

REQUEST FOR COUNCIL ACTION CITY OF SAN DIEGO	CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY) N/A
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TO: CITY COUNCIL	FROM (ORIGINATING DEPARTMENT): Economic Development	DATE: 7/7/2015
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SUBJECT: Municipal Code Changes for the City's Permanent Car Share Program

PRIMARY CONTACT (NAME, PHONE): Jacques Chirazi, 619-236-6326	SECONDARY CONTACT (NAME, PHONE): Lydia Moreno, 619-236-6320
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COMPLETE FOR ACCOUNTING PURPOSES

FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

COST SUMMARY (IF APPLICABLE): N/A

ROUTING AND APPROVALS

CONTRIBUTORS/REVIEWERS:	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
Financial Management	ORIG DEPT.	Moreno, Lydia	07/10/2015
Comptroller	CFO		
Liaison Office	DEPUTY CHIEF	Graham, David	07/20/2015
Environmental Analysis	COO		
	CITY ATTORNEY	Wander, Adam	
	COUNCIL PRESIDENTS OFFICE		

PREPARATION OF: RESOLUTIONS ORDINANCE(S) AGREEMENT(S) DEED(S)

Approval of the proposed amendments to San Diego Municipal Code (SDMC) for the car share program and electric vehicle charging stations.
 Determining that this project is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) under the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment.
 Direct the City Clerk to file a Notice of Exemption regarding the project with the Clerk of the Board of Supervisors for the County of San Diego.

STAFF RECOMMENDATIONS: Approve Requested Action	
SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)	
COUNCIL DISTRICT(S):	Citywide
COMMUNITY AREA(S):	Citywide
ENVIRONMENTAL IMPACT:	This Activity is a Project as defined in CEQA Guidelines Section 15378(a)(1) and is exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) under the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment.
CITY CLERK INSTRUCTIONS:	

COUNCIL ACTION
EXECUTIVE SUMMARY SHEET
CITY OF SAN DIEGO

DATE: 7/7/2015

ORIGINATING DEPARTMENT: Economic Development

SUBJECT: Municipal Code Changes for the City's Permanent Car Share Program

COUNCIL DISTRICT(S): Citywide

CONTACT/PHONE NUMBER: Jacques Chirazi/619-236-6326

DESCRIPTIVE SUMMARY OF ITEM:

This action is to revise several sections of the San Diego Municipal Code (SDMC) to formalize the City's car share program. This action will provide the City the ability to implement a permanent car share program upon conclusion of the pilot program on October 24, 2015.

STAFF RECOMMENDATION:

Approve Requested Action

EXECUTIVE SUMMARY OF ITEM BACKGROUND:

In 2011, the City of San Diego became the first city in North America to offer an all-electric car sharing network through the Electric Vehicle Car Share Pilot Program with program operator car2go. These vehicles can be rented by the minute any time of the day within a defined operating area. Customers locate vehicles by using a cell phone or the Internet. Vehicles can be used for one way trips and returned anywhere within the defined operating area. Rental fee includes fuel, insurance, parking and maintenance. Additionally, the City's car share pilot program helped to solve the "final mile" problem, getting passengers from a transit point to their final destination.

The Car Share Pilot Program was established by City Council Resolution (No. R-307015 – Attachment A) on September 22, 2011. The original operating agreement with the City's pilot program car share vendor, car2go, was for a term not to exceed three (3) years and a two (2) years extension was approved on October 25, 2015.

With the pilot program about to end, staff was directed to evaluate the effectiveness of the program and begin the process to implement a permanent Car Share Program. After an extensive internal evaluation of the project goals, requirements and timeline, staff recommended to management to pursue the formalization of the City's permanent car share program through the Corporate Partnership Department (CPD). CPD will complete the competitive procurement process in the coming months. After an extensive review process by the car share selection committee, three (3) car share companies were selected. CPD is currently negotiating agreements with these companies.

Since the launch of the three and a half year pilot program, more than 30,000 members are registered to use the 400 car share vehicles located throughout the city. Car2go has grown from approximately 500 trips per week in 2011 and up to 7,000 trips per week in 2015.

