

**CITY OF SANTA BARBARA
CITY COUNCIL**

Helene Schneider
Mayor
Bendy White
Mayor Pro Tempore
Grant House
Ordinance Committee Chair
Dale Francisco
Finance Committee Chair
Frank Hotchkiss
Randy Rowse
Michael Self



James L. Armstrong
City Administrator

Stephen P. Wiley
City Attorney

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

**AUGUST 16, 2011
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 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

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

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

CHANGES TO THE AGENDA

PUBLIC COMMENT

CONSENT CALENDAR

- 1. Subject: Introduction Of Ordinance Amending Municipal Code Title 17, Chapter 17.36, Pertaining To Operations At The Waterfront (570.03)**

Recommendation: That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Title 17, Chapter 17.36, Pertaining to Parking in the Harbor Parking Lot.

- 2. Subject: Introduction Of Ordinance For A Lease With Santa Barbara Sailing Center (330.04)**

Recommendation: That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Approving a Five-Year Lease with Two Five-Year Options with Skip Abed, Doing Business as Santa Barbara Sailing Center, for the Boat Rental and Sailing Instruction Facility at 303 West Cabrillo Boulevard Adjacent to the Harbor Launch Ramp, Effective September 21, 2011.

CONSENT CALENDAR (CONT'D)

3. Subject: Introduction Of Ordinance For A Lease With Seacoast Of Santa Barbara (330.04)

Recommendation: That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Approving a Five-Year Lease with One Five-Year Option with Seacoast of Santa Barbara Inc., for a 562 Square-Foot Yacht Brokerage Office at 125 Harbor Way, at an Initial Base Rent of \$1,817 Per Month, Effective September 21, 2011.

4. Subject: Proposed Airline Rates And Charges For New Terminal (560.01)

Recommendation: That Council approve airline rates and charges for the new Airline Terminal, including the annual Airline Terminal building space square footage rental rate of \$77, a boarding bridge fee of \$42 per turn, and a landing fee of \$2.50 per thousand pounds of gross landed weight, effective August 17, 2011, through June 30, 2012.

5. Subject: Agreement For Reimbursement With The U.S. Forest Service For Cooperative Fire Protection (520.03)

Recommendation: That Council authorize the Fire Chief to execute the Cooperative Fire Protection Agreement between the City of Santa Barbara and the U. S. Forest Service in a form of agreement approved by the City Attorney.

6. Subject: Approval Of Equipment Standardization For The Fire Operations Division (520.03)

Recommendation: That Council find it to be in the City's best interest to approve standardizing Lion turnout suits for the Fire Operations Division during the next five-year period, ending June 30, 2016, and waive the formal bidding process in accordance with Section 4.52.070 (l) of the Santa Barbara Municipal Code.

7. Subject: Adoption Of Ordinance Establishing Prima Facie Speed Limits (530.05)

Recommendation: That Council 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 10.60.015, Establishing Prima Facie Speed Limits on Cota Street Between Santa Barbara Street and Alameda Padre Serra at 25 Miles Per Hour.

CONSENT CALENDAR (CONT'D)

8. Subject: Purchase Order For Primary Coagulant Chemicals For The William B. Cater Water Treatment Plant (540.10)

Recommendation: That Council find it in the City's best interest to waive the formal bidding process as authorized by Municipal Code 4.52.070(k), and authorize the City General Services Manager to issue a Blanket Purchase Order to Summit Research Labs as the sole source and most favorable source for providing the City with Sumaclear 830B and Sumaclear 1000 coagulant chemicals in an amount not to exceed \$500,000 for Fiscal Year 2012, with the option for the City General Services Manager to renew the purchase order for an additional four years, subject to the availability of appropriated funds for this purpose in the adopted budget for each subsequent fiscal year.

9. Subject: Designation Of Voting Delegate And Two Alternates For The League Of California Cities Annual Conference (180.01)

Recommendation: That Council designate Mayor Helene Schneider as the voting delegate for the League of California Cities Annual Conference.

NOTICES

10. The City Clerk has on Thursday, August 11, 2011, 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.
11. Cancellation of the regular Redevelopment Agency meeting of August 16, 2011, due to lack of business.
12. A City Council site visit is scheduled on Monday, August 22, 2011, at 1:30 p.m. to the property located at 903 W. Mission Street, which is the subject of an appeal hearing set for August 23, 2011, at 2:00 p.m.

This concludes the Consent Calendar.

CITY COUNCIL ADMINISTRATIVE AND ATTORNEY REPORTS

COMMUNITY DEVELOPMENT DEPARTMENT

13. Subject: Redevelopment Agency Continuation Ordinance (620.01)

Recommendation: That Council:

- A. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Declaring its Intention, Under Protest, to Make Remittances Required by ABX1 27 in Order to Avoid Dissolution of the Redevelopment Agency of the City of Santa Barbara; and
- B. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Determining that it will Comply, Under Protest, with the Voluntary Alternative Redevelopment Program Pursuant to Part 1.9 of Division 24 of the California Health and Safety Code in Order to Permit the Continued Existence and Operation of the Redevelopment Agency of the City of Santa Barbara.

14. Subject: Plaza De La Guerra Infrastructure Improvement Project Status Report (570.05)

Recommendation: That Council receive a status report on the Plaza de la Guerra Infrastructure Improvement Project.

MAYOR AND COUNCIL REPORTS

15. Subject: Request From Councilmembers Self And Rowse On Maintenance And Protection Of City Of Santa Barbara Bus, Truck, Capacity, Emergency And Evacuation Routes (520.02)

Recommendation: That Council consider a request from Councilmembers Self and Rowse to establish new policies that would preserve the current bus, truck, capacity, emergency and evacuation routes established by the Santa Barbara Municipal Code.

COUNCIL AND STAFF COMMUNICATIONS

COUNCILMEMBER COMMITTEE ASSIGNMENT REPORTS

CLOSED SESSIONS

16. Subject: Conference With Legal Counsel - Pending Litigation (160.03)

Recommendation: That Council hold a closed session to consider pending litigation pursuant to subsection (a) of section 54956.9 of the Government Code and take appropriate action as needed. The pending litigation is Santa Barbara Channelkeeper v. City of Santa Barbara, USDC Case No. CV-1103624 JHN (AGRx).

Scheduling: Duration, 30 minutes; anytime

Report: None anticipated

ADJOURNMENT

To Monday, August 22, 2011, at 1:30 p.m. at the property located at 903 W. Mission Street. (See Item No. 12)



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Administrative Division, Waterfront Department

SUBJECT: Introduction Of Ordinance Amending Municipal Code Title 17, Chapter 17.36, Pertaining To Operations At The Waterfront

RECOMMENDATION:

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Amending Title 17, Chapter 17.36 Pertaining to Parking in the Harbor Parking Lot.

DISCUSSION:

Department staff annually reviews Santa Barbara Municipal Code("SBMC") Title 17 ("Harbor") to ensure that it accurately and adequately describes policies and procedures utilized to fairly, comprehensively and decisively administer Waterfront affairs and provides the legal framework for doing so.

Staff has worked with the City Attorney's Office to identify Chapters or Sections of Title 17 it believes should be added, deleted or amended. This report identifies amendments proposed for SBMC Chapter 17.36—Waterfront Parking.

Municipal Code 17.36- Waterfront Parking

Staff has three primary objectives for proposed amendments to Chapter 17.36:

- Define exactly where boat trailers may be parked in the Harbor main parking lot. Boaters commonly refer to this area as the Launch Ramp Parking Lot, but its location is not designated or defined in the Municipal Code, nor is it currently distinguished from the rest of the Harbor main parking lot.
- Eliminate any reference to storing trailers in Harbor parking lots. Title 17 does not define storage. Any mention of storage, whether permissive or prohibitive, is unclear because there is no discussion of what is storage and when, if ever, it is legal or appropriate to park vehicles beyond posted time limits.
- Clarify that parking of any other kind of trailer (other than boat trailers) in the Harbor lot requires written permission of the Waterfront Director.

A re-drafted Section 17.36.030 clarifies that:

- Boat trailers may be parked in designated areas of the Harbor main lot; and only boat trailers are allowed in the main harbor lot, without permission of the Waterfront Director.
- No person may park a boat trailer outside designated areas of the Harbor main lot without written permission of the Waterfront Director; and
- Only boat trailers—no other kind of trailers--are allowed in the Harbor main lot without written permission of the Waterfront Director

CONCLUSION:

These amendments define where trailers may be parked in the main harbor lot, eliminate any reference to trailer storage and clarify that no other type of trailer shall be allowed to park in the Harbor lot without permission of the Waterfront Director. These clarifications are essential to good communication with parking customers and orderly operation of the harbor parking lot. The Ordinance Committee voted unanimously to forward the draft amendment to Council at its July 19, 2011 meeting.

PREPARED BY: Mick Kronman, Harbor Operations Manager

SUBMITTED BY: Scott Riedman, Interim Waterfront Director

APPROVED BY: City Administrator's Office

COUNCIL INTRODUCTION DRAFT
AUGUST 16, 2011
SHOWING CHANGES FROM EXISTING CODE

AN ORDINANCE OF THE COUNCIL OF THE CITY OF
SANTA BARBARA AMENDING TITLE 17 CHAPTER 17.36
PERTAINING TO OPERATIONS AT THE WATERFRONT.

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

SECTION 1. Chapter 17.36 of Title 17 of the Santa
Barbara Municipal Code is amended to read as follows:

17.36.010 Parking Fees in Waterfront Parking Lots.

Parking fees and permit system for Waterfront Parking
Lots shall be established by resolution of the City
Council.

17.36.020 Parking for Certain Purposes Prohibited.

A. IMPROPER USE OF WATERFRONT LOT. No person shall park
a vehicle in any Waterfront parking lot for the principal
purpose of displaying such vehicle for sale, repairing such
vehicle, except repairs necessitated by an emergency, or
washing such vehicle.

B. INOPERABLE VEHICLES. No person shall park or permit
to remain, any motor vehicle which is wrecked or inoperable

for a period longer than two (2) hours in any Waterfront parking lot.

C. NO VEHICLES TO REMAIN IN PARKING LOT PAST TIME OF PARKING LOT CLOSING. No person shall leave a vehicle in a Waterfront parking lot past the posted closing time.

~~17.36.030 Trailer Parking in Harbor Parking Lot.~~

~~Boat trailer parking shall be subject to the same rules and regulations as vehicle parking in the Harbor Parking Lot, with the exception that the charge for exiting the Harbor parking lot without a time dated parking ticket shall be twice the lost ticket rate for all vehicles with boat trailers.~~

~~17.36.04030 Use of Harbor Parking Lot for Storage of Trailers Prohibited - Removal by Police Chief.~~ **Trailer Parking in Harbor Parking Lot**

A. BOAT TRAILER PARKING PERMITTED. Persons who own or have possession of boat trailers shall be allowed to park boat trailers in the Harbor parking lot in designated boat-trailer parking stalls located adjacent to the small-vessel launch ramp for a period of time not to exceed three (3)

consecutive nights. For the purpose of this section, one night's parking is defined as parking a boat trailer in a designated trailer parking stall any time between the hours of midnight to 4:00 a.m. No trailer, other than a boat trailer, shall be allowed to park in a parking stall in the Harbor lot without the prior written permission of the Waterfront Director or his designee.

~~No person who owns, or has possession, custody or control of any trailer shall park or store such trailer in the Harbor parking lot in excess of a period of three (3) consecutive nights. For the purposes of this section, one night's parking or storage is defined as presence in the lot any time between the hours of midnight and 4 a.m.~~

B. BOAT TRAILER PARKING PROHIBITED. No person who owns or has possession of a boat trailer shall park such trailer in any area of the Harbor parking lot other than as provided in Section 17.36.030A herein without the prior written permission of the Waterfront Director or his or her

designee.~~In the event a trailer is parked or stored in the Harbor parking lot in excess of a period of three (3) consecutive nights, any member of the Police Department authorized by the Chief of Police may remove the trailer from the launch ramp lot in the manner and consistent with the requirements of the California Vehicle Code.~~

**C. BOAT TRAILER PARKING IN VIOLATION OF THIS SECTION;
REMOVAL OF TRAILER AND PENALTIES.** Any boat trailer parked in violation of this section may be removed by the City of Santa Barbara Police Department in accordance with the requirements of the California Vehicle Code and the owner or person in possession of the boat trailer parked in violation of this Section may be prosecuted in accordance with Santa Barbara Municipal Code Chapter 1.28.

**17.36.04050 72-hour Vehicle Parking Limit in Harbor
Parking Lot.**

No person who owns, or has possession, custody or control of any vehicle shall park, stop or leave the vehicle in the same parking space in the Harbor parking lot in excess of a period of seventy-two (72) consecutive hours, except persons with valid permits or prepaid permits as established by City Council Resolution, under the following circumstances:

A. Vehicles owned by harbor slip holders who have also been issued a valid Waterfront slip-holder's parking permit will be allowed unlimited parking in the Harbor parking lot, providing that such vehicles are currently registered with the California Department of Motor Vehicles and are

fully operational.

