



AGENDA

CITY OF SEASIDE
CITY COUNCIL/SUCCESSOR
AGENCY OF THE
REDEVELOPMENT AGENCY

CONCURRENT MEETING
HYBRID (IN PERSON & VIRTUAL)
Thursday, September 16, 2021
5:00 PM

MASKS ARE REQUIRED FOR IN PERSON PARTICIPATION.

This meeting is compliant with Governor Newsom's Executive Order N-29-20 which allows local legislative bodies to hold public meetings electronically only, without a physical location for public participation, accessible only telephonically or otherwise electronically (video conferencing) to all members of the public seeking to observe and address the local legislative body, in order to avoid public gatherings, and until further notice. This meeting will be held in a hybrid format providing a physical location at 440 Harcourt Avenue, Council Chamber, Seaside, CA 93955.

DETAILS FOR PUBLIC PARTICIPATION IN THIS COUNCIL MEETING:

IN PERSON PARTICIPATION: Protective face coverings required at all times, including when speaking.

REMOTE PUBLIC COMMENTS To make a public comment, the following options are available:

- Before the Meeting via Email: Written comments can be emailed to CityClerk@ci.seaside.ca.us Include the following subject line: "Public Comment Item # (insert the agenda item number relevant to your comment). Written comments must be received by 4:00 p.m. on the day of the meeting. All submitted comments will be provided to the City Council or the Board for consideration and compiled as part of the record.
- During the Meeting via Oral Comments: When the Mayor calls for public comment, attendees can queue to speak with the "Raise Hand" feature. On the Zoom application, click the "Raise Hand" button. On the phone, press *9. The Clerk will call speaker names and unmute speaker microphones (on the phone, press *6). You will have up to 3 minutes to provide your comments, with time set by the discretion of the Mayor. ***Please note, written comments will not be read but will be included in the final record.***

VIRTUAL MEETING ACCESS

This meeting can be watched via the City of Seaside You Tube channel

https://www.youtube.com/channel/UC1Cu7854Ohtjpr_XV1tDvRg

Or by joining the Zoom webinar link <https://us02web.zoom.us/j/81936832059>

Or call in phone number: 669-900-9128

Webinar ID: 819 3683 2059

1. CALL TO ORDER

2. ROLL CALL – ESTABLISHMENT OF QUORUM

Ian N. Oglesby	Mayor/Chair
David R. Pacheco	Mayor Pro Tem/Vice Chair
Jason Campbell	Council/Agency Member
Jon Wizard	Council/Agency Member
Alexis Garcia-Arrazola	Council/Agency Member

3. INVOCATION AND PLEDGE OF ALLEGIANCE

4. REVIEW OF AGENDA

If there are any items that arose after the 72-hour posting deadline, this is the point in the meeting where a vote may be taken to add the item to the agenda. (A 2/3-majority vote is required).

5. PUBLIC COMMENT

Members of the public wishing to address the Board on matters within the jurisdiction of the City of Seaside, but not on this agenda, may do so during the Public Comment period for up to three (3) minutes. Public Comments for "Presentations" on this agenda are also taken at this time; comments on specific agenda items are heard under that item. For the public record, please state your name.

6. PUBLIC AGENCY COMMUNICATIONS

This is a time specifically set aside for representatives of public agencies to make brief comments of general interest to the City Council and the community.

A. REVIEW OF UPCOMING CITYWIDE EVENTS (ERNESTO ALTAMIRANO, COMMUNICATIONS AND COMMUNITY ENGAGEMENT SPECIALIST)

7. PRESENTATIONS

A. VACCINE UPDATE (FIRE CHIEF MARY GUTIERREZ)

B. RECRUITMENT UPDATE (SAMANTHA SAKHRANI, HUMAN RESOURCES ANALYST)

C. CAL COASTAL SMALL BUSINESS DEVELOPMENT CENTER OUTREACH AND SUPPORT FOR SEASIDE SMALL BUSINESSES (CINDY MERZON, DIRECTOR CAL COASTAL SBDC)

D. CALIFORNIA AMERICAN WATER GENERAL JIM MOORE BOULEVARD TRANSMISSION MAIN PROJECT PRESENTATION (TIM O'HALLORAN, ENGINEERING MANAGER - COASTAL DIVISION)

8. CONSENT AGENDA

A. APPROVE MINUTES FROM AUGUST 30 AND SEPTEMBER 2, 2021

RECOMMENDATION: Approve minutes as presented in the agenda packet.

B. APPROVE AND FILE CITY CHECKS

RECOMMENDATION: Approve and file the accounts payable and wired payments made during the period of August 14, 2021 through August 27, 2021 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending August 26, 2021. Total Accounts Payable and Payroll for the above referenced period is \$2,113,868.14.

C. APPROVE AND FILE SUCCESSOR AGENCY CHECKS

RECOMMENDATION: Approve and file the accounts payable and wired payments made during the period of August 14, 2021 through August 27, 2021 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending August 26, 2021. Total Accounts Payable and Payroll for the above referenced period is \$31.10.

D. PROCLAMATION FOR CONSTITUTION DAY AND CITIZENSHIP DAY ON SEPTEMBER 17, 2021

RECOMMENDATION: Approve a proclamation declaring Constitution Day observance on September 17 to commemorate the signing of the Constitution on September 17, 1787 and Citizenship Day to "recognize all who, by coming of age or by naturalization, have become citizens" in the City of Seaside.

E. PROCLAMATION FOR NATIONAL HISPANIC HERITAGE MONTH FROM SEPTEMBER 15 - OCTOBER 15

RECOMMENDATION: Approve a proclamation that celebrates and recognizes the contributions Hispanic Americans have made to American society and culture and to honor five of our Central American neighbors who celebrate their Independence days in September.

F. PROCLAMATION DESIGNATING SEPTEMBER 27 TO OCTOBER 1, 2021 AS STORMWATER AWARENESS WEEK FOR STORMWATER CONTROL

RECOMMENDATION: Approve a proclamation to recognize Stormwater Awareness Week and the efforts of City staff to protect water quality.

G. PROCLAMATION DESIGNATING SEPTEMBER 2021 AS NATIONAL RECOVERY MONTH

RECOMMENDATION: Approve the proclamation designating September 2021 National Recovery Month.

H. PROCLAMATION DECLARING OCTOBER 2-9, 2021 AS FIRE PREVENTION WEEK IN THE CITY OF SEASIDE

RECOMMENDATION: Approve a proclamation declaring October 2-9, 2021 as fire prevention week in the City of Seaside.

I. APPROVE A MAYOR'S YOUTH FUND CONTRIBUTION REQUEST FROM ROAD 2 REALITY

RECOMMENDATION: Approve a request from Road 2 Reality for a donation of \$3,000.00 from the Mayor's Youth Fund to help cover the costs for equipment, course materials and facility rental.

J. APPROVE A FEE WAIVER REQUEST FROM SEASIDE HIGH SCHOOL FOR COSTS ASSOCIATED WITH THEIR ANNUAL HOMECOMING PARADE

RECOMMENDATION: Approve a request from Seaside High School to waive fees for Public Works and Police services in the amount of \$925.16 for costs associated with the 2021 Homecoming Parade scheduled for October 1, 2021.

K. ACCEPT \$1,016,648.00 IN ADDITIONAL EMERGENCY RENTAL ASSISTANCE PROGRAM (ERAP) GRANT FUNDING FOR THE CITY'S RESIDENTIAL RENT AND UTILITY ASSISTANCE PROGRAM

RECOMMENDATION: Accept additional Monterey County and United Way Rent and Utility Assistance Relief Program grant funds in the amount of \$1,016,648.00, authorize the City Finance Director to make the necessary financial transactions, and authorize the City Manager to execute Amendment 2 to the Community Impact Grant Agreement between United Way Monterey County and City of Seaside.

L. ADOPT A RESOLUTION IN SUPPORT OF THE BLUE ZONES PROJECT MONTEREY COUNTY

RECOMMENDATION: Adopt the resolution in support of the Blue Zones Project Monterey County.

M. ADOPT A RESOLUTION AUTHORIZING A MAINTENANCE AND RIGHT OF ENTRY AGREEMENT WITH SUBARU AUTO DEALERSHIP FOR STORMWATER CONTROL

RECOMMENDATION: Adopt a resolution authorizing the City Manager to execute a Maintenance and Right of Entry Agreement with the Subaru auto dealership.

N. ADOPT A RESOLUTION APPROVING THE CLOSURE OF YOSEMITE STREET, BETWEEN BROADWAY AND MENDOCINO STREET FOR THE SEASIDE FIRE DEPARTMENT OPEN HOUSE SCHEDULED FOR OCTOBER 2, 2021

RECOMMENDATION: Adopt a resolution approving the closure of Yosemite Street, between Broadway and Mendocino Street for the Seaside Fire Department open house scheduled for October 2, 2021.

O. ADOPT A RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH PAVEMENT ENGINEERING INC. TO PERFORM A PAVEMENT CONDITION EVALUATION AND PAVEMENT MANAGEMENT PROGRAM UPDATE FOR AN AMOUNT NOT TO EXCEED \$66,555.00

RECOMMENDATION: Adopt a resolution authorizing the City Manager to execute a Professional Services Agreement with Pavement Engineering Inc. (PEI) to perform a Pavement Condition Evaluation and Pavement Management Program Update (hereinafter collectively PMP Update) for an amount not to exceed \$63,555.00 .

9. PUBLIC HEARING

A. ADOPT A RESOLUTION APPROVING THE CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER) FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) PROGRAM FOR FISCAL YEAR 2020-2021

RECOMMENDATION: Adopt a Resolution in order to:

1. Approve the FY2020-21 CAPER for the CDBG program; and
2. Authorize the City Manager or designee to submit the FY2020-21 CAPER to the U.S. Department of Housing and Urban Development (HUD).

B. INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SEASIDE REPEALING SEASIDE MUNICIPAL CODE SECTION 10.32.050, ADDING CHAPTER 12.52 TO ESTABLISH REGULATIONS FOR SIDEWALK VENDING, AND ADDING CHAPTER 10.48 TO ESTABLISH REGULATIONS FOR MOBILE FOOD VENDING IN THE PUBLIC RIGHT-OF-WAY (FIRST READING-ROLL CALL VOTE).

RECOMMENDATION: Approve first reading of an ordinance amending Seaside Municipal Code section 10.32.050 and Chapter 10.50.

10. BUSINESS ITEMS

A. CITYGATE ASSOCIATES FIRE STATION #2 LOCATION STUDY

RECOMMENDATION: Accept Citygate Associates Fire Station Location Study and direct staff to move forward with site analysis of the recommended fire station location at Giggling Road and 1st Avenue. Direct staff to develop a Request for Proposals for conceptual architectural fire station design on the recommended site.

B. ADOPT A RESOLUTION EXTENDING 14 ACRE FEET PER YEAR ALLOCATION OF WATER FOR THE RESIDENTIAL REUSE OF THE MEDICAL OFFICERS BARRACKS LOCATED AT 4386-4387 PARKER FLATS CUTOFF ROAD

RECOMMENDATION: Adopt a resolution extending the 14 Acre Feet per Year (AFY) water allocation for the residential reuse of the Medical Officers Barracks located at 4386-4387 Parker Flats Cutoff Road.

C. ADOPT A RESOLUTION APPROVING THE 2021 ENGINEERING AND TRAFFIC SURVEY AND ESTABLISHING SPEED LIMITS IN ACCORDANCE WITH THOSE SURVEYS ON VARIOUS STREETS WITHIN THE CITY

RECOMMENDATION: Adopt a resolution approving the 2021 Engineering and Traffic Survey and establishing speed limits in accordance with those surveys on various streets within the City.

D. DISCUSSION REGARDING CONTINUATION OF HYBRID COUNCIL MEETINGS

RECOMMENDATION: Approve continuation of hybrid meetings, to include participation via Zoom, through December 2021, or until State emergency is rescinded, if prior.

11. COUNCIL MEMBER REQUESTS

A. REPORTS ON REQUESTS FROM PRIOR MEETING

1. HOLIDAY LIGHTS AND DECORATION COST ANALYSIS (GARCIA-ARRAZOLA)
2. CENTRAL COAST COMMUNITY ENERGY PRESENTATION (GARCIA-ARRAZOLA)

B. NEW COUNCILMEMBER REQUESTS

12. MAYOR, CITY COUNCIL, CITY MANAGER AND CITY ATTORNEY COMMENTS AND REPORTS ON COMMITTEE ASSIGNMENTS

This is a time specifically set aside for members of the City Council, the City Manager and City Attorney to make brief comments of general interest to the community, and report on committee assignments.

13. CLOSED SESSION

Pursuant to Government Code Section 54956 et seq., the City Council and Successor Agency to Redevelopment Agency may adjourn to a Closed Session to consider specific matters dealing with litigation, certain personnel matters, property negotiations or to confer with the City Attorney. Public comment on these items are taken after the reading of the items by the City Attorney. For the public record, please state your name.

A. CONFERENCE WITH LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE SECTION 54956.9 - POTENTIAL LITIGATION (TWO MATTERS)

B. CONFERENCE WITH LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE SECTION 54956.9 EXISTING LITIGATION:

Case Name: People v. Arzadon, et al. Monterey County Superior Court
20CV003118

C. CONFERENCE WITH LEGAL COUNSEL - PURSUANT TO GOVERNMENT CODE SECTION 54956.9 EXISTING LITIGATION:

Case Name: Committee for Sound Water and Land Development of Fort Ord v. Seaside, et al. Sixth District Court of Appeal H049031

D. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8:

Property: Broadway and Del Monte:1590 Del Monte and 490 Broadway Ave (APNs: 011-302-002 and 011-302-014)

City Negotiators: City Manager and City Attorney

Under Negotiation: price, terms of payment or both

E. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8:

Property: Purchase of 450 acre feet of water

City Negotiators: City Manager and City Attorney

Negotiating Parties: City of Seaside and Marina Coast Water District

Under Negotiation: price, terms of payment or both

14. ADJOURNMENT

Next Regularly Scheduled Meeting:

October 7, 2021
5:00 PM

The City of Seaside is committed to providing accessible facilities and accommodating people with disabilities in all of its services programs and activities. If special considerations are needed by any person to fully participate in this meeting, contact the City Clerk at 899-6707 no fewer than two business days prior to the meeting to allow reasonable arrangements. Agendas are posted at:

<http://www.ci.seaside.ca.us/129/City-Council-Committee-Agendas>

Agenda-related writings or documents provided during public meetings are available for public inspection during the meeting or from the office of the City Clerk. This agenda is posted in compliance with California Governor Newsom's Executive Orders N-29-20 and N-33-20.



DRAFT MINUTES

CITY OF SEASIDE
CITY COUNCIL/SUCCESSOR
AGENCY TO THE
REDEVELOPMENT AGENCY

JOINT SPECIAL MEETING
HYBRID (IN PERSON & VIRTUAL)
Monday, August 30, 2021
4:00 PM

1. CALL TO ORDER

Mayor/Chair Oglesby called the meeting to order at 5:00 p.m.

2. ROLL CALL – ESTABLISHMENT OF QUORUM

PRESENT: Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard
ABSENT: None

3. PLEDGE OF ALLEGIANCE

The pledge was led by Acting City Manager Roberta Greathouse.

4. PUBLIC COMMENT

None.

5. CLOSED SESSION

Mayor/Chair Oglesby opened the floor for public comment and there were no comments from the public. City Attorney Sheri Damon read the closed session items.

A. CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE SECTION 54956.8:

Property: Golf Course Hotel parcel located at 1 McClure Way, Seaside, CA 93955
Agency Negotiators: City Manager and City Attorney
Negotiating Parties: City of Seaside and Seaside Resort Development (SRD), et. al.
Under Negotiation: Price, Terms of Payment, or both

At the end of closed session, Ms. Damon reported that direction was given to negotiators and indicated that two items would be added to the September 2, 2021 City Council meeting agenda.

6. ADJOURNMENT

The meeting adjourned at 6:42 p.m.

Respectfully submitted,

Dominique L. Davis, City Clerk

Ian N. Oglesby, Mayor



DRAFT MINUTES

CITY OF SEASIDE
CITY COUNCIL/SUCCESSOR
AGENCY TO THE
REDEVELOPMENT AGENCY

CONCURRENT MEETING
HYBRID (IN PERSON & VIRTUAL)
Thursday, September 2, 2021
5:00 PM

1. CALL TO ORDER

Mayor Oglesby called the meeting to order at 5:00 p.m.

2. ROLL CALL – ESTABLISHMENT OF QUORUM

PRESENT: Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard
ABSENT: None

3. INVOCATION AND PLEDGE OF ALLEGIANCE

A moment of silence was held for invocation. The pledge was led by Acting City Manager Roberta Greathouse.

4. REVIEW OF AGENDA

No changes.

5. PUBLIC COMMENT

Peter Kaiser, Catherine Crockett, Sarah Haller

6. PUBLIC AGENCY COMMUNICATIONS

Monterey Peninsula Water Management District (Director Alvin Edwards, Division 1 and Director George Riley, Division 2).

A. REVIEW OF UPCOMING CITYWIDE EVENTS (ERNESTO ALTAMIRANO, COMMUNICATIONS AND COMMUNITY ENGAGEMENT SPECIALIST)

Mr. Altamirano provided announcements for upcoming events and introduced Acting Police Chief Nicholas Borges to announce an upcoming special event.

Chief Borges announced the City's first 9/11 commemoration service for the 20th anniversary of the 9/11 attacks. The event is scheduled on Saturday, September 11 at 8:00 a.m. and will include a procession of Fire and Police vehicles starting at the

Seaside Fire Station (1635 Broadway Ave) and end at Seaside City Hall (440 Harcourt Ave) with a ceremony.

B. INTRODUCTION OF NEW CITY STAFF (SAMANTHA SAKHRANI, HUMAN RESOURCES ANALYST)

Ms. Sakhrani provided an introduction of new City staff members and responded to questions from the Council.

7. PRESENTATIONS

A. VACCINATION UPDATE (MARY GUTIERREZ, FIRE CHIEF)

Chief Gutierrez provided an update and responded to questions and comments from the Council.

B. VOTER EDUCATION (DOMINIQUE DAVIS, CITY CLERK)

Ms. Davis provided general voter information relevant to residents of Seaside and responded to questions from the Council.

C. WATER SUPPLY AND DROUGHT UPDATE (CHRIS COOK, CALIFORNIA AMERICAN WATER DIRECTOR OF OPERATIONS)

Mr. Cook provided an update and responded to questions and comments from the Council.

8. CONSENT AGENDA

Mayor/Chair Oglesby read the consent agenda items and asked if there were any requests to pull items for further discussion. Council/Agency member Campbell requested to pull item 8D.

PUBLIC COMMENT: Humberto

On motion by Council/Agency member Campbell and second by Mayor Pro Tem/Vice Chair Pacheco and carried by the following roll vote, the City Council/Successor Agency moved to approve the Consent Agenda except for item 8D.

Result: 5-0-0-0

AYES: Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard

NOES: None

ABSTAIN: None

ABSENT: None

A. APPROVE MINUTES FROM AUGUST 19, 2021

ACTION: Approved

B. APPROVE AND FILE CITY CHECKS

ACTION: Approved & Filed

C. APPROVE AND FILE SUCCESSOR AGENCY CHECKS

ACTION: ACTION: Approved & Filed

D. APPROVE APPOINTMENTS TO COMMISSIONS

Council/Agency member Campbell pulled the item and advised that he would be unable to support the current process of appointing members of the community to commissions and requested to have the opportunity to review applications in advance.

PUBLIC COMMENT: Susan Schiavone

On motion by Council/Agency member Campbell and second by Council/Agency member Wizard to continue the item to a future meeting until appointment applications could be reviewed by the Council/Successor Agency. The motion failed as a result of the following roll call vote:

*Result: 2-3-0-0 **MOTION FAILED***

AYES: Campbell, Wizard

NOES: Garcia-Arrazola, Oglesby, Pacheco

ABSTAIN: None

ABSENT: None

On motion by Mayor Pro Tem/Vice Chair Pacheco and second by Council/Agency member Garcia-Arrazola and carried by the following roll call vote, the City Council/Successor Agency moved to approve the appointments to commission.

Result: 3-2-0-0

AYES: Garcia-Arrazola, Oglesby, Pacheco,

NOES: Campbell, Wizard

ABSTAIN: None

ABSENT: None

ACTION: Approved

E. APPROVE A MAYOR'S YOUTH FUND CONTRIBUTION REQUEST FROM SEASIDE AQUATIC CLUB - THE DOLPHINS

ACTION: Approved

F. ADOPT A RESOLUTION APPROVING THE PURCHASE OF A FORKLIFT IN THE AMOUNT OF \$35,027.00 FROM HERC RENTALS FOR USE BY THE MAINTENANCE AND UTILITIES DIVISION

ACTION: Adopted Resolution #21-75

- G. MODIFY POSITION ALLOCATION LIST TO ADD ONE UNCLASSIFIED ENVIRONMENTAL SERVICES COOPERATIVE AGREEMENT (ESCA) PROGRAM DIRECTOR, ELIMINATE ONE ADMINISTRATIVE ANALYST II, AND APPROVE COMPENSATION PLANS FOR UNCLASSIFIED POSITIONS**

ACTION: Adopted Resolution #21-76

- H. ADOPT A RESOLUTION AUTHORIZING THE CLOSURE OF BROADWAY AVENUE TO THROUGH TRAFFIC FROM FREMONT BOULEVARD TO CALAVERAS STREET FOR THE OTHER BROTHER BEER COMPANY EVENT ON SEPTEMBER 25, 2021**

ACTION: Adopted Resolution #21-77

- I. PROCLAMATION HONORING THE LATE CARLOS RAMOS**

ACTION: Approved

- J. APPROVE A FEE WAIVER REQUEST FROM LEAGUE OF UNITED LATIN AMERICAN CITIZENS (LULAC) COUNCIL #2895 FOR USE OF CITY HALL LAWN FOR A CELEBRATION OF LIFE FOR CARLOS RAMOS**

ACTION: Approved

- K. ADOPT A RESOLUTION FOR DESIGNATION OF VOTING DELEGATES AND ALTERNATES FOR THE LEAGUE OF CALIFORNIA CITIES ANNUAL CONFERENCE AND EXPO BEING HELD SEPTEMBER 22 - 24, 2021 IN SACRAMENTO, CALIFORNIA**

ACTION: Adopted Resolution #21-78

- L. ADOPT A RESOLUTION APPROVING PARCEL MAP FOR PHASE 2A & 2B OF THE ENCLAVE WITHIN THE FORT ORD GOLF COURSES**

ACTION: Adopted Resolution #21-79

9. PUBLIC HEARING

- A. ADOPTION OF ORDINANCE AMENDING SEASIDE MUNICIPAL CODE SECTIONS 10.24.010, 10.24.020, AND 10.24.040 RELATING TO THE ADOPTION OF A TRAFFIC SURVEY (SECOND READING-ROLL CALL VOTE)**

There were no comments from the Council or public.

On motion by Council/Agency member Campbell and second by Mayor Pro Tem/Vice Chair Pacheco and carried by the following roll call vote, the City Council/Successor Agency moved to approve the adoption of the ordinance amending SMC sections 10.24.010, 10.24.020, and 10.24.040 relating to the adoption of a traffic survey.

RESULT: 5-0-0-0

AYES: Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard

NOES: None

ABSTAIN: None

ABSENT: None

City Attorney reaffirmed that the action taken allows for the Council to make future changes to speed limits by resolution.

10. BUSINESS ITEMS

A. ADOPT A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH HARRIS & ASSOCIATES FOR DESIGN SERVICES IN SUPPORT OF PHASE II BUILDING REMOVAL FOR CAMPUS TOWN DEVELOPMENT IN THE AMOUNT OF \$454,462.00

City Engineer Nisha Patel provided a presentation and responded to questions from the Council.

There were no comments from the public.

On motion by Mayor Pro Tem/Vice Chair Pacheco and second by Council/Agency member Campbell and carried by the following roll call vote, the City Council/Successor Agency moved to adopt a resolution authorizing the City Manager to execute a professional services agreement with Harris & Associates for design services in support of phase II building removal for Campus Town Development in the amount of \$454,462.00.

RESULT: 5-0-0-0

AYES: Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard

NOES: None

ABSTAIN: None

ABSENT: None

ACTION: Adopted Resolution #21-80

B. CONSIDER SECOND AMENDMENT TO THE SECOND AMENDED AND RESTATED DISPOSITION AND DEVELOPMENT AGREEMENT WITH CYPRESS SEASIDE, SEASIDE HOTEL INVESTORS, SRD H, R, 33 AND SHEA HOMES FOR THE GOLF COURSE HOTEL PARCEL AND AUTHORIZE CITY MANAGER TO EXECUTE THE AMENDMENT

Ms. Damon provided a presentation and responded to the questions from the Council.

PUBLIC COMMENT: Pastor Ronald Britt

On motion by Mayor Pro Tem/Vice Chair Pacheco and second by Council/Agency member Garcia-Arrazola and carried by the following roll call vote, the City Council/Successor Agency moved to approve the second amendment to the second amended and restated disposition and development agreement with Cypress Seaside, Seaside Hotel investors, SRD, H, R, 33 and Shea Homes for the Golf Course hotel parcel and authorize the City Manager to execute the amendment.

AYES: Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard

NOES: None

ABSTAIN: None

ABSENT: None

ACTION: Adopted Resolution #21-81

C. CONSIDER THIRD AMENDMENT OF AMENDED AND RESTATED GROUND LEASE AND THIRD AMENDMENT TO MEMORANDUM OF AMENDED AND RESTATED LEASE ADJUSTING THE LEASED PREMISES DESCRIPTION AND APPROVE SEASIDE GOLF ACQUISITION GROUP, LLC AS AN ACCEPTABLE TRANSFEREE OF THE GOLF COURSE LEASE AND AUTHORIZE CITY MANAGER TO EXECUTE DOCUMENTS TO IMPLEMENT SUCH ASSIGNMENT AND ASSUMPTION OF GOLF COURSE LEASE

Ms. Damon provided a presentation and responded to the questions from the Council.

PUBLIC COMMENT: Pastor Ronald Britt, Susan Schiavone

On motion by Mayor Pro Tem/Vice Chair Pacheco and second by Council/Agency member Campbell and carried by the following roll call vote, the City Council/Successor Agency moved to approve the third amendment of amended and restated ground lease and third amendment to the memorandum of amended and restated lease adjusting the leased premises description and approve Seaside Golf Acquisition Group, LLC as an acceptable transferee of the Golf Course lease and authorize the City Manager to execute documents to implement such assignments and assumption of the Golf Course lease.

AYES: Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard

NOES: None

ABSTAIN: None

ABSENT: None

ACTION: Adopted Resolution #21-82

11. COUNCIL MEMBER REQUESTS

A. REPORT ON REQUESTS FROM PRIOR MEETING

Mayor/Chair Oglesby clarified his request for landlord and renters access to Federal [and State] programs for rental protection benefits. Acting City Manager Greathouse confirmed that staff is working collecting the necessary information to bring back for future consideration.

B. NEW COUNCIL MEMBER REQUESTS

Perform and present cost analysis for new holiday lights along Fremont Blvd and requested an update from Central Coast Community Energy (Council/Agency member Garcia-Arrazola)

12. MAYOR, CITY COUNCIL, CITY MANAGER AND CITY ATTORNEY COMMENTS AND REPORTS ON COMMITTEE ASSIGNMENTS

Reports provided.

13. ADJOURNMENT

With no further business, the meeting was adjourned at 7:50 p.m.

Respectfully submitted,

Dominique L. Davis, City Clerk

Ian N. Oglesby, Mayor



CITY OF SEASIDE STAFF REPORT

Item No.: 8.B.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Jessica Riley, Assistant Finance Director

DATE: September 16, 2021

SUBJECT: APPROVE AND FILE CITY CHECKS

RECOMMENDATION

Approve and file the accounts payable and wired payments made during the period of August 14, 2021 through August 27, 2021 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending August 26, 2021. Total Accounts Payable and Payroll for the above referenced period is \$2,113,868.14.

BACKGROUND

In accordance with Government Code Section 37208, at each City Council meeting the Council is provided a listing of the payroll and general checks issued since the last report so that it can inspect and confirm these checks. Each purchase has been reviewed and approved by the department making the purchase at the time of procurement. The invoice has been reviewed by the Finance Department prior to payment to ensure that it conforms to the approved budget.

Therefore, in accordance with Government Code Section 37208, the above referenced, and linked list of checks conforms to the approved budget and has been paid. These checks are submitted to the City Council for inspection and confirmation.

A description of the checks and wires exceeding \$10,000 are as follows:

- \$787,479.99 for Payroll and benefits.
- \$12,500.00 to Community Human Services for Services provided by Community Human Services Staff at the Family Service Center at 1178 Broadway ave.
- \$25,000.00 to Community Partnership for Youth for Community social services grant reimbursement request for the period 5/1/2021 - 7/31/2021.
- \$21,260.25 to Monterey County Convention & Visitor's Bureau for TID (Tourism

Improvement District) Remittance for the reporting period of June 2021 from the 13 City of Seaside motels/hotels.

- \$44,754.98 to PG&E for Collective accts for street lights, highway lighting, park lights and city office buildings. Service period: 6/10/2021 - 7/26/2021.
- \$14,162.50 to Sunbay Resort Associates, LLC for United Way rental assistance for two tenants.
- \$17,092.50 to Harris & Associates for SCSD prof. services for Capital Project Management during 5/30/2021-7/3/2021; Eucalyptus road infiltration services for the period 5/30/2021-7/3/2021.
- \$31,705.00 to The Village Project, Inc. for Community social services grant reimbursement request for the period 5/1/2021 - 7/31/2021.
- \$16,132.90 to Kimley-Horn and Associates for Intersection Control Evaluation and corridor study services through 6/30/2021.
- \$130,873.36 to K.J. Woods Construction Inc. for Draw request for SCSD professional svcs. for the Del Monte Sewer Main Upgrade.
- \$356,004.90 to A. Teichert & Son, Inc. for Construction services for the City Pavement Rehabilitation Project Phase 3 through 5/31/2021.
- \$38,000.63 to The Huntington Capital Corporation for Quarterly lease contract payment for the period of 8/14/2021 - 11/14/2021 for: 1.) Vector and Patch Trucks 2.) 3 pick-up trucks used by the water department, SCSD, and the parks/streets department 3.) Library and City Hall energy project.
- \$32,993.25 to Monterey Bay Military Housing LLC for United Way rental assistance for 3 tenants.
- \$19,528.75 to Mangold Property Management for United Way rental assistance for 2 tenants.
- \$12,750.00 to Sedgwick CMS, Inc. for Workers' Comp. claim for the period 7/1/2020-12/31/2020.
- \$10,078.31 to M.G. West Company for Framery O model soundproof office phone booth.
- \$22,356.25 to Parisi Transportation Consulting, Inc. for FY 20/21 Engineering & Traffic Survey.
- \$91,935.00 to Vista Environmental Consulting, Inc. for Fort Ord Hazmat Removal services through 6/30/2021.

The remaining checks, totaling \$429,290.67 include payments to vendors for operating expenditures.

The Checks report is available on the City's website here:

<https://www.ci.seaside.ca.us/194/Check-Draft-Register>

FISCAL IMPACT

There are no additional fiscal impacts.

ATTACHMENTS

None



CITY OF SEASIDE STAFF REPORT

Item No.: 8.C.

TO: Successor Agency to the Redevelopment Agency of the City of Seaside

FROM: Roberta Greathouse, Acting City Manager

BY: Jessica Riley, Assistant Finance Director

DATE: September 16, 2021

SUBJECT: APPROVE AND FILE SUCCESSOR AGENCY CHECKS

RECOMMENDATION

Approve and file the accounts payable and wired payments made during the period of August 14, 2021 through August 27, 2021 including the payroll and benefits checks, direct deposits and wired payments related to the pay period ending August 26, 2021. Total Accounts Payable and Payroll for the above referenced period is \$31.10.

BACKGROUND

In accordance with Government Code Section 37208, at each City Council meeting the Council is provided a listing of the payroll and general checks issued since the last report so that it can inspect and confirm these checks. Each purchase has been reviewed and approved by the department making the purchase at the time of procurement. The invoice has been reviewed by the Finance Department prior to payment to ensure that it conforms to the approved budget.

Therefore, in accordance with Government Code Section 37208, the above referenced, and linked list of checks conforms to the approved budget and has been paid. These checks are submitted to the City Council for inspection and confirmation.

A description of the checks and wires exceeding \$10,000 are as follows:

- No checks exceeded \$10,000.

The Checks report is available on the City's website here:

<https://www.ci.seaside.ca.us/194/Check-Draft-Register>

FISCAL IMPACT

There are no additional fiscal impacts.

ATTACHMENTS

None



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 8.D.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Ashley Collick, Assistant City Manager
Ernesto Altamirano, Communications & Community Engagement Specialist

DATE: September 16, 2021

SUBJECT: PROCLAMATION FOR CONSTITUTION DAY AND CITIZENSHIP DAY ON SEPTEMBER 17, 2021

RECOMMENDATION

Approve a proclamation declaring Constitution Day observance on September 17 to commemorate the signing of the Constitution on September 17, 1787 and Citizenship Day to "recognize all who, by coming of age or by naturalization, have become citizens" in the City of Seaside.

BACKGROUND

On June 3rd, 2021, the Council approved the Library of Congress' commemorative observances.

Constitution Day and Citizenship Day is observed each year on September 17 to commemorate the signing of the Constitution on September 17, 1787 and "recognize all who, by coming of age or by naturalization, have become citizens."

FISCAL IMPACT

None

ATTACHMENTS

1. Constitution Day and Citizenship Day 2021
 2. Commemorative Observances _ Law Library of Congress
-

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

City of Seaside PROCLAMATION



Constitution Day and Citizenship Day Commemorative Observance

WHEREAS, *The Constitution of the United States of America, the guardian of our liberties, embodies the principles of limited government in a Republic dedicated to rule by law; and*

WHEREAS, *September 17, 2021, marks the two hundred twenty-fourth anniversary of the framing of the Constitution of the United States of America by the Constitutional Convention; and*

WHEREAS, *it is fitting and proper to accord official recognition to this magnificent document and its memorable anniversary, and to the patriotic celebrations which will commemorate it; and*

WHEREAS, *we recognize all who, by coming of age or by naturalization, have become citizens;*

WHEREAS, *we ask our citizens to reaffirm the ideals the Framers of the Constitution had in 1787 by vigilantly protecting the freedoms guaranteed to us through this guardian of our liberties;*

NOW THEREFORE, BE IT PROCLAIMED, *that I, The Honorable Ian N. Oglesby, Mayor of the City of Seaside, on behalf of the City Council, do hereby proclaim Friday, September 17, 2021 as Constitution Day and Citizenship Day.*

Ian N. Oglesby, Mayor
September 16, 2021

Library of Congress

Law Library of Congress

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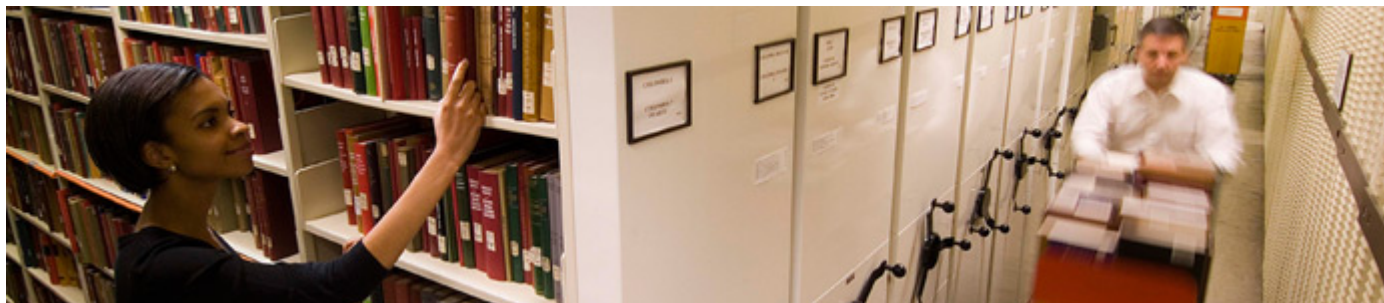
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Commemorative Observances



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The guides listed below provide commentary and recommended resources for selected national observances and commemorative months.

- [African American History Month](#) (February)
National African American History Month in February celebrates the contributions that African Americans have made to American history in their struggles for freedom and equality and deepens our understanding of our Nation's history.
- [American Indian Heritage Month](#) (November)
National American Indian Heritage Month celebrates and recognizes the accomplishments of the peoples who were the original inhabitants, explorers and settlers of the United States.
- [Asian Pacific Heritage Month](#) (May)
Asian/Pacific American Heritage Month is a month to celebrate the contributions Asian/Pacific Americans have made to American history, society and culture.
- [Constitution Day and Citizenship Day](#) (September 17)
Constitution Day and Citizenship Day is observed each year on September 17 to commemorate the signing of the Constitution on September 17, 1787 and "recognize all who, by coming of age or by naturalization, have become citizens."
- [Human Rights Day](#) (December 10)
Human Rights Day is observed each year to commemorate the adoption of the Universal Declaration of Human Rights (UDHR) by the United Nations General Assembly on December 10, 1948.
- [Irish-American Heritage Month](#) (March)
Irish-American Heritage Month is a month to celebrate the contributions which Irish-Americans have made to the United States.
- [Jewish American Heritage Month](#) (May)
Jewish American Heritage Month is a month to celebrate the contributions Jewish Americans have made to America since they first arrived in New Amsterdam in 1654.
- [Law Day](#) (May 1)
Law Day is a national day to celebrate the rule of law and its contributions to the freedoms Americans enjoy.
- [Lesbian, Gay, Bisexual, Transgender and Queer Pride Month](#) (June)
Lesbian, Gay, Bisexual, Transgender and Queer Pride Month commemorates the events of June 1969 and works to achieve equal justice and equal opportunity for LGBTQ Americans.
- [National Disability Employment Awareness Month](#) (October)
National Disability Employment Awareness Month celebrates the accomplishments in the workplace of persons with disabilities and reaffirms the commitment to ensuring equal employment opportunities to all citizens.
- [National Hispanic Heritage Month](#) (September 15 - October 15)
National Hispanic Heritage Month celebrates and recognizes the contributions Hispanic Americans have made to American society and culture and to honor five of our Central American neighbors who celebrate their Independence days in September.
- [Women's History Month](#) (March)
Women's History Month honors and celebrates the struggles and achievements of American women throughout the history of the United States.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 8.E.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Ashley Collick, Assistant City Manager
Ernesto Altamirano, Communications & Community Engagement Specialist

DATE: September 16, 2021

**SUBJECT: PROCLAMATION FOR NATIONAL HISPANIC HERITAGE MONTH
FROM SEPTEMBER 15 - OCTOBER 15**

RECOMMENDATION

Approve a proclamation that celebrates and recognizes the contributions Hispanic Americans have made to American society and culture and to honor five of our Central American neighbors who celebrate their Independence days in September.

BACKGROUND

On June 3rd, 2021, the Council approved the Library of Congress' commemorative observances.

National Hispanic Heritage Month celebrates and recognizes the contributions Hispanic Americans have made to American society and culture and to honor five of our Central American neighbors who celebrate their Independence days in September.

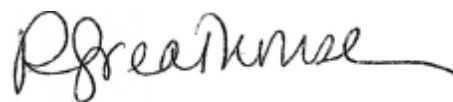
FISCAL IMPACT

None

ATTACHMENTS

1. National Hispanic Heritage Month 2021
 2. Commemorative Observances _ Law Library of Congress
-

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

City of Seaside PROCLAMATION



National Hispanic Heritage Month Commemorative Observance

WHEREAS, September 15th through October 15th is recognized as National Hispanic Heritage Month and as a time to honor the invaluable ways Hispanics and Latinos contribute to our common goals, celebrate their diverse cultures, and to work towards a stronger, more inclusive, and more prosperous society for all; and

WHEREAS, Hispanics and Latinos have and continue to serve as Civil Rights leaders, politicians, military service members, educators, first responders, science pioneers, and public servants for our community and country; and

WHEREAS, Hispanics and Latinos have enhanced and shaped our national character with centuries old traditions that reflect the multi-ethnic and multi-cultural customs of their communities, while adding their own distinct and dynamic perspectives to the story of our country; and

NOW THEREFORE, BE IT PROCLAIMED, that I, The Honorable Ian N. Oglesby, Mayor of the City of Seaside, on behalf of the City Council, do hereby proclaim September 15, 2021 through October 15, 2021 as National Hispanic Heritage Month.

Ian N. Oglesby, Mayor
September 16, 2021

Library of Congress

Law Library of Congress

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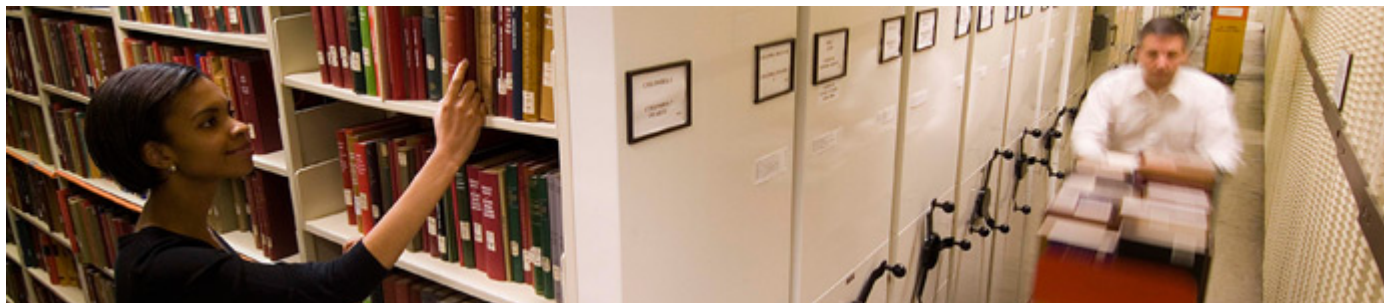
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Human Rights Day is observed each year to commemorate the adoption of the Universal Declaration of Human Rights (UDHR) by the United Nations General Assembly on December 10, 1948.
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Lesbian, Gay, Bisexual, Transgender and Queer Pride Month commemorates the events of June 1969 and works to achieve equal justice and equal opportunity for LGBTQ Americans.
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- [National Hispanic Heritage Month](#) (September 15 - October 15)
National Hispanic Heritage Month celebrates and recognizes the contributions Hispanic Americans have made to American society and culture and to honor five of our Central American neighbors who celebrate their Independence days in September.
- [Women's History Month](#) (March)
Women's History Month honors and celebrates the struggles and achievements of American women throughout the history of the United States.



CITY OF SEASIDE STAFF REPORT

Item No.: 8.F.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Nisha Patel, Public Works Director/City Engineer

DATE: September 16, 2021

SUBJECT: PROCLAMATION DESIGNATING SEPTEMBER 27 TO OCTOBER 1, 2021 AS STORMWATER AWARENESS WEEK FOR STORMWATER CONTROL

RECOMMENDATION

Approve a proclamation to recognize Stormwater Awareness Week and the efforts of City staff to protect water quality.

BACKGROUND

The City of Seaside operates a separate municipal storm sewer system (MS4) and is regulated under the Federal Water Pollution Control Act (Clean Water Act). Storm drains flow directly to our waterways. It is inherent that only rain should flow down the drain in order to preserve our natural ecosystems.

City staff often serve on the front lines of water quality protection. In preparation for the upcoming rainy season, city staff will undergo training on best management practices to ensure that our waterways are protected. This training is a part of a statewide effort called Stormwater Awareness Week which is held September 27th through October 1st. The City is a member of a regional collaboration called the Monterey Regional Stormwater Management Program. This effort, which has spanned nearly 20 years, aims to cost-effectively and consistently meet our Clean Water Act requirements.

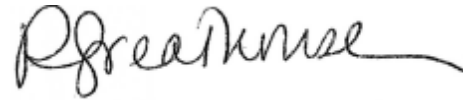
FISCAL IMPACT

There is no fiscal impact with the Council action.

ATTACHMENTS

1. 2021 Stormwater Awareness Week Proclamation
-

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

City of Seaside
PROCLAMATION



Stormwater Awareness Week
September 27 – October 1, 2021

WHEREAS, in preparation for the upcoming rainy season, September 27 through October 1 is Stormwater Awareness Week; and,

WHEREAS, it is the purpose of this week to raise awareness of stormwater and water quality issues among City Staff, the development community, and the general public; and,

WHEREAS, the City operates a municipal separate storm sewer system (MS4) and is regulated under the Federal Water Pollution Control Act (Clean Water Act); and,

WHEREAS, City Staff often serve as the front line of water quality protection; and,

WHEREAS, the City participates in a regional collaboration called the Monterey Regional Stormwater Management Program to consistently and cost-effectively respond to Stormwater Permit requirements;

NOW THEREFORE, BE IT PROCLAIMED, that I, The Honorable Ian N. Oglesby, Mayor of the City of Seaside, do hereby proclaim the week September 27 - October 1, 2021 as STORMWATER AWARENESS WEEK, and extends appreciation to City Staff and the public for their dedication to protecting water quality and our waterways.

Ian N. Oglesby, Mayor
September 16, 2021



CITY OF SEASIDE STAFF REPORT

Item No.: 8.G.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Ashley Collick, Assistant City Manager

DATE: September 16, 2021

**SUBJECT: PROCLAMATION DESIGNATING SEPTEMBER 2021 AS
NATIONAL RECOVERY MONTH**

RECOMMENDATION

Approve the proclamation designating September 2021 National Recovery Month.

BACKGROUND

On September 3rd, 2020, the Council approved a proclamation declaring September 2020 National Recovery Month. The proclamation was sponsored by Sun Street Centers. They are also requesting an updated proclamation for 2021.

National Recovery Month (Recovery Month) is a national observance held every September to promote and support new evidence-based treatment and recovery practices, the emergence of a strong and proud recovery community, and the dedication of service providers and community members across the nation who make recovery in all its forms possible.

The mission of Sun Street Centers is preventing alcohol and drug addiction by offering education, prevention, treatment and recovery to individuals and families, regardless of income level.

FISCAL IMPACT

None.

ATTACHMENTS

1. SunStreet-National Recovery Month Proclamation 2021

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

City of Seaside Proclamation



NATIONAL RECOVERY MONTH

September 2021

***WHEREAS,** September is observed across the nation as National Recovery Month.*

***WHEREAS,** The impact of mental and substance use disorders and co-occurring disorders is apparent in our local community, and a great number of Seaside residents are affected by these conditions. About 2 million Californians met the criteria for substance use disorder.*

***WHEREAS,** Mental and substance use disorders, including co-occurring disorders affect all communities nationwide, but with commitment and support, people with these disorders can achieve healthy lifestyles and lead rewarding lives in recovery. By seeking help, people who experience mental and substance use disorders and co-occurring disorders can embark on a new path toward improved health and overall wellness. Sun Street Centers provides the community with the resources to begin and continue their recovery.*

***WHEREAS,** Through Recovery Month, people become more aware and able to recognize the signs of mental and substance use disorders and co-occurring disorders and encourages people in need of treatment and recovery services to seek help. Managing the effects of these conditions helps individuals achieve healthy lifestyles, both physically and emotionally.*

***WHEREAS,** The Recovery Month observance continues to work to improve the lives of those affected by mental and substance use disorders and co-occurring disorders by raising awareness of these disorders and educating communities about the effective treatment, and recovery services that are available. Sun Street Centers also educates youth to prevent substance use disorders from happening. For the above reasons, Sun Street Centers asks the citizens of Seaside to join in celebrating this September as National Recovery Month.*

***THEREFORE, BE IT PROCLAIMED,** that I, The Honorable Ian N. Oglesby, Mayor of the City of Seaside, on behalf of the City Council, do hereby proclaim, the month of September 2020 as National Recovery Month. In doing so, call upon our*

community to observe this month with compelling programs and events that support this year's observance.

*Ian N. Oglesby, Mayor
September 16, 2021*

DRAFT



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 8.H.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Mary Gutierrez, Fire Chief

DATE: September 16, 2021

**SUBJECT: PROCLAMATION DECLARING OCTOBER 2-9, 2021 AS FIRE
PREVENTION WEEK IN THE CITY OF SEASIDE**

RECOMMENDATION

Approve a proclamation declaring October 2-9, 2021 as fire prevention week in the City of Seaside.

BACKGROUND

The month of October is fire prevention week in the United States. Fire Departments throughout the United States hold open houses and fire prevention outreach activities to engage the public and educate them about the importance of understanding fire safety.

The Fire Department recommends that City Council approve a Proclamation declaring October 2-9 Fire Prevention Week and urges the residents of Seaside to "Learn the Sounds of Fire Safety" by understanding the sounds of smoke and carbon monoxide alarms and to develop a family "Escape Plan" in the event of an emergency.

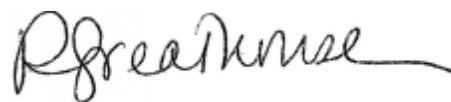
FISCAL IMPACT

\$600.00 to host a Fire Department Open House on October 2, 2021 is allocated in FY 2021/22 budget.

ATTACHMENTS

1. FPW 21 - Mayors Proclamation
-

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

City of Seaside

PROCLAMATION



Fire Prevention Week 2021

WHEREAS, the State of City of Seaside is committed to ensuring the safety and security of all those living in and visiting our state; and

WHEREAS, fire is a serious public safety concern both locally and nationally, and homes are the locations where people are at greatest risk from fire; and

WHEREAS, home fires killed more than 3,704 people and injured 16,600 in the United States in 2019, according to the US Fire Administration and fire departments in the United States responded to 1,291,500 fires; and

WHEREAS, smoke alarms sense smoke well before you can, alerting you to danger in the event of fire in which you may have as little as 2 minutes to escape safely; and

WHEREAS, working smoke alarms cut the risk of dying in reported home fires in half; and

WHEREAS, City of Seaside residents should be sure everyone in the home understands the sounds of the alarms and knows how to respond; and

WHEREAS, City of Seaside residents who have planned and practiced a home fire escape plan are more prepared and will therefore be more likely to survive a fire; and

WHEREAS, City of Seaside residents will make sure their smoke and CO alarms meet the needs of all their family members, including those with sensory or physical disabilities; and

WHEREAS, City of Seaside first responders are dedicated to reducing the occurrence of home fires and home fire injuries through prevention and protection education; and

WHEREAS, City of Seaside residents are responsive to public education measures are better able to take personal steps to increase their safety from fire, especially in their homes; and

WHEREAS, the 2021 Fire Prevention Week™ theme, "Learn the Sounds of Fire Safety™," effectively serves to remind us it is important to learn the different sounds of smoke and carbon monoxide alarms.

NOW THEREFORE, BE IT PROCLAIMED, that I, Ian N. Oglesby, Mayor of Seaside do hereby proclaim October 2–9, 2021, as Fire Prevention Week, and I urge all the people of City of Seaside to "Learn the Sounds of Fire Safety" for Fire Prevention Week 2021 and to support the Fire Department Open House scheduled for October 2, 2021.

Ian N. Oglesby, Mayor

September 16, 2021



CITY OF SEASIDE STAFF REPORT

Item No.: 8.I.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Dan Meewis, Recreation Director

DATE: September 16, 2021

**SUBJECT: APPROVE A MAYOR'S YOUTH FUND CONTRIBUTION REQUEST
FROM ROAD 2 REALITY**

RECOMMENDATION

Approve a request from Road 2 Reality for a donation of \$3,000.00 from the Mayor's Youth Fund to help cover the costs for equipment, course materials and facility rental.

BACKGROUND

Road 2 Reality is dedicated to creating a space and ample opportunities for all participants involved with their program. They plan to hold a variety of courses that are normally not offered within the local school district. These courses that will be offered are leadership/mentorship, computer software, engineer & coding, CPR/AED/First aid training, community real estate, physical fitness & health and apprenticeship preparation training. These courses will help their participants by providing them with different skills and knowledge they apply in their everyday lives.

Road 2 Reality are partnering with the Seaside High School AP Environmental Science classes to collaborate efforts into reducing the amount of wasted plastic that is left around the community and their campus. They plan to create plastic awareness posters to educate the community members and plan to host multiple city clean-up days that are dedicated to cleaning up the surrounding areas. They are also seeking out a local partnership with the Hopkins Marine Station to see how their collaborative efforts could positively impact ocean life with the reduction of plastic waste.

Based on the information provided in the application, the request meets the criteria for the Mayor's Youth Fund Policy. This is the first time that Road 2 Reality has requested a donation.

FISCAL IMPACT

This request would be funded by a donation from Green Waste Recovery Inc. donation to the Mayor's Youth Fund. The current balance in the Mayor's Youth Fund Account is \$48,100.73. If the City Council approves this request, the balance will drop down to \$45,100.73.

In the event that all of the funds in the Mayor's Youth Fund become exhausted, staff will keep a file of all applications. Once Green Waste issues the next round of funding all applications on file will be processed on the next available City Council Meeting.

ATTACHMENTS

1. MYF Road 2 Reality
2. Road 2 Reality 501(c)(3) Information
3. Road 2 Reality W9 - 2021

Reviewed for Submission to the City Council by:



Roberta Greathouse, Acting City Manager

MAYOR'S YOUTH FUND POLICY

Purpose: The Mayor's Youth Fund was created to provide supplemental financial assistance to students and non-profit groups that provide services to improve the lives of young people living in the City of Seaside. A policy has been developed to standardize the evaluation of contribution requests and ensure that the funds are used appropriately to serve the City's youth.

Eligible Applicants: Contributions will only be made to, or on behalf of, students or organized groups, such as schools and non-profit organizations based in Seaside and/or serving a majority of Seaside residents (50%) that are 18 years old or younger or enrolled in high school. Faith based organizations may apply for contributions from the Mayor's Youth Fund if the funding is not used to support religious activities such as worship, Sunday School, or religious instruction. In addition, activities funded by the Mayor's Youth Fund must be open to all persons without regard to their religious affiliation.

Submittal of Contribution Requests: In order to request a contribution, the following information must be provided in writing:

- Name of the organization, person(s) benefiting, proposed use of the funds, total amount needed or fundraising goal.
- Description of other methods being used to raise funds and/or other contributors.
- An explanation of how the group, activity, or event will benefit Seaside youth.
- Written description of how the use of the funds will be specifically used for youth group activities/events and/or has a nexus to the goals related to recycle, cleanup, and "green" sustainability to ensure a healthy environment.
- How this request will provide a municipal benefit (ie., benefit the community).
- Proof of non-profit organizations status (not a taxpayer's I.D> number) and a current W-9 form.

Evaluation Process and Criteria: Contributions can only be made if approved by the City Council. Funding requests will be evaluated based on their consistency with this policy, including the following criteria.

- Scholastic, athletic, music, environmental and art activities will be considered for funding based on the quality of the proposed activity.
- Evidence of activities/events related to "reduce, reuse and recycle" to ensure a healthy environment.
- Contributions requests will be accepted from individuals and can be made to an organization on behalf of an individual member or student.

- Contributions are only paid to organizations, such as non-profit groups and schools.
- Contributions are intended to fund actual costs related to an event or activity. (Please see "Payment Process" information provided below.)
- Contributions from the Mayor's Youth Fund are not intended to be the sole source of funds for an organization or program and will only be made to supplement other fundraising activities.
- How this request will provide a municipal benefit (ie., benefit the community).

Contribution Limits: In order to equitably distribute funds available in the Mayor's Youth Fund, the following contribution guidelines have been developed, although all contributions are subject to the discretion of the City Council.

<u>Individuals*</u>	25% of total cost of activity (not to exceed \$1,000.00)
Groups up to 20	up to \$1,500.00
Groups 21+	up to \$3,000.00

In addition, funding will be limited to one contribution per year (every 12 months).

Payment Process: If a contribution is approved by the City Council, payment will be made to the authorized organization or directly to the vendor selected by the authorized organization after submittal of a receipt or the presentation of actual invoices. No funding can go directly to an individual. This process is required in order to provide documentation required to meet municipal auditing standards.

###

Mayor's Youth Fund Contribution Request

Prior to completing this request please, review the attached contribution policy. All requests will be considered before the City Council and you will be notified of the specific date your item is placed on the agenda. Please return this completed form with necessary attachments to Recreation Services, City of Seaside, 440 Harcourt Avenue, Seaside, CA 93955.

Name of Organization: Road 2 Reality

Address: 1043 A Broadway Ave. Seaside CA 93955

Email: lroad2reality@gmail.com

Phone Number: Home 831-238-5352 Work Cell

Name of Individual: Jessica Powell

% Residents or Students of Seaside: 100 %

of Participants: 25

Ages: 13-18

CRITERIA – Applicants must meet at least one of the following criteria to be eligible for funding. Please select one or more from the following list:

Scholastic	<u>X</u>
Athletic	<u> </u>
Music	<u> </u>
Environmental	<u> </u>
Art	<u> </u>

Is funding a reward for one of these activities?

No.

Description of event, activity or program funding pertains to: (Attach Additional Information as Necessary)

Road to Reality is dedicated to creating a space and ample opportunities for all participants involved with our program. We plan to hold a variety of courses that are normally not offered within our local school district. These courses included: Leadership/Mentorship, Computer Software, Engineer & Coding, CPR/AED/First Aid Training, Community Real Estate. Physical Fitness & Health, Apprenticeship Preparation Training. These particular courses will be taught by licensed/accredited persons who hold experience in their particular field.

These courses will help our participants by providing them with different skills and knowledge they apply in their everyday lives. Students will not only gain physical skills but practical ones as well. Each course is subject to meeting twice a week for an hour, after school hours.

Description of how the funds will be specifically used for youth groups activities/events and/or has a nexus to the goals of recycling, cleanup and/or "green" sustainability to insure a healthy environment.

This funding will help us to purchase the necessary equipment and course materials for each student who participates and assist in some of the facility rental cost as well. Certain materials are needed for our courses and believe that our instructors and participants should have access to any and all equipment needed to be successful in our program. Along with the courses we will be provide, we are partnering with the Seaside High School AP Environmental Science classes to collaborate efforts into reducing the amount of wasted plastic that is left around our community and our campus. We plan to create plastic awareness posters and media to educate our community members with planning to host multiple city clean-up days that are dedicated to clean up our surrounding areas. We are also seeking out a local partnership with the Hopkins Marine Station to see how our collaborative efforts could use positively impact the ocean life with the reduction of plastic waste.

What other fundraising activities are you participating in to fund your event, program or activity and what other funding sources will supplement your request?

Our program will continue to be on the search for newer grants in our area that support community work while collaborating with local organizations and veteran programs. We currently created a partnership with the Rotary Club of Seaside and the Boys and Girls Club of Seaside. With our organization being minority owned, we plan to bring a diverse collaboration of local fundraisers along with the support of our community.

*Total Amount Requested: (See Contribution limits) \$3,000

Funding Requirements

- Funding is limited to one contribution per year (every 12 months).
- The Mayor's Youth Fund Closing Report Form must be submitted to staff at least 60 days upon completion of the event, activity or program. Applicants that do not furnish the form may not apply for funds for the following year.
- A representative from the organization is required to be at the Council meeting for their application to be heard. If no representative is present then the agenda item will be postponed to another City Council meeting upon notification by the applicant.
- Incomplete applications will not be forwarded for Council consideration; applications not answering the question related to reduce, reuse or recycle are considered incomplete.

Individual Requests: Please attach an itemized list of all expenses. Amount of donation may not exceed 25% of the total cost of the activity and not exceed \$1,000.00. Applications that are incomplete will be returned.

MAYOR'S YOUTH FUND CLOSING REPORT *

Date Mayor's Youth Fund was approved by council:_____

Name of Organization:_____

Contact:

Address:

Email/Phone:

Amount of Donation Received:_____

What Items were purchased with Mayor's Youth Fund Donation:

Please describe the activities and the date the group/individual participated in related to reduce, reuse and recycle? Please provide written description, brief City Council presentation, and/or photos.

Signature:_____

Date:_____

***This form is due 60 days upon receipt of funding by the applicant. Organizations that do not comply within the 60 day time period may not apply for funding for the following year.**



Department of the Treasury
Internal Revenue Service
Tax Exempt and Government Entities
P.O. Box 2508
Cincinnati, OH 45201

ROAD 2 REALITY
C/O ANGELO AMIR HENRY
1043 BROADWAY AVENUE SUITE A
SEASIDE, CA 93955

Date:
03/23/2021
Employer ID number:
85-2525520
Person to contact:
Name: Customer Service
ID number: 31954
Telephone: (877) 829-5500
Accounting period ending:
December 31
Public charity status:
509(a)(2)
Form 990 / 990-EZ / 990-N required:
Yes
Effective date of exemption:
July 28, 2020
Contribution deductibility:
Yes
Addendum applies:
No
DLN:
26053411001731

Dear Applicant:

We're pleased to tell you we determined you're exempt from federal income tax under Internal Revenue Code (IRC) Section 501(c)(3). Donors can deduct contributions they make to you under IRC Section 170. You're also qualified to receive tax deductible bequests, devises, transfers or gifts under Section 2055, 2106, or 2522. This letter could help resolve questions on your exempt status. Please keep it for your records.

Organizations exempt under IRC Section 501(c)(3) are further classified as either public charities or private foundations. We determined you're a public charity under the IRC Section listed at the top of this letter.

If we indicated at the top of this letter that you're required to file Form 990/990-EZ/990-N, our records show you're required to file an annual information return (Form 990 or Form 990-EZ) or electronic notice (Form 990-N, the e-Postcard). If you don't file a required return or notice for three consecutive years, your exempt status will be automatically revoked.

If we indicated at the top of this letter that an addendum applies, the enclosed addendum is an integral part of this letter.

For important information about your responsibilities as a tax-exempt organization, go to www.irs.gov/charities. Enter "4221-PC" in the search bar to view Publication 4221-PC, Compliance Guide for 501(c)(3) Public Charities, which describes your recordkeeping, reporting, and disclosure requirements.

Sincerely,

Stephen A. Martin
Director, Exempt Organizations
Rulings and Agreements

Request for Taxpayer Identification Number and Certification

Give Form to the
requester. Do not
send to the IRS.

Print or type See Specific Instructions on page 2.	1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. Road 2 Reality	
	2 Business name/disregarded entity name, if different from above n/a	
	3 Check appropriate box for federal tax classification; check only one of the following seven boxes: ☐ Individual/sole proprietor or single-member LLC ☒ C Corporation ☐ S Corporation ☐ Partnership ☐ Trust/estate ☐ Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ Note. For a single-member LLC that is disregarded, do not check LLC; check the appropriate box in the line above for the tax classification of the single-member owner. ☐ Other (see instructions) ▶	
	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ (Applies to accounts maintained outside the U.S.)	
	5 Address (number, street, and apt. or suite no.) 1043 A Broadway Ave	Requester's name and address (optional)
	6 City, state, and ZIP code Seaside CA 93955	
	7 List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

Note. If the account is in more than one name, see the instructions for line 1 and the chart on page 4 for guidelines on whose number to enter.

Social security number								
			-				-	
or								
Employer identification number								
8	5		-	2	5	2	5	5
								0

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 3.

Sign Here

Signature of
U.S. person ▶

Date ▶ 9/13/2021

General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. Information about developments affecting Form W-9 (such as legislation enacted after we release it) is at www.irs.gov/fw9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following:

- Form 1099-INT (interest earned or paid)
- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)

- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding? on page 2.

By signing the filled-out form, you:

1. Certify that the TIN you are giving is correct (or you are waiting for a number to be issued),
2. Certify that you are not subject to backup withholding, or
3. Claim exemption from backup withholding if you are a U.S. exempt payee. If applicable, you are also certifying that as a U.S. person, your allocable share of any partnership income from a U.S. trade or business is not subject to the withholding tax on foreign partners' share of effectively connected income, and
4. Certify that FATCA code(s) entered on this form (if any) indicating that you are exempt from the FATCA reporting, is correct. See *What is FATCA reporting?* on page 2 for further information.



CITY OF SEASIDE STAFF REPORT

Item No.: 8.J.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Dan Meewis, Recreation Director

DATE: September 16, 2021

SUBJECT: APPROVE A FEE WAIVER REQUEST FROM SEASIDE HIGH SCHOOL FOR COSTS ASSOCIATED WITH THEIR ANNUAL HOMECOMING PARADE

RECOMMENDATION

Approve a request from Seaside High School to waive fees for Public Works and Police services in the amount of \$925.16 for costs associated with the 2021 Homecoming Parade scheduled for October 1, 2021.

BACKGROUND

Seaside High School is planning to hold their annual Homecoming Parade on Friday, October 1, 2021, from 2:30 p.m - 4:30 p.m. A special event application was submitted for review by the special event committee. The committee did not have any questions or concerns about the application. They have also provided proof of insurance. The attached event application has information detailing the specifications of this event.

The last fee waiver submitted to the City Council for Seaside High School was approved on September 19, 2019.

FISCAL IMPACT

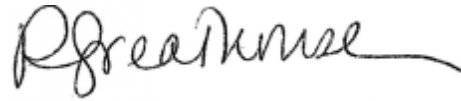
The approximate fees that are being requested to be waived are:

Special Event Application Fee:	\$110.00
Police Fees: 3 Officers for 2 Hours	\$515.16
<u>Public Works Fee:</u>	<u>\$300.00</u>
TOTAL	\$925.16

ATTACHMENTS

1. SHS Homecoming Parade Fee Waiver and Special Event Application 2021
 2. SHS Homecoming Parade - Route (Map) 2021
 3. SHS Homecoming Parade - Proof of Insurance 2021
-

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager



SEASIDE CALIFORNIA

Fee Waiver Request Form

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

CONTACT INFORMATION:

Organization: Seaside High School
Name of Applicant: RiKee Ross
Address: 2200 Noche Buena City: Seaside State: CA
Phone: 8319152935 Email: rross@mpusd.net

EVENT INFORMATION:

Event Title: SHS Homecoming Parade 2021
Event Description: Annual Homecoming parade, w/ floats, vehicles, 8 students
Event Date: 10/01/2021 Room(s) Requested: NONE
Time (including set-up): 2³⁰ - 4³⁰ Approximate Number of Guests: 100

ADDITIONAL INFORMATION:

Reason for Requesting Fee Waiver: this is an event supporting the students & engaging the local community, any increase in cost would limit our ability to conduct event
Have you received a Fee Waiver in the past? ☒ Yes, the event was on October 2019 ☐ No
What is your organization's tax identification number? 770320712
What percentage of your members or participants resides in Seaside? 90%
Is your organization based in Seaside? ☒ Yes ☐ No
Is your organization able to provide liability insurance? ☒ Yes ☐ No
Will alcohol be served or sold at your event? ☐ Yes ☒ No

Applicant Signature: [Signature] Date: 8/9/21

(For Office Use Only)

Fee Waiver Request: ☐ Approved ☐ Denied ☐ Appealed

Security Deposit Required? ☐ Yes ☐ No

Staff Signature: _____ Date: _____

Notes: _____



**SEASIDE
CALIFORNIA**

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

Date:

Dear Event Sponsor:

Welcome to the City of Seaside. The following pages include the City of Seaside's Special Events Application and accompanying instructions developed to guide you through the application process.

Effective February 6, 2014 a \$90.00 permit fee was approved by the Seaside City Council. Please enclose a check made out to the City of Seaside with your completed application. Once the completed form is received it will be distributed to all City departments and agencies affected by your event. You will then be notified of the status of your request. On behalf of the City of Seaside we thank you for contributing to the spirit and vitality of our City through the staging of your event. **Best wishes for a successful event!**

Terry Navarro
City of Seaside
986 Hilby Avenue
Seaside, CA 93955
(831) 899-6805
(831) 718-8603
Email: tnavarro@ci.seaside.ca.us



SEASIDE CALIFORNIA

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

CONTACT INFORMATION:

Organization: Seaside High School
Name of Applicant: Rikie Ross - Activities Director
Address: 2200 Noche Buena City: Seaside State: CA
Phone: 831.392.3530 Email: rrross@mpusd.net
Day of Event Contact Name and Phone: Rikie Ross 831.915.2935

EVENT INFORMATION:

Event Title: SHS Homecoming Parade 2021
Event Category:

- | | | |
|---|---|---------------------------------|
| ☐ Athletic / Recreation | ☐ Concert / Performance | ☐ Circus |
| ☐ Celebration / Festival | ☒ Parade / March / Procession | ☐ Dance |
| ☐ Carnival | ☐ Other: _____ | |

Event Date and Time: October 1, 2021 2:30 pm - 4:30 pm
Setup: 2:00 pm Event Start: 2:45 pm Event End: 4:00 pm Clean up: 4:30 pm

Event Location: South on Noche Buena to La Salle. Turn
Right on La Salle, head south to Fremont St.
Turn Right on Fremont St, head North to

EVENT DESCRIPTION: Old Grove Ave. Turn Right on Old Grove. Left on
Please provide detailed description of your event. Include details regarding any components of your event such as the use of vehicles, animals, rides, sanitation provisions or any other pertinent information about the event. Noche Buena
and return to SHS

Annual homecoming parade will include 4 Floats
& vehicles for different clubs in support of
our homecoming football game.

Number of Participants: 100 Event Benefiting: School & community

Federal ID # (if applicable): _____

- ☐ 501 C(3) ☐ 501 C(6) ☐ Commercial-For Profit ☐ Other: _____

Will admission be charged? ☐ Yes, tickets cost: _____ ☒ No



**SEASIDE
CALIFORNIA**

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

Is the event open to the public? ☒ Yes ☐ No

If no, how will the event be restricted? Indicate plan on detailed schematics:

N/A

How will the event be advertised and promoted?

Flyers, Social Media,
direct communication

Signs posted:

N/A

Special equipment to be used for proposed event: *(List all electrical needs you may require)*

- | | | |
|---------------------------------------|---------------------------------------|--|
| ☐ P.A. System | ☐ Generator(s) | ☐ Amplified sound / music |
| ☐ Booths | ☐ Bleachers | ☐ Cooking fuel |
| ☐ Tents | ☐ Banners | ☐ Barricades |
| ☐ Other: _____ | | |

Will the event include music or live performances?

☐ Yes ☒ No

Will film, video, or photography be involved with the production of event?

☒ Yes ☐ No

Do you intend to sell food or beverage?

☐ Yes ☒ No

(If yes, please attach Health Department Food Vendor Certificate)

Do you intend to sell other merchandise?

☐ Yes ☒ No

Number of Vendors? 0 *(For-profit vendors must have business license on file with the City)*

Vendor Name

Vendor Address

Describe Merchandise

Will alcohol be served?

☐ Yes ☒ No

Will alcohol be sold? *(If yes, please attach ABC license)*

☐ Yes ☒ No

Parking arrangements:

Park at school



**SEASIDE
CALIFORNIA**

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

Safety / Security / Accessibility (please describe your procedures for crowd control and internal security):

SHS Staff

Security Organization (if required - please attach security contract):

N/A

What City services do you anticipate you will need? (i.e. Police, Fire, Public Works, etc.)

Police & Fire, for escort, Public works
with road blocks

Method of trash collection/disposal and provision for additional sanitary facilities:

Students & staff from SHS

Other pertinent information or special requests:

We extend an invite to all council
members & the public to attend our
event.

APPLICANT AGREEMENT

All applicable fees must be paid 30 days prior to event date. No permit revisions will be accepted less than 14 days prior to the event date. The City of Seaside retains the right to terminate the event at any time should a responsible city official determine any activity related to the event is a threat to public safety and/or property. I (we) agree to abide by all laws, rules and regulations which may apply to this area. I (we) accept specific responsibility for other members of my group and for any damage done to city property and/or facilities, and agree to clean and restore the site to the condition in which it was found prior to the holding of the specific event. I certify under penalty of perjury that all the preceding information is true to the best of my knowledge. **Completed and signed special event form must be submitted to Recreation and Community Activities Director within seven working days of receipt of form.**

Applicant Signature: _____

Date: _____

09/01/2021



**SEASIDE
CALIFORNIA**

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

APPLICATION MUST INCLUDE: Detailed schematic of event location indicating specific activity sites. For non-profit organizations, a copy of non-profit status must be submitted.

Attach to application and mail to:
City of Seaside Recreation Services
Attn: Recreation Director
986 Hilby Avenue
Seaside, CA 93955

SPECIFIC EVENT CONDITIONS OF APPROVAL

- ✓ Event organizers must clean up any event-related trash.
- ✓ All event noise or sound must be kept to a minimum, particularly before 9:00 a.m. and must not create an annoyance to co-existing events.
- ✓ Permittee is responsible for the actions of all vendors and participants during the event.
- ✓ No activities are permitted onsite that are not included on your permit application.
- ✓ All City ordinances will be strictly enforced (alcohol, dogs, etc.).
- ✓ Permit must be kept on location at all times.

Failure to comply with the above conditions may result in immediate closure of the event and a ban on future events by the organizer in the City of Seaside.

PROVISIONS

Permittee waives all claims against the City, its officers, agents and employees, for loss or damage caused by, arising out of, or in any way connected with, the exercise of this permit and permittee agrees to save harmless, indemnify and defend City, its officers, agents and employees, from any and all loss, damage or liability which may be suffered or incurred by City, its officers, agents and employees caused by, arising out of or in any way connected with exercise by permittee of the rights hereby granted, except those arising out of the sole negligence of the City.

City shall have the privilege of inspecting the premises covered by this permit any and all time. This permit shall not be assigned. City may terminate this permit at any time if permittee fails to perform and covenant herein contained at the time and in the manner herein provided. City agrees it will not unreasonably exercise this right of termination.

The parties hereto agree that the permittee, its officers, agents and employees, in the performance of this permit shall act in an independent capacity and not as officers, employees or agents of the City. No alteration or variation of the terms of this permit shall be valid unless made in writing and signed by the parties hereto.

Permittee will not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, sex, sexual orientation, age national origin or physical handicaps. Permittee agrees to comply with the terms and conditions contained herein and all rules and regulation of the City subject to this permit.

Applicant Signature: _____

Date: _____

9/1/2021



**SEASIDE
CALIFORNIA**

Special Event Application

Parks and Recreation Division
986 Hilby Avenue, Seaside CA 93955
831-899-6800

INDEMNIFICATION, DEFENSE, HOLD HARMLESS

Applications must furnish the city with a certificate of insurance in an amount no less than \$1 million naming the City of Seaside as an additional insured. The amount of insurance is subject to increase at the discretion of the Finance Director who is the Risk Manager, depending upon the nature of the event. Such insurance must be primary to any city insurance and the city must have at least ten days' notice of cancellation.

