

Appendix 1

Curbside Electric Vehicle Charging Permit: Site Specifications

Version 08.26.2026

Introduction

The following Curbside Electric Vehicle Charging site specifications are intended to ensure that approved Curbside Electric Vehicle Charging Operators (Operator) meet their obligations under the law, and, where applicable, under their permit, or other authorization. All Curbside Electric Vehicle Charging Station installations must comply with all applicable laws, including, but not limited to, San Francisco Transportation Code and Public Works Code requirements, and any applicable requirements from the San Francisco Public Utilities Commission (SFPUC), and Pacific Gas & Electric Company (PG&E) utility standards. Unauthorized installations or violations of these requirements may result in citations, penalties, equipment removal, or permit revocation. These site specifications are intended to provide general direction and do not supersede any applicable legal or permit requirements. All proposed Curbside Electric Vehicle Charging sites remain subject to review and approval. These specifications may be amended from time to time.

Defined Terms

Any capitalized terms that are not otherwise defined below shall have the meaning ascribed in Article 900 of the San Francisco Transportation Code.

- **Accessible Electric Vehicle Charging Stall:** A Curbside Electric Vehicle Charging Stall that meets all the requirements for Accessible Path of Travel and Accessible Electric Vehicle Charging Stall layout described in the Accessibility Requirements section of this document.
- **Curbside Electric Vehicle Charging Access Aisle:** A designated 5-foot space adjacent to an Accessible Electric Vehicle Charging Stall that provides room to enter and exit a vehicle, particularly for users of wheelchairs, scooters, or other mobility devices. Curbside Electric Vehicle Charging Access Aisles are only required in perpendicular and angled parking configurations.
- **Curbside Electric Vehicle Charging Accessible Path of Travel:** A continuous, 4-foot-wide unobstructed route that allows people with disabilities to traverse from the Accessible Electric Vehicle Charging Stall to the Curbside Electric Vehicle Charging Station.

- **Curbside Electric Vehicle Charging Site Cluster:** All Curbside Electric Vehicle Charging Stalls within a 0.25-mile radius. Each Curbside Electric Vehicle Site Cluster shall contain at least one Accessible Electric Vehicle Charging Stall.
- **Curbside Electric Vehicle Charging Stall:** A single parking space that is designated for electric vehicle charging only and allows one electric vehicle to charge at a time.
- **Curbside Electric Vehicle Charging Station:** The equipment and associated infrastructure required to deliver power to charge an electric vehicle parked curbside.
- **Curbside Electric Vehicle Charging Site Permit Area:** The area encompassing the Curbside Electric Vehicle Charging Station, the Curbside Electric Vehicle Charging Stall, all required clearances surrounding both, including, where applicable access aisles and paths of travel, and new pathways used to supply electrical power from an interconnection point.

A. Specifications Summary

The following specifications are intended to ensure Operator properly installs Curbside Electric Vehicle Charging Stalls in the Site Permit Area within the public right-of-way in San Francisco.

In addition to the following specifications, Operator must ensure placement decisions meet accessibility requirements specified in the Accessibility Requirements section of this document.

1. **Jurisdiction Requirements:** Curbside Electric Vehicle Charging Site Permit Area, which includes both the Charging Stations and Charging Stalls, must be located solely in the public right-of-way under the jurisdiction of the SFMTA or SFPW in the City; and may not be placed on property under the jurisdiction of the SF Port, SF Recreation and Parks, Caltrans, or private property, without prior approval.
2. **Non-Commercial Corridor:** With significant demand for curb space along commercial corridors, it is important to retain that space for commercial activities and regulations that enable turnover for loading and visitors. Proposed locations can be adjacent to but may not be on commercial corridor streets.
3. **Zoning Restrictions:** Curbside Electric Vehicle Charging Stations and Charging Stalls may only be installed in locations approved under the SFMTA Curbside Electric Vehicle Charging Program. Installations are prohibited in red zones, blue zones, green zones, white passenger loading zones, yellow commercial loading zones, bus stops, Muni stops, bikeways, daylighting zones, narrow sidewalks (less than 8 feet wide), commercial metered corridors, and other restricted curb areas.

