



SUSTAINABILITY COMMISSION
CITY OF PALM SPRINGS, CALIFORNIA
www.palmsprings-ca.gov www.yoursustainablecity.com

March 19, 2019
5:00 PM

REGULAR
MEETING AGENDA

Palm Springs City Hall
Large Conference Room
 3200 E Tahquitz Canyon Way
 Palm Springs, CA 92262

COMMISSIONERS	
Roy Clark, Chair	Robert McCann, Vice Chair
Carl Baker	John Goins
Jim Flanagan	Lani Miller
David Freedman	T Santora
Jennifer Futterman	Grant Wilson
Greg Gauthier	

Staff representatives: Jay Virata, Director of Community & Economic Development; Patrick Tallarico, Manager, Office of Sustainability; Dan DeGarmo, Program Coordinator; Gary Calhoun, Recycling Coordinator

City of Palm Springs Vision Statement: Palm Springs aspires to be a unique world-class desert community where residents and visitors enjoy our high quality of life and a relaxing experience. We desire to balance our cultural and historical resources with responsible, sustainable economic growth and enhance our natural desert beauty. We are committed to providing responsive, friendly, and efficient customer service in an environment that fosters unity among all our citizens.

Please **MUTE OR TURN OFF** all audible electronic devices for the duration of this meeting. Thank you!

- CALL TO ORDER**
- ROLL CALL**
- ACCEPTANCE OF AGENDA**

CITY MANAGER / STAFF COMMENTS **(5 MINUTES)**
 Branding; Process for Developing Agenda; Renaming of Community Garden; Salton Sea

PUBLIC COMMENTS: This time is for members of the public to address the Sustainability Commission on Agenda items and items of general interest within the subject matter jurisdiction of the Commission. The Commission values your comments but, pursuant to the Brown Act, cannot take action on items not listed on the posted Agenda. Three (3) minutes are assigned for each speaker.

- A. WELCOME AND INTRODUCTIONS** **(5 MINUTES)**
- B. PRESENTATIONS – Richard Noble, Climate Reality Project;** **(10 MINUTES)**
- C. MEETING MINUTES** **(5 MINUTES)**
 February 19, 2019 Regular Meeting Minutes
- D. RECYCLING REPORT - Gary Calhoun** **(5 MINUTES)**
- E. OLD BUSINESS** **(25 MINUTES)**
 - 1. Status of the Leaf Blower Exchange Outreach Programs (AQMD and Palm Springs) and Informational Campaign
 - 2. Status of Household Battery Recycling Program.
 - 3. Status of Polystyrene Container and Plastic Straw Ban.
 - 4. Bicycle Routes and Cycling:

- a. **REQUEST:** In order to allow safe crossing of bikes coming from Belardo and crossing South Palm Canyon just South of the traffic signal at the "Curve" the committee requests that the light timing for South bound traffic right turn signal turn red when the intersection signal for Palm Canyon is red.
- b. **REQUEST:** The committee requests that Staff investigate painting a full green bike lane down Belardo from Ramon to Alejo and provide input on feasibility.
- c. **REQUEST:** Staff shall confirm the revamp at Indian Canyon will include bike lane "sharrows" and signs indicating this street will include a Class three-bike lane.
- d. **REQUEST:** Request that Indian Canyon include a full protected painted bike lane at time of next major capital project.

F. NEW BUSINESS

(45 MINUTES)

1. **Presentation and Discussion:** Signs About Big Horn Sheep in Open Areas – Commissioner Flanagan
2. **"MOTION:** Whereas, the City of Palm Springs Sustainability Plan states that 'sustainability should preserve the environment, strengthen the economy, and increase equity'; Therefore, be it resolved, the Sustainability Commission reaffirms its commitment to preserving natural areas throughout the City and the broader Coachella Valley because of the significant value these open spaces provide to local habitat and the economic vitality of the city. Be it further resolved, the Sustainability Commission hereby requests that the Mayor, City Council, and all relevant Commissions reaffirm their commitment to supporting the preservation of environmentally significant open space for the enjoyment of future generations of Palm Spring residents and visitors." – Commissioner Santora
3. **"MOTION:** The Sustainability Commission approves the draft solar zoning ordinance to encourage the use and development of solar energy systems and solar energy facilities and recommends that the City forward the draft ordinance to the Planning Commission for adoption." – Commissioner Freedman
4. **"MOTION:** Approve up to \$1000.00 for fruit trees to be placed in City parks for Arbor Day Celebration" – Commissioner Futterman

G. COMMITTEE AND COMMISSIONER REPORTS

(45 MINUTES)

1. Standing Subcommittee on Solar and Green Building - Commissioners Freedman, Goins and Flanagan
 - Brief update on zero net energy training efforts
2. Standing Subcommittee on Waste Reduction – Vice Chair McCann, Chair Clark, Commissioner Miller
 - AB 341 (Recycling Requirement), AB 1826 (Organics Management) and SB 1383 (Under development)
 - Discussion of white paper on trash and recycling containers
3. Ad Hoc Subcommittee on Walkability & Pedestrian Planning - Commissioners Wilson, Gauthier, Futterman
 - Discussion of draft report related to e-scooters and initial identification of preferred options.
4. Ad Hoc Subcommittee on Film Festival Programs – Commissioners Futterman and Gauthier
5. Ad Hoc Subcommittee on Bicycle Routes and Cycling – Commissioner Flanagan
6. Ad Hoc Subcommittee on World Environment Day – Commissioners Futterman, Gauthier, Santora
 - Update on planning efforts
7. Wellness – Commissioner Baker
 - Update on next steps related to indoor air quality ordinance language
8. Water - Commissioner Freedman
9. Outreach - Commissioner Futterman

H. COMMISSIONER COMMENTS AND UPCOMING AGENDA DEVELOPMENT

(5 MINUTES)

- I. **ADJOURNMENT** - The meeting of the Sustainability Commission will adjourn to the Regular Meeting of the Sustainability Commission to be held at 5:00 p.m. on Tuesday, April 16, 2019, in the City Hall Large Conference Room, 3200 E Tahquitz Canyon Way, Palm Springs CA 92262. The Sustainability Commission's regular meeting schedule is at 5 p.m. the third Tuesday each month except August unless otherwise noted or amended.

It is the intention of the City of Palm Springs to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee or a participant at this meeting, you need special assistance beyond what is normally provided, the City will attempt to accommodate you in every reasonable manner. Please contact the Office of the City Clerk at (760) 323-8204 at least 48 hours prior to the meeting to inform us of your needs and

Pursuant to G.C. Section 54957.5(b)(2) the designated office for inspection of records in connection with the meeting is the Office of Sustainability, City Hall, 3200 E. Tahquitz Canyon Way, Palm Springs, CA 92262. Agenda and staff reports are available on the City's website www.palmspringsca.gov. If you would like additional information on any item appearing on this agenda, please contact the Office of Sustainability at 760-323-8214.

AFFIDAVIT OF POSTING: I, Patrick Tallarico, Manager of the Office of Sustainability of the City of Palm Springs, California, certify this Agenda was posted at or before 5:00 p.m. on March 14, 2019, as required by established policies and procedures.



Patrick Tallarico, Manager of the Office of Sustainability

CITY OF PALM SPRINGS SUSTAINABILITY COMMISSION: AGENDA DEVELOPMENT PROCESS PRIMER

IDENTIFICATION OF AGENDA TOPIC IDEAS

The Commission works with the City to identify topics for each meeting agenda. Agenda topics typically emerge from the following sources:

- Discussions or public comments at a prior Commission meeting
- Work of Commission standing or ad-hoc subcommittees
- Work of City staff
- Input from City Council
- Commissioner comments

Agenda topics must be submitted to City staff and the Commission Chair no later than the Monday two weeks before a Commission meeting.

REFINEMENT OF AGENDA TOPICS

After an agenda topic has been identified, the Commission Chair and City staff will reach out to leaders of each topic to determine the following:

- The most appropriate place for that item on the agenda
- The approximate time needed
- What information is needed to prepare Commission members for any discussion or decision
- The precise wording of motions or resolutions
- Whether or not any topic is in any way sensitive
- Whether the topic should be deferred to the next meeting

AGENDA REVIEW

The Commission Chair and City staff work to finalize the Commission meeting agenda the Tuesday before the meeting. Between the date topics are due and the Tuesday before the meeting, they may reach out to topic leaders to address outstanding questions.

When the agenda has been finalized, it is submitted to the City Manager for review. If the City Manager is recused from a topic, City staff will work with the Deputy City Manager or City Attorney to determine the proper person to review that agenda topic. If the City Manager suggests any changes to the agenda, City staff will inform the Commission Chair and the topic lead. The City Manager (or other City official) will provide comments no later than noon the Thursday before the meeting. If no comments are received, the agenda will be considered final.

COLLECTION AND POSTING OF MEETING MATERIALS

City staff will collect all materials, including the agenda and background documents, that will be shared with Commission members at the meeting. At a minimum, the agenda and all decisional documents must be collected and distributed to Commission members prior to the meeting at least 72 hours in advance of the meeting for public review. Informational items can be shared at the meeting but should be kept to a minimum. Any additional items shared during the meeting will be posted after the meeting. All materials are posted and archived to the Sustainability Commission Meetings website.



SUSTAINABILITY COMMISSION - REGULAR MEETING MINUTES
Tuesday, February 19, 2019 Palm Springs City Hall, Large Conference Room

CALL TO ORDER: Chair Clark called the meeting to order at **5:00** p.m.

