City of Salinas

200 Lincoln Ave., Salinas, CA 93901
www.cityofsalinas.org

Meeting Agenda - Final

Tuesday, November 6, 2018

4:00 PM

SALINAS ROTUNDA

City Council

Mayor Joe Gunter
Councilmembers:
Scott Davis, District 1 - Tony Barrera, District 2
Steve McShane, District 3 - Gloria De La Rosa, District 4
Kimbley Craig, District 5 - John "Tony" Villegas, District 6

Ray E. Corpuz, Jr., City Manager
Christopher A. Callihan, City Attorney
City Clerk's Office: (831) 758-7381

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENT TIME RESTRICTIONS

Public comments generally are limited to two minutes per speaker; the Mayor may further limit the time for public comments depending on the agenda schedule.

GENERAL PUBLIC COMMENTS

Receive public communications from the audience on items that are not on the agenda and that are in the City of Salinas' subject matter jurisdiction. Comments on Consent, Consideration, and Closed session items should be held until the items are reached. The public may request that the legislative body consider adding an item for consideration on a future agenda. The public may comment on scheduled agenda items, including closed session items, as they are considered. In order to be respectful of all speakers' views and to avoid disruption of the meeting, the audience shall refrain from applauding or jeering speakers who have been recognized by the Mayor.

PUBLIC HEARING

ID#18-601 **Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004; 344 Main Street**

Recommendation: Approve Resolution affirming the findings and denying the request to amend the Zoning Code and for approval of a Conditional Use Permit regarding religious assembly uses on the ground floor within the Downtown Core Area and establishment and operation of a religious assembly use within an existing building located at 344 Main Street in the Mixed Use - Central City Overlay - Downtown Core Area (MX-CC-DC) District.

ID#18-596 **An Ordinance Amending Chapter 9 of the Salinas Municipal Code (Building)**

Recommendation: Adopt an Ordinance approving an amendment to Chapter 9 of the Salinas Municipal Code (Building) to modify the timing for payment of development impact fees for residential projects.

ADMINISTRATIVE REPORT

ID#18-519 **Urban Forestry Status Report**

Recommendation: Receive Administrative Report regarding the status of the City's urban forest.

CONSENT AGENDA

All matters listed under Consent Agenda may be enacted by one motion unless a member of the Council or the public requests discussion or a separate vote.

ID#18-597 **Minutes**

Recommendation: Approve minutes of October 23, 2018.

ID#18-602 **Financial Claims**

Recommendation: Approve financial claims report.

ID#18-535 **Ordinance relating to the Prevention of Abandoned Shopping Carts**

Recommendation: Adopt an Ordinance adding Article VIII, to Chapter 5 of the Salinas Municipal Code relating to the prevention of abandoned shopping carts.

ID#18-482 **Adopt-A-Tree Program and Street Tree Standard Plan**

Recommendation: Approve a Resolution to continue the implementation of the Adopt-A-Tree Program and approval of a revised Standard Plan for Street Trees.

ID#18-515 **Traffic Signal Prioritization Update: Constitution Boulevard at Las Casitas Drive and East Boronda Road at North Sanborn Road**

Recommendation: Receive results of Intersection Control Evaluation reports and approve a Resolution approving the traffic signal concept at Constitution Boulevard and Las Casitas Drive Intersection and a mini-roundabout concept at East Boronda Road and North Sanborn Road Intersection.

ID#18-563 **"No Parking" Red Zone(s) adjacent to 200 and 300 Casentini Street**

Recommendation: Approve a Resolution approving the establishment of an additional 255 feet of "No Parking" red zone(s) adjacent to the driveways of 200 and 300 Casentini Street.

ID#18-565 **"No Parking" Red Zone(s) at Intersection of Cherokee Drive and Barcelona Circle**

Recommendation: Approve a Resolution approving the establishment of "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle.

ID#18-575 **2018 Slurry Seal Improvements, Project No. 9981**

Recommendation: Approve a Resolution awarding a Public Works contract to VSS International, Inc. for the 2018 Slurry Seal Improvements, Project No. 9981 in the amount of $2,518,000.

ID#18-576 **Request for Blue (Accessible) Zone at 102 Pennsylvania Drive**

Recommendation: Approve a Resolution denying the request to install one (1) blue (accessible) zone designation at 102 Pennsylvania Drive pursuant to the City of Salinas Disabled (Blue) Parking Zone Policy on Residential Streets.

ID#18-578 **Lease Purchase of three (3) 2019 Chevrolet Pickups**

Recommendation: Approve a Resolution authorizing the lease purchase of one 2019 Chevrolet Colorado 4x4 pickup and two Chevrolet Silverado 1500 pickups from MY Chevrolet in Salinas, CA at a total cost of $81,799.47.

ID#18-589 **Reconstruct Parking Lot 16 Scope Expansion, CIP No. 9172**

Recommendation: Approve a Resolution approving the expansion of the scope of work for CIP Project 9172 - Reconstruct Parking Lot 16 to include any necessary improvements to any City parking lot.

ID#18-595 **Modification to the Classification and Salary Schedule**

Recommendation: Approve a Resolution to amend the Classification-Salary Schedule to include the part-time temporary classification of Public Service Maintenance Aide.

ID#18-598 **Board of State and Community Corrections (BSCC) California Violence Intervention Prevention Grant (CalVIP)**

Recommendation: Approve a Resolution accepting the Board of State and Community Corrections California Violence Intervention Prevention (CalVIP) grant in the amount of $500,000.

COUNCILMEMBERS' REPORTS, APPOINTMENTS AND FUTURE AGENDA ITEMS

Receive communication from Councilmembers on reports, appointments and future agenda items. Councilmember comments are generally limited to three minutes.

ADJOURNMENT

_____

Patricia M. Barajas, City Clerk

AGENDA MATERIAL / ADDENDUM

ANY ADDENDUMS WILL BE POSTED WITHIN 72 HOURS OF REGULAR MEETINGS OR 24 HOURS OF SPECIAL MEETINGS, UNLESS OTHERWISE ALLOWED UNDER THE BROWN ACT.

CITY COUNCIL REPORTS MAY BE VIEWED AT THE SALINAS CITY CLERK'S OFFICE, 200 LINCOLN AVENUE, SALINAS, AND ARE POSTED ON THE CITY'S WEBSITE AT WWW.CITYOFSALINAS.ORG ON THE THURSDAY BEFORE THE MEETING. PUBLIC MATERIAL FOR OPEN CITY COUNCIL MEETINGS, THAT IS DISTRIBUTED TO THE MAJORITY OF THE CITY COUNCIL LESS THAN 72 HOURS BEFORE THE MEETING, MAY BE VIEWED AT THE CITY CLERK'S OFFICE. THE CITY COUNCIL MAY TAKE ACTION THAT IS DIFFERENT THAN THE PROPOSED ACTION REFLECTED ON THE AGENDA.

DISABILITY-RELATED MODIFICATION OR ACCOMMODATION, INCLUDING AUXILIARY AIDS OR SERVICES, MAY BE REQUESTED BY ANY PERSON WITH A DISABILITY WHO REQUIRES A MODIFICATION OR ACCOMMODATION IN ORDER TO PARTICIPATE IN THE MEETING. REQUESTS SHOULD BE REFERRED TO THE CITY CLERK'S OFFICE AT 200 LINCOLN AVENUE, SALINAS, 758-7381, AS SOON AS POSSIBLE BUT BY NO LATER THAN 5 P.M. OF THE LAST BUSINESS DAY PRIOR TO THE MEETING. HEARING IMPAIRED OR TTY/TDD TEXT TELEPHONE USERS MAY CONTACT THE CITY BY DIALING 711 FOR THE CALIFORNIA RELAY SERVICE (CRS) OR BY TELEPHONING ANY OTHER SERVICE PROVIDERS' CRS TELEPHONE NUMBER.

PUBLIC NOTIFICATION

This agenda was posted on Thursday, November 1, 2018 at the City Clerk's Office, in the Council Rotunda, and the City's website.

Meetings are streamed live at https://salinas.legistar.com/Calendar.aspx and televised live on Channel 25 at 4 p.m. on the date of the regularly scheduled meeting and will be broadcast throughout the day on the Wednesday, Friday, Saturday and Monday following the meeting. For the most up-to-the-minute Broadcast Schedule for The Salinas Channel on Comcast 25, please visit or subscribe to our Google Calendar located at http://tinyurl.com/salinas25. Recent City Council meetings may also be viewed on the

Salinas Channel on YouTube at http://www.youtube.com/thesalinaschannel.

File #: ID#18-601, **Version:** 1

Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004; 344 Main Street

Approve Resolution affirming the findings and denying the request to amend the Zoning Code and for approval of a Conditional Use Permit regarding religious assembly uses on the ground floor within the Downtown Core Area and establishment and operation of a religious assembly use within an existing building located at 344 Main Street in the Mixed Use - Central City Overlay - Downtown Core Area (MX-CC-DC) District.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **COMMUNITY DEVELOPMENT**

FROM: **MEGAN HUNTER, COMMUNITY DEVELOPMENT DIRECTOR**

BY: **COURTNEY GROSSMAN, PLANNING MANAGER**

TITLE: **ZCA 2018-001 AND CUP 2018-004**

RECOMMENDED MOTION:

A motion to affirm the findings and adopt the attached resolution denying the request for a Zoning Code Amendment and Conditional Use Permit.

RECOMMENDATION:

Staff recommends City Council consider the Planning Commission's recommendation and deny the request for a Zoning Code Amendment and Conditional Use Permit.

BACKGROUND:

The New Harvest Christian Fellowship of Salinas is requesting approval to establish and to operate a religious assembly use within an existing, vacant building located at 344 Main Street (formerly occupied by Beverly's Fabrics). Retail, service, and similar uses mostly surround the property. New Harvest Christian Fellowship of Salinas purchased the property earlier this year as shown in a Grant Deed dated March 19, 2018. While not officially designated as a historic resource, the building is included in the City's 2016 Historic Survey (see attached) and is eligible for historic designation. If designated, the site could be subject to the historic building code, which could provide certain relief to applicable building code regulations.

Because of its location within the Downtown Core Area of the Central City Overlay District, this building is subject to the restrictions of Zoning Code Section 37-40.310(a)(2). Section 37-40.310(a)(2) reads as follows:

"(a) Downtown Core Area. The use classifications for properties located in the downtown core (DC) area shall be those of the underlying base district…with the following exceptions.

…
(2) Assembly and Similar Uses. Clubs, lodges, places of religious assembly, and similar assembly uses shall only be permitted above the ground floor of buildings facing Main Street within the downtown core area."

Under this provision of the Zoning Code, religious assembly uses are not prohibited in the downtown core area. Rather, they are prohibited from being established on the ground floor of a building and may be established above the ground floor.

In order to establish their religious assembly use at this location Ignacio Torres, on behalf of the New Harvest Christian Fellowship of Salinas, is requesting approval of the following:

1. ZCA 2018-001: An amendment to Zoning Code Section 37-40.310(a)(2) to allow religious assembly uses on the ground floor of buildings facing Main Street within the Downtown Core area of the Central City Overlay District (Applicant's amendment requests that the restriction on Religious Assembly and similar assembly uses be deleted — see attached); and

2. CUP 2018-004: Approval of a Conditional Use Permit to establish and to operate a Religious Assembly within an existing 11,343 s.f. two story building consisting of the following:

   Ground Floor. Seating for 299 persons, 176 s.f. (11' x 16') bookstore, three offices, and restrooms; and
   Second Floor. Three classrooms, six offices, storage space, and a kitchen area. An existing mezzanine is shown above the first floor and labeled "not for public use".

As required, the Community Development Department provided notice to properties within 300 feet of the proposed Zoning Code Amendment and Conditional Use Permit. In response, the Community Development Department received a number of letters in opposition to the amendment (The letters are attached for reference.)

The requested Conditional Use Permit cannot be approved as proposed because Zoning Code Section 37-40.310(a)(2) does not allow places of religious assembly on the ground floor within the Downtown Core Area. Therefore, the applicant is requesting that the Zoning Code be amended. If the Zoning Code Amendment is not approved by the Planning Commission and the City Council, the Conditional Use Permit cannot be approved and the religious assembly use cannot be established on the ground floor of this building.

DISCUSSION:

The City of Salinas has only one Downtown. Within this Downtown, the City has identified three core blocks facing Main Street, with special standards written into the Zoning Code to preserve the ground floor for active commercial and office uses. As outlined below, the following policy documents including, but not limited to, the Economic Development Element of the Salinas General Plan, City of Salinas Downtown Vibrancy Plan, and Zoning Code support the retention of Zoning Code Section 37-40.310(a)(2) as currently written (prohibiting assembly uses and other uses on the ground floor of buildings located in the Central City Overlay Area of the Downtown Core Area).

General Plan:
Policy LU-I .3: Make provision in residential areas for institutional uses that are needed near homes or which benefit from a residential environment, including places of religious assembly, day-care homes, homes for physically or developmentally disabled persons, and care facilities in accordance with the provisions of State Law. The Downtown Core Area of the Central City Overlay is not a residential area. The Mixed Use designation allows a mixture of retail, office and residential uses in the same building, on the same parcel or in the same area. The intent of the mixed-use designation is to create activity centers with pedestrian-oriented uses in certain portions of the City.

The recently adopted Economic Development Element includes the following applicable policies:

Action I-U-1.3.1 — Utilize the Downtown Vibrancy Plan as a tool to work towards revitalizing the downtown area (Economic Opportunity Areas P and Q) to create a desired destination for people and businesses. Revise existing City policies and regulations as needed to incorporate the Downtown Vibrancy Plan recommendations and incentivize and streamline new investment (e.g. develop a signage and gateway program, provide pedestrian amenities, create a façade program(s), parking management plan, explore form-based codes etc.).

Action LU-1.3.2 — Support key catalyst development projects in the downtown area (Economic Opportunity Areas P and Q), such as the Taylor Farms Corporate Headquarters and other development projects that bring more people into and help revitalize the downtown.

Action RET-1.1.6 - Locate new commercial uses in strategic locations to capture tourist/visitor spending (e.g. quality hotels and/or retail commercial at gateways to City, within downtown, within themed districts, or along U.S. Highway 101).

Action RET-3.1.6 — Create and promote the downtown and Alisal Marketplace as entertainment and tourism districts.

City of Salinas Downtown Vibrancy Plan: Section 1.1 of the Vibrancy Plan states that the Plan has been developed to restore activity, commerce and vitality to downtown Salinas. Section 5.2 Creating Catalyst Sites identifies priority development to include developments that add base employment, housing and/or an urban grocery use downtown.

Zoning Code:

A focus of the mixed-use (MU) district is on commercial development on the ground floor and housing on the upper floors. Per Section 37-30.2306), the purpose of the mixed-use district is to promote and to provide development opportunities for integrated, complementary housing and employment opportunities in the same building, on the same parcel or within the same block. The emphasis of nonresidential uses is primarily on locally oriented/neighborhood serving retail, service, and office uses. Development is encouraged to provide businesses on the ground floor with housing on upper stories and provides incentives to assist in achieving this goal. However, stand-alone commercial, public and semipublic, and residential development is also permitted. Per Section 37-30.230(e)(2), the mixed-use district provides opportunities for mixed-use, office, public and semipublic uses, and commercial uses that emphasize retail, entertainment, and service activities.

As discussed above, per Zoning Code Section 37-40.290, the purpose of the Central City Overlay District regulations is to provide development regulations and design standards as follows:

(a) Encourage and accommodate the increased development intensity for mixed-use, commercial, retail, and office uses within the central city;
(b) Increase opportunities for infill housing and innovative retail while transforming and aesthetically improving transportation corridors into pedestrian-oriented civic boulevards with mixed use projects;
(c) Promote live entertainment uses in the downtown core area of the city without adversely impacting adjacent land uses; and
(d) Encourage pedestrian-oriented neighborhoods where local residents and employees have services, shops, entertainment, jobs, and access to transit within walking distance of their homes and workplace.

Alternative Zoning Code Amendment.

Religious Assembly uses; however, could be considered on the second floor pursuant to the existing zoning regulations with a minor revision to the definition of Religious Assembly. This alternative clarifies that incidental office and retail would be permissible on the ground floor. This creates an issue with the current Zoning Code definition of Religious Assembly, which should be addressed.

Office space exists on the ground floor of several buildings throughout the Downtown Core Area. The current Zoning Code definition of Religious Assembly prohibits the New Harvest Christian Fellowship of Salinas from establishing office space on the first floor of their building. The Zoning Code definition of Religious Assembly should be changed to make clear that the Church, like all other businesses, can establish office space on the first floor.

As an alternative to the Zoning Code Amendment proposed by Mr. Torres, and to better effect this direction, staff suggests a minor revision to the definition of Religious Assembly as shown below. This proposed amendment would allow office space on the first floor, but would continue the prohibition on religious assembly on the first floor. That use would continue be limited to the second floor.

> ***Religious Assembly***. *Facilities for religious worship and assembly, incidental religious education, meeting halls, gymnasiums, and similar uses. Religious assembly does not include public and private schools, day care centers, incidental professional and business offices, and retail as defined in this division.*

This alternative Zoning Code Amendment is presented for the consideration of the City Council. It is recommended that the definition be amended as presented here by staff so that incidental office and retail associated with religious assembly would be permitted on the ground floor of buildings within the Downtown Core Area of the Central City Overlay. Note that the Planning Commission was presented with the same alternative, but it was not chosen (see Planning Commission review below).

Planning Commission Review:

On August 15, 2018, the Planning Commission considered the project and voted 5/1 to recommend denial to the City Council. At the meeting, several individuals including members of the New Harvest Christian Fellowship supported the project, while others including downtown business and property owners opposed the project citing economic reasons. Pastor Torres of the New Harvest Christian Fellowship acknowledged he was aware of the Zoning Code restrictions *before* the Church purchased the subject building; he acknowledged the existing restriction and acknowledged he was aware that the Zoning Code restriction would have to be changed before they could conduct their church activities in the subject building. He and the church knowingly and willingly took the risk that the Zoning Code may not be changed as they are now requesting. The Church purchased the subject building knowing of the restriction and knowing that the restriction may not be changed. At the Planning Commission Chairperson Nohr asked Pastor Torres whether he and the Church had conducted their due diligence and "were clearly understanding of the zoning requirements and the zoning laws that are in place" and that the pastor and the Church "took it upon [their] own risk to go forward with this project." In response, Pastor

Torres acknowledged having awareness of the zoning restrictions prior to purchasing the subject building.

Pastor Torres also indicated that the Church's activities would be burdened by this restriction because the upstairs portion of the building has poor acoustics and would therefore affect the music portion of the congregation's activities. Specifically, Pastor Torres made the following comments to the Planning Commission regarding the burden created by the existing Zoning Code provision:

"I find it very awkward that I would have to submit to this and say I can only have a religious gathering upstairs when it is not convenient for our congregation, I feel, because of the length of the ceiling of the upstairs building, and so I would like the Commission to reconsider."

Pastor Torres continued:

"{I}f the upstairs was fitting for me, meaning if the ceiling was high enough for the acoustics of our music worship team, I would do it like that. But it's not high enough. So I'm gonna have to inconvenience our congregation and say you guys helped me purchase this building, but I'm sorry, based on everything, we have to go upstairs and deal with this horrendous, uh, acoustic in this facility because of the height of the ceiling."

Please refer to the attached Planning Commission Resolution 2018-011 and minutes for further information.

DEPARTMENTAL COORDINATION:

The Community Development Department Current Division has been the lead project manager. The Legal Department assisted in the review of application, staff report, and provided support to the Planning Commission. The Development Review Committee (DRC) comprised of the Permit Services Division (Building), and Public Works (Development Engineering) and Fire (Fire Prevention) Departments provided feedback on the application materials.

CEQA CONSIDERATION:

Zoning Code Amendment: The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). The proposed Zoning Code Amendment is categorically exempt (Class 5) from further environmental analysis per CEQA Guidelines Section 15305 (Minor Alterations in Land Use Limitations).

Conditional Use Permit: The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). The proposed request to

establish and operate a religious assembly use within an existing building is categorically exempt (Class 32) from further environmental analysis per CEQA Guidelines Section 15332.

STRATEGIC PLAN INITIATIVE:

Denial of the Zoning Code Amendment and Conditional Use Permit would support the City Council's goal of Economic Diversity and Prosperity by limiting ground floor space facing Main Street to active uses, consistent with creating a vibrant Downtown.

FISCAL AND SUSTAINABILITY IMPACT:

Implications to the City's General Fund are not expected to be significant whether the Zoning Code Amendment and the Conditional Use Permit is approved or not.

ATTACHMENTS:

Proposed City Council Resolution
Planning Commission Resolution 2018-011
Planning Commission Staff Report dated August 15, 2018
Planning Commission Minutes dated August 15, 2018
Applicant's Zoning Code Amendment request (strike out version)
Proposed Plan (Sheet A-1)
2016 Historic Survey: 344 Main Street
Correspondence Received:

- Letter dated April 10, 2018 from Moxxy! Marketing opposing the amendment
- Letter dated July 24, 2018 from Salinas City Center opposing the amendment
- Letter dated July 30, 2018 from Salinas Valley Chamber of Commerce opposing the amendment
- E-mail dated August 1, 2018 from Furey's Old Town Barber opposing the amendment
- Letter dated August 1, 2018 from Kobrinsky Group opposing the amendment
- Letter dated August 8, 2018 from Ms. Leach opposing the amendment
- Letter dated August 9, 2018 from law offices of Robert H. Ames opposing the amendment
- Letter dated August 15, 2018 from Ms. Hitchock opposing the amendment
- E-mail dated August 15, 2018 from Donna Bruhn opposing the amendment
- Letter dated October 23, 2018 from Kobrinsky Group opposing the amendment
- Letter dated October 23, 2018 from Mr. DeSerpa opposing the amendment

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION OF THE CITY OF SALINAS CITY COUNCIL DENYING A ZONING CODE AMENDMENT TO AMEND ZONING CODE SECTION 37-40.310(A)(2) TO ALLOW RELIGIOUS ASSEMBLY USES ON THE GROUND FLOOR OF BUILDINGS FACING MAIN STREET WITHIN THE DOWNTOWN CORE AREA OF THE CENTRAL CITY OVERLAY DISTRICT; AND A CONDITIONAL USE PERMIT TO ESTABLISH AND OPERATE A RELIGIOUS ASSEMBLY WITHIN AN EXISTING TWO-STORY BUILDING CONSISTING OF RETAIL AND RELIGIOUS SERVICES ON THE FIRST FLOOR AND CLASSROOM AND OFFICES ON THE SECOND FLOOR LOCATED AT 344 MAIN STREET IN THE MIXED USE – CENTRAL CITY OVERLAY – DOWNTOWN CORE AREA (MX-CC-DC) (ZCA 2018-001 AND CUP 2018-004)

WHEREAS, on August 15, 2018, the Salinas Planning Commission, at the request of the Applicant, Ignacio Torres, New Harvest Fellowship of Salinas, held a duly noticed public hearing to consider the following applications:

1. Zoning Code Amendment 2018-001; Request to amend Zoning Code Section 37-40.310(a)(2) to allow Religious Assembly uses on the ground floor of buildings facing Main Street within the Downtown Core Area of the Central City Overlay; and

2. Conditional Use Permit 2018-004; Request to establish and operate a Religious Assembly within an existing 11,343 s.f. two story building consisting of the following: First Floor: seating for 299 persons, 176 s.f. (11'x16') bookstore, three offices, and restrooms; Second Floor: Three classrooms, six offices, storage space, and a kitchen area. An existing mezzanine is shown above the first floor and labeled "not for public use", located at 344 Main Street (Assessor's Parcel Number 002-341-006-000); and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review and recommended to the City Council denial of Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004; and

WHEREAS, the City Council held a duly noticed public hearing on November 6, 2018 and weighed the evidence presented at said public hearing, including the Staff Report and all attachments and exhibits thereto, along with the record of environmental review.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council denies Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004 because the City Council could not establish the findings required by Zoning Code Section 37-60.1120 (for a Zoning Code Amendment) and Zoning Code Section 37-60.520 (for a Conditional Use Permit) and herein adopts the following as the basis for its determination of denial:

For Zoning Code Amendment 2018-001:

1. The amendment is not consistent with the Salinas General Plan and other plans and policies adopted by the Salinas City Council.

The following policy documents including, but not limited to, the Economic Development Element of the Salinas General Plan, City of Salinas Downtown Vibrancy Plan, and Zoning Code support the retention of Zoning Code Section 37-40.310(a)(2).

2. The amendment will have the effect of reversing the policies of the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.

The Amendment would reverse existing policies. The Economic Development Element of the Salinas General Plan, City of Salinas Downtown Vibrancy Plan, and Zoning Code support the retention of Zoning Code Section 37-40.310(a)(2) and the continued prohibition on assembly uses on the first floor of buildings located in the Central City Overlay Area of the Downtown Core Area.

3. The amendment would not create an isolated district unrelated to adjacent zoning districts.

The proposed Amendment would not create any additional zoning districts.

4. The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses, including those of the proposed religious assembly use.

For Conditional Use Permit 2018-004:

1. The proposed location of the use is not in accordance with the objectives of the Salinas General Plan, this Zoning Code and the purposes of the district in which the site is located;

The site is designated Mixed Use by the 2002 Salinas General Plan. Per the General Plan, Mixed Use provides for a mixture of retail, commercial, office and residential uses in the same building, parcel, or area. The proposed Religious Assembly use on the ground floor facing Main Street in the Central City Overlay – Downtown Core Area is inconsistent with Salinas General Plan land use designation of Mixed Use and Economic Development Element. The intent of the mixed-use designation is to create activity centers with pedestrian-oriented uses.

The recently adopted Economic Development Element includes the following applicable policies:

Action LU-1.3.1 – Utilize the Downtown Vibrancy Plan as a tool to work towards revitalizing the downtown area (Economic Opportunity Areas P and Q) to create a desired destination for people and businesses. Revise existing City policies and regulations as needed to incorporate the Downtown Vibrancy Plan recommendations and incentivize and streamline new investment (e.g. develop a signage and gateway program, provide pedestrian amenities, create a façade program(s), parking management plan, explore form-based codes etc.).

Action LU-1.3.2 – Support key catalyst development projects in the downtown area (Economic Opportunity Areas P and Q), such as the Taylor Farms Corporate Headquarters and other development projects that bring more people into and help revitalize the downtown.

Action RET-1.1.6 – Locate new commercial uses in strategic locations to capture tourist/visitor spending (e.g. quality hotels and/or retail commercial at gateways to City, within downtown, within themed districts, or along U.S. Highway 101).

Action RET-3.1.6 – Create and promote the downtown and Alisal Marketplace as entertainment and tourism districts.

As shown on the official Zoning Map, the site is located in the base MX-CC-DC (Mixed Use – Central City Overlay – Downtown Core Area) District. Per Section 37-30.230, the purpose of the Mixed Use District is to provide opportunities for commercial uses that emphasize retail and service activities and promote compact development that is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk. The proposed Religious Assembly use on the ground floor does not conform with the provisions of the Zoning Code.

The proposed Religious Assembly use would adversely affect the welfare of the surrounding neighborhood. The proposed location is in a neighborhood with a mix of retail uses. The proposed Religious Assembly use would be detrimental to public health, safety, and welfare of the area.

2. The proposed location of the conditional use and the proposed conditions under which it would be operated or maintained are not consistent with the Salinas General Plan and would be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, and detrimental to properties or improvements in the vicinity or the general welfare of the City of Salinas;

The site is designated Mixed Use by the 2002 Salinas General Plan. Per the General Plan, Mixed Use provides for a mixture of retail, commercial, office and residential uses in the same building, parcel, or area. The proposed Religious Assembly use on the ground floor facing Main Street in the Central City Overlay – Downtown Core Area is inconsistent with Salinas General Plan land use designation of Mixed Use and Economic Development Element. The intent of the mixed-use designation is to create activity centers with pedestrian-oriented uses.

The recently adopted Economic Development Element includes the following applicable policies:

Action LU-1.3.1 – Utilize the Downtown Vibrancy Plan as a tool to work towards revitalizing the downtown area (Economic Opportunity Areas P and Q) to create a desired destination for people and businesses. Revise existing City policies and regulations as needed to incorporate the Downtown Vibrancy Plan recommendations and incentivize and streamline new investment (e.g. develop a signage and gateway program, provide pedestrian amenities, create a façade program(s), parking management plan, explore form-based codes etc.).

Action LU-1.3.2 – Support key catalyst development projects in the downtown area (Economic Opportunity Areas P and Q), such as the Taylor Farms Corporate Headquarters and other development projects that bring more people into and help revitalize the downtown.

Action RET-1.1.6 – Locate new commercial uses in strategic locations to capture tourist/visitor spending (e.g. quality hotels and/or retail commercial at gateways to City, within downtown, within themed districts, or along U.S. Highway 101).

Action RET-3.1.6 – Create and promote the downtown and Alisal Marketplace as entertainment and tourism districts.

The proposed Religious Assembly use would adversely affect the welfare of the surrounding neighborhood. The proposed location is in a neighborhood with a mix of retail uses. The proposed Religious Assembly use on the ground floor facing Main Street would be detrimental to public health, safety, and welfare of the area because Religious Assembly on the ground floor in the Downtown Core Area would conflict with the above cited policy documents. Religious Assembly would not result in uses consistent with the Mixed Use land designation, which calls for uses that create activity centers that are pedestrian-oriented such as a mix of retail, office, and residential uses.

3. The proposed conditional use would not comply with the provisions of the Salinas Zoning Code, including any specific conditions required for the proposed use;

The proposed Religious Assembly use would not comply with the provisions of Zoning Code Section 37-40.310(a)(2) because the proposed plans show a Religious Assembly seating area for 299 persons on the ground floor facing Main Street, which is not allowed. Clubs, lodges, places of religious assembly, and similar assembly uses shall only be permitted above the ground floor of buildings facing Main Street with the Downtown Core Area.

PASSED AND ADOPTED this 7th day of November 2018 by the following vote:

AYES:

NOES:

ABSENT:

APPROVED

_____

Joseph Gunter, Mayor

ATTEST

_____

Patricia M. Barajas, City Clerk

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CITY OF SALINAS
PLANNING COMMISSION MEETING
AUGUST 15, 2018

Public Hearing ID #18-424
Religious Assembly Use at 344 Main Street

PLANNING COMMISSION:

Commissioners:
Matthew Ottone, Mayor's Appointee
George Anzo, District 1
John Meeks, District 2
Matt Nohr, District 3
Jyl Lutes, District 4
Brad Griffin, District 5
Richard Giffin, District 6

Megan Hunter, Community Development Director
Courtney Grossman, Planning Manager
Christopher A. Callihan, City Attorney

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0:00:18

MR. NOHR: Okay. Welcome everyone to, um, Wednesday, August 15th, 2018 City of Salinas Planning Commission. Uh, if you can please join me with the Pledge of Allegiance. Thank you.

(All stand and recite Pledge of Allegiance)

MR. NOHR: At this time we'll, uh, start off with roll call, please.

MS. CHACON: Roll call has been acknowledged.

MR. NOHR: And then we'll move to, um, staff, uh, welcome and introductions, please.

MS. CHACONE: Jordynne Chacon, Administrative Secretary.

MS. (INAUDIBLE): Melissa (inaudible), Administrative Aide.

MR. GROSSMAN: Courtney Grossman, Planning Manager.

MS. HUNTER: Megan Hunter, Community Development Director.

MR. CALLIHAN: Chris Callihan, City Attorney.

MR. NOHR: Okay. At this time we'll move to public comment. Uh, public comments generally are limited to two minutes. Um, this is for any item that is on - not on today's agenda. Um, so if there's anyone here that would like to speak on items on - not on today's agenda, please

come forward, state your name, and welcome.

MR. LIPE: Yes, uh, good afternoon, uh, Commission. My name is Bill Lipe. I live in unincorporated Salinas, but, uh, have lived here most of my life, and I - I think you all know that we're a bit in crisis with our housing situation here in Salinas and throughout really Monterey County. We have a lot of people that are spending upwards of fifty percent or more of their take-home pay on - on, uh, housing. Um, you have some people that are in such bad straights that they have to, uh, live in their cars or their RVs, uh, which now they're also coming under pressure here, um, and there aren't any real easy solutions. And I don't even know if we can collaborate, but we do need to compromise, and I think we need to compromise on streamlining, uh, projects, uh, especially these projects within the City limits that are in infill areas. I know there are plans in this sphere of influence in Salinas to build, but I don't know if a lot of those homes are gonna be targeted for the folks that really need them, and those are the folks that live here today. Um, twenty years from now getting these things online is too long and I think - and what I come here bringing a message is you're gonna have the doppelgangers in Sacramento that may be looking to take away your local authority if things don't speed up and - and get done and - and that's - needs - or needs to be balanced. You

need, you know, developers and landowners need to build the things they want. Ideally, they would build that with work force and low income housing in mind as a certain percentage. If they want to do projects where they don't build any of that then I think they should pay some kind of fee, some sort of reasonable fee, that would go in and allow the City to then expend those funds on housing, uh, for everyone, not just, uh, for the ones that, uh, can afford to live here, which these days aren't - aren't very many. So thank you for that and, uh, thank you for the time.

0:03:38

MR. NOHR: Thank you. Anyone else here today to speak on items other than what's on today's agenda?

(no further public comment noted)

MR. NOHR: Seeing none, we'll close public comment and we'll move to our consent of the calendar. The first item on today's, uh, consent calendar is approval of Minutes from our July 18, 2018 meeting. Is [*sic*] there any comments or discussions from the Commissioners on that?

MR. MEEKS: I move to approve.

MS. LUTES: Second.

MR. NOHR: Having a motion and a second.

MS. CHACON: Um, just real quick. At the bottom of your agenda are revised Minutes. The Minutes that were part of your packet had the, um, "PRESENT" wrong that

were part of the meeting under "ROLL CALL," so we revised those.

MR. NOHR: So the correction is just on roll call, who was present and who was absent?

MS. CHACON: Yes.

MR. NOHR: All the other items remain the same?

MS. CHACON: Yes.

MR. NOHR: Okay. Thank you for that clarification. With that clarification, your motion and second still on?

MR. MEEKS: I move to approve as amended.

MS. LUTES: Second.

MR. NOHR: Okay. Having a motion and a second. If we can please have a roll call, please.

MS. CHACON: Commissioner Anzo?

MR. ANZO: I'll abstain since I've been absent.

MS. CHACON: Commissioner Giffin?

MR. GIFFIN: Here.

MS. CHACON: Do you approve the Minutes; yes or no, please?

MR. GIFFIN: (no response)

MR. NOHR: Commissioner Giffin, do you approve or - or disapprove of the Minutes?

MR. GIFFIN: I approve.

MR. NOHR: Thank you.

MS. CHACON: Thank you. Commissioner Griffin?

MR. GRIFFIN: Aye.

MS. CHACON: Commissioner Lutes?

MS. LUTES: Aye.

MS. CHACON: Commissioner Meeks?

MR. MEEKS: Yes.

MS. CHACON: And Chairperson Nohr?

MR. NOHR: Yes. With that, that closes our consent calendar. Uh, we'll move to, uh, considerations. Our first public hearing item tonight - this afternoon is Zoning Code Amendment 2018-001, and a Conditional Use Permit, 2018-004. A request to amend the zoning code regarding religious assemblies on the ground floor within the Downtown Core (Area), and establish and operate a religious assembly, uh, use within an existing building located at 344 Main Street. This is, uh, the Planning Commission's action item today for recommendation to the City Council. Uh, first I'd move to, uh, have Courtney Grossman, Planning Manager, present, uh, the project.

0:06:08

MR. GROSSMAN: Thank you, Chair Nohr. Uh, today is a Planning Commission hearing for a Zoning Code Amendment and a Conditional Use Permit. This project is actually two-

fold. It's a project specific at 344 Main Street, and it's also related to the downtown overlay zone, and I'll get into that in a moment. The applicant is Ignacio Torres; he's representing New Harvest Christian Fellowship of Salinas. He approached the City to amend the zoning code to allow religious assembly in the downtown area on the first floor. Currently there's a regulation that prohibits that from happening. The owner is New Harvest Christian. I think ownership recently took place earlier this year in the springtime. The zoning of Central City Overlay, Downtown Core Area; what this means - actually I'll get into that in a minute with a better, uh, map. But it's a two stage or a two segment overlay zone. There's an overlay that takes the whole downtown area, and there's one that focuses just on the core. In this case, the proposal is to allow the religious assembly to go forward, currently which would not be allowed. The existing uses around 344 Main, um, including the subject site, are vacant retail and retail and restaurants around the area. The little red square shows the actual property (referring to video presentation). This is a street view of the property (referring to video presentation). It's the former Beverly's [*sic*] Fabrics building. Um, this building went vacant not too long ago. The church acquired it in the springtime. The Central City Overlay is shown up on the screen (referring to video presentation). The outer area,

which is shown with this border (indicates), is the outside edge of the (Central City) Overlay, and the shaded area is actually the (Downtown) Core Area, and - and those two parts have - have meaning in this case. The Zoning Code includes language that goes along with the (Central City) Overlay - and it's shown up on the screen - it's to encourage and accommodate development intensity for mixed use, commercial, retail and office, an essential city; um, increase opportunities for housing and for retail, um, promote live entertainment in the Downtown Core Area, which is the, uh, the - the solid, uh, shaded area right here (indicates), um, encourage pedestrian-oriented neighborhoods and, uh, looking at shops, services, entertainment and jobs, um, these types of purposes that are listed are somewhat in conflict with religious assembly on the first floor. In terms of policy documents, the City has a number of documents that, uh, encourage the retention of the existing regulation, the Economic Development Element of the Salinas General Plan, the City Downtown Vibrancy Plan, and the Zoning Code, and this is actually the - the key or the crux of this matter. There's a Zoning Code Section 37-40-310(a)(2) that prohibits assembly uses, um, including religious assembly, on the ground floor of buildings located in the Central City Overlay, Downtown Core Area. This property is located within that Core. It's a two-story building. There are ways to move forward with

religious assembly and we'll get into that in a minute. This is one of the alternatives to the - to the proposal. Um, currently the definition of "religious assembly" indicates that the office portion of religious assembly is included. Therefore, if a CUP were to be processed, the religious assembly entirety - which would be the office portion and the incidental, um, business and professional portions - would have to be on the upper floor. Um, this definition as currently shown would be a new definition, not the, um, not the existing definition; with this definition, one of the alternatives could move forward. In terms of environmental review, both the Code amendment and the CUP would be exempt from CEQA; a new environmental review would be required. In terms of the amendment, there's a Class 5 exemption that allows minor alterations in land use regulations to move forward without environmental review and the Conditional Use Permit itself is Class 32. This particular project being at 344 Main Street is exempt because it's an infill project; it's an existing building, therefore, there's no requirement for environmental review. So the public notice went out on July 24. In that hearing notice, the residents or properties within three hundred feet of the site were notified, including the properties located within the Downtown Core Area. An ad in the newspaper - I believe it's a one-eighth page ad - was placed in the *Californian,* and a notice was

posted on the site; I think it was in the planter in front of the building. Um, in response to the notice, several letters were received. Uh, I believe one of the latest letters was an email from Cheri Hitchcock I just received today on August 15th; um, those six letters are shown on the screen. This map (referring to video presentation) represents the - the mailing notice based on the boundaries of the search; it's a three hundred foot buffer. In terms of alternatives, the - the first alternative is to implement the applicant's proposal and - and this would basically eliminate the Zoning Code Section that prohibits religious assembly on the ground floor. Uh, this is not the recommendation, but an alternative. Uh, if this were to go forward, staff would recommend that the Planning Commission send the project back to staff and new resolutions and a CUP would be put together. Um, the second alternative is based on the requirement to amend the definition which we just spoke about earlier. Um, with this, the definition would be changed. Again, it would have to come back, um, for revised exhibits, a Conditional Use Permit would need to be prepared, and - and staff would bring that back for - for consideration. Um, in conclusion, religious assembly on the ground floor in the Downtown Core Area cannot be supported based on the policy documents that are contained in the staff report and were shown on the screen. Um, staff recommends the Commission adopt a

resolution recommending that Council deny the Code amendment and the Conditional Use Permit. Staff's available for questions.

0:13:08

MR. NOHR: Thank you, Courtney. Uh, at this time, are there any questions, uh, from the Commissioners for staff? I'll start from my right.

MS. LUTES: If I may interrupt. Courtney, it might be easier if maybe you'd take one of the podiums to address questions.

MR. GROSSMAN: Sure.

MS. LUTES: Thanks.

MR. NOHR: Commissioner Meeks?

MR. MEEKS: Are we talking about the, uh, Planning Commission resolution? I have a question about the wording on it, actually a concern. Should I hold that for later or ---

MR. NOHR: Uh, I think this is a - do you have questions or comments, definitely.

MR. MEEKS: Yeah. My question is, uh, it says under, uh, paragraph two, that it would be detrimental to public health, safety or welfare of persons residing or working in or adjacent to the neighborhood of such use. I'd like to know how that would - how it could be detrimental to public health, etcetera, etcetera.

MR. GROSSMAN: In this regard, in order to support the findings for a Conditional Use Permit, those findings would have to be established in a positive. In this case, those positive findings can't be found, therefore, the negative of those findings is being created; or if the Commission disagrees that, of course, that can be changed.

MR. MEEKS: Yeah. But I was wondering why that couldn't just - that part of the thing couldn't be eliminated.

MR. GROSSMAN: That's fine.

MR. NOHR: Okay. Any Commissioners to - to my left with comments or questions at this time for - for staff; questions?

MR. GIFFIN: I'll hold my comments 'til later.

MR. NOHR: Uh, Courtney, a couple questions I have. Um, did the applicant come to Planning Commission prior to purchasing this property and investigate or talk to you, and was this conveyed or - or were there like pre-development, I guess, conversations held?

0:15:08

MR. GROSSMAN: Um, not to the Planning Commission, but there were some discussions among staff.

MR. NOHR: Okay.

MR. GROSSMAN: We - as staff found out about it through - I'm not exactly sure how it came to our attention,

but there were discussions prior to the purchase of the building.

MR. NOHR: Okay. And, uh, since the time I've been on this Planning Commission, I don't recall, uh, a similar application coming forward, uh, for this downtown area, but have there been other projects in the past that have been proposed of similar nature or, um ---

MR. GROSSMAN: Projects involving code amendments?

MR. NOHR: Uh, no. For - for this type of religious, you know, use in the downtown area.

MR. GROSSMAN: I believe there's a Conditional Use Permit for the same church that's actually in effect currently in the downtown area, but it preceded my time.

MR. NOHR: Okay. And then in front of us today are two items, one is a Zoning Code Amendment and one is a Conditional Use Permit. Is it correct - these are just recommendations to City Council, but without a recommendation - a positive recommendation - for the Zoning Code Amendment, the Conditional Use amendment could not follow? Is it kind of if "a" then "b" or - does that - does that make sense what I'm asking? I'm trying to just set up so the Commission knows what we're going to be voting on and if it's a two step vote process or if it's just one item at a time, but if one fails does the other automatically also fail or go forward?

MR. GROSSMAN: Correct. If - if the code amendment is not, um, voted on in a favorable manner, the Conditional Use Permit would also not move forward in terms of - of approval. But, they - they are connected. The - the CUP cannot move forward without the code amendment.

MR. NOHR: Okay. Great. Thank you for that clarification. Any other questions for - for staff at this time?

(no further questions from Commissioners)

MR. NOHR: Okay. Seeing none, um, would the applicant like to come forward and, uh, make a statement? Please introduce yourself and ---

(pause)

0:17:11

MR. TORRES: Good afternoon, members of the Commission and also, um, any other people that are present from the community. Uh, it is my pleasure to introduce myself. I am Pastor Ignacio Torres. I've been serving this community for twenty-three years. Uh, various, uh, scopes of our involvement has included, um, first response to those, uh, victims of crime, uh, in times past. We volunteer our service and been a great blessing to our community. Uh, back in sometime last year an opportunity came for us to purchase this building right across the street. We've been at the location of 357 Main Street since 1995, and, uh, when this

opportunity came, I did my research and I realized that there was going to be a conflict of interest within the jurisdiction en-, uh, enacted here within the zoning. Nevertheless, I took it and took prayer, and I prayed and I said, “Lord, do you want me to move forward or do I leave it alone?” After the owner decided to donate three hundred thousand dollars equity, I think God gave me the answer; move forward. Otherwise, our ministry wouldn’t have been able to purchase that building. So we went ahead and purchased the building. At that time, I think I approached the Planning (Commission) and I started everything on our end to be able to, uh, move forward with this. Uh, for those few letters of opposition, we also sent some of our members down the downtown area and we have fifteen signatures of merchants, business owners, and managers that are willing to be in favor of this that we’re requesting. Uh, one of the things about our great nation is the freedom of religion, and I think that’s one of the areas that separates us as a nation from many other countries. As I did my research here, I realized that Congress enacted back in the year 2000 the Religious Land Use, uh, and Institutionalized Persons Act, and as I read here, it says, uh, “Congress passed this after hearing testimony that land use, zoning and regulations were often - often burning the ability of religious congregations to exercise their faiths in violation of the Constitution.” Uh,

Section 2(a) of this law, uh, states here concerning, uh, it bars land use zoning restriction that impose(s) a substantial burden on the religious exercise of a person or institution unless the government can show, uh, that it has a compelling interest - which I do not think the compelling interest presently given with the zoning is that you want to attract more retail, or more commercial, on the bottom level. That kind of puts me to another portion of that law that stipulates here, on Section 2(b) it says that the religious assemblies and institutions must be treated at least as well as non-religious assemblies and institutions. This is known as the Equal Terms provision of this law. And so I started thinking and - and realizing and I said it's unfortunate that sometimes zonings are put in place in order to basically say to the religious community "Yes, we want you, but we want you on our terms." I find it very awkward that I would have to submit to this and say I can only have a religious gathering upstairs when it is not convenient for our congregation, I feel, because of the length of the ceiling of the upstairs building, and so I would like the Commission to reconsider. I have not sought legal counsel. I presently want it to be resolved at this level, but, I understand that the whole influx of why they're zoning is to attract business and what have you. Since we've been downtown in the community since, what, 1995 or '96, I believe we've brought some type of our

own revitalization to the downtown area. What is was twenty-two years ago is not what it is today. Many of our members actually shop downtown. Uh, we don't - we have never been approached by anyone of the downtown area, the 300 block, stating, uh, basically since you've been here it's been very bad for us. On the contrary, I think having a church actually energizes business and it brings the blessing of God within the community. So I want the Planning Commission to reconsider the recommendation of denial and actually approve this rather than we take it further to the City Council. I would like at this time to reserve my right to save, uh, uh, any response at my end if there's any other input or negative comments towards the end so that I can address any questions that might be there, if there's any questions right now.

0:22:11

MR. NOHR: Any questions from the Commissioners, uh, for the applicant?

(no questions presented)

MR. NOHR: Just so we're clear. I - I heard you say though when you purchased this property you did due diligence and you were clearly understanding of the zoning requirements and the zoning laws that are in place, and you took it upon your own risk to go forward with this project?

MR. TORRES: Not my own risk; after praying and asking the Lord for his direction. I want to make it clear

here.

MR. NOHR: Well, no. No. I ---

MR. TORRES: I want to make it clear because it is my religious rights now that I took it into prayer and I said, "Lord, do you want me to purchase this building or not?" That cannot be left out.

MR. NOHR: I'm not questioning your religious rights. I'm just saying - I'm just asking you a straight question. You knew the zoning regulations and laws?

MR. TORRES: I knew that it was enacted and I knew that I thought it was unconstitutional of the zoning laws, personally.

MR. NOHR: How was that unconstitutional?

MR. TORRES: Well, it's - it's, uh, telling me where I can actually have my religious gathering when we have that in our Constitution to have freedom of religious gathering, and so for me to be across the street for twenty-two years on a lower level structure and now that this opportunity comes our way to purchase this building, but the City says, and the zoning says, I have to do church upstairs. What gives that right of that zoning to say, "We like the church, but we want you off on some corner or upstairs because your presence downstairs might create a negative effect to, uh, bringing in, I guess, retail, commercial. We want to have that reserved just for retail or commercial."

That's my argument behind that.

MR. NOHR: But you can appreciate the City's bigger goal and - and kind of, uh, concept ---

MR. TORRES: Most definitely.

MR. NOHR: Right?

MR. TORRES: Most definitely.

MR. NOHR: We're trying to have economic vitality ---

MR. TORRES: Most definitely. And again, I want to reiterate this that since our church has been downtown, there's - the revitalization of downtown has actually occurred, I believe, because we pray for our community and we serve our community. So I think members of our church actually bring business to the downtown area. We don't take away. We have many members that actually shop in the downtown area. And we also feel that, again, by us being across the street already and we can say that we were kind of grandfathered in prior to this zoning, uh, being in place, I think if, uh, if maybe the opportunity wasn't there and - and we did not purchase, I don't if I would be so, uh, so zealous to challenge it. But, I kind of feel like here's a church that served this community for so many years and this great opportunity comes to purchase a building, but I - I gotta do it this way because this particular zoning restriction limits my ability where I can actually have the religious assembly.

That's where I'm having a hard time processing this. 'Cause I'm saying yes, you're willing to say do it upstairs but not downstairs because downstairs we want, uh, I guess, uh, commercial retail, but yet we do allow live entertainment, which kind of brings me to another portion of - of this, uh, law that was enacted back in the year 2000 that we have to be treated with the same equality. If we allow live entertainment at a business establishment that, uh, that offers alcohol - which is their - that's their discretion - and have live music and big crowds, but we don't have the crowd of the church to be present on a downtown - downtown or should I say lower level structure, that's, to me, I feel a sense of it being biased, because we're saying yes to live entertainment, bring in the music, you can be on the lower level, but your religious church, you belong upstairs. That's what I'm having a problem with.

0:25:44

MR. NOHR: All right. Thank you, pastor. Thank you.

MR. MEEKS: Uh, I have a couple questions.

MR. TORRES: Yes, please.

MR. MEEKS: My questions pertain to 357 Main Street; is your assembly downstairs there?

MR. TORRES: Yes. We're downstairs, but that facility does not have an upper level.

MR. MEEKS: Okay. What do you intend to do with that facility? Are you gonna move across the street or?

MR. TORRES: Yes. Once we move across the street, I already contacted the owner of that building and they're basically gonna put it up for retail commercial.

MR. MEEKS: Okay. Thank you.

MR. TORRES: You're welcome.

MR. NOHR: Yes?

MR. GRIFFIN: So you mention in your comments of being treated the same as any other group when it comes to zoning. So in the current zoning guidelines it says that clubs, lodges, places of religious assembly and similar assemblies shall only be permitted above the ground floor. So the church is being treated no different than any other group of assembly.

MR. TORRES: Only on the other portion that makes the provision and the same zoning that says live entertainment is allowed on the - on the lower level. So, basically, because of that there's a number of businesses downtown that bring in live music on the lower level. So if you can say yes to live music but no to a church gathering, that's my struggle right there.

MR. GRIFFIN: Thank you.

MR. GIFFIN: Do you know how many, uh, facilities and - and retail outlet(s) have brought in live

music and, if so, what's the consistency and how often?

MR. TORRES: I'm only aware of the Mexican, uh, restaurant. I do not recall; they've changed ownership a couple of times, which is directly next to, uh, I believe, uh, the Tai restaurant, if I'm not mistaken. They bring in live music, I believe, on Fridays or Saturdays, and again, it's - it's a very - I mean, it's - you can tell. They've got a big crowd. I kind of wonder at times whether or not they're violating how many people can be permitted in that small structure, to be honest with you, because live music is there and the crowds are - are pretty - pretty large.

0:28:04

MR. GIFFIN: Well, you do understand, we're not against you assembling as a group here. Okay? We're not taking any - any of your rights or privileges away from you. What you've got to look at in this situation here is that we have guidelines on the books that we have to follow them and function or else we would have chaos, and that's not the way the downtown area of the City of Salinas wants to function. So you need to keep us in mind as citizens here in Salinas and how we would like to use the downtown area. We're not saying you can't do it and so on and so forth. We're just saying in the manner in which you made a purchase you knew that you had some problems here but you went ahead anyway and challenged it, and that's what you're doing now. You're

challenging what exists as far as the, uh, guidelines for the downtown area. And then I think you're overlooking the fact that in the downtown area it's mostly retail to attract other citizens throughout the community here in Salinas to come downtown for what they offer, which may not be offered in their neighborhoods. So you can see you've got a conflict here; whether you want to agree or disagree. So bear that in mind and we're not against you assembling or praying or doing any - anything concerning religion. So should the outcome be what you don't accept, keep that in mind.