4. **Safety in the Public Right-of-Way:** Curbside Electric Vehicle Charging Stations and Charging Stalls must not pose tripping hazards, electrical shock hazards, obstruct sightlines, or create unsafe conditions for any road or sidewalk users. All infrastructure must be securely mounted, weather resistant, and compliant with permitting requirements. Charging cables must be managed to prevent hazards.
5. **Intersection and Visibility Clearance:** Curbside Electric Vehicle Charging Stations and Charging Stalls must be set back a minimum of 20 feet from intersections, marked or unmarked crosswalks, curb ramps, and transit stops to maintain visibility and daylighting per . They must not obstruct sightlines at intersections, driveways, stop signs, or bike lanes.
6. **Street Trees and Landscaping:** Curbside Electric Vehicle Charging Stations must avoid street tree root protection zones and landscaped strips.
7. **Street Furniture Clearances:** Curbside Electric Vehicle Charging Stations must not conflict with street furniture including, but not limited to benches, transit shelters, kiosks, bike racks, trash cans, mailboxes, fire hydrants, utility poles, streetlights, traffic signal poles, above-ground cabinets, and other existing fixtures.
8. **Utility Connection Requirements:** All Electric Vehicle charging equipment must be connected to electrical service in compliance with SFPUC, PG&E and/or Department of Building Inspection (DBI) utility standards. Operator is responsible for securing all required electrical approvals, conducting necessary utility coordination, and ensuring that conduit, transformer capacity, meter installations, and any needed service upgrades are completed prior to activation. Operator 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 Electric Vehicle charging load. Potential providers may include:
 - a. San Francisco Public Utilities Commission:
 - b. PG&E: [EV Power Ready Program](#)
 - c. San Francisco Department of Building Inspection: [Electrical Permit Application](#)
9. **Other Site Factors and Eligibility:** Please note that the SFMTA may consider the following factors and any other factor the Director of Transportation (Director) determines to be relevant when assessing sites:
 - a. whether the site occupies or interferes with a traffic lane;

- b. whether the site interferes with or delays public transit service, or impedes transit maintenance, operations, or access, including any specific requirements regarding the operation of a particular type of SFMTA transit vehicle, transit line, transit stop, or other factors or considerations;
 - c. whether the site displaces a transit stop;
 - d. whether the site significantly interferes with the movements of pedestrians or bicyclists, or creates hazardous conditions for pedestrians or bicyclists;
 - e. whether the site significantly impacts vehicular traffic and loading;
 - f. whether the site significantly impacts paratransit or ADA accessible loading or access;
 - g. whether the site significantly impacts existing infrastructure or installations near parking spaces including bikeshare stations, existing parklets, and expanded sidewalks;
 - h. the maximum number of Curbside Electric Vehicle Charging Stations authorized under the Curbside Electric Vehicle Charging Permit Program Citywide and in any given area of the City;
 - i. the availability of parking; and
 - j. access to or from residences and businesses
10. Operator shall receive written approval from the SFMTA of any material changes to the site plan submitted as part of the Site Permit Application. This shall include, but not be limited to, changes in Charging Station location to accommodate utility connections.
11. **Overconcentration:** Notwithstanding any other requirement, the Director may deny a Site Permit if issuing a permit would lead to an over-concentration of Curbside Electric Vehicle Charging Stations in the public right-of-way; cause an imbalance in the geographical distribution of stations which are part of the Curbside Electric Vehicle Charging Program; or otherwise not be in the public interest.

B. Accessibility Requirements

The Curbside Electric Vehicle Charging site-related accessibility requirements are comprised of three elements:

1. Accessible Electric Vehicle Charging Stalls per Curbside Electric Vehicle Site Cluster
2. Curbside Electric Vehicle Charging Accessible Path of Travel
3. Accessible Electric Vehicle Charging Stall Layout

Additional accessibility requirements are detailed in Appendix 4: Curbside Electric Vehicle Equipment and Maintenance Standards.