ROLL CALL: A quorum was present for this Regular Meeting of the City of Palm Springs Sustainability Commission.

AGENDA APPROVAL: The agenda was presented by Vice Chair Clark. A motion to approve as posted by Commissioner Baker and seconded by Commissioner Santora and unanimously carried.

	<u>This Meeting</u>	<u>Present to Date</u>	<u>FY 2018/2019 Excused Absences</u>	<u>FY 2018/2019 Unexcused Absences</u>
Roy Clark, Chair	X	31		
Robert McCann, Vice Chair	X	29		
Grant Wilson	E	67	1	
David Freedman	X	41	1	
Jennifer Futterman	X	28	1	
Greg Gauthier	X	22		
John Goins	X	19	2	
T Santora	X	11		
Carl Baker	X	11		
Jim Flanagan	X	1		
Lani Miller	X	1		

X = Present
L = Late

E = Excused (notified Chair and Staff of absence)
U = did not notify of absence

CITY STAFF PRESENT: Patrick Tallarico, Manager, Office of Sustainability; Daniel DeGarmo, Program Coordinator; Gary Calhoun, Recycling Coordinator.

CITY MANAGER / STAFF COMMENTS – Manager Tallarico reported on the following:

- Contact he had with a representative of College of the Desert Palm Springs campus to discuss sustainability efforts;
- The plans for the City's budget development process;
- The receipt of an extension for an existing Electric Vehicle charging station grant to add a Level III charger to City Hall; and
- The Desert Community Energy presentation on the City Council agenda for February 20, 2019.

COMMISSION LIAISON REPORTS – None.

PUBLIC COMMENTS –

Christine Hammond, spoke on the need to irrigate trees properly to prevent them from dying.

A. WELCOME AND INTRODUCTIONS – Chair Clark welcomed the Commissioners of the Class of 2021, returning Commissioner, Vice-Chair McCann and Commissioners Lani Miller and Jim Flanagan. Miller and Flanagan gave a brief introduction of themselves and their particular interests that they would like to pursue as part of the Commission.

B. MEETING MINUTES

January 15, 2019 Regular Meeting minutes approval: Motion by Commissioner Santora to approve as presented, second by Commissioner Baker and approved unanimously by an open vote.

C. RECYCLING REPORT, Recycling Coordinator Gary Calhoun reported that the January 12, 2019 Shredding event was very successful. He also reported on mandatory recycling programs AB 1826, AB341

and SB 1383 that is under development. The City is going to be required to develop ordinances and expand its enforcement efforts to comply with these requirements in the future.

D. OLD BUSINESS

Commissioners discussed the following items. Key points are highlighted.

1. Status of the Leaf Blower Exchange Programs – Manager Tallarico reported that the Leaf Blower Exchange Program was launched for residents through a City rebate program and for Commercial operators through incentives from AQMD. A demonstration workshop of different electric blowers is being scheduled.
2. Status of Household Battery Recycling Program. Manager Tallarico reported that the City is in the process of purchasing products to implement the program and designing a poster that will be used at the recycling stations.
3. Status of Recommended Ban Plastic Containers and Straws at Food Service Establishments. Manager Tallarico reported that the subcommittee has requested an ordinance on this, and more outreach and research is being planned.
4. Status of Construction and Demolition Waste Ordinance. Manager Tallarico reported that more research is being done in light of new laws coming from the State. Any new ordinance developed should be consistent with those new laws.
5. Sustainability Film Series Program, Palm Springs Cultural Center. **“MOTION:** The Sustainability Commission approves sponsorship of the Sustainability Film Series Program, \$2000”. Motion by Commissioner Gauthier, seconded by Commissioner Baker. Motion passed unanimously.
6. Request for input on electric scooters in Palm Springs. Manager Tallarico requested the Commissioners review and comment on the development of an electric scooter ordinance for the City. The group agreed that this would be developed through the Ad Hoc Committee on Walkability and Pedestrian Planning.
7. **“MOTION:** The Sustainability Commission supports in principal, concept, intent, and purpose the ‘Clean Indoor Air and Health Protection’ ordinance of January 2019”. Motion by Commissioner Baker, Seconded by Commissioner Santora.

AYES: 6
NOES: 3
ABSTENTIONS: 1

Commissioners noted the following concerns or suggested changes:

- Add a reference to “elder care facilities” in addition to child care facilities in the “Place of Employment” definition and in Section C.4.
- The ordinance still needs further coordination with the City’s cannabis regulations, which are in both the Municipal Code and the Zoning Code. For example, cannabis is defined in PSMC Section 5.55.050 and the tobacco ordinance should not have a different definition. Any uses permitted for Cannabis Lounge Facilities under the Zoning Code should be permitted under the “Clean Indoor Air and Health Protection” ordinance.
- The ordinance still needs to be reviewed for internal consistency. For example, certain definitions such as “tobacco vending machine” and “vendor assisted” are not used in the text.
- Edit the Human Rights Commission ordinance text as follows to ensure accuracy:
 - Page 1, Section 1, Findings, first “Whereas”, Bullet 2: Smoking has been linked to diseases of nearly all organs of the body. In the United States, smoking is responsible for 87 percent of lung cancer deaths, 32 percent of coronary artery deaths, and 79 percent of all cases of chronic obstructive pulmonary disease; and
 - Page 1, Section 1, Findings, second “Whereas”, Bullet 3: The California Environmental Protection Agency (EPA) concluded that scientific research on environmental tobacco smoke clearly indicates that second hand smoke can: 1) harm the development of the fetus such as in low birth weight and prematurity; 2) infants may be at risk for Sudden Infant Death Syndrome; and 3) Children may become especially susceptible to illnesses such as asthma, bronchitis, and other respiratory and middle ear infections.

E. NEW BUSINESS

Commissioners discussed the following items. Key points are highlighted.

1. Electric Vehicle Charging Strategy. Manager Tallarico reported that additional funding has been received from the State to expand the Electric Vehicle charging station network. Also, the City will be considering a fee for charging services. The Standing Subcommittee on Solar and Green Building will add this to their agenda. Commissioner Flanagan will join this subcommittee.
2. ONE-PS Annual Picnic, March 23, 2019. **MOTION:** The Sustainability Commission approves sponsorship of the ONE-PS Picnic, \$500". Manager Tallarico reported that a request was made at a prior meeting to provide a sponsorship of the ONE-PS picnic. It was noted that the Commission has not paid for sponsorship in the past. Motion by Commissioner Santora and seconded by Commissioner Miller. Chair Clark and Commissioner Freedman recused themselves from discussion and voting as they have an interest in ONE-PS. Motion passed 8-0 on an open vote.
3. **MOTION:** "The Sustainability Commission approves the draft amendments to the wind energy conversion systems ordinance to facilitate the repowering of wind energy conversion systems to take account of energy efficiencies and recommends that the City forward the draft ordinance to the Planning Commission for adoption". Motion by Commissioner Freedman, seconded by Commissioner Baker. Commissioner Freedman reported that new technology has been developed on wind turbines and that this ordinance would raise the height of turbines to 499 feet. The draft amendments will go to the Planning Commission for further development. Noise and wildlife concerns were discussed. Motion passed unanimously on an open vote.

F. COMMITTEE AND COMMISSIONER REPORTS

Commissioners discussed the following items. Key points are highlighted.

1. Standing Subcommittee on Solar and Green Building - Commissioners Freedman and Goins – Commissioner Freedman reported on efforts of bringing the Energy Code Coach training program to the City Building Department with the assistance of CVAG. Funding from CVAG will not be forthcoming so other options are being looked at. He also reported on the upcoming status of DCE startup with the possibility of the City accepting 100% renewable energy as the default setting with the option of opting down. Commissioner Freedman also reported on the process of updating zoning laws in preparation of new solar laws coming from the State. Commissioner Goins suggested that the solar ordinance show provisions for reduced demand versus reduced shading of solar panels. He also commented on house orientation versus lot line orientation and to not limit the size of a solar project to promote more energy independence. Commissioner Goins also stated that the Modernism Week presentation had to be canceled.
2. Standing Subcommittee on Waste Reduction – Vice Chair McCann and Chair Clark. Vice Chair McCann reported on the status of the Anaergia proposal. The Waste Water Treatment Plant will be doing a Capital Improvement Plan. Concerns that the effluent from the Anaergia system may have a negative impact on the water treatment process could make the Anaergia system less desirable. The Engineering Department will be researching any alternatives in relation to this project. Commissioners would like to see the Anaergia project move forward and would like for Engineering to engage Sustainability in the treatment plant analysis. In addition, they requested to receive a copy of the wastewater treatment plant analysis when completed. Vice Chair McCann also reported on the progress of placing trash/recycling containers downtown and what other cities are doing. He is working on a report that will help to provide guidelines for City and residential properties.
3. Ad Hoc Committee on Walkability and Pedestrian Planning – Commissioner Gauthier stated no report.
4. Ad Hoc Subcommittee on Film Festival Programs – Commissioner Futterman reported that the first Sustainable Film Series film will be on February 28th.
5. Ad Hoc Subcommittee on Bicycle Routes and Cycling – Commissioner Flanagan reported on recommendations he has been discussing with the Engineering Department on bike lane improvements. He also discussed recommendations for the traffic light at the Palm Canyon curve, a continuous green bike lane be created on Belardo Road downtown, and adding a sharrow lane on Indian Canyon downtown.
6. Ad Hoc Subcommittee on World Environment Day – Commissioner Futterman reported on the status of the event. They are currently looking for sponsors.

