

**CITY OF SANTA BARBARA  
CITY COUNCIL**

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*City Attorney*

**City Hall**  
735 Anacapa Street  
<http://www.SantaBarbaraCA.gov>

**NOVEMBER 19, 2013  
AGENDA**

**ORDER OF BUSINESS:** Regular meetings of the Finance Committee and the Ordinance Committee begin at 12:30 p.m. The regular City Council meeting begins at 2:00 p.m. in the Council Chamber at City Hall.

**REPORTS:** Copies of the reports relating to agenda items are available for review in the City Clerk's Office, at the Central Library, and <http://www.SantaBarbaraCA.gov>. In accordance with state law requirements, this agenda generally contains only a brief general description of each item of business to be transacted or discussed at the meeting. Should you wish more detailed information regarding any particular agenda item, you are encouraged to obtain a copy of the Council Agenda Report (a "CAR") for that item from either the Clerk's Office, the Reference Desk at the City's Main Library, or online at the City's website (<http://www.SantaBarbaraCA.gov>). Materials related to an item on this agenda submitted to the City Council after distribution of the agenda packet are available for public inspection in the City Clerk's Office located at City Hall, 735 Anacapa Street, Santa Barbara, CA 93101, during normal business hours.

**PUBLIC COMMENT:** At the beginning of the 2:00 p.m. session of each regular City Council meeting, and at the beginning of each special City Council meeting, any member of the public may address the City Council concerning any item not on the Council's agenda. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that public comment is taken up by the City Council. Should City Council business continue into the evening session of a regular City Council meeting at 6:00 p.m., the City Council will allow any member of the public who did not address them during the 2:00 p.m. session to do so. The total amount of time for public comments will be 15 minutes, and no individual speaker may speak for more than 1 minute. The City Council, upon majority vote, may decline to hear a speaker on the grounds that the subject matter is beyond their jurisdiction.

**REQUEST TO SPEAK:** A member of the public may address the Finance or Ordinance Committee or City Council regarding any scheduled agenda item. Any person wishing to make such address should first complete and deliver a "Request to Speak" form prior to the time that the item is taken up by the Finance or Ordinance Committee or City Council.

**CONSENT CALENDAR:** The Consent Calendar is comprised of items that will not usually require discussion by the City Council. A Consent Calendar item is open for discussion by the City Council upon request of a Councilmember, City staff, or member of the public. Items on the Consent Calendar may be approved by a single motion. Should you wish to comment on an item listed on the Consent Agenda, after turning in your "Request to Speak" form, you should come forward to speak at the time the Council considers the Consent Calendar.

**AMERICANS WITH DISABILITIES ACT:** In compliance with the Americans with Disabilities Act, if you need special assistance to gain access to, comment at, or participate in this meeting, please contact the City Administrator's Office at 564-5305 or inquire at the City Clerk's Office on the day of the meeting. If possible, notification at least 48 hours prior to the meeting will enable the City to make reasonable arrangements in most cases.

**TELEVISION COVERAGE:** Each regular City Council meeting is broadcast live in English and Spanish on City TV Channel 18 and rebroadcast in English on Wednesdays and Thursdays at 7:00 p.m. and Saturdays at 9:00 a.m., and in Spanish on Sundays at 4:00 p.m. Each televised Council meeting is closed captioned for the hearing impaired. Check the City TV program guide at [www.citytv18.com](http://www.citytv18.com) for rebroadcasts of Finance and Ordinance Committee meetings, and for any changes to the replay schedule.

## **ORDER OF BUSINESS**

2:00 p.m. - City Council Meeting Begins  
5:00 p.m. - Recess  
6:00 p.m. - City Council Meeting Reconvenes

### **REGULAR CITY COUNCIL MEETING – 2:00 P.M.**

#### **AFTERNOON SESSION**

##### **CALL TO ORDER**

##### **PLEDGE OF ALLEGIANCE**

##### **ROLL CALL**

##### **CHANGES TO THE AGENDA**

##### **PUBLIC COMMENT**

##### **CONSENT CALENDAR**

- 1. Subject: Introduction Of Ordinance To Establish Brinkerhoff Avenue As A One-Way Street (530.05)**

Recommendation: That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.60 of the Municipal Code by Revising Section 10.60.030, Establishing Brinkerhoff Avenue as a One-Way Street.

## CONSENT CALENDAR (CONT'D)

2. **Subject: Increase To Afterschool Services Provided In The City/Santa Barbara Unified School District Afterschool Opportunities For Kids Program (570.06)**

Recommendation: That Council increase estimated revenues and appropriations by \$18,632 in the Parks and Recreation Department Fiscal Year 2014 Miscellaneous Grants Fund for the Afterschool Opportunities for Kids (A-OK) Program.

3. **Subject: Contract For Engineering Operation And Maintenance Support Services At El Estero Wastewater Treatment Plant (540.13)**

Recommendation: That Council approve and authorize the Public Works Director to execute a contract with Mimiaga Engineering Group in the amount of \$177,830 for Engineering Operation and Maintenance Support Services at the El Estero Wastewater Treatment Plant, and approve expenditures of up to \$17,550 for extra services of Mimiaga Engineering Group that may result from necessary changes in the scope of work, for a total of \$195,380.

4. **Subject: Appropriation Of Asset Forfeiture Funds For The Council On Alcoholism And Drug Abuse Criminal Justice Early Identification Specialist Position And "Kids Fight Drugs" Calendar (520.04)**

Recommendation: That Council:

- A. Authorize the Chief of Police or his designee to execute a three-year agreement with the Council on Alcoholism and Drug Abuse to fund the Early Identification Specialist position;
- B. Appropriate \$141,000 for Fiscal Years 2014 – 2016 budgets in the Police Department Police Asset Forfeiture and Grants Fund from available asset forfeiture reserves for continued funding for the Council on Alcoholism and Drug Abuse (CADA) Criminal Justice Early Identification Specialist position; and
- C. Appropriate \$15,000 for Fiscal Year 2014 – 2016 budgets in the Police Department Police Asset Forfeiture and Grants Fund from available asset forfeiture reserves to pay the Council on Alcoholism and Drug Abuse for the City of Santa Barbara's share of the cost for the "Kids Fight Drugs" calendar.

5. **Subject: Sea Landing Pedestrian Walkway Project (570.03)**

Recommendation: That Council increase appropriations from \$250,000 previously approved to the amount of \$320,000 in the Harbor Preservation Fund from available reserves for the Sea Landing Pedestrian Walkway Project for a total appropriations increase of \$70,000.

## **CONSENT CALENDAR (CONT'D)**

**6. Subject: Setting Date Of Public Hearing To Consider Designation Of City Landmark (640.06)**

Recommendation: That Council set December 10, 2013, at 2:00 p.m. as the date and time for a public hearing on the Historic Landmarks Commission's recommendation that the following resource be designated as a City Landmark: 2112 Santa Barbara Street, Assessor's Parcel Nos. 025-252-006 and -007, The Hodges House.

## **NOTICES**

7. The City Clerk has on Thursday, November 14, 2013, posted this agenda in the Office of the City Clerk, on the City Hall Public Notice Board on the outside balcony of City Hall, and on the Internet.
8. A City Council site visit is scheduled for Monday, November 25, 2013, at 1:30 p.m. to the property located at 510 N. Salsipuedes Street, which is the subject of an appeal hearing set for November 26, 2013, at 2:00 p.m.

**This concludes the Consent Calendar.**

## **CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS**

### **COMMUNITY DEVELOPMENT DEPARTMENT**

**9. Subject: Adoption Of Updated Traffic Impact Significance Thresholds (530.05)**

Recommendation: That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Establishing Updated Traffic Impact Significance Thresholds Consistent with the City Traffic Management Strategy in the Non-Residential Growth Management Program.

### **PUBLIC WORKS DEPARTMENT**

**10. Subject: Las Positas Road At Cliff Drive Intersection Improvements Project Update (530.04)**

Recommendation: That Council:

- A. Receive an update on the status of the Las Positas Road at Cliff Drive Intersection Improvements Project; and
- B. Provide direction to staff regarding final design of a new traffic signal at the intersection of Las Positas Road and Cliff Drive.

## **PUBLIC HEARINGS**

### **11. Subject: Public Hearing And Amendment Of Citywide Franchise With MarBorg Industries, Inc. (510.04)**

Recommendation: That Council:

- A. Hold a public hearing, as required by the City Charter Section 1401, regarding an amendment to the exclusive franchise for Citywide solid waste collection services with MarBorg Industries, Inc., a California Corporation; and
- B. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending the Exclusive Ten-Year Franchise for Citywide Solid Waste Collection and Disposal Services Granted by the City to MarBorg Industries, Inc., a California Corporation, on February 12, 2013 by City Ordinance No. 5608.

## **COUNCIL AND STAFF COMMUNICATIONS**

### **COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS**

## **CLOSED SESSIONS**

### **12. Subject: Conference With Labor Negotiator (440.05)**

Recommendation: That Council hold a closed session, per Government Code Section 54957.6, to consider instructions to City negotiator Kristy Schmidt, Employee Relations Manager, regarding negotiations with the General Bargaining Unit, Treatment and Patrol Bargaining Units, Hourly Bargaining Unit, Police Management Association, and regarding salaries and fringe benefits for certain unrepresented management and confidential employees.

Scheduling: Duration, 30 minutes; anytime

Report: None anticipated

### **13. Subject: Conference With Legal Counsel - Pending Litigation (160.03)**

Recommendation: That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed. The pending litigation is *Luke Brost as Trustee for the Luke Brost Living Trust, et al., v. City of Santa Barbara*, SBSC Case No. 1342979/Court of Appeal Case No. B246153; and *Ruben Barajas and Pamela Barajas As Trustees For The Ruben And Pamela Barajas Living Trust v. City of Santa Barbara*, SBSC Case No. 1383054/Court of Appeal Case No. B246153.

Scheduling: Duration, 15 minutes; anytime

Report: None anticipated

## **RECESS**

## **EVENING SESSION**

### **RECONVENE**

### **ROLL CALL**

### **PUBLIC COMMENT**

### **MAYOR AND COUNCIL REPORTS**

#### **14. Subject: Interviews For City Advisory Groups (140.05)**

Recommendation: That Council hold interviews of applicants to various City Advisory Groups.

(Continued from November 12, 2013, Agenda Item No. 13)

### **ADJOURNMENT**

To Monday, November 25, 2013, at 1:30 p.m. at 510 N. Salsipuedes Street. (See Item No. 8)



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Introduction Of Ordinance To Establish Brinkerhoff Avenue As A One-Way Street

### **RECOMMENDATION:**

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Chapter 10.60 of the Municipal Code by Revising Section 10.60.030, Establishing Brinkerhoff Avenue as a One-Way Street.

### **DISCUSSION:**

In 2010, Brinkerhoff Avenue was temporarily reconfigured for one-way traffic and angled parking to mitigate parking loss and cut-through traffic during the construction of the Haley/De La Vina Street Bridge. The reconfiguration increased the net parking to 41 spaces from the existing 35 spaces. In addition, it allowed for the closure of Haley Street at Chapala Street, as required for the bridge project, moving all westbound traffic to Cota Street. After a year and a half in this configuration, the majority of the Brinkerhoff Avenue residents presented a signed petition to the Public Works Department, requesting that the temporary one-way traffic direction and parking configurations be made permanent.

On May 3, 2011, City Council approved the request of Brinkerhoff Avenue residents to maintain the one-way street with angled parking. Council could not approve the permanent configuration until a final project scope and environmental review were complete.

Making the street one-way required temporary striping to delineate the angled parking stalls on the east side of the street, and to place removable planters at either end of the street. Angled parking works on the east side of Brinkerhoff Avenue because there are no driveways and the street has low traffic volume, which allows for angled parking without causing traffic congestion.

Brinkerhoff Avenue is part of the Brinkerhoff Avenue Landmark District. A Historic Structures Report was required to be prepared for the environmental review. The report evaluated the historical importance of the project area as an element of the Brinkerhoff

Avenue Landmark District, identified the district's significant historical characteristics, and offered an analysis of potential impacts to the district if the proposed temporary diagonal parking arrangement were retained instead of returning the street to two-way traffic with parallel parking.

Applied Earthworks prepared the Historic Structures Report and the report was conditionally accepted on September 11, 2013 by the Historic Landmarks Commission (HLC), and recently approved by HLC staff, once the minor report modifications were completed. The report concluded the following:

“Providing that the street will not be widened, the setbacks will not be changed, and character defining features will not be eliminated (such as the 60-foot street width and the remaining sandstone curbs and hitching posts), the proposed changes to the Brinkerhoff Avenue Landmark District will not further impact the integrity of location, design, materials, workmanship, and association of the district beyond the affects that have already resulted from urbanization.

The proposed project will impact the integrity of setting and feeling for the Brinkerhoff Avenue Landmark District but as the proposed project changes are removable and readily reversible and per the Secretary of the Interior's Standards, the project does not negatively impact the resource.