B. Any person wishing to park a vehicle in the Harbor parking lot over the seventy-two (72) hour limit may be allowed to do so, providing:

1. The vehicle owner registers with the Waterfront Parking office prior to leaving the vehicle in the Harbor lot.

2. The vehicle owner pays, in advance, the appropriate daily parking fee for each twenty-four (24) hour period the vehicle will remain in the Harbor parking lot, provided that any vehicle bearing a Waterfront parking permit will be allowed to park for the first seventy-two (72) hours at no charge.

**17.36.05060 Penalties for Vehicle Parking Over 72 Hours
in Harbor Parking Lot.**

In the event a vehicle is parked, stopped or left standing in the Harbor parking lot in excess of a period of seventy-two (72) consecutive hours, does not have a valid slip holder parking permit, and has not been registered with the Waterfront parking office in advance, the vehicle may be cited and any member of the Police Department authorized by the Chief of Police may remove the vehicle

from the Harbor parking lot in the manner and consistent with the requirements of the California Vehicle Code.

17.36.06070 Oversized Vehicles in Harbor Parking Lot.

All vehicles over twenty feet (20') in length are prohibited from parking in the Harbor Parking Lot, excepting those vehicles exempted by resolution of City Council.

17.36.07080 Oversize Vehicles in Waterfront Parking Lots.

All vehicles over thirty three (33) feet in length are prohibited from entering or using any Waterfront Parking Lot, excepting those vehicles exempted by resolution of City Council.

17.36.08090 Oversize Vehicles in Designated Waterfront Parking Lots.

The Waterfront Director shall designate parking spaces in Waterfront Parking Lots, including a limited number of oversize parking spaces, by signs, pavement stripes or

other means of designation.

A. PARKING IN DESIGNATED PARKING STALLS ONLY. No

vehicle shall be stopped, left standing or parked in any Waterfront Parking Lot, other than within a single marked stall ~~space~~ designated for that size of vehicle.

~~B. No vehicle shall be stopped, left standing or parked in any Waterfront Parking Lot, outside of a marked stall.~~

BC. PARKING IN MARKED STALLS ONLY. No vehicle shall be

stopped, left standing or parked in any Waterfront Parking Lot, at angles, horizontally, diagonally or otherwise across the lines marking a parking stall ~~space~~ designated for parking a vehicle.

CD. NO PARKING IN OVERSIZED STALLS. No vehicle that is

less than twenty (20) feet in length shall be stopped, left standing or parked in any Waterfront Parking Lot, within a parking stall ~~space~~ designated for an oversize vehicle.

DE. NO PARKING OF OVERSIZED VEHICLES IN PASSENGER VEHICLE STALLS. No vehicle that is over twenty (20)

feet in length shall be stopped, left standing or parked in any Waterfront Parking Lot, within a parking stall ~~space~~ designated for passenger vehicles of ordinary length (less than twenty (20) feet).

17.36.090~~100~~ No Personal Property in Parking Stalls.

No person shall occupy, fill or obstruct a space designated for parking in any Waterfront Parking Lot with any ~~chair, carpet, mat, appliance, beach gear, equipment or~~ ~~other~~ personal property other than a vehicle appropriate for the size of the parking stall, except by special permit of the Waterfront Director.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Business Division, Waterfront Department

SUBJECT: Introduction Of Ordinance For A Lease With Santa Barbara Sailing Center

RECOMMENDATION:

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Approving a Five-Year Lease with Two Five-Year Options with Skip Abed, Doing Business as Santa Barbara Sailing Center, for the Boat Rental and Sailing Instruction Facility at 303 West Cabrillo Boulevard Adjacent to the Harbor Launch Ramp, Effective September 21, 2011.

DISCUSSION:

The Abed family assumed the Santa Barbara Sailing Center (Sailing Center) lease through a lease assignment process on May 4, 2000. The lease expired on December 31, 2009, and the business has operated on a holdover status since that time.

The current base rent is \$59,598 annually, subject to annual Cost of Living increases. The rent is allocated seasonally to allow for a lower base rent in the winter months and a compensating higher base rent in the summer months, similar to other Waterfront lessees such as Sea Landing and most restaurants. For example, SBSC pays a base rent of \$2,838 for the months November through February, \$4,966 March through May, and \$7,095 June through September.

The basic lease terms of the proposed lease are summarized as follows:

- **Term:** Five years, with two five-year options to extend
- **Base Rent:** \$59,598 per year (no change)
- **Percentage Rent:**
 - **15%** - Gross receipts from the vessel *Double Dolphin*
 - **10%** - Gross receipts from watercraft rentals and sailing club memberships

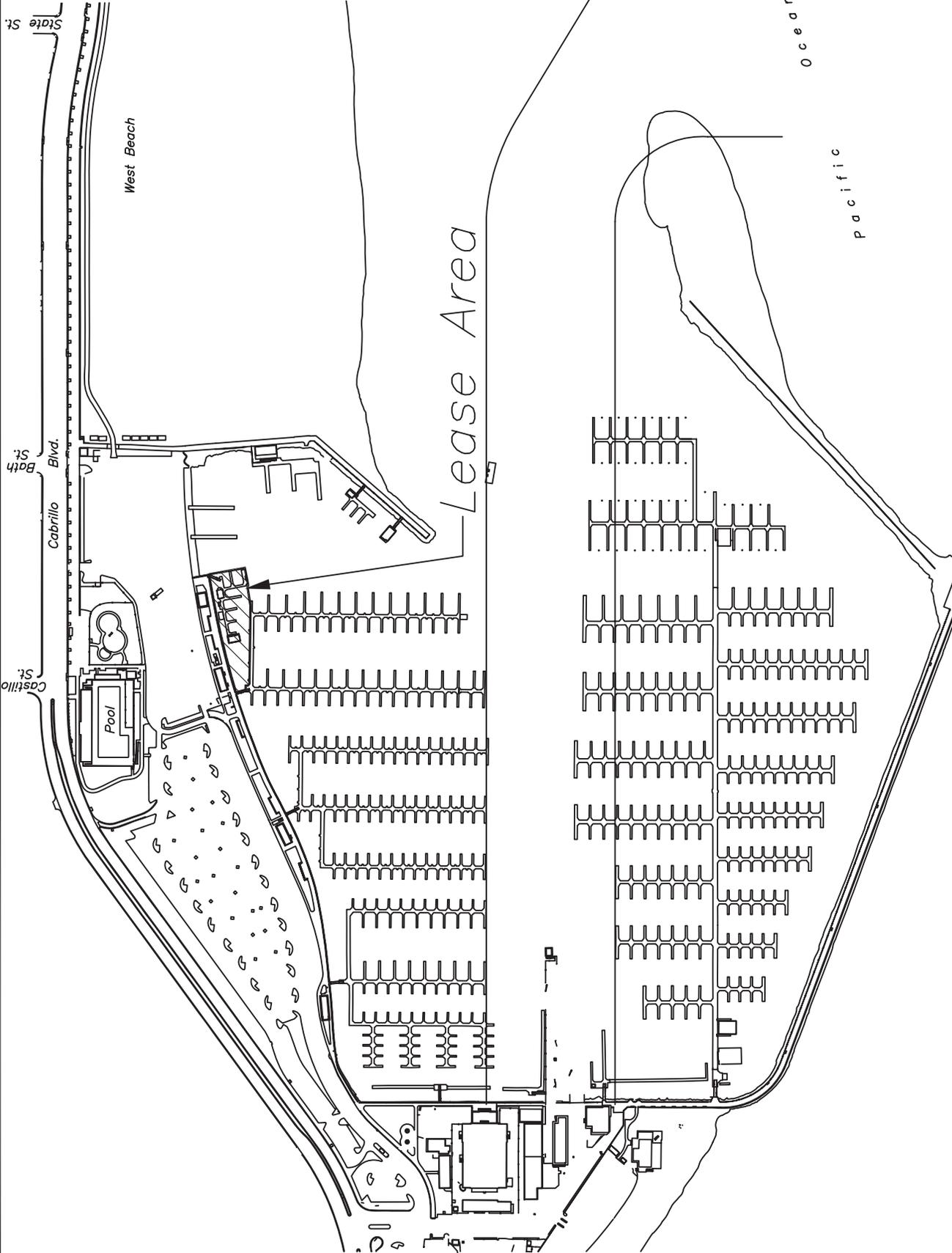
- **5%** - Gross receipts from the vessel *Channel Cat*, skippered charters of no more than six passengers, and sailing lessons
- **1%**- Gross receipts from the sale of boats and boat parts used in the course of business
- **Permitted Uses:**
 - Operation of a sailing school accredited by the American Sailing Association (ASA)
 - Operation of a boat rental facility including rental of sailboats, powerboats, and personal watercraft
 - Operation of coastal cruise vessels *Double Dolphin* and *Channel Cat*

Skip Abed has done an admirable job of managing and upgrading the Sailing Center for the last 11 years. There have been no changes to the business terms of the lease. The Harbor Commission recommended approval of the Sailing Center lease at the July 21, 2011, meeting.

ATTACHMENT: Site Plan

PREPARED BY: Scott Riedman, Interim Waterfront Director

APPROVED BY: City Administrator's Office



REVISIONS	S. B. Sailing Center Lease Area - Exhibit 'A'		
	DATE	APPROVED BY	DRAWN BY
	1-1	T. Remelka	
	7/12/01	Santa Barbara Harbor	1380-006
		City of Santa Barbara	
		Waterfront Department	1 of 2

Project North



N 1974888.6881
E 6051082.8439

N 1975135.0866
E 6051222.8794

$\Delta = 02-35-00$

R=2,218.00'

L=282.72'

MARINA 4 GANGWAY

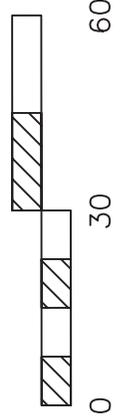
N 1974877.7636
E 6051105.7413

S. B. SAILING CENTER
LEASE AREA
18,993 S.F.

N 1975089.6565
E 6051294.5737

N 1975014.4789
E 6051245.2487

Project North



Scale (Feet)

REVISIONS

DATE	BY	DESCRIPTION	APPROVED BY
7/12/01	1-1	303 W. Cabrillo Blvd.	T. Remelka
City of Santa Barbara			PROJECT NO. 1380-005
Waterfront Department			SHEET NO. 2 of 2

S. B. Sailing Center
Lease Area Exhibit 'A'

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA APPROVING A FIVE-YEAR LEASE WITH TWO FIVE-YEAR OPTIONS WITH SKIP ABED, DOING BUSINESS AS SANTA BARBARA SAILING CENTER, FOR THE BOAT RENTAL AND SAILING INSTRUCTION FACILITY AT 303 WEST CABRILLO BOULEVARD ADJACENT TO THE HARBOR LAUNCH RAMP, EFFECTIVE SEPTEMBER 21, 2011

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

SECTION 1. In accordance with the provisions of Section 521 of the Charter of the City of Santa Barbara, An Ordinance of the Council of the City of Santa Barbara approving a five-year lease with two five-year options with Skip Abed, doing business as Santa Barbara Sailing Center, for the boat rental and sailing instruction facility at 303 West Cabrillo Boulevard adjacent to the Harbor launch ramp, effective September 21, 2011, is hereby approved.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Business Division, Waterfront Department

SUBJECT: Introduction Of Ordinance For A Lease With Seacoast Of Santa Barbara

RECOMMENDATION:

That Council introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Approving a Five-Year Lease with One Five-Year Option with Seacoast of Santa Barbara Inc., for a 562-Square-Foot Yacht Brokerage Office at 125 Harbor Way, at an Initial Base Rent of \$1,817 Per Month, Effective September 21, 2011.

DISCUSSION:

Seacoast of Santa Barbara, Inc. (Seacoast) has operated a yacht brokerage in Santa Barbara Harbor since approximately 1971. The current lease commenced in 2001 and expired in February 2011. The corporation is currently owned by Brian Coryat and Vicki Van Hook. The basic lease terms of the proposed lease are summarized as follows:

- **Term:** Five years, with one five-year option to extend
- **Base Rent:** \$1,817 per month, subject to annual Cost of Living increases
- **Percentage Rent:**
 - **10.5%** - Commissions and fees from boat brokerage activities and marine insurance commissions, marine maintenance services
 - **4.2%** - Sales of marine hardware, equipment and sails
 - **1.05%** - Sales of new and used boats, outboard motors and sea drives
- **Permitted Uses:** Office space for a full-service yacht sales and brokerage business, power and sailboat instruction, and boat leases for periods greater than one month
- **Personal Guaranty:** Since the lease is with a corporation, Brian Coryat signed the City's standard form personal guaranty.

The Harbor Commission recommended approval of the Seacoast lease at the July 21, 2011, meeting.

ATTACHMENT: Site Plan.