7. Wellness – Commissioner Baker - No further report.
8. Water - Commissioner Freedman reported current numbers for water conservation are at 19.4% in January with a savings over the last twelve months of 14.6% with a cumulative savings of 16.5% since 2016. He also reported that DWA is moving to district elections. DWA is also holding a facilities tour on February 27th.
9. Outreach – Commissioner Futterman reported on Arbor Day and the possibility of providing seedlings for the “For Kids Only” program.

G. COMMISSIONER COMMENTS AND UPCOMING AGENDA DEVELOPMENT -

Chair Clark requested Commissioners get agenda items to him by the first Monday of the month.

Commissioner Santora requested information on how items get on or off the agenda. He also requested that education on dying trees be added.

Commissioner Futterman requested Arbor Day and Salton Sea be placed on the agenda

Commissioner Freedman requested EV Charging Stations and Solar ordinance

Commissioner Flanagan requested Big Horn Sheep signage at trailheads

Commissioner Goins requested a priorities session be planned

- H. ADJOURNMENT** - The meeting of the Sustainability Commission adjourned at 6:51 PM by a motion from Commissioner Santora and seconded by Commissioner Flanagan and approved by a unanimous vote. They adjourned to the Regular Meeting of the Sustainability Commission to be held at 5:00 p.m. on Tuesday, March 19, 2019, in the Large Conference Room at the Palm Springs City Hall. The Sustainability Commission’s regular meeting schedule is at 5 p.m. the third Tuesday each month except August unless otherwise noted or amended.

Respectfully Submitted,

Patrick Tallarico, Manager, Office of Sustainability

BATTERY RECYCLING STATION



BATERÍA RECICLAJE ESTACIÓN



DEPOSIT DIRECTLY:
SMALL HOUSEHOLD BATTERIES
(UP TO 9V), CELL PHONES,
AND OTHER SMALL, BATTERY-
POWERED ELECTRONICS

**PLEASE TAPE
THE TERMINALS
OR ENDS:**
BATTERIES OVER 9V AND
LITHIUM/LITHIUM-ION BATTERIES



**DEPOSITE
DIRECTAMENTE:**
PEQUEÑAS BATERÍAS
DOMÉSTICAS (HASTA 9V),
TELÉFONOS CELULARES, E OTROS
DISPOSITIVOS ELECTRÓNICOS
PEQUEÑOS Y ALIMENTADOS
POR BATERÍA

**POR FAVOR, TAPE
LOS TERMINALES
O LOS EXTREMOS:**
BATERÍAS MÁS DE 9V Y
BATERÍAS DE LITIO/IONES
DE LITIO



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Subcommittee Report

PRESENTED FOR COMMISSION MEETING DATE: Nov 20, 2018	SUBMITTED BY: Jim Flanagan
SUBCOMMITTEE NAME: Ad Hoc Subcommittee on Bicycle Routes and Cycling	SUBMITTED DATE: Feb 7, 2019
SUBCOMMITTEE MEETING DATE: Jan 28 and 30, 2019 email meeting	NEXT SUBCOMMITTEE MEETING DATE: TBD

Subcommittee Goal:

Track and prioritize tasks aimed at improving accessibility and safety for bicycles and scooters within the City of PS.

Summary:

I met with PS Staff engineer Donn Uyeno on Jan 28 to discuss bicycle issues and questions. An Email summary was sent out to the committee (Brett Klein, Robin Abrahams, Chris Cross, Victor Yepello).

1. Donn was unsure if the traffic light at the South Palm Canyon curve would be changed to accommodate bicycle flow coming off of Belardo. I told him we are still in favor of this and will request that it be changed at the time all of the other changes are implemented at this intersection.
2. We discussed the possibility of painting a green bike lane through the downtown section of Belardo to clarify some confusing bike lanes and underscore that bikes and cars do in fact have full use of this street. Donn does not know of a reason to prevent this and will look into it further at our request. Photo of similar lane in Phoenix is attached below.
3. I mentioned that the sub committee would still like to see full bike lanes on the revamp of Indian Canyon. Donn suggested that this is highly unlikely at this point.
4. I pointed out that the City currently bans scooters and skateboards from the downtown core and suggested this ban be rescinded. Safety laws specifically outlined in this ordinance seem reasonable and shall remain.

The committee members remain concerned that Indian Canyon include a full bike lane. In subsequent emails, I addressed that it will include a class 3 bike lane.

Other issues identified but not currently in the priority queue:

- Submit application to become a bicycle friendly city to the league of American bicycling - Brett
- Address missing wayfinding and bike route signage - Victor
- Development of more on/off ramps to the CV Link - per Roy Clark
- Status of bike routes and next steps - per Joe Jackson
- Improve awareness of the process for merchants to add bike racks
- Identify ongoing needs for city maintained bike racks and new rack placement
- Providing city support (non-financial) for bike rental companies and hotels to encourage tourist use
- Coordination with bike events, cycle touring (Tour de Palm Springs)

Recommendation/Request

The bike subcommittee would like to submit the following resolutions:

1. In order to allow safe crossing of bikes coming from Belardo and crossing South Palm Canyon just South of the traffic signal at the "Curve" the committee requests that the light timing for South bound traffic right turn signal turn red when the intersection signal for Palm Canyon is red.
2. The committee requests that Staff investigate painting a full green bike lane down Belardo from Ramon to Alejo and provide input on feasibility.
3. Staff shall confirm the revamp at Indian Canyon will include bike lane "sharrows" and signs indicating this street will include a Class three-bike lane.
4. Request that Indian Canyon include a full protected painted bike lane at time of next major capital project.

ACTION ITEMS REQUEST TO COMMISSION	
ACTION ITEMS REQUEST TO OFFICE OF SUSTAINABILITY	
POTENTIAL FISCAL IMPACT/REQUEST IF ANY:	



Sustainability Commission - March 19, 2019 Meeting

Background:

The City of Palm Springs maintains trail head information and signage at a number of locations within City limits. Most of these trailheads access common areas on federal BLM and Indian land that is also the habitat for the federally protected and endangered Bighorn Sheep. Bighorn sheep are native to the California Desert and live in the Mount San Jacinto wilderness south to Mexico. They were listed as endangered in 1998 and their numbers have dwindled to less than 334. Guidelines prepared under the Coachella Valley Multiple Species Habitat Conservation Plan in 2016 <http://www.cvmshcp.org/> are quite clear that dogs and other domesticated animals are a threat due to habituation and introduction of viruses. It is currently lambing season and several weeks ago a lamb was lost to coyotes, likely due to this habituation.

Issue:

Confusing signage sends a mixed message about what is allowed and what is not allowed. Several trailheads are properly signed and marked as Dogs Prohibited:

- Garstin Trailhead
- Henderson Trailhead
- Bogert Trailhead
- Fee Trailheads on Indian Land at Tahquitz Creek and South Palm Canyon

Other city trailheads make no mention of dogs and even include dog poop bag stations (typically without bags) that seem to encourage dogs on trails:

- South Lykken at S Palm Canyon
- South Lykken at Mesquite
- Araby Trailhead

Some trailheads have no signage of any kind:

- Rimrocks

Near Term Request:

- Removal of poop bag dispensers for relocation to Tahquitz River walk
- Addition of permanent signage (five) prohibiting dogs.
- Circulate education sheet to affected City employees to support changes

Longer Term Request:

- Establishment of Committee or Advisory Group of Citizens to enforce and protect trails and Bighorn Sheep (citizen request)
- Revision of marquee Trailheads and Sustainability Commission Web content to provide education about BH Sheep and their protection.

The following Figures 1-4 illustrate issues discussed above.



Figure 1: South Lykken Trailhead at Mesquite Entrance – Agua Caliente Signage



Figure 2: South Lykken Trailhead at Mesquite Entrance – City Signage



Figure 3: South Lykken Trailhead at Mesquite Entrance – City Marquee Signage, same as S. Palm and Araby Entrance



Figure 4: Bogert Trailhead– National Monument/BLM Signage



COMMITTEE REPORT

PRESENTED FOR COMMISSION MEETING DATE: 03/19/19	SUBMITTED BY: David Freedman
COMMITTEE NAME: Standing Committee on Solar and Green Building	SUBMITTED DATE: 03/13/19
COMMITTEE MEETING DATE: 03/05/19	NEXT COMMITTEE MEETING DATE: 04/02/19, 10 am

Committee Meeting Goals:

- Follow-up on Energy Code training programs.
- Desert Community Energy update.
- Recap of UCR solar energy conference.
- EV charger policy.
- Discussion of solar zoning ordinance.
- Solar policy for accessory dwelling units.

Summary:

With CVAG Director of Environmental Resources Katie Barrows participating by phone, the meeting began with a discussion of potential Energy Code training programs. Ms. Barrows reported that she will advise the Center for Sustainable Energy that funding support for its Energy Code Coach program is not available. Ms. Barrows said that at the March 21 meeting of the Coachella Valley Energy Partnership, she will ask the participating cities what their training needs are. She will follow up with the Energy Code Ace program and Consol / CHEERS about their training programs, and Commissioner Freedman will follow up with CalCERTS. The plan is to have these organizations do a training session in the fall for valley-wide building professionals and city staffs.