Project impacts are considered Class II, potentially significant unless mitigated. No further action is required unless the project plans change.”

Since the report's acceptance and the conclusion with no changes to the plans, the Project can now proceed to Council to update the schedule of one-way streets listed in Section 10.60.030 of the Santa Barbara Municipal Code.

When the ordinance becomes effective, the Public Works Department will install permanent striping and one-way street signs on Brinkerhoff Avenue.

**BUDGET/FINANCIAL INFORMATION:**

The permanent signs and striping on Brinkerhoff Avenue will be installed by Streets Maintenance Crews, at no cost.

**PREPARED BY:** Pat Kelly, Assistant Public Works Director/City Engineer/DB/kts

**SUBMITTED BY:** Christine F. Andersen, Public Works Director

**APPROVED BY:** City Administrator's Office

ORDINANCE NO \_\_\_\_\_

AN ORDINANCE OF THE COUNCIL OF THE CITY OF  
SANTA BARBARA AMENDING CHAPTER 10.60 OF THE  
MUNICIPAL CODE BY REVISING SECTION 10.60.030,  
ESTABLISHING BRINKERHOFF AVENUE AS A ONE-WAY  
STREET

THE COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS FOLLOWS:

~~SECTION ONE.~~ Section 10.60.030 of Chapter 10.60 of Title 10 of the Santa Barbara Municipal Code is amended to read as follows:

10.60.030 Schedule of One-Way Streets

In accordance with Section 10.60.030, and when properly sign posted, it shall be unlawful for the operator of any vehicle to drive in the direction indicated below on the following streets or portions of streets:

1. Unnamed alley lying between Anacapa Street and State Street extending from the Lobero Garage Paseo to Carrillo Street: In a southeasterly direction on the unnamed alley lying between Anacapa Street and State Street from the Lobero Garage Paseo to Carrillo Street.

2. Unnamed alley lying between Robbins Street and Mountain Avenue adjacent to Harding School: In a northeasterly direction on the unnamed alley lying between Robbins Street and Mountain Avenue adjacent to Harding School.

3. **ALAMEDA PADRE SERRA:** In a westerly direction on the south side of Alameda Padre Serra or in an easterly direction on the north side of Alameda Padre Serra, where the roadway of Alameda Padre Serra is divided by a parkway in the central portion thereof; provided that vehicles traveling in an easterly direction on Alameda Padre Serra may drive to the north side of the dividing wall located between Dover Road and Arbolado Road for the purpose of entering Arbolado Road.

4. **ANACAPA STREET:** In a northwesterly direction on Anacapa Street between Gutierrez Street and Mission Street.

5. **BATH STREET:** In a southeasterly direction on Bath Street between Haley Street and Mission Street.

6. **BRINKERHOFF AVENUE:** In a northeasterly direction on Brinkerhoff Avenue between Cota Street and Haley Street.

7. **BAY VIEW CIRCLE:** In a clockwise direction for its entirety.

8. **CASTILLO STREET:** In a northwesterly direction on Castillo Street between Cota Street and Mission Street.

9. **CHAPALA STREET:** In a southeasterly direction on Chapala Street between Alamar Avenue and Carrillo Street.

10. **CLEVELAND AVENUE:** In a southerly direction on the east side of Cleveland Avenue or in a northerly direction on the west side of Cleveland Avenue in either the nineteen hundred (1900) or two thousand (2000) blocks thereof.

11. **CORONEL STREET:** In a northeasterly direction on Coronel Street from a point one hundred feet northeasterly of the intersection of Coronel Street and Loma Alta Drive to a point 630 feet northeasterly of the intersection of Coronel Street and Loma Alta Drive.

12. **DE LA GUERRA PLAZA:** In a direction other than entry into De La Guerra Plaza, via the street on the southwesterly side of De La Guerra Plaza, proceeding in a southeasterly direction along that street on the southwesterly side of De La Guerra Plaza, and continuing in a northwesterly direction only along the street on the northeasterly side of De La Guerra Plaza.

13. **DE LA VINA STREET:** In a northwesterly direction on De La Vina Street between Haley Street and Constance Avenue.

14. **EMERSON AVENUE:** In a southerly direction on the east side of Emerson Avenue, or in a northerly direction on the west side of Emerson Avenue in either the nineteen hundred (1900) or two thousand (2000) blocks thereof.

15. **EQUESTRIAN AVENUE:** In an easterly direction on Equestrian Avenue between Santa Barbara and Garden Streets.

16. **GRAND AVENUE:** In a westerly direction on the south side of Grand Avenue or in an easterly direction on the north side of Grand Avenue between Pedregosa Street and Moreno Road where the roadway of Grand Avenue is divided into two (2) levels.

17. **PROSPECT AVENUE:** In an easterly direction on Prospect Avenue between Valerio Street and Cleveland Avenue.

18. **SANTA BARBARA STREET:** In a southeasterly direction on Santa Barbara Street between Haley Street and Mission Street.

19. **STATE STREET:** In a northwesterly direction on the southwesterly side of State Street, or in a southeasterly direction on the northeasterly side of State Street, between Mission Street and Constance Avenue where the roadway of State Street is divided by a central parkway.



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Recreation Division, Parks and Recreation Department

**SUBJECT:** Increase To Afterschool Services Provided In The City/Santa Barbara Unified School District Afterschool Opportunities For Kids Program

### RECOMMENDATION:

That Council increase estimated revenues and appropriations by \$18,632 in the Parks and Recreation Department Fiscal Year 2014 Miscellaneous Grants Fund for the Afterschool Opportunities for Kids (A-OK) Program.

### DISCUSSION:

On September 10, 2013, the City entered into an agreement with the Santa Barbara Unified School District to provide contract recreation services for the A-OK program. The initial agreement was for \$204,998 for staffing, supervision, and program supplies for six elementary school sites for Fiscal Year 2014. Subsequently, the District received additional After School Education and Safety state grant funding to expand the program to Santa Barbara Community Academy (SBCA) located on the La Cumbre Junior High School campus. The additional \$18,632 will cover staffing and supplies to conduct the program at SBCA which started on September 17, 2013.

### BUDGET/FINANCIAL INFORMATION:

The City's General Fund commitment of \$47,385 remains unchanged. The District's commitment will increase to \$176,245 for a total A-OK program budget of \$223,630. The increase was approved by the District's Board of Education at their November 12, 2013, meeting.

**PREPARED BY:** Sarah Hanna, Recreation Programs Manager

**SUBMITTED BY:** Nancy L. Rapp, Parks and Recreation Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Water Resources Division, Public Works Department

**SUBJECT:** Contract For Engineering Operation And Maintenance Support Services At El Estero Wastewater Treatment Plant

### RECOMMENDATION:

That Council approve and authorize the Public Works Director to execute a contract with Mimiaga Engineering Group in the amount of \$177,830 for Engineering Operation and Maintenance Support Services at the El Estero Wastewater Treatment Plant, and approve expenditures of up to \$17,550 for extra services of Mimiaga Engineering Group that may result from necessary changes in the scope of work, for a total of \$195,380.

### DISCUSSION:

For the past two years, Public Works Engineering staff has dedicated a full time engineer to provide Engineering Operation and Maintenance (O&M) services for the El Estero Wastewater Treatment Plant (Plant). The assignment of an engineer to the Plant has allowed for a better use of resources as it relates to the need for technical, non-capital project support. This position provides technical specification writing and project management for small complex maintenance projects that are critical to the operation of the Plant. City Engineering currently does not have the resources to provide these O&M services due to the large volume of Capital Improvement Program projects. To temporarily address this workload issue, staff proposes to hire Mimiaga Engineering Group (MEG) to provide Engineering O&M services for a one-year contract period. During this time, Engineering and Wastewater staff will be looking at long-term solutions to address the ongoing need for Engineering O&M services.

MEG will provide an O&M engineer (approximately 25 hours per week) to support the Plant with their O&M needs, with work assignments prioritized by staff. Anticipated work includes, but is not limited to: preparing specifications and implementing the work for digester cleaning, concrete repairs, chlorine contact chamber inspection, assistance with daily operation and maintenance issues, construction scheduling, and other tasks as needed.

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Contract For Engineering Operation And Maintenance Support Services At El Estero  
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The City recently issued a Request for Proposals to provide Construction Management Services for the Plant, which also included providing Engineering O&M services. Staff interviewed two firms, and MEG was selected as the most qualified consultant to provide Engineering O&M services.

**BUDGET/FINANCIAL INFORMATION:**

There are adequate appropriated funds in the Wastewater Operating Budget for this professional consultant work.

**PREPARED BY:** Chris Toth, Wastewater System Manager/LA/mh

**SUBMITTED BY:** Rebecca Bjork, Acting Public Works Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Investigative Division, Police Department

**SUBJECT:** Appropriation Of Asset Forfeiture Funds For The Council On Alcoholism And Drug Abuse Criminal Justice Early Identification Specialist Position And "Kids Fight Drugs" Calendar

**RECOMMENDATION:** That Council:

- A. Authorize the Chief of Police or his designee to execute a three year agreement with the Council on Alcoholism and Drug Abuse to fund the Early Identification Specialist position;
- B. Appropriate \$141,000 for Fiscal Years 2014 – 2016 budgets in the Police Department Police Asset Forfeiture and Grants Fund from available asset forfeiture reserves for continued funding for the Council on Alcoholism and Drug Abuse (CADA) Criminal Justice Early Identification Specialist position; and
- C. Appropriate \$15,000 for Fiscal Year 2014 – 2016 budgets in the Police Department Police Asset Forfeiture and Grants Fund from available asset forfeiture reserves to pay the Council on Alcoholism and Drug Abuse for the City of Santa Barbara's share of the cost for the "Kids Fight Drugs" calendar.

### **DISCUSSION:**

Since 1993, the City has provided support for CADA's early identification diversion program, a partnership with the Santa Barbara Municipal Court and the Sobering Center. The Police Department is proposing to enter into another three-year agreement with CADA to contribute annual funding of \$47,000 for Criminal Justice Early Identification Specialist position. The position provides intervention and case management for individuals who have had more than five admissions to the Sobering Center within 12 months and who are identified as chronic habitual offenders. The specialist meets with habitual offenders following release from jail or the Sobering Center and encourages them to seek treatment.

The "Kids Fight Drugs" calendar program is an annual program sponsored by CADA as an educational measure to help curb drug abuse. The Santa Barbara Police Department, Santa Barbara Sheriff's Office, and the District Attorney's Office agreed to

continue sharing the cost of producing the anti-drug calendars. The Police Department's annual share is \$5,000.

The Asset Forfeiture Account is comprised of forfeited funds that are obtained through law enforcement investigations and arrests from convicted drug dealers. According to the California Attorney General's Annual Report on Asset Forfeiture, "The goal of asset forfeiture is to remove the profits from those that benefit from illegal drug trade." Forfeiture proceeds are restricted by the Health and Safety Code for funding education and drug abuse programs and purchasing equipment that otherwise could not be afforded by the department.

**BUDGET/FINANCIAL INFORMATION:**

There are funds available in the Police Asset Forfeiture and Grants Fund to pay for these activities and these activities meet the restricted use policy. The appropriation of \$156,000 in Fiscal Years 2014 - 2016 will provide funding for the Early Identification Specialist and annual calendar from September 1, 2013 through August 31, 2016.

**PREPARED BY:** Lori Pedersen, Business Manager

**SUBMITTED BY:** Camerino Sanchez, Police Chief

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Facilities Division, Waterfront Department

**SUBJECT:** Sea Landing Pedestrian Walkway Project

### **RECOMMENDATION:**

That Council increase appropriations from \$250,000 previously approved to the amount of \$320,000 in the Harbor Preservation Fund from available reserves for the Sea Landing Pedestrian Walkway Project for a total appropriations increase of \$70,000.

### **DISCUSSION:**

Located in the northeast corner of the harbor, Sea Landing accommodates tens of thousands of visitors annually. Many participate in activities offered at the location such as whale watching, sport diving and sport fishing. Sea Landing also serves as the federally designated "secure facility" for passengers disembarking from cruise ships. With a recent increase in cruise ship visits, the number of people passing through the Sea Landing area has increased significantly. Sea Landing provides many visitors with their first impression of Santa Barbara.

Maintenance of Sea Landing's main building is the tenant's responsibility. The adjacent sidewalk and landscaping, however, are the Waterfront's responsibility and are currently in poor condition. With the significant increase in visitors, staff contracted with Arcadia Landscaping to design improvements to areas within Waterfront's area of responsibility with a goal of making the area safer and more aesthetically appealing.

Arcadia prepared detailed plans to improve the sidewalk, install a handrail, and enhance the landscaping to be consistent with the rest of the Waterfront. The sidewalk component includes 300 linear feet of new concrete with a tile mosaic of the City seal. A new handrail (where there currently is none) will run along the harbor side of the walkway. New landscaping consisting of palms and drought-tolerant plants will replace diseased myoporum trees currently located along the walkway.