MR. TORRES: Thank you for that. And yes, I - I - I believe the sense of, uh, decision-making that's necessary for the vision of a community and a city is necessary. But, at the same time, when certain zoning regulations are enacted I think usually the one that ends up on the losing side, most of the times, unfortunately, is religious assembly, and that's what I feel. Like whenever this was put in place - again, I'm a church already that's been downtown for X amount of years serving the community with great zeal and, uh, and fervor, and now all of a sudden I have to comply and say I'm gonna do church upstairs and - and on the bottom I'm gonna have to lease it out. Where am I gonna do children's ministries? I think Courtney mentioned that they're willing to ask a recommendation to amend so that I can do all my children's ministries downstairs, uh, rather

than office space and administration, I believe, because if we go that route with amending like you mentioned, then obviously a church needs to have room for their children's ministry, and now in saying that - and office space. So if that was to be in place and say okay we do that but we do church upstairs, it still feels like what's the sense; what's the use? It's almost to the point like why not grant it and say okay, since you've been downtown already and this was enacted, um, and I - and I get it, if we open it for one we open it up for everyone else and there's a fear like oh my god, we're gonna have twenty churches downtown. Not every church can actually afford to be downtown, by the way. And right now I have incurred an unnecessary burden, let's just say, because of this battle in having to carry a mortgage payment and also a rent payment where I'm at - which is totally my decision - but I'm saying that, uh, yes, I understand what you were saying, and yes, places of, uh, I would say, uh, maybe separation between what's allowed and not allowed, but I think, again, if we say yes, religious assembly, but it has to be done - who gives us the right to say it has to be done? That's what I'm struggling with. Because, again, if - if the upstairs was fitting for me, meaning if the ceiling was high enough for the acoustics of our music worship team, I would do it like that. But it's not high enough. So I'm gonna have to inconvenience our

congregation and say you guys helped me purchase this building, but I'm sorry, based on everything, we have to go upstairs and deal with this horrendous, uh, acoustic in this facility because of the height of the ceiling.

0:32:22

MR. GIFFIN: However, regardless of what you're saying, you knew from the get-go that these rules and regulations were there, and so what you're basically not coming out with is just saying, "Hey, it's my way or the highway." Okay. And we don't like that type of, uh, attitude to be shown to the citizens here in Salinas, and to the government bodies who put those, uh, guidelines in place; and they're there for a purpose, and you admit in your conversation that you knew these existed but yet you're challenging it.

MR. TORRES: Okay. Maybe certain things need to be challenged, with all due respect, Commissioner Griffin [*sic*].

MR. NOHR: If I may kind of re - get back on focus here and just make sure we say if there's any questions in terms of for the applicant and then we'll come back and convene and talk about the comments. Thank you. Are there any other questions for the applicant?

MR. MEEKS: One more, if I may. What are the days of the week and times of your assembly?

MR. TORRES: We assemble Sunday mornings at ten a.m., Tuesday night at seven p.m., and, uh, Friday night we have a prayer time at seven p.m. Sometimes on the off nights, uh, we might have, uh, worship practice, all in the evening, um, or we might have a meeting - a ministry meeting, all take place in the evening, so we don't adverse any parking at any given time, because by the time we do our thing pretty much all the businesses are already, you know, closed down.

MR. MEEKS: Thank you, sir.

MR. TORRES: You're welcome.

MR. NOHR: Okay. Seeing no other questions for the applicant from the Commission, um, thank you, Pastor.

MR. TORRES: You're welcome.

MR. NOHR: Uh, I'll open the floor to, uh, public comment on this item. Uh, when you come forward, uh, please state your name and then, uh, we'll limit public comment to three minutes.

MS. SULLIVAN: Good afternoon. (clears throat) Excuse me. My name is Trish Triumpho Sullivan. I'm the board president of the Steinbeck District which is 8501(c)(3) public benefit corporation representing the merchants, residents, and some property owners in downtown Salinas. Um, I also run a business in downtown and I live in downtown. The vast majority of our members asked that this use of 344

Main Street not be approved, uh, at least not for a ground floor church. We have twenty signatures of, uh, people in downtown that oppose this. Um, we feel it's not good for business. It's empty during the week and most of the weekend. It is an important pass-through for people parking in the back lot to get to Main Street and when Beverly's [*sic*] was in place many people used that. The 300-block merchants have noticed a very sharp decline in business since that has been closed. Um, at least in my opinion and my, uh, I have not seen there - that the, uh, attendees shop in downtown. Um, they take up a lot of parking, which means any businesses open on Sunday or during the evening will have - will suffer from the lack of parking. Um, and I can say that since Sunday services has stopped at the Fox Theater, um, business for me has increased twenty-five percent on Sundays, which is very significant increase. Um, there's also plenty of parking now on Sunday. Um, this church, I understand the original CUP that allowed them to practice on the down - on the ground floor, um, was on the condition that they had a book store, a retail store that would be open during the week. Um, in my thirty-five years of living in Salinas I have never seen a book store in that location. Um, so we ask that please this not be approved. Thank you.

0:37:26

MR. NOHR: Thank you.

MR. DAY: Kevin Day, Government Affairs Director, Salinas City Center Improvement Association. We oppose the change to the Zoning Code. Uh, first, uh, I think it's grievous that we're having to do this here. Uh, when we heard that the New Harvest Church was going to, uh, look at Beverly's [*sic*], I met with the Pastor - other people like Larry Bussard on our board met with the Pastor - and we said to them, great, we want to work with you. Be aware that there is a Zoning Code that requires some commercial activity on the ground floor of Main Street. And there's a very good reason for that is because the idea of attaining vibrancy for these three dense blocks in a special historic district that has been struggling with blight for decades, there needs to be a continuous sequence of commercial and retail activity there. Gaps discourage pedestrian use. It keeps people from moving to one place to another on the Main Street, and, uh, we need to, in this special location, have special zoning rules. Uh, there is no intent here to keep worship from occurring. It's a special neighborhood and, as you know, in most of the city, uh, there are places where you can establish churches. So we met with the pastor and we said how about a book store, coffee shop. We know some people who might even be interested in renting, and the church was firm about it. They did not want to have commercial, uh, storefront activity at their church. And I understand the

various, uh, practical considerations that they have; however, they went and bought the property and now they are trying to, uh, use the civil government to change - change the law so that they can do this sort of thing. Uh, I think it's a - a sad state. I'd like to see them, uh, work out some sort of arrangement so that they can have worship there, but there has to be some sort of commercial activity. Uh, and yes, uh, the specter of storefront churches - regrettably, you know districts, I'm sure, in California, when you go there there's a lot of storefront churches. There's not much activity there, and it usually is a sign of a - of a lot of struggle in the neighborhood, to be honest with you. Uh, you open up the split gate you could actually have the - the, uh, Bruhn building turn into a mega church. And once again, is there something wrong with that? Not necessarily. But what we're looking for is regular, daily, commercial activity, and with this church you - you've heard it; there will not be regular commercial daily activity there. So I encourage you to reject this. Ask the church to - to go back to the drawing board and think of some way to comply with the zoning code. Thank you.

0:40:12

MR. NOHR: Thank you.

MS. SUTTON: Commissioners, my name's Gina Sutton. I'm a downtown property owner. I, uh, wish you

would reject this. Can you not hear me?

(background)

MS. SUTTON: Okay. Um, my comments - actually the - the questions. If - if the former Beverly's [*sic*] becomes a church, it will be taken off the tax rolls. Is that not correct? And also, it will not be generating sales tax. Downtown never has enough money. Uh, downtown owners are paying a very large assessment because downtown doesn't have enough money; and while I have nothing against this particular church, I feel also that Pastor Torres knew the situation before he bought the building. Granted, for that much money, that it was a deal; it makes him a good business man. But, he should have done his homework. He should have done all this before he purchased the building. And I feel we have rules for a reason. I have to follow the rules. Lots of times I don't like it and I'm up here complaining. I never get my way, but at least I get to have my say. Right? But I am interested in taking off the tax rolls and not generating sales tax, the assessment he is not gonna be exempt from. Everyone, including the city, county, and churches, have to pay that assessment. I hope Pastor Torres knows that 'cause it's quite a substantial assessment. That's one of the things that's stuck in my craw. But, uh, I hope you will reject it on those reasons.

0:42:12

MS. AGUILAR: Good afternoon ---

MR. NOHR: Good afternoon.

MS. AGUILAR: --- Commission. I'm Deborah Aguilar. A lot of people on the committee know me as Debbie Aguilar. And I am here because I am a member, a congregant; I congregate with New Harvest Christian Fellowship with my Pastor Nacio and Sara Torres. We are - it's a strong congregation. I walked in October - the middle of October 2002 a broken mess. Any one - any of you knew me or any of the people that you know that knew me can vouch that it has - my faith has gotten me to the point where I'm at now. Not to boast on myself or any - but to give God everything. I was a broken, broken mess in search of an answer. When I walked in that day I surrendered my life. I knew what I was looking for. I've never had to hop around anywhere else. I was fed the truth. And a few weeks later my eighteen-year-old son, Stephen Aguilar, he was murdered in a drive-by shooting due to gang violence. Did I ever get mad and angry? I only questioned God why? Only God knows why. But this had a greater purpose. It had made me a strong - being with New Harvest Christian Fellowship under Pastor Nacio's leadership, absorbing like a sponge in my pain – because, boy, did I need a big sponge. I was in so much sorrow - has brought me those seeds that were planted from New Harvest Christian Fellowship. Our shepherd, Pastor Nacio, made me a strong

woman. And today, out of that pain, a time for grieving and healing was born. You may have heard of it. We're a group of mothers, and I've been a voice that you can't shut up. Today I'm here because I am not gonna challenge anything, and just to - to let you all know, we are undaunted by opposition. But a time for grieving and healing has been working alongside - he's - Pastor Nacio, our church, from the - from here to - all the way to Norwalk to San Jose, Sacramento, we support each other and we love people. I love people. I just hope that you guys would consider - consider letting us be - I come against opposition myself. We can't do this. You can't pray. You can't bring your mothers to here and there because you're praying. You know what? The Bible says that we are not to put a light under a table and hide it. We are to be the light of the city. In downtown, what problems could we have - could we bring? We - we bring - we get a lot of tourists that come. Oh ---

0:45:22

MR. NOHR: Sorry. Sorry. If you could, please, finish, but if you could ---

MS. AGUILAR: Okay. Thank you.

MR. NOHR: --- you have three minutes.

MS. AGUILAR: Just to let you know, we will still love our city no matter what your decision is, but the ultimate decision belongs to God. He is (timer sounds) the

power (timer sounds) and he is the strength, and if you want us to continue to help and get that negative title of the youth murder capital of the world, why not have a church right there? Do you know how much attraction we get because of our banners? We're not just a banner, we live the life. So please consider - I humbly ask you to consider your - your ans - your decision and just pray for me. Do it like we have. Thank you and God bless every single one of you and your families in Salinas, California. God bless you.

MR. NOHR: Okay. Thank - thank you for your comment.

(clapping)

MS. BALOCA: Good afternoon members of the Planning Commission and City members. My name is Ruby Baloca and I am a Salinas public elementary school teacher, and I'm also a member of the New Harvest Christian Fellowship. As a teacher of seventeen years and a member of New Harvest Christian Fellowship, I have dedicated my time and service to the community of Salinas and continue to do so. I have invested countless of hours because I believe that giving back to the community that saw me grow up is very important. As a member of the New Harvest we have been able to serve our community by serving at Dorothy's Kitchen, participating in countless community events, and - and school supply giveaways. I consider Oldtown to be the heart of Salinas,

and New Harvest has been a part of that heart for twenty-plus years, holding services on the main floor. At New Harvest we have a vision. We want to expand. We want to grow. We want to be able to do more for our members and the people of our community. I heard a comment earlier "mega church," that's in my vision; that's in our pastor's vision. However, we have a greater purpose. Maybe we will be using the Beverly Fabrics building two years, three years, maybe four, and we will move on. But let me guarantee you, we will not stay at a hundred and fifty members. We will grow because we have that vision. However, we feel that we have not been able to advance with our vision because of limited space at our current event - I mean our current location. Excuse me. We currently do not have the space to hold classes for all of our age groups. Our nursery only holds eight toddlers and infants, and our children's ministry is taking place at the dance studio. We are ready for new beginnings and we are excited for the limited - limitless accommodations that our new building can provide for us. That is why (timer sounds) we are asking for you to consider granting us the permit to hold services on the main floor at 344 Main Street. Thank you so much for your time and consideration. God bless you. Ruby Baloca. Thank you.

0:49:36

MR. NOHR: Thank you.

(clapping)

MS. MIGOTTI: Good afternoon. I am Carolyn Migotti. I'm the sole owner of Carolyn's Creative Collection at 342 Main Street, which is right next door to the - to the building in question. I have been in business in Oldtown for the past twenty-one years and, honestly, I've not seen any loss of business since Beverly Fabrics has closed and New Harvest has purchased the building. New Harvest church is a plus for Oldtown, I feel. The only problem is that Salinas is tying up two commercial buildings. The other one would be easily taken over by a big company - okay - the one that you're - that we are in now. I totally feel that New Harvest needs the full use of the building in order to grow and expand to turn Oldtown Salinas into a better, more peaceful location to shop. With God all things are possible.

MR. NOHR: Thank you.

(clapping)

MS. HITCHCOCK: Good afternoon. My name is Cheri Hitchcock. My family owns the property at 356 Main Street, which is three doors down from the applicant's property, going towards South Main Street. We are against the proposed amendment and we are asking the Planning Commission to deny the request for the amendment to the current zoning ordinance. The current zoning ordinance was drafted, discussed, voted on, and adopted to protect, to include, to

govern all properties in the zoning district for the common good and benefit of all properties and businesses. To change and amend this ordinance for the wants of one property owner will hurt all surrounding properties and businesses that this zoning ordinance is meant to embrace. This amendment will create a commercial dead zone in the middle of the 300 block of Main Street during normal business hours. Our property is on the outer section of the 300 block of Main Street and to create a commercial dead zone between our property and other properties located between the applicant's address, towards Alisal Street and beyond, could impact the flow of shoppers and other foot traffic to our area along Main Street. Storefronts with commercial - with regular commercial activity is what we want and need to attract individuals to our area. The City of Salinas Downtown Vibrancy Plan is designed to create a vibrant downtown district from the 100 block of Main Street all the way down to the end of the 300 block of Main Street. This is an exciting time, investment from the City of Salinas, and investment by all the property owners with the creation of the Downtown Community Benefit District. A vote to amend the original ordinance will be a step backwards to all the work and investment being done to create a vibrant and successful downtown district. Please note - please vote no on this amendment. Thank you.

0:53:30

MR. NOHR: Thank you.

MR. DURSA: Good afternoon. My name's Dominic Dursa. Uh, please understand that I'm not speaking lightly when I use that word "faith," but I did not think I would come here to say this was something we should do, but what I have to measure is whom do I have faith in. See, we have two business associations, one of whom you'll notice changed the name of downtown to something you'll notice nobody even says, uh, who has advocated for a vibrant downtown, which I do want. But see, I don't have the faith that that downtown is gonna include me, because those five hundred units that will be built, hopefully one day, are gonna be market rate, and there was no room for discussion about making maybe a tiny bit affordable so people like me could live in them. And while as much as I like Trish, I worry because I do not think that the official downtown association - whatever they're called with the six words - really want those small businesses here. They're looking for togos; they're looking for chains. They're not looking for that character, that flavor that truly is Salinas. And I would mention, too, when we talk about taking away that tax base, we give breaks to larger centers around the city. If I'm not mistaken, the Lowe's, and some will argue yes, it brings in tax revenue, and I'll also mention that it also pays people so they can't even afford to, again, live here. So what it comes down to

is whom do I have faith in? Do I have faith in a downtown association that wants to improve Salinas for people whom I think will never include me that were born and raised in this town? Do I want to have my faith in a friend who I think is fighting a losing battle no matter how passionate she is about this area? And I know she loves this place. But I see small businesses closing again and again and again, and some I see never open. That spot next to the (inaudible), has it ever had a business, much less afford even? And so I simply say this (timer sounds) who are we gonna have faith - three minutes I believe was the time limit ---

0:55:48

(inaudible)

MR. DURSA: Gave me a little answer today. I like that. Who do I have faith in to truly improve the downtown area? Well, these people are local. That - that is simply what - what I am looking at. Who is gonna be a local force here to do something better? One group, I think, is not gonna be to the benefit of the locals who are already here. They'll bring in new people. We have a nice train station where perhaps people can now move down here. But I'm looking at who is this gonna help who lives here now? Take it for what you will. Thank you.

MR. NOHR: Thank you.

(clapping)

MR. LIPE: Good afternoon. Bill Lipe for Monterey County. I don't envy your position here. Uh, you know, I don't think anybody - or at least I hope they don't believe that once a law is passed or an ordinance is passed that it's set in stone; it's never, ever supposed to be changed. I mean, I think the founding of this country was based on breaking the rules. Uh, abolition of slavery was based on breaking the rules, uh, and changing the laws and changing the perceptions; and I think the challenge here is you - you have a First Amendment right, the right to assemble, the right of freedom of religion; the pastor mentioned it earlier. And I'm sure in the deliberations and the ordinance was - was discussed, but you have somebody that's been downtown since '95. They're looking to swap over and take a new opportunity for themselves and I just think - I - I think you need to consider the First Amendment rights here and the challenges the City may have in defending this. Um, and I know the pastor. You know, he knew - he knew what he was getting into. Uh, he's been straightforward in coming to you, the Planning Commission, uh, asking for a change. Um, I'm sure if it's denied he'll go to the City Council and ask to appeal it; at least that's what I would do. Um, and then from there who knows what - what - what-what could - what could happen. I just - it was mentioned by the previous commenter that, uh, you know, when the deliberations were

happening about the downtown redevelopment and the housing and the units, and there was talk at that time about, you know, wanting to make those housing units somewhat available to the broad spectrum of people and not just the high-end market rate folks. Um, I just think this ordinance has problems. But no matter how much it was deliberated and considered, and it does seem like certain folks are trying to say look, these are the rules here. You abide by them or, you know, my way or the highway, I think was a comment that was made earlier. I think that's what the downtown folks are trying to say here. So I don't have a recom - I don't have a - a - a recommendation either way. I think you just need to consider this, uh, with full view and a full spectrum of - of - of-of First Amendment rights (timer sounds) one of the - one of the rights that's, uh, near and dear to a lot of folks here in America. Thank you.

0:58:55

MR. NOHR: Thank you.

(clapping)

MR. LUNDIN: Hi. I'm the - I'm Steve Lundin, the pastor at First United Methodist Church on Lincoln Avenue. We worship on the ground floor there. Uh, uh, but we are, uh, also well aware of the, uh, of the feeling of being attacked by, uh, uh, the Salinas City Center Improvement Association for the work that we do, the

religious work we do, taking care of the poor and the hungry and the vulnerable in our community. So I, uh, stand up to support my brother, uh, pastor here, not because I necessarily agree with the tactic of, uh, purchasing property before knowing all the rules, but because I think it's a silly rule. I - I don't get it, uh, uh, practicing your faith on the ground floor, you know, and - and I don't get the - the notion of, uh, all rules preventing chaos. Some rules are just foolish rules. I don't know where it came about. I just came from a meeting at our local hospital called, uh, it was on Blue Zones, and it was on, uh, it's about places around the world where people live long and healthy lives, and - and a key ingredient to that is, uh, vital faith communities. I think that, uh, vital - vital faith communities are a key to long, healthy lives, healthy communities, and, uh, also probably bringing business into the area. I know that our - my congregation eats in the downtown area often after - after worship on Sunday, brings, uh, business to the downtown area, so I would just, uh, encourage you to reconsider this. Thank you.

1:01:04

(clapping)

MS. GARCIA: Hi. My name, uh, is Selena Garcia. I'm a teacher. I've been teaching with the Monterey County Office of Education for nine years. I teach special

ed. Um, I've invited numerous, um, people from work, co-workers that are from Salinas that have attended church there with me at New Harvest, and I've been at New Harvest for about eight years. Um, over five years ago my husband passed away and I was left with five children, um, raising them. The outpour from the church was just tremendous. Um, there were people there from the church that made promises to be there, have lived by those promises, and have helped my children grow. As a mother and going through a situation like that, at that time the fears for my children and growing up here in Salinas you - you can't imagine life here. And seeing them now because they went through classes at church, um, they're all doing well. I have one graduating. She's leaving to Fresno State Friday. Um, she's been throughout high school in leadership. Um, you know, she's taken on leadership roles here within the community. Um, they've also - because of what they've seen in the church of helping others when, you know, they helped us when we were in need, my children, they respond when they've had friends from school that have passed away - their parents have passed away. My friend - my daughters will go take food over to the home just because that's something they've learned. Um, there was a comment made that members don't shop downtown. I have two high school girls and they are shopping. I shop at Bliss Boutique. I shop numerous stores there. I would shop

- spent lots of money downtown, um, after church. I go eat downtown. I'm thankful that I'm able to take my children out to eat, but I also take my mother, my - my stepfather comes with me to eat. We - whenever we have family come up, we bring them and we go out to eat after - there downtown, especially when it's nice. It's nice to walk from church and then go eat somewhere downtown. Um, my children, they go to the coffee shops down there, so we do use that area a lot. And I know for a fact that I've broughten [*sic*] people that come to the church through me that they begin using, um, shopping and going to some of the restaurants that are downtown that didn't even have an idea that those were there, so we do use - we do shop there and spend money there, also. Um, and I don't have facts or I don't have statistics, but all I can say is that the church there - and I'm speaking for my children, um, that are a part of this community. I have kids in elementary schools here in Salinas. I had them go through junior highs. I have ones in high school. You know (timer sounds) they've brought - made productive, uh, members of this community, and I know if - by allowing us to be there we'll help produce more productive youth and (inaudible) that will be able to contribute to our community. So I really ask that you would really consider allowing us to have our church there and to be on the bottom floor. Thank you.

1:04:20

MR. NOHR: Thank you.

(clapping)

MR. LUCIDO: Good afternoon, Commission. Uh, I'm Frank Lucido with Green's Camera that's next door to the proposed project. Uh, my concern is, uh, that I planned, you know, well in advance, uh, my future of my company, and I didn't get assistance from the - the City Council and the Commission to plan my business to where I'll be located or where not I'll be located. Uh, the church does an excellent job, but my concern is I'm gonna have a void next door to me where Beverly Fabrics was a traffic builder; I'm gonna have a void for six days out of the week that I'm open. Uh, I'm not really concerned about the traffic, uh, for parking 'cause they're parking after hours. But during the week I'm gonna, basically, have a vacancy. I'm also gonna have - I have been dealing with a vacancy of the Dick Bruhn building for many years. So the two largest, uh, uh, land use for, uh, retail are not being - are not currently being used. So putting a church there at the present time would really hurt my business. Thank you.

MR. NOHR: Thank you.

(clapping)

MS. MEYERS: Good afternoon. My name is Judy Meyers. I'm CEO of Coast-Tel Federal Credit Union at 356

Main Street, which is two doors down from the proposed property. Um, while I'm a very religious person myself and I know all that God does for us, um, and a lot of the people that are speaking are talking about that, and that's fine and good. My concern is they knew about the restrictions before they bought the building. They bought it anyway. Um, I think it will hurt downtown. I agree with this gentleman from Green's that it's going to be a blank space, and when people are downtown they're gonna be where they can go in and look, go in and look, and then they're gonna get to that point and they're gonna stop because there's that - that stretch, and it's just a - maybe it's a mental thing, but they will stop. So maybe the 100 block will not hurt. I know they won't because they're very vibrant down there. The 200 block maybe not so much. The 300 block will definitely suffer. Um, the - the void during the week I think is the biggest thing, just that big building sitting with nothing going on. And I disagree with the lady that said that it hasn't hurt her business. We aren't that kind of business, but I see what goes on downtown. I hear my members talk about what goes on downtown, and when Beverly's [*sic*] left, that - that hit us all in the gut. It really did. Um, it took people away from coming downtown. Um, it - it was a big hit to downtown, I believe, and putting a church there with the hours that they have and the use of the building that

they plan I think is going to hurt downtown, and that's not what the (City Downtown) Vibrancy Plan is supposed to do. So I would encourage a "no" vote on this as well. Thank you very much.

1:07:04

MR. NOHR: Thank you.

MR. LABA: Hello. Good afternoon, Council, Commission. My name's, uh, Paul Laba. I have a business that's called Paul's Trees, Inc. I've been doing business in Salinas all my life; I'd say thirty-plus years. I can't tell you the importance of what a church, when it comes to mind, growing up in Salinas and going through the rough times that Salinas offers. Many of you are not my age, but you'll understand as I go along. Stay with me, please. Uh, it's very important for me, myself, and my family to be able to find a - a place where you can go and find family, leadership, example-ship, mentorship for your kids and for yourself. That's important to me, to my family, and to all my loved ones. New Harvest Christian Fellowship has - has done that, and some. Again, I've lived in Salinas all my life. Nothing's been offered to me. Maybe I made the wrong choices, but this congregation has offered that to me. And saying that doing business I started on my own, I'm still doing business today. Many of you have probably heard my name. I don't think I've worked for any of you guys yet, but

soon I will. Right? That's - that's - that's the faith I have in the Lord. And believe me, uh, there's a discount 'cause I'm talking to you. (laughter) We'll take that off the record. (laughter) But, in all kidding, I can't tell you what it's done to me to provide for the business here in Salinas to be able to mentor young businessmen, to be able to understand just the vision of what people can get if they find the Lord in their lives like I had to find the Lord in my life to be able to stand - how to walk right around this town. You know, it's not easy walking around this town. There's not so much activities for the kids, but if we're able to pass this (timer sounds) we're able to pass this amendment it's gonna bring better for the future mentorship and leadership and example-ship in our kids; and yeah, I know we want a downtown, but I know the good Lord's gonna open that door. Okay? He's gonna put it in your hearts, and there's gonna be a change, and that change you're gonna say thank you that you made that change. Why? Because your grandkids may go there one day; your kids might go there one day. They might need somebody to come to like I did a long time ago and I got saved; and I can tell you, standing here today, and there's no mistake about it, it's good. Thank you so much.

1:10:27

MR. NOHR: Thank you.

(clapping)

MR. LABA: You got a question, man?

MR. NOHR: Oh, no. I just ---

MR. LABA: Oh. I thought you wanted me to vote.

(laughter)

MR. NOHR: Yeah. Thank you.

MR. REIT: My name is Jeffrey Reit (ph). Uh, first I want to thank each one of you, uh, for your time, uh, for, uh, the seemingly awkward positions that you are put in and - and the decisions you have to make. I sit on a couple of county commissions and I understand this. I'm a, um, professional in the downtown area. I own property in the downtown area. I have a unique observation. Um, about, uh, three houses from my office is a church in the downtown area and I have never in the thirty-two years I've been there have a - had a single occurrence of when I would be - feel uncomfortable. I'm just mad at them. I've never had that feeling. They've always been model, uh, neighbors. Second thing I want to say is that if parking is an issue I will gladly give my off-street parking during the non-business hours to this church. I'm not a congregant of this church; not at all. Okay? And the last thing is, if the City decides that they don't want to permit this, I do believe that the, um, outfits like the Alliance Defense Fund will

take their case for nothing, having specialized counsel that has won cases like this before. Even if the City wins, it will be a pirate victory at best that will cost eighty to two hundred and fifty thousand dollars to win. Are you ready to be a good steward to the City's money like that? I hope not. Thank you.

1:12:47

(clapping)

MR. ORTIZ: Good afternoon. My name is Luis Ortiz. I'm also a member of New Harvest; a proud member. And I'm also born and raised in Salinas, California; a proud citizen of Salinas. And as I'm sitting here and I'm looking at that wall (points to wall behind Commissioners) and I see Salinas, rich in land and rich in values. I'd like to let you all know that New Harvest enriches our values so as you make your votes, uh, keep in mind where our - our values.

(clapping)

MR. NUNEZ: Good evening members of the Council. Uh, my name's Francisco Nunez. I am a business owner in the City of San José. Um, we had a situation where a church came in and, um, took residence next to my business, and one of the things you need to consider is that the church acts as a preventative measure for crime, for deterrent, and it's a positive role model for the community, and I think that's - that's what the City of Salinas needs, is a positive

role model in this community and I think that New Harvest Church acts as that. You can see lives changed. People come up. Myself, I was an at-risk youth, um, and through giving my life to Christ I'm able to - to change. I'm able to - to now have a business, and I'm able to be successful because of the life changing effect that happened in my life, and I'm able to stand here before you and say, hey, you know what? Lives in - in - in the City of Salinas can be changed and impacted by leaving this church and letting it - letting it do what it's gotta do to reach the community members. There's a lot of at-risk youth in this city, and what's - what you're seeing is you're seeing dollars over lives and people. There's a lot of youth. There's crime. There's - there's gun - there's murders. There's - and I believe this was the largest, uh, murder rate in the state of California was in the City of Salinas in 2018, so I - Salinas, the pastor here works with these youth. A lot of people don't go work with these youth. There's youth that are - that need to get touched, need to get reached, and this church does that, and they act as a preventative measure for this community. They're doing a great job reaching people, touching lives. People are being changed and transformed, becoming productive citizens of the community and that's what's gonna take place. You're gonna see people, lives changed through this church, and I just want you to consider that when you make that

decision here this afternoon that this church is making a positive impact in the community and it's gonna make - continue to make a positive impact in the downtown area. Thank you.

1:15:12

(clapping)

MR. NOHR: Thank you. Okay. Seeing no other public comment I'll close public comment and return it back to, uh, the Commission for discussion. Commissioner Lutes.

MS. LUTES: Thank you so much. Um, first of all, let me say this. I - I really appreciated the stories. Um, obviously, um, New Harvest Christian Fellowship is doing a wonderful job in this community and certainly we need your help and God's help in everything we do. Um, I - I - I will say that I really took umbrage at some of the comments that were threatening to file lawsuits. This is not community. We don't talk about community this way. This Commission is not making a law respecting the establishment of religion, the First Amendment. We are not denying people the right to peacefully assemble, also the first religion [*sic*]. Uh, excuse me, First Amendment. Um, vital faith communities, as the pastor from the (First) United Methodist Church pointed out, are essential in a community. There's no question about that. Um, actually I'm a member of your church, unless I've been purged from the roles by now. (laughter) But when we

talk about rules and overlays and zoning amendments, they're there for a reason. You know, I live in a neighborhood. I really don't like it if my neighbor comes and parks his cars, all fifteen of them, on - well, he doesn't, but if he did - all fifteen cars on the lawn. There are - there's a reason that we have rules. We have rules so we can live together, so that we can get along, and in a downtown it's a little trickier. I was a member of the City Council when we made that zoning overlay. We did it for a reason. Um, we did the zoning overlay because we needed to rebuild and revitalize downtown, and New Harvest Church, if you helped us with that, great, with God's help, too, great. But the fact is that we put in that (City Downtown) Vibrancy Plan because we wanted to create economic opportunity. We wanted to create an attractive and walkable downtown. We wanted to create diverse retail businesses. We wanted to create employment downtown - in our downtown area. Our goal, quite frankly, was to create a wall of shops, not commercial dead zones, and I appreciated the - the person that brought up the commercial dead zones, because when we have a church downtown it does create vacant areas, and I know, I've been down to the 300 block at various times and it feels empty. As I moved down in the 200 block, the 100 block, a lot more is going on. Um, so the bottom line, I think, is that there was a Zoning Code established and it was established for a reason. We want

that core to be vibrant, to be active, and we want to have that wall of shops so that we can create all these great economic opportunities, um, these walkable opportunities, the diverse retail, the employment opportunities; that's what we're trying to do. So when - in 2002 when we did establish the zoning code, we felt that churches and - and there is a lot of research that certainly supports this in urban redevelopment, that churches do create that kind of no-man's land, and I think that there's probably other places that a church would work better. Certainly, the Methodist church is in that downtown neighborhood, but it's not in that downtown core. So I certainly am going to support the staff's recommendation and hope that maybe the staff can even work with the church to see if we can find a more appropriate location. Thank you.

1:19:09

MR. NOHR: Thank you, Jyl. Any other comments from Commissioners?

MR. MEEKS: I just want to be clear of the fact that we're not voting on to changing the ordinance itself; we're voting on the resolution that says deny it.

MR. NOHR: We're - we're making a recommendation ---

MR. MEEKS: Yes.

MR. NOHR: --- for - for two items.

MR. MEEKS: That says deny it. But we're voting on the - we're voting on the resolution, not the ordinance itself. So a "yes" vote means we're against changing it; a "no" vote means we're for - or we're - we're taking really no stance on it one way or the other.

MR. NOHR: It - it depends on the motion that comes forward from - from the Commission.

MR. MEEKS: Yeah, if there's any changes to it. I'm talking about the way it's worded now.

MR. NOHR: Oh, okay.

MR. MEEKS: Thank you.

MR. NOHR: Any comments or discussion from Commissioners to my left?

(no comments noted)

MR. NOHR: Okay. Well, Jyl, I've - I've got to tell you. I - I wish I had a tape recorder, I could play it back. I mean, you - I echo your - your sentiments, uh, completely. I - I definitely, you know, think - it's nothing against any religious activity. I think even the Zoning Code is trying to accommodate your activity by allowing it as a mixed use on the second floor. But this - all the goals and policies that are in place right now from the economic development element, the Salinas General Plan, and then the zoning code and the (City Downtown) Vibrancy Plan all are - really have been focusing for multiple - for, I mean, a

number of years now to create this downtown vibrant, uh, streetscape. And, I mean, you look at - no further than City of Monterey who tried to put a - and - and did have a church in downtown, right on the corner of Franklin and Alvarado and, frankly, it's - it's - it is a dead zone. I mean, that is a perfect example of what we're trying to avoid. I mean, that's a - it's a dead corner except on Sunday mornings. And I - I - I think we would be - you know, I think it would be a shame for us to repeat that, you know, mistake that the City is currently going through there. Uh, so again, I - I would support the staff's recommendation moving forward on this item.

1:21:22

MS. LUTES: Would you like me to make that a motion?

MR. NOHR: Move.

MS. LUTES: So move. Move the staff recommendation.

MR. GRIFFIN: I'll second that.

MR. NOHR: Okay. So we have a motion by Commissioner Lutes, and - and a second. Uh, can we have a roll call vote, please?

MS. CHACON: Commissioner Anzo?

MR. ANZO: And I want to be - just - just by saying "yes" means I'm in support of your motion?

MR. GROSSMAN: Yes.

MR. ANZO: Okay. Yes.

MS. CHACON: Commissioner Giffin?

MR. GIFFIN: Yes.

MS. CHACON: Commissioner Griffin?

MR. GRIFFIN: Aye.

MS. CHACON: Commissioner Lutes?

MS. LUTES: Aye.

MS. CHACON: Commissioner Meeks?

MR. MEEKS: Based upon the wording of the proposed, uh, resolution in that it would be detrimental to public health, safety or welfare, etcetera, etcetera, I vote no.

MS. CHACON: And Chairperson Nohr?

MR. NOHR: Yes.

MS. CHACON: Motion passed with a five to one vote.

MR. NOHR: Okay. Thank you. So Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004, the Planning Commission’s action on this item is a recommendation to the City Council in, um, support of the - excuse me - in opposition of the request to amend Zoning Code regarding religious assemblies on the ground floor within the Downtown Core (Area) and establish and operate religious assembly use within an existing building located at 344 Main Street.

Staff will schedule this matter for the City Council's consideration at which time a final decision will be made. Thank you again for your - your time and everyone's, uh, availability to come out to - to speak on this matter. (pause) We'll give a moment and then we'll move to, uh, other business as everyone leaves.

1:23:22

(pause)

(background)

MR. NOHR: Okay. If we can, um ---

MR. GRIFFIN: (inaudible)

MR. NOHR: Oh, sorry. I was hoping to get - sorry.

MR. GRIFFIN: Back-up

MR. NOHR: Yeah. If we can, we'll, uh, quickly move through our other items. Uh, Courtney, if - if we can, uh, move to other business?

(background)

(pause)

MR. GROSSMAN: In terms of other business, I don't have any on record except for Commissioner Lutes did have a question and - and I believe some follow-up is in order about new housing construction in Salinas.

(background)

(pause)

1:25:33

MS. HUNTER: So is that something that we need to, uh, come back with at the next meeting, or answer questions?

MR. GROSSMAN: It's - it's more or less - I - I think an update would be necessary. There's a lot of moving parts in the future growth rate right now. Um, my understanding is that the specific plan, um, for the, um, Central Arizona - I'm sorry. I used to do a report on the Central Arizona Project - the Central Area Business Plan has - has come in with a new, um, submittal to the - to the requirements for a specific plan and that is currently in - in review. The, um, the west area has also gone through some - some recent changes, and - and maybe, uh, an overall update of that. Is that what - what, um, Commissioner Lutes was looking for?

MS. LUTES: Yeah. I - I think what I was also asking, Megan, is that, um, there's so much building going on, and it's really nice to hear that things are in the pipeline. But, I'll - I'll - you'll - you'll look at Fort Ord and you look at, um, Mariney, and you look at Hollister, and you look - you know, the list goes on and on, um, those houses are actually being built, and I don't think it's us - I mean, it's - I don't think it's our requirements. But what I'm frustrated about is some of the big builders are not

coming in that wouldn't balk at some of our entitlements, you know, libraries, open space, police, fire, etcetera, etcetera, and I'm wondering why that's not happening here. You - you see what I'm saying?

MS. HUNTER: Yeah. And should we agendize? That would be ---

MR. GROSSMAN: Sure.

MS. HUNTER: --- better than - I just want to make sure we're not doing anything against the Brown Act. But yeah ---

MS. LUTES: Okay.

MS. HUNTER: --- I'd be happy to come back at our next meeting and give kind of an overview and ---

MS. LUTES: Right.

MS. HUNTER: --- I'd discuss what we're doing in housing and ---

MS. LUTES: Because, you know, I need convinced that we're not doing anything wrong, 'cause we're asking for entitlements that smaller companies are gonna probably be struggling with. But I'm seeing everybody else getting housing and we are in a crisis. So an update on everything.

1:27:33

MS. HUNTER: Yeah. Sure. And I will say that, um, Monte Bella is actually, um, is moving forward and it's

entitled, so it kind of - I do think that there is ---

MS. LUTES: Right. Right.

MS. HUNTER: --- pick up in the market.

MS. LUTES: Okay. Thank you. Thanks, Courtney.

MR. GROSSMAN: And Coffman (inaudible) is one of the developers in, uh, the Phase 5B at Monte Bella, so there is a - a large developer involved.

MS. HUNTER: And - and then, Courtney, I wasn't sure. I know you wanted to say something about Jordynne, but I - I wasn't sure where you were antici ---

(background)

MR. GROSSMAN: What - what's that?

MS. HUNTER: So maybe you want to ---

MR. GROSSMAN: Yeah. Unfortunately, uh, Jordynne has, uh, announced that she's moving on to greener pastures and will be leaving us, uh, I think another week or two at the - the extension, um, seems to be another week or two anyway. Um, you might have seen a new face. Um, um, her name is Melissa Ranger and she is going to be transitioning to, uh, fill the shoes of, uh, Ms. Chacon.

MR. MEEKS: Isn't this an item that has to be approved by the Commission?

(background)

MR. GROSSMAN: All - all in favor? No.

(background)

MR. ANZO: I'm voting "yes." She's going to our district.

(laughter)

(background)

MR. GROSSMAN: Jordynne has been with the City for ten-plus years. Right?

MS. CHACON: Today.

MR. NOHR: Today.

MR. GROSSMAN: Today is her tenth anniversary, exactly today. She's been, uh ---

MR. MEEKS: But you haven't been with us for ten-plus years.

MS. CHACON: Two.

MR. MEEKS: Yes. I know.

MR. GROSSMAN: Two years of Planning, and I think the other eight years with, uh, Code Enforcement, if I'm not mistaken?

MS. CHACON: Um, yeah.

MR. GROSSMAN: So lots of activity at the premises over the last ten years and Jordynne's been at the thick of it.

MR. NOHR: Well, congratulations. We'll miss you.

(background)

MR. NOHR: Thank you.

MS. HUNTER: Jordynne, I didn't know if you wanted to say a few words?

1:29:39

MS. CHACON: Oh, yeah. Sure. Hopefully, I don't turn red. Um, thank you guys. I've learned a lot. It was a pleasure working with all of you. George Anzo, I'll be seeing you soon. Um, I will be a school behavior technician for the Alisal Elementary District, so that's what I'll be doing. I'll miss you all.

MS. HUNTER: And, um, I just wanted to say, you know, uh, my thanks. Um, I've known Jordynne, uh, since I started and I can't tell you - I think Courtney, um, saying that she's in the thick of things is - is an understatement. I think Jordynne has been an integral part of the Community Development Department, um, a big part of Code Enforcement, um, getting Code Enforcement on track, um, largely, um, you know, I think Jordynne has a lot to do with it. Um, when I first started, uh, we - it took about two months to respond to complaints, and we're pretty regularly, uh, at least doing first investigations within seventy-two hours, and Jordynne was a huge part of, um, implementing our action plan to do that and to cleaning up our records; and with Planning, too, there - there was a lull in, um, Planning administrative support and she has done so much to, uh, input things into

track that we didn't have and it's resulted in much better, um, services at the counter where people are informed with, um, what's going on with their properties, and so she's really played a huge role and I can't thank her enough for her contributions.

MS. CHACON: Well, thank you, Megan.

MS. LUTES: I - I'd like to just say that I think, Jordynne, that our loss is certainly Alisal's gain (laughter) and I think it's - it's really sad to see you go - --

MS. CHACON: Yeah.

MS. LUTES: --- but how exciting that you're starting a new phase in your life, so thank you again.

MS. CHACON: Yes. Thank you. You, too, Jyl.

MR. NOHR: Thank you. Okay. Uh, I think that, uh, does - concludes other business and what about follow-up reports, Courtney? I see that we have a handout here that the Sherwood Lake Mobile Home Park, uh, decided to appeal, um, our last, uh, Commission's approval to allow the, uh, lot split.

1:31:50

MR. GROSSMAN: Yeah. We were just working on that report earlier. Um, I think we have received, uh, a couple of letters. There's some folks that signed on to those, uh, protests or, uh, appeal letters, and we're

packaging up that information now for release to the Council on Friday, I think it's coming up to, uh, next Tuesday's Council meeting.

MR. NOHR: Great.

MR. GROSSMAN: That is - that is true.

MR. MEEKS: Where are we on the changing the word to say "residents" not just "property owners?"

MR. GROSSMAN: That is going to require a shift in our zoning regulations.

MR. MEEKS: Uh-huh.

MR. GROSSMAN: Um, that is something, uh, we haven't, uh, uh, completely figured out how we're going to implement first. Uh, that is the - I think a suggestion of the Planning Commission and we'll need to take a look at that and see how that - what that looks like and how that fits into the current zoning law. It would be a change to the ordinance.

MR. NOHR: Okay. Any other, um, follow-up reports, Courtney?

MR. GROSSMAN: Um, no. Not at - none at this time. We'll - we'll come back with that housing report and I think that will be a - I think a fairly good look at what's going on.

MR. NOHR: Um, and then on future agenda items?

MR. GROSSMAN: Right now, um, I am blanked out in terms of new, uh, Planning Commission items. This was the - the last one on my list. However, there are always notice of intent to improves in the mail and any application, um, could be, uh, protested and - and come forward to the Planning Commission. Most of our work - the majority of our work is actually at the administrative level; only certain things rise up to the Commission.

MS. HUNTER: Yeah. And I was just going to mention, um, the - we - we hopefully will, um, circulate the, um, future growth west area specific plan, um, the EIR, the draft ERI, um, maybe, uh, begin its circulation period in - in September, so it's possible that ones kind of similar to the Salinas Travel Center. I think we would do some, uh, study sessions, 'cause that's a big, um, obviously, a project that you may need a little questions asked once we do, um, transmit it, so that will be up and coming. And, um, there was, um, a request to expand, the adapter of use to the neighborhood downtown and so we're looking at that.

1:34:27

MR. GROSSMAN: Yeah. And bear in mind, on the specific plans, the rules and regulations applying to how development is looked at is very different from what's in the Zoning Code now. We'll be seeing some - some drastically, uh, different approaches to development review in order to

achieve the, uh, desired outcome set forth in the plans.

MR. NOHR: Okay. Um, so with that, Courtney, do you anticipate us having a meeting on the fifth of September or just kind of to be determined? We'll - we'll wait for ---

MR. GROSSMAN: Let's leave it open now ---

MR. NOHR: Okay.

MR. GROSSMAN: --- in case, uh, anything were to, uh, arise. Um, if nothing comes up, we will cancel that meeting.

MR. NOHR: Okay. All right. I think with that we're ready to adjourn. Thank you everyone.

(Planning Commission meeting is adjourned)

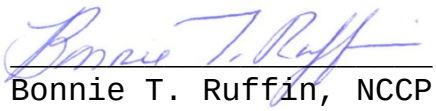
1:35:20

[END OF TRANSCRIPT]

C E R T I F I C A T E

I, Bonnie T. Ruffin, do hereby certify that the foregoing 67 pages, inclusive, are a true and accurate transcription of the recording submitted to Ruffin Consulting, Inc. from the City of Salinas, CA.

I further certify that I am neither counsel for, related to, nor employed by any of the parties to the action in which this proceeding was heard; and further, that I am not a relative or employee of any attorney or counsel employed by the parties thereto, and am not financially or otherwise interested in the outcome of the action.



Bonnie T. Ruffin, NCCP, CLVS
Ruffin Consulting, Inc.

SALINAS PLANNING COMMISSION
RESOLUTION NO. 2018-11

Resolution Recommending denial of a Zoning Code Amendment to amend Zoning Code Section 37-40.310(a)(2) to allow Religious Assembly uses on the ground floor of buildings facing Main Street within the Downtown Core Area of the Central City Overlay District; and a Conditional Use Permit to establish and operate a Religious Assembly within an existing two-story building consisting of retail and religious services on the first floor and classroom and offices on the second floor located at 344 Main Street in the Mixed Use – Central City Overlay – Downtown Core Area (MX-CC-DC)
(ZCA 2018-001 and CUP 2018-004)

WHEREAS, on August 15, 2018, the Salinas Planning Commission, at the request of the Applicant, Ignacio Torres, New Harvest Fellowship of Salinas, held a duly noticed public hearing to consider the following applications:

1. Zoning Code Amendment 2018-001; Request to amend Zoning Code Section 37-40.310(a)(2) to allow Religious Assembly uses on the ground floor of buildings facing Main Street within the Downtown Core Area of the Central City Overlay; and

2. Conditional Use Permit 2018-004; Request to establish and operate a Religious Assembly within an existing 11,343 s.f. two story building consisting of the following: First Floor: seating for 299 persons, 176 s.f. (11'x16') bookstore, three offices, and restrooms; Second Floor: Three classrooms, six offices, storage space, and a kitchen area. An existing mezzanine is shown above the first floor and labeled "not for public use", located at 344 Main Street (Assessor's Parcel Number 002-341-006-000); and

WHEREAS, the Planning Commission weighed the evidence presented at said public hearing, including the Staff Report which is on file at the Community Development Department together with the record of environmental review; and

NOW, THEREFORE, BE IT RESOLVED that the Salinas Planning Commission denies Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004 because it could not establish the findings required by Zoning Code Section 37-60.1120 (for a Zoning Code Amendment) and Zoning Code Section 37-60.520 (for a Conditional Use Permit) and herein adopts the following as the basis for its determination of denial:

<u>For Zoning Code Amendment 2018-001:</u>

1. The amendment is not consistent with the Salinas General Plan and other plans and policies adopted by the Salinas City Council.

The following policy documents including, but not limited to, the Economic

Development Element of the Salinas General Plan, City of Salinas Downtown Vibrancy Plan, and Zoning Code support the retention of Zoning Code Section 37-40.310(a)(2).

2. ***The amendment will have the effect of reversing the policies of the Salinas General Plan, any applicable Specific Plan, and other plans and policies adopted by the Salinas City Council.***

The Amendment would reverse existing policies. The Economic Development Element of the Salinas General Plan, City of Salinas Downtown Vibrancy Plan, and Zoning Code support the retention of Zoning Code Section 37-40.310(a)(2) and the continued prohibition on assembly uses on the first floor of buildings located in the Central City Overlay Area of the Downtown Core Area.

3. ***The amendment would not create an isolated district unrelated to adjacent zoning districts.***

The proposed Amendment would not create any additional zoning districts.

4. ***The City has the capability to provide public utilities, roads, and services to serve the uses allowed by the proposed amendment.***

Salinas is an urbanized area and public infrastructure is presently in place to serve most uses, including those of the proposed religious assembly use.

For Conditional Use Permit 2018-004:

1. ***The proposed location of the use is not in accordance with the objectives of the Salinas General Plan, this Zoning Code and the purposes of the district in which the site is located;***

The site is designated Mixed Use by the 2002 Salinas General Plan. Per the General Plan, Mixed Use provides for a mixture of retail, commercial, office and residential uses in the same building, parcel, or area. The proposed Religious Assembly use on the ground floor facing Main Street in the Central City Overlay – Downtown Core Area is inconsistent with Salinas General Plan land use designation of Mixed Use and Economic Development Element. The intent of the mixed use designation is to create activity centers with pedestrian-oriented uses.

The recently adopted Economic Development Element includes the following applicable policies:

Action LU-1.3.1 – Utilize the Downtown Vibrancy Plan as a tool to work towards revitalizing the downtown area (Economic Opportunity Areas P and Q) to create a desired destination for people and businesses. Revise existing City policies and regulations as needed to incorporate the Downtown Vibrancy Plan recommendations and incentivize and streamline new investment (e.g. develop a signage and gateway program, provide pedestrian amenities, create a façade

program(s), parking management plan, explore form-based codes etc.).

Action LU-1.3.2 – Support key catalyst development projects in the downtown area (Economic Opportunity Areas P and Q), such as the Taylor Farms Corporate Headquarters and other development projects that bring more people into and help revitalize the downtown.

Action RET-1.1.6 – Locate new commercial uses in strategic locations to capture tourist/visitor spending (e.g. quality hotels and/or retail commercial at gateways to City, within downtown, within themed districts, or along U.S. Highway 101).

Action RET-3.1.6 – Create and promote the downtown and Alisal Marketplace as entertainment and tourism districts.

As shown on the official Zoning Map, the site is located in the base MX-CC-DC (Mixed Use – Central City Overlay – Downtown Core Area) District. Per Section 37-30.230, the purpose of the Mixed Use District is to provide opportunities for commercial uses that emphasize retail and service activities and promote compact development that is intended to be pedestrian-oriented with buildings close to and oriented to the sidewalk. The proposed Religious Assembly use on the ground floor does not conform with the provisions of the Zoning Code.

The proposed Religious Assembly use would adversely affect the welfare of the surrounding neighborhood. The proposed location is in a neighborhood with a mix of retail uses. The proposed Religious Assembly use would be detrimental to public health, safety, and welfare of the area.

2. ***The proposed location of the conditional use and the proposed conditions under which it would be operated or maintained are not consistent with the Salinas General Plan and would be detrimental to the public health, safety, or welfare of persons residing or working in or adjacent to the neighborhood of such use, and detrimental to properties or improvements in the vicinity or the general welfare of the City of Salinas;***

The site is designated Mixed Use by the 2002 Salinas General Plan. Per the General Plan, Mixed Use provides for a mixture of retail, commercial, office and residential uses in the same building, parcel, or area. The proposed Religious Assembly use on the ground floor facing Main Street in the Central City Overlay – Downtown Core Area is inconsistent with Salinas General Plan land use designation of Mixed Use and Economic Development Element. The intent of the mixed use designation is to create activity centers with pedestrian-oriented uses.

