



AGENDA

CITY OF SEASIDE
ENVIRONMENTAL
COMMISSION

REGULAR MEETING
VIRTUAL ONLY
Tuesday, September 13, 2022
5:30 PM

NOTICE: Pursuant to California Government Code section 54953(e)(1)(A), and (C), and the Seaside City Council's resolution authorizing virtual participation in public meetings given the COVID-19 pandemic; meetings of the Seaside City Council and its Boards, Commissions and Committees are being conducted with a hybrid format providing both in person and/or virtual (electronic) participation in order to promote social distancing and protect the health and safety of attendees.

VIRTUAL PUBLIC PARTICIPATION INSTRUCTIONS

1. To view this meeting: Please click on the following link to the City of Seaside YouTube Channel: <https://www.youtube.com/c/CityofSeasideCalifornia>
2. To participate in this meeting: Using the Zoom application on your smart phone, laptop, tablet or desktop and click on this link: <https://us02web.zoom.us/j/87169429120>
WEBINAR ID: 871 6942 9120
3. To participate by phone: Please call (669) 900-9128
Enter the meeting ID 871 6942 9120 when prompted. There is no participate code – press the pound sign # after the recording prompts you.
4. To make public comment, the following options are available:

Before the Meeting via Email: Written comments can be emailed to ggonzalez@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 at least two (2) hours prior to the meeting time on the day of the meeting.

During the Meeting via Oral Comments: When the Chair 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 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 (831) 899-6707 no fewer than two business days prior to the meeting to allow reasonable arrangements. Agendas and videos of past meetings are available on demand 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 Government Code Section 54954.2(a) or Section 54956.

1. CALL TO ORDER

2. ROLL CALL - ESTABLISHMENT OF QUORUM

Lacey Raak	Chair
Kristin Molle	Vice Chair
Laura Murphy	Commissioner
Mariana Del Val Prieto Cervantes	Commissioner
Michelle Overmeyer	Commissioner

3. 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).

4. PUBLIC COMMENT

Members of the public wishing to address the Commission 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. Comments on specific agenda items are heard under that item. For the public record, please state your name.

5. BUSINESS ITEMS

A. DISCUSS SOLAR ON MULTIFAMILY AFFORDABLE HOUSING, A PROGRAM SPONSORED BY THE CA PUBLIC UTILITIES COMMISSION

RECOMMENDATION: Discuss the program and how to promote awareness and/or notify the Council of the program.

B. DISCUSS AN INDUCTION COOKTOP CHECKOUT PROGRAM

RECOMMENDATION: Discuss an induction cooktop checkout program and make recommendations to staff.

C. DISCUSS TWO PROPOSED BILLS (ASSEMBLY BILL 2011: AFFORDABLE HOUSING AND HIGH ROAD JOBS ACT, AND ASSEMBLY BILL 2097: RESIDENTIAL, COMMERCIAL, OR OTHER DEVELOPMENT TYPES: PARKING REQUIREMENTS), AND HOW THE COMMISSION COULD BECOME MORE SUPPORTIVE OF INITIATIVES AT THE STATE LEVEL

RECOMMENDATION: Discuss the bills and the potential of bringing forward similar items for conversation as well as before the City Council.

6. REPORTS FROM COMMISSIONERS

A. UPDATES FROM COMMISSIONER LAURA MUPRHY

7. REPORTS FROM STAFF

8. ADJOURNMENT

Next Regularly Scheduled Meeting:
October 11, 2022
5:30 PM



CITY OF SEASIDE STAFF REPORT

Item No.: 5.A.

TO: Environmental Commission

BY: Beth Rocha, Senior Planner

DATE: September 13, 2022

**SUBJECT: DISCUSS SOLAR ON MULTIFAMILY AFFORDABLE HOUSING, A
PROGRAM SPONSORED BY THE CA PUBLIC UTILITIES
COMMISSION**

PURPOSE & RECOMMENDATION

Discuss the program and how to promote awareness and/or notify the Council of the program.