Similar improvements were considered as part of the RDA-funded West Beach Pedestrian Improvement Project in 2009 but were never approved or constructed. The current project as proposed was approved by the City's Architectural Board of Review

on September 24, 2012 and found to be in substantial conformance with PC Resolution 016-08 for the West Beach Pedestrian Improvement Project, approved by the Planning Commission on November 1, 2012.

Council considered this project as part of the Waterfront's Fiscal Year 2014-2019 Capital Improvement Plan (CIP). The cost estimate for the entire project was \$250,000 for design, landscaping, and sidewalk improvements. Council's approval of the Waterfront's Fiscal Year 2014 budget appropriated \$250,000 for the Sea Landing Pedestrian Walkway Project.

In July, the landscape component of the project was bid out separately from the sidewalk. Gosnell Tree and Landscape submitted a low bid of \$85,000 and completed the project in August. A small area of additional landscaping was added to the contract for a total landscaping cost of \$100,075.

The sidewalk component of the project was recently put out to bid. Acacia Erosion Control submitted a low bid of \$205,305. The Waterfront has contracted \$14,500 for design services and spent \$100,075 for landscaping. The recent bid for the sidewalk component puts the total project cost at \$319,880, approximately \$70,000 over the original cost estimate.

Staff recommends that Council appropriate an additional \$70,000 for the Sea Landing Pedestrian Walkway Project to allow for construction of these improvements this winter. The Waterfront Department's Harbor Preservation Fund contains adequate reserve funds to cover this additional appropriation.

**PREPARED BY:** Karl Treiberg, Waterfront Facilities Manager

**SUBMITTED BY:** Scott Riedman, Waterfront Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Division, Community Development Department

**SUBJECT:** Setting Date Of Public Hearing To Consider Designation Of City Landmark

**RECOMMENDATION:**

That Council set December 10, 2013 at 2:00 p.m. as the date and time for a public hearing on the Historic Landmarks Commission's recommendation that the following resource be designated as a City Landmark: 2112 Santa Barbara Street- Assessor's Parcel Nos. 025-252-006 and 007, The Hodges House.

**PREPARED BY:** Jaime Limon, Senior Planner

**SUBMITTED BY:** Paul Casey, Assistant City Administrator/Community Development Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Council members

**FROM:** Transportation Division, Public Works Department and  
Planning Division, Community Development Department

**SUBJECT:** Adoption Of Updated Traffic Impact Significance Thresholds

### RECOMMENDATION:

That Council adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Establishing Updated Traffic Impact Significance Thresholds Consistent with the City Traffic Management Strategy in the Non-Residential Growth Management Program.

### EXECUTIVE SUMMARY:

The recommended City Council action would implement the City Traffic Management Strategy with updated traffic impact significance thresholds, for use in environmental review of projects under the California Environmental Quality Act (CEQA), and for applying land use policy limitations to projects with significant traffic impacts.

In March, City Council adopted the Traffic Management Strategy as part of the Non-Residential Growth Management Program with the intent of minimizing future traffic congestion while allowing incremental growth and economic development. The 2011 General Plan Program Environmental Impact Report (EIR) identified up to 26 intersections where significant future traffic congestion is expected to occur during the peak travel times due to limited intersection capacity. The Traffic Management Strategy established that a significant project-specific impact occurs at the point that an individual project uses a disproportionate share of remaining intersection capacity.

This action by Council will update the project-specific traffic threshold of significance, and confirm the existing cumulative traffic threshold to be consistent with the Traffic Management Strategy. Updating the thresholds will also streamline the land development review process for developers and save process costs.

Following adoption of the updated traffic impact significance thresholds, staff will incorporate them as part of the City CEQA environmental review procedures, including

the Master Environmental Assessment guidelines, an updated Initial Study form, etc., and would provide briefings on their use as needed as part of project review processes.

## **DISCUSSION:**

The Program Environmental Impact Report (EIR) and traffic model prepared for the 2011 General Plan Update found that up to 26 intersections are either already impacted or could become cumulatively impacted by the year 2030 as a result of anticipated incremental citywide development (see Attachment 1 - Map of 26 intersections). As part of the General Plan Update process, City Council adopted a statement of overriding considerations, finding that the benefits of the General Plan outweighed the significant cumulative traffic effects, thereby deeming the traffic effects acceptable. However, Council also directed that the traffic effects should be reduced to the extent feasible.

In March of this year, City Council adopted the Non-Residential Growth Management Program to implement the General Plan land use development policies. As part of the Program, Council adopted a Traffic Management Strategy designed to reduce the cumulative traffic impacts of land use growth, while balancing the need for incremental development and economic health.

The Traffic Management Strategy supports and implements the City's policy for limited nonresidential growth and will minimize future traffic impacts on City roadways. The Strategy identifies that a project-specific traffic impact is the tipping point when one project's traffic generation would use up a disproportionate amount of the remaining traffic capacity. The Strategy allows most developments, but limits those that use too much of the remaining roadway and intersection capacity. Non-residential projects that may be considered for approval with a significant project-specific traffic impact are specified by the Strategy policies (e.g., reconstruction of demolished floor area; minor additions; community benefit projects; public facilities; vacant sites, etc.).

### **Threshold of Significance for Project-Specific Traffic Impact**

One of the key mechanisms of the Traffic Management Strategy is the determination of when the traffic generation of a single project is considered to use a disproportionate share of the remaining traffic capacity, and therefore constitute a significant project-specific traffic impact for CEQA environmental review and policy consistency purposes. An 'impacted intersection' is defined by Santa Barbara policy as a 77% or greater vehicle traffic volume-to-intersection capacity ratio, which represents a high "C" level of service (LOS) within the A to F range of operating conditions. The current City traffic threshold for significant project-specific impacts is as follows:

***Existing Significance Threshold for Project-Specific Traffic Impact:*** A significant project-specific traffic impact would result if a project's net peak-hour traffic generation would increase the volume-to-capacity (V/C) ratio at an intersection to .77 or greater, or would increase the V/C ratio by .01 or more

when an intersection is already operating at .77 or greater V/C ratio during peak hours.

A disadvantage with the existing project-specific threshold is that it considers the traffic impact of a project as a snapshot in time in comparison to existing traffic conditions. The updated threshold, while still using the 1% increase, considers the longer-term impact of the project's traffic generation in the context of intersections anticipated to become cumulatively impacted with incremental growth, with the 26 intersections specified in the threshold. Recent changes to the State CEQA Guidelines and recent CEQA case law have supported this type of change to consider traffic impact thresholds within the context of an overall traffic management program. The proposed updated threshold reads as follows:

***New Significance Threshold for Project-Specific Traffic Impact:*** A significant project-specific traffic impact would result if a project's net peak-hour traffic generation would constitute 1% or more of the intersection capacity at one or more of the following intersections:

- |   |   |   |
|---|---|---|
| 1. Olive Mill & Coast Village           | 10. Carrillo & Highway 101 NB Ramps     | 19. Las Positas & Calle Real                |
| 2. Milpas & Highway 101 SB On/Off Ramps | 11. Carrillo & Highway 101 SB Ramps     | 20. Las Positas & Highway 101 SB Ramps      |
| 3. Milpas & Quinientos                  | 12. Carrillo & San Andres               | 21. Las Positas & Modoc                     |
| 4. Milpas & Haley                       | 13. Mission & State                     | 22. Las Positas & Cliff                     |
| 5. Garden & Gutierrez                   | 14. Mission & Highway 101 NB Ramps      | 23. Hitchcock & State                       |
| 6. Garden & Highway 101 NB Ramps        | 15. Mission & Highway 101 SB Ramps      | 24. La Cumbre & State                       |
| 7. Garden & Highway 101 SB Ramps        | 16. Mission & Modoc                     | 25. Hope & State                            |
| 8. Castillo & Haley                     | 17. Las Positas & State                 | 26. Hope, Calle Real & Highway 101 NB Ramps |
| 9. Castillo & Highway 101 SB Ramps      | 18. Calle Real & Highway 101 NB On-Ramp |   |

### **Threshold for a Project Contribution to Cumulative Traffic Impacts**

CEQA requires that environmental impact analysis consider both project-specific impacts and project contributions to significant cumulative impacts. The currently used City

threshold for contributions to cumulative traffic impacts is proposed to be retained, and the Council action would affirm it. It reads as follows:

***Existing Cumulative Traffic Threshold:*** A considerable project contribution to cumulative traffic effects would result when a project's net peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable projects would cause an intersection to exceed 0.77 V/C; or when the project would contribute peak-hour traffic to an intersection already exceeding 0.77 V/C.

The Program EIR for the 2011 General Plan provided a citywide cumulative traffic analysis to the year 2030 using this threshold. Development projects within the growth assumptions of this EIR analysis will be considered to contribute to the cumulative traffic effects identified in the Program EIR. This includes projects with net new residential units and projects with net new non-residential square footage.

### **Traffic Impact Assessment Procedures**

CEQA regulations provide that if a proposed project is consistent with the development density established in a General Plan for which a Program EIR was certified, additional environmental review is not generally required, except as necessary to address unique project-specific significant impacts. Most land development proposals within the City limits are not large enough to trigger project-specific traffic impacts. As a result, the Council's investment in a Program EIR and overriding considerations of the cumulative traffic impact will facilitate and streamline the Land Development Team's traffic review of land development proposals.

Staff reviews all discretionary projects for potential traffic impacts. If a project could possibly have significant project-specific traffic impacts, the General Plan EIR Traffic Model will be used to determine the project level impact assessment. In July 2013, Council established a land development nominal fee to charge developers for an assessment using a site-specific traffic model analysis. The single fee will pay for a third party (consultant) assessment of the project using the City-developed traffic model.

By naming the intersections in the proposed project-specific traffic impact threshold, the time and expense of additional traffic counts and typical traffic analysis reports will be substantially reduced.

Traffic analysis for projects at the airport and surrounding parcels will not be subject to the updated threshold, because it is specific to the 26 intersections within the main part of the City jurisdiction. Projects in the outlying airport area will continue to use the traditional City threshold and be coordinated with the County, City of Goleta, and Caltrans and established thresholds for roadways in their jurisdictions as appropriate.

In some cases developers may be required to conduct additional site-specific traffic engineering pertaining to circulation and traffic. While a project may not have broader environmental traffic congestion consequences from trip generation, a project can

disrupt the flow of traffic where driveways connect to City roadways or are in close proximity to intersections which may not be currently signalized. In these cases, site-specific traffic engineering and improvements may be required of land developers. These types of improvements can be expensive depending on the extent needed.

### **Monitoring of Traffic Levels and Land Use**

The Community Development Department will continue tracking land use development as part of the Growth Management Program and General Plan Adaptive Management Program. The Transportation Division will periodically conduct traffic counts to update traffic levels of service at City intersections. At that time, a traffic model run will also be conducted with updated land use data to compare its results to the traffic counts.

### **CEQA Review**

The action to adopt updated traffic thresholds is within the scope of the 2011 General Plan Update and Program EIR, and implementing Traffic Management Strategy. Section 15183 of the State CEQA Guidelines mandates that implementing actions consistent with General Plan policies for which an EIR was certified shall not require additional environmental review. The environmental analyst prepared a Certificate of Determination that Council action qualifies for this CEQA exemption. Council findings confirming this CEQA determination are included in the draft Council Resolution.

### **BUDGET/FINANCIAL INFORMATION:**

City Council established a Traffic Model Data Collection fee in July 2013, which accumulates in direct relationship to the amount of new traffic generated by land developments. New traffic counts and a traffic model run will be conducted when the accumulation of fees equals the amount of funding needed for the traffic evaluation.

### **SUSTAINABILITY IMPACT:**

The updated traffic impact thresholds would implement Council General Plan and Growth Management Program goals for limiting the traffic effects of development and living within our resources, including roadway capacity. The threshold would also support Climate Plan goals for applying land use and transportation policies to reduce transportation-related carbon emissions that contribute to climate change.