Operator must ensure placement decisions meet the following accessibility requirements and is responsible for meeting all other accessibility requirements provided by federal, state, or local law.

1. Accessible Electric Vehicle Charging Stalls per Curbside Electric Vehicle Site Cluster

At least one Curbside Electric Vehicle Charging Stall within each Curbside Electric Vehicle Charging Site Cluster must be accessible and meet the Curbside Electric Vehicle Charging Accessible Path of Travel and Accessible Electric Vehicle Charging Stall layout requirements detailed below. For example, this means that if there is only one Curbside Electric Vehicle Charging Stall in a quarter mile radius, that Stall must meet the accessibility requirements.

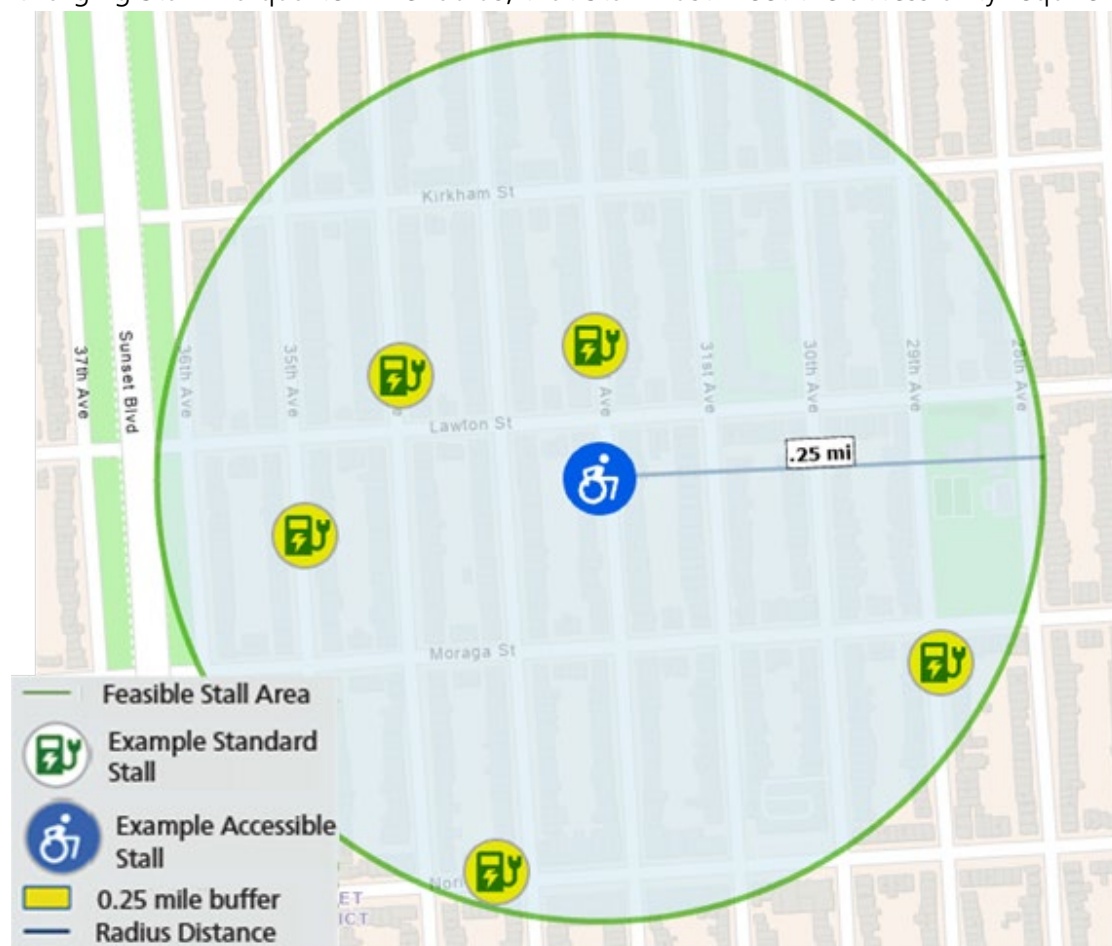


Figure 1. Example of a compliant Curbside Electric Vehicle Site Cluster: one Accessible Electric Vehicle Charging Stall within a 0.25-mile radius