For final event approval, you will need commercial general liability insurance that names "the City of Seaside, its officers, employees and agents" as an additional insured and any other public entities impacted by this event. Insurance coverage must be maintained for the duration of the event. To determine the amount of insurance coverage necessary, please contact Risk Manager. Please obtain the required insurance and mail an original insurance certificate to City of Seaside, Recreation and Community Activities Department, P.O. box 810, Seaside, CA 93955.

Insurance Agency: _____ Insurance Agent: _____
Phone Number: _____ Policy Number: _____

PERMIT HOLDER hereby agrees to protect, defend, indemnify and hold and save harmless CITY, its officers, and employees against any and all liability, claims, judgements, costs and demands, however caused, including those resulting from death or injury to PERMIT HOLDER'S employees and damage to PERMIT HOLDER'S property, arising directly or indirectly out of the obligations or operations herein undertaken by PERMIT HOLDER, including those arising from the passive concurrent negligence of CITY but save and except those which arise out of the active concurrent negligence, sole negligence, or the sole willful misconduct of CITY PERMIT HOLDER will conduct all defense at its sole cost and expense. CITY shall be reimbursed by PERMIT HOLDER for all costs or attorney's fees incurred by CITY in enforcing this obligation.

Applicant Signature: _____

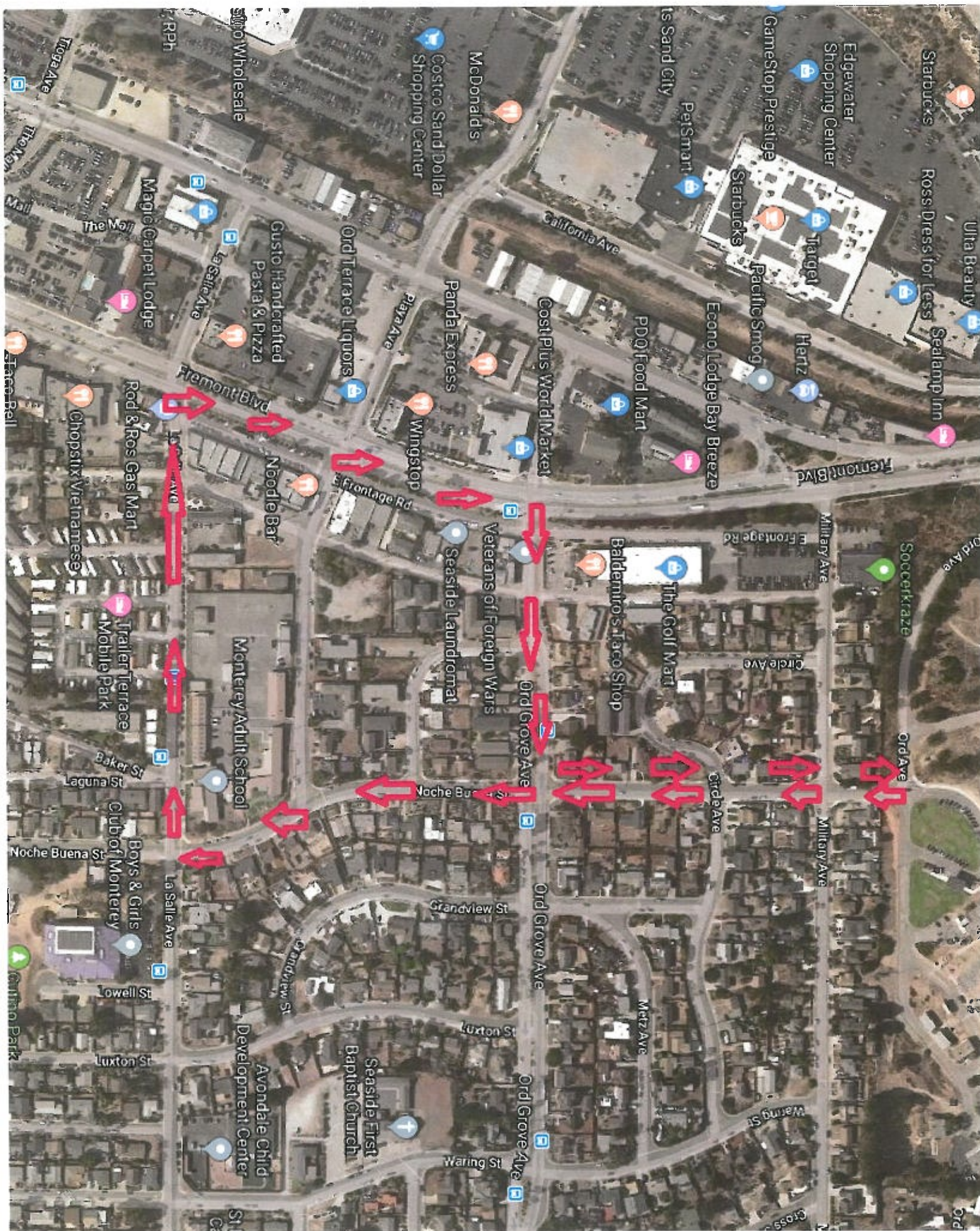
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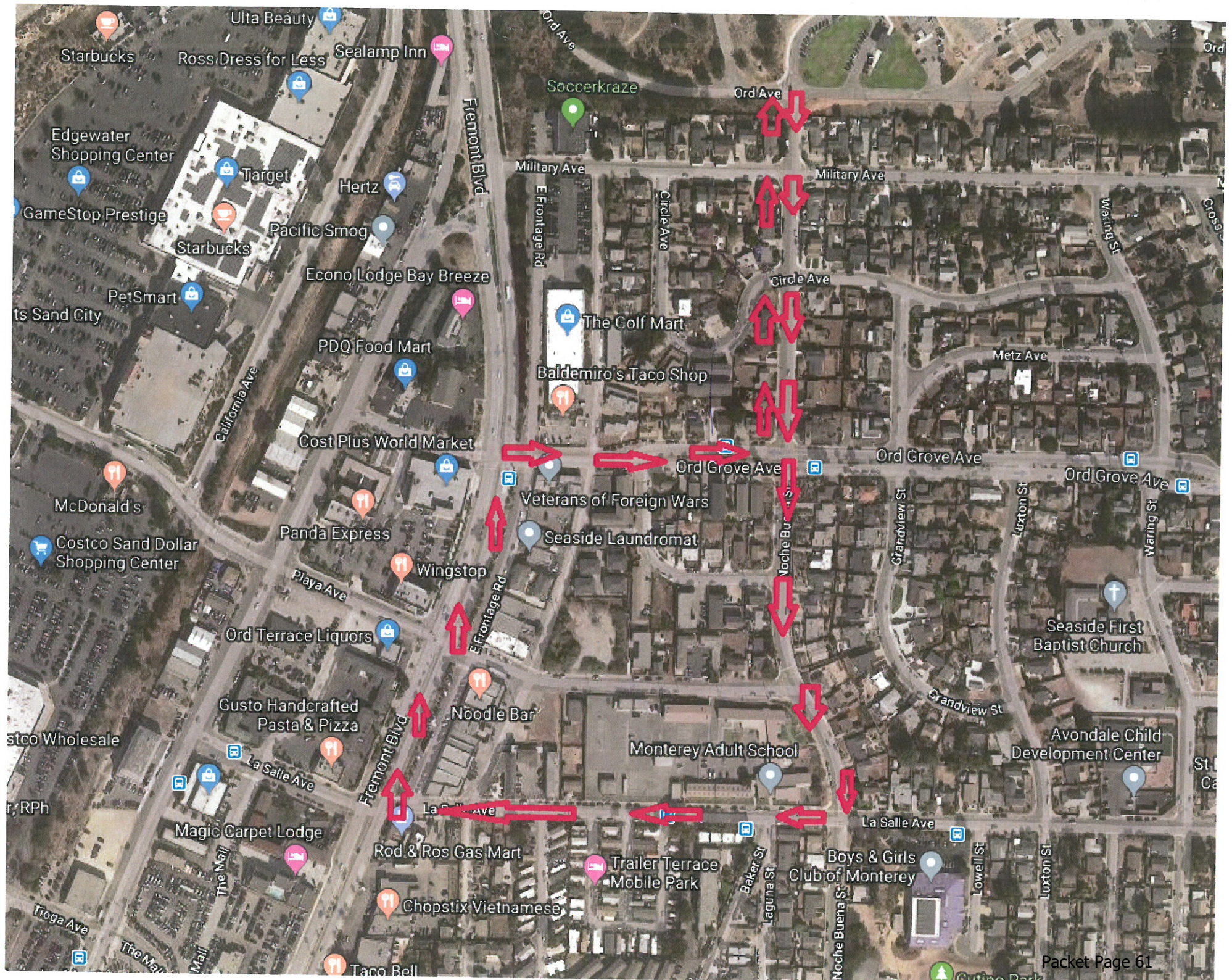
(For Office Use Only)

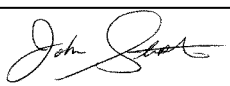
Authorization

- | | |
|---|--|
| ☐ Building _____ | ☐ Recreation _____ |
| ☐ Planning _____ | ☐ Redevelopment _____ |
| ☐ Police _____ | ☐ Public Works _____ |
| ☐ Fire _____ | ☐ County Health _____ |
| ☐ Finance _____ | |

Comments: _____





Northern California ReLiEF Protected Insurance Program for Schools		CERTIFICATE OF COVERAGE		Issue Date 9/9/2021	
ADMINISTRATOR: Keenan & Associates 1732 North First Street, Suite 100 San Jose, CA 95112 Maya Williams mwilliams1@keenan.com		LICENSE # 0451271 (408) 441-0754 x6163		THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE COVERAGE DOCUMENTS BELOW.	
COVERED PARTY: Monterey Peninsula Unified School Dist. 700 Pacific Street Monterey CA 93940		ENTITIES AFFORDING COVERAGE: ENTITY A: Northern California ReLiEF ENTITY B: Protected Insurance Program for Schools ENTITY C: ENTITY D: ENTITY E:			
THIS IS TO CERTIFY THAT THE COVERAGES LISTED BELOW HAVE BEEN ISSUED TO THE COVERED PARTY NAMED ABOVE FOR THE PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN. THE COVERAGE AFFORDED HEREIN IS SUBJECT TO ALL THE TERMS AND CONDITIONS OF SUCH COVERAGE DOCUMENTS.					
ENT LTR	TYPE OF COVERAGE	COVERAGE DOCUMENTS	EFFECTIVE/ EXPIRATION DATE	MEMBER RETAINED LIMIT / DEDUCTIBLE	LIMITS
A	GENERAL LIABILITY ☒ GENERAL LIABILITY ☐ CLAIMS MADE ☒ OCCURRENCE ☒ GOVERNMENT CODES ☒ ERRORS & OMISSIONS ☐	NCR 00202-34	7/1/2021 7/1/2022	\$ 10,000	COMBINED SINGLE LIMIT EACH OCCURRENCE \$ 1,000,000
A	AUTOMOBILE LIABILITY ☒ ANY AUTO ☒ HIRED AUTO ☒ NON-OWNED AUTO ☒ GARAGE LIABILITY ☒ AUTO PHYSICAL DAMAGE	NCR 00202-34	7/1/2021 7/1/2022	\$ 10,000	COMBINED SINGLE LIMIT EACH OCCURRENCE \$ 1,000,000
A	PROPERTY ☒ ALL RISK ☒ EXCLUDES EARTHQUAKE & FLOOD ☐ BUILDER'S RISK	NCR 00202-34	7/1/2021 7/1/2022	\$ 10,000	\$ 500,250,000 EACH OCCURRENCE
A	STUDENT PROFESSIONAL LIABILITY	NCR 00202-34	7/1/2021 7/1/2022	\$ 10,000	\$ Included EACH OCCURRENCE
B	WORKERS COMPENSATION ☒ EMPLOYERS' LIABILITY	PIPS40115	7/1/2021 7/1/2022	\$	☐ WC STATUTORY LIMITS ☒ OTHER \$ 1,000,000 E.L. EACH ACCIDENT
	EXCESS WORKERS COMPENSATION ☐ EMPLOYERS' LIABILITY			\$	\$ 1,000,000 E.L. DISEASE - EACH EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMITS
	OTHER			\$ \$	
DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/RESTRICTIONS/SPECIAL PROVISIONS: As respects to use of city streets by Seaside High School for homecoming parade on October 1, 2021 from 2:30 p.m. to 4:30 p.m.					
CERTIFICATE HOLDER: City of Seaside Recreation and Community Activities Department P.O. Box 810 Seaside CA 93955			SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS		
			 John Stephens AUTHORIZED REPRESENTATIVE		

DISCLAIMER

The Certificate of Coverage on the reverse side of this form does not constitute a contract between the issuing entity(ies), authorized representative or producer, and the certificate holder, nor does it affirmatively or negatively amend, extend or alter the coverage afforded by the coverage documents listed thereon.

ENDORSEMENT

ADDITIONAL COVERED PARTY

COVERED PARTY	COVERAGE DOCUMENT	ADMINISTRATOR
Monterey Peninsula Unified School Dist.	NCR 00202-34	Keenan & Associates

Subject to all its terms, conditions, exclusions, and endorsements, such additional covered party as is afforded by the coverage document shall also apply to the following entity but only as respects to liability arising directly from the actions and activities of the covered party described under "as respects" below.

Additional Covered Party:

City of Seaside
Recreation and Community Activities Department
P.O. Box 810
Seaside CA 93955

As Respects:

As respects to use of city streets by Seaside High School for homecoming parade on October 1, 2021 from 2:30 p.m. to 4:30 p.m.

City of Seaside, its officers, employees, and agents are named as additional covered parties



Authorized Representative



CITY OF SEASIDE STAFF REPORT

Item No.: 8.K.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Ben Nurse, Housing Program Manager

DATE: September 16, 2021

SUBJECT: ACCEPT \$1,016,648.00 IN ADDITIONAL EMERGENCY RENTAL ASSISTANCE PROGRAM (ERAP) GRANT FUNDING FOR THE CITY'S RESIDENTIAL RENT AND UTILITY ASSISTANCE PROGRAM

RECOMMENDATION

Accept additional Monterey County and United Way Rent and Utility Assistance Relief Program grant funds in the amount of \$1,016,648.00, authorize the City Finance Director to make the necessary financial transactions, and authorize the City Manager to execute Amendment 2 to the Community Impact Grant Agreement between United Way Monterey County and City of Seaside.

BACKGROUND

On March 18, 2021, City Council accepted a grant award of \$575,000 from Monterey County and United Way's SB91 Emergency Rental Assistance Program (ERAP) for the City of Seaside's Residential Rent and Utility Assistance Program to assist Seaside residents who are facing housing instability because of loss or reduction in income due to the COVID-19 crisis.

State Bill 91 authorizing the Emergency Rental Assistance Program (ERAP) provided rental assistance at 80% of past due amounts. In June 2021, California Assembly Bill 832 increased the rental assistance to 100% for renters previously assisted and for new applicants.

Staff requested an additional \$1,016,648.00 from United Way to provide the increased rental assistance and to meet the demand from additional applicants. Of the \$1,016,648.00, United Way approved \$926,832.00 to be used for direct assistance to qualified recipients under the program. United Way specifically approved \$89,816.00 to

support administrative assistance costs of running the program, including an additional staff member to provide case management support.

Additionally, Council approved a full-time Administrative Assistant position in the Housing Fund budget beginning January 1, 2022, with a fully burdened cost of approximately \$89,916.00 annually.

Should Council vote to accept the additional funding for the rental assistance grant, which includes funds for the Administrative Assistant, at a subsequent Council Meeting, Human Resources staff will request a change to the position allocation list to fill the full-time Administrative Assistant position as soon as feasible.

The additional funds will bring the total funds granted from United Way to the City of Seaside for its Residential Rent and Utility Assistance Program to \$1,591,648.00.

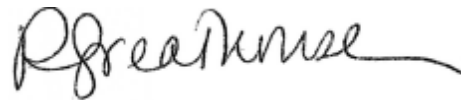
FISCAL IMPACT

No impact on the General Fund.

ATTACHMENTS

1. Resolution
2. Grant Agreement_Rental Assistance_ERAP_City of Seaside_Amendment_2 (rec'd)_8-31-2021 (unsigned)

Reviewed for Submission to the City Council by:



Roberta Greathouse, Acting City Manager

RESOLUTION NO. 21-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE ACCEPTING \$1,016,648.00 IN ADDITIONAL FUNDING FROM MONTEREY COUNTY AND UNITED WAY'S EMERGENCY RENTAL ASSISTANCE PROGRAM (ERAP) FOR THE RESIDENTIAL UTILITY AND RESIDENTIAL RENTAL ASSISTANCE PROGRAM, AUTHORIZE THE FINANCE DIRECTOR TO ADJUST THE GENERAL FUND FOR THIS GRANT, AND AUTHORIZE THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE CONTRACT FOR THIS GRANT.

WHEREAS, A global coronavirus pandemic has resulted in shelter-in-place orders being declared on March 17, 2020 by the Monterey County Health Official; and

WHEREAS, the ensuing economic decline has adversely affected Seaside residents, resulting in many households seeing a decline in income, which led to non-payment of rent and utility bills, which put basic needs like housing and utilities at risk; and

WHEREAS, On March 18, 2021, City Council accepted a grant award of \$575,000 from Monterey County and United Way's SB91 Emergency Rental Assistance Program (ERAP) to support the City of Seaside's residential rent and utility assistance program for a segment of Seaside residents; and

WHEREAS, Monterey County and United Way have granted an additional \$1,016,648.00 to support the City's residential rent and utility assistance, specifically allotting \$926,832.00 to be used for direct assistance to qualified recipients under the program and \$89,816.00 to pay for an administrative assistant to support the program; and

WHEREAS, Council approved a full-time Administrative Assistant position in the Housing Fund budget beginning January 1, 2022, with a fully burdened cost of approximately \$89,916.00 annually; and

WHEREAS, Should Council vote to accept the additional funding for the rental assistance grant, which includes funds for the Administrative Assistant, at a subsequent Council Meeting, Human Resources staff will request a change to the position allocation list to fill the full-time Administrative Assistant position as soon as feasible; and

WHEREAS, the additional funds will bring the total funds granted from United Way to the City of Seaside for its Residential Rent and Utility Assistance Program to \$1,591,648.00.

NOW, THEREFORE BE IT RESOLVED, the City of Seaside accepts the \$1,016,648.00 in additional grant funds from the Monterey County and United Way Emergency Rental Assistance Program (ERAP) to be used for the City of Seaside's residential rent and utility assistance program, authorizes the City Finance Director to adjust the general fund (100-7410-4201 & 100-7410-4202) for the grant, and authorize the City Manager to execute an amendment to the contract for this grant.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside duly held on the 16th day of September, 2021

AYES:
NOES:
ABSENT:
ABSTAIN:

COUNCILMEMBERS:
COUNCILMEMBERS:
COUNCILMEMBERS:
COUNCILMEMBERS:

APPROVED:

Ian N. Oglesby, Mayor

ATTEST:

Dominique L. Davis, City Clerk

**AMENDMENT NUMBER 2 TO
COMMUNITY IMPACT GRANT AGREEMENT BETWEEN
UNITED WAY MONTEREY COUNTY AND City of Seaside**

This **Amendment Number 2 to Community Impact Grant Agreement** ("Amendment") is entered into and effective as of the date this Amendment is fully executed by and between United Way Monterey County (UWMC) and City of Seaside ("Grantee").

- A. UWMC and Grantee are parties to that certain Community Impact Grant Agreement for distribution of certain Grant Funds during the Agreement Term of March 15, 2021 through February 28, 2022 ("Agreement").
- B. Due to changes in California State law affecting the spending deadline under the Agreement, the parties wish to amend the Agreement to incorporate the changes in the law.

UWMC and Grantee agree to amend the Agreement as follows:

1. Grant Agreement Term ("Agreement Term") is extended to November 30, 2022.
2. Grant Funds Distribution Period ("Distribution Period") is extended to September 30, 2022.
3. Final Report Due is extended to November 30, 2022.
4. Section 3.3.3 is replaced with the following: Any undistributed Grant Funds designated as Direct Assistance held by Grantee as of the end of business on September 30, 2022, shall be returned and paid to UWMC no later than October 15, 2022.
5. Section 6.6.3 Final Report is replaced with the following: Grantee shall submit a final report to UWMC not later than November 30, 2022.
6. Attachment A, Section A-1.3 is replaced with the following: Not Later than September 30, 2022.
7. Attachment A, Schedule 1 has been replaced with the following:

Sep-21	21-Oct	21-Nov	21-Dec	22-Jan	22-Feb	22-Mar	22-Apr
30%	40%	50%	60%	70%	75%	80%	85%
30%	10%	10%	10%	10%	5%	5%	5%
\$ 477,494.40	\$ 159,164.80	\$ 159,164.80	\$ 159,164.80	\$ 159,164.80	\$ 79,582.40	\$ 79,582.40	\$ 79,582.40
22-May	22-Jun	22-Jul	22-Aug	22-Sep	TOTAL		
90%	93%	96%	98%	100%	Cumulative		
5%	3%	3%	2%	2%	Monthly		
\$ 79,582.40	\$ 47,749.44	\$ 47,749.44	\$ 31,832.96	\$ 31,832.96	\$ 1,352,900.80		

8. The Parties agree that an additional allocation of funding to Grantee is in the best interests of the potential recipients of assistance under the Emergency Rental Assistance Program.

UWMC and Grantee agree as follows:

- a. UWMC shall provide to Grantee an additional allocation of Emergency Rental Assistance Program funds to be used by Grantee pursuant to the terms and conditions of the Agreement and ("Additional Direct Program Funds"). The Additional Direct Program Funds will be provided to Grantee as follows:

Additional Direct Program Funds Allocation			
	State	Federal	Total
Original Allocation	\$258,750.00	\$316,250.00	\$575,000.00

Plus Additional Allocation	\$1,016,648.00	\$ 0	\$1,016,648.00
Total	\$1,275,398.00	\$ 316,250.00	\$1,591,648.00

- b. Grantee agrees to use the Additional Program Funds in the total amount of \$1,016,648.80 pursuant to the terms of the Agreement and as follows: (i) the amount of \$926,832.80 shall be used in direct assistance to qualified recipients under the Program; and (ii) the additional amount of \$89,816.00 may be used to support administrative assistance costs of running the Program, including an additional staff member to provide case management and Smart Referral support.

9. No further changes to the Agreement are made by this Amendment and in all other aspects, the Agreement, as amended, remains in full force and effect.
10. Should there be a conflict between the terms and provisions of this Amendment and those of the Agreement, the terms and provisions of this Amendment shall govern.

This Amendment is hereby executed by duly authorized officers of the parties and shall be effective upon signature of both parties with the Amendment Effective Date being the last date of signature.

UWMC

United Way Monterey County

GRANTEE

City of Seaside

By: _____
Katy Castagna, President and CEO

By: _____
Roberta Greathouse, Acting City Manager

Date: _____

Date: _____



CITY OF SEASIDE STAFF REPORT

Item No.: 8.L.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Dan Meewis, Recreation Director

DATE: September 16, 2021

**SUBJECT: ADOPT A RESOLUTION IN SUPPORT OF THE BLUE ZONES
PROJECT MONTEREY COUNTY**

RECOMMENDATION

Adopt the resolution in support of the Blue Zones Project Monterey County.

BACKGROUND

The Blue Zones Project is a well-being improvement initiative designed to help make healthier choices easier by encouraging changes to communities that lead to healthier options. Blue Zones Project engages with lots of different entities in the community, including worksites, schools, restaurants, and grocery stores on how to make impactful and sustainable improvements related to health. When individuals and organizations participate, the small changes contribute to huge benefits: lowered health care costs, improved productivity, and a higher quality of life.

Dan Buettner, Blue Zones founder, is a National Geographic Fellow and multiple New York Times bestselling author. He has discovered five places in the world – dubbed blue zones – where people live the longest, and are healthiest: Okinawa, Japan; Sardinia, Italy; Nicoya, Costa Rica; Ikaria, Greece, and Loma Linda, California. Ultimately, Dan and the team of demographers and researchers found that all blue zones areas share nine specific lifestyle habits that are called POWER 9. Those specific habits are; Purpose, Move Naturally, 80% Rule, Downshift, Plant Slant, Wine@5, Belong, Right Tribe, and Loved Ones first.

The Blue Zones Project of Monterey County's policy work focuses on the following; Built Environment, Food Environment, and Tobacco Cessation. As sidewalks, community gardens, farmers' markets, and other community infrastructure affect people's ability to move naturally, connect socially, and access healthy food. The goal is to have the City

of Seaside become Blue Zones certified in the following areas:

Built Environment Certification Targets

- Select, design, secure funding for two demonstration projects and a marquee project.
- Adopt/update, at a minimum, three local policies or plans.
- Implement one capacity building initiative (can include more than one community in an initiative).
- Contribute to the development of at least one countywide policy or plan.

Food Policy Certification Targets

- Implement one food marquee project.
- Adopt a minimum of three local policies, plans or sustainable programs.
- Implement one capacity building initiative.
- Contribute to advocacy of at least one county policy plan or program.

Tobacco Policy Certification Targets

- Adopt at minimum one local policy
- Implement one capacity building initiative (can include more than one community in the initiative).
- Contribute to advocacy of at least one county policy.

Each of these policies has specific goals and objectives to meet the certification requirements with bench marks for measures of success. If the City supports this resolution, it would be the first city on the peninsula to do so and would potentially lead the way for the rest of the Monterey Bay to follow in Seaside's footsteps.

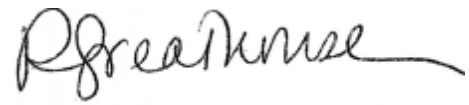
FISCAL IMPACT

There is no fiscal impact at this time. The City is currently engaged in some programs that are working towards certification.

ATTACHMENTS

1. Resolution - Blue Zones Project

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE

IN SUPPORT OF THE BLUE ZONES PROJECT MONTEREY COUNTY

WHEREAS, to support the citizens of the City of Seaside to live longer, to experience fewer medical issues, to live happy, healthy lives with less stress and with stronger connections; and

WHEREAS, Blue Zones are communities that have been identified as having populations that live measurably longer, happier lives with lower rates of chronic diseases and a higher quality of life than the average; and

WHEREAS, the Blue Zones Project began as a New York Times bestseller by National Geographic Fellow Dan Buettner and has evolved into a global movement that is now inspiring Monterey County to make changes so residents live, longer, healthier and happier lives; and

WHEREAS, Blue Zones Project seeks to improve the well-being of communities by applying best practices to make the healthy choice through built environment, food, and tobacco policy change; environmental changes within worksites, schools, restaurants, grocery stores, and faith/civic organizations; engagement activities that promote social support for healthy behaviors, volunteering, and purpose; and

WHEREAS, the Peninsula Cities chosen as a Blue Zone Demonstration Community, has unique assets and challenges and will be part of Phase II of the Blue Zone Project Monterey County, contributing to the implementation of well-being strategies focusing on people, places and policy to achieve Blue Zones Community Certification; and

NOW, THEREFORE, BE IT RESOLVED that this Resolution show the proud support of the City of Seaside has for the Blue Zones Project Monterey County and urges the City Administration to recognize and support the Blues Zones Project so that the entirety of the City may become a Blue Zone where residents live measurably longer lives.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside duly held on the 16th day of September 2021 by the following vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

APPROVED:

Ian N. Oglesby, Mayor

ATTEST:

Dominique L. Davis, City Clerk



CITY OF SEASIDE STAFF REPORT

Item No.: 8.M.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Nisha Patel, Public Works Director/City Engineer
Scott Ottmar, Senior Engineer

DATE: September 16, 2021

**SUBJECT: ADOPT A RESOLUTION AUTHORIZING A MAINTENANCE AND
RIGHT OF ENTRY AGREEMENT WITH SUBARU AUTO
DEALERSHIP FOR STORMWATER CONTROL**

RECOMMENDATION

Adopt a resolution authorizing the City Manager to execute a Maintenance and Right of Entry Agreement with the Subaru auto dealership.

BACKGROUND

The Subaru auto dealership has recently completed renovation of its new showroom. The property, with APN 011-535-029 and more commonly known as 2 Geary Plaza is owned by Seaside Realization, L.P. To satisfy the requirements of the City's stormwater permit, the project was required to develop and implement a Storm Water Control Plan (SWCP) and enter into Maintenance and Right of Entry Agreement (MROE) with the City.

A Storm Water Control Plan for the Subaru auto dealership facility was reviewed and approved on September 29, 2020. As certified by the project engineer and verified by City Engineering staff, the project has constructed structural storm water control measures (SCMs) consistent with its SWCP.

To insure ongoing maintenance of SCMs, the property owner is required to enter into an MROE to be recorded at the Monterey County Records Office. The MROE includes a site specific operation and maintenance plan and requires that an inspection by a qualified professional be conducted by September 30th of each year and the associated certificate be submitted to the City. Staff recommends adopting a Resolution authorizing the City Manager to execute the Maintenance and Right of Entry Agreement

with the Subaru auto dealership.

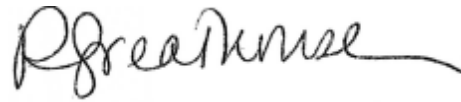
FISCAL IMPACT

There is no fiscal impact associated with entering into the Maintenance and Right of Entry Agreement.

ATTACHMENTS

1. Resolution
 2. Maintenance & Right of Entry Agreement
-

Reviewed for Submission to the City Council by:

A handwritten signature in dark ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

RESOLUTION NO. 21-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE

**AUTHORIZING THE CITY MANAGER TO EXECUTE A MAINTENANCE AND
RIGHT OF ENTRY AGREEMENT WITH SEASIDE REALIZATION L.P. FOR THE
SUBARU AUTO DEALERSHIP**

WHEREAS, Seaside Realization L.P., Property Owner (Applicant), filed Board of Architecture permit BAR 19-21 for the construction of auto dealership improvements at parcel APN 011-535-029 more commonly known as 2 Geary Plaza; and

WHEREAS, On November 20, 2019 the Board of Architectural Review of the City of Seaside approved Permit Application BAR 19-21; and

WHEREAS, BAR 19-21 required Applicant to develop a Storm Water Control Plan (SWCP) to construct storm water control measures and enter into a Maintenance and Right of Entry Agreement with the City; and

WHEREAS, Applicant has developed a SWCP dated August 7, 2020 that was reviewed and approved by city engineering staff on September 29, 2020; and

WHEREAS, Applicant has constructed the storm water control measures, and executed a Maintenance and Right of Entry Agreement committing to maintain the storm water control measures.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Seaside does hereby authorize the City Manager to execute the Maintenance and Right of Entry Agreement with Seaside Realization L.P. attached hereto.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside, State of California, on the 16th day of September, 2021, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

APPROVED:

Ian N. Oglesby, Mayor

ATTEST:

Dominique L. Davis, City Clerk

WHEN RECORDED MAIL TO:

City Clerk,
City of Seaside
440 Harcourt Avenue
Seaside, CA. 93955

THIS SPACE FOR RECORDERS USE ONLY

**MAINTENANCE AND RIGHT OF ENTRY AGREEMENT FOR STORMWATER CONTROL
FOR CYPRESS COAST SUBARU, APN 011-535-029**

**MAINTENANCE AND RIGHT OF ENTRY AGREEMENT
FOR STORMWATER CONTROL
CYPRESS COAST SUBARU, 011-535-029**

THIS MAINTENANCE AND RIGHT OF ENTRY AGREEMENT FOR STORMWATER CONTROL ("Agreement") is made and entered into in the City of Seaside, California, this ____ day of _____, 2021 by and between _____ Seaside Realization, L.P., hereinafter referred to as "Owner" and the City of Seaside ("City"), a municipal corporation. This Agreement applies to properties in the County of Monterey, State of California, referred to as 011-535-029. The Agreement is subject to the following recitals:

RECITALS

WHEREAS, the Owner owns real property ("Property") in the City of Seaside, County of Monterey, State of California, more specifically described in Exhibit "A" attached hereto and incorporated herein by this reference;

WHEREAS, the Board of Architectural Review of the City of Seaside approved Architectural Review Application No. BAR 19-21 condition, hereinafter referred to as "Permit", for the subject property attached hereto as Exhibit B;

WHEREAS, at the time of initial approval of said Permit, the City required the project to employ post-construction Stormwater Control Measures, hereinafter referred to as "SCMs," in accordance with Resolution R3-2013-0032 of the Central Coast Regional Water Quality Control Board (CCRWQCB) and Seaside Municipal Code Chapter 8.46, "Urban Storm Water Quality Management and Discharge Control" to minimize the adverse effects of urbanization and development on watershed processes and beneficial uses, and to protect and enhance the water quality of watercourses and water bodies in a manner pursuant to and consistent with the Federal Clean Water Act (33 U.S.C. § 1251 et seq.);

WHEREAS, the City of Seaside Municipal Code Chapter 8.46, "Urban Stormwater Quality Management and Discharge Control," regulates urban stormwater quality and provides requirements, known as Best Management Practices (BMPs) for managing and controlling stormwater quality and non-stormwater discharges to the storm drain system;

WHEREAS, the Permit requires the Owner to record a deed restriction requiring the approved SCMs not to be removed, relocated, covered, or hampered with in any way which may prevent them from performing their intended function, and to provide for ongoing maintenance and verification of ongoing maintenance of the SCMs by Owner and the Owner's successors in interest.

WHEREAS, the Owner has chosen to install and/or implement SCMs as shown on Exhibit C attached hereto, and more fully described in the Stormwater Control Plan, dated August 7, 2020, hereinafter referred to as "SWCP", to comply with CCRWQCB Resolution R3-2013-0032 and Seaside Municipal Code Chapter 8.46;

WHEREAS, the SWCP has been certified by a licensed professional and reviewed and approved by the City;

WHEREAS, the SCMs, with installation and implementation on private property and draining only private property, are part of a private facility with all maintenance or replacement, therefore, the sole responsibility of the Owner in accordance with the terms of this Agreement;

WHEREAS, the Owner is aware that periodic maintenance is required to assure peak performance of all SCMs, furthermore, such maintenance activity will require compliance with all Local, State, or Federal laws and regulations, including those pertaining to confined space and waste

**MAINTENANCE AND RIGHT OF ENTRY AGREEMENT
FOR STORMWATER CONTROL
CYPRESS COAST SUBARU, 011-535-029**

disposal methods, in effect at the time such maintenance occurs;

NOW, THEREFORE, in consideration of the foregoing premises, the mutual stipulations and agreements contained herein, and the following terms and conditions, the parties hereto agree as follows:

1. **Responsibility for Operation and Maintenance of SCMs:** Owner shall diligently maintain all SCMs in a manner that maintains the original flow and treatment requirements at all times. An Operation and Maintenance Plan is included as Exhibit "D". All reasonable precautions shall be exercised by Owner and Owner's representative or contractor in the removal and extraction of any material(s) from the SCMs and the ultimate disposal of the material(s) in a manner consistent with all relevant laws and regulations in effect at the time. As may be requested from time to time by the City, the Owner shall provide the City with documentation identifying the material(s) removed, the quantity, and disposal destination.
2. **Owner consents and agrees** to inspect and maintain the SCMs based on the schedule and procedures identified in the Operation and Maintenance Plan (Exhibit "D"). Each year during a period beginning on September 1 and ending no later than September 30, and at the time of any sale or other transfer of title to the Property, Owner shall provide the City with a Maintenance Certificate in the form attached hereto marked Exhibit "E" and by this reference incorporated herein certifying that the SCMs have been recently inspected and are functioning in compliance with the Operation and Maintenance Plan or, if such SCMs were not in compliance with the Operation and Maintenance Plan, what measures have been taken to bring the SCMs and the maintenance thereof into compliance with the Operation and Maintenance Plan. Proof of maintenance, such as copies of maintenance records and/or receipts shall be included with the Maintenance Certificate. Certificate shall be completed and stamped by a licensed engineer or Qualified Stormwater Developer (QSD).
3. **Right of Access:** Owner hereby provides the City or City's agent complete access, of any duration, to the SCMs and their immediate vicinity, excluding any buildings, at any time, upon reasonable notice, or in the event of emergency, as determined by the City Engineer, with no advance notice, for the purpose of inspection, sampling, testing of the SCMs, and in case of emergency, to undertake, in the City's sole discretion, necessary repairs or other preventative measures at Owner's expense as provided in paragraph 4 below. City shall make every effort at all times to minimize or avoid interference with Owner's use of the Property.
4. **Penalty:** In the event Owner, or its successors or assigns, fails to accomplish the necessary maintenance contemplated by this Agreement or if the BMP's and/or SCM's do not perform in a manner that maintains the original treatment requirements at all times, then the Owner shall be subject to monetary fines per day or per occurrence in accordance with Chapter 8.46, "Urban Storm Water Quality Management and Discharge Control" of the Seaside Municipal Code.
5. **Recording:** This Agreement shall be recorded in the Office of the Recorder of Monterey County, California, at the expense of the Owner and shall constitute notice to all successors and assigns of the title to said Property of the obligation herein set forth, and also a lien in such amount as will fully reimburse the City, including interest as herein above set forth, subject to foreclosure in event of default in payment.
6. **Attorney's Fees:** In event of legal action occasioned by any default or fault of the Owner, or its successors or assigns, the Owner and its successors or assigns agree(s) to pay all costs

**MAINTENANCE AND RIGHT OF ENTRY AGREEMENT
FOR STORMWATER CONTROL
CYPRESS COAST SUBARU, 011-535-029**

incurred by the City in enforcing the terms of this Agreement, including attorney's fees and costs. In the event of legal action occasioned by any default of the City, the City agrees to pay all costs incurred by the Owner and its successors or assigns in enforcing the terms of this Agreement, including attorneys' fees and costs.

7. **Covenant:** It is the intent of the parties hereto that burdens and benefits herein undertaken shall constitute covenants that run with said Property and constitute a lien there against.
8. **Binding on Successors:** The obligations herein undertaken shall be binding upon the heirs, successors, executors, administrators and assigns of the parties hereto. The term "Owner" shall include not only the present Owner, but also its heirs, successors, executors, administrators, and assigns. Owner shall notify any successor to title of all or part of the Property about the existence of this Agreement. Owner shall provide such notice prior to such successor obtaining an interest in all or part of the Property. Such notice shall include the Stormwater Control Plan and the Operations and Maintenance Plan. The transfer of this information shall also be required with any subsequent sale of the property. Owner shall provide a copy of such notice to the City at the time of property transfer.
9. **Indemnity and Insurance:** The Owner, its heirs, successors, executors, administrators and assigns agree to defend, indemnify and hold harmless the City, its officials, employees and its authorized agents from any and all damages, accidents, casualties, occurrences or claims (collectively, "Claims") which might arise or be asserted against the City and which are connected with the construction, operation, presence, existence or maintenance of the BMP and/or SCM by the Owner, or from any personal injury or property damage that may result from the City or other public entities entering the Property under Section 3 of this Agreement; provided, however, that notwithstanding the foregoing, the Owner, its heirs, successors, executors, administrators and assigns shall have no obligation to defend, indemnify or hold harmless pursuant to this Section 9 for any Claims arising from the willful acts or omissions, or negligence, of the City or any other public entities, their officials, employees, or agents. The Owner shall maintain liability insurance with amounts not less than Two Million Dollars (\$2,000,000.00) per occurrence and Four Million Dollars (\$4,000,000.00) in the annual aggregate covering occurrences at the Property, and shall name City, its officers and employees as an additional insured on such liability policy. The Owner shall provide the City with proof of insurance as required by the City.
10. **Notice:** Any notice to a party required or called for in this Agreement shall be served in person, or by deposit in the U.S. Mail, first class postage prepaid, to the address set forth below. Notice(s) shall be deemed effective upon receipt, or seventy-two (72) hours after deposit in the U.S. Mail, whichever is earlier. A party may change a notice address only by providing written notice thereof to the other party.

**MAINTENANCE AND RIGHT OF ENTRY AGREEMENT
FOR STORMWATER CONTROL
CYPRESS COAST SUBARU, 011-535-029**

IN WITNESS THEREOF, the parties hereto have affixed their signatures as of the date first written above.

By: _____

Signature

Name: Roberta Greathouse

Title: Acting City Manager

By: _____

Signature

Name: Robert Priak

Title: Partner

List of Exhibits

- A. Plat and Legal Description
- B. Planning or BAR Conditions of Approval
- C. Exhibit of Stormwater Control Measures
- D. Operations and Maintenance Plan
- E. Maintenance Certificate

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

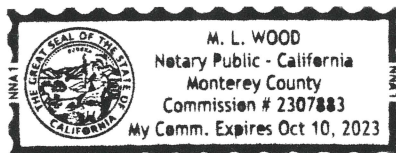
A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
 County of Monterey)
 On 08.25.2021 before me, ML Wood, Notary Public,
 Date Here Insert Name and Title of the Officer
 personally appeared Robert Priak
 Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Signature]
 Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Maintenance & Right of Entry Document Date: 8.25.2021
 Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: Robert Priak
☐ Corporate Officer — Title(s): _____
☒ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
 Signer Is Representing: Seaside Realization, L.P.

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
 Signer Is Representing: _____

EXHIBIT "A"
Legal Description

For APN/Parcel ID(s): 011-535-029

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF SEASIDE, COUNTY OF MONTEREY, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

Lot 1, In Block "C", as shown on that certain map entitled "Official Map of the Seaside Auto Center", filed for record August 31, 2009, in Volume 24 of Cities and Towns, at Page 21, Records of Monterey County, California.

**Conditions of Approval
File No. BAR-19-21
November 20, 2019**

Project Specific:

Planning:

1. Except as modified by required conditions of approval, plans submitted for a building permit shall substantially conform to the plans identified as “SUBARU Cypress Coast” and approved on November 20, 2019. Project plans are provided as Attachment 1 to Exhibit “A”.
2. All existing landscaping shall be maintained in a healthy, growing condition per Seaside Municipal Code Section 17.16.060.G.
3. All irrigation systems and related controls shall be maintained per Seaside Municipal Code Section 17.16.060.G.1 and 2.
4. Parking spaces shall be clearly identified for customer, service, and employee use.

Building:

1. The construction plans for the project shall be submitted in accordance with the 2016 California Building Code. Any required ADA spaces shall meet the requirements of the California Building Code and any other applicable codes.

Fire:

2. Note: The applicant shall comply with Chapter 15.04.170 Adoption of the Fire code. Section 903.6 – Existing buildings – Repairs, Alterations, and Additions.
3. A suitable number of 2A10BC fire extinguishers shall be placed throughout the building approximately 75 linear feet apart with the appropriate signage to make them visible.

Public Works:

4. Compliance shall be maintained with the requirements of the Public Works Department for improvements in the public right-of-way and storm water control plan for the new development subject to Low Impact Development standards.

Standard:

1. Board of Architectural Review approval shall not be valid until the applicant has signed and accepted these conditions of approval. Failure to sign the conditions and return them to

Exhibit B

the Planning Division within fifteen (15) days from the date of approval will result in the Board of Architectural Review approval becoming null and void.

2. Board of Architectural Review approval shall be valid for a period of one (1) year from the date of approval of this project in accordance with S.M.C.S. 17.54.080. Project approval will become null and void if a building permit is not exercised within one (1) year from date of approval.
3. Proposed changes to the approved application(s) must receive approval from the Board of Architectural Review, unless approved by the Director as outlined in Seaside Zoning Code Section 17.54.090.C.
4. The applicant agrees as a condition and in consideration of the approval of this discretionary permit that it will defend, indemnify and hold harmless the City of Seaside or its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void or annul this approval. The applicant will reimburse the City for any court costs and attorney's fees, which the City may be required by a court to pay as a result of such action. City may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve applicant of his obligations under this condition. The City shall promptly notify the applicant of any such claim, action, or proceeding, and the City shall cooperate fully in the defense thereof.
5. Any proposed future development shall comply with the requirements of the Fire, Health, Planning, Code Enforcement, Building and Public Works Departments.
6. The project shall be responsible for all applicable local and/or regional development and/or impact fees including, but not limited to, sewer, water, and traffic fees, which shall be paid prior to building permit issuance.
7. Any work within the public right-of-way must conform to current engineering standards and shall require an encroachment permit from the Public Works Department.
8. The proposed project shall comply with the applicable requirements of the Monterey Peninsula Water Management District for the installation of new water fixtures and landscape irrigation equipment.
9. The issuance of building permits involving the installation of new floor area or change in use from the previous use shall be subject to the availability of an adequate supply of water and sewer capacity to serve the project..

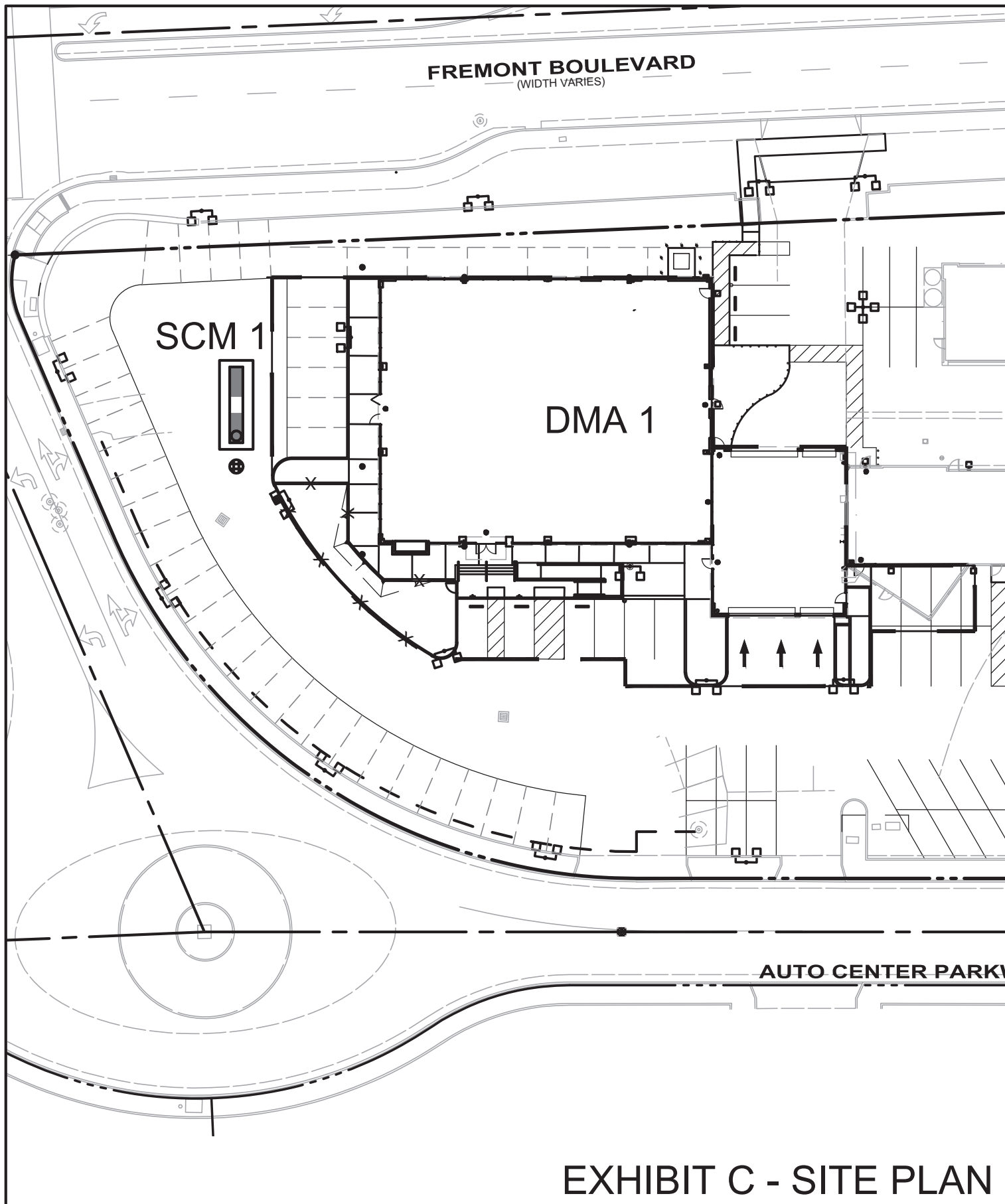


EXHIBIT C - SITE PLAN

4683 chabot dr. ste 300
 pleasanton, ca 94588
 p 925.244.9620
 f 925.244.9621

WARE MALCOMB
 Leading Design for Commercial Real Estate

PROJECT:
 SEASIDE SUBARU
 JOB NO.:
 SNR18-4010-00

DATE :
 03/02/2021
 SCALE:
 NOT TO SCALE

SHEET

EX- C

Operation and Maintenance Plan for
Stormwater Control Measures

Cypress Coast Subaru

2 Geary Plaza, Seaside, CA 93955

APN: 011-535-029

Date: 3/3/2021

Prepared By:

Ware Malcomb

4683 Chabot Drive. Suite 300

Pleasanton, CA 94588

**Operation and Maintenance Plan (OMP) for
Stormwater Control Measures (SCMs) at Cypress Coast Subaru**

General

This Operation and Maintenance Plan (OMP) outlines the minimum operation and maintenance activities required for the stormwater control measures (SCMs) constructed as part of the Cypress Coast Subaru Project, located at 2 Geary Plaza, Seaside, CA 93955, Assessor's Parcel Number (APN) 011-535-029

In addition to being kept by the Owner as part of the Project Manual, this OMP is an attachment to a Maintenance Agreement which will be recorded at the County Recorder's office.

This OMP was prepared pursuant to the "Post Construction Stormwater Management Requirements for Development Projects in the Central Coast Region", Central Coast Regional Water Quality Control Board Resolution No. R3-2013-0032 and the "Technical Guide for Low Impact Development" by Monterey Regional Stormwater Management Program dated February 18, 2014.

Responsibilities

The property owner, Hunter Suddath (Service manager) is responsible for facility operation, inspection, and maintenance. SCMs installed as part of the Project must be operated, inspected, and maintained for the life of the Project. Any change or alteration, or the failure to properly operate and maintain any feature described herein, could result in fines or other actions by the City of Seaside (Municipality), or by a state or federal authority. Furthermore, if SCM maintenance is not adequate, the Municipality may conduct inspections and repairs, at the Owner's expense. For more information, please refer to the Maintenance Agreement.

Owner agrees to inspect and maintain the SCMs based on the schedule and procedures identified within this Operation and Maintenance Plan. Each year during a period beginning on September 1 and ending no later than September 30, and at the time of any sale or other transfer of title to the Property, Owner shall provide the City with a Maintenance Certificate (Appendix A) certifying that the SCMs have been recently inspected and are functioning in compliance with the Operation and Maintenance Plan or, if such SCMs were not in compliance with the Operation and Maintenance Plan, what measures have been taken to bring the SCMs and the maintenance thereof into compliance with the Operation and Maintenance Plan. Proof of maintenance, such as copies of maintenance records and/or receipts shall be included with the Maintenance Certificate. The certificate must be completed and stamped by a licensed civil engineer; or by another qualified person approved in advance by the City.

Updated information, including contact information (Appendix B), must be provided to the Municipality if and when the property is sold, or whenever there is a change to one of the listed responsible parties.

Facilities to be Maintained

The facilities which are constructed as part of the Project, and which must be operated, inspected, and maintained, are listed in List 1, below. SCM locations and their tributary areas are shown graphically in Exhibit B. For more detailed construction information see the plans and specifications entitled "Cypress Coast Subaru". For facility sizing information see the Storm Water Control Plan (Appendix C).

List 1 - Facilities to be Maintained

1. General Site Features, including asphalt and concrete pavements, landscaped areas, soil slopes, gutters, drain inlets, and storm drain pipes.
2. SCM 1 – Subsurface Infiltration Trench and CDS unit

These facilities must be operated, inspected and maintained in accordance with the Fact Sheets provided in Exhibit C.

Attachments:

- A. Map of SCMs to be Maintained
- B. O&M Fact Sheet
- C. Maintenance Checklists

Appendices:

(Note: due to the limitations associated with title records, the Appendices are not included in the recorded Maintenance Agreement. Appendices are included in the OMP submitted to the Owner and to the City, and must be made available by the Owner to the Municipality upon request, for the life of the Project.)

- A. Sample Annual Certification
- B. Responsible Parties
- C. Storm Water Control Plan
- D. Contech CDS Inspection and Maintenance Guide/Contech CMP Detention Inspection and Maintenance Guide

Prepared by:

Michael Murphy, PE

Ware Malcomb

4683 Chabot Drive. Suite 300

Pleasanton, CA 94588

Ph: 925-480-6073

Exhibit D

FREMONT BOULEVARD
(WIDTH VARIES)

SCM 1

DMA 1

AUTO CENTER PARKWAY

ATTACHMENT A - SITE PLAN

4683 chabot dr. ste 300
pleasanton, ca 94588
p 925.244.9620
f 925.244.9621

WARE MALCOMB
Leading Design for Commercial Real Estate

PROJECT:
SEASIDE SUBARU
JOB NO.:
SNR18-4010-00

DATE :
03/02/2021
SCALE:
NOT TO SCALE

SHEET

EX-A

ATTACHMENT B

O&M Fact Sheet

BMP Applicable? Yes/No	BMP Name and BMP Implementation, Maintenance, and Inspection Procedures	Implementation, Maintenance, and Inspection Frequency and Schedule	Person or Entity with Operation & Maintenance Responsibility
Yes	LID BMP # 1 Infiltration trench and CDS unit 1) Conduct regular inspection and removal of accumulation of sediment, debris, and oil/grease in pretreatment devices. 2) Inspect infiltration trench and its observation well to ensure that water infiltrates into the subsurface completely within the maximum detention time of 96 hours. If water is present in the observation well for more than 96 hours after a major storm, the infiltration trench may be clogged. Assess the condition of the top aggregate layer for sediment buildup and crusting. Remove the top layer of pea gravel and replace. If slow draining conditions persist, the entire infiltration trench may need to be excavated and replaced. 3) Eliminate standing water to prevent vector breeding. 4) Inspect infiltration trench for trash and debris, oil, gasoline, or other pollutants. 5) Inspect overflow devices for obstructions or debris, which should be removed immediately. Repair or replace pipes upon discovery.	Inspect infiltration trench, CDS unit, and its observation well quarterly and after major rainstorm events. Maintain as needed.	<i>Owner</i>

ATTACHMENT C

Underground Infiltration System

Inspection & Maintenance Log Sample Template

Location:				
Date	Depth of Sediment	Accumulated Trash	Name of Inspector	Maintenance Performed/Notes

Note

Inspect infiltration trench, CDS unit, and its observation well quarterly and after major rainstorm events. Maintain as needed.

CDS Inspection & Maintenance Log

[illegible]

- CDS Maintenance Guide - 7/18 (PDF)



City of Seaside
Stormwater Management Facilities
Annual Maintenance Certificate
For Calendar Year _____

I, _____ certify that the stormwater control measures (SCM) at

Print Name

_____ (Address), with

_____ (APN),

identified in the Storm Water Control Plan (SWCP) dated _____ developed for the property have been properly operated and maintained during the preceding year, and have been recently inspected during a period beginning on September 1 and ending no later than September 30 and repaired as necessary to ensure continued proper operation.

(Attach copies of any maintenance records and/or receipts, if applicable)

Signature

Date

Title

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information, the information submitted is to the best of my knowledge and belief true, accurate and complete.

This Certificate shall be certified by a licensed engineer, or other qualified professional approved by the City, and submitted no later than October 1 annually.



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 8.N.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Mary Gutierrez, Fire Chief

DATE: September 16, 2021

**SUBJECT: ADOPT A RESOLUTION APPROVING THE CLOSURE OF
YOSEMITE STREET, BETWEEN BROADWAY AND MENDOCINO
STREET FOR THE SEASIDE FIRE DEPARTMENT OPEN HOUSE
SCHEDULED FOR OCTOBER 2, 2021**

RECOMMENDATION

Adopt a resolution approving the closure of Yosemite Street, between Broadway and Mendocino Street for the Seaside Fire Department open house scheduled for October 2, 2021.

BACKGROUND

The Fire Department requests the closure of Yosemite Street between Broadway Avenue and Mendocino Street to engage with the public in fire prevention activities for a 9-hour period for the Seaside Fire Department's Annual Open House scheduled for October 2, 2021, from 10:00 am. to 2:30 p.m. The closure will be for a 9 hour period to account for the set-up and break down of the event. The complete closure will be from 7:00 a.m. to 4:00 p.m. to allow public works and the fire department time to set up and breakdown the event.

Historically, the City Council has approved the closure of Yosemite Street between Broadway Avenue and Mendocino Street for a 9-hour period so the Fire Department can sponsor an open house. The street will be blocked for various activities, which include public education, the Red Cross, a flu shot clinic and activities for children. October is fire prevention week in the United States and fire departments spend the week educating and interacting with the public.

Attachments

1. Resolution

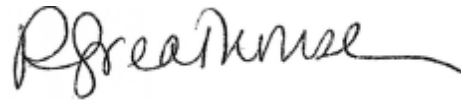
FISCAL IMPACT

\$600.00 for public education materials budgeted in FY 2021/22

ATTACHMENTS

1. Resolution

Reviewed for Submission to the City Council by:

A handwritten signature in dark ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

RESOLUTION NO. 21-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE APPROVING THE CLOSURE OF YOSEMITE STREET, BETWEEN BROADWAY AND MENDOCINO AVENUE FOR THE SEASIDE FIRE DEPARTMENT OPEN HOUSE ON OCTOBER 2, 2021.

WHEREAS, the closing of Yosemite Street between Broadway and Mendocino Avenue is necessary for the Seaside Fire Department's annual Open House on Saturday, October 2, 2021; and

WHEREAS, it is necessary to close Yosemite Street, between Broadway and Mendocino Avenue to insure the safety of the public using this portion of road during the course of the 9-hour period (7:00 AM – 4:00 PM).

NOW, THEREFORE BE IT RESOVED, that the City Council of the City of Seaside does hereby approve the closure of Yosemite Street between Broadway and Mendocino Avenue to ensure the safety of the public using this portion of roadway during this Fire Department event.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside duly held on the 16th day of September, 2021, by the following vote:

AYES:	COUNCILMEMBERS:
NOES:	COUNCILMEMBERS:
ABSENT:	COUNCILMEMBERS:
ABSTAIN:	COUNCILMEMBERS:

Ian N. Oglesby, Mayor

ATTEST:

Dominique Davis, City Clerk



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 8.O.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Nisha Patel, Public Works Director/City Engineer
Leslie Llantero, Assistant Engineer

DATE: September 16, 2021

SUBJECT: ADOPT A RESOLUTION APPROVING A PROFESSIONAL SERVICES AGREEMENT WITH PAVEMENT ENGINEERING INC. TO PERFORM A PAVEMENT CONDITION EVALUATION AND PAVEMENT MANAGEMENT PROGRAM UPDATE FOR AN AMOUNT NOT TO EXCEED \$66,555.00

RECOMMENDATION

Adopt a resolution authorizing the City Manager to execute a Professional Services Agreement with Pavement Engineering Inc. (PEI) to perform a Pavement Condition Evaluation and Pavement Management Program Update (hereinafter collectively PMP Update) for an amount not to exceed \$63,555.00 .

BACKGROUND

On November 8, 2016, the voters of Monterey County approved Measure X, authorizing the Transportation Agency for the Monterey County (TAMC) to impose and administer the proceeds from a three-eighths cent transaction and use tax ("Measure X"). To insure timely implementation of street repairs and to keep the public informed, Measure X requires each jurisdiction to develop a Pavement Management Program (PMP), provide program updates, and submit regular reports on the conditions of their streets. The last PMP Update the City had conducted by a consultant was in 2018.

On July 8, 2021, the City released a Request for Proposal (RFP) seeking professional services to update the City's Pavement Management Program. The RFP was sent to multiple design firms and posted on the City's website. On August 5, 2021, two (2) proposals were received from engineering consulting firms. Proposals were evaluated for completeness and on the firm's qualifications to perform the intended work. Proposals were ranked on several criteria including proposal organization, firm staffing,

related experience, management approach, and professional references. Based upon the rankings conducted by city staff, Pavement Engineering Inc. (PEI) has qualified staff, experience of performing pavement condition surveys, local office to address issues without delay, and expertise in updating a StreetSaver program project. Therefore, PEI was selected as the most qualified firm to provide the PMP Update.

PEI specializes in pavement engineering, including pavement management, evaluation and assessment, design, testing, inspection and construction management. PEI worked with the City on the 2014 Community Development Bond Grant (CDBG) project for the pavement rehabilitation on Virginia Avenue, Terrace Street and Echo Avenue and the 2016 Del Monte Boulevard Pavement Rehabilitation. They were also a subconsultant providing pavement evaluation and assessment for the recent Pavement Rehabilitation and Resurfacing projects.

PEI has estimated it will take 17 weeks to complete the PMP Update. The scope of work to complete the project includes: initial planning and kick-off meeting; pavement condition surveys; maintenance and rehabilitation strategies; budget analysis and funding scenarios; training and 100 hours of on-call technical support; and final report and city council presentations.

Staff recommends the City Council adopt a resolution (attachment 1) authorizing the City Manager to execute a Professional Services Agreement (attachment 2) with Pavement Engineering Inc. to perform the City Pavement Condition Evaluation and Pavement Management Program Update for an amount not to exceed \$63,555.

FISCAL IMPACT

The Pavement Condition Evaluation and PMP Update will be funded through the Transportation Agency for Monterey County (TAMC) Regional Surface Transportation Program (RSTP) Fair Share Account and is budgeted in the FY 2021/22 budget. The Professional Services Agreement with Pavement Engineering Inc. will be paid out of Account No. 212-8990-9600 where there are sufficient funds available.

ATTACHMENTS

1. Resolution
2. Exhibit A - Professional Service Agreement

Reviewed for Submission to the City Council by:



Roberta Greathouse, Acting City Manager

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE

AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH PAVEMENT ENGINEERING INC. TO PERFORM PAVEMENT CONDITION EVALUATION AND PAVEMENT MANAGEMENT PROGRAM UPDATE FOR AN AMOUNT NOT TO EXCEED \$63,555

WHEREAS on November 8, 2016, the voters of Monterey County approved Measure X, authorizing the Transportation Agency for the Monterey County (TAMC) to impose and administer the proceeds from a three-eighths cent transaction and use tax ("Measure X"); and

WHEREAS, to insure repairs are implemented in a timely manner and keep the public informed, Measure X requires each jurisdiction to develop a Pavement Management Program, keep the program updated, and to submit regular reports on the conditions of their streets; and

WHEREAS, the City of Seaside's Pavement Management Program is need of updating since the last was conducted in 2018 and requires assistance by personnel with specific knowledge and experience; and

WHEREAS, on July 8, 2021 staff released a Request for Proposal to update the City's Pavement Management Program in which two proposals were received; and

WHEREAS, Pavement Engineering Inc. (PEI) was selected as the most qualified and knowledgeable firm to perform the City's pavement condition evaluation and pavement management program update.

WHEREAS, there are sufficient funds available for the Pavement Condition Evaluation and Pavement Management Program Update in the Fiscal Year 2021/22 budget in Account No. 212-8990-9600.

NOW, THEREFORE BE IT RESOLVED, that the City of Seaside City Council authorizes the City Manager to execute a Professional Services Agreement with Pavement Engineering Inc. to perform the City Pavement Condition Evaluation and Pavement Management Program Update for an amount not to exceed \$63,555.

PASSED AND ADOPTED at a regular meeting of the City of Seaside City Council duly held on the 16th day of September, 2021 by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

Ian N. Oglesby, Mayor

ATTEST:

Dominique L. Davis, City Clerk



CITY OF SEASIDE DESIGN PROFESSIONAL SERVICE AGREEMENT PAVEMENT CONDITION EVALUATION AND PMP UPDATE

THIS AGREEMENT, is made and effective _____, between the City of Seaside, a municipal corporation ("Agency") and Pavement Engineering Inc., corporation, limited liability corporation ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. TERM

This Agreement shall commence on the effective date above and shall remain and continue in effect until tasks described herein are completed, but in no event later than June 30, 2023 unless sooner terminated pursuant to the provisions of this Agreement.

2. SERVICES

Consultant shall perform the tasks described and set forth in **Exhibit A**, attached hereto and incorporated herein as though set forth in full. Consultant shall complete the tasks according to the schedule of performance which is also set forth in **Exhibit A**.

3. PERFORMANCE

Consultant shall perform all professional services in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances at the same time and in the same or similar locality. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant hereunder in meeting its obligations under this Agreement.

4. AGENCY MANAGEMENT

Agency's City Engineer shall represent Agency in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but not including the authority to enlarge the Tasks to Be Performed or change the compensation due to Consultant. Agency's City Manager shall be authorized to act on Agency's behalf and to execute all necessary documents which enlarge the Tasks to Be Performed or change Consultant's compensation, subject to Section 5 hereof.

5. PAYMENT

(a) The Agency agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth in **Exhibit A**, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This amount shall not exceed Sixty Six Thousand Five Hundred Fifty Five dollars (\$66,555) for the total term of the Agreement unless additional payment is approved as provided in this Agreement.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement which are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the Agency City Manager. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by Agency City Manager and Consultant at the time Agency's written authorization is given to Consultant for the performance of said services.

(c) Consultant will submit invoices monthly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the Agency disputes any of Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice.

6. SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE

(a) The Agency may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the Agency suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the Agency shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the Agency. Upon termination of the Agreement pursuant to this Section, the Consultant will submit an invoice to the Agency pursuant to Section 3.

7. DEFAULT OF CONSULTANT

(a) The Consultant's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Consultant is in default for cause under the terms of this Agreement, Agency shall have no obligation or duty to continue compensating Consultant for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Consultant. If such failure by the Consultant to make progress in the performance of work hereunder arises out of causes beyond the Consultant's control, and without fault or negligence of the Consultant, it shall not be considered a default.

(b) If the Agency Manager or his/her delegate determines that the Consultant is in default in the performance of any of the terms or conditions of this Agreement, he/she shall cause to be served upon the Consultant a written notice of the default. The Consultant shall have ten (10) days after service upon it of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the Agency shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

8. OWNERSHIP OF DOCUMENTS

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by Agency that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of Agency or its designees at reasonable times to such books and records; shall give Agency the right to examine and audit said books and records; shall permit Agency to make transcripts therefrom as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the Agency and may be used, reused, or otherwise disposed of by the Agency without the permission of the Consultant. With respect to computer files, Consultant shall make available to the Agency, at the Consultant's office and upon reasonable written request by the Agency, the necessary computer software and hardware for purposes of accessing, compiling, transferring, and printing computer files.

(c) Should the Agency modify, or authorize others to modify the drawings or specifications, the Agency agrees to hold Consultant harmless from any and all damages, claims, expenses and losses arising out of such modifications of the Consultant is first obtained.

9. INDEMNITY AND DEFENSE

(a) Indemnification and Defense for Professional Services

To the fullest extent permitted by law, Consultant shall indemnify, defend and hold harmless Agency and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all claims, losses, liabilities, damages, costs and expenses, including reasonable attorney's fees and costs, to the extent they arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant. Consultant's duty to defend shall consist of reimbursement of defense costs incurred by Agency in direct proportion to the Consultant's proportionate percentage of fault. Consultant's percentage of fault shall be determined, as applicable, by a court of law, jury or arbitrator. In the event any loss, liability or damage is incurred by way of settlement or resolution without a court, jury or arbitrator having made a determination of the Consultant's percentage of fault, the parties agree to mediation with a third party neutral to determine the Consultant's proportionate percentage of fault for purposes of determining the amount of indemnity and defense cost reimbursement owed to the Agency.

(b) For All Other Liabilities

Notwithstanding the foregoing and without diminishing any rights of Agency under Section 9.A, for any liability, claim, demand, allegation against Agency arising out of, related to, or pertaining to any act or omission of Consultant arising from Consultant's operations, but which is not a design professional service, Consultant shall defend, indemnify, and hold harmless Agency, its officials, employees, and agents ("Indemnified Parties") from and against any and all damages, costs, expenses (including reasonable attorney fees and expert witness fees), judgments, settlements, and/or arbitration awards, whether for personal or bodily injury, property damage, or economic injury, and arising out of, related to, any concurrent or contributory negligence on the part of the Agency, except for the active negligence of, or willful misconduct of the Agency.

10. INSURANCE

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in **Exhibit C** attached to and part of this Agreement.

11. INDEPENDENT CONSULTANT

(a) Consultant is and shall at all times remain as to the Agency a wholly independent Consultant. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither Agency nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the Agency. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against Agency, or bind Agency in any manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, Agency shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for Agency. Agency shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

12. LEGAL RESPONSIBILITIES

The Consultant shall keep itself informed of State and Federal laws and regulations which in any manner affect those employed by it or in any way affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. The Agency, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Consultant to comply with this Section.

13. UNDUE INFLUENCE

Consultant declares and warrants that no undue influence or pressure is used against or in concert with any officer or employee of the Agency in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the Agency will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

14. NO BENEFIT TO ARISE TO LOCAL EMPLOYEES

No member, officer, or employee of Agency, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

15. RELEASE OF INFORMATION/CONFLICTS OF INTEREST

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without Agency's prior written authorization. Consultant, its officers, employees, agents, or subconsultants, shall not without written authorization from the Agency Manager or unless requested by the Agency Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the Agency. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives Agency notice of such court order or subpoena.

(b) Consultant shall promptly notify Agency should Consultant, its officers, employees, agents, or subconsultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed thereunder or with respect to any project or property located within the Agency. Agency retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding. Consultant agrees to cooperate fully with Agency and to provide the opportunity to review any response to discovery requests provided by Consultant. However, Agency's right to review any such response does not imply or mean the right by Agency to control, direct, or rewrite said response.

16. NOTICES

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To Agency:

City of Seaside
440 Harcourt Ave
Seaside, CA 93955
Attention: City Clerk

To Consultant:

Pavement Engineering Inc.
3485 Sacramento Drive, Suite A
San Luis Obispo, CA 93401

17. ASSIGNMENT

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the Agency. Because of the personal nature of the services to be rendered pursuant to this Agreement, Joe Ririe shall be the Project Manager and Engineer of Record for the services described in this Agreement.

Joe Ririe may use assistants, under its direct supervision, to perform some of the services under this Agreement. Consultant shall provide Agency fourteen (14) days' notice prior to the departure of Joe Ririe from Consultant's employ. Should he/she leave Consultant's employ, the Agency shall have the option to immediately terminate this Agreement, within three (3) days of the close of said notice period. Upon termination of this Agreement, Consultant's sole compensation shall be payment for actual services performed up to, and including, the date of termination or as may be otherwise agreed to in writing between the Governing Board and the Consultant.

18. LICENSES

At all times during the term of this Agreement, Consultant shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

19. GOVERNING LAW

The Agency and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the Agency.

20. ENTIRE AGREEMENT

This Agreement contains the entire understanding between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or

effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

21. WORK SCHEDULED/TIME OF COMPLETION

Consultant shall perform all services in a timely manner.

22. CONTENTS OF REQUEST FOR PROPOSAL AND PROPOSAL

Consultant is bound by the contents of Agency's Request for Proposal, **Exhibit B** hereto and incorporated herein by this reference, and the contents of the proposal submitted by the Consultant, **Exhibit A** hereto. In the event of conflict, the requirements of Agency's Request for Proposals and this Agreement shall take precedence over those contained in the Consultant's proposals.

23. AUTHORITY TO EXECUTE THIS AGREEMENT

The person or persons executing this Agreement on behalf of Consultant warrants and represents that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CONSULTANT:

By:



Joseph L. Ririe, P.E.
President & Senior Principal Engineer

Date:

9/4/21

City of Seaside
A Municipal Corporation

By:

Roberta Greathouse, Acting City Manager

Date:

Attachments:

Exhibit A
Exhibit B
Exhibit C

Scope of Work/Consultant Proposal
Request for Proposal
Insurance Requirements

August 5, 2021

MP21-397

Leslie Llantero
Engineering Division
City of Seaside
440 Harcourt Avenue
Seaside, CA 93955

Subject: City of Seaside – Pavement Condition Evaluation & Pavement Management Program Update

Dear Leslie,

Pavement Engineering Inc. (PEI) appreciates the opportunity to respond to the City of Seaside's RFP for a qualified consultant to provide professional services to comprehensively evaluate and update the City's Pavement Management Program. **As the premier pavement engineering company in California**, we welcome the opportunity to exceed your goals by providing the highest quality of work.

Established in 1987, **PEI is a civil engineering consultant firm specializing in everything pavement.** Whether it is pavement management, evaluation, design, testing, inspection, QC/QA or construction management, it's what we do. It is what we have done for 30+ years. Based on our insight, highly trained staff, and hands-on knowledge, we are confident we can deliver superior pavement management engineering services to the City of Seaside, on time and on budget.

PEI brings the following strengths to the City of Seaside:

- Unparalleled expertise in pavement rehabilitation, maintenance, assessment and roadway projects.
- Thousands of pavement evaluation studies and recommendations for public agencies throughout California.
- Contract documents and contract administration services for many types of pavement roadway projects, including federal aid projects.
- Three Caltrans and three AASHTO resource certified testing laboratories in California.
- Fully trained, Caltrans-certified inspectors and contract administration staff specializing in pavement maintenance and rehabilitation projects.
- Highly experienced and knowledgeable Licensed Civil Engineers.

This proposal highlights PEI's experience and qualifications for providing engineering services to evaluate, create and update pavement management programs utilizing the most recent StreetSaver® software, for public agencies throughout California. At PEI, we are experts in value engineering and extending the life of pavements.

Leslie Llantero
MP21-397
August 5, 2021

Based on our many years of work with public agencies throughout California and with the City of Seaside, we are confident we can assist the City in evaluating and updating its pavement management program, in order to protect its investment in their streets. This plan will track the pavement assets and provide strategies for repairing, maintaining and preserving those assets at a consistent, serviceable level while effectively utilizing the City's maintenance budget.

We have nearly three decades of experience developing and updating pavement management programs for dozens of public agencies throughout California using the Metropolitan Transportation Commission's StreetSaver® program. In 2009, PEI received the MTC's highest recognition as the year's "Best Pavement Management Consultant". We value our client's trust in our ability to deliver outstanding pavement management services with superior customer service.

PEI will be fully committed to and available throughout the term of the project for the City. With 85+ employees, we will be able to respond quickly and efficiently to all of the City's requests. Because we take a hands-on, personalized approach with all our clients, assigned staff will remain with the project from start to finish. This ensures that the City receives consistent services with reliable, accurate results delivered on time and within budget.

All work for City of Seaside will be managed and assigned out of our San Luis Obispo office, with any needed support coming from the rest of the company. Joe Seely will be the project manager for the subject project. Joe Ririe, PE will be the principal-in-charge and main contact person for all related correspondence during the consultant selection process. We acknowledge receiving the addendum no.1 issued by the City on July 23, 2021.