The recently adopted Economic Development Element includes the following applicable policies:

Action LU-1.3.1 – Utilize the Downtown Vibrancy Plan as a tool to work towards

revitalizing the downtown area (Economic Opportunity Areas P and Q) to create a desired destination for people and businesses. Revise existing City policies and regulations as needed to incorporate the Downtown Vibrancy Plan recommendations and incentivize and streamline new investment (e.g. develop a signage and gateway program, provide pedestrian amenities, create a façade program(s), parking management plan, explore form-based codes etc.).

Action LU-1.3.2 – Support key catalyst development projects in the downtown area (Economic Opportunity Areas P and Q), such as the Taylor Farms Corporate Headquarters and other development projects that bring more people into and help revitalize the downtown.

Action RET-1.1.6 – Locate new commercial uses in strategic locations to capture tourist/visitor spending (e.g. quality hotels and/or retail commercial at gateways to City, within downtown, within themed districts, or along U.S. Highway 101).

Action RET-3.1.6 – Create and promote the downtown and Alisal Marketplace as entertainment and tourism districts.

The proposed Religious Assembly use would adversely affect the welfare of the surrounding neighborhood. The proposed location is in a neighborhood with a mix of retail uses. The proposed Religious Assembly use on the ground floor facing Main Street would be detrimental to public health, safety, and welfare of the area because Religious Assembly on the ground floor in the Downtown Core Area would conflict with the above cited policy documents. Religious Assembly would not result in uses consistent with the Mixed Use land designation, which calls for uses that create activity centers that are pedestrian-oriented such as a mix of retail, office, and residential uses.

3. ***The proposed conditional use would not comply with the provisions of the Salinas Zoning Code, including any specific conditions required for the proposed use;***

The proposed Religious Assembly use would not comply with the provisions of Zoning Code Section 37-40.310(a)(2) because the proposed plans show a Religious Assembly seating area for 299 persons on the ground floor facing Main Street, which is not allowed. Clubs, lodges, places of religious assembly, and similar assembly uses shall only be permitted above the ground floor of buildings facing Main Street with the Downtown Core Area.

PASSED AND ADOPTED this 15th day of August 2018 by the following vote:

AYES: Chairperson Nohr, Commissioners Anzo, Giffin, Griffin, and Lutes

NOES: Commissioner Meeks

ABSTAIN: None

ABSENT: Commissioner Ottone

THIS IS TO CERTIFY that the foregoing is a full, true, and correct copy of a Resolution of the Planning Commission of the City of Salinas, that said Resolution was passed and adopted by the affirmative and majority vote of said Planning Commission at a meeting held on August 15, 2018 and that said Resolution has not been modified, amended, or rescinded, and is now in full force and effect.

SALINAS PLANNING COMMISSION

Date: 9-6-18

Courtney Grossman
Secretary

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SALINAS PLANNING COMMISSION

Staff Report

City of Salinas
Community Development Department
65 West Alisal Street
Salinas, CA 93901
(831) 758-7206
(831) 758-7215 *fax*

Planning Manager Approval	Agenda Item
	ID#18-424

DATE: August 15, 2018

TO: Planning Commission

FROM: Courtney Grossman, Planning Manager

SUBJECT: ZONING CODE AMENDMENT 2018-001 AND CONDITIONAL USE PERMIT 2018-004; REQUEST TO AMEND THE ZONING CODE REGARDING RELIGIOUS ASSEMBLY USES ON THE GROUND FLOOR WITHIN THE DOWNTOWN CORE AREA AND ESTABLISH AND OPERATE A RELIGIOUS ASSEMBLY USE WITHIN AN EXISTING BUILDING LOCATED AT 344 MAIN STREET IN THE MIXED USE – CENTERAL CITY OVERLAY – DOWNTOWN CORE AREA (MX-CC-DC) DISTRICT

RECOMMENDATION

Consider affirming the findings and adopting the attached Resolution recommending that the City Council deny the request for Zoning Code Amendment and Conditional Use Permit.

BACKGROUND

The Central City Overlay District is subject to development regulations and design standards to meet certain purposes (Zoning Code Section 37-40.290):

1. Encourage and accommodate the increased development intensity for mixed use, commercial, retail, and office uses within the central city;

2. Increase opportunities for infill housing and innovative retail while transforming and aesthetically improving transportation corridors into pedestrian-oriented civil boulevards with mixed use projects;

3. Promote live entertainment uses in the downtown core area of the city without adversely impacting adjacent land uses; and

4. Encourage pedestrian-oriented neighborhoods where local residents and employees have services, shops, entertainment, jobs, and access to transit within walking distance of their homes and workplace.

Consistent with these purposes, Zoning Code Section 37-40.310(a)(2) currently prohibits assembly uses and similar uses on the first floor of buildings facing Main Street within the Downtown Core Area. This prohibition includes "[c]lubs, lodges, places of religious assembly, and similar assembly uses."

The New Harvest Christian Fellowship of Salinas desires to establish and to operate a religious assembly use in the building located at 344 Main Street (formerly occupied by Beverly's Fabrics). Retail, service, and similar uses mostly surround the property. New Harvest Christian Fellowship of Salinas purchased the property earlier this year as shown in a Grant Deed dated March 19, 2018. While not officially designated as a historic resource, the building is included in the City's 2016 Historic Survey (see attached). If designated, the site could be subject to the historic building code, which could provide certain relief to applicable building code regulations.

Because of its location within the Downtown Core Area of the Central City Overlay District, this building is subject to the restrictions of Zoning Code Section 37-40.310(a)(2). In order to establish a religious assembly use at this location Ignacio Torres, on behalf of the New Harvest Christian Fellowship of Salinas, is requesting approval of the following:

1. ZCA 2018-001: An amendment to Zoning Code Section 37-40.310(a)(2) to allow religious assembly uses on the ground floor of buildings facing Main Street within the Downtown Core area of the Central City Overlay District (Applicant's amendment requests that the restriction on Religious Assembly and similar assembly uses be deleted – see attached); and

2. CUP 2018-004: Approval of a Conditional Use Permit to establish and to operate a Religious Assembly within an existing 11,343 s.f. two story building consisting of the following:

> *Ground Floor*: seating for 299 persons, 176 s.f. (11'x16') bookstore, three offices, and restrooms; and
>
> *Second Floor*: Three classrooms, six offices, storage space, and a kitchen area. An existing mezzanine is shown above the first floor and labeled "not for public use".

As required, the Community Development Department provided notice to properties within 300 feet of the proposed Zoning Code Amendment and Conditional Use Permit. In response, the Community Development Department received a number of letters in opposition to the amendment (The letters are attached for reference).

The requested Conditional Use Permit cannot be approved as proposed because Zoning Code Section 37-40.310(a)(2) does not allow places of religious assembly on the ground floor within the Downtown Core Area. Therefore, the applicant is requesting that the Zoning Code be amended. If the Zoning Code Amendment is not approved by the Planning Commission and the City Council, the Conditional Use Permit cannot be approved and the religious assembly use cannot be established on the ground floor of this building.

ANALYSIS

The following policy documents including, but not limited to, the Economic Development Element of the Salinas General Plan, City of Salinas Downtown Vibrancy Plan, and Zoning Code support the retention of Zoning Code Section 37-40.310(a)(2) as currently written (prohibiting assembly uses and other uses on the ground floor of buildings located in the Central City Overlay Area of the Downtown Core Area):

General Plan:

Policy LU-1.3: Make provision in residential areas for institutional uses that are needed near homes or which benefit from a residential environment, including places of religious assembly, day-care homes, homes for physically or developmentally disabled persons, and care facilities in accordance with the provisions of State Law. The Downtown Core Area of the Central City Overlay is not a residential area. The Mixed Use designation allows a mixture of retail, office and residential uses in the same building, on the same parcel or in the same area. The intent of the mixed use designation is to create activity centers with pedestrian-oriented uses in certain portions of the City.

The recently adopted Economic Development Element includes the following applicable policies:

Action LU-1.3.1 – Utilize the Downtown Vibrancy Plan as a tool to work towards revitalizing the downtown area (Economic Opportunity Areas P and Q) to create a desired destination for people and businesses. Revise existing City policies and regulations as needed to incorporate the Downtown Vibrancy Plan recommendations and incentivize and streamline new investment (e.g. develop a signage and gateway program, provide pedestrian amenities, create a façade program(s), parking management plan,

explore form-based codes etc.).

Action LU-1.3.2 – Support key catalyst development projects in the downtown area (Economic Opportunity Areas P and Q), such as the Taylor Farms Corporate Headquarters and other development projects that bring more people into and help revitalize the downtown.

Action RET-1.1.6 – Locate new commercial uses in strategic locations to capture tourist/visitor spending (e.g. quality hotels and/or retail commercial at gateways to City, within downtown, within themed districts, or along U.S. Highway 101).

Action RET-3.1.6 – Create and promote the downtown and Alisal Marketplace as entertainment and tourism districts.

City of Salinas Downtown Vibrancy Plan: Section 1.1 of the Vibrancy Plan states that the Plan has been developed to restore activity, commerce and vitality to downtown Salinas. Section 5.2 Creating Catalyst Sites identifies priority development to include developments that add base employment, housing and/or an urban grocery use downtown.

Zoning Code:

A focus of the mixed use (MU) district is on commercial development on the ground floor and housing on the upper floors. Per Section 37-30.230(a), the purpose of the mixed use district is to promote and to provide development opportunities for integrated, complementary housing and employment opportunities in the same building, on the same parcel or within the same block. The emphasis of nonresidential uses is primarily on locally oriented/neighborhood serving retail, service, and office uses. Development is encouraged to provide businesses on the ground floor with housing on upper stories and provides incentives to assist in achieving this goal. However, stand-alone commercial, public and semipublic, and residential development is also permitted. Per Section 37-30.230(e)(2), the mixed use district provides opportunities for mixed use, office, public and semipublic uses, and commercial uses that emphasize retail, entertainment, and service activities.

As discussed above, per Zoning Code Section 37-40.290, the purpose of the Central City Overlay District regulations is to provide development regulations and design standards as follows:

(a) Encourage and accommodate the increased development intensity for mixed use, commercial, retail, and office uses within the central city;

(b) Increase opportunities for infill housing and innovative retail while transforming and aesthetically improving transportation corridors into pedestrian-oriented civic boulevards with mixed use projects;

(c) Promote live entertainment uses in the downtown core area of the city without adversely impacting adjacent land uses; and

(d) Encourage pedestrian-oriented neighborhoods where local residents and employees have services, shops, entertainment, jobs, and access to transit within walking distance of their homes and workplace.

Alternative Zoning Code Amendment.

Religious Assembly uses; however, could be considered on the second floor pursuant to the existing zoning regulations with a minor revision to the definition of Religious Assembly. This alternative clarifies that incidental office and retail would be permissible on the ground floor. This creates an issue with the current Zoning Code definition of Religious Assembly which should be addressed.

Office space exists on the ground floor of several buildings throughout the Downtown Core Area. The current Zoning Code definition of Religious Assembly prohibits the New Harvest Christian Fellowship of Salinas from establishing office space on the first floor of their building. The Zoning Code definition of Religious Assembly should be changed to make clear that the Church, like all other businesses, can establish office space on the first floor.

As an alternative to the Zoning Code Amendment proposed by Mr. Torres, and to better effect this direction, staff suggests a minor revision to the definition of Religious Assembly as shown below. This proposed amendment would allow office space on the first floor, but would continue the prohibition on religious assembly on the first floor. That use would continue be limited to the second floor.

> ***Religious Assembly.*** *Facilities for religious worship and assembly, incidental religious education, meeting halls, gymnasiums, and similar uses. Religious assembly does not include public and private schools, day care centers, incidental professional and business offices, and retail as defined in this division.*

This alternative Zoning Code Amendment is presented for the Commission's consideration. It is recommended that the definition be amended as presented here by staff so that incidental office and retail associated with religious assembly would be permitted on the ground floor of buildings within the Downtown Core Area of the Central City Overlay.

ENVIRONMENTAL REVIEW

Zoning Code Amendment: The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). The proposed Zoning Code Amendment is categorically exempt (Class 5) from further environmental

analysis per CEQA Guidelines Section 15305 (Minor Alterations in Land Use Limitations).

Conditional Use Permit: The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). The proposed request to establish and operate a religious assembly use within an existing building is categorically exempt (Class 32) from further environmental analysis per CEQA Guidelines Section 15332.

FINDINGS

Zoning Code Amendment:

The Planning Commission may recommend that the City Council approve or deny an application for a Zoning Code Amendment. Findings for denial are set forth in the attached resolution.

Conditional Use Permit:

The Planning Commission may approve or deny an application for a Conditional Use Permit. Findings for denial are set forth in the attached resolution.

TIME CONSIDERATION

The proposed project depends on a request for a Zoning Code Amendment, which is a legislative act. Projects involving legislative acts are not subject to the Permit Streamlining Act (PSA).

ALTERNATIVES AVAILABLE TO THE COMMISSION

The Planning Commission has the following alternative relative to the proposed Zoning Code Amendment and Conditional Use Permit:

> Find that the Zoning Code Amendment and the Conditional Use Permit are appropriate and direct staff to establish findings recommending that the City Council approve the Zoning Code Amendment and that the Conditional Use Permit be prepared and put forth for consideration by the Planning Commission at a subsequent Planning Commission meeting.

The Planning Commission has the following alternative relative to an alternative Zoning Code Amendment:

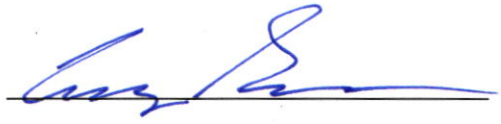
> Find that the Zoning Code Amendment and the Conditional Use Permit are not appropriate as proposed and direct staff to establish findings for consideration at a subsequent Planning Commission meeting recommending (a) that the City

Council approve an alternative Amendment with a revised Zoning Code definition for Religious Assembly as discussed above in this report and (b) a revised Conditional Use Permit with Religious Assembly on the second floor. This alternative would require revised exhibits to the Conditional Use Permit to reflect modifications to the floor plan prior to the issuance of a building permit.

CONCLUSION

As identified above, the proposed project is inconsistent with several City policy documents and the Zoning Code. Religious Assembly on the ground floor in the Downtown Core Area cannot be supported. In denying the proposed Zoning Code Amendment and Conditional Use Permit, it is important to note that the religious assembly use would not be entirely prohibited within this building: religious assembly could occur on the second floor of the building. The first floor would need to be occupied by other, permitted uses. This means that the new Harvest Christian Fellowship of Salinas could establish a religious assembly use within this building, as they desire. They would simply have to do so on the second floor. The same restriction applies to *all other* assembly uses within this Zoning District and is not unique or solely applicable to religious assembly uses.

COURTNEY GROSSMAN
Planning Manager



Attachments:

Proposed Planning Commission Resolution
Applicant's Zoning Code Amendment request (strike out version)
2016 Historic Survey: 344 Main Street
Correspondence Received:

- Letter dated April 10, 2018 from Moxxy! Marketing opposing the amendment
- Letter dated July 24, 2018 from Salinas City Center opposing the amendment
- Letter dated July 30, 2018 from Salinas Valley Chamber of Commerce opposing the amendment
- E-mail dated August 1, 2018 from Furey's Old Town Barber opposing the amendment
- Letter dated August 1, 2018 from Kobrinsky Group opposing the amendment

OFFICIAL MINUTES
OF THE
SALINAS PLANNING COMMISSION

August 15, 2018

The meeting was called to order at 3:33 p.m. in the City Council Chamber Rotunda.

ROLL CALL

PRESENT: Chairperson Nohr, Commissioners Anzo, Giffin, Griffin, Lutes, and Meeks

ABSENT: Commissioner Ottone

STAFF: Director of Community Development, Megan Hunter; Planning Manager, Courtney Grossman; City Attorney, Chris Callihan; Administrative Secretary Jordynne Chacon; Administrative Aide Melissa Rangel

COMMENTS FROM THE PUBLIC FOR ITEMS NOT ON THE AGENDA

Chairperson Nohr opened public comment at 3:35 p.m. and the following comment was received:

Bill Lipe, a resident of unincorporated Salinas, spoke regarding the housing crisis and urged the Planning Commission to streamline housing projects.

Chairperson Nohr closed public comment at 3:37 p.m.

APPROVAL OF THE MINUTES: July 18, 2018

Commissioner Meeks motioned to approve the July 18, 2018 meeting minutes. Commissioner Lutes seconded this motion.

AYES: Chairperson Nohr, Commissioners Giffin, Griffin, Lutes, and Meeks

NOES: None

ABSTAIN: Commissioner Anzo

ABSENT: Commissioner Ottone

This motion passed with a 5:0 vote.

PUBLIC HEARINGS

Courtney Grossman, Planning Manager, presented a PowerPoint regarding Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004 located at 344 Main Street.

Pastor Ignacio Torres, Applicant, submitted a statement explaining his request for the Zoning Code Amendment and Conditional Use Permit for 344 Main Street.

Chairperson Nohr opened public comment at 4:07 p.m. The following individuals expressed opposition to the project:

1. Trish Triumpho-Sullivan, President of Steinbeck Corporation and Downtown Business owner
2. Kevin Dayton, Government Affairs Director of Salinas City Center
3. Gina Thurton, Downtown property owner
4. Cheri Hitchcock, daughter of 356 Main Street property owner
5. Judy Meyers, Credit Union

The following individuals expressed support of this project:

1. Deborah Aguilar, member of New Harvest Christian Fellowship of Salinas
2. Ruby Bulloca, teacher of seventeen years and member of New Harvest Christian Fellowship of Salinas
3. Carolyn Migotti, 342 Main Street property owner
4. Dominic Ruso, a City of Salinas resident
5. Steve Lindeen, Pastor of First United Methodist Church
6. Lina Garcia, teacher of Monterey County Office of Education
7. Frank Rosido, owner of property next to 344 Main Street
8. Paul Lava, Paul's Trees, Inc. owner
9. Jeffrey Wheat, member of several Monterey County memberships
10. Luis Ortiz, member of New Harvest Christian Fellowship of Salinas
11. Francisco Nanez, business owner in San Jose

Bill Lipe, a resident of unincorporated Salinas, mentioned he is not in support or opposition of the project. Mr. Lipe stated there will be challenges the project faces and is unsure if the gain outweighs the challenges.

Chairperson Nohr closed public comment at 4:45 p.m.

Commissioner Lutes motioned to affirm the findings and adopt the attached resolution recommending denial of Zoning Code Amendment 2018-001 and Conditional Use Permit 2018-004 to City Council. Commissioner Griffin seconded this motion.

AYES: Chairperson Nohr, Commissioners Anzo, Giffin, Griffin, Lutes

NOES: Commissioner Meeks

ABSTAIN: None

ABSENT: Commissioner Ottone

This motion passed with 5:1 vote.

Commissioner Meeks voted against the motion due to the resolution stating that: “The proposed Religious Assembly use would be detrimental to public health, safety, and welfare of the area.”

OTHER BUSINESS

Mr. Grossman mentioned staff will provide an update regarding the new housing and building development request from Commissioner Lutes.

FOLLOW UP REPORTS

Mr. Grossman provided the Commissioners with a letter submitted to appeal Resubdivision 2018-001. The project will be considered at the August 21, 2018 City Council meeting.

FUTURE AGENDA ITEMS

Mr. Grossman mentioned he does not have any items for Planning Commission at this time, but applications and Notice of Intents to approve might bring items to the Commission.

Megan Hunter, Community Development Director, mentioned there may be an upcoming study session on the Central Area Specific Plan.

ADJOURNMENT

The meeting was adjourned at 5:05 p.m.

_____	_____
MATT NOHR	COURTNEY GROSSMAN
Chairperson	Executive Secretary

(3) An exemption for additions to architecturally significant historic structures (as determined by the city planner) not meeting the requirements of *subsection (b)(1)* or *(2)* above may be considered subject to the approval of a conditional use permit by the city planner. In addition to the required findings in *Article VI, Division 8: Conditional Use Permits*, the city planner shall also find that the addition will not damage the historic integrity, architecture, or significance of the building;

(4) As may otherwise be provided for restoration of a damaged nonconforming structure in *Section 37-50.160: Nonconforming uses and structures*;

(5) When exempted, the regulations of the underlying base zoning district shall apply;

(6) These above-referenced exemptions shall not apply to standards or supplemental regulations applicable to all developments in the city and that are not unique to this overlay district. (Ord. No. 2463 (NCS).)

Sec. 37-40.310. Use classifications.

(a) **Downtown Core Area.** The use classifications for properties located in the downtown core (DC) area shall be those of the underlying base district (as identified in *Article III: Base District Regulations* of the Zoning Code), with the following exceptions:

(1) Residential Uses. Residential uses are not permitted on the ground floor fronting Main Street regardless of the underlying base district designation.

(2) Assembly and Similar Uses. Clubs, lodges, places of ~~religious assembly, and similar assembly uses shall only be permitted above the ground floor of buildings facing Main Street within the down~~town core area.

(3) Live Entertainment Uses. Live entertainment uses shall be a permitted use in the downtown core area and shall not be subject to the approval of a conditional use permit for a live entertainment permit if the live entertainment use meets the following requirements:

(A) The live entertainment use shall be limited to a musical, theatrical, dance, karaoke, cabaret, or comedy act performed by one or more persons (excludes adult entertainment);

(B) The venue or location where the live entertainment use will be conducted or performed shall be a restaurant, art gallery, music studio, food and beverage sales establishment, or similar use which is allowed in the applicable zoning district as either a permitted use or as a use permitted subject to the issuance of a site plan review;

(C) The live entertainment use shall be an accessory use to the principal use;

(D) The live entertainment use shall be conducted entirely in an enclosed building;

(E) No admission or cover change shall be charged for the live entertainment;

(F) The hours of operation (for the live entertainment) shall be limited to Friday, Saturday, and holidays from 9:00 a.m. to 12:00 a.m. and on Sunday through Thursday from 9:00 a.m. to 10:00 p.m.;

(G) The principal use and building complies with all applicable Fire and Building Codes, including accessibility requirements for the disabled, including the maximum occupancy established for seated patrons in the room(s) or areas where the entertainment is provided;

(H) The maximum noise level shall not exceed a maximum of sixty-five decibels at any property line of the lot or parcel where the live entertainment use is being conducted or performed. For mixed use buildings and developments, the applicant shall demonstrate to the satisfaction of the city planner that sound attenuation measures or other buffering features have been incorporated into the building to ensure that the interior noise level (inside any residential dwelling unit) located on the subject site will not exceed a maximum of forty-five decibels;

CABRINSKI
BUGBARD

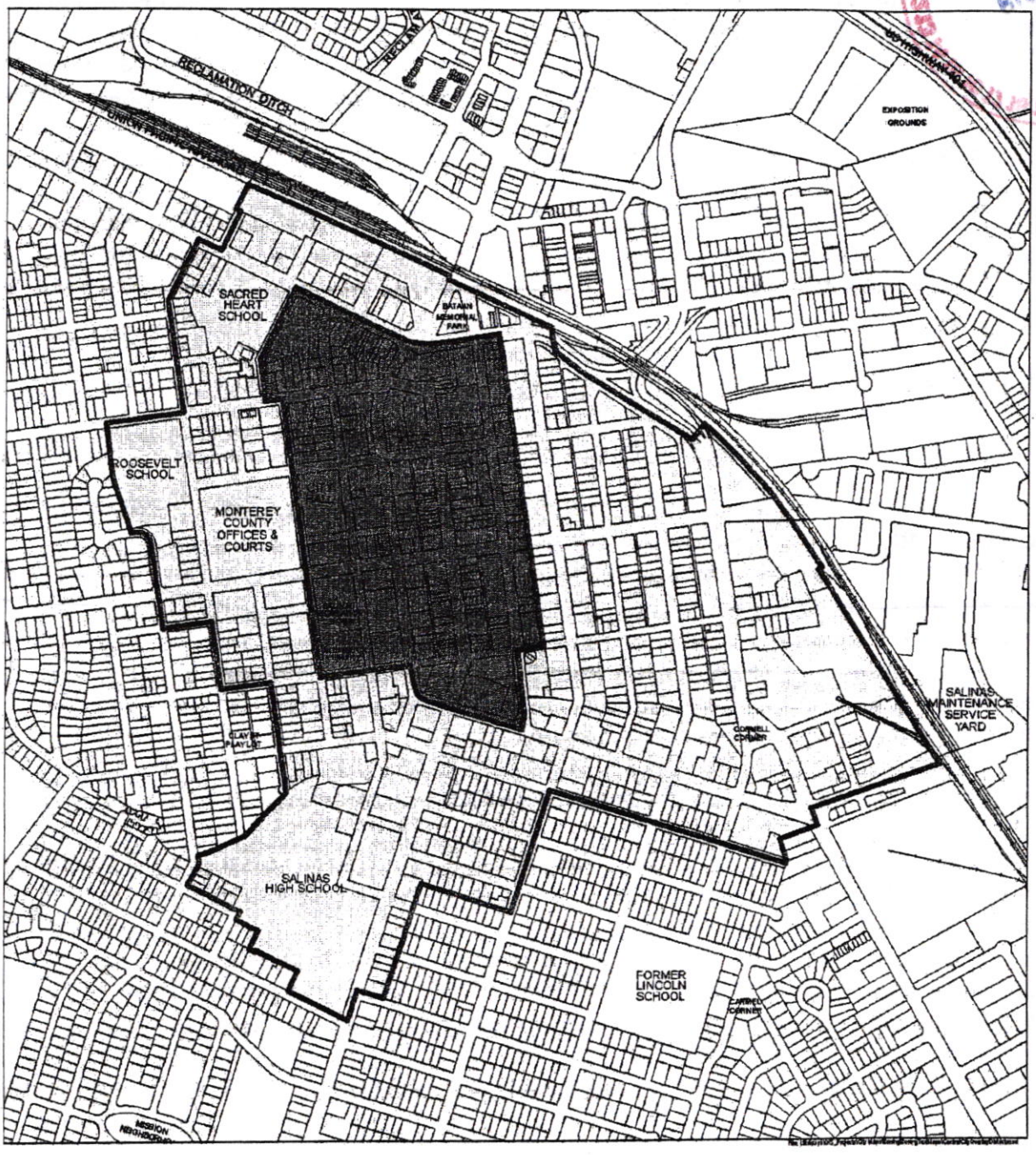
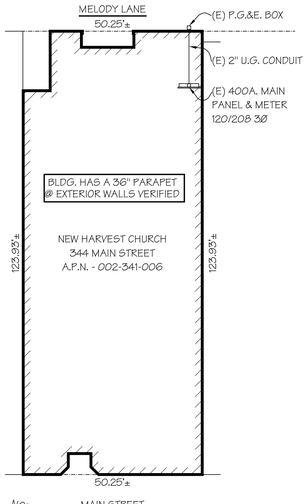


Figure 37-40.100
Central City Overlay District

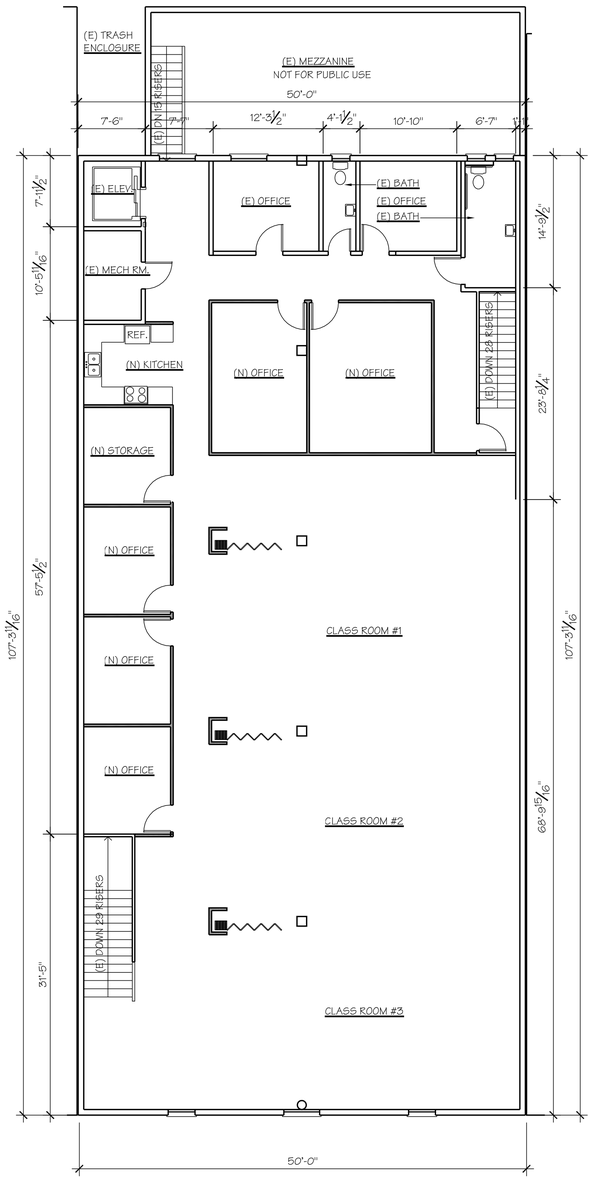


PLOT PLAN

1" = 20.00'

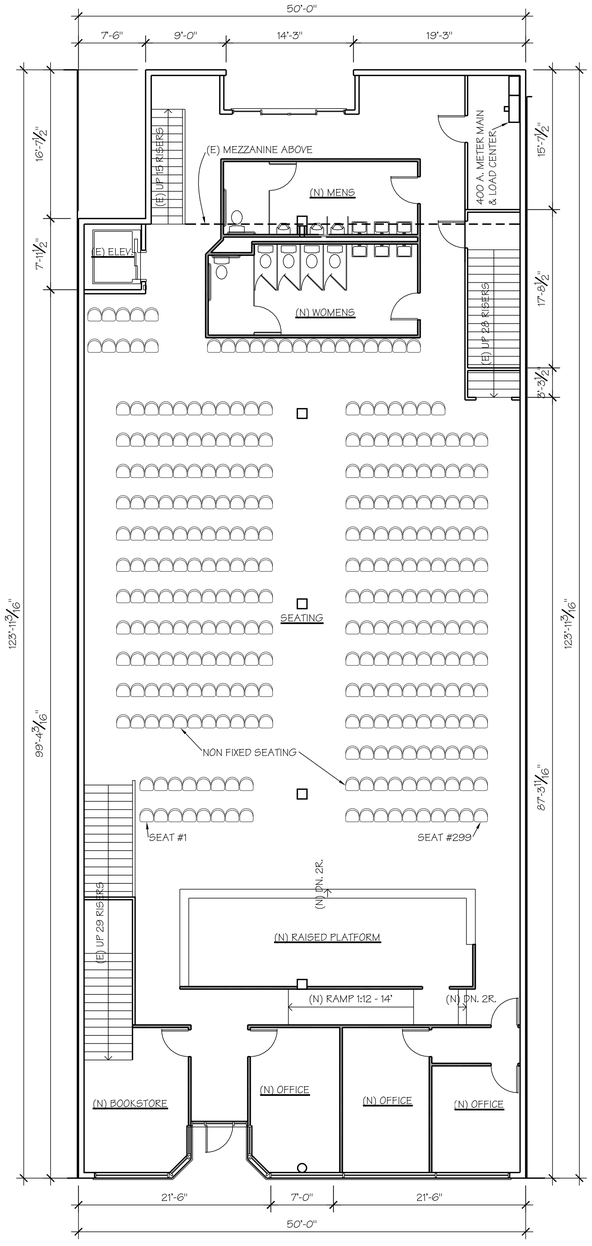
AS SEEN FROM MAIN ST.

STREET VIEW



SECOND LEVEL FLOOR PLAN

⅛" = 1'-0"



FIRST LEVEL FLOOR PLAN

⅛" = 1'-0"

WALL SCHEDULE

==========: (E) 2x- STUDS @ 16" O.C. TO BE REMOVED

———: (E) 2x- STUDS @ 16" O.C.

———: (N) 2x- STUDS @ 16" O.C.

SHEET INDEX

STATISTICS

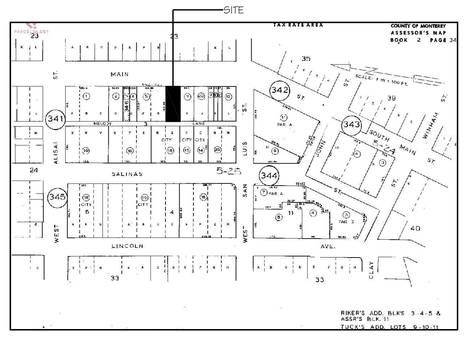
USE / SCOPE : TENANT IMPROVEMENT FOR A PLACE OF RELIGIOUS WORSHIP.
OCCUPANCY GROUP : A-3
CONSTRUCTION TYPE : V-B
STORIES : TWO
FIRST FLOOR 5977 S.F.
SECOND FLOOR 5366 S.F.
FIRE SPRINKLERS : NONE INSTALLED

CODES :
A. 2016 CALIFORNIA BUILDING, GREEN, PLUMBING, MECHANICAL, ELECTRICAL, AND FIRE CODES
B. 2016 CALIFORNIA TITLE 24 ENERGY REQUIREMENTS
C. CITY OF SALINAS ORDINANCES

NOTE : EXTRA SIGNAGE FOR EXIT SIGN MAY BE REQUIRED DURING FINAL INSPECTION, LOCATION MAY BE ALTERED DURING INSP.
-SIGNS NEED SEPARATE PERMIT

GENERAL NOTES

1. THE CONTRACTOR SHALL EXAMINE AND CHECK ALL EXISTING CONDITIONS, DIMENSIONS, LEVELS AND MATERIALS. NOTIFY THE OWNER AND THE ARCHITECT (EDWARD L. RINEHART) IF ANY DISCREPANCIES ARE FOUND OR REQUEST FOR INFORMATION ABOUT SCOPE OF CHANGES FROM PLANS DRAWN BY EDWARD L. RINEHART, A.I.A. ARCHITECT , BEFORE PROCEEDING WITH WORK
2. ALL LUMBER SHALL BE DOUGLAS FIR #2 OR BETTER
3. ALL NAILING SHALL BE PER C.B.C. , CHAPTER 23
4. ALL EQUIPMENT TO BE INSTALLED SHALL BE LISTED BY AN APPROVED TESTING AGENCY THAT IS ACCEPTABLE TO CITY OF GREENFIELD BUILDING INSPECTION DEPARTMENT.
5. ALL GYPSUM BOARD SHALL BE INSTALLED PER C.B.C. , CHAPTER 25
6. ALL CONCRETE SHALL BE 2500 P.S.I. COMPRESSIVE STRENGTH AT 28 DAYS.
7. POST ADDRESS PRIOR TO CONSTRUCTION (6" NUMERALS, 3/8" STROKE, ON CONTRASTING BACKGROUND) TO BE VISIBLE FROM BOTH DIRECTIONS OF TRAVEL.
8. TOILETS SHALL BE LOW FLOW TOILETS (1.28 GALLON/FLUSH MAX.), URINAL 0.5 GALLON/FLUSH MAX., SHOWERHEADS (2.0 G.P.M. @ 80 P.S.I.), AND BATH FAUCETS (1.5 G.P.M. @ 60 P.S.I.). PER CPC 405.7.



VICINITY MAP

EDWARD L. RINEHART
A.I.A. ARCHITECT
107 CHURCH STREET - SALINAS - CALIFORNIA 93901
Phone : (831)-422-1046 Fax : (831) 422-1952
e-mail : edrinehart@att.net

LICENSED ARCHITECT — EDWARD L. RINEHART No. C-26684 — RENEWAL DATE 8-31-19 — STATE OF CALIFORNIA

TENANT IMPROVEMENT for:

NEW HARVEST CHURCH
344 MAIN STREET
SALINAS, CALIFORNIA 93901

SHEET NO. A-1 OF 1 SHEETS

REVISIONS : 1. 2. 3. 4.

BY : ELR
DATE ISSUED : 1-10-18

1734

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: (assigned by recorder) 344 S. Main Street

P1. Other Identifier:

***P2. Location:** ☐ Not for Publication ■Unrestricted ***a. County:** Monterey

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** N/A **Date:** N/A **T** ; **R** ; ¼ of ¼ of Sec ; M.D. **B.M.**

c. Address: 344 Main Street City: Salinas Zip: 93901

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: A.P.N. 002-341-006-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

A two-story reinforced concrete commercial building, rectangular in plan. The flat roofline is enhanced by a small stepped gable centered on the structure and flanked by a pair of simple pilasters capped with decorative floral motifs in relief. A terra cotta belt course in rhythmic floral pattern run across the upper floor abutting the pilasters. Further decorative panels occur between the pilasters as a large floral plaque above the central window, and as smaller rectangular units above two other second story windows. Fenestration is symmetrical with 3/3 industrial metal sash with outward-opening central lights. A fluted metal band runs the length of the storefront above the display windows with a wide sign band above. The storefront is a recent addition.

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 Story commercial building

***P4. Resources Present:** ■Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) West Elevation, 2016

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

***P6. Date Constructed/Age and Sources:**
■Historic
☐Prehistoric ☐Both
1935: Monterey Cty. Assessors Record

***P7. Owner and Address:**
Richard D. & Beverly L. Sleeper, Trs.
9019 Soquel Dr. #175
Aptos, CA 95003

***P8. Recorded by:** (Name, affiliation, and address)
Kent L. Seavey, Historical Consultant
310 Lighthouse Avenue
Pacific Grove, CA 93950

***P9. Date Recorded:** 10/20/16

***P10. Survey Type:** (Describe)
Salinas Historic Resources Survey

***P11. Report Citation:** None

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ■Continuation Sheet ■Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 5D1

***Resource Name or #** (Assigned by recorder) 344 S. Main St.

B1. Historic Name:
B2. Common Name: Beverly Fabrics
B3. Original Use: Commercial
B4. Present Use: Commercial
***B5. Architectural Style:** 2-part Commercial (Art Deco)
***B6. Construction History:** (Construction date, alterations, and date of alterations)

Storefront replaced sometime after 1989.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:** Same
***B8. Related Features:** N/A

B9a. Architect: Unknown
b. Builder: Unknown
***B10. Significance: Theme:** Commercial Architecture
Area: Salinas
Period of Significance: Circa-1935 to 1970 **Property Type:** Commercial Building **Applicable Criteria:** Local
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See continuation sheet, page 4.

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

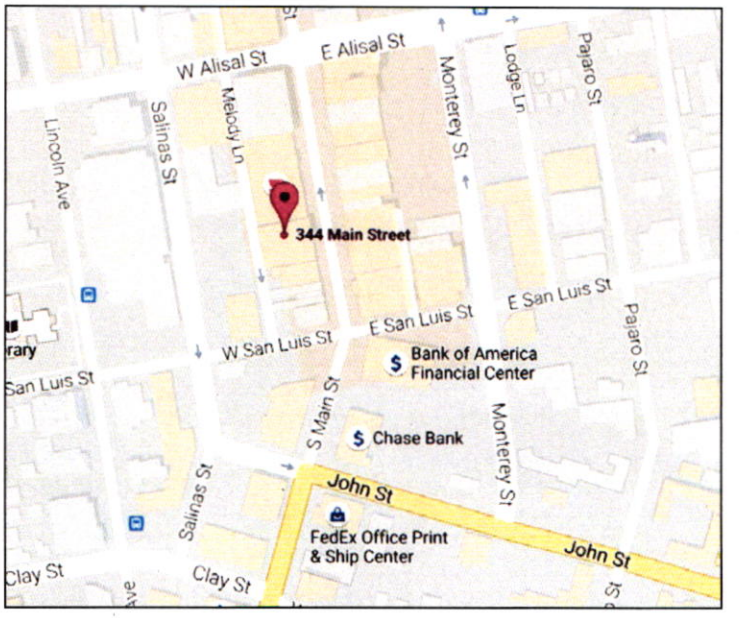
- City of Salinas, Building and Planning Department files, Salinas, CA
- Monterey County Assessors Records, Assessors Office, Salinas, CA
- *Polk's Salinas City Directories*, 1925 - 1966
- Seavey, Kent. *1989 Historical and Architectural Resources Survey and Preservation Plan, City of Salinas, September 1989*

B13. Remarks:

***B14. Evaluator:** Kent L. Seavey, Historical Consultant

***Date of Evaluation:** 10/20/16

(This space reserved for official comments.)



*Required information

P3a. Description: Photographs

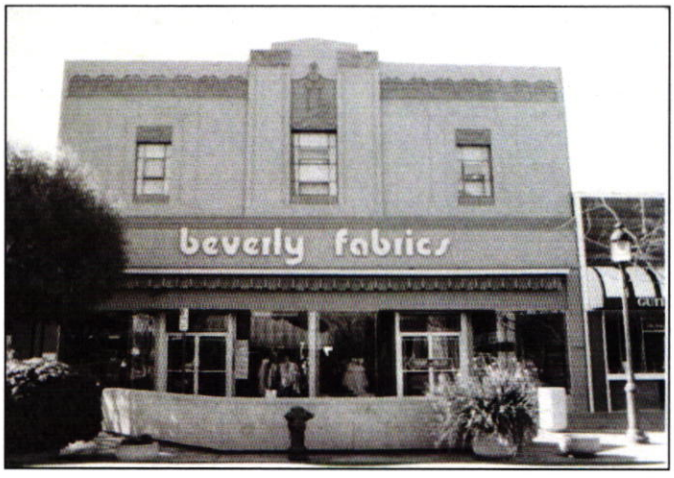


Figure 1. Circa-1988 image of the west elevation.

*Recorded by: Kent L. Seavey *Date: 10/20/16 ■ Continuation ☐ Update

B10. Significance:

Historic Significance Summary Evaluation

A very good example of the Art Deco Style of architecture as realized in a commercial building in Salinas. Its sculptural use of rectilinear geometric forms dramatizing the structure beneath is typical of the style. Striations and abstract relief ornament embellish the wall surface. There appear to be some changes in the first floor display windows from the original buy not enough to arbitrarily affect the overall quality of this building, which is listed as a Salinas historic resource.

2017 Historic Integrity Summary Evaluation

The storefront has been replaced with a modern storefront since the 1988 survey. Despite this change, the building maintains sufficient character-defining features to establish its historic significance.

moxxy! marketing

April 10, 2018

Ms. Megan Hunter
Salinas Community Development Department
65 West Alisal Street
Salinas, CA 93901

Re: Enforcement of Downtown Zoning Ordinances

Dear Ms. Hunter:

I'm writing as a concerned business owner whose primary office location is located on the 300-block of Main Street.

Moxxy is a woman-owned business which has grown from the time it was established by me in 2007 until now to have 11 employees, and I am currently recruiting for several more. My staff and I occupy 3,825 square feet of office space that comprises the entire upstairs of the brick building on the corner of Main and San Luis. To accommodate additional future growth, I am considering investing in property downtown.

The economic vitality of the downtown area is greatly impacted by the types of businesses that occupy and use space here. I have seen first-hand how vibrancy has been improved with the addition of businesses such as Portobello's, Gifts on the Go, Starbucks, Roaring Mice and others. I'm certain Moxxy's location downtown is also making a positive impact not only on the Downtown Core Area's vibrancy but also on the overall image of Salinas.

I understand the New Harvest Christian Fellowship has closed on the purchase of the former Beverley's building at 344 Main Street and has filed an application with the City of Salinas. I urge city leaders to uphold and rigorously enforce the existing provisions of the Zoning Code as they pertain to ground floor use in the Core Area. My employees, clients, vendors and I are seeking retail, dining, hospitality and entertainment services near Moxxy. Several employees have indicated a desire for more housing options on the upper floors of downtown commercial spaces as well. These use types should continue to be priorities for the City of Salinas, and to prosper and thrive, I hope city leaders will diligently apply and defend the existing Zoning Ordinance.

Respectfully,

Karen E. Nardozza
President & CEO

cc: Mayor Joe Gunter
Councilmember Steve McShane
City Manager Ray Corpuz

380 Main Street
Salinas, CA 93901
karen@getmoxxy.com
☎ 831.222.3935
www.getmoxxy.com

SALINAS
CITY CENTER

July 24, 2018

Salinas Planning Commission
Salinas City Council
200 Lincoln Ave
Salinas, CA 93901-2639

Re: Opposition to Changes to Section 37-40.310 (a)(2) of the Salinas Municipal Code - Prohibition on clubs, lodges, places of religious assembly, and similar assembly uses on ground floor of Main Street properties in Downtown Salinas

Dear Members of the Salinas Planning Commission and Salinas City Council:

On August 1, the Salinas Planning Commission will consider a proposal from the public to amend the city's Zoning Code - specifically Zoning Code Section 37-40.310(a)(2) - to allow religious assembly uses on the ground floor of buildings facing Main Street within the Downtown Core Area of the Central City Overlay District.

Section 37-40.310(a)(2) of the Salinas Municipal Code states says explicitly that "clubs, lodges, places of religious assembly, and similar assembly uses shall only be permitted above the ground floor of buildings facing Main Street within the downtown core area."

The Salinas City Center Improvement Association (SCCIA) opposes this item unless it includes comprehensive, specific, and measurable conditions that preserve the goals of the Downtown Vibrancy Plan. SCCIA asserts that the ground floor of buildings on Main Street should be a continuous sequence of commercial activity during business hours on most days of the week. We believe that gaps in commercial activity on Main Street interrupt continuity, discourage customers (especially pedestrians) from patronizing stores on the other side of those gaps, and contribute to physical impacts such as urban deterioration, decay, and blight.

As evidence of its commitment to these regulations, **the Board of Directors of SCCIA, at its meeting of February 14, 2018, voted unanimously to take all steps necessary or appropriate to ensure that the provisions of Section 37-40.310(a)(2) relating to ground floor uses are strictly enforced.**

In fact, it's the presence of such gaps that has motivated SCCIA to ask the Salinas City Council to enact a "Vacancy Accountability Ordinance" to encourage owners of long-vacant downtown properties to consider development or leasing of such properties. Our same reasoning applies to our concerns about the establishment of new places of assembly that are underused or unpatronized during most of the week.

Salinas City Center Improvement Association
10B Midtown Lane
Salinas, California 93901
www.salinascitycenter.com

SALINAS
CITY CENTER

Research Needed for City Leaders to Make Informed Decisions

City of Salinas staff needs to provide informed and authoritative guidance for planning commissioners, city council members, and the public as they consider whether to allow the establishment of places of religious assembly and similar assembly uses on the ground floor of buildings facing Main Street within the downtown core area.

To start, City of Salinas staff needs to research and provide to the public the official deliberations concerning the original inclusion of Section 37-40.310(a)(2) in the Salinas Municipal Code. For context, this specific provision is part of broader language that regulates the use of properties located in the downtown core area.

What was the intent of that provision? Do the circumstances that justified that provision still exist today? We suspect they do.

SCCIA encourages City of Salinas staff to research academic journal articles and other studies regarding pedestrian commercial behavior, to provide scientific confirmation of what is obvious from anecdotal observations about gaps on streetfront commercial activity. Also, we encourage staff to observe or obtain observations of the effect of the gap on Alvarado Street in the City of Monterey, where a place of religious assembly holds a prime location with minimal activity for most of the week.

We also encourage City of Salinas staff to observe and find academic journal articles and other studies that show how the establishment of places of religious assembly in commercial/retail zones both reflect and encourage "urban decay." Even a layperson recognizes that commercial districts with numerous storefront churches tend to struggle to support retail activity. That public recognition becomes a perpetuator of the problem for the entire district.

We refer the City to the 2004 California appellate court decision in *Bakersfield Citizens for Local Control v. City of Bakersfield*, which recognizes that the California Environmental Quality Act (CEQA) compels governments, when appropriate, to analyze potential physical impacts from "land use decisions that cause a chain reaction of store closures and long-term vacancies, ultimately destroying existing neighborhoods and leaving decaying shells in their wake."

Our Outreach to the New Harvest Church

SCCIA notes that the proposal to change Section 37-40.310(a)(2) of the Salinas Municipal Code is related to the desire of the New Harvest Church to establish ground floor religious assembly at 344 South Main Street, the former location of Beverly's Fabric and Crafts. We encouraged the church to support some reasonable conditions to address SCCIA concerns about ground floor building that are closed up most of the time, creating a dead zone just like a vacant building.

Salinas City Center Improvement Association
10B Midtown Lane
Salinas, California 93901
www.salinascitycenter.com

SALINAS
CITY CENTER

Our Government Affairs Director Kevin Dayton met with the pastor of the New Harvest Church, looked at the plans and needs of the church, and proposed a solution involving the church using or leasing the frontage space of the Beverly's property for commercial purposes, such as a bookstore, gift shop, hospitality/travel kiosk, or other commercial activity related to serving the spiritual needs of the community. He also suggested the church agree to some city-mandated standards for the appearance of the storefront at the Beverly's site, such as a prohibition on closed blinds in the frontage windows during routine commercial business hours and the presence of quality furniture visible through the frontage windows (as opposed to use of the frontage space as storage with stacked chairs and metal shelves).

In addition, SCCIA board member Larry Bussard met with the pastor to discuss specific arrangements for leasing the frontage property. He even tried to identify a religious book store that would be interested in leasing it. These conversations occurred before escrow was closed.

The prospective property owner was aware of the current zoning code and the commitment of SCCIA to maintaining those code standards in order to advance the Downtown Vibrancy Plan. We have concluded that New Harvest Church is intent on using the ground floor of its building facing Main Street for religious assembly. It would be a precedent for undermining the Downtown Vibrancy Plan, which relies on commercial activity as part of its strategy for achievement.

At this time, SCCIA asks you to reject any repeal, amendment, or exception related to Section 37-40.310(a)(2) of the Salinas Municipal Code.

Sincerely,

Catherine Kobrinsky Evans
President, Board of Directors

Board Members:

Catherine Kobrinsky Evans, President
Frank Saunders, Vice President
Greg Piini, Secretary
Brian Finegan, Treasurer
Larry Bussard
Margaret D'Arrigo Martin
Fred DeYoung
Gaylon Haney
Cheri Hitchcock
Peter Kasavan
Joel Panzer
Meryl Rasmussen
Kevin Saunders

Salinas City Center Improvement Association
10B Midtown Lane
Salinas, California 93901
www.salinascitycenter.com

Salinas Valley
CHAMBER OF COMMERCE

July 30, 2018

Salinas Planning Commission
Salinas City Council
200 Lincoln Ave
Salinas, CA 93901-2639

SUBJECT: Chamber Supports Current Policy Regarding Clubs, Lodges, and Places of Religious Assembly.

Dear Members of the Salinas Planning Commission,

As the voice for business in the Salinas Valley with about 700 members and as an active supporter of the Downtown Vibrancy Plan, the Chamber supports the City's current policy regarding clubs, lodges, and places of religious assembly on the ground floor of buildings facing Main Street in the Downtown area.

Section 37-40.310(a)(2) of the Salinas Municipal Code reads "clubs, lodges, places of religious assembly, and similar assembly uses shall only be permitted above the ground floor of buildings facing Main Street within the downtown core area." Main Street should be a continuous sequence of commercial activity during business hours on most days of the week. We believe that gaps in commercial activity on Main Street interrupt continuity, discourage customers (especially pedestrians) from patronizing stores on the other side of those gaps, and contribute to physical impacts such as urban deterioration, decay, and blight.

The Chamber notes that the proposal to change Section 37-40.310(a)(2) of the Salinas Municipal Code is related to the desire of New Harvest Church to establish ground floor religious assembly at 344 South Main Street, the former location of Beverly's Fabric and Crafts. We encourage the church to support some reasonable conditions to address concerns about ground floor buildings that are closed up most of the time, creating a dead zone just like a vacant building.

For these reasons, we urge the Planning Commission to support the City's current policy prohibiting clubs, lodges, and places of religious assembly on the ground floor of Salinas' downtown area.

Sincerely,

Paul Farmer

Paul J. Farmer
President & CEO, Salinas Valley Chamber of Commerce
www.SalinasChamber.com

cc: Megan Hunter, Courtney Grossman, Christopher Callihan

Jordynne Chacon

From: Megan Hunter
Sent: Thursday, August 02, 2018 10:14 AM
To: Courtney Grossman
Cc: Thomas Wiles; Robert Latino; Jordynne Chacon; Patricia M. Barajas
Subject: Fw: Main St Zoning

Hi Courtney,

Please make sure the planning commission receives this communication.