Ms. Barrows provided an update on Desert Community Energy (DCE) Community Choice Aggregation program. The DCE Board will decide by April whether to launch in the spring of 2020. In light of a recent survey conducted for DCE showing that a majority of Palm Springs residents would be willing to pay 1-5% more on their electricity bill for a 100% carbon-free product, the City will consider having this be the default option. Councilmember Geoff Kors, who represents Palm Springs on the DCE Board, updated Council at its March 6 meeting and received favorable input from Council on this default option.

Ms. Barrows then summarized the UCR solar energy conference that took place Feb. 27-28. She is participating in a panel titled "Cities Support Solar" and highlighted the work being done in Palm Springs and other Coachella Valley cities. She said that CVAG is looking at how to leverage solar in the region, including working with GRID Alternatives, which provides access to solar energy to low income families and hands-on job training to help workers enter the solar industry.

Commissioner Freedman presented the draft solar zoning ordinance that he had prepared, including the changes he made to the previous draft in response to Commissioner Goins's comments at the Feb. 19 Commission meeting. A discussion then ensued with the participation of Associate Planner Glen Mlaker of the Planning Services Department, and further edits to the text were approved. The revised

draft is attached to this report, for consideration by the Commission at its March 19 meeting. The draft ordinance will go to the Planning Commission and then to City Council for final approval. Commissioner Freedman reported that the draft wind turbine ordinance that the Commission approved at its Feb. 19 meeting will go before the Planning Commission at its March 13 meeting and that he would prepare a public comment noting the Sustainability Commission's support for the ordinance. At its March 13 meeting, the Planning Commission unanimously approved the draft ordinance and added new environmental protection conditions to the existing text.

Finally, a discussion ensued on solar policy for accessory dwelling units. During Council's discussion at its Feb. 20 meeting of an ordinance to amend the Zoning Code provisions on accessory dwelling units to conform to recent state law, Council asked for input from the Sustainability Commission on whether the City should adopt a policy preferring accessory dwelling units include solar, as is the case for new residential construction under the policy Council adopted in January 2018.

Commissioner Freedman reported that based on his preliminary research, this matter is covered under the 2019 Energy Code that will go into effect on Jan. 1, 2020. The 2019 Energy Code does not require solar panels to be installed for additions to an existing building such as an attached accessory dwelling unit, but generally requires solar to meet annual electrical usage for new residential buildings, such as a detached accessory dwelling unit, in the absence of shading from existing permanent natural or manmade barriers external to the dwelling, such as trees, hills and adjacent structures. Commissioner Freedman stated that he would continue his research and write a memo summarizing it for the Office of Sustainability and the Planning Services Department.

In the absence of Commissioner Flanagan, discussion was deferred on EV charger policy.

Recommendation/Request:

Continuing working with stakeholders on 2019 Energy Code issues as it moves towards effectiveness.

ACTION ITEMS REQUEST TO COMMISSION	Approve draft solar zoning ordinance.
ACTION ITEMS REQUEST TO OFFICE OF SUSTAINABILITY	Work with Planning Services Department staff on draft solar zoning ordinance.
POTENTIAL FISCAL IMPACT/REQUEST IF ANY:	Funds for an Energy Code training program to be held in the fall of 2019 will be requested as part of Committee's FY 2019-20 outreach budget.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF PALM SPRINGS, CALIFORNIA, AMENDING CHAPTER 93.00 THE PALM SPRINGS ZONING CODE TO ADD SECTIONS 93.16.00 THROUGH 93.16.09 AND AMENDING SECTIONS 92.17.1.01, 92.17.2.01, 92.20.01 92.21.01 AND 93.03.00 TO ENCOURAGE THE USE AND DEVELOPMENT OF SOLAR ENERGY SYSTEMS AND FACILITIES (CASE 5.1470 ZTA).

City Attorney's Summary

This Ordinance updates the City's zoning rules for solar energy systems in anticipation of the 2019 Energy Code requirements for solar energy systems on new residential construction effective January 1, 2020. It provides that solar energy systems are permitted in all zoning districts except environmentally sensitive areas as an accessory use, establishes height, visibility and setback and lot line orientation requirements and protects solar access.

THE CITY COUNCIL FINDS AND DETERMINES AS FOLLOWS:

- A. The Sustainability Commission of the City of Palm Springs, by vote of ___ to ___ at its meeting of March 19, 2019, approved draft amendments to the Zoning Code to encourage the use and development of solar energy systems and solar energy facilities and recommended that the City forward the draft ordinance to the Planning Commission for adoption.
- B. Notice of a public hearing of the Planning Commission of the City of Palm Springs to consider Case 5.1470 ZTA was given in accordance with applicable law.
- C. On _____, 2019, a public hearing on the proposed Zone Text Amendment was held by the Planning Commission in accordance with applicable law, at which meeting the Planning Commission voted _ to _ to recommend approval of the proposed amendments.
- D. On _____, 2019, the City Council held a noticed public hearing on the proposed Zone Text Amendment in accordance with applicable law.
- E. The proposed Zone Text Amendment is not subject to the California Environmental Quality Act (Public Resources Code Section 21000 *et. seq.*) pursuant to Section 15060(c)(2) and 15060(c)(3) of the State Guidelines, because the Ordinance will not result in a direct or reasonably foreseeable indirect physical change in the environment and is not a "project," as that term is defined in Section 15378 of the State Guidelines. Certain structures and projects allowable under this proposed Zone Text

Amendment would require an environmental evaluation under the California Environmental Quality Act (CEQA) at the time an application is filed for such development.

F. The City Council has carefully reviewed and considered all the evidence presented in connection with the hearing on the Zone Text Amendment, including, but not limited to, the staff report, and all written and oral testimony presented.

G. The City Council finds that approval of the proposed Zone Text Amendment would:

1. Encourage the use and development of solar energy systems in anticipation of the requirement of solar energy systems in new residential construction under the 2019 California Energy Code effective January 1, 2020;

2. Implement the following goals of the General Plan:

- Support and encourage the use of alternative energy in the construction of new buildings and retrofit of existing buildings;
- Encourage and support the incorporation of energy efficiency and conservation practices in subdivision and building design;
- Make the maximum use of solar electric capabilities on an individual and community wide basis;

3. Implement the following goals of the Sustainability Plan:

- Develop strategies to reduce community-wide contributions to greenhouse gas emissions to 1990 levels by 2020 and 80% below 1990 by 2050;
- Encourage the building or retrofitting of one million square feet of green buildings;
- Reduce the total energy use by all buildings built before 2012 by 10%;
- Reduce energy use and carbon use from new homes and buildings;
- Supply 50% of all energy from renewable sources by 2030.

THE CITY COUNCIL OF THE CITY OF PALM SPRINGS DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. That the findings and determinations reflected above are true and correct and are incorporated by this reference herein as the cause and foundation for the action taken by and through this Ordinance.

SECTION 2. Chapter 93.00 of the Palm Springs Zoning Code is amended to add Sections 93.16.00 through 93.16.09 as follows:

93.16.00 Solar Energy Systems and Facilities

Sections 93.16.00 through 93.16.09 constitute the zoning regulations for solar energy systems and solar energy facilities in the City.

93.16.01 Short Title.

Sections 93.16.00 through 93.16.09 may be referred to as the Solar Zoning Ordinance of the City of Palm Springs.

93.16.02 Purpose

Recognizing that the Sustainability Plan has set a vision of Palm Springs as a high efficiency, renewable energy city, the City Council finds that it is in the public interest to reduce energy demand, encourage the use and development of solar energy systems as a clean, renewable energy source and to help promote local, clean jobs. The purpose of this Solar Zoning Ordinance is to facilitate the effective and efficient use of solar energy systems by the residents, businesses and institutions of Palm Springs while protecting the public health, safety and welfare.

93.16.03 Definitions

“Solar access” means space open to the sun and clear of overhangs or shade, including access across adjacent parcel air rights, for the purpose of capturing direct sunlight to operate a solar energy system.

“Solar energy system” shall have the meaning assigned to it in Section 8.100.020 of the Palm Springs Municipal Code.

“Solar energy facilities” means an alternative energy facility that consists of one or more ground-mounted or free-standing solar collection devices, solar energy related equipment (including storage) and other associated infrastructure with the primary intention of generating electricity or otherwise converting solar energy to a different form of energy for primarily commercial or other off-site use.

93.16.04 Permitted Accessory Use

A. Solar energy systems are permitted in all zoning districts except ESA-SP as an accessory use to a permitted principal use subject to the standards for accessory uses in the applicable zoning district and the specific criteria set forth in this Solar Zoning Ordinance. In the ESA-SP zone, a solar energy system that is structurally mounted to the roof of a single-family dwelling or multi-family residential building that is permitted under Section 92.21.1.01 shall be considered an accessory use under Subdivisions (A)(2) and (B)(6) of such section.

B. For purposes of determining compliance with building coverage standards of the applicable zoning district, the total horizontal projection area of all ground-mounted and free-standing solar collectors, including solar photovoltaic cells, panels, arrays, inverters, shall be considered pervious coverage so long as pervious conditions are maintained underneath the solar photovoltaic cells, panels, and arrays.

C. Installation or replacement of solar energy systems that does not change the use or the basic exterior characteristics or appearance of a non-conforming building or structure is allowed.

D. Solar energy systems may generate energy in excess of the energy requirements of a property if the energy is to be credited under an applicable net energy metering program or used or stored onsite.

93.16.05 Height, Visibility and Setback Requirements

A. The height of solar energy systems is subject to the following standards:

1. On all single-family dwellings: Solar collectors shall not extend above the maximum allowable height of the structure.