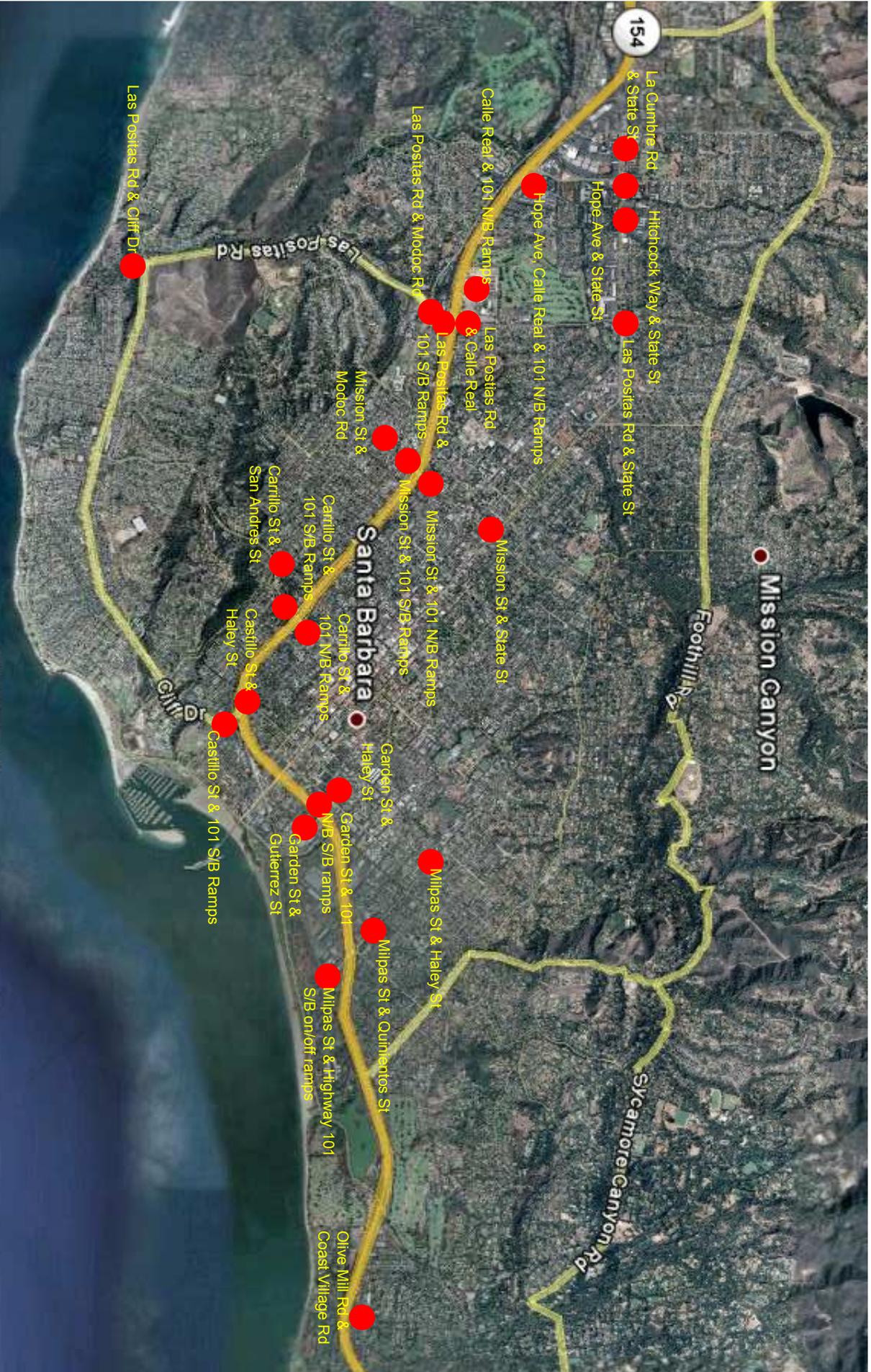
**ATTACHMENTS:** Map of 26 Intersections

**PREPARED BY:** Rob Dayton, Principal Transportation Planner  
Barbara Shelton, Environmental Analyst

**SUBMITTED BY:** Paul Casey, Community Development Director

**APPROVED BY:** City Administrator's Office

# Intersections Identified for the Project-Specific Traffic Impact Threshold



RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA ESTABLISHING UPDATED TRAFFIC IMPACT SIGNIFICANCE THRESHOLDS CONSISTENT WITH THE CITY TRAFFIC MANAGEMENT STRATEGY IN THE NON-RESIDENTIAL GROWTH MANAGEMENT PROGRAM

WHEREAS, on December 1, 2011, the City Council adopted a General Plan Update with growth limitation policies and implementing actions for the period to the year 2030, in consideration of the Santa Barbara community's values of "living within our resources."

WHEREAS, the updated General Plan includes policies to focus growth in the Downtown, encourage a mix of land uses, strengthen mobility options, and promote healthy active living, in order to maintain the Downtown's strength as a viable commercial, retail, residential, and workplace center.

WHEREAS, one of the key tenets of the General Plan is for the remaining increment of development to occur largely within commercial and multi-family districts where more resources may be available and where the use of alternative modes of transportation may be possible in order to minimize congestion.

WHEREAS, a Final Program Environmental Impact Report (FEIR) and Addendum was certified by the City Council in December 2011 for the General Plan Update. The FEIR analysis was based on citywide traffic counts and a traffic model developed specific to City of Santa Barbara conditions. The FEIR assessed citywide environmental impacts associated with up to 1.85 million square feet of additional nonresidential development and 2,795 additional residential units under General Plan update policies over the Plan horizon to the year 2030.

WHEREAS, the FEIR and Addendum concluded that even with identified mitigation measures, unavoidable significant cumulative impacts associated with increased traffic congestion would occur by 2030 as a result of anticipated incremental new development under the City General Plan policies.

WHEREAS, the FEIR analysis identified that the increase of vehicle trips associated with the potential development under the General Plan would increase the number of intersections exceeding the City's level of service standard from existing 13 to up to as many as 20 to 26 intersections by 2030.

WHEREAS, as part of the General Plan Update adoption process, the City Council carefully considered potential measures to mitigate identified significant cumulative traffic effects, and adopted some measures that would partially mitigate cumulative

traffic effects, and determined up front adoption of other measures to be infeasible, but directed that they be retained for future consideration as needed.

WHEREAS, the City Council adopted the General Plan Update with a Statement of Overriding Considerations in the manner required by the California Environmental Quality Act (CEQA), finding the anticipated significant cumulative traffic impacts of the General Plan Update to be outweighed by the benefits of the Plan, and therefore deemed acceptable.

WHEREAS, on September 18, 2012, City Council adopted a Climate Action Plan which, like the 2011 General Plan Update, directed transportation policies that would assist in managing traffic as well as reducing carbon emissions that contribute to climate change.

WHEREAS, on March 12, 2013, City Council adopted the Growth Management Program with a Traffic Management Strategy to direct new commercial and residential development to locations that will reduce the extent of significant traffic impacts.

WHEREAS, the Traffic Management Strategy identifies the project-specific level of traffic impact as the point at which a proposed project would use a disproportionate share of the remaining roadway capacity, and would be inconsistent with Growth Management Plan policies.

WHEREAS, CEQA thresholds of significance for traffic impacts will provide detailed criteria establishing a new definition for project-specific traffic impacts, consistent with the Traffic Management Strategy, and confirming the continuing cumulative threshold that defines a considerable project contribution to significant cumulative traffic impacts, for use in environmental review of projects under CEQA, and for implementing the Traffic Management Strategy land use policies.

WHEREAS, the City environmental analyst has determined that the action to adopt updated traffic thresholds is within the scope of the 2011 General Plan Update and Program EIR, and implementing Traffic Management Strategy, and would not result in additional environmental impacts. Section 15183 of the State CEQA Guidelines mandates that implementing actions consistent with General Plan policies for which an EIR was certified shall not require additional environmental review when no new significant impacts would result. A certificate of determination on file states that this action qualifies for a Section 15183 exemption from further environmental review under CEQA.

WHEREAS, the City Planner is the custodian of the record of proceedings for this adoption of updated traffic impact thresholds, and the documents and other materials which constitute the record of proceedings for City actions are located at the City of Santa Barbara Community Development Department, Planning Division, 630 Garden Street, Santa Barbara, California. Copies of these documents are available for public review during normal business hours upon request at the office of the City of Santa Barbara Community Development Department, Planning Division.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA:

The City Council finds that the adoption of updated traffic impact significance thresholds qualifies for an exemption from further environmental review under CEQA Guidelines Section 15183, based on City staff analysis and CEQA certificate of determination on file.

BE IT FURTHER RESOLVED BY THE COUNCIL OF THE CITY OF SANTA BARBARA:

The City Council adopts traffic thresholds of impact significance for the purposes of CEQA environmental review, and for implementation of the Traffic Management Strategy land use policies, as follows:

A. Project-Specific Traffic Impact Threshold of Significance

The following is the City's project-specific traffic impact threshold of significance for projects proposed within the City limits, except the Airport Area:

A significant project-specific traffic impact would result if a project's net peak-hour traffic generation would constitute 1% or more of the intersection capacity at one or more of the following intersections:

1. Olive Mill Road & Coast Village Road
2. Milpas Street & Highway 101 Southbound On/Off Ramps
3. Milpas Street & Quinientos Street
4. Milpas Street & Haley Street
5. Garden Street & Gutierrez Street
6. Garden Street & Highway 101 Northbound Ramps
7. Garden Street & Highway 101 Southbound Ramps
8. Castillo Street & Haley Street
9. Castillo Street & Highway 101 Southbound Ramps
10. Carrillo Street & Highway 101 Northbound Ramps
11. Carrillo Street & Highway 101 Southbound Ramps
12. Carrillo Street & San Andres Street
13. Mission Street & State Street
14. Mission Street & Highway 101 Northbound Ramps
15. Mission Street & Highway 101 Southbound Ramps
16. Mission Street & Modoc Road
17. Las Positas Road & State Street
18. Calle Real & Highway 101 Northbound On-Ramp
19. Las Positas Road & Calle Real
20. Las Positas Road & Highway 101 Southbound Ramps
21. Las Positas Road & Modoc Road
22. Las Positas Road & Cliff Drive
23. Hitchcock Way & State Street

- 24. La Cumbre Road & State Street
- 25. Hope Avenue & State Street
- 26. Hope Avenue, Calle Real & Highway 101 Northbound Ramps

B. Cumulative Traffic Impact Threshold of Significance:

The following is the City's cumulative traffic impact threshold of significance for projects proposed within the City limits:

A considerable project contribution to significant cumulative traffic effects would result when a project's net peak-hour traffic together with other cumulative traffic from existing and reasonably foreseeable pending project would cause an intersection level of service to exceed 0.77 volume to capacity (V/C) ratio; or when the project would contribute peak-hour traffic to an intersection already exceeding a 0.77 V/C ratio level of service.

C. Airport Area

Traffic analysis for projects at the airport and surrounding City parcels are not subject to the threshold specified in Section A above because that threshold is specific to certain intersections within the main part of the City jurisdiction. Projects proposed in the airport area shall use the following project specific traffic threshold:

A significant project-specific traffic impact would result if a project's net peak-hour traffic generation would increase the volume-to-capacity (V/C) ratio at an intersection to .77 or greater, or would increase the V/C ratio by .01 or more when an intersection is already operating at .77 or greater V/C ratio during peak hours.

The City's traffic analysis of projects proposed in the airport area shall be coordinated with County, City of Goleta, and Caltrans traffic thresholds as appropriate under CEQA.



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Las Positas Road At Cliff Drive Intersection Improvements Project Update

**RECOMMENDATION:** That Council:

- A. Receive an update on the status of the Las Positas Road at Cliff Drive Intersection Improvements Project; and
- B. Provide direction to staff regarding final design of a new traffic signal at the intersection of Las Positas Road and Cliff Drive.

### DISCUSSION:

#### PROJECT DESCRIPTION

The purpose of the Las Positas Road at Cliff Drive Intersection Improvements Project (Project) is to improve traffic operations and reduce congestion at the intersection. The existing all-way stop-controlled Las Positas Road at Cliff Drive Intersection (Intersection) experiences deficient traffic operations during both the morning and evening peak hours, including recurrent congestion and queuing during the evening peak hour. The Intersection currently operates at Level of Service (LOS) F, on a scale of A (best) through F (worst), during the evening peak hour. This means the number of vehicles passing through the Intersection significantly exceeds capacity, causing substantial delay, and as such, it is considered deficient based upon the City of Santa Barbara's acceptable intersection Level of Service standard, and operates at a City LOS C. Traffic operations at the Intersection are projected to continue to worsen without the implementation of any improvements at this location.

#### CURRENT STATUS

On June 25, 2013, staff presented to Council a status update on the Project and recommended that Council authorize staff to proceed with the final design of a new traffic signal at the Intersection (see Attachment). Staff recommended the traffic signal alternative, which can be fully funded within the \$750,000 construction grant amount, rather than the roundabout alternative, which is significantly underfunded by over \$1

million with a total project cost of \$1,905,000. Council authorized staff to proceed with the final design of the traffic signal alternative; however, they also directed staff to conduct additional research and analysis to determine if a lower cost roundabout alternative is feasible.

Subsequently, staff researched reductions in the construction scope to reduce the cost of a roundabout, such as the following: 1) removing all sidewalk, access ramps, and bike ramps; 2) removing all landscaping and irrigation; 3) shortening the medians on the east and west legs and replacing hardscape with striping (not on the north leg due to high speeds); and 4) reducing the amount of new pavement by grinding and overlaying where possible. It was determined that basic provisions for pedestrians and bicyclists would be necessary to achieve community standards for a transportation project. Other amenities, however, such as landscaping and median hardscape were eliminated or reduced, and pavement reconstruction was minimized in the development of a revised roundabout design with a reduced diameter (120 feet). This alternative has a total project cost estimate of \$1,412,500. To consider this alternative, staff will need Council's authorization and direction to proceed with design allowing for minimal aesthetic features, which will raise design review issues.