PREPARED BY: Scott Riedman, Interim Waterfront Director

APPROVED BY: City Administrator's Office

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA APPROVING A FIVE-YEAR LEASE WITH ONE FIVE-YEAR OPTION WITH SEACOAST OF SANTA BARBARA INC., FOR A 562-SQUARE-FOOT YACHT BROKERAGE OFFICE AT 125 HARBOR WAY, AT AN INITIAL BASE RENT OF \$1,817 PER MONTH, EFFECTIVE SEPTEMBER 21, 2011

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

SECTION 1. In accordance with the provisions of Section 521 of the Charter of the City of Santa Barbara, An Ordinance of the Council of the City of Santa Barbara approving a five-year lease with one five-year option with Seacoast of Santa Barbara Inc., for a 562 square foot yacht brokerage office at 125 Harbor Way, at an initial base rent of \$1,817 per month, Effective April 21, 2011, is hereby approved.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Business & Property Division, Airport Department

SUBJECT: Proposed Airline Rates And Charges For New Terminal

RECOMMENDATION:

That Council approve airline rates and charges for the new Airline Terminal, including the annual Airline Terminal building space square footage rental rate of \$77, a boarding bridge fee of \$42 per turn, and a landing fee of \$2.50 per thousand pounds of gross landed weight, effective August 17, 2011, through June 30, 2012.

DISCUSSION:

The airlines serving Santa Barbara operate under annual Operating Permits rather than lease agreements. The proposed 2011-2012 Operating Permit establishes rental rates for airline terminal space, landing fees, boarding bridge fees and addresses security and operational requirements.

The Airline annual Operating Permit has been expanded to incorporate specific uses for the expanded building space, Airport rules and regulations, and passenger boarding equipment in the new Airline Terminal building.

SBA Air Service Changes

As the airline industry seeks profitability, air service nationwide and at Santa Barbara continues to be impacted. The airlines continue efforts to reduce capacity, removing low performing routes and grounding obsolete aircraft. In calendar year 2010, Santa Barbara's seat capacity was reduced by 9.6% from prior year. Currently there are 5 non-stop destinations with service from five airlines. Even with the reductions in seat capacity, passenger traffic for calendar year 2010 exceeded 2009 by 1.2%, and year to date through May, the passenger count is up slightly .2%.

FY 2011 Partial Year Operating Permits

Last October, it was anticipated that the new Airline Terminal Building would open and be operational in April 2011. With this in mind, a partial year Operating Permit was proposed for the period from October 1, 2010 to June 30, 2011. This agreement utilized the historical rate making methodology, which allowed Airport staff to continue negotiations with the airlines for a new rate making formula for the new building. Due to the delay in the construction schedule, the FY 2011 Operating Permit will continue until the airlines transition to the new building.

Bond Debt Service Payments

The Financial Feasibility Report prepared by Jacobs Consultancy and attached as an exhibit to the Official Statement for the Airport bond issue, maintained the same airline rates and charges through FY 2010, but assumed increased rates in FY 2011 with the completion of the new Airline Terminal building and the additional debt service requirement.

The new terminal is now scheduled to open on August 17, 2011. The 2009 Bonds have capitalized interest through December 2011. The first debt service payment that must be made using Airport revenues occurs in June 2012. Fiscal Year 2013 represents the first full fiscal year that the debt service requirement must be included in the Airport budget and in the airline rates and charges.

Methodology for Calculating Airline Rates and Charges

- Airport Department Budget

The new rates have been developed by using the FY 2012 operating and maintenance budget for the Airport Department, \$12,634,000 (rounded). Airport expense is defined as all reasonable costs and expenses incidental to, necessary for, or arising out of maintaining and repairing the Airport. The calculation of airline rates, fees, and charges is based on recovering the following costs from the FY 2012 Department Budget:

- Direct and indirect operating expenses,
- Debt service associated with capital improvements less any pledged federal grants, passenger facility charge (PFC) revenues, or customer facility charge (CFC) revenues, and
- Annual deposits to the Mandatory Reserve Funds and the Capital Reserve Fund.

Those projected expenses are allocated to five cost centers as follows:

1. Airfield – including runways, taxiways, ramp and grass areas totaling 35% of the budget;
2. Terminal building – the new passenger terminal building plus the sidewalk and curb area adjacent to the landside of the terminal and including various non-airline functions in the building totaling 50% of the budget;
3. Loading bridges – at the request of the airlines, a separate cost center was established for the loading bridges which channel passengers between the terminal and certain aircraft and comprise 0.4% of the budget;
4. Commercial and industrial – non-aviation resources including Airport property leased to private commercial and industrial tenants north and south of Hollister and comprise 10% of the budget; and
5. Other buildings and areas – including general aviation, cargo, automobile parking, landscaping, roadways, parking lots, etc. and comprise 4.6% of the budget.

The allocated costs are reduced by Airport revenues. The net amount for the Terminal building, Boarding Bridge, and Airfield (landing fee) is recovered from the airlines in annual square foot building rates, boarding bridge fees, and landing fees. The calculation for establishing the Airline Rates and Charges is more fully described in the Attachment to this report.

- Airline Negotiations

The airlines' properties representatives selected SkyWest Airlines' Manager of Airport Affairs as the lead negotiator and asked that he continue the discussions with the Airport on their behalf. Discussion on the new rate methodology began last summer, with a detailed cost analysis distributed to the airlines in October 2010.

Once the Department's budget was submitted to the City Administrator, a meeting was held with the airlines on April 27, 2011. After an explanation of the City's mandatory reserve policy, the overall concept for the methodology was accepted. However, since SkyWest will have a majority of ground loading aircraft (aircraft that cannot use the boarding bridge), the airlines asked for a separate fee for the use of the boarding bridge. Numerous versions of the rate schedule were prepared to accommodate the request for a separate boarding bridge fee, and consensus was reached with all airlines on June 30, 2011. The boarding bridge fee will be assessed based on use (per "turn") and will be reported monthly along with the landing fee report.

It was agreed that the Operating Agreement include a "true-up" provision inasmuch as there is no cost history for the new facility. Proposed rates for the FY 2013 period will be based on the Department's FY 2013 budget.

- Cost Per Enplaned Passenger

Airlines use "Cost per Enplaned Passenger" (CPE) as a key indicator for their decisions about where to locate air service. The CPE is a ratio, not a specific charge. It represents the total costs of airport operations that are allocated to airlines and are charged to them in landing fees, rents or other specific charges, divided by the total number of passengers boarding planes each year.

As enplanements decrease the Cost per Enplaned Passenger ratio will increase or as costs increase the ratio will increase. All things being equal, CPE will get lower as passenger activity increases. Airports use the CPE ratio as a guide for cost containment, comparison with competing and/or similar sized airports. New terminal projects and associated debt will increase CPE ratios.

Currently the CPE ratio for the Airport is \$5.64. This, of course, is based on costs to maintain and operate a 21,000 s.f. terminal building with no debt. The CPE for the new terminal is based on costs to maintain a 67,000 s.f. terminal with debt service.

Santa Barbara Airport's Terminal Project budget was based on a 2008 financial feasibility analysis that determined the financial capability of the Airport. A target Cost per Enplaned Passenger ratio of \$7.50 was applied to the project and used in discussions with the airlines in terms of their future costs to operate at the Airport.

Based on the new rates and current passenger traffic the CPE will be \$8.06.

Airport Commission

On July 20, 2011, the Airport Commission reviewed the proposed airline rates and charges and recommended approval.

ATTACHMENT: Calculation of Airline Rates and Charges

PREPARED BY: Hazel Johns, Assistant Airport Director

SUBMITTED BY: Karen Ramsdell, Airport Director

APPROVED BY: City Administrator's Office

ATTACHMENT

CALCULATION OF AIRLINE RATES AND CHARGES

Airline Terminal Building Rental Rate

The Airline Terminal building rental rate is calculated by adding the allocation of the Airport maintenance and operating costs, Council mandated reserves, the building's debt service, and the amortization amount for Airport cash funded capital projects. The Total Terminal Cost for FY 2012 equals \$7,199,000.

Revenue generated from Terminal passengers in the rental car, gift and food and beverage concessions is deducted from the Total Terminal Cost, leaving a Terminal Building Requirement of \$5,198,000 that needs to be recovered from airline rentals.

The rental rate charged to the airlines is calculated by dividing the amount to be recovered (\$5,198,000) by the total Terminal building square footage (67,586). The result of that calculation is the annual Terminal Building square footage rate which is \$76.91 or \$77.

Loading Bridge Fee

This cost center only applies to airlines that use the passenger boarding bridges. United Express will not use the boarding bridges for turboprop aircraft.

The loading bridge fee is calculated by adding the allocation of maintenance and operating costs, Council mandated reserves, and the debt service amount attributed to the three boarding bridges which equals the Loading Bridge Requirement to be recovered, or \$180,000.

The fee charged to the airlines is calculated by estimated the number of times the airlines will use the boarding bridges during the year based on their schedules. Each use of the bridge is called a "turn". It is estimated that there will be 4,300 "turns". The Loading Bridge Requirement to be recovered (\$180,000) is divided by the number of "turns" (4,300) which equals \$41.86 or \$42, the fee charged for each use of the boarding bridge.

Airline Landing Fee

The Landing Fee is a residual fee. The costs for maintenance and operation, the net debt service requirement, Council mandated reserves, and the amortization amount for Airport cash-funded capital projects are added together for a total Airport Cost Base of \$14,214,000.

The Cost Base Amount is then reduced by the total revenue projected from Commercial/Industrial properties, all other non-airline revenues, the projected Airline Terminal Building space rental, and the Boarding Bridge fees. The remaining amount equals \$1,042,000 which is the Airline Landing Fee Requirement.

Next the Projected Airline Landed Weight is estimated by using the airline schedules to project the number of landings and aircraft type and weight for the year. The weight used for each aircraft type is based on the published maximum gross landed weight. The landed weight projection for FY 2012 is 450,000 (1,000-pound units).

The Airline Landing Fee Requirement (\$1,042,000) is divided by the projected landed weight (450,000) which equals the landing fee rate (per 1,000 lbs. of landed weight) of \$2.37. However, the airlines have agreed to maintain the current \$2.50 per thousand pound landing fee to allow a margin of error on the flight schedule and the operating cost projections.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Administration Division, Fire Department

SUBJECT: Agreement For Reimbursement With The U.S. Forest Service For Cooperative Fire Protection

RECOMMENDATION:

That Council authorize the Fire Chief to execute the Cooperative Fire Protection Agreement between the City of Santa Barbara and the U. S. Forest Service in a form of agreement approved by the City Attorney.

DISCUSSION:

The proposed Cooperative Fire Protection Agreement replaces the current agreement dated July 18, 2006. This proposed five-year Agreement comes as part of a normal review process between the City and Forest Service. It covers local responsibility areas not covered by other cooperative or mutual aid agreements.

The purpose of this Agreement is to provide for cooperation in the prevention, detection and suppression of wildland fires within the protection areas of the City of Santa Barbara and the U. S. Forest Service. The City of Santa Barbara and the U. S. Forest Service will share predetermined resources to combat wildland fires in both the City of Santa Barbara and Los Padres National Forest's areas of responsibility. As we have seen in recent years, a fire incident in these predetermined areas could affect both parties by either direct fire loss or the loss of watershed (vegetation) that could result in flooding.

The Agreement describes the conditions in which "mutual aid" for wildland fires will be provided to each other on a non-reimbursable basis, generally for periods of less than 12 hours following initial dispatch. It also describes the conditions of "assistance by hire" on an actual cost reimbursement basis (including the transportation, salary, overtime, per diem and other approved expenses of supporting agency personnel). It contains a procedure for responding to and splitting the costs of cross-jurisdictional incidents. Finally, it contains various agreements about the sharing and deployment of resources and administration.

Council Agenda Report
Agreement For Reimbursement With The US Forest Service For Cooperative Fire
Protection
August 16, 2011
Page 2

There are no substantive changes to this Agreement from the prior agreement, however the new Agreement does include minor non-substantive and administrative changes. The cost to each agency of this Agreement will depend on whether and how many mutual aid incidents occur.

The proposed agreement is available for review in the City's Clerk's Office Reading File.

PREPARED BY: Pat McElroy, Operations Division Chief

SUBMITTED BY: Andrew J. DiMizio, Fire Chief

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Administration Division, Fire Department

SUBJECT: Approval Of Equipment Standardization For The Fire Operations Division

RECOMMENDATION:

That Council find it to be in the City's best interest to approve standardizing Lion turnout suits for the Fire Operations Division during the next five-year period, ending June 30, 2016, and waive the formal bidding process in accordance with Section 4.52.070 (I) of the Santa Barbara Municipal Code.

DISCUSSION:

City firefighters don frontline turnout suits (coats and pants) continuously throughout their duty shifts causing these components of Personal Protective Equipment (PPE) to wear out and need replacing on a regular basis. Staff recommends that Council approve standardizing this equipment in the interest of consistency and safety. Doing so will ease the burden when re-ordering, speed the process, improve safety and minimize the training time spent concerning this PPE.