We value our relationship with the City of Seaside, and will commitment to provide our services with honesty, trust and professionalism. ***As our slogan says, "You can ride on our reputation."***

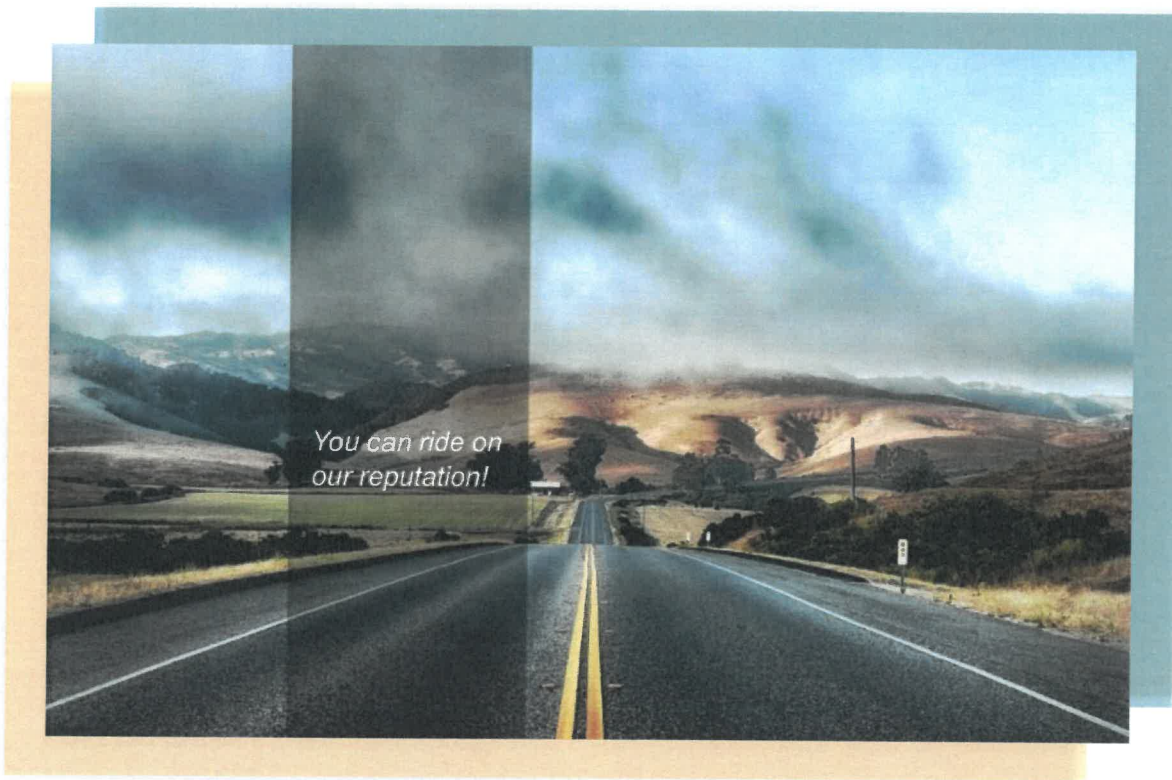
Very truly yours,

Joseph L. Ririe, P.E.
President & Senior Principal Engineer
3485 Sacramento Drive, Suite A
San Luis Obispo, CA 93401
JoeR@PavementEngineering.com
Phone: 805.781.2265; Fax: 805.781.2265



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Firm Description & History

PAVEMENT MANAGEMENT PROGRAM EXPERIENCE

35+

Years in business

850+

Clients throughout California

10,000+

Completed projects

100%

Committed to excellence

PEI is one of the most experienced pavement management specialists in California, with dozens of successful public agency clients throughout California, many of whom have relied on our pavement management services repeatedly for **over nearly three decades.**

PEI began performing PMP evaluations in the 1990s using both APWA's MicroPAVER™ and MTC's StreetSaver® program. Our company is registered through the MTC as a certified StreetSaver® consultant. This ensures our company and raters are accurate and work in compliance with Metropolitan Transportation Commission (MTC) standards.

In 2009, PEI was awarded "Best Pavement Management Consultant" by the Bay Area Metropolitan Transportation Commission (MTC), which covers 109 local agencies.

In presenting the award, Amy Burch, MTC PTAP Project Manager said: ***"PEI stands behind their***

work. Providing quality products for their clients is just a standard. They have raised the bar for all PTAP consultants."

After performing a PMP update for the City of Reedley, City Manager, Nicole Zieba, stated, ***"Pavement Engineering Inc. did an outstanding job assisting our city with its pavement management system. Their knowledge and expertise resulted in a seamless completion of this project. This is, by far, one of the best investments in streets and roads that our City has made."***

The final presentation PEI gave to City Council on the outcomes of the assessment was fantastic. It was clear and non-technical, and it provided a future road map for getting the most out of our limited street and road dollars. I highly recommend that all cities use PEI for a full pavement management analysis and plan."



EXPERIENCE WORKING WITH PUBLIC AGENCY FUNDED PROJECTS

PEI has worked with dozens of public agencies throughout California as pavement consultants. At PEI, we are proven and have shown that we can respond to our clients' requests in a *timely manner and successfully complete the work to meet our clients' expectations.*

PEI manages all public projects "hands on" through every step. We work closely with each client to make sure its project team is informed and confident that projects are managed prudently and honestly with an eye for detail and unsurpassed professionalism. Because of our experience and philosophy of excellence, many of *our clients say, "they wouldn't go into a project without us,"* a testament to our meticulous organization, management and customer service.

Including the City of Seaside, PEI has worked with the following 100 public agencies:

Arroyo Grande	Hercules	Orinda	Santa Cruz Co.
Atascadero	Hollister	Oxnard	Santa Maria
Buellton	Lake Co.	Pacifica	Santa Monica
Calabasas	Lakeport	Palo Alto	Seaside
Calistoga	Larkspur	Paso Robles	Sebastopol
Camarillo	Lathrop	Petaluma	Shasta Lake
Carpinteria	Lincoln	Pismo Beach	Sierra Co.
Citrus Heights	Lompoc	Pittsburg	Solano Co.
Concord	Los Altos	Port Hueneme	Sonoma Co.
Contra Costa Co.	Los Altos Hills	Reedley	St. Helena
Cupertino	Los Gatos	Rocklin	Stanislaus Co.
Daly City	Marin Co.	Roseville	Stockton
Danville	Mill Valley	Ross	Sunnyvale
Dublin	Millbrae	Sacramento	Susanville
El Cerrito	Milpitas	San Anselmo	Tehama
Escalon	Monte Sereno	San Carlos	Tehama Co.
Fort Bragg	Monterey	San Jose	Thousand Oaks
Galt	Moorpark	San Leandro	Tiburon
Gilroy	Moraga	San Luis Obispo	Tracy
Goleta	Morgan Hill	San Mateo	Vacaville
Gonzales	Napa	San Mateo Co.	Walnut Creek
Grover Beach	Novato	San Ramon	Windsor
Guadalupe	Oakdale	Santa Barbara	Woodland
Hayward	Oakley	Santa Barbara Co.	Yountville
Hemet	Ojai	Santa Clarita	Yreka



Project Team

With 85+ employees, PEI has the staff resources to perform all of the proposed pavement management services outlined in the City's RFP Scope of Work section. Unlike other civil engineering firms whose specialty is "general engineering," PEI focuses specifically on evaluating, designing, managing, maintaining and rehabilitating pavements and roadways. PEI will be fully committed to and available throughout the term of the contract and for all tasks related to the pavement condition evaluation and pavement management program update for the City of Seaside.



Accurate data is critical for pavement management programs. At PEI, we take this seriously. PEI raters are certified to rate streets per ASTM D6433. All of PEI's raters have completed the MTC StreetSaver® Rater Certification Program and annual training updates and have a minimum of three years' experience. Additionally, all of our proposed project team and raters have completed many projects in similar size and scope with public institutions and are familiar with the conditions within the project location.

PEI has *five offices* which serve public and private entities throughout California located in:

- **Concord**
- **Redding**
- **Sacramento**
- **San Luis Obispo (corporate)**
- **Santa Clarita**

All services performed for the City of Seaside will be managed and assigned out of PEI's San Luis Obispo office, with any needed support coming from the rest of the company.

Pavement Engineering Inc.
3485 Sacramento Drive, Suite A
San Luis Obispo, CA 93401
805.781.226

ORGANIZATIONAL CHART



*Resumes included in the appendix exhibits.



BACKGROUND

PEI understands the City of Seaside is seeking to reach an agreement with a highly qualified consultant to provide professional engineering services to update, and assist in maintaining, the City's Pavement Management Program. These services will include pavement condition surveys on the complete network of street sections (76 Centerline Miles), adding any street sections missing from the network, inputting all data into the City's StreetSaver® Database, as well as assistance to City staff with upkeep of information in the StreetSaver® program. Our scope of work to achieve these goals, a project schedule and associated fees are outlined below.

SCOPE OF WORK

TASK 1: Initial Planning & Kick-Off Meeting

PEI will schedule a kick-off meeting with City staff to discuss project goals and expectations. Some items of discussion may include:

- The scope of work, schedule and budget;
- Existing pavement data, GIS files and drawings;
- Streets, roadways and alleyways review, neighborhood areas, boundaries, private streets and function classifications;
- Current and past pavement maintenance history and budgets;
- Desired pavement service levels;
- Quality control approach;
- Safety, field work access and public notifications;
- StreetSaver® training goals;
- The format of deliverables.

Reviewing these items prior to beginning work will help PEI develop future maintenance plans and budget scenarios that accurately reflect the City's objectives and will save financial resources for actual pavement preservation. Throughout the project, PEI will meet with City staff as required to coordinate and review specific project progress, schedules, budgets and other items of business to ensure the work performed meets performance goals. Our objective is to deliver a quality project on time and on budget.



TASK 2: PAVEMENT CONDITION SURVEYS

Before the pavement condition surveys take place, PEI will review the inventory in the City's StreetSaver® database. This review will be an evaluation of the street network sectioning and segmentation. This will also include a review of the data and shapefiles in the GIS module. If necessary, the Shapefile will be updated, and any broken section links will be modified and corrected.

PEI will perform pavement condition surveys on all 76 centerline miles of street segments, as well as any street segments that may be missing from, or newly added to, the Street Network. At a minimum, our pavement inspections will collect/ verify the following information: Section Geometry (Length, Width, Area), Functional Classification, Surface Type & Condition, and Pavement Condition Index (PCI). We will measure and evaluate the following pavement distresses for flexible pavement (AC): alligator cracking, block cracking, distortions, longitudinal/transverse cracking, patching/ utility cuts, rutting/depressions, weathering, and raveling.

For rigid pavements (PCC), the following seven distresses will be included: corner break, divided (shattered slab), faulting, linear cracking, patching and utility cuts, scaling/map cracking/crazing, and spalling. Our surveys shall be performed using the latest MTC Pavement Distress Protocols/ Manuals.

PEI will use a vehicle-mounted digital measuring device to measure the length of each street segment and will use a hand-held wheel to measure the widths.

According to MTC inspection procedures, we will sample locations on random test sites of $\pm 2,500$ sf. PEI will annotate the location of the sample location on our rating sheets using footage from the beginning of each road segment. Recording the locations of inspected sample areas provides the necessary information to relocate the measured area for verification. This method produces reliable, reproducible data. Also, because PEI has previously performed PMP work for the City, we can select the same locations as previously tested, which provides consistency between ratings.

All of PEI's inspectors are certified by Metropolitan Transportation Commission.

To ensure safety during the visual evaluation, PEI will provide traffic control using a flashing beacon and a vehicle-mounted magnetic sign warning of frequent stops.

As part of this work, PEI will perform a Quality Control / Quality Assurance review. The review compares the latest PCIs of newly rated street segments to prior PCIs from the last PMP update. Street segments with PCIs that have increased by more than 1 PCI point, without a documented maintenance or rehabilitation treatment, and street segments with PCIs that have dropped more than 3 points per year since the last PCI inspection, or 9 points since the last PMP update was in 2018, will be identified and reviewed in the field by an engineer or senior engineering technician. PEI will perform a QC/ QA review on a Minimum of 10% of the Street Segments.

TASK 3: MAINTENANCE & REHABILITATION STRATEGIES

PEI will meet with City staff to review, discuss and determine the City's current and future pavement maintenance and rehabilitation strategies, treatment costs, budgets and goals for its street system. During this meeting, we will review information from the StreetSaver® database to evaluate potential needs, trends and strategies. Decisions and direction resulting from these discussions will be reflected in StreetSaver® Decision Tree and PCI Breakpoint tables. We will then blend the input and goals of the City with our knowledge of pavement maintenance and rehabilitation to develop a plan specific to the City's needs. We anticipate the plan will consist of road lists, associated treatments and costs for each road in each plan year.

This task includes preparing several graphs, tables and StreetSaver® reports that show the overall condition on the system.

TASK 4: BUDGET ANALYSIS & FUNDING SCENARIOS

After updating the pavement management system, StreetSaver® decision tree, and a PCI breakpoint table, PEI will perform a budget analysis using a minimum of five budget scenarios to assist the City in evaluating budget strategies and impacts. We will use StreetSaver's® GIS mapping to visually illustrate the impacts. The following scenarios will include but are not limited to:

- Budget Needs Assessment
- Utilize Existing Budget
- Maintain Current Pavement Condition Index (PCI)
- Improve Network PCI (by 5 pts)
- Improve Network to Regional Target PCI

We will update section information in StreetSaver® with vehicle ADT, roadway classification, current bicycle facility, and PCI, to meet the City's criteria.

We will work with City staff to develop decision trees and breakpoints and to develop treatments and costs for maintenance and rehabilitation projects that represent the City's goals and objectives. Because of our experience, we have the ability to identify and prioritize the City's annual asphalt preventative maintenance and rehabilitation in a way that will provide the City with the most favorable cost-to-benefit ratio. Where shortfalls exist, PEI will provide recommendations for the City to employ preventative maintenance strategies that will improve and maintain its street system.

TASK 5: TRAINING & ON-CALL SUPPORT

PEI's Pavement Management Project Manager can provide training for one or more City employees on data entry and report generation using StreetSaver® software. This office training can include the following, but PEI will customize the training to the City's specific needs:

- An overview of StreetSaver®;
- Familiarization with basic program logic;
- Calculating the PCI;
- Entering work histories;
- Generating reports;
- Updating cost information;
- Determining budget scenarios;
- Developing a list of project streets.

At the City's option, we can provide field distress training at an additional cost if the City wants to rate its own system. In addition, PEI's technician will be available following initial training as needed for technical support to answer questions.

PEI will respond to on-call support for 1 year on a time and materials basis for estimated 100 hours.

TASK 6: FINAL REPORT & CITY COUNCIL PRESENTATIONS

PEI recognizes that a PMP is a living system. While our report will document a moment in time, the data needs to be updated and linked to the GIS to be useful in the future. We will prepare and present to City staff a final report that summarizes our findings and contains the following information:

- Network condition summary.
- Network summary statistics broken down into function class: arterial, collector, residential/local and other required classifications.
- Summary of condition, recommended treatments and estimated unit costs by functional class.
- At least three budget scenarios for improving or maintaining the PCI during the next five to 10 years, including recommendations for potential budget shortfalls.
- A sortable desktop reference that lists roads by PCI from best to worst or alphabetically by name.

PEI will prepare a final report and PowerPoint presentation for City Council. Our presentation will provide a summary of the pavement network and will include budgets and planning recommendations. Our clients find the presentations useful not only for reporting findings but also for educating the Council on proper pavement principles and practices.



Schedule

ESTIMATED WORK SCHEDULE

PEI anticipates that the entire project will take approximately 17 weeks, or about 4 months to complete, from the 'Notice to Proceed.' PEI will schedule the work after receiving a Notice to Proceed and contracts have been signed. The following schedule assumes a Notice to Proceed by October 4th, 2021, and project completion by February 1st, 2022.

We will make every effort to complete tasks on time; however, inclement weather may result in delays.

ESTIMATED WEEKLY TIMELINE BY TASK																	
Week of	Oct 4, 2021	Oct 11, 2021	Oct 18, 2021	Oct 25, 2021	Nov 1, 2021	Nov 8, 2021	Nov 15, 2021	Nov 22, 2021	Nov 29, 2021	Dec 6, 2021	Dec 13, 2021	Dec 20, 2021	Dec 27, 2021	Jan 3, 2022	Jan 10, 2022	Jan 17, 2022	Jan 24, 2022
TASK 1: Initial Planning & Kick-Off Meeting																	
TASK 2: Pavement Condition Surveys																	
TASK 3: Maintenance & Rehabilitation Strategies																	
TASK 4: Budget Analysis & Funding Scenarios																	
TASK 5: Training & On-Call Support	TBD																
TASK 6: Final Report & City Council Presentations																	



Contract & Insurance Statement

Pavement Engineering Inc. (PEI) confirms that the project team accepts the terms of the contract and has insurance that meets the requirements of the City of Seaside.



PEI'S SIMILAR PROJECTS & REFERENCES

City of Santa Clarita

Annual Asphalt Inspection & Pavement Management System Update

Client 23920 Valencia Blvd., Suite 300
Contact Santa Clarita, CA 91355

Ramiro Fuentes
Assistant Engineer
661.286.4134
rfuentes@santa-clarita.com

Project Dates

1. September 2016 – June 2017
2. November 2017 – September 2018
3. October 2018 – September 2019



Roles of PEI Personnel

Joe Ririe: Principal-in-charge

Joe Seely: Project Manager

Ben Ririe: Assistant Project Manager

Cody Latzer: Data / Field Technician

Scope of services: PEI has performed pavement management program services for the City of Santa Clarita, annually since 2000. Last year PEI inspected approximately 330 lane miles of the City's arterials and a third of its collector and residential/local streets and bike trails (approximately 230 lane miles). Additionally, the City has asked us perform inspection on 1/3 of their system annually, on a rotating basis. We also completed a detailed pavement inspection of identified streets and updated the City's pavement management program, including adding new streets that were recently annexed by the City, identified and included missing data, and updated streets that received an overlay or maintenance treatment within the previous year.

County of Santa Barbara Annual Pavement Management System Update

Client 912 West Foster Road
Contact Santa Maria, CA 93455

Kurt Klucker
Road Maintenance Manager
805.934.6100
kklucke@cosbpw.net



Project Dates 1. August 2018 – November 2018
2. August 2019 – November 2019

Roles of PEI Personnel

Joe Ririe: Principal-in-charge

Joe Seely: Project Manager

Ben Ririe: Assistant Project Manager

Cody Latzer: Data / Field Technician

Scope of services: PEI has performed pavement management system updates for the County of Santa Barbara continuously since 2002. The County relies on PEI because of our reputation for accurate ratings. With 831 centerline miles of roads, the County has a nearly half billion dollars investment in pavement to maintain, which it does with the help of PEI's PMS updates. In 2010, the County decided to transition from MicroPAVER™ to StreetSaver® and asked PEI to oversee the transition and perform the work. We coordinated the data migration so none of the previous data was lost and provided the necessary training and support to make sure staff understood the program felt thoroughly comfortable using the new software. Since 2010, we have performed a Pavement Management System update for the County every year.

City of Lancaster 2021 PWCP Pavement Design Project

**Client
Contact**

615 West Avenue H
Lancaster, CA 93534

Anna Leonard
Capital Programs Engineer
661.723.5881
aleonard@cityoflanaster.org



Project Dates October 2020 – On-going

Roles of PEI Personnel

Joe Ririe: Principal-in-charge

Joe Seely: Project Manager

Ben Ririe: Assistant Project Manager

Cody Latzer: Data / Field Technician

Scope of Services: For the City's Design Project, PEI performed pavement evaluation studies, provided final pavement recommendations which included rubber asphalt (ARHM) overlay and full-depth reclamation (FDR). We provided other pavement management plan information necessary for the preparation of plans, specifications and construction cost estimates for six (6) project arterials. PEI then prepared plans, specifications and construction estimates for the project which is still on-going.

Metropolitan Transportation Commission (MTC) Pavement Management Services through the P-TAP Program

Client Contact

101 Eighth Street
Oakland, CA
94607



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Sui Tan Analyst 210.817.5844 stan@mtc.ca.gov	Christina Hohorst Analyst 415.778.5269 chohorst@mtc.ca.gov
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Project Dates

1. April 2017 – April 2018 (PTAP-18)
2. April 2018 – April 2019 (PTAP-19)
3. April 2019 – April 2020 (PTAP-20)

Roles of PEI Personnel

Joe Ririe: Project Manager

Joe Seely: Assistant Project Manager

Ben Ririe: Field / Data Technician

Cody Latzer: Field / Data Technician

Scope of services: In 2016, PEI applied for and was accepted as a consultant for the Metropolitan Transportation Commission's (MTC) Pavement Technical Assistance Program (P-TAP). As one of MTC's P-TAP consultants, we were assigned several clients (Cities) for each round of projects which we would be providing pavement management assistance to. The cities which PEI provided pavement management services for during the last 4 rounds of PTAP include the following:

- | | | |
|--------------------------|----------------------------|---------------------------|
| • Albany (PTAP-20) | • Colma (PTAP-20) | • Orinda (PTAP-19, 21) |
| • Antioch (PTAP-20) | • Emeryville (PTAP-18, 20) | • San Anselmo (PTAP-19) |
| • Belmont (PTAP-18) | • Lafayette (PTAP-18) | • San Ramon (PTAP-18, 20) |
| • Brentwood (PTAP-18) | • Larkspur (PTAP-19) | • Sausalito (PTAP-19) |
| • Berkeley (PTAP-19, 21) | • Millbrae (PTAP-18, 21) | • Tiburon (PTAP-19) |
| • Campbell (PTAP-21) | • Mill Valley (PTAP-19) | • Yountville (PTAP-18) |
| • Clayton (PTAP-19) | • Oakley (PTAP-21) | |

For each of these clients, PEI updated their pavement management systems, adding any missing streets, built out their databases, and provided any needed technical support and training.



Appendix

Exhibit A: Project Team Resumes

Exhibit B: PEI Project Approach & QA/QC Plan

EXHIBIT A: PROJECT TEAM RESUMES



JOE RIRIE, P.E.
Principal-in-charge
Senior Principal Engineer

Registration
CA Registered Civil Engineer 52735

Education
BS, Civil Engineering
California Polytechnic State
University
San Luis Obispo, CA

Joe has 28+ years of wide-ranging experience in engineering and project management and in developing practical, cost-effective and quality pavement solutions for clients throughout California.

He has overseen all of PEI's pavement management projects for the last 25+ years which encompasses hundreds of thousands of centerline miles of project roads including PEI's pavement management work through the P-TAP program.

He specializes in pavement management systems, pavement rehabilitation design and construction administration for public agencies throughout California. Joe is responsible for PEI's reputation as California's premier pavement engineering specialists and has set the standard for delivering quality projects on time, on budget and with unparalleled customer service that builds trust and loyalty. Joe's recent pavement management experience includes the following public agencies:

Albany	Concord	Lathrop	Paso Robles	Santa Maria
Antioch	Danville	Lompoc	Petaluma	Sonoma Co.
Atascadero	Emeryville	Los Altos Hills	Pismo Beach	Sausalito
Belmont	Galt	Millbrae	Pittsburg	Shasta Lake
Berkeley	Goleta	Mill Valley	Reedley	Solvang
Brentwood	Grover Beach	Milpitas	San Anselmo	Taft
Camarillo	Guadalupe	Morro Bay	San Benito Co.	Tiburon
Campbell	Hollister	Napa	San Carlos	Vacaville
Carpinteria	Lafayette	Oakley	San Ramon	Watsonville
Clayton	Lancaster	Oxnard	Santa Barbara Co.	Woodland
Colma	Larkspur	Pacifica	Santa Clarita	Yountville



JOSEPH SEELY
Project Manager
Field / Data / QC

Education

AS, Criminal Justice – U.O.P.
AS, Engineering – Cuesta College

**Total Years of Pavement
Management Experience: 8+**

**Total Project Centerline
Miles Managed: 10,000+**



Joe administers PEI's Pavement Management System Program. He has been working as a pavement management specialist with PEI for 8 years. At PEI, our project managers work hard to go the extra mile for our clients. If selected, Joe Seely will be fully committed and available for all related tasks needed to successfully complete all pavement management projects, on time and on budget.

Joe schedules PMP projects, performs visual evaluations, ensures database accuracy and prepares spreadsheets and reports. Joe performs data analysis for each project report, in the field quality control ratings, and oversees and trains field evaluation staff. In addition, he develops presentations and provides hands-on training to public agency staff on pavement distresses, rating techniques and operation of StreetSaver® software. During his time at PEI, Joe has rated over 8,000 centerline miles of roads.

Joe has been a certified MTC StreetSaver® Rater since the inception of MTC's Rater Certification Program in 2014 and will be performing pavement assessments in accordance with StreetSaver's® modified ASTM D6433. He will also collect pavement distress data. To stay current, he is a regular attendee at the bi-annual MTC users training week. Joe has participated in expert panels at MTC user's week as well. His recent PMP experience includes the following public agencies:

Albany	Concord	Millbrae	San Ramon
Antioch	Emeryville	Mill Valley	Santa Clarita
Atascadero	Goleta	Napa	Santa Barbara Co.
Belmont	Grover Beach	Oakley	Santa Maria
Brentwood	Guadalupe	Orinda	Sausalito
Berkeley	Hollister	Oxnard	Shasta Lake
Campbell	Lafayette	Paso Robles	Solvang
Carpinteria	Lancaster	Reedley	Taft
Clayton	Larkspur	San Anselmo	Tiburon
Colma	Lathrop	San Benito Co.	Watsonville
		San Luis Obispo	Yountville

PMP RATERS / INSPECTORS

Accurate data is critical for pavement management programs. At PEI, we take this seriously. PEI raters are certified to rate streets per ASTM D6433. All of PEI's raters have completed the MTC StreetSaver® Rater Certification Program and annual training updates.



BEN RIRIE

Lead Street Rater
Field / Data / QC

Education

BS, Business Management
Brigham Young University, Idaho
Rexburg, ID

**Total Years of Pavement
Management Experience: 15+**

**Total Project Centerline
Miles Managed: 10,000+**



Ben has been working for PEI for 15 years. Since 2006, Ben has been rating / inspecting streets as a member of PEI's pavement management team. He performs assessments in accordance with StreetSaver's® modified ASTM D6433 standards and will collect pavement distress data. During his time at PEI, Ben has rated over 8,000 centerline miles of roads, of which include PEI's pavement management through the P-TAP program. As PEI's most experienced pavement management program rater, his PMP similar experience includes the following public agencies:

Albany	Emeryville	Milpitas	San Luis Obispo
Antioch	Goleta	Mill Valley	Santa Clarita
Atascadero	Grover Beach	Napa	Santa Barbara Co.
Belmont	Guadalupe	Orinda	Santa Maria
Brentwood	Hollister	Oxnard	Sausalito
Berkeley	Lafayette	Paso Robles	Shasta Lake
Carpinteria	Lancaster	Reedley	Solvang
Clayton	Larkspur	San Anselmo	Tiburon
Colma	Lathrop	San Ramon	Yountville
Concord	Millbrae		



CODY LATZER
Assistant Field Technician /
Street Rater

Education
AS, Fire Technology

**Total Years of Pavement
Management Experience: 3+**

**Total Project Centerline
Miles Managed: 3,000+**



Cody has been with us at PEI for three years and has worked on various PMP projects. He performs pavement assessments in accordance with StreetSaver's® modified ASTM D6433. During his time with PEI, Cody has rated 2,000 centerline miles of roads, of which include PEI's pavement management work through the P-TAP program. Cody has completed the MTC StreetSaver® Rater Certification Program and will collect pavement distress data. His recent PMP similar rating experience includes the following public agencies:

Albany
Atascadero
Campbell
Colma
Emeryville

Goleta
Guadalupe
Lancaster
Morro Bay
Oxnard

Reedley
Santa Maria
San Anselmo
San Ramon
Santa Barbara Co.

Santa Clarita
Solvang
Taft
Watsontville

EXHIBIT B: PEI APPROACH & QUALITY CONTROL PLAN

For 25+ years, Pavement Engineering Inc. has assisted dozens of agencies with their pavement management systems and needs.

Our approach has been developed and refined based on our experience with our clients and their needs. While every client is different and needs to be treated as such, there are several areas where pavement management crosses over and are similar. These include the need for accurate data, the concern for the budget, and working with the client to help them understand the tool that they have and how to use it.

Accuracy of Data

Accuracy is key to a PMP and the adage of “garbage in equal’s garbage out” was never more true. As a company, we have developed a culture where we hate to be wrong in anything we do. If we see something that looks off or does not make sense, we will invest the time and resources to make sure to confirm the numbers so our clients have the assurance that what they are getting is right regardless of our budget. It is more important to us to be right than to make money.

For a PMP, important decisions are made with based on the data. Millions of dollars ride on the accuracy of the data. As a result, we have implemented strict internal standards that check and recheck the numbers to make sure they make sense. Our quality control exceeds the minimums set by MTC Our experience is that no other company is willing to invest the effort in to making sure the data is right like we do at PEI.

Budget Constraints

Over the years, we have felt the pain of our clients as we have helped them struggle to balance their pavement maintenance and rehabilitation needs with the reality of their budgets. Our background in materials and pavement design help us to assist our clients with innovative strategies that close the budget shortfalls they are faced with each year. Our extensive understanding of pavement management, design, materials and inspection allow us to bring a well-rounded pavement management approach to our clients In addition, our project approach is streamlined so we keep our fees on budget. From the kick-off meeting to decision trees, scenario development to final report, our staff works closely with the client to step at critical times to keep the project moving through to completion.

Training and Assistance

We have learned that our clients are busy with many things and pavement and pavement management is just one part of their responsibilities. As a result, they often do not have the time to invest in learning StreetSaver®. Yet they need information and reports to help them. Our developed approach to this dilemma is to be there for our clients and customize the provided training and assistance to meet their needs. If a client wants to learn the program, we will work with them to understand any and all parts of the program. Although, we have discovered that it often times boils down to, teach me how to generate and print out these certain reports or get my hands on this information. Other clients rely on PEI to generate the needed report. For this group, we are responding to on-call requests as part of our on-going technical support. They learn that we are there for them and strive to quickly respond.

PEI strives to develop a close trusted relationship with our clients that helps them feel comfortable calling us with any of their pavement management needs. Many times, our clients have commented that they feel like they are PEI’s only client.

When going into a project, we know there are many factors that must be considered. We believe in the philosophy of applying the right treatment, to the right pavement, at the right time, using the right materials. Our experience with pavement management programs has taught us that there are three general approaches to pavement management.

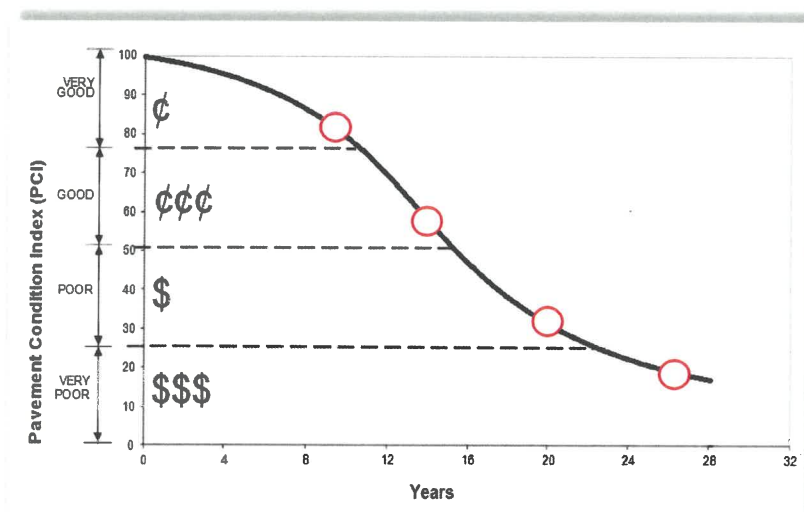
Best First, or top down management, focuses maintenance and rehabilitation on the best streets in a system.

Worst First, or bottom up management, focuses maintenance and rehabilitation on the worst streets in a system.

Critical-Point-Management, focuses maintenance and rehabilitation on streets that are at a critical point on their deterioration curve, where if the correct treatment is applied it will keep the pavement from falling into a condition where the correct treatment is more costly.

We strive to follow a critical-management approach, but also understand that political and budgetary pressures require a hybrid approach.

Critical Point Management



○ Critical-Point-Management selects streets before they deteriorate and need the next most expensive treatment.

Pavement management program software like StreetSaver®, are set up with a focus on critical point management. These programs are meant to assist decision makers by providing data analysis. However, the programs do not account for the long list of additional factors that must be considered such as conflicting utility projects, proposed developments, geographic grouping for better construction pricing, and political pressures. This is where PEI steps in. This is when our experience building a sustainable pavement management plan comes into play.

We understand the cost benefits of grouping projects by treatment and location.

We recognize the importance of being able to clearly communicate the plan to the public, as well as to City/client administrators.

We know that a well thought out pavement management plan will assist decision making staff and management achieve safe, long lasting pavements.

PEI QUALITY CONTROL PLAN

DATA QUALITY MANAGEMENT PLAN

Pavement Engineering's Data Quality Management Plan consists of two parts. Part One is the PMP Quality Control Plan, and Part Two is our Approach to Resource Management and Quality Results.

Pavement Engineering's inspectors are certified for quality and consistency and attend annual training provided by the Metropolitan Transportation Commission (MTC) to keep abreast of changes and hone skills. That training demonstrates an accuracy rate for PEI's inspectors of ± 5 PCI points. Industry standards accept ± 10 PCI points.

Inspection data will be recorded using a tablet with MTC's Mobile Rater software. This speeds up project completion and increases accuracy. After the data is entered and PCI is calculated, a data snapshot of the current PCI will be printed and supplied to the client. The inspection information will be available to the City Staff at any time during the project period, and a print out and Electronic copy of each inspection location, will be delivered with the Final Report. PEI will calculate a Pavement Condition Index (PCI) for each street segment using StreetSaver® criteria and supported by PEI's quality assurance standards, which are designed to ensure accuracy and consistency.

During the field review, PEI will use a vehicle-mounted digital measuring device to measure the length of each street segment and a hand-held wheel to measure the width. Precise measurements are key to accurate cost projections, which are calculated based on pavement area.

PEI will sample locations on random test sites of $\pm 2,500$ sf and will annotate the sample location on our rating sheet using footage from the beginning of each road segment. Recording locations of inspected sample areas provides the necessary information to relocate the measured area for verification. This method produces reliable, reproducible data for current and future use.

PART 1: PMP QUALITY CONTROL PLAN

A quality pavement management system is only as good to its user as the data that is input. Maintaining and improving the quality of a PMP is crucial to the success of the creation or update to a Pavement Management system. At PEI we strive for accuracy and precision, so our Quality Control Plan compares the latest PCI's of newly rated street segments to prior PCI's from the last PMP update. Street segments with PCI's that have increased in PCI, without any maintenance and rehabilitation, and street segments with PCI's that have dropped more than, the standard deterioration of 3 PCI points per year, since their last rating, will be identified and reviewed in the field by an engineer or senior engineering technician. Additionally, as a method of ensuring accuracy and precision, a random 10% of the segments will be re-rated by the field raters, and a random 5% will be re-rated by a supervisor or a senior engineer technician.

At PEI, we strive for a ± 5 PCI points when comparing initial ratings versus QC ratings. Any segment that exhibits a PCI difference outside of the ± 5 PCI points, will be re-rated by an engineer or a senior engineering technician. We will review a minimum of 15% of the segments as part of the QC review.

Additionally, PEI's PMP quality control plan encompasses several internal checks and balances to ensure data complies with ASTM standards and is both accurate and repeatable. In brief, our QA/QC procedures for PMP work include these elements:

Trained and certified staff

PEI's field technicians undergo strict performance testing that includes protocols, equipment calibration and knowledge of pavement distresses. In addition, our data technicians are trained in data entry and verification procedures, field paperwork preparation, map marking and other duties related to accurate, comprehensive PMP reports. PEI's inspectors are certified by the Metropolitan Transportation Commission (MTC) and attending annual MTC training classes. We strive for a ± 5 PCI point repeatability.

Equipment verification

Prior to beginning any pavement assessment, PEI inspects, verifies and, if necessary, calibrates its measuring equipment, including vehicle-mounted devices that measure the length of each street segment and hand-held wheels that measure the width.

Data checks

PEI's PMP crew typically perform a series of data checks in the field after collecting and processing the data according to strict procedures. The PMP project manager reviews the data for accuracy and completeness before a PMP data technician specialist compiles the final database according to the agency's locations and mapping system. He also works with the data specialist to recheck segment lengths and looks for any missing segments or data elements. PEI's data specialist then reviews the entire database for formatting, missing information and errors. All these checks ensure agencies receive thorough and accurate reports.

Control, verification and random site testing

PEI's registered engineer reviews a minimum of 10% of the road segments previously rated according to MTC procedures to verify the accuracy of data. We then compare these reference values to the initial PCI generated by StreetSaver® software. If there are discrepancies, we will rerate the road. Once this QA/QC is finished, any variations to what the field crew found are updated in the database.

PART 2: APPROACH TO RESOURCE MANAGEMENT AND QUALITY RESULTS

At PEI, we are able to manage resources and maintain quality results by performing work within our company. This allows for constant awareness and focus on the client's needs. Our daily communication and peer review ensures accuracy is maintained throughout the life of a project. Once work is assigned, project managers assess project staffing needs in order to successfully complete the project. Once project milestones are set and tasks are assigned, our employees are required to provide frequent updates to the project manager.

For over two decades Pavement Engineering Inc. has assisted dozens of agencies with their pavement management systems and needs. Our approach has been developed and refined based on our experience with our clients and their needs. While every client is different and needs to be treated as such, there are several areas where pavement management crosses over and are similar. These include the need for accurate data, the concern for the budget, and working with the client to help them understand the tool that they have and how to use it.

Accuracy of Data

Accuracy is key to a PMP and the adage of “garbage in equal’s garbage out” was never truer. As a company, we have developed a culture where we hate to be wrong in anything we do. If we see something that looks off or does not make sense, we will invest the time and resources to make sure to confirm the numbers so our clients have the assurance that what they are getting is right regardless of our budget. It is more important to us to be right than to make money.

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Cost Proposal

City of Seaside Pavement Condition Evaluation & Pavement Management Program Update

Pavement Engineering's fee for the work is based on the referenced RFP and our experience with similar projects performed for clients throughout the State of California.

Our total estimated project fee is broken down as follows:

PROJECT FEE BREAKDOWN	
Task 1 – Initial Planning & Kick-off Meeting	\$3,610
Task 2 – Pavement Condition Surveys	\$28,930
Task 3 – Maintenance & Rehabilitation Strategies	\$7,265
Task 4 – Budget Analysis & Funding Scenarios	\$5,580
Task 5 – Training & On-call Support	\$12,000
Task 6 – Final Report & City Council Presentations	\$6,170
Total Estimated Project Fee	\$63,555

All fees and costs associated with this project are subject to final negotiation with the City of Seaside.

The following breakdown shows our estimated costs for each portion on the project. The individual fees associated with each task will serve as a guideline for progress payments.



City of Seaside
Pavement Condition Evaluation & Pavement Management Program Update

Task 1 – Initial Planning & Kick-off Meeting			
Position	Units	Unit Rate	Total
Principal Engineer	9	\$240	\$2,160
Project Manager	10	\$145	\$1,450
Total Task 1 Fee:			\$3,610
Task 2 – Pavement Condition Surveys			
Position	Units	Unit Rate	Total
Project Manager	9	\$145	\$1,305
PMS Data Technician	19	\$95	\$1,805
PMS Inspection Team	91	\$190	\$17,290
PMS Quality Control	34	\$145	\$4,930
Per Diem	12	\$300	\$3,600
Total Task 2 Fee:			\$28,930
Task 3 – Maintenance & Rehabilitation Strategies			
Position	Units	Unit Rate	Total
Principal Engineer	8	\$240	\$1,920
Project Manager	12	\$145	\$1,740
PMS Data Technician	34	\$95	\$3,230
PMS Clerical	5	\$75	\$375
Total Task 3 Fee:			\$7,265
Task 4 – Budget Analysis & Funding Scenarios			
Position	Units	Unit Rate	Total
Principal Engineer	4	\$240	\$960
Project Manager	7	\$145	\$1,015
PMS Data Technician	34	\$95	\$3,230
PMS Clerical	5	\$75	\$375
Total Task 4 Fee:			\$5,580



CONTINUED

**City of Seaside
Pavement Condition Evaluation & Pavement Management Program Update**

Task 5 – Training & On-call Support (100 hours over 1 year)			
Position	Units	Unit Rate	Total
Project Manager	50	\$145	\$7,250
PMS Data Technician	50	\$95	\$4,750
Total Task 5 Fee:			\$12,000
Task 6 – Final Report & City Council Presentations			
Position	Units	Unit Rate	Total
Principal Engineer	9	\$240	\$2,160
Project Manager	10	\$145	\$1,450
PMS Data Technician	23	\$95	\$2,185
PMS Clerical	5	\$75	\$375
Total Task 6 Fee:			\$6,170
Total Estimated Project Fee:			\$63,555



**REQUEST FOR PROPOSAL
FOR PAVEMENT CONDITION EVALUATION AND
PAVEMENT MANAGEMENT PROGRAM UPDATE
SEASIDE, CALIFORNIA**

**PROPOSALS DUE AUGUST 5, 2021
CITY OF SEASIDE**

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I INTRODUCTION

The City of Seaside (CITY) is requesting proposals from qualified and interested consultant firms for professional services to update the City's Pavement Management Program (2021 PMP Update). The City's Pavement Management Program was updated in 2018. The 2021 PMP Update will be used for implementing street improvements funded by Measure X and SB1 funds received from the Transportation Agency for Monterey County (TAMC) and Road Maintenance and Rehabilitation Account (RMRA). The selected consultant shall perform the tasks specified in the "Scope of Work" section of the Request for Proposal (RFP). The consultant is encouraged to suggest additions or modifications to the scope that will enhance or clarify the 2021 PMP Update and the suggestions should be incorporated into the proposal.

II BACKGROUND

The City's pavement management software is StreetSaver® online version developed by the Metropolitan Transportation Commission (MTC). The 2021 PMP Update will include a comprehensive evaluation of City streets and roadway systems. Services requested include performing condition survey over the complete network of the street section, adding streets that are currently not in the system, inputting all data collected during the survey into the City's PMP, and performing the work outlined in the Scope of Work. The City of Seaside is approximately 10 square miles with approximately 68 center lane miles. There are a total of 456 street sections in the current pavement management program.

III SCOPE OF WORK

The overall goal of this program is to provide the tools and training to develop and maintain the Pavement Management Program for future years, and to report the results in compliance with Measure X. Consultant shall provide current pavement conditions surveys for the roads within Seaside; evaluate and recommend appropriate treatment strategies; provide budget analysis and future year funding scenarios; provide five-year pavement plan and pavement rehabilitation policy for council consideration; provide personnel training; and provide final reports. The Consultant's proposal should include a summary of the project understanding, approach, proposed scope, schedule with deliverables and budget. Failure to submit information in accordance with the RFP's requirements and procedure may be cause for disqualification.

The scope of work should include, but is not limited to:

1. Kick-off Meeting
 - a. Discuss Project guidelines and standardization of services, deliverables formats, and project administration.
 - b. Discuss with representatives from the City about the current procedures for pavement maintenance, available resources, historical expenditure levels, and desired service levels. This will help the individuals responsible for the work described in the RFP to gain an understanding of the City's unique needs.

- c. Coordinate with City representatives to review historical maintenance and recent rehabilitation project information and verify information is accurately incorporated into the database and the pavement condition rating.

2. Pavement Condition Surveys:

- a. Update the data in the Curb Ramp module in the StreetSaver® Program.
- b. Review and audit the database inventory of the City's roadway network, split or combine, or add new sections as necessary. (e.g., GIS/PMP linkage, functional class, surface type, length, width, and number of lanes, ADT).
- c. Update the GIS Mapping feature for the street network and repair broken links.
- d. Perform pavement inspections on the approximately 76 centerline miles of roadway and curb ramp data. Condition surveys shall be performed to identify pavement distress in accordance with the latest MTC Pavement Distress Manuals (AC 4th Editions, PCC 3rd Edition, March 2016). The survey information to be collected and/or verified shall at a minimum include: Street geometric (length, width, section area), functional class, surface type, surface condition, surface distress, and pavement condition index (PCI). Eight pavement distresses of flexible pavement to be inspected will include but are not limited to: alligator cracking, block cracking, distortions, longitudinal and transverse cracking, patching and utility cuts, rutting and depressions, weathering, and raveling. Rigid pavements will include seven distresses: corner break, divided (shattered) slab, faulting, linear cracking, patching and utility cuts, scaling/map cracking/crazing, and spalling. The Consultant shall be required to display competency and accuracy in performing inspection. All inspectors employed or contracted by the Consultant must be certified by Metropolitan Transportation Commission (MTC). The Certification issued is valid for two (2) years, and shall be renewed upon passing an inspection test. The Consultants method of inspection used for condition surveys must be consistent with the method used to demonstrate ability to perform PMP distress surveys.
- e. Implement a Quality Control Plan. This Plan should check that the Consultant uses reasonable quality control and manages the data collection process to effectively provide data that meets the MTC requirements.

3. Maintenance and Rehabilitation Strategies

- a. Update maintenance and rehabilitation strategies including appropriate treatments such as slurry seals, chip seals, overlays, reconstruction and the determination of treatment unit costs.

4. Budget Analysis and Funding Scenarios

- a. A minimum of five budget and/or target-driven scenarios analysis and show impact through the use of GIS maps in the StreetSaver® GIS Toolbox. This shall include the following scenarios:
 - i. Budget Needs Assessment
 - ii. Utilize Existing Budget
 - iii. Maintain Current Pavement Condition Index (PCI)

- iv. Improve Network PCI (by 5 pts)
 - v. Improve Network to Regional Target PCI
 - b. Program criteria for project ranking should include vehicle ADT, roadway classification, current bicycle facility, and PCI.
 - c. Provide recommendations, if shortfalls exist, for how the City can employ better preventive maintenance strategies or increase funding by proposing a preferred future budget level.
 - d. Develop a pavement rehabilitation policy for council consideration to guide future year pavement programs with the goal of providing the most impact to the City's pavement condition.
 - e. Develop a five-year plan with associated treatments and costs for each roadway segment by year based upon selected scenarios.
 - f. Deliver a draft updated pavement management database, and Budget Options Report containing the above information, to the City for their review.
 - g.
5. Training
- a. Provide training to City Staff on StreetSaver® program including data entry, report generation, repair history, use of the GIS toolbox, performing PCI calculations, and budget analysis.
 - b. Respond to on-call support for 1 year on a time and material basis for estimated 100 hours after final approval of selected street segments.
6. Final Reports/Council Presentations
- a. Prepare final report and PowerPoint presentation for City Council. Presentation shall provide a summary of the pavement network and shall include budgets and planning recommendations.
7. Meetings
- a. Meetings with staff via phone call, Zoom, or in person.
 - b. Present final report and discuss paving strategies with City Council (up to 2 Council Meetings).

Project Schedule

The Consultant shall develop a project schedule that allows for adequate time for all deliverables to be prepared by the Consultant and provide two weeks for city staff review. The Consultant must provide a schedule of activities assuming a notice to proceed has been issued by October 4, 2021 and completion by February 1, 2022.

The Consultant shall pursue diligently the development of the Project so as to ensure completion of the Project and submission of documents within the proposed time schedule. Moreover, the Consultant shall notify the City in writing of any event which could delay substantially the achievement of the Project within the prescribed time limits and proposed methods for bringing the Project back on schedule.

Deliverable Requirements

All materials submitted to the City shall be reviewed for quality and conform to the following:

1. Documents shall be organized, worded, and illustrated so that they can be easily understood.
2. All submittals shall include cover sheets that accurately describes the purpose of the submittal, sender, date, type, quantity, and electronic file name of the enclosed documents. Submittals requesting city staff action shall note the due date.
3. Documents shall be organized so they can be easily revised as requested.
4. Graphics can be color, with a set of black and white materials provided so that they can be easily reproduced by black and white photocopier.
5. The Consultant shall provide at least two (2) hard copies of all draft and at least three (3) hard copies of all final reports. All documents shall also be submitted electronically as MS Office 2010® formatted documents.
6. Final documents shall also be provided electronically as Adobe Acrobat® Portable Document Format (PDF) with object recognition and chapters for written documents and bookmarks, if applicable.

IV FORM AND CONTENT OF PROPOSAL AND COST PROPOSAL

Proposals shall consist of responses to the questions below. Please clearly label answers when submitting separate answers to any questions. The questions must be completely addressed in the text of proposal and be presented in the order indicated. The submissions are subject to a page limitation of fifteen (15) written pages in twelve-point font. You are also requested to enclose certain information as exhibits, which will not count against the page limit. You may attach additional information as exhibits (which also will not count against the page limit); however, responses to questions must be answered within the specified page limit. The City makes no assurances that any non-requested additional information in exhibits will be reviewed. Consultants are encouraged not to submit lengthy and overly wordy proposals.

Proposers must have a minimum of five (5) years of professional experience using MTC StreetSaver® Online software; shall have certified raters with a minimum of three (3) years' experience; shall have demonstrated experience of similar scope projects; have experience working with public institutions, and be familiar with conditions within the project location. Consultant team must employ qualified individuals who are licensed and/or otherwise qualified to perform the services outlined in the Scope of Work.

Questions:

1. Name of Proposer and principal contact person, including office location, address, telephone number, fax numbers and e-mail address.

2. Brief description and history of the firm or proposed project team and experience of the principal contact. Clearly describe project team member's experience with StreetSaver® software. Describe the average project size and scope of the team member's past projects. The descriptions provided in this section shall be referenced to Items #6 and #8 below.
3. Description of the project team proposed assignments, including the role of each member (including subcontractors), percentage of total work each member is expected to contribute, office location of each member and specific relevant experience. Please enclose resumes of each assigned team member as an exhibit to your proposal.
4. Describe the services and activities as they relate to the proposed scope of service that your firm proposes to provide to the City for this project. Provide a clear and concise detailed scope of work. Indicate deliverables submitted at each milestone.
5. Provide a schedule showing phases and major benchmarks in the scope of work. Allow two weeks for each submittal review in the proposed schedule. Additionally, a progress meeting should be held to correspond immediately after City review of each submittal.
6. Provide as exhibits, listings of your firm's and its principals' relevant experience.
7. Enclosed for your review is a copy of the City's Draft contract, which stipulates insurance requirements. Please confirm that the project team can accept the terms of the contract and has the required insurance, or can acquire insurance, that meets the minimum standards.
8. Please provide at least three professional references. Indicate which references are public agencies for which the project team individuals, have provided services for within the past five years.
9. Provide the cost proposal in a separate, sealed envelope. The cost proposal should correlate to the proposed approach to providing the services, the level of effort summary by classification and task, and the timeline submitted in the proposal. Provide your proposed hourly fees by job classification and billing criteria for providing the services described in this RFP. See below for instructions on how to submit cost proposal by email.

V QUESTIONS AND ADDENDA

Please direct any questions regarding this RFP, including any request for the City of Seaside to issue a formal written clarification or correction of a discrepancy or an omission in this RFP, **via email** to Ms. Leslie Llantero at lllantero@ci.seaside.ca.us by the due date specified in the RFP Schedule. Emails with questions related to this RFP should include, "Question Regarding 2021 Pavement Management Program Update," in the subject line so they can be readily identified as a question related to this RFP.

Any request for a formal written clarification or correction of a discrepancy or an omission in this RFP must be received by the City of Seaside by the due date for written (email) questions specified in the RFP Schedule. Any City of Seaside response to such a request will be made in the form of an addendum to this RFP and will be posted on the city's website; www.ci.seaside.ca.us prior to

the proposal due date. It is responsibility of the Consultant to check the website prior to the proposal due date. All addenda shall become part of this RFP.

VI SUBMITTAL OF PROPOSALS

Please submit one (1) electronic copy in PDF format of your Proposal and separate Cost Proposal (with password protection) via email to lllantero@ci.seaside.ca.us or mail a flash/thumb drive to the address below; and four (4) hard copies of your Proposal (only one copy of Cost Proposal required) at the City of Seaside's offices not later than 5:00 p.m. Pacific Time on August 5, 2021, addressed as follows:

Attn: Engineering Division
Proposal for 2021 Pavement Management Program Update
City of Seaside
440 Harcourt Avenue
Seaside, CA 93955
(831) 899-6825

Proposals and Cost Proposals received by the City of Seaside after this deadline will not be accepted. Proposals will not be accepted if submitted by FAX. Emailed submissions cannot contain zipped files or file attachments larger than 5 Mbytes. It is incumbent upon the proposer to ensure that email transmissions are received at the email address listed above.

All material submitted in accordance with this RFP becomes property of the City of Seaside and will not be returned.

VII EVALUATION PROCESS

Agency staff will review each proposal for completeness and content. Each proposal will be evaluated based upon the relevant qualifications and experience of the consultant. Staff may conduct interviews if necessary, or may complete its evaluation based on the proposals alone. References will also be verified. The proposal review will focus upon the following criteria:

1. *Organization*: Does the firm offer the breadth and quality of services required for the types of services listed in the Scope of Work?
2. *Staff*: Do the qualifications of key personnel to be assigned to the anticipated projects coincide with tasks listed in the Scope of Work? Do assigned personnel have requisite education, experience, and professional qualifications?
3. *Experience*: Has the firm demonstrated the ability to successfully provide services for projects of a similar complexity and nature as described herein?
4. *Professional Standing*: Are the firm's references from past clients and associates favorable? Are deliverables submitted on time and within budget?
5. *Proposal*: Organization, presentation, and content of proposal. Conformance to the specified proposal format.

6. *Responsiveness.* Ability to perform services in the City of Seaside at a fair and reasonable cost. Ability to respond to request for service in a timely manner.

Proposals will be ranked on the basis of qualifications. If interviews are conducted, firms selected for interview will be contacted at that time to arrange the date and time for their interview.

VIII SELECTION PROCESS

Based on staff recommendation, City Council or city staff will consider approval of consultant(s). One firm may be selected or it may be determined that no proposal exhibits adequate qualifications. Therefore, consultant(s) may or may not be called upon by the City of Seaside to provide services.

IX RFP SCHEDULE

The anticipated schedule for this RFP process is as follows:

City of Seaside Release RFP	July 8, 2021
Questions due to the City	July 20, 2021
Answer to questions posted on website	July 23, 2021
Proposals Due to City of Seaside	August 5, 2021
City Staff Review	August 5-12, 2021
Interviews (if necessary)	August 12-17, 2021
Approval of Selection and Contract by City Council	September 2, 2021
Notice to Proceed	October 4, 2021

X ACCEPTANCE OR REJECTION OF PROPOSAL

The City of Seaside reserves the right to accept or reject any and all proposals. The City of Seaside also reserves the right to waive any informality or irregularity in any Qualifications. Additionally, the City of Seaside may, for any reason, decide not to award an agreement as a result of this RFP or cancel the RFP process. The City of Seaside shall not be obligated to respond to any proposal submitted, nor be legally bound in any manner by the submission of the proposal. The City of Seaside will make a recommendation to the City Council regarding the selection of Consultant based upon an evaluation of the proposals. The City of Seaside reserves the right to negotiate project deliverables and associated costs.

XI GENERAL DESCRIPTION OF PROPOSED AGREEMENT

Upon conclusion of the RFP process, the City of Seaside will select a Consultant with which to enter into negotiations for the assignments described. The selected Consultant shall enter into contract negotiations with the City of Seaside in substantial conformity with the selected proposal and the form of the Draft Professional Services Agreement, which is contained in Attachment A.

XII INSURANCE REQUIREMENTS

The selected Consultant, at Consultant's sole cost and expense and for the full term of the Agreement or any extension thereof, shall obtain and maintain all of the insurance requirements outlined in the Draft Professional Services Agreement (see Attachment A).

All policies, endorsements, certificates, and/or binders shall be subject to approval by the City of Seaside as to form and content. The selected Consultant agrees to provide the City of Seaside with a copy of said policies, certificates and/or endorsements.

The selected Consultant shall satisfy these insurance requirements prior to approval of the Agreement. Please address any issues with respect to insurance requirements in your response to the corresponding question in the RFP.

XIII EXAMINATION OF PROPOSED MATERIAL

The submission of a proposal shall be deemed a representation and certification by the Consultant that they have investigated all aspects of the RFP, that they are aware of the applicable facts pertaining to the RFP process, its procedures and requirements, and that they have read and understood the RFP. No request for modification of the statement shall be considered after its submission on grounds that the Consultant was not fully informed as to any facts or condition.

XIV PUBLIC NATURE OF PROPOSAL MATERIAL

Responses to this RFP become the exclusive property of the City of Seaside. At such time as the City Manager recommends a Consultant to the City Council all proposals received in response to this RFP become a matter of public record and shall be regarded as public records, with the exception of those elements in each proposal which are defined by the Consultant as business or trade secrets and plainly marked as "Confidential," "Trade Secret," or "Proprietary." The City of Seaside shall not in any way be liable or responsible for the disclosure of any such proposal or portions thereof, if they are not plainly marked as "Confidential," "Trade Secret," or "Proprietary" or if disclosure is required under the Public Records Act. Any proposal which contains language purporting to render all or significant portions of the proposal "Confidential," "Trade Secret," or "Proprietary" shall be regarded as non-responsive.

Although the California Public Records Act recognizes that certain confidential trade secret information may be protected from disclosure, the City of Seaside may not be in a position to establish that the information that a Consultant submits is a trade secret. If a request is made for information marked "Confidential," "Trade Secret," or "Proprietary," the City of Seaside will

provide the Consultant who submitted the information with reasonable notice to allow the Consultant to seek protection from disclosure by a court of competent jurisdiction.

XV DISQUALIFICATION

Factors such as, but not limited to, any of the following may be considered just cause to disqualify a proposal without further consideration:

- A. Evidence of collusion, directly or indirectly, by Consultants in regard to the amount, terms, or conditions of this proposal;
- B. Any attempt to improperly influence any member of the selection staff;
- C. Existence of any lawsuit, unresolved contractual claim or dispute between Consultant and the City of Seaside;
- D. Evidence of incorrect information submitted as part of the proposal;
- E. Evidence of Consultant's inability to successfully complete the responsibilities and obligations of the proposal; and
- F. Consultant's default under any agreement, which results in termination of the Agreement.

XVI NON-CONFORMING PROPOSAL

A proposal shall be prepared and submitted in accordance with the provisions of these RFP instructions and specifications. Any alteration, omission, addition, variance, or limitation of form or to a proposal may be sufficient grounds for non-acceptance of the proposal, at the sole discretion of the City of Seaside.

XVII PROHIBITION OF GIFTS

City of Seaside officials are subject to several legal and policy limitations regarding receipt of gifts from persons, firms, or corporations either engaged in business with the City of Seaside, or proposing to do business with the City of Seaside. The offering of any illegal gift shall be grounds to disqualify a Consultant. To avoid even the appearance of impropriety, Consultants should not offer any gifts or souvenirs, even of minimal value, to City of Seaside officers or employees. The Consultant shall be subject to the City of Seaside's prohibition.

XVIII NON-DISCRIMINATION/NON-PREFERENTIAL TREATMENT

The successful Consultant shall not discriminate, in any way, against any person on the basis of race, sex, color, age, religion, sexual orientation, actual or perceived gender identity, disability, ethnicity, or national origin, in connection with or related to the performance of City of Seaside contracts.

XIX ADDITIONAL TERMS AND CONDITIONS

The following additional terms and conditions are applicable to this RFP process:

- A. It is anticipated that the award of the Agreement resulting from the RFP shall include terms and conditions similar to those referenced in the City of Seaside's Draft Professional Services Agreement, attached. Exceptions proposed by the Consultant, if any, to the terms and conditions included in the City of Seaside's Draft Professional Services Agreement should be included in the proposal. The City of Seaside reserves the right to consider any proposal exceptions during its evaluation of the acceptability of a proposal.
- B. This RFP does not commit the City of Seaside to pay any costs incurred in the submission of the proposal or in making any necessary studies or analysis in preparation of submission of the proposal.
- C. The City of Seaside reserves the right without limitation to:
 - 1. Enter into an agreement with another Consultant in the event that the originally selected Consultant defaults or fails to execute an agreement with the City of Seaside;
 - 2. Modify and re-issue the RFP;
 - 3. Take action regarding the RFP as may be deemed to be in the best interest of the City of Seaside.
- D. The City of Seaside reserves the right to verify any information provided during the RFP process. The City of Seaside may contact references listed or any other person known to have contracted with Consultant.
- E. An agreement shall not be binding or valid with the City of Seaside unless and until it is executed by authorized representatives of the City of Seaside and of the Consultant.
- F. While it is the intent of the City of Seaside to proceed with this project, this solicitation does not obligate the City of Seaside to enter into an Agreement. The City of Seaside retains the right to cancel this RFP at any time should the project be cancelled, the City of Seaside loses the required funding, or it is deemed in the best interest of the City of Seaside. No obligation either expressed or implied, exists on the part of the City of Seaside to make an award or to pay any cost incurred in the preparation or submission of an RFP.
- G. Failure to execute the agreement within the time frame identified above shall be sufficient cause for voiding the award.
- H. Failure to comply with other requirements within the set time shall constitute failure to execute the Agreement. If the selected respondent refuses or fails to execute the Agreement, the City of Seaside may award the contract to the next qualified highest ranked Respondent.

XX. ATTACHMENTS

- ~~A: Draft Professional Services Agreement including insurance requirements.~~

EXHIBIT C

INSURANCE REQUIREMENTS

Without limiting Consultant's indemnification of Agency, and prior to commencement of Work, Consultant shall obtain, provide and maintain at its own expense during the term of this Agreement, policies of insurance of the type and amounts described below and in a form satisfactory to Agency.

General liability insurance. Consultant shall maintain commercial general liability insurance with coverage at least as broad as Insurance Services Office form CG 00 01, in an amount not less than \$1,000,000 per occurrence, \$2,000,000 general aggregate, for bodily injury, personal injury, and property damage. The policy must include contractual liability that has not been amended. Any endorsement restricting standard ISO "insured contract" language will not be accepted.

Automobile liability insurance. Consultant shall maintain automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Consultant arising out of or in connection with Work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than \$1,000,000 combined single limit for each accident.

Professional liability (errors & omissions) insurance. Consultant shall maintain professional liability insurance that covers the Services to be performed in connection with this Agreement, in the minimum amount of \$1,000,000 per claim and in the aggregate. Any policy inception date, continuity date, or retroactive date must be before the effective date of this Agreement and Consultant agrees to maintain continuous coverage through a period no less than three (3) years after completion of the services required by this Agreement.

Workers' compensation insurance. Consultant shall maintain Workers' Compensation Insurance (Statutory Limits) and Employer's Liability Insurance (with limits of at least \$1,000,000).

Consultant shall submit to Agency, along with the certificate of insurance, a Waiver of Subrogation endorsement in favor of Agency, its officers, agents, employees and volunteers.

Umbrella or excess liability insurance. [Optional depending on limits required]. Consultant shall obtain and maintain an umbrella or excess liability insurance policy with limits that will provide bodily injury, personal injury and property damage liability coverage at least as broad as the primary coverages set forth above, including

commercial general liability, automobile liability, and employer's liability. Such policy or policies shall include the following terms and conditions:

- A drop down feature requiring the policy to respond if any primary insurance that would otherwise have applied proves to be uncollectible in whole or in part for any reason;
- Pay on behalf of wording as opposed to reimbursement;
- Concurrence of effective dates with primary policies;
- Policies shall "follow form" to the underlying primary policies; and
- Insureds under primary policies shall also be insureds under the umbrella or excess policies.

Other provisions or requirements

Proof of insurance. Consultant shall provide certificates of insurance to Agency as evidence of the insurance coverage required herein, along with a waiver of subrogation endorsement for workers' compensation. Insurance certificates and endorsements must be approved by Agency's Risk Manager prior to commencement of performance. Current certification of insurance shall be kept on file with Agency at all times during the term of this contract. Agency reserves the right to require complete, certified copies of all required insurance policies, at any time.

Duration of coverage. Consultant shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property, which may arise from or in connection with the performance of the Work hereunder by Consultant, his agents, representatives, employees or subconsultants.

Primary/noncontributing. Except for Professional Liability and Workers Compensation, coverage provided by Consultant shall be primary and any insurance or self-insurance procured or maintained by Agency shall not be required to contribute with it. The limits of insurance required herein may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of Agency before the Agency's own insurance or self-insurance shall be called upon to protect it as a named insured.

Agency's rights of enforcement. In the event any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, Agency has the right but not the duty to obtain the insurance it deems necessary and any premium paid by Agency will be promptly reimbursed by Consultant or Agency will withhold amounts sufficient to pay premium from Consultant payments. In the alternative, Agency may cancel this Agreement.

Acceptable insurers. All insurance policies shall be issued by an insurance company currently authorized by the Insurance Commissioner to transact business of insurance or is on the List of Approved Surplus Line Insurers in the State of California, with an assigned policyholders' Rating of A- (or higher) and Financial Size Category Class VI (or larger) in accordance with the latest edition of Best's Key Rating Guide, unless otherwise approved by the Agency's Risk Manager.

Waiver of subrogation. All insurance coverage, except for Professional Liability, maintained or procured pursuant to this agreement shall be endorsed to waive subrogation against Agency, its elected or appointed officers, agents, officials, employees and volunteers or shall specifically allow Consultant or others providing insurance evidence in compliance with these specifications to waive their right of recovery prior to a loss. Consultant hereby waives its own right of recovery against Agency, and shall require similar written express waivers and insurance clauses from each of its subconsultants.

Enforcement of contract provisions (non estoppel). Consultant acknowledges and agrees that any actual or alleged failure on the part of the Agency to inform Consultant of non-compliance with any requirement imposes no additional obligations on the Agency nor does it waive any rights hereunder.

Requirements not limiting. Requirements of specific coverage features or limits contained in this Section are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue and is not intended by any party or insured to be all inclusive, or to the exclusion of other coverage, or a waiver of any type. If the Consultant maintains higher limits than the minimums shown above, the Agency requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the Agency.

Notice of cancellation. Consultant agrees to oblige its insurance agent or broker and insurers to provide to Agency with a thirty (30) day notice of cancellation (except for nonpayment for which a ten (10) day notice is required) or nonrenewal of coverage for each required coverage.

Additional insured status. General liability policies shall provide or be endorsed to provide that Agency and its officers, officials, employees, and agents, and volunteers shall be additional insureds under such policies. This provision shall also apply to any excess/umbrella liability policies.

Prohibition of undisclosed coverage limitations. None of the coverages required herein will be in compliance with these requirements if they include any limiting

endorsement of any kind that has not been first submitted to Agency and approved of in writing.

Separation of insureds. A severability of interests provision must apply for all additional insureds ensuring that Consultant's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the insurer's limits of liability. The policy(ies) shall not contain any cross-liability exclusions.

Pass through clause. Consultant agrees to ensure that its subconsultants, subcontractors, and any other party involved with the project who is brought onto or involved in the project by Consultant, provide the same minimum insurance coverage and endorsements required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with consultants, subcontractors, and others engaged in the project will be submitted to Agency for review.

Agency's right to revise specifications. The Agency reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the Agency and Consultant may renegotiate Consultant's compensation.

Self-insured retentions. Any self-insured retentions must be declared to and approved by Agency. Agency reserves the right to require that self-insured retentions be eliminated, lowered, or replaced by a deductible. Self-insurance will not be considered to comply with these specifications unless approved by Agency.

Timely notice of claims. Consultant shall give Agency prompt and timely notice of claims made or suits instituted that arise out of or result from Consultant's performance under this AGREEMENT, and that involve or may involve coverage under any of the required liability policies.

Additional insurance. Consultant shall also procure and maintain, at its own cost and expense, any additional kinds of insurance, which in its own judgment may be necessary for its proper protection and prosecution of the work.



CITY OF SEASIDE STAFF REPORT

Item No.: 9.A.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Haroon Noori, Administrative Analyst II

DATE: September 16, 2021

**SUBJECT: ADOPT A RESOLUTION APPROVING THE CONSOLIDATED
ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER)
FOR THE COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)
PROGRAM FOR FISCAL YEAR 2020-2021**

RECOMMENDATION

Adopt a Resolution in order to:

1. Approve the FY2020-21 CAPER for the CDBG program; and
2. Authorize the City Manager or designee to submit the FY2020-21 CAPER to the U.S. Department of Housing and Urban Development (HUD).

BACKGROUND

The City of Seaside is a recipient of federal entitlement grant funding from HUD for the CDBG program. As a recipient of these funds, HUD requires the City to prepare and submit a CAPER for the CDBG program within 90 days of the close of the fiscal year. The CAPER evaluates the City's overall progress and performance in meeting the goals identified within its five-year Consolidated Plan and the Annual Action Plan.

DISCUSSION:

In FY2020-21, which began on July 1, 2020 and ended on June 30, 2021, the City of Seaside received \$339,715 in CDBG allocation, \$135,512 in program income, \$199,874 in CDBG-CV1 allocation (first Coronavirus Response allocation), and \$360,289 in CDBG-CV3 allocation (third Coronavirus Response allocation) for a total of \$1,035,390. During FY2020-21, the City expended \$613,588.10.

Consistent with the strategic goals and priorities of the 2020-2024 Consolidated Plan and the 2020-21 Annual Action Plan (AAP), the City carefully evaluated and determined its community and housing needs. The City collaborated with local non-profits to carry

out various projects and activities, which benefitted over 15,455 low- and moderate-income Seaside residents. A summary of the FY2020-21 activities and accomplishments is included in the table below. Detailed information on these projects can be found in the FY2020-21 CAPER.

Table 1: FY2020-21 Projects and Accomplishments					
Organization	Service /Project	Budget	Disbursed	Status	# of persons Assisted
Public Service Activities					
Palenke Arts	Youth Services	\$10,485.90	\$10,485.90	Complete	93
Community Partnership for Youth	Youth Services	\$10,486.02	\$10,486.02	Complete	29
Girls, Inc. of the Central Coast	Youth Services	\$5,593.55	\$5,593.55	Complete	36
Greater Victory Temple	Youth Services	\$10,486.03	\$10,486.03	Complete	82
Legal Services for Seniors	Legal Services	\$10,486.03	\$10,486.03	Complete	169
Meals on Wheels of the Monterey Peninsula	Senior Services	\$6,990.68	\$6,990.68	Complete	169
The Village Project	Youth Services	\$10,136.49	\$10,136.40	Complete	49
Eden Council for Hope and Opportunity	Fair Housing Activities	\$6,620.18	6,332.49	Complete	38
Coronavirus Response Public Service Activities					
Food Bank for Monterey County	Food Banks – Round 1	\$197,874.00	\$197,874.00	Complete	10,723
Food Bank for Monterey County	Food Banks – Round 2	\$36,029.00	\$36,029.00	Complete	2,838
Meals on Wheels of Monterey	Senior Services	\$36,029.00	\$36,029.00	Complete	177

Peninsula					
Central Coastal VNA and Hospice Inc	Health Services	\$234,188.00	\$33,860.00	Underway	
City of Seaside – COVID-19 Outreach	Other Public Services	\$36,029.00	\$13,310.00	Underway	
Capital Improvement Projects					
Boys and Girls Club of Monterey County	Boys and Girls Clubhouse - Gymnasium and Kitchen Improvements	\$70,000.00	\$70,000.00	Complete	127
Monterey Peninsula United School District	Construction Classroom Rehabilitation	\$42,786.00	\$42,786.00	Complete	235
Monterey Peninsula United School District	Community Garden and Outdoor Classroom	\$20,000.00	\$19,925.00	Complete	573
City of Seaside – Public Works	Ellis Park Improvements	112,487.00	\$0.00	Underway	
Community Human Services	Genesis House Facility Improvements	\$30,000.00	\$0.00	Underway	
Veterans Transition Center	Transitional Housing HVAC upgrade	\$40,000.00	\$0.00	Underway	
Program planning and administration					
CDBG		\$88,673.00	\$83,053.00	Complete	N/A
CDBG-CV		\$20,014.00	\$9,725.00	Complete	N/A

All activities marked “underway” in the table above are on track for completion and closeout in the current fiscal year. Accomplishments for these activities will be reported in the FY2021-22 CAPER.

FY2020-21 was one of new insights, significant adjustments, skill building, and organizational improvements for the City and its subrecipients. Despite the disruption of the COVID pandemic and its devastating impact on our community, the City and its subrecipients continued to serve Seaside residents through innovative programming and activities. While some subrecipients were able to pivot their approach to virtual platforms to deliver their programs, others continued their activities in-person while following CDC guidelines.

CITIZEN PARTICIPATION AND PUBLIC OUTREACH:

The FY2020-21 CAPER was made available for public review and comment for at least a 15-day period, from September 1, 2021, through September 16, 2021. The CAPER was posted on the City website at www.ci.seaside.ca.us/CDBG and available at the following locations:

- Seaside City Hall
- Seaside Public Library
- Seaside Fire Station
- Oldemeyer Community Center
- Community Development Department

All public comments received during the 15-day public review period or at the public hearing will be incorporated into the FY2020-21 CAPER and submitted to HUD.

ENVIRONMENTAL REVIEW:

For purposes of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), budgeting is not a project. Prior to commitment or release of funds for each of the proposed projects, staff will carry out the required environmental reviews or assessments and certify that the review procedures under HUD, CEQA and NEPA regulations have been satisfied for each project.

FISCAL IMPACT

There is no fiscal impact on the General Fund.

ATTACHMENTS

1. Attachment A - Seaside FY2020-21 CAPER Resolution
2. Attachment B - Seaside FY2020-21 CAPER

Reviewed for Submission to the City Council by:



Roberta Greathouse, Acting City Manager

RESOLUTION NO. 21-
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE
APPROVING THE FY2020-2021 CONSOLIDATED ANNUAL
PERFORMANCE AND EVALUATION REPORT FOR THE COMMUNITY
DEVELOPMENT BLOCK GRANT PROGRAM

WHEREAS, the City of Seaside ("City") participates in the Department of Housing and Urban Development's ("HUD") Community Development Block Grant ("CDBG") Program; and

WHEREAS, the City received CDBG funds in FY2020/2021; and

WHEREAS, HUD requires the City to prepare and submit a Consolidated Annual Performance and Evaluation Report ("CAPER") for the CDBG program within 90 days of the close of the fiscal year; and

WHEREAS, the City of Seaside, as required by HUD, duly published notice of, and conducted a public hearing to obtain the views of citizens on the FY2020/2021 CAPER; and

WHEREAS, on September 16, 2021, the City Council of the City of Seaside reviewed the FY2020/2021 CAPER and approved the report, including any comments.