2. Curbside Electric Vehicle Charging Accessible Path of Travel Requirements

In order to provide an Accessible Path of Travel from the Accessible Electric Vehicle Charging Stall to the Curbside Electric Vehicle Charging Station for people with disabilities, Accessible Electric Vehicle Charging Stalls shall have a continuous, minimum four feet wide unobstructed route along the sidewalk and shall meet the following requirements:

- A curb ramp must be located within 20 feet of the front or rear of the Accessible Electric Vehicle Charging Stall. There must not be a driveway in this 20 foot area so the Accessible Path of Travel remains clear.
- The sidewalk along the Accessible Electric Vehicle Charging Stall must be at least 8 feet wide along the full length of the Accessible Stall.
- Charging stations may not be installed where they obstruct the 4 feet of clear width between the building frontage and curb to maintain the accessible path of travel on the sidewalk. See [PROWAG R302.3 Continuous Width](#).
- The Curbside Electric Vehicle Charging Station must be reachable from both the sidewalk and Access Aisle.
- Charging cables shall not obstruct the Accessible Path of Travel. Operators shall use retractable cables or a cable management approach that prevents creating a tripping hazard.
- The sidewalk along the length of the Accessible Electric Vehicle Charging Stall must be free of obstructions — tree wells, planters, bike racks, signal cabinets, and similar features. This keeps the path between the charger, the curb, and the vehicle's charge port unobstructed. This requirement is only for the 20-24 feet immediately next to the Accessible Stall, and is distinguished from the best practice below, which is more expansive and includes the entire Accessible Path of Travel from the Accessible Electric Vehicle Charging Stall to the Curbside Electric Vehicle Charging Station.

Recommendations: Curbside Electric Vehicle Charging Accessible Path of Travel Best Practices

The best practices described below are distinguished from the requirements above in that they are strongly suggested but not required, as it may be difficult to find a location for an accessible stall that meets all best practices. SFMTA Accessible Services staff will be available to provide technical assistance.

- **Curbside Electric Vehicle Charging Station orientation:** The Curbside Electric Vehicle Charging Station serving the Accessible Electric Vehicle Charging Stall is reachable and operable from both street level and sidewalk level.
- **Slope:** The Accessible Electric Vehicle Charging Stall is adjacent to a sidewalk grade of no more than 5% (1/20 slope).
- **Sidewalk obstructions along the Accessible Path of Travel:** In the ideal design, the path for carrying a charging cable from the Charging Station to the curb ramp, and from there to the vehicle, remains free of obstructions such as poles, trees, landscaping, bike racks, hydrants, cabinets, and similar items. Vertical obstructions that are unavoidable, such as stop signs, that are in the cable path between the Charging Station, curb ramp, and vehicle may be permitted on a case-by-case basis. This best practice is distinguished from the requirement above as this best practice may include the 20 feet of red curb adjacent to the Accessible Parking Stall (daylighting). The City will evaluate impacts and may adjust guidance as needed.

3. Accessible Electric Vehicle Charging Stall Layout

Accessible Electric Vehicle Charging Stall dimensions and Curbside Electric Vehicle Charging Station placement vary depending on whether parking is parallel, perpendicular, or angled.

The parallel, angled, and perpendicular Accessible Charging Stall layout requirements are intended to provide access to and from the Accessible Charging Stall to the Charging Station for individuals who are mobility device users, wheelchair users, or may be using a wheelchair accessible vehicle. In an ideal layout, wheelchair users may reach the maximum number of charging port locations either from the sidewalk level or the street level. The layout configurations below maximize accessibility but may not provide universal accessibility in all cases.