Thanks,
Megan

Megan Hunter, *Director*
Community Development Department
City of Salinas
65 W. Alisal Street, 2nd Floor
Salinas, CA 93901-2639
(831) 758-7387 - Phone
(831) 775-4258 - Fax

From: Patricia M. Barajas
Sent: Thursday, August 2, 2018 9:43 AM
Subject: Fw: Main St Zoning

Mayor and Councilmembers -

FYI below.

***

Community Development Staff - Please distribute to Planning Commissioners accordingly.

Thank you,

Patricia M. Barajas, CMC
City Clerk

City of Salinas
200 Lincoln Avenue
Salinas, California 93901
patricib@ci.salinas.ca.us

(831) 758-7383

From: Lelyn Furey <fureysoldtownbarber@gmail.com>
Sent: Wednesday, August 1, 2018 6:50 PM
To: cityclerkwebmail
Subject: Main St Zoning

Dear Planning Commissioners and City Councilmembers:

There will be an item on the August 15, 2018 Planning Commission meeting agenda to repeal a provision in the Salinas Zoning Code that prohibits places of religious assembly on the ground floor of the three blocks of Main Street in the downtown area.
This provision was inserted into the city municipal code because churches were setting up on Main Street and creating dead zones. There was infrequent foot traffic and activity at these storefronts. Windows were papered over. Merchants were concerned that storefront churches would multiply and contribute to blight.
The success of our business depends on a vibrant downtown. That means rows of storefronts that are alive with regular commercial activity.
If the zoning code is amended as proposed to the Planning Commission, there are several vacant storefronts on Main Street that could be promptly adopted as "places of religious assembly, and similar assembly uses." Why would the city change the zoning law to encourage proliferation of infrequently used storefronts on Main Street?
There are many locations elsewhere in the City of Salinas where places of religious assembly can establish operations. Main Street is special. Please keep the current zoning laws in place for Main Street.

Sincerely,
Lelyn Furey
Owner
Furey's Old Town Barber

Sent from my iPhone

August 1, 2018

Salinas Planning Commission
Salinas City Council
200 Lincoln Ave
Salinas, CA 93901-2639

Re: Changing Main Street Zoning to Allow Non-Commercial Storefront Use - OPPOSE

Dear Planning Commissioners and City Councilmembers:

There will be an item on the August 15, 2018 Planning Commission meeting agenda to repeal a provision in the Salinas Zoning Code that prohibits places of religious assembly on the ground floor of the three blocks of Main Street in the downtown area.

This provision was inserted into the city municipal code because churches were setting up on Main Street and creating dead zones. There was infrequent foot traffic and activity at these storefronts. Windows were papered over. Merchants were concerned that storefront churches would multiply and contribute to blight.

The success of our business depends on a vibrant downtown. That means rows of storefronts that are alive with regular commercial activity.

If the zoning code is amended as proposed to the Planning Commission, there are several vacant storefronts on Main Street that could be promptly adopted as "places of religious assembly, and similar assembly uses." Why would the city change the zoning law to encourage proliferation of infrequently used storefronts on Main Street?

There are many locations elsewhere in the City of Salinas where places of religious assembly can establish operations. Main Street is special. Please keep the current zoning laws in place for Main Street.

Sincerely,

Samuel Kobrinsky

SAMUEL Kobrinsky

KOBRINSKYGROUP

ebarnes1978@sbcglobal.net
P 831 757 4089 x703 / F 831 757 0826
295 Main Street, Suite 500 / Salinas, California 93901

WWW.KOBRINSKYGROUP.COM

August 8, 2018

Salinas Planning Commission
Salinas City Council
200 Lincoln Ave
Salinas, CA 93901-2639

Re: Changing Main Street Zoning to Allow Non-Commercial Storefront Use - OPPOSE

Dear Planning Commissioners and City Councilmembers:

I am a resident of South Salinas and the owner of a business with offices on Main Street.

There will be an item on the August 15, 2018 Planning Commission meeting agenda to repeal a provision in the Salinas Zoning Code that prohibits places of religious assembly on the ground floor of the three blocks of Main Street in the downtown area.

This provision was inserted into the city municipal code because churches were setting up on Main Street and creating dead zones. There was infrequent foot traffic and activity at these storefronts. Windows were papered over. Merchants were concerned that storefront churches would multiply and contribute to blight.

The success of our business depends on a vibrant downtown. That means rows of storefronts that are alive with regular commercial activity.

If the zoning code is amended as proposed to the Planning Commission, there are several vacant storefronts on Main Street that could be promptly adopted as "places of religious assembly, and similar assembly uses." Why would the city change the zoning law to encourage proliferation of infrequently used storefronts on Main Street?

There are many locations elsewhere in the City of Salinas where places of religious assembly can establish operations. Main Street is special. Please keep the current zoning laws in place for Main Street.

Very truly yours,

Anne C. Leach

Anne C. Leach

LAW OFFICES OF
ROBERT H. AMES
Attorney at Law
44 West Alisal Street
Salinas, California 93901
Telephone 831.424.0844 *Facsimile 831.424.9625
E-mail: bobameslaw@gmail.com

August 9, 2018

Salinas Planning Commission
Salinas City Council
200 Lincoln Avenue
Salinas, CA 93901-2639

Re: Opposition to Zoning Change

For more than sixty years I have occupied real property and conducted business in the area affected by the zoning change request for Beverly's Fabric building.

My recollection is that each time the zoning and planning changes have been accomplished there were numerous and lengthy hearings, investigations, reports, and input sought from property owners and business persons in the area. Those of us who own property and those of us who conduct business in this area have done so after very significant investments of time, energy, thought, planning, and money.
We have made these commitments on the representation of the City and the knowledge that area would be utilized for business and commercial purposes and recent "downtown vibrancy planning" has been accomplished for the specific purpose of encouraging downtown commercial and business activity.

I do not recall any significant planning efforts or inquiry concerning the subject zoning change and I do not believe that the requested change is one which enhance pass planning efforts and "vibrant business and commercial efforts".

I attend Church on a fairly regular basis, and I support others who do the same however, I suggest that investigation would lead to the conclusion that in situations such as ours in Salinas, opening an enterprise that is substantially closed in 4 to 6 days of the week will not support the vibrancy efforts and will be contrary to the significant planning and investments made by current business and property owners and certainly will not encourage others to make a similar investment.

Please deny the request for zoning change, and if granted in any way, be certain that it secures a commercial type business at street level with appropriate parking limits.

Thank you.

Yours very truly,

Robert H. Ames

RHA/nj

August 15, 2018

Salinas Planning Commission
Salinas City Council
200 Lincoln Avenue
Salinas, CA 93901-2639

Dear City Councilmembers and Planning Commissioners:

I'm writing to write my opposition to the item on the August 15, 2018 Planning Commission meeting agenda to repeal the provision in Salinas Zoning Code which prohibits places of religious assembly in ground floor properties in the 100-300 blocks of Main Street, Salinas.

Our family owns the property at 356 Main Street, which is 3 doors down from the applicant's property going towards South Main St. We are AGAINST this proposed amendment, and we ask the Planning Commission to DENY the request for the amendment to the current zoning ordinance.

The current zoning ordinance was drafted, discussed, voted on, and adopted to protect, to include, to govern all properties in the zoning district for the COMMON good and benefit of all properties and businesses.

To change and amend this ordinance for the wants of 1 property owner will hurt all surrounding properties and businesses that this zoning ordinance is meant to embrace. This amendment will create a commercial dead zone in the middle of the 300 block of Main Street during normal business hours. Our property is in the outer section of the 300 block of Main Street, and to create a commercial dead zone between our property and other properties located between the applicant's address towards Alisal St and beyond could impact the flow of shoppers and other foot traffic to our area along Main Street. Storefronts with regular commercial activity is what we want and need to attract individuals to our area, and to attract more business activity to our area.

The City of Salinas Downtown Vibrancy Plan is designed to create a vibrate downtown district from the 100 block of Main all the way down to the end of the 300 block of Main Street. This is an exciting time for all businesses and properties located in the 100-300 blocks of Main St.....investment from the City of Salinas and investment by all property owners with the creation of the Downtown Salinas Community Benefit District (Salinas City Center Improvement Association). A vote to amend the original ordinance will be a step backwards to all the work and investment being done to create a vibrate and successful downtown district.

Please vote no on this amendment.

Thank you.

Cheri Hitchcock
Property Owner 356 Main Street

Jordynne Chacon

From: Christopher Callihan
Sent: Wednesday, August 15, 2018 9:08 AM
To: Jordynne Chacon
Subject: FW: Aug meeting zoning of Beverlys bldg

From: Patricia M. Barajas
Sent: Wednesday, August 15, 2018 9:07 AM
To: Megan Hunter <meganh@ci.salinas.ca.us>; Christopher Callihan <chrisc@ci.salinas.ca.us>; Courtney Grossman <courtg@ci.salinas.ca.us>; Denise Ledezma <denisel@ci.salinas.ca.us>
Subject: Fw: Aug meeting zoning of Beverlys bldg

FYI below. I already forwarded to the Council. Please distribute to commissioners accordingly.

Patricia M. Barajas, CMC
City Clerk

City of Salinas
200 Lincoln Avenue
Salinas, California 93901
patricib@ci.salinas.ca.us
(831) 758-7383

From: Gifts on the Go <giftsonthegosalinas@gmail.com>
Sent: Tuesday, August 14, 2018 6:40 PM
To: cityclerkwebmail
Subject: Aug meeting zoning of Beverlys bldg

August 14, 2018

Salinas Planning Commission Salinas City Council 200 Lincoln Ave Salinas, CA 93901-2639 Re: Changing Main Street Zoning to Allow Non-Commercial Storefront Use - OPPOSE Dear Planning Commissioners and City Councilmembers:

There will be an item on the August 15, 2018 Planning Commission meeting agenda to repeal a provision in the Salinas Zoning Code that prohibits places of religious assembly on the ground floor of the three blocks of Main Street in the downtown area. This provision was inserted into the city municipal code because churches were setting up on Main Street and creating dead zones. There was infrequent foot traffic and activity at these storefronts. Windows were papered over. Merchants were concerned that storefront churches would multiply and contribute to blight. The success of our business depends on a vibrant downtown. That means rows of storefronts that are alive with regular commercial

activity. If the zoning code is amended as proposed to the Planning Commission, there are several vacant storefronts on Main Street that could be promptly adopted as "places of religious assembly, and similar assembly uses." Why would the city change the zoning law to encourage proliferation of infrequently used storefronts on Main Street? There are many locations elsewhere in the City of Salinas where places of religious assembly can establish operations. Main Street is special Please keep the current zoning laws in place for Main Street.

Donna Bruhn

Owner

Gifts on the Go

150 Main st #112

Salinas, Ca 93901

--

Gifts on the Go

150 Main Street, suite 112

Salinas, Ca 93901

ph 831-758-5118

fx 831-975-4273

giftsonthegosalinas@gmail.com

October 23, 2018

Salinas City Council
200 Lincoln Ave
Salinas, CA 93901-2639

Re: **Changing Main Street Zoning to Allow Non-Commercial Storefront Use - OPPOSE**

Dear City Councilmembers:

My family has significant investment in downtown Salinas and actively engages in **excellent property improvement and maintenance** as well as **community economic development**.

As owners of property in this District, we need to stand strong on issues that adversely affect the value of our properties and the success of our tenants. The 300 block of Main Street is especially burdened by the blighted Bruhn building and El Rey Theater as well as other vacancies and underutilizations.

There will be an item on the November 6, 2018 City Council agenda to repeal a provision in the Salinas Zoning Code that prohibits places of religious assembly on the ground floor of the three blocks of Main Street in the downtown area.

This provision was inserted into the city municipal code because churches were setting up on Main Street and creating dead zones. There was infrequent foot traffic and activity at these storefronts. Windows were covered. Merchants were rightfully concerned that storefront churches would multiply and contribute to blight.

The success of our business depends on a vibrant downtown. That means rows of storefronts that are alive with regular commercial activity.

If the zoning code is amended as proposed, there are several vacant storefronts on Main Street that could be promptly adopted as "places of religious assembly, and similar assembly uses." Why would the city change the zoning law to encourage proliferation of infrequently used storefronts on Main Street?

There are many locations elsewhere in the City of Salinas where places of religious assembly can establish operations. **Main Street is special**. Please keep the current zoning laws in place for Main Street.

Sincerely,

KOBRINSKY GROUP

CATHERINE Kobrinsky Evans

ckevans100@sbcglobal.net
P 831 757 4089 / F 831 757 0826
235 Monterey Street, Suite A / Salinas, California 93901

WWW.KOBRINSKYGROUP.COM

DeSERPA REAL ESTATE INVESTMENT & DEVELOPMENT

416 Main Street, Salinas, CA 93901
Tel.: 831-757-4602 · Fax: 831-757-5741

By Email To City Clerk

October 23, 2018

Salinas City Council
200 Lincoln Avenue
Salinas, CA 93901

Subject: Opposition To Church Use On Main Street

Dear Council Members:

We have been downtown property owners for over 40 years. As such we are heavily invested and dependent upon the economic vitality of Main Street. This requires daily foot traffic and intense merchandising effort from every storefront throughout the district.

Churches are dark six days a week and contribute nothing to the merchandising mix. Churches have their place, but not in the center of a retail district. This issue has been fought and defeated before.

Many small business owners have invested their life savings in our downtown. We are trying to attract more. Their investment in our downtown depends on the integrity of our zoning code. Please don't sell them out by compromising it.

We strongly urge you to deny Zoning Code Amendment 2018-001 and CUP 2018-004.

Yours truly,

Rick DeSerpa
General Partner

CC: Kevin Dayton

File #: ID#18-596, Version: 1

An Ordinance Amending Chapter 9 of the Salinas Municipal Code (Building)

Adopt an Ordinance approving an amendment to Chapter 9 of the Salinas Municipal Code (Building) to modify the timing for payment of development impact fees for residential projects.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **COMMUNITY DEVELOPMENT**

FROM: **MEGAN HUNTER, DIRECTOR**

TITLE: **AN ORDINANCE AMENDING CHAPTER 9 OF THE SALINAS MUNICIPAL CODE (BUILDING) TO MODIFY THE TIMING OF PAYMENT OF DEVELOPMENT IMPACT FEES FROM BUILDING PERMIT ISSUANCE TO CERTIFICATE OF OCCUPANCY FOR RESIDENTIAL PROJECTS**

RECOMMENDED MOTION:

A motion to adopt the attached ordinance amending Chapter 9 of the Salinas Municipal Code (Building) to modify the timing of payment of development impact fees from building permit issuance to certificate of occupancy for residential projects.

RECOMMENDATION:

Staff recommends that the City Council adopt the attached ordinance amending Chapter 9 of the Salinas Municipal Code (Building) to modify the timing of payment of development impact fees from building permit issuance to certificate of occupancy for residential projects.

EXECUTIVE SUMMARY:

As noted in the 2015-2023 Housing Element, Salinas's residents are facing increasing challenges affording housing. The Housing Element identified that 77% of Salinas households are experiencing significant cost burdens, defined as gross housing costs exceeding 30% of gross household income. These conditions have only grown worse, as lack of units helped push up rents between 2015 and 2016 by almost 20%. Although the City has substantially invested its HUD funding into housing production, only 78 affordable and moderate housing units were developed in 2017. This lack of housing development has spurred Community Development Department (CDD) Staff to evaluate policies and regulations needed to facilitate construction of units. One such policy is delaying collection of development impact fees to certificate of occupancy.

The Monterey Bay Economic Partnership's White Paper on Policy Changes that Could Improve Housing Affordability in the Monterey Bay Region recommended a change in timing of payment of development impact fees to substantially reduce cost and risk. Paying fees during the most speculative stages of a project's development and then financing fees throughout multiple years of a project's development and construction adds measurably to the cost. In contrast, the City is less impacted by the delay in collection of fees because typically money for public facilities has to

build up before the City can expend funds for capital improvements. This is especially true today as the City's capacity is limited due to the significant number of projects already under development through Measure X. Thus, this modest amendment to Chapter 9 effectively balances the need to facilitate housing production with that of recovering fees to defray costs of public facilities related to new development.

BACKGROUND:

California Government Code Sections 66000-66008, also known as the Mitigation Fee Act, provides local jurisdictions the authority to impose fees as a condition of approval of a development project to defray all or a portion of the cost of public facilities related to the project. The Mitigation Fee Act broadly defines public facilities to include public improvements, public services, and community amenities. Although not specifically addressed in the Act, other provisions of the Government Code prohibit the use of impact fees for maintenance or operating costs. The Act also contains specific requirements for establishing, increasing, and imposing impact fees, as well as for the collection and expenditure of those fees, and required annual reporting and periodic re-evaluation of the fee program.

City Council last amended the Sections on Development Impact Fees in Chapter 9 – Building in April of 2014. At that time, the most substantive change was the addition of Article V-D on Public Facilities Impact Fees. The proposed modification to timing of payment of development impact fees for residential projects is the first change to related provisions in Chapter 9 since 2014. A public hearing notice regarding this change was published in the Monterey Herald on October 22nd and October 31st.

DISCUSSION:

California Government Code §§ 66000-66008, also known as the Mitigation Fee Act, provides local jurisdictions the authority to impose fees to defray all or part of the cost of public facilities related to new development. Although recovering these fees is critical to the City's financial sustainability, it can also increase the costs of housing and reduce supply. Given Salinas' slow progress in achieving our Reginal Housing Needs Allocation (RHNA) with only two hundred and twenty-four units since 2015, Community Development Department (CDD) Staff began to evaluate our housing policies.

On March 20, 2018, the Monterey Bay Economic Partnership presented a report to the City Council on "What Realistic Policy Changes Could Improve Housing Affordability in the Monterey Bay Region". This report recommended that cities delay the collection of development impact fees to certificate of occupancy instead of at building issuance. CDD Staff evaluated this recommendation and discovered that timing of payment at building permit issuance can constrain housing development by requiring upfront payment of fees before permanent financing is in place. In fact, there is a growing trend among cities to delay timing of payment of development impact fees for housing projects. Numerous cities in Northern California such as Santa Rosa, Livermore, Berkeley, and Mountain View already collect these impact fees at final inspection or issuance of certificate of occupancy. In an effort to stimulate housing production, CDD Staff presented a potential amendment to Chapter 9 to the Housing and CDBG Subcommittee of City Council on

October 17, 2018. The Subcommittee encouraged staff to bring this item to full City Council for consideration.

The proposed modifications to the ordinance merely delay the timing for collection of development impact fees and only apply to residential projects. No other change related to these development impact fees is proposed at this time. City staff will continue to monitor how development impact fees affect housing production and may propose future changes to this Chapter.

DEPARTMENT COORDINATION:

The Community Development Department (CDD) has coordinated this proposal among the Housing, Current Planning, and Project and Plan Implementation Divisions. The timing change for the collection of development impact fees was discussed with the SCCIA and other downtown property owners, particularly as it relates to future adaptive reuse projects. The Legal Department was helpful in guiding staff to the appropriate Chapter of the Salinas Municipal Code that required modification. CDD Staff also was able to coordinate with the Public Works and Finance Departments and the City Manager's Office on this policy change and present it to the Housing and CDBG Subcommittee of City Council on October 17th.

CEQA CONSIDERATION:

The environmental impacts of the project have been analyzed in accordance with the California Environmental Quality Act (CEQA). The adoption of this Ordinance involving a change to the timing of development impact fee payment is "Not a Project" under CEQA Guidelines Section 15378.

STRATEGIC PLAN INITIATIVE:

The proposed Ordinance supports City Council's goal of Economic Diversity and Prosperity and Well-Planned City and Excellent Infrastructure by balancing the need to facilitate housing production with that of recovering fees to defray costs of public facilities related to new development.

FISCAL AND SUSTAINABILITY IMPACT:

No significant impact to the City's General Fund is anticipated with the proposed Ordinance. The City would still collect the same development impact fees, but the timing would be delayed generally by roughly 2 years. The timing for collection of these fees, only applies to residential development.

ATTACHMENTS:

- Draft Ordinance
- Monterey Bay Economic Partnership's White Paper – "What Realistic Policy Changes Could Improve Housing Affordability in the Monterey Bay Region"
- Hearing Notice

ORDINANCE NO. _____ (N.C.S.)

AN ORDINANCE AMENDING CHAPTER 9 OF THE SALINAS MUNICIPAL CODE (BUILDING) TO MODIFY THE TIMING OF PAYMENT OF DEVELOPMENT IMPACT FEES FROM BUILDING ISSUANCE TO CERTIFICATE OF OCCUPANCY

WHEREAS, California Government Code §§ 66000-66008, also known as the Mitigation Fee Act, provide local jurisdictions the authority to impose fees to defray all or part of the cost of public facilities related to new development; and

WHEREAS, the City of Salinas would like to balance the requirement of recovering public facilities costs associated with new development and the critical need for housing production; and

WHEREAS, the City's Annual Report on our Regional Housing Needs Allocation (RHNA) documented the production of only seventy-eight housing units in 2017 and the need for development of another 1,869 residential units in Salinas by 2023; and

WHEREAS, the City is well short of its RHNA allocation and must consider new housing policies to facilitate quicker production of these needed housing units; and

WHEREAS, on March 20, 2018, the Monterey Bay Economic Partnership presented a report to the City Council on "What Realistic Policy Changes Could Improve Housing Affordability in the Monterey Bay Region" and recommended a delay in collection of development impact fees to certificate of occupancy; and

WHEREAS, the City of Salinas' 2015-2023 Housing Element recommends that staff "monitor existing development fees, including in-lieu fees, development impact fees, and processing fees, to ensure they are not a constraint to the feasibility of affordable housing development"; and

WHEREAS, City staff reviewed development impact fees related to housing and found that timing of payment at building permit issuance does constrain housing development by requiring upfront payment of fees before permanent financing is in place; and

WHEREAS, numerous cities in Northern California such as Santa Rosa, Livermore, Berkeley, and Mountain View collect these impact fees at final inspection or issuance of certificate of occupancy for residential development; and

WHEREAS, City staff presented this research to the Housing and CDBG Subcommittee of City Council on October 17, 2018 and was encouraged to bring this item to full City Council for consideration; and

WHEREAS, on November 6, 2018, the Salinas City Council held a duly noticed public hearing to consider proposed amendment to Chapter 9 (Buildings) related to the timing of payment of development impact fees on cost recovery fees and service charges.

NOW, THEREFORE, BE IT ORDAINED BY THE COUNCIL OF SALINAS AS FOLLOWS:

SECTION 1. Chapter 9 of the Salinas Municipal Code is hereby amended as follows (Revisions are shown in underline/strikethrough text):

Article V. – Development Impact Fees.

Sec. 9-48. - Collection, penalty, and severability.

(a) The~~se~~ fees for commercial projects as defined in the Zoning Code shall be due and payable before the issuance of a building permit for the construction of improvements subject to these fees, and no building permit shall be issued until the fees are paid.

(b) The fees for residential projects as defined in the Zoning Code including those portions of a mix-use building or development shall be due and payable at issuance of a certificate of occupancy for the construction of improvements subject to these fees, and no certificate of occupancy shall be issued until the fees are paid.

(c) In the case of a mobile home or any governmental agency benefited by the services to be provided, these fees shall be due and payable before connection to the sanitary sewer system shall be allowed.

(d) Violation of this article shall be a misdemeanor.

Article V-B. – Traffic Fees.

Sec. 9-50.81. - Collection of fees—Penalty.

(a) For any commercial development as defined in the Zoning Code that requires a building permit, these fees shall be paid prior to the date of issuance of the building permit, and no building permit shall be issued until said fees are paid, unless a contract for installment payment has been approved by the Salinas ~~c~~City ~~c~~Council.

(b) For any residential development as defined in the Zoning Code including those portions of a mix-use building or development that requires a building permit, these fees shall be paid prior to the issuance of a certificate of occupancy, and no certificate of occupancy shall be issued until said fees are paid, unless a contract for installment payment has been approved by the Salinas City Council.

(c) For development not requiring a building permit, these fees shall be paid prior to the initiation of the new use.

(d) Violation of this article is a misdemeanor.

Article V-D. – Public Facilities Impact Fees.

Sec. 9-50.95.90 - Collection, penalty, and severability.

(a) The fees for commercial projects as defined in the Zoning Code shall be due and payable before the issuance of a building permit for the construction of improvements subject to these fees, and no building permit shall be issued until the fees are paid.

(b) The fees for residential projects as defined in the Zoning Code including those portions of a mix-use building or development shall be due and payable at issuance of a certificate of occupancy for the construction of improvements subject to these fees, and no certificate of occupancy shall be issued until the fees are paid.

(c) In the case of a mobile home or any governmental agency benefited by the services to be provided, these fees shall be due and payable before connection to the sanitary sewer system shall be allowed.

(d) Violation of this article shall be a misdemeanor.

SECTION 2. CEQA CONSIDERATIONS. The adoption of this Ordinance involving a change to the timing of development impact fee payment is "Not a Project" under the California Environmental Quality Act (CEQA), Guidelines Section 15378.

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause and phrase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 4. EFFECTIVE DATE. This ordinance shall take effect and be in force thirty days from and after its adoption.

PASSED AND ADOPTED this ___ day of November 2018, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

_____
Christopher A. Callihan, City Attorney

Monterey Bay
ECONOMIC PARTNERSHIP

What Realistic Policy Changes Could Improve Housing Affordability in the Monterey Bay Region?

January 2018

Background

This paper focuses on what local policy changes

a) have been thoroughly researched, recommended, and/or tested in other locations for their effect on improving housing affordability in a highly constrained housing market;

b) are far from fully implemented within the Monterey Bay Region;

c) are likely to have a positive effect on affordability within the housing and policy characteristics of Monterey Bay Region; and

d) have been judged by the authors to be, broadly speaking, politically realistic in many of the local jurisdictions within the Monterey Bay Region.

This paper does not describe the housing crisis that the region is currently facing and the negative consequences thereof, which is well documented elsewhere. Nor does it examine the detailed differences between jurisdictions within the region, exactly how best to implement these policies within each jurisdiction, nor what some of the trade-offs to these policies would be. We hope, rather, that this paper can be a starting point for jurisdictions to more fully examine and consider policy changes for improving housing affordability. We also hope that more regional conversation, advocacy, and coordination toward improving affordability can take place.

We would like to continue to update this research, and therefore welcome questions, comments, and ideas. Please feel free to contact Sibley Simon at sibley@envisionhousing.us or Matt Huerta at mhuerta@mbep.biz .

Alterable Drivers of Affordability

It is beyond the scope of this report to fully explain the complex nuances of what makes housing expensive to develop and the housing market unaffordable in our communities. Some drivers of cost are nearly unchangeable (e.g. frequently difficult soil conditions), some are beyond the ability of local jurisdictions to change (e.g. certain over-uses of CEQA lawsuits), and some have near-consensus support for leaving in place (e.g. preserving the region's productive farm land). To evaluate and prioritize housing policy change, though, explicit mention of the realistically improvable affordability drivers is critical.

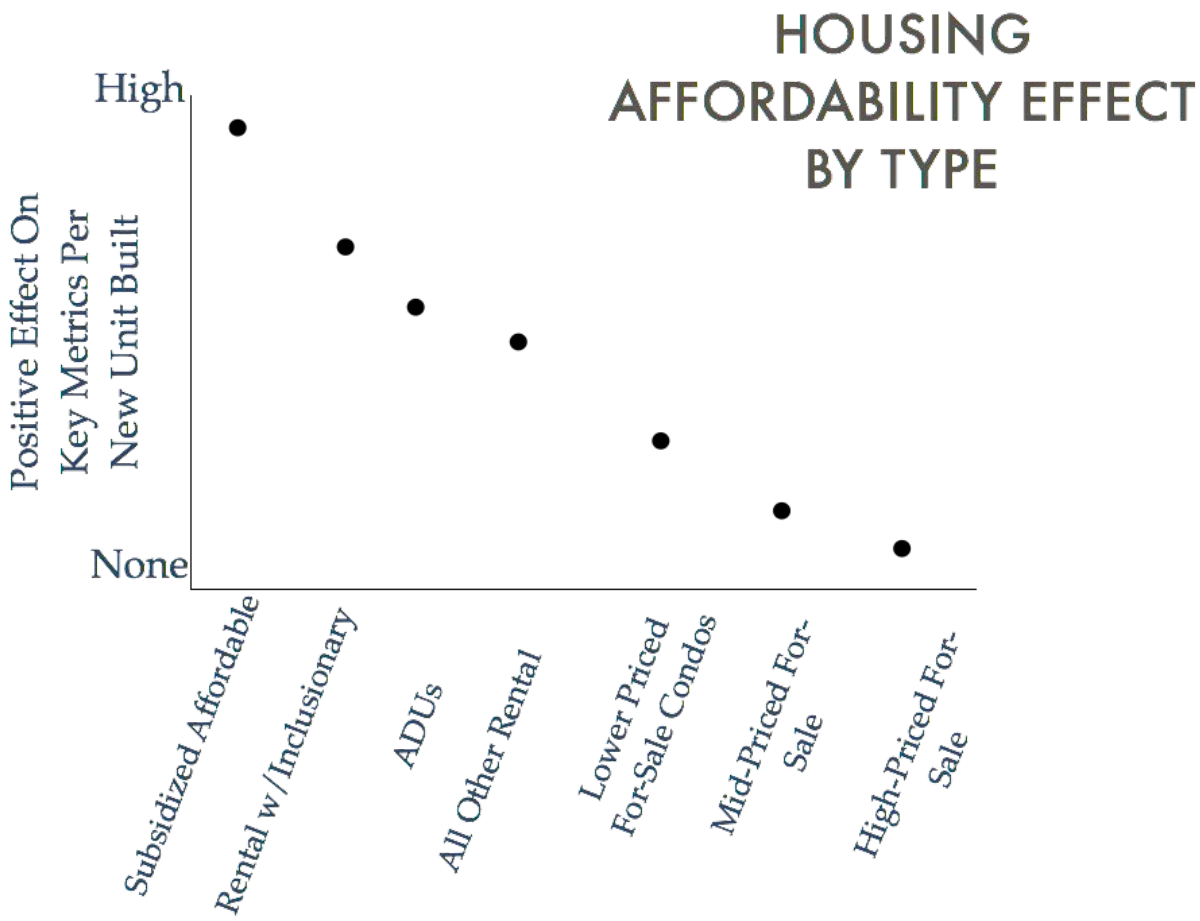
We briefly summarize the most relevant drivers below. The policies advocated in this paper are specifically picked to cause improvements in these drivers.

1. **Overall Housing Supply.** It is well understood that the Monterey Bay Region and California as a whole have for decades been producing new housing at a rate far below the gradual increase in demand. The drivers listed below address the fact that there are more and less productive types of housing to create, but we must not lose sight of the fact that we do not even have in existence today enough housing for our region's current residents. There is no question, then, and that addressing affordability as a whole requires, in part, significant increases in our rate of housing production.

2. **Mix of housing types produced.** A less often discussed component of housing affordability within our undersupplied market is that we (both the Monterey Bay Region and California generally) do not produce a mix of housing types that corresponds well to the spectrum of demand. We create a very small amount of publicly subsidized housing for lower income levels and a much larger amount of expensive for-sale housing (but not even enough of the latter to keep up with demand). Critical to addressing affordability is not only increasing production but altering the types of housing produced. This is important and complex enough that we address this point in more detail below.
3. **Affordable Housing Production.** The more affordable housing we can actually create for lower income levels, all else being roughly equal, the more we will improve the region's affordability. Actually evaluating affordable housing policies according to the number and income level of units produced relative to alternative policies has often been neglected, and is therefore an important part of a systematic policy change effort. There seems no realistic path to addressing most of the affordability crisis via publicly subsidized housing, so this category of production must only be one of several major efforts. Nevertheless, local measures that could create more subsidized affordable housing should be pursued.
4. **Cost of Production.** Even within the context of unaffordably high prices and rents, the high cost of production is one of the dominant factors in the overall lack of supply. Further, it is important to note that while reducing the cost of production does increase total production, it also has the arguably even more important second effect of enabling the production of more housing types (e.g. smaller infill multifamily housing) beyond highest-end units. In this way it is critical to altering the mix of units produced.
5. **Risk in Production.** As with cost, the risk involved, primarily through lengthy and uncertain approval processes, is also a significant component of depressed supply.

More on Housing Types

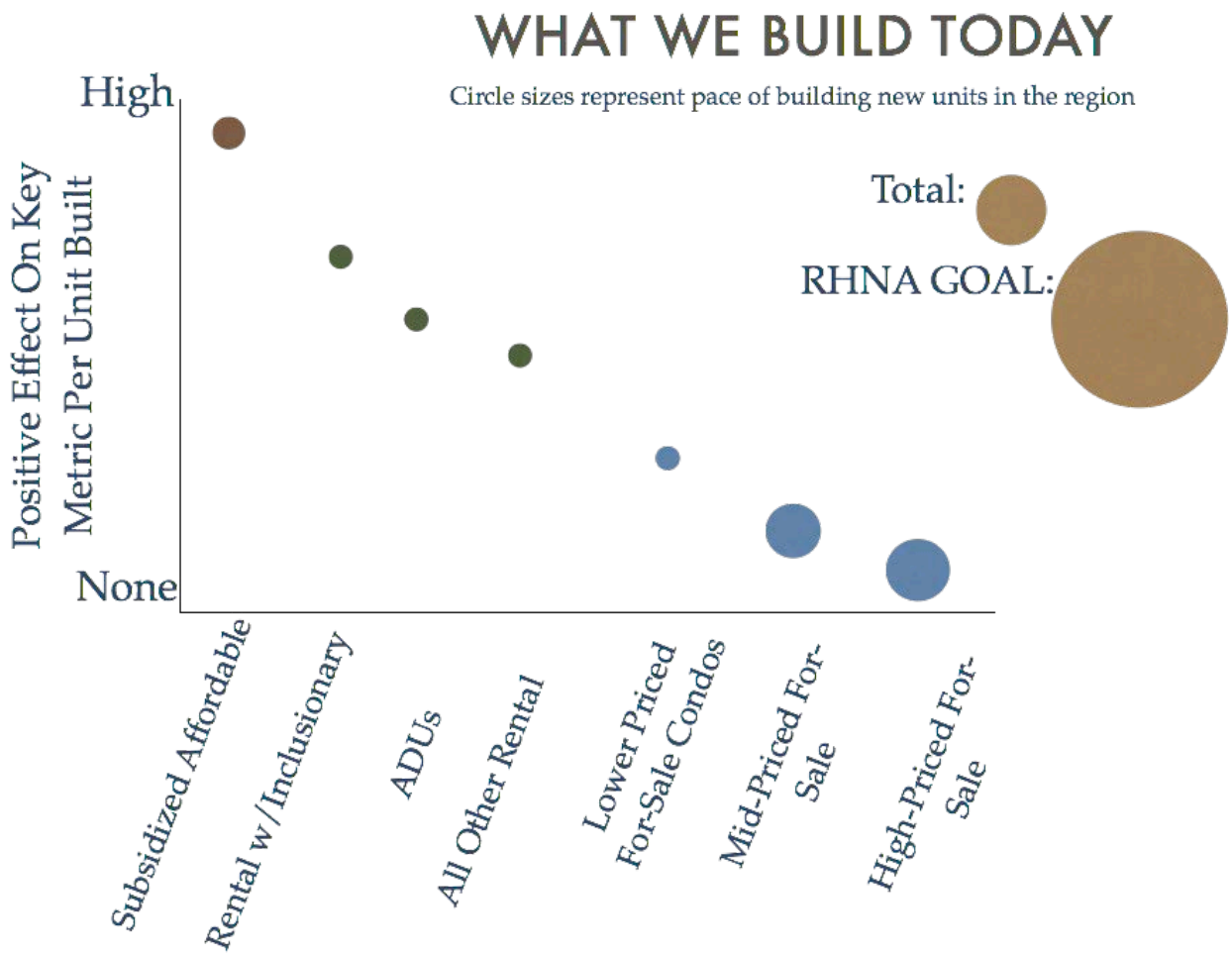
Debate about the effect of new supply on overall affordability is often muddled, in part, by failing to distinguish between new housing of different types. In a region that primarily has lower-growth industries and challenging commutes to higher-growth economic areas (primarily Silicon Valley), some types of new housing construction have low induced demand. Meanwhile, other types of housing, such as for-sale housing that is ideal by design and location for high-end vacation homes, have a larger induced demand for non-primary residence uses. Our region's world class hospitality destinations and desirable retirement communities are in part made possible by service workers who increasingly live further away from their employers. We believe it is likely that our region has an even larger spread in affordability impact between different housing types, and in any case the growing research to support these conceptual distinctions clearly applies.



The types of housing shown above are only some of the categories that warrant consideration - distinction could also be made by dense infill vs. single family homes, multi-family building height, and other characteristics.

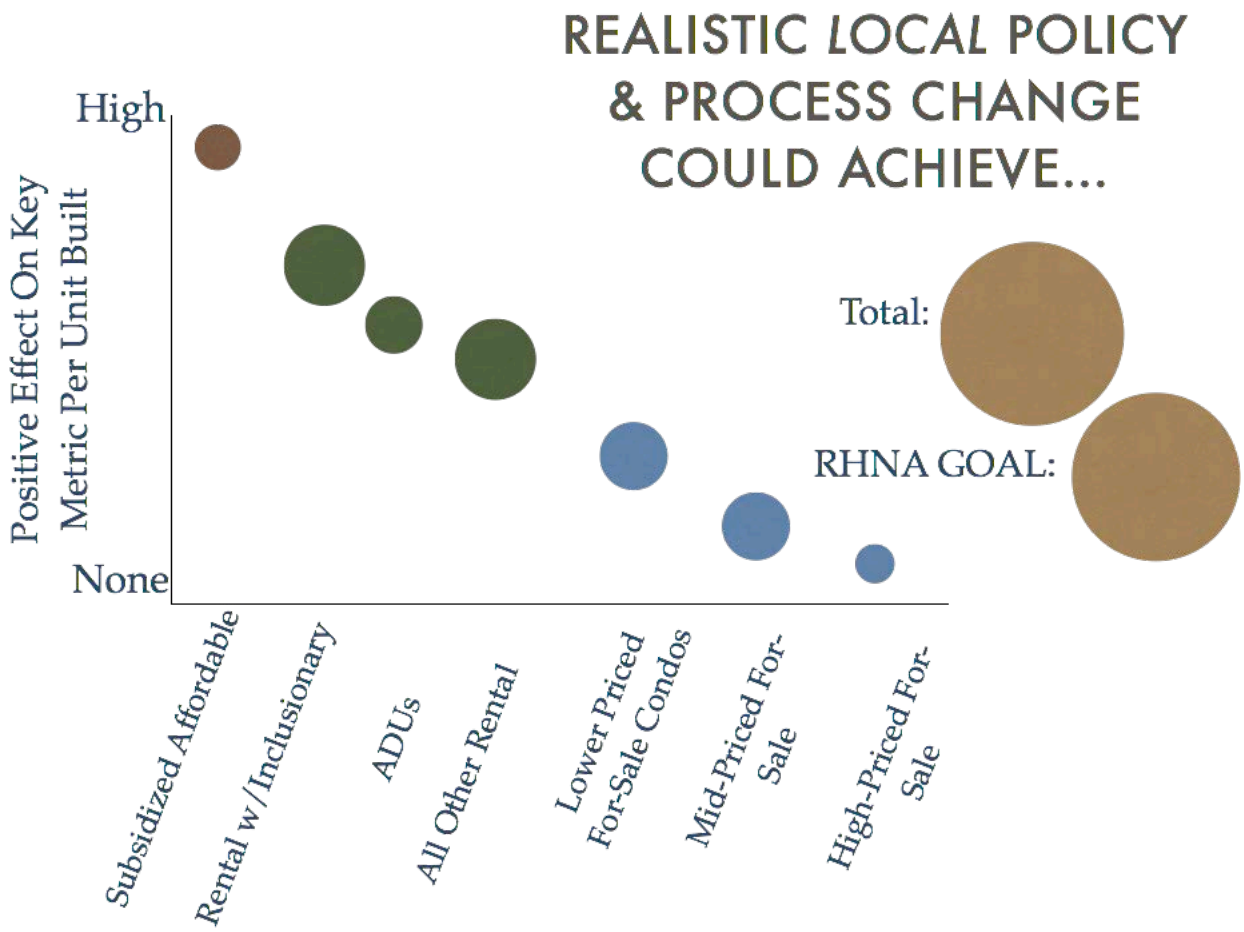
In other regions, work has been done to quantify these distinctions. It is beyond the scope of this report to fully explain this research, which requires first defining combinations of metrics such as median home prices and rents, percent of extremely rent burdened households, new homelessness, etc. to measure. A study by Karen Chapple and Miriam Zuk at UC Berkeley, for example, found that even in the SF Bay Region, both new market-rate housing and new affordable housing actually reduced displacement of lower-income households, with the affordable housing having roughly 2.5 times the effect per unit. While there is not enough data to predict exact affordability improvements in the Monterey Bay Region due to specific increases in supply in specific housing types, we believe the relative effects are clear.

As a rough approximation, the mix of housing types we have built in recent years (more specifically within the last RHNA cycle) looks more like the following, with the size of each circle indicating the relative volume in number of residential units:



The RHNA Goal shown here is the "Regional Housing Needs Assessment" created according to state law that is an estimate of the number of housing units (with sub-goals for certain income levels) that is needed just to keep up with the increase in demand. As can be seen, our region not only adds to unaffordability by failing to keep production up with increases in demand, but also adds further to it by predominantly constructing units that have a lesser affect on overall market affordability.

The good news is that it appears from success elsewhere that realistic local policy change can have a major effect in changing this supply problem. While no single, simple policy change provides the answer, we believe that a systematic, sustained set of local changes and evaluation of their effect could bring our region's housing production close to something like the following, which would begin to reverse unaffordability across income levels:



To accomplish this, jurisdictions in our region would need to systematically and rigorously work on policy changes such as those described in the following section.

Most Promising Policy Change Recommendations

Reviewing local policy recommendations, analysis, and studies of implemented policies by the California Department of Housing & Community Development, the San Diego Housing Commission, multiple policy groups in the San Francisco Bay area, and a few specific jurisdictions has led us thus far to the following list of most promising policy changes that could be made by some or all of the jurisdictions in the Monterey Bay Region.

1. **Scale All Fees by Square Foot, Not Per Unit.** Recognizing that truly reducing the overall fee burden on housing production will likely require state-level policy change, local jurisdictions can immediately focus on removing disincentives to the creation of smaller units. All of the jurisdictions we examined in the region have at least some fees that are charged per housing unit created, without regard to whether the unit is a 4,000 square foot single family home or a 400 square foot rental apartment. This provides a financial

disincentive to build smaller units that have a much greater affect on improving the market's affordability. We see no downside to eliminating this disincentive, as has specifically been recommended by HCD.

We particularly note that in the jurisdictions within Santa Cruz and San Benito counties, the majority of all jurisdiction fees paid in the production of new smaller units are often the per-unit water & sewer fees. For example, a project with 10 units that are each 3 bedroom, 2 bathroom for-sale townhouses of 2,000 square feet might pay $200,000 in such fees (more or less depending on the exact districts the project falls within). In the same location, a project of 15 rental units, 10 of which are 1bedroom, 1 bath, 600 square foot units and 5 of which are 2 bedroom, 1.5 bath, 800 square foot units would pay $300,000 at the same per-unit fee rate. The second project has much less square footage, fewer bedrooms, fewer bathrooms, likely a similar or lower population and number of vehicles, and yet we are disincentivizing it with higher fees. *Just changing these fees alone to a per square foot basis that still nets the same total impact fee collection by water districts could save over 3% on the cost of production of small units in multi-family infill projects.*

2. **Defer Development Impact Fees Until The Certificate of Occupancy.** Paying fees during the most speculative stages of a project's development and then financing fees throughout multiple years of a projects development and construction adds measurably to the cost. The San Diego Housing Commission seeks to save approximately 1% of the cost of production across *all* housing units simply by collecting all of the same fees as a requirement for CoO issuance rather than at many stages throughout a project's timeline previous to that point. This could certainly be done with impact fees, such as those leveed for water, sewer, traffic/street improvements, daycare, affordable housing impact, groundwater/impervious surfaces, parks, schools, etc. Jurisdictions should also look at the many other fees, such as application fees, general plan fees, etc. to determine which are most feasible to move to the later stage as well.

3. **Enhanced Bonus Density Provision.** While real success improving affordability will take changing multiple policies, we see this as the single most powerful lever that could be deployed. It therefore warrants a more detailed explanation.

   Background: The State of California has a bonus density law that applies to all jurisdictions. Under this law, if a housing project includes certain percentages of its units as legally restricted affordable housing units for certain low-income levels, i.e. inclusionary housing (the particular percentage required varying according to how low the income restrictions are on the units), then the project can take advantage of certain incentives, including:

   - A percent increase in the density of units that can be built in the project over that allowed by the local jurisdictions zoning ordinance (with that bonus percent rising as high as 35% if enough income-restricted affordable units are built);

   - A reduction in the minimum parking requirements to a certain level specified by state law, if desired;

   - The right to have a limited number of other more minor deviations from local zoning (e.g. setback requirements) under certain circumstances.

This law seeks to provide the incentives to create affordable housing units without government cash subsidy. However, across California it is rarely used outside of 100% affordable projects that are indeed subsidized with public dollars.

San Diego's analysis concluded that the structure of the law is sound, but often the expense of providing the on-site affordable housing units is greater than the benefit of the incentives provided. Their local amendments to this structure have shown one example of how this bonus density structure can be enhanced to the point that it greatly increases the production of affordable housing units. Key points from San Diego's example include:

- Strategically, San Diego did not reduce the affordable housing requirement to achieve bonus density nor alter the state's bonus incentives for the typical inclusionary housing percentages. Rather, they altered their law to provide a larger bonus density reward for inclusionary housing *above and beyond* the highest levels rewarded by the state. So a project that maxes out the state bonus density incentive by providing 20% of its baseline number of units as low-income affordable units can then provide *even more* inclusionary housing, with more bonus per unit up to a 50% density bonus.
- Similarly, projects going beyond the state density bonus requirement earn more of the minor zoning concessions, up to a five concession maximum.
- **This policy has resulted in a 900% increase in the rate of housing projects applying for bonus density and 470% increase in the inclusionary housing units in the production pipeline.** The increase in affordable and bonus market-rate units is shown in the chart below (courtesy Circulate San Diego at: http://www.circulatesd.org/ahbpreport)

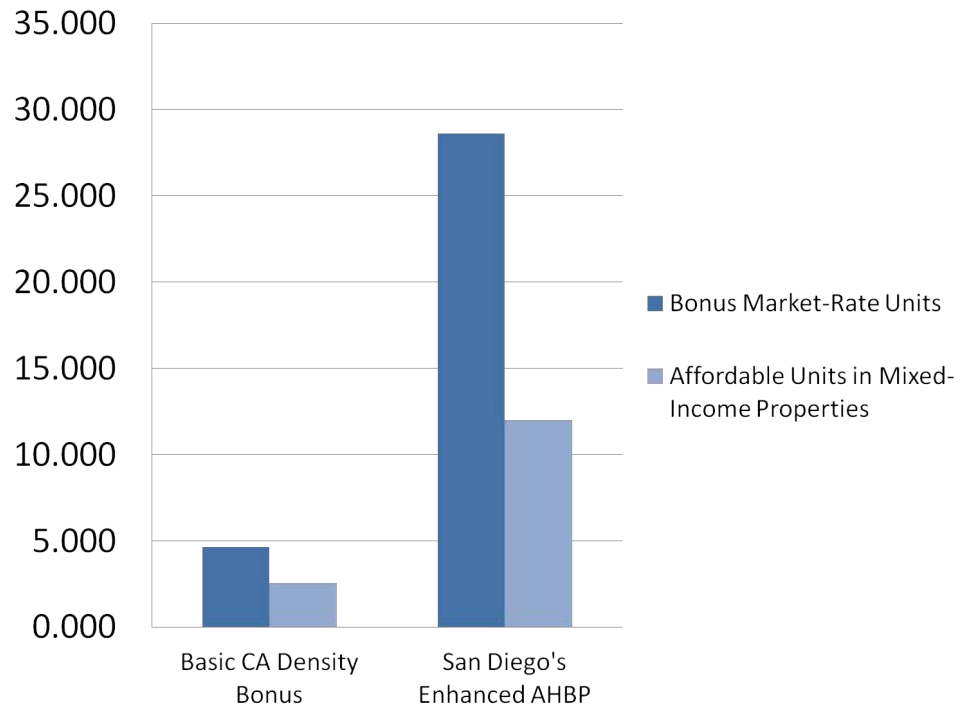
With minor exceptions, all of the jurisdictions in the Monterey Bay Region have bonus density ordinances that effectively copy the requirements of the state law. We see the San Diego framework as a major opportunity for jurisdictions to create affordable housing well beyond what can be funded with public dollars. In addition to the additional bonus structure described above, other potential improvements to the region's current bonus laws for creating affordable housing and other less expensive, denser units include:

- Allow a preference for subsidy vouchers in the inclusionary units, whether to simply lead more such projects to happen or to achieve a deeper level of affordability. (Ordinances in some jurisdictions in the region are unclear as to whether this is allowed.) Arguably the majority of the effectively (and legally) affordable housing in our region comes from the use of subsidy vouchers such as Housing Choice vouchers (aka Section 8), VASH vouchers for veterans, and other programs. However, there is not full utilization of those vouchers we have available in our region because of the difficulty of finding units that will accept them. Within Santa Cruz County, for example, only 50% of those households who get a new voucher (typically after having waited > 8 years on a waiting list), are able to find a unit that accepts the voucher before losing it. This is a major missed opportunity for increasing affordability in our region. As long as this need exists, allowing those vouchers to help pay for the creation of new affordable housing units would be a clear benefit to our region.
- Allow market rate developers the option to pay in-lieu fees and require acceptance of subsidy vouchers. Providing developers alternatives to building inclusionary rental units onsite increases project feasibility, but can be counterproductive in terms of increasing the supply of affordable units. All large-scale rental housing developments (e.g. 10 units or larger) should include some units accessible to lower income households through

subsidy vouchers. The Salinas Inclusionary Housing Ordinance updated in 2017 includes a $5 per square foot in-lieu fee that was higher than economically feasible for some projects, so a compromise was reached allowing developers to pay $2 per square foot if the developer voluntarily agrees to allow Housing Choice Voucher holders to access 12% of their rental units (matching the rental option total percentage). This incentive addresses the need for more access to units for existing voucher holders struggling to find apartment owners who accept their vouchers.

- Rental bonus. As noted above, we desperately need more rental housing in order to improve the region's affordability. Santa Cruz has experimented with adding a rental housing density bonus, in which simply by being guaranteed to be rental housing instead of for-sale units, a project can obtain a density bonus. This hasn't been widely used, however, like other bonus densities. We believe that this is an excellent concept that could be restructured to have a significant effect. Because inclusionary rental units are more difficult financially to incorporate into a rental project, we suggest that jurisdictions structure an additional bonus on top of inclusionary housing bonuses (of, say 10%) for projects that are guaranteed to be rental projects. This would use the San Diego model of still requiring inclusionary units but then increasing the incentive thereafter - in this case for the public benefit of providing rental vs. for-sale housing.