2. On all other properties with pitched roofs: Solar collectors shall not extend above the maximum allowable height of the structure.

3. On all other properties with flat roofs: Photovoltaic solar energy systems may extend up to five (5) feet above the roof surface on which they are installed, even if this exceeds the maximum height limit in the zoning district in which it is located. Water or swimming pool heating solar energy systems may extend up to seven (7) feet above the roof surface on which they are installed even if this exceeds the maximum height limit in the zoning district in which it is located.

B. The visibility of solar energy systems is subject to the following standards:

1. On single-family dwellings: Solar panels and accessory equipment shall be designed and located on the dwelling in a manner that minimizes the detrimental impact to its aesthetic appearance. All solar energy system appurtenances such as, but not limited to, water tanks, supports, wiring and plumbing shall be screened to the maximum extent possible without compromising the effectiveness of the solar collectors and shall be painted a color similar to the color of the surface upon which they are mounted. Solar collectors and warning and safety signs are exempt from the screening and color provisions of this subdivision. All designs not conforming to the roof profile shall be approved by the Director.

2. On all other properties: roof-mounted solar collector panels, their necessary support structure(s), and conduit(s), shall be installed in the location that is the least visible from abutting streets directly facing the subject property so long as installation in that location does not significantly decrease the energy performance or significantly increase the costs of the solar energy system as compared to a more visible location.

a. For energy performance, "significantly decrease" shall be defined as decreasing the expected annual energy production by more than 10 percent.

- b. For the cost of solar energy systems, “significantly increase” shall be defined as increasing the cost of the system by more than 10 percent.

The review and determination of the cost or energy efficiency of installation alternatives shall be made by the Manager of the Office of Sustainability. The review and determination of the least visible alternative shall be made by the Director.

3. Notwithstanding Subdivision (B)(1) of this Section 93.16.05, solar energy systems for single-family dwellings may be ground-mounted if approved by the Director. No part of the ground-mounted system shall extend into the side-yard or rear setback when oriented at minimum design tilt or extend into the required setbacks due to a tracking system or other adjustment of solar panels or accessory equipment. The screening requirement of Subdivision (B)(4) of this Section 93.16.05 shall also apply.

4. Ground-mounted solar energy systems accessory to a multifamily dwelling principal use shall be installed in common areas and shall be screened from view at-grade from all adjacent streets and adjacent properties, so long as the screening does not significantly decrease (as such term is defined in Subdivision (B)(2)(a) of this Section 93.16.05) the energy performance of the system.

C. The setback of ground-mounted solar energy systems accessory to a principal use in non-residential zoning districts is subject to the following additional standards:

1. Solar collector panels may be located no closer than one half (1/2) of the setback that would otherwise apply from the front, side or rear property line.

2. Accessory equipment may be installed within the required side and rear setback but shall not be closer than two (2) feet to any property line.

D. Those structures covered by Section 94.04.00 (Architectural approval) shall be required to comply with the requirements for architectural approval for any changes proposed to the exterior of the building. Solar energy systems in the ESA-SP zoning district shall also comply with the design standards set out in Section 92.21.1.05.

93.16.06 Solar Energy Facilities

As stated in Subdivision (D)(9)(a) of Section 92.17.1.01, Subdivision (D)(7)(a) of Section 92.17.2.01, Subdivisions (B)(1)(b)(i) and (B)(2)(a)(i) of Section 92.20.01 and Subdivision (D)(2)(a) of Section 92.21.01, solar energy facilities may be permitted in the zoning districts referred to in such sections, subject to approval of a conditional use permit, as provided in Section 94.02.00.

93.16.07 Protection of Solar Access

A structure, fence, or wall shall not be constructed or modified in a residential zoning district so as to obstruct the solar access of a solar energy system on a neighboring parcel to a degree that significantly decreases (as such term is defined in Subdivision (B)(2)(a) of Section 93.16.05) the energy performance of the system. The Planning

Commission may modify this requirement if it finds that strict compliance would unduly limit property development, or unduly interfere with the development potential as envisioned for the area in the General Plan or Zoning Code. Vegetation is encouraged to be sited to reduce solar gain while not obstructing solar access insofar as practical.

93.16.08 Solar orientation

Dwelling units in subdivisions of five (5) or more lots are encouraged to be sited to reduce solar gain as well as to take advantage of solar access and provide maximum exposure of roof area to the sun insofar as practical, including their orientation with respect to sun angles.

93.16.09 Building, construction and permitting

Building, construction and permitting of solar energy systems and solar energy facilities shall be subject to the provisions of Title 8 of the Palm Springs Municipal Code including Chapters 8.04, 8.05 and 8.100 thereof, as applicable.

SECTION 3. The term “solar collectors” in Subdivision (D)(9)(a) of Section 92.17.1.01, Subdivision (D)(7)(a) of Section 92.17.2.01, Subdivisions (B)(1)(b)(i) and (B)(2)(a)(i) of Section 92.20.01 and Subdivision (D)(2)(a) of Section 92.21.01 is replaced by the term “Solar energy facilities as defined in Section 93.16.03”.

SECTION 4. Subdivision (C)(3) of Section 93.03.00 of the Palm Springs Zoning Code is rescinded.

SECTION 5. If any section or provision of this Ordinance is for any reason held to be invalid or unconstitutional by any court of competent jurisdiction, or contravened by reason of any preemptive legislation, the remaining sections and/or provisions of this ordinance shall remain valid. The City Council hereby declares that it would have adopted this Ordinance, and each section or provision thereof, regardless of the fact that any one or more section(s) or provision(s) may be declared invalid or unconstitutional or contravened via legislation.

SECTION 6. The proposed Zone Text Amendment is not subject to the California Environmental Quality Act (Public Resources Code Section 21000 et seq.) pursuant to Section 15060(c)(2) and 15060(c)(3) of the State Guidelines, because the Ordinance will not result in a direct or reasonably foreseeable indirect physical change in the environment and is not a "project," as that term is defined in Section 15378 of the State Guidelines.

SECTION 7. The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and posted pursuant to the provisions of law and this Ordinance shall take effect thirty (30) days after passage.

PASSED, APPROVED, AND ADOPTED BY THE PALM SPRINGS CITY COUNCIL
THIS ____ DAY OF _____, 2019.

Robert Moon, Mayor

ATTEST:

Anthony Mejia, MMC, City Clerk

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF PALM SPRINGS)

I, Anthony Mejia, City Clerk of the City of Palm Springs, California, do hereby certify that Ordinance No. ____ is a full, true, and correct copy, and introduced by the City Council at a regular meeting held on ____ the ____ day of _____, 2019, and adopted at a regular meeting of the City Council held on the ____ day of _____, 2019 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ANTHONY MEJIA, MMC
CITY CLERK



Subcommittee Report

PRESENTED FOR COMMISSION MEETING DATE: March 19, 2018

SUBMITTED BY: Robert McCann

SUBCOMMITTEE NAME: Standing Subcommittee on Waste Reduction (SSCoWR)

SUBMITTED DATE: Mar 14, 2018

LAST SUBCOMMITTEE MEETING DATE: Feb 27, 2018

NEXT SUBCOMMITTEE MEETING DATE: Mar 25, 2019

Subcommittee Goal:

Divert 90% of waste generated by the City of Palm Springs from landfill by 2030.

Summary:

1. C&D Waste Ordinance.

- No developments to report.

2. Reducing Single-use Nonrecyclable Plastic Food Ware and Plastic Straws by Food Service Establishments.

- Update on development of Staff Report: Patrick Tallarico.

3. Battery Recycling Project

- February 27. Patrick Tallarico briefed meeting attendees on options for non-plastic collection bags. Following discussion of the options, a downselect was completed on March 12.

4. Design and Placement of Waste Containers for Public Areas of the City

- February 27. SSCoWR completed a draft of a white paper on "Best Practices" for waste container design and placement in public areas.
- March 13. SSCoWR members Robert McCann, Roy Clark, and Lani Miller met to evaluate revisions to the February 27 Report and complete a final revision.
- March 14. A final version of the SSCoWR White Paper was completed and submitted to the Sustainability Commission and City Council Members.

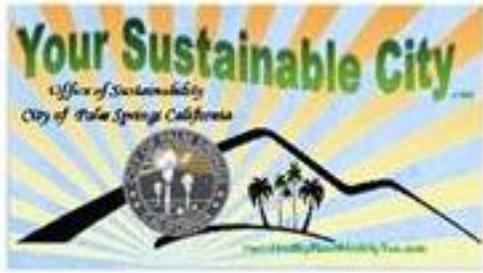
5. NUSA Conference Presentation

- March 14. Presenters Rob McCann and David Freedman met with Dan DeGarmo to critique early drafts of their presentations and provide feedback for next month's preparatory meeting.

Recommendation/Request

The SSCowR notes that the bright blue recycle containers now in our public parks are currently co-existing with bright blue trash containers that were placed in the parks at the beginning of this year. To avoid confusion and decrease the rate of contamination of the waste stream being placed in our recycle containers, the SSCowR recommends that the bright blue trash containers be replaced with the standard brown trash containers that have been deployed in downtown areas, or that the bright blue trash containers in the city parks be painted brown with “trash only” signage.