NOW, THEREFORE BE IT RESOLVED, by the City Council of the City of Seaside that the FY2020/2021 CAPER, is hereby approved, and that the City Manager or designee is hereby authorized and directed to submit the FY2020/2021 CAPER to HUD as required.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside duly held on the 16th day of September 2021 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Ian N. Oglesby, Mayor

ATTEST:

Dominique Davis, City Clerk



CITY OF SEASIDE

Consolidated Annual Performance and Evaluation Report (CAPER)
For the Community Development Block Grant Program (CDBG)
Fiscal Year 2020-2021 (Program Year 2020)

DRAFT RELEASED FOR PUBLIC COMMENT
September 1, 2021

Prepared by:
Community Development Department
440 Harcourt Ave, Seaside, CA 93955
(831) 899-6726 | CDBG@ci.seaside.ca.us

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Exhibits:

Exhibit A – Proof of Publication

Executive Summary

The City of Seaside (City) is a recipient of federal entitlement grant funding from the U.S. Department of Housing and Urban Development (HUD) for the Community Development Block Grants (CDBG). As a recipient of these funds, the City is required (pursuant 24 CFR 91.520) to prepare a Consolidated Annual Performance Evaluation Report (CAPER) annually to evaluate the City's overall progress and performance in meeting the following priority activities identified within its five-year Consolidated Plan and the Annual Action Plan:

- Access to community and social services;
- Improve accessibility to persons with disabilities;
- Provide quality facilities and infrastructure;
- Promote beautification;
- Assist microbusinesses; and
- Prevent, prepare for, and respond to the coronavirus pandemic.

Despite the unprecedented challenges that the coronavirus pandemic presented in Program Year 2020 (PY2020), the City of Seaside and its partners remained steadfast in the face of all challenges and made diligent efforts to effectively administer CDBG programs and activities in order to lessen the impacts of COVID-19 and to assist at-risk and low- and moderate-income (LMI) Seaside residents.

This document represents the City of Seaside's PY2020 CAPER related to the City's CDBG Program. The CAPER provides HUD, the public, and the City an opportunity to review Seaside's housing and community development accomplishments for PY2020, with a special focus on those activities funded by the CDBG program.

CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan.

91.520(a) *This could be an overview that includes major initiatives and highlights that were proposed and executed throughout the program year.*

In PY2020, consistent with the strategic goals and priorities in the 2020-2024 Consolidated Plan and the 2020-21 Annual Action Plan (AAP), the City carefully evaluated and determined its community and housing needs, and partnered with local non-profits to carry out various projects and activities. Data in Table 1 below highlights key accomplishments during the program year and reflects the progress towards the Consolidated Strategic Plan goals. Highlights include:

Strategic Goal 1: Access to community and social services

To ensure access to much needed community and social services, the City collaborated with experienced local non-profits to undertake various programs benefiting a diverse clientele. A summary of the activities and outcomes is provided below:

- 93 LMI persons received access to free music, dance, and arts classes through the Palenke Arts Program.
- 29 LMI high school students received youth gang and violence prevention training through the Community Partnership for Youth.
- 36 7th and 8th grade girls received self-confidence and self-esteem improvement coaching through the Girls, Inc. of the Central Coast.
- 82 LMI students received after school tutoring and meals through the Greater Victory Temple.
- 169 LMI seniors received free legal services through the Legal Services for Seniors.
- 169 LMI homebound elderly (over 75 years old) persons received meals through the Meals on Wheels of the Monterey Peninsula.
- 49 LMI students received after school tutoring and access to technology and enrichment activities through the The Village Project.
- 38 LMI persons received fair housing and tenant-landlord services through the Eden Council for Hope and Opportunity.

Strategic Goal 2: Improve accessibility to persons with disabilities

The City of Seaside funded and planned a phased improvement of the Ellis Park in PY2020. This project did not commence as planned because the City was unable to secure the Prop 68 Per Capita Grant (\$177,952) until later in the program year. This project is on track for completion and closeout in PY2021.

Strategic Goal 3: Provide quality facilities and infrastructure

In PY2020, the City of Seaside funded the following capital improvement projects:

- Boys and Girls Clubhouse - Gymnasium and Kitchen Improvements (*project completed*). In PY2020, 127 LMI persons benefited from this project. It is anticipated that around 300 LMI persons will benefit from these improvements per year in the coming years.
- Monterey Peninsula United School District – Portable Classroom Rehabilitation (*project completed*). In PY2020, 235 LMI students had access to the renovated construction classroom. It is anticipated that around 250 LMI persons will benefit from this project per year in the coming

years.

- Monterey Peninsula United School District – Community Garden and Outdoor Classroom Improvements (*project completed*). In PY2020, 573 LMI students benefited from this project. It is anticipated that around 500 LMI persons will benefit from this project per year in the coming years.
- Community Human Services - Genesis House Facility Improvements. The subrecipient was unable to complete the PY2019 carryover electrical project and the PY2020 flooring project due to COVID-19 outbreaks at the facility. Both projects are track for completion and closeout in early PY2021.

Strategic Goal 4: Promote beautification

In conjunction with the Veterans Transition Center (VTC), the City of Seaside funded the partial rehabilitation of the abandoned duplexes on the former Fort Ord to provide housing for homeless Seaside veterans. This project was not completed in PY2020 because VTC was hampered by additional planned funding not being allocated due to COVID-19 impacting funding prioritization from other capital funding partners. This project is on track for completion in PY2021.

Strategic Goal 5: Prevent, prepare for, and respond to the coronavirus pandemic

In conjunction with local non-profits, the City of Seaside implemented the following social service activities to prevent, prepare for, and respond to the coronavirus pandemic. Most of these activities targeted seniors, veterans, homeless, children, and other at-risk populations.

- Food box distribution: 13,561 LMI Seaside residents who were impacted by COVID-19 received fresh produce and basic nutritious staples through the Food Bank for Monterey County. Activity completed.
- Meal distribution: 177 homebound and at-risk LMI seniors who were impacted by COVID-19 received meals and wellness checks through Meals on Wheels of Monterey Peninsula. 6,033 meals were delivered. Activity completed.
- COVID-19 Immunization Clinics: This activity was not completed in PY2020 and has been carried forward to PY2021. In PY2020, 117 LMI Seaside residents received COVID-19 immunizations through Central Coastal VNA and Hospice Inc. COVID-19 clinics were set up in various community centers and hard-to-reach areas to ensure improve access to this service. This activity is anticipated to be completed in PY2021.
- COVID-19 Outreach: This activity was not completed in PY2020 and has been carried forward to PY2021. This activity is anticipated to be completed in PY2021.

Strategic Goal 6: Program Planning and Administration

The City's CDBG staff provided assistance with the administration and oversight of the CDBG and CDBG-CV projects and activities.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Table 1 provides numeric detail on activities completed in PY20, and progress made toward meeting the Consolidated Strategic Plan goals and objectives:

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Goal	Category	Source / Amount	Indicator	Unit of Measure	5-Year Strategic Plan			2020/2021 Program Year (Year 1)		
					Expected	Actual	Percent Complete	Expected	Actual	Percent Complete
Access to Community and Social Services	Non-Homeless Special Needs Non-Housing Community Development Other	CDBG: \$71,292	Public service activities other than Low/Moderate Income Housing Benefit Public service activities for Low/Moderate Income Housing Benefit	Persons Assisted	5,000	665	13.3%	1285	665	52%
Improve accessibility to persons with disabilities	Non-Homeless Special Needs Non-Housing Community Development	CDBG: \$112,487	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	1,800	0	0%	845	0	0%
Provide Quality Facilities and Infrastructure	Non-Homeless Special Needs Non-Housing Community Development	CDBG: \$162,786	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	1,800	935	52%	500	935	187%
Promote Beautification	Non-Housing Community Development Homeless	CDBG: \$40,000	Homelessness Prevention	Persons Assisted	15	0	0%	15	0	0%
COVID-19 Preparation, Prevention, and Response	COVID-19	CDBG-CV: \$540,149	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	20,000	13,855	69%	20,000	13,855	69%
Program Planning and Administration	CDBG Program Administration	CDBG: \$88,673 CDBG-CV: \$20,014	Other	Other	5	1	20%	1	1	100%

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

During PY2020, the City of Seaside focused on addressing the following priorities of the of the 2020-2024 Consolidated Plan:

- Access to community and social services
- Improve accessibility to persons with disabilities
- Provide quality facilities and infrastructure
- Promote beautification
- Assist microbusinesses
- Prevent, prepare for, and respond to the coronavirus pandemic

The City of Seaside's primary objective is to use its CDBG funds to several target groups as identified in the 2020-2024 Consolidated Plan, which are:

- Extremely low-income and very low-income households
- Seniors
- Youth, primarily ages 6–17
- Persons with disabilities

Under the six objectives listed above, during PY2020 the City was able to accomplish the following:

Activity Category and Matrix Code	Number of Beneficiaries
Youth Centers (03D)	127
Neighborhood Facilities (03E)	808
Senior Services (05A)	346
Legal Services (05C)	169
Youth Services (05D)	289
Fair Housing Activities (05J)	38
Food Banks (05W)	13561
Health Services (05M)	117
TOTAL	15,455

CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted).

91.520(a)

	CDBG
White	11,853
Black or African American	946
Asian	1,192
American Indian or American Native	37
Native Hawaiian or Other Pacific Islander	241
Amer. Indian/White	8
Asian/White	60
Black/White	28
Amer. Indian/Black	3
Other	1,087
Total	15,455
Hispanic	10,758
Not Hispanic	4,697

Table 2 – Table of assistance to racial and ethnic populations by source of funds

Narrative

Table 2 above shows the race and ethnic distribution of persons who received assistance or services through the CDBG program during the 2020 program year. The City strives to make all of its programs and activities available to eligible low- and moderate-income residents regardless of sex, race, religious background, or disability. All of the CDBG-funded public service programs, including senior services, youth services, and housing counseling, are available to residents citywide. Projects that focus on facility or infrastructure improvements are generally limited to the CDBG target area or group to help make sure they benefit as many low- and moderate-income residents as possible

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	475,227	
CDBG-CV	public - federal	560,163	

Table 3 - Resources Made Available

Narrative

During PY2020, which began on July 1, 2020 and ended on June 30, 2021, the City of Seaside received \$339,715 in CDBG allocation, \$135,512 in program income, \$199,874 in CDBG-CV1 allocation (first Coronavirus Response allocation), and \$360,289 in CDBG-CV3 allocation (third Coronavirus Response allocation) for a total of \$1,035,390. While the CDBG-CV1 allocation was incorporated into the initial adoption and approval of the 2020-2024 Consolidated Plan and the 2020-2021 Annual Action Plan (2020-21 AAP), the CDBG-CV3 allocation was incorporated into the 2020-21 AAP through a substantial amendment, which was approved by the City Council and HUD in the fourth quarter of PY2020.

The City also carried forward the following three projects from 2019 into 2020. These three projects were not completed in PY2020 and are on track for completion in PY2021.

- Veterans Transition Center, duplex renovations, carried forward balance \$43,974.
- Community Human Services, Genesis House Electrical upgrades, carried forward balance \$29,059.
- Microenterprise Assistance carried forward balance \$14,486.

Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
Citywide	100	100	In PY2020, The City of Seaside utilized CDBG funds for LMC activities throughout the City

Table 4 – Identify the geographic distribution and location of investments

Narrative

Funds expended during 2020/21 were primarily used for Low-and Moderate-Income Clientele (LMC) activities serving Low-and Moderate-Income persons residing within and throughout the City of Seaside.

The City of Seaside did plan and fund the phased improvement of the Ellis Park in PY2020. This project, which would have targeted a local target area, did not commence as planned because the City was unable to secure the Prop 68 Per Capita Grant (\$177,952) until later in the program year. This project is on track for completion and closeout in PY2021.

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

The CDBG program has no matching requirement. Applicants for funding are asked to provide financial information in their application to indicate capacity to carry out the activity/project. Applications are submitted on the City Data Services data management portal and the attachments are housed on their server. On occasion, there are projects utilizing a variety of funding sources such as the Veterans Transition Center utilizing a combination of funding for their regional project. The City is actively pursuing grants and awards for projects not otherwise funded with CDBG monies. For instance, the Ellis Park improvement project, in addition to CDBG funds, will use over \$300,000 in Prop 68 State Grant and the City's General Fund monies.

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	0	0
Number of Special-Needs households to be provided affordable housing units	0	0
Total	0	0

Table 5 – Number of Households

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	0	0
Number of households supported through Acquisition of Existing Units	0	0
Total	0	0

Table 6 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

The City of Seaside did not obtain any other grant funding sources for housing activities in 2020-2021.

The Community and Economic Development Services staff is charged with the continuing responsibility to forge new partnerships with other public agencies at the federal, state, and local level as well as with private housing developers and nonprofit organizations. Additionally, the City works closely with a diverse group of nonprofit organizations to provide CDBG public service subrecipient funding.

Some of the currently underway housing initiatives and projects are as follows:

Accessory Dwelling Units (ADU) Efforts

The City of Seaside encourages the development of Accessory Dwelling Units (ADUs) in existing residential neighborhoods. Building ADUs is seen as a way to increase the City's housing supply, aid in addressing the current housing crisis, and assist existing homeowners by providing an avenue for additional rental income.

To encourage ADU development, the City Council has removed some ADU building permit fees, streamlined the plan check process and set aside a water allocation to be provided exclusively to ADU applicants. From January 2020 to August 2021, forty-two (42) property owners have applied for building permits to create new or legalize existing ADUs. Forty (40) applicants have been approved for water allocations for their new ADU projects, and five (5) ADU building permits have been finalized and received occupancy certificates.

Campus Town

The Campus Town project would allow for the development of 1,485 housing units, 250 hotel rooms, 150,000 square feet (sf) of Retail, Dining, and Entertainment, and 50,000 SF of Office, Flex, Makerspace (collaborative workspace) and Light Industrial, as well as park/recreational areas (including approximately nine acres of public open space and 3.3 acres of private open space), roadways, parking and supporting infrastructure, on approximately 122.23 acres generally located south of the California State University, Monterey Bay campus. Of the 1,485 housing units, 297 will be designated as affordable housing units. The project is proceeding through the planning process and may break ground in early 2022.

Ascent

The Ascent project will be the first new multi-family housing project to be built in Seaside in over 20 years, and will include a significant amount of affordable housing. Seaside City Council approved the project in November of 2019. The project is a ten building workforce rental housing development consisting of 106 one bedroom, two bedroom, three bedroom units and townhouses along Olympia Ave and Broadway Ave, with 16 of those being affordable units. The project is also proposing 4,000 square feet of retail space, a shared vehicular court and green space areas for residents. This development will accelerate the City's improvements for the Downtown district and realize the City priorities of growing upward, increasing our affordable housing supply and becoming more transit and pedestrian-friendly. The developer recently submitted project plans for permit approval. The project should break ground by fall of 2021.

Parker Flats Apartments

The Parker Flats Apartments project consists of the rehabilitation and renovation of two (2) existing former military nursing barracks on the former Fort Ord to create a total of forty (40) two-bedroom multi-family residential units. The Developer will restrict eight (8) rental housing units to occupancy by low-income households for a period of thirty (30) years. The project has been approved by City Council and is in the process of developing plans for submission for planning approval.

Discuss how these outcomes will impact future annual action plans.

There continues to be a need for housing units for extremely low-, very low- and low- income households. In response, the City will continue to explore opportunities with regional public service providers, local nonprofit housing developers, and neighboring jurisdictions for the development of new housing units in the region.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	0	0
Low-income	0	0
Moderate-income	0	0
Total	0	0

Table 7 – Number of Households Served

Narrative Information

Allocations to public services serve primarily low to moderate-income individuals and families.

Seaside is not currently a participant in HOME funding.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City has established a Homeless Commission to devise strategies and priority actions to expand homeless services and provide supportive housing opportunities to elderly persons, disabled veterans, and other persons with special needs. Some of the specific strategies the City's Homeless Commission and City staff have implemented include:

- Collaborative engagement with homeless persons during outreach efforts and campaigns to assess needs
 - Encampments, Mobile Crisis Response, Vaccine Clinics, Food Distribution Sites
- Participation in local and County meetings in which some homeless individuals attend for opportunities to advocate for needs if accessibility is possible

During PY2020, the City continued its partnership with the Community Human Services and Veterans Transition Center, which provide transitional and permanent housing to homeless. Additionally, the City recruited a full time Family & Community Support Practitioner who seeks out homeless individuals and families to provide outreach services, which include connecting clients with immediate resources such as mental health services, general health services, substance abuse services, income services, identification documents and other documents necessary to help homeless persons meet the ultimate goal of finding shelter and housing.

The City also intends to strengthen its collaboration with the Coalition of Homeless Services Providers (CHSP), which is the primary nonprofit organization for homeless support in Monterey and San Benito Counties. CHSP is a coalition of 11 service provider agencies for homeless persons, persons with AIDS/HIV, and other persons with special needs. The Coalition is the County's designated Continuum of Care (CoC) Coordinator.

Addressing the emergency shelter and transitional housing needs of homeless persons

During PY2020, the City focused on and implemented the following actions and initiatives. These efforts were not sponsored by CDBG funds.

- Provision of hotel vouchers for emergency shelter access as appropriate and available
- Creation of new shelter/transitional housing programs
 - Project Room/Home Key, One Share Center
- Established temporary encampments/safe parking sites, and shelter during Pandemic

- Col. Durham, I-HELP
- Collaborative engagement with County and City leaders, and the Coalition of Homeless Service Providers to assess, plan, and advocate for resources and funding that support preventive measures for LMI individuals and families

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

During PY2020, the City focused on and implemented the following actions and initiatives. These efforts were not sponsored by CDBG funds:

- Linked individuals and families to County benefits including rental assistance, and Cash-Aid to pay landlords and avoid eviction
- Connected individuals discharged from publicly funded institutions to shelters, and obtain hotel vouchers
- Collaborative engagement with County and City leaders, and the Coalition of Homeless Service Providers to assess, plan, and advocate for resources and funding that support preventive measures for LMI individuals and families

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again

During PY2020, the City focused on and implemented the following actions and initiatives. These efforts were not sponsored by CDBG funds.

- Provide referrals and linkages to community and County housing programs to receive case management support in navigating housing resources and programs
- Collaborative engagement with County and City leaders, and the Coalition of Homeless Service Providers to assess, plan, and advocate for resources and funding that support preventive measures for LMI individuals and families

Additionally, in response to the COVID-19 global pandemic and the ensuing economic decline, the City sought funding from the County of Monterey to help Seaside residents and families at risk of becoming

homeless and being evicted. On March 5, 2021, City of Seaside was awarded \$575,000 from Monterey County and United Way's SB91 Emergency Rental Assistance Program (ERAP). The total \$575,000 is being used for the City of Seaside's Residential Rent and Utility Assistance Program and is assisting hundreds of Seaside residents in maintaining rental housing and essential utilities during the COVID-19 pandemic. The program assists Seaside residents who are facing housing instability because of loss or reduction in income due to the COVID-19 crisis, whose annual income is less than 80% of Area Median Income (AMI), and who are behind on rent or utility payments.

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

The City does not own any public housing and the 2024 Consolidated Plan does not include plans to construct or operate public housing. However, there are several subsidized housing units scattered throughout the City, which are managed by the Housing Authority of Monterey County (HAMC) as well as other non-profit organizations. During PY2020, HAMC had 186 families/individuals that were participants in the Housing Choice Voucher Program residing/leasing in the City of Seaside.

HAMC is the primary public organization for affordable housing and supportive services in the area and manages the Section 8 Housing and Family Self-Sufficiency Programs. Both programs are essential to meeting the City of Seaside's low-income housing needs. The Housing Authority collaborates with a broad spectrum of community non-profits, city and county agencies as well as state organizations to address affordable housing and housing shortage issues.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

HACM has taken the lead in developing innovative models to enable the homeless and other low-income families to achieve economic independence and self-sufficiency. Their multi-faceted plan to improve the operation of public housing units and assist clients toward self-sufficiency is detailed in their periodically updated Five Year Action Plan. HACM converted all public housing units countywide to Project-Based Rental Assistance.

Actions taken to provide assistance to troubled PHAs

HUD has not designated the Housing Authority of Monterey County (HAMC) as "troubled".

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the

return on residential investment. 91.220 (j); 91.320 (i)

The City has undertaken a number of actions to reduce potential barriers and constraints to affordable housing and housing for special needs populations. These actions include identifying funds in support of affordable housing development and offering fee reductions, regulatory incentives, density incentives, and the operation of a home rehabilitation and repair program, as well as several other options. Details of these actions can be found in the City's 2015–2023 Housing Element. The Housing Element includes a thorough analysis of governmental and regulatory barriers to affordable housing. The City has been aggressive in pursuing affordable housing development opportunities and has mitigated regulatory barriers as effectively as possible.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

As part of the Consolidated Plan, the City identified several obstacles to meeting needs that are particularly difficult to achieve in the City. Below are some of the actions the City is taking to overcome the obstacles:

- Increase development, preservation, and rehabilitation of affordable housing for low-income and special needs households.
- Provide assistance for the homeless and those at risk of becoming homeless through collaborations with other agencies.
- Provided assistance to low-income and special needs households.
- Provided public facilities improvements to strengthen neighborhood revitalization.
- Cooperate with, and provide assistance to, for-profit and non-profit developers to facilitate construction of housing units through new housing development.
- Provided rental and utility assistance to hundreds of LMI Seaside households through the Rental Assistance Program, which is funded through Monterey County and United Way's SB91 Emergency Rental Assistance Program (ERAP).

The City also continued to address the lack of funding for the needs identified in the Consolidated Plan by rigorously managing HUD CPD funds through a citizen engagement process, monitoring, and providing technical assistance to subrecipients, while also pursuing new funding sources.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

The City did not conduct any activities for which lead-based paint clearance was necessary in 2020.

However, the City does conduct a visual assessment to identify lead-based paint hazards when necessary and contracts with certified lead-based paint inspectors as required by state law. The brochure published by the US Environmental Protection Agency entitled "Protect Your Family from Lead in Your Home" is linked on the City website and is available at the Seaside Creates office at 656 Broadway. This brochure is also available at the Seaside Library. The brochure and others are available on the US EPA website <https://www.epa.gov/lead/documents-and-outreach-materials>.

The City encourages contractors for CDBG project to use Section 3 contractors and/or employees. All subrecipients undertaking construction projects are encouraged to specifically invite Disadvantaged Business Enterprises (including women-owned) to bid.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

During the program year, the City worked with the following organizations that focus on increasing self-sufficiency among lower-income populations:

- 93 LMI persons received access to free music, dance, and arts classes through the Palenke Arts Program.
- 29 LMI high school students received youth gang and violence prevention training through the Community Partnership for Youth.
- 36 7th and 8th grade girls received self-confidence and self-esteem improvement coaching through the Girls, Inc. of the Central Coast.
- 82 LMI students received after school tutoring and meals through the Greater Victory Temple.
- 169 LMI seniors received free legal services through the Legal Services for Seniors.
- 169 LMI homebound elderly (over 75 years old) persons received meals through the Meals on Wheels of the Monterey Peninsula.
- 49 LMI students received after school tutoring and access to technology and enrichment activities through the The Village Project.
- 38 LMI persons received fair housing and tenant-landlord services through the Eden Council for Hope and Opportunity.
- 13,323 LMI Seaside residents who were impacted by COVID-19 received fresh produce and basic nutritious staples through the Food Bank for Monterey County. Activity completed.
- 177 homebound and at-risk LMI seniors who were impacted by COVID-19 received meals and wellness checks through Meals on Wheels of Monterey Peninsula. 6,033 meals were delivered. Activity completed.
- 117 LMI Seaside residents received COVID-19 immunizations through Central Coastal VNA and Hospice Inc. COVID-19 clinics were set up in various community centers and hard-to-reach areas to ensure improve access to this service. This activity is anticipated to be completed in PY2021.

Additionally, on March 5, 2021, City of Seaside was awarded \$575,000 from Monterey County and United Way's SB91 Emergency Rental Assistance Program (ERAP). The total \$575,000 is being used for the City of Seaside's Residential Rent and Utility Assistance Program and is assisting hundreds of Seaside residents in maintaining rental housing and essential utilities during the COVID-19 pandemic. The program assist Seaside residents who are facing housing instability because of loss or reduction in income due to the COVID-19 crisis, whose annual income is less than 80% of Area Median Income (AMI), and who are behind on rent or utility payments.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

City staff works throughout the year to increase institutional structure, both within the City and throughout our partner agencies. This is accomplished through providing technical assistance on federal grant management requirements, such as growing their knowledge of Davis-Bacon requirements, financial management and other grant management procedures. Staff maintains contact with partner agencies throughout the year, offering referrals for funding and training opportunities where appropriate. All policies and procedures related to internal grant management procedures are reviewed and updated when areas of opportunity for efficiency and collaboration are identified.

The City continues to participate with other local jurisdictions in sharing information and resources regarding CDBG and other housing programs. In PY 2020, the City collaborated with multiple public service organizations to identify and address the needs and concerns of City residents.

In 2012, the City formed the Community Development Advisory Committee (CDAC) which has historically played an integral role in the CDBG Consolidated Plan and Annual Action Plan, particularly with respect to review of the public services applications and, was expanded to meet more frequently to review/provide feedback on the full Annual Action Plan and annual CAPER. Unfortunately, due to the coronavirus pandemic, the CDAC has experienced high member turnover. The City is actively working on filling all CDAC vacancies.

The City also plans to continue the following collaborative efforts to improve institutional structure:

- Joint jurisdiction RFP and project review committees
- Coordination on project management for projects funded by multiple jurisdictions

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

The City benefits from a strong jurisdiction and region-wide network of housing and community development partners, such as Coalition of Homeless Services Providers (CHSP) which is the lead agency and collaborative applicant for CA-506 Monterey/San Benito Counties Continuum of Care (CoC). To improve intergovernmental and private sector cooperation, the City participated with other local jurisdictions and developers in sharing information and resources.

The City is exploring options to produce affordable housing through activities that provide rental assistance, production of new units, rehabilitation of existing units, or acquisition of existing units. This includes housing for homeless, non-homeless, and special needs households. The Finance Department coordinates loan monitoring of the recipients of CDBG home improvement loans issued in previous years. These loans were monitored for compliance in the program (residency, insurance, etc).

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

A regional Analysis of Impediments (AI) to Fair Housing Choice was completed in 2019. The AI recommended policies and actions to respond to the fair housing impediments identified in the document. The document states that the primary impediments to fair housing choice are access to affordable housing and knowledge of fair housing services. The City has implemented the following in response to the impediments identified in the AI:

- City staff continues to contract with a fair housing provider to conduct outreach and education regarding fair housing for home seekers, landlords, property manager, real estate agents, and lenders. In PY 2020, the City supported the Eden Council for Hope and Opportunity (ECHO) through CDBG funding. ECHO provides fair housing, tenant and landlord counseling, dispute resolution services, and rental mediation activities.
- The City displays fair housing materials at City Hall, and copies of these materials are free to the public. Fair housing information is sent free of charge to those who request it. In addition, the City promotes fair housing awareness in its housing programs and works with housing providers in the city to ensure the fair and equitable treatment of persons and households seeking housing in Seaside.
- The City will periodically review the Zoning Ordinance to ensure regulations are consistent with fair housing laws and do not constrain housing production. If particular zoning requirements impede fair housing or production, the City will amend the regulations.
- The City will continue to support the Housing Authority of Monterey County to ensure adequate outreach to minority, limited English proficiency, and special needs populations regarding the availability of public housing and Section 8 vouchers.
- The City will continue to plan for higher residential and employment densities where appropriate to maximize linkages between employers and affordable housing.
- The City will continue to work with local transit agencies to facilitate safe and efficient routes for the various forms of public transit.

The City has always been concerned about poverty and has recognized the need of its citizens to live in safe and sanitary housing in decent neighborhoods. The City's first three redevelopment projects, Noche Buena, Del Monte Heights, and Hannon redevelopment projects, were exclusively residential projects providing decent housing in an urban environment.

In prior years, the City of Seaside was able to rely on funding from the Redevelopment Agency to construct and support housing programs including housing rehabilitation, down payment assistance and emergency repairs. Because redevelopment agencies were dissolved, this funding is no longer available. Without the support provided by redevelopment, and specifically without housing set-aside funds, funding for housing programs is very limited. Moving forward, the City is earmarking funding from the implementation of short-term rental transient occupancy tax to be used for affordable housing projects/programs.

CR-40 - Monitoring 91.220 and 91.230

Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The City follows monitoring procedures for subrecipients, which includes in-house review of quarterly progress reports and expenditures, and an annual desk or on-site visit to ensure compliance with federal regulations. The monitoring system encourages uniform reporting to achieve consistent information on beneficiaries. Technical assistance is provided throughout the program year on an as-needed basis.

Additionally, the City follows HUD-approved procurement guidelines and tracks both Section 3 and MBE/WBE participation in all federally funded public contracts. The City also regularly contracts with minority business owners for its small home repair grants program. The City also participates in regional planning efforts, including the regional Assessment of Fair Housing in partnership with the other jurisdictions of Monterey County.

In PY2020, City staff met with the subrecipient staff responsible for each activity prior to the beginning of the program year. All subrecipients were informed of the obligations to collect the required information on income, household composition, and race and ethnicity. The City also provided information on subrecipient agreement policies, data collection, and financial management. The City recommended that each subrecipient and the facilities project sponsors read the "Playing by the Rules" guide produced by HUD. Staff provided guidance and assistance to public service providers in the form of improving the collection of data on persons served and documenting services provided. Staff has implemented tracking of grant budgets and expenditures within City accounting systems that mirror IDIS and are regularly reconciled to IDIS.

During PY2020, staff examined each subrecipient's quarterly progress toward performance targets. Public services subrecipients are set up in the reporting software to report their service population quarterly. Each subrecipient agreement contains provisions for reductions to or suspensions of payments in the event that targets are not being met (without valid reason) or when past performance issues have not been resolved. The City has placed emphasis on its subrecipients gathering complete and accurate information on the persons and/or households they serve, and regularly reporting on progress.

Due to the COVID-19 pandemic, onsite visits have not yet been conducted, but they will be completed once the public health crisis has subsided. At this point, no findings or corrective actions were issued. Formal monitoring to include both desk reviews and onsite visits for PY2020 are anticipated to take place in PY2021.

Citizen Participation Plan 91.105(d); 91.115(d)

Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

The 2020 CAPER was made available for public review and comment for at least a 15-day period, from September 1, 2021, through September 16, 2021. It was posted on the City website at www.ci.seaside.ca.us/CDBG and available at the following locations:

- Seaside City Hall located at 440 Harcourt Ave, Seaside, CA 93955
- Seaside Public Library located at 550 Harcourt Ave, Seaside, CA 93955
- Seaside Fire Station located at 1635 Broadway Ave, Seaside, CA 93955
- Oldemeyer Community Center located 986 Hilby Ave, Seaside, CA 93955
- Community Development Department located at 656 Broadway Ave, Seaside, CA 93955

A notice (in English and Spanish) was published in the Monterey County Weekly newspaper. The public contact and nonprofit agencies email lists created during the development of the Consolidated Plan were notified of the publication of the Draft CAPER. No public comment was received during the comment period.

On September 16, 2021, the Seaside City Council held a public hearing on the CAPER and to receive any additional public comment. Public Comment at the City Council Meeting consisted of the following comments: **TBD**

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

During PY2020, the City of Seaside amended its 2020-2024 Consolidated Plan and the PY2020 Annual Action Plan to add and allocate CDBG-CV3 funds and activities. The City received \$360,289 in CDBG-CV3 funds, which the City allocated as follows:

- \$234,188 for COVID-19 testing and immunization clinics
- \$36,029 for COVID-19 outreach and education
- \$36,029 for meal on wheels for homebound and COVID-19-impacted LMI Seaside elderly residents
- \$36,029 for food box distribution to COVID-19-impacted LMI Seaside residents
- \$18,014 for CDBG-CV program planning and administration

Additionally, through the approval of the 2020-2024 Consolidated Plan, the City amended its Citizen Participation Plan to allow virtual public meetings, and shortened public notices consistent with HUD's

COVID-19 related waivers.

PY2020 was one of new insights, significant adjustments, skill building, and organizational improvements for the City and its subrecipients. Despite the disruption of the COVID pandemic and its devastating impact on our communities, the City and its subrecipients continued to serve Seaside residents through innovative programming and activities.

Both the City and its partners learned to effectively handle a totally unexpected situation that directly impacted our ability to deliver programs. While some subrecipients were able to pivot their approach to virtual platforms to deliver their programs, others continued their activities in-person while following CDC guidelines. Both the City and its partners have clearly improved the capacity to deliver programs in an alternative format that made it possible to reach Seaside residents. We now have the confidence of knowing we can face a crisis and take appropriate steps to manage and grow from the experience.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No.

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

Not applicable.

Exhibit A – Proof of Publication

MONTEREY COUNTY WEEKLY

668 Williams Ave
(831) 394-5656
Seaside, CA 93955

Proof of publication

State of California
County of Monterey

I am a citizen of the United States and a resident of the State of California. I am over the age of 18 years and not party to or interested in the above-entitled matter.

I am the principal clerk of *Monterey County Weekly*, a newspaper of general circulation, published weekly by Milestone Communications, Inc. in the City of Seaside, County of Monterey, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Monterey, State of California; that the notice of which the annexed is a printed copy has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to wit.

Aug. 26, 2021

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Name: Linda S. Macera

Signature: *Linda S. Macera*

Dated: Aug. 26, 2021 Monterey, California




AVISO DE REVISIÓN PÚBLICA Y AUDIENCIA PÚBLICA

Borrador del Informe de Evaluación y Desempeño Anual Consolidado (CAPER) Para el Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG) Año Fiscal 2020-21 (Año del Programa 2020)

SE DA AVISO que la ciudad de Seaside está preparando su Informe de Evaluación y Desempeño Anual Consolidado (CAPER) para el año fiscal 2020-21 para el Programa de Subvenciones en Bloque para el Desarrollo Comunitario (CDBG), que estará disponible para revisión y comentarios públicos a partir del 1 de septiembre del 2021 hasta el 16 de septiembre del 2021 en los siguientes lugares:

- www.seaside.ca.us/CDBG
- Ayuntamiento de Seaside ubicado en 440 Harcourt Ave, Seaside, CA 93955
- Biblioteca pública de Seaside ubicada en 550 Harcourt Ave, Seaside, CA 93955
- Estación de bomberos Seaside ubicada en 1635 Broadway Ave, Seaside, CA 93955
- Centro Comunitario Oldemeyer ubicado 986 Hilby Ave, Seaside, CA 93955
- Departamento de Desarrollo Comunitario ubicado en 656 Broadway Ave, Seaside, CA 93955

El CAPER es un resumen de beneficios públicos y financieros del uso de los fondos federales CDBG por parte de la Ciudad para el período que comienza el 1 de julio del 2020 y termina el 30 de junio del 2021, como se identifica en el Plan de Acción Anual de la Ciudad 2020-2021.

POR LA PRESENTE SE DA UN AVISO ADICIONAL de que el Ayuntamiento de Seaside va a llevar a cabo una audiencia pública sobre el borrador de la CAPER para el año fiscal 2020-21 en la Cámara del Ayuntamiento de Seaside el jueves 16 de septiembre del 2021 a las 5:00 p.m. La reunión del Ayuntamiento también se puede ver en línea a través del canal de YouTube de la Ciudad en www.youtube.com/channel/UC1Cu78540htpr_XV1dVrRg o uniéndose al seminario por internet por medio de Zoom. Los detalles del seminario por internet por medio de Zoom se incluirán en la agenda de la reunión del Ayuntamiento, a la que se puede acceder en www.ci.seaside.ca.us/129/City-Council-Committee-Agendas.

COMENTARIO PÚBLICO

Se invita a los ciudadanos y a las partes interesadas a revisar el borrador de la CAPER para el año fiscal 2020-21 y enviar sus comentarios a más tardar a las 5 pm del jueves 16 de septiembre del 2021. Los comentarios se pueden proporcionar por teléfono, correo postal o correo electrónico a través de la información de contacto que se indica a continuación. La Ciudad también alienta al público a asistir a la audiencia pública del Concejo Municipal a las 5:00 p.m. el jueves 16 de septiembre del 2021.

Haron Noori, Analista Administrativo II
Ciudad de Seaside
440 Harcourt Avenue
Seaside, CA 93955
Teléfono: 831-899-6726
Fax: 831-899-6211
Correo electrónico: hnoori@ci.seaside.ca.us

MONTEREY COUNTY
WEEKLY

668 Williams Ave
(831) 394-5656
Seaside, CA 93955

Proof of publication

State of California
County of Monterey

I am a citizen of the
United States and a resident of
the State of California. I am
over the age of 18 years and
not party to or interested in the
above-entitled matter.

I am the principal clerk of
Monterey County Weekly,
a newspaper of general
circulation, published weekly by
Milestone Communications, Inc.
in the City of Seaside,
County of Monterey,
and which newspaper has been
adjudicated a newspaper of
general circulation by the
Superior Court of the County
of Monterey, State of
California; that the notice of
which the annexed is a printed
copy has been published in
each regular and entire issue of
said newspaper and not in any
supplement thereof on the
following dates to wit.

Aug. 26, 2021

I certify (or declare) under
penalty of perjury that the
foregoing is true and correct.

Name.....Linda S. Maceira.....

Signature.....*Linda S. Maceira*.....

Dated:.....Aug. 26, 2021.....Monterey, California



NOTICE OF PUBLIC REVIEW AND PUBLIC HEARING
Draft Consolidated Annual Performance and Evaluation Report (CAPER)
For the Community Development Block Grant Program (CDBG)
Fiscal Year 2020-21 (Program Year 2020)

NOTICE IS HEREBY GIVEN that the City of Seaside is preparing its FY2020-21 Consolidated Annual Performance and Evaluation Report (CAPER) for the Community Development Block Grant Program (CDBG), which will be available for public review and comment from September 1, 2021 to September 16, 2021 at the following locations:

- www.seaside.ca.us/CDBG
- Seaside City Hall located at 440 Harcourt Ave, Seaside, CA 93955
- Seaside Public Library located at 550 Harcourt Ave, Seaside, CA 93955
- Seaside Fire Station located at 1635 Broadway Ave, Seaside, CA 93955
- Oldemeyer Community Center located 988 Hilby Ave, Seaside, CA 93955
- Community Development Department located at 656 Broadway Ave, Seaside, CA 93955

The CAPER is a financial and public benefit summary of the City's use of federal CDBG funds for the period beginning July 1, 2020 and ending June 30, 2021 as identified in the City's 2020-2021 Annual Action Plan.

FURTHER NOTICE IS HEREBY GIVEN that the Seaside City Council will hold a public hearing on the draft FY2020-21 CAPER at the Seaside City Council Chamber on Thursday, September 16, 2021, at 5:00 p.m. The City Council meeting can also be watched online via the City's YouTube channel at www.youtube.com/channel/UC1Cu78540htjpr_XV1tDvRg or by joining the Zoom webinar. The Zoom webinar details will be included in the City Council meeting agenda which can be accessed at www.ci.seaside.ca.us/129/City-Council-Committee-Agendas.

PUBLIC COMMENT

Citizens and interested parties are invited to review the draft FY2020-21 CAPER and submit comments by no later than 5pm on Thursday, September 16, 2021. Comments may be provided by phone, regular mail, or email via the contact information listed below. The City also encourages the public to attend the City Council public hearing at 5:00 p.m. on Thursday, September 16, 2021.

Haron Noori, Administrative Analyst II
City of Seaside
440 Harcourt Avenue
Seaside, CA 93955
Phone: 831-899-6726
Fax: 831-899-6211
Email: hnoori@ci.seaside.ca.us



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 9.B.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Beth Rocha, Senior Planner

DATE: September 16, 2021

SUBJECT: INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SEASIDE REPEALING SEASIDE MUNICIPAL CODE SECTION 10.32.050, ADDING CHAPTER 12.52 TO ESTABLISH REGULATIONS FOR SIDEWALK VENDING, AND ADDING CHAPTER 10.48 TO ESTABLISH REGULATIONS FOR MOBILE FOOD VENDING IN THE PUBLIC RIGHT-OF-WAY (FIRST READING-ROLL CALL VOTE).

RECOMMENDATION

Approve first reading of an ordinance repealing Seaside Municipal Code section 10.32.050, adding Chapter 12.52 to establish hours of operation for sidewalk vending, and adding Chapter 10.48 to establish regulations for mobile food vending in the public right-of-way.

BACKGROUND

Urgency Ordinance No. 2000

On February 18, 2021, the City Council unanimously adopted an emergency ordinance, which was extended on April 1, 2021, declaring a moratorium on the issuance of mobile food truck use permits or any new food trucks (see Attachment 2).

Active Mobile Food Vehicle Vendor Permits and Costs

Currently, there are three active and approved mobile food vending vehicle permits operating within Seaside¹. These permits are limited to operating in the public right-of-way, in accordance with SMC 10.32.050.

The permits costs are as follows: \$94 per month (including a \$4 state and \$16 administrative fees) or \$920 per year, if paid in full.

¹ Monterey Catering, PT Catering, and El Peregrino

Existing Regulations

Regulations for mobile food vendors operating in the right-of-way are found in the following code section:

SMC section 10.32.050 - *Unlawful Parking by Peddlers and Vendors.*

The code requires the issuance of an administrative permit and limits vendors from parking for a period not to exceed ten minutes at any one place in the public right-of-way. The administrative permit requires Livescan Approval by the Police Department (criminal record/background check) and a Peddler's permit.

Section 10.32.050 is proposed to be repealed in its entirety (see Exhibit A to Attachment 1), new Chapter 12.52 and Chapter 10.48 are proposed to address sidewalk vendors and mobile food vendors operating in the public right-of-way (see Exhibit B and Exhibit C to Attachment 1).

Senate Bill 946: Safe Sidewalk Vending Act

The purpose of SB 946 was to legalize and decriminalize sidewalk vending across the state. The Safe Sidewalk Vending Act became effective January 1, 2019 and required local agencies to adopt regulations governing sidewalk vending or to amend existing regulations. Under SB 946, a local authority may adopt a program to regulate sidewalk vending but it must comply with SB 946, codified in Government Code section 51036 et seq., and any additional regulation of sidewalk vending must directly relate to an objective health, safety, or welfare concern. Additionally, SB 946 creates two separate categories of sidewalk vending, namely, stationary and roaming sidewalk vending. Persons who engage in stationary sidewalk vending may not operate from any other location than the one designated under the permit, except where otherwise allowed by the local authority. Persons who engage in roaming sidewalk vending may operate anywhere in the local authority's jurisdiction but may only stop to complete a sale.

SB 946 - Key 'Cannots':

- Cities cannot ban roaming vending in parks, but may prohibit stationary vendors from vending if the park has a signed agreement for concessions that exclusively permits sale of food or merchandise by concessionaire(s).
- Cities cannot determine where vendors can operate on sidewalks, unless there is a health, safety, or welfare concern.
- Street vendors are no longer required to ask permission from adjacent businesses to operate.
- Cities may prohibit stationary sidewalk vendors in areas that are zoned exclusively residential, but cannot prohibit roaming sidewalk vendors.
- Cities cannot restrict the overall number of sidewalk vendor licenses issued unless the restriction directly relates to objective health, safety, or welfare

concerns.

SB 946 - What can be regulated:

It is proposed the city regulate the time, place, and manner of sidewalk vending, as the requirements are directly related to objective health, safety, or welfare concerns, in compliance with state law, as follows:

- Limitations on hours of operation (so long as they are not unduly restrictive).
- Requirements to maintain sanitary conditions.
- Requirements necessary to ensure compliance with the federal Americans with Disabilities Act and other disability access standards.
- Requiring the sidewalk vendor to obtain a permit for sidewalk vending and a valid business license.
- Requiring the sidewalk vendor to possess a valid California Department of Tax and Fee Administration seller's permit.
- Requiring additional licenses from other state or local agencies to the extent required by law.
- Prohibiting stationary sidewalk vendors in areas zoned for only residential uses.
- Prohibiting sidewalk vendors within immediate vicinity of a certified farmer's market
- Restrict or prohibit vendors within immediate vicinity of an area designated for a temporary special event permit only during the time of the temporary special event.
- Requiring compliance with other generally applicable laws.
- Requiring a sidewalk vendor to submit certain information on his or her operations.

Council Study Session

On July 1, 2021, staff introduced the topic of Mobile Food Vendors to the City Council. The Council provided guidance to be followed in the drafting of the proposed code amendments, including parking prohibitions in the West Broadway Urban Village, and addressing concerns with unlawful discharge, and noise from generators.

Food Truck Business Sector

Mobile food vehicles, commonly known as food trucks, have become increasingly popular and prevalent as part of the food and beverage industry over the past decade. Although the concept of selling food items from vehicles has existed in the United States for well over a century, the modern trend of gourmet and specialty food trucks

can be traced to Los Angeles in the late 2000s, according to a 2015 article in The Gripping Blog, an online blog associated with an industry trade group representing food and beverage businesses and other industries.

Food trucks are popular with consumers due to the convenience and novelty of being located in different places at different times (often at festivals or special food truck events), the creativity and liveliness of the food truck movement, the unique types of cuisine served, and the affordability of the food. They are also beneficial for local economic development, since they provide low-cost and low-barrier business opportunities for food entrepreneurs, bring diverse food options, and generate foot traffic and customers who may support other nearby local businesses.

The growing popularity of food trucks across the nation, in large cities and small towns alike, has created the need for local regulations that address public health and safety issues while encouraging and supporting a thriving food truck industry. While food safety and health standards for food trucks are regulated by the Monterey County Department of Environmental Health, the process of setting standards and requirements for location, signage, and operating standards (e.g. hours of operation, noise, trash management) for food trucks falls within the purview of city government.

ANALYSIS

The approved Urgency Ordinance No. 2000 and associated findings outlined various issues of mobile food vending vehicles from public health, safety and welfare to the hours, truck density, residential impacts, traffic and pedestrian safety in the public right of way and proximity to and concentration of food trucks near brick and mortar restaurants. The City of Seaside, like many other cities in which food trucks have become part of the local economy, needs to update its regulations to address the specific use of food trucks and sidewalk vendors to address the various concerns of the community.

SMC 10.32.050 was originally adopted in 1955 and is narrowly defined, it does not distinguish between permit types, contains a parking time limit that is not conducive to supporting food truck businesses, and does not contain regulations specific to public health, safety, welfare or proximity to brick and mortar businesses. The proposed repeal and new chapter amendments would replace an outdated and limited code section with an extensive set of regulations that would responsibly encourage and integrate the use into the community while respecting existing brick and mortar restaurants. The proposed amendments would address permit requirements and types, operating requirements and standards, prohibitions, and location and siting regulations.

The intent of the proposed amendments is to address the current issues identified in the moratorium and the specific guidance provided by the City Council during the July 1, 2021 Study Session, while also addressing the future landscape of a city with a

thriving mobile food vendor economy that has the potential to complement the city's brick and mortar businesses, as has been the case in multiple cities with a community supported food truck scene that contributes to street vitality and neighborhood livability.

Summary of Proposed Code Amendments

SMC 10.32.050 is proposed to be repealed in its entirety; and

SMC 12.52 is a proposed chapter that would regulate Sidewalk Vendors operating from public sidewalks and pedestrian paths. The proposed code contains regulations in conformance with Senate Bill 946, including permit requirements, hours of operation, compliance with the Americans with Disabilities Act, waste and litter reduction, prohibiting stationary vendors from operating in areas zoned exclusively residential and from operating in parks where the City has signed an agreement for concessions that exclusively permits the sale of food or merchandise by a concessionaire; and

SMC 10.48 is a new code chapter proposed specifically for Food Trucks operating in the public right-of-way. The proposed code contains the following sections: Purpose, Definitions, Permit Requirements, Exemptions, and Operating Standards.

Proposed Mobile Vending Permits and Hours of Operation

	Food Truck Vendor permit	Sidewalk Vendor permit
Commercial Zones	6:00am-11:00pm 4hrs max.	*Dawn to dusk
Residential Zones	10:00am-7:00pm 10min max. @ request of customer	10:00am-7:00pm Roaming Vendors only
Open Space and Recreation Zones	10:00am-7:00pm 4hrs max.	*Dawn to dusk

*City park hours of operation are dawn to dusk

Sustainable Practices

The following sustainable business practices are required of mobile food vendors: Use of compostable or certified compostable disposable food service ware and litter pick-up around their operations.

Consideration of Temporary Fee Waiver Through Fiscal Year 2021-2022 and Permit Limitation

Currently the fee to operate a peddler's permit in Seaside is as follows: \$95/month or \$920/year (if paid in full), which applies to both food trucks and sidewalk vendors. There is a base fee of \$75 per month, with an admin fee of \$16 and a state fee of \$4.

There is a wide range of vending fees in nearby jurisdictions: Salinas (\$102.75/year), Capitola (\$625/year), and Monterey (\$192/year).

Staff suggests waiving permit fees through FY 2021-2022 by Resolution, as well as setting a limitation on the number of Food Truck Vendor permits to ten, which could attract new businesses in a controlled manner and illustrate the city's goal of supporting entrepreneurship.

It is suggested that the fees be reevaluated for FY 2022-2023 and that two separate fees be created for the Sidewalk Vendor permit and the Food Truck Vendor permit.

Recommended fee for Sidewalk Vendor permit = \$50/year

Recommended fee for Food Truck Vendor permit = \$150/year

Additional Fees

Vendors incur the following additional fees: Live Scan clearance (approx. \$40), a California Department of Tax and Fee Administration seller's permit, and a permit for food service from the Monterey County Department of Health (approx. \$380.00).

General Plan Consistency

The City's General Plan is the primary long-range planning document that provides the vision for the future growth and development of Seaside. These code text amendments are in conformance with the following policies and standards in the City's General Plan:

- Policy LU-1.3: Encourage regional commercial and visitor-serving commercial development that will enhance the identity of Seaside and attract visitors to the community.
- Policy ED-1.2: Diversify the local economy by targeting business development and attraction efforts toward businesses whose economic cycles are less likely to correspond to those of major retailers in the City.
- Goal ED-2: Maintain a business climate in Seaside that supports the growth and prosperity of businesses that are advantageous to the community.
- Goal ED-4: Attract and expand local serving retail and services in existing commercial areas.

FISCAL IMPACT

There could be decreased revenue by temporarily waiving the fee, but by adopting the amendments and in effect, eliminating the moratorium, the city could potentially see increased vendors and associated increased sales tax revenue.

ATTACHMENTS

Attachment 1: Draft Ordinance

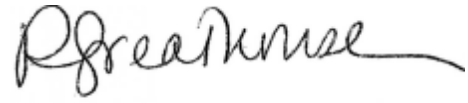
Exhibit A: Repeal of 10.32.050

Exhibit B: Proposed Chapter 12.52

Exhibit C: Proposed Chapter 10.48

Attachment 2: Emergency Ordinance 2000

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

ORDINANCE XX-XX

INTRODUCTION OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SEASIDE REPEALING SEASIDE MUNICIPAL CODE SECTION 10.32.050: UNLAWFUL PARKING BY PEDDLERS AND VENDORS, ADDING CHAPTER 12.52 TO ESTABLISH REGULATIONS FOR SIDEWALK VENDING, AND ADDING CHAPTER 10.48 TO ESTABLISH REGULATIONS FOR MOBILE FOOD VENDING IN THE PUBLIC RIGHT-OF-WAY.

THE CITY COUNCIL OF THE CITY OF SEASIDE DOES ORDAIN AS FOLLOWS:

SECTION 1 PURPOSE AND INTENT

The purpose of this Ordinance is to consider repealing Section 10.32.050: Unlawful Parking by Peddlers and Vendors in its entirety, adding Chapter 12.52: Sidewalk Vending to regulated vendors in compliance with Senate Bill 946: Safe Sidewalk Vending Act, and adding Chapter 10.48: Mobile Food Vending to update the city's regulations for food trucks operating in the public right-of-way. (Proposed text identified by bold text (**Bold**) and text proposed to be deleted identified with a strikethrough (~~Strikethrough~~)):

- A. Exhibit A: Repeal of Section 10.32.050: Unlawful Parking by Peddlers and Vendors; and
- B. Exhibit B: Add Chapter 12.52: Sidewalk Vending to establish use and operating standards consistent with Senate Bill 946: Safe Sidewalk Vending Act; and
- C. Exhibit C: Add Chapter 10.48: Mobile Food Vending to establish use and operating standards for food trucks operating in the public right-of-way.

WHEREAS, the City aspires to create a respectful environment between brick and mortar businesses and mobile vendors so each business model thrives and contributes to the local economy; and

WHEREAS, the City aims to inspire entrepreneurship and inclusiveness by allowing mobile food vendors to bring their goods to the community; and

WHEREAS, mobile vendors increase access to desired goods, such as healthier food options and culturally significant food; and

WHEREAS, mobile vendors activate the right-of-way and contribute to a safe and dynamic public space; and

WHEREAS, mobile vendors bring convenience, economic vitality and pedestrian activity and increased food access to a variety of locations in the city; and

WHEREAS, the City will continue to require environmentally friendly business practices, including the use of re-usable and compostable food service ware; and

WHEREAS, in 2021 the Blue Zones Project-Monterey County has expanded to include the City of Seaside. The City of Seaside is a supporter of the Blue Zones Project's community wellbeing improvement initiatives, including increasing access to healthier food options through mobile food vendors.

SECTION 2. If any word, phrase, sentence, part, section, subsection, or other portion of this Chapter, or any application thereof to any person or circumstance is declared void, unconstitutional, or invalid for any reason, then such word, phrase, sentence, part, section, subsection, or other portion, or the prescribed application thereof, shall be severable, and the remaining provisions of this Chapter, and all applications thereof, not having been declared void, unconstitutional or invalid, shall remain in full force and effect. The City Council hereby declares that it would have passed this title, and each section, subsection, sentence, clause and phrase thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses or phrases had been declared invalid or unconstitutional.

SECTION 3. This ordinance is exempt from CEQA pursuant to CEQA Guidelines section 15061(b)(3) which is the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment and CEQA does not apply where it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment.

SECTION 4. In accordance with Section 17.74.050 of the Seaside Municipal Code, it is the responsibility of the City Council to consider and weigh the merits of proposed text amendments to the Seaside Municipal Code and the public input received on the proposed text amendments in relation to the policies, standards and intent of the Seaside General Plan and Seaside Municipal Code.

SECTION 5. At a duly noticed public hearing held on September 16, 2021, the City Council considered both oral comments and written information concerning the proposed repeal and new municipal code chapters 12.52 Sidewalk Vending and 10.48 Mobile Food Vending.

SECTION 6. At a duly noticed Public Hearing on September 16, 2021, the City Council adopts the first reading of this ordinance.

SECTION 7. This Ordinance shall become effective thirty (30) days following the date of its passage.

SECTION 8. The City Clerk shall certify to the adoption of this ordinance. Within fifteen (15) days after the passage of this ordinance, the City Clerk shall cause it to be posted in three (3) public places designated by resolution of the City Council. Immediately upon this ordinance becoming effective, the City Clerk shall forward a certified copy of the same to the California Building Standards Commission.

INTRODUCED at a regular meeting of the City Council of the City of Seaside held on the 16th day of September 2021 and passed to print.

PASSED AND ADOPTED at a regular meeting of the City Council of the City of Seaside held on the ____ day of ____ 2021 by the following roll call vote:

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:
ABSTAIN:	COUNCIL MEMBERS:

APPROVED:

Ian N. Oglesby, Mayor

ATTEST:

Dominique L. Davis, City Clerk

EXHIBIT A
REPEAL OF SECTION 10.32.050

~~SECTION 10.32.050 UNLAWFUL PARKING BY PEDDLERS AND VENDORS~~

~~Except as otherwise provided in this section and SMC 10.32.060 and 10.32.070, no person shall stand or park any vehicle, wagon, or pushcart from which goods, wares, merchandise, fruits, vegetables, or foodstuffs are sold, displayed, solicited or offered for sale, or bartered or exchanged, or any lunch wagon, or eating car, or vehicle, on any portion of any street within the city, except that such vehicles, wagons, or pushcarts may stand or park only at the request of a bona fide purchaser for a period not to exceed ten minutes at any one place. The provisions of this section shall not apply to persons delivering such articles upon order of or by agreement with a customer from a store or other fixed place of business or distribution. (Ord. 17, 1955; prior code § 9-270(a)).~~

EXHIBIT B

CHAPTER 12.52 SIDEWALK VENDING

Sections:

12.52.010 Purpose

12.52.020 Definitions

12.52.030 Permit Requirements

12.52.040 Operating Standards

12.52.010 Purpose

It is the purpose of this chapter to support entrepreneurship of vending in the public right-of-way, to encourage pedestrian activity, and to require safe and sustainable business operations that protect the community and are aligned with its values.

- A. The City aspires to create a respectful environment between brick and mortar businesses and mobile vendors so each business model thrives and contributes to the local economy.
- B. The City aims to inspire entrepreneurship and inclusiveness by allowing mobile food vendors to bring their goods to the community.
- C. Mobile vendors increase access to desired goods, such as healthier food options and culturally significant food; and
- D. Mobile vendors activate the right-of-way and contribute to a safe and dynamic public space.
- E. Mobile vendors bring convenience, economic vitality and pedestrian activity and increased food access to a variety of locations in the city; and
- F. The City will continue to require environmentally friendly business practices, including the use of re-usable and compostable food service ware.
- G. In 2021 the Blue Zones Project-Monterey County has expanded to include the City of Seaside. The City of Seaside is a supporter of the Blue Zones

Project's community wellbeing improvement initiatives, including increasing access to healthier food options through mobile food vendors.

12.52.020 Definitions

"Mobile Vending Permit" means a type of permit issued to a food truck vendor or a sidewalk vendor.

"Roaming Sidewalk Vendor" means a sidewalk vendor who moves from place to place and stops only to complete a transaction.

"Sidewalk Vendor" means any person who sells food or merchandise from a pushcart, stand, display, pedal-driven cart, wagon, showcase, rack, or other non-motorized conveyance, or from one's person, upon a public sidewalk or other pedestrian path are permitted to operate as roaming sidewalk vendors or stationary sidewalk vendors.

"Stationary Sidewalk Vendor" means a sidewalk vendor who vends from a fixed location.

12.52.030 Permit Requirements

- A. Vendors are required to obtain permits in accordance with section 10.48.030 (Mobile Food Vending – Permit Requirements) and shall possess a valid California Department of Tax and Fee Administration seller's permit.

12.52.040 Operating Standards

- A. Operating Requirements.

- 1. Hours of Operation.

- a. Commercial zones: Vendors are permitted to operate from dawn to dusk.
 - b. Residential zones: Roaming vendors are permitted to operate from 10:00am to 7:00pm.

- c. Open Space and Recreation zones: Vendors are permitted to operate in parks from dawn to dusk or in compliance with posted hours.

Exception: The City prohibits stationary vendors from vending in parks where the City has signed an agreement for concessions that exclusively permits the sale of food or merchandise by a concessionaire.

- 2. Vendors shall maintain a clear path of travel on the sidewalk (48" minimum, 36" if restrictions exist caused by the right-of-way, natural barriers, or other existing site conditions cause an unreasonable hardship), pursuant to the Americans with Disabilities Act.

B. Waste and Litter Reduction.

- 1. Vendors shall comply with Seaside Municipal Code sections 8.60 (Priority Impact Plastic Pollution Prevention), 8.62 (Use of Single-Use Carryout Bags, Recycled Paper Bags, and Reusable Bags By Retail Establishments), including the following:
 - a. All vendors within the city utilizing disposable food service ware shall use certified compostable products, or recyclable non-plastic products. This includes but is not limited to plates, napkins, straws, cups, bottles, lids, utensils, bowls, stirrers, beverage plugs, trays and hinged or lidded containers. Non-plastic single-use products shall be allowed only if they are currently accepted for composting or recycling by the designated waste hauler.
 - b. All plastic straws, including PLA/bioplastic are prohibited. Exceptions shall be made to the consumer self-identifying as needing a PLA/bioplastic or plastic straw, whereupon it should be provided to the consumer upon request.
 - c. Vendors shall not provide non-compostable single-use plastic bags, cartons, boxes, or containers at the point of sale to customers.
 - d. Single-use paper bags provided to customers shall contain a minimum of 75% percent post-consumer recycled fiber and must be recyclable or compostable.

- e. Vendors shall pick up, remove and dispose of all garbage, and/or materials dispensed from vending and any residue deposited on the street from the operation thereof prior to leaving a location where customers were served.

C. Additional Prohibitions.

1. Vendors shall not operate in an unsafe manner, including but not limited to impeding on- or off-site vehicle circulation and obstructing the view of pedestrians by motorists.
2. Vending shall not be permitted directly to persons in vehicles.
3. No sales or service of alcohol shall be permitted by mobile food vendors.
4. Littering and/or dumping is prohibited.
 - a. Water and wastewater shall not be discharged to the streets or storm drains.
5. Vendors shall be prohibited from amplifying music or audio.

D. Violations.

1. Violations are punishable only by the following:
 - a. An administrative fine not exceeding one hundred dollars (\$100) for a first violation.
 - b. An administrative fine not exceeding two hundred dollars (\$200) for a second violation within one year of the first violation.
 - c. An administrative fine not exceeding five hundred dollars (\$500) for each additional violation within one year of the first violation.

2. *The proceeds of an administrative fine assessed shall be deposited in the City's general fund.*
3. Failure to pay an administrative fine shall not be punishable as an infraction or misdemeanor. Additional fines, fees, assessments, or any other financial shall not be assessed.
4. The City shall provide the person with notice of his or her right to request an ability-to-pay determination and shall make available instructions or other materials for requesting an ability-to-pay determination. The person may request an ability-to-pay determination at adjudication or while the judgment remains unpaid, including when a case is delinquent or has been referred to a comprehensive collection program.
5. If the person meets the criteria described in California Government Code, Title 8, Chapter 2, Section 68632, subdivision (a) or (b), then city shall accept, in full satisfaction, 20 percent of the administrative fine imposed.

EXHIBIT C

CHAPTER 10.48 MOBILE FOOD VENDING

Sections:

- 10.48.010 Purpose**
- 10.48.020 Definitions**
- 10.48.030 Permit Requirements**
- 10.48.040 Exemptions**
- 10.48.050 Operating Standards**

10.48.010 Purpose.

It is the purpose of this chapter to support entrepreneurship of vending in the public right-of-way, to encourage pedestrian activity, and to require safe and sustainable business operations that protect the community and are aligned with its values.

- A. The City aspires to create a respectful environment between brick and mortar businesses and mobile vendors so each business model thrives and contributes to the local economy.
- B. The City aims to inspire entrepreneurship and inclusiveness by allowing mobile food vendors to bring their goods to the community.
- C. Mobile vendors increase access to desired goods, such as healthier food options and culturally significant food; and
- D. Mobile vendors activate the right-of-way and contribute to a safe and dynamic public space.
- E. Mobile vendors bring convenience, economic vitality and pedestrian activity and increased food access to a variety of locations in the city; and
- F. The City will continue to require environmentally friendly business practices, including the use of re-usable and compostable food service ware.
- G. In 2021 the Blue Zones Project-Monterey County has expanded to include the City of Seaside. The City of Seaside is a supporter of the Blue Zones Project's community wellbeing improvement initiatives, including increasing access to healthier food options through mobile food vendors.

10.48.020 Definitions.

"Compostable" or "Certified Compostable" means a material that meets BPI, Cedar Grove, ASTM, or other standard designated as acceptable by the franchised waste hauler and undergoes degradation by biological processes during composting to yield carbon dioxide (CO₂), water, inorganic compounds, and biomass within a nominal time frame. Compostable disposable food service ware shall be clearly labeled compostable in accordance with the California Public Resources Code Section 42357 et seq. and all State and Federal labeling laws pertaining to the identification of compostable products, as those standards may be amended.

"Food Truck Vendor" means any person who operates mobile food vehicle or truck in the public right-of-way for a period not to exceed four hours.

"Mobile Food Vehicle or Truck" means any vehicle, as defined in Section 670 of the California Vehicle Code, which is equipped and used for retail sales of prepared, prepackaged, or unprepared food or foodstuffs of any kind that parks and conducts business in the City's public right-of-way. A mobile food vehicle or truck shall also include any trailer or wagon equipped and used as described in this definition and pulled by a vehicle.

"Mobile Vending Permit" means a permit issued to a food truck vendor or a sidewalk vendor.

"Sidewalk Vendor" means any person who sells food or merchandise from a pushcart, stand, display, pedal-driven cart, wagon, showcase, rack, or other non-motorized conveyance, or from one's person, upon a public sidewalk or other pedestrian path are permitted to operate as roaming sidewalk vendors or stationary sidewalk vendors.

"Stationary Sidewalk Vendor" means a sidewalk vendor who vends from a fixed location.

"Roaming Sidewalk Vendor" means a sidewalk vendor who moves from place to place and stops only to complete a transaction.

10.48.030 Permit requirements.

A. Application Period and Permit Limitation

1. The city shall adopt by Resolution an application process and a limitation on the number of Food Truck Vendor permits.

B. Licenses and Permits Required.

1. Potential vendors are responsible for obtaining all necessary licenses and permits, including but not limited to a Live Scan clearance from the Seaside Police Department, a City business license, a valid California Department of Tax and Fee Administration seller's permit, and a permit for food service from the Monterey County Department of Health.
2. Beginning March 1, 2022 vendors are required to illustrate compliance with chapter 8.60 and section 10.48.050.C. Waste and Litter Reduction.
 - a. After March 1, 2022, proof of compliance is required prior to permit issuance or renewal.
3. Mobile Vending Permits are issued by the city to specific vendors, are nontransferrable, and shall not be subleased.
 - a. Food Truck Vendor permits are for vendors that do not operate from one location for more than four hours.
 - b. Sidewalk Vendor permits are for vendors, roaming and stationary, operating from public sidewalks or pedestrian paths.
4. The city-approved Mobile Vending Permit shall be in the possession of the vendor at all times when operating in the city and is required be provided to city staff upon request.
5. Food truck vendors and vehicles shall comply with State motor vehicle laws.

10.48.040 Exemptions.

The following are exempt from obtaining a Mobile Vending Permit, but still must operate in compliance with applicable sections of 10.48.050 and may be required to pay associated event fees:

- A. An event authorized by a Special Event permit, Limited Term Permit or other permit or entitlement issued by the City, such as an authorized street fair;

- B. An event at a school facility, assembly use facility, or recreational facility if the vendor is in partnership with the organization conducting the event and is located on the site of the event (i.e., not in the public right-of-way); and
- C. An event at a public park with Special Event approval.

10.48.050 Operating Standards.

The following standards apply to food truck vendors that operate within the public right-of-way and/or public property.

A. Operating Requirements.

1. Hours of Operation.

- a. Commercial zones: Permitted hours of operation are 6:00am to 11:00pm. Vendors are permitted to operate in the right-of-way directly adjacent to commercial zoned properties for a period not to exceed four hours.
 - b. Residential zones: Permitted hours of operation are 10:00am to 7:00pm and are limited to vendors who may only park at the request of a customer to complete a sales transaction for a period not to exceed ten minutes.
 - c. Open Space and Recreation zones: Permitted hours of operation are 10:00am to 7:00pm. Vendors are permitted to operate in the right-of-way directly adjacent to city parks for a period not to exceed four hours.
 - d. Vendors shall be required to relocate a minimum of four city blocks after operating from one location for a duration not to exceed four hours.
2. Vendors shall maintain a clear path of travel on the sidewalk (48" minimum, 36" if restrictions exist caused by the right-of-way, natural barriers, or other existing site conditions cause an unreasonable hardship), pursuant to the Americans with Disabilities Act.
- a. Operations shall be contained in the vehicle or trailer, except the following accessory items: required waste, recycle, and compost receptacles, one accessory condiment table not more than four feet in length.

- b. Accessory items are limited to placement on the sidewalk, and within the boundaries of the truck length, where the required path of travel would not obstructed.
- 3. Trailers shall not be detached or unhitched from the vehicle at any time.
- 4. The combined length of the vehicle and/or trailer shall not exceed 40 feet in length.
- 5. Public and private right-of-ways for mobile food vending shall have full public improvements (curb, gutter, sidewalk, hardscape, etc.).
- 6. Mobile food vendors shall operate in compliance with the California Vehicle Code, Seaside Municipal Code Title 10: Vehicles and Traffic and all posted parking, stopping and standing restrictions.
 - a. Mobile food vendors shall not stop, stand, or park in any designated "No Parking," "Loading Zone," bus zone, or in any time-limited (green curb) parking space.
 - b. Mobile food vendors shall not occupy more than two marked parking spaces.

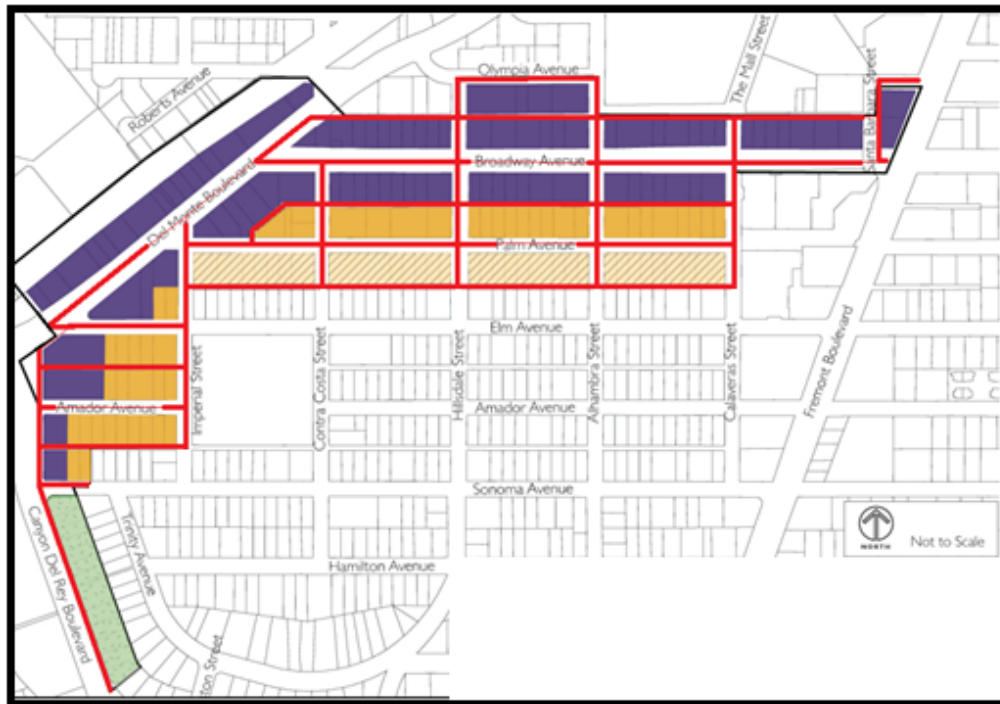
C. Location and Siting.

- 1. Mobile food vendors shall not operate directly adjacent to, or across the street from, the frontage of any building-enclosed food service establishment that sells a similar cuisine type, except when the establishment is closed for business.
- 2. Mobile food vendors shall not operate within four blocks of an event authorized by a Special Event permit, Limited Term Permit or other permit or entitlement issued by the City.
- 3. Mobile food vendors shall not stop, stand, or park within 30 feet of street intersections and alleys or within 15' of driveways.
- 4. Mobile food vendors are prohibited from operating on Broadway Avenue/Obama Way, between Del Monte Blvd. and General Jim Moore Blvd.

5. Mobile food vendors are prohibited from operating in all rights-of-way, including alleys, of the West Broadway Urban Village, as shown in Figure 1:

Figure 1: Prohibited Vendor Locations

Prohibited locations shown with bold line  in rights-of-way



D. Waste and Litter Reduction.

1. Vendors shall comply with Seaside Municipal Code sections 8.60 (Priority Impact Plastic Pollution Prevention), 8.62 (Use of Single-Use Carryout Bags, Recycled Paper Bags, and Reusable Bags By Retail Establishments), including the following:
 - a. All vendors within the city utilizing disposable food service ware shall use certified compostable products, or recyclable non-plastic products. This includes but is not limited to plates, napkins, straws, cups, bottles, lids, utensils, bowls, stirrers, beverage plugs, trays and hinged or lidded containers. Non-plastic single-use products shall be allowed only if they are currently accepted for composting or recycling by the designated waste hauler.
 - b. All plastic straws, including PLA/bioplastic are prohibited. Exceptions shall be made to the consumer self-identifying as needing a PLA/bioplastic or

plastic straw, whereupon it should be provided to the consumer upon request.

- c. Vendors shall not provide non-compostable single-use plastic bags, cartons, boxes, or containers at the point of sale to customers.
- d. Single-use paper bags provided to customers shall contain a minimum of 75% percent post-consumer recycled fiber and must be recyclable or compostable.
- e. Vendors shall provide clearly marked garbage, recycling, and compost receptacles for immediate use by customers.
- f. Vendors shall pick up, remove and dispose of all garbage, and/or materials dispensed from vending and any residue deposited on the street from the operation thereof every four hours and/or prior to leaving a location where customers were served, and otherwise maintain in a clean and debris-free condition the entire area within a 25-foot radius of the location where vending is occurring.

E. Additional Prohibitions.

- 1. Mobile food vendors shall not operate in an unsafe manner, including but not limited to impeding on- or off-site vehicle circulation and obstructing the view of pedestrians by motorists.
- 2. Vending shall not be permitted directly to persons in other vehicles.
- 3. No sales or service of alcohol shall be permitted by mobile food vendors.
- 4. Mobile food vendors shall not operate in the public right-of-way within one full city block of a public or private school within 30 minutes of the beginning or end of the school day, unless written permission of the school principal has been obtained and provided and verified by the City.
- 5. Littering and/or dumping is prohibited.
 - a. Garbage, recycling, and compost waste shall not be disposed of in City receptacles.

- b. Water and wastewater shall not be discharged to the streets or storm drains.
- 6. Vendors shall be prohibited from amplifying music or audio.
 - a. Vendors operating ice cream trucks are exempt from this requirement and shall operate in compliance with SMC 9.12 (Noise Regulations).