Bonus & Inclusionary Units Produced Per Month in San Diego Before & After Bonus Density Law Change



4. **Reducing Parking Requirements.** The single biggest disincentive for building more, smaller units in a project rather than large, expensive units is parking requirements. In a 3 -

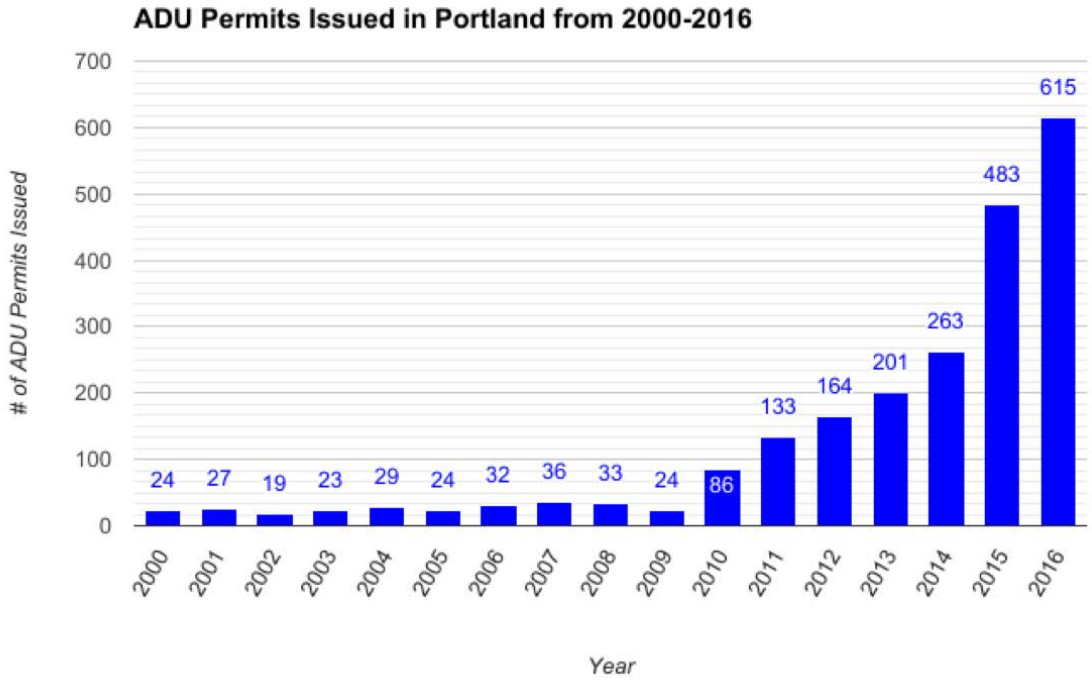
4 story infill project with smaller units, for example, ground-level parking can take up 2.5 times the amount of land as the building(s). Projects then sometimes choose between fewer units (and thus have to get more revenue per unit) or adding structured, underground, or lift parking, which typically costs $20,000/new parking spot or more. The Monterey Bay Region has scores of zoning areas within its 17 jurisdictions with varying parking requirements. But nearly all, for example, require 2 parking spaces plus visitor parking for every modest-sized one-bedroom apartment. The financial feasibility of building many more housing units near jobs in walkable, bike-friendly, and bus-friendly locations would be greatly helped by:

- Greatly reducing - ideally eliminating entirely - parking minimums in core downtown zones, combined with parking districts where needed.
- Reducing parking requirements in other locations served by walkable amenities and public transit.
- Reducing parking requirements as an incentive for lower-parking policies, from additional bike amenities, car sharing amenities, and institution of low-car ownership rental preferences.
- Making a working bonus density ordinance, so that the lower parking requirements required by state bonus density law are available to projects that can work financially.
- Incentivizing commercial property owners to share existing parking with nearby residential projects where appropriate.

5. **Reducing Commercial Space Requirements.** In mixed-use zones around the region, there are typically requirements for how much construction must be commercial or even retail. This can be all street frontage, the full first-floor, or in the case of unincorporated Santa Cruz County, 50% of the square footage of the entire development. In most locations, there is not strong demand for commercial space. Lenders often therefore do not count projected commercial revenue in their financing calculations. This means that housing can only be built in those locations if it is expensive enough to subsidize the required commercial space - often leading to commercial space that is not well designed for likely eventual uses. This is a particularly significant challenge because these mixed-use zones are typically the exact locations where housing density is least controversial, closest to jobs, and best served by transit and active transportation options. Best practices for improving housing affordability include:
   - Allow housing behind and above any first-floor commercial/retail space, requiring at most only a certain depth of commercial space along the primary street frontage.
   - Outside of core downtowns, allow street frontage space to be a construction type and design that can allow for conversion between residential use, live-work space, and retail uses, allowing demand to drive use over time.
6. **Local Funding Sources for Affordable Housing.** 2016 was a breakthrough election cycle for voters in local jurisdictions in CA passing taxes and fees that fund affordable housing. Counties and cities in the Monterey Bay Region should look at best opportunities for generating revenue to subsidize more affordable housing production - sources *other than* taxing the other most important types of housing production (such as rental housing). In fact, jurisdictions who do not have local match sources will not be competitive for state and

federal resources that base their awards on leverage (e.g. Low-Income Housing Tax Credits). Exploration of other local sources could include dedicating a portion of Transient Occupancy Taxes, Cannabis Revenues, or establishing a Commercial Linkage Fee as several San Francisco Bay Area cities have done. UC Berkeley's Urban Displacement Project (http://www.urbandisplacement.org/policy-tools-2) has catalogued affordable housing policies including housing related funding measures across the Bay Area. Los Angeles passed a business sensitive commercial linkage measure in December 2017.

7. **Comprehensive Pro-ADU Production Policies.** The 2016 changes to CA state law remove many of the barriers to ADU production. Nevertheless, longstanding policies in Santa Cruz in particular demonstrate that this is not enough to actually get many ADUs produced. Portland provides the best example of a jurisdiction (roughly the same size as the Monterey Bay Region in total population as well as prevalence of single-family-home lots) that has rapidly increased its ADU production via a systematic policy-change effort. The chart below shows the effect of repeatedly analyzing and acting on policy-change opportunities regarding ADUs in Portland:



Specific policies changed and actions taken beyond those already enacted by California state-wide include:

- Annual production goals, with continued policy change as success relative to the goals is evaluated.
- Significantly lower impact fees for ADUs, including avoiding water and sewer fees due to the property already having such connections.
- Deferral of all impact fees until Certificate of Occupancy.

- No owner occupancy requirements.
- Further lowering parking requirements.
- Easy online tool for assessing a property's eligibility and requirements under zoning rules.
- Sustained public education.
- Actively working with local lenders to encourage the creation of financing products specifically for funding the construction of ADUs.

  For more reading on ADUs, see the recently released brief from Berkeley's Turner Center for Housing Innovation: http://ternercenter.berkeley.edu/uploads/ADU_Update_Brief_December_2017_.pdf

8. **Update Traffic Analysis.** California is moving toward analyzing traffic impacts in the "vehicle miles traveled" framework rather than the "level of service" framework. This recognizes that infill development is better overall for a community's traffic, even if it is near a heavily-used street or intersection, than is building housing far from jobs and services. In November 2017, the Governor's Office of Planning and Research released an update to CEQA that moves this forward. The current estimated timeline by the state is that jurisdictions may not be required to enact this change until some date in the future, potentially as far as the end of 2021. However, the sooner jurisdictions in our region make this switch, the sooner this will positively affect infill housing development. Pasadena, San Francisco, and Oakland have all made this change already and San Jose, Los Angeles, and Sacramento are close to adopting the change. There is every reason for jurisdictions in our region to begin this in 2018.

   (The final draft of proposed state changes can be found beginning on page 77 of http://opr.ca.gov/docs/20171127_Comprehensive_CEQA_Guidelines_Package_Nov_2017.pdf)

9. **Zoning for Density, Including Optimizing Height Limits & Density Calculations.** It is clear that the needed growth in housing supply now and in the future will come from higher-density, infill development. However, our current zoning needs updating in many locations around the region to allow this to occur. Throughout California, jurisdictions are updating zoning in downtowns and denser corridors to enable projects that create new supply of high quality housing (often mixed-use) to occur. These updates include:
   - Setting height limits in downtowns and other denser areas to the financially efficient heights for 3-over-1 (i.e. three residential stories built over one commercial story) and 5-over-2, roughly 50 and 85 feet respectively.
   - Requiring only modest upper-story setbacks, and especially in downtowns, allowing high FAR (floor area ratio) – in these locations a FAR limit is often not needed at all given that total lot coverage after setbacks, articulation requirements, and height limits are observed is often ideal.
   - Removing units-per-acre density limits, instead limiting density by height, FAR, and parking requirements. This enables projects to build more, smaller units in the same building size.

- As stated above, reducing the commercial space requirements is also a core part of optimizing zoning. Outside of core downtown areas, allowing a part of a mixed-use project's ground floor to be residential.

More examples of the specific limits that are preventing more infill density in the most appropriate areas within the region are listed in the table at the end of this document.

Conclusion

Systematic Policy Change Effort

Local policy makers have a major role to play in enabling solutions to our housing affordability crisis. Our local zoning rules, fees, and other policies have not or have not fully implemented many of the best practices being used elsewhere in CA.

It is important to note that many of the locations that are having the most success in addressing these same challenges are taking a systematic, ongoing approach to rapid policy change. Because housing policy is complex, and it is often the combination of many policies that leads to significant change, such an approach is likely necessary for successful outcomes. The approach involves

a) Setting annual housing production goals, broken down by components such as units affordable to different income levels, rental vs. for-sale units, and geographic areas.

b) Measuring success against the goals in public annual reports that allow for and encourage community engagement.

c) Taking a data-driven approach to assessing the effect of specific policies in progress toward goals.

d) Sustaining the systematic effort across multiple years, adjusting policies to achieve goals and avoiding critical negative consequences.

The San Diego Housing Commission have been particularly successful at applying this sustained methodology within the context of California's regulatory and funding environment.

A key recommendation, then, is for jurisdictions to engage in a goal-oriented, multi-year process of evaluation and change toward addressing the affordability crisis. This would require a consistent group of appointed commissioners, elected officials, and/or staff to perform clear analysis, incorporating input from residents and the development community before arriving at detailed recommendations. While this takes sustained effort and resources, we are so far behind in having a housing market that supports a healthy, thriving, and diverse community that solutions will require this level of high-priority commitment.

We hope that each jurisdiction will work to carefully adapt and apply these policies, look for more opportunities that have not yet been identified here, and measure the collective progress across:

- Total housing production,
- Production of rental housing,
- Production of affordable housing,
- Displacement and overcrowding, and
- Measures of affordability, including median rent/price, burden relative to income, etc.

Additional Information

When the cost of building a certain type of housing is reduced, more of it tends to be produced. Reducing the cost of building the kinds of housing most needed by a community has become an important strategy in California jurisdictions seeking to address the need for the right kinds of supply. We performed an initial application of public analysis by Kyser Marston Associates for other jurisdictions and by other parties such as HCD and the Bay Area Council Economic Institute to our region and to the policies listed above. This indicates that enacting these policies could save tens of thousands of dollars per unit. For smaller units, this can be well over 10% of the cost of production.

	Applies-To % of Potential Housing	Possible Cost Reduction
Fees by Square Foot	75%	$1-10,000
Defer Development Fees	100%	$2-6,000
Effectively Incentivize Bonus Density Projects	30%	$50-85,000
Reduce Parking Requirements	50%	$5-20,000
Reduce Commercial Space Requirements	20%	$10-20,000

	Applies-To % of Potential Housing	Possible Cost Reduction
Local Funding Sources		n/a
ADU Production Policies	10%	$2-10,000
VMT Analysis	20%	$1-5,000
Optimize Height & Density Calculations	20%	$5-10,000
AVERAGE WEIGHTED TOTAL		>$40,000

The following table captures some of the largest barriers in the region to building small units in high infill density co-located with jobs and services. Hardly any areas in the region utilize best practices of using a combination of building size, height, and parking requirements to achieve higher density. Rather, we have a variety of units/acre density limits that generally are only high density if large units are built.

Recognizing that the specific zoning rules in our region are highly varied, fairly complex, and in many cases undergoing change, we welcome corrections or additions to this information sent to sibley@envisionhousing.us.

Example Zones/Jurisdictions	Largest Barriers to Allowing Optimized Core Infill Density
Salinas Downtown	Units/acre limit in focused growth area of 40 units/acre, other area limits of 24 or fewer
Hollister Downtown	Units/acre limits of 35 or fewer
Watsonville Downtown	Units/acre limits of under 37
Seaside	Units/acre limits of 25, no zone for buildings over 48’
Marina	Units/acre limits of 35 or fewer for residential, 25 or fewer for mixed-use; 50% commercial square footage requirement for mixed-use in core area; no zone for buildings over 50’
Santa Cruz Downtown	3-story limit for some downtown areas, limited downtown zoning area, low % of projects allowed to reach maximum height.
Santa Cruz County Mixed-Use Corridors	50% commercial square footage requirement & 3-story height limit

Example Zones/Jurisdictions	Largest Barriers to Allowing Optimized Core Infill Density
Capitola Potential Mixed-Use Sites	Unit/acre limit of 20

Public Hearing Notice

Salinas City Council

Tuesday, November 6, 2018 at 4:00 p.m.
Salinas Council Chamber Rotunda
200 Lincoln Avenue, Salinas CA

The City of Salinas is proposing an amendment to Chapter 9 – Buildings in the Salinas Municipal Code that would change the timing of payment for Development Impact Fees to issuance of a Certificate of Occupancy for residential projects. The proposed amendment would only be applicable to residential projects or portions of a mixed-use building used for residential. No other amendment related to Development Impact Fees is contemplated.

A public hearing will be held before the Salinas City Council on Tuesday, November 6, 2018 at 4:00 p.m. in the Council Chamber Rotunda, 200 Lincoln Avenue, Salinas, to consider the amendment to Chapter 9 – Building in the Salinas Municipal Code related to the timing of payment for Development Impact Fees.

The environmental impacts of this project have been analyzed in accordance with the California Environmental Quality Act (CEQA). The City of Salinas has determined that the proposed action is not a project as defined by CEQA (CEQA Guidelines Section 15378).

If you challenge the final decision on the amendment to Chapter 9 – Buildings in the Salinas Municipal Code in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Salinas City Council at, or prior to, the public hearing. Subject to exhaustion of administrative remedies, Code of Civil Procedure Section 1094.6 requires you to initiate such a proceeding in court within 90 days of the final decision in this matter.

Subject to exhaustion of administrative remedies, Code of Civil Procedure Section 1094.6 requires you to initiate such a proceeding in court within 90 days of the final decision in this matter.

Further information on this matter may be obtained by calling **Megan Hunter**, City of Salinas, Community Development Department, 65 West Alisal Street, (831) 758-7387.

Disabled persons requiring accommodation in order to participate in the public hearing may contact the Community Development Department, City of Salinas, 65 West Alisal Street, Salinas, CA 93901, (831) 758-7206. Hearing impaired or TTY/TDD text telephone users may contact the City by dialing 711 for the California Relay Service (CRS) or by telephoning any other service providers' CRS telephone number.

PATRICIA BARAJAS
City Clerk

AVISO IMPORTANTE, SI DESEA UNA TRADUCCION DE ESTE AVISO, FAVOR DE LLAMAR AL NUMERO (831) 758-7206 DENTRO LAS HORAS DE 8:00 a.m. Y 5:00 p.m., Lunes – Viernes

File #: ID#18-519, Version: 1

Urban Forestry Status Report
Receive Administrative Report regarding the status of the City's urban forest.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, DIRECTOR**

BY: **DON REYNOLDS, ASSISTANT PUBLIC WORKS DIRECTOR**

TITLE: **URBAN FORESTRY STATUS REPORT**

RECOMMENDED MOTION:

There is no motion recommended.

RECOMMENDATION:

That the City Council receive and file this report.

EXECUTIVE SUMMARY:

This report will consolidate into one document the various ways the City is working to preserve and sustain Salinas' Urban Forest.

BACKGROUND:

Long Range Planning and Management

Public Works' Division of Water Waste and Energy Division helps to manage the long-range planning urban forest, and promote its benefit to the general public. Over the past several years, Public Works has been successful securing several grants that study and promote the growth of the Salinas Urban Forest. In March 2015, an Urban Forest Assessment was completed, with the findings shown on the table provided in Attachment "A."

This Tree Assessment data is stored and maintained on a software called "Tree Keeper" that is available on the City's website at this link: https://salinasca.treekeepersoftware.com/ .

The Forest Assessment describes the benefits of having an urban forest and the importance of sustaining and growing it. These benefits are summarized in the Attachment to this report and the whole report can be found at this link:

https://www.cityofsalinas.org/sites/default/files/departments_files/public_works_files/water_solid_waste_energy/final_forest_assessment_web_6-2015.pdf

The City's most recent and substantial Urban Forest planning accomplishment is the completion of the 2017 Salinas Vibrant Neighborhood- Urban Greening Plan. This Plan was paid for by the State of California Strategic Growth Council Proposition 84 Bond. Public Works led months of community engagement to develop this Plan and it sets the course for the future of the City's Urban Forest. The Urban Greening Plan will guide the redevelopment of the City's mature neighborhoods, help guide future growth areas, and inform the update of the General Plan, the Alisal Vibrancy Plan, and the Downtown Vibrancy Plan. It speaks specifically to the neighborhoods of Salinas and promotes the benefits of connecting them together through open-space and well-planned sustainable forestry practices. It can found on the City Web Site: https://www.cityofsalinas.org/sites/default/files/departments_files/public_works_files/urban-greening-plan_0.pdf . The Neighborhood Vibrancy and Urban Greening Plan relies in part on the City's tree program to assimilate environmental benefits and human needs with City Strategic Goals**.**

Most recently, the City of Salinas was fortunate to receive a grant from the State Department of Forestry and Fire Protection (CALFIRE). Funds will enable Salinas to prepare a Forest Master Plan and to plant over 200 trees. The Tree Inventory will be critical in conducting this work. This program is part of Governor Brown's commitment to manage California's forest as multi-benefit carbon sinks and to increase the statewide tree canopy by 10 percent above current levels.

Daily Urban Forestry Work

Within the Environmental and Maintenance Services Division and as part of the Parks and Community Services Division, lies the Urban Forestry work force. The mission of the Salinas Urban Forestry Division is to maintain Salinas' Urban Forests, including street, golf course, greenbelt and median trees, and trees within public facility landscapes, by providing professional quality service, utilizing International Society of Arboriculture tree care practices and standards set forth by the American National Standards Institute and the Tree City USA program. This Division completes safety pruning operations with in house and contract staff. It responds to storm related emergencies and fallen tree safety issues. It completes a limited number of full-service pruning operations through contractual services, plants replacement trees in streetscapes, and performs tree maintenance, planting, removal stump grinding in City parks and green belts. This includes required work related to City sidewalk replacement, and the sidewalk "50/50" program. The fundamental services of the Urban Forestry Division are deeply rooted in many different City maintenance efforts (street and sidewalk repair, parks, landscape districts, street medians, public facility maintenance, new public and private development design standards).

The Urban Forestry staff receive several hundred requests for service each month. Each service request is inspected as soon as possible to identify and resolve eminent threats to public safety, or property. By the end of this year, new contracts will be executed that will support the current staff efforts. This will improve the tree trimming maintenance work and increase response times.

Capital Improvement Budget

The Capital Improvement Budget funds tree trimming (CIP 9237 with $373,217 this fiscal year), Tree Planting (CIP 9105 $170,000 in FY 17/18), and maintenance relying on portions from Street Medians (CIP 9775) and Fairways Golf Course (CIP 9404). A new wood chipper and truck are being purchased this fiscal year. The 2017 storms resulted in damages to the City's parks and landscapes in an amount of $3.5 million. FEMA, State Office of Emergency Services and property insurance proceeds are reimbursing the City for part of the debris removal costs. The City has set aside $200,000 of the insurance funds from the storm to help with stump grinding.

Tree replacement occurs in one of three ways: landscape medians with irrigation, City Parks, or where homeowners agree to help water new trees. Combining the amount reserved from the CALFIRE Grant and the funds left in CIP 9105 ($170,000) the City does have $370,000 to buy and plant new trees. At $300 per tree, this will help replace at least 1,000 trees. These can be replanted by City Urban Forestry staff and by the new contract services.

In a separate report to the City Council an "adopt a tree program" is proposed. This program engages the City's partners like Sustainable Salinas, to help identify homeowners who would like their own street tree, and will promise to water it.

CEQA CONSIDERATION:

This status report is not specific project.

STRATEGIC PLAN INITIATIVE:

The Salinas Urban Forestry Program speaks directly to the Quality of Life in Salinas.

DEPARTMENTAL COORDINATION:

Public Works has coordinated its Urban Forestry Program with the Department of Library and Community Services to assure that the use of City's parks corresponds with the quality of the park's urban canopy. As previously noted the Salinas Urban Forestry is deeply embedded into various Public Works functions.

FISCAL AND SUSTAINABILITY IMPACT:

This status report has no fiscal impact.

ATTACHMENTS:

A: Urban Forest Assessment
B: The Benefits of a Healthy Urban Forest

ATTACHMENT A
URBAN FOREST ASSESSMENT

SUMMARY OF SALINAS' PUBLIC TREE RESOURCES

Number of Trees	31, 480
Unique Species	254
Most Common Trees	Liquidambar (10.1%) Plum (9%)
Deciduous Broadleaf Trees	91%
Top 15 species	59% of total population
Relative Size of Top 10 Species	30% are above 24" dia.
Canopy Cover	7.6%
Recommended Canopy Cover	25 – 30 %

CONDITION OF PUBLIC TREE RESOURCES

Trees in Good Condition	50%
Percent Drought-Tolerant/Natives	10.5%
Number of Dead Trees	334
Number of Tree Stumps	1,303
Priority #1 Maintenance Issues	226

STREET VALUES, BENEFITS, AND COSTS

Average Annual Benefits Per Tree	$153.77
Per Tree Annual Spending	$31.49
Cost/Benefit Ratio	1:5
Replacement Value of Forest	$4,892,039
Total Yearly Ecologic Benefits	$3,546,837
Greenhouse Gas Benefits	$32,157.66 1,854,848.41 lbs CO2 avoided 2,862,163.56 lbs CO2 sequestered
Water Benefits	$101,475.01 25,368,753.59 gallons saved
Energy Benefits	$407,453.17 2,558,162.48 kWh saved 52,888.01 Therms saved
Air Quality Benefits	$97,118.03 6,529.87 lbs pollutants saved
Property Benefits	$2,908,643

ATTACHMENT B

The Benefits of a Healthy Urban Forest

Over the years, the City has invited experts, such as Dan Burton (*Walkable Cities*), Peter Kageyama (*For the Love of Cities*) and others to share their wisdom on making Salinas a vibrant and livable place. Recent City planning programs such as the Urban Greening Plan, Downtown Vibrancy Plan and the currently underway Alisal Vibrancy Plan are attempts to integrate human needs with City Strategic Goals to improve the built environment. Experts consider trees and green spaces important foundational building blocks which help shape and improve a city's environment. Trees many benefits have been the subject of several studies and span disciplines from crime reduction, mental well-being to environmental enhancement. The first six items in the list below come from a University of Washington study (*Green Cities: Good Health* by K. Wolf, August 2018). For more please see: https://depts.washington.edu/hhwb/Top_Introduction.html and http://www.naturewithin.info/.

Benefits of a Healthy Urban Forest

1. **Crime and Public Safety:** Public housing buildings with greater amounts of trees and vegetation had over 50% fewer crimes than buildings with low amounts of vegetation. Studies of residential neighborhoods found that property crimes were less frequent when there were trees in the right-of-way, and more abundant vegetation around homes.

2. **Safe Streets:** Urban foresters, designers, and city planners encourage tree planting to enhance the livability of urban streets and calm traffic speed.

3. **Mental Health and Function:** Research shows that nature experiences provide an antidote to stress and support general wellness, offering restorative experiences that ease the mind and heal the body. Within built environments trees, parks and green spaces are such settings for respite, as they encourage social interaction and de-stressing through exercise or conversation and provide calming settings.

4. **Economics:**

    - The presence of larger trees in yards and as street trees can add from 3% to 15% to home values throughout neighborhoods.
    - Shoppers claim that they will spend 9% to 12% more for goods and services in central business districts having high quality tree canopy.
    - Shoppers indicate that they will travel greater distances to visit a district having high quality trees and spend more time there once they arrive.

5. **Livable Cities:** Urban green spaces are generally recognized as a component of more livable cities. They can provide a neutral space within which people of all different backgrounds come together, socialize and form relationships.

6. **Place attachment and Meaning:** Salinas' Strategic Plans include becoming "A community to Celebrate." Place attachment and meaning are particularly relevant when considering issues

of urban development and community-building and are often related to parks, green spaces, and natural areas.

7. **Environmental:** Large, healthy, long-living trees act as "green infrastructure". They help keep temperatures low, diminish the heat-island effect, filter the air from pollution and reduce CO2. When integrated into the streetscape thoughtfully, trees provide effective on-site stormwater management.

BENEFITS PROVIDED BY TREES (Pages 2-4 of the 2015 Forestry Assessment)

Trees are a natural wonder. Among the many benefits trees provide to urban environments are: they produce oxygen and store carbon dioxide, contributing to a natural balance of atmospheric gases. Trees are one of the planet's natural resources for moderating the influence of climate. Their leafy branches shade and cool, and absorb harmful ultraviolet rays. Trees in heavily populated areas play an important role, because they significantly reduce the demand for energy.

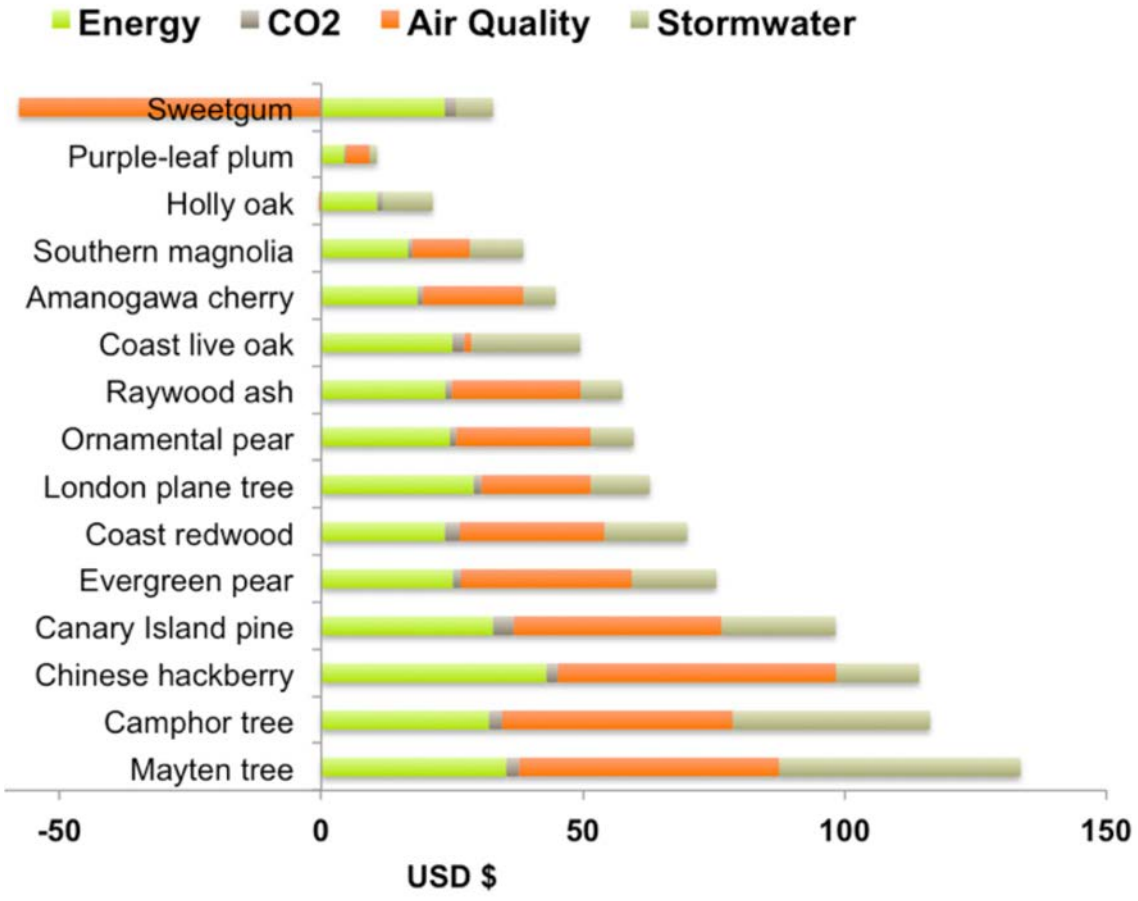
In Salinas, street trees (including front yard trees within12.5 feet of the right-of-way), annually reduce energy cost by $407,000. This equates to approximately $2.62 per-capita. Salinas' urban forest is fairly young, so if managed well, this number will increase with time as the trees mature and provide more benefit. If all available planting spaces were filled with energy-saving trees, this number could also increase significantly. In addition to reducing temperatures and energy demand, trees improve our air quality by directly absorbing ozone and by capturing and filtering air pollutants like carbon dioxide, particulate matter, nitrogen oxide, and sulfur oxide. The annual benefits of trees to Salinas air quality equate to $97,118. Improvements to energy savings and air quality not only benefit Salinas and its citizens, but also provide benefits for the entire Salinas Valley region.

The most financially lucrative benefit of trees in Salinas is aesthetics and their effects on property values. Partially, this is due to the fact that most street trees in Salinas are on private property. The value added by trees to homes citywide is high: $2,908,632. Healthy urban trees also provide many less tangible benefits such as increasing the overall attractiveness of a community. Studies have shown that trees increase the value of local real estate by 7 to 10%, as well as promoting shopping, retail sales, and tourism5. Community trees, both public and private, help to soften the urban hardscape by providing a "green sanctuary" and making Salinas a more enjoyable place to live, work, and play.

Further, trees have proven to reduce human stress levels, and provide an overall calming effect that can reduce crime rates. The City's 31,814 public trees provide environmental, economic, and social benefits all at very little cost to the community. Tree value/benefits was generated in conjunction with the benefit-cost modeling software program called: i-Tree.

Salinas' inventoried trees provide cumulative benefits to the community at an average value of $153.77 per tree, for a total gross value of $2,891,318 per year. These trees
are providing the following substantial annual benefits to the City:

1. Street trees reduce electricity and natural gas use in their neighborhoods through shading and climate effects; a benefit totaling $365,797, an average of $19.45 per tree.
2. Trees remove 1,779 US tons of atmospheric CO2 per year resulting in a benefit of $26,681 per year to Salinas or an average of $1.42 for each tree. This process is often called carbon sequestration.
3. Street trees protect and improve local air quality through the absorption and deposition of chemical pollutants. The trees in this inventory remove 37,700 lbs. of ozone, nitrogen dioxide, sulfur dioxide and particulate matter (PM10) annually for an estimated benefit to the City of nearly $200,000 each year.
4. Salinas' inventoried trees intercept an estimated19.2 million gallons of water runoff (stormwater) annually for a total value of $189,074 per year, an average of $10.06 per tree. This is money the city would have to spend otherwise on water drains or other improvements.
5. The total annual benefits contributed by inventoried trees to property value increases, aesthetics, and socioeconomic value are approximately $2,908,643, an average of $91.42 per tree.



File #: ID#18-597, Version: 1

Minutes

Approve minutes of October 23, 2018.

File #: ID#18-602, Version: 1

Financial Claims

Approve financial claims report.

City of Salinas

Claim Check Report 426043-426260

From Payment Date: 10/16/2018 - To Payment Date: 10/23/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426043	10/16/2018	Open	Alco Water	$37,833.33
426044	10/16/2018	Open	Axon Enterprise, Inc.	$84,529.37
426045	10/16/2018	Open	California Water Service	$53,830.53
426046	10/16/2018	Open	Rabobank N.A	$52.73
426047	10/17/2018	Open	Wold Amusements	$4,364.43
426048	10/23/2018	Open	Benjamin Majewski	$51.00
426049	10/23/2018	Open	Betty Wilder	$161.00
426050	10/23/2018	Open	Carol Cervantes	$58.00
426051	10/23/2018	Open	Cathy Andrews	$13.00
426052	10/23/2018	Open	Christopher Knapp	$51.00
426053	10/23/2018	Open	Dale Fors	$148.50
426054	10/23/2018	Open	Douglas Dirksen	$51.00
426055	10/23/2018	Open	Jeffrey Bausch	$51.00
426056	10/23/2018	Open	Jose Arreola	$53.23
426057	10/23/2018	Open	Lisa Brinton	$44.63
426058	10/23/2018	Open	Luis Ochoa	$44.79
426059	10/23/2018	Open	Monterey County Business Council	$30.00
426060	10/23/2018	Open	Patricia Penaloza	$55.48
426061	10/23/2018	Open	Robert Asamoto	$51.00
426062	10/23/2018	Open	Ronald Patterson	$24.00
426063	10/23/2018	Open	South Bay Regional Public Safety	$175.00
426064	10/23/2018	Open	Christopher Neff	$120.00
426065	10/23/2018	Open	CPRS D4	$25.00
426066	10/23/2018	Open	CPRS D4	$25.00
426067	10/23/2018	Open	CPRS D4	$25.00
426068	10/23/2018	Open	CPRS D4	$25.00
426069	10/23/2018	Open	CPRS D4	$25.00
426070	10/23/2018	Open	CPRS D4	$25.00
426071	10/23/2018	Open	CPRS D4	$25.00
426072	10/23/2018	Open	Ernesto Ramos	$75.21
426073	10/23/2018	Open	Kaylie Low	$18.17
426074	10/23/2018	Open	Sean Briscoe	$111.00
426075	10/23/2018	Open	ABM Parking Services	$10,382.64
426076	10/23/2018	Open	Accounting Unit Manifest Fees Dept of Toxic Substa	$295.00
426077	10/23/2018	Open	Acme Rotary Broom Service	$3,682.31
426078	10/23/2018	Open	Alhambra and Sierra Spring DS Waters of America LP	$120.07
426079	10/23/2018	Open	Alhambra and Sierra Spring DS Waters of America LP	$23.12
426080	10/23/2018	Open	Alisal Union School District	$486.00
426081	10/23/2018	Open	Allied Pool Products, Inc dba APPI Pool and Spa	$675.00
426082	10/23/2018	Open	Alta Planning + Design, Inc.	$5,386.50
426083	10/23/2018	Open	Amazon.Com	$225.90

City of Salinas

Claim Check Report 426043-426260

From Payment Date: 10/16/2018 - To Payment Date: 10/23/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426084	10/23/2018	Open	Amber Brady	$65.00
426085	10/23/2018	Open	Ameri Pride Valley Uniform Services	$1,742.80
426086	10/23/2018	Open	American Supply Company	$2,476.38
426087	10/23/2018	Open	American Swing Products	$1,121.04
426088	10/23/2018	Open	Analgesic Services Inc	$287.50
426089	10/23/2018	Open	Applied Concepts, Inc-Stalker Radar	$11,514.86
426090	10/23/2018	Open	AssetWorks LLC	$3,546.38
426091	10/23/2018	Open	AT&T Mobility	$119.82
426092	10/23/2018	Open	AT&T Mobility	$22.39
426093	10/23/2018	Open	AutoZone West Inc	$129.33
426094	10/23/2018	Open	Bridgestone Americas, Inc dba Bridgestone America	$2,101.39
426095	10/23/2018	Open	CABLExpress Corporation dba CXtec	$1,966.50
426096	10/23/2018	Open	Cal-West	$4,302.29
426097	10/23/2018	Open	California Towing and Transport	$18,026.50
426098	10/23/2018	Open	California Water Service	$357.75
426099	10/23/2018	Open	CDW-G	$17,431.68
426100	10/23/2018	Open	Central Coast YMCA	$22,917.00
426101	10/23/2018	Open	Chief Supply Corp	$2,016.00
426102	10/23/2018	Open	Cintas	$567.31
426103	10/23/2018	Open	Citi Cards	$473.44
426104	10/23/2018	Open	Coast Automotive Warehouse Inc	$406.40
426105	10/23/2018	Open	Comcast	$2,896.20
426106	10/23/2018	Open	Comcast (Business)	$313.05
426107	10/23/2018	Open	Comcast (Business)	$66.28
426108	10/23/2018	Open	Comcast (Business)	$66.28
426109	10/23/2018	Open	Comcast (Business)	$363.89
426110	10/23/2018	Open	Commercial Truck Company	$79.08
426111	10/23/2018	Open	CONCERN	$3,300.96
426112	10/23/2018	Open	Condor Security Of America Inc	$840.00
426113	10/23/2018	Open	Conservation Technix Inc	$880.00
426114	10/23/2018	Open	CorVel Corporation Inc dba CorVel Enterprise Compa	$17,528.41
426115	10/23/2018	Open	County of Monterey Information Technology Dept	$2,005.96
426116	10/23/2018	Open	CSC Of Salinas	$491.53
426117	10/23/2018	Open	CSG Consultants	$2,200.00
426118	10/23/2018	Open	Cypress Coast Ford	$13.61
426119	10/23/2018	Open	Daniel Torres Dba Dt's Safety Supply	$1,187.82
426120	10/23/2018	Open	Dataflow Business Systems Inc	$107.07
426121	10/23/2018	Open	De Novo Planning Group	$18,850.00
426122	10/23/2018	Open	Della Mora Heating and Sheet Metal and Air Conditi	$2,612.92
426123	10/23/2018	Open	Dick Adams Automotive	$1,215.73
426124	10/23/2018	Open	Digital Data Services, Inc.	$1,380.00

City of Salinas

Claim Check Report 426043-426260

From Payment Date: 10/16/2018 - To Payment Date: 10/23/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426125	10/23/2018	Open	Discount School Supply	$201.78
426126	10/23/2018	Open	East Bay Tire Company	$7,683.91
426127	10/23/2018	Open	Edges Electrical Group, LLC	$2,658.22
426128	10/23/2018	Open	Emergency Response Training Inc dba Defibthis Emer	$779.00
426129	10/23/2018	Open	En Pointe Technologies Sales LLC	$3,034.61
426130	10/23/2018	Open	Engie Services U.S. Inc.	$110,085.45
426131	10/23/2018	Open	Fastenal Company	$2,000.66
426132	10/23/2018	Open	Ferguson Enterprises Inc #679	$49.50
426133	10/23/2018	Open	First Alarm	$123.75
426134	10/23/2018	Open	First Alarm	$91.36
426135	10/23/2018	Open	First Alarm Security and Patrol Inc	$1,804.00
426136	10/23/2018	Open	First Arriving, LLC	$2,072.00
426137	10/23/2018	Open	Global Rental Company Inc.	$3,854.45
426138	10/23/2018	Open	Golden State Emergency Vehicle Service Inc	$4,004.29
426139	10/23/2018	Open	Golden State Truck and Trailer Repair	$3,034.73
426140	10/23/2018	Open	Granite Construction Company	$1,020.95
426141	10/23/2018	Open	Granite Rock Co	$216.40
426142	10/23/2018	Open	Green Valley Industrial Supply	$453.08
426143	10/23/2018	Open	Ground Zero Analysis, Inc	$288.00
426144	10/23/2018	Open	Hollister Honda	$1,245.99
426145	10/23/2018	Open	Hollister Honda	$54,759.22
426146	10/23/2018	Open	Howard's Auto Upholstery	$2,125.88
426147	10/23/2018	Open	HROD, Inc	$2,125.00
426148	10/23/2018	Open	Hydro Turf	$766.24
426149	10/23/2018	Open	Interstate Battery System Inc	$417.80
426150	10/23/2018	Open	James J Klimas Dba Klimas Janitorial Services	$1,700.00
426151	10/23/2018	Open	Jan Roehl Dba Jan Roehl Consulting	$956.25
426152	10/23/2018	Open	Jesse And Evan Inc dba La Plaza Bakery	$345.83
426153	10/23/2018	Open	Jimenez Autobody Parts, Inc dba C & J Auto Parts	$81.94
426154	10/23/2018	Open	John E Arriaga Dba J.E.A. and Associates	$5,250.00
426155	10/23/2018	Open	Johnson Associates	$18.03
426156	10/23/2018	Open	Jose Luis Corral dba Salinas Pizza	$476.63
426157	10/23/2018	Open	Julie R Lazzerini-Silva Dba Matthews Sweeping Serv	$4,800.00
426158	10/23/2018	Open	Kimberly Kaye Osborne	$377.39
426159	10/23/2018	Open	Kirtley Overhead Doors	$906.05
426160	10/23/2018	Open	L.C. Action	$195.43
426161	10/23/2018	Open	L.N. Curtis & Sons dba Curtis Blue Line	$938.33
426162	10/23/2018	Open	Lehr Auto Electric	$94,759.65
426163	10/23/2018	Open	Liebert Cassidy Whitmore	$100.00
426164	10/23/2018	Open	Long Valley Leasing	$22,131.41
426165	10/23/2018	Open	Main Street Bakery	$1,650.00

City of Salinas

Claim Check Report 426043-426260

From Payment Date: 10/16/2018 - To Payment Date: 10/23/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426166	10/23/2018	Open	Martha C Flores Petty Cash Custodian	$55.94
426167	10/23/2018	Open	Medics For Life Inc	$515.00
426168	10/23/2018	Open	Miracle Playsystems, Inc.	$4,995.00
426169	10/23/2018	Open	Mission Uniform Service	$218.71
426170	10/23/2018	Open	Mission Uniform Service	$473.09
426171	10/23/2018	Open	Monterey Bay Economic Partnership	$3,000.00
426172	10/23/2018	Open	Monterey County Petroleum	$11,266.97
426173	10/23/2018	Open	Monterey County The Herald	$919.91
426174	10/23/2018	Open	Monterey One Water	$9,096.32
426175	10/23/2018	Open	Mountain Mike's Pizza	$63.00
426176	10/23/2018	Open	MP Express	$509.54
426177	10/23/2018	Open	Municipal Maintenance Equipment dba MME	$2,088.45
426178	10/23/2018	Open	My Chevrolet	$350.67
426179	10/23/2018	Open	My Jeep	$28,419.81
426180	10/23/2018	Open	Napa Auto Parts	$439.73
426181	10/23/2018	Open	National Development Council	$5,833.33
426182	10/23/2018	Open	New Image Landscape Company	$8,000.00
426183	10/23/2018	Open	Northridge Owner, L.P.	$1,500.00
426184	10/23/2018	Open	O'Reilly Auto Parts	$310.46
426185	10/23/2018	Open	Office Depot Business Service Division	$1,262.82
426186	10/23/2018	Open	Omega Industrial Supply Inc	$1,789.93
426187	10/23/2018	Open	Oriental Trading Company Inc	$222.60
426188	10/23/2018	Open	Owen Equipment Sales	$910.11
426189	10/23/2018	Open	Pacific Coast Battery Service Inc	$241.07
426190	10/23/2018	Open	Pacific Gas and Electric Company	$85,183.58
426191	10/23/2018	Open	Pacific Truck Parts Inc	$364.52
426192	10/23/2018	Open	Pape Machinery, Inc.	$1,939.65
426193	10/23/2018	Open	PARS Retirement Services	$300.00
426194	10/23/2018	Open	Patricia Meraz	$32.90
426195	10/23/2018	Open	Pedro C Estrada Dba Estrada Janitorial Service	$4,875.00
426196	10/23/2018	Open	Peninsula Business Interior	$6,244.08
426197	10/23/2018	Open	Pinnacle Medical Group Inc	$20.00
426198	10/23/2018	Open	Praxair	$9,371.49
426199	10/23/2018	Open	Pure Water	$24.27
426200	10/23/2018	Open	Ray Corpuz	$278.66
426201	10/23/2018	Open	Ray Vargas Inc. dba Advanced Towing	$270.60
426202	10/23/2018	Open	RDO Equipment Company	$22.91
426203	10/23/2018	Open	Republic Services of Salinas	$598.90
426204	10/23/2018	Open	Republic Services of Salinas	$482.11
426205	10/23/2018	Open	Ronald Burke Dba Burke's Upholstery	$135.00
426206	10/23/2018	Open	Russell Auria Pest Control Services	$190.00

City of Salinas

Claim Check Report 426043-426260

From Payment Date: 10/16/2018 - To Payment Date: 10/23/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426207	10/23/2018	Open	Salinas Californian	$15.64
426208	10/23/2018	Open	Salinas False Alarm Reduction Program	$436.75
426209	10/23/2018	Open	Salinas Radiator Shop	$759.29
426210	10/23/2018	Open	Salinas Union High School District	$129.00
426211	10/23/2018	Open	Salinas Valley Ford Inc	$7,618.54
426212	10/23/2018	Open	Salinas Valley Solid Waste Authority	$21,232.29
426213	10/23/2018	Open	Same Day Shred	$32.50
426214	10/23/2018	Open	San Lorenzo Lumber	$2,452.58
426215	10/23/2018	Open	Sentry Alarm System	$808.76
426216	10/23/2018	Open	SGS Testcom Inc	$2.66
426217	10/23/2018	Open	Smart and Final Iris	$355.07
426218	10/23/2018	Open	Smokey Key Service	$213.70
426219	10/23/2018	Open	Snow Signs	$1,301.51
426220	10/23/2018	Open	Star Sanitation Services	$284.03
426221	10/23/2018	Open	Steve Striffler	$1,000.00
426222	10/23/2018	Open	Summit Uniform	$2,162.06
426223	10/23/2018	Open	Sun Badge Company	$578.29
426224	10/23/2018	Open	Sunstar Media	$25.00
426225	10/23/2018	Open	Super Seer Corporation	$3,208.80
426226	10/23/2018	Open	TALX UC Express	$749.14
426227	10/23/2018	Open	Target Pest Control	$310.00
426228	10/23/2018	Open	Technical Safety Services, LLC	$315.00
426229	10/23/2018	Open	The Bank Of New York Mellon	$250.00
426230	10/23/2018	Open	The Post Box	$527.80
426231	10/23/2018	Open	Tri County Fire Protection	$684.00
426232	10/23/2018	Open	Ultimate Training Munitions, Inc.	$3,687.00
426233	10/23/2018	Open	United Site Services	$76.88
426234	10/23/2018	Open	Uretsky Security	$21,934.50
426235	10/23/2018	Open	V & S Auto Care, Inc. dba One Stop Auto Care	$9,973.04
426236	10/23/2018	Open	Val's Plumbing & Heating Inc	$429.77
426237	10/23/2018	Open	Valley Fabrication Inc	$799.20
426238	10/23/2018	Open	Valley Saw Shop	$206.38
426239	10/23/2018	Open	Verizon Wireless	$940.99
426240	10/23/2018	Open	Verizon Wireless	$420.00
426241	10/23/2018	Open	Verizon Wireless	$2,299.74
426242	10/23/2018	Open	Verizon Wireless	$234.20
426243	10/23/2018	Open	Voyager	$1,322.93
426244	10/23/2018	Open	W W Grainger Inc	$659.59
426245	10/23/2018	Open	Williams Equipment Company	$2,822.13
426246	10/23/2018	Open	Witmer Associates Inc	$1,330.65
426247	10/23/2018	Open	WPL Publishing Company, Inc	$299.00

City of Salinas

Claim Check Report 426043-426260

From Payment Date: 10/16/2018 - To Payment Date: 10/23/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426248	10/23/2018	Open	Xtelesis Corporation	$143.00
426249	10/23/2018	Open	ZAP Manufacturing Inc	$1,772.84
426250	10/23/2018	Open	Carlos Rios	$628.14
426251	10/23/2018	Open	Carol Lovos	$21.04
426252	10/23/2018	Open	Christina Guerrero	$51.39
426253	10/23/2018	Open	Cristela Aguilar	$27.42
426254	10/23/2018	Open	Interim, Inc	$192.28
426255	10/23/2018	Open	John Blatnik	$273.12
426256	10/23/2018	Open	Kevin Knutson	$664.73
426257	10/23/2018	Open	Kris Riess	$277.70
426258	10/23/2018	Open	Labor of Love	$471.20
426259	10/23/2018	Open	Melissa Chin-Parker	$75.00
426260	10/23/2018	Open	Melissa Mejia	$10.90
Type Check Totals:				$981,336.00
General Account - General Account Totals				

City of Salinas

Claim Check Report 426261-426464

From Payment Date: 10/24/2018 - To Payment Date: 10/30/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426261	10/24/2018	Open	Monterra Ranch Of Monterey Home Owner's Associatio	$1,880.00
426262	10/24/2018	Open	PLM Lender Services Inc	$1,550.00
426263	10/24/2018	Open	Tehama Golf Club LLC	$1,800.00
426264	10/24/2018	Open	Vantagepoint Transfer Agents/457 c/o M&T Bank	$7,746.80
426265	10/30/2018	Open	Joseph Desante	$150.00
426266	10/30/2018	Open	Joseph Gunter	$43.00
426267	10/30/2018	Open	Katherine Hogan	$113.36
426268	10/30/2018	Open	Maria Elizabeth Soto	$276.06
426269	10/30/2018	Open	Michael Mutalipassi	$113.36
426270	10/30/2018	Open	South Bay Regional Public Safety	$175.00
426271	10/30/2018	Open	Sylvia Enriquez	$488.60
426272	10/30/2018	Open	Courtney Grossman	$1,249.02
426273	10/30/2018	Open	Hilton San Francisco Financial District	$1,032.92
426275	10/30/2018	Open	2NDNATURE, LLC	$25,620.50
426276	10/30/2018	Open	Accounting Unit Manifest Fees Dept of Toxic Substa	$7.50
426277	10/30/2018	Open	AIA Services LLC dba B Impressed	$4,697.09
426278	10/30/2018	Open	American Lock And Key	$358.21
426279	10/30/2018	Open	American Supply Company	$3,112.41
426280	10/30/2018	Open	American Swing Products	$323.46
426281	10/30/2018	Open	Andrew McLaughlin	$100.00
426282	10/30/2018	Open	Animal Friends Rescue Project	$450.00
426283	10/30/2018	Open	Animal Health Center	$5,378.00
426284	10/30/2018	Open	Anthony Andrada	$100.00
426285	10/30/2018	Open	Asap Alisal Signs And Printing	$23.49
426286	10/30/2018	Open	B & H Foto & Electronics Corp	$157.79
426287	10/30/2018	Open	Bear Electrical Solutions Inc	$6,745.00
426288	10/30/2018	Open	Beatriz A Barajas - Petty Cash Custodian	$594.42
426289	10/30/2018	Open	Boots Road Group LLC	$10,506.00
426290	10/30/2018	Open	Brent DeBorde	$87.50
426291	10/30/2018	Open	Bridgestone Americas, Inc dba Bridgestone America	$31.00
426292	10/30/2018	Open	Bruce Bush	$100.00
426293	10/30/2018	Open	California Department of Transportation	$138.98
426294	10/30/2018	Open	California Towing and Transport	$331.25
426295	10/30/2018	Open	California Water Service	$236.45
426296	10/30/2018	Open	Candi Swinscoe	$100.00
426297	10/30/2018	Open	Canon Financial Services Inc	$508.02
426298	10/30/2018	Open	Canon Financial Services Inc	$624.86
426299	10/30/2018	Open	Carol Lynn McKibben	$10,000.00
426300	10/30/2018	Open	Cassie McSorley	$100.00
426301	10/30/2018	Open	CDW-G	$7,028.31
426302	10/30/2018	Open	CEB	$368.08

City of Salinas

Claim Check Report 426261-426464

From Payment Date: 10/24/2018 - To Payment Date: 10/30/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426303	10/30/2018	Open	CHISPA Inc.	$3,506.77
426304	10/30/2018	Open	Chris Swinscoe	$100.00
426305	10/30/2018	Open	Cintas	$1,913.59
426306	10/30/2018	Open	CMS Communication Inc	$412.97
426307	10/30/2018	Open	Coast Automotive Warehouse Inc	$73.24
426308	10/30/2018	Open	Comcast (Business)	$191.23
426309	10/30/2018	Open	Community All-Stars LLC	$510.45
426310	10/30/2018	Open	CSG Consultants	$4,865.93
426311	10/30/2018	Open	Daniel David Green	$100.00
426312	10/30/2018	Open	Data Ticket Inc	$221.50
426313	10/30/2018	Open	Davgp, Inc. dba Salinas Valley Tire	$379.25
426314	10/30/2018	Open	David Yates	$100.00
426315	10/30/2018	Open	Della Mora Heating and Sheet Metal and Air Conditi	$634.24
426316	10/30/2018	Open	Department Of Justice	$64.00
426317	10/30/2018	Open	Dino Bardoni	$100.00
426318	10/30/2018	Open	Dirk Van Outryue	$100.00
426319	10/30/2018	Open	Don Chapin Inc	$145.40
426320	10/30/2018	Open	Donald A Gibbons Dba Portobello's	$415.02
426321	10/30/2018	Open	Donald Cline	$100.00
426322	10/30/2018	Open	Donald Zettle Dba Blinds By Design	$1,223.60
426323	10/30/2018	Open	El Pajaro Community Development Corp, Inc.	$8,756.00
426324	10/30/2018	Open	Elmer's Auto Parts	$16.22
426325	10/30/2018	Open	Envision Ware Inc	$444.00
426326	10/30/2018	Open	Ernesto Sanchez	$37.65
426327	10/30/2018	Open	ESRI	$25,604.93
426328	10/30/2018	Open	Evident	$629.50
426329	10/30/2018	Open	Fastenal Company	$725.91
426330	10/30/2018	Open	First Alarm Security and Patrol Inc	$1,529.00
426331	10/30/2018	Open	Gabriel Hernandez	$100.00
426332	10/30/2018	Open	Gerry Davis	$100.00
426333	10/30/2018	Open	Gina Aubrey	$15.25
426334	10/30/2018	Open	Golz Construction, Inc.	$1,150.00
426335	10/30/2018	Open	Granite Rock Co	$3,700.00
426336	10/30/2018	Open	Green Rubber Kennedy Ag	$971.40
426337	10/30/2018	Open	Hatch Mott MacDonald	$4,874.25
426338	10/30/2018	Open	Home Depot Credit Services	$219.62
426339	10/30/2018	Open	Hub International Insurance Services Inc.	$278.78
426340	10/30/2018	Open	Humberto Carrillo	$100.00
426341	10/30/2018	Open	Hydro Turf	$208.48
426342	10/30/2018	Open	Ingram Book Company	$4,437.42
426343	10/30/2018	Open	Jeff Gibson	$100.00