ACTION ITEMS REQUEST TO COMMISSION	N/A
ACTION ITEMS REQUEST TO OFFICE OF SUSTAINABILITY	N/A
POTENTIAL FISCAL IMPACT/REQUEST IF ANY:	N/A



Design and Placement of Trash and Recycling Containers in Public Areas: Public Space Recycling (PSR)

Background

The City of Palm Springs is seeking to become a leader in the green city movement through a wide variety of sustainability programs and practices. One of the most important metrics for a green municipality is how much city waste is diverted from local landfills. For most Palm Springs residents, self-separating their household waste for diversion has become an action they perform several times a day. The result of their efforts has gone a long way toward reducing the volume of waste going into landfill.

In 2016 the Palm Springs City Council approved a Sustainability Plan that includes a goal of increasing the City's diversion rate to 90% by 2030.

As an example of the Council's commitment in support of this goal, the City is considering two ordinances designed to increase diversion of construction and demolition waste, and plastic waste.

Addressed here is the issue of diversion of hundreds of tons of waste collected every year from public areas, such as city parks and the downtown business district.

The self-separation behavior that people follow routinely in their residences doesn't necessarily translate to public spaces, where waste disposal decisions are more likely to be based on considerations of convenience, lack of understanding regarding the type of waste that is being disposed of, misinterpretation of signage, if it exists, and lowered societal expectations for ecologically responsible behavior. These influences often translate into simply depositing waste into the nearest container, regardless of waste category or the intended function of the container, or outright littering if a waste container isn't close enough.

These observations are borne out by research. A recent survey of multiple North American municipalities found that nearly 17% of waste disposals in public areas ended up as litter, up to 35% percent of the items in recycling containers was non-recyclable trash, and up to 50% of the material in trash containers was recyclable. Once contamination rates reach values as high as these, the entire contents of both container types often must be sent to landfill. Thus, achieving better self-separation behavior in our public spaces is essential to meet the City's diversion rate goals. [1]

Encouraging Responsible Self-Separation Behavior in Public Areas

Several studies have examined the effects of waste container design and placement choices on people's self-separation behavior outside the home. [2] – [7]. These studies have found that self-separation behavior is promoted by co-locating trash and recycling containers, and by incorporating design features, such as color-coding, lid design, and signage that, with just a quick glance, serve to clearly differentiate the intended function of the container.

Guided by the results of the academic studies, several municipalities have recently implemented Public Space Recycling programs that involved co-locating trash and recycling containers, both of which contain multiple distinctive cues to their intended function. [8], [1]. For example, the city of Tuscaloosa, AL, recently purchased fifty well-marked blue recycling containers, paired them with brown trash containers, and placed the pairs along The Riverwalk, a popular 4.5-mile paved trail along the southern bank of the Black Warrior River near downtown Tuscaloosa. In a 2017 interview with Ashley Chambers, Environmental Director for the City of Tuscaloosa, Ms. Chambers reported that "There's a popular theory called 'twin the bin,' and it worked. Placing recycling containers next to trash containers forces everyone to decide. We make it an easy choice for them by 'twinning the bin' in all of our public spaces".

Ms. Chambers further reported that, since placing the co-located containers, the city has collected an average 23 tons of recyclables each year from the recycling containers along the trail, and saved thousands of dollars in disposal fees. She also estimated that less than 10% of the material in the recycling containers was trash contamination.

Results from PSR programs targeting downtown business areas are equally encouraging. In 2016, the City of Des Moines, IA, implemented a PSR program, called Recycle Des Moines, in part to help the City achieve a 100% waste diversion rate by 2050. Fifty-six recycling containers were paired with trash containers and placed at strategic locations for use by area workers, visitors, and residents. Recycle Des Moines Executive Director Amy Lego recently evaluated the program and stated that "Absolutely (go) with co-placement. We found that to be so important in our research that we would not have done the program any other way. From April 2017 to February 2018, we were able to divert 21% of the total material collected out of landfill by collecting the recyclable materials in the new recycling receptacles. In an evaluation conducted by the Iowa Waste Exchange, 82 to 87% of materials collected in recycling receptacles were recyclable."

Summary

Public Space Recycling programs have successfully enhanced responsible self-separation behavior and reduced contamination of the recycling stream in both public parks and downtown areas. The keys to the success of these programs have been co-locating trash and recycling containers, and selecting both trash and recycling containers that clearly communicate their intended function through consistent use of design features such as color, signage, and lid design.

Recommendations

Based on review of the literature and borrowing from a recent best practices for managing waste disposal behavior in public spaces [1], the following guidelines for trash and recycling container design and placement in the City of Palm Springs are offered:

- **Always pair** trash and recycling containers. If possible, make sure the two containers are within a foot of each other or touching. Concrete slab platforms may designate reliable trash and recycling stations.
- **Differentiate function** of trash and recycling containers through color-coding, labels, and signage. Differentiated containers should be easy to identify from one another before users even reach them.
- **Use brown or black** for trash containers and **blue** for recycling containers.
- **Include clearly written and graphical signage**, especially at eye level, as well as container labels that are visible from above and on the side.
- **Identify clearly what users should do with materials that aren't commonly generated in their home**, such as take-out food containers and Styrofoam® beverage cups, by including images of these items in the signage.
- **Standardize the style, color, and signage** of trash and recycling containers throughout the PSR program area.

The waste stream collected from public areas of the City is not confined to public parks and the downtown business area. It also includes schools, colleges, business establishments, retail outlets, churches, office buildings, hotels, roadside service stations, parking lots, and the airport. It is recommended that the guidelines in this report serve as a departure point for developing an all-encompassing City PSR program, with a goal to standardize the design and placement of trash and recycling containers, not only in areas managed directly by the City, but in all public spaces, indoor as well as outdoor. Such a program would not only help achieve the 90% waste diversion goal adopted in the Palm Springs Sustainability Plan, but it would also provide visual reminders that the City is a world leader in promoting and implementing sustainability policies and practices. Additionally, such a program would give the City a head start toward complying with California's SB 1383, which mandates statewide standardized color coding and signage for trash and recycling containers by 2022.

References

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- [8] Cooley, A. Worth the Effort. *Recycling Today*, October 2017. https://www.kab.org/sites/default/files/RecyclingToday_Oct1_Worth_the_Effort_by_Alec_Cooley.pdf

Electric Scooters Pros and Cons Identified by the Sustainability Commission

Pros	Cons/Concerns	Limitations
		Ride only in bike lanes
Good alternative for travel	Sidewalks could be littered with scooters	should have corrals to pick up and drop off
Last mile home from Public Transit	Scooters could be left leaned against trees	Where can they be ridden
Great way to get around downtown	Local Code prohibits scooters - does it apply?	What is City's view
Good for visitors and residents	Last mile does not work with corrals	Look at history of why City code prohibits scooters
33 emails received in support of scooters	Negative comments on social media	Can modification be made to the City Code?
Compact	Potential for injuries for users	develop best practices from other cities
Quicker than walking	Tripping hazard for pedestrians	develop plan for City
Less cumbersome than cycling		What would work for Palm Springs

SURVEY OF STATE AND SELECT LOCAL REQUIREMENTS FOR SCOOTER MANAGEMENT^{1 2}

State Law

The State of California has already adopted statewide requirements for the operation and removal of motorized scooters. Some of these principles could also be applied to dockless bikes. The two key provisions are summarized below.

The California Vehicle Code (CVC) uses "highway" to mean any public road in the state, including local city streets. The regulations in the CVC for motorized scooters apply everywhere in California.

Excerpts from California Vehicle Code Division 11, Chapter 1

Article 1. Authority to Remove Vehicle

22651. A peace officer, as defined in Chapter 4.5 (commencing with Section 830) of Title 3 of Part 2 of the Penal Code, or a regularly employed and salaried employee, who is engaged in directing traffic or enforcing parking laws and regulations, of a city, county, or jurisdiction of a state agency in which a vehicle is located, may remove a vehicle located within the territorial limits in which the officer or employee may act, under the following circumstances:

(a) If a vehicle is left unattended upon a bridge, viaduct, or causeway or in a tube or tunnel where the vehicle constitutes an obstruction to traffic.

(b) If a vehicle is parked or left standing upon a highway in a position so as to obstruct the normal movement of traffic or in a condition so as to create a hazard to other traffic upon the highway.

...

(d) If a vehicle is illegally parked so as to block the entrance to a private driveway and it is impractical to move the vehicle from in front of the driveway to another point on the highway.

(e) If a vehicle is illegally parked so as to prevent access by firefighting equipment to a fire hydrant and it is impracticable to move the vehicle from in front of the fire hydrant to another point on the highway.

...

(k) If a vehicle is parked or left standing upon a highway for 72 or more consecutive hours in violation of a local ordinance authorizing removal.

¹ It is worth noting that different communities are starting to adopt different terminology for management of scooters depending on the scope of their requirements. For example, El Cajon refers to "managing dockless vehicles," Beverly Hills refers to "shared mobility systems," and San Jose refers to "shared micro-mobility programs". The City may consider adopting similar broader language depending on how it chooses to manage scooters, bikes and other similar modes of transport.

² There is a fluid regulatory environment surrounding scooters, so this report represents current practices at the time of development.

...

(n) Whenever a vehicle is parked or left standing where local authorities, by resolution or ordinance, have prohibited parking and have authorized the removal of vehicles. Except as provided in subdivisions (v) and (w), a vehicle shall not be removed unless signs are posted giving notice of the removal.