The Fire Department has been using these items during the past 5 years. These turnout suits meet the department's specifications for functionality and durability, safety and performance. Attachment 1 lists the specific turnout coats and pants that would be used. A typical set currently costs approximately \$1900 with tax, and in a typical year we would expect to replace approximately twelve sets.

There is only one exclusive dealer and distributor for Lion turnout suits in California, Allstar Fire Equipment, Inc., as demonstrated by the letter in Attachment 2. Staff believes it is in the City's best interest to designate Allstar Fire Equipment, Inc. as the sole source vendor for this equipment.

Section 4.52.070 (I) of the Municipal Code authorizes Council to purchase supplies, equipment and services without complying with the formal bid procedure when it is found to be in the best interests of the City. Staff recommends that Council approve the attached

list of equipment and allow staff to use Allstar Fire Equipment, Inc. as this equipment's sole source vendor for the Fire Department for a period of five years.

ATTACHMENT(S): 1. Equipment List
2. Letter from Lion Apparel, Inc.

PREPARED BY: Ronald Liechti, Administrative Services Manager

SUBMITTED BY: Andrew DiMizio, Fire Chief

APPROVED BY: City Administrator's Office

Fire Department - Approved Standard Equipment		August 16, 2011
No.	Equipment	
1	Lion/Janesville CVFM-K7 Brass Fusion V-Force Turnout Coat	
2	Lion/Janesville PVFM-K7 Brass Fusion V-Force Turnout Pants	



LION
APPAREL

6 4 5 0
P O E A V E

P.O. BOX 13576
D A Y T O N
O H I O
45413.0576

April 1, 2010

To Whom It May Concern:

This letter is to confirm, Allstar Fire Equipment Company is our exclusive dealer and distributor for Lion Apparel in the state of California for Janesville® and Bodyguard® products.

Please do not hesitate to contact me if I can be further service.

Sincerely,

Dennis L. Smith

Dennis L. Smith
Director of Sales
Lion Apparel Inc

800.548.6614

TEL 937.898.1949

FAX 937.898.2848

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA AMENDING CHAPTER 10.60 OF THE MUNICIPAL CODE BY REVISING SECTION 10.60.015, ESTABLISHING PRIMA FACIE SPEED LIMITS ON COTA STREET BETWEEN SANTA BARBARA STREET AND ALAMEDA PADRE SERRA AT 25 MILES PER HOUR.

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

SECTION ONE. Section 10.60.015 of Chapter 10.60 of Title 10 of the Santa Barbara Municipal Code is amended to read as follows:

10.60.015 Streets of Modified Speed Limits.

In accordance with Section 10.20.015 and when properly sign posted, the prima facie speed limit on the following streets, or portions of streets, shall be as follows:

45 miles per hour:

CALLE REAL - Las Positas Road to Hitchcock Way
HOLLISTER AVENUE - Fairview Avenue to the westerly City limits
MODOC ROAD - Las Positas Road to westerly City limits
OLD COAST HIGHWAY - Harbor View Drive to Hot Springs Road

40 miles per hour:

ALSTON ROAD – Woodland Road to Rametto Road
CALLE REAL - Pueblo Street to Las Positas Road
CALLE REAL - Hitchcock Way to La Cumbre Road
CARRILLO STREET - San Andres Street to La Coronilla Drive
MEIGS ROAD - Cliff Drive to La Coronilla Road

35 miles per hour:

ALAMAR AVENUE - Foothill Road to State Street
ALSTON ROAD - Eucalyptus Hill Road to Woodland Road
ALSTON ROAD – Rametto Road to City Limits
BARKER PASS ROAD - Eucalyptus Hill Road to the northerly City limits.
CABRILLO BOULEVARD - Niños Drive to US Highway 101

CLIFF DRIVE (SR 225) - Westerly City limits to Las Positas Road
FAIRVIEW AVENUE - Placencia Street to Calle Real, those portions within the City limits
HOPE AVENUE - State Street to Pueblo Avenue
HOPE AVENUE - Calle Real to State Street
LA CUMBRE ROAD - Via Lucero to northerly City limits
LA COLINA ROAD - La Cumbre Road to Verano Drive
LAS POSITAS ROAD - US Highway 101 to State Street
LOMA ALTA DRIVE - Cliff Drive (SR 225) to Shoreline Drive
MEIGS ROAD - Cliff Drive to Salida Del Sol
MODOC ROAD - Mission Street to Las Positas Road
OLD COAST HIGHWAY - Salinas Street to Harbor View Drive
SHORELINE DRIVE - Castillo Street to La Marina
STATE STREET - Mission Street to the westerly City limits
VERONICA SPRINGS ROAD - Those portions within the City limits
YANONALI STREET - Salsipuedes Street to Garden Street

30 miles per hour:

ALAMAR AVENUE - De La Vina Street to Junipero Street
ALAMEDA PADRE SERRA –Los Olivos Street to Sycamore Canyon Road
ALAMEDA PADRE SERRA - Sycamore Canyon Road to Eucalyptus Hill Road
ANACAPA STREET - Arrellaga Street to Constance Avenue
ANAPAMU STREET - Santa Barbara Street to Milpas Street
BATH STREET - US Highway 101 northbound offramp to Quinto Street
CANON PERDIDO STREET - Santa Barbara Street to Milpas Street
CASTILLO STREET - Montecito Street to Junipero Street
CHAPALA STREET - US Highway 101 to Alamar Avenue
CLINTON TERRACE - Samarkand Drive to Tallant Road
COAST VILLAGE ROAD - Olive Mill Road to Cabrillo Boulevard
CONSTANCE AVENUE - State Street to Garden Street
DE LA GUERRA STREET - Santa Barbara Street to Milpas St.
DE LA VINA STREET - State Street to Micheltorena Street
DE LA VINA STREET - Micheltorena Street to Haley Street
GARDEN STREET - Micheltorena Street to Junipero Street
HITCHCOCK WAY - Calle Real to State Street
LA CUMBRE ROAD - Southerly City limits (US Highway 101) to Via Lucero
LOMA ALTA DRIVE – Coronel Street to Canon Perdido Street
MILPAS STREET - Anapamu Street to Mason Street
MIRAMONTE DRIVE - Carrillo Street to Via Del Cielo
ONTARE ROAD - Sunset Drive to Foothill Road
SALINAS STREET - US Highway 101 to Mason Street
SAMARKAND DRIVE - De La Vina to Clinton Terrace
SAN PASCUAL STREET - Canon Perdido Street to Coronel Place
SAN ROQUE ROAD - Foothill Road to State Street
SANTA BARBARA STREET - Anapamu Street to Constance Avenue

SHORELINE DRIVE - Salida Del Sol to La Marina
STATE STREET - Micheltorena Street to Mission Street
TREASURE DRIVE - Tallant Road to Calle Real
VERANO DRIVE - Primavera Road to southerly City limits
YANONALI STREET - Garden Street to State Street

25 miles per hour:

ANACAPA STREET - Arrellaga Street to US Highway 101
CARPINTERIA STREET - Milpas Street to Salinas Street
CARRILLO STREET - Chapala Street to San Andres Street
COTA STREET - Santa Barbara Street to Alameda Padre Serra
GUTIERREZ STREET – Santa Barbara Street to Alameda Padre Serra
HALEY STREET – Chapala Street to Milpas Street
MICHELTORENA STREET - San Andres Street to California Street
MISSION STREET - Robbins Street to Anacapa Street
ONTARE ROAD - State Street to Sunset Drive
PUESTA DEL SOL - Alamar Avenue to easterly City limits
SAN ANDRES STREET - Mission Street to Canon Perdido Street
VALERIO STREET - Robbins Street to westerly cul-de-sac



Agenda Item No. _____

File Code No. 540.10

CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Water Resources Division, Public Works Department

SUBJECT: Purchase Order For Primary Coagulant Chemicals For The William B. Cater Water Treatment Plant

RECOMMENDATION:

That Council find it in the City's best interest to waive the formal bidding process as authorized by Municipal Code 4.52.070(k), and authorize the City General Services Manager to issue a Blanket Purchase Order to Summit Research Labs as the sole source and most favorable source for providing the City with Sumaclear 830B and Sumaclear 1000 coagulant chemicals in an amount not to exceed \$500,000 for Fiscal Year 2012, with the option for the City General Services Manager to renew the purchase order for an additional four years, subject to the availability of appropriated funds for this purpose in the adopted budget for each subsequent fiscal year.

DISCUSSION:

William B. Cater Water Treatment Plant (Cater) provides regional water treatment to the communities of Santa Barbara, Summerland, Montecito, and Carpinteria. A major part of the water treatment process involves removal of suspended particles from the untreated water. These particles can provide places for bacteria to hide and avoid disinfection. The addition of a coagulant chemical makes the suspended particles adhere to each other. As the particles become larger and heavier, they settle to the bottom of the sedimentation basin, where they are removed, dried and disposed.

Each manufacturer of water treatment coagulant chemicals uses its own proprietary blend of chemicals. Cater staff has tested coagulants from many different manufacturers throughout the years, and has been purchasing Sumaclear 830B through an annual blanket purchase order since 2007. Shortly after the Zaca Fire, Sumaclear 1000 was added to target the increased total organic carbon (TOC) content in the water. The two chemicals work together to keep the City in compliance with Federal and State drinking water regulations. It has proven to be the most efficient and cost effective treatment scheme for use with the City's particular untreated water quality.

Cater staff has an ongoing process to aggressively test newly developed coagulant blends in an effort to improve the treatment process and provide competition for competitive bid pricing. This process is extremely important in meeting strict water quality regulations set forth by the Environmental Protection Agency and the State of California Department of Health Services. In the spring of this year, three vendors were invited to submit alternative coagulant chemicals for testing. Water Quality Treatment Solutions was a third-party firm that evaluated the performance versus price of each coagulant chemical. Their analysis showed that coagulants from Summit Research Labs were the most cost effective.

BUDGET/FINANCIAL INFORMATION:

Coagulant chemical costs are estimated to be \$500,000 for Fiscal Year 2012. There are sufficient funds in the Water Fund to cover these costs.

PREPARED BY: Catherine Taylor, P.E., Water System Manager/mh

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Housing and Redevelopment Division, Community Development Department

SUBJECT: Redevelopment Agency Continuation Ordinance

RECOMMENDATION: That Council:

- A. Adopt, by reading of title only, A Resolution of the Council of the City of Santa Barbara Declaring its Intention, Under Protest, to Make Remittances Required by ABX1 27 in Order to Avoid Dissolution of the Redevelopment Agency of the City of Santa Barbara; and
- B. Introduce and subsequently adopt, by reading of title only, An Ordinance of the Council of the City of Santa Barbara Determining that it will Comply, Under Protest, with the Voluntary Alternative Redevelopment Program Pursuant to Part 1.9 of Division 24 of the California Health and Safety Code in Order to Permit the Continued Existence and Operation of the Redevelopment Agency of the City of Santa Barbara.

BACKGROUND:

In 1972, the City Council of the City of Santa Barbara ("City") adopted the Redevelopment Plan for the Central City Redevelopment Project Area (the "Project Area") for the purposes of engaging in redevelopment activities as provided by the California Community Redevelopment Law (Health and Safety Code § 33000, et seq.) ("CRL").

Since adoption of the Redevelopment Plan, the Agency has undertaken redevelopment projects in the Project Area to eliminate blight, to improve public facilities and infrastructure, to renovate and construct affordable housing, and to enter into partnerships with private partners to create jobs and expand the local economy.

By its terms, the Project Area will expire in August 2015. Until that time, the Agency has plans to implement a variety of redevelopment and affordable housing projects and programs to carry-out the goals and objectives of the Redevelopment Plan for the Project Area.

DISCUSSION:

State Legislation Impacts to Redevelopment Agency

As part of the 2011-12 State budget bill, on June 29, 2011, the California Legislature approved, and the Governor signed, the budget bill (SB 87) and bills AB 1X 26 (Dissolution Bill) and AB 1X 27 (Continuation Bill) which, in their simplest form, result in the dissolution of all redevelopment agencies in the State on October 1, 2011 unless the city that created the redevelopment agency enacts a "Continuation Ordinance".

The Continuation Ordinance requires that, in order to continue to operate, a city in which a redevelopment agency is located must commit to making payments to the county auditor controller in the current fiscal year and each fiscal year thereafter until, presumably, the agency's project area expires and it no longer receives tax increment funding. The amount of this year's payment has been calculated by the State using a formula based upon the ratio of tax increment received by the agency to the \$1.7 billion dollars the state seeks to recoup from redevelopment agencies.

The Dissolution Bill prohibits redevelopment agencies from engaging in most redevelopment activity after June 29, 2011, its effective date. In order to continue the vital redevelopment activities of the Redevelopment Agency of the City of Santa Barbara, a Continuation Ordinance must be adopted and effective. Until the Continuation Ordinance takes effect, the Agency cannot enter into any new contracts or obligations or expand existing contracts or obligations.