As a result of this additional analysis, there are currently three feasible project alternatives as summarized below:

Alternative	Total Remaining Project Costs	Current Amount Available	Additional Funding Needed	Comments
Traffic Signal*	\$850,000	\$60,000 (design) \$750,000 (construction)	\$40,000	Includes traffic signal, pedestrian and bike facilities, landscaping (traffic signal construction estimated at \$400,000 with \$350,000 available for additional amenities)
Roundabout (150')*	\$1,905,000	\$60,000 (design) \$750,000 (construction)	\$1,095,000	Design prepared by Kittelson & Associates; includes pedestrian and bike facilities and landscaping
Roundabout (120')	\$1,412,500	\$60,000 (design) \$750,000 (construction)	\$602,500	Design revised by City staff; includes pedestrian and bike facilities; reduced median hardscape and pavement reconstruction; does not include landscaping

\*Presented to Council on June 25, 2013

Construction of the traffic signal alternative can be fully funded within the \$750,000 construction grant amount. The design and environmental review phases, which are not eligible for the construction grant funding, are currently estimated at \$100,000. With \$60,000 currently budgeted for the Project, there is a potential shortfall of \$40,000 for the design and environmental review phases for the traffic signal alternative, which if necessary would be budgeted in the future as part of the Streets Capital program. Council direction to move forward with a project other than the final design of the traffic signal will require an additional funding source.

**BUDGET/FINANCIAL INFORMATION:**

The following summarizes total Project costs, as currently estimated, for the traffic signal alternative. This estimate assumes that final design of the traffic signal will be completed by in-house Engineering staff. There are sufficient Streets Capital funds to cover the design costs of this Project, and construction costs will be fully covered by grant funding.

**ESTIMATED TOTAL PROJECT COST  
 Traffic Signal Alternative**

*\*Cents have been rounded to the nearest dollar in this table.*

Final Design (City staff)	\$80,000
Other Design Costs – Environmental Clearances, Right of Way, Public Outreach, etc.	\$20,000
<b>Subtotal</b>	<b>\$100,000</b>
Estimated Construction Contract w/Change Order Allowance	\$645,000
Estimated Construction Management/Inspection (by Contract or City)	\$95,000
Estimated Other Construction Costs (testing, etc.)	\$10,000
<b>Subtotal</b>	<b>\$750,000</b>
<b>TOTAL REMAINING PROJECT COST</b>	<b>\$850,000</b>

**ATTACHMENT:** Las Positas Road At Cliff Drive Intersection Improvements Project Update Council Agenda Report, June 25, 2013

**PREPARED BY:** Pat Kelly, Assistant Public Works Director/City Engineer/AS/sk

**SUBMITTED BY:** Rebecca Bjork, Acting Public Works Director

**APPROVED BY:** City Administrator's Office



## CITY OF SANTA BARBARA

### COUNCIL AGENDA REPORT

**AGENDA DATE:** June 25, 2013

**TO:** Mayor and Councilmembers

**FROM:** Engineering Division, Public Works Department

**SUBJECT:** Las Positas Road At Cliff Drive Intersection Improvements Project Update

**RECOMMENDATION:** That Council:

- A. Receive an update on the status of the Las Positas Road at Cliff Drive Intersection Improvements Project; and
- B. Authorize staff to proceed with final design of a new traffic signal at the intersection of Las Positas Road and Cliff Drive.

#### **DISCUSSION:**

##### PROJECT SETTING AND PURPOSE

The Las Positas Road at Cliff Drive Intersection (Intersection) is located in the southwesterly area of the City, at the southern terminus of Las Positas Road, and is currently owned and operated by Caltrans as State Route 225 (SR 225). The Intersection provides residential, commercial, and recreational access to the surrounding areas, including Arroyo Burro Beach County Park, Douglas Family Preserve, Elings Park, and the Santa Barbara Waterfront.

The purpose of the Las Positas Road at Cliff Drive Intersection Improvements Project (Project) is to improve traffic operations and reduce congestion at the Intersection. The existing all-way stop-controlled intersection experiences deficient traffic operations during both the morning and evening peak hours, including recurrent congestion and queuing during the evening peak hour. The Intersection currently operates at Level of Service (LOS) F, on a scale of A (best) through F (worst), during the evening peak hour. This means the number of vehicles passing through the Intersection significantly exceeds the Intersection capacity, causing substantial delay, and as such, it is considered deficient based upon the City of Santa Barbara's acceptable intersection Level of Service standard of LOS C. Traffic operations at the Intersection are projected to continue to worsen without the implementation of any improvements at this location.

## BACKGROUND

In order to qualify for grant funding, in 2001 the City initiated the preparation of a Caltrans Project Study Report (PSR); Caltrans subsequently approved the PSR in 2002. The PSR evaluated two alternatives, a traffic signal and a roundabout, to improve traffic operations at the Intersection. Based on the potential operational improvements, and considering that the construction cost estimates for each alternative were similar at that time, the roundabout was considered the preferred alternative in the approved PSR.

During the course of preparing the PSR, discussions developed between the City and Caltrans about the relinquishment of SR 225 to the City. Relinquishment of SR 225 to the City would eliminate the need for the Project to be reviewed and approved by Caltrans, as the Intersection would no longer be within the State right of way.

Upon approval of the PSR in 2002, the Santa Barbara County Association of Governments recommended the Project for \$750,000 of grant funding (full funding at that time). Since then, the funding has been reprogrammed several times due to the state's ongoing cash flow deficiencies. The funding is currently programmed in the Fiscal Year 2015-2016 State Transportation Improvement Program for the construction phase only. The City is funding the design phase. Due to rising costs over the past 11 years, the purchasing power of the \$750,000 in grant funding has been reduced by approximately 30 percent.

## CURRENT STATUS

In January 2012, Council approved a contract with Penfield & Smith (P&S) for preliminary design services for the Project. P&S's scope of work included the preparation of preliminary designs and cost estimates for the two build alternatives, the traffic signal and the roundabout. P&S, with support from their sub-consultant Kittelson & Associates, who are experts in roundabout design, completed preliminary designs and cost estimates for both build alternatives in October 2012.

The preliminary cost estimates prepared for each alternative determined that the traffic signal alternative could be constructed within the grant funding amount, while the roundabout alternative would have a significant construction and total project shortfall. On November 8, 2012, staff presented the alternatives to the Transportation and Circulation Committee (TCC) and requested direction on how to proceed with the Project, given the significant funding shortfall for the roundabout alternative, which had previously been identified in the approved PSR as the preferred alternative. Upon consideration, the Committee made the motion "that staff keep the roundabout as the preferred alternative for another six months and look for further funding sources and return to the Committee."

Staff subsequently pursued numerous possible grant funding opportunities in an effort to identify additional funding to cover the cost of the roundabout alternative. The potential funding sources included local, state, and federal grants; unfortunately, none of the

potential funding sources provided a strong likelihood for the Project to receive sufficient funds to cover the shortfall needed to complete the roundabout alternative.

On May 23, 2013, staff returned to the TCC with an update on the Project funding and to request the Committee's input prior to returning to Council. Since no additional funding had been identified for the roundabout alternative, and the traffic signal alternative would be fully funded, staff recommended that the City move forward with final design of the traffic signal alternative. The Committee again indicated that the roundabout alternative is still their preferred alternative and that they would prefer that Council make fiscal decisions to fund the roundabout alternative. If that is not feasible, then a traffic signal could be installed.

### ALTERNATIVES ANALYSIS

Both the traffic signal and roundabout alternatives would result in a significant improvement in delay and level of service at the Intersection, thus meeting the Project goals of improving operations and reducing congestion at the Intersection. As summarized in the table below, the roundabout would reduce delay slightly more than the traffic signal alternative; however, overall, both alternatives would provide comparable and noticeable improvements in operations at the Intersection.

At this time, the traffic signal alternative is fully funded and final design could be completed within the timeframe necessary to utilize the grant funding as it is currently programmed, for Fiscal Year 2015/2016.

The roundabout alternative is estimated to have a total project shortfall of approximately \$1,150,000, and no additional funding sources are anticipated to be identified in the near future. If this alternative were to continue to be pursued, the City would risk losing the \$750,000 in grant funding that is currently programmed for the construction phase, without any assurance that the funding necessary for the shortfall could be identified. Furthermore, as more time elapses, the cost estimate for both alternatives is expected to continue to rise as the purchasing power of the \$750,000 in grant funding (assuming it can be reprogrammed to a future fiscal year) will continue to decrease.

Project Alternative	Evening Peak Hour Average Intersection Delay (seconds)		Fundable Within Grant Amount?
	2012	2035	
No Project	38.6 (LOS E)	76.1 (LOS F)	N/A
Traffic Signal	14.5 (LOS B)	19.2 (LOS C)	Yes
Roundabout	10.9 (LOS B)	12.9 (LOS B)	No

Because both the traffic signal and roundabout alternatives achieve the Project goal of improving operations and reducing congestion at the Intersection to meet the City's acceptable level of service goal, staff is recommending that Council authorize staff to move forward with the final design of the alternative that is currently fully funded, the traffic signal.

**BUDGET/FINANCIAL INFORMATION:**

The following summarizes total Project costs, as currently estimated, for the traffic signal alternative. This estimate assumes that final design will be completed by in-house Engineering staff. There are sufficient Streets Capital funds to cover the design costs of this Project and construction costs will be fully covered by grant funding.

**ESTIMATED TOTAL PROJECT COST  
 Traffic Signal Alternative**

*\*Cents have been rounded to the nearest dollar in this table.*

Preliminary Design by Consultant (Completed)	\$45,196
Final Design (City staff)	\$80,000
Other Design Costs – Environmental Clearances, Right of Way, Community Outreach, etc.	\$20,000
<b>Subtotal</b>	<b>\$145,196</b>
Estimated Construction Contract w/Change Order Allowance	\$645,000
Estimated Construction Management/Inspection (City staff)	\$95,000
Estimated Other Construction Costs (testing, etc.)	\$10,000
<b>Subtotal</b>	<b>\$750,000</b>
<b>TOTAL PROJECT COST</b>	<b>\$895,196</b>

**PREPARED BY:** Pat Kelly, Assistant Public Works Director/City Engineer/AS/sk

**SUBMITTED BY:** Christine F. Andersen, Public Works Director

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## CITY COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** Environmental Services Division, Finance Department

**SUBJECT:** Public Hearing And Amendment Of Citywide Franchise With MarBorg Industries, Inc.

**RECOMMENDATION:** That Council:

- A. Hold a public hearing, as required by the City Charter Section 1401, regarding an amendment to the exclusive franchise for Citywide solid waste collection services with MarBorg Industries, Inc., a California Corporation; and,
- B. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending the Exclusive Ten-Year Franchise for Citywide Solid Waste Collection and Disposal Services Granted by the City to MarBorg Industries, Inc., a California Corporation, on February 12, 2013 by City Ordinance No. 5608.

**DISCUSSION:**

On February 12, 2013, the City Council adopted Ordinance No. 5608 granting an exclusive ten-year franchise for Citywide solid waste collection and disposal services to MarBorg Industries, Inc. (MarBorg). Exhibit 4 to the Agreement requires MarBorg to achieve the following diversion thresholds on behalf of the City:

1. Weight-Based Diversion: increase the City's weight-based diversion rate by 1 percentage point per year throughout the ten-year term of the Agreement; and,
2. Volume-Based Diversion: work with certain large business and multi-unit residential customers to ensure that within 5 years, at least 30% of the customer's curbside container volume is comprised of "diversion services" including commingled recycling, greenwaste and foodscraps service.

During contract negotiations, City staff and MarBorg staff calculated that working with these customers to migrate thousands of yards of trash to diversion services would concurrently divert a substantial number of tons of waste from the landfill, thus satisfying the weight-based diversion requirement described above. Recently however, City staff

and MarBorg staff realized the following errors exist in the language of Exhibit 4 to the Franchise:

1. An incorrect weight value for commingled recyclables (125 pounds per yard instead of 46 pounds per yard) was used to derive the weight-based diversion requirement; and,
2. The timelines to achieve the volume and weight-based Diversion Requirements are inconsistent (5 years versus 10 years).

To correct these errors, staff recommends that Exhibit 4 of the February 2013 Franchise be amended to correct these errors as shown on the proposed amendment (Exhibit A) attached to the proposed ordinance.