City of Salinas

Claim Check Report 426261-426464

From Payment Date: 10/24/2018 - To Payment Date: 10/30/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426344	10/30/2018	Open	Jeffrey Alford	$500.00
426345	10/30/2018	Open	Jeffrey Paul Lofton	$100.00
426346	10/30/2018	Open	Jesse Pinon	$100.00
426347	10/30/2018	Open	Jesus Orozco	$100.00
426348	10/30/2018	Open	Jim Clark	$100.00
426349	10/30/2018	Open	Jimenez Autobody Parts, Inc dba C & J Auto Parts	$128.92
426350	10/30/2018	Open	John Avery	$100.00
426351	10/30/2018	Open	John Bostwick	$83.12
426352	10/30/2018	Open	Jonathan Barnes	$100.00
426353	10/30/2018	Open	Jonathan Smith	$100.00
426354	10/30/2018	Open	Jose Reyes dba The Tint Shop	$30.00
426355	10/30/2018	Open	Joseph Gunter	$1,173.30
426356	10/30/2018	Open	Joseph Stagno	$96.56
426357	10/30/2018	Open	Juan A Ruiz	$100.00
426358	10/30/2018	Open	Julio Gil dba Central Coast Sign and Design	$2,191.80
426359	10/30/2018	Open	Kanco Inc. / Mighty Auto Parts	$112.32
426360	10/30/2018	Open	Kenneth Bough	$41.74
426361	10/30/2018	Open	Kenneth L Wynne	$100.00
426362	10/30/2018	Open	L.C. Action	$183.32
426363	10/30/2018	Open	Lance Miraco	$100.00
426364	10/30/2018	Open	Landset Engineers Inc	$160.00
426365	10/30/2018	Open	Law Enforcement Psychological Services	$800.00
426366	10/30/2018	Open	Lee Wilson Electric Company Inc.	$196,273.38
426367	10/30/2018	Open	Lehr Auto Electric	$3,179.33
426368	10/30/2018	Open	Leon De Asis	$4,000.00
426369	10/30/2018	Open	Library Journals, LLC	$79.99
426370	10/30/2018	Open	Liebert Cassidy Whitmore	$70.00
426371	10/30/2018	Open	Long Valley Leasing	$4,501.24
426372	10/30/2018	Open	Main Street Bakery	$270.00
426373	10/30/2018	Open	Manuel Perrien	$100.00
426374	10/30/2018	Open	Maria Teresa Heffington	$100.00
426375	10/30/2018	Open	Mark Babione	$66.55
426376	10/30/2018	Open	Mark Freedman	$100.00
426377	10/30/2018	Open	Mark Putnam	$100.00
426378	10/30/2018	Open	Martin Persijn	$100.00
426379	10/30/2018	Open	Maxwell Products Inc	$7,307.65
426380	10/30/2018	Open	MCSI Water Systems Management	$2,115.64
426381	10/30/2018	Open	Michael Dominici	$100.00
426382	10/30/2018	Open	Michael Groves	$100.00
426383	10/30/2018	Open	Midwest Tape, LLC dba Midwest Tape	$29.18
426384	10/30/2018	Open	Miguel Milla-Leon dba Andersen's Lock and Safe	$60.09

City of Salinas

Claim Check Report 426261-426464

From Payment Date: 10/24/2018 - To Payment Date: 10/30/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426385	10/30/2018	Open	Mila Rianto	$398.00
426386	10/30/2018	Open	Monterey Genealogy Society Inc	$113.63
426387	10/30/2018	Open	MSHD Partners, LLC dba West Coast Harley-Davidson	$157.27
426388	10/30/2018	Open	Municipal Code Corporation	$568.10
426389	10/30/2018	Open	MWI Veterinary Supply Company	$3,838.13
426390	10/30/2018	Open	My Jeep	$36,176.56
426391	10/30/2018	Open	Neil Herrier	$100.00
426392	10/30/2018	Open	New Image Landscape Company	$100.00
426393	10/30/2018	Open	Norcliff Wiley	$100.00
426394	10/30/2018	Open	O'Reilly Auto Parts	$129.00
426395	10/30/2018	Open	Office Depot Business Service Division	$239.76
426396	10/30/2018	Open	Onecimo Solis	$100.00
426397	10/30/2018	Open	Optics Planet.Com	$2,548.64
426398	10/30/2018	Open	Overhead Door Company Of Salinas	$200.00
426399	10/30/2018	Open	P and R Towing	$412.50
426400	10/30/2018	Open	Pacific Coast Battery Service Inc	$1,410.46
426401	10/30/2018	Open	Pacific Gas and Electric Company	$1,547.22
426402	10/30/2018	Open	Pacific Truck Parts Inc	$21,747.33
426403	10/30/2018	Open	Pape Machinery, Inc.	$11.73
426404	10/30/2018	Open	Pedro C Estrada Dba Estrada Janitorial Service	$880.00
426405	10/30/2018	Open	Peninsula Business Interior	$291.44
426406	10/30/2018	Open	Philip C. Vanderhorst	$100.00
426407	10/30/2018	Open	Praxair	$408.51
426408	10/30/2018	Open	Pure Water	$30.25
426409	10/30/2018	Open	Quality Water Enterprises	$47.00
426410	10/30/2018	Open	Raimi + Associates, Inc.	$5,603.99
426411	10/30/2018	Open	Rain For Rent	$45,768.30
426412	10/30/2018	Open	Randall Evans	$100.00
426413	10/30/2018	Open	Rayne Coleman Petty Cash Custodian	$104.00
426414	10/30/2018	Open	RDO Equipment Company	$60.56
426415	10/30/2018	Open	Recorded Books	$291.02
426416	10/30/2018	Open	Refrigeration Specialties	$2,624.17
426417	10/30/2018	Open	Richard Maldonado	$100.00
426418	10/30/2018	Open	Ricky Williams	$100.00
426419	10/30/2018	Open	Robert Eggers	$100.00
426420	10/30/2018	Open	Robert Eggleston	$100.00
426421	10/30/2018	Open	Robert Van Blarcom	$52.94
426422	10/30/2018	Open	Russell Auria Pest Control Services	$95.00
426423	10/30/2018	Open	Salinas Urgent Care Doctors On Duty	$527.79
426424	10/30/2018	Open	Salinas Valley Ford Inc	$997.97
426425	10/30/2018	Open	Save The Whales	$12,483.96

City of Salinas

Claim Check Report 426261-426464

From Payment Date: 10/24/2018 - To Payment Date: 10/30/2018

Number	Date	Status	Payee Name	Transaction Amount
General Account - General Account				
Check				
426426	10/30/2018	Open	Scott Tyler	$100.00
426427	10/30/2018	Open	Sean Powers dba Seans Shadows	$250.00
426428	10/30/2018	Open	Shaw HR Consulting Inc	$385.00
426429	10/30/2018	Open	Sheldon Bryan	$100.00
426430	10/30/2018	Open	Simas-East Market LLC	$500.00
426431	10/30/2018	Open	Simon Jimenez	$100.00
426432	10/30/2018	Open	Smith and Enright Landscaping	$21,086.63
426433	10/30/2018	Open	Smokey Key Service	$144.21
426434	10/30/2018	Open	Star Tune	$612.00
426435	10/30/2018	Open	Steven Furtado	$100.00
426436	10/30/2018	Open	Steven M Barone	$16,637.59
426437	10/30/2018	Open	Summit Uniform	$872.91
426438	10/30/2018	Open	Suzanne Cottle-Gavalla	$100.00
426439	10/30/2018	Open	Target Pest Control	$130.00
426440	10/30/2018	Open	Terry Gerhardstein	$100.00
426441	10/30/2018	Open	Thalia I. Villalobos	$1,070.20
426442	10/30/2018	Open	Thomas Luzod	$100.00
426443	10/30/2018	Open	Todd Swinscoe	$100.00
426444	10/30/2018	Open	Tracy Molfino	$100.00
426445	10/30/2018	Open	Tri County Fire Protection	$102.93
426446	10/30/2018	Open	Tri-County Fire Protection Inc	$560.00
426447	10/30/2018	Open	United Parcel Service	$127.65
426448	10/30/2018	Open	University Corp At Monterey Bay dba Small Business	$1,740.00
426449	10/30/2018	Open	USA BlueBook	$2,593.22
426450	10/30/2018	Open	Valley Saw Shop	$329.02
426451	10/30/2018	Open	Veritiv Operating Company Formerly xpedx	$516.42
426452	10/30/2018	Open	Verizon Wireless	$2,916.04
426453	10/30/2018	Open	Vicky Burnett	$100.00
426454	10/30/2018	Open	Victoria Gray	$100.00
426455	10/30/2018	Open	VNA Community Services Inc	$2,160.00
426456	10/30/2018	Open	W W Grainger Inc	$946.98
426457	10/30/2018	Open	Walmart Community BRC	$1,132.30
426458	10/30/2018	Open	Wayne Lagger dba LPS Tactical & Personal Security	$2,616.00
426459	10/30/2018	Open	Wayne Vance	$100.00
426460	10/30/2018	Open	Witmer Tyson Imports	$935.00
426461	10/30/2018	Open	WPL Publishing Company, Inc	$398.00
426462	10/30/2018	Open	Pamela Desmond	$65.00
426463	10/30/2018	Open	Vanessa Cervantes	$65.00
426464	10/30/2018	Open	Yesenia Fowler	$65.00
Type Check Totals:				$589,678.50
General Account - General Account Totals				

File #: ID#18-535, Version: 1

Ordinance relating to the Prevention of Abandoned Shopping Carts

Adopt an Ordinance adding Article VIII, to Chapter 5 of the Salinas Municipal Code relating to the prevention of abandoned shopping carts.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **October 23, 2018**

DEPARTMENT: **OFFICE OF THE CITY ATTORNEY**

FROM: **CHRISTOPHER A. CALLIHAN, CITY ATTORNEY**

TITLE: **ORDINANCE REGULATING ABANDONED SHOPPING CARTS**

RECOMMENDATION MOTION:

A motion to adopt an ordinance relating to the prevention of abandoned shopping carts.

RECOMMENDATION:

It is recommended that the City Council adopt the proposed ordinance.

EXECUTIVE SUMMARY:

The proposed ordinance regulates the accumulation of wrecked, dismantled, and abandoned shopping carts on public or private property and operates to insure that measures are taken by store owners to prevent the removal of shopping carts from store premises and parking lots, to make the removal of shopping carts a violation of the Salinas Municipal Code, and to facilitate the retrieval of abandoned carts as permitted by State law.

DISCUSSION:

This item comes forward at the request of Councilmember Craig, with the support of Councilmember Villegas.

The City Council last considered this issue in 2008, when an ordinance was considered by the City Council to regulate abandoned shopping carts in the same manner as in the currently proposed ordinance. City staff was later directed to put this issue on hold due to changes in the City Council's top priorities and resource concerns, so the ordinance was not adopted by the City Council at that time.

The State has promulgated a series of statutes designed to address the problem of abandoned shopping carts. California Business and Professions Code Sections 22435 through 22435.8 authorizes a city to retrieve off-premises shopping carts and laundry carts and fine the shopping cart owner if four or more shopping carts or laundry carts are not retrieved in a six-month period. Subdivision (d) of Business and Professions Code Section 22435.7 authorizes cities which

impound shopping carts to recover the actual cost of the recovery service. California Business and Professions Code Sections 22435.10 through 22435.13 regulates shopping cart and laundry cart retrieval services. The state law provisions apply, however, only when a cart has a sign permanently affixed to it that identifies the owner of the cart or retailer, that notifies the public of the procedure for unauthorized removal of carts from the premises, and that notifies the public that unauthorized removal of carts or unauthorized possession of carts is a violation of state law. The cart must also have a valid telephone number or address displayed for returning the cart removed from the premises.

Unless written consent is obtained from a storeowner or his or her agent, it is a violation of state law, punishable as a misdemeanor, to remove carts, abandon carts, and/or be in the possession of carts removed from store premises with the intent to temporarily or to permanently deprive the owner or the retailer of possession of the cart.

Under State law, the City is authorized to impound carts that are located outside the premises or parking areas of a retail establishment or that would impede emergency services; however, the City may only recover actual costs for providing this service under specific circumstances and is prohibited by State law from issuing a fine exceeding fifty dollars ($50.00) for each occurrence. An "occurrence" includes all shopping carts impounded in a one-day period.

The proposed ordinance is consistent with state law and is consistent with the approaches taken by many other California cities including Watsonville, San Jose, Santa Ana, and Riverside, for example. The central requirement of the proposed ordinance is to mandate business owners to adopt, implement, and maintain an "Abandoned Cart Prevention Plan," thereby placing the burden on them for keeping their shopping carts within store premises. Store owners who violate any provision of the regulations would be subject to enforcement authorized by the Municipal Code and/or other available legal remedies. Under the proposed ordinance, City staff (Public Works staff, primarily) would notify the business/owner if any of their carts were found outside their store premises. Upon either written or verbal notice, the business/owner will have twenty-four (24) hours to retrieve the reported abandoned carts. In the event the carts are not retrieved by businesses within the required time period, City staff will have the authority under the proposed ordinance to gather the carts and place them in the City Yard (or some other storage facility maintained by the City) for no more than thirty (30) days. The City, in accordance with State law, will then have the authority to dispose of any carts left for a period longer than thirty (30) days.[1]

The proposed ordinance was shared with the Executive Directors of the Salinas Valley Chamber of Commerce and the Salinas United Business Association (SUBA) on October 1, 2018. Updates

[1] The City Council must consider that it does not have an impound lot for storage of carts. Staff's existing practice is to remove carts to the City Yard. There is insufficient space at the Yard to store and to inventory carts. An alternate location would need to be obtained or developed for cart storage, which may be one of the properties in the City's inventory.

will be provided to Council in the event either of these organizations submits comments on the proposed ordinance.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is categorically exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301 concerning the operation or minor alteration of existing public facilities involving negligible or no expansion of use.

STRATEGIC PLAN INITIATIVE:

This item is not among the specific goals and objectives listed in the 2016-2019 Salinas City Council Strategic Plan; however, it is consistent with the City Council's goal of maintaining a safe, livable community and of promoting a high quality of life.

FISCAL AND SUSTAINABILITY IMPACT:

There may be costs associated with the collection and the storage of abandoned shopping carts; however, the full costs associated with this program have not yet been determined. Additional data on the number(s) of abandoned carts collected will be needed to determine the impact and it will take time to gather such data. The City's costs may also be passed on to the owners/businesses that fail to retrieve their abandoned carts after notice by the City.

DEPARTMENTAL COORDINATION

Implementation and enforcement of the proposed ordinance will require coordination among several City departments including Community Development (Code Enforcement), Public Works, Police Department, and City Attorney's Office.

ATTACHMENTS:

Proposed Ordinance

ORDINANCE NO. _____ (N.C.S.)

AN ORDINANCE RELATING TO THE PREVENTION OF ABANDONED SHOPPING CARTS

City Attorney Impartial Analysis

California Business and Professions Code Sections 22435 through 22435.8 authorizes a city to retrieve off-premises shopping carts and laundry carts and fine the shopping cart owner if four or more shopping carts or laundry carts are not retrieved in a six-month period. Subdivision (d) of Business and Professions Code Section 22435.7 authorizes cities which impound shopping carts to recover the actual cost of the recovery service. California Business and Professions Code Sections 22435.10 through 22435.13 regulates shopping cart and laundry cart retrieval services.

This ordinance regulates the accumulation of wrecked, dismantled, and abandoned shopping carts on public or private property and operates to insure that measures are taken by store owners to prevent the removal of shopping carts from store premises and parking lots, to make the removal of shopping carts a violation of the Salinas Municipal Code, and to facilitate the retrieval of abandoned shopping carts as permitted by State law.

BE IT ORDAINED BY THE COUNCIL OF SALINAS as follows:

SECTION 1. Article VIII, titled Prevention of Abandoned Shopping Carts, is hereby added to Chapter 5 of the Salinas Municipal, and will read as follows:

Sec. 5-08.01. Findings and Purpose.

Abandoned shopping carts constitute a nuisance, create potential hazards to the health and safety of the public, and interfere with pedestrian and vehicular traffic within the City of Salinas. The accumulation of wrecked, dismantled, and abandoned shopping carts on public or private property also tends to create conditions that reduce property values, promoting blight and deterioration in the City. The intent of this Article is to insure the measures are taken by store owners to prevent the removal of shopping carts from the store premises and parking lots, to make the removal of shopping carts a violation of this Code, and to facilitate the retrieval of abandoned carts as permitted by State law. Further, this Article is intended to supplement existing State law regarding shopping carts as set forth in California Business and Professions Code Section 22435, et seq.

Sec. 5-08.02. Definitions.

(a) Abandoned Cart. Abandoned Cart means any cart that has been removed without written permission of the owner or on-duty manager from the premises of the business establishment, regardless of whether it has been left on either private or public property. Written permission shall be valid for a period not to exceed seventy-two (72) hours. This provision will not apply to carts that are removed for purposes of repair or maintenance.

(b) Cart. Cart means a basket which is mounted on wheels or a similar device provided by a business establishment for use by a customer for the purpose of transporting goods of any kind,

including, but not limited to, grocery store shopping carts. This definition will exclude from enforcement under this Article those devices which do not have a “basket” mounted on wheels in which goods can be placed for transport.

(c) Enforcement Personnel. Enforcement Personnel means any police officer, code enforcement officer, or other designated City of Salinas employee designated by the Public Works Department.

(d) Owner. Owner means any person or entity, who in connection with the conduct of a business, owns, leases, possesses, uses, or otherwise makes any cart available to customers or the public. For purposes of this Article, owner will also include the owner’s on-site or designated agent that provides the carts for use by its customers.

(e) Premises. Premises means the entire area owned and utilized by the business establishment that provides carts for use by customers, including any parking lot or other property provided by the owner for customer parking.

Sec. 5-08.03. Enforcement of Article.

The provisions of this Article may be enforced by any enforcement personnel. To the extent otherwise permitted by law, said enforcement personnel may enter onto any public or private property in the City to retrieve, remove, store, and dispose of any lost, stolen, or abandoned shopping cart, or any part thereof. Any act authorized to be performed by the City of Salinas pursuant to any provision of this Article may be performed by any enforcement personnel. Any enforcement personnel are authorized to issue an administrative citation upon any owner whom they have reasonable cause to believe has violated any provision of this Article.

Sec. 5-08.04. Applicability.

This Article applies to all owners of business establishments or other commercial service within the City of Salinas that provides shopping carts for customer use or for public use.

Sec. 5-08.05. Cart Identification Required.

Every cart owned or provided by any owner will have permanently affixed to the cart a sign that includes the owner’s name, address, and phone number required by California Business and Professions Code Section 22435.1. Failure to comply may subject the violator to any civil, criminal, or administrative remedies as provided by law.

Sec. 5-08.06. Unauthorized Removal Prohibited.

(a) It is unlawful to either temporarily or permanently remove a cart from the premises or parking area of a business establishment without the express prior written approval of the owner or on-duty manager of the business establishment. An owner may permit customer off-premises use of a cart for transportation of purchased items. The authorization must be in writing with date and time. This cart must be returned to the owner’s premises within seventy-two (72) hours.

(b) It is unlawful to be in possession of a cart that has been removed from the premises or the parking area of a business establishment unless it is in the process of being immediately returned to the owner or the business establishment.

(c) This section will not apply to carts that are removed for the purposes of repair or maintenance.

(d) Failure to comply may subject the violator to any civil, criminal, or administrative remedies as provided by law.

Sec. 5-08.07. Abandonment Prohibited.

It is unlawful for any person to cause or permit any cart to be abandoned on or upon any sidewalk, street, or other public area, other than the premises of the owner of such cart.

Sec. 5-08.08. Cart Removal Warning Signs.

Owners will prominently display signs notifying the public that removal of carts from the premises is prohibited under California Business and Professions Code Section 22435 et seq. and this Article.

Sec. 5-08.09. Mandatory Locking of Carts After Hours.

Carts stored outdoors must be locked after business hours in a manner that prevents theft.

Sec. 5-08.10. Mandatory Retrieval Required Within 24-Hours of Notification by City.

The City will notify the owner of an abandoned cart when such cart is located in a place that can be accessed safely by the owner. Such notice may be by telephone, email or text message to the owner or owner's agent designated in the Abandoned Cart Prevention and Retrieval Plan. Within twenty-four (24) hours of City notification, the owner or the agent will cause the identified cart(s) to be retrieved.

Sec. 5-08.11. Mandatory Abandoned Cart Prevention Plan.

Every owner subject to this Article will develop, implement, and comply with the terms and the conditions of an Abandoned Cart Prevention Plan to prevent the unauthorized removal by any person of any carts from the owner's premises and, if removed, to retrieve the cart within twenty-four (24) hours of the removal or the notice of the removal. The Abandoned Cart Prevention Plan must include the following elements:

(a) Name of Business/Owner/Agent. The name of the owner and the business name, the physical address where the business is conducted, and the name, address, and phone number(s) of the owner's on-site designated agent.

(b) Inventory of Carts. The total number or carts maintained on or at the premises.

(c) Physical Measures. Specific physical measures that will be implemented to prevent cart removal from the business premises. These measures may include, but are not limited to, disabling devices on all carts, posting of a security guard to deter and to stop customers who attempt to remove carts from the business premises, or bollards.

(d) Community Outreach. A description of a community outreach process under which the owner will cause notice to be provided to customers that the removal of carts from the premises is prohibited and is a violation of state and local law. This notice may include, but is not limited to, flyers distributed at the premises, warnings on shopping bags, signs posted in prominent places near door and parking lot exists, direct mail, announcements using intercom systems at the premises, web site or other means demonstrated to be effective to the reasonable satisfaction of the Public Works Director or his/her designee. Any and all posting of signs will comply with the provisions of the Salinas Municipal Code.

(e) Cart Identification. Signs and cart identification requirements that conform to State law.

(f) Removal Prevention Measures. A description of the specific measures that the owner will implement to prevent cart removal from the premises. These measures may include, but are not limited to, electronic or other disabling devices on the carts so that cannot be removed from the premises, effective management practices, use of courtesy clerks to accompany customers and return the carts to the store, use of security personnel to prevent removal, security deposit for use of cart, or other demonstrable measures acceptable to the Public Works Director, or his or her designee, that are likely to prevent cart removal from the premises.

(g) Employee Training. A description of an annual employee training program that will be implemented by the owner and that shall be designed to educate new and existing employees on the Abandoned Cart Prevention Plan and conditions contained therein.

(h) Mandatory Cart Retrieval. A plan for retrieval of abandoned carts by the owner within twenty-four (24) hours. An owner or agent, who fails, three or more in any six-month period, to retrieve a cart within the required time will be required to submit a revised Abandoned Cart Prevention Plan for approval by the Public Works Director, or his or her designee. After approval of the revised Abandoned Cart Prevention Plan, and owner or any who then fails, three times in any subsequent six-month period, to retrieve a cart within the required twenty-four (24) hour period upon notification by the City, will be required to enter into a valid and enforceable contract with a shopping cart retrieval business which complies with State law.

Sec. 5-08.12. Abandoned Cart Prevention Plan Timelines and Approval Process.

(a) Existing Owners. The proposed Abandoned Cart Prevention Plan must be submitted for approval to the Public Works Director, or his or her designee, within thirty (30) days of receiving notice from the City that such a plan is required pursuant to this Article.

(b) New Businesses, New Construction, and Change in Ownership. All new construction projects that will accommodate businesses providing more than ten (10) carts will install disabling device equipment. If a new business begins conducting business in the City and provides carts to its customers, the new owner will notify the Public Works Director, or his or her designee, within thirty (30) days of opening the business to the public and submit a new prevention plan. If the existing business changes ownership, the new owner will notify the Public Works Director or his or her designee, within thirty (30) days of the change and submit a new prevention plan or agree to adopt the existing prevention plan on file with the City for that business. All businesses subject to this paragraph will submit a proposed prevention plan and obtain City approval prior to providing any shopping carts to customers of the retail establishment. For prevention plans which include contracting for retrieval services as a component of the plan, the contractor for service must be in place prior to approval of the plan.

(c) Approval. Within sixty (60) days of receipt of the prevention plan, the owner will be notified whether the prevention plan is approved. If the prevention plan is not approved, the notice will state its reasons and provide recommendations to the owner to ensure plan approval. The owner will submit a new prevention plan within fifteen (15) days of receiving this notice. Once a prevention plan is approved, the proposed measures will be implemented by no later than thirty (30) days after City approval given. If an evaluation report is submitted, the prevention measures will be continued until and unless the City indicates that a measure(s) needs to be modified. Unless otherwise agreed, any modifications to the plan imposed by the City shall be implemented within thirty (30) days after the City notifies the owner of the needed modifications.

(d) Revocation. If an owner has more than twenty (20) carts and if more than twenty-five percent (25%) of an owner's carts are retrieved by the City within a six (6) month period, the owner's prevention plan may be revoked upon notification by the City and the owner will be required to submit a new prevention plan to the Public Works Director, or his or her designee, within fifteen (15) days of receiving notice of the revocation. Any owner failing to implement the new prevention plan within thirty (30) days of approval, will be subject to penalties under this Article.

(e) Multiple Revocations. Upon the third prevention plan revocation within a four (4) year time period, the owner will be required to place disabling devices on all carts owned/leased/used by the business to prevent removal of carts from the business premises and parking lots, if such disabling services are not already in use. If disabling devices are already in use, owner will be required to show proof of proper maintenance and repairs ensuring the disabling devices on all carts are in proper working order. Any subsequent prevention plans submitted will include the implementation of a maintenance plan for all disabling devices.

Sec. 5-08.13. Penalties for Failing to Submit a Prevention Plan or Evaluation Report or to Implement Prevention Measures.

Any owner that fails to submit a prevention plan, implement the proposed plan measures, or implement any required modifications to the plan by the City within the time frames specified in

this Article will be required to place disabling devices on all carts owned/leased/used by the business to prevent removal of carts from the business premises and parking lots. Any owner that fails to submit am evaluation report or prevention plan as required by this Article or fails to place a disabling device on all carts, if applicable, will be subject to a $1,000 civil penalty, plus an additional penalty of $50.00 for each day of non-compliance.

Sec. 5-08.14. Maintenance Requirements for Cart Disabling Devices.

If an owner has carts equipped with disabling devices, either voluntarily or by order from the City, the owner will conduct regular maintenance to ensure the disabling devices are working properly. If at any time, the owner determines the disabling device installed on a cart is not working properly, the cart will be pulled from circulation until it is repaired. The owner will inspect, test, and repair all abandoned carts returned to the owner prior to making the returned carts available for use.

Sec. 5-08.15. Notification for Retrieval of Abandoned Carts.

Pursuant to Business and Professions Code Section 22435.7, the City will notify the owner of any abandoned carts owned or used by the business establishment that have been located within the City of Salinas, if the City intends to impound the cart(s) pursuant to Section 22435.7. The owner will have three (3) days from the date the notification is given, to retrieve the carts from the City.

Sec. 5-08.16. Administrative Costs and Fines.

Pursuant to Business and Professions Code Section 22435.7, any owner that fails to retrieve its abandoned cart(s) within three (3) business days of receiving actual notice from the City, will pay the City's administrative costs for retrieving the cart(s) and providing the notification to the owner as may be established by resolution of the City Council. Any owner who fails to retrieve abandoned carts in accordance with this Article in excess of three times during a specified six-month period, will be subject to a $50.00 fine for each occurrence. An occurrence includes all carts owned by the owner that are impounded in a one-day period.

Sec. 5-08.17. Disposition of Carts After Thirty Days.

According to State law, any cart not reclaimed from the City within thirty (30) days after notification to the owner shall be sold or otherwise disposed of by the City. Any cart that fails to have the identification required by State law or this Article may be sold or otherwise immediately disposed or at the discretion of the City.

Sec. 5-08.18. Severability.

If any section, subsection, sentence, clause, or phrase of this ordinance is for any reason held to be invalid or unconstitutional by a decision of any court of any competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The Salinas City Council hereby declares that it would have passed this ordinance, and each and every section, subsection, clause, and phase thereof not declared invalid or unconstitutional without regard to whether any portion of the ordinance would be subsequently declared invalid or unconstitutional.

SECTION 2. This Ordinance will take effect thirty (30) days from and after its adoption.

PASSED AND ADOPTED this _____ day of November 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Joe Gunter, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk

APPROVED AS TO FORM:

_____

Christopher A. Callihan, City Attorney

File #: ID#18-482, Version: 1

Adopt-A-Tree Program and Street Tree Standard Plan

Approve a Resolution to continue the implementation of the Adopt-A-Tree Program and approval of a revised Standard Plan for Street Trees.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOB, DIRECTOR**

BY: **MICHAEL RICKER, ENVIRONMENTAL RESOURCE PLANNER**

TITLE: **ADOPT-A-TREE PROGRAM AND REVISION TO STREET TREE STANDARD PLAN**

RECOMMENDED MOTION:

A motion continuing the implementation of the Adopt-A-Tree Program and approval of a revised Standard Plan for Street Trees.

RECOMMENDATION:

Staff recommends that the City Council adopt a resolution to continue implementation of the Adopt-A-Tree Program and approve a revised Standard Plan for Street Trees.

BACKGROUND:

Public Works' staff plant trees and contract for tree planting on behalf of the public as a normal, if infrequent, occurrence. Salinas' tree planting efforts received a boost when the City received a grant from the California Department of Forestry and Fire Protection (CalFire). On August 15, 2017 the City Council authorized acceptance of the State's grant to plant trees and thereby authorized staff to conduct the program.

As part of the Cal-Fire Grant, street trees were selected as the highest priority as they offer the greatest number of benefits to the community. While grant funds cover purchase and planting, tree watering falls to the City. While watering might appear to be the easiest part; it is a challenge. Without the necessary equipment and staff, watering exceeds the City's capability. To address that challenge, City staff developed a stopgap solution. Staff developed a program to plant street trees called the "Adopt-A-Tree Program." This program is similar to the partnership idea embodied in the City's 50-50% Sidewalk Replacement Program though the public does not provide a monetary contribution. Rather, willing residents make a "handshake agreement" to weekly watering. Thus, residents who have agreed to water "their tree" are being considered for a free street tree. This program is the start of an effort to re-grow the city's urban forest. Much like other infrastructure, the City's green infrastructure needs periodic repair and replacement for the many benefits it provides.

During a 2017 severe winter storm, Salinas lost over 600 trees on one day alone. Sustained wind of over 75-miles per hour coupled with heavy rains toppled trees and damaged property. Since that event, hundreds of additional trees have been leveled due to conflicts with adjacent hardscape, accidental damage and trees' normal aging. This results in diminishing Salinas' tree canopy, in contrast to the City's goal.

For more than 20 years, Salinas has not had a comprehensive tree-planting program until now. Rather, the City has conducted ad-hoc replacement of individually removed trees as best it could. And while some trees have been replaced, Salinas' tree canopy trajectory has progressed in the direction of fewer, not more trees. The Adopt-A-Tree Program is a small step in a positive direction. Adoption of a resolution supporting the activity formalizes this policy.

Adoption of a revised Standard Plan for Street Trees

In parallel with the tree planting efforts of the Adopt-A-Tree program, the City has updated its Street Tree Planting and Staking Standard Plan to be consistent with current practices by the Urban Forestry Division, and to remove minor design inconsistencies, incorporate the addition of a root barrier and add a requirement for amended soil. City staff reviewed tree planting standards from neighboring cities during the revision process in order to be familiar with other adopted practices and assimilate some of their features. This Standard Plan serves as the design for typical tree planting and staking within the City. Though staff recognizes that large tree plantings should take into account all aspects of the location including soil type that can affect the long-term survival of the trees specified for a project. Thus, individual projects will still be required to examine specific elements affecting tree growth and produce a design tailored to the situation. That said, the Street Tree Planting and Staking Standard Plan 11 serves as a baseline reference for tree planting within the City. This update replaces that approved and included in the 2008 Edition of the Standard Specifications, Design Standards and Standard Plans.

CEQA CONSIDERATION:

Categorical Exemptions. The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1 [h] and Section 15304, Class 4 [b] because the project proposes new and/or replacement gardening or landscaping with water efficient plants that excludes the use of pesticides.

STRATEGIC PLAN INITIATIVE:

Simply stated, trees improve the Quality of Life for Salinas residents. Detailed information about the benefits trees provide and why they matter is provided on the City's web site, linked below:
https://www.cityofsalinas.org/our-city-services/public-works/water-waste-energy/neighborhood-vibrancyurban-greening/salinas-trees/why-trees-matter

DEPARTMENTAL COORDINATION:

Public Works staff reached-out to Library and Community Services Department ("LCS") personnel regarding this program to best integrate Public Works' efforts with other City programs. LCS' on-going Neighborhood Beautification Initiative is an ideal fit with the Adopt-A-Tree Program.

FISCAL AND SUSTAINABILITY IMPACT:

As referenced in the Urban Forestry Status Report provided to the City Council under separate cover, reforestation of the City's Urban Forest is partly funded by the State California Department of Forestry and Fire Protection (CalFire) Prop. 84 Grant (CIP 9043), and with $170,000 from Gas Tax (CIP (9107) and $200,000 from insurance proceeds following the 2017 storms. The "Adopt a Tree Program" is just one of several efforts to reforest the City. Public works is working toward the reforesting of other landscapes that have irrigation systems at City Parks, in landscape districts and some street medians.

ATTACHMENTS:
Street Tree Planting and Staking - Standard Plan 11R
Resolution

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION AUTHORIZING PUBLIC WORKS STAFF TO CONTINUE TO CONDUCT THE ADOPT-A-TREE PROGRAM AND THE APPROVAL OF A REVISED STANDARD PLAN FOR STREET TREES

WHEREAS, the City of Salinas recognizes the many benefits that a city derives from having a healthy urban forest; and

WHEREAS, one measure of a healthy urban forest is the amount of land under tree canopy; and

WHEREAS, the national average for tree canopy coverage is 25%; and

WHEREAS, the City's adopted Urban Greening Plan includes a goal to achieve the national average figure of 25%; and

WHEREAS, in 2015 Salinas' tree canopy was measured at less than eight percent (7.6%); and

WHEREAS, on February 17, 2017, Salinas lost 600 to 1,000 mature trees in a 1-day storm thereby reducing the City's tree canopy coverage; and

WHEREAS, as a normal course of events all trees will eventually die and will need replacing; and

WHEREAS, the City has not had a comprehensive tree planting program for more than twenty years; and

WHEREAS, City staff have determined that the planting of trees on public land is exempt from the California Environmental Quality Act (Section 15301, Class 1 [h] and Section 15304, Class 4 [b]) because the project proposes new and/or replacement gardening or landscaping with water efficient plants that exclude the use of pesticides; and

WHEREAS, the planting of trees necessitates their subsequent care, including watering; and

WHEREAS, on August 15, 2017, the City Council accepted a grant from the California Department of Forestry and Fire Protection to, among other actions, plant trees to reduce the City's carbon footprint, and thereby directed staff to implement the program; and

WHEREAS, Public Works has developed a community engagement tree planting program called "Adopt-A-Tree" that will complement existing City tree planting in restoring and growing the City's urban forest; and

WHEREAS, the City of Salinas and Public Works have adequate resources to support the

program, as needed; and

WHEREAS, City desires to promote the program, and inform and engage the community, including the City Council for the many benefits that sharing this information broadly may provide; and

WHEREAS, in tandem with the planting of trees in the Adopt-A-Tree program, staff have revised the City Standard Plan for Street Trees; and

WHEREAS, the revised Street Tree Planting and Staking Standard Plan 11 serves as a baseline reference for tree planting within the City.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council does hereby find that engaging the community in the planting of trees is a desired and timely endeavor and authorizes staff to continue implementation of the City's Adopt-A-Tree Program, subject to the availability of funds to support the program.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Salinas City Council does hereby approve the revised Street Tree Planting and Staking Standard Plan 11 for inclusion into the City's Standard Specifications, Design Standards and Standard Plans. The Street Tree Planting and Staking Standard Plan 11 shall become effective upon City Council approval of this Resolution and shall at that time become applicable to all street tree planting, tree related public improvements and facilities projects.

PASSED AND APPROVED this 6th day of November 2018, by the following vote:

AYES:

NOES:

ABSENT:

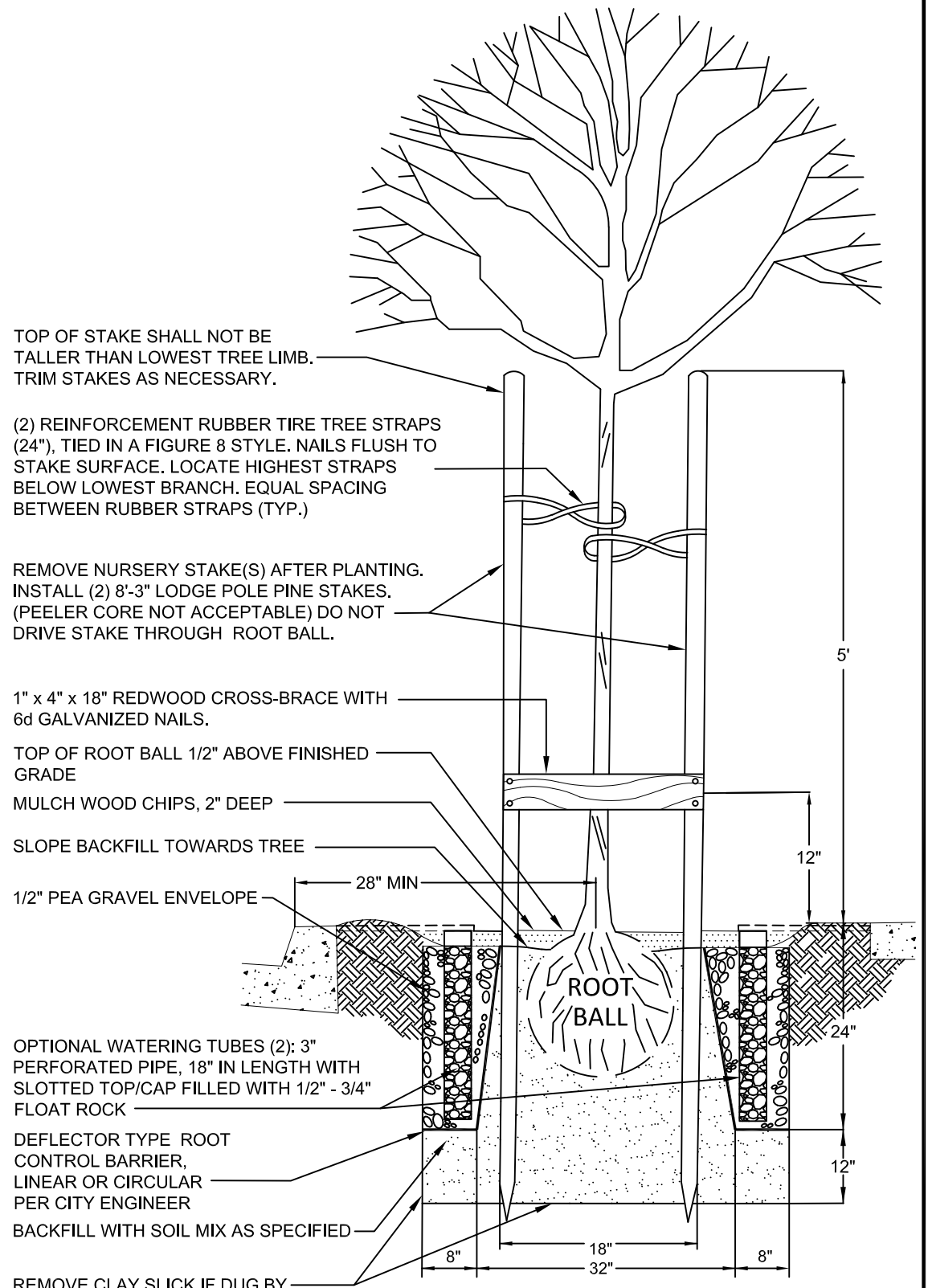
ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk



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DEVELOPMENT & ENGINEERING SERVICES DEPARTMENT

ENGINEERING SERVICES DIVISION — CITY OF SALINAS

TITLE: **STREET TREE PLANTING AND STAKING**

STANDARD PLAN

11R

DESIGNED BY: STAFF	DATE 10/9/2018	REVIEWED BY:	DATE:
CADD BY: TAINA SALCEDO	JAMES E. SANDOVAL, P.E. ASSISTANT PUBLIC WORKS DIRECTOR/CITY ENGINEER	MAINTENANCE SERVICES DIRECTOR	
PROJECT MANAGER: BRIAN FRUS, PE			

REGISTERED PROFESSIONAL ENGINEER — JAMES E. SANDOVAL — NO. C 55160 — EXP. 6-30-2020 — CIVIL — STATE OF CALIFORNIA

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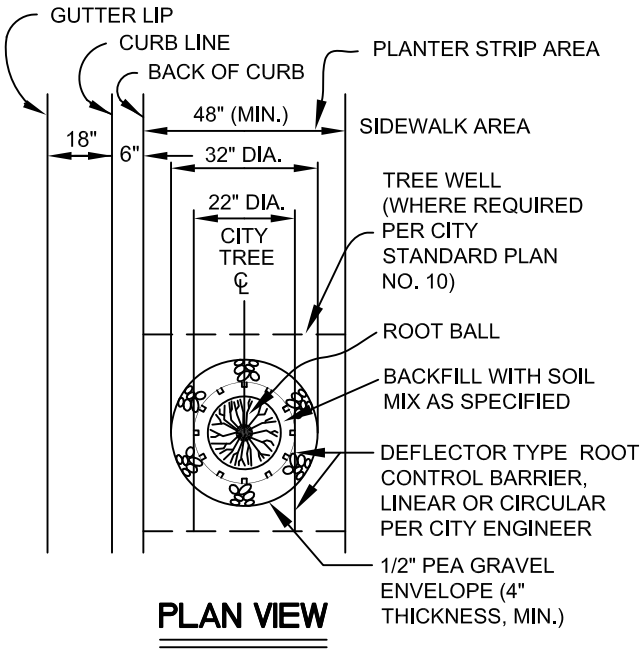
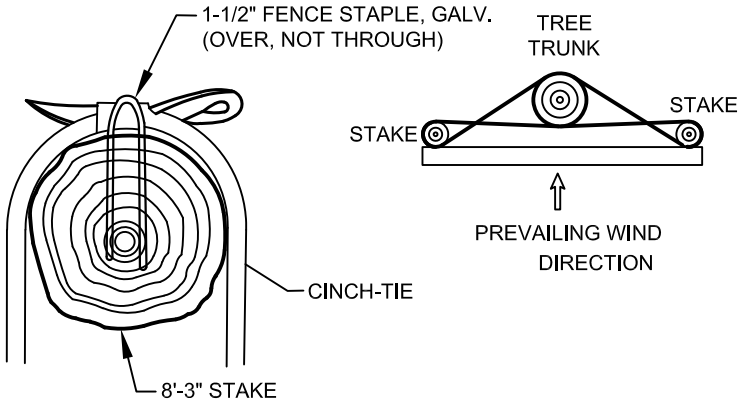


PLAN VIEW



GENERAL NOTES

1. DRAWING NOT TO SCALE.
2. ALL STREET TREES SHALL BE 15 GALLON OR HAS SPECIFIED AND MEET THE AMERICAN STANDARD FOR NURSERY, OR AS DIRECTED BY THE CITY ENGINEER. TREE SHOULD STAND UPRIGHT WITHOUT STAKES.
3. ROOT CONTROL BARRIERS SHALL BE "SHAWTOWN" NO. FI-15, THE "DEEP ROOT" NO. UB 24-2 (OR APPROVED EQUAL BY THE CITY ENGINEER). THE ONE PIECE BARRIER SHALL HAVE TAPERED SIDES AND BE CONSTRUCTED OF 0.085" MINIMUM THICKNESS HIGH IMPACT POLYPROPYLENE PLASTIC (HIPP) WITH ADDED ULATRAVIOLET INHIBITORS.
4. PRIOR TO PLACING THE ROOT CONTROL BARRIER, BACKFILL 1/2" PEA GRAVEL ENVELOPE AROUND DEFLECTOR AFTER TREE PLANTING.
5. SOIL MIX SHALL BE PLACED IN THE PLANTING HOLE AND COMPACTED TO THE BOTTOM OF THE ROOT BALL ELEVATION. PLANT TREE IN PLANTER, CONTINUE BACKFILL WITH SOIL MIX, AND COMPACT.
6. AFTER PLANTING, TREE SHALL BE WATERED WITH 20 GALLONS OF WATER. REPEAT WATERING TWICE IN THE NEXT 7 DAYS, AT 48 HOUR INTERVALS.
7. CITY STREET TREE PLANTING SHALL INCLUDE TREE PLANTING IN TREE WELLS OR WITHIN PARKING STRIPS. PAYMENT FOR TREE PLANTING SHALL INCLUDE EXCAVATION, SOIL PREPARATION, ROOT CONTROL BARRIER AND INSTALLATION, BACKFILL, TREE, AND THE ITEMS DESCRIBED ON THIS PLAN.
8. UPON APPROVAL OF THE CITY ENGINEER AND THE DIRECTOR OF MAINTENANCE SERVICES, ROOT CONTROL BARRIER MAY BE CONFIGURED LINEARLY OR CIRCULAR, OR DELETED ENTIRELY DUE TO SPECIAL CIRCUMSTANCES, WHICH MAKE THE ROOT CONTROL BARRIER UNUSABLE OR UNNECESSARY.
9. PLANTING SPACING AS PER PLANS. SEE CITY STANDARD PLAN NO. 8 FOR CLEARANCE STANDARDS.
10. LOMBARDY POPLAR TREES ARE NOT PERMITTED IN SALINAS (PER CA. CODE OF REGULATIONS § 3597).
11. OPTIONAL: INSTALL 3" IRRIGATION TUBE ON BOTH SIDES OF TREE IN THE SLOPED AREA. IRRIGATION TUBE SHALL REACH A DEPTH EQUAL TO THE BOTTOM OF THE TREE ROOT BALL.
12. SOIL MIX SHALL BE WELL MIXED AND CONTAIN 2-PARTS CLEAN SAND AND 1-PART CERTIFIED COMPOST. SOIL MIX SHALL MEET THE FOLLOWING CRITERIA:
    - PH RANGE: 5.5 TO 6.5
    - ORGANIC MATTER : GREATER THAN 1.5
    - P. INDEX: 4 TO 12

DEVELOPMENT & ENGINEERING SERVICES DEPARTMENT

ENGINEERING SERVICES DIVISION — CITY OF SALINAS

TITLE: **STREET TREE PLANTING DETAILS AND NOTES**

STANDARD PLAN

11R

DESIGNED BY: STAFF	DATE 10/9/2018	REVIEWED BY:	DATE:
CADD BY: TAINA SALCEDO	JAMES E. SANDOVAL, P.E. ASSISTANT PUBLIC WORKS DIRECTOR/CITY ENGINEER	MAINTENANCE SERVICES DIRECTOR	
PROJECT MANAGER: BRIAN FRUS, PE			

REGISTERED PROFESSIONAL ENGINEER — JAMES E. SANDOVAL — NO. C 55160 EXP. 6-30-2020 — CIVIL — STATE OF CALIFORNIA

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File #: ID#18-515, Version: 1

Traffic Signal Prioritization Update: Constitution Boulevard at Las Casitas Drive and East Boronda Road at North Sanborn Road

Receive results of Intersection Control Evaluation reports and approve a Resolution approving the traffic signal concept at Constitution Boulevard and Las Casitas Drive Intersection and a mini-roundabout concept at East Boronda Road and North Sanborn Road Intersection.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEBMER 6, 2018**

DEPARTMENT: **PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**
ANDREW EASTERLING, TRAFFIC ENGINEER

TITLE: **TRAFFIC SIGNAL PRIORITIZATION UPDATE: CONSTITUTION BOULEVARD AT LAS CASITAS DRIVE AND EAST BORONDA ROAD AT NORTH SANBORN ROAD**

RECOMMENDED MOTION:

A motion to approve a Resolution approving:

1) A traffic signal concept at Constitution Boulevard and Las Casitas Drive; and
2) A mini-roundabout concept at East Boronda Road and North Sanborn Road.

RECOMMENDATION:

Staff recommends that the City Council approve a Resolution approving the traffic signal concept at Constitution Boulevard and Las Casitas Drive and the mini-roundabout concept at East Boronda Road and North Sanborn Road.

EXECUTIVE SUMMARY:

On August 29, 2017, the City Council approved the 2017 Traffic Signal Priority List. With the approval of the signal priority list, Councilmembers made specific recommendations to consider roundabouts at the East Boronda Road/ North Sanborn Road intersection and at the Constitution Boulevard/Las Casitas Drive intersection. Staff has hired a consultant and prepared a draft Intersection Control Evaluation (ICE) report for each intersection. It is requested that the Council receive the report and approve the traffic signal concept at Constitution Boulevard and Las Casitas Drive; and the mini-roundabout concept at East Boronda Road and North Sanborn Road.

BACKGROUND:

Traffic Signal Priority Update

On August 9, 2017, the City Council approved a Resolution designating the priority intersections for signalization. The intersections prioritized were:

1) East Boronda Road at North Sanborn Road,

2) Williams Road at Garner Avenue,
3) Constitution Boulevard at Las Casitas Drive, and
4) Alvin Drive at Linwood Drive

The planned signal for the intersection of Alvin Drive at Linwood Drive is currently in the design phase with anticipation to be in construction in June 2019. The planned signal for the intersection of Williams Road at Garner Avenue is being designed concurrently with the Williams Road utility undergrounding and median project. The traffic signal design will take into consideration the ultimate configuration of the roadway, so that there is no added cost to retrofit the traffic signal at a later phase.

The two remaining intersections on the priority list, the East Boronda Road at North Sanborn Road and Constitution Boulevard at Las Casitas Drive, were both evaluated for both a traffic signal and roundabout at the request of Council. The remainder of this report focuses on the results of the evaluation and subsequent recommendations for the traffic control at these intersections.

Constitution Boulevard at Las Casitas Drive

The recommendation for traffic control follows Caltrans guidance for an Intersection Control Evaluation (ICE) that provide the benefit-costs analysis for alternatives to traffic signals. The ICE analysis for the intersection of Constitution Boulevard at Las Casitas Drive evaluates the intersection for treatment with either a signal or roundabout as the proposed intersection traffic control (see Attachment 4 for a copy of the study). The ICE examined proposed concepts and compared the results to existing conditions. Both scenarios also took into account the impacts at the adjacent intersection operations at Hughes Way and at Cape Cod Way and the ICE include scenarios with and without access controls at the adjacent intersections. Access controls in this case mean prohibiting left turns out of the adjacent intersections by using a median island.

Five performance metrics were considered including safety, delay reduction, emissions, operations and maintenance costs, and initial capital costs. The ICE indicates that construction of a traffic signal as traffic control for the intersection is recommended. In addition the study reveals that there is negligible benefits associated with the added costs of prohibiting left turns from the adjacent intersections of Constitution Boulevard with Hughes Way and Cape Cod Way when compared to the existing condition and may actually increase delay and increase emissions overall.