F. Violations.

- 1. Violations of this chapter, reference chapters, and provisions of the license issued by the Monterey County Department of Health is considered a public nuisance and may result in any one or all of the following actions:
 - a. Immediate revocation of any City issued permit or license;
 - b. Repeat violations may result in permanent prohibition from receiving any future City permits or licenses for mobile vending or outdoor dining;
 - c. Administrative citation pursuant to Section 2.56 of the Seaside Municipal Code;
 - d. Fines and penalties;
 - e. Abatement by the City code enforcement;
 - f. Court action, including but not limited to injunction, abatement, and damages upon a showing of a violation of this chapter, including any other remedies or penalties that available.

ORDINANCE NO. 2000

AN URGENCY ORDINANCE OF THE CITY OF SEASIDE

DECLARING A MORATORIUM ON THE ISSUANCE OF MOBILE FOOD TRUCK USE PERMITS OR ANY NEW FOOD TRUCKS

THE CITY COUNCIL OF THE CITY OF SEASIDE HEREBY ORDAINS AS FOLLOWS:

Section 1. Findings. On February 18, 2021, the City Council adopted considered the adoption of this Ordinance at a duly noticed public meeting and on the basis of the record thereof finds the following facts to be true.

a. The City currently has multiple itinerant vendors, and in particular, food trucks, barbeque and food trailers and other similar mobile food cooking vehicles; and

b. Food trucks, barbeque and food trailers and other similar mobile food cooking vehicles (collectively "food trucks") encourage the congregation of people in a manner which is inconsistent with current public health guidelines; and

c. The City Council met on February 4, 2021 and directed that a new mobile food truck ordinance be developed; and

d. The community has raised concerns regarding the hours, truck density, residential impacts, traffic and pedestrian safety in the public right of way, proximity to and concentration of food trucks near brick and mortar restaurants which are of immediate concern; and

e. The City has received complaints of mobile food trucks parking in front of brick and mortar businesses; and

f. The City intends to study, within a reasonable time, the adequacy of its existing ordinances and the potential need to adopt or amend its regulations regarding mobile food trucks. The City Council and the people of Seaside require a sufficient and reasonably limited time to consider and study legally appropriate and reasonable policies regulating issuance of use permits for mobile foods trucks and to allow the public adequate time to address the concerns raised above in order to prevent negative impacts on neighboring residents and the business community. The City Council has the authority to adopt an urgency interim ordinance pursuant to the Seaside Municipal Code and Government Code Section 65858 in order to protect the public health, safety, or welfare for a 45-day period.

g. There is a current and immediate threat to the public health, safety, and welfare presented by the issuance of mobile food truck use permits and precluding any approval of a mobile food truck.

h. There is therefore an urgent necessity for the City to adopt a temporary moratorium on the issuance of mobile vendor use permits and approval of any additional mobile food truck to take effect immediately.

Section 2. Moratorium. The City hereby declares a moratorium on the issuance of mobile food truck use permits or the approval of any additional mobile food truck.

Section 3. Term. This Ordinance is an urgency ordinance for the immediate preservation of the public peace, health, and safety within the meaning of Seaside Municipal Code Section 2.02.380.D and Government Code Section 36937(b) and therefore shall be passed immediately upon its introduction and shall become effective immediately upon its adoption. This Ordinance shall expire 45 days after its adoption unless extended by the City Council at a regularly noticed public hearing pursuant to California Government Code Section 65858(a).

Section 4. CEQA Finding. The City Council hereby finds that it can be seen with certainty that there is no possibility the adoption of this Ordinance and establishment of the interim moratorium hereby, will have a significant effect on the environment, because the moratorium imposes greater limitations on the issuance of use permits for mobile food trucks or the approval of any mobile food truck is in the City than the limitations currently required under the Municipal Code, and will thereby serve to reduce potential significant adverse environmental impacts. It is therefore exempt from California Environmental Quality Act review pursuant to Title 14, Section 15061(b)(3) of the California Code of Regulations.

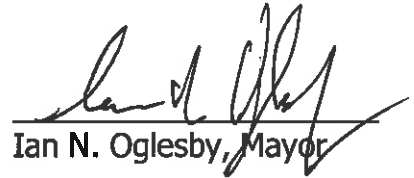
Section 5. Severability. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance, including the application of such part or provision to other persons or circumstances shall not be affected thereby and shall continue in full force and effect. To this end, provisions of this ordinance are severable. The City Council hereby declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase hereof irrespective of the fact that any one or more sections, subsections, subdivisions, paragraphs, sentences, clauses, or phrases be held unconstitutional, invalid or unenforceable.

Section 6. Urgency Measure. Pursuant to the facts set forth herein above, this ordinance is hereby declared to be an urgency measure necessary for immediate protection of the public health, safety and general welfare, and shall become effective immediately upon adoption if approved by at least four-fifths vote of the City Council and shall be in effect for 45 days from the date of adoption unless extended by the City Council as provided for in the Government Code.

Section 7. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same or a summary thereof to be published and posted in the manner required by law.

INTRODUCED, PASSED AND ADOPTED at a regular City Council meeting duly held on the 18th day of February, 2021 by the following vote:

AYES:	5	COUNCIL MEMBERS:	Campbell, Garcia-Arrazola, Oglesby, Pacheco, Wizard
NOES:	0	COUNCIL MEMBERS:	None
ABSENT:	0	COUNCIL MEMBERS:	None
ABSTAIN:	0	COUNCIL MEMBERS:	None


Ian N. Oglesby, Mayor

ATTEST:


Lesley Milton, City Clerk



CITY OF SEASIDE STAFF REPORT

Item No.: 10.A.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Mary Gutierrez, Fire Chief

DATE: September 16, 2021

SUBJECT: CITYGATE ASSOCIATES FIRE STATION #2 LOCATION STUDY

RECOMMENDATION

Accept Citygate Associates Fire Station Location Study and direct staff to move forward with site analysis of the recommended fire station location at Giggling Road and 1st Avenue. Direct staff to develop a Request for Proposals for conceptual architectural fire station design on the recommended site.

BACKGROUND

The Cities of Seaside and Marina Fire Departments retained Citygate Associates LLC to identify a fire station location to jointly serve the areas of both cities with existing and future planned development. After careful consideration and collaboration between both agencies, City Managers of both cities indicated a desire to move forward with independent siting of station locations within their own cities. The decision was based on analysis that proved inadequate response times for one or both agencies with a shared station location on identified parcels. (2nd and Diverty, Lightfighter and 2nd Avenue, 2nd and 8th Street)

The City of Seaside requested an independent study to identify and evaluate prospective fire station locations on city-owned parcels that would provide optimal 4:00-minute travel time coverage specific to the City of Seaside with consideration of planned development to the North.

After careful analysis, the city-owned parcel identified as a suitable station 2 location that will serve current and future growth by providing adequate response times is the northwest corner of Giggling Road at 1st Avenue (25 acres).

A second city-owned parcel was identified at General Jim Moore and Eucalyptus Road

(East of General Jim Moore on the northeast side). However, there are significant service gaps and it is located 1.3 miles from the current fire station at Yosemite and Broadway.

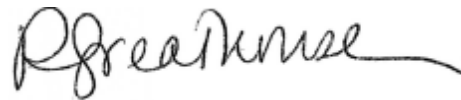
FISCAL IMPACT

The Fiscal Year 2021/2022 budget has allocated \$150,000 for conceptual architectural fire station design.

ATTACHMENTS

1. Final Report - Seaside-Marina Fire Location Study (09-09-21)
-

Reviewed for Submission to the City Council by:

A handwritten signature in dark ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager



CITYGATE ASSOCIATES, LLC
FIRE & EMERGENCY SERVICES

CITIES OF SEASIDE AND MARINA, CA FIRE STATION LOCATION STUDY

SEPTEMBER 9, 2021



CITYGATE ASSOCIATES, LLC

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FOLSOM, CA 95630

PHONE: (916) 458-5100
FAX: (916) 983-2090



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EXECUTIVE SUMMARY

The Cities of Seaside and Marina (Cities) retained Citygate Associates, LLC (Citygate) to identify a fire station location to jointly serve the areas of both Cities with existing and future planned development beyond 4:00-minute travel time from current fire stations. The Cities also desired the study to identify and evaluate prospective fire station locations that could provide optimal 4:00-minute travel time coverage for these areas of each City, independent of the joint station analysis.

Citygate's analysis identified any available site along 2nd Avenue between Lightfighter Drive and Imjin Parkway as a suitable joint station location to provide enhanced emergency response travel time to both Cities. After this analysis, both City Managers and Fire Chiefs met to review the results and decided to move forward independently on future fire station location planning, with Marina moving forward on siting a temporary fire station facility at 2nd Avenue and 8th Street.

Citygate subsequently identified the general area of Lightfighter Drive and 2nd Avenue as the preferred location for a second Seaside fire station to optimize fire station spacing and response time using a two-station deployment model. The City subsequently identified two City-owned sites for further analysis, with Site A at Gigling Road and 1st Avenue providing significantly better response coverage and access to the lower sections of the City adjacent to Highway 1 over Site B at General Jim Moore Boulevard and Eucalyptus Road.

FINDINGS AND RECOMMENDATIONS

Finding #1: Any site along 2nd Avenue between Lightfighter Drive and Imjin Parkway would be suitable for a joint Seaside/Marina fire station, with a more southern site being more beneficial to Seaside and a more northern site being more beneficial to Marina.

Finding #2: Site A (Gigling Road at 1st Avenue) would provide significantly better 4:00-minute travel time coverage for the City of Seaside than Site B (General Jim Moore Boulevard at Eucalyptus Road), as well as significantly better station spacing and access to the Highway 1 corridor.

Recommendation #1: Should the Cities of Marina and Seaside decide to pursue a joint fire station venture in the near- to mid-term future, any available site along 2nd Avenue between Lightfighter Drive and Imjin Parkway would be suitable to provide enhanced first-unit travel time coverage for both Cities.

Recommendation #2: The City of Seaside should consider Site A (Gigling Road at 1st Avenue) as the preferred location for a second fire station.

SECTION 1—INTRODUCTION AND BACKGROUND

The Cities of Seaside and Marina Fire Departments (Departments) retained Citygate to identify a fire station location to jointly serve the areas of both Cities with existing and future planned development beyond 4:00-minute travel time from existing fire stations. The Cities also desired the study to identify and evaluate prospective fire station locations that could provide optimal 4:00-minute travel time coverage for these areas of each jurisdiction, independent of the joint station analysis.

Property transferred by the Department of Defense (DOD) to both Cities pursuant to the closure of Fort Ord in the 1990s includes the site of the current DOD Presidio of Monterey (POM) Fire Station on General Jim Moore Boulevard between Lightfighter Drive and Gigling Road in Seaside. Based on planned future development of the area, the City of Seaside notified the DOD in 2021 of its intent not to renew the fire station site lease upon expiration in August 2023. Because of its current location within the study area, the POM Fire Department was invited to participate in this study; however, the POM Fire Chief advised the Cities early in the study that they would be unable to participate.

1.1 REPORT ORGANIZATION

This report is organized into the following sections.

Executive Summary: Study summary and all findings and recommendations.

Section 1 Introduction and Background: An introduction to the study including report goals and limitations, prior study summaries, fire service deployment overview, community outcome expectations, and best practice response goals.

Section 2 Fire Station Location Analysis: An overview of the study approach and methodology, current deployment model and response coverage, fire station siting guidelines, and analysis of prospective joint fire station locations and independent Seaside Station 2 location.

Appendix A Map Atlas: All geographic information system (GIS) maps produced for this analysis.

1.2 GOALS OF THE REPORT

This report cites findings and provides recommendations, as appropriate, related to each finding. Findings and recommendations throughout this report are sequentially numbered. A complete list of these findings and recommendations is provided in the Executive Summary.

This report provides technical information about the way fire services are provided and legally regulated, and how the Departments currently deploy and operate. This information is presented in the form of recommendations and policy choices for consideration by the Cities' and Departments' leadership.

The result is a solid technical foundation upon which to understand the advantages and disadvantages of the choices facing the Cities and Departments regarding future fire service deployment and, more specifically, where to locate future planned fire stations to provide optimal response performance and equitable service delivery within each City.

1.3 LIMITATIONS OF THIS REPORT

In the United States, there are no federal or state regulations requiring a specific minimum level of fire services. Each community, through the public policy process, is expected to understand the local fire and non-fire risks and its ability to pay, and then choose its level of fire services. *If* fire services are provided at all, federal and state regulations specify how to do so safely for the public and for the personnel providing the services.

While this study can provide a framework for the discussion of future fire services in each City, neither this report nor the Citygate team can make the final decisions. Once final strategic choices receive policy approval, staff from the Departments can conduct any cost and fiscal analysis required as part of the normal operating and capital budget cycle.

1.4 PRIOR STUDIES

The City of Seaside previously retained Citygate to evaluate fire station locations in 2003 and 2008. The June 2003 study recommended a second fire station located at Coe Avenue and Monterey Road to provide 4:00-minute first-due travel time coverage to the central area of the City not within 4:00-minute travel time from the existing Station at Broadway Avenue and Yosemite Street. The study also noted that this proposed Station 2 location would not provide 4:00-minute travel time coverage to the northeast City limit where the currently proposed Campus Town project would be located.

The December 2008 study evaluated three parcels for a second fire station:

- ◆ Monterey Road at Coe Avenue
- ◆ Monterey Road south of Noumea Road
- ◆ Gigling Road at Malmedy Road

This 2008 study recommended the Gigling Road at Malmedy Road site as the preferred alternative with more 4:00-minute, 5:00-minute, and 6:00-minute travel time coverage than the other two sites.

In 2005, Seaside and Marina retained Citygate to develop an implementation plan for consolidation of both Fire Departments. This study concluded that cost savings and operational improvements could be achieved by sharing a fire station to serve the Fort Ord Reuse Areas in each City and having a shared administrative support organizational structure.

1.5 FIRE SERVICE DEPLOYMENT OVERVIEW

Fire service deployment, simply summarized, is about the *speed* and *weight* of the response. *Speed* refers to initial response (first-due), all-risk intervention resources (e.g., engines, trucks, squads, ambulances, etc.) strategically deployed across a jurisdiction for response to emergencies within a specified time interval to control routine to moderate emergencies and prevent them from escalating to greater size or severity. *Weight* refers to multiple-unit responses for more serious emergencies, such as building fires, multiple-patient medical emergencies, vehicle collisions with extrication required, or technical rescue incidents. In these situations, enough firefighters must be assembled within a reasonable time interval to safely control the emergency and prevent it from escalating into a more serious event. The following table illustrates this deployment paradigm.

Table 1—Fire Service Deployment Paradigm

Element	Description	Purpose
<i>Speed of Response</i>	Travel time of initial response of all-risk intervention units strategically located across a jurisdiction.	Controlling routine to moderate emergencies without the incident escalating in size or complexity.
<i>Weight of Response</i>	Number of firefighters in a multiple-unit response for serious emergencies.	Assembling enough firefighters within a reasonable time frame to safely control a more complex emergency without escalation.

Thus, smaller fires and less complex emergencies require a single-unit or two-unit response (engine or specialty resource) within a relatively short response time. Larger or more complex incidents require more units and personnel to control. In either case, if the crews arrive too late or the total number of personnel is too few for the emergency, they are drawn into an escalating and more dangerous situation. The science of fire crew deployment is to spread crews out across a community or jurisdiction for quick response to keep emergencies small with positive outcomes without spreading resources so far apart that they cannot assemble quickly enough to effectively control more serious emergencies.

1.6 COMMUNITY OUTCOME EXPECTATIONS

Positive outcomes to emergency incidents are the goal in most communities, and from that crew size and response time can be calculated to provide efficient fire station spacing. Many medical incidents have the most severe time constraints, including cardiac arrest, stroke, poisoning, anaphylaxis, drowning, choking, and severe blood loss. The brain can only survive four to six minutes without oxygen and resultant irreversible impairment. In a building fire, a small incipient fire can grow to involve the entire room in 6:00 to 8:00 minutes, jeopardizing any occupants and the entire building if not contained to that room of origin. If a community goal is to achieve positive outcomes in severe emergency medical services (EMS) and incipient fire situations, then fire crews must arrive, assess the situation, and deploy effective measures before brain death occurs or the fire spreads beyond the room of origin.

Thus, from the time of 9-1-1 receiving the call, an effective deployment system is *beginning* to manage the problem within a 7:00- to 8:00-minute total response time. This is right at the point that brain death is imminent, and the fire has grown to the point of leaving the room of origin and becoming very serious. Thus, cities like Seaside and Marina need a first-due response goal that is within that 7:00- to 8:00-minute range to facilitate a positive outcome. It is important to note that the fire or medical emergency continues to deteriorate from the time of inception, not from the time the fire department starts to respond to the emergency. Ideally, the emergency is noticed immediately, and the 9-1-1 system is activated promptly. In the best of circumstances, this step of awareness—calling 9-1-1 and giving the dispatcher accurate information—takes 1:00 minute. Crew notification and travel time take additional minutes. Upon arrival, the crew must approach the patient or emergency, assess the situation, and appropriately deploy its skills and tools. Even in easy-to-access situations, this step can take 2:00 minutes or more. This time frame may be increased considerably due to long driveways, apartment buildings with limited access, multiple-story apartments or office complexes, or shopping center buildings.

Unfortunately, there are times when the emergency has become too severe, even before the 9-1-1 notification or fire department response, for the responding crew to reverse it. However, when an appropriate response time policy is combined with a well-designed deployment system, only anomalies like bad weather, poor traffic conditions, or multiple emergencies slow down the response system. Consequently, a properly designed system will give citizens the hope of a positive outcome for their tax dollar expenditure.

1.7 BEST PRACTICE RESPONSE GOALS

Fire service response includes three distinct components: 9-1-1 call processing/dispatch, crew turnout, and travel. The 9-1-1 call processing/dispatch component measures the time interval from the first incident time stamp in the fire dispatch center until completion of the dispatch notification process. Crew turnout measures the time interval from the end of the dispatch notification until

apparatus travel movement starts. Travel is the time interval from the start of apparatus travel until arrival at the emergency incident. Thus, if a 7:00- to 8:00-minute total response time for the first responding fire unit is the goal, the following table summarizes 90th percentile best practice performance for each response component in urban jurisdictions.

Table 2—Best Practice Response Goals

Response Component	90 th Percentile Best Practice Goal (Minutes)	Best Practice Reference
Call Processing/Dispatch	1:30	Citygate
Crew Turnout	2:00	Citygate
Travel	4:00	NFPA ¹ /Citygate
Total	7:30	Citygate

¹ National Fire Protection Association

SECTION 2—FIRE STATION LOCATION ANALYSIS

2.1 APPROACH AND METHODOLOGY

Citygate utilized multiple sources to gather, understand, and model information about the Cities and Departments. Citygate initially requested and reviewed relevant background data and information to better understand current service levels, history of service level decisions, prior studies, and future planned development and related fire service deployment needs. Both City Managers expressed a strong preference for a site currently owned or controlled by either City as opposed to having to acquire a non-City-owned parcel.

Utilizing FireView™, a geographic mapping software program, Citygate modeled travel time from current fire station locations, including automatic/mutual aid stations, to identify the percentage of public road miles covered within 4:00-minute travel time. In collaboration with Departments' leadership, Citygate then identified the general location for a joint fire station, and subsequently modeled 4:00-minute travel time coverage from that location.

After the joint station location analysis, Citygate identified the general area and evaluated 4:00-minute travel time coverage for a second Seaside fire station from that location. Seaside subsequently requested a 4:00-minute travel time analysis from two specific City-owned parcels.

2.2 CURRENT DEPLOYMENT

The City of Seaside Fire Department currently deploys two apparatus, each staffed with three personnel, plus one Chief Officer, for a total of seven personnel from its current single fire station at Broadway Avenue and Yosemite Street.

The City of Marina deploys one engine staffed with three personnel and one Chief Officer from its main fire station on Palm Avenue east of Del Monte Boulevard, and one squad staffed with two personnel from Station 2 at the Marina Municipal Airport.

Both City Fire Departments are dispatched by the Monterey County Emergency Communications Department, which provides 9-1-1 and dispatch services for nearly all public safety agencies within Monterey County. Both Departments have automatic mutual aid agreements with adjacent fire agencies except POM Fire (mutual aid only) and are also signatories to the Monterey County Fire Mutual Aid Plan.

The POM Fire Department deploys one engine staffed with four personnel and one Chief Officer from its station on General Jim Moore Boulevard, and one engine staffed with four personnel from its station at the Defense Language Institute in Monterey. The POM Fire Department, upon expiration of its lease at the current site, is considering relocation of its station to the former Fort Ord Chapel site at General Jim Moore Boulevard and Chapel Road (referred to as the Chapel site).

POM Fire Department is dispatched by the POM Police Department and provides mutual aid to other agencies within Monterey County upon request and as available. Map 1 in Appendix A shows the jurisdictional boundaries and existing fire station locations within the study area.

While the POM Fire Department currently provides fire suppression, emergency medical, rescue, and related emergency services to federal properties and buildings within its jurisdiction, as well as mutual aid to other jurisdictions, all federal buildings protected also lie within the boundaries of the Cities of Seaside, Marina, or Monterey. While there may be a future need for some level of federal fire protection of the open areas formerly used for live-fire military training, the DOD could conceivably defer its structural fire and emergency medical response responsibilities to the cities in which those assets are located under concurrent jurisdiction, like what the Naval Support Services did when it closed the Naval Postgraduate School Fire Department in Monterey in approximately 2005. In Citygate's opinion, neither Seaside nor Marina should depend long-term on a federal fire presence to support its fire department deployment needs.

2.3 FIRE STATION SITING GUIDELINES

Over more than 20 years of conducting fire service deployment studies, Citygate has developed the following guidelines for consideration in determining fire station siting:

1. Serve the greatest population in the shortest travel time possible
2. Provide a 360-degree first-due service area
3. Avoid political, natural, and human-built barriers within the first-due travel time goal¹
4. Provide direct access to primary response routes in all cardinal directions.

2.4 JOINT FIRE STATION LOCATION ANALYSIS

2.4.1 Existing Station Coverage

Map 2 in Appendix A—This map shows 4:00-minute travel time from existing fire stations within the study area including automatic and mutual aid resources from Monterey County Regional Fire District (shown on maps as MCR), the Monterey Fire Department (shown on maps as MFD), and the POM Fire Department (shown on maps as Ord). As Map 2 illustrates and Table 3 summarizes, this equates to 85 percent of public road miles in Seaside and 70 percent of public road miles in Marina. *Without* including POM Station 61 (shown on maps as Ord 61), 4:00-minute travel time coverage is reduced by 28 percent in Seaside (from 85 percent to **57 percent** of total public road

¹ This guideline may not apply in automatic aid or “boundary drop” situations.

miles), and by 15 percent (from 70 percent to **55 percent** of total public road miles) in Marina as shown in Table 3.

Map 3 in Appendix A—This map shows the Insurance Services Office (ISO) recommendation that urban stations cover a 1.5-mile *distance* response area. Depending on a jurisdiction's road network, the 1.5-mile measure usually equates to a 3:30- to 4:00-minute travel time. However, a 1.5-mile measure is a reasonable indicator of station spacing and overlap. As can be seen, the 1.5-mile ISO coverage is slightly worse than the 4:00-minute travel time coverage in Map 2.

2.4.2 Coverage Scenarios with Prospective Fire Station Locations

Based on 4:00-minute travel time coverage in Map 2 and the City Managers' preference for a City-owned/controlled site, Citygate next evaluated 4:00-minute travel time coverage from the following prospective fire station locations:

- ◆ **Scenario 1**—2nd Avenue at Divarty Street
- ◆ **Scenario 2**—2nd Avenue at 8th Street
- ◆ **Scenario 3**—Lightfighter Drive at 2nd Avenue

Scenario 1 in Appendix A—As this map illustrates, a joint fire station at 2nd Avenue and Divarty Street would improve 4:00-minute travel time coverage 20 percent for Seaside (from 57 percent to **77 percent** of total public road miles) *without* including POM Fire, with no change in 4:00-minute travel time coverage with POM Fire at its current site or relocated to the nearby POM Chapel site. For Marina, the 2nd Avenue and Divarty Street location would *improve* 4:00-minute travel time coverage 23 percent (from 54 percent to **77 percent** of total public road miles) *without* including POM Fire.

Scenario 2 in Appendix A—Moving a prospective joint station site anywhere else along the 2nd Avenue corridor between Imjin Parkway and Lightfighter Drive would slightly impact 4:00-minute travel time coverage for each City depending on the direction moved from Divarty Street as summarized in Table 3 (Scenario 2 and Scenario 3) and illustrated in maps Scenario 2 and Scenario 3 in Appendix A.

After completing this analysis, both City Managers and Fire Chiefs met to review the results to date and discuss the joint fire station concept. After this meeting, Citygate was informed of the Cities' intent to move forward independently on future fire station location planning. Should the Cities decide to pursue a joint station venture in the future, any location along the 2nd Avenue corridor would be suitable in Citygate's opinion; with a more southern site along 2nd Avenue being of more benefit to Seaside than a more northern site, and vice versa.

Finding #1: Any site along 2nd Avenue between Lightfighter Drive and Imjin Parkway would be suitable for a joint Seaside/Marina fire station, with a more southern site being of more benefit to Seaside and a more northern site being of more benefit to Marina.

Recommendation #1: Should the Cities of Marina and Seaside decide to pursue a joint fire station venture in the near- to mid-term future, any available site along 2nd Avenue between Lightfighter Drive and Imjin Parkway would be suitable to provide enhanced first-unit travel time coverage for both Cities.

2.5 SEASIDE FIRE STATION 2 LOCATION ANALYSIS

After the joint station analysis, Citygate was asked to identify and evaluate potential locations for a second dedicated Seaside fire station to maximize first-due travel time coverage in the City and to provide appropriate response travel time coverage for the planned future Main Gate and Campus Town development projects.

Scenario 3 in Appendix A—In collaboration with Department leadership, Citygate identified Lightfighter Drive and 2nd Avenue as a potential station site. As the Scenario 3 map in Appendix A illustrates and Table 3 summarizes for road mile coverage, this prospective site would improve 4:00-minute Citywide travel time coverage by 26 percent (from 57 percent to **84 percent** of total public road miles) *without* POM Fire. Due to proximity of this site to the current POM Fire Station and prospective future POM Fire Station relocation to the Chapel site further south on General Jim Moore Boulevard, 4:00-minute coverage with POM Fire included is essentially identical to existing 4:00-minute travel time coverage as illustrated in Map 2. Alternate prospective sites within approximately a quarter mile of this location would have essentially the same 4:00-minute travel time coverage. In Citygate’s experience, this level of first-due travel time coverage (84 percent) is very good for a city the size of Seaside.

After this analysis, Citygate was tasked to evaluate 4:00-minute travel time coverage from two specific City-owned parcels:

- ◆ **Site A**—Northwest corner of Gigling Road at 1st Avenue
- ◆ **Site B**—Northeast corner of General Jim Moore Boulevard at Eucalyptus Road

Scenario 4 in Appendix A—The mapped coverage from Site A (Gigling Road at 1st Avenue) shows this location would improve 4:00-minute Citywide travel time coverage 28 percent (from

57 percent to **85 percent**) from current 4:00-minute coverage *without* POM Fire as illustrated in the Scenario 4 map and detailed in Table 3. This prospective site is also less than half a mile south of the Lightfighter Drive at 2nd Avenue site previously evaluated as a joint station location (Scenario 3) and would result in very good first-due coverage for the City. This site also conforms with three of the four fire station siting considerations discussed in Section 2.3, with 4:00-minute travel time coverage extending north to approximately 8th Street in Marina.

Scenario 4a in Appendix A—As shown in this map, a combination of Site A and the POM Fire Station (relocated to the Chapel site) provides significant overlap across north Seaside, but as previously cited, Citygate recommends Seaside *not* consider POM Fire in its long-range fire deployment planning due to uncertainty regarding future response capacity and location.

Scenario 5 in Appendix A—Analysis of Site B (General Jim Moore Boulevard at Eucalyptus Road) shows this location would improve 4:00-minute Citywide travel time coverage 18 percent (from 57 percent to **76 percent**) from current 4:00-minute coverage *without* POM Fire as illustrated in the Scenario 5 map and detailed in Table 3. In addition to providing 10 percent less 4:00-minute travel time coverage than Site A, this site does not meet three of the four fire station siting considerations discussed in Section 2.3 by essentially abutting the eastern developable City boundary. This location also does not provide 4:00-minute travel time coverage to significant portions of the proposed Campus Town development as well as the Main Gate development and most of the current military housing within in the Gigling Road / Monterey Road / Coe Avenue / Highway 1 quadrant, nor quick access to the Highway 1 corridor. In addition, this site is only 1.3 miles from the existing Station 1 location at Broadway Avenue and Yosemite Street resulting in approximately 50 percent overlap of Station 1's 4:00-minute travel time coverage. For these reasons, Citygate considers this prospective site a poor choice compared to Site A to optimize fire station spacing (distribution/concentration) and response time coverage for Seaside with a two-station deployment model.

Scenario 5a in Appendix A—As shown in this map, a combination of Site B and the POM Fire Station (relocated to the Chapel site) provides significant overlap across north Seaside, but as previously cited, Citygate recommends Seaside *not* consider POM Fire in its long-range fire deployment planning due to uncertainty regarding future response capacity and location.

Finding #2: Site A (Gigling Road at 1st Avenue) would provide significantly better 4:00-minute travel time coverage for the City of Seaside than Site B (General Jim Moore Boulevard at Eucalyptus Road), as well as significantly better station spacing and access to the Highway 1 corridor.

Cities of Seaside and Marina, CA
Fire Station Location Study

Recommendation #2: The City of Seaside should consider Site A (Gigling Road at 1st Avenue) as the preferred location for a second fire station.

2.6 FIRE STATION TRAVEL TIME ANALYSIS SUMMARY

The following table summarizes 4:00-minute travel time coverage from existing fire station locations (Map 2) both with and without automatic/mutual aid, as well as the various joint station scenarios evaluated in Section 2.4 and independent Seaside Station 2 scenarios in Section 2.5.

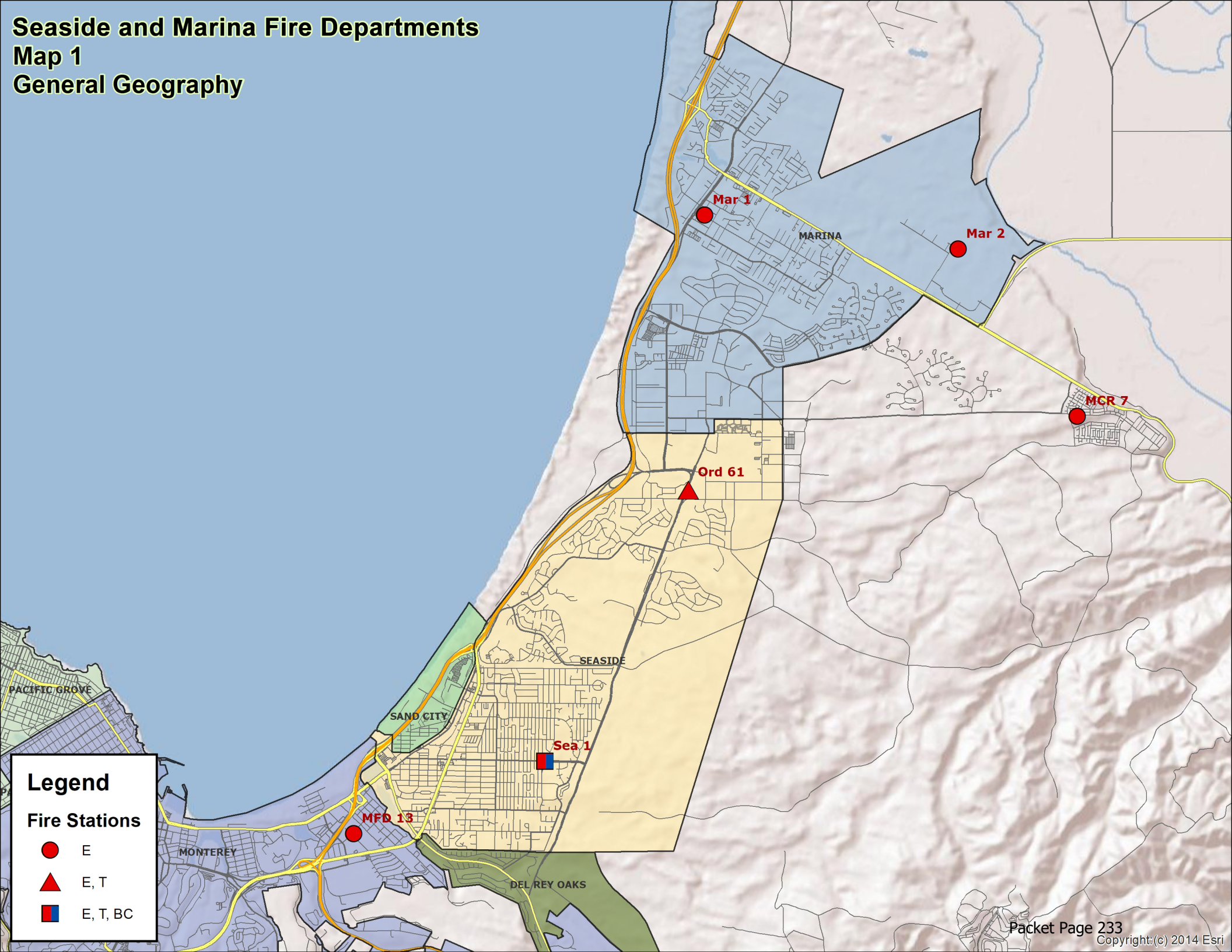
Table 3—Travel Time Analysis Summary

Map or Scenario No.	Travel Time Measure	Seaside			Marina		
		Total Public Road Miles	Miles Covered	Percent of Total Miles Covered	Total Public Road Miles	Miles Covered	Percent of Total Miles Covered
Map 2	4:00-Minute 1st-Due – Current Station Locations (<i>with</i> Ord 61)	136	116	85.29%	106	74	69.81%
Map 2	4:00-Minute 1st-Due – Current Station Locations (<i>no</i> Ord 61)	136	78	57.35%	106	58	54.72%
Scenario 1	4:00-Minute 1st-Due – Joint Station at 2 nd Ave. @ Divarty St. (<i>no</i> Ord 61)	136	105	77.21%	106	82	77.36%
Scenario 2	4:00-Minute 1st-Due – Joint Station at 2 nd Ave. @ 8 th St. (<i>with</i> relocated Ord 61)	136	116	85.29%	106	91	85.85%
Scenario 3	4:00-Minute 1st-Due – Joint Station at Lightfighter Dr. @ 2 nd Ave. (<i>no</i> Ord 61)	136	114	83.82%	106	76	71.70%
Scenario 4 (Site A)	4:00-Minute 1st-Due – Site A Proposed Seaside Station 2 at Gigling Rd. @ 1 st Ave. (<i>no</i> Ord 61)	136	116	85.29%	106	68	64.15%
Scenario 4a (Site A)	4:00-Minute 1st-Due – Site A Proposed Seaside Station 2 at Gigling Rd. @ 1 st Ave. (<i>with</i> relocated Ord 61)	136	118	86.76%	106	70	66.04%
Scenario 5 (Site B)	4:00-Minute 1st-Due – Site B Proposed Seaside Station 2 at Gen. Jim Moore Blvd. @ Eucalyptus Rd. (<i>no</i> Ord 61)	136	103	75.74%	106	60	56.60%
Scenario 5a (Site B)	4:00-Minute 1st-Due – Site B Proposed Seaside Station 2 at Gen. Jim Moore Blvd. @ Eucalyptus Rd. (<i>with</i> relocated Ord 61)	136	121	88.97%	106	69	65.09%

APPENDIX A

MAP ATLAS

Seaside and Marina Fire Departments
Map 1
General Geography



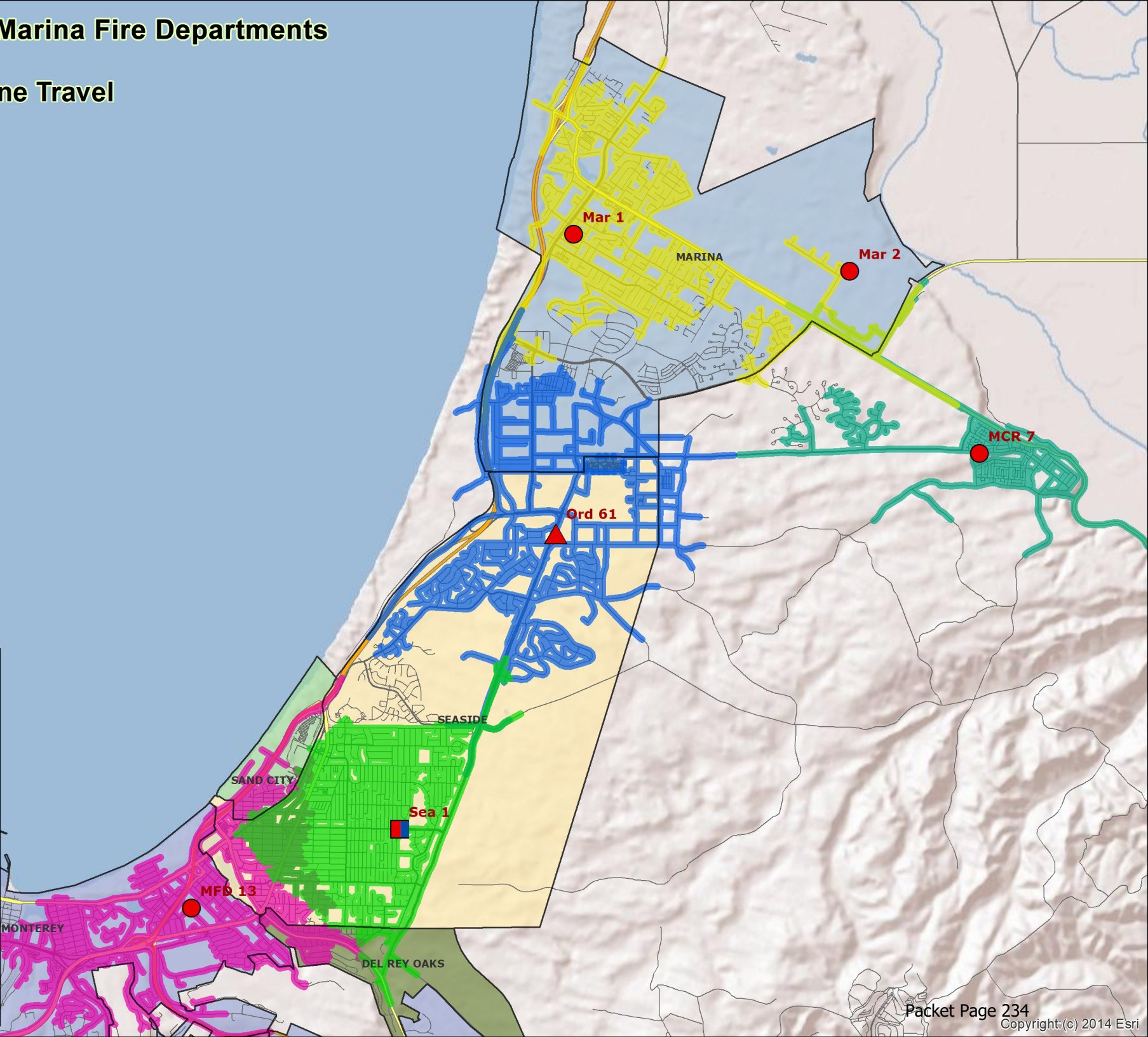
Seaside and Marina Fire Departments
Map 2
4 Minute Engine Travel

Legend

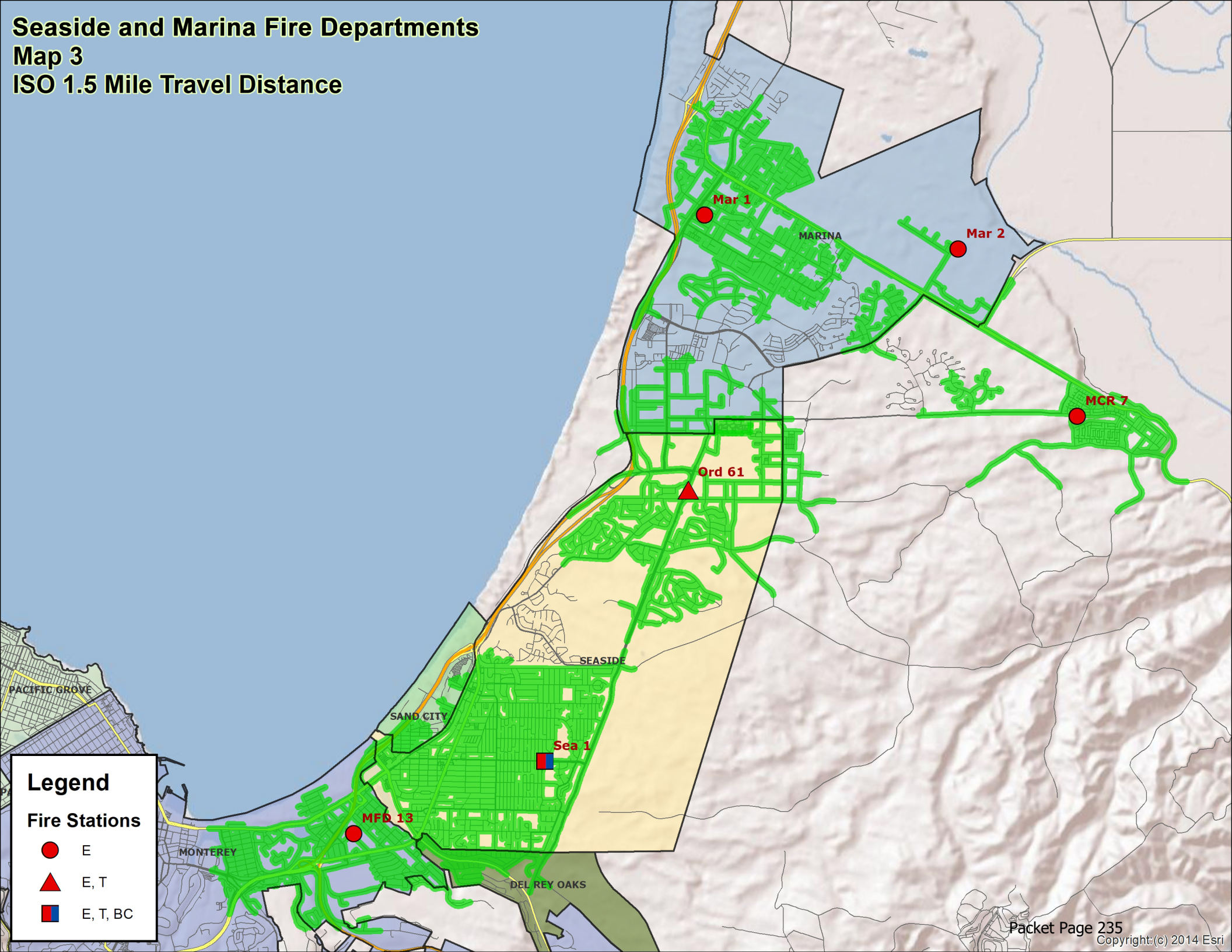
- Seaside 1
- Marina 1 & 2
- Ord 61
- MFD 13
- MCR 7

Fire Stations

- E
- E, T
- E, T, BC



Seaside and Marina Fire Departments
Map 3
ISO 1.5 Mile Travel Distance



Legend

Fire Stations

- E
- ▲ E, T
- E, T, BC

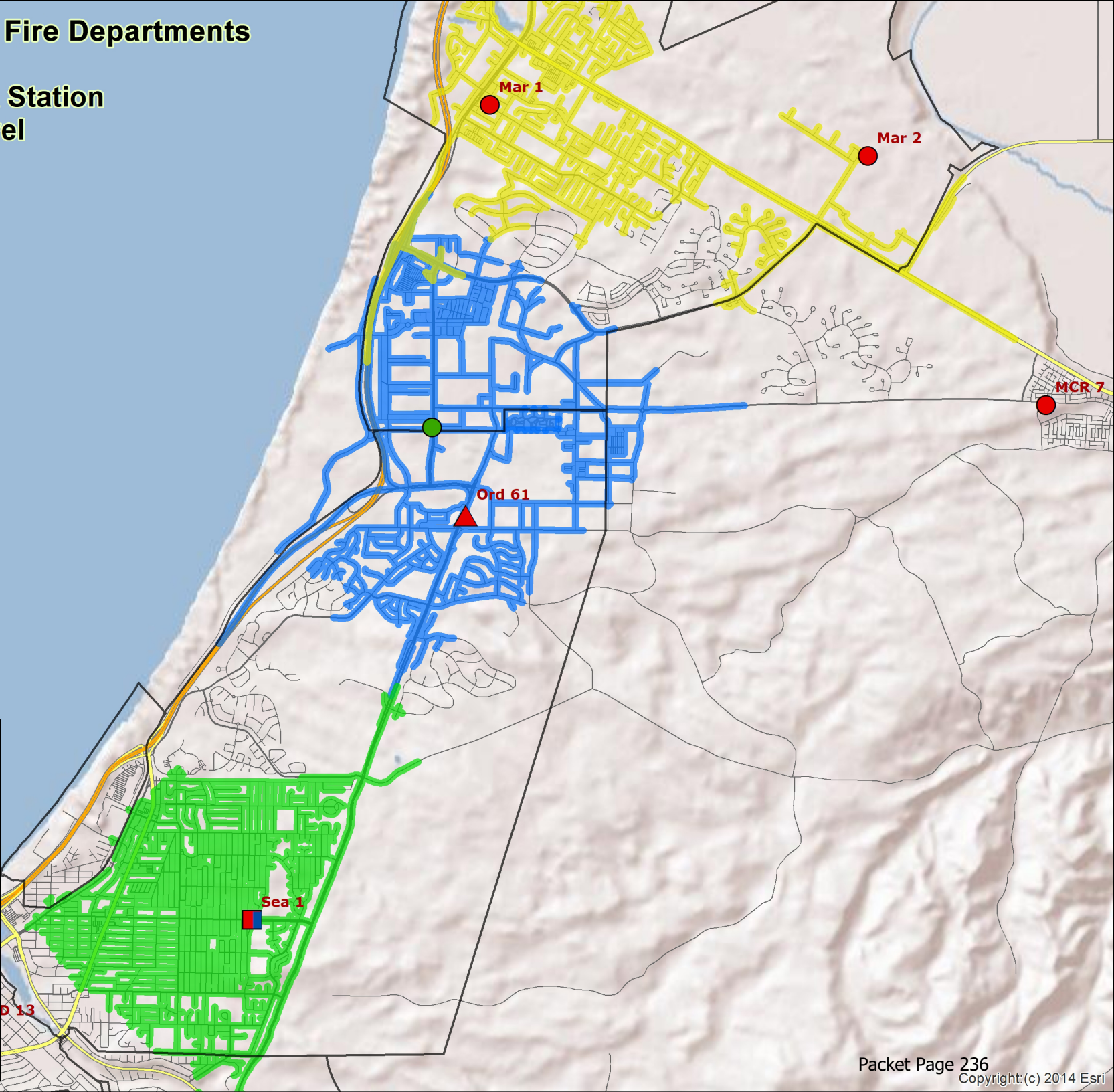
**Seaside and Marina Fire Departments
Scenario 1
Joint Seaside/Marina Station
4 Minute Engine Travel**

Legend

- Seaside 1
- Marina 1 & 2
- Proposed Seaside/Marina

Fire Stations

- E
- E, T
- E, T, BC
- Proposed



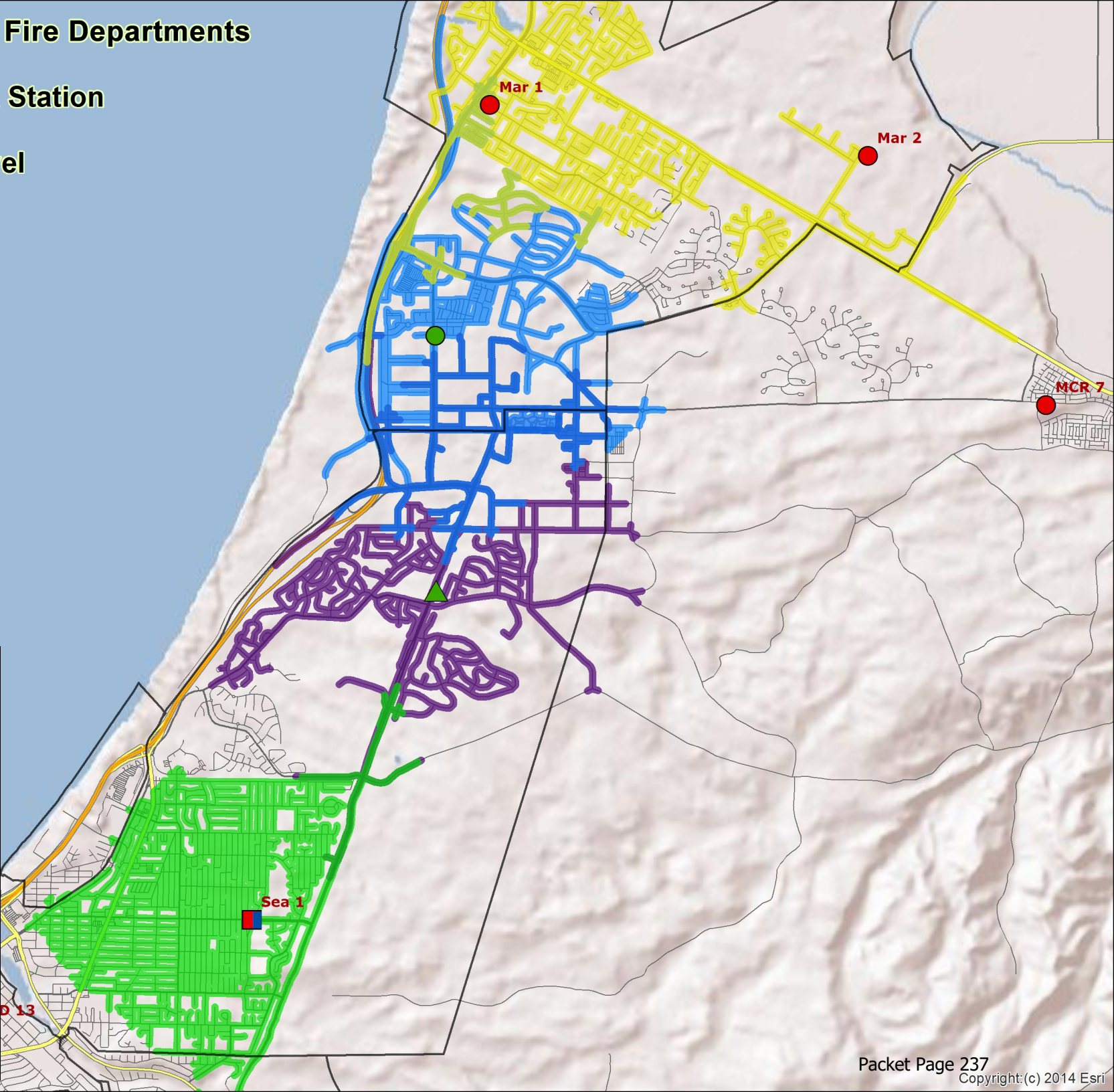
**Seaside and Marina Fire Departments
Scenario 2
Joint Seaside/Marina Station
Ord 61 Relocated
4 Minute Engine Travel**

Legend

- Seaside 1
- Marina 1 & 2
- Proposed Seaside/Marina
- Relocated Ord 61

Fire Stations

- E
- E, T
- E, T, BC
- Proposed 2
- Relocated 61



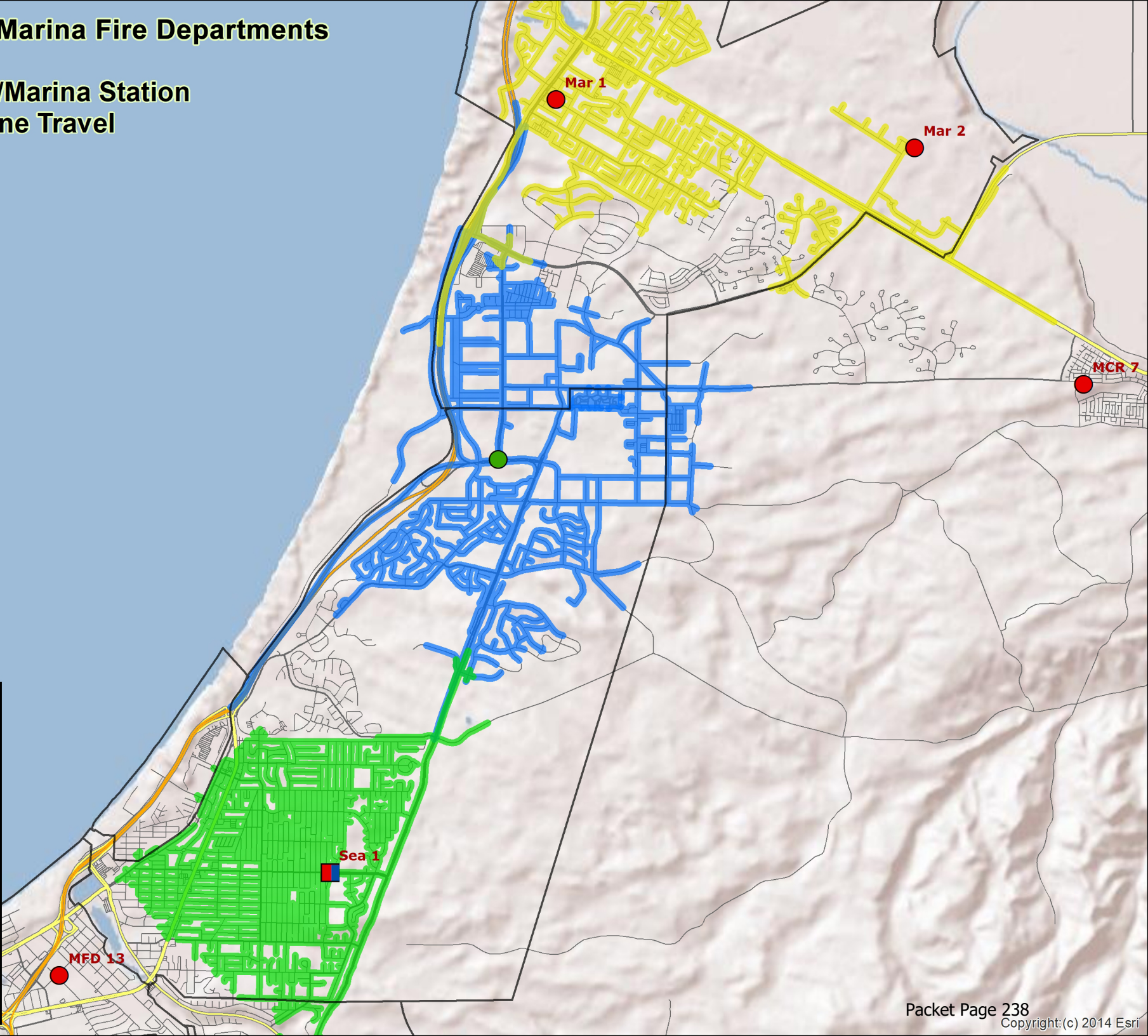
Seaside and Marina Fire Departments
Scenario 3
Joint Seaside/Marina Station
4 Minute Engine Travel

Legend

- Seaside 1
- Marina 1 & 2
- Proposed 3

Fire Stations

- E
- E, T
- E, T, BC
- Proposed 3



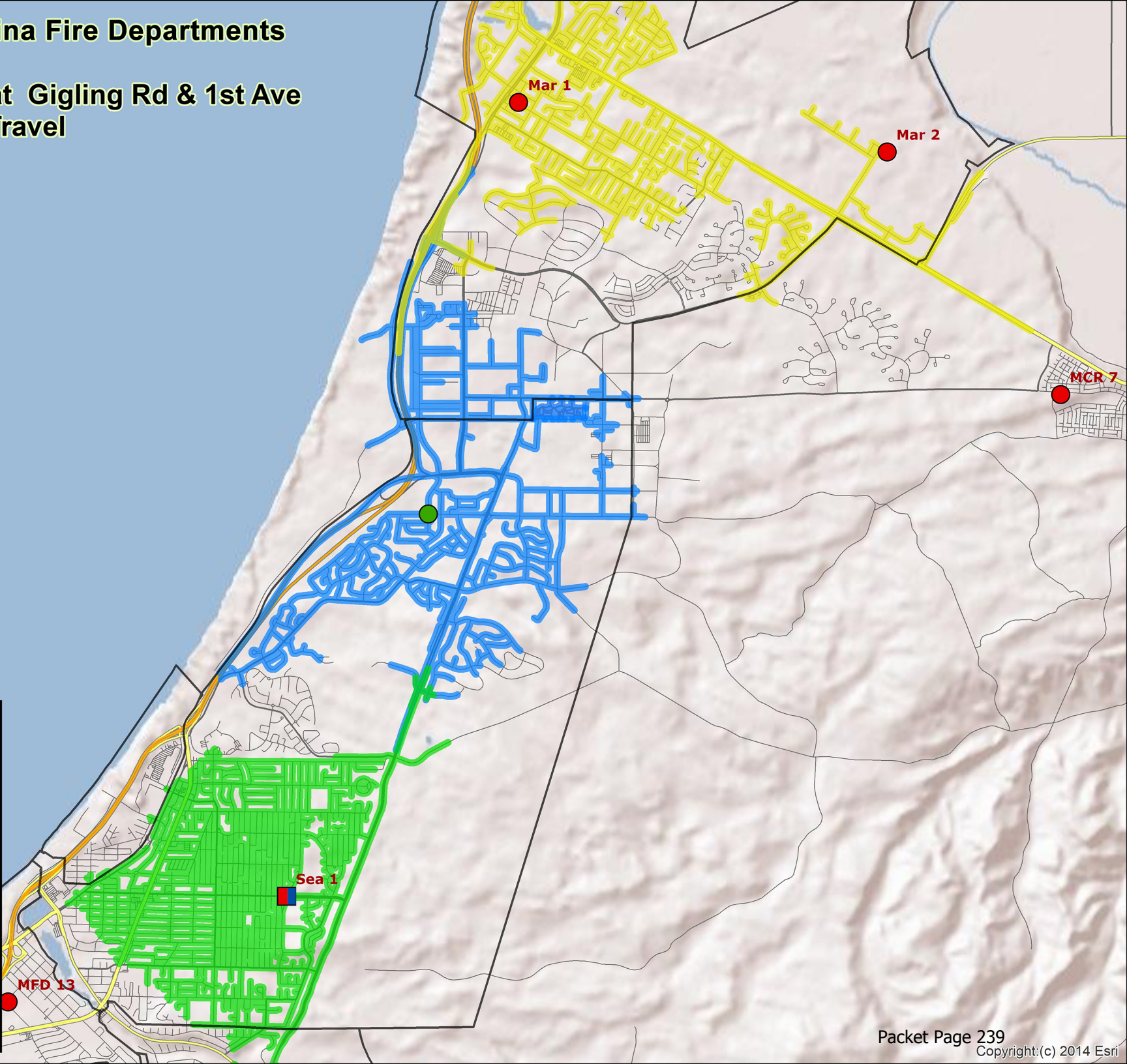
**Seaside and Marina Fire Departments
Scenario 4
Proposed SEA 2 at Gigling Rd & 1st Ave
4 Minute Engine Travel**

Legend

- Seaside 1
- Marina 1 & 2
- Proposed Seaside 2

Fire Stations

- E
- E, T
- E, T, BC
- Proposed 2



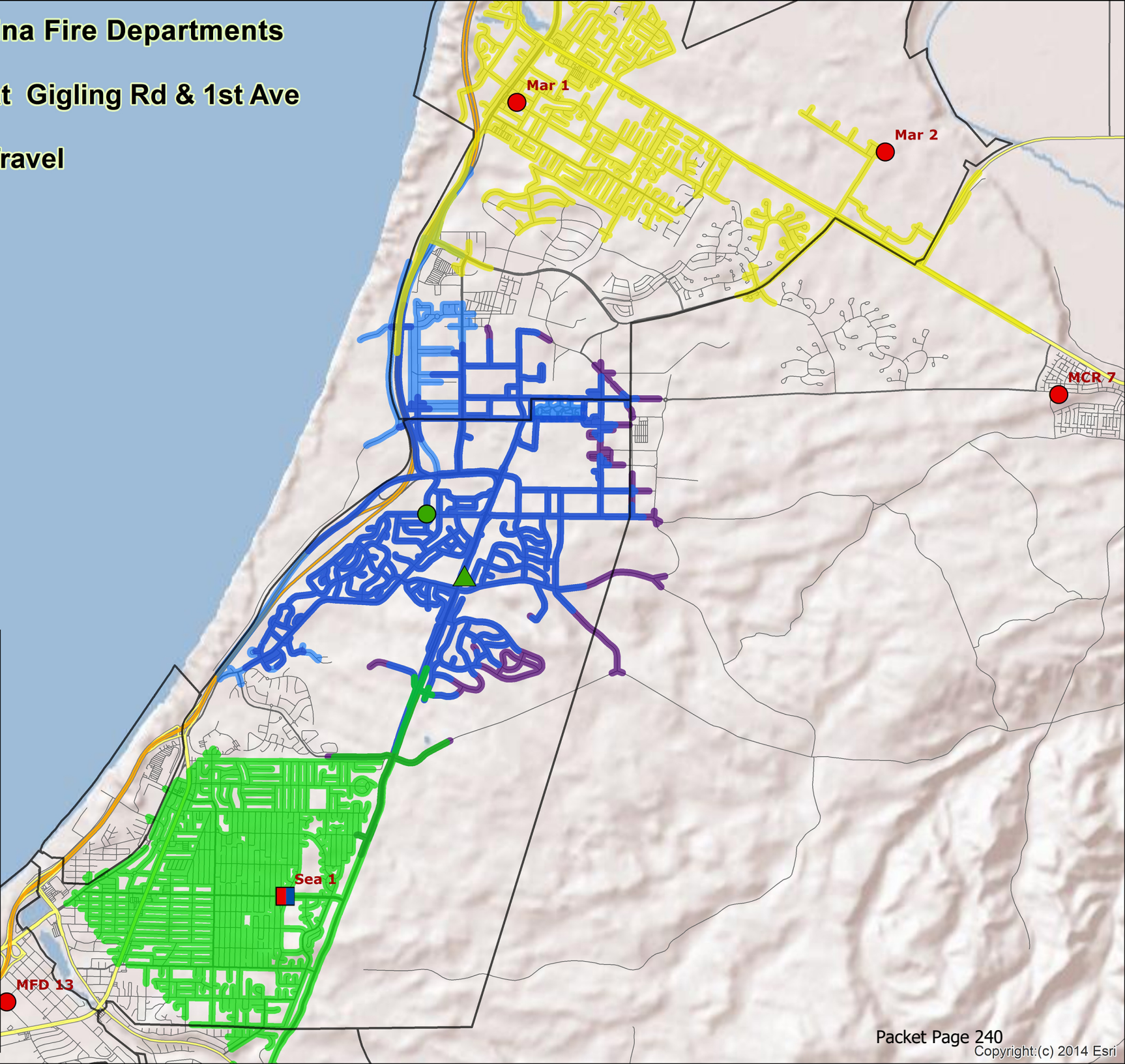
**Seaside and Marina Fire Departments
Scenario 4a
Proposed SEA 2 at Gigling Rd & 1st Ave
Ord 61 Relocated
4 Minute Engine Travel**

Legend

- Seaside 1
- Marina 1 & 2
- Relocated Ord 61
- Proposed Seaside 2

Fire Stations

- E
- E, T
- E, T, BC
- Proposed 2
- Relocated 61



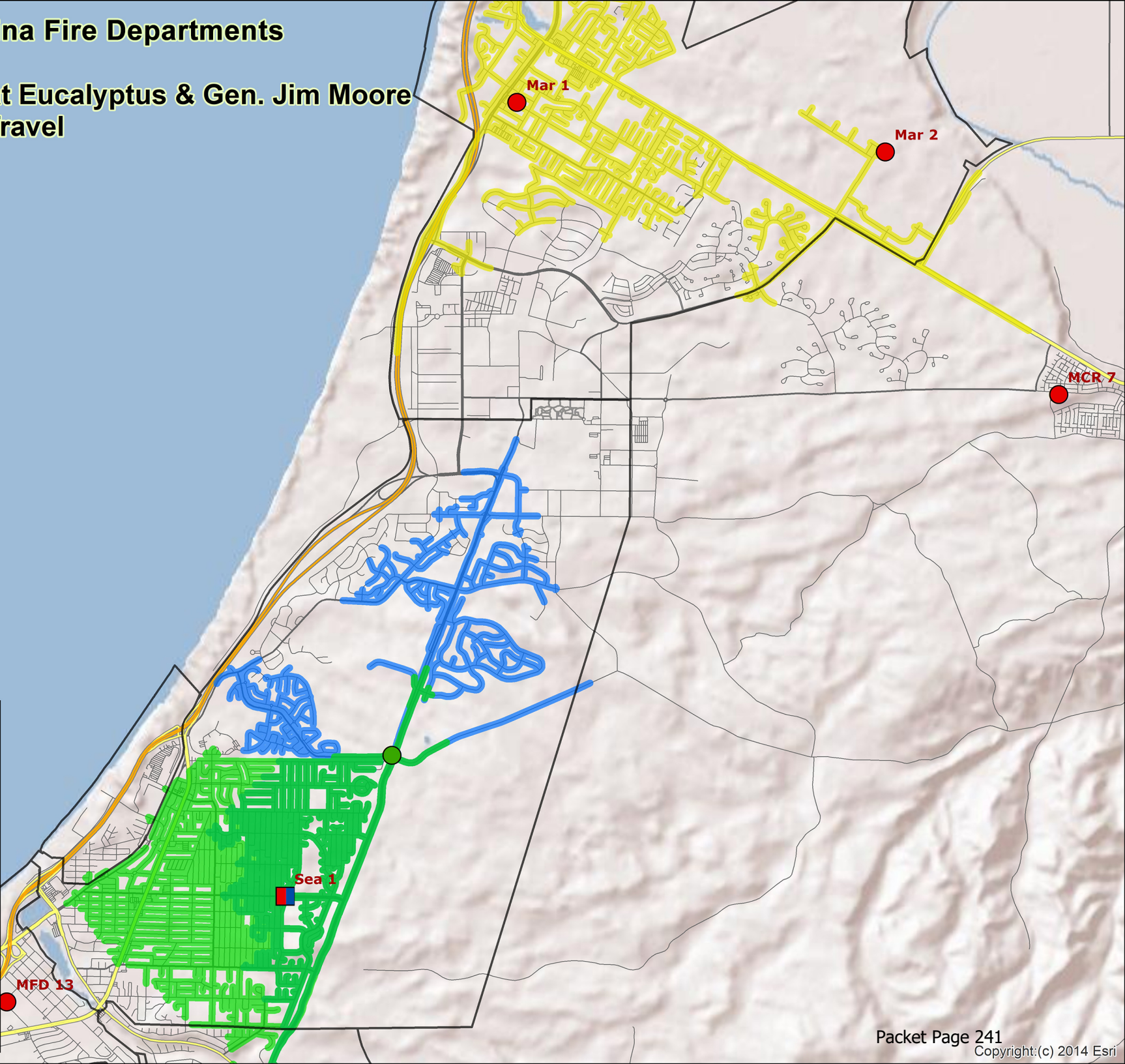
Seaside and Marina Fire Departments
Scenario 5
Proposed SEA 2 at Eucalyptus & Gen. Jim Moore
4 Minute Engine Travel

Legend

- Seaside 1
- Marina 1 & 2
- Proposed Seaside 2

Fire Stations

- E
- E, T
- E, T, BC
- Proposed 2



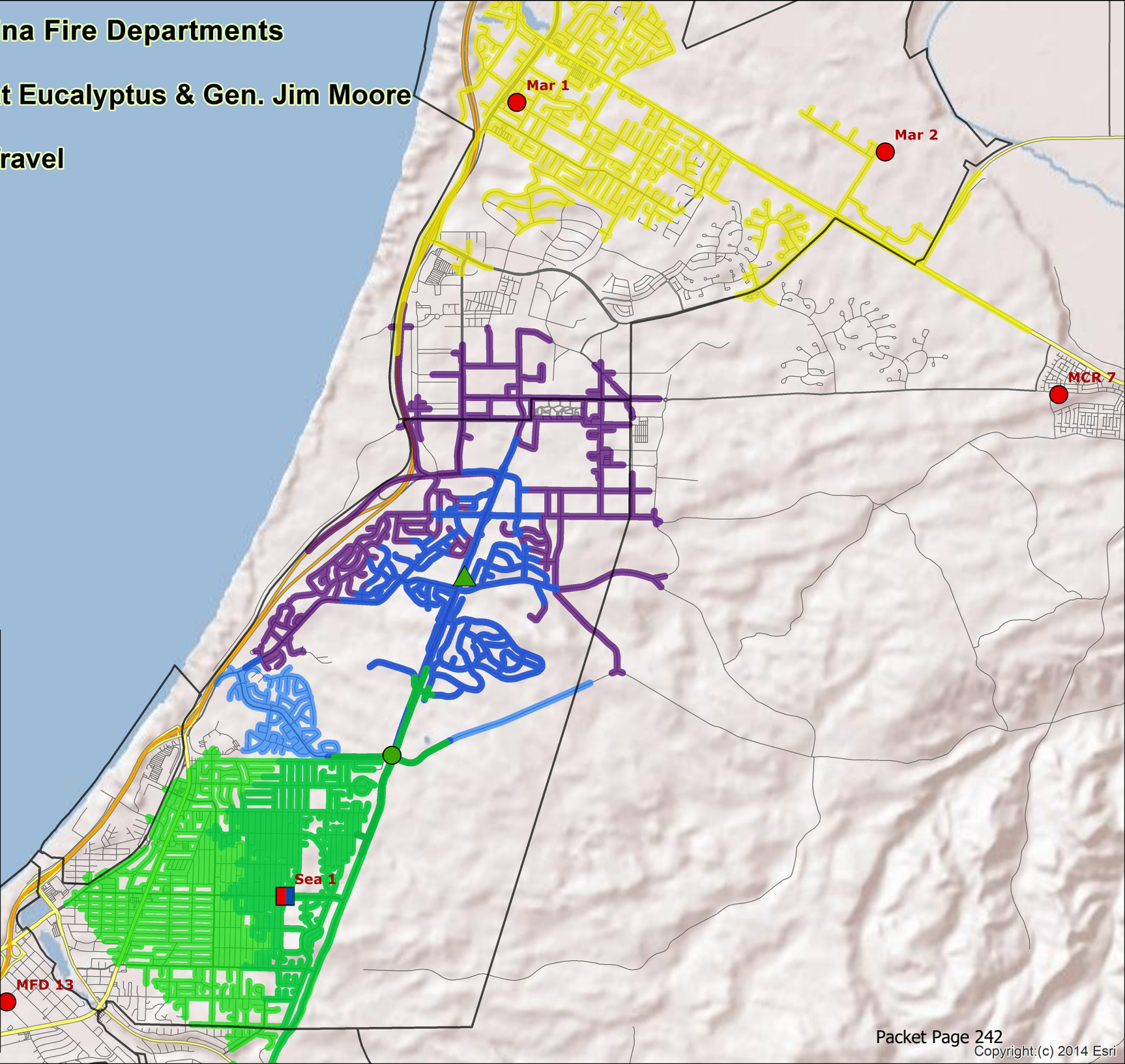
Seaside and Marina Fire Departments
Scenario 5a
Proposed SEA 2 at Eucalyptus & Gen. Jim Moore
Relocated Ord 61
4 Minute Engine Travel

Legend

- Seaside 1
- Marina 1 & 2
- Relocated Ord 61
- Proposed Seaside 2

Fire Stations

- E
- E, T
- E, T, BC
- Proposed 2
- Relocated 61





**CITY OF SEASIDE
STAFF REPORT**

Item No.: 10.B.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Sheri Damon, City Attorney

DATE: September 16, 2021

**SUBJECT: ADOPT A RESOLUTION EXTENDING 14 ACRE FEET PER YEAR
ALLOCATION OF WATER FOR THE RESIDENTIAL REUSE OF THE
MEDICAL OFFICERS BARRACKS LOCATED AT 4386-4387
PARKER FLATS CUTOFF ROAD**

RECOMMENDATION

Adopt a resolution extending the 14 Acre Feet per Year (AFY) water allocation for the residential reuse of the Medical Officers Barracks located at 4386-4387 Parker Flats Cutoff Road.

BACKGROUND

On or about September 17, 2020, the City Council approved a Purchase and Sale Agreement with AP Glover Enterprises LLC for the residential reuse of the property located at 4386-4387 Parker Flats Cutoff Road (also known as the Medical Officer Barracks). On November 19, 2020, the City Council allocated 14 Acre Feet per Year (AFY) of water for the project by adopting Resolution 20-95. On or about December 15, 2020, the escrow closed and the property was sold to AP Glover Enterprises LLC.

Resolution 20-95 provided the water allocation is subject to recall should the project not proceed within a one-year period. AP Glover Enterprises LLC has requested an extension of the one-year construction start period in order to provide more certainty for the residential reuse of the property, primarily as construction has not started. It should be noted that the Department of Industrial Relations (DIR) still has not issued its prevailing wage determination notwithstanding the request was made shortly after the September 17, 2020, approval by the City Council. The City has provided a substantial amount of information and background to the DIR legal department to assist them with their determination.

At this time, staff recommends extending the construction time period an additional

year in order to provide additional certainty to the reuse of the property.

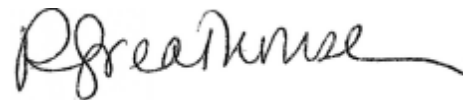
FISCAL IMPACT

Neutral to positive when project is completed.