### **Effect of the Proposed Amendment**

The proposed amendment to Exhibit 4 results in the following outcomes:

- The volume-based diversion requirement does not change;
- The weight-based diversion requirement is re-calculated from 1.0% per year to 0.3% per year to accurately reflect the weight of commingled recyclables to be diverted from landfill disposal;
- The timeline to achieve both the weight and volume-based diversion requirements is set at five years; and,
- The diversion requirements set forth in Exhibit 4 align with the financial model used during negotiations to set customer rates. The proposed amendment does not result in any change to customer rates or in compensation paid to MarBorg.

### **Public Hearing**

On October 23, 2013, staff presented the proposed amendment to Exhibit 4 to the Solid Waste Ad Hoc Committee. The Committee directed staff bring the Resolution of Intent to Amend the Franchise Agreement to the City Council at the earliest opportunity.

On October 29, 2013, pursuant to Section 1401 of the City Charter, Council adopted a resolution declaring its intent to amend the ten-year exclusive franchise for Citywide solid waste collection and disposal services granted by the City to MarBorg on February 12, 2013 by City Ordinance No. 5608.

The Charter also requires the City Council to hold a noticed public hearing before amending a franchise. The purpose of the hearing is to allow any person who wishes to protest the amendment an opportunity to do so. The hearing was properly noticed in a newspaper of general circulation in accordance with Section 1401 of the City Charter.

**Adoption of Ordinance**

Following the public hearing, staff recommends that the City Council adopt an ordinance to formally amend the exclusive franchise with MarBorg in accordance with Section 1401 of the City Charter. As mandated by Charter § 1407, the adoption of the ordinance requires the affirmative votes of five members of Council.

**BUDGET/FINANCIAL INFORMATION:**

The recommended action would have no financial impact to the City, to MarBorg or to City ratepayers.

**SUSTAINABILITY IMPACT:**

Consistent with the original language of the Franchise Agreement, the proposed amendment would migrate thousands of yards of trash to diversion services, fulfilling the explicit requirements set forth in State Law, including Assembly Bill 939 and more recently, Assembly Bill 341.

**PREPARED BY:** Matt Fore, Environmental Services Manager

**SUBMITTED BY:** Robert Samario, Finance Director

**APPROVED BY:** City Administrator's Office

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA AMENDING THE EXCLUSIVE TEN-YEAR FRANCHISE FOR CITYWIDE SOLID WASTE COLLECTION AND DISPOSAL SERVICES GRANTED BY THE CITY TO MARBORG INDUSTRIES, INC., A CALIFORNIA CORPORATION, ON FEBRUARY 12, 2013 BY CITY ORDINANCE NO. 5608.

WHEREAS, the City and MarBorg entered into a ten-year Municipal Solid Waste Franchise on terms acceptable to MarBorg and the City in February 12, 2013 and such franchise was duly approved by the City Council in accordance with the requirements of the City Charter (hereinafter referred to as the "Franchise");

WHEREAS, the terms of the February 12, 2013 franchise included new diversion requirements that will help the City and MarBorg to meet anticipated future State mandates relating to the diversion of solid waste and these requirements were, in part, contained within Exhibit 4 to the Franchise;

WHEREAS, the Solid Waste Division staff of the City and MarBorg recently realized the Exhibit 4 to the Franchise contained an error in stating the future diversion requirements and, as a result, both MarBorg and the City agree that the Franchise needs to be amended by the use of a new corrected Exhibit 4;

WHEREAS, on October 29, 2013, the Council of the City of Santa Barbara publicly declared its intention to amend the Franchise granted to MarBorg through the adoption of a resolution in accordance with Section 1401 of the City Charter;

WHEREAS, a public hearing regarding the proposed amendment to the February 12, 2013 Franchise granted to MarBorg was noticed in a local newspaper of general circulation as required by Section 1401 of the City Charter for a public hearing date of November 19, 2013; and

WHEREAS, on November 19, 2013, the Council of the City of Santa Barbara held a public hearing to hear any objections on the proposed ordinance to amend the February 12, 2013 Franchise with MarBorg as required by Section 1401 of the City Charter.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF SANTA BARBARA DOES ORDAIN AS FOLLOWS:

SECTION 1. Pursuant to Section 1401 of the City Charter and in accordance with Section 1407 of the Charter, the City Council of the City of Santa Barbara agrees to amend the exclusive ten-year franchise granted to MarBorg on February 12, 2013 ("Franchise") for Citywide solid waste collection and disposal services as such amendment is described in the amendment attached hereto as Exhibit A, dated as of November 26, 2013 and authorizes the City Administrator to execute the amendment

agreement attached hereto (in a form of agreement acceptable to the City Attorney) with MarBorg Industries, Inc. for said Municipal Solid Waste services.

**Amendment to February 12, 2013 Municipal Solid  
Waste Franchise between the City of Santa  
Barbara and Marborg Industries**

This is an amendment to the Municipal Solid Waste Franchise which was entered into by and between the City of Santa Barbara, a municipal corporation (hereinafter referred to as the “City”) and MarBorg Industries, Inc., a California corporation (hereinafter referred to as “MarBorg”) on February 12, 2013 as approved by Santa Barbara City Ordinance No. 5608 adopted by the Santa Barbara City Council on February 12, 2013 and hereinafter referred to as the “February 12, 2013 Franchise.”

**I. Franchise Amendment.** MarBorg and the City agree to amend the Marborg Municipal Solid Waste Franchise by revising Exhibit 4 to the February 12, 2013 Franchise in order to better reflect the mutual understanding of the City and MarBorg with respect to the Diversion Requirements of the Franchise. Consequently, the revised Franchise Exhibit 4, dated as of November 26, 2013, (a copy of which is attached hereto) is substituted for the original Exhibit 4 attached to the February 12, 2013 Franchise.

**II. Existing Unaffected Terms And Conditions.** Except as otherwise specifically amended by this amendment, the terms, conditions, and covenants of the February 12, 2013 Franchise not inconsistent with this amendment shall remain in full force and effect.

**III. Conflicts.** In the event of any conflict or inconsistency between the terms, conditions, and requirements of this amendment and the February 12, 2013 Franchise, the terms, conditions, and requirements of this amendment shall be controlling.

**IV. Integration.** This amendment, together with the February 12, 2013 Franchise, incorporates and integrate all prior negotiations, understandings, and discussions between City and MarBorg regarding the Marborg Municipal Solid Waste Franchise. There are no oral agreements or terms between City and MarBorg with respect to the Franchise or this Franchise amendment. This amendment together with the February 12, 2013 Franchise supersedes and cancels all previous negotiations, arrangements and understandings between the City and MarBorg and there are no representations between City and MarBorg other than those contained herein and the February 12, 2013 Franchise. All changes or amendments to the February 12, 2013 Franchise, as amended, shall be in writing and duly approved by the City Council and executed by the City in accordance with the City Charter.

**IN WITNESS WHEREOF**, the parties hereto have executed this amendment to the City's Solid Waste Collection and Disposal Franchise of February 12, 2013 as of November 26, 2013.

CITY OF SANTA BARBARA

By: \_\_\_\_\_  
City Administrator

City Clerk : ATTEST:

By: \_\_\_\_\_

Approved as to Content:

By: \_\_\_\_\_  
Robert Samario, Contract Administrator

Approved as to Form:

By: \_\_\_\_\_  
Stephen P. Wiley,  
City Attorney

Approved as to insurance:

By: \_\_\_\_\_  
Mark Howard, Risk Management

MARBORG INDUSTRIES, INC.

By: \_\_\_\_\_  
Mario A. Borgatello  
President

By: \_\_\_\_\_  
David J. Borgatello  
Secretary

**EXHIBIT 4**  
**DIVERSION REQUIREMENTS**  
Dated as of November 26, 2013

Section 1 AB 939 Indemnification

MarBorg shall be responsible for ensuring that City meets the 50% diversion requirement under AB 939. MarBorg agrees to indemnify City in the event the Diversion, source reduction and Recycling goals of the Integrated Waste Management Act are not met by City. City and MarBorg agree to negotiate with respect to any additional Act-related services, which MarBorg and City agree to implement.

Section 2 Citywide Diversion Requirement

A. Minimum Diversion Requirement Citywide.

MarBorg will increase the annual percentage of Source-Separated Recyclable Material, Greenwaste and Foodscraps collected in Carts, Cans, Dumpsters, scheduled Roll-Off Boxes and compactors for all Customer classes by at least ~~one percentage point~~ **0.3%** per Contract Year **during the first five Contract Years** ~~throughout the Term of the Agreement.~~

B. Measurement of Minimum Diversion Requirement

The annual Diversion rate citywide will be measured by calculating the annual percentage by weight that Source-Separated Recyclable Material, Greenwaste and Foodscraps Collected by MarBorg from scheduled Carts, Cans, Dumpsters, Roll-Off Boxes and compactors comprises of the total Solid Waste Collected by MarBorg for each Contract Year.

The annual Diversion rate citywide will be calculated as follows:

$$\frac{(\text{Recyclable Material} + \text{Greenwaste} + \text{Foodscraps Collected during the Contract Year})}{(\text{Total Waste collected during the Contract Year})}$$

Recyclable Material includes:

- Gross weight of franchise material collected in blue-colored Recyclable Material Cans, Carts, and Dumpsters and charged a Recyclable Material rate.
- Gross weight of franchise material collected in scheduled Roll-Off Containers or compactors that is listed on the Customer bill as Recyclable Material, Metal, or Cardboard and charged the tipping fee for that specific commodity.

Greenwaste includes:

- Gross weight of franchise material collected in green-colored Greenwaste Cans, Carts, and Dumpsters and charged a Greenwaste rate.
- Gross weight of franchise material collected in scheduled Roll-Off Boxes or compactors that is listed on the Customer bill as Greenwaste, Sawdust, or Wood Waste, and charged the tipping fee for that specific commodity.

Foodscraps includes:

- Gross weight of franchise material collected in yellow-colored Foodscraps Carts, compactors and Dumpsters and charged a foodscraps rate.

Total Waste Includes:

- All material collected in franchise Cans, Carts, Dumpsters, scheduled Roll-Off Boxes and compactors excluding Roll-Off Boxes that contain 100% inert materials generated from construction and demolition and sorted Roll-off Boxes and compactors with a recovery rate of less than 90 percent.

Data used in calculating the annual Diversion rate citywide will be taken from the monthly reports submitted by MarBorg. As shown in Figure One: MarBorg Monthly Report, Diversion shall equal the sum of the tonnages in blue cells and total waste shall be considered as the sum of the tonnages in both the blue and yellow cells. Data in grey cells will not be used in calculating the annual Diversion rate citywide. The annual Diversion rate citywide will be calculated from data from both zones.

The scheduled collection of Construction and Demolition debris in Roll-Off Containers is not included in the calculations.

C. Compliance with the Minimum Diversion Requirement Citywide.

MarBorg will be deemed to be in compliance with the Minimum Diversion Requirement Citywide provided that the following equation yields a value of greater than or equal to 0.34% for any given Contract Year **throughout the first five Contract Years** ~~Term of the Agreement~~:

(Annual Diversion Rate Citywide at the end of the Current Contract Year minus the Baseline Diversion rate) / (Total Number of Contract Years since July 1, 2013)

**Initial compliance with the Minimum Diversion Requirement Citywide will be calculated 24 months after the Effective Date and every twelve months thereafter for the five-year compliance period.**

Greater than required Diversion in any year will not increase the total minimum percent diversion for any subsequent year

D. Baseline Diversion Rate Citywide.

The baseline Diversion rate citywide will be established in July of 2013 pursuant to the following formula:

(Recyclable Material+ Greenwaste +Foodscraps collected between July 1, 2012 and June 30, 2013) / (Total Waste Generated between July 1, 2012 and June 30, 2013)

E. Corroboration of Diversion.

Marborg will provide City with any documentation that City requests in order to verify compliance with the minimum diversion requirement, including but not limited to

information currently contained in MarBorg's monthly reports to City. In particular, MarBorg will retain information such as weigh tickets, invoices, bills of lading, or receipts which City may request. MarBorg will provide City with copies of documentation within seven (7) days of City request.

F. Weighing and Record Requirements.

MarBorg will cause a weigh master who is certified under law to weigh all Recyclable Material, Greenwaste, and Foodscraps upon delivery to the City-designated facility and record all of the following information:

- weight and material type,
- delivery date and time,
- route and truck number, and
- driver name and any identification number

MarBorg shall retain this information throughout the Term of the Agreement.

## Section 2 No Commingling

MarBorg will not mix Municipal Solid Waste, Recyclable Material, Greenwaste and Foodscraps when servicing Containers. As directed by City, MarBorg may commingle Greenwaste and Foodscraps in the same Collection vehicle. Parties acknowledge that Customers might not cooperate with Collection programs and might discard Municipal Solid Waste, Recyclable Material or Greenwaste together in the same Container.

## Section 3 Sorting of Business Loads at the MarBorg Material Recovery Facility

City, at any point during the Term of the Agreement may direct the flow of any franchised material to other processing facilities and may explicitly prohibit sorting of Municipal Solid Waste loads at the MarBorg Material Recovery Facility.