Constitution Boulevard at Las Casitas Drive

Life Cycle Benefit/Cost Analysis Summary, Initial Cost Estimate and Staff's estimated Completion Date

Traffic Control Concept	ICE B/C ratio	Estimated Initial Cost	Estimated Completion
Traffic Signal	14.76	$1.469 Million	2020
Roundabout	6.99	$3.513 Million	2023*

**Assuming additional grant funding is secured in the next 2 years*

Therefore, at the intersection of Constitution Boulevard at Las Casitas Drive, the alternative that was found to have the greatest benefit-cost ratio when compared to existing conditions was the traffic signal with no access control on the adjacent intersections. Staff concurs with the recommendation of the ICE study and recommend the traffic signal concept at this intersection.

The popularity of a roundabout recommendation is understood in Salinas. Roundabouts are proposed along the Boronda Road corridor and roundabouts are anticipated to provide safety and efficiency benefits. However, at the Constitution Boulevard and Las Casitas intersection, the traffic signal provides the better benefit to cost ratio. In addition, staff anticipates the delivery of a traffic signal to the intersection is possible in the very near future while a roundabout will take several years to complete.

East Boronda Road at North Sanborn Road

The evaluation of traffic control for the intersection of East Boronda Road at North Sanborn Road included consideration for a traffic signal, a roundabout, and a mini-roundabout as alternatives for the intersection traffic control (Attachment 3). The mini-roundabout, sometimes referred to as a compact roundabout, was recommended as the optimal alternative given the context of this intersection. Mini-roundabouts have the same traffic operations as a full size roundabout, but have a smaller footprint.

The same five performance metrics were considered including safety, delay reduction, emissions, operations and maintenance costs, and initial capital costs. The results indicate that the roundabout options would both provide the most safety benefits to the intersection. The roundabout options would also provide the most delay reduction benefit and emission reduction benefit when compared to the traffic signal option. The operations and maintenance cost was lowest for the miniature roundabout alternative, followed by the roundabout alternative and highest for the traffic signal alternative. The initial capital cost was lowest for the miniature roundabout, followed by the traffic signal alternative, and highest for the roundabout alternative. Each of the metrics are normalized by establishing a life-cycle benefit costs score compared to the existing condition. For the intersection of East Boronda Road at North Sanborn Road, the alternative which was found to have the greatest cost benefit ratio when compared to existing conditions was the mini-roundabout alternative.

Boronda Road at North Sanborn Road
Life Cycle Benefit/Cost Analysis Summary, Initial Cost Estimate and Staff's estimated Completion Date

Traffic Control Concept	ICE B/C ratio	Estimated Initial Cost	Estimated Completion
Mini-roundabout	9.40	$0.936 Million	2021*
Traffic Signal	7.42	$1.029 Million	2020
Roundabout	3.65	$2.387 Million	2023*

**Assuming additional grant funding is secured in the next 2 years*

The project schedule for the miniature roundabout alternative would delay the project delivery approximately one year due to additional preliminary and construction engineering needs. The project schedule for the roundabout alternative would delay the project approximately three years due to additional right of way, preliminary and construction engineering needs.

Staff concurs with the findings of the ICE. The mini-roundabout provides much of the benefits expected of roundabouts for less than the estimated cost of a full roundabout.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action to select a concept for traffic control at the subject intersections is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. As the traffic control projects resulting from this action enter preliminary design, each project will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

Consideration of appropriate traffic control for prioritized intersections supports the Council of "Well planned city and excellent infrastructure."

DEPARTMENTAL COORDINATION:

Public Works staff and Community Development staff have collaborated to consider the evaluation of the roundabout alternative for the intersection of East Boronda Road and Sanborn Road. In the process of designing these traffic control concepts, Public Works staff will be working in coordination with Police, Fire Department and affected school districts with and through our Administration Department.

FISCAL AND SUSTAINABILITY IMPACT:

Both intersections are funded for design and construction of a traffic signal, with a budget $600,000 for each intersection. Measure X funds are the funding source for both projects. The cost for preparing an ICE analysis is approximately $15,000, which is funded using the design budget for each intersection. Initial construction cost estimates in the ICE analyses indicate there may be a need for additional funding. Preliminary design work will confirm additional funds needed.

Staff has applied for federal grant funding for the mini-roundabout option at the intersection of East Boronda Road at North Sanborn Road which may fully fund this project, however there is no certainty that a grant will be awarded.

ATTACHMENTS:
Attachment 1: Resolution
Attachment 2: Traffic Control Concepts at Constituion-Las Casitas
Attachment 3: Traffic Control Concept at Boronda-Sanborn
Attachment 4: Intersection Control Evaluation: Constitution Boulevard at Las Casitas Drive
Attachment 5: Intersection Control Evaluation: East Boronda Road at North Sanborn Road

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION APPROVING THE TRAFFIC SIGNAL CONCEPT AT CONSTITUTION BOULEVARD AND LAS CASITAS DRIVE IINTERSECTION, AND A MINIATURE ROUNDABOUT CONCEPT AT EAST BORONDA ROAD AND NORTH SANBORN ROAD INTERSECTION

WHEREAS, an Intersection Control Evaluation Report show that a traffic signals, roundabouts are alternatives that would improve traffic operations at both Constitution Boulevard and Las Casitas drive intersections and at the East Boronda Road and North Sanborn Road intersection; and

WHEREAS, the Intersection Control Evaluation Reports calculated the benefit cost ratios for both traffic signal and roundabouts using five performance metrics including safety, delay, emissions, operations and maintenance costs and initial capital costs; and

WHEREAS, the traffic signal concept has the highest life-cycle benefit-cost ratio when compared to the roundabout alternative at the intersection of Constitution Boulevard at Las Casitas Drive; and

WHEREAS, the miniature roundabout concept has the highest life-cycle benefit-cost ratio when compared to the roundabout and traffic signal alternatives at the intersection of East Boronda Road and North Sanborn Road;

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approves the traffic signal concept at Constitution Boulevard and Las Casitas Drive and the mini-roundabout concept at the East Boronda Road and North Sanborn Road intersection.

PASSED AND APPROVED this 6th day of November 2018, by the following vote:

AYES:

NOES:

ABSENT:

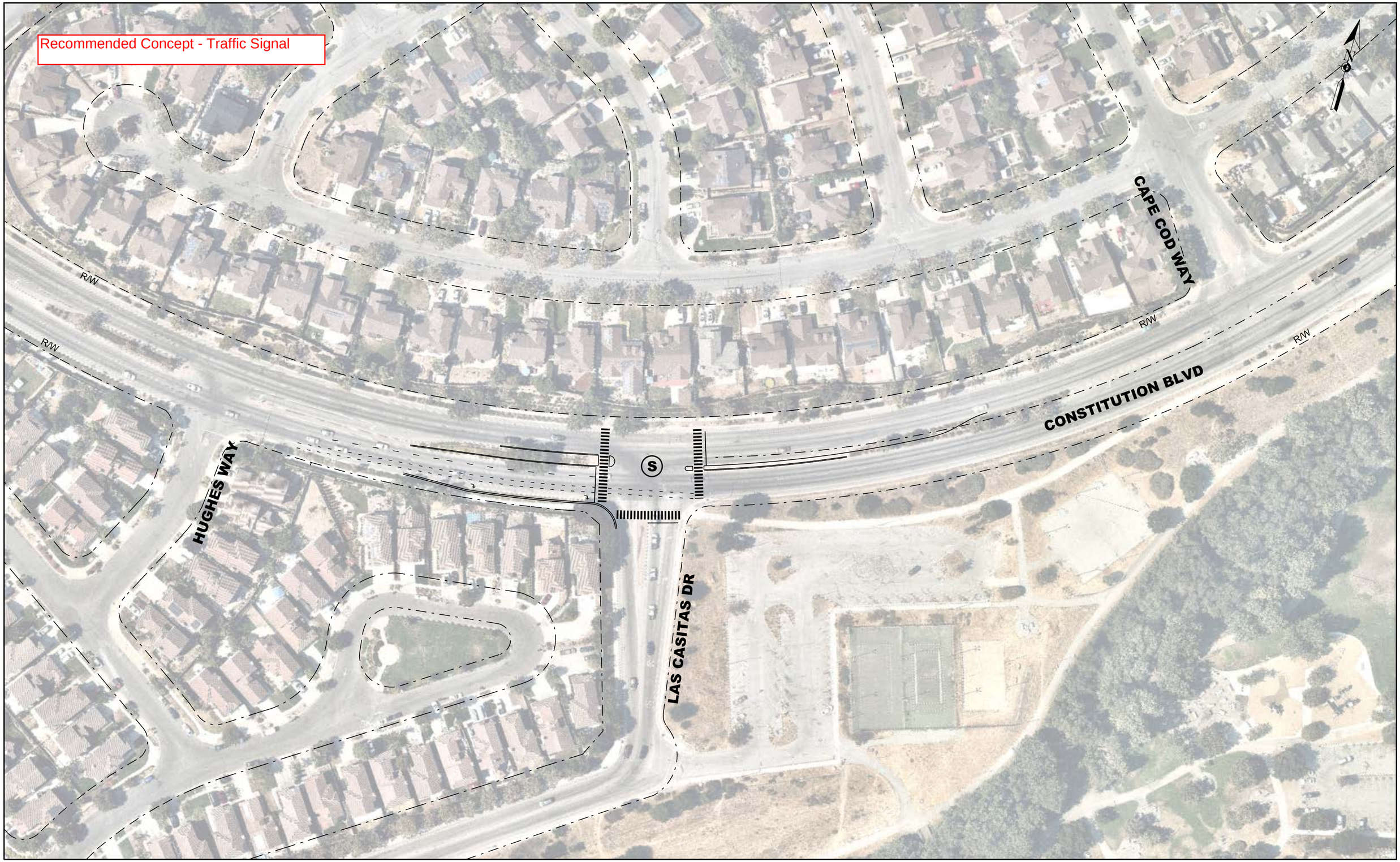
ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

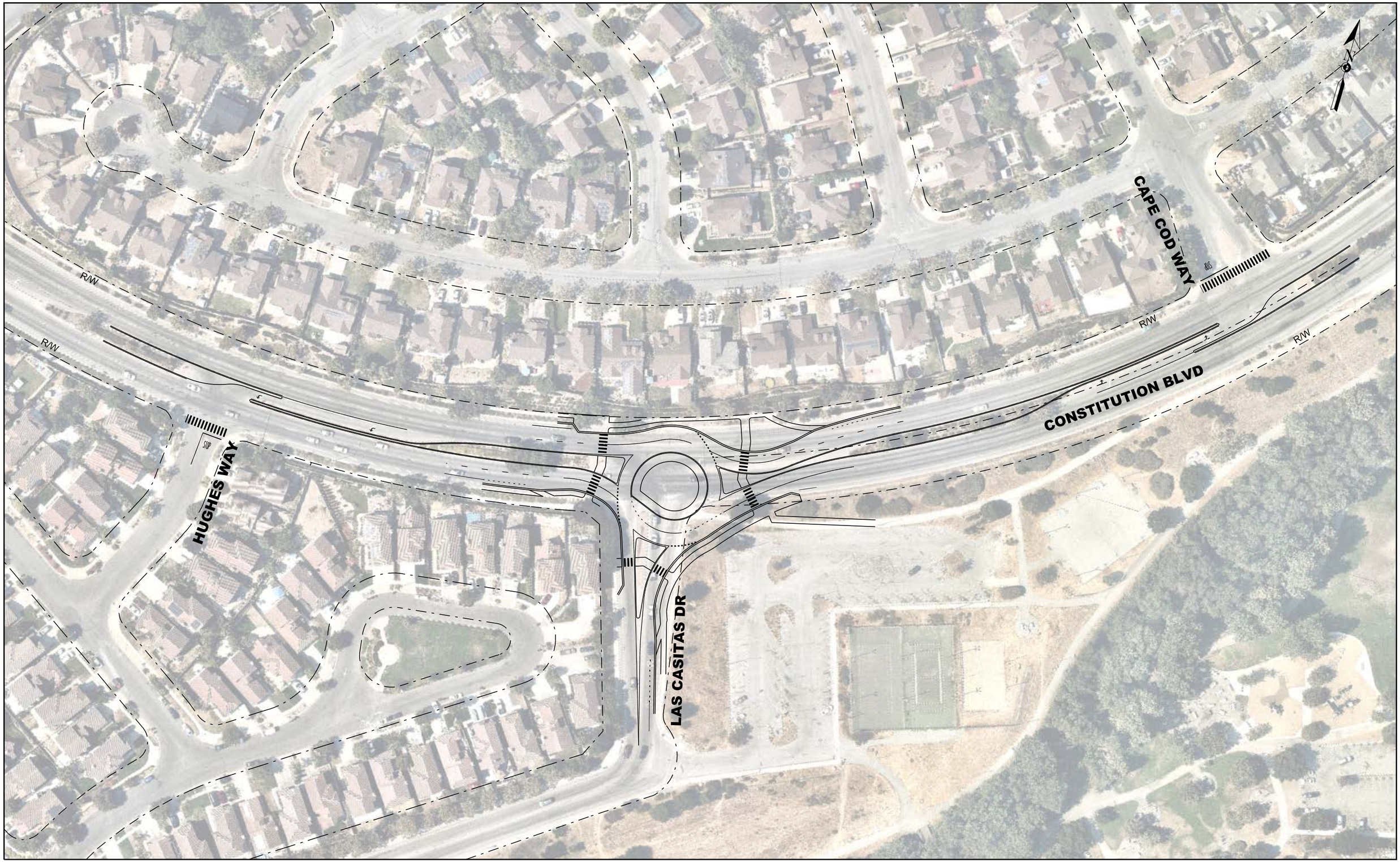


Kimley»Horn

CONSTITUTION BLVD CORRIDOR ALTERNATIVE B1:
TRAFFIC SIGNAL AT INT-01 AND NO IMPROVEMENTS AT INT-01A AND 01B

EXHIBIT 2
JULY 2018

0" 0.5" 1.0"
SCALE
1" = 100'



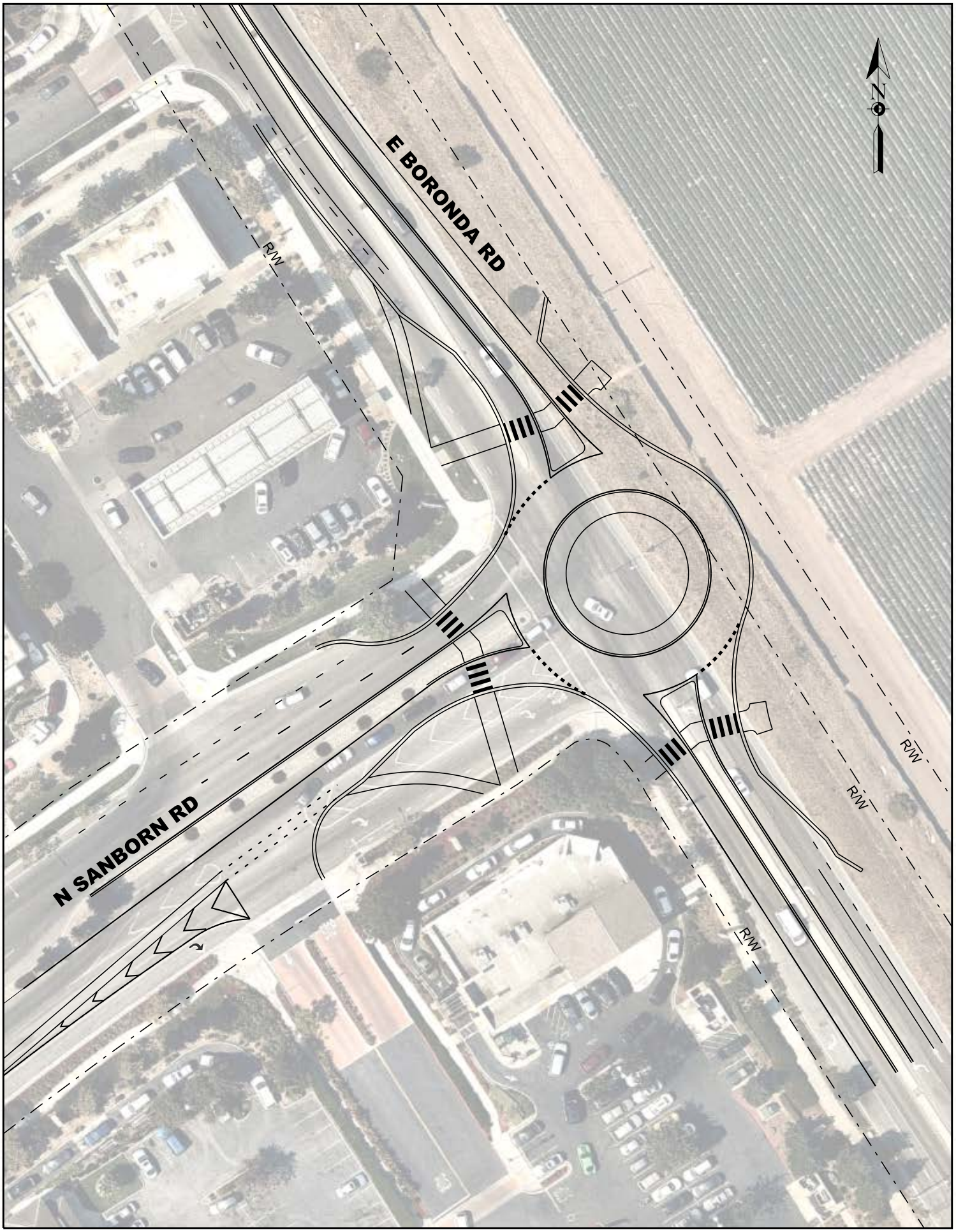
Kimley»Horn

CONSTITUTION BLVD CORRIDOR ALTERNATIVE C2:
ROUNDABOUT AT INT-01 AND ACCESS CONTROLS AT INT-01A AND 01B

EXHIBIT 5
JULY 2018

0" 0.5" 1.0"
SCALE
1" = 100'


Attachment 3 - TC Concepts at Boronda and Sanborn Road
E BORONDA RD
N SANBORN RD
S
ROW
ROW
ROW
ROW
N
Kimley»Horn
E BORONDA ROAD AT N SANBORN ROAD
ALTERNATIVE A: TRAFFIC SIGNAL
EXHIBIT A
July, 2018
0"
0.5"
1.0"
SCALE
1" = 60'

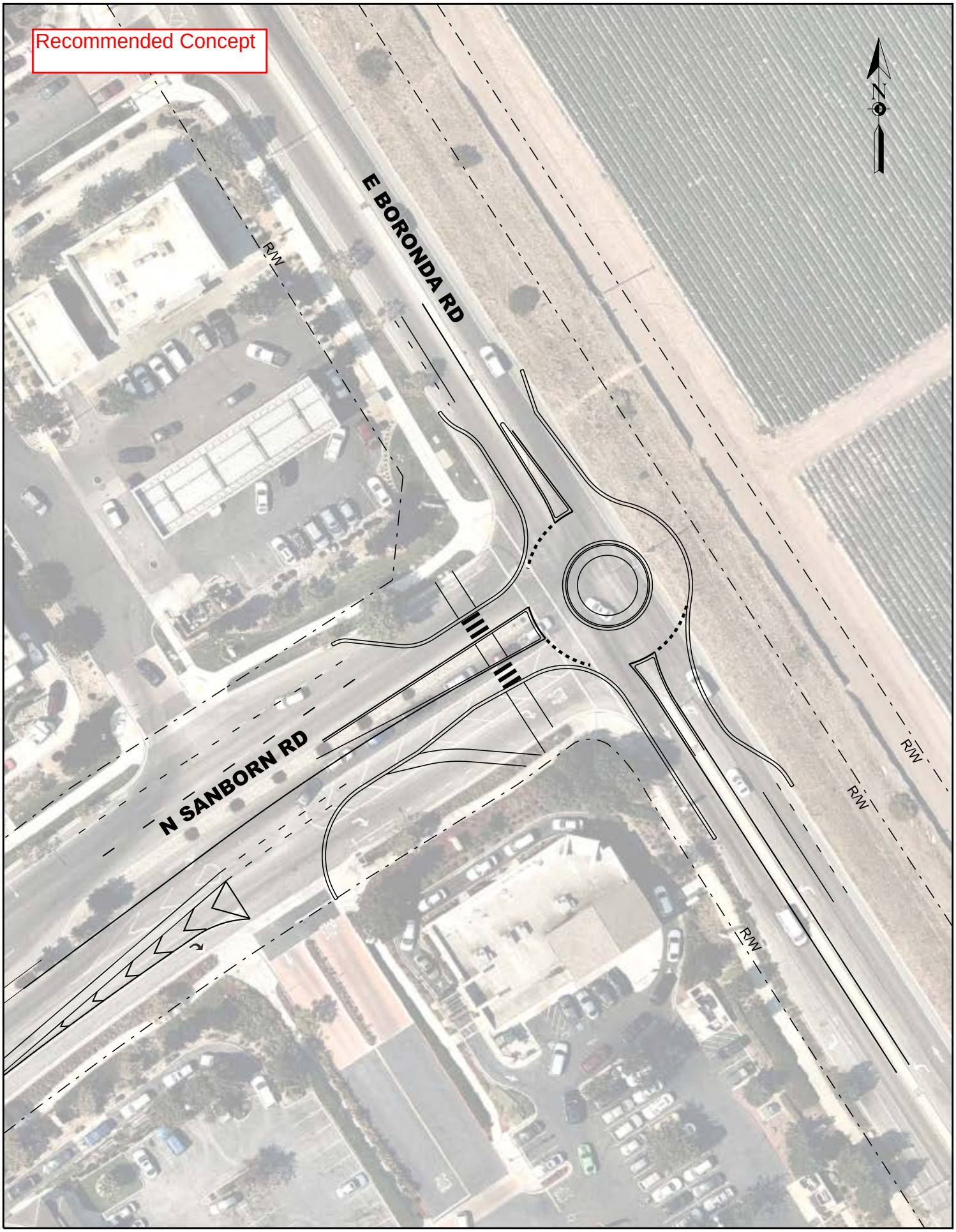


Kimley»Horn

E BORONDA ROAD AT N SANBORN ROAD
ALTERNATIVE B: ROUNDABOUT

EXHIBIT B
July, 2018

0" 0.5" 1.0"
SCALE
1" = 60'



Kimley»Horn

E BORONDA ROAD AT N SANBORN ROAD
ALTERNATIVE C: MINI-ROUNDABOUT

EXHIBIT C
July, 2018

INTERSECTION CONTROL EVALUATION

CONSTITUTION BOULEVARD AT LAS CASITAS DRIVE

SALINAS, CALIFORNIA

DRAFT

Prepared for:
City of Salinas
200 Lincoln Ave.
Salinas, California 93901
831-758-7241

Prepared by:
Kimley»Horn

September 2018

INTERSECTION CONTROL EVALUATION

FOR

CONSTITUTION BOULEVARD AT LAS CASITAS DRIVE

Prepared for:

City of Salinas
200 Lincoln Ave.
Salinas, California 93901
831-758-7241

Prepared by:

Kimley-Horn and Associates, Inc.
555 Capitol Mall
Suite 300
Sacramento, California 95814
916-858-5800

Intersection Control Evaluation
Constitution Boulevard at Las Casitas Drive in Salinas, CA

INTRODUCTION

An Intersection Control Evaluation (ICE) was initiated for the intersection of Constitution Boulevard and Las Casitas Drive (INT-01) in Salinas, California. INT-01 is located in between two side-street stop controlled intersections, which consist the intersections of Constitution Boulevard at Hughes Way (INT-01A) and Cape Cod Way (INT-01B). The operations of left-in right-in/right-out (Access Control) at INT-01A and INT-01B are evaluated along with their impacts on the operations at INT-01. The purpose of this ICE is to evaluate intersection control improvements at Las Casitas Drive, and access controls at Hughes Way and Cape Cod Way that will simplify and improve intersection operations on Constitution Boulevard.

The following intersection control improvement alternatives were considered at INT-01 within three corridor alternatives on Constitution Boulevard.

- No Improvements (Corridor Alternative A)
- Assuming no improvements at INT-01A and INT-01B (Corridor Alternative B):
    1. Traffic signal (Corridor Alternative B1)
    2. Roundabout (Corridor Alternative B2)
- Assuming access control improvements at INT-01A and INT-01B (Corridor Alternative C):
    1. Traffic signal (Corridor Alternative C1)
    2. Roundabout (Corridor Alternative C2)

EXISTING CONDITION AND PROPOSED ALTERNATIVES

Existing Conditions

Constitution Boulevard is a primary east-west arterial between East Boronda Road and East Laurel Drive. Constitution Boulevard has two-through lanes in each direction at the Constitution Boulevard and Las Casitas intersection with a posted speed limit of 45 mph. Las Casitas Drive is a local street on the south leg of the intersection and it is controlled by a stop sign. There are sidewalks at the intersection and they continue along the residential areas along both Constitution Boulevard and Las Casitas Drive. The intersection is a part of the Monterey-Salinas Transit route and the closest bus station is located to the west of the intersection at Constitution Boulevard and Beacon Hill Drive. The existing intersection currently operations as LOS F, and it will continue to worsen as the traffic demand increases with planned development.

In addition to determine the preferred intersection control type at INT-01, this ICE analysis evaluated potential intersection control improvements at INT-01A and INT-01B, and how the improvements affect the operation at INT-01. The existing geometry at INT-01A and INT-01B are three-legged side-street stop control intersection with LOS C and D. By 2045, the operation will worsen to LOS F with over 100 seconds of delay at each intersection. The intersection evaluations were based on traffic operations for the 2045 design year. The year 2018 was assumed for the baseline "build" condition for a total of 27-year life-cycle duration to determine the B/C Ratio. Refer to **Appendix A** for the list of additional future growth assumptions made to perform the analysis.

Figure 1 illustrates the existing intersection controls as well as potential design constraints and considerations. The existing design constraints and considerations at intersections of Constitution Boulevard at Hughes Way, Las Casitas Drive, and Cape Cod Way include:

1. Right of way constraint
2. Single family residential
3. Residential driveways
4. Grade difference

Figure 1: Design Constraints on Existing Intersection Layouts

Planned Improvements

The three intersections on Constitution Boulevard are within the City's West Area Specific Plan (WASP), Central Area Specific Plan (CASP) and East Area Specific Plan (EASP). Although, according to Salinas WASP Draft TIA, future traffic on Constitution Boulevard between Independence Boulevard and Boronda Road is not impacted by WASP, Constitution Boulevard may be impacted by CASP and EASP.

Proposed Corridor Alternatives

Aside from Corridor Alternative A, which is having no improvements on existing Constitution Boulevard, there are four proposed corridor alternatives that incorporate ICE at INT-01.

Corridor Alternative B1: **Traffic Signal at INT-01 and No Improvements on INT-01A and INT-01B**

This alternative replaces the existing side-street stop control with traffic signal control at INT-01. The geometry will include a new 150 feet-long right-turn pocket on the eastbound (EB) approach on Constitution Boulevard. The westbound (WB) left-turn pocket is extended to 300 feet to provide necessary length for maximum queue in future conditions. Adding signal control at INT-01 will improve the existing LOS from F to A, and will provide LOS C for both future conditions. The intersection of Constitution Boulevard and Las Casitas Drive currently meets the signal warrant. There will be no improvements made at INT-01A and INT-01B for this alternative.

Figure 2: Corridor Alternative B1 Concept Layout

Table 1: Corridor Alternative B1 Operations

	AM			PM		
Design Year	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
INT-01A						
2018	C	16.2	25 (NB)	C	21.3	25 (NB)
2045	F	52.5	50 (NB)	F	128.0	50 (NB)
INT-01						
2018	A	8.5	125 (WB)	A	9.2	150 (EB)
2045	C	21.6	275 (WB)	C	32.6	425 (EB)
INT-01B						
2018	C	23.3	25 (SB)	D	25.9	25(SB)
2045	F	103.0	55 (SB)	F	129.0	50 (SB)

Corridor Alternative B2: **Roundabout at INT-01 and No Improvements on INT-01A and INT-01B**

This alternative consists of a multi-lane roundabout that will reduce both delays and queues at INT-01. Adding roundabout will improve the existing LOS from F to A, and will provide LOS B for future a.m. peak hour and LOS C for future p.m. peak hour. There will be no improvements made at INT-01A and INT-01B for this alternative.

Figure 3: Corridor Alternative B2 Concept Layout

Table 2: Corridor Alternative B2 Operations

Design Year	AM			PM		
	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
INT-01A						
2018	C	16.2	25 (NB)	C	21.3	25 (NB)
2045	F	52.5	50 (NB)	F	128.0	50 (NB)
INT-01						
2018	A	5.5	50 (WB)	A	6.3	100 (EB)
2045	B	10.2	150 (WB)	C	15.4	200 (EB)
INT-01B						
2018	C	23.3	25 (SB)	D	25.9	25 (SB)
2045	F	103.0	50 (SB)	F	129.0	50 (SB)

Corridor Alternative C1: **Traffic Signal at INT-01 and Access Controls at INT-01A and INT-01B**

This alternative has the same geometry and similar operation of the proposed signalized intersection at INT-01 as Corridor Alternative B1. The main difference between Corridor Alternatives B1 and C1 is that Corridor Alternative C1 replaces the existing side-street stop controls at INT-01A and INT-01B with left-in right-in/right-out access controls. Access controls at INT-01A and INT-01B will improve the existing LOS from C to B and will provide LOS C and D for both future conditions. The 95% maximum queue on WB left-turn movement at INT-01 in 2045 p.m. peak hour exceeds the existing length of left-turn pocket. The proposed geometry will include an extended left-turn lane.

Figure 4: Corridor Alternative C1 Concept Layout

Table 3: Corridor Alternative C1 Operations

Design Year	AM			PM		
	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
INT-01A						
2018	B	10.0	25 (NB)	B	12.0	25 (NB)
2045	B	12.0	25 (NB)	C	19.8	25 (WB)
INT-01						
2018	A	8.5	150 (WB)	A	9.2	150 (EB)
2045	C	21.6	300 (WB)	C	32.6	425(EB)
INT-01B						
2018	B	11.5	25 (SB)	B	12.1	25 (SB)
2045	D	30.2	25 (SB)	C	22.4	25 (EB)

Corridor Alternative C2: **Roundabout at INT-01 and Access Controls at INT-01A and INT-01B**
This alternative has the same geometry and similar operation of the INT-01 roundabout as described under Corridor Alternative B2. However, it also includes access control improvements at INT-01A and INT-01B. Access controls at INT-01A and INT-01B will improve the existing LOS from C to B and will provide LOS C and D for both future conditions.

Figure 5: Corridor Alternative C2 Concept Layout

Table 4: Corridor Alternative C2 Operations

	AM			PM		
Design Year	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
INT-01A						
2018	B	10.0	25 (NB)	B	12.0	25 (NB)
2045	B	12.0	25 (NB)	C	19.8	25 (WB)
INT-01						
2018	A	5.6	50 (WB)	A	6.4	100 (EB)
2045	B	10.5	175 (WB)	C	16.3	225 (EB)
INT-01B						
2018	B	11.5	25 (SB)	B	12.1	25 (SB)
2045	D	30.2	25 (SB)	C	22.4	25 (EB)

SUMMARY OF KEY PERFORMANCE MEASURES

Five performance metrics are evaluated at the study intersection to calculate the Benefit Cost (B/C) Ratio which measures the expected return on investment for each proposed intersection control. The performance measures used to calculate the ***benefits*** of the proposed improvement compared to the existing condition, or no project alternative are:

- ***Safety Benefit*** (of the proposed intersection control type)
- ***Delay Reduction Benefit*** (of the proposed intersection control type)
- ***Emission Reduction Benefit*** (of the proposed intersection control type)

Performance measures used to calculate the conceptual level ***costs*** of the proposed intersection control improvement compared to existing condition, or no project alternative are:

- ***Operations and Maintenance (O&M) Cost*** (added costs of the proposed intersection control type)

- ***Initial Capital Cost*** (added costs of the proposed intersection control type)

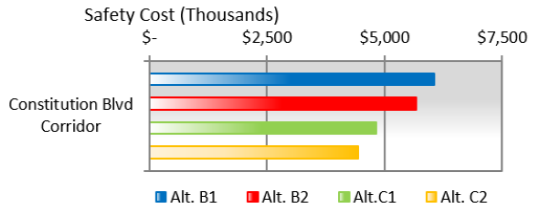
Refer to **Appendix C** for a detailed description of each performance measure and Caltrans Vehicle Operation Cost Parameters that were used in this B/C Analysis.

PERFORMANCE MEASURE SUMMARY

Key performance measure costs were calculated for each of the intersection control types, and later combined to determine the total cost of each performance measure for each proposed corridor alternative. The following figures show the cost of key performance measures for each corridor alternative on Constitution Boulevard assuming 27-years of intersection operations to calculate life-cycle costs.

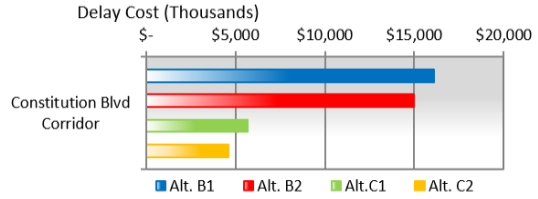
Benefit Performance Measures

Safety



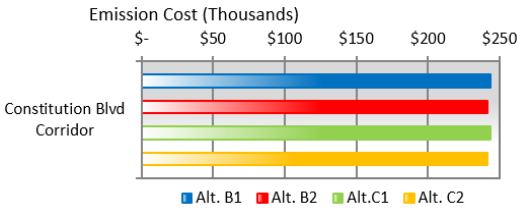
Alternative C2, roundabout at INT-01 and access controls at INT-01A and INT-01B, is the best performing corridor alternative when comparing the predicted life-cycle cost for safety. The safety cost benefit of the roundabout at INT-01 will continue to increase over time when compared to signal control.

Delay



Alternative C2 is the preferred corridor alternative when solely comparing the lowest predicted life-cycle cost for delay at the three intersections on Constitution Boulevard. The delay cost benefit of the roundabout at INT-01 will likely increase over time when compared to signal control.

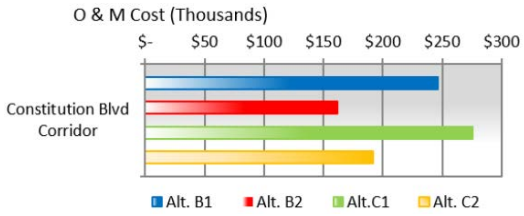
Emissions



All alternatives have similar emission cost when comparing the amount of mobile source pollutant emissions and the societal cost associated with exposure to these health based pollutant emissions. The figure shows the emission cost of year 2018 based on the average speed through the intersection with each intersection control types.

Cost Performance Measures

O&M

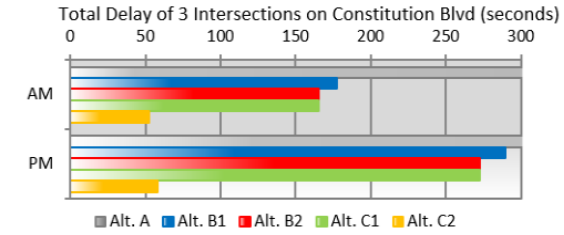


The alternative with the smallest O&M cost is Alternative B2. Most of this cost includes maintaining landscaping and street lights at the INT-01 roundabout, and pavement rehabilitation costs at all three intersections.

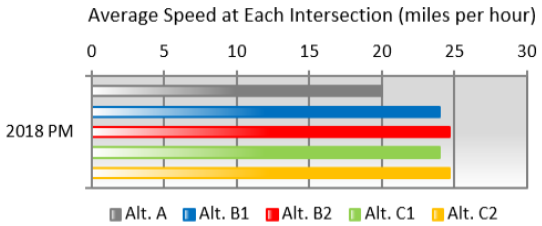
Initial Capital Costs

The alternative with the smallest Initial Capital Cost is Alternative B1. Most of this cost includes adding a traffic signal and a right-turn lane on the EB approach, and extending the existing left-turn pocket on the WB approach at INT-01.

TRAFFIC OPERATIONS SUMMARY



The bar chart to the left compares the combined peak hour intersection delays for design year between Alternative A and each of the proposed corridor alternatives.



This bar chart illustrates the calculated average speeds through the study intersection used to determine AB 2766 cost effectiveness. The study limit on each leg was based on the largest of the 95% queue lengths of all the intersection control types.

B/C ANALYSIS ON CONSTITUTION BOULEVARD

B/C Ratio Scoring

Using the key performance measures calculated for each corridor alternative, B/C Ratios of corresponding corridor alternative were determined. The first set of B/C Ratios in this ICE analysis measures the expected return on investment when Corridor Alternative A is compared to a proposed corridor alternative with improvements at either INT-01 alone or at all three intersections.

B/C = 1.00: A B/C Ratio of 1.00 is a neutral rating. This indicates that the return on investment for a proposed corridor alternative is equal to having no improvements or Alternative A.

B/C < 1.00: A B/C Ratio less than 1.00 indicates that Alternative A provides a better return on investment when compared to a proposed corridor alternative with improvements.

B/C > 1.00: A B/C Ratio greater than 1.00 indicates that the proposed corridor alternative with preferred intersection control provides a better return on investment when compared to Alternative A.

B/C Analysis

The B/C Ratios determined for each proposed alternative are greater than 1.00. This indicates that each of the proposed alternatives will provide a better return on investment when compared to Corridor Alternative A.

Table 5 summarizes the predicted life-cycle cost for the key performance measures in relation to Alternative A with no improvements.

Table 5: Summary of Life-Cycle B/C Analysis when compared to Alternative A

LIFE CYCLE BENEFIT/COST ANALYSIS on Constitution Boulevard at Hughes Way, Las Casitas Drive, and Cape Cod Way					B/C
Alternative B No Access Control on Adjacent streets.	Alternative B1 INT-01: Traffic Signal with EB RT lane INT-01A & INT-01B: No Access Control	ADDED BENEFITS COMPARED TO ALTERNATIVE A:			
		Safety	$	1,772,770	
		Delay Reduction	$	21,368,306	
		Emission Reduction	$	27,231	
		Total Benefits	**$**	**23,168,307**	**14.76**
		ADDED COSTS COMPARED TO ALTERNATIVE A:			
		O & M	$	100,615	
		Initial Capital	$	1,469,200	
		Total Costs	**$**	**1,569,815**	
	Alternative B2 INT-01: Roundabout INT-01A & INT-01B: No Access Control	ADDED BENEFITS COMPARED TO ALTERNATIVE A:			
		Safety	$	2,147,498	
		Delay Reduction	$	22,487,323	
		Emission Reduction	$	29,744	
		Total Benefits	**$**	**24,664,565**	**6.99**
		ADDED COSTS COMPARED TO ALTERNATIVE A:			
		O & M	$	16,663	
		Initial Capital	$	3,512,600	
		Total Costs	**$**	**3,529,263**	
Alternative C Access Control on Adjacent streets.	Alternative C1 INT-01: Traffic Signal with EB RT lane INT-01A & INT-01B: Access Control	ADDED BENEFITS COMPARED TO ALTERNATIVE A:			
		Safety	$	3,006,752	
		Delay Reduction	$	21,450,361	
		Emission Reduction	$	27,231	
		Total Benefits	**$**	**24,484,344**	**10.45**
		ADDED COSTS COMPARED TO ALTERNATIVE A:			
		O & M	$	130,128	
		Initial Capital	$	2,212,200	
		Total Costs	**$**	**2,342,328**	
	Alternative C2 INT-01: Roundabout INT-01A & INT-01B: Access Control	ADDED BENEFITS COMPARED TO ALTERNATIVE A:			
		Safety	$	3,381,480	
		Delay Reduction	$	22,531,575	
		Emission Reduction	$	29,744	
		Total Benefits	**$**	**25,942,799**	**6.03**
		ADDED COSTS COMPARED TO ALTERNATIVE A:			
		O & M	$	46,176	
		Initial Capital	$	4,255,600	
		Total Costs	**$**	**4,301,776**	

Note: The initial capital costs of each alternative include Hot Mix Asphalt Overlay within the project limit to normalize the pavement year.

Since the set of calculated B/C ratios that compare each proposed alternative to Alternative A only identifies if the proposed corridor alternative is preferred or not, it is necessary to determine a second set of B/C ratios to identify which of the proposed corridor alternatives provides the most preferred intersection controls.

Table 6 on page 9 shows the B/C Ratios when comparing the proposed corridor alternatives to each other rather than comparing them back to Alternative A. B/C ratios of 0.76 and 0.74 indicate that the traffic signal alternative at INT-01 is preferable when compared to the roundabout alternative, with or without access controls. Refer to **Appendix H** for additional detail of the Sensitivity Analysis, which evaluates the sensitivity of the B/C ratio based on the variability of initial capital costs for each alternative.

Table 6: Alternative Comparison of Corridor Alternatives

Alternative Comparison of Corridor Alternatives		Added Benefit Compared to Signal at INT-01	Added Cost Compared to Signal at INT-01	B/C
Alt. B1	Alt. B2	**$ 1,496,259**	**$ 1,959,448**	**0.76**
Alt. C1	Alt. C2	**$ 1,458,455**	**$ 1,959,448**	**0.74**

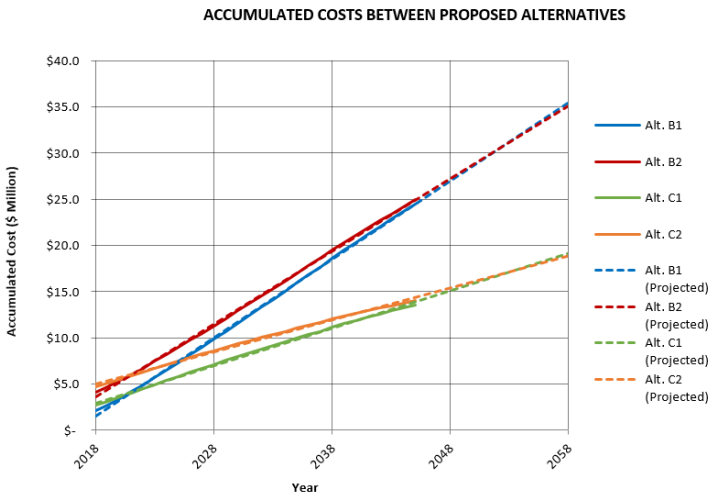


Figure 6: Accumulated Costs Between Proposed Alternatives

Figure 6 shows the accumulated cost of all five performance measures for each proposed corridor alternative. Accumulated costs for the first 27 years were used to project the results up to 2058. This figure indicates that the accumulated costs for Alternatives B1 and B2 are higher than Alternatives C1 and C2. Based on the 40-year projection, reducing the delay costs by adding access controls at INT-01A and INT-1B significantly decreases the accumulated costs when compared to alternatives without access controls.

GAP ACCEPTANCE FOR 2045 CONDITIONS AT INT-01A AND INT-01B

To determine if the future traffic would have sufficient gaps in opposing vehicle traffic flow at access controlled INT-01A and INT-01B, the critical gap acceptance was compared to the estimated vehicular flow rate of the opposing movements. Critical gap is the minimum acceptable time interval necessary to allow vehicles to cross or enter the opposing flow. When the available gap is less than the critical gap, the vehicle crossing traffic would be involved in a crash or will reroute to another intersection on a subsequent trip.

Critical gap acceptance is calculated as follows:

$$t_{c,x} = t_{c,base} + t_{c,HV} P_{HV} - t_{3,LT} \quad \textit{(Equation 17 – 1)}$$

Where,
$t_{c,x}$ = critical gap for movement x (sec)
$t_{c,base}$ = base critical gap from Exhibit 17-5
$t_{c,HV}$ = adjustment factor for heavy vehicles (2.0 for four-lane major streets)
P_{HV} = proportion of heavy vehicles for minor street movement
*Minor street heavy vehicle proportion unknown and it is assumed that heavy vehicles will not use the minor road. P_{HV} is therefore assumed to be 0.
$t_{3,LT}$ = adjustment factor for intersection geometry (0.7 for minor-street left-turn movement at three-leg intersection)
Source: Highway Capacity Manual, 2000.

The critical gap acceptance indicated below is compared to the calculated gap using the vehicular flow rate of opposing traffic for 2045. **Table 7** on page 10 summarizes the findings of the critical gap acceptance analysis.

Table 7: Critical Gap Acceptance

Corridor Alt.	Intersection (Intersection Control Type)	Critical Movement	Opposing Vehicle Movement	AM Peak Hour				PM Peak Hour			
				Opposing Vehicle		HCM Critical Gap (sec per veh)	Sufficient Gap?	Opposing Vehicle		HCM Critical Gap (sec per veh)	Sufficient Gap?
				Volume (vph)	Available Gap (sec per veh)			Volume (vph)	Available Gap (sec per veh)		
B	01A (No Access Control)	NBR	EBT+EBR	859	4.19	6.9	No	1676	2.15	6.9	No
		NBL	WBT+WBL	1427	2.52	6.8	No	1228	2.93	6.8	No
		WBL	EBT+EBR	859	4.19	4.1	Yes	1676	2.15	4.1	No
	01B (No Access Control)	SBR	WBT+WBR	1344	2.68	6.9	No	1040	3.46	6.9	No
		SBL	EBT+EBL	866	4.16	6.8	No	1306	2.76	6.8	No
		EBL	WBT+WBR	1344	2.68	4.1	No	1040	3.46	4.1	No
C	01A (Access Control)	NBR	EBT+EBR	859	4.19	6.9	No	1601	2.25	6.9	No
		WBL	EBT+EBR	859	4.19	4.1	Yes	1601	2.25	4.1	No
	01B (Access Control)	SBR	WBT+WBR	1340	2.69	6.9	No	1146	3.14	6.9	No
		EBL	WBT+WBR	1340	2.69	4.1	No	1146	3.14	4.1	No

Based on results identified in **Table 71** and HCM 2000 guidance, sufficient gaps will only be available for vehicles attempting to enter INT-01A from WB Constitution Boulevard. Insufficient gaps will be available for vehicles attempting to make other critical movements. It is anticipated that motorists that are unable to find sufficient gaps will either choose an insufficient gap, which would result in an accident, or reroute to another intersection if the opportunity exists.

RECOMMENDATIONS

The B/C Ratios for Corridor Alternative B1 and B2 are 180.20 and 80.58 when compared to Alternative A with no improvements. Also comparing to Alternative A, the B/C Ratios for Corridor Alternative C1 and C2 are 125.74 and 68.80. Since all B/C ratios are greater than 1.0, each of these alternatives are cost effective and preferable than Alternative A with no improvements on Constitution Boulevard.

Noteworthy performance measure driving the B/C Ratios is *delay.* All proposed corridor alternatives have an added delay benefit of more than $280,000,000 when compared to Alternative A with no improvements.

Alternative B1 has a higher B/C Ratio compared to Alternative C1, and Alternative B2 has a higher B/C Ratio compared to Alternative C2 because Alternatives C1 and C2 do not include the additional capital costs from INT-01A and INT-01B improvements. For Alternatives C1 and C2, the percent increase in costs due to initial capital costs is higher than the percent increase in safety and delay benefits. This ultimately results in lower B/C ratios.

Operationally, Corridor Alternatives C1 and C2 have significantly low delays compared to Corridor Alternatives B1 and B2 because of the access control improvements at INT-01A and INT-01B. Within Alternative C, roundabout at INT-01 provides better operations for both existing and future conditions.

The roundabout alternative at INT-01 in Alternatives B2 and C2 can include a phasing plan, which considers a range of potential interim roundabout improvements and their incremental operation improvements before constructing the ultimate layout of the roundabout. Considering multiple phases

of a roundabout provides a budget framework to balance roundabout size, truck and agricultural vehicle traffic demand, safety, and capital construction costs.

RECOMMENDATIONS FOR FURTHER STUDY

The following recommendations for further study will likely have the greatest effect on the B/C Ratio and the potential return on investment:

- Incorporate existing crash data into the safety analysis
- Incorporate future volumes to evaluate potential phasing of improvements for ultimate condition

Appendix A

List of Assumptions

LIST OF ASSUMPTIONS

Traffic Data

- **Existing peak-hour turning movement volumes.** Traffic Count Data was collected at three intersections on Constitution Boulevard on the following days:
  - Las Casitas Drive: April 3, 2018 and included in **Appendix D**.
  - Hughes Way: April 5, 2018
  - Cape Cod Way: April 5, 2018
- **Cumulative peak-hour turning movement volumes.** According to Figure 10b of Salinas WASP Draft TIA, future traffic on Constitution Boulevard between Independence Boulevard and Boronda Road is not impacted by WASP. Based on this, it is assumed that there is no growth due to WASP for the three intersections that are being analyzed for this ICE Analysis. A 2% volume increase was applied to the existing traffic volumes on Constitution Boulevard and Las Casitas Drive to obtain the future (2045) volumes. Since the residential areas on the north and south of Constitution Boulevard are built-out, no growth was assumed on Hughes Way and Cape Cod Way.
- **Existing (2018) ADT at three intersections on Constitution Boulevard.** The 2018 ADTs are calculated using the PM peak hour traffic count data.

  INT-01: Constitution Boulevard at Las Casitas Drive:
  - Constitution Boulevard: 14,850
  - Las Casitas Drive: 5,540

  INT-01A: Constitution Boulevard at Hughes Way:
  - Constitution Boulevard: 15,200
  - Hughes Way: 430

  INT-01B: Constitution Boulevard at Cape Cod Way:
  - Constitution Boulevard: 13,560
  - Cape Cod Way: 870
- **Design year (2045) ADT.** Calculated by using the 2045 PM peak hour volume.

  INT-01: Constitution Boulevard at Las Casitas Drive:
  - Constitution Boulevard: 28,700
  - Las Casitas Drive: 10,180

  INT-01A: Constitution Boulevard at Hughes Way:
  - Constitution Boulevard: 28,900
  - Hughes Way: 700

  INT-01B: Constitution Boulevard at Cape Cod Way:
  - Constitution Boulevard: 25,800
  - Cape Cod Way: 1,390
- **Pedestrian counts.** Provided by City of Salinas along with the traffic count data.
- **Bicycle counts.** Not provided.