ATTACHMENTS

1. Resolution 20-95 Allocating water to develop the residential uses on Medical Officers Barrack Property
 2. Request for Extension from AP Glover Enterprises
 3. Resolution
-

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

RESOLUTION NO. 20-95

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE

ALLOCATING 14 ACRE FEET OF WATER PER YEAR FOR THE RESIDENTIAL REUSE OF THE MEDICAL OFFICER BARRACKS LOCATED AT 4386-4387 PARKER FLATS CUTOFF ROAD

WHEREAS, the City of Seaside has entered into a Purchase and Sale Agreement with AP Glover Enterprises LLC to purchase the property containing two existing residential buildings, also known as the Medical Officer Barracks, on a 4.98 acre parcel located at 4386-4387 Parker Flats Cutoff Road, and is prepared to move forward to close on the property upon receipt of water allocation for the residential reuse of the property; and

WHEREAS, AP Glover Enterprises LLC is proposing to reuse the existing buildings for residential uses; and

WHEREAS, the water utility district, Marina Coast Water District (MCWD), has reviewed and confirmed the Developer's preparation of anticipated water demand for the proposed Project; and

WHEREAS, the water demand prepared for the proposed residential reuse of the project has been reviewed by MCWD and MCWD has recommended allocating an amount of 14 acre feet per year for this project; and

WHEREAS, it is the intent of the City to ensure that projects that are in construction or about to be in construction have sufficient water supply on the one hand, while on the other hand requiring the most efficient use of water. It is the intent of the City that landscaping be watered with reclaimed or recycled water when that water is available. The allocations made herein are subject to partial reallocation and recall if the project does not proceed within a one year period and if the final water usage is less than the allocated amount; and

WHEREAS, the City has existing Fort Ord water allocation which is currently not being utilized by a current and pending projects. In addition, the City has approved a series of long term water supply projects to augment the water in the Fort Ord areas, including an In Lieu Water Storage project and other projects utilizing reclaimed or other water savings measures in order to meet the projected water demand for projects located on the former Fort Ord Lands; and

WHEREAS, MCWD currently has sufficient water supply to meet the projected water demands associated with the proposed project and will be entering into a water

infrastructure and service agreement with the Developer requiring both the construction of new infrastructure and the payment of water and sewer service fees; and .

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seaside hereby allocates up to 14 acre feet of water to develop the residential uses located on the property known as the Medical Officers Barrack property located at 4386-4387 Parker Flats Cutoff Road. The project shall be required to use when available reclaimed or recycled water for the landscaping components of the project. The City Council may recall any or all of the allocation that is not utilized for the proposed residential reuse should the project not begin within a year from the date of this allocation and may recall any or all of the allocation for which there is a "water savings" or replacement of reclaimed water for potable supply and to re-allocate to other appropriate projects within the City of Seaside.

PASSED AND ADOPTED at a special meeting of the City Council of the City of Seaside, State of California, on the 19th day of November, 2020, by the following vote:

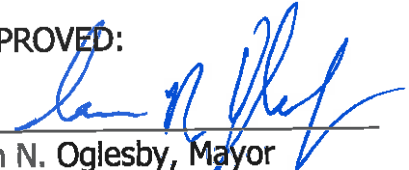
AYES:	5	COUNCIL MEMBERS:	Campbell, Kispersky, Oglesby, Pacheco, Wizard
NOES:	0	COUNCIL MEMBERS:	None
ABSENT:	0	COUNCIL MEMBERS:	None
ABSTAIN:	0	COUNCIL MEMBERS:	None

ATTEST:



Lesley Milton, City Clerk

APPROVED:



Ian N. Oglesby, Mayor

Glover Enterprises
P. O. Box 957
Seaside, CA 93955
831-394-4885 / 831-596-7454

August 24, 2021

Mr. Craig Malin, City manager
City of Seaside
440 Harcourt Avenue
Seaside, CA 93955

Dear Mr. Malin:

In November 2020, the City of Seaside allocated 14 acre feet of water for the Parker Flats Project to be developed at the former Ft. Ord. Due to unforeseen circumstances outlined below we are requesting a one year extension of the water allocation.

Glover Enterprises has met all the requirements of the Purchase & Sales Agreement dated September 17, 2020. Unfortunately we are still awaiting the prevailing wage determination from the California Department of Industrial Relations. The prevailing wage determination package was submitted to the State on October 26, 2020 by our attorney, Mr. Roy Gunter. We have also complied with all their requests for additional information in a timely manner. However, we are still awaiting their final determination for our project.

Due to this delay we have been unable to begin construction of the project and this letter serves as our request for an extension of the water allocation. We trust you will favorably consider the extension since the delay is not due to any lack of compliance by Glover Enterprises.

Thank you for your consideration and we are happy to answer any questions.

Sincerely yours,


Alfred P. Glover, Owner
Glover Enterprises

cc: Sheri Damon, City Council

RESOLUTION NO. 2021-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE EXTENDING 14 AFY ALLOCATION OF WATER FOR THE RESIDENTIAL REUSE OF THE MEDICAL OFFICERS BARRACKS LOCATED AT 4386-4387 PARKER FLATS CUTOFF ROAD

WHEREAS, on or about September 17, 2020, the City Council approved a Purchase & Sale Agreement with AP Glover Enterprises LLC for the residential reuse of the property located at 4386-4387 Parker Flats Cutoff Road containing two existing residential buildings, also known as the Medical Officer Barracks, on 4.98 acre parcel; and

WHEREAS, on November 19, 2020, the City Council approved and adopted Resolution No. 20-95, the allocation of 14 acre feet of water per year for the residential reuse of the Medical Officer Barracks located at 4386-4387 Parker Flats Cutoff Road; and

WHEREAS, Resolution 20-95 provided the water allocation is subject to recall should the project not proceed within a one-year period; and

WHEREAS, on or about December 15, 2020, the escrow closed and the property was sold to AP Glover Enterprises LLC; and

WHEREAS, AP Glover Enterprises LLC submitted the wage determination package to the State Department of Industrial Relations shortly on or about October 26, 2020, however, and all requests for additional information have been complied with in a timely manner; and

WHEREAS, although AP Glover Enterprises LLC has met all requirements of the Purchase & Sales Agreement, the Department of Industrial Relations still has not issued its prevailing wage determination notwithstanding the request was made shortly after the September 17, 2020 approval by the City Council; and

WHEREAS, on or about August 24, 2021, AP Glover Enterprises LLC requested that the City extend the water allocation for a one year period in order to provide more certainty for the residential reuse of the property; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seaside hereby grants an extension of the one-year construction start period in order to provide more certainty for the residential reuse of the property known as the Medical Officers Barrack property located at 4386-4387 Parker Flats Cutoff Road. The City Council may recall any or all of the allocation that is not utilized for the proposed

residential reuse should the project not begin within a year from the date of this allocation and may recall any or all of the allocation for which there is a “water savings” or replacement of reclaimed water for potable supply and to re-allocate to other appropriate projects within the City of Seaside.

PASSED AND ADOPTED by meeting of City of Seaside duly held on the ____ day of ____, 2021, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

Ian N. Oglesby, Mayor

ATTEST:

Dominique L. Davis, City Clerk



CITY OF SEASIDE STAFF REPORT

Item No.: 10.C.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Nisha Patel, Public Works Director/City Engineer
Leslie Llantero, Assistant Engineer

DATE: September 16, 2021

**SUBJECT: ADOPT A RESOLUTION APPROVING THE 2021 ENGINEERING
AND TRAFFIC SURVEY AND ESTABLISHING SPEED LIMITS IN
ACCORDANCE WITH THOSE SURVEYS ON VARIOUS STREETS
WITHIN THE CITY**

RECOMMENDATION

Adopt a resolution approving the 2021 Engineering and Traffic Survey and establishing speed limits in accordance with those surveys on various streets within the City.

BACKGROUND

The City of Seaside current Engineering & Traffic Survey (E&TS) approved in 2011 and including the approved extensions, will expire on September 2, 2021. The City contracted with Parisi Transportation Consulting (Parisi) to conduct and document a new E&TS. A current E&TS allows the City of Seaside Police to enforce speed limits on applicable roadways. The California Vehicle Code (CVC) requires that E&TS be updated at least every five (5) years if a radar gun is used for speed limit enforcement. When certain conditions as defined in the CVC are met, the E&TS may be extended up to ten (10) years. Failure by a local agency to conform to these CVC provisions in the establishment and enforcement of speed limits constitutes a speed trap. Speed traps are illegal per the CVC and the courts will not honor citations written for violation of speed limits.

ENGINEERING AND TRAFFIC SURVEY

Parisi surveyed 21 bi-directional roadway segments. The surveys were conducted in compliance with regulations set in the California Vehicle Code (CVC) and were based on the guidelines for setting proper speed limits established by the California Department

of Transportation (Caltrans) as documented in the California Manual for Setting Speed Limits (2020). The Engineering & Traffic Survey consists of engineering measurements of the prevailing free flowing speeds of vehicles traveling along survey segments, a review of the collision history reports, and a review of the conditions not readily apparent to the motorists.

Speed Survey

Parisi conducted field surveys of existing vehicle speeds along the roadway segments. The data collection was conducted during off-peak hours on fair weather weekdays with dry pavement conditions in June and July 2021. Vehicular speeds were collected using a portable calibrated radar gun. The locations for measurements were selected so that prevailing speeds could be considered representative of the speed zone section. The surveyor recorded the free-flowing speeds of a minimum of 100 vehicles along each roadway segment. The survey captured both directions of travel, with each direction consisting of a sample of no less than 50 vehicles.

Speed Zone Establishment

Speed surveys are used to find the 85th percentile, or critical speed of free-flowing traffic. The 85th percentile speed is defined as the speed at or below which 85% of free-flow vehicles travel. The 85th percentile speed is the primary factor used to determine the speed limit. Reduction of the 85th percentile speed must be documented and justified in the Engineering & Traffic Survey and approved by a registered Civil or Traffic Engineer. Speed limits that are set too high or too low from the 85th percentile can increase the risk of collisions.

Staff recommends adopting a resolution (Attachment 1) approving the 2021 Engineering and Traffic Survey (Attachment 2) and establishing speed limits in accordance with those surveys on various streets within the city. The Ordinance that establishes speed limits by resolution will become effective in 30 days after its final passage at the September 2, 2021 City Council meeting. Therefore, the new speed limit signs will not be posted until after October 2, 2021.

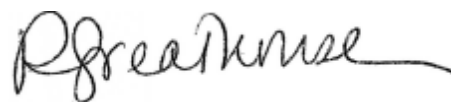
FISCAL IMPACT

The fiscal impact associated with this item is the purchase and installation of a few replacement speed limit signs on General Jim Moore Boulevard from the South City limits to Coe Ave. The cost is \$600.00 and will be paid from the Street Maintenance Fund (Account No. 210-8110-3095).

ATTACHMENTS

1. Resolution
 2. Exhibit A - 2021 Engineering and Traffic Survey
-

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEASIDE

APPROVING THE 2021 ENGINEERING AND TRAFFIC SURVEY AND ESTABLISHING SPEED LIMITS IN ACCORDANCE WITH THOSE SURVEYS ON VARIOUS STREETS WITHIN THE CITY

WHEREAS, an Engineering and Traffic Survey (E&TS) provides the basis to establish speed limits for radar enforcement for city streets; and

WHEREAS, on May 6, 2021, the City approved a professional service agreement with Parisi Transportation Consulting (Parisi) to conduct the Engineering and Traffic Survey;

WHEREAS, in accordance with the requirements set forth in the California Vehicle Code, the E&TS have been conducted on various streets within the City by the City's Consulting Traffic Engineering, Parisi; and

WHEREAS, the E&TS was conducted in accordance with the California Vehicle Code and guidelines for setting proper speed limits established by the California Department of Transportation as documented in the California Manual for Setting Speed Limits (2020); and

WHEREAS, the E&TS conducted by Parisi were presented for review and approval by the City Council of the City of Seaside for the street segments that are set forth in Exhibit A, entitled City of Seaside Engineering & Traffic Survey dated September 2021, which is incorporated herein by this reference; and

WHEREAS, it has been determined that the establishment of speed limits that are reasonable and safe will facilitate the orderly movement of vehicular traffic within the city.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Seaside hereby adopts the Engineering and Traffic Survey dated September 2021 prepared by Parisi Transportation Consulting.

BE IT FURTHER RESOLVED, that the speed limits are established as follows:

#	Roadway	Between	Current Speed Limit (MPH)	Proposed Speed Limit (MPH)
1	Broadway Avenue	Fremont Blvd. and General Jim Moore Blvd.	30	30
2	Coe Avenue	Monterey Road and Buttercup Road	30	30
3	Coe Avenue	Buttercup Road and General Jim Moore Blvd.	35	35
4	Del Monte Boulevard	Southerly City Limit and Northerly City Limit	35	35
5	Fremont Boulevard	Southerly City Limit and Playa Avenue	30	30
6	Fremont Boulevard	Playa Avenue and Northerly City Limit	35	35

7	General Jim Moore Blvd.	Southerly City Limit and Broadway Avenue	40	45
8	General Jim Moore Blvd.	Broadway Avenue and Coe Avenue	40	45
9	General Jim Moore Blvd.	Coe Avenue and McClure Way	45	45
10	Hilby Avenue	Fremont Blvd. and General Jim Moore Blvd.	30	30
11	Kimball Avenue	Fremont Boulevard and Mescal Street	30	30
12	La Salle Avenue	Del Monte Boulevard and Lysette Court	30	30
13	Lightfighter Drive	Highway-1 and General Jim Moore Boulevard	40	40
14	Mescal Street	Plumas Avenue and San Pablo Avenue	25	25
15	Military Avenue	Fremont Boulevard and Paralta Avenue (E)	30	30
16a	Monterey Road	Fremont Boulevard and Normandy Road	35	35
16b	Monterey Road	Fremont Blvd. & 370' North of Normandy Rd.	25	25
17	San Pablo Avenue	Fremont Boulevard and Mescal Street	30	30
18	Sonoma Avenue	Canyon Del Rey and Fremont Boulevard	30	30
19	Calaveras Street	Broadway Ave. and Clementina/Heitzinger Pl.	25	25
20	Clementina/Heitzinger Pl.	Del Monte Boulevard and Fremont Boulevard	25	25
21	The Mall	Clementina Avenue and Del Monte Blvd.	25	25

BE IT FURTHER RESOLVED, that the speed limits will go into effect in 30 days after the final passage of the Ordinance establishing speed limits by resolution and when signs have been erected.

PASSED AND ADOPTED at a regular City Council meeting of the City of Seaside duly held on the 16th day of September, 2021 by the following vote:

AYES: COUNCIL MEMBERS:
 NOES: COUNCIL MEMBERS:
 ABSENT: COUNCIL MEMBERS:
 ABSTAIN: COUNCIL MEMBERS:

APPROVED:

 Ian N. Oglesby, Mayor

ATTEST:

 Dominique L. Davis, City Clerk

CITY OF SEASIDE

Engineering & Traffic Surveys



1. Introduction

This report presents the results of the Engineering and Traffic Surveys (E&TS) conducted for the City of Seaside (City) along 21 bi-directional roadway segments within City limits. The 21 segments limits include the following:

1. Broadway Avenue between Fremont Boulevard and General Jim Moore Boulevard
2. Coe Avenue between Monterey Road and Buttercup Boulevard
3. Coe Avenue between Buttercup Boulevard and General Jim Moore Boulevard
4. Del Monte Boulevard between Southerly City Limit and Northerly City Limit
5. Fremont Boulevard between Southerly City Limit and Playa Avenue
6. Fremont Boulevard between Playa Avenue and Northerly City Limit
7. General Jim Moore Boulevard between Southerly City Limit and Broadway Avenue
8. General Jim Moore Boulevard between Broadway Avenue and Coe Avenue
9. General Jim Moore Boulevard between Coe Avenue and McClure Way
10. Hilby Avenue between Fremont Boulevard and General Jim Moore Boulevard
11. Kimball Avenue between Fremont Boulevard and Mescal Street
12. La Salle Avenue between Del Monte Boulevard and Lysette Court
13. Lightfighter Drive between Highway 1 and General Jim Moore Boulevard
14. Mescal Street between Plumas Avenue and San Pablo Avenue
15. Military Avenue between Fremont Boulevard and Paralta Avenue (East)
16. Monterey Road between Fremont Boulevard and 370' North of Normandy Road
17. San Pablo Avenue between Fremont Boulevard and Mescal Street
18. Sonoma Avenue between Canyon del Rey Boulevard and Fremont Boulevard
19. Calaveras Street between Broadway Avenue and Clementina Avenue / Heitzinger Plaza
20. Clementina Avenue / Heitzinger Plaza between Del Monte Boulevard and Fremont Boulevard
21. The Mall (Geary Plaza) between Clementina Avenue and Del Monte Boulevard

The surveys were conducted in compliance with regulations set in the California Vehicle Code (CVC) and were based on the guidelines for setting proper speed limits established by the California Department of Transportation (Caltrans) as documented in the *California Manual for Setting Speed Limits* (2020). The E&TS consists of engineering measurements of the prevailing free-flow speeds along survey segments, a review of the collision history reports, and a review of existing roadside conditions including the identification of any conditions not readily apparent to the motorist.¹

¹ Conditions not readily apparent to the motorist refer to conditions which, if the motorist were aware, they would adjust their speed accordingly.

2. Speed Zone Establishment

All California roadways are subject to a maximum speed limit, 55 miles per hour (mph) on two-lane undivided roadways and 65 mph on all other roadways, as outlined in the CVC §22349. Along roadways that lack a posted speed limit the roadway is subject to a “prima facie” speed limit as set in the CVC §22349. The prima facie speed limit sets one of two speed limits covering six classes of location:

1. *15 mph – uncontrolled railway crossings; blind, uncontrolled intersections; and alleyways.*
2. *25 mph – businesses, residential areas without other posted speed limits; school zones; and areas immediately around senior centers.*

As outlined in the CVC §627 and §40802, any deviations from the maximum speed limit or the prima facie speed limit must be justified by an E&TS and be approved by a registered Civil or Traffic Engineer. The E&TS determines the recommended speed limits along each surveyed roadway segment. Chapter 2 (“Signs”) of the *California Manual on Uniform Traffic Control Devices* (2014) (MUTCD), establishes guidelines for setting a speed limit that provides a rational and defensible determination with the use of an E&TS.

The following guidelines are outlined in the MUTCD for the establishment of posted speed limits:

- The speed limit shall be established at the nearest five mph increment of the 85th percentile speed² of free-flowing traffic, except as shown in the two options below:
 - o *The posted speed may be reduced by five mph from the nearest five mph increment of the 85th percentile speed in compliance with CVC §627 and §22358.5.*
 - o *For cases in which the nearest five mph increment of the 85th percentile speed would require rounding up, the speed limit may be rounded down to the nearest increment below the 85th percentile speed if no further reduction is used.*

Caltrans further clarifies the option to apply a five mile per hour reduction from the 85th percentile speed in the “California Manual for Setting Speed Limits” (2014), which provides two examples:

1. If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. The 35 mph established speed limit can be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

² The 85th percentile speed statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent.

2. If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. The 35 mph established speed limit can be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Residential density may be considered when qualifying an appropriate speed limit. The following conditions outlined in the CVC §515 define a residence district:

- *That portion of a highway and the property contiguous thereto, other than a business district:*
 - o *Upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures: or*
 - o *Upon both sides of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.*
- *A residence district may be longer than one-quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.*

3. Speed Survey Operational Procedures

Our team conducted field surveys of existing vehicle speeds along the E&TS roadway segments. The data collection was conducted during off-peak hours on fair weather weekdays with dry pavement conditions in June and July 2021. Vehicular speeds along the E&TS segments were collected using a portable calibrated radar gun. The surveyor was strategically located (either standing or from a parked vehicle depending on existing roadway conditions) along the roadway segment and was careful to remain inconspicuous, concealing the radar gun from on-coming traffic so as not to influence traffic speeds. The locations for measurements were selected so that prevailing speeds could be considered representative of the speed zone section. For each segment, the surveyor's position was chosen to minimize the effects of traffic signals or stop signs on vehicle travel speeds.

The surveyor read speeds directly from the radar gun and recorded the free-flow speeds of a minimum of 100 vehicles along each roadway segment. The surveys in this study captured both directions of travel, with each direction consisting of a sample of no less than 50 vehicles.

4. Roadway Characteristics

In addition to the collection of free-flow vehicle speeds, the existing conditions along the E&TS roadway segments were determined. The roadway segment lengths were measured and observations were made to determine the presence of on-street parking, sidewalks, and bicycle facilities. These roadway conditions were considered during speed limit evaluations and were used to determine appropriate speed limits to promote pedestrian and bicycle safety.

Roadway characteristics were also used to determine the locations where the speed surveys were conducted. In some instances, street segments were surveyed in multiple locations in recognition of adjacent land uses, the number and width of the travel lanes, center medians, and other roadway conditions that may influence the prevailing speeds along a roadway. The Engineering and Traffic Survey Forms provided in Appendix B reflect the speed survey locations for each roadway segment.

5. Data Analysis

The vehicle speeds collected during the field surveys of existing conditions were analyzed to determine the following statistical factors:

- *Average Speed*: the summation of the measured speeds divided by the number of vehicles observed.
- *Median Speed (or the 50th Percentile Speed)*: the speed above and below which 50 percent of the sample speeds lie.
- *85th percentile speed*: the speed at or below which 85 percent of free-flow vehicles travel. Also referred to as the critical speed, the 85th percentile speed is the primary factor used to determine the speed limit and may be subject to secondary factors of collision history and other conditions not apparent to drivers.
- *10 mph pace speed*: the 10 mph increment of speed containing the greatest number of vehicles. The number of vehicles in the pace speed is reported as a percentage of vehicles surveyed. The pace speed is an aid used to determine the proper speed limits. Generally, the critical speed lies within the pace speed.

6. Collision History

The collision history of the E&TS roadway segments was obtained from the Statewide Integrated Traffic Records System (SWITRS) in June 2021. The data consisted of the most recently available three-year period of reported collision histories (January 2016 to December 2018).

The number of collisions along each roadway segment during the three-year period, as well as the recent average daily traffic (ADT) volumes and length of the roadway segment were used to calculate the collision rate per million vehicle miles for each roadway segment. These calculated collision rates were compared to the statewide average collision rates for the same type of roadway and configuration. The statewide average collision rates were obtained from Caltrans' *2018 Crash Data on California State Highways (road miles, travel, collisions, and collisions rates)* report and are based on the width, configuration, and terrain of each roadway segment.

This comparison was conducted to determine if the collision history on the roadway segments deviated from the statewide average and potentially represented an unusually high collision rate.

7. Engineering and Traffic Survey Summary

The table on the next page provides a summary of speed limit recommendations for each of the twenty-one roadway segments that were surveyed.

Based on the results of the speed surveys and the engineering review, two roadway segments are recommended for increases in speed limits, including:

- General Jim Moore Boulevard between Southerly City Limit and Broadway Avenue
- General Jim Moore Boulevard between Broadway Avenue and Coe Avenue

All other roadway segments would retain existing speed limits.

Engineering and Traffic Survey Forms providing more detailed data on each surveyed location are provided in the appendix.

Summary of Speed Limit Recommendations

#	Roadway	Between	Current Speed Limit (MPH)	Proposed Speed Limit (MPH)
1	Broadway Avenue	Fremont Blvd. and General Jim Moore Blvd.	30	30
2	Coe Avenue	Monterey Road and Buttercup Road	30	30
3	Coe Avenue	Buttercup Road and General Jim Moore Blvd.	35	35
4	Del Monte Boulevard	Southerly City Limit and Northerly City Limit	35	35
5	Fremont Boulevard	Southerly City Limit and Playa Avenue	30	30
6	Fremont Boulevard	Playa Avenue and Northerly City Limit	35	35
7	General Jim Moore Blvd.	Southerly City Limit and Broadway Avenue	40	45
8	General Jim Moore Blvd.	Broadway Avenue and Coe Avenue	40	45
9	General Jim Moore Blvd.	Coe Avenue and McClure Way	45	45
10	Hilby Avenue	Fremont Blvd. and General Jim Moore Blvd.	30	30
11	Kimball Avenue	Fremont Boulevard and Mescal Street	30	30
12	La Salle Avenue	Del Monte Boulevard and Lysette Court	30	30
13	Lightfighter Drive	Highway-1 and General Jim Moore Boulevard	40	40
14	Mescal Street	Plumas Avenue and San Pablo Avenue	25	25
15	Military Avenue	Fremont Boulevard and Paralta Avenue (E)	30	30
16a	Monterey Road	Fremont Boulevard and Normandy Road	35	35
16b	Monterey Road	Normandy Road & 370' North of Normandy Rd.	25	25
17	San Pablo Avenue	Fremont Boulevard and Mescal Street	30	30
18	Sonoma Avenue	Canyon Del Rey and Fremont Boulevard	30	30
19	Calaveras Street	Broadway Ave. and Clementina/Heitzinger Pl.	25	25
20	Clementina/Heitzinger Pl.	Del Monte Boulevard and Fremont Boulevard	25	25
21	The Mall	Clementina Avenue and Del Monte Blvd.	25	25

8. References

The following resources were used in the development of the Engineering and Traffic Survey for the City of Seaside:

- California Department of Transportation. Department of California Manual for Setting Speed Limits (2020).
- California Department of Transportation. California Manual on Uniform Traffic Control Devices for Street and Highways (2014).
- California Department of Transportation. 2018 Collision Data on California State Highways (road miles, travel, collisions, and collisions rates).
- California Department of Motor Vehicles. California Vehicle Code (2015).
- California Highway Patrol. Statewide Integrated Traffic Records System, October 28, 2014.

Appendix

Engineering and Traffic Survey Forms

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

BROADWAY AVENUE BETWEEN FREMONT BOULEVARD AND GENERAL JIM MOORE BOULEVARD

Sub-Segment:	<u>Broadway Avenue</u>	Between:	<u>Fremont Boulevard</u>	and:	<u>Noche Buena Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	63'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	Commercial		
Configuration:	Undivided	Character:	Urban		
Parking:	On-street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	10,300	Vehicles Sampled:	89
Segment Length (mi):	1.26	85th Percentile Speed:	36 mph
Collisions:	57	50th Percentile Speed:	31 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	4.01	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.24		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is the highest primary collision factor for Broadway Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Broadway Ave.

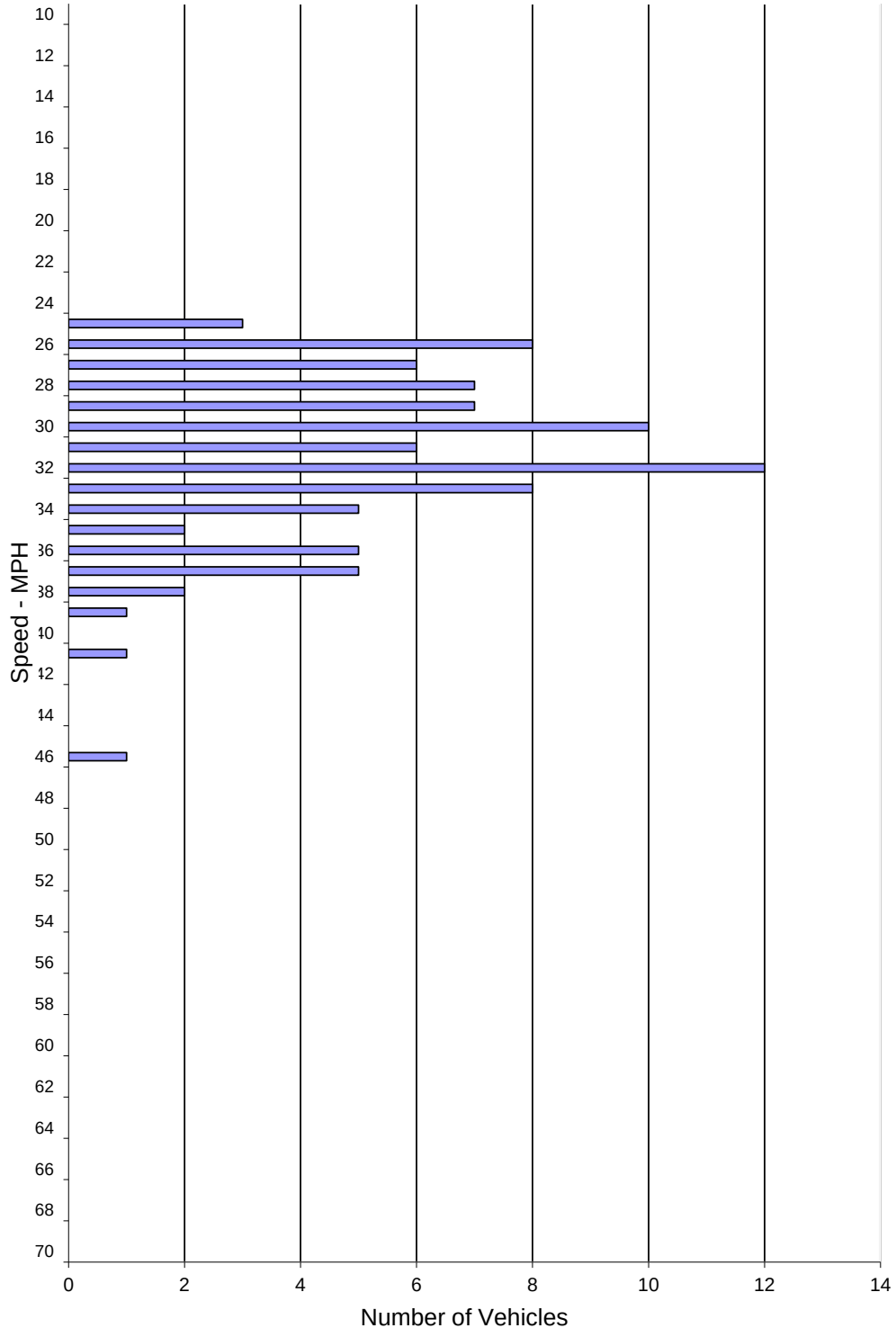
DATE: 6/16/2021
Start Time: 2:59 pm
DAY: Wednesday

Location: btwn San Lucas St. & Noche Buena St.
End Time: 3:16 pm
Posted Speed: 30 MPH

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	3
26	8
27	6
28	7
29	7
30	10
31	6
32	12
33	8
34	5
35	2
36	5
37	5
38	2
39	1
40	0
41	1
42	0
43	0
44	0
45	0
46	1
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	89	31.3	25 - 46	31 mph	36 mph	25 - 34	72	81%	0% / 0	20% / 17

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

BROADWAY AVENUE BETWEEN FREMONT BOULEVARD AND GENERAL JIM MOORE BOULEVARD

Sub-Segment:	<u>Broadway Avenue</u>	Between:	<u>Noche Buena Street</u>	and:	<u>Yosemite Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	63'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	10,300	Vehicles Sampled:	78
Segment Length (mi):	1.26	85th Percentile Speed:	37 mph
Collisions:	57	50th Percentile Speed:	34 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	28-37 mph
Collision Rate (c/mvn):	4.01	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.24		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is the highest primary collision factor for Broadway Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Broadway Ave.

DATE: 6/16/2021
Start Time: 3:18 pm
DAY: Wednesday

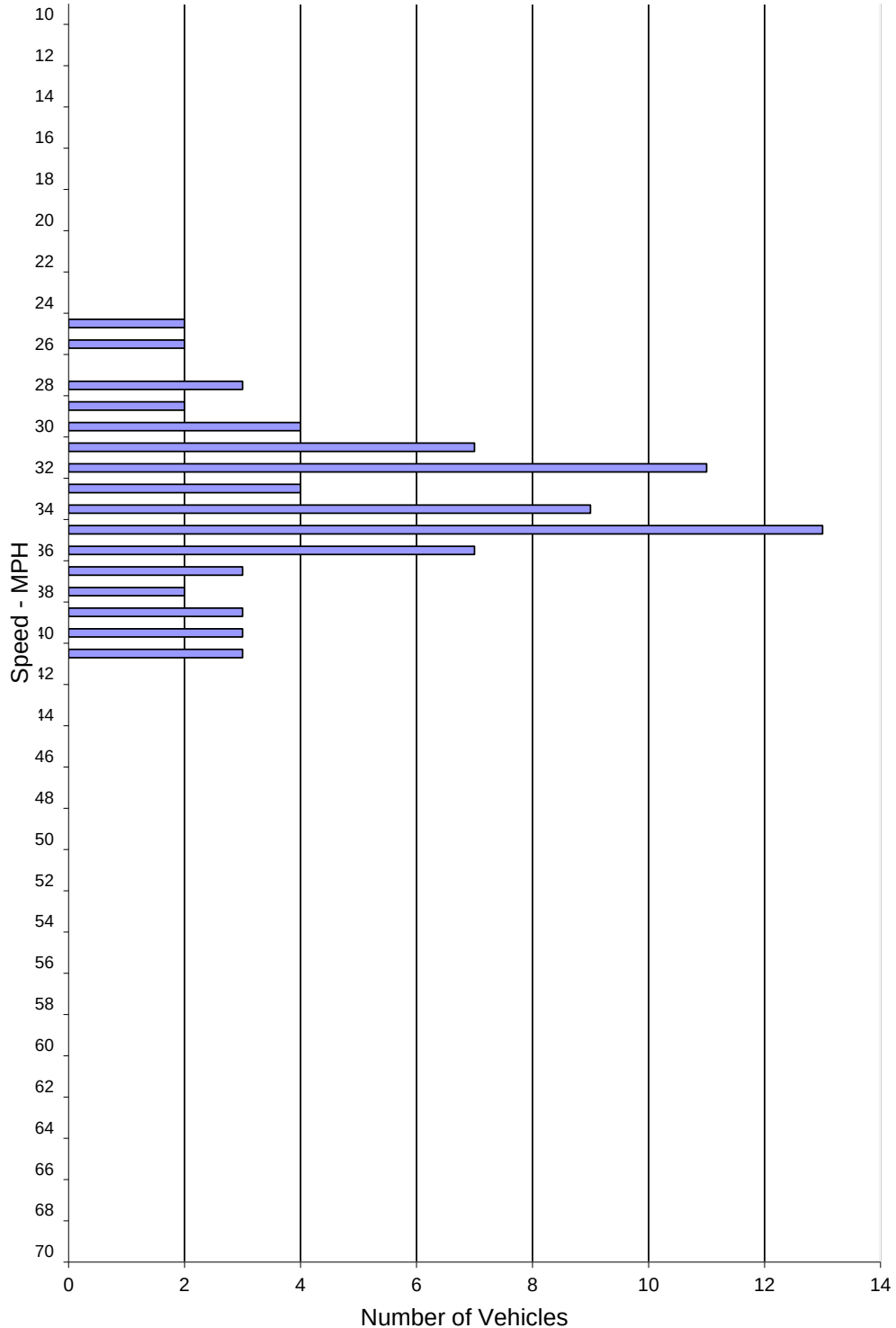
Location: near Vallejo St.
End Time: 3:29 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	2
26	2
27	0
28	3
29	2
30	4
31	7
32	11
33	4
34	9
35	13
36	7
37	3
38	2
39	3
40	3
41	3
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	78	33.7	25 - 41	34 mph	37 mph	28 - 37	63	81%	5% / 4	15% / 11

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

BROADWAY AVENUE BETWEEN FREMONT BOULEVARD AND GENERAL JIM MOORE BOULEVARD

Sub-Segment:	<u>Broadway Avenue</u>	Between:	<u>Yosemite Street</u>	and:	<u>General Jim Moore Boulevard</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	69'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	Residential, School		
Configuration:	Divided	Character:	Urban		
Parking:	On-street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	10,300	Vehicles Sampled:	77
Segment Length (mi):	1.26	85th Percentile Speed:	37 mph
Collisions:	57	50th Percentile Speed:	33 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	28-37 mph
Collision Rate (c/mvn):	4.01	Percent in Pace:	74%
Statewide Average Rate (c/mvm):	1.24		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is the highest primary collision factor for Broadway Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Broadway Ave.

DATE: 6/16/2021
Start Time: 3:31 pm
DAY: Wednesday

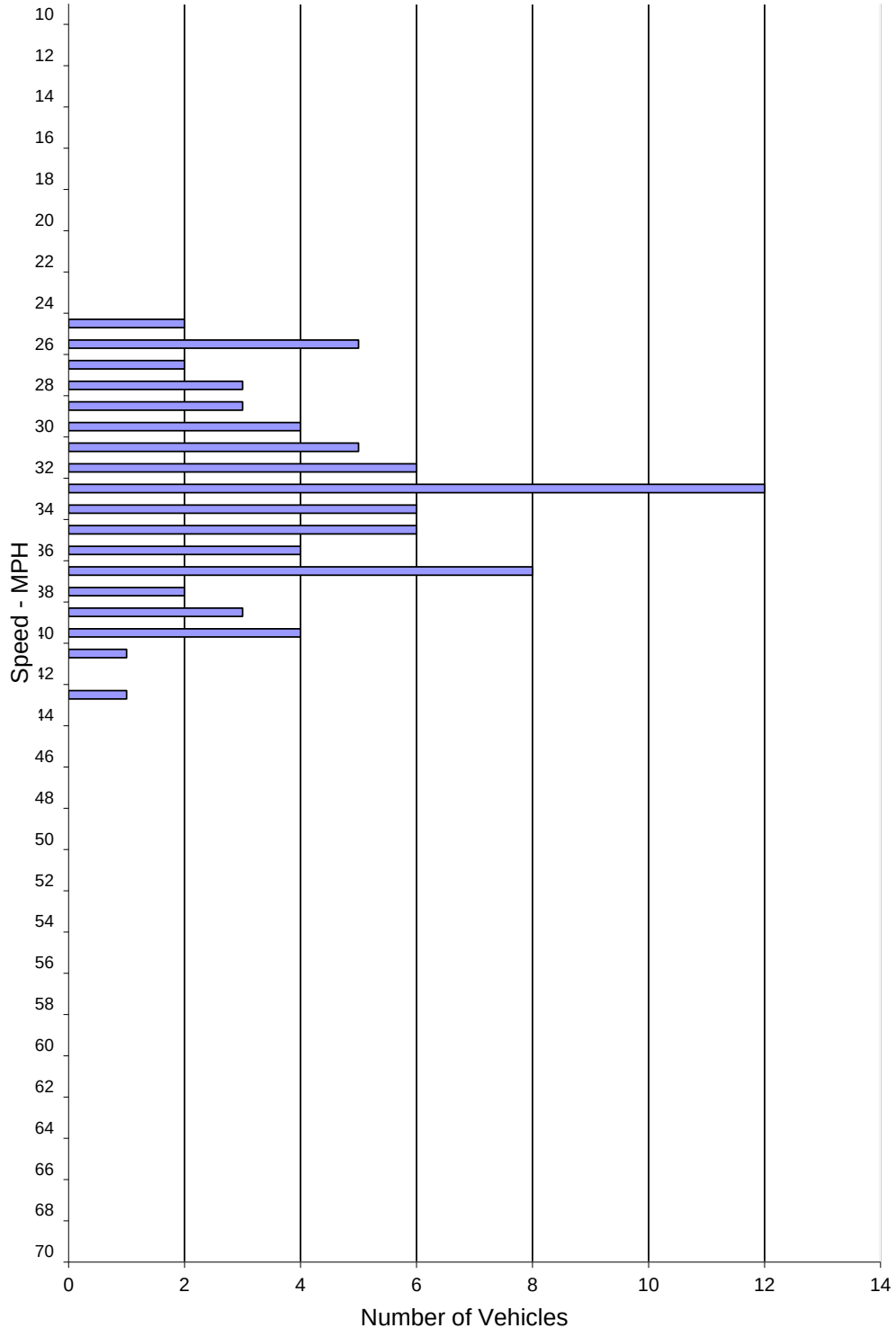
Location: near Costa St.
End Time: 3:45 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	2
26	5
27	2
28	3
29	3
30	4
31	5
32	6
33	12
34	6
35	6
36	4
37	8
38	2
39	3
40	4
41	1
42	0
43	1
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	77	33.2	25 - 43	33 mph	37 mph	28 - 37	57	74%	11% / 9	15% / 11

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

COE AVENUE BETWEEN MONTEREY ROAD AND BUTTERCUP BOULEVARD

Sub-Segment:	<u>Coe Avenue</u>	Between:	<u>Monterey Road</u>	and:	<u>Dahlia Drive</u>
Posted Limit:	30 mph	Bicycle Lanes:	Yes		
Width:	45'	Sidewalks:	Both Sides (Incomplete)		
Travel Lanes:	2	Land Use:	Residential, School		
Configuration:	Undivided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,100	Vehicles Sampled:	106
Segment Length (mi):	0.73	85th Percentile Speed:	35 mph
Collisions:	6	50th Percentile Speed:	32 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	27-36 mph
Collision Rate (c/mvn):	2.42	Percent in Pace:	85%
Statewide Average Rate (c/mvm):	1.48		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one of the primary collision factors for Coe Avenue between Monterey Road and Buttercup Boulevard.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Coe Ave.

DATE: 7/13/2021

Start Time: 12:40 pm

DAY: Tuesday

Location: btwn Sea Ridge Ct. & shared path/school entrance

End Time: 2:33 pm

Posted Speed: 30 MPH

Weather: Overcast

Direction: E/W

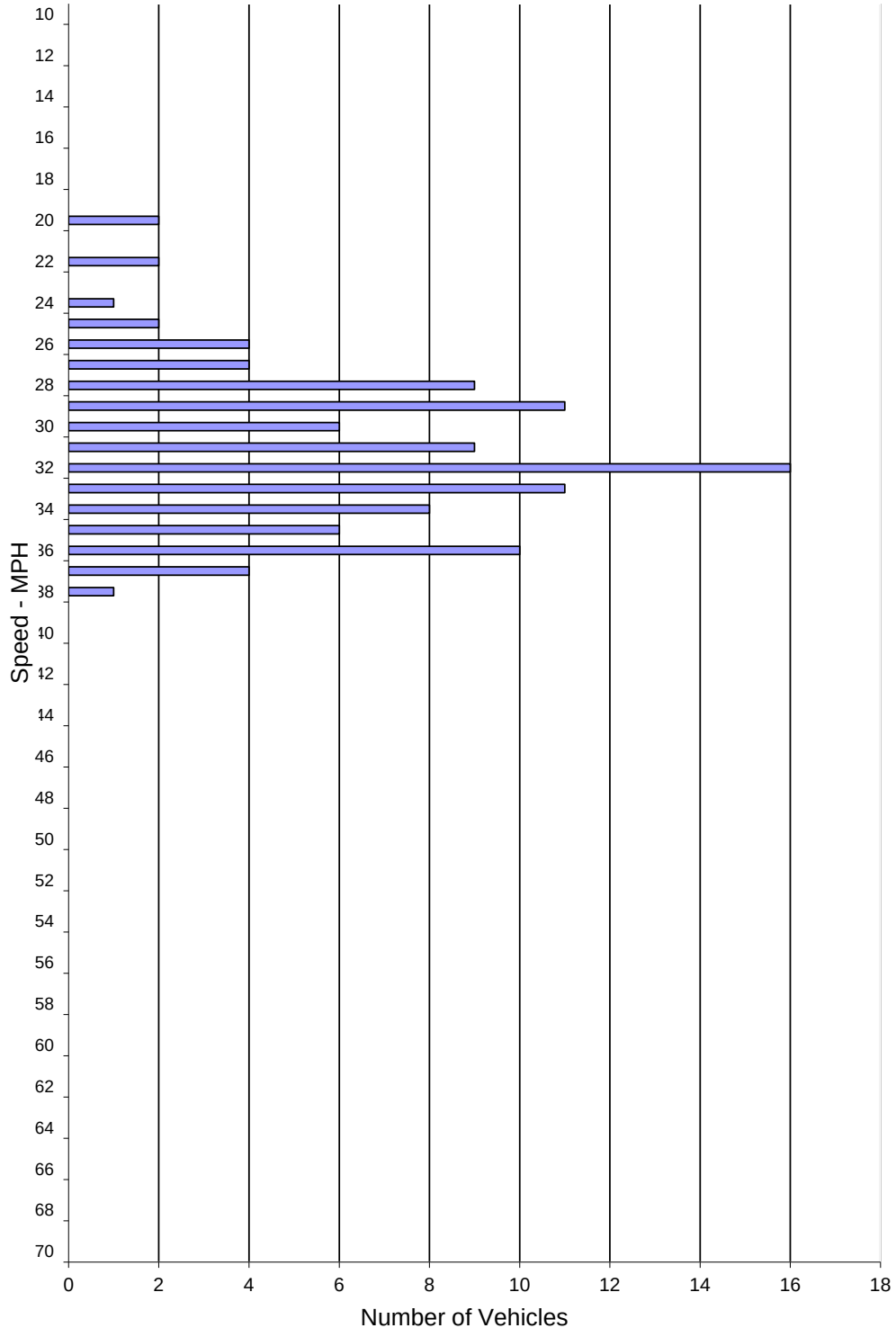
Observer: Mietek

Calibration: DONE

Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	2
21	0
22	2
23	0
24	1
25	2
26	4
27	4
28	9
29	11
30	6
31	9
32	16
33	11
34	8
35	6
36	10
37	4
38	1
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	106	31.2	20 - 38	32 mph	35 mph	27 - 36	90	85%	10% / 11	5% / 5

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

COE AVENUE BETWEEN MONTEREY ROAD AND BUTTERCUP BOULEVARD

Sub-Segment:	<u>Coe Avenue</u>	Between:	<u>Dahlia Drive</u>	and:	<u>Buttercup Road</u>
Posted Limit:	30 mph	Bicycle Lanes:	Yes		
Width:	45' (varies)	Sidewalks:	One side		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,100	Vehicles Sampled:	108
Segment Length (mi):	0.73	85th Percentile Speed:	37 mph
Collisions:	6	50th Percentile Speed:	34 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	30-39 mph
Collision Rate (c/mvn):	2.42	Percent in Pace:	79%
Statewide Average Rate (c/mvm):	1.48		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one of the primary collision factors for Coe Avenue between Monterey Road and Buttercup Boulevard.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Coe Ave.

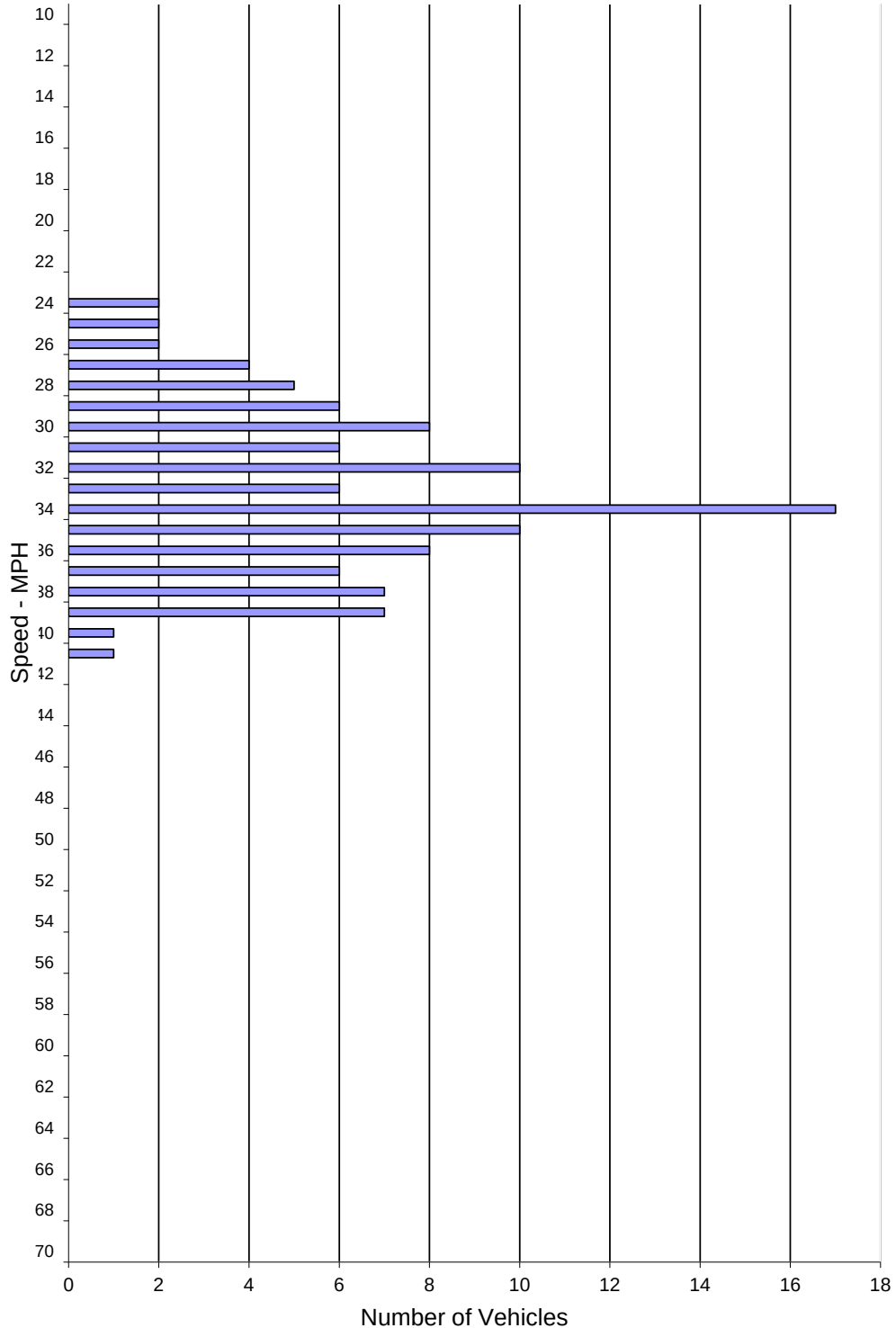
DATE: 6/15/2021
Start Time: 1:04 pm
DAY: Tuesday

Location: btwn Hibiscus Heights & Buttercup Blvd.
End Time: 1:37 pm
Posted Speed: 30 MPH

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	2
25	2
26	2
27	4
28	5
29	6
30	8
31	6
32	10
33	6
34	17
35	10
36	8
37	6
38	7
39	7
40	1
41	1
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	108	33.1	24 - 41	34 mph	37 mph	30 - 39	85	79%	19% / 21	2% / 2

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

COE AVENUE BETWEEN BUTTERCUP BOULEVARD AND GENERAL JIM MOORE BOULEVARD

Sub-Segment:	<u>Coe Avenue</u>	Between:	<u>Buttercup Road</u>	and:	<u>General Jim Moore Boulevard</u>
Posted Limit:	35 mph	Bicycle Lanes:	Yes		
Width:	32'	Sidewalks:	One side		
Travel Lanes:	2	Land Use:	Residential, School		
Configuration:	Undivided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,600	Vehicles Sampled:	207
Segment Length (mi):	0.54	85th Percentile Speed:	42 mph
Collisions:	2	50th Percentile Speed:	39 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	34-43 mph
Collision Rate (c/mvn):	0.94	Percent in Pace:	76%
Statewide Average Rate (c/mvm):	1.48		

Conditions Not Readily Apparent to the Driver:

A high vulnerable pedestrian traffic generator is located nearby to this segment of Coe Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 35 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
35 mph



David J. Parisi, PE, TE

1-Sep-21

Date



Additional information provided on the next sheet.

Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Coe Ave.

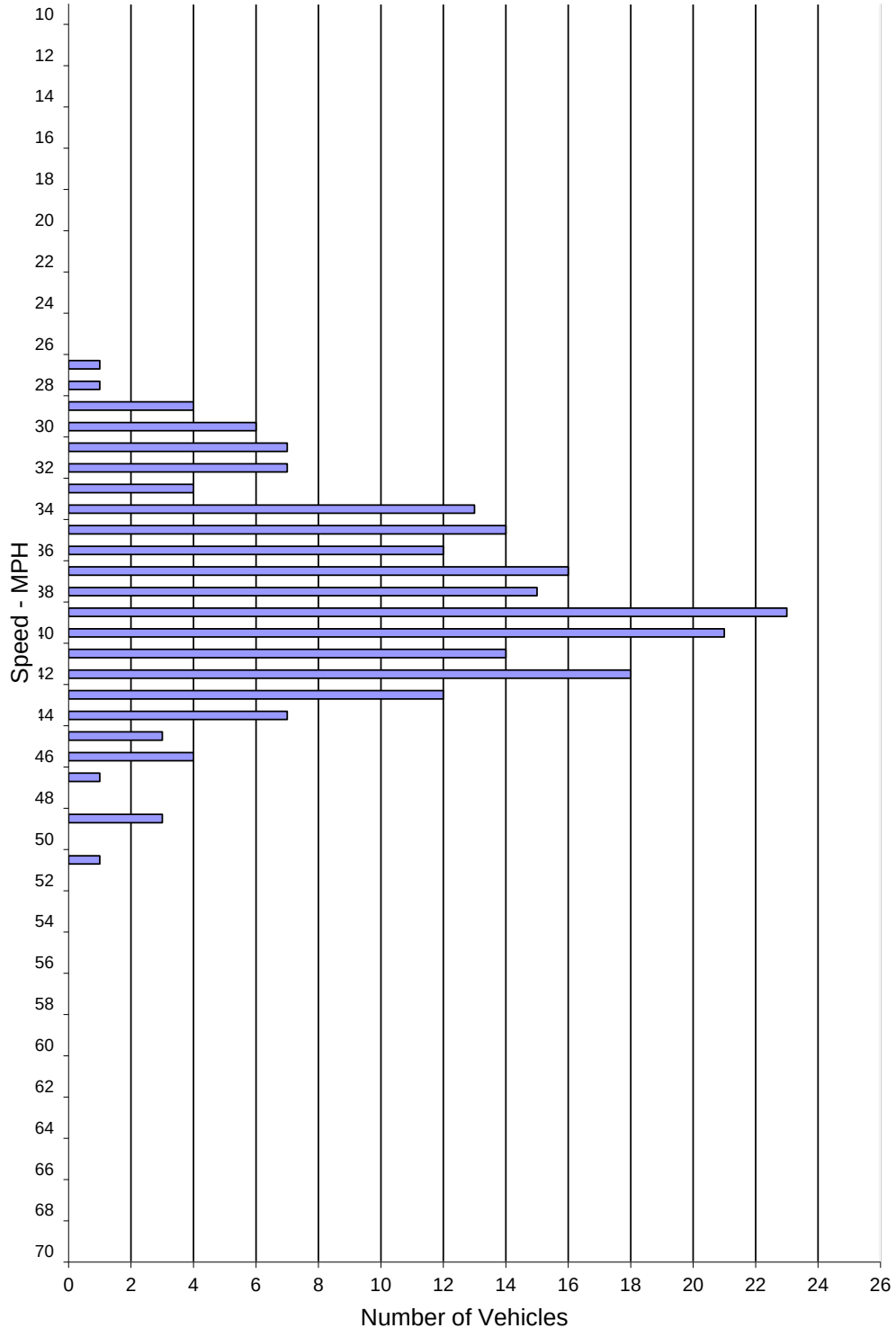
DATE: 6/15/2021
Start Time: 12:11 pm
DAY: Tuesday

Location: East of Sun Bay Apts. (near dirt path gate)
End Time: 1:00 pm
Posted Speed: 35 MPH

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	1
28	1
29	4
30	6
31	7
32	7
33	4
34	13
35	14
36	12
37	16
38	15
39	23
40	21
41	14
42	18
43	12
44	7
45	3
46	4
47	1
48	0
49	3
50	0
51	1
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	207	38.2	27 - 51	39 mph	42 mph	34 - 43	158	76%	14% / 30	10% / 19

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

DEL MONTE BOULEVARD BETWEEN SOUTHERLY CITY LIMIT AND NORTHERLY CITY LIMIT

Sub-Segment:	<u>Del Monte Boulevard</u>	Between:	<u>Southerly City Limit</u>	and:	<u>Northerly City Limit</u>
Posted Limit:	35 mph	Bicycle Lanes:	No		
Width:	62' (varies)	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	Commercial		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	13,500	Vehicles Sampled:	210
Segment Length (mi):	1.6	85th Percentile Speed:	40 mph
Collisions:	83	50th Percentile Speed:	35 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	30-39 mph
Collision Rate (c/mvn):	3.51	Percent in Pace:	72%
Statewide Average Rate (c/mvm):	1.24		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 35 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
35 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Del Monte Blvd.

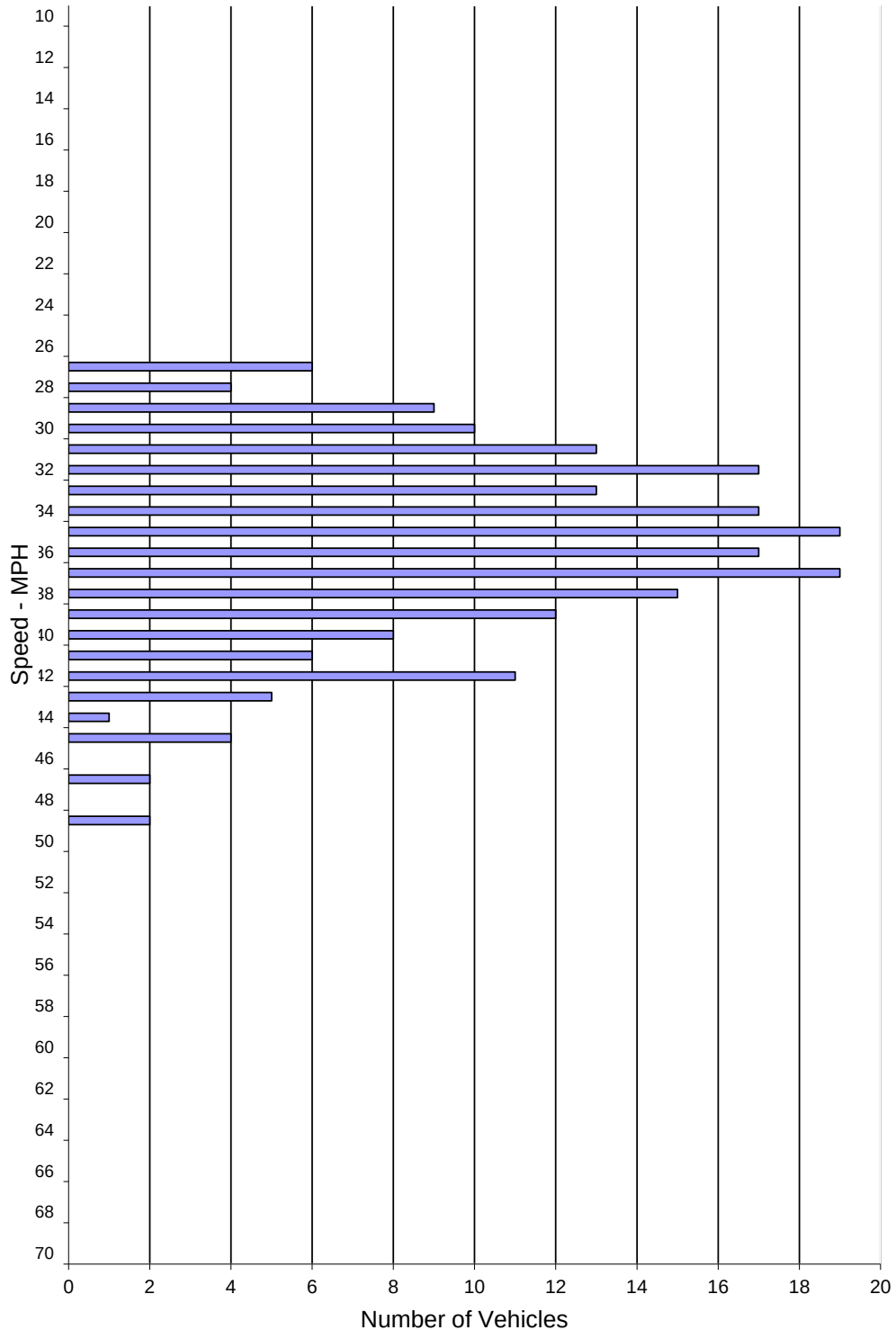
DATE: 6/23/2021
Start Time: 9:00 am
DAY: Wednesday

Location: btwn Tioga Ave. & Clementina Ave.
End Time: 9:32 am
Posted Speed: 35 MPH
Weather: Overcast
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	6
28	4
29	9
30	10
31	13
32	17
33	13
34	17
35	19
36	17
37	19
38	15
39	12
40	8
41	6
42	11
43	5
44	1
45	4
46	0
47	2
48	0
49	2
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	210	35.6	27 - 49	35 mph	40 mph	30 - 39	152	72%	9% / 19	19% / 39

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

FREMONT BOULEVARD BETWEEN SOUTHERLY CITY LIMIT AND PLAYA AVENUE

Sub-Segment:	<u>Fremont Boulevard</u>	Between:	<u>Southerly City Limit</u>	and:	<u>Sonoma Avenue</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	86'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	Commercial		
Configuration:	Divided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	20,200	Vehicles Sampled:	86
Segment Length (mi):	1.47	85th Percentile Speed:	35 mph
Collisions:	174	50th Percentile Speed:	31 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	5.35	Percent in Pace:	78%
Statewide Average Rate (c/mvm):	1.20		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one of the primary collision factors for Fremont Boulevard between the Southerly City Limit and Playa Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

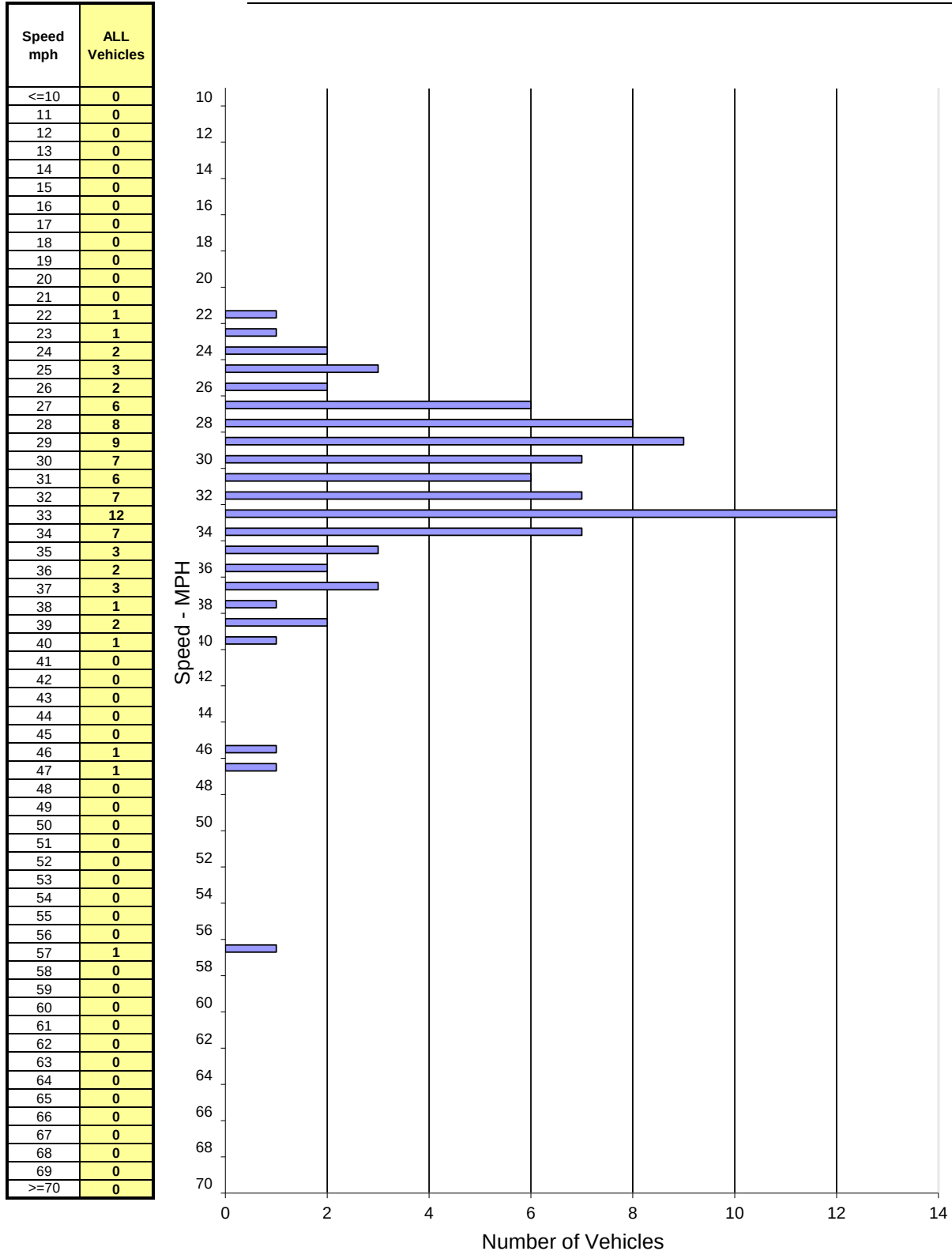
Fremont Blvd.

DATE: 6/23/2021
Start Time: 11:17 am
DAY: Wednesday

Location: btwn Trinity Ave. & Harcourt Ave.
End Time: 11:35 am
Posted Speed: 30 MPH
Weather: Overcast
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	86	31.6	22 - 57	31 mph	35 mph	25 - 34	67	78%	4% / 4	18% / 15

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

FREMONT BOULEVARD BETWEEN SOUTHERLY CITY LIMIT AND PLAYA AVENUE

Sub-Segment:	<u>Fremont Boulevard</u>	Between:	<u>Sonoma Avenue</u>	and:	<u>Broadway Avenue</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	86'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	Commercial		
Configuration:	Divided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	20,200	Vehicles Sampled:	77
Segment Length (mi):	1.47	85th Percentile Speed:	34 mph
Collisions:	174	50th Percentile Speed:	31 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	5.35	Percent in Pace:	84%
Statewide Average Rate (c/mvm):	1.20		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one of the primary collision factors for Fremont Boulevard between the Southerly City Limit and Playa Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Fremont Blvd.

DATE: 6/23/2021
Start Time: 10:56 am
DAY: Wednesday

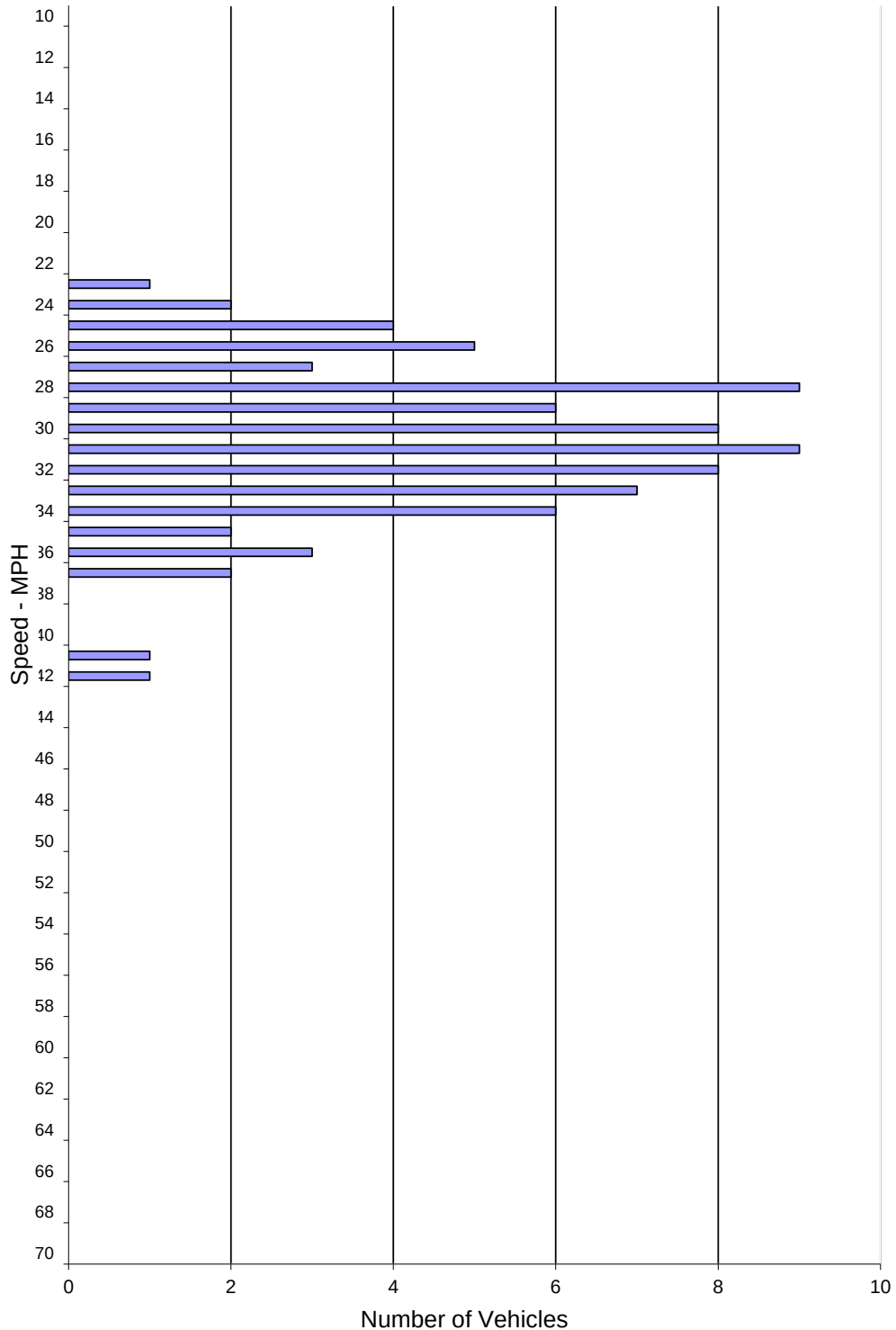
Location: near Elm Ave.
End Time: 11:14 am
Posted Speed: 30 MPH

Weather: Overcast
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	1
24	2
25	4
26	5
27	3
28	9
29	6
30	8
31	9
32	8
33	7
34	6
35	2
36	3
37	2
38	0
39	0
40	0
41	1
42	1
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	77	30.6	23 - 42	31 mph	34 mph	25 - 34	65	84%	3% / 3	12% / 9

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

FREMONT BOULEVARD BETWEEN SOUTHERLY CITY LIMIT AND PLAYA AVENUE

Sub-Segment:	<u>Fremont Boulevard</u>	Between:	<u>Broadway Avenue</u>	and:	<u>Playa Avenue</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	66'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	Commercial		
Configuration:	Divided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	20,200	Vehicles Sampled:	79
Segment Length (mi):	1.47	85th Percentile Speed:	37 mph
Collisions:	174	50th Percentile Speed:	32 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	27-36 mph
Collision Rate (c/mvn):	5.35	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.20		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one of the primary collision factors for Fremont Boulevard between the Southerly City Limit and Playa Avenue.

A high vulnerable pedestrian traffic generator is located nearby to this segment of Fremont Boulevard.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Fremont Blvd.

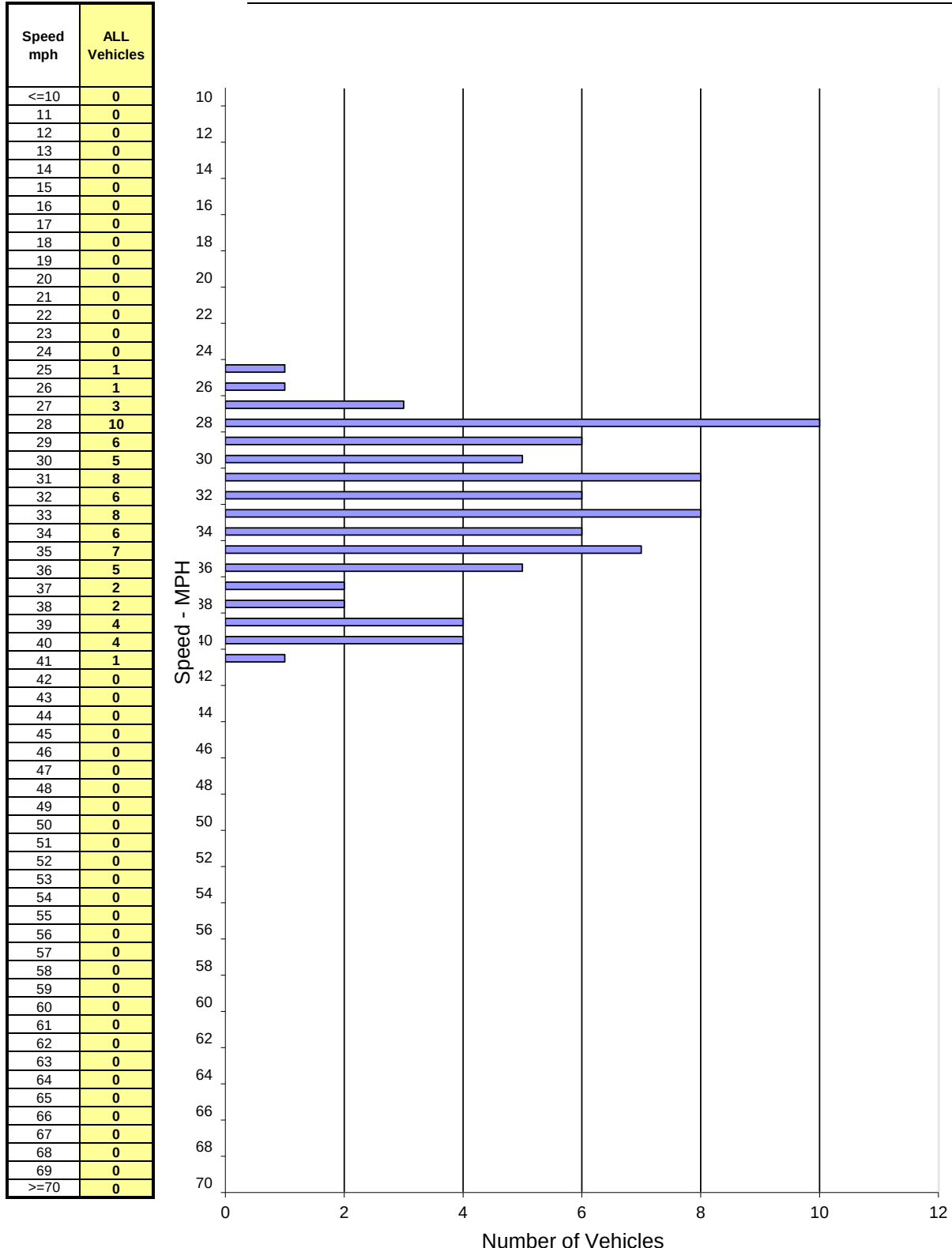
DATE: 6/22/2021
Start Time: 3:46 pm
DAY: Tuesday

Location: near Birch Ave.
End Time: 4:01 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	79	32.6	25 - 41	32 mph	37 mph	27 - 36	64	81%	2% / 2	17% / 13

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

FREMONT BOULEVARD BETWEEN PLAYA AVENUE AND NORTHERLY CITY LIMIT

Sub-Segment:	<u>Fremont Boulevard</u>	Between:	<u>Playa Avenue</u>	and:	<u>Ord Grove Avenue</u>
Posted Limit:	35 mph	Bicycle Lanes:	No		
Width:	82' (varies)	Sidewalks:	West Side		
Travel Lanes:	4	Land Use:	Commercial		
Configuration:	Divided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	25,400	Vehicles Sampled:	107
Segment Length (mi):	0.4	85th Percentile Speed:	35 mph
Collisions:	42	50th Percentile Speed:	31 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	28-37 mph
Collision Rate (c/mvn):	3.78	Percent in Pace:	87%
Statewide Average Rate (c/mvm):	1.20		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is the highest primary collision factor for Fremont Boulevard between Playa Avenue and the Northerly City Limit.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 35 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
35 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Fremont Blvd.