Article 5. Operation of Motorized Scooters

21235. The operator of a motorized scooter shall not do any of the following:

- (a) Operate a motorized scooter unless it is equipped with a brake that will enable the operator to make a braked wheel skid on dry, level, clean pavement.
- (b) Operate a motorized scooter on a highway with a speed limit in excess of 25 miles per hour unless the motorized scooter is operated within a Class II or Class IV bikeway, except that a local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour. The 15 mile per hour maximum speed limit for the operation of a motorized scooter specified in Section 22411 applies to the operation of a motorized scooter on all highways, including bikeways, regardless of a higher speed limit applicable to the highway.
- (c) Operate a motorized scooter without wearing a properly fitted and fastened bicycle helmet that meets the standards described in Section 21212, if the operator is under 18 years of age.
- (d) Operate a motorized scooter without a valid driver's license or instruction permit.
- (e) Operate a motorized scooter with any passengers in addition to the operator.
- (f) Operate a motorized scooter carrying any package, bundle, or article that prevents the operator from keeping at least one hand upon the handlebars.
- (g) Operate a motorized scooter upon a sidewalk, except as may be necessary to enter or leave adjacent property.
- (h) Operate a motorized scooter on the highway with the handlebars raised so that the operator must elevate his or her hands above the level of his or her shoulders in order to grasp the normal steering grip area.
- (i) Leave a motorized scooter lying on its side on any sidewalk, or park a motorized scooter on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic.
- (j) Attach the motorized scooter or himself or herself while on the roadway, by any means, to any other vehicle on the roadway.

Matrix of Concerns and Potential Approaches (Draft 3/12/19)

Topic	Concern	Implementation Approach/Potential Best Practice
Parking	Scooters and bikes will be left everywhere, especially in public sidewalks blocking pedestrians and creating hazards.	<ul style="list-style-type: none"> • Have strict removal policies. <ul style="list-style-type: none"> ○ (State) A peace officer can remove a vehicle in places where it obstructs or creates a hazard to traffic, when it blocks an entrance to a driveway, when it blocks a hydrant or firefighting equipment, when it is left parked or standing for 72 or more consecutive hours, or when parked in no parking zones. ○ (El Cajon) Officials have the ability to impound any dockless scooter or bike left out for more than 48 hours. The scooter or bike operator will have to reclaim them from a designated city lot. ○ (Los Angeles) Within 24 hours of notice of any means, remove from the right-of-way any inoperable vehicle, or any vehicle that is not safe to operate. Failure to do so will result in fines. Operators will remove vehicles from public right-of-way on a daily basis. ○ (Oakland) any vehicle parked in one location more than 3 consecutive days without moving may be removed and taken by the city at owner’s expense. • Address with providers directly through contracts/permits. <ul style="list-style-type: none"> ○ (San Diego) Ensure that companies pick up scooters that are broken or have dead batteries are retrieved in a timely manner. ○ (San Jose) Install technology that requires devices to be parked upright. • Develop a fee structure that encourages users to return scooters to specific locations. • Institute broader parking restrictions (in addition to state requirements) <ul style="list-style-type: none"> ○ (State Law) Cannot leave a motorized scooter lying on its side on any sidewalk, or park a motorized scooter on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic. ○ (San Jose) Must be parked upright in the park strip adjacent to the sidewalk or in the furniture zone, when present. ○ (San Jose) Do not block: above- and underground utilities; ADA ramps, sidewalks, curb ramps, pathways or entryways; handicapped parking zones, loading zones, and bus boarding zones; bicycle racks, public restrooms and newspaper racks. ○ (San Jose) prevent companies from placing devices in landscaped park strips in front of single family homes. ○ (Los Angeles) Will determine if parking is prohibited or will create geo-fenced stations within certain areas. City shall maintain geographic parking boundaries for Operators and make these available via the get-parking API. For any permitted location, operators shall ensure that their vehicles are parked in the landscape/furniture zone of the sidewalk, preferably to a bicycle rack or in other areas specifically designated for bicycle

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		<p>parking. Every vehicle will be equipped with a locking mechanism to lock to a fixed object – but this requirement may be waived. Ensure that vehicles don't block flow of travel in the public way or in a way that impedes the clearance on sidewalks needed for ADA compliance. Operators will provide a "parking plan" on how they will incentivize customers to park safely and correctly and will be responsible for passing on fees and disincentives for vehicles parked illegally. Additional restrictions:</p> <ul style="list-style-type: none"> ▪ No parking on crosswalks, curb ramps, or within any feature that affects accessibility; where the landscape/furniture zone is less than 3 feet wide; on blocks without sidewalks; hard surfaces within the landscape/furniture zone; adjacent to or within parklets, transit zones, loading zones, disabled parking zones, locked to street furniture that requires pedestrian access, curb ramps, red curb zones, entryways and driveways. ○ (Oakland) Operators will submit plans where their vehicles are intended to be parked. Ensure vehicles don't impede clearance, ensure that vehicle are parked in the landscape/furniture zone of the sidewalk – preferably within a bike rack, corral, or other designated area. Shall be parked upright. Other same restrictions as Los Angeles. Operators shall institute geo-fencing around designated scooter parking areas and implement in-app technology to require their use in high-density areas. ○
Safety	Scooter riders are incurring a growing number of injuries	<ul style="list-style-type: none"> • Require helmets <ul style="list-style-type: none"> ○ (State) Riders under 18 are required to use a helmet. ○ (Santa Monica) Riders under 18 are required to use a helmet. ○ (Los Angeles) Helmets shall be worn when operating an electric scooter. • Lighting <ul style="list-style-type: none"> ○ (Oakland) have always-on front and back light visible from 300 feet under normal conditions that remain illuminated 90 seconds after stopping. • Impose speed restrictions <ul style="list-style-type: none"> ○ (State) The 15 mile per hour maximum speed limit for the operation of a motorized scooter specified in Section 22411 applies to the operation of a motorized scooter on all highways, including bikeways, regardless of a higher speed limit applicable to the highway. ○ (San Jose) Speed limit for e-scooters is 12 mph in certain areas (work with companies to do this) – technology under development. ○ (Oakland) Limit vehicles to 15 mph
Accessibility	Access to people with disabilities	<ul style="list-style-type: none"> • (Oakland) Operators must provide adaptive scooters for persons with disabilities. The total percentage of adaptive scooters shall be based on expected need, performance, and usage. OR

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		<p>pay an in-lieu fee to OakDOT or a third party to operate a scooter sharing service for persons with disabilities.</p> <ul style="list-style-type: none"> • Mobile apps and other customer interface technology must be fully accessible and be 508 compliant.
Accessibility	Income Equity and Communities of Concern	<ul style="list-style-type: none"> • Require discounted membership and fees for low-income users <ul style="list-style-type: none"> ○ (San Jose) Operator shall establish a low-income discount program that offers discounted memberships to individuals at or below 200% of the federal poverty level. Membership in public assistance programs such as SNAP, CalFresh, or PG&E Care may be used for discount eligibility or some other metric consistent with this requirement and approved by the director. The low-income discount program shall waive any applicable customer deposit fees. ○ (Oakland) Operators shall offer a discounted membership for those with low-income, equivalent to \$5 for one year of unlimited 30 minute rides for those who participate in SNAP or CARE. Low-income plans will be considered equivalent if a significant discount is provided. • Require a certain percentage of stations in communities of concern <ul style="list-style-type: none"> ○ (San Jose) Place 20% of stations in communities of concern. ○ (Oakland) More than 50% of scooters must be deployed in Oakland’s communities of concern. ○ (Los Angeles) Operators may add up to 2500 vehicles in communities that scored at or above the 75th percentile as defined by the CalEnviroScreen 3.0.
Operating Location	Riders will weave in and out of traffic creating hazards for drivers.	<ul style="list-style-type: none"> • (State) Operate a motorized scooter on a highway with a speed limit in excess of 25 miles per hour unless the motorized scooter is operated within a Class II or Class IV bikeway, except that a local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour. • (Los Angeles) Operations only in the City’s rights of way. Can operate elsewhere (e.g., parks) with permission. E-scooters shall not be allowed to operate within the 3-mile geo-fence for downtown Los Angeles.
Operating Location	Riders will ride scooters on sidewalks	<ul style="list-style-type: none"> • (State) Scooters are prohibited on sidewalks except to cross them on entering/exiting street. • (San Jose) Require operators to develop and deploy technology to prevent scooter use on sidewalks.
Operating Location	It will be hard to catch people that are riding in places they shouldn’t be.	<ul style="list-style-type: none"> • (San Diego) Develop a real-time user alert or mechanical intervention to compel compliance with no ride or slow zone areas, and forbid ending rides in no park zones.