In order to preserve the critical redevelopment activities currently underway in the City's Project Area, staff reluctantly recommends that the City adopt the attached Resolution of Intention and Continuation Ordinance committing, under protest, to the Fiscal Year 2011-2012 community remittance, determined by the State Department of Finance to be Seven Million Eighty-Five Thousand Two Hundred Fifty Seven Dollars (\$7,085,257), as well as the subsequent annual community remittances in the estimated amount of \$1,680,646.

The Fiscal Year 2011-2012 remittance is due in two equal payments on January 15, 2012 and May 15, 2012. The total payments for the City would be approximately \$14,000,000 over the remaining life of the City's Redevelopment Agency.

Legal Challenge

In response to the State's action, on July 18, 2011, the California Redevelopment Association, California League of Cities, and two cities, including a charter city and a general law city, filed a legal challenge with the California Supreme Court seeking an immediate stay of the Dissolution and Continuation Bills in order to preserve local redevelopment funds pending a decision on the constitutionality of the Bills. The legal challenge asserts, among other things, that the Bills, taken together, violate Proposition 22, enacted by the voters in the November 2010 election which prohibits further State raids on local funds. While staff recommends that the City Council adopt the Continuation Ordinance, and be prepared to make the community remittances in January 2012, staff also recommends that the action be taken under protest to enable

the City to recover the full amount of the payments with interest if it is determined that the bills are unconstitutional. The City also will be reserving its right, regardless of any community remittance made pursuant to this Continuation Ordinance, to challenge the legality of AB 1X 26 and AB 1X 27.

BUDGET/FINANCIAL INFORMATION:

The State intends the Fiscal Year 2011-2012 “continuation payment” to provide \$1.7 billion in State funding and the Fiscal Year 2012-13 payment to provide \$400 million in State funding. The State Department of Finance has determined that the City of Santa Barbara’s payment for Fiscal Year 2011-2012 is \$7,085,257. The City has until August 15, 2011 to appeal the determination.

As outlined above, staff recommends that the Council determine to participate in the Alternative Voluntary Redevelopment Program and be prepared, under protest, to make the Fiscal Year 2011-2012 community remittance by the due dates of January 15, 2012 and May 15, 2012. If, prior to the January due date, the legislation continues in effect, staff will return to the Council to determine the appropriate source of payment for the \$7 million. It is likely that payment will be made through a combination of Fiscal Year 2011-2012 tax increment revenue after debt service and operational costs, Fiscal Year 2011-2012 housing set aside money (legally permitted under the law for this purpose this fiscal year only), and/or reprogramming money from existing capital projects. If tax increment is to be used for the payment, staff will return to seek authorization from the Council and Agency Board to enter a cooperation agreement and, if a portion of the Fiscal Year 2011-2012 housing set aside funds will be used, to make the findings of fact required to utilize housing set aside funds.

Additionally, if the legal challenge is not successful, the Redevelopment Agency Board will be asked to revisit the capital program of the Agency through Fiscal Year 2014-2015 and remove \$14 million from the program through either elimination of projects, and/or reduction in budget and scope of the remaining projects. Staff will be prudent in the expenditure of funds in the meantime to preserve Council options in determining the best course of action. This will include proceeding with design work on a number of projects, but not entering into any substantial contracts for construction. Staff will proceed only with modest contracts for construction work for projects that have already been out to bid.

CALIFORNIA ENVIRONMENTAL QUALITY ACT:

The City Council finds, under Title 14 of the California Code of Regulations Section 15378(b)(4), that the Continuation Ordinance is exempt from the requirements of the California Environmental Quality Act (“CEQA”) in that it is not a “project,” but instead consists of the creation and continuation of a governmental funding mechanism for potential future projects and programs, and does not commit funds to any specific project or program. Staff will file a Notice of Exemption with the County Clerk in accordance with CEQA Guidelines.

PREPARED BY: Brian Bosse, Housing and Redevelopment Manager/MA

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

APPROVED BY: City Administrator's Office

RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SANTA BARBARA DECLARING ITS INTENTION, UNDER PROTEST, TO MAKE REMITTANCES REQUIRED BY ABX1 27 IN ORDER TO AVOID DISSOLUTION OF THE REDEVELOPMENT AGENCY OF THE CITY OF SANTA BARBARA

WHEREAS, on November 14, 1972, the Redevelopment Plan for the Central City Redevelopment Project Area ("CCRP") was adopted by the City Council by Ordinance No. 3566 and will expire by its own terms in August 2015;

WHEREAS, the Redevelopment Agency of the City of Santa Barbara, through the exercise of its powers under the California Community Redevelopment Law (Health & Safety Code Section 33000 *et seq.*) ("CRL") has made major contributions to the physical and economic development of the CCRP and City and has strengthened the City's ability to meet the needs of its citizens and contributed to the quality of life throughout the City;

WHEREAS, the California Legislature has adopted, and the Governor has signed ABX1 26 ("Dissolution Bill") and ABX1 27 ("Continuation Bill"), legislation that would dissolve the Agency effective as of October 1, 2011, unless the City agrees to make certain payments to the State Department of Finance and the County Auditor-Controller;

WHEREAS, since the effective date of the Dissolution Bill, the power of redevelopment agencies has purportedly been suspended and redevelopment agencies are prohibited from taking a number of actions, including making loans and entering into or modifying contracts;

WHEREAS, Section 34193, subdivision (a), of the California Health & Safety Code, as added by the Continuation Bill, provides that a city may avoid dissolution by adopting an ordinance on or before November 1, 2011 agreeing to participate in the Alternative Voluntary Redevelopment Program and declaring that the city will make the certain payments to the county auditor;

WHEREAS, Section 34193, subdivision (b), of the California Health & Safety Code, as added by the Continuation Bill, permits a city that intends to adopt an ordinance declaring that it will make the required payments to adopt a non-binding resolution stating that the city intends to adopt such an ordinance; and

WHEREAS, the adoption of the non-binding resolution of intent described above would, upon adoption of a continuation ordinance, allow the redevelopment agency to continue carrying out its business, despite the enactment of the Dissolution Bill.

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

SECTION 1. The above recitals are true and correct and incorporated herein by reference.

SECTION 2. Based on the foregoing recitals and all evidence presented to and considered by the City Council, and in accordance with Health and Safety Code Section 34193, subdivision (b), the City Council hereby declares by this non-binding resolution it intends to adopt an ordinance (the "Continuation Ordinance") on or before November 1, 2011, declaring that it will make the payments required by the Continuation Bill.

SECTION 3. This non-binding resolution of intent in no way warrants or guarantees any payment of money by the City to any other entity, and the City reserves the right to withdraw from making the payments required by Continuation Bill if the amount of such payments prove to be in excess of the City's available funds not otherwise obligated for other uses.

SECTION 4. This non-binding resolution shall in no way be construed as requiring the City to abide by ABX1 26 or ABX1 27 in the event that either, or both, bills are found unconstitutional or otherwise legally invalid in whole or in part, nor shall this resolution effect or give rise to any waiver of rights or remedies the City may have, whether in law or in equity, to challenge ABX1 26 or ABX1 27. This resolution shall not be construed as the City's willing acceptance of, or concurrence with, either ABX1 26 or ABX1 27; nor does this resolution evidence any assertion or belief whatsoever on the part of the City that the bills are constitutional or lawful.

SECTION 5. The Mayor, City Administrator, City Attorney, Finance Director and City Clerk of the City are hereby authorized to take all action necessary to effectuate this Resolution.

SECTION 6. Effective Date. This Resolution is effective on the day of its adoption.

ORDINANCE NO. _____

AN ORDINANCE OF THE COUNCIL OF THE CITY OF SANTA BARBARA DETERMINING THAT IT WILL COMPLY, UNDER PROTEST, WITH THE VOLUNTARY ALTERNATIVE REDEVELOPMENT PROGRAM PURSUANT TO PART 1.9 OF DIVISION 24 OF THE CALIFORNIA HEALTH AND SAFETY CODE IN ORDER TO PERMIT THE CONTINUED EXISTENCE AND OPERATION OF THE REDEVELOPMENT AGENCY OF THE CITY OF SANTA BARBARA

WHEREAS, the City Council of the City of Santa Barbara (“City”) approved and adopted the Redevelopment Plan for the Central City Redevelopment Project Area (“Redevelopment Plan”) covering certain properties within the City (the “Project Area”);

WHEREAS, the Redevelopment Agency of the City of Santa Barbara (“Agency”) is engaged in activities to execute and implement the Redevelopment Plan pursuant to the provisions of the California Community Redevelopment Law (Health and Safety Code § 33000, et seq.) (“CRL”);

WHEREAS, since adoption of the Redevelopment Plan, the Agency has undertaken redevelopment projects in the Project Area to eliminate blight, to improve public facilities and infrastructure, to renovate and construct affordable housing, and to enter into partnerships with private industries to create jobs and expand the local economy;

WHEREAS, over the next few years, the Agency hopes to implement a variety of redevelopment projects and programs to continue to eliminate and prevent blight, stimulate and expand the Project Area’s economic growth, create and develop local job opportunities and alleviate deficiencies in public infrastructure, to name a few;

WHEREAS, as part of the 2011-12 State budget bill, the California Legislature has recently enacted and the Governor has signed, companion bills AB 1X 26 and AB 1X 27, requiring that each redevelopment agency be dissolved unless the community that created it enacts an ordinance committing it to making certain payments;

WHEREAS, specifically, AB 1X 26 prohibits agencies from taking numerous actions, effective immediately and purportedly retroactively, and additionally provides that agencies are deemed to be dissolved as of October 1, 2011;

WHEREAS, once a redevelopment agency is dissolved, AB 1X 26 makes its existing assets and future property tax revenues available for use by third parties for their own benefit;

WHEREAS, AB 1X 27 provides that a community may participate in an “Alternative Voluntary Redevelopment Program,” in order to enable a redevelopment agency within that community to remain in existence and carry out the provisions of the CRL, by

enacting an ordinance agreeing to comply with Part 1.9 of Division 24 of the Health and Safety Code;

WHEREAS, the Alternative Voluntary Redevelopment Program requires that the community agree by ordinance to remit specified annual amounts to the county auditor-controller;

WHEREAS, under the threat of dissolution pursuant to the AB 1X 26, and upon the contingencies and reservations set forth herein, the City shall make the Fiscal Year 2011-2012 community remittance in the amount of Seven Million Eighty-Five Thousand Two Hundred Fifty Seven Dollars (\$7,085,257), as well as the subsequent annual community remittances as set forth in the CRL;

WHEREAS, the City reserves the right to appeal the California Director of Finance's determination of the Fiscal Year 2011-12 community remittance, as provided in Health and Safety Code Section 34194;

WHEREAS, on July 18, 2011, the League of California Cities and the California Redevelopment Association filed a petition on behalf of cities, counties and redevelopment agencies asking the California Supreme Court to overturn AB 1X 26 and AB 1X 27 on the following grounds:

1) AB 1X 27 violates the State Constitution because it requires redevelopment agencies to use their tax increment funds for the benefit of the state and other local jurisdictions;

2) AB 1X 26's attempt to restrict the use of redevelopment agencies' funds pending their dissolution violates the State Constitution;

3) AB 1X 26's attempt to dissolve the redevelopment agencies violates the State Constitution;

4) The payments violate the State Constitution to the extent they are made with property tax proceeds;

5) The payments violate the State Constitution to the extent they are made with proceeds of local taxes other than property taxes; and

6) Requiring local governments to shoulder part of the state responsibility to fund schools constitutes an unfunded state mandate;

WHEREAS, while the City currently intends to make these community remittances, in order to prevent the total loss of benefits provided by the Agency to the taxpayers, property owners and residents of the City, the remittances shall be made by the City under protest and without prejudice to the City's and the Agency's right to recover such amounts and interest thereon, to the extent there is a final determination that AB 1X 26 and AB 1X 27 are unconstitutional or otherwise illegal or repealed;

WHEREAS, the City reserves the right, regardless of any community remittance made pursuant to this Ordinance, to challenge the legality of the of AB 1X 26 and AB 1X 27 on behalf of the City and or the Agency;

WHEREAS, to the extent a court of competent jurisdiction enjoins, restrains, or grants a stay on the effectiveness of the Alternative Voluntary Redevelopment Program's payment obligation of AB 1X 26 and AB 1X 27, the City shall not be obligated to make any community remittance for the duration of such injunction, restraint, or stay; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

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

SECTION 1. Recitals. The Recitals set forth above are true and correct and incorporated herein by reference.

SECTION 2. Participation in the Alternative Voluntary Redevelopment Program. In accordance with Health and Safety Code Section 34193, and based on the Recitals set forth above, the City Council hereby determines that the City shall submit, under protest, to the provisions of Part 1.9 of Division 24 of the Health and Safety Code, as enacted by AB 1X 27.

SECTION 3. Payment Under Protest. Except as set forth in Section 4, below, the City Council hereby determines that the City shall make the community remittances, under protest, set forth in Health and Safety Code section 34194 *et seq.*

SECTION 4. Effect of Stay or Determination of Invalidity.