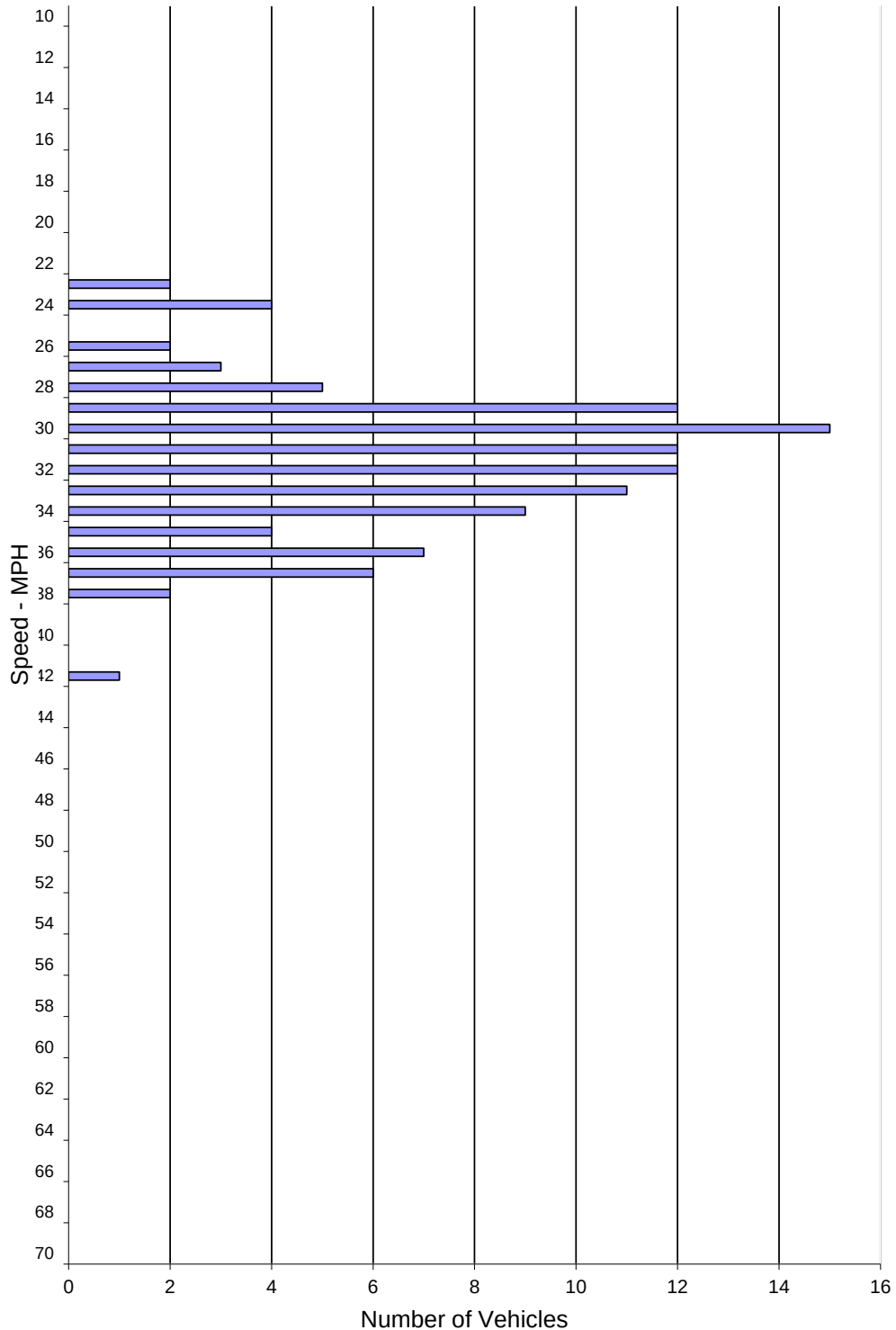
DATE: 6/23/2021
Start Time: 10:04 am
DAY: Wednesday

Location: btwn Playa Ave. & Ord Grove Ave.
End Time: 10:49 am
Posted Speed: 35 MPH
Weather: Overcast
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	2
24	4
25	0
26	2
27	3
28	5
29	12
30	15
31	12
32	12
33	11
34	9
35	4
36	7
37	6
38	2
39	0
40	0
41	0
42	1
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	31.5	23 - 42	31 mph	35 mph	28 - 37	93	87%	10% / 11	3% / 3

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

FREMONT BOULEVARD BETWEEN PLAYA AVENUE AND NORTHERLY CITY LIMIT

Sub-Segment:	<u>Fremont Boulevard</u>	Between:	<u>Ord Grove Avenue</u>	and:	<u>Northerly City Limit</u>
Posted Limit:	35 mph	Bicycle Lanes:	No		
Width:	92' (varies)	Sidewalks:	Incomplete		
Travel Lanes:	4	Land Use:	Commercial		
Configuration:	Divided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	25,400	Vehicles Sampled:	107
Segment Length (mi):	0.4	85th Percentile Speed:	42 mph
Collisions:	42	50th Percentile Speed:	36 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	30-39 mph
Collision Rate (c/mvn):	3.78	Percent in Pace:	68%
Statewide Average Rate (c/mvm):	1.20		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is the highest primary collision factor for Fremont Boulevard between Playa Avenue and the Northerly City Limit.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 35 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
35 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

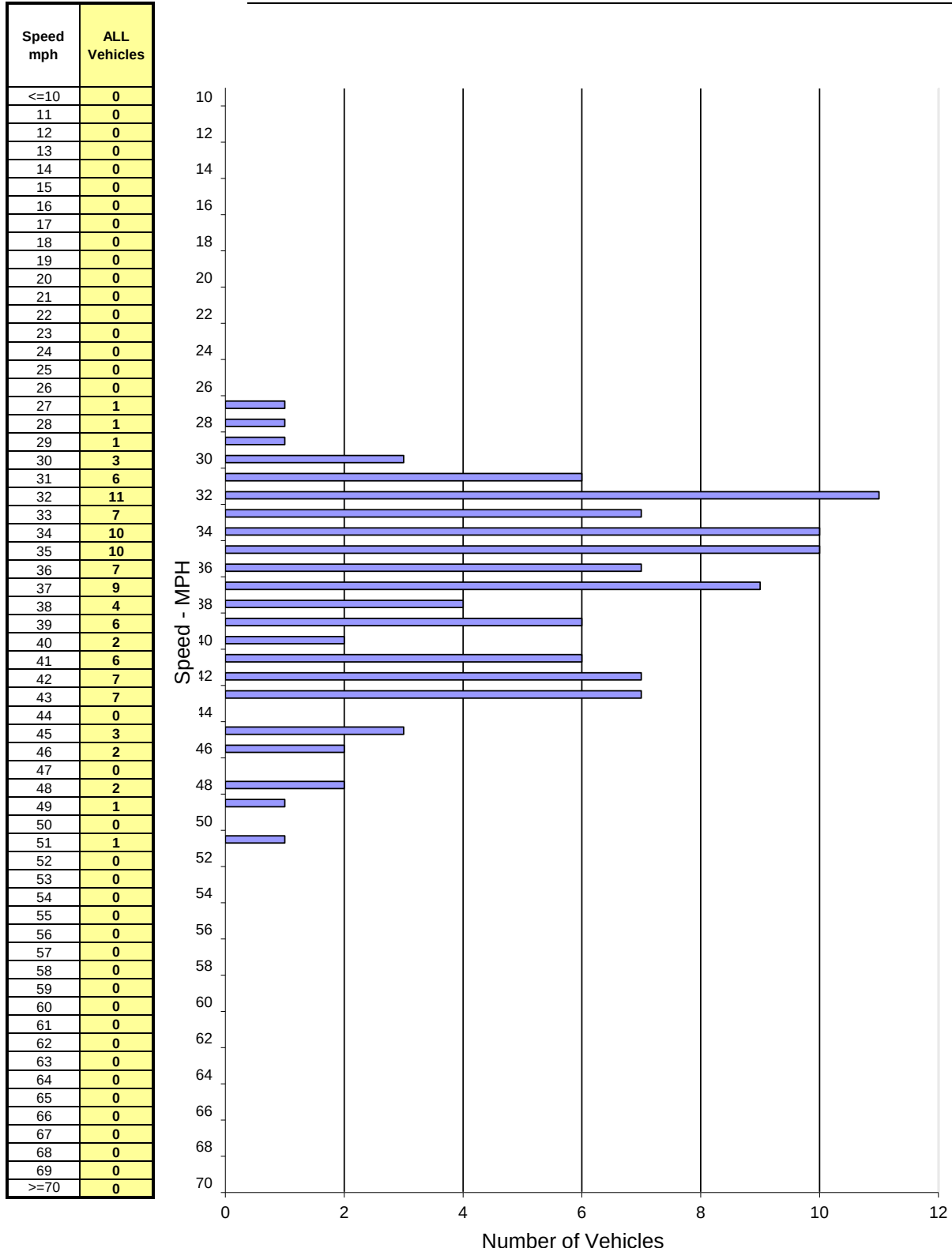
Fremont Blvd.

DATE: 6/23/2021
Start Time: 9:37 am
DAY: Wednesday

Location: btwn Military Ave. & Northern City Limits
End Time: 10:02 am
Posted Speed: 35 MPH
Weather: Overcast
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	36.9	27 - 51	36 mph	42 mph	30 - 39	73	68%	2% / 3	29% / 31

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

GENERAL JIM MOORE BOULEVARD BETWEEN SOUTHERLY CITY LIMIT AND BROADWAY AVENUE

Sub-Segment:	General Jim Moore Boulevard	Between:	Southerly City Limit	and:	Broadway Avenue
Posted Limit:	40 mph	Bicycle Lanes:	Yes		
Width:	86'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	No adjacent land uses		
Configuration:	Divided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	6,200	Vehicles Sampled:	103
Segment Length (mi):	0.87	85th Percentile Speed:	47 mph
Collisions:	4	50th Percentile Speed:	42 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	37-46 mph
Collision Rate (c/mvn):	0.68	Percent in Pace:	77%
Statewide Average Rate (c/mvm):	1.20		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 45 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
45 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

General Jim Moore Blvd.

DATE: 6/18/2021
Start Time: 3:21 pm
DAY: Friday

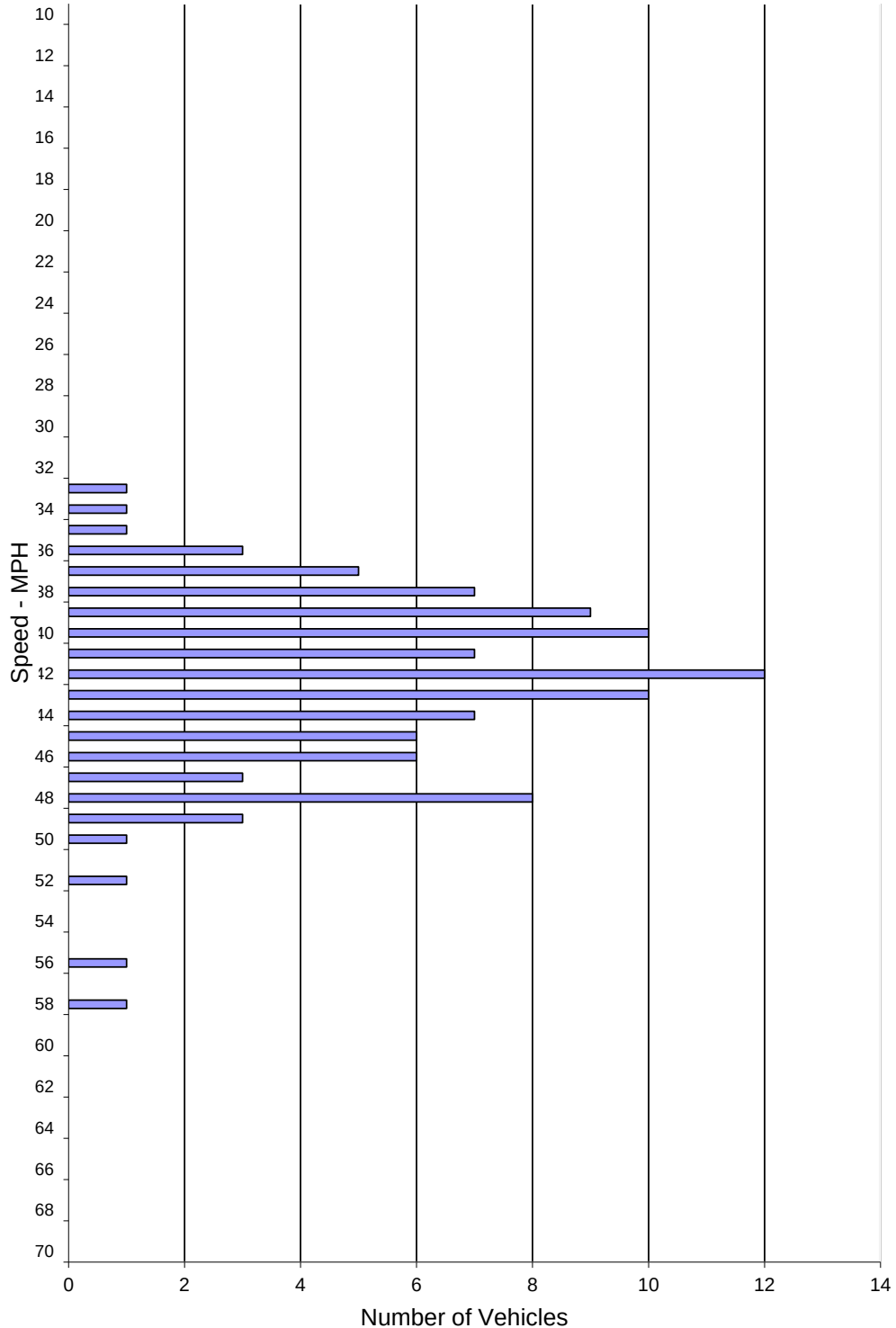
Location: btwn. Hilby Ave. & Southern City Limits
End Time: 3:38 pm
Posted Speed: 40 MPH

Weather: Sunny
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	1
34	1
35	1
36	3
37	5
38	7
39	9
40	10
41	7
42	12
43	10
44	7
45	6
46	6
47	3
48	8
49	3
50	1
51	0
52	1
53	0
54	0
55	0
56	1
57	0
58	1
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	103	42.5	33 - 58	42 mph	47 mph	37 - 46	79	77%	5% / 6	18% / 18

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

GENERAL JIM MOORE BOULEVARD BETWEEN BROADWAY AVENUE AND COE AVENUE

Sub-Segment:	General Jim Moore Boulevard	Between:	Broadway Avenue	and:	Coe Avenue
Posted Limit:	40 mph	Bicycle Lanes:	Yes		
Width:	86'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	No adjacent land uses		
Configuration:	Divided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	7,600	Vehicles Sampled:	108
Segment Length (mi):	0.97	85th Percentile Speed:	50 mph
Collisions:	5	50th Percentile Speed:	45 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	40-49 mph
Collision Rate (c/mvn):	0.62	Percent in Pace:	67%
Statewide Average Rate (c/mvm):	1.20		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 45 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
45 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

General Jim Moore Blvd.

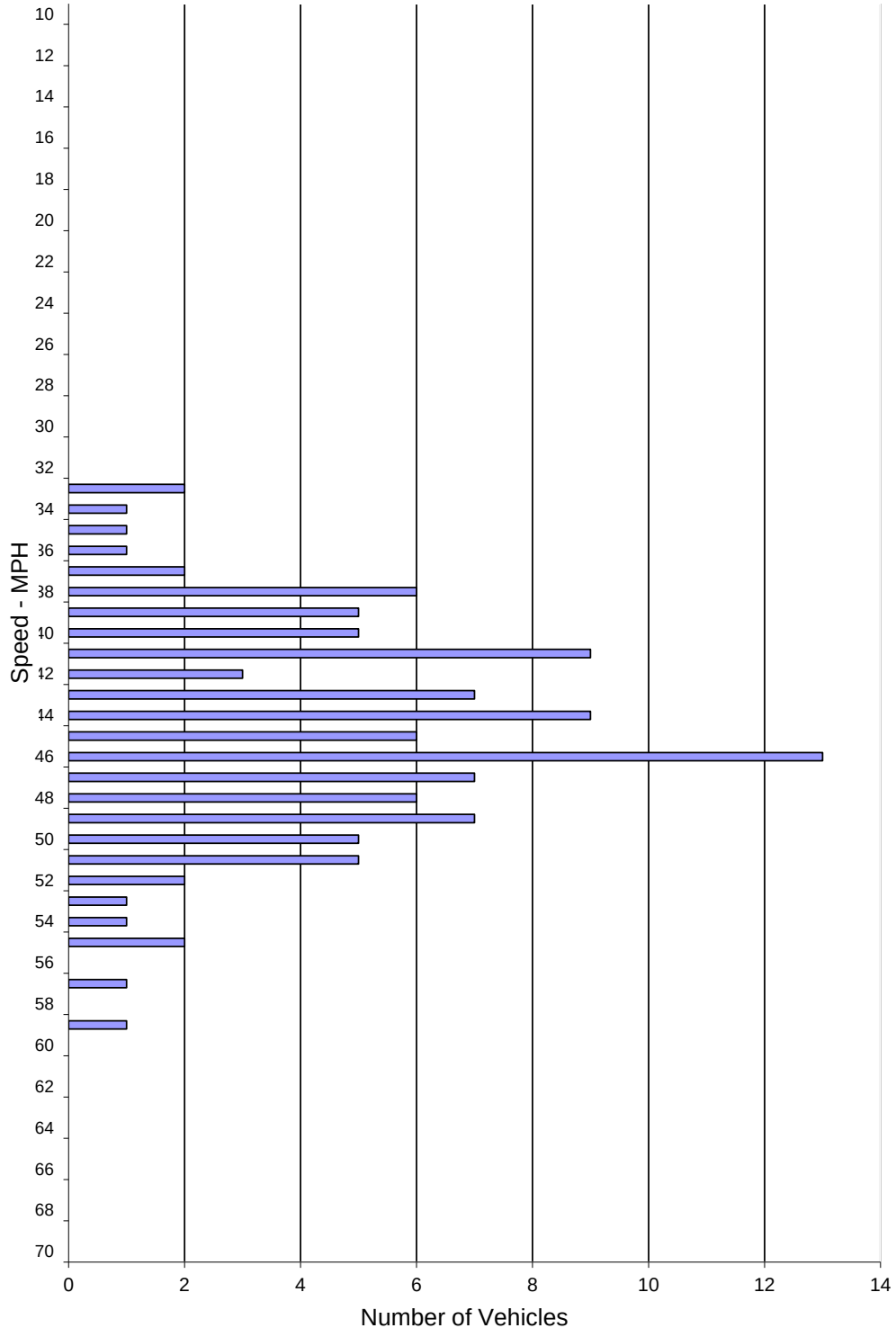
DATE: 6/15/2021
Start Time: 3:24 pm
DAY: Tuesday

Location: btwn San Pablo Ave. & Broadway Ave.
End Time: 3:51 pm
Posted Speed: 40 MPH

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	0
31	0
32	0
33	2
34	1
35	1
36	1
37	2
38	6
39	5
40	5
41	9
42	3
43	7
44	9
45	6
46	13
47	7
48	6
49	7
50	5
51	5
52	2
53	1
54	1
55	2
56	0
57	1
58	0
59	1
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	108	44.7	33 - 59	45 mph	50 mph	40 - 49	72	67%	16% / 18	17% / 18

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

GENERAL JIM MOORE BOULEVARD BETWEEN COE AVENUE AND MCCLURE WAY

Sub-Segment:	General Jim Moore Boulevard	Between:	Coe Avenue	and:	McClure Way
Posted Limit:	45 mph	Bicycle Lanes:	Yes and Class IV Facility		
Width:	86'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	No adjacent land uses		
Configuration:	Divided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	6,200	Vehicles Sampled:	213
Segment Length (mi):	0.46	85th Percentile Speed:	47 mph
Collisions:	1	50th Percentile Speed:	42 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	39-48 mph
Collision Rate (c/mvn):	0.32	Percent in Pace:	70%
Statewide Average Rate (c/mvm):	1.20		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 45 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
45 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

General Jim Moore Blvd.

DATE: 6/15/2021
Start Time: 1:55 pm
DAY: Tuesday

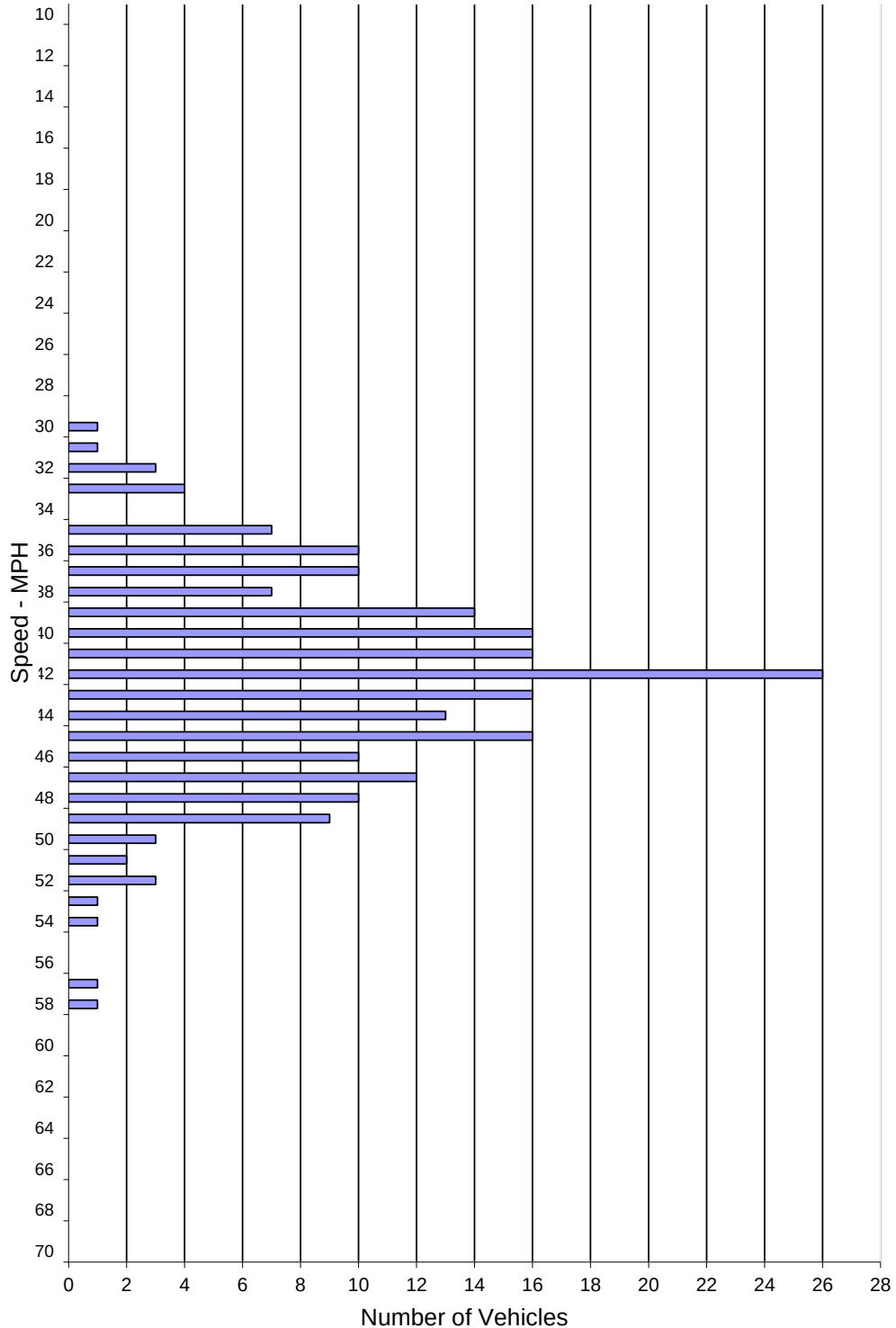
Location: btwn. Coe Ave. & McClure Way
End Time: 2:55 pm
Posted Speed: 45 MPH

Weather: Sunny
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	0
29	0
30	1
31	1
32	3
33	4
34	0
35	7
36	10
37	10
38	7
39	14
40	16
41	16
42	26
43	16
44	13
45	16
46	10
47	12
48	10
49	9
50	3
51	2
52	3
53	1
54	1
55	0
56	0
57	1
58	1
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	213	42.3	30 - 58	42 mph	47 mph	39 - 48	149	70%	20% / 43	10% / 21

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

HILBY AVENUE BETWEEN FREMONT BOULEVARD AND GENERAL JIM MOORE BOULEVARD

Sub-Segment:	<u>Hilby Avenue</u>	Between:	<u>Fremont Boulevard</u>	and:	<u>Noche Buena Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Mixed-Use		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	4,500	Vehicles Sampled:	101
Segment Length (mi):	1.25	85th Percentile Speed:	36 mph
Collisions:	31	50th Percentile Speed:	31 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	5.03	Percent in Pace:	79%
Statewide Average Rate (c/mvm):	1.48		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one the primary collision factors for Hilby Avenue between Fremont Boulevard and General Jim Moore Boulevard.

Multiple high vulnerable pedestrian traffic generators are located nearby to this segment of Hilby Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Hilby Ave.

DATE: 6/18/2021
Start Time: 2:55 pm
DAY: Friday

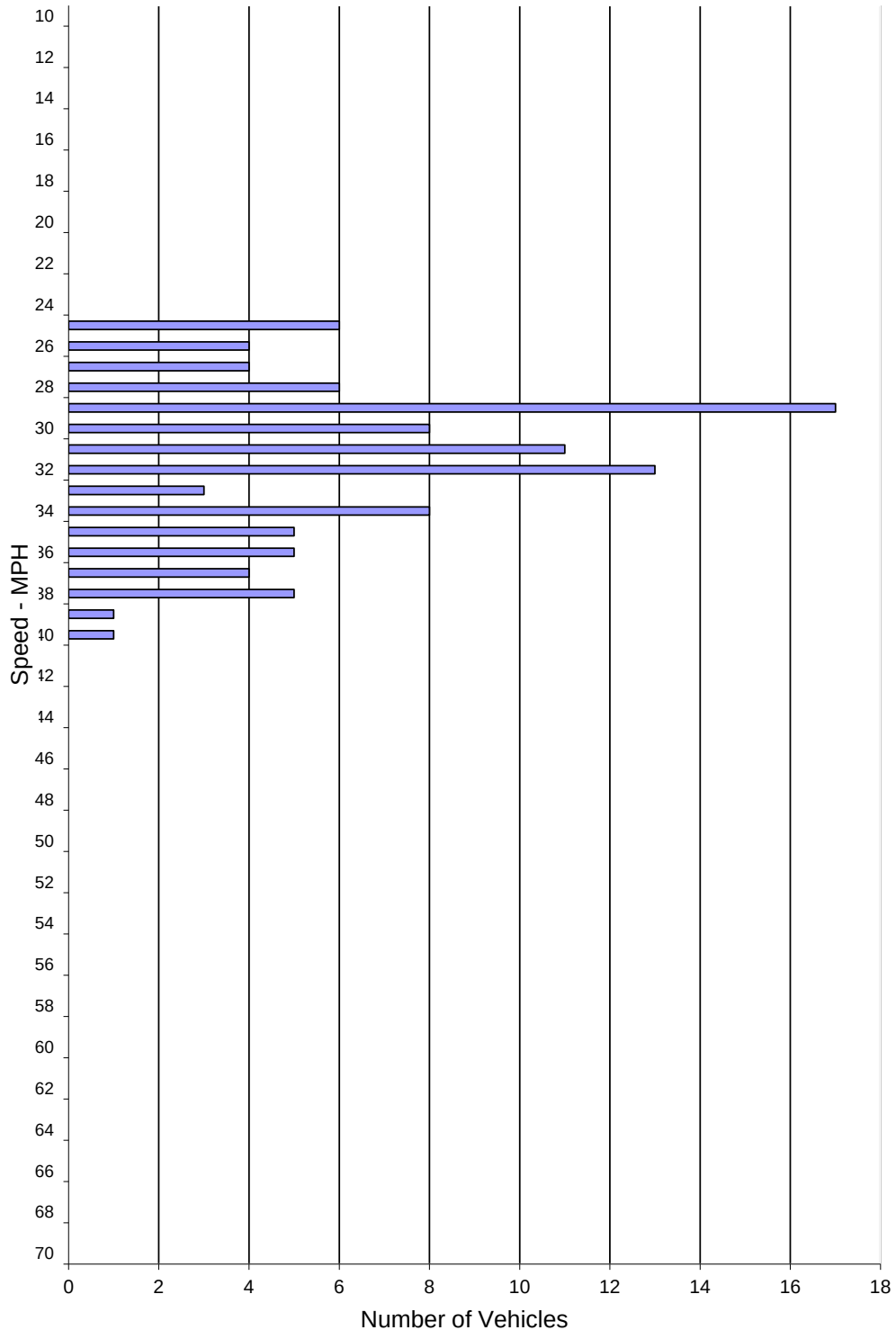
Location: near Prospect St.
End Time: 3:17 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	6
26	4
27	4
28	6
29	17
30	8
31	11
32	13
33	3
34	8
35	5
36	5
37	4
38	5
39	1
40	1
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	101	31.3	25 - 40	31 mph	36 mph	25 - 34	80	79%	0% / 0	21% / 21

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

HILBY AVENUE BETWEEN FREMONT BOULEVARD AND GENERAL JIM MOORE BOULEVARD

Sub-Segment:	<u>Hilby Avenue</u>	Between:	<u>Noche Buena Street</u>	and:	<u>General Jim Moore Boulevard</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	4,500	Vehicles Sampled:	107
Segment Length (mi):	1.25	85th Percentile Speed:	35 mph
Collisions:	31	50th Percentile Speed:	31 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	27-36 mph
Collision Rate (c/mvn):	5.03	Percent in Pace:	80%
Statewide Average Rate (c/mvm):	1.48		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one the primary collision factors for Hilby Avenue between Fremont Boulevard and General Jim Moore Boulevard.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date



Additional information provided on the next sheet.

Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Hilby Ave.

DATE: 6/18/2021
Start Time: 2:19 pm
DAY: Friday

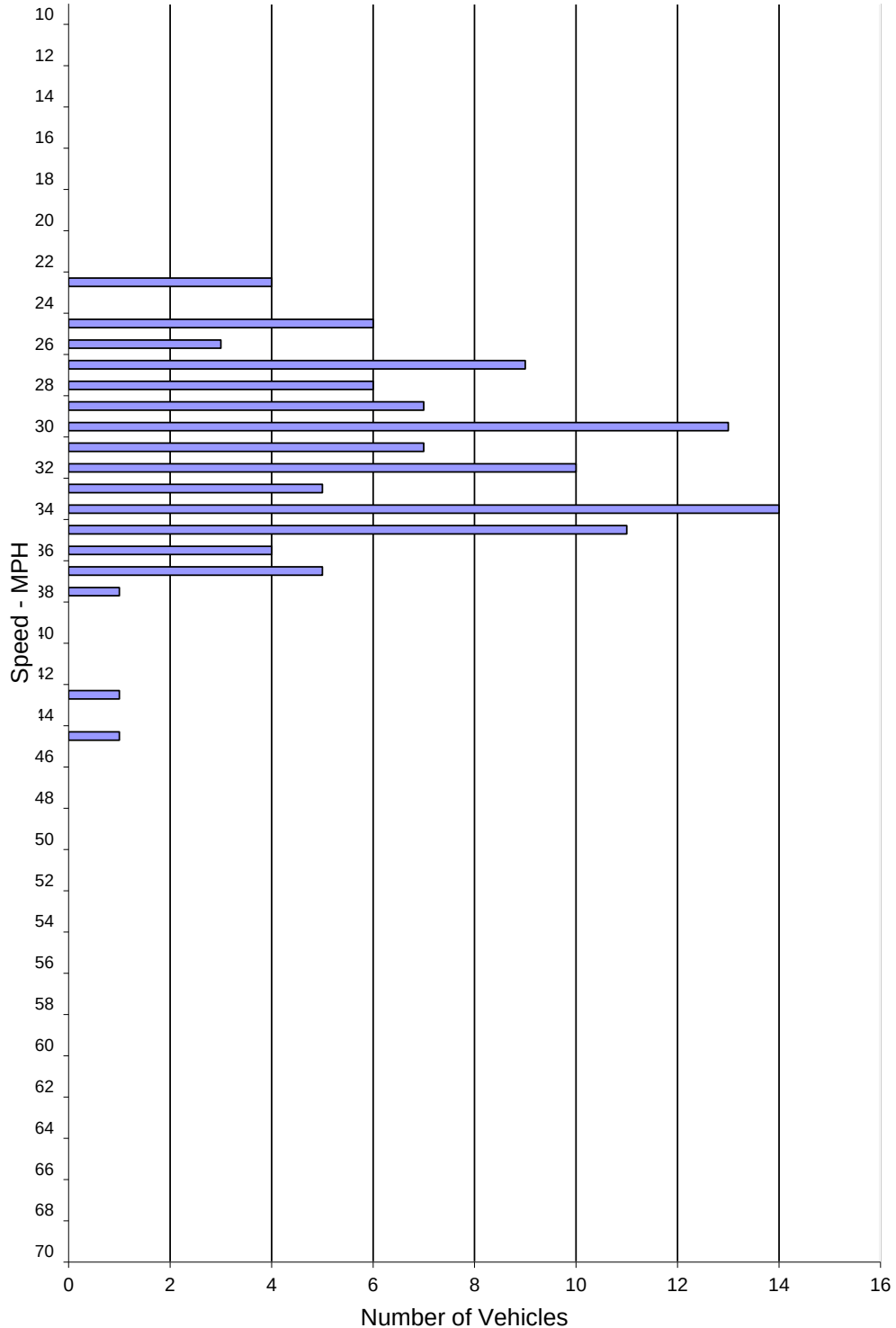
Location: near Darwin St.
End Time: 2:53 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	4
24	0
25	6
26	3
27	9
28	6
29	7
30	13
31	7
32	10
33	5
34	14
35	11
36	4
37	5
38	1
39	0
40	0
41	0
42	0
43	1
44	0
45	1
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	31.2	23 - 45	31 mph	35 mph	27 - 36	86	80%	12% / 13	8% / 8

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

KIMBALL AVENUE BETWEEN FREMONT BOULEVARD AND MESCAL STREET

Sub-Segment:	<u>Kimball Avenue</u>	Between:	<u>Fremont Boulevard</u>	and:	<u>Noche Buena Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38' (varies)	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,300	Vehicles Sampled:	108
Segment Length (mi):	1.19	85th Percentile Speed:	34 mph
Collisions:	31	50th Percentile Speed:	30 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	7.21	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Kimball Ave.

DATE: 6/17/2021
Start Time: 3:28 pm
DAY: Thursday

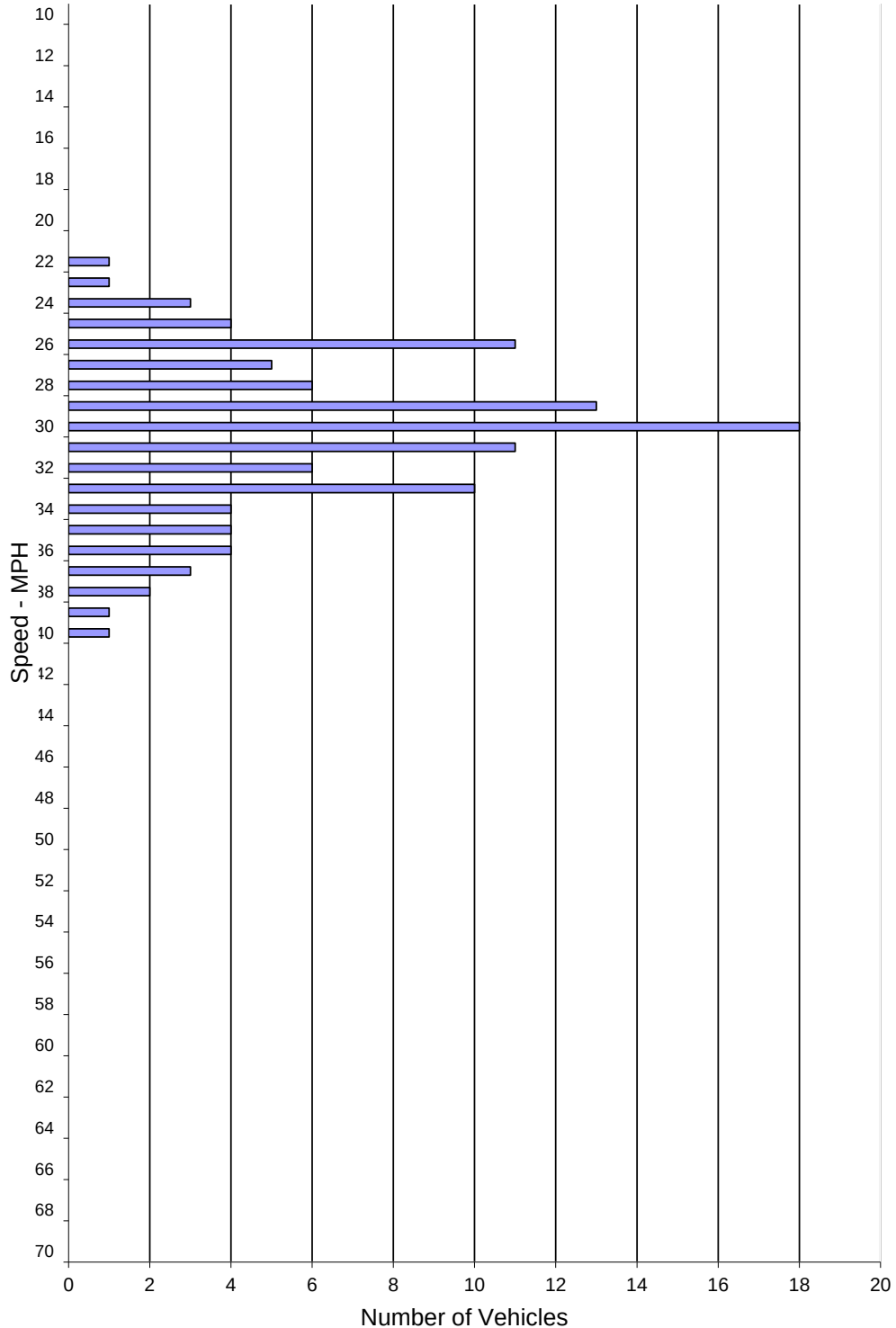
Location: West of Wheeler St.
End Time: 3:55 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	1
23	1
24	3
25	4
26	11
27	5
28	6
29	13
30	18
31	11
32	6
33	10
34	4
35	4
36	4
37	3
38	2
39	1
40	1
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	108	30.3	22 - 40	30 mph	34 mph	25 - 34	88	81%	4% / 5	14% / 15

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

KIMBALL AVENUE BETWEEN FREMONT BOULEVARD AND MESCAL STREET

Sub-Segment:	<u>Kimball Avenue</u>	Between:	<u>Noche Buena Street</u>	and:	<u>Mescal Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38' (varies)	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,300	Vehicles Sampled:	112
Segment Length (mi):	1.19	85th Percentile Speed:	34 mph
Collisions:	31	50th Percentile Speed:	30 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	7.21	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Kimball Ave.

DATE: 6/17/2021
Start Time: 3:00 pm
DAY: Thursday

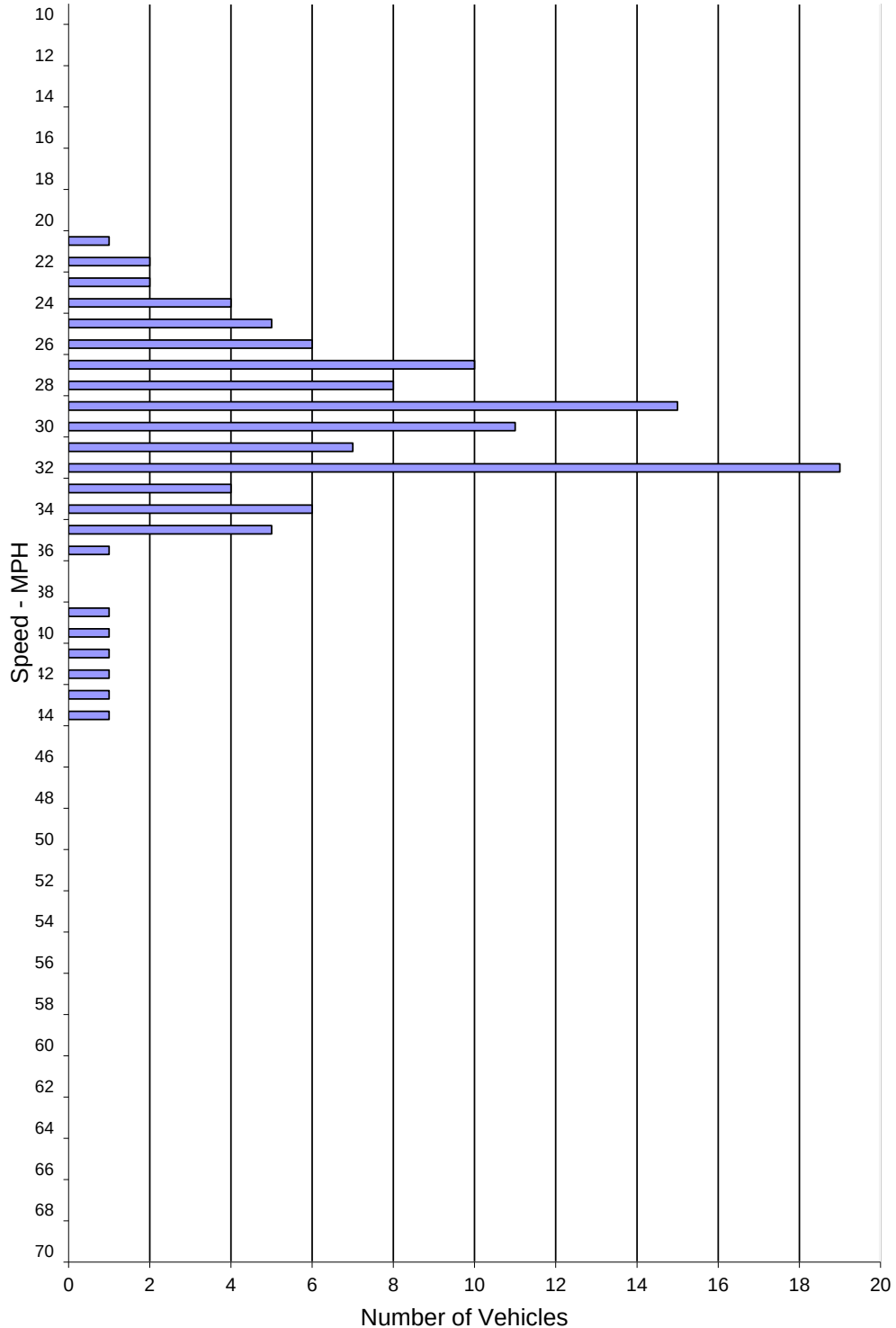
Location: East of Noche Buena St.
End Time: 3:21 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	1
22	2
23	2
24	4
25	5
26	6
27	10
28	8
29	15
30	11
31	7
32	19
33	4
34	6
35	5
36	1
37	0
38	0
39	1
40	1
41	1
42	1
43	1
44	1
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	112	30.1	21 - 44	30 mph	34 mph	25 - 34	91	81%	8% / 9	11% / 12

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

LA SALLE AVENUE BETWEEN DEL MONTE BOULEVARD AND LYSETTE COURT

Sub-Segment:	<u>La Salle Avenue</u>	Between:	<u>Del Monte Boulevard</u>	and:	<u>Fremont Boulevard</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	60'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Commercial		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,700	Vehicles Sampled:	72
Segment Length (mi):	1.27	85th Percentile Speed:	29 mph
Collisions:	31	50th Percentile Speed:	25 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	22-31 mph
Collision Rate (c/mvn):	6.02	Percent in Pace:	82%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

La Salle Ave.

DATE: 6/17/2021

Start Time: 12:10 pm

DAY: Thursday

Location: btwn Fremont Blvd. & The Mall

End Time: 12:31 pm

Posted Speed: 30 MPH

Weather: Sunny

Direction: E/W

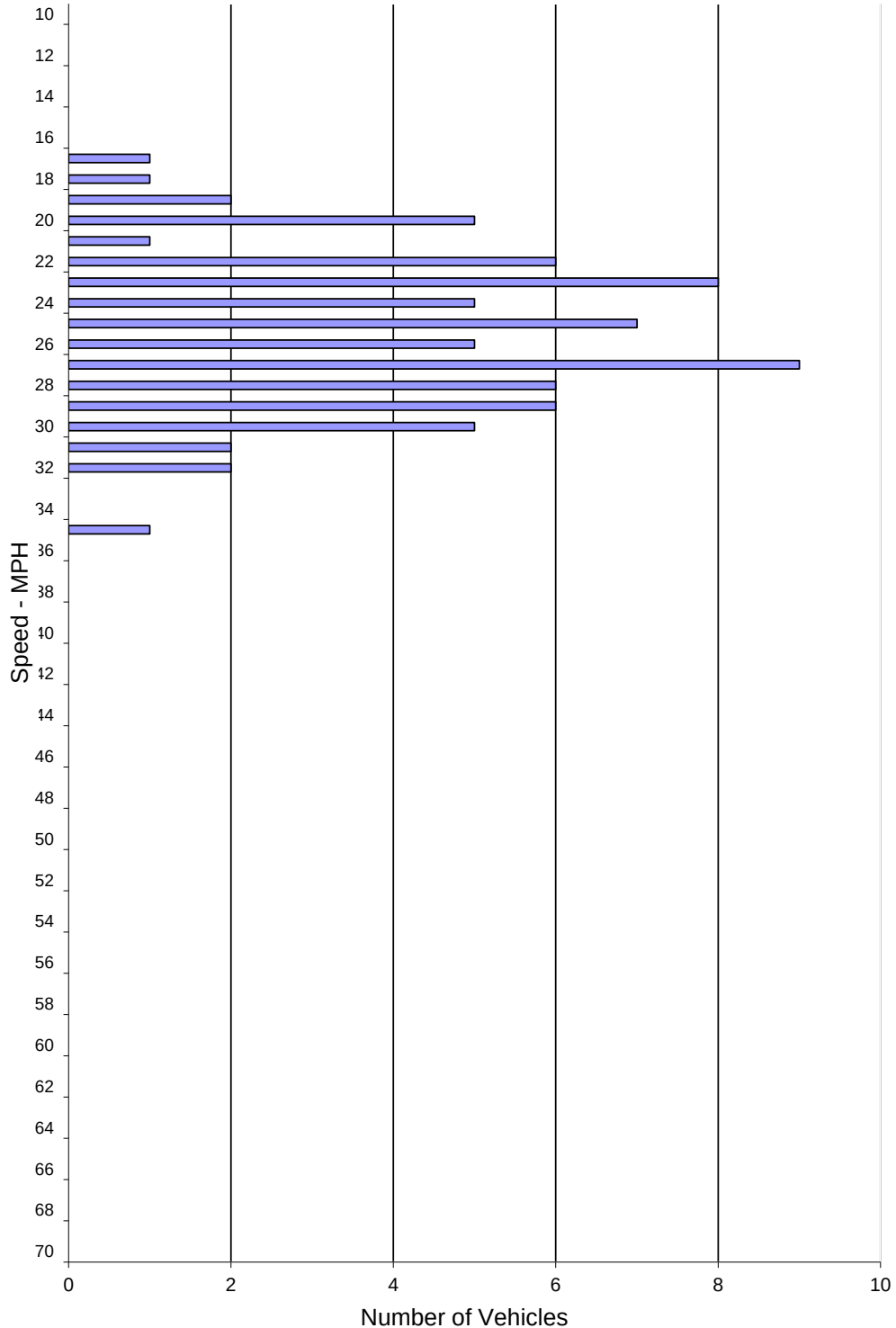
Observer: Mietek

Calibration: DONE

Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	1
18	1
19	2
20	5
21	1
22	6
23	8
24	5
25	7
26	5
27	9
28	6
29	6
30	5
31	2
32	2
33	0
34	0
35	1
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	72	25.4	17 - 35	25 mph	29 mph	22 - 31	59	82%	13% / 10	5% / 3

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

LA SALLE AVENUE BETWEEN DEL MONTE BOULEVARD AND LYSETTE COURT

Sub-Segment:	<u>La Salle Avenue</u>	Between:	<u>Fremont Boulevard</u>	and:	<u>Yosemite Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38' (varies)	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential, Schools		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,700	Vehicles Sampled:	81
Segment Length (mi):	1.27	85th Percentile Speed:	35 mph
Collisions:	31	50th Percentile Speed:	31 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	27-36 mph
Collision Rate (c/mvn):	6.02	Percent in Pace:	78%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

La Salle Ave.

DATE: 6/17/2021

Location: near Darwin St.

Observer: Mietek

Start Time: 12:10 pm

End Time: 12:31 pm

Weather: Sunny

Calibration: DONE

DAY: Thursday

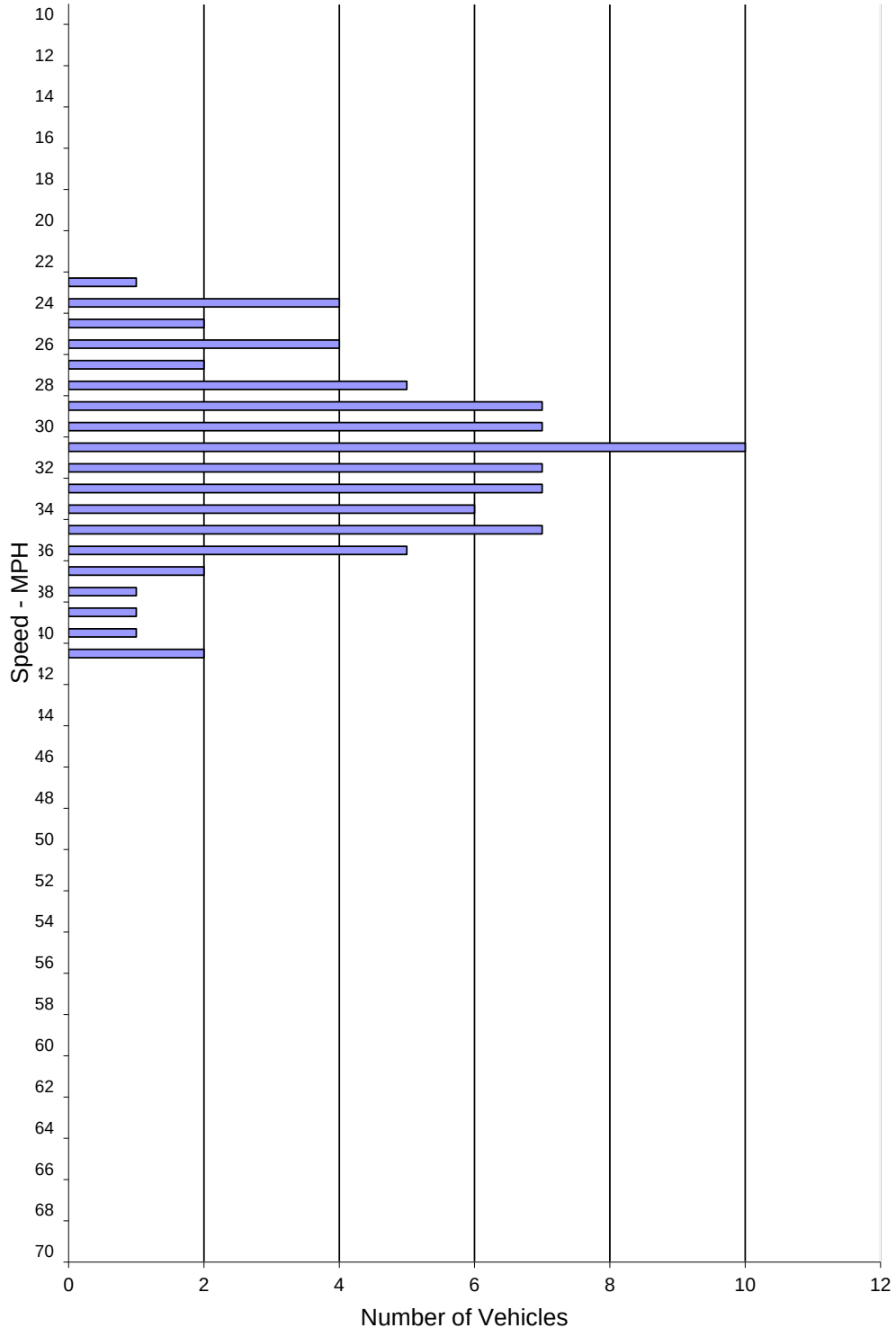
Posted Speed: 30 MPH

Direction: E/W

Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	1
24	4
25	2
26	4
27	2
28	5
29	7
30	7
31	10
32	7
33	7
34	6
35	7
36	5
37	2
38	1
39	1
40	1
41	2
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	81	31.4	23 - 41	31 mph	35 mph	27 - 36	63	78%	13% / 11	9% / 7

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

LA SALLE AVENUE BETWEEN DEL MONTE BOULEVARD AND LYSETTE COURT

Sub-Segment:	<u>La Salle Avenue</u>	Between:	<u>Yosemite Street</u>	and:	<u>Lysette Court</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential, School		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,700	Vehicles Sampled:	80
Segment Length (mi):	1.27	85th Percentile Speed:	30 mph
Collisions:	31	50th Percentile Speed:	27 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	21-30 mph
Collision Rate (c/mvn):	6.02	Percent in Pace:	83%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

La Salle Ave.

DATE: 6/17/2021
Start Time: 11:04 am
DAY: Thursday

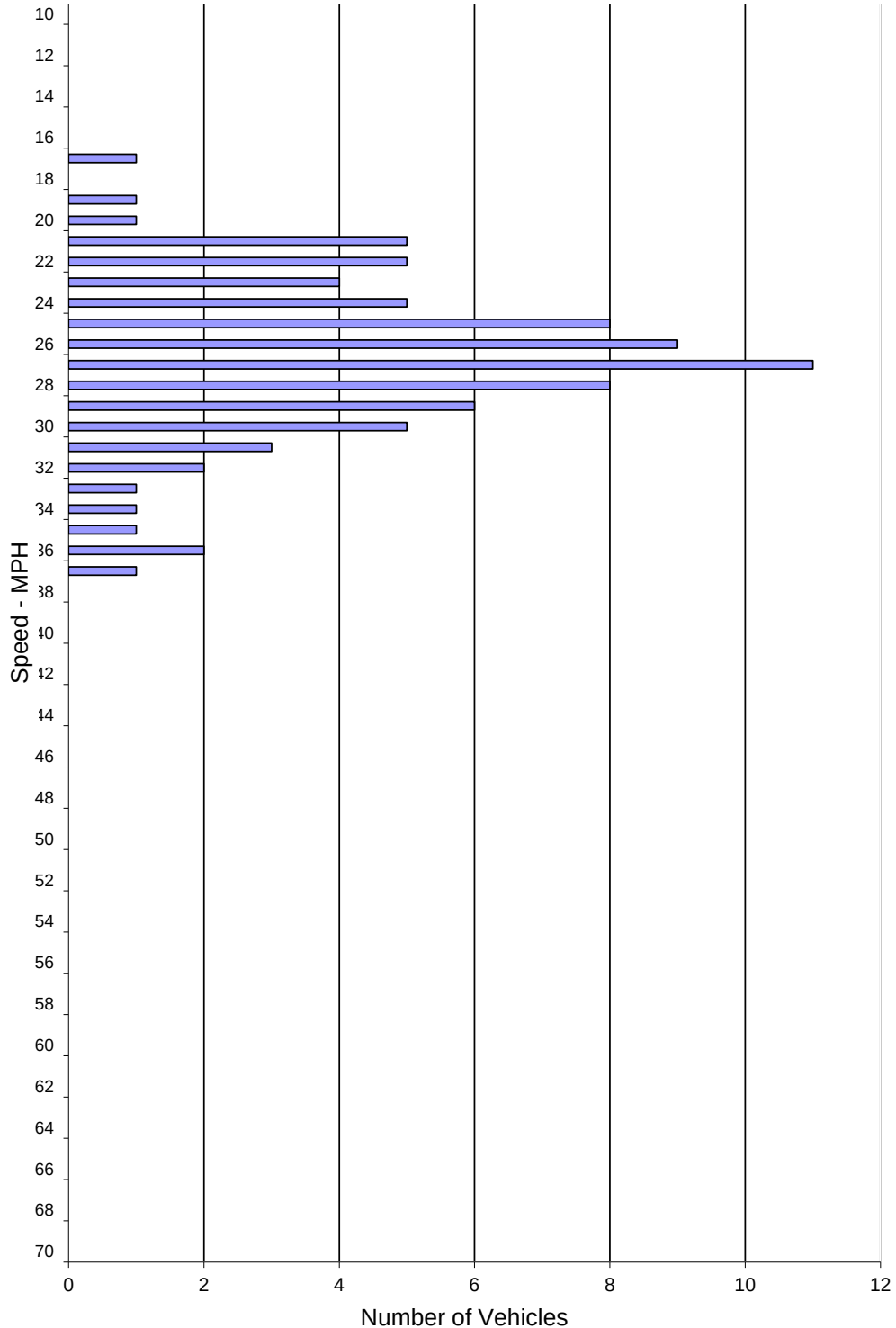
Location: West of Napa St.
End Time: 12:07 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	1
18	0
19	1
20	1
21	5
22	5
23	4
24	5
25	8
26	9
27	11
28	8
29	6
30	5
31	3
32	2
33	1
34	1
35	1
36	2
37	1
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	80	26.6	17 - 37	27 mph	30 mph	21 - 30	66	83%	3% / 3	14% / 11

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

LIGHTFIGHTER DRIVE BETWEEN HIGHWAY-1 AND GENERAL JIM MOORE BOULEVARD

Sub-Segment:	<u>Lightfighter Drive</u>	Between:	<u>Highway-1</u>	and:	<u>General Jim Moore Boulevard</u>
Posted Limit:	40 mph	Bicycle Lanes:	No		
Width:	68'	Sidewalks:	Both Sides		
Travel Lanes:	4	Land Use:	No adjacent land uses		
Configuration:	Divided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	11,900	Vehicles Sampled:	205
Segment Length (mi):	0.5	85th Percentile Speed:	45 mph
Collisions:	16	50th Percentile Speed:	40 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	35-44 mph
Collision Rate (c/mvn):	2.46	Percent in Pace:	70%
Statewide Average Rate (c/mvm):	1.20		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 40 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
40 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Light Fighter Dr.

DATE: 6/15/2021
Start Time: 9:00 am
DAY: Tuesday

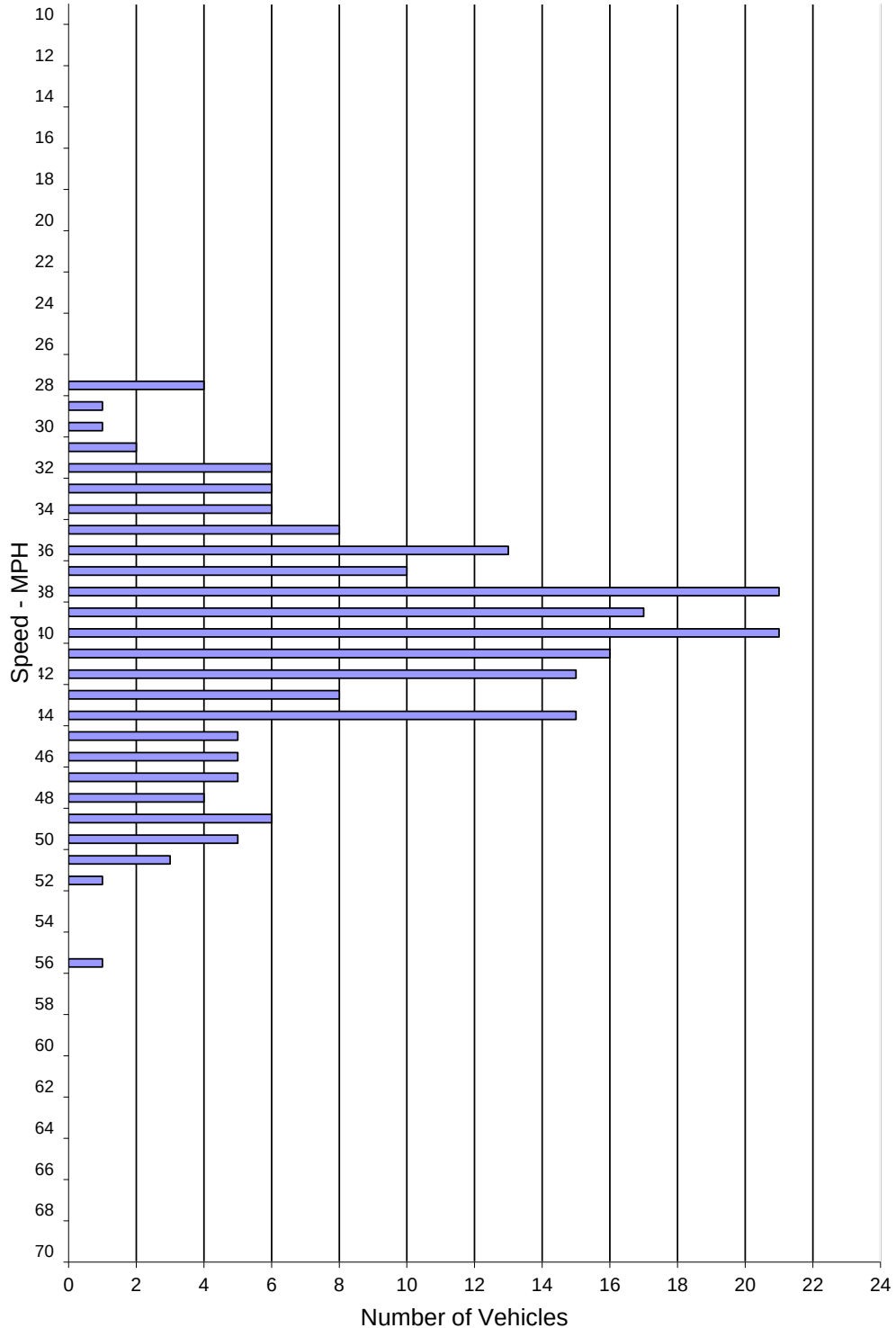
Location: btwn 2nd Ave. & General Jim Moore Blvd.
End Time: 10:20 am
Posted Speed: 40 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	0
28	4
29	1
30	1
31	2
32	6
33	6
34	6
35	8
36	13
37	10
38	21
39	17
40	21
41	16
42	15
43	8
44	15
45	5
46	5
47	5
48	4
49	6
50	5
51	3
52	1
53	0
54	0
55	0
56	1
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	205	40.1	28 - 56	40 mph	45 mph	35 - 44	144	70%	12% / 26	18% / 35

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MESCAL STREET BETWEEN PLUMAS AVENUE AND SAN PABLO AVENUE

Sub-Segment:	<u>Mescal Street</u>	Between:	<u>Plumas Avenue</u>	and:	<u>Hilby Avenue</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	22'	Sidewalks:	Discontinuous on one side		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	800	Vehicles Sampled:	53
Segment Length (mi):	1.36	85th Percentile Speed:	30 mph
Collisions:	5	50th Percentile Speed:	27 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	21-30 mph
Collision Rate (c/mvn):	4.20	Percent in Pace:	75%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Mescal St.

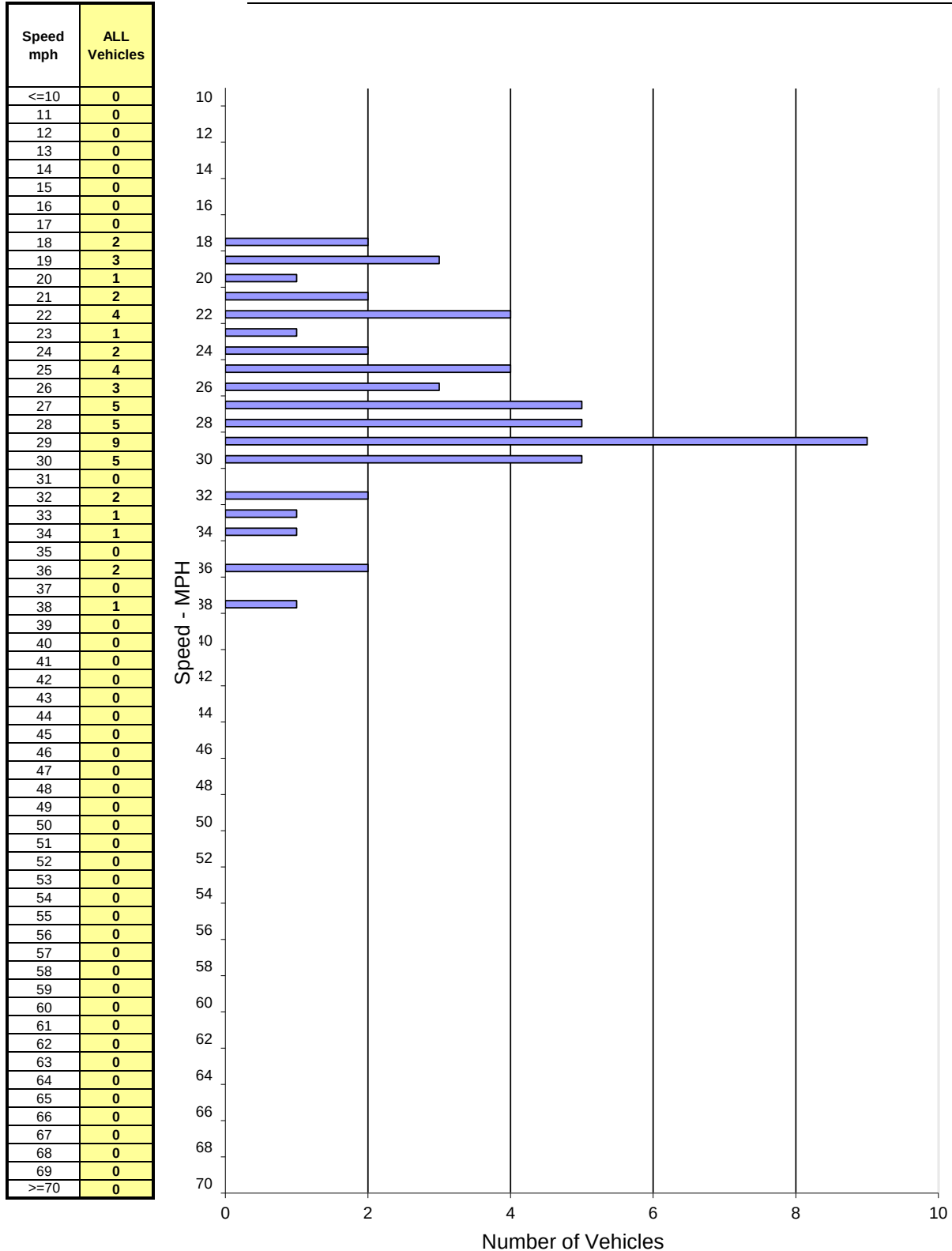
DATE: 6/22/2021
Start Time: 9:00 am
DAY: Tuesday

Location: near Sierra Ave.
End Time: 9:45 am
Posted Speed: 25 MPH

Weather: Overcast
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	26.8	18 - 38	27 mph	30 mph	21 - 30	40	75%	11% / 6	14% / 7

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MESCAL STREET BETWEEN PLUMAS AVENUE AND SAN PABLO AVENUE

Sub-Segment:	<u>Mescal Street</u>	Between:	<u>Hilby Avenue</u>	and:	<u>Sonoma Avenue</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	40'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	800	Vehicles Sampled:	53
Segment Length (mi):	1.36	85th Percentile Speed:	28 mph
Collisions:	5	50th Percentile Speed:	25 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	19-28 mph
Collision Rate (c/mvn):	4.20	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Mescal St.

DATE: 6/18/2021

Location: near Mescal Pl.

Observer: Mietek

Start Time: 12:38 pm

End Time: 1:39 pm

Weather: Sunny

Calibration: DONE

DAY: Friday

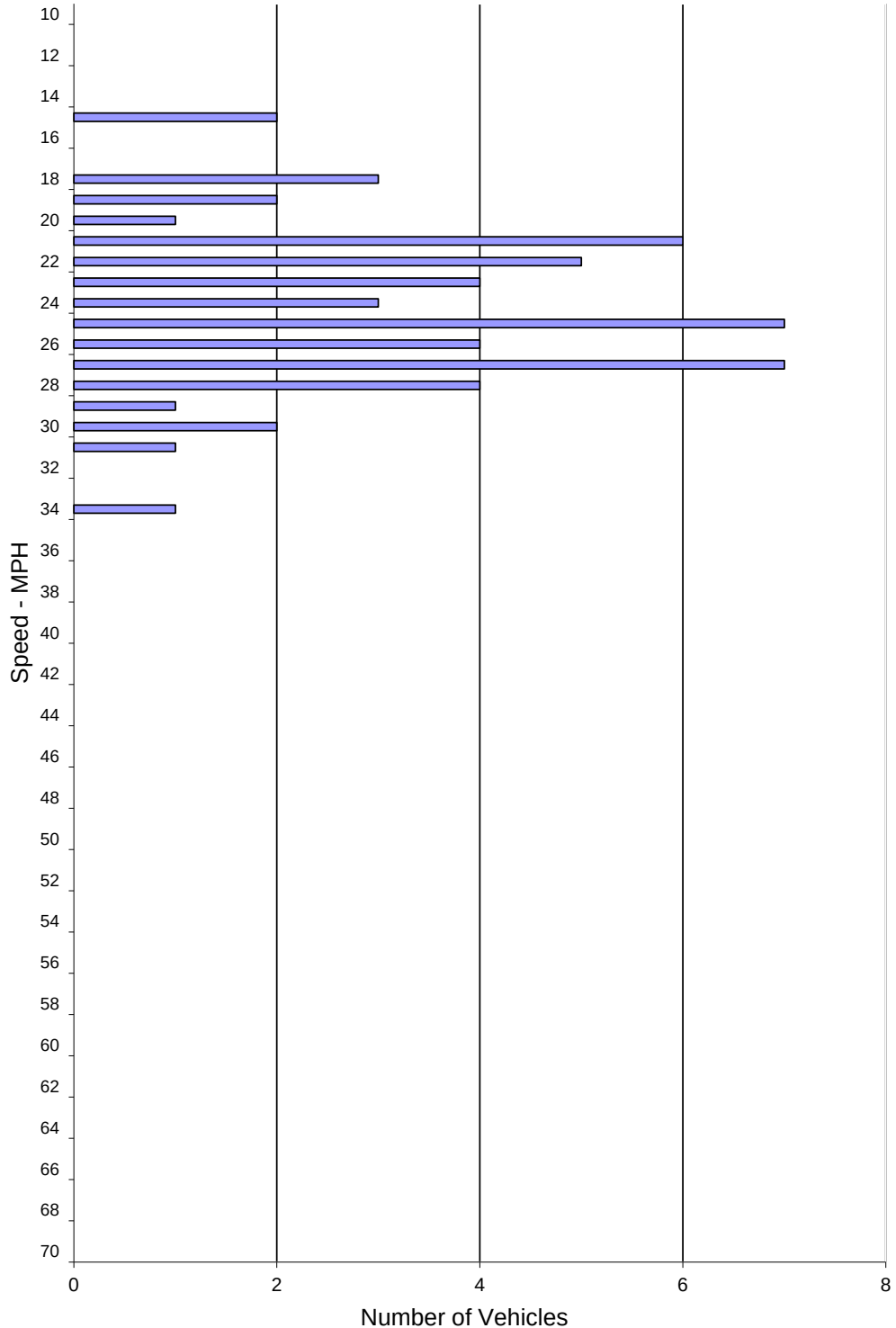
Posted Speed: 25 MPH

Direction: N/S

Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	2
16	0
17	0
18	3
19	2
20	1
21	6
22	5
23	4
24	3
25	7
26	4
27	7
28	4
29	1
30	2
31	1
32	0
33	0
34	1
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	24.1	15 - 34	25 mph	28 mph	19 - 28	43	81%	9% / 5	10% / 5

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MESCAL STREET BETWEEN PLUMAS AVENUE AND SAN PABLO AVENUE

Sub-Segment:	<u>Mescal Street</u>	Between:	<u>Sonoma Avenue</u>	and:	<u>Broadway Avenue</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	40'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	800	Vehicles Sampled:	53
Segment Length (mi):	1.36	85th Percentile Speed:	30 mph
Collisions:	5	50th Percentile Speed:	25 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	20-29 mph
Collision Rate (c/mvn):	4.20	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Mescal St.