## Section 4 AB 341 Diversion

A. Subscription Requirements.

Within five (5) years following execution of the Agreement, and throughout the remainder of the Agreement, MarBorg will ensure that at least 30% of subscription Collection Service (including free and paid Containers) is comprised of Diversion Services (Recyclable Material, Greenwaste and Foodscraps) for 90% of all AB 341 Customers. The subscription based Diversion requirements will be achieved by MarBorg without the adoption of a mandatory Recycling ordinance.

For each of the first five consecutive Contract Years, MarBorg will ensure that an increasing increment of at least 18% of all AB 341 Customers are brought into compliance with the 30% Diversion requirement. The incremental percentage to be brought into compliance with the 30% subscription Diversion requirement during each Contract Year shall be

derived from the list of AB 341 Customers generated by MarBorg as described in Section D1.

Greater than required Diversion in any year will not increase the total incremental subscription Diversion threshold set forth below in subsequent years.

<u>End of contract year</u>	<u>Percent with 30% diversion</u>
Year 1	18%
Year 2	36%
Year 3	54%
Year 4	72%
Year 5 (& thereafter)	90%

**B. Sorted Municipal Solid Waste Loads**

Municipal Solid Waste Containers designated in City’s utility billing system as “High Content,” “Medium Content” and/or “Low Content” will be viewed as Municipal Solid Waste Containers when evaluating compliance with the 30% subscription requirement.

**C. Diversion Services Provided Free of Charge**

Diversion Collection Service that MarBorg provides free of charge to Customers or for which MarBorg pays Customers for commodities (e.g. source-separated glass) will be counted toward the 30% Diversion requirement provided that the non-billed Diversion Containers are identified in City’s utility billing system.

**D. Corroboration of Subscription Requirement**

1. Within two months following the execution of the Agreement, and at the beginning of each Contract Year thereafter, MarBorg will provide to City a list of AB 341 Customers along the following information for each Customer:
  - Account Number in City’s utility billing system;
  - Sharing Agreements and the names and account numbers of the sharing parties;
  - Current service levels; and,
  - Current Diversion rate.
2. At the beginning of each Contract Year, MarBorg will provide City with a tentative list of AB 341 Customers with whom MarBorg will work to bring them into compliance with the 30% diversion requirement during the Contract Year.
3. MarBorg will provide to City information regarding its progress toward achieving this requirement in its monthly reports to City. If a Customer refuses to subscribe to minimum Diversion services as described, the MarBorg will provide documentation of the

Customer's refusal with its monthly reports to City and record the information in City's utility billing system.

Figure 1: MarBorg Monthly Report

Collection Information Zone 1							
Franchise Services							
Cart/Can Tonnages:		Single Family Residential	Multi-Unit Residential	Business	Schools	City	Public
	Trash	434	300	56	0		25
	Recycling	263	107	31	1	0	2
	Greenwaste	351	71	9	0	1	
	Food			20	11		
Use gross tonnage only. Do not make deductions for sorted loads.							
Dumpster Tonnages		Diversion %	Multi-Unit Residential	Business	Schools	City	Public
	Trash	0%	375	629	29	42	27
	High Content Trash	50%		0			
	Medium Content Trash	25%					
	Low Content Trash	10%		0			
	Recycling	90%	16	153	10	7	0
	Greenwaste	95%	6	6	4	2	
	Food	100%		89	9		
Franchise Rolloff and Compactor Tonnages							
	Solid Waste	0%		211			
	Low Content	10%					
	Recycling	100%		14			
	C&D (bulky items)	77%		70			
	Greenwaste/Wood	100%		3			
	C&D Inerts	100%					
Other Residential Services			Bulky Disposed	Bulky Recycled	Batteries (lbs)	Cell Phones (lbs)	# of Sharps Containers Distributed
	Single Family		6	7			
	Multi-Unit						
2013 Franchise Contract Diversion Both Zones							39%



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** City Administrator's Office

**SUBJECT:** Conference With Labor Negotiator

**RECOMMENDATION:**

That Council hold a closed session, per Government Code Section 54957.6, to consider instructions to City negotiator Kristy Schmidt, Employee Relations Manager, regarding negotiations with the General Bargaining Unit, Treatment and Patrol Bargaining Units, Hourly Bargaining Unit, Police Management Association, and regarding salaries and fringe benefits for certain unrepresented management and confidential employees.

**SCHEDULING:** Duration, 30 minutes; anytime

**REPORT:** None anticipated

**PREPARED BY:** Kristy Schmidt, Employee Relations Manager

**SUBMITTED BY:** Marcelo López, Assistant City Administrator

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** November 19, 2013

**TO:** Mayor and Councilmembers

**FROM:** City Attorney's Office

**SUBJECT:** Conference with Legal Counsel – Pending Litigation

**RECOMMENDATION:**

That Council hold a closed session to consider pending litigation pursuant to subsection (d)(1) of section 54956.9 of the Government Code and take appropriate action as needed.

The pending litigation is *Luke Brost as Trustee for the Luke Brost Living Trust, et al., v. City of Santa Barbara*, SBSC Case No. 1342979/Court of Appeal Case No. B246153; and *Ruben Barajas and Pamela Barajas As Trustees For The Ruben And Pamela Barajas Living Trust, v. City of Santa Barbara*, SBSC Case no. 1383054/Court of Appeal Case No. B246153.

**SCHEDULING:** Duration, 15 minutes; anytime

**REPORT:** None anticipated

**SUBMITTED BY:** Stephen P. Wiley, City Attorney

**APPROVED BY:** City Administrator's Office



# CITY OF SANTA BARBARA

## COUNCIL AGENDA REPORT

**AGENDA DATE:** October 29, 2013

**TO:** Mayor and Councilmembers

**FROM:** City Clerk's Office, Administrative Services Department

**SUBJECT:** Interviews For City Advisory Groups

**RECOMMENDATION:** That Council:

- A. Hold interviews of applicants to various City Advisory Groups; and
- B. Continue interviews of applicants to November 12, 2013, and November 19, 2013.

### **DISCUSSION:**

Interviews of applicants for various positions on City Advisory Groups are to be held on October 29, 2013, at an estimated time of 4:00 p.m. Applicants will also have the option to be interviewed on November 12, 2013, at an estimated time of 4:00 p.m. and November 19, 2013, at 6:00 p.m.

For the current vacancies, 109 applications were received. A list of eligible applicants and pertinent information about the City Advisory Groups is attached to this report.

Applicants have been notified that to be considered for appointment they must be interviewed. Applicants have been requested to prepare a 2-3 minute verbal presentation, in response to a set of questions specific to the group for which they are applying. Applicants applying to more than one advisory group may have up to 5 minutes for their presentation.

Applicants for the Santa Barbara Youth Council have been notified that they must also appear for an interview before the Youth Council. They will have the option to appear on Monday, October 21, 2013, at 4:30 p.m. or Monday, November 4, at 6:00 p.m.

Appointments are scheduled to take place on December 10, 2013.

**ATTACHMENT:** List of Applicants

**PREPARED BY:** Deborah L. Applegate, Deputy City Clerk

**SUBMITTED BY:** Marcelo A. López, Assistant City Administrator

**APPROVED BY:** City Administrator's Office

**ACCESS ADVISORY COMMITTEE**

- Four vacancies.
- Terms expire December 31, 2014 (Architectural/Engineering/Building Community)  
December 31, 2016 (Public at Large)
- Residents of the City or a full-time employee of an entity doing business within the City who demonstrates an interest, experience, and commitment to issues pertaining to disability and access.
  - One representative from the Architectural/Engineering/Building Community.
  - Three representatives from the Public at Large.
- Appointees may not hold any full-time paid office or employment in City government.

<b>CATEGORY (Number of Vacancies)</b>	<b>APPLICANT</b>	<b>Incumbent Appt. Dates (Years Served)</b>	<b>Applicant's Preference (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)</b>	<b>Notes</b>
<b><i>Architectural/ Engineering/Building Community (1)</i></b>	None			
<b><i>Public at Large (3)</i></b>	Mary Ellen Bangs			
	Karen L. Johnson	12/16/2008, 12/07/2010 (5 years)		
	Adelaida Ortega	12/16/2008, 12/07/2010 (5 years)		
	Barbara Silver			

## AIRPORT COMMISSION

- Two vacancies.
- Terms expire December 31, 2017.
- Appointee must be a qualified elector of the City and one City or County resident.
- Appointee may not hold any full-time paid office or employment in City government.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b><i>Qualified Elector of the City (1 or 2)</i></b>	Laura McIver			
	Mark A. Rincon-Ibarra		1. Airport Commission 2. Harbor Commission 3. Civil Service Commission	
	James R. Wilson			
<b><i>County (0 or 1)</i></b>	Paul Bowen			
	Jeff Clark			
	Carl L. Hopkins			

## ARCHITECTURAL BOARD OF REVIEW

- One vacancy.
- Term expires December 31, 2017.
- Qualified Elector of the City or the County of Santa Barbara and have professional experience in related fields.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Qualified Elector of the City or County (1)</i>	Courtney Jane Miller (Licensed Landscape Architect)			

## ARTS ADVISORY COMMITTEE

- Four vacancies.
- Terms expire December 31, 2017.
- Two members must be residents and qualified electors of the City. Two members shall reside in the South Coast area of Santa Barbara County, bounded by the Gaviota tunnel on the north and the Santa Barbara County line on the south.
- Members should be persons with acknowledged accomplishments in the arts and persons who demonstrate an interest in and commitment to cultural and arts activities.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b><i>Qualified Electors of the City (2)</i></b>	Robert F. Adams	12/07/2010 (3 years)		
	Tom Brooks Burgher II			
	Jim Laponis		1. Arts Advisory Committee 2. Fire & Police Commission	
	Sally Sheridan			
	Marylove Thralls			
	Valerie Velazquez			
	Margie Yahyavi			
<b><i>South Coast Area (2)</i></b>	Katrina Carl			
	Nina L. Dunbar			
	Elizabeth Owen			

## BUILDING AND FIRE CODE BOARD OF APPEALS

- Two vacancies.
- Open terms.
- Residents of the City or adjoining unincorporated areas of Santa Barbara County.
- Appointees shall demonstrate knowledge and expertise in specialty areas governed by the construction and fire codes of the City.
- Appointees may not hold any full-time paid office or employment in City government.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Resident of the City or unincorporated area of Santa Barbara County (2)</i>	None			

## CIVIL SERVICE COMMISSION

- Two vacancies.
- One term expires December 31, 2017.  
One term expires December 31, 2016.
- Must be a qualified elector of the City.
- May not hold any full-time paid office or employment in City government, and for one year after ceasing to be a member, shall not be eligible for any salaried office or employment with the City.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b><i>Qualified Electors of the City (2)</i></b>	Richard C. Banks			
	Kathryn D. McKee	12/13/2005, 12/15/2009 (8 years) <small>*Applying for third term</small>		
	Bernard Melekian		1. Fire & Police Commission 2. Civil Service Commission	
	Desmond O'Neill			
	Mark A. Rincon-Ibarra		1. Airport Commission 2. Harbor Commission 3. Civil Service Commission	

**COMMUNITY DEVELOPMENT AND HUMAN SERVICES COMMITTEE**

- Four vacancies.
- Two terms expires December 31, 2017 (Housing Interests, Business, Community/Economic Development, and African American Community).  
One term expires December 31, 2016 (Housing Authority)
- Must be residents or employees of the designated organizations, but need not be qualified electors of the City, and must represent one of the specified categories or organizations. One representative from each:
  - Housing Authority of the City of Santa Barbara
  - Business Community/Economic Development
  - African American Community
  - Housing Interests
- Appointees may not hold any full-time paid office or employment in City government.

<b>CATEGORY (Number of Vacancies)</b>	<b>APPLICANT</b>	<b>Incumbent Appt. Dates (Years Served)</b>	<b>Applicant's Preference (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)</b>	<b>Notes</b>
<b><i>Housing Authority of the City of Santa Barbara (1)</i></b>	Alice Villarreal Redit			
<b><i>Business Community/Economic Development (1)</i></b>	Laura Knight	7/11/2006, 12/15/2009 (7 years, 5 months)		
	Katherine Zeiss			
<b><i>African American Community (1)</i></b>	None			
<b><i>Housing Interests (1)</i></b>	Stephen Faulstich	6/26/2011 (1 year, 6 months)		

**COMMUNITY EVENTS & FESTIVALS COMMITTEE**

- One vacancy.
- Term expires December 31, 2015.
- Member must be a representative of the Business/Lodging/Retail Industry.
- Appointees may not hold any full-time paid office or employment in City government.