BACKGROUND

The SOMAH program provides financial incentives for installing photovoltaic (PV) energy systems on multifamily affordable housing. The program provides financial benefits to tenants and installers are required to hire local job trainees. There are two properties that would be eligible for this program in the Seaside: Seaview Village Apartments on Waring Street and Del Monte Manor on Yosemite St (322 units in total). SOMAH provides materials for governments to promote the program to residents and property owners.

Background and more detailed information about the program can be found here: <https://calsomah.org/>

ATTACHMENTS

None



CITY OF SEASIDE STAFF REPORT

Item No.: 5.B.

TO: Environmental Commission

BY: Beth Rocha, Senior Planner

DATE: September 13, 2022

SUBJECT: DISCUSS AN INDUCTION COOKTOP CHECKOUT PROGRAM

PURPOSE & RECOMMENDATION

Discuss an induction cooktop checkout program and make recommendations to staff.

BACKGROUND

A number of cities in California have started induction cooktop checkout programs. Some cities are conducting checkout programs through public libraries. Induction cooktops are safer (no open flame or exposed heating element, better air quality) and more energy efficient than electric and gas cooktops.

Read more about the program here:

<https://www.sanjosca.gov/your-government/departments-offices/environmental-services/climate-smart-san-jos/induction-cooktop-checkout-program>

ATTACHMENTS

None



**CITY OF SEASIDE
STAFF REPORT**

Item No.: 5.C.

TO: Environmental Commission

BY: Beth Rocha, Senior Planner

DATE: September 13, 2022

SUBJECT: DISCUSS TWO PROPOSED BILLS (ASSEMBLY BILL 2011: AFFORDABLE HOUSING AND HIGH ROAD JOBS ACT, AND ASSEMBLY BILL 2097: RESIDENTIAL, COMMERCIAL, OR OTHER DEVELOPMENT TYPES: PARKING REQUIREMENTS), AND HOW THE COMMISSION COULD BECOME MORE SUPPORTIVE OF INITIATIVES AT THE STATE LEVEL

PURPOSE & RECOMMENDATION

Discuss the bills and the potential of bringing forward similar items for conversation as well as before the City Council.

BACKGROUND

Read the full text of the proposed AB 2011 at the following link:

https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220AB2011

Read the full text of the proposed AB 2097 at the following link:

https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202120220AB2097

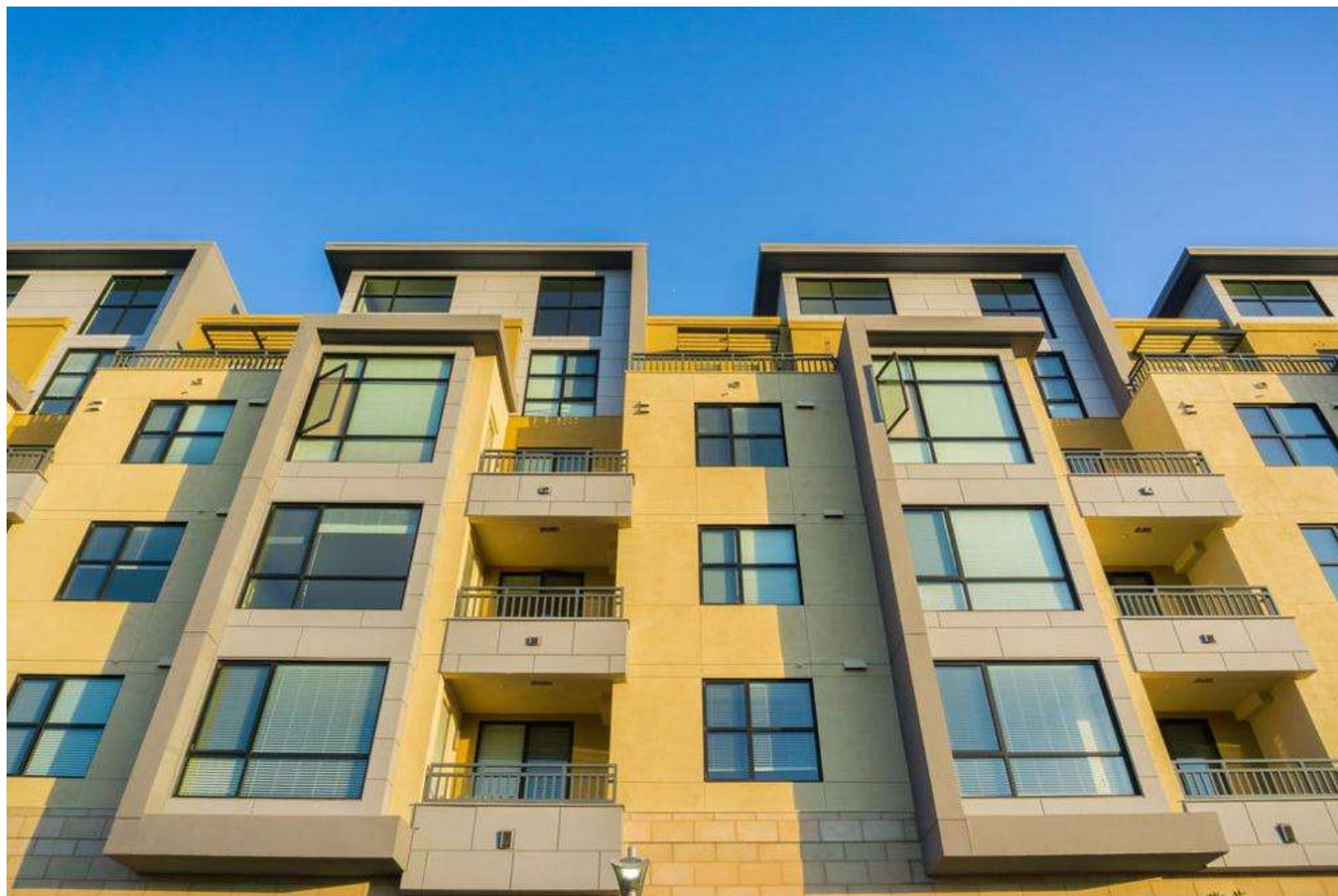
ATTACHMENTS

1. AB 2097 Article
 2. AB 2011 Article
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https://www.thecentersquare.com/california/bill-banning-many-residential-parking-mandates-near-transit-heads-to-newsom/article_df6fd226-28aa-11ed-a6ca-4764ce70b977.html

Bill banning many residential parking mandates near transit heads to Newsom

By Madison Hirneisen | The Center Square
Aug 30, 2022



Apartment building in the San Francisco Bay area.

Sundry Photography

(The Center Square) – California lawmakers sent a bill to Gov. Gavin Newsom’s desk Tuesday that will cut back on minimum parking requirements for new development near public transit, a measure supporters say will reduce the cost of housing production by tens of thousands of dollars.

Assembly Bill 2097 would prohibit local governments in many scenarios from enforcing minimum parking requirements on residential or commercial development if it is located within half a mile of a major transit stop. The bill would not prevent property owners from building parking but rather limit mandates on minimums.

Legislators sent the bill to Newsom's desk Tuesday before Wednesday's legislative deadline.

Backed by housing advocates and opposed by a handful of city governments, the bill aims to address California's housing crisis by removing costly parking mandates in transit-rich areas. According to **California YIMBY**, Parking requirements can add \$40,000 or more per parking spot to a project, which drives up the cost of development and increases rents by hundreds of dollars per month for tenants.

Parking requirements also take up space that could be used for additional housing units, the bill's author, Assemblymember Laura Friedman, told The Center Square in a statement.

"Mandatory parking requirements worsen California's severe housing shortage by raising the cost of housing production," Friedman said. "On average, a garage costs \$24,000 - \$34,000 per space to build, and an underground parking space costs \$50,000-\$65,000 to build. This cost is passed on to households regardless of whether they own a car or not.

The bill received strong support from housing advocacy groups, who say this bill is key to addressing the state's housing and climate goals by increasing the state's housing stock near public transit and reducing car use.

Matthew Lewis, the communications director for California YIMBY, told The Center Square that the bill would result in savings for renters who will pay hundreds of dollars less each month because they won't be paying for a parking space. Lewis also noted that the bill will result in some savings for taxpayers because "parking doesn't generate the kind of tax revenues for a city that a residence does."

