



Honorable Mayor and Members of the Hermosa Beach City Council

INFORMATIONAL ITEM REGARDING ALLOWING ALL VEHICLES TO PARK IN PUBLIC ELECTRIC VEHICLE (EV) PARKING SPACES.

(Environmental Programs Manager Douglas Krauss)

Recommended Action:

Staff recommends City Council receive and file this Informational Item regarding allowing all vehicles to park in public EV parking spaces.

Executive Summary:

At its August 26, 2025 meeting, Mayor Saemann proposed a future agenda item to consider allowing all vehicles, regardless of the type of fuel they use, to park in the City's public electric vehicle charging spaces. The request was supported by Councilmember Keegan. Staff explored the background of the City's public electric vehicle charging infrastructure, the policies that underlying the network, and the feasibility of the Mayor's proposal.

Background:

The City of Hermosa Beach has a history of promoting EV charging. The City currently has 34 publicly-accessible EV chargers and 26 chargers for its own fleet (**Attachment 1**). As described in the City's General Plan, PLAN Hermosa, promoting the use of EVs and increasing access to EV charging for our community are key City goals.

On November 29, 2022, during a discussion of the City's various sustainability incentive programs, City Council directed staff to begin charging public EV charger users for both meter and electricity fees. Historically, these fees were not charged to promote the use of EVs.

Due to the age of the City's EV charger inventory, staff was unable to immediately implement the charging of fees at public EV chargers. Staff determined it would be more practical to replace almost all the chargers citywide to allow the charging of fees, provide more reliable equipment, ensure a comprehensive maintenance plan, and to standardize the disparate equipment and networking options currently in place.

Staff began developing a Request for Proposal (RFP) for qualified companies to procure and install the chargers citywide for both public use and the City's fleet needs. This would

include a five-year operations and maintenance program and all necessary networking software and support to be able to monitor energy usage and fee payments. The RFP would also require prospective bidders to perform due diligence to ensure existing infrastructure was adequate for installation of new equipment. A key requirement of the RFP is that proposals should result in no new costs to the City and shall include a comprehensive maintenance agreement

Three chargers, installed and managed under an existing agreement with the vendor, would be excluded as they are in good condition and can be adapted to collect fees under the same schedule as the proposed agreement. Staff expects to release the RFP soon and installation completed before summer of 2026.

Discussion:

Per the California Vehicle Code 22511a, the City may designate City-owned and operated parking stalls and spaces as an EV stall or space by resolution or ordinance. Though the City currently has signage at its public EV spaces designating them as exclusively for EVs, the City did not adopt a resolution nor ordinance codifying these spaces as exclusive for EVs. Consequently, the City is not currently able to enforce EV-only restrictions on these spaces. Should Council choose to continue using these spaces as EV-only, a resolution or ordinance must be adopted specifying this exclusivity. Ultimately, the Council has the authority to designate these spaces as they see fit.

There are a number of factors to be considered in making a decision on allowing all cars to park in EV spaces:

1. Such a policy would likely prevent the City from procuring a “no-cost” agreement for replacing EV chargers citywide (as described above). Potential vendors rely on their earnings from the EV charger fees to amortize their costs for such a project, including procurement, installation and ongoing maintenance. Allowing non-EV vehicles to park in these spaces may result in the City having to replace its current public EV chargers at its own expense. This cost is estimated to be approximately between \$200,000 - \$400,000.
2. The benefit to parking availability would be small. There are nearly 2,000 metered-parking spaces in the City’s Coastal Zone. The 34 public EV charging spaces affected by the proposed policy, are distributed at various locations throughout the City and, would account for less than 2% of that total parking inventory, thus not offering a significant addition of parking options.
3. The proposed policy would further reduce the ability for visitors with electric vehicles to find charging locations as there are limited options (e.g., private property charging) available beyond these public spaces.
4. This would set a potentially confusing precedent as there are no other local agencies that offer such a parking option. Staff was unable to find an example of any other agency that offers such a policy.

5. If the Council wanted to free up the current spaces designated for EV charging, it may be more efficient and cost effective to just eliminate public EV chargers.

If the spaces are to remain restricted to EV use, Council may want to consider adopting a resolution or ordinance to make the restriction enforceable.

Fiscal Impact:

Should Council choose to proceed with making all public EV parking spaces available to all vehicles regardless of fuel type, staff would need to change the signage at all public locations. This would cost roughly \$2000 in materials and staff labor. As mentioned above, this change would also likely require the City to fund its own replacement of public chargers at an estimated cost of \$200,000 - \$400,000.

Attachment:

Map of Citywide EV Chargers

Respectfully Submitted by: Douglas Krauss, Environmental Programs Manager

Approved: Steve Napolitano, Interim City Manager