Staff's evaluation of the pilot program resulted in the following conclusions:

- The program helped the City achieve its objective to reduce greenhouse gas emissions
- The program provided City residents, employees and visitors with an affordable transportation option
- There was no net fiscal impact to parking meter revenues, as the operator reimburses the City on a monthly basis for use of metered parking spaces
- Interest to see the program implemented citywide

Additionally, car sharing has been shown to mitigate environmental and transportation issues commonly affecting urban communities, including increased traffic congestion and limited infrastructure capabilities.

In order to formalize the City's car share program, several sections of the San Diego Municipal Code (SDMC) have to be amended and effective by the time the pilot program concludes on October 24, 2015. Staff is also proposing SDMC amendments to authorize the creation and enforcement of electric vehicle charging stations zones (Attachment B) which will support the car share program. The SDMC sections proposed to be amended will apply citywide and are as follows:

SDMC §86.0106 Parking Time Limit

- Exempt car share vehicles from parking time limits of 2 hours or more

SDMC §86.0108 Parking, Standing, Loading Zones, Street Sweeping Zones

- Authorize the location of Electric Vehicle Charging Station Zones and Car Share Parking Zones

SDMC §86.0109 Car Share Parking Zones

- No vehicle can stop, stand, or park in a Car Share Parking Zone unless it is a permitted car share vehicle

SDMC §86.0126 Parking Meter — Overtime

- Authorize permitted car share vehicles to exceed parking time limits zones

SDMC §86.0127 Parking Meter — Extra Time Prohibited

- Authorize permitted car share vehicles to park at expired parking meters

SDMC §86.0150 Electric Vehicle

- Only electric vehicles are allowed to park in electric vehicle charging station zones

CITY STRATEGIC PLAN GOAL(S)/OBJECTIVE(S):

Goal # 3: Create and sustain a resilient and economically prosperous City

Objective # 1: Create dynamic neighborhoods that incorporate mobility, connectivity and sustainability

FISCAL CONSIDERATIONS:

This action before the City Council does not have a fiscal impact. Consistent with San Diego City County Policy 100-05, it is the intent of the City to not incur expenses associated with its involvement of this program. All of the costs associated (e.g. parking stalls reconfigurations, parking metered revenues etc) with this program are covered by the operators.

EQUAL OPPORTUNITY CONTRACTING INFORMATION (IF APPLICABLE):

This action is exempt per memo dated 11/14/11.

PREVIOUS COUNCIL and/or COMMITTEE ACTION (describe any changes made to the item from what was presented at committee):

- September 22, 2011(No. R-307015)
Approved of car share pilot program
- October 25, 2013 (No. O-20433)
Extension of car share pilot program

COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:

Since January 2011, Economic Development Department (EDD) has consulted with organizations with parking regulations expertise and electric vehicles services providers. Most recently staff has done presentations to community based organizations to get input on the viability of a permanent car share program in the City. Below is a list of the organizations EDD has engaged.

- San Diego Downtown Partnership
- San Diego Gas & Electric
- SANDAG
- Downtown Parking Management Group
- San Diego Clean Cities Coalition
- Center for Sustainable Energy
- CleanTech San Diego
- Community Planning Groups
- Community Parking Districts
- Business Improvement Districts
- EV Groups

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

Key stakeholder include car share users, car share providers and electric vehicles drivers.

Moreno, Lydia

Originating Department

Graham, David

Deputy Chief/Chief Operating Officer

RESOLUTION NUMBER R- 307015

DATE OF FINAL PASSAGE SEP 28 2011

A RESOLUTION ESTABLISHING THE CITY OF SAN DIEGO'S ALL-ELECTRIC VEHICLE CAR SHARE PILOT PROGRAM.

WHEREAS, a report by the Mineta Transportation Institute entitled "Carsharing and Public Parking Policies: Assessing Benefits, Costs, and Best Practices in North America" issued in March 2010 (Mineta Report) states that 23 to 32 percent of car share participants sold a personal vehicle; and

WHEREAS, the Mineta Report also states that between 29 and 68 percent of car share participants postponed or entirely avoided a car purchase; and

WHEREAS, according to a report issued by the San Diego Association of Governments entitled "On-Street Parking Carshare Demonstration Project" (SANDAG Report), each shared vehicle is estimated to take an average of 15 private vehicles off the road; and

WHEREAS, the SANDAG Report further states car-sharing results in an average net reduction of 40 to 60 percent in per capita driving among participants; and