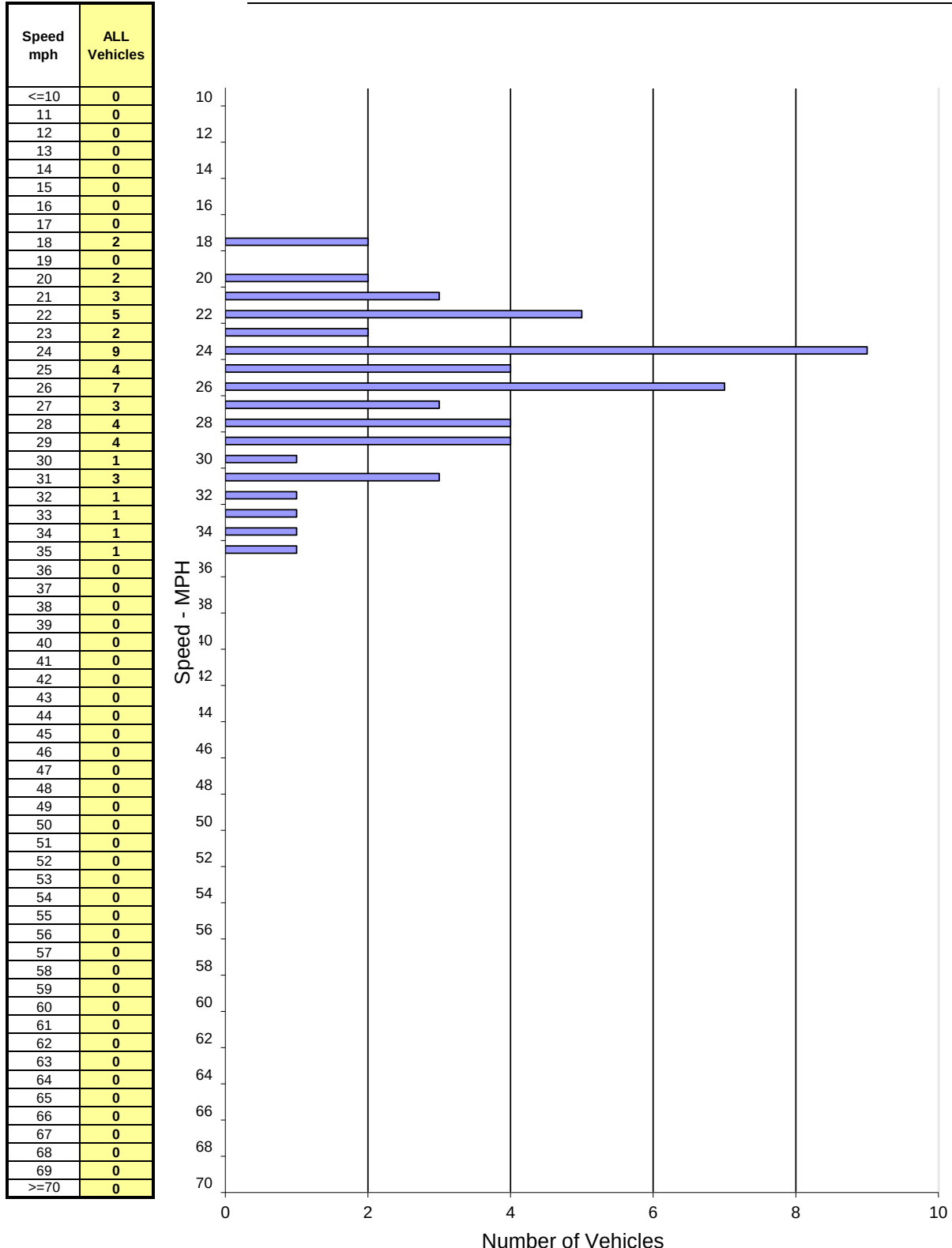
DATE: 6/18/2021
Start Time: 11:35 am
DAY: Friday

Location: near Maiden Ct.
End Time: 12:35 pm
Posted Speed: 25 MPH

Weather: Sunny
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	25.6	18 - 35	25 mph	30 mph	20 - 29	43	81%	3% / 2	16% / 8

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MESCAL STREET BETWEEN PLUMAS AVENUE AND SAN PABLO AVENUE

Sub-Segment:	<u>Mescal Street</u>	Between:	<u>Broadway Avenue</u>	and:	<u>San Pablo Avenue</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	40'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	800	Vehicles Sampled:	50
Segment Length (mi):	1.36	85th Percentile Speed:	29 mph
Collisions:	5	50th Percentile Speed:	23 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	18-27 mph
Collision Rate (c/mvn):	4.20	Percent in Pace:	84%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Mescal St.

DATE: 6/18/2021
Start Time: 1:41 pm
DAY: Friday

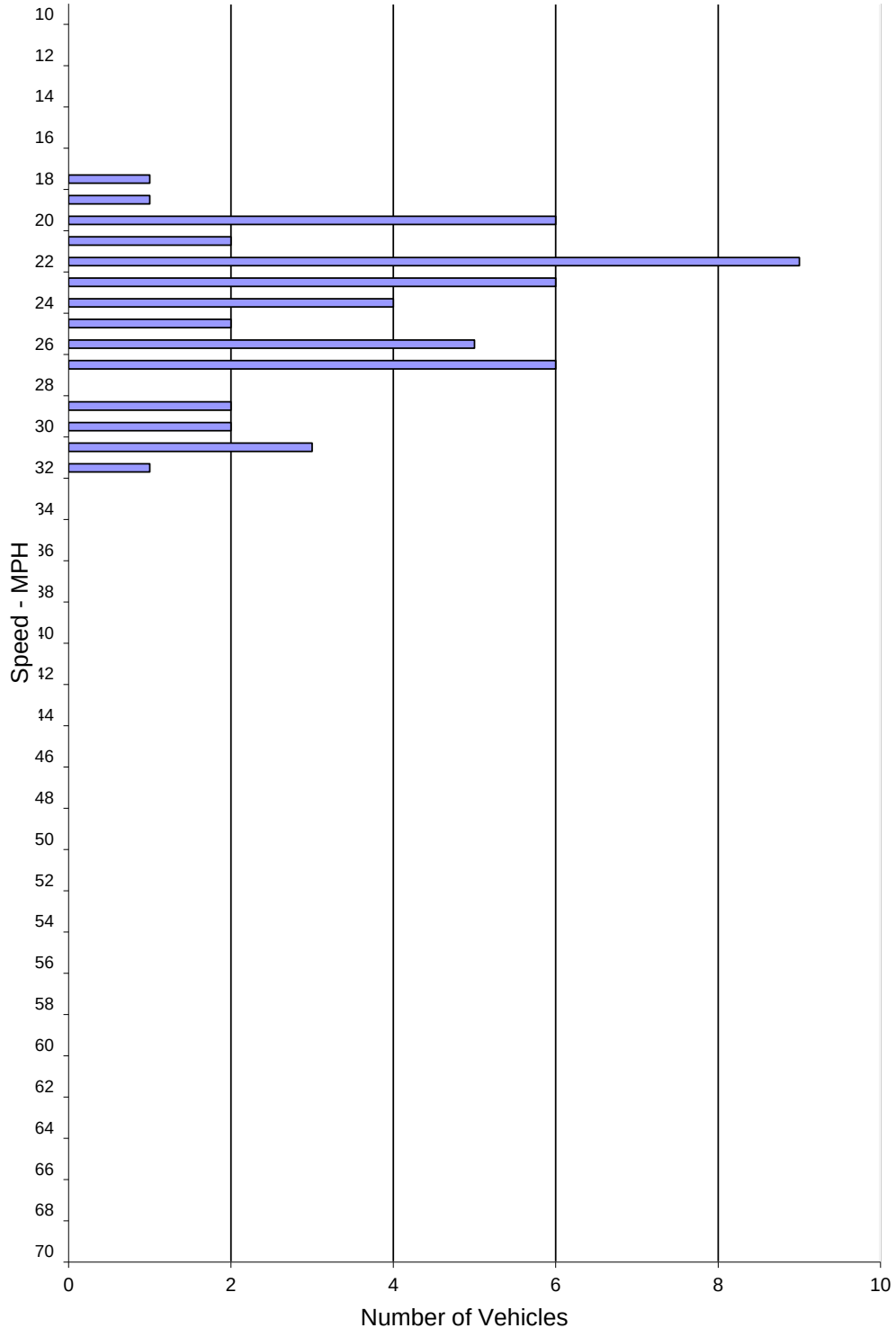
Location: near Granada St.
End Time: 2:16 pm
Posted Speed: 25 MPH

Weather: Sunny
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	1
20	6
21	2
22	9
23	6
24	4
25	2
26	5
27	6
28	0
29	2
30	2
31	3
32	1
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	50	24.3	18 - 32	23 mph	29 mph	18 - 27	42	84%	0% / 0	16% / 8

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MILITARY AVENUE BETWEEN FREMONT BOULEVARD AND PARALTA AVENUE (EAST)

Sub-Segment:	<u>Military Avenue</u>	Between:	<u>Fremont Boulevard</u>	and:	<u>Yosemite Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	1,300	Vehicles Sampled:	139
Segment Length (mi):	1.24	85th Percentile Speed:	37 mph
Collisions:	8	50th Percentile Speed:	32 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	29-38 mph
Collision Rate (c/mvn):	4.53	Percent in Pace:	70%
Statewide Average Rate (c/mvm):	1.48		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one the primary collision factors for Military Avenue between Fremont Boulevard and Paralta Avenue (East).

Multiple high vulnerable pedestrian traffic generators are located nearby to this segment of Military Avenue.

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date



Additional information provided on the next sheet.

Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Military Ave.

DATE: 6/16/2021
Start Time: 9:00 am
DAY: Wednesday

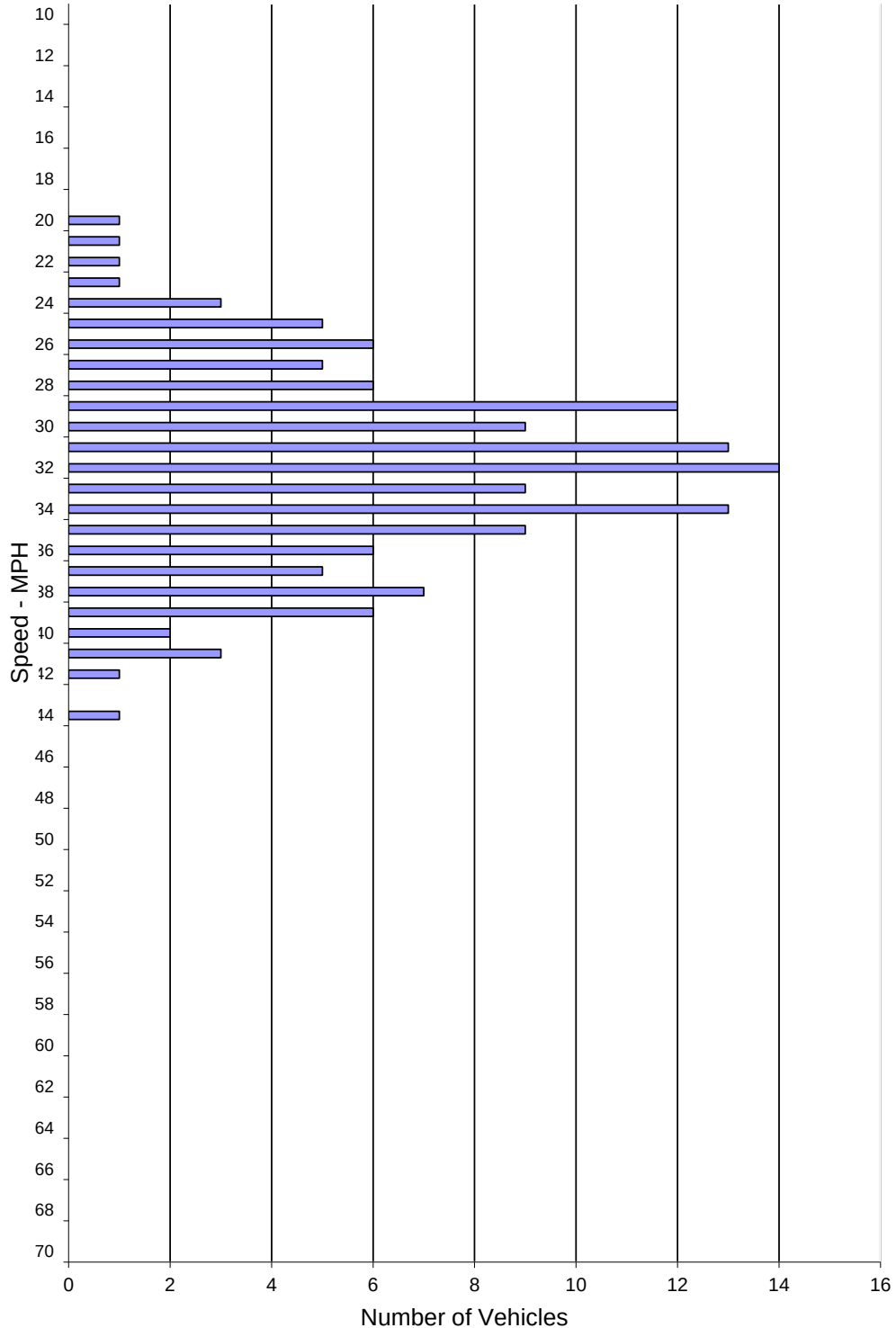
Location: near Cross St.
End Time: 11:27 am
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	1
21	1
22	1
23	1
24	3
25	5
26	6
27	5
28	6
29	12
30	9
31	13
32	14
33	9
34	13
35	9
36	6
37	5
38	7
39	6
40	2
41	3
42	1
43	0
44	1
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	139	32.1	20 - 44	32 mph	37 mph	29 - 38	97	70%	20% / 29	10% / 13

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MILITARY AVENUE BETWEEN FREMONT BOULEVARD AND PARALTA AVENUE (EAST)

Sub-Segment:	<u>Military Avenue</u>	Between:	<u>Yosemite Street</u>	and:	<u>Paralta Avenue (East)</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	On-Street	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	1,300	Vehicles Sampled:	103
Segment Length (mi):	1.24	85th Percentile Speed:	34 mph
Collisions:	8	50th Percentile Speed:	30 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	4.53	Percent in Pace:	76%
Statewide Average Rate (c/mvm):	1.48		

Conditions Not Readily Apparent to the Driver:

The collision rate for this segment is significantly higher than the statewide average rate for roadways of the same type. Unsafe speed is one the primary collision factors for Military Avenue between Fremont Boulevard and Paralta Avenue (East).

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Military Ave.

DATE: 6/16/2021
Start Time: 11:30 am
DAY: Wednesday

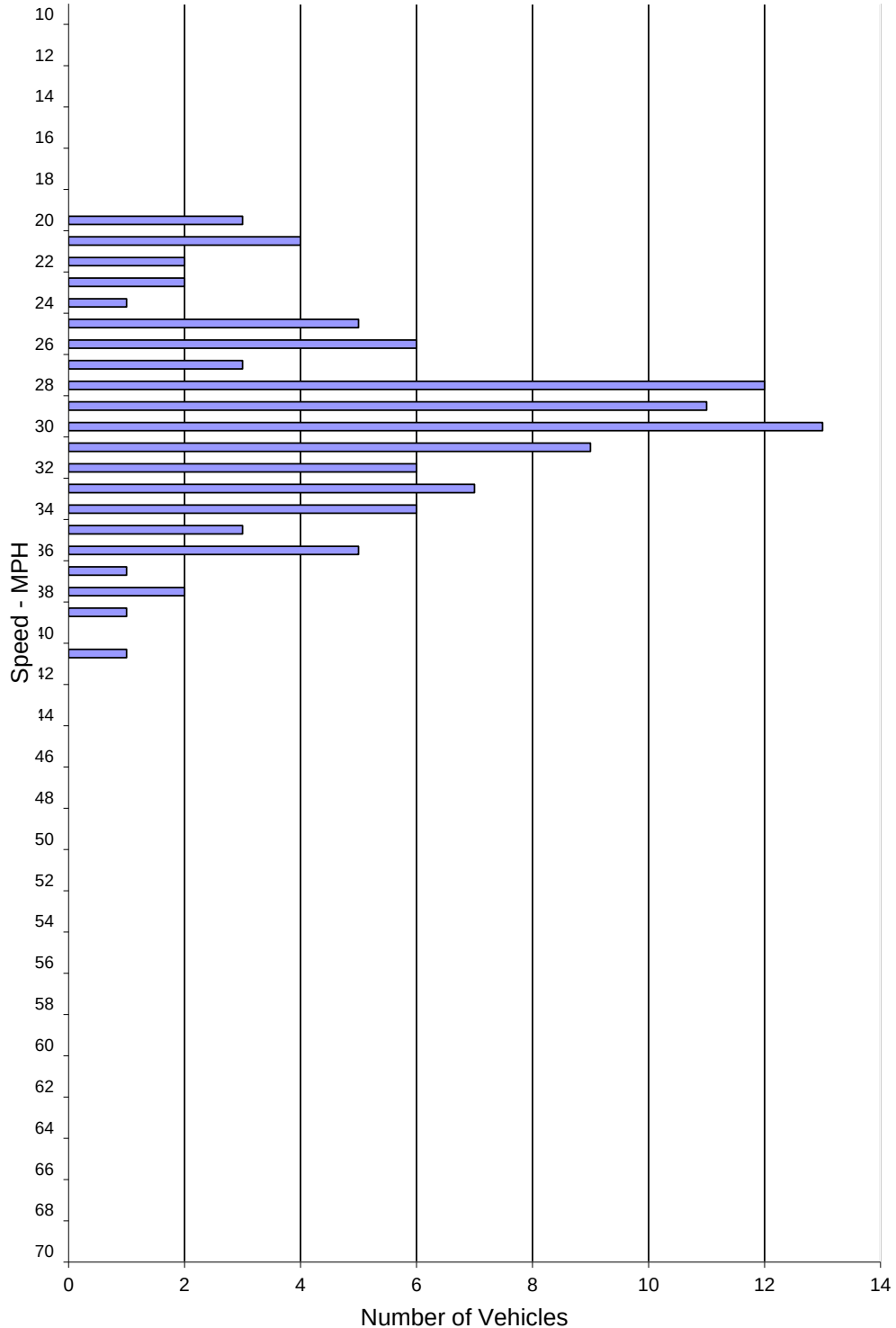
Location: near Rainier Ct.
End Time: 1:51 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	3
21	4
22	2
23	2
24	1
25	5
26	6
27	3
28	12
29	11
30	13
31	9
32	6
33	7
34	6
35	3
36	5
37	1
38	2
39	1
40	0
41	1
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	103	29.6	20 - 41	30 mph	34 mph	25 - 34	78	76%	11% / 12	13% / 13

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MONTEREY ROAD BETWEEN FREMONT BOULEVARD AND NORTH OF NORMANDY ROAD

Sub-Segment:	<u>Monterey Road</u>	Between:	<u>Coe Avenue</u>	and:	<u>Normandy Road</u>
Posted Limit:	35 mph	Bicycle Lanes:	No		
Width:	30' (varies)	Sidewalks:	One Side (varies)		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	Prohibited/Both Sides	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	8,500	Vehicles Sampled:	74
Segment Length (mi):	1.95	85th Percentile Speed:	40 mph
Collisions:	17	50th Percentile Speed:	35 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	30-39 mph
Collision Rate (c/mvn):	0.94	Percent in Pace:	70%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 35 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
35 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Monterey Rd.

DATE: 6/15/2021
Start Time: 11:26 am
DAY: Tuesday

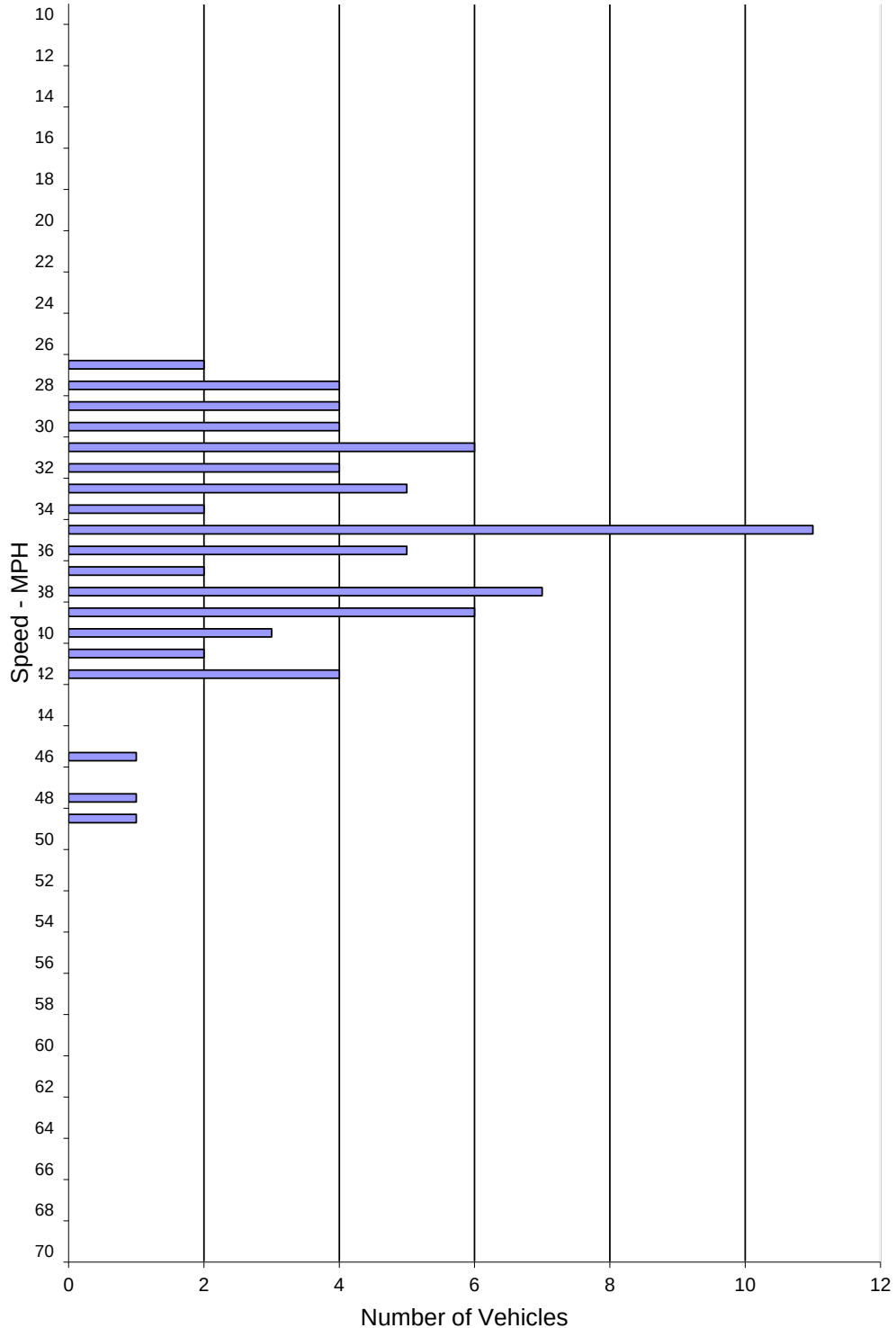
Location: East of Noumea Rd.
End Time: 12:07 pm
Posted Speed: 35 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	0
24	0
25	0
26	0
27	2
28	4
29	4
30	4
31	6
32	4
33	5
34	2
35	11
36	5
37	2
38	7
39	6
40	3
41	2
42	4
43	0
44	0
45	0
46	1
47	0
48	1
49	1
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	74	35.1	27 - 49	35 mph	40 mph	30 - 39	52	70%	13% / 10	17% / 12

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

MONTEREY ROAD BETWEEN FREMONT BOULEVARD AND NORTH OF NORMANDY ROAD

Sub-Segment:	<u>Monterey Road</u>	Between:	<u>Normandy Road</u>	and:	<u>370' North of Normandy Road</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	34'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	Both Sides	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	8,500	Vehicles Sampled:	76
Segment Length (mi):	1.95	85th Percentile Speed:	30 mph
Collisions:	17	50th Percentile Speed:	25 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	22-31 mph
Collision Rate (c/mvn):	0.94	Percent in Pace:	71%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Monterey Rd.

DATE: 6/15/2021
Start Time: 10:25 am
DAY: Tuesday

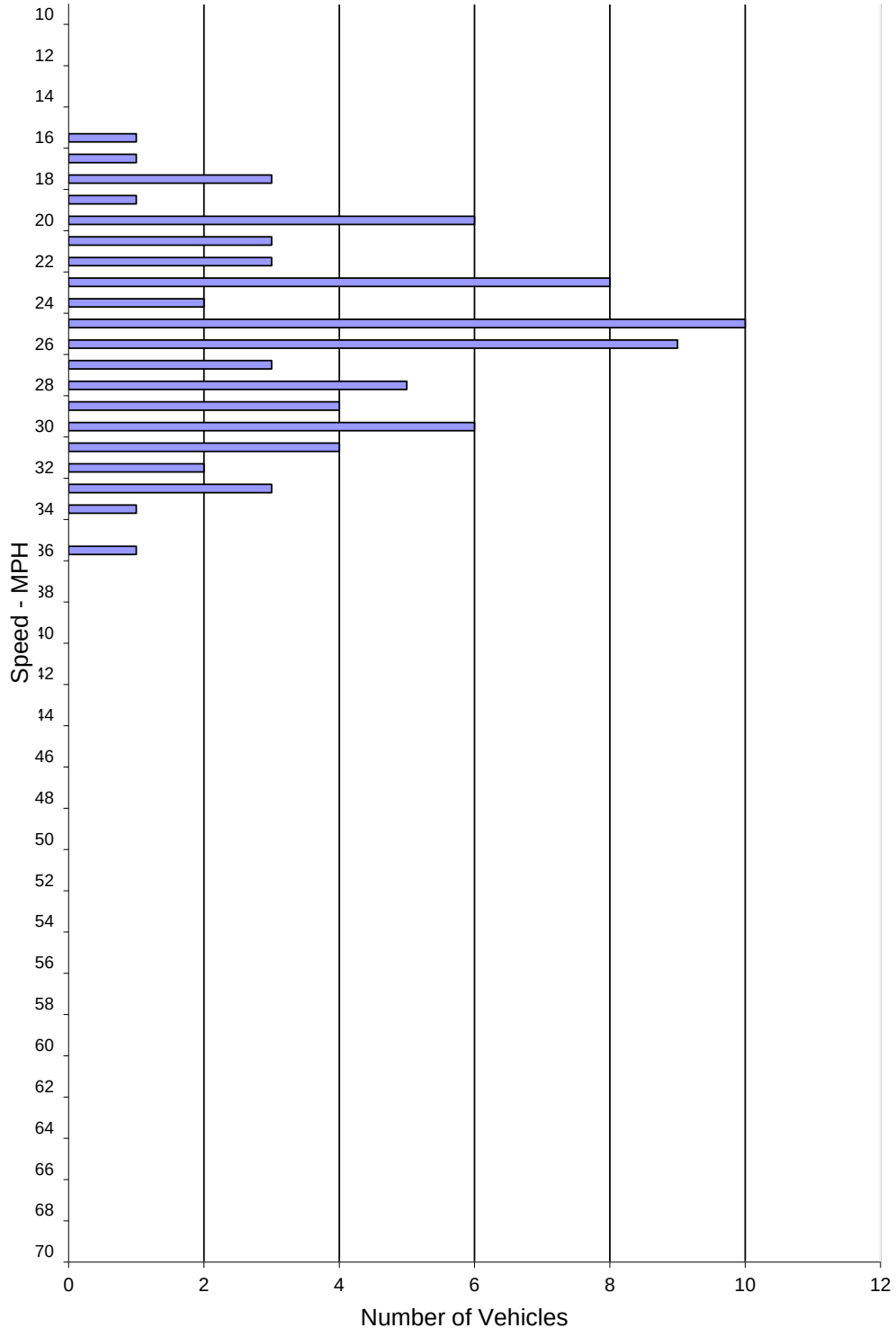
Location: 370' North of Normandy Rd.
End Time: 11:24 am
Posted Speed: 25 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	1
17	1
18	3
19	1
20	6
21	3
22	3
23	8
24	2
25	10
26	9
27	3
28	5
29	4
30	6
31	4
32	2
33	3
34	1
35	0
36	1
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	76	25.6	16 - 36	25 mph	30 mph	22 - 31	54	71%	19% / 15	10% / 7

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

SAN PABLO AVENUE BETWEEN FREMONT BOULEVARD AND MESCAL STREET

Sub-Segment:	<u>San Pablo Avenue</u>	Between:	<u>Fremont Boulevard</u>	and:	<u>Baker Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Mixed Use		
Configuration:	Undivided	Character:	Urban		
Parking:	Both Sides	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,900	Vehicles Sampled:	113
Segment Length (mi):	0.92	85th Percentile Speed:	33 mph
Collisions:	30	50th Percentile Speed:	29 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	7.64	Percent in Pace:	77%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date



Additional information provided on the next sheet.

Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

San Pablo Ave.

DATE: 6/17/2021
Start Time: 2:18 pm
DAY: Thursday

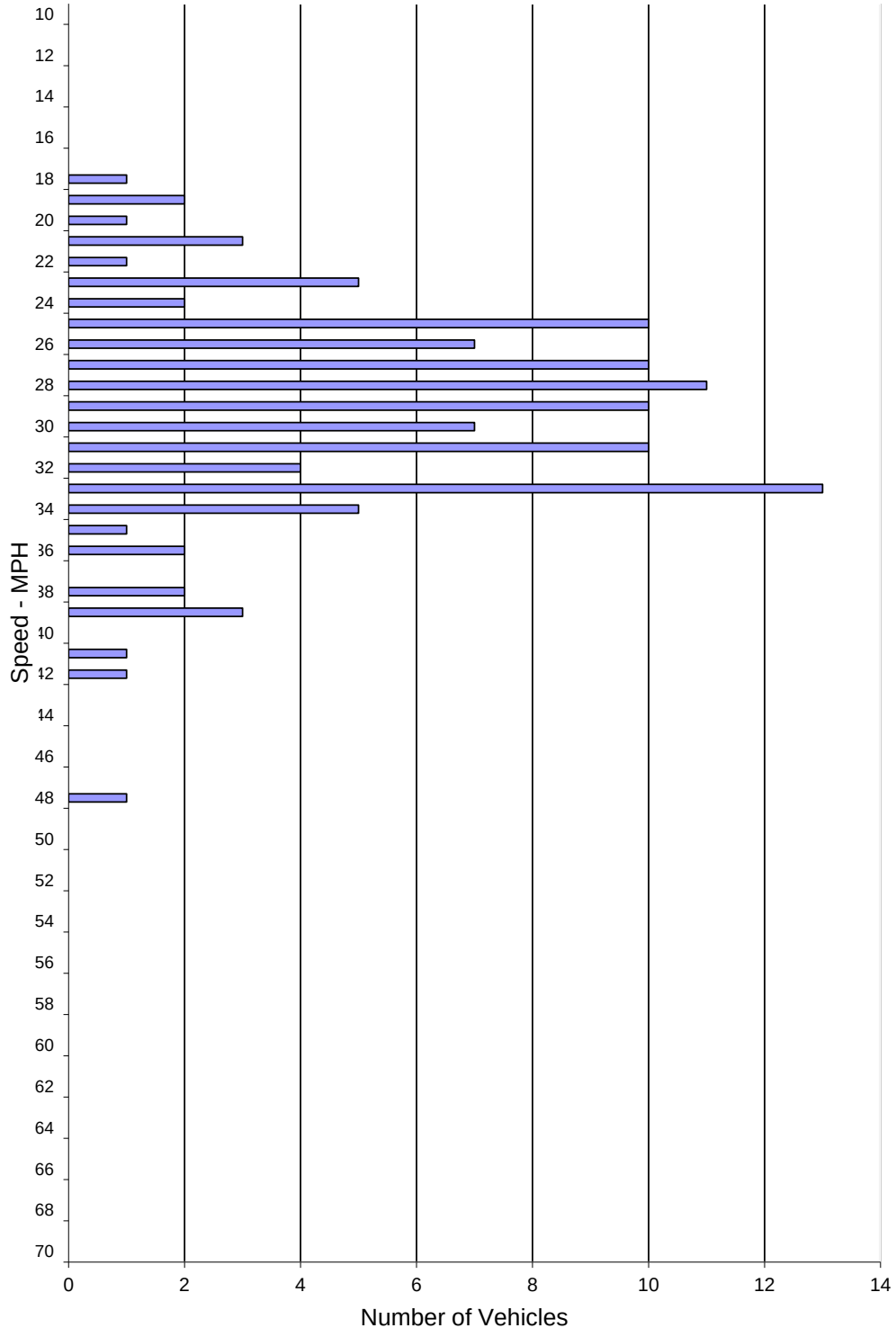
Location: near San Pablo Ct.
End Time: 2:54 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	2
20	1
21	3
22	1
23	5
24	2
25	10
26	7
27	10
28	11
29	10
30	7
31	10
32	4
33	13
34	5
35	1
36	2
37	0
38	2
39	3
40	0
41	1
42	1
43	0
44	0
45	0
46	0
47	0
48	1
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	113	29.2	18 - 48	29 mph	33 mph	25 - 34	87	77%	13% / 15	10% / 11

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

SAN PABLO AVENUE BETWEEN FREMONT BOULEVARD AND MESCAL STREET

Sub-Segment:	<u>San Pablo Avenue</u>	Between:	<u>Baker Street</u>	and:	<u>Mescal Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	Both Sides	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,900	Vehicles Sampled:	110
Segment Length (mi):	0.92	85th Percentile Speed:	35 mph
Collisions:	30	50th Percentile Speed:	30 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	26-35 mph
Collision Rate (c/mvn):	7.64	Percent in Pace:	75%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

San Pablo Ave.

DATE: 6/17/2021
Start Time: 1:30 pm
DAY: Thursday

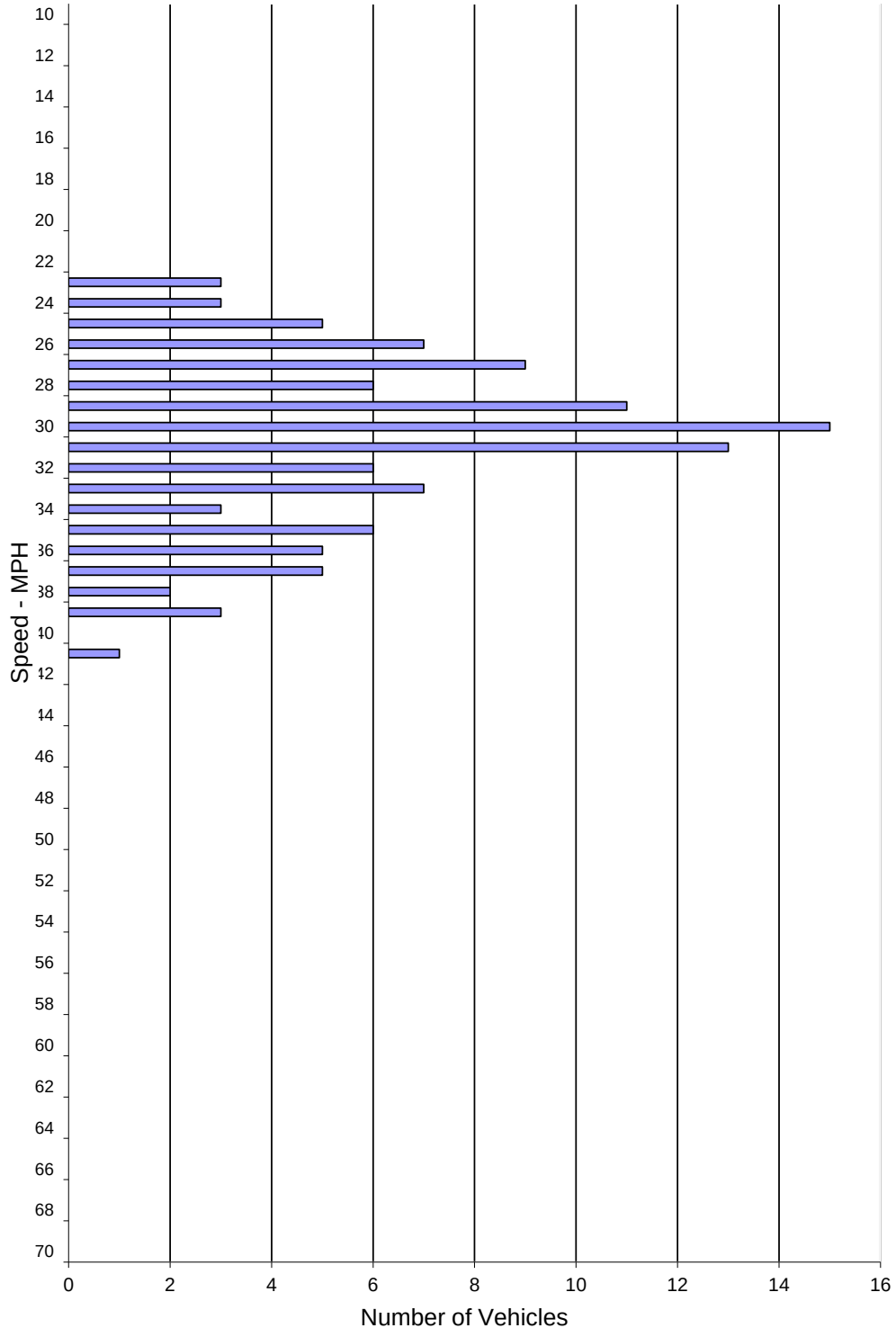
Location: near Luzern St.
End Time: 2:15 pm
Posted Speed: 30 MPH

Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	0
21	0
22	0
23	3
24	3
25	5
26	7
27	9
28	6
29	11
30	15
31	13
32	6
33	7
34	3
35	6
36	5
37	5
38	2
39	3
40	0
41	1
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	110	30.6	23 - 41	30 mph	35 mph	26 - 35	83	75%	10% / 11	15% / 16

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

SONOMA AVENUE BETWEEN CANYON DEL REY AND FREMONT BOULEVARD

Sub-Segment:	<u>Sonoma Avenue</u>	Between:	<u>Canyon Del Rey</u>	and:	<u>Hillsdale Street</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	Both Sides	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,700	Vehicles Sampled:	111
Segment Length (mi):	0.47	85th Percentile Speed:	32 mph
Collisions:	20	50th Percentile Speed:	29 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	25-34 mph
Collision Rate (c/mvn):	10.50	Percent in Pace:	83%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Sonoma Ave.

DATE: 6/22/2021

Location: near Imperial St.

Observer: Mietek

Start Time: 11:40 am

End Time: 12:24 pm

Weather: Partly cloudy

Calibration: DONE

DAY: Tuesday

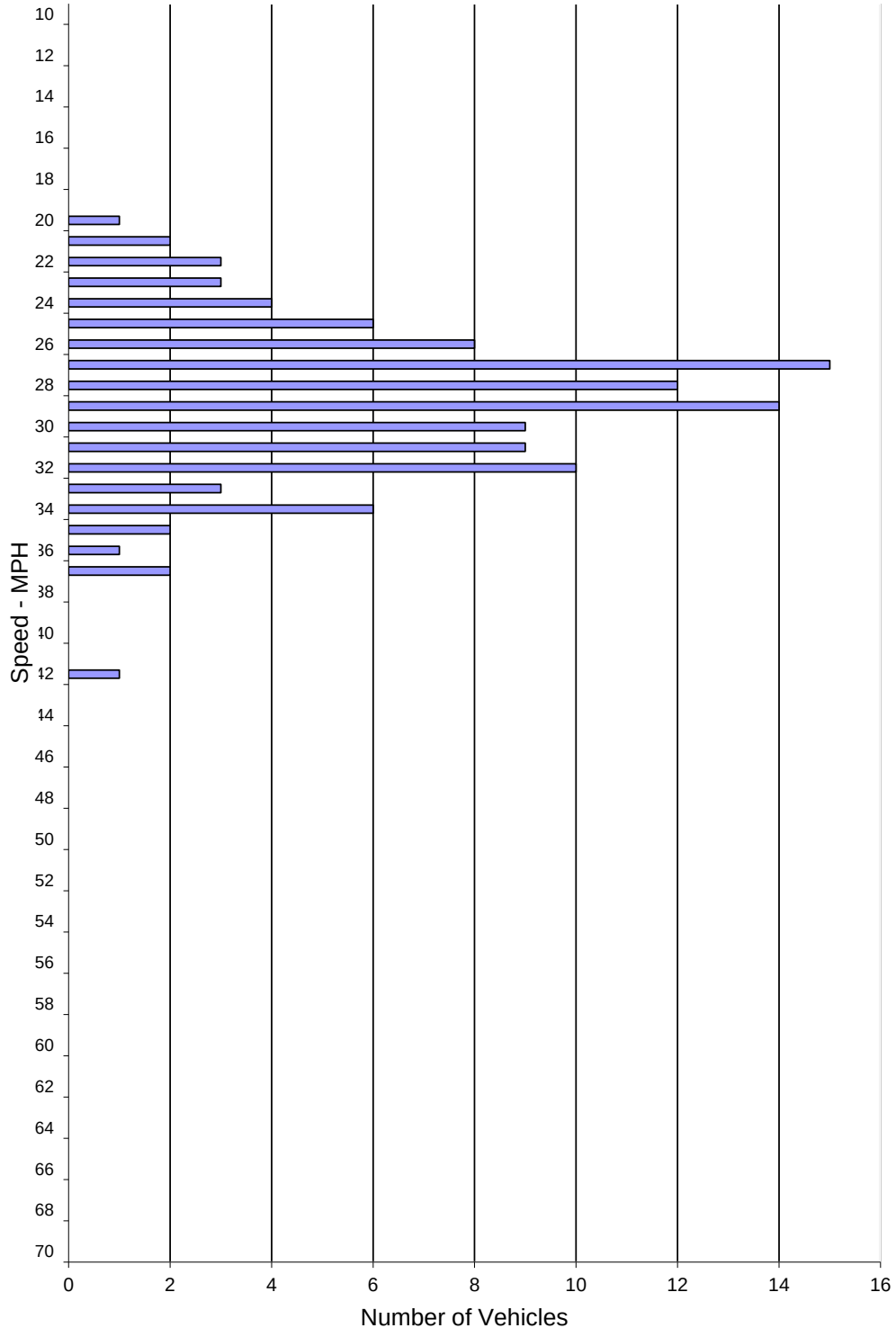
Posted Speed: 30 MPH

Direction: E/W

Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	0
19	0
20	1
21	2
22	3
23	3
24	4
25	6
26	8
27	15
28	12
29	14
30	9
31	9
32	10
33	3
34	6
35	2
36	1
37	2
38	0
39	0
40	0
41	0
42	1
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	111	28.8	20 - 42	29 mph	32 mph	25 - 34	92	83%	11% / 13	6% / 6

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

SONOMA AVENUE BETWEEN CANYON DEL REY AND FREMONT BOULEVARD

Sub-Segment:	<u>Sonoma Avenue</u>	Between:	<u>Hillsdale Street</u>	and:	<u>Fremont Boulevard</u>
Posted Limit:	30 mph	Bicycle Lanes:	No		
Width:	38'	Sidewalks:	Both Sides		
Travel Lanes:	2	Land Use:	Residential		
Configuration:	Undivided	Character:	Urban		
Parking:	Both Sides	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	3,700	Vehicles Sampled:	107
Segment Length (mi):	0.47	85th Percentile Speed:	28 mph
Collisions:	20	50th Percentile Speed:	24 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	20-29 mph
Collision Rate (c/mvn):	10.50	Percent in Pace:	84%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 30 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
30 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Sonoma Ave.

DATE: 6/22/2021

Location: near Alhambra St.

Observer: Mietek

Start Time: 12:26 pm

End Time: 1:18 pm

Weather: Sunny

Calibration: DONE

DAY: Tuesday

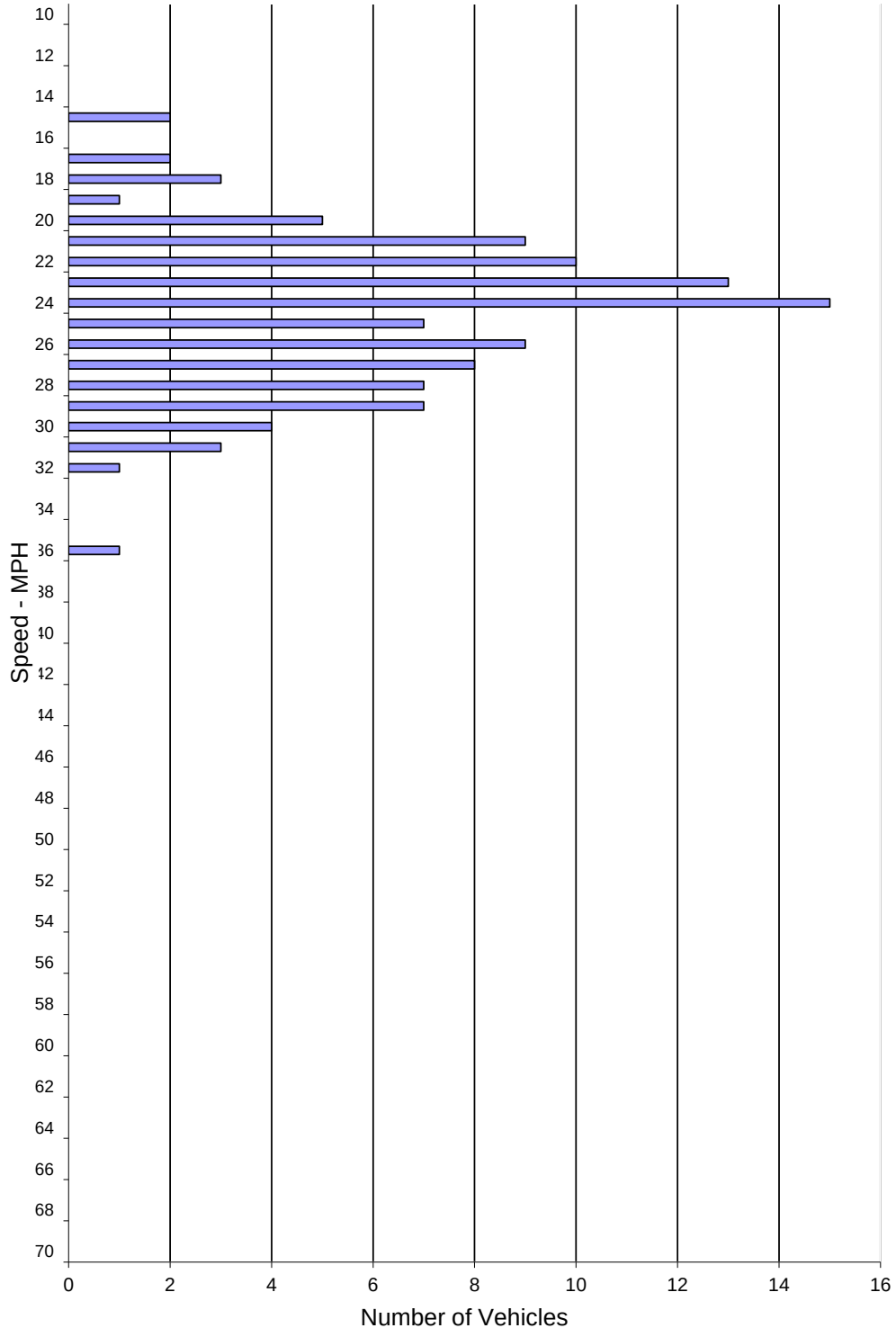
Posted Speed: 30 MPH

Direction: E/W

Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	2
16	0
17	2
18	3
19	1
20	5
21	9
22	10
23	13
24	15
25	7
26	9
27	8
28	7
29	7
30	4
31	3
32	1
33	0
34	0
35	0
36	1
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	107	24.4	15 - 36	24 mph	28 mph	20 - 29	90	84%	7% / 8	9% / 9

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

CALAVERAS STREET BETWEEN BROADWAY AVENUE AND CLEMENTINA AVENUE/HEITZINGER PLAZA

Sub-Segment:	<u>Calaveras Street</u>	Between:	<u>Broadway Avenue</u>	and:	<u>Clementina Avenue / Heitzinger Plaza</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	30'	Sidewalks:	No		
Travel Lanes:	2	Land Use:	Commercial		
Configuration:	Undivided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	1,600	Vehicles Sampled:	102
Segment Length (mi):	0.12	85th Percentile Speed:	28 mph
Collisions:	4	50th Percentile Speed:	24 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	19-28 mph
Collision Rate (c/mvn):	19.03	Percent in Pace:	77%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Calaveras St.

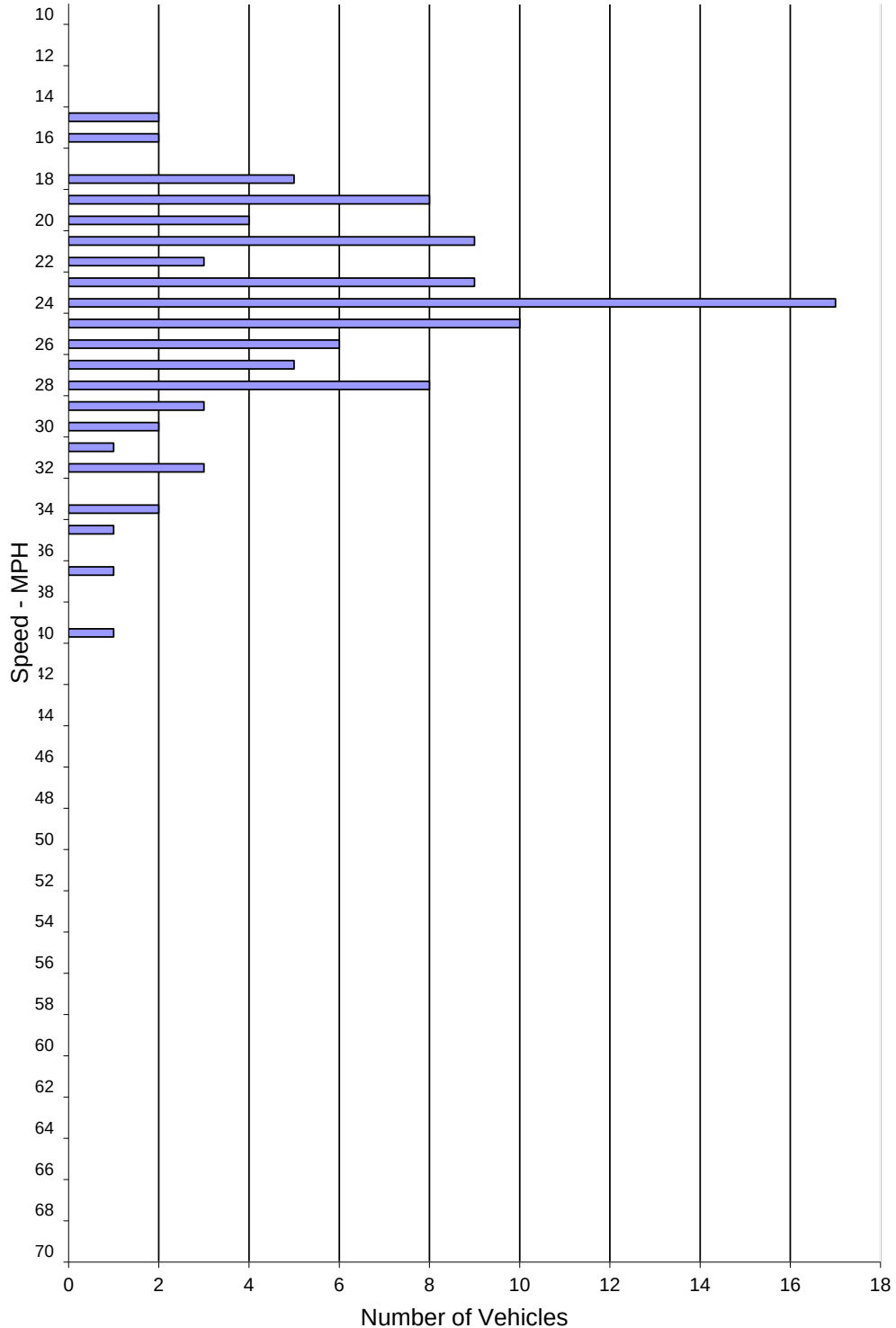
DATE: 6/22/2021
Start Time: 1:33 pm
DAY: Tuesday

Location: btwn Broadway Ave. & Clementina/Heitzinger
End Time: 2:23 pm
Posted Speed: 25 MPH

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	2
16	2
17	0
18	5
19	8
20	4
21	9
22	3
23	9
24	17
25	10
26	6
27	5
28	8
29	3
30	2
31	1
32	3
33	0
34	2
35	1
36	0
37	1
38	0
39	0
40	1
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	102	24.2	15 - 40	24 mph	28 mph	19 - 28	79	77%	8% / 9	14% / 14

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

CLEMENTINA AVENUE/HEITZINGER PLAZA BETWEEN DEL MONTE BOULEVARD AND FREMONT BOULEVARD

Sub-Segment:	<u>Clementina Avenue</u>	Between:	<u>Del Monte Boulevard</u>	and:	<u>Roundabout</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	28'	Sidewalks:	No		
Travel Lanes:	2	Land Use:	Commercial		
Configuration:	Undivided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	2,800	Vehicles Sampled:	59
Segment Length (mi):	0.24	85th Percentile Speed:	30 mph
Collisions:	5	50th Percentile Speed:	26 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	20-29 mph
Collision Rate (c/mvn):	6.79	Percent in Pace:	78%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Clementina Ave.

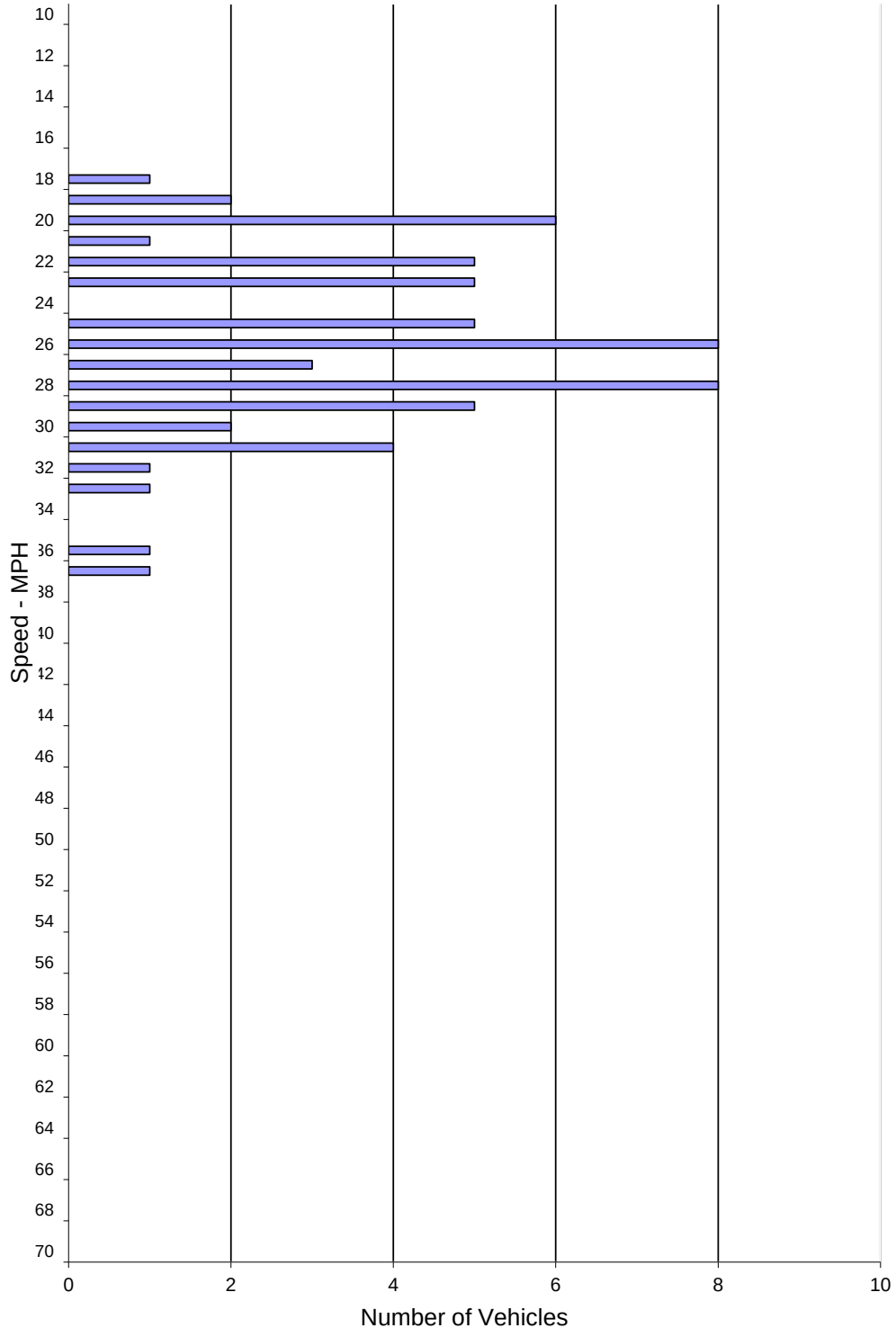
DATE: 6/22/2021
Start Time: 2:25 pm
DAY: Tuesday

Location: btwn Del Monte Blvd. & Calaveras St.
End Time: 2:40 pm
Posted Speed: 25 MPH
Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	0
18	1
19	2
20	6
21	1
22	5
23	5
24	0
25	5
26	8
27	3
28	8
29	5
30	2
31	4
32	1
33	1
34	0
35	0
36	1
37	1
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	59	25.9	18 - 37	26 mph	30 mph	20 - 29	46	78%	5% / 3	17% / 10

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

CLEMENTINA AVENUE/HEITZINGER PLAZA BETWEEN DEL MONTE BOULEVARD AND FREMONT BOULEVARD

Sub-Segment:	<u>Heitzinger Plaza</u>	Between:	<u>Roundabout</u>	and:	<u>Fremont Boulevard</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	38' (varies)	Sidewalks:	No		
Travel Lanes:	2	Land Use:	Commercial		
Configuration:	Divided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	2,800	Vehicles Sampled:	54
Segment Length (mi):	0.24	85th Percentile Speed:	30 mph
Collisions:	5	50th Percentile Speed:	25 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	21-30 mph
Collision Rate (c/mvn):	6.79	Percent in Pace:	81%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

Heitzinger Plaza

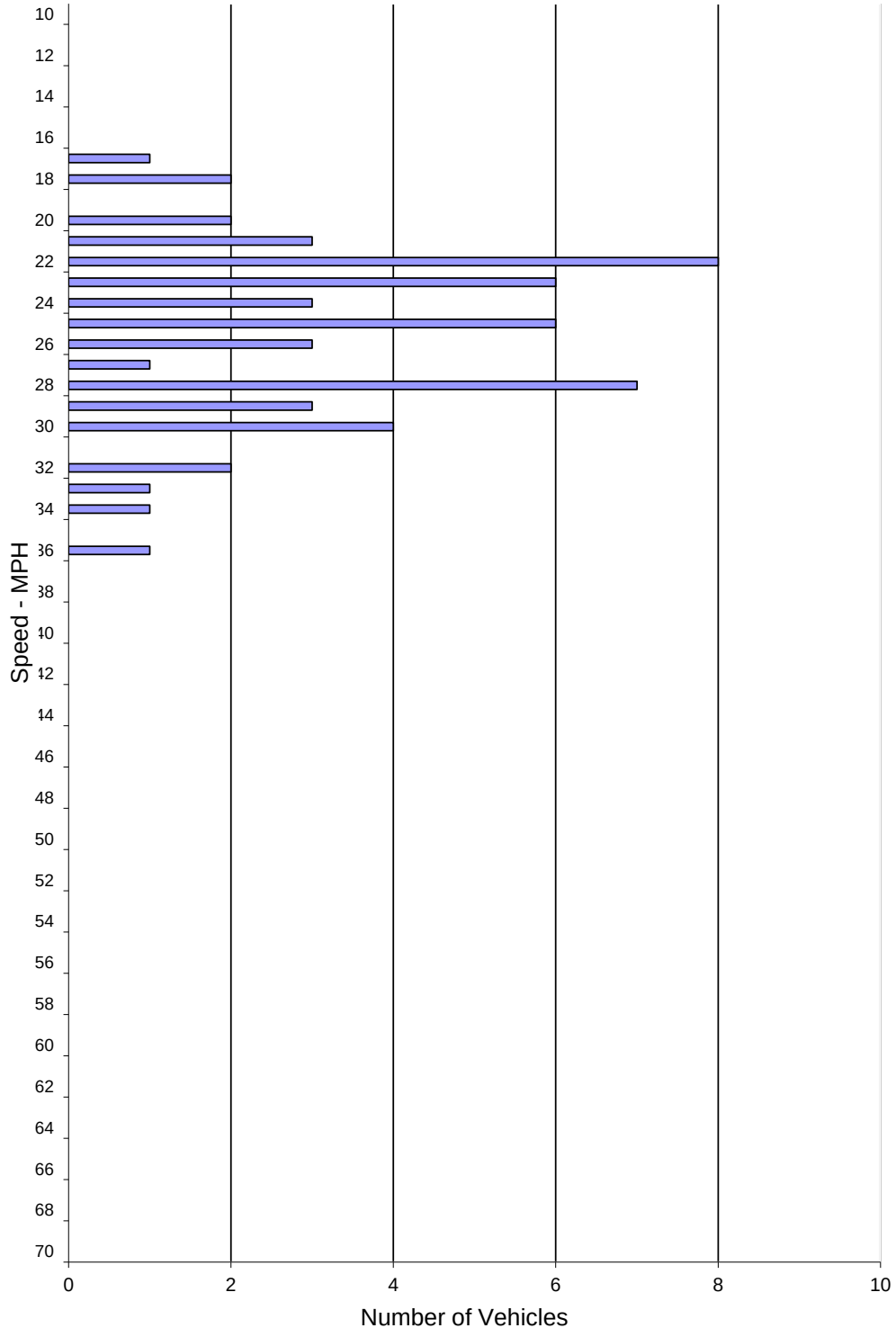
DATE: 6/22/2021
Start Time: 3:24 pm
DAY: Tuesday

Location: btwn Fremont Blvd. & The Mall
End Time: 3:44 pm
Posted Speed: 25 MPH
Weather: Sunny
Direction: E/W

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	1
18	2
19	0
20	2
21	3
22	8
23	6
24	3
25	6
26	3
27	1
28	7
29	3
30	4
31	0
32	2
33	1
34	1
35	0
36	1
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	54	25.3	17 - 36	25 mph	30 mph	21 - 30	44	81%	9% / 5	10% / 5

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

THE MALL BETWEEN CLEMENTINA AVENUE AND DEL MONTE BOULEVARD

Sub-Segment:	<u>The Mall</u>	Between:	<u>Clementina Avenue</u>	and:	<u>Echo Avenue</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	28'	Sidewalks:	No		
Travel Lanes:	2	Land Use:	Commercial		
Configuration:	Undivided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	4,100	Vehicles Sampled:	55
Segment Length (mi):	0.4	85th Percentile Speed:	30 mph
Collisions:	4	50th Percentile Speed:	26 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	21-30 mph
Collision Rate (c/mvn):	2.23	Percent in Pace:	84%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

The Mall

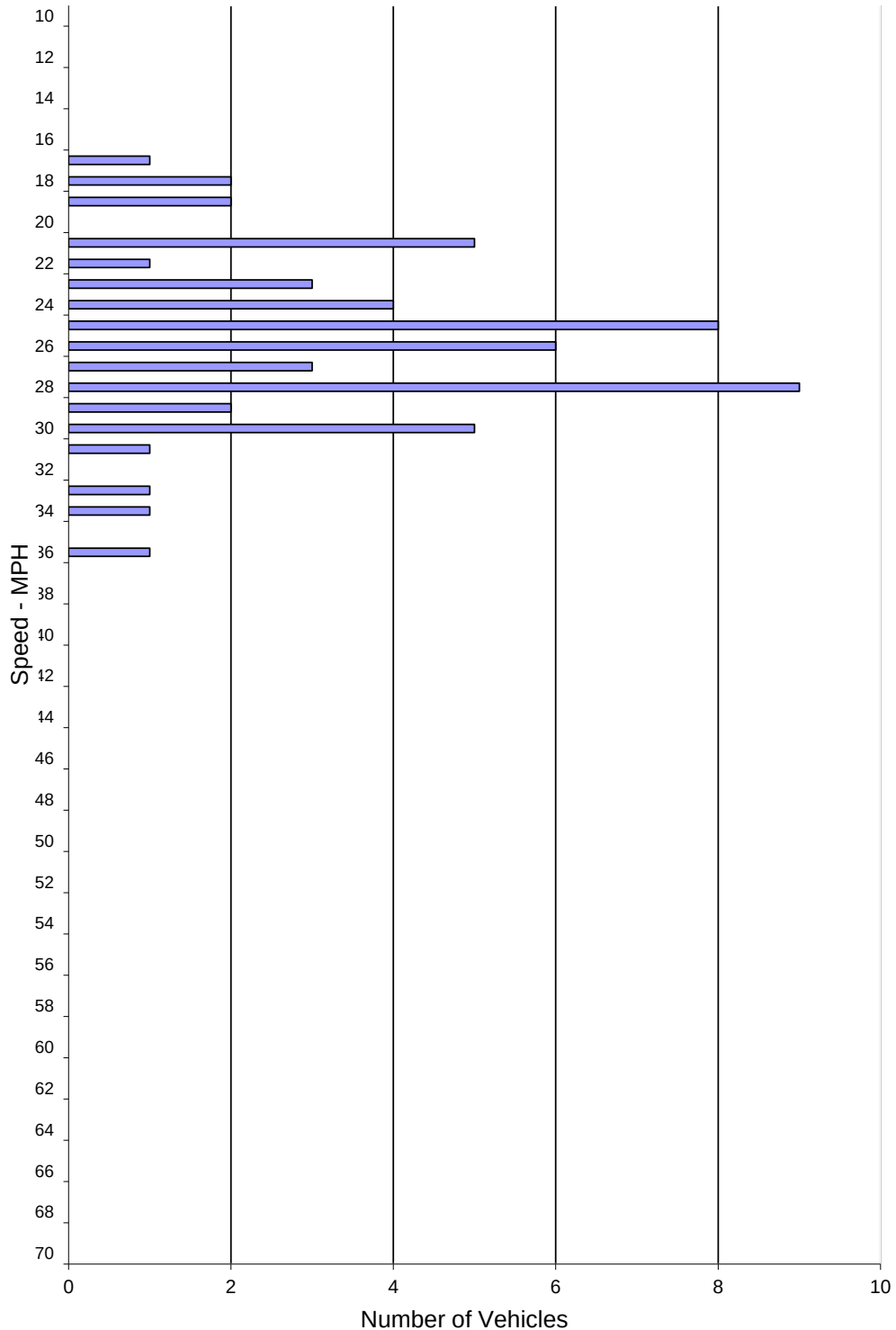
DATE: 6/22/2021
Start Time: 3:08 pm
DAY: Tuesday

Location: btwn Columbus Ave. & Birch Ave.
End Time: 3:22 pm
Posted Speed: 25 MPH
Weather: Sunny
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	1
18	2
19	2
20	0
21	5
22	1
23	3
24	4
25	8
26	6
27	3
28	9
29	2
30	5
31	1
32	0
33	1
34	1
35	0
36	1
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	55	25.7	17 - 36	26 mph	30 mph	21 - 30	46	84%	9% / 5	8% / 4

City of Seaside
ENGINEERING AND TRAFFIC SURVEY

THE MALL BETWEEN CLEMENTINA AVENUE AND DEL MONTE BOULEVARD

Sub-Segment:	<u>The Mall</u>	Between:	<u>Echo Avenue</u>	and:	<u>Del Monte Boulevard</u>
Posted Limit:	25 mph	Bicycle Lanes:	No		
Width:	32' (varies)	Sidewalks:	No		
Travel Lanes:	2	Land Use:	Commercial		
Configuration:	Undivided and Divided	Character:	Urban		
Parking:	Prohibited	Terrain:	Flat		

OBSERVATIONS AND EVALUATION

Volume (ADT):	4,100	Vehicles Sampled:	53
Segment Length (mi):	0.4	85th Percentile Speed:	27 mph
Collisions:	4	50th Percentile Speed:	23 mph
Evaluation Period (yr):	3	10 mph Pace Speed:	18-27 mph
Collision Rate (c/mvn):	2.23	Percent in Pace:	91%
Statewide Average Rate (c/mvm):	1.48		
Conditions Not Readily Apparent to the Driver:			

CONCLUSION AND RECOMMENDATION

On the basis of an engineering and traffic investigation, as reported above, and in accordance with the provisions of the California Vehicle Code Sections 22348 through 22413, and pertinent provisions found in Sections 627 and 40802, a speed limit of 25 mph is hereby determined to be reasonable and appropriate for this street segment.

Notes: Collisions from SWITRS (2016-2018)

Recommended Speed Limit:
25 mph



David J. Parisi, PE, TE

1-Sep-21

Date

Additional information provided on the next sheet.



Spot Speed Study - City of Seaside

Prepared by: Traffic Counts Plus

The Mall

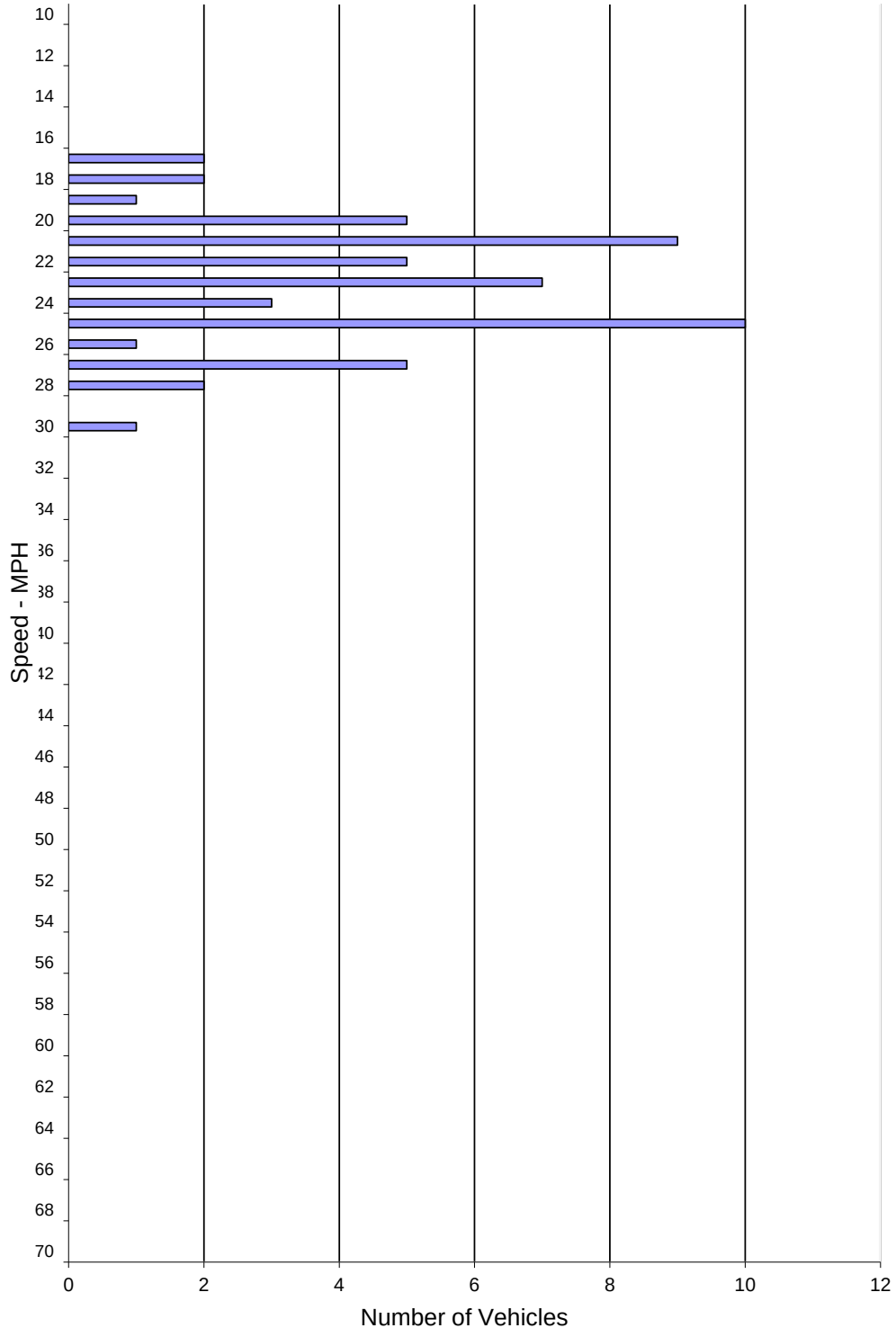
DATE: 6/22/2021
Start Time: 2:45 pm
DAY: Tuesday

Location: btwn Del Monte Blvd. & Echo Ave.
End Time: 3:04 pm
Posted Speed: 25 MPH
Weather: Sunny
Direction: N/S

Observer: Mietek
Calibration: DONE
Project #: Citywide Spot Speed

Spot Speeds

Speed mph	ALL Vehicles
<=10	0
11	0
12	0
13	0
14	0
15	0
16	0
17	2
18	2
19	1
20	5
21	9
22	5
23	7
24	3
25	10
26	1
27	5
28	2
29	0
30	1
31	0
32	0
33	0
34	0
35	0
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0
51	0
52	0
53	0
54	0
55	0
56	0
57	0
58	0
59	0
60	0
61	0
62	0
63	0
64	0
65	0
66	0
67	0
68	0
69	0
>=70	0



SPEED PARAMETERS										
Class	Count	Average Speed	Range	50th Percentile	85th Percentile	10 MPH Pace	# in Pace	Percent in Pace	% / # Below Pace	% / # Above Pace
ALL	53	23.0	17 - 30	23 mph	27 mph	18 - 27	48	91%	3% / 2	6% / 3



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 10.D.

TO: City Council

FROM: Roberta Greathouse, Acting City Manager

BY: Dominique Davis, City Clerk

DATE: September 16, 2021

**SUBJECT: DISCUSSION REGARDING CONTINUATION OF HYBRID
COUNCIL MEETINGS**

RECOMMENDATION

Approve continuation of hybrid meetings, to include participation via Zoom, through December 2021, or until State emergency is rescinded, if prior.

BACKGROUND

At the July 15 Regular Council Meeting, the City Council established that Council Meetings will be at City Hall, with all participants masked, and participation via Zoom will be facilitated. Since that time, City Council meetings have operated consistently with those parameters, to good effect. Under this hybrid model, councilmembers, members of the public, and staff have the option to either participate in-person at the Council Chambers or virtually via Zoom. The hybrid model aims to ensure all members of the public have continued access to meetings in a format that is comfortable for them.

In-person meetings in a hybrid format align with the state's model for safe reopening and maintaining access to City Council meetings virtually will create an increasingly equitable option for participants and the public to decide how they would like to attend. Our goal is to be as accessible as possible to our community.

Based on Council direction, staff will advertise and prepare future meetings as appropriate.

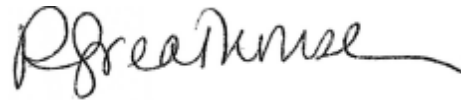
FISCAL IMPACT

The City continually evaluates the need of procuring the necessary equipment to facilitate hybrid meetings.

ATTACHMENTS

None

Reviewed for Submission to the City Council by:

A handwritten signature in black ink, appearing to read "R Greathouse", with a long horizontal flourish extending to the right.

Roberta Greathouse, Acting City Manager