Stall Layout: Parallel

For the parallel parking configuration, the Charging Station should be sited 4 feet from the front or rear of the stall. This setback keeps the sidewalk area alongside the Accessible Charging Stall clear so a wheelchair-accessible vehicle's ramp can deploy, and so the vehicle's side-mounted charging ports remain accessible. No infrastructure or vertical obstruction may be placed within the middle of the stall along the sidewalk.

Element	Accessible Stall Requirements	Standard Stall
Stall length (minimum)	20 feet Best Practice: 24 feet	20 feet
Charging Station setback from face of curb	10 inches	12–18 inches

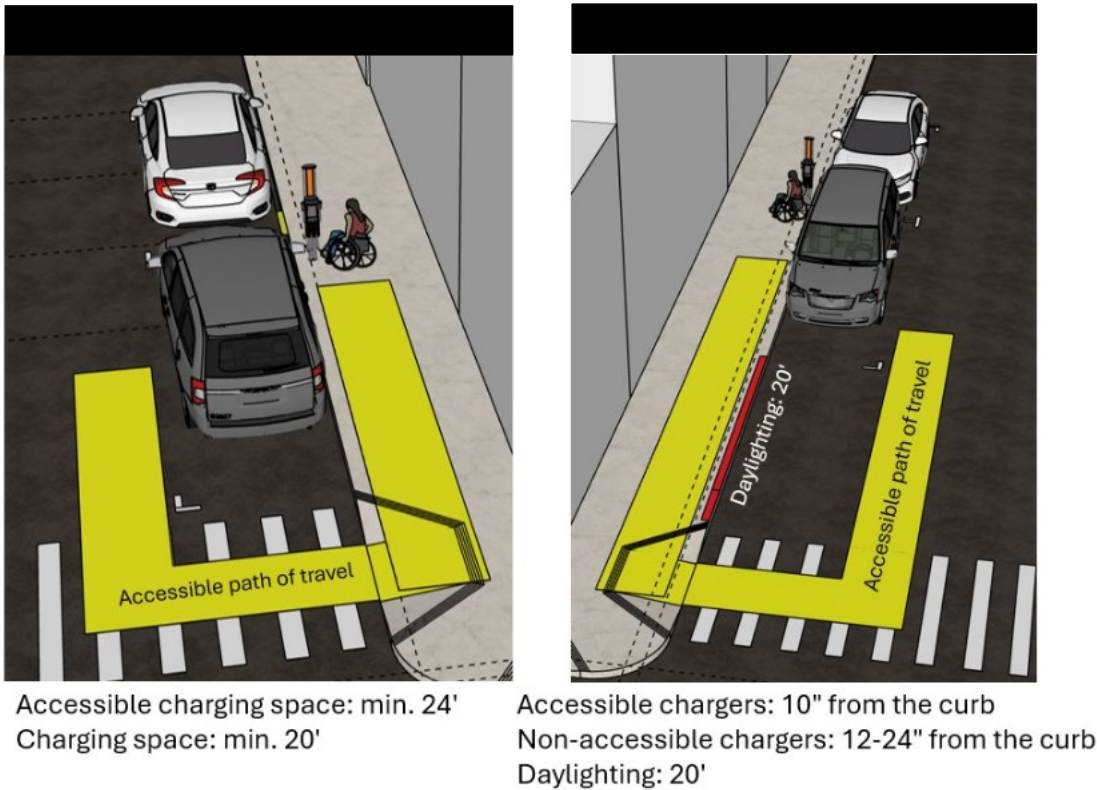


Figure 2. Parallel parking: return and approach configurations.

Stall Layout: Angled and perpendicular

The Access Aisle is the 5-foot space immediately adjacent to the Accessible Charging Stall on the side of the stall closest to the curb ramp, designated by hash marks. The Access Aisle is required to allow entry and exit for users of wheelchairs and other mobility devices, and it provides space to reach the vehicle’s side-mounted charge ports.