(a) The City shall not make any community remittance in the event a court of competent jurisdiction either grants a stay on the enforcement of AB 1X 26 and AB 1X 27 or determines that AB 1X 26 and AB 1X 27 are unconstitutional or otherwise illegal and therefore invalid, and all appeals therefrom are exhausted or unsuccessful, or time for filing an appeal therefrom has lapsed.

(b) Any community remittance shall be made under protest and without prejudice to the City's or Agency's right to recover such amount and interest thereon in the event that there is a final determination that AB 1X 26 and AB 1X 27 are unconstitutional.

(c) If there is a final determination that AB 1X 26 and AB 1X 27 are invalid, this Ordinance shall be deemed automatically null and void and of no further force or effect, without any further action by the City or its City Council.

SECTION 5. Implementation. The City Council hereby authorizes and directs the City Administrator or designee to take any action and execute any documents necessary to implement this Ordinance, including but not limited to notifying the Santa Barbara County Auditor-Controller, the Controller of the State of California, and the

California Department of Finance of the adoption of this Ordinance and the City's submission to the provisions of Part 1.9 of Division 24 of the Health and Safety Code, as set forth in AB 1X 27.

SECTION 6. Additional Understandings and Intent. It is the understanding and intent of the City Council that, once the Agency is again authorized to enter into agreements under the CRL, the City will enter into an agreement with the Agency as authorized pursuant to Section 34194.2, whereby the Agency will transfer annual portions of its tax increment to the City in amounts not to exceed the annual community remittance payments to enable the City, directly or indirectly, to make the annual remittance payments. The City Council does not intend, by enactment of this Ordinance, to pledge any of its general fund revenues or assets to make the remittance payments.

SECTION 7. CEQA. The City Council finds, under Title 14 of the California Code of Regulations, Section 15378(b)(4), that this Ordinance is exempt from the requirements of the California Environmental Quality Act ("CEQA") in that it is not a "project," but instead consists of the creation and continuation of a governmental funding mechanism for potential future projects and programs, and does not commit funds to any specific project or program. The City Council, therefore, directs that a Notice of Exemption be filed with the County Clerk of the County of Santa Barbara in accordance with CEQA Guidelines.

SECTION 8. Custodian of Records. The documents and materials that constitute the record of proceedings on which these findings are based are located at the City Clerk's office located at 735 Anacapa Street, Santa Barbara, CA. The custodian for these records is the City Clerk.

SECTION 9. Severability. The City Council declares that, should any provision section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this ordinance as hereby adopted shall remain in full force and effect.

SECTION 10. Certification; Publication. The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published once within 15 days of adoption in a newspaper of general circulation printed and published within the City of Santa Barbara, and shall post a certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk in accordance with Government Code § 36933.

SECTION 11. Effective Date. This Ordinance shall become effective thirty (30) days from its adoption.



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Housing and Redevelopment Division, Community Development Department

SUBJECT: Plaza De La Guerra Infrastructure Improvement Project Status Report

RECOMMENDATION:

That Council receive a status report on the Plaza de la Guerra Infrastructure Improvement Project.

BACKGROUND:

In 2004, Council directed Redevelopment Agency staff to pursue conceptual design of infrastructure improvements for Plaza de la Guerra. The firm of Campbell & Campbell was contracted to develop a design and in November 2006, staff returned to Council with concept illustrations to request clarification on the priority of certain elements. Council reconsidered the design parameters and directed staff to return with a more comprehensive concept.

In late 2007, a broader concept design involving significant parking reduction, changes to De la Guerra Street and to the parking orientation between State and Santa Barbara Streets was presented to the following groups:

- Downtown Organization
- Downtown Parking Committee
- Historic Landmarks Commission
- Parks and Recreation Commission
- Transportation and Circulation Committee
- General Public (Library Main Branch)
- Planning Commission

Overall reaction reflected very strong concern about the loss of parking, street circulation changes and potential project cost. The possibility of an increase in the number of Plaza events and effect on surrounding businesses was raised as a programming issue.

In response, Staff was asked to develop a concept more limited in scope that would be responsive to the original direction and would address concerns raised during the 2007 public process. Subsequently, the 2009 concept design was developed which reduced the project scope while still addressing many of the concerns raised during the public process. The 2009 concept plan design responded to the Council's desire to improve the Plaza while maintaining its character. It also addressed Council's charge for safe

interaction between pedestrians and automobiles. Additionally, the plan addressed concerns expressed by the local business community through the Downtown Organization.

The 2009 Concept Plan was declared a project for environmental review on November 24, 2009. At the same meeting, the Council authorized a professional design services agreement with the firm Campbell and Campbell for preliminary design services for the Plaza de la Guerra Infrastructure Improvement Project and adopted the findings required by Health and Safety Code Section 33445 for the Agency funding of capital improvements to Plaza de la Guerra.

DISCUSSION:

During the first half of 2010, several technical studies were initiated or completed. They include:

- Phase I Archeological Resources Report
- Title and Easement Research Report
- Draft Historical Structures and Sites Report
- City Arborist Tree Conditions Report

Several other meetings were held to gather input on the 2009 Concept Plan. These include:

- Plaza User Groups (Old Spanish Days, Our Lady of Sorrows, Cinco de Mayo)
- Downtown Organization
- Trust for Historic Preservation
- Street Tree Advisory Committee
- Historic Resources Committee of the Trust for Historic Preservation

The project was then formally submitted for the City's Pre-Application Review Team (PRT) process on August 16, 2010. Staff from many City departments reviewed and made detailed comments on the 2009 Concept Plan. In response to the issues identified in the PRT review as well as the technical studies identified above, the 2009 Concept Plan was revised and submitted for the Development Application Review Team (DART) process in February 2011. The DART application memorandum without attachments is provided as Attachment 1 to this report. Copies of the DART application memorandum with all attachments as well as a full-sized set of plans are available for public viewing in the City Clerk's Office and City Council reading file.

As part of the DART process, a Hydrology Report was prepared that included soil borings and percolation testing to comply with the Storm Water Quality Management Requirements. The testing and hydrology report concluded that the City's Storm Water Management Requirements have been met for the project.

The current 2011 Concept Plan is very similar to the project reviewed by Council in November 2009. The design intent continues to adhere to Council's direction to improve the plaza while maintaining its character, with safe interaction between pedestrians and vehicles. Plaza De La Guerra is part of a larger parcel that includes City Hall and Storke Placita as well as the main plaza and roadway (Attachment 2).

A few of the more notable design elements in the 2011 Concept Plan include:

- Lowering the lawn area to be flush with the road surface. This will increase the plaza area available to community events as it eliminates the curb around the lawn. Removable bollards would separate the lawn from the road surface.
- Widening the sidewalk along the westerly (restaurants) side of the Plaza to better accommodate pedestrians. The sidewalk would retain a curb to separate it from the roadway.
- Reducing the Plaza lawn and landscaping area from approximately 17,307 square feet to approximately 10,731 square feet to accommodate the wider sidewalk and replacing some lawn area with permeable pavers.
- Improving pedestrian pathways and addressing the narrow exit from the “U” roadway resulting in a net loss of five (5) parking spaces in the project area. One new parking space will be added along De la Guerra Street for a net loss of 4 spaces.
- Relocation of the tented electrical panel off of the lawn area.
- Replacement of the existing trees due to age and condition.
- Strengthening the visual connection between the Plaza and Casa de la Guerra through relocation of the existing flagpoles, stone monument and removal of the agapanthus.

The Plaza de la Guerra Infrastructure Improvement Project is scheduled for review by the Historic Landmarks Commission on Wednesday, August 17th. The Commission will also review the Historic Structures / Sites and Cultural Landscape Report, the Phase 1 Archaeological Resources Report and the 2011 Concept Plan. This will be a concept review for comments only. No action will be taken until completion of the environmental review process. The project will be presented to the Downtown Parking Committee for input in September.

ENVIRONMENTAL REVIEW

Staff anticipates releasing a Notice of Preparation and Initial Study in the coming weeks. The Planning Commission is tentatively scheduled to hold an environmental scoping hearing on Thursday, September 15, 2011.

BUDGET/FINANCIAL INFORMATION:

The Plaza de la Guerra Infrastructure Improvements project was initially funded with \$1 million in 2005 with the understanding that additional funding would be needed. In December 2008, through the Agency's Fiscal Year 2009 Capital Program, the Board appropriated an additional \$1.4 million to the project account for a total appropriation of \$2.4 million. Most recent estimates for the construction and materials portion of the project are approximately \$1.5 million with a total project cost including design,

environmental review and construction management estimated at \$2.2 million. Total funding currently available to the project is \$2.2 million in the Agency's 2003A Tax Allocation Bond Fund.

ATTACHMENTS:

1. Development Application Review Team Memorandum (February 23, 2011)
2. Plaza de la Guerra Parcel

PREPARED BY: Brian Bosse, Housing and Redevelopment Manager/MA/EL

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

APPROVED BY: City Administrator's Office



City of Santa Barbara
Community Development, Housing & Redevelopment Division

Memorandum

DATE: February 23, 2011

TO: Development Application Review Team

FROM: Elizabeth Limón, Redevelopment Specialist
Marck Aguilar, Redevelopment Supervisor

SUBJECT: Plaza De La Guerra Infrastructure Improvement Project
(APN 037-092-037 & MST 2007-00496)

DART Review Request

We are pleased to submit the 2011 Proposed Plan for the Plaza De la Guerra Improvement Project to City Staff for review.¹ This Applicant Letter and Attachments, along with the Master Application, provide with a few exceptions all the information necessary to meet the submittal requirements for a DART review based on the City's *Planning Commission Submittal Packet* handout on the City's website. In the case of the exceptions, this Applicant Letter will explain why some information has not been provided at this point in time.

We look forward to hearing staff input from the various departments involved in the Development Application Review Team (DART) process. This application involves a City park and we respectfully request that the Parks & Recreation Department Staff also participate in the DART review for this project. Since the proposed project involves grading as well as replacing and upgrading utilities in the Plaza, we also request that DART be expanded to include the Engineering Division, Water Resources, Wastewater Resources and the Streets Division of the Public Works Department.

Project Goals / Agency Board Direction

As noted below, the Agency Board's direction to Staff in November 2009 was to find a design that would both "keep the Plaza the same while making it better." Attachment 1 is a photo that provides an example of the existing condition of the infrastructure in the Plaza, which are also recorded on Sheet 2 of Attachment 2. This photo is taken from in front of the News-Press building looking towards Casa de la Guerra. The roadway throughout the U-road is a patch work of concrete and asphalt which would be repaved. As part of the infrastructure improvement project, the fire hydrant and storm drain would

¹ Please note up front that, while our project is called "Plaza de la Guerra" many of the Planning, Design Review and Street files are filed under "D" for "De la Guerra Plaza."

be upgraded to current standards. Also, the tented electrical panel shown in the photo will be re-located off of the main Plaza area. We believe these infrastructure improvements will benefit the public who frequent the Plaza and U-Road as well as the Plaza Special Events and Users Groups. The proposed project would also reduce maintenance costs for the Parks and Recreation Department.

The Redevelopment Agency has hired the firm of Campbell & Campbell (Architects, Landscape Architects and Planners) to develop the preliminary design. They have teamed with Penfield and Smith Engineers for this project. Attached are the revised 2011 conceptual plans. These plans have been prepared specifically for the DART review of the Plaza De La Guerra Infrastructure Improvement Project (Attachment 2). Attachments 3 and 4 provide detailed responses to the PRT comments. Attachment 3 is the PRT letter with Applicant Responses incorporated into the text of the letter for DART review. This makes it easy to see how the project has been revised in response to PRT comments. Similarly, Attachment 4 provides responses to 2008 Engineering Division comments.

Recent Project History

Please see Attachment 5 for a complete description of recent project history (2007-2010). In November 2009, the City Council & Agency Board reviewed a conceptual design for improvements to Plaza de la Guerra. The conceptual design was declared a project for environmental review and directed Staff to enter into a contract with Campbell & Campbell (Architects, Landscape Architects and Planners) to prepare more detailed plans for preliminary planning and design review.

In 2010, technical studies were conducted related to Historic Site & Structures and Archeological Resources. The project was also submitted for the Pre-Application Review Team (PRT) process. Based on the findings of the technical studies and Staff input through the PRT process, the project was revised. The revised project is simpler, yet still:

- Meets the Council's desire to improve the Plaza while maintaining its character,
- Addresses Council's charge for "safe interaction between pedestrians and automobiles,"
- Addresses concerns expressed by the local business community through the Downtown Organization, and
- Improves the connectivity between Storke Placita, Plaza De la Guerra and Casa De la Guerra.

This 2011 simplified plan is now being submitted for DART review.

The discretionary approvals requested include:

- CEQA Review – EIR Certification by the Planning Commission
- Parks & Recreation Commission Approvals (Park land & P-R Zone)
- Historic Landmarks Commission Preliminary and Final Approvals

The Applicant anticipates getting input and recommendations from the Street Tree Advisory Committee and the Transportation and Circulation Committee. Additional input is expected from the Downtown Organization, the Trust for Historic Preservation, Plaza User Groups surrounding property owners and businesses and the general public.