WHEREAS, in January 2011, San Diego Mayor Jerry Sanders introduced Smart City San Diego (Smart City), a broad public-private collaboration that includes the City of San Diego (City), San Diego Gas & Electric, General Electric, the University of California San Diego, and CleanTECH San Diego, a nonprofit organization that includes business and financial leaders, academic and research institutes, government agencies and other nonprofits; and

WHEREAS, Smart City's objective is to improve the region's energy independence, to empower consumers to utilize electric vehicles, to reduce greenhouse gas emissions, and to encourage economic growth; and

WHEREAS, an all electric vehicle car share program is consistent with Smart City objectives and enables Smart City to quantify the economic impacts of its electric vehicle initiatives, such as cluster growth, incremental job growth and training needs; and

WHEREAS, San Diego Municipal Code sections 86.06 and 86.23 have been amended to allow the use of municipal parking spaces for car share programs (O-2011-126); and

WHEREAS, the City Council seeks to initiate an all-electric vehicle car share pilot program (Pilot Program) in the City to assess whether City residents, employers, and visitors would benefit from a car share program; and

WHEREAS, because an all electric vehicle car share program is consistent with Smart City's objectives as well as the City's efforts to reduce greenhouse gas emissions, provide City residents, employers, and visitors with affordable transportation options, and the City's existing infrastructure, including the 1,000 to 1,500 charging stations to be installed by ECotality Inc. (the "ECotality Project"), the City Council wishes to limit the Pilot Program to all electric motor vehicles; and

WHEREAS, the City Council wishes to designate certain streets or portions of streets for the exclusive parking privilege of motor vehicles participating in the Pilot Program, as described in California Vehicle Code section 22507.1; and

WHEREAS, the City Council also wishes to establish the criteria for a public or private company or organization to participate in the Pilot Program; and

WHEREAS, the City Council resolves to limit this Pilot Program to all-electric vehicles, as allowed under California Vehicle Code section 22507.1; and

WHEREAS, each car share vehicle participating in the Pilot Program will be assigned a parking permit, as required by California Vehicle Code section 22507.1; and

WHEREAS, car2go North America, LLC (car2go), a subsidiary of Daimler North America Corporation, has offered to operate a Pilot Program at no cost to the City; and

WHEREAS, car2go will provide 300 smart for two electric drive vehicles powered by a 30 kW electric propulsion system that can be charged at one of the charging stations within the City; and

WHEREAS, the City would be the first city in North America to have an all electric motor vehicle car share program; and

WHEREAS, car2go is able to deploy an all-electric vehicle fleet and operate a car-share program in a timeframe consistent with the progress of the ECotality Project; and

WHEREAS, this Pilot Program will enable the City to assess over a short period of time not to exceed three years and at no charge to the City whether City residents, employers, and visitors would benefit from an all-electric car share program; and

WHEREAS, an award of a contract for this Pilot Program to car2go does not have to be competitively bid under San Diego Municipal Code section 22.3212(a) because the City will expend less than \$5,000 as a result of this contract; and

WHEREAS, a sole source award of a contract to car2go for this Pilot Program is justified under San Diego Municipal Code sections 22.3212(e) and 22.3037(a) because strict compliance with competitive selection would be unavailing, or would not produce an advantage, or would be undesirable, impractical, or impossible; and

WHEREAS, although this activity is a "project" as defined in CEQA Guidelines section 15378, it is categorically exempt from CEQA pursuant to CEQA Guidelines sections 15301 (existing facilities) and 15306 (information collection); NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego as follows:

1. That the Mayor or his designee is authorized to initiate a Pilot Program consistent with that described the "Agreement for car2go Carshare Program" (Agreement), on file in the Office of the City Clerk as Document No. R-307015, in order to allow the City to assess at no cost to the City, whether City residents, employers, and visitors would benefit from a car share program.

2. That the Pilot Program's operating area includes the streets or portions of streets designated in Exhibit 1 of the Agreement.

3. That the Mayor or his designee may amend this operating plan as deemed appropriate in order to obtain maximum Pilot Program participation and sufficient data for assessment purposes.

4. That the Pilot Program is limited to all electric motor vehicles because these vehicles best address the City's efforts to reduce greenhouse gas emissions within City limits, provide City residents, employers, and visitors with affordable transportation options, and best meet the City's existing infrastructure.

5. That the Mayor or his designee will assign parking permits to each car share vehicle participating in the Pilot Program at the cost described in the Agreement.