Element	Accessible Stall Requirements	Standard stall
Stall width (minimum)	12 feet	9 feet
Access Aisle	5 feet, required	Not required
Charger setback from face of curb	10 inches	12-24 inches

Angled parking layout examples

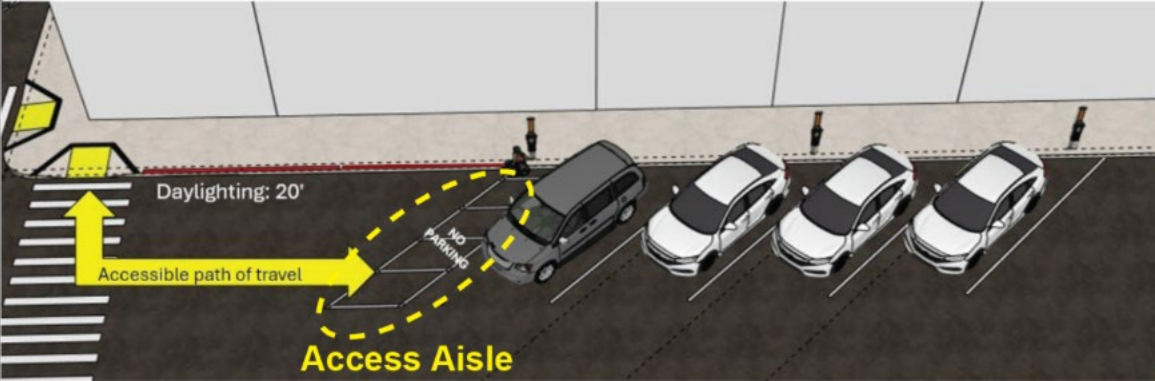


Figure 3. Angled parking approach configuration

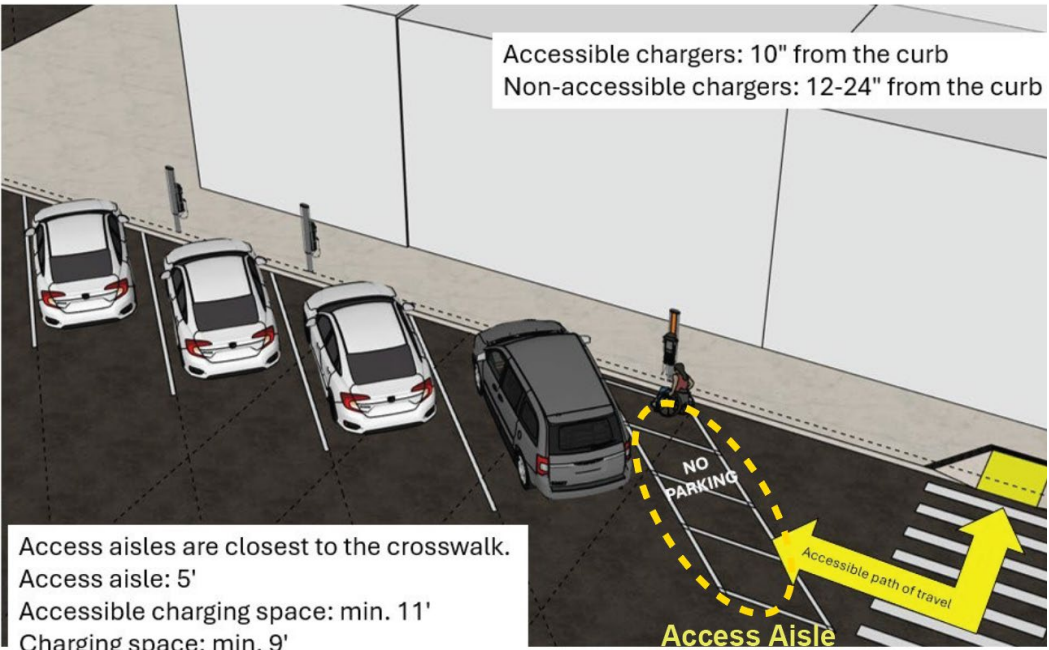


Figure 4. Angled parking return configuration.