2011 Conceptual Plan for Plaza De La Guerra – Project Description

The project is located in Downtown Santa Barbara in the block bounded by State, De la Guerra, Anacapa and Ortega Streets. This City owned property was designated as a public plaza / parkland by City Council in 1855. The project area includes the Plaza lawn area as well as the U-road and sidewalks surrounding the lawn area. (See Attachment 2 – Sheet 6 of 9). The project area is approximately .47 acres in size. The plaza / lawn area, is zoned P-R. The roadway and sidewalks are zoned C-2.

The project area is surrounded by City Hall, City Hall employee parking lot, Santa Barbara News-Press parking lot, the Santa Barbara News-Press Building, Storke Placita, and the back of stores, shops, restaurants and offices that front on State Street. Directly across De la Guerra Street from the Plaza is Casa de la Guerra. Casa de la Guerra is a City Landmark, a California State Landmark, and is listed on the National Register of Historic Places. The City Hall and Pepper Tree are also designated City Landmarks.

The 2011 conceptual plan is a starting point to begin the design / environmental review process. Some of the key elements of the 2011 conceptual plan include:

Lowering Main Plaza Lawn Area – The 2010 conceptual plan proposed to raise the U-Road to be flush with the Plaza lawn area. This concept was analyzed in the PRT process and in the Historic Structures Report prepared by Post Hazeltine. Based on this input, the project has been revised and the proposal to raise the U-Road grade has been dropped.

The U-Road will remain at the current grade. A standard raised curb will be retained on the outside of the loop road. A new feature proposes to lower the Plaza lawn area to be flush with the roadway. Removable bollards and truncated domes would be necessary and therefore included on the interior of the loop road (Attachment 2, Sheet 6 of 9, Proposed Features Plan). This design greatly facilitates drainage and storm water capture in the project area and results in a simpler design that is more in keeping with the historic layout and function of the Plaza.

During special events, when the U-road is closed, the bollards along the interior loop could be temporarily removed to provide more unobstructed space for activities curb-to-curb for the Plaza main area. The bollards are illustrated on the proposed cross sections (Sheets 8 and 9 of Attachment 2). The bollards would be approximately 18 inches in diameter, and approximately 30 inches high.

Project Materials – U-road, sidewalks, crosswalks and a portion of De la Guerra Street would be resurfaced with a consistent concrete paving with an historic finish scoring pattern.

Note: This material selection is supported by the City Administrator and Assistant City Administrator with the condition that the design minimize potential future need to penetrate the concrete road surface for repairs by relocating utility laterals, meters, vaults, etc. outside of the U-road, to the extent feasible.

ADA Requirements – To comply with Americans with Disabilities Act (ADA) requirements, in addition to the bollards, an ADA compliant detectable warning band would be necessary to alert the visually-impaired that they are transitioning from a pedestrian lawn area to a vehicle pathway. As shown on the 2011 plans, a strip of truncated pavers would be placed around the interior area where the lawn transitions into the roadway.

Parking & Circulation – Currently, there are 35 on-street parking spaces around the Plaza U-Road and 23 spaces along De la Guerra Street for a total of 58 on-street parking spaces in the project area. The proposed project would result in a net loss of five (5) curbside parking spaces in the U-Road and a net increase of one (1) parking space along De la Guerra Street. The existing and proposed parking spaces are illustrated on Sheet 7 of 9 in Attachment 2. The sheet includes a breakdown of spaces by area as well as parking type (loading, time limit, accessibility).

The net loss of parking in the Plaza is a result of removing two 75-minute spaces at the U-Road exit near the California Pepper Tree. This would improve the substandard road width for emergency vehicle access/egress near the Pepper Tree. Three 15-minute spaces are also proposed to be removed near Storke Placita to improve the pedestrian & visual connection to/from State Street (Sheet 7 of 9, Attachment 2).

Pedestrian Amenities – The proposed project would widen that sidewalk area on the western (State Street) side of the Plaza by approximately 4.5 feet. This would create a consistent sidewalk of approximately 9 feet along the back side of these State Street shops and restaurants. The existing sidewalks and curbs on City property along the southerly arc of the plaza in front of the News-Press building would be replaced. No improvements are proposed on News-Press property. The sidewalks in front of City Hall may be replaced depending on final design issues and efforts to increase protection of the historic Pepper tree. New crosswalks would be provided across De la Guerra Street at the U-Road entry and exit as well as at Storke Placita and at the southeasterly end of the U-road. This would emphasize and encourage the Placita connection to State Street. These new crosswalks are shown on Sheet 6 of 9 (Proposed Features Plan).

Utilities & Electrical Service Panel – To upgrade utilities in the Plaza, a new trenched utility corridor would be created around the interior Plaza lawn area. Utilities provided would include electrical, gas, water and sewer lines and to improve drainage (Sheet 5 of 9 – Proposed Utility Plan – Attachment 2). The utility corridor trench would be 4 feet in width and 4 feet deep. The existing electrical panel is proposed to be relocated out of the main Plaza lawn area to the southwest corner of the City Hall building. The existing utilities would be removed or abandoned in place (Sheet 3 of 9 – Demolition Plan). To the extent feasible, lateral connections would be located underneath sidewalks or in areas where future disruption to the concrete roadway with historic finish would be minimized.

Tree Replacement - Due to the age and poor condition of the existing palm trees in the Plaza, the project proposes to replace, rather than relocate, the existing trees. This would result in younger trees that would be expected to live longer into the future than the existing mature palms. Measures would be taken to protect the Historic California Pepper Tree in front of City Hall.

The proposed landscape plan is illustrated on Sheet 6 of 9 Attachment 2 – Proposed Features Plan). As can be seen in the legend, the Proposed Features Plan identifies the existing Queen Palms that would be replaced and the one existing Fan Palm Tree that would remain. Until recently, a second Fan Palm Tree also existed in the Plaza. The two Fan Palm Trees were planted in 1910 to remind us of the location of the original City Hall in Plaza De La Guerra. The project would replace the second Fan Palm in the original location.

During a concept review with the Street Tree Advisory Committee (June 10, 2010), it was suggested that the replacement palms be clustered to increase opportunities for shade in the Plaza. This suggestion has been incorporated into the 2011 concept plan submitted for DART review as shown on Sheet 6 of Attachment 2.

Landscaping – The project proposes to remove the planting area (agapanthus) adjacent to De la Guerra Street. This would open up the connection between the Plaza and Casa de la Guerra as shown on Sheet 6 (Proposed Features Plan) in Attachment 2. The 2011 conceptual plan would also result in a reduced turf / lawn area. The existing lawn area is 37 % of the project area (17,332 SF). The proposed project would reduce the lawn/turf area to 23% of the project area (10,748 SF). The overall size of the Plaza lawn area is important to maintaining the historical integrity of the site and plays an important role in storm water management for the Plaza.

Drainage / Storm Water Capture – Trenching would be required for the utility corridor (4' in diameter; 4' deep) and for tree replacement (6' in diameter, 6' deep). The Plaza would be re-graded to incorporate best practice storm water capture and on-site retention. The existing storm drain in the roadway at the bottom of the U-Road in front of the News-Press building would remain and be subject to capacity analysis and ultimately upgraded. Please see Draft Hydrology Report prepared by Penfield and Smith (Attachment 6) and the Grading and Drainage Plan in Attachment 2, Sheet 4.

Construction Schedule and Work Force – If the conceptual plan were to be implemented it is estimated to require about 4 months for completion (refer to Attachment 2, Sheets 3 – 6). Demolition would require approximately 30 days; grading, 30 days; and construction and landscaping, 60 days. The work force on site during each of these phases could be: demolition 20 FTE; grading 20 FTE; and construction and landscaping 60 FTE. Machinery employed would include medium-duty diesel-powered demolition, excavation, hauling, grading and construction equipment. Staging could be on-site or possibly in a portion of the City Hall parking lot.

Discretionary Approvals Requested

We expect the project to undergo an extensive review and approval process as described in Attachment 3 (PRT Letter with Applicant Responses for DART Review).

Since the Plaza is City park land, the Parks and Recreation Commission will need to approve that the project is consistent with the P-R Zone. The Planning Commission will need to certify an Environmental Impact Report (EIR) and design review approval by the Historic Landmarks Commission (HLC) will be required.

Other Meetings / Input

Redevelopment Agency Staff and Doug Campbell, RDA's Landscape Architect, have held several meetings to obtain input on the conceptual plan. These have included representatives from groups that hold events in the Plaza, as well as representatives from the Downtown Organization and the Trust for Historic Preservation.

We expect that a concept review by the Historic Landmarks Commission (HLC) will follow shortly after the DART process.

Items Not Included in DART Submittal

Due to project timing, some items have not been included in this DART application. These are items that will be completed later in the process as described below.

Public Noticing – Given that the Planning Commission public hearings on this project are several months away, mailing labels have not been prepared for this DART application. A comprehensive public noticing list will be prepared to include area property owners, tenants, businesses, the Downtown Organization, the Trust for Historic Preservation and other interest groups. This list will be used for all future public hearings and meetings. The list will be most accurate and up to date if it is prepared closer to when the public meetings occur.

Draft Historic Structures / Sites Report – A Draft Historic Structures / Sites report has been prepared by Post Hazeltine. The findings of the report were instrumental in the project revisions that were made. Following acceptance of the Draft Hydrology Report (Attachment 6), a brainstorming meeting will be held with Creeks Staff, the project designers and Post Hazeltine to review materials for the project.

The Post Hazeltine Report has been reviewed by the Case Planner and Environmental Analyst. Their comments are being incorporated into the report along with updating the project description to match the 2011 concept design. HLC review of the Historic Structures Report has not yet occurred as the materials to be used to meet the City's Storm Water Requirements have yet to be fully resolved.

Draft Phase I Archeology Report – A Phase I Archeology Resources Report (ARR) has been prepared by Applied Earthworks and is available upon request. A total of eight shovel test pits (STPs) were manually excavated in the Plaza lawn area. Three of the test pits contained potentially significant archaeological deposits. The Case Planner and Environmental Analyst have reviewed a Draft ARR. Applied Earthworks is currently incorporating their comments and will submit a Final ARR within the week. Copies of the report are available upon request. The ARR has not yet been submitted to HLC for acceptance.

Preliminary Title Report – The DART Submittal Packet requests that applicants submit 2 copies of a current preliminary title report for all involved parcels. In 2010, the Redevelopment Agency hired MNS Engineers Inc. to research the land title records for the properties owned by the City of Santa Barbara within City Block No. 192 and the adjacent private properties.

The research included gathering copies of:

- Vesting deeds and related underlying documents for the 10-12 parcels that are owned by the City and associated with APN 037-092-037.
- Vesting deeds and related underlying documents for nine properties adjacent to the Plaza
- Easements in favor of the City over adjacent parcels
- Easements in favor of the adjacent parcels over the City property.

City Real Property Staff were involved in the scope and review of the MNS report. Copies of the report are available upon request.

8-1/2” by 11” Site Plan Reductions – After consultation with our Case Planner Kathy Kennedy, the site plan reductions are not being submitted at this time. They will be provided as needed for Planning Commission packet preparation.

Conclusion

We look forward to this application being deemed complete and initiating the environmental review process. If you have any questions, please call me at 564-5461 ext. 4586 or email elimon@santabarbaraca.gov.

Elizabeth Limón
Redevelopment Specialist

Attachments: **(Not attached. Available for review in the City Clerk’s Office.)**

1. Site Conditions Photo
2. Plaza De la Guerra Infrastructure Improvements Project DART Design Plan Set - 9 pages including Title Sheet. (February 23, 2011)
3. PRT Letter with Applicant Responses for DART Review (February 23, 2011)
4. Responses to 2008 Engineering Division Comments (February 23, 2011)
5. Recent Project History (2007 – 2010)
6. Draft Hydrology Study (Penfield & Smith dated February 14, 2011)

Plaza de la Guerra Parcel





CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011

TO: Mayor and Councilmembers

FROM: Administrative Division, Public Works Department

SUBJECT: Request From Councilmembers Self And Rowse On Maintenance And Protection Of City Of Santa Barbara Bus, Truck, Capacity, Emergency, And Evacuation Routes

RECOMMENDATION:

That Council consider a request from Councilmembers Self and Rowse to establish new policies that would preserve the current bus, truck, capacity, emergency and evacuation routes established by the Santa Barbara Municipal Code.

DISCUSSION:

Councilmembers Self and Rowse have requested that Council consider their request to establish new City policies that would preserve the current bus, truck, capacity, emergency, and evacuation routes established by the Santa Barbara Municipal Code (Attachment 1).

The Fire Department currently maintains a Primary Emergency Response Map (Attachment 2) which identifies the roads that need to be maintained in such a way as to retain low response times. This map was developed in the 1990s to accompany the City's Speed Hump Policy as a way to determine streets that are not appropriate for the installation of speed humps. Although the City no longer installs speed humps, the map is still used to coordinate with the Fire Department when various types of roadway devices are used. For example, the use of a stop sign is to be discouraged, if possible, on a Primary Response Route.