6. That the Mayor or his designee is authorized to implement the Pilot Program as described in the Agreement with car2go for a two-year term plus one option year.

APPROVED: JAN I. GOLDSMITH, City Attorney

By 
Mara W. Elliott
Deputy City Attorney

MWE:als
7/22/2011
Or.Dept:CPCI
Doc. No.: 216443_2

I hereby certify that the foregoing Resolution was passed by the Council of the City of San Diego, at this meeting of ~~SEP 13 2011~~.

ELIZABETH S. MALAND
City Clerk

By *Mary Bunnage*
Deputy City Clerk

Approved: 9-28-11
(date)

JS
JERRY SANDERS, Mayor

Vetoed: _____
(date)

JERRY SANDERS, Mayor

NOTICE OF EXEMPTION

(Check one or both)

TO: X RECORDER/COUNTY CLERK
P.O. Box 1750, MS A-33
1600 PACIFIC HWY, ROOM 260
SAN DIEGO, CA 92101-2422

FROM: CITY OF SAN DIEGO
PLANNING DEPARTMENT
1222 FIRST AVENUE, MS 501
SAN DIEGO, CA 92101

 OFFICE OF PLANNING AND RESEARCH
1400 TENTH STREET, ROOM 121
SACRAMENTO, CA 95814

PROJECT NO.: N/A

PROJECT TITLE: **MUNICIPAL CODE CHANGES FOR THE CITY'S PERMANENT CAR SHARE PROGRAM**

PROJECT LOCATION-SPECIFIC: City of San Diego; within all Council Districts (1-9) and Community Planning Areas.
PROJECT LOCATION-CITY/COUNTY: San Diego/San Diego

DESCRIPTION OF PROJECT: Municipal Code Changes for the City's Permanent Car Share Program to formalize the program and to provide the City with the ability to implement a permanent car share program upon conclusion of the pilot program on October 24, 2015. This action would amend the following sections of the Municipal Code to authorize the creation and enforcement of electric vehicle charging stations:

- SDMC §86.0106 Parking Time Limit
 - Exempt car share vehicles from parking time limits of 2 hours or more
- SDMC §86.0108 Parking, Standing, Loading Zones, Street Sweeping Zones
 - Authorize the location of Electric Vehicle Charging Station Zones and Car Share Parking Zones
- SDMC §86.0109 Car Share Parking Zones
 - No vehicle can stop, stand, or park in a Car Share Parking Zone unless it is a permitted car share vehicle
- SDMC §86.0126 Parking Meter — Overtime
 - Authorize permitted car share vehicles to exceed parking time limits zones
- SDMC §86.0127 Parking Meter — Extra Time Prohibited
 - Authorize permitted car share vehicles to park at expired parking meters
- SDMC §86.0150 Electric Vehicle
 - Only electric vehicles are allowed to park in electric vehicle charging station zones

NAME OF PUBLIC AGENCY APPROVING PROJECT: City of San Diego

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT: Jacques Chirazi, Business Development Officer
City of San Diego, Economic Development Department
1200 Third Ave., Suite 1400, MS 56D
San Diego, CA 92101
(619) 236-6326

EXEMPT STATUS: (CHECK ONE)

- () MINISTERIAL (_____)
- () DECLARED EMERGENCY [SEC. 15269 (A)]
- () EMERGENCY PROJECT [SEC. 15269 (B) AND (C)]
- () CATEGORICAL EXEMPTION:
- (X) OTHER: SECTION 15061(b)(3) – GENERAL RULE

REASONS WHY PROJECT IS EXEMPT: The City of San Diego conducted an environmental review of the Municipal Code Changes for the City's Permanent Car Share Program and determined that this project is exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Section 15061(b)(3) of the CEQA guidelines. Exemption 15061(b)(3) consists of an activity covered by the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. This action would formalize the City's Car Share Program by amending several sections of the Municipal Code to authorize the creation and enforcement of electric vehicle charging station zones to support the program and would not result in a significant effect on the environment.

CONTACT PERSON: Myra Herrmann

TELEPHONE: (619) 446-5372

IF FILED BY APPLICANT:

- 1. ATTACH CERTIFIED DOCUMENT OF EXEMPTION FINDING.
- 2. HAS A NOTICE OF EXEMPTION BEEN FILED BY THE PUBLIC AGENCY APPROVING THE PROJECT?
 YES NO

SENIOR PLANNER

July 20, 2015

SIGNATURE/TITLE

DATE

CHECK ONE:

- SIGNED BY LEAD AGENCY
- SIGNED BY APPLICANT

DATE RECEIVED FOR FILING:

A panoramic view of the San Diego skyline across the water, featuring various skyscrapers and buildings under a clear blue sky.