Perpendicular parking layout examples

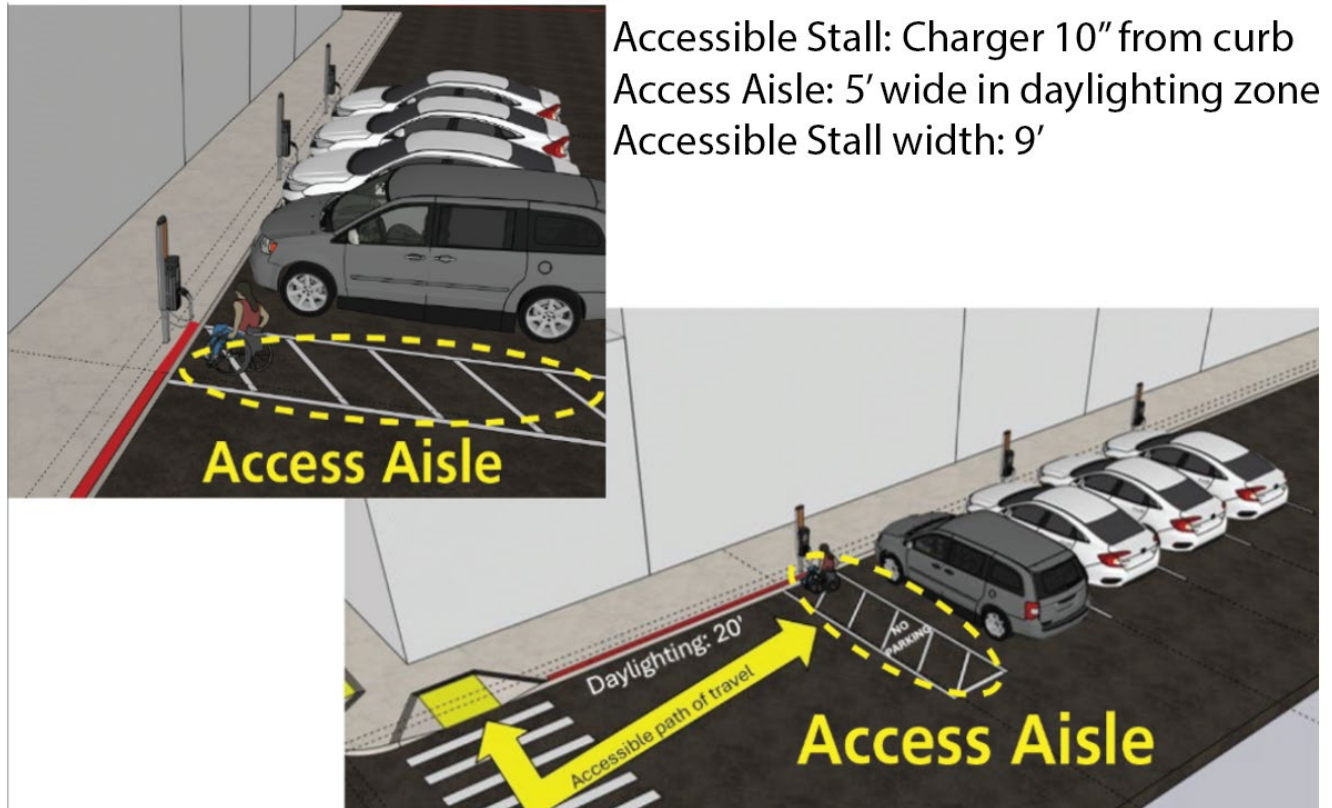


Figure 5. Perpendicular parking — approach configuration.