The installation of curb extensions, medians, mini roundabouts, and the restriping of lanes, as well as other types of traffic modifications that involve the reduction of lane capacity or lane narrowing, currently require the prior input of the Fire Department if the device is on its Primary Response Route. The Fire Department's input is also requested when it is off the Primary Response Routes, particularly where the change or improvement could impact its ability or the amount of space necessary to respond to an emergency at any address. For example, the Fire Department requires a minimum of 20 and 16 feet for the set up of its equipment on public streets and on certain private properties, respectively.

The Public Works Department routinely works with the Metropolitan Transit District (MTD) when conducting operational changes or designing capital roadway improvements, even when the improvement is not necessarily on an existing MTD bus route or potential future route. MTD bus turning requirements, for example, have prevented the installation of curb extensions in certain locations. MTD's Bus Route Maps are included as Attachments 3 and 4.

Truck routes and turning radii are treated differently than Fire Emergency Apparatus and MTD buses, primarily because trucks can be much larger. Although unwritten, it is the standard practice of City staff to design streets and radius requirements for a standard truck that is 30 feet in length. A typical city intersection within the core street grid requires a truck of greater than 30 feet to use the opposing traffic lanes to negotiate right turns and left turns in some cases, depending on the position of on-street parallel parking. To design for larger trucks would generally require wider roads and lane widths throughout the City.

Regarding evacuation, the Fire Department has the Wildland Evacuation Map and a draft Tsunami Evacuation Map (Attachments 5 and 6). As the Fire Department is involved in the development of operational and capital street improvements, they are responsible for commenting and shaping projects to accommodate evacuation needs.

- ATTACHMENT(S):**
1. Request from Councilmembers Self and Rowse
 2. Primary Emergency Response Map
 3. MTD Downtown Bus Routes Map
 4. MTD All Bus Routes Map
 5. Wildland Evacuation Map
 6. Draft Tsunami Evacuation Map

PREPARED BY: Christine F. Andersen, Public Works Director/RD/kts

SUBMITTED BY: Christine F. Andersen, Public Works Director

APPROVED BY: City Administrator's Office



City of Santa Barbara
City Administrator's Office

Memorandum

DATE: July 19, 2011

TO: Jim Armstrong, City Administrator

FROM: Councilmember Michael Self
Councilmember Randy Rowse

SUBJECT: Maintenance and protection of City of Santa Barbara, bus, truck, capacity, emergency and evacuation routes.

Pursuant to Council Resolution 05-073 regarding the Conduct of City Council Meetings, we request that an item be placed on the Santa Barbara City Council Agenda regarding maintenance and preservation of bus, truck, capacity, emergency and evacuation routes within the City of Santa Barbara.

• Summary of information to be presented:

We are requesting the City Council consider policies that would preserve the current bus, truck, capacity, emergency and evacuation routes established by the Santa Barbara Fire Department (SBFD), Metropolitan Transit District (MTD), and the City of Santa Barbara Municipal Code.

• Statement of Specific Action:

Recommendation: That Council adopts a Resolution to ensure the safety of the people in the City of Santa Barbara by preserving and maintaining existing emergency evacuation routes and to prevent any obstructions of traffic that might impair the above-mentioned routes, which include but are not limited to bulb-outs, medians, mini-roundabouts and/or restriping of lanes. Remove any proposed or mandated street or curb reconfiguration, and/or lane narrowing by any City Department, Committee or Commission, or any other governmental agency within the jurisdiction of the City of Santa Barbara or as stated within the Capital Improvement Program that would impair the above-mentioned capacity, emergency routes. Medians must be approved by SBFD prior to installation, including but not limited to the Leadbetter Beachway Connection; the narrowing of State Street at Cabrillo Blvd, and the State Street - Alamar Avenue intersection.

Statement of the Reasons Why it is Appropriate and Within the Jurisdiction of the Council to Consider this Subject Matter and to Take the Requested Action:

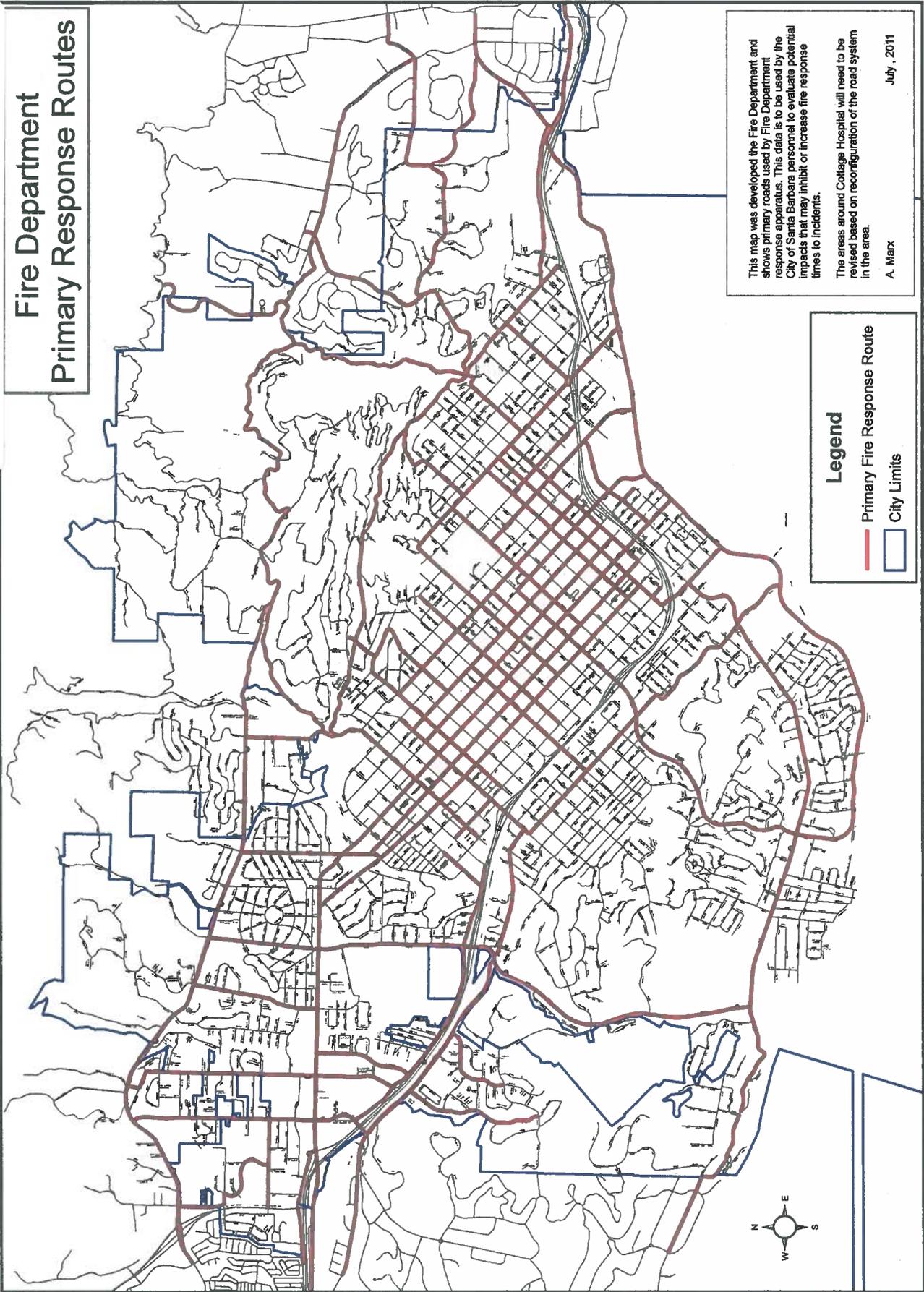
A Council discussion of this subject is appropriate and within the jurisdiction of the City Council and is necessary for the safety of the community.

We are requesting that this be scheduled for the Tuesday, August 23, 2011, agenda.

cc: Mayor and Council
City Attorney
Community Development Director, Public Works Director

ATTACHMENT 2

Fire Department Primary Response Routes



This map was developed by the Fire Department and shows primary roads used by Fire Department response apparatus. This data is to be used by the City of Santa Barbara personnel to evaluate potential impacts that may inhibit or increase fire response times to incidents.

The areas around Cottage Hospital will need to be revised based on reconfiguration of the road system in the area.

A. Marx
July, 2011

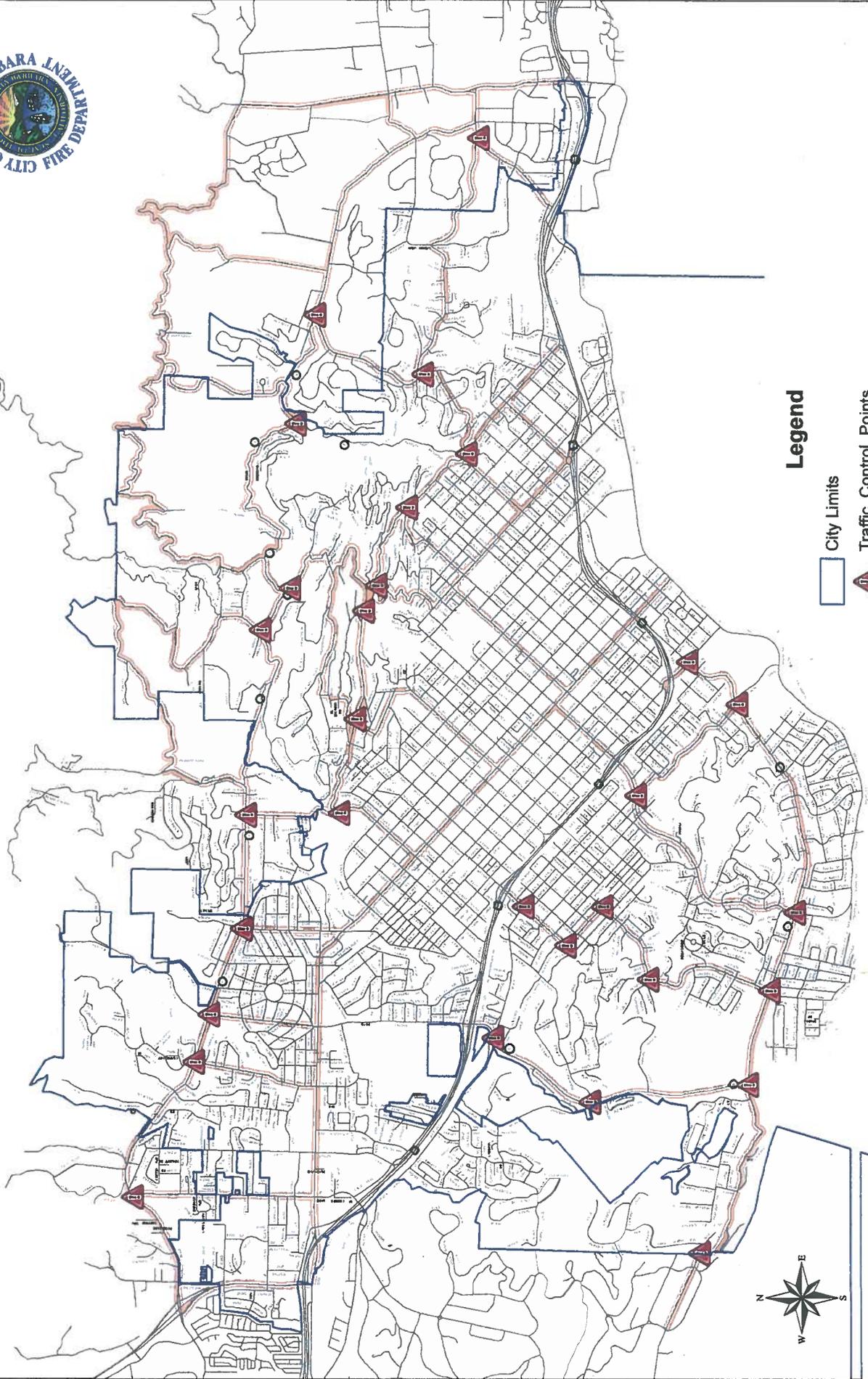
Legend

- Primary Fire Response Route
- City Limits

DOWNTOWN SANTA BARBARA



ATTACHMENT 5



Legend

-  City Limits
-  Traffic_Control_Points
-  Wildland Emergency Evacuation Routes



CITY OF SANTA BARBARA

COUNCIL AGENDA REPORT

AGENDA DATE: August 16, 2011
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 (a) of section 54956.9 of the Government Code and take appropriate action as needed.

The pending litigation is *Santa Barbara Channelkeeper v. City of Santa Barbara*, USDC Case No. CV-1103624 JHN (AGR_x)

SCHEDULING:

Duration: 30 minutes - Anytime

REPORT:

None anticipated

SUBMITTED BY: Stephen P. Wiley, City Attorney

APPROVED BY: City Administrator's Office