The City of
San Diego
America's Finest City



Public Safety and Livable Neighborhoods Committee

July 29th, 2015

Economic Development Department

San Diego Municipal Code Changes for the City's Permanent Car Share Program





Proposed San Diego Municipal Code Changes

- **Parking Time Limit**
 - Exempt car share vehicles from parking time limits of 2 hours or more
- **Parking, Standing, Loading Zones, Street Sweeping Zones**
 - Authorize the location of Electric Vehicle Charging Station Zones and Car Share Parking
- **Car Share Parking Zones**
 - No vehicle can stop, stand, or park in a Car Share Parking Zone unless it is a permitted car share vehicle





Proposed San Diego Municipal Code Changes (Con't)

- **Parking Meter — Overtime**
 - Authorize permitted car share vehicles to exceed parking time limits zones
- **Parking Meter — Extra Time Prohibited**
 - Authorize permitted car share vehicles to park at expired parking meters
- **Electric Vehicle**
 - Only electric vehicles are allowed to park in electric vehicle charging station zones





Parking Restrictions

Car Share Vehicles must:

- Comply with street sweeping requirements.
- Cannot end rental period in white, yellow, or blue parking zones at anytime.
- Cannot park in time 15 mins, 30 mins and 1 hour parking zones. (unless car share customer pays for the meter)



The City of
San Diego
America's Finest City



STRIKEOUT ORDINANCE

OLD LANGUAGE: ~~Struck Out~~
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ORDINANCE NUMBER O- _____ (NEW SERIES)

DATE OF FINAL PASSAGE _____

AN ORDINANCE AMENDING CHAPTER 8, ARTICLE 6, DIVISION 1 OF THE SAN DIEGO MUNICIPAL CODE BY AMENDING SECTIONS 86.0106, 86.0108, ~~86.0109, 6.0123,~~ 86.0126, ~~AND~~ 86.0127; AND BY ADDING NEW SECTIONS 86.0150 AND 86.0151, - ALL RELATING TO CAR SHARE AND ELECTRIC VEHICLE PARKING.

§86.0106 Parking Time Limit

The City Manager is authorized to determine the parking time limit on any designated street or portion thereof. Such limitations shall be effective when appropriate signs giving notice thereof are erected upon such street.

Notwithstanding the foregoing, car share vehicles that are part of a fleet owned and operated by a Ceity--approved car share vendor to exceed posted 2, 4, 6, 8 and 9 are exempt from parking time limits of 2 hours or more, except when parked at an electric vehicle charging station or in an electric vehicle charging station zone-hour parking limit zones on any City street.

§86.0108 Parking, Standing, Loading Zones, Street Sweeping Zones

The City Manager is hereby authorized to determine the location of Loading Zones, Passenger Loading Zones, Bus Loading Zones, Taxi Zones, prohibited Standing or Parking Zones, Time-Limited Parking Zones of 30 Minutes or Less, Time-Limited Parking Zones for Ballpark Event Residential Permit Parking Districts, Safety Zones, Disabled Persons Parking Zones, Alley Parking Zones, Consular Parking Zones, Street Sweeping Zones, Pedicab Resting Zones, Pedicab Parking Zones, Electric Vehicle Charging Station Zones, and Car Share Parking Zones. Such zones shall be effective when appropriate signs or curb markings giving notice thereof are erected upon such zones. —

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~~§86.0109 — Temporary No Parking~~

~~The Chief of Police is authorized to erect or place temporary “No Parking” signs on streets or portions thereof:~~

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~~(a) — Where such street is undergoing repairs, construction or the installation of underground utilities; or,~~

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~~(b) — Where the use of such street is authorized for purposes other than the normal flow of traffic; or,~~

~~(c) — Where such street is being used for the movement of equipment, articles or structures of unusual size. Such temporary “No Parking” signs shall be erected or placed at least 24 hours prior to the removal of any vehicles under or pursuant to Section 81.09.~~

~~§86.0110 — Car Share Parking Zones~~

~~No person shall stop, stand, or park any vehicle in a Car Share Parking Zone, unless that vehicle is a car share vehicle that is part of a fleet operated by a City-approved car share vendor selected through a competitive process to participate in a City car share program.~~

