this Pilot Program, locations must be in San Francisco Department of Public Works (DPW) right-of-way. Locations cannot be on private property, Recreation and Park Department property, SF Port property, Caltrans property, or any other entity's property. Visit the following website to confirm jurisdiction: <https://bsmnt.sfdpw.org/mapviewer/>.
- b. **Parking adjacent to curb:** No part of the charging infrastructure including the charging cord may overhang a path of travel (e.g., bike lane, traffic lane). As such, the parking space must be adjacent to the sidewalk. Locations with floating parking are NOT eligible.
- c. **Non-commercial corridor:** With significant demand for curb along commercial corridors, it is important to retain that space for commercial activities and regulations that enable turnover for loading and visitors. For the purposes of this Pilot Program, proposed locations can be adjacent to but should not be on commercial corridor streets.
- d. **No regulatory, emergency access nor clearance conflicts:**
 - **Regulatory:** Prospective locations cannot be in red curb, signed no parking or no stopping, within 20 feet* of an approach of intersection (*additional distance may be required depending on characteristics of intersection to ensure proper visibility), bus stop/flag stop, loading zone or otherwise reserved parking (e.g., Authorized Vehicles Only).
 - Proposed locations may have other parking regulations including meters, residential permit parking, or time limits.
 - **Emergency Access:** Prospective locations cannot block infrastructure (e.g., hydrant) or points of entry for emergency vehicles.
 - **Clearance:** Prospective locations cannot impact clearance for turning vehicles.
- e. **Accessibility requirements**
 - **Sidewalk clearance:** Infrastructure must be placed at least 24 inches from the outside edge of the sidewalk curb where parallel parking is allowed, and at least 48 inches from the outside edge of the sidewalk curb where diagonal or perpendicular parking is allowed. Infrastructure cannot obstruct the path of travel for people using the sidewalk; pedestrian path-of-travel clearance must be at least 4 feet. (<https://www.access-board.gov/prowag/proposed/chapter-r3-technical-requirements/>)



- **Slope:** Grade cannot exceed 5%. Calculation must account for street and curb ramp gradients. For street slope, you may consult the City's records at <https://bsmnt.sfdpw.org/mapviewer/>.
 - **Ramp access:** At least one electric vehicle charging space must have access to a curb ramp.
- f. **Equity:** In selecting applications to move forward in the process, the City aims to prioritize an equitable distribution of locations. The City will consider elements such as density, socioeconomic demographics (considering both the City's [Environmental Justice Communities](#) and the State's Priority Populations for climate investments ([Low-Income or Disadvantaged Communities](#))), proximity to multiunit dwellings, and/or Supervisor district.

INTENDED POWER SOURCE

You may seek a new electric service or work with a property owner to interconnect behind-the-meter. The power source should be renewable where possible, and, by the time of installation, should have capacity to support the proposed EV charging load.

Potential providers may include:

- San Francisco Public Utilities Commission: <https://sfpuc.org/construction-contracts/design-guidelines-standards/hetch-hetchy-power>
- PG&E: <https://www.pge.com/en/account/service-requests/building-and-renovation.html>

DATA REPORTING PLAN

The goal of this demonstration project intake process is to collect data and other feedback on pilot curbside charging technologies and locations, which will inform how the City may pursue a permanent program.

At a minimum, selected applicants will be required to provide (1) any and all data specified within the reporting requirements for State-funded charging infrastructure as defined by California Assembly Bill 2061 and (2) the following data reports on at least a monthly basis:

- Charging station and port ID (if applicable)
- Average daily uptime (minutes and %)
- Total charging sessions count

Last updated: June 13, 2024

- Successful charge attempt rate (%)
- Charging sessions count by vehicle make/model
- Number of unique users
- Average session length (minutes)
- Average daily utilization (minutes and %)
- Peak utilization time of day
- Average daily dwell time (post-charging session)
- Catalog and summary of customer inquiries, responses, and response times
- Description and count of maintenance and vandalism events
- Power usage (kWh)
- Estimate greenhouse gas savings

The City is interested in projects that will provide further data granularity (e.g., at the weekly or daily level) and/or access to real-time availability and utilization data, and additional quantitative and qualitative data such as information on non-EV dwell time, additional user demographics, user surveys, and neighborhood/community surveys. The more information the City is able to gather from a demonstration project, the better we are able to address impacts and design a permanent program that supports SF residents' and businesses' needs and goals.