"The city ends up having more sound budgets when there's a house instead of a parking spot, and when you reduce the number of cars over time, you reduce the cost of maintaining the infrastructure," Lewis said. "So there are savings to the taxpayer that accrue – most taxpayers won't notice it because it's just a very small reduction in your tax bill because there's more revenue and less cost."

Senators amended the bill last week to include exceptions to the law if the unit of local government can prove the bill would have a substantial "negative impact" on meeting low-income housing goals or for disabled residents.

Other amended carve-outs in the bill do not allow a city or county to impose parking requirements when the property is at least 20% for very-low-income housing, elderly, students, disabled, exempted under another law, or is small than 20 units.

The bill is one of several housing measures headed to Newsom's desk after passing the Legislature this week. On Monday, the Legislature passed Assembly Bill 2011 and Senate Bill 6, two housing measures that were part of a **legislative agreement** to make it easier for developers to build homes on commercial-zoned properties.

Friedman said she is "cautiously optimistic" that the governor will sign AB 2097 into law.

Some cities in California have already moved forward with prohibiting minimum parking mandates. San Diego eliminated parking mandates for new apartments near public transit in 2019 and slashed parking mandates for many businesses in 2021, as **previously reported** by the San Diego Union-Tribune.

Madison Hirneisen

Staff Reporter

Madison Hirneisen is a staff reporter covering California for The Center Square. Madison has experience covering both local and national news. She currently resides in Southern California.

DIVE BRIEF

Vacant strip malls could become housing under newly passed California bills

Published Aug. 30, 2022



Danielle McLean
Senior Editor

Dive Brief:

- California legislators approved a pair of bills Monday that could allow the development of new housing at underutilized commercial and retail spaces such as largely vacant strip malls.
- The state Assembly's AB-2011 and the Senate's SB-6 intend to help boost California's available housing stock, the shortage of which has contributed to the rising cost of buying or renting a home. The legislation still needs a signature from Gov. Gavin Newsom.
- "These bills will change the trajectory of California's housing crisis," said Buffy Wicks, who chairs the Assembly's Committee on Housing and Community Development, in a statement. "The impact will be historic — no longer will lack of land be an issue for housing production."

Dive Insight:

To address California's housing needs, 2.5 million additional homes need to be constructed over the next eight years, according to the state Department of Housing and Community Development's 2022 statewide housing plan, released earlier this

year. That consists of about 421,000 homes for people with moderate incomes, and about 1 million for people with low or very low incomes.

Housing experts and real estate industry leaders during the Urban Land Institute's spring meeting in April said retail space is overbuilt in the U.S., and the shift to online shopping has prompted retailers to reduce their square footage. Replacing those vacant and underutilized strip malls and shopping centers with developments that mix residential housing with stores, restaurants, hotels and commercial space could help the state address its affordable housing needs, experts said.

However, local laws that prevented residential housing in commercially designated zones restricted such developments in many cities throughout the state.

Both bills allow the construction of housing in areas that are zoned for office, retail and parking that are located in such commercial zones. The Assembly's bill allows housing developments in those areas that meet certain affordable housing and environmental requirements.

The Senate bill, expected to increase housing for middle-income earners, allows the construction of market-rate housing in those zones following a streamlined local approval process. However, the construction of those developments needs to meet certain labor standards, part of an agreement lawmakers reached with trade unions, which backed the legislation.

If both become law, developers would have the option to meet the standards laid out in either the Assembly or the Senate bill.

Efforts to override local authority or reform restrictive zoning laws historically have received pushback. The advocacy group Livable California said the Assembly's bill would take flexibility

away from local jurisdictions “to place housing where it best meets the needs of the community.”

However, groups advocating for the construction of new housing in the state, including California YIMBY — an acronym for groups that support for housing density, “yes in my back yard” — praised the legislation.

In a statement, state Sen. Anna Caballero said the Senate bill “would spur the creation of housing in existing commercial and retail space, and help make homeownership more attainable for working families.” The assembly bill, meanwhile, would “accelerate production of millions of affordable and mixed-income housing along transit-friendly commercial corridors,” Caballero added.