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~~§86.01101 — Vehicles Backed to Curb~~

~~———— [No change in text]~~

~~§86.01112 — Parking on a Grade~~

~~———— [No change in text]~~

~~§86.01122 — Standing or Parking in Specified Places Prohibited~~

~~———— [No change in text]~~

~~§86.01134 — Parking on Private Property Prohibited~~

~~———— [No change in text]~~

~~§86.01145 — Parking or Standing in Disabled Persons Parking Zones~~

~~———— [No change in text]~~

~~§86.01156 — Parking or Standing in Consular Parking Zones~~

~~———— [No change in text]~~

~~§86.01167 — Parking or Standing in Fire Apparatus Access Roadways~~

~~———— [No change in text]~~

~~§86.01178 — Parking or Standing in Designated Street Sweeping Zones at Certain Posted Times~~

~~———— [No change in text]~~

~~§86.01189 — Parking in Excess of Seventy Two (72) Hours Prohibited~~

~~———— [No change in text]~~

~~§86.011920 — Stopping or Standing in Loading Zones~~

_____ [No change in text]

~~§86.01201~~ ~~Same~~ ~~Bus Loading Zone~~

_____ [No change in text]

~~§86.01212~~ ~~Parking in Alleys~~

_____ [No change in text]

~~§86.01222~~ ~~Standing or Loading only In Certain Places~~ ~~Sight Seeing Bus Loading Zone~~

[No change in text] ~~§86.0123~~ ~~Parking Meter Rates – Authority~~

_____ (a) _____ [No change in text]

_____ (b) _____ [No change in text]

(c) _____ When any vehicle is parked in any space alongside of or next to a single-space parking meter which is located in accordance with the provisions of this chapter, or when any vehicle is parked in any space or zone adjacent to which a multi-space parking meter is located in accordance with the provisions of this chapter, the operator of said vehicle shall, upon entering said parking space or zone, immediately cause to be deposited coins in the appropriate denomination, or otherwise immediately purchase time using an approved method of payment, according to the time interval desired within the maximum limit and the posted parking rates. ~~Notwithstanding the foregoing, -car share vehicles that are part of a fleet operated by a City-approved car share vendor permitted car share vehicles that are operated as part of a fleet owned and operated by a City approved car share vendor~~

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that was selected through a competitive process to participate in a City car share program are exempt from immediately purchasing time.

~~§86.01234 — Parking Meter Rates — Authority~~

~~(a) [No change in text]~~

~~(b) [No change in text]~~

~~(c) When any vehicle is parked in any space alongside of or next to a single-space parking meter which is located in accordance with the provisions of this chapter, or when any vehicle is parked in any space or zone adjacent to which a multi-space parking meter is located in accordance with the provisions of this chapter, the operator of said vehicle shall, upon entering said parking space or zone, immediately cause to be deposited coins in the appropriate denomination, or otherwise immediately purchase time using an approved method of payment, according to the time interval desired within the maximum limit and the posted parking rates. Notwithstanding the foregoing, permitted car share vehicles that are operated as part of a fleet owned and operated by a City approved car share vendor that was selected through a competitive process to participate in a City car share program are exempt from immediately purchasing time.~~

~~§86.01245 — Parking Meters — Parking Regulated~~

~~[No change in text]~~

~~§86.01256~~ ~~Parking Meter Zones~~ ~~Established~~

~~[No change in text]~~

§86.01~~26267~~ **Parking Meter — Overtime**

No person shall permit a vehicle to remain parked in any parking meter zone when the meter, receipt, card, or electronic device, as provided in Section 82.06, shows the parking time has expired.

Notwithstanding the foregoing, car share vehicles that are operated as part of a fleet owned and operated by a City-approved car share vendor are exempt from this section, except when the meter, receipt, card, or electronic device is located in a parking meter zone with a time limit of less than 2 hours.

§86.01~~27278~~ ~~_____~~ **Parking Meter — Extra Time Prohibited**

- (a) No person shall permit a vehicle to remain parked beyond the period of legal parking time established for any parking meter zone.
- (b) No person shall purchase time from any parking meter using any method of payment for the purpose of increasing or extending the parking time of any vehicle beyond the legal parking time which has been established for the parking space or zone adjacent to which said parking meter is placed.
- (c) Notwithstanding the foregoing, car share vehicles that are operated as part of a fleet owned and operated by a City-approved car share vendor are exempt from this section, except when ~~thesuch~~ meter, receipt, card,

or electronic device is located in a parking meter zone with a time limit of less than 2 hours.