<b>CATEGORY (Number of Vacancies)</b>	<b>APPLICANT</b>	<b>Incumbent Appt. Dates (Years Served)</b>	<b>Applicant's Preference (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)</b>	<b>Notes</b>
<b><i>Business/Lodging/ Retail Industry (1)</i></b>	Katrina Carl			
	Barbara Kaplan		1. Community Events & Festivals 2. Neighborhood Advisory Group 3. Rental Housing Mediation	
	Christina Markos			
	Roman Orestano			

## CREEKS ADVISORY COMMITTEE

- One vacancy.
- Term expires December 31, 2015.
- Member must be a resident of the City. Member shall have some experience in ocean use, business, environmental issues and/or provide community-at-large representation.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Qualified Elector of the City (1)</i>	James Hawkins			

## DOWNTOWN PARKING COMMITTEE

- Three vacancies.
- One term expires December 31, 2016. One term expires December 31, 2017.
- Appointees shall demonstrate an interest and knowledge of downtown parking issues.
- Two members must be residents of the City and one member may be a resident of the City or County.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Qualified Electors of the City (2 or 3)</i>	Dr. Michael Cooper			
	William E. Pinner III (Trey)	6/28/2011 (2 years, 6 months)		
	Sean Pratt			
	Kathryn A. Schwab			
	Ethan Shenkman			
<i>Resident of the County (0 or 1)</i>				

## FIRE AND POLICE COMMISSION

- Two vacancies.
- One term expires December 31, 2017. One term expires December 31, 2014.
- Two qualified electors of the City.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b><i>Qualified Electors of the City (2)</i></b>	Matthew Hunter Kramer			
	Jim Laponis		1. Arts Advisory Committee 2. Fire & Police Commission	
	Bernard Melekian		1. Fire & Police Commission 2. Civil Service Commission	*Retired Chief of Police - Pasadena
	Judith Parris Stevens			
	Eugene F. Zannon (Gene)			

## FIRE AND POLICE PENSION COMMISSION

- Two vacancies.
- One term expires December 31, 2017 (Active/Retired Police Officer). One term expired December 31, 2016 (Qualified Elector).
- One active retired police officer who need not be a resident of the City.
- One Qualified Elector of the City who is not an active firefighter or police officer for the City of Santa Barbara.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Active/Retired Police Officer (1)</i>	None			
<i>Qualified Electors (1)</i>	None			.

## HARBOR COMMISSION

- Three vacancies.
- Three terms expire December 31, 2017.
- Two or Three Qualified Electors of the City.
- One member of the Harbor Commission who need not be a Qualified Elector of the City so long as he or she is, at time of appointment, a Qualified Elector of Santa Barbara County and remains so qualified while a Commissioner.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b><i>Qualified Elector of the City (2 or 3)</i></b>	Cory Bantilan	6/29/2010 (3 years, 6 months)		
	Dennis M. Power			
	Thomas E. Isaacson			
	Mark A. Rincon-Ibarra		1. Airport Commission 2. Harbor Commission 3. Civil Service Commission	
	Virginia Rubsam			
<b><i>Qualified Elector of the County (0 or 1)</i></b>	Jim Sloan	12/15/2009 (4 years)		

## HISTORIC LANDMARKS COMMISSION

- Two vacancies.
- Two terms expire December 31, 2017.
- One Qualified Elector of the City – Public at Large.
- One Qualified Elector of the City and a Licensed Landscape Architect.
- Appointees must demonstrate knowledge of the history and architecture of the City.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Qualified Elector of the City – Public at Large (1)</i>	William Mahan			
<i>Qualified Elector of the City – Landscape Architect (1)</i>	Philip Suding	12/15/2009 (4 years) (Prior Service 2001-2006)		

## HOUSING AUTHORITY COMMISSION

- One vacancy.
- Term expires February 15, 2016.
- Member must be a Qualified Elector of the City, a tenant who is receiving housing assistance from the City Housing Authority and must be 62 years of age or older.
- Member should have some interest and background in housing development, management or other comparable experience.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Qualified Elector of the City / Senior Tenant (1)</i>	Victor Suhr	12/13/2011 (2 years)		

## LIBRARY BOARD

- One vacancy.
- Term expires December 31, 2017.
- Qualified Electors of the City.
- Appointees may not hold any full-time paid office or employment in City government.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Qualified Elector (1)</i>	Milton Hess			

## LIVING WAGE ADVISORY COMMITTEE

- Four vacancies.
- One term expires June 30, 2015 (Owner/Manager of a Service Contractor). Two terms expire June 30, 2016 (Nominee of the Santa Barbara Chamber of Commerce or Santa Barbara Downtown Organization and Employee of Local Non-Profit Entity). One term expires June 30, 2017 (Nominee of a Local Living Wage Advocacy Organization).
- One representative from each:
  - Employee of a local Santa Barbara area nonprofit entity;
  - Nominee of a Local Living Wage Advocacy Organization;
  - Owner/Manager of a service contractor subject to the City's Living Wage Ordinance; and
  - Nominee of the Santa Barbara Downtown Organization or Santa Barbara Chamber of Commerce
- Appointees may not hold any full-time paid office or employment in City government.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Employee of Nonprofit Entity (1)</i>	Lety Garcia			
<i>Nominee of a Local Living Wage Advocacy Organization (1)</i>	None			
<i>Owner/Manager of a service contractor subject to the City's Living Wage Ordinance (1)</i>	None			
<i>Nominee of the Santa Barbara Downtown Organization <u>or</u> Santa Barbara Chamber of Commerce Nominee (1)</i>	Kenneth Oplinger			

## MEASURE P COMMITTEE

- Seven vacancies.
- Two terms expire December 31, 2017 (Medical Professional and Medical Marijuana Patient) Two terms expire December 31, 2016 (Criminal Defense Attorney and Civil Liberties Advocate). One term expires December 31, 2015 (Resident of the City). Two terms expire December 31, 2014 (Counselor, Resident of the City).
- Two residents of the City; and one representative from each:
  - Civil Liberties Advocate
  - Drug abuse, treatment & prevention counselor
  - Criminal Defense Attorney
  - Medical Professional
  - Medical Marijuana Patient
- Appointees may not hold any full-time paid office or employment in City government.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Residents of the City (2)</i>	Robert Mercado		1. Neighborhood Advisory 2. Measure P	
<i>Civil Liberties Advocate (1)</i>	Stephen Pratt			
<i>Criminal Defense Attorney (1)</i>	Patric H. R. Weddle			
<i>Drug abuse, treatment &amp; prevention counselor (1)</i>	None			
<i>Medical Professional (1)</i>	None			
<i>Medical Marijuana Patient (1)</i>	Brandon Morse			

**MOSQUITO AND VECTOR MANAGEMENT DISTRICT BOARD**

- One vacancy.
- Term expires January 7, 2015.
- Registered voter of the City of Santa Barbara.
- Appointee may not hold any full-time paid office or employment in City government.

<b>CATEGORY (Number of Vacancies)</b>	<b>APPLICANT</b>	<b>Incumbent Appt. Dates (Years Served)</b>	<b>Applicant's Preference (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)</b>	<b>Notes</b>
<i>Registered Voter of the City of Santa Barbara (1)</i>	Gail-Jean (GJ) Padilla			

## NEIGHBORHOOD ADVISORY COUNCIL

- Five vacancies.
- Three terms expire December 31, 2017 (Public at Large, Neighborhood Representatives). One term expires December 31, 2015 (Public at Large). One term expires December 31, 2016 (Public at Large).
- Three residents of the City who represent the Public at Large.
- Two neighborhood representatives from any of the following neighborhoods:
  - West Downtown                      ➤ Eastside                                      ➤ Lower Eastside
  - Laguna                                      ➤ Westside                                      ➤ Lower Westside
- Residents of the City need not be qualified electors of the City.
- Appointees may not hold any full-time paid office or employment in City government

**Note:** Of the thirteen members, the City Council may, but is not required to, appoint up to three (3) youth that are the ages of 16 or 17. Priority may be given to youth from the six specified neighborhoods.

**NOTE:** Applicants under the Neighborhood Representative category are also eligible for appointment to the Public at Large category.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<i>Neighborhood Representative (2)</i>	Sebastian Aldana Jr.	3/01/2011 (2 years)		Eastside
<i>Public at Large (3)</i>	Abbey Fragosa			Lower Eastside
	Christy Haynes			Eastside

(Cont'd)

**NEIGHBORHOOD ADVISORY COUNCIL (CONT'D)**

<b>CATEGORY (Number of Vacancies)</b>	<b>APPLICANT</b>	<b>Incumbent Appt. Dates (Years Served)</b>	<b>Applicant's Preference (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)</b>	<b>Notes</b>
<b><i>Neighborhood Representative (2) Public at Large (3)</i></b>	Barbara Kaplan		1. Community Events & Festivals 2. Rental Housing Mediation 3. Neighborhood Advisory	Eastside
	Susan Lafond			Westside
	Gary Lytle			Lower Westside
	Beth McDonald			Eastside
	Robert Mercado		1. Neighborhood Advisory 2. Measure P	Downtown
	Ana D. Soto	(Public at Large) 3/01/2011 (2 years)		
<b><i>Youth Applicants</i></b>	Alejandro Martinez			Student, Alta Vista (Blank Application Submitted)
	Roberto Fuentes			Student, La Cuesta

**PARKS AND RECREATION COMMISSION**

- Five vacancies.
- Three terms expire December 31, 2017. One term expires December 31, 2016. One term expires December 31, 2015.
- Qualified electors of the City.

<b>CATEGORY (Number of Vacancies)</b>	<b>APPLICANT</b>	<b>Incumbent Appt. Dates (Years Served)</b>	<b>Applicant's Preference (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>)</b>	<b>Notes</b>
<b><i>Qualified Electors of the City (5)</i></b>	Margery Baragona		1. Rental Housing Mediation 2. Parks & Recreation Commission	
	Carolyn Brown			
	Chris Casebeer	12/15/2009 (4 years)		
	Nichol Clark			
	Bob Cunningham			
	Nicolas Ferrara	6/29/2010 (3 years)		
	Jim Heaton			
	Michael J. Nelson			
	David Victor Vasquez			
	Lesley Wiscomb	12/15/2009 (4 years)		
	Olivia Uribe			

## PLANNING COMMISSION

- Two vacancies.
- Two terms expire December 31, 2017.
- Qualified Electors of the City
- Appointee may not hold any full-time paid office or employment in City government.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b><i>Qualified Electors of the City (2)</i></b>	Michael Jordan	12/15/2009 (4 years)		
	Deborah L. Schwartz	12/15/2009 (4 years)		
	Amy Beth Katz			

## RENTAL HOUSING MEDIATION TASK FORCE

- Five vacancies.
- Three terms expire December 31, 2017. One term expires December 31, 2016. One term expires December 31, 2014.
- Residents of the City or the County of Santa Barbara:
  - One homeowner (City)
  - One landlord (City)
  - One tenant (City)
  - Two tenants (City or County)

**Note:** Non-resident members must be owners of residential rental property within the City limits or affiliated with organizations concerned with landlord-tenant issues within the City limits.
- Appointees may not hold any full-time paid office or employment in City government.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b>Homeowner -City (1)</b>	Margery Baragona		1. Rental Housing Mediation 2. Parks & Recreation	
	Jeana L. Dressel			*Both Homeowner/Landlord
	Daniel R. Herlinger	6/28/2005, 12/13/2005 12/15/2009 (8 years, 6 months) *Applying for third term		
<b>Landlord - City (1)</b>	Jeana L. Dressel			*Both Homeowner/Landlord
<b>Tenant – City (1)</b>	Lynn E. Goebel	6/30/2009 12/15/2009 (4 years, 9 months)		
<b>Tenants – City or County (2)</b>				

## SANTA BARBARA YOUTH COUNCIL

- Six vacancies. Terms expire 6/30/2014. Members must be between the ages of 13 – 19 years
- Two members from local alternative, community, or continuation high school.
- One member from Santa Barbara High School.
- One member from Dos Pueblos High School.
- Two members from local private high school or independent studies and be a resident of the City.

CATEGORY (Number of Vacancies)	APPLICANT	Incumbent Appt. Dates (Years Served)	Applicant's Preference (1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> )	Notes
<b><i>Local Alternative, Community, or Continuation High School (2)</i></b>	Cynthia Barahona La Cuesta (City)			
	Jennifer Castro La Cuesta (City)			
	Chris Dominguez La Cuesta (City)			
	Maria Liliana Flores La Cuesta (City)			
	Caedon (Don) Hirrel La Cuesta (County)			
	Eric Parker La Cuesta (City)			
	Isaae Mendibles La Cuesta (City)			
<b><i>Local Private High School or Ind Studies (2)</i></b>	Michael Reyes (County)			
	Emily Velez			
<b><i>Santa Barbara High School (1)</i></b>	Estevan Arroyo			
	Madison C. Carlentine (City)			
	Rachaell Diaz (City)			
<b><i>Dos Pueblos High School (1)</i></b>	Shagun Sharma (County)			