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Quantity	The City will be overwhelmed by the number of scooters in the street.	<ul style="list-style-type: none"> • Limit the fleet size of vendors. <ul style="list-style-type: none"> ○ (San Jose) may employ a variety of methods to limit the number of operators or devices including having a fixed number of allowed devices per operator, or “dynamic capping” that is a more market-based approach that limits devices based on usage rather than a total. ○ (Los Angeles) Minimum fleet size of 500. Maximum is 500 vehicles unless request more. Maximum fleet is 2500, unless adding in disadvantaged communities. • Require rebalancing (re-parking of devices that will prevent clutter and reduce obstructions in public rights-of-way). <ul style="list-style-type: none"> ○ (Los Angeles) Operators shall relocate or rebalance vehicles based on the following times: 6AM-6PM on weekdays, not including holidays – within 2 hours of receiving notice; and all other times – within 10 hours of receiving notice.
Driver Education	Riders will not be aware of the rules and requirements associated with operating devices.	<ul style="list-style-type: none"> • Mandate that operators have education and awareness programs <ul style="list-style-type: none"> ○ (San Diego) Require all riders to acknowledge, at the initiation of every ride, state and local laws that govern where it is legal to ride, the limitation of scooters to one rider only, that the user is the person identified by the driver’s license to establish the account, obeying traffic signals, signs, and flow of traffic as any other vehicle, and other common infractions. ○ (San Jose) Educate users and post state and local laws regarding legal and safe use of their devices on their website, mobile app, and the devices themselves in a manner that is accessible and legible to all users. ○ (Los Angeles) Electric scooter systems shall have visible language that notifies the user that: helmets shall be worn; riders shall yield to pedestrians; when riding on street, follow rules of the road, following all motorized vehicle laws and ordinances in the City; riding on the sidewalk is strictly prohibited; and customer must be at least 18 years old with valid license. ○ (Los Angeles) Operators must inform customers how to park the vehicle correctly. ○ (Oakland) Systems will have language that notifies users of helmet requirement, yield to pedestrians, following rules of road, no riding on sidewalks (minimum 48-point font) on platform of scooter, valid drivers license requirement.
Environment	Environmental concerns related to disposal	<ul style="list-style-type: none"> • (Oakland) operators shall detail how damaged vehicles are repaired or recycled and efforts made to reduce landfill waste. All batteries and other potentially toxic materials must be disposed or recycled, according to state law, at an appropriate recycling facility.

Other Potential Topics to Address

Data Sharing

Enforcement

Administration

Liability

- (San Diego) Vendors provide \$1 million liability insurance that lists the City as additionally insured.
- (San Jose) The city shall not assume any liability whatsoever for issuing permit or for the operation of the devices. Maintain insurance at coverage limits as determine by the City's Risk Manager. Name city as additional insured and provide proof of insurance.
- (Los Angeles) Operator shall indemnify and hold harmless the city and any board, officers, etc. against all lawsuits and causes of action, claims, losses, demands and expenses. .. Requires commercial general liability insurance, contractual liability, and property damage insurance. \$1M for injury or death to one or more persons of each accident or occurrence and \$1M for bodily injury and property damage for each occurrence/\$2M general aggregate. \$1M auto insurance.

Evaluation

Customer Service Requirements

Safety of Collectors

Funding

- Permit fee
- Fines
- Performance bond (e.g., \$80/vehicle) for city-incurred expenses associated with vehicle removal
- Reimbursed costs for damages to city property

Scooter Discussion Worksheet

Topic	Requirement	Potential Options
Parking	Removal of scooters left standing or parked for 72 or more hours	<input type="checkbox"/> Allow removal and impoundment within 48 hours <input type="checkbox"/> Require removal from right-of-way within 24 hours of notification and on a daily basis
	Cannot leave a motorized scooter lying on its side on any sidewalk, or park a motorized scooter on a sidewalk in any other position, so that there is not an adequate path for pedestrian traffic.	<input type="checkbox"/> Must be parked upright <input type="checkbox"/> Install technology that requires devices to be parked upright <input type="checkbox"/> In the park strip adjacent to the sidewalk or in the furniture zone, when present <input type="checkbox"/> parked in the landscape/furniture zone of the sidewalk, preferably to a bicycle rack or in other areas specifically designated for bicycle parking <input type="checkbox"/> Create geofenced stations for parking (and implement in-app technology to require their use in high-density areas) <input type="checkbox"/> Develop a fee structure that encourages users to return scooters to specific locations.
	Removal where scooter obstructs or creates a hazard to traffic, when it blocks an entrance to a driveway, when it blocks a hydrant or firefighting equipment	<input type="checkbox"/> Do not block: above- and underground utilities; ADA ramps, sidewalks, curb ramps, pathways or entryways; handicapped parking zones, loading zones, and bus boarding zones; bicycle racks, public restrooms and newspaper racks. <input type="checkbox"/> prevent companies from placing devices in landscaped park strips in front of single-family homes. <input type="checkbox"/> No parking on crosswalks, curb ramps, or within any feature that affects accessibility; where the landscape/furniture zone is less than 3 feet wide; on blocks without sidewalks; hard surfaces within the landscape/furniture zone; adjacent to or within parklets, transit zones, loading zones, disabled parking zones, locked to street furniture that requires pedestrian access, curb ramps, red curb zones, entryways and driveways
Safety	Riders under 18 are required to use a helmet.	<input type="checkbox"/> Helmets must be worn when operating an electric scooter
	15 mph speed limit at all times	<input type="checkbox"/> Speed limit for e-scooters is 12 mph in certain areas (work with companies to do this) – technology under development
		<input type="checkbox"/> have always-on front and back light visible from 300 feet under normal conditions that remain illuminated 90 seconds after stopping
	Do not operate a motorized scooter without a valid driver's license or instruction permit.	<input type="checkbox"/>
	Do not operate a motorized scooter with any passengers in addition to the operator.	<input type="checkbox"/>

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	Do not operate a motorized scooter carrying any package, bundle, or article that prevents the operator from keeping at least one hand upon the handlebars.	<input type="checkbox"/>
	Do not operate a motorized scooter on the highway with the handlebars raised so that the operator must elevate his or her hands above the level of his or her shoulders in order to grasp the normal steering grip area	<input type="checkbox"/>
Accessibility	NA	<input type="checkbox"/> Operators must provide adaptive scooters for persons with disabilities. The total percentage of adaptive scooters shall be based on expected need, performance, and usage. OR pay an in-lieu fee to OakDOT or a third party to operate a scooter sharing service for persons with disabilities. <input type="checkbox"/> Mobile apps and other customer interface technology must be fully accessible and be 508 compliant.
	NA	<input type="checkbox"/> Operator shall establish a low-income discount program that offers discounted memberships to individuals at or below 200% of the federal poverty level. Membership in public assistance programs such as SNAP, CalFresh, or PG&E <input type="checkbox"/> Operators shall offer a discounted membership for those with low-income, equivalent to \$5 for one year of unlimited 30 minute rides for those who participate in SNAP or CARE
	NA	<input type="checkbox"/> Place 20% of stations in communities of concern. <input type="checkbox"/> More than 50% of scooters must be deployed in Oakland’s communities of concern. <input type="checkbox"/> Operators may add up to 2500 vehicles in communities that scored at or above the 75 th percentile as defined by the CalEnviroScreen 3.0
Environment	NA	<input type="checkbox"/> Operators shall detail how damaged vehicles are repaired or recycled and efforts made to reduce landfill waste. All batteries and other potentially toxic materials must be disposed or recycled, according to state law, at an appropriate recycling facility

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Operating Location	Operate a motorized scooter on a highway with a speed limit in excess of 25 miles per hour unless the motorized scooter is operated within a Class II or Class IV bikeway, except that a local authority may, by ordinance or resolution, authorize the operation of a motorized scooter outside of a Class II or Class IV bikeway on a highway with a speed limit of up to 35 miles per hour.	<ul style="list-style-type: none"> <input type="checkbox"/> Operations only in the City’s rights of way. Can operate elsewhere (e.g., parks) with permission. <input type="checkbox"/> E-scooters shall not be allowed to operate within the 3-mile geo-fence for downtown Los Angeles.
	Scooters are prohibited on sidewalks	<ul style="list-style-type: none"> <input type="checkbox"/> Require operators to develop and deploy technology to prevent scooter use on sidewalks.
	NA	<ul style="list-style-type: none"> <input type="checkbox"/> Develop a real-time user alert or mechanical intervention to compel compliance with no ride or slow zone areas, and forbid ending rides in no park zones
Quantity	NA	<ul style="list-style-type: none"> <input type="checkbox"/> may employ a variety of methods to limit the number of operators or devices including having a fixed number of allowed devices per operator, or “dynamic capping” that is a more market-based approach that limits devices based on usage rather than a total. <input type="checkbox"/> Minimum fleet size of 500. Maximum is 500 vehicles unless request more. Maximum fleet is 2500, unless adding in disadvantaged communities.
		<ul style="list-style-type: none"> <input type="checkbox"/> Operators shall relocate or rebalance vehicles based on the following times: 6AM-6PM on weekdays, not including holidays – within 2 hours of receiving notice; and all other times – within 10 hours of receiving notice
Driver Education	NA	<ul style="list-style-type: none"> <input type="checkbox"/> Require all riders to acknowledge, at the initiation of every ride, state and local laws that govern where it is legal to ride, the limitation of scooters to one rider only, that the user is the person identified by the driver’s license to establish the account, obeying traffic signals, signs, and flow of traffic as any other vehicle, and other common infractions. <input type="checkbox"/> Educate users and post state and local laws regarding legal and safe use of their devices on their website, mobile app, and the devices themselves in a manner that is accessible and legible to all users. <input type="checkbox"/> Electric scooter systems shall have visible language that notifies the user that: helmets shall be worn; riders shall yield to pedestrians; when riding on street, follow rules of the road, following all motorized vehicle laws and ordinances in the City; riding on the sidewalk is strictly prohibited; and

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		<p>customer must be at least 18 years old with valid license.</p> <ul style="list-style-type: none"><li data-bbox="899 296 1528 359">☐ Operators must inform customers how to park the vehicle correctly.<li data-bbox="899 359 1528 518">☐ Systems will have language that notifies users of helmet requirement, yield to pedestrians, following rules of road, no riding on sidewalks (minimum 48-point font) on platform of scooter, valid drivers license requirement.