~~§86.01289. Parking Meter Time of Operation~~

~~[No change in text]~~

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~~§86.012930. Parking Meter Tampering With~~

~~[No change in text]~~

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~~§86.01301. Parking Meter Slug or Device Prohibited~~

~~[No change in text]~~

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~~§86.01312. City Parking Facilities Regulated~~

~~[No change in text]~~

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~~§86.01323. City Parking Facilities Parking in Marked Zones and Stalls~~

~~[No change in text]~~

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~~§86.01334. City Parking Facilities Penalty. Impounding of Vehicles Authorized~~

~~[No change in text]~~

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~~§86.01345. Disabled Parking in City Parking Facilities~~

~~[No change in text]~~

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~~§86.01356. City Owned Parking Facilities Santa Clara Point Parking of Boats Prohibited~~

~~[No change in text]~~

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~~§86.01367. Display of Warning Devices When Commercial Vehicle Disabled~~

~~[No change in text]~~

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~~§86.01378. Prohibition of Use of Streets for Storage, Service or Sale of Vehicles or For Habitation~~

~~[No change in text]~~

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~~§86.01389 Authority to Remove Vehicles for Sale~~

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~~[No change in text]~~

~~§86.013940 Prohibition of Parking of Oversized, Non-Motorized and Recreational Vehicles~~

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~~[No change in text]~~

~~§86.01401 Exceptions to Prohibition on Parking of Oversized, Non-Motorized and Recreational Vehicles~~

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~~§86.01412 Notice~~

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~~[No change in text]~~

~~§86.01423 Enforcement Remedies~~

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~~[No change in text]~~

~~§86.01434 Permit Process for Temporary Overnight Parking on Public Streets~~

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~~[No change in text]~~

~~§86.01445 Sunset Provision~~

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~~[No change in text]~~

~~§86.0146 Stopping, Standing or Parking On Grade Separations~~

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~~[No change in text]~~

~~§86.0147 Removal of Vehicles From Grade Separations~~

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~~§86.0148 Parking On Median Strip Prohibited~~

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~~§86.0149 Parking On Parkway Restricted~~

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~~include standardized indicators of electrical force, or voltage referred to as Level 1, Level 2, Level 3, and fast charging.~~

~~() *Actively charging means that the electric vehicle is connected to electric vehicle charging station and transferring electric power from the charger to the vehicle on board batteries.*~~

~~(e5) *Actively charging charging process means*~~ *W the time during which ~~hen~~ the connector from the charger at a charging station is inserted into the electric vehicle inlet and electrical power is being transferred for the purpose of recharging ~~the~~ the electric vehicle's on-board batteries.*

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~~batteries on board the electric vehicle.~~

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~~(e6) *Electric vehicle charging station means a parking space that is served by a charger battery charging station equipment that has as its primary purpose the transfer of electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.*~~

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~~(e7) *Electric vehicle charging station zones means a dedicated parking zone for electric vehicles to park and actively connect to an electric vehicle charging station. Non electric vehicles are prohibited to park in these zone(s)chargers.*~~

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~~(e8) *A Connector is means a device inserted into the inlet for an electric vehicle that establishes an electrical connection from the charger*~~

to the electric vehicle for the purpose of charging and exchanging information.

(9) Inlet means the device on the electric vehicle into which the connector is inserted for charging and information exchange. - he inlet is considered to be part of the electric vehicle and not part of the

(b) Only pPlug-in electric (PEV) vehicles that are actively charging a, as indicated by the electric vehicle charging station monitor display, may be parked at electric vehicle charging stations or in electric vehicle charging station zones located on any street or any parking facility owned, leased, or operated by the City of San Diego.

(c) No person shall park or cause to be parked or allow to remain standing any vehicle that at an electric vehicle charging station or in an electric vehicle charging station zone located on any street or in any parking facility owned, leased, or operated by the City of San Diego, but unless the vehicle is

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an electric vehicle, is ~~not~~ actively charging, and has not exceeded any applicable parking time limit.

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~~July 9~~ June 9, 2015

Or.Dept:City Planning & Comm. Invest.

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