Appendix B

Conceptual Layouts

Kimley»Horn

CONSTITUTION BLVD CORRIDOR ALTERNATIVE A: NO IMPROVEMENTS

EXHIBIT 1
JULY 2018

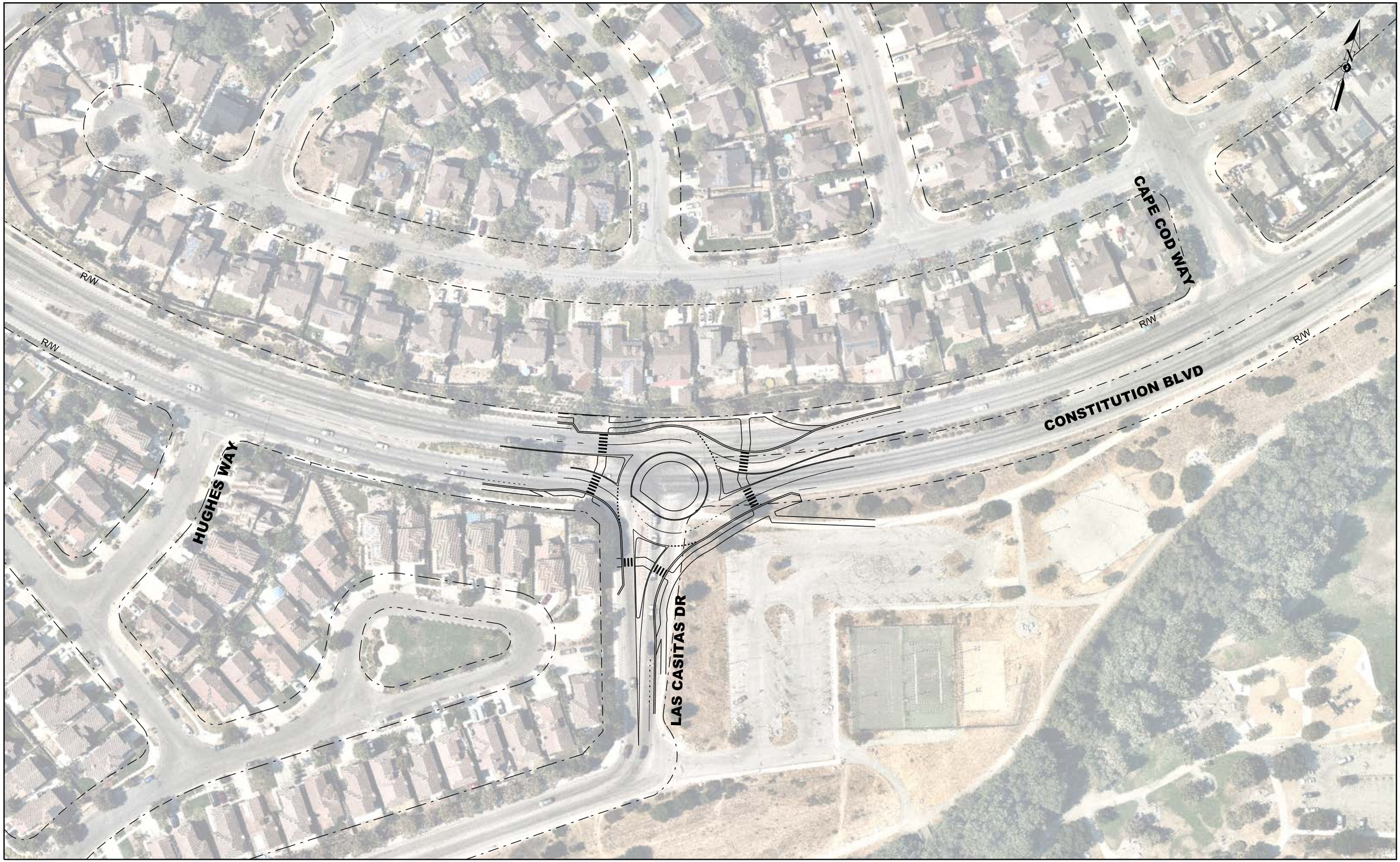
0" 0.5" 1.0"
SCALE
1" = 100'

Kimley»Horn

CONSTITUTION BLVD CORRIDOR ALTERNATIVE B1:
TRAFFIC SIGNAL AT INT-01 AND NO IMPROVEMENTS AT INT-01A AND 01B

EXHIBIT 2
JULY 2018

0" 0.5" 1.0"
SCALE
1" = 100'



Kimley»Horn

CONSTITUTION BLVD CORRIDOR ALTERNATIVE B2:
ROUNDABOUT AT INT-01 AND NO IMPROVEMENTS AT INT-01A AND 01B

EXHIBIT 3
JULY 2018

0" 0.5" 1.0"
SCALE
1" = 100'

Kimley»Horn

CONSTITUTION BLVD CORRIDOR ALTERNATIVE C1:
TRAFFIC SIGNAL AT INT-01 AND ACCESS CONTROLS AT INT-01A AND 01B

EXHIBIT 4
JULY 2018

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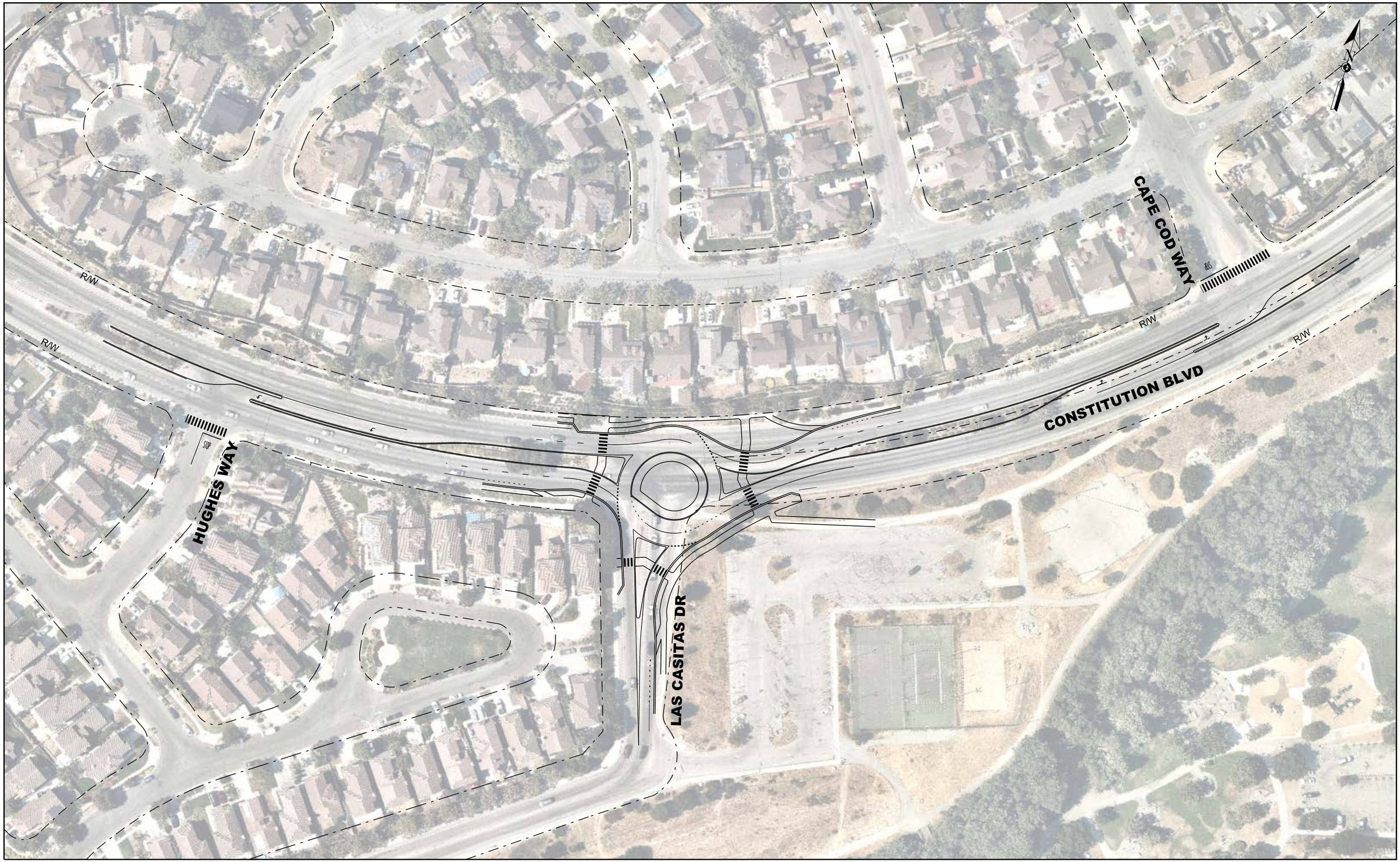
SCALE
1" = 100'



Kimley»Horn

CONSTITUTION BLVD CORRIDOR ALTERNATIVE C2:
ROUNDABOUT AT INT-01 AND ACCESS CONTROLS AT INT-01A AND 01B

EXHIBIT 5
JULY 2018

0" 0.5" 1.0"
SCALE
1" = 100'

Appendix C

Description of Benefit Cost Performance Measures and

Caltrans Vehicle Operation Cost Parameters

BACKGROUND ON BENEFIT COST ANALYSIS

The ICE Analysis is based on the results of a B/C analysis, which is an objective, data-driven calculation that helps inform investment decisions when stakeholders are evaluating intersection control improvements. The calculations identify cost effective improvements considering the full life-cycle of the improvement, typically 20 years.

Five performance metrics are typically evaluated for proposed conceptual control types at each study location to determine the B/C ratio. The metrics include:

- **Safety** – measuring the societal cost associated with the predicted number and severity of collisions.
- **Delay** – measuring the societal cost associated with the number of person-hours of delay.
- **Emissions** – measuring the societal cost associated with the exposure to health based pollutants emitted by motor vehicles.
- **Operations and Maintenance** – measuring common annualized costs associated with operating and maintaining the intersection control.
- **Initial Capital Costs** – measuring the capital costs needed to plan, design, and construct the intersection improvement. The capital costs include construction, capital support, and right of way.

Benefit Performance Measures

The following performance measures are used to calculate the benefit, or cost savings, of the proposed intersection control improvement compared to the existing condition. For each performance measure, the proposed improvement provides a benefit if the calculated life-cycle cost of the proposed improvement is less than the life-cycle cost of the existing condition. The magnitude of the benefit is the difference between the life-cycle cost of the existing condition less the life-cycle cost of the proposed improvement.

Safety

Safety measures the societal cost associated with the predicted number and severity of collisions that may occur for the existing and each proposed intersection control type. The number of predicted collisions was calculated using Highway Safety Manual predictive methods and crash modification factors (CMF). Since CMFs and Safety Performance Functions (SPF) are statistical models based on historical crash data, the safety cost is only a *prediction* of crash severity distribution, and does not perfectly represent the future crash data.

Delay

Delay measures the societal cost associated with the number of person-hours of delay at the intersection during the study period. Consistent with the Caltrans Vehicle Operation Cost Parameters 2016, vehicle occupancy of 1.15 is used to convert delay to person-hours of delay at a value of $18.95 per vehicle-hour of delay, which is the weighted-average of automobile and truck.

Emissions

The emissions performance measure calculates the societal cost associated with exposure to health based pollutants emitted by motor vehicles. Pollutant emissions are running emissions based on the average speed of vehicles traveling through the intersection during the study period. Pollutant emissions evaluated include reactive organic gasses (ROG), nitrogen oxides (NOx), and particulate matter (PM10). The societal cost of emissions is calculated using emission data from the California Air Resource Board (CARB) Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, Table 4 Emission Factors by Speed, April 2013

and cost per ton data from Caltrans Vehicle Operation Cost Parameters 2016 for emissions (Note: VOC is assumed to be synonymous with ROG).

Cost Performance Measures

The following performance measures are used to calculate the added cost of the proposed intersection control improvements compared to the existing control. For each performance measure, the proposed improvements add to the cost of the intersection if the calculated life-cycle cost of the proposed improvement is greater than the life-cycle cost of existing condition. The magnitude of the cost is the difference between the life-cycle cost of the proposed improvement less the life-cycle cost of the existing condition.

Operations and Maintenance (O&M)

The operations and maintenance performance measure incorporates common annualized costs associated with operating and maintaining the proposed type of intersection control. Common costs include signal timing and maintenance, power consumption for signal operations and intersection illumination, landscape maintenance, and pavement rehabilitation. Average annualized costs were used.

Initial Capital Costs

The initial capital costs performance measure estimates the capital costs needed to plan, design, and construct the proposed intersection improvement. The capital costs include construction, capital support, and right of way.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Vehicle Operation Cost Parameters (2016 Current Dollar Value)

The Economics Analysis Branch utilizes standard economic valuations for application in benefit-cost analysis. These values are used consistently across the Cal-B/C Framework, which includes the Cal-B/C V6.0 and Cal-B/C Corridor . The values are recommended for use in economic analysis on all modes, including highway, rail and transit projects. The economic values represent statewide averages.

TRAVEL TIME PARAMETER	
Discount Rate	**Percent**
Real (Inflation Adjusted)	4.0
Value of Time	**Dollar Per Person Hour**
Automobile	$ 13.65
Truck	$ 31.40
Auto/Truck Composite (Weighted-Average)	$ 18.95
Transit (in vehicle)	$ 13.65
Transit (out of vehicle)	$ 27.30
Average Vehicle Occupancy Rate	1.15
VEHICLE OPERATION COST PARAMETERS	
Average Fuel Price	**Dollar Per Gallon**
Regular Unleaded (auto)	$ 3.18

Diesel (truck)	$ 3.00
Fuel Price (excluding taxes)	**Dollar Per Gallon**
Regular Unleaded (auto)	$ 2.65
Diesel (truck)	$ 2.40
Non-Fuel Costs	**Dollar Per Mile**
Automobile	$ 0.313
Truck	$ 0.429
ACCIDENT COST PARAMETERS	
Cost of Highway Accident	**Dollar Per Accident**
Fatal Accident	$ 10,800,000
Injury Accident	$ 148,800
Property Damage Only (PDO) Accident	$ 9,700
Average Cost per Accident	$ 185,600
Cost of an Event	**Dollar Per Event**
Cost of a Fatality	$ 9,800,000
Cost of an Injury	**Dollar Per Event**
Level A (Severe)	$ 466,400
Level B (Moderate)	$ 127,000

Level C (Minor)	$ 64,900
Cost of Property Damage	$ 2,700

EMISSION COST PARAMETERS			
Health Cost of Transportation Emission	**Dollar Per U.S. Ton**		
Pollutant	**L.A. South Coast**	**CA Urban Area**	**CA Rural Area**
Carbon Monoxide (CO)	$ 160	$80	$ 75
Nitrogen Oxide (NOx)	$ 63,900	$ 18,700	$ 13,900
Particular Matter (PM10)	$ 523,300	$ 151,100	$ 107,700
Sulfur Oxide (SOx)	$ 196,600	$ 75,500	$ 54,400
Volatile Organic Compounds (VOC)	$ 3,970	$ 1,305	$ 1,025

**The Cal-B/C Framework is setup to evaluate costs and benefits in constant dollars without escalating future values.*
***The Cal-B/C Framework includes a two-percent "uprating" factor, so that subsequent years reflect the increasing values. This approach is consistent with Interagency Working Group on Social Cost of Carbon, United States Government,2016.*

The Cal-B/C Framework, as a standard benefit-cost approach, focuses on estimating travel time savings, vehicle operating cost savings, safety savings and vehicle emissions savings. The Framework offers a simple, practical method for preparing economic evaluations on prospective highway, rail and transit improvement projects. For individuals interested in non-traditional impacts, such as noise and land use, we provide the following links with information on some other impacts from transportation improvements:

- The True Cost of Driving Calculator
- Victoria Transport Policy Institute: Transportation Cost & Benefit Analysis - Techniques, Estimates & Implications

Caltrans is providing this information solely for user consideration and does not endorse the opinions or values provided.

Appendix D

Traffic Volumes

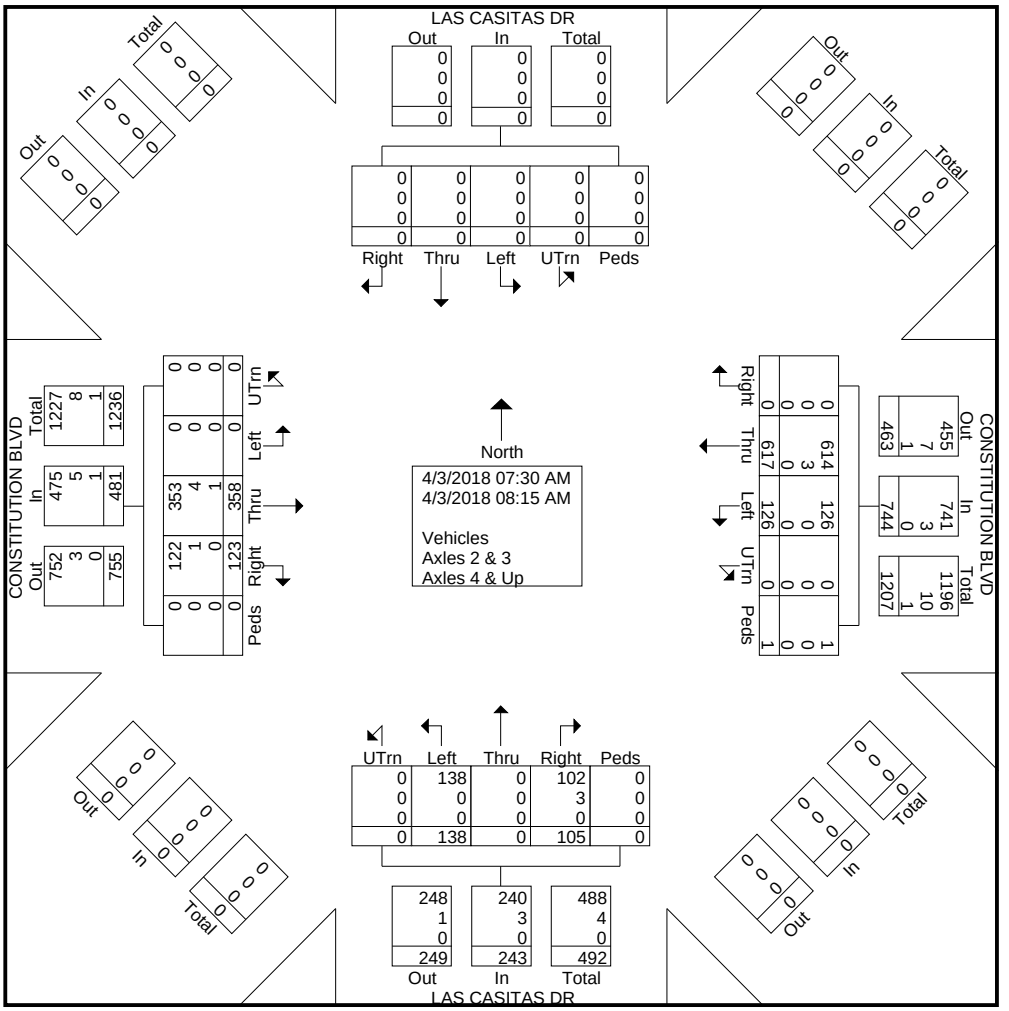
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Constitution Blvd. @ Las Casitas Dr.
Counted by: Miovision
Weather: Sunny
Hours: 7:30 am to 8:30 am

File Name : Constitution & Las Casitas
Site Code :
Start Date : 4/3/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	LAS CASITAS DR From North						CONSTITUTION BLVD From East						LAS CASITAS DR From South						CONSTITUTION BLVD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	201	16	0	0	217	36	0	40	0	0	76	21	103	0	0	0	124	417
07:45 AM	0	0	0	0	0	0	0	153	46	0	0	199	32	0	35	0	0	67	33	107	0	0	0	140	406
Total	0	0	0	0	0	0	0	354	62	0	0	416	68	0	75	0	0	143	54	210	0	0	0	264	823
08:00 AM	0	0	0	0	0	0	0	147	49	0	1	197	23	0	25	0	0	48	38	88	0	0	0	126	371
08:15 AM	0	0	0	0	0	0	0	116	15	0	0	131	14	0	38	0	0	52	31	60	0	0	0	91	274
Grand Total	0	0	0	0	0	0	0	617	126	0	1	744	105	0	138	0	0	243	123	358	0	0	0	481	1468
Apprch %	0	0	0	0	0		0	82.9	16.9	0	0.1		43.2	0	56.8	0	0		25.6	74.4	0	0	0		
Total %	0	0	0	0	0	0	0	42	8.6	0	0.1	50.7	7.2	0	9.4	0	0	16.6	8.4	24.4	0	0	0	32.8	
Vehicles	0	0	0	0	0	0	0	614	126	0	1	741	102	0	138	0	0	240	122	353	0	0	0	475	1456
% Vehicles	0	0	0	0	0	0	0	99.5	100	0	100	99.6	97.1	0	100	0	0	98.8	99.2	98.6	0	0	0	98.8	99.2
Axles 2 & 3	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	0	3	1	4	0	0	0	5	11
% Axles 2 & 3	0	0	0	0	0	0	0	0.5	0	0	0	0.4	2.9	0	0	0	0	1.2	0.8	1.1	0	0	0	1	0.7
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.2	0.1



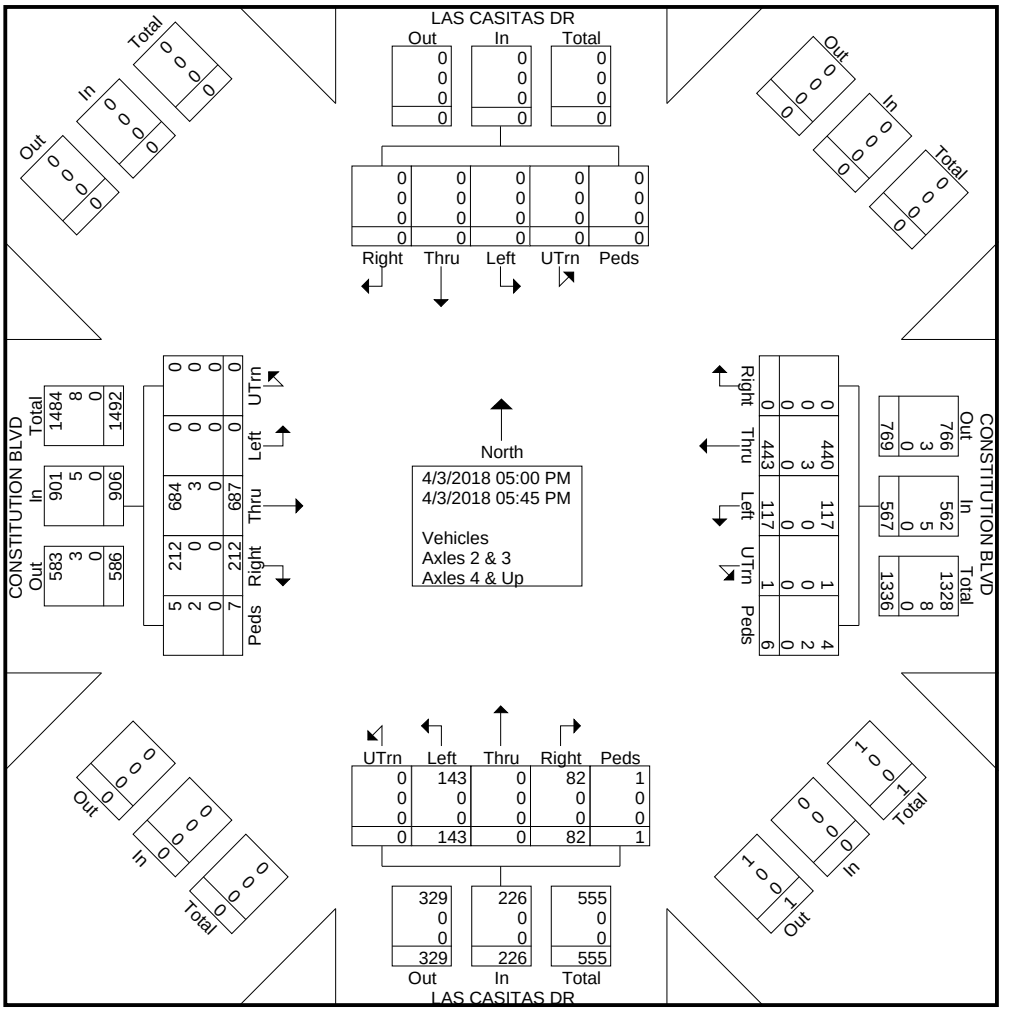
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Constitution Blvd. @ Las Casitas Dr.
Counted by: Miovision
Weather: Sunny
Hours: 5:00 pm to 6:00 pm

File Name : Constitution & Las Casitas
Site Code :
Start Date : 4/3/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	LAS CASITAS DR From North						CONSTITUTION BLVD From East						LAS CASITAS DR From South						CONSTITUTION BLVD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	106	23	0	0	129	21	0	30	0	0	51	39	162	0	0	0	201	381
05:15 PM	0	0	0	0	0	0	0	101	26	1	1	129	18	0	29	0	1	48	57	165	0	0	0	222	399
05:30 PM	0	0	0	0	0	0	0	112	33	0	2	147	15	0	39	0	0	54	56	175	0	0	4	235	436
05:45 PM	0	0	0	0	0	0	0	124	35	0	3	162	28	0	45	0	0	73	60	185	0	0	3	248	483
Total	0	0	0	0	0	0	0	443	117	1	6	567	82	0	143	0	1	226	212	687	0	0	7	906	1699
Grand Total	0	0	0	0	0	0	0	443	117	1	6	567	82	0	143	0	1	226	212	687	0	0	7	906	1699
Apprch %	0	0	0	0	0		0	78.1	20.6	0.2	1.1		36.3	0	63.3	0	0.4		23.4	75.8	0	0	0.8		
Total %	0	0	0	0	0	0	0	26.1	6.9	0.1	0.4	33.4	4.8	0	8.4	0	0.1	13.3	12.5	40.4	0	0	0.4	53.3	
Vehicles	0	0	0	0	0	0	0	440	117	1	4	562	82	0	143	0	1	226	212	684	0	0	5	901	1689
% Vehicles	0	0	0	0	0	0	0	99.3	100	100	66.7	99.1	100	0	100	0	100	100	100	99.6	0	0	71.4	99.4	99.4
Axles 2 & 3	0	0	0	0	0	0	0	3	0	0	2	5	0	0	0	0	0	0	0	3	0	0	2	5	10
% Axles 2 & 3	0	0	0	0	0	0	0	0.7	0	0	33.3	0.9	0	0	0	0	0	0	0	0.4	0	0	28.6	0.6	0.6
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



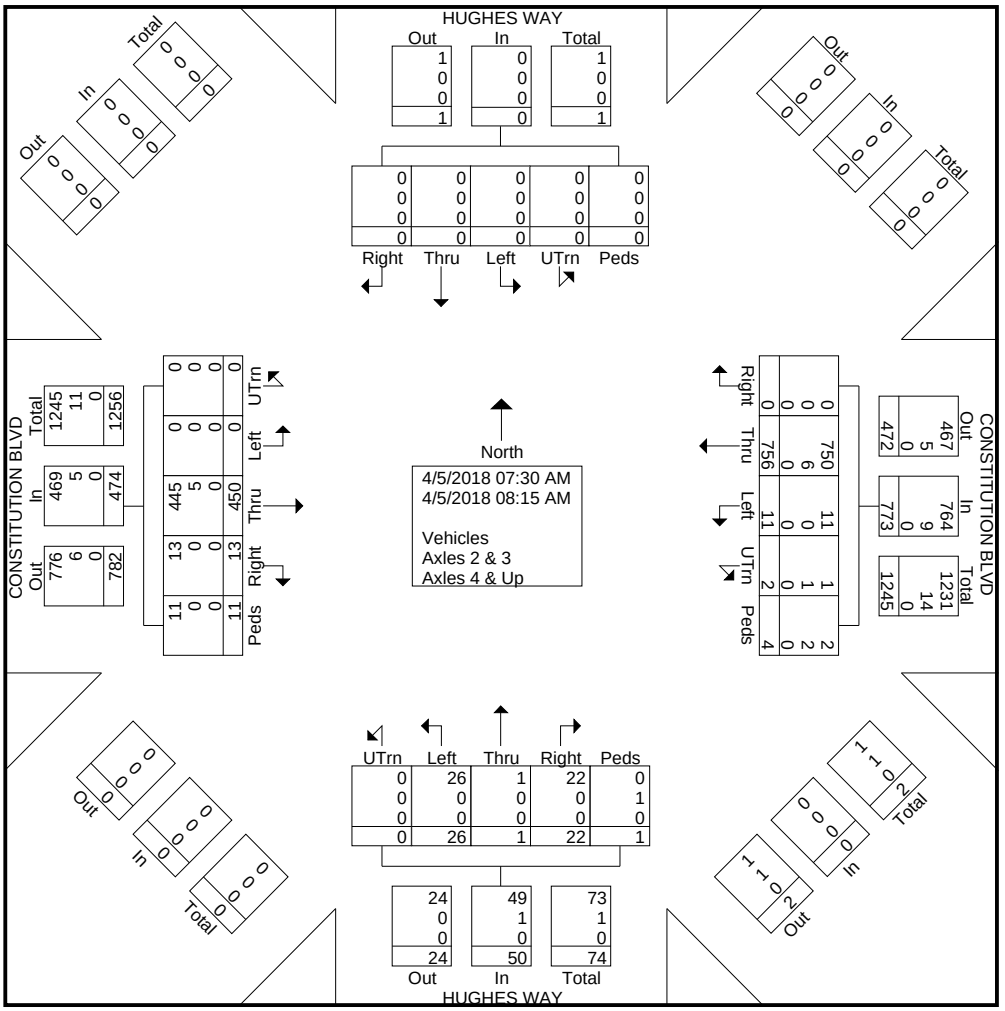
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Constitution Blvd. @ Hughes Way
Counted by: Miovision
Weather: Cloudy
Hours: 7:30 am to 8:30 am

File Name : Constitution & Hughes
Site Code :
Start Date : 4/5/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	HUGHES WAY From North						CONSTITUTION BLVD From East						HUGHES WAY From South						CONSTITUTION BLVD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	217	0	0	1	218	7	0	7	0	0	14	3	101	0	0	0	104	336
07:45 AM	0	0	0	0	0	0	0	214	1	1	3	219	3	1	8	0	1	13	1	137	0	0	0	138	370
Total	0	0	0	0	0	0	0	431	1	1	4	437	10	1	15	0	1	27	4	238	0	0	0	242	706
08:00 AM	0	0	0	0	0	0	0	164	8	0	0	172	7	0	10	0	0	17	5	128	0	0	6	139	328
08:15 AM	0	0	0	0	0	0	0	161	2	1	0	164	5	0	1	0	0	6	4	84	0	0	5	93	263
Grand Total	0	0	0	0	0	0	0	756	11	2	4	773	22	1	26	0	1	50	13	450	0	0	11	474	1297
Apprch %	0	0	0	0	0		0	97.8	1.4	0.3	0.5		44	2	52	0	2		2.7	94.9	0	0	2.3		
Total %	0	0	0	0	0	0	0	58.3	0.8	0.2	0.3	59.6	1.7	0.1	2	0	0.1	3.9	1	34.7	0	0	0.8	36.5	
Vehicles	0	0	0	0	0	0	0	750	11	1	2	764	22	1	26	0	0	49	13	445	0	0	11	469	1282
% Vehicles	0	0	0	0	0	0	0	99.2	100	50	50	98.8	100	100	100	0	0	98	100	98.9	0	0	100	98.9	98.8
Axles 2 & 3	0	0	0	0	0	0	0	6	0	1	2	9	0	0	0	0	1	1	0	5	0	0	0	5	15
% Axles 2 & 3	0	0	0	0	0	0	0	0.8	0	50	50	1.2	0	0	0	0	100	2	0	1.1	0	0	0	1.1	1.2
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



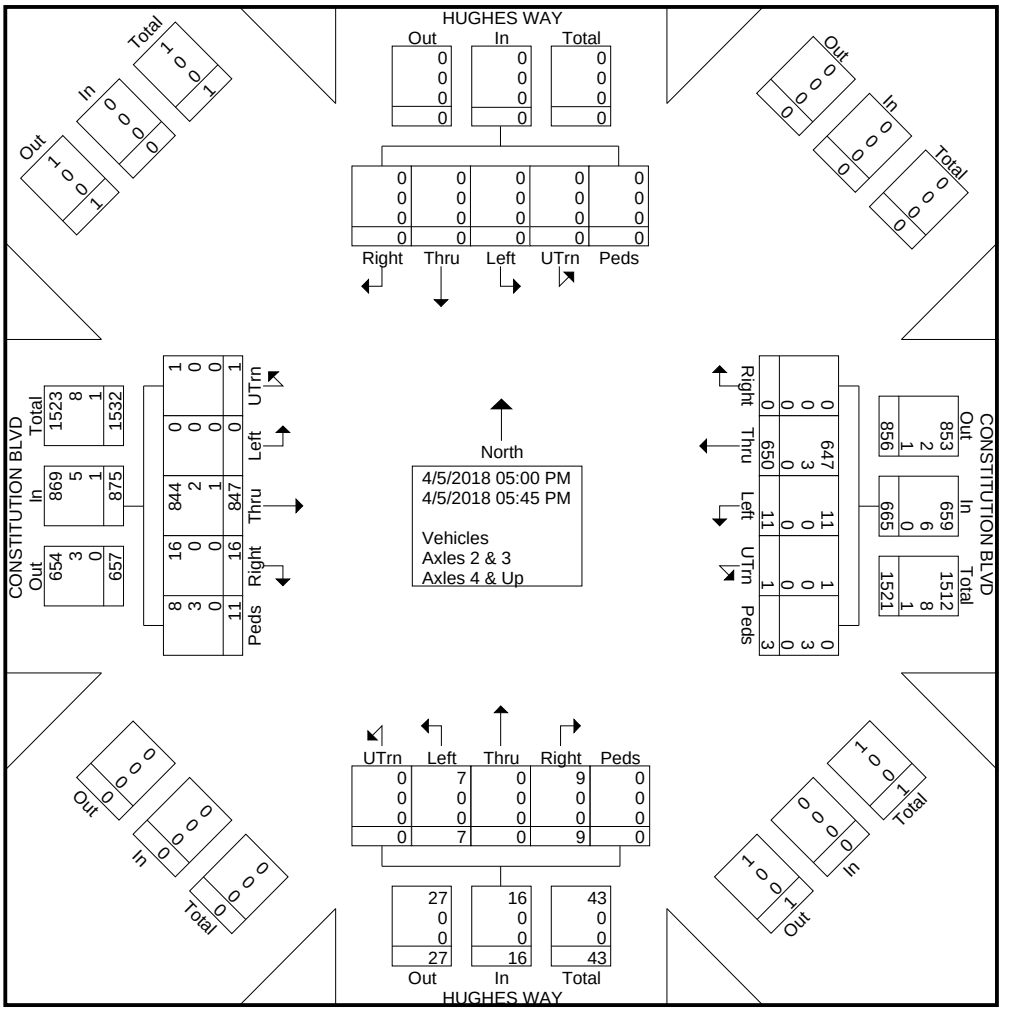
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Constitution Blvd. @ Hughes Way
Counted by: Miovision
Weather: Cloudy
Hours: 5:00 pm to 6:00 pm

File Name : Constitution & Hughes
Site Code :
Start Date : 4/5/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	HUGHES WAY From North						CONSTITUTION BLVD From East						HUGHES WAY From South						CONSTITUTION BLVD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
05:00 PM	0	0	0	0	0	0	0	137	4	0	1	142	3	0	1	0	0	4	3	218	0	0	2	223	369
05:15 PM	0	0	0	0	0	0	0	157	2	1	0	160	1	0	2	0	0	3	5	233	0	0	1	239	402
05:30 PM	0	0	0	0	0	0	0	186	3	0	0	189	3	0	2	0	0	5	3	212	0	1	3	219	413
05:45 PM	0	0	0	0	0	0	0	170	2	0	2	174	2	0	2	0	0	4	5	184	0	0	5	194	372
Total	0	0	0	0	0	0	0	650	11	1	3	665	9	0	7	0	0	16	16	847	0	1	11	875	1556
Grand Total	0	0	0	0	0	0	0	650	11	1	3	665	9	0	7	0	0	16	16	847	0	1	11	875	1556
Apprch %	0	0	0	0	0		0	97.7	1.7	0.2	0.5		56.2	0	43.8	0	0		1.8	96.8	0	0.1	1.3		
Total %	0	0	0	0	0	0	0	41.8	0.7	0.1	0.2	42.7	0.6	0	0.4	0	0	1	1	54.4	0	0.1	0.7	56.2	
Vehicles	0	0	0	0	0	0	0	647	11	1	0	659	9	0	7	0	0	16	16	844	0	1	8	869	1544
% Vehicles	0	0	0	0	0	0	0	99.5	100	100	0	99.1	100	0	100	0	0	100	100	99.6	0	100	72.7	99.3	99.2
Axles 2 & 3	0	0	0	0	0	0	0	3	0	0	3	6	0	0	0	0	0	0	0	2	0	0	3	5	11
% Axles 2 & 3	0	0	0	0	0	0	0	0.5	0	0	100	0.9	0	0	0	0	0	0	0	0.2	0	0	27.3	0.6	0.7
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0.1



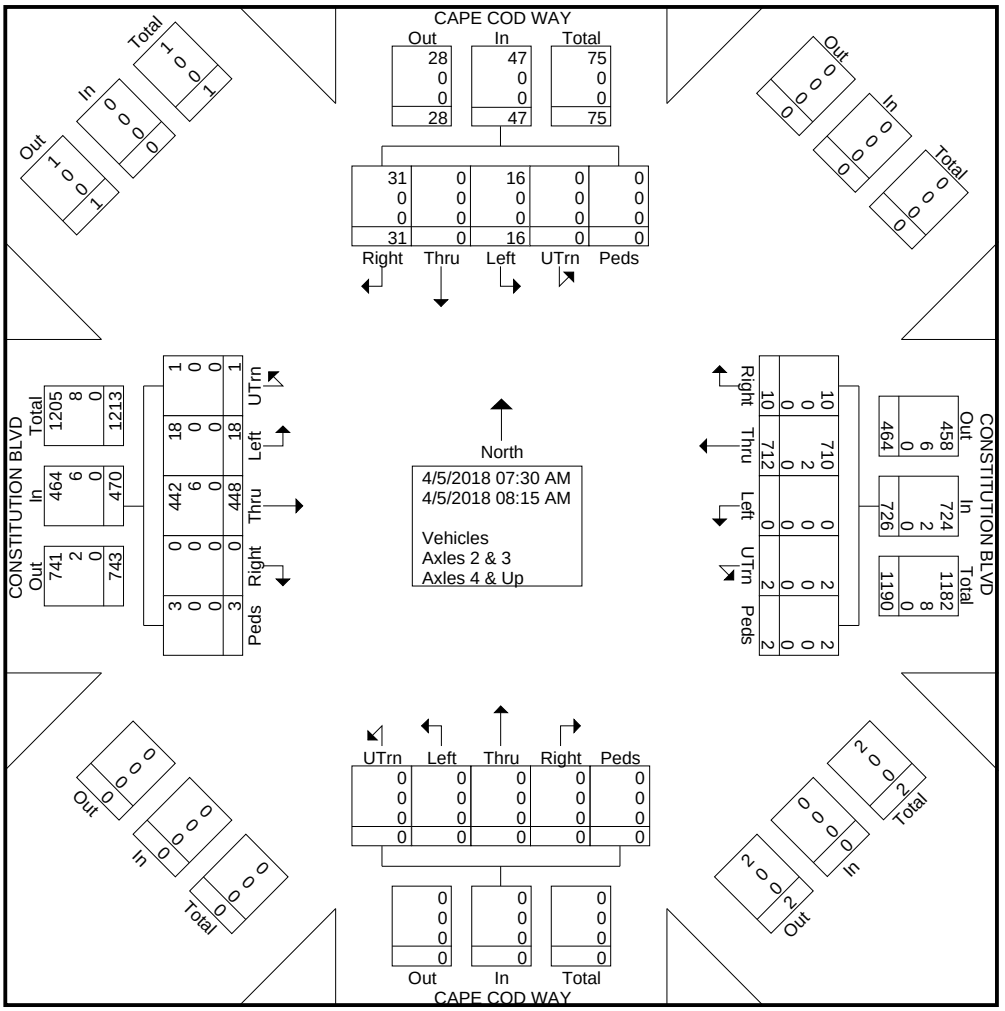
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Constitution Blvd. @ Cape Cod Way
Counted by: Miovision
Weather: Partly Cloudy
Hours: 7:30 am to 8:30 am

File Name : Constitution & Cape Cod
Site Code :
Start Date : 4/5/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	CAPE COD WAY From North						CONSTITUTION BLVD From East						CAPE COD WAY From South						CONSTITUTION BLVD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
07:30 AM	10	0	4	0	0	14	2	179	0	1	1	183	0	0	0	0	0	0	0	115	2	0	2	119	316
07:45 AM	10	0	5	0	0	15	1	198	0	1	1	201	0	0	0	0	0	0	0	143	3	1	0	147	363
Total	20	0	9	0	0	29	3	377	0	2	2	384	0	0	0	0	0	0	0	258	5	1	2	266	679
08:00 AM	5	0	3	0	0	8	4	192	0	0	0	196	0	0	0	0	0	0	0	112	5	0	0	117	321
08:15 AM	6	0	4	0	0	10	3	143	0	0	0	146	0	0	0	0	0	0	0	78	8	0	1	87	243
Grand Total	31	0	16	0	0	47	10	712	0	2	2	726	0	0	0	0	0	0	0	448	18	1	3	470	1243
Apprch %	66	0	34	0	0		1.4	98.1	0	0.3	0.3		0	0	0	0	0		0	95.3	3.8	0.2	0.6		
Total %	2.5	0	1.3	0	0	3.8	0.8	57.3	0	0.2	0.2	58.4	0	0	0	0	0	0	0	36	1.4	0.1	0.2	37.8	
Vehicles	31	0	16	0	0	47	10	710	0	2	2	724	0	0	0	0	0	0	0	442	18	1	3	464	1235
% Vehicles	100	0	100	0	0	100	100	99.7	0	100	100	99.7	0	0	0	0	0	0	0	98.7	100	100	100	98.7	99.4
Axles 2 & 3	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	8
% Axles 2 & 3	0	0	0	0	0	0	0	0.3	0	0	0	0.3	0	0	0	0	0	0	0	1.3	0	0	0	1.3	0.6
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



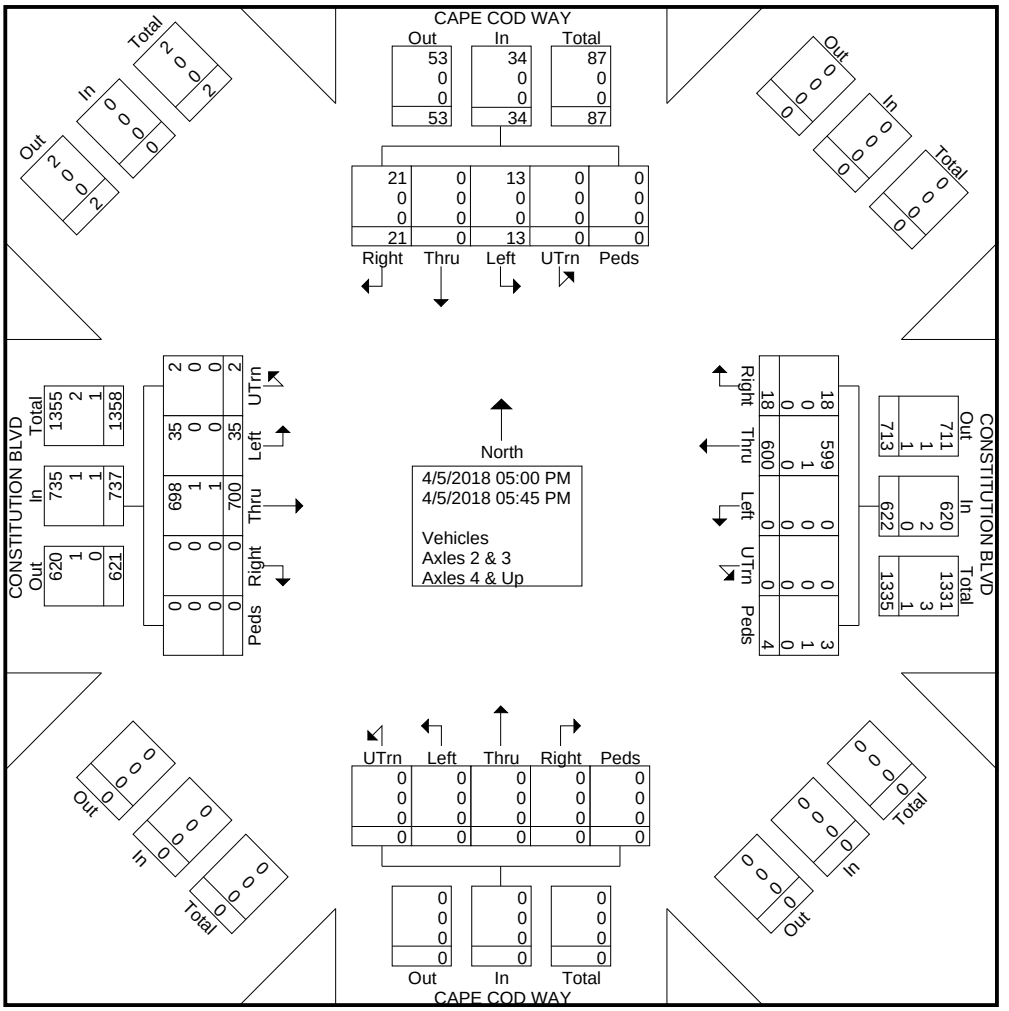
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

Constitution Blvd. @ Cape Cod Way
Counted by: Miovision
Weather: Partly Cloudy
Hours: 5:00 pm to 6:00 pm

File Name : Constitution & Cape Cod
Site Code :
Start Date : 4/5/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	CAPE COD WAY From North						CONSTITUTION BLVD From East						CAPE COD WAY From South						CONSTITUTION BLVD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
05:00 PM	4	0	6	0	0	10	6	132	0	0	0	138	0	0	0	0	0	0	0	198	8	1	0	207	355
05:15 PM	7	0	3	0	0	10	5	160	0	0	0	165	0	0	0	0	0	0	0	179	8	0	0	187	362
05:30 PM	5	0	2	0	0	7	1	147	0	0	0	148	0	0	0	0	0	0	0	180	6	0	0	186	341
05:45 PM	5	0	2	0	0	7	6	161	0	0	4	171	0	0	0	0	0	0	0	143	13	1	0	157	335
Total	21	0	13	0	0	34	18	600	0	0	4	622	0	0	0	0	0	0	0	700	35	2	0	737	1393
Grand Total	21	0	13	0	0	34	18	600	0	0	4	622	0	0	0	0	0	0	0	700	35	2	0	737	1393
Apprch %	61.8	0	38.2	0	0		2.9	96.5	0	0	0.6		0	0	0	0	0		0	95	4.7	0.3	0		
Total %	1.5	0	0.9	0	0	2.4	1.3	43.1	0	0	0.3	44.7	0	0	0	0	0	0	0	50.3	2.5	0.1	0	52.9	
Vehicles	21	0	13	0	0	34	18	599	0	0	3	620	0	0	0	0	0	0	0	698	35	2	0	735	1389
% Vehicles	100	0	100	0	0	100	100	99.8	0	0	75	99.7	0	0	0	0	0	0	0	99.7	100	100	0	99.7	99.7
Axles 2 & 3	0	0	0	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	1	0	0	0	1	3
% Axles 2 & 3	0	0	0	0	0	0	0	0.2	0	0	25	0.3	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0.2
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0.1



Appendix E

LOS Analysis – Synchro and SIDRA

Intersection	
Int Delay, s/veh	8.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	358	123	126	617	138	105
Future Vol, veh/h	358	123	126	617	138	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	389	134	137	671	150	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	523	0	1065	261
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	609	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1040	-	218	738
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	505	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1040	-	189	738
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	45.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	738	-	-	1040	-
HCM Lane V/C Ratio	0.794	0.155	-	-	0.132	-
HCM Control Delay (s)	72.3	10.8	-	-	9	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	5.4	0.5	-	-	0.5	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	13	11	756	26	22
Future Vol, veh/h	450	13	11	756	26	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	14	12	822	28	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	503	0	931	252
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1058	-	266	748
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1058	-	263	748
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1058	-
HCM Lane V/C Ratio	0.14	-	-	0.011	-
HCM Control Delay (s)	16.2	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	448	712	10	16	31
Future Vol, veh/h	18	448	712	10	16	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	487	774	11	17	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	785	0	-	0	1062	392
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	829	-	-	-	219	607
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	829	-	-	-	214	607
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	829	-	-	-	214	607
HCM Lane V/C Ratio	0.024	-	-	-	0.081	0.056
HCM Control Delay (s)	9.4	-	-	-	23.3	11.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Intersection	
Int Delay, s/veh	26.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	687	212	117	510	143	82
Future Vol, veh/h	687	212	117	510	143	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	747	230	127	554	155	89

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	977	0	1394	489
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	532	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	702	-	~ 133	525
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	702	-	~ 109	525
Mov Cap-2 Maneuver	-	-	-	-	~ 109	-
Stage 1	-	-	-	-	374	-
Stage 2	-	-	-	-	453	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	200.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	109	525	-	-	702	-
HCM Lane V/C Ratio	1.426	0.17	-	-	0.181	-
HCM Control Delay (s)	$ 308.2	13.3	-	-	11.3	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q(veh)	11.1	0.6	-	-	0.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	887	16	11	650	7	9
Future Vol, veh/h	887	16	11	650	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	964	17	12	707	8	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	982	0	1350	491
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	699	-	142	523
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	699	-	140	523
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	238	-	-	699	-
HCM Lane V/C Ratio	0.073	-	-	0.017	-
HCM Control Delay (s)	21.3	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	740	600	18	13	21
Future Vol, veh/h	35	740	600	18	13	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	804	652	20	14	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	672	0	-	0	1140	336
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	915	-	-	-	194	660
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	915	-	-	-	186	660
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	915	-	-	-	186	660
HCM Lane V/C Ratio	0.042	-	-	-	0.076	0.035
HCM Control Delay (s)	9.1	-	-	-	25.9	10.7
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	389	134	137	671	150	114
v/c Ratio	0.37	0.24	0.48	0.38	0.35	0.25
Control Delay	12.3	4.2	27.0	6.2	15.9	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.3	4.2	27.0	6.2	15.9	5.2
Queue Length 50th (ft)	34	0	27	34	27	0
Queue Length 95th (ft)	68	27	#102	72	70	27
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1856	894	283	2710	928	884
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.15	0.48	0.25	0.16	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	358	123	126	617	138	105
Future Volume (veh/h)	358	123	126	617	138	105
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	389	134	137	671	150	114
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1171	524	191	2029	279	249
Arrive On Green	0.33	0.33	0.11	0.57	0.16	0.16
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583
Grp Volume(v), veh/h	389	134	137	671	150	114
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583
Q Serve(g_s), s	2.8	2.1	2.5	3.3	2.6	2.2
Cycle Q Clear(g_c), s	2.8	2.1	2.5	3.3	2.6	2.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1171	524	191	2029	279	249
V/C Ratio(X)	0.33	0.26	0.72	0.33	0.54	0.46
Avail Cap(c_a), veh/h	1908	854	292	2968	956	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	8.2	14.4	3.8	13.0	12.8
Incr Delay (d2), s/veh	0.2	0.3	5.0	0.1	1.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.9	1.5	1.6	1.4	1.0
LnGrp Delay(d),s/veh	8.6	8.4	19.4	3.8	14.6	14.1
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	523			808	264	
Approach Delay, s/veh	8.5			6.5	14.4	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		9.7	8.1	15.5				23.6
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.0	5.5	18.0				28.0
Max Q Clear Time (g_c+I1), s		4.6	4.5	4.8				5.3
Green Ext Time (p_c), s		0.6	0.0	6.3				8.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	13	11	756	26	22
Future Vol, veh/h	450	13	11	756	26	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	489	14	12	822	28	24

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	503	0	931	252
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	435	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1058	-	266	748
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	620	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1058	-	263	748
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	577	-
Stage 2	-	-	-	-	613	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1058	-
HCM Lane V/C Ratio	0.14	-	-	0.011	-
HCM Control Delay (s)	16.2	-	-	8.4	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	448	712	10	16	31
Future Vol, veh/h	18	448	712	10	16	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	487	774	11	17	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	785	0	-	0	1062	392
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	829	-	-	-	219	607
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	829	-	-	-	214	607
Mov Cap-2 Maneuver	-	-	-	-	214	-
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	722	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	829	-	-	-	214	607
HCM Lane V/C Ratio	0.024	-	-	-	0.081	0.056
HCM Control Delay (s)	9.4	-	-	-	23.3	11.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	747	230	127	554	155	89
v/c Ratio	0.57	0.32	0.43	0.28	0.40	0.22
Control Delay	14.2	3.5	25.5	5.2	20.8	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.2	3.5	25.5	5.2	20.8	6.3
Queue Length 50th (ft)	85	0	34	30	39	0
Queue Length 95th (ft)	146	35	#86	61	84	27
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1718	887	323	2525	824	785
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.26	0.39	0.22	0.19	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	687	212	117	510	143	82
Future Volume (veh/h)	687	212	117	510	143	82
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	747	230	127	554	155	89
Adj No. of Lanes	2	1	1	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1417	634	172	2177	265	237
Arrive On Green	0.40	0.40	0.10	0.62	0.15	0.15
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583
Grp Volume(v), veh/h	747	230	127	554	155	89
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583
Q Serve(g_s), s	6.1	3.9	2.7	2.7	3.1	1.9
Cycle Q Clear(g_c), s	6.1	3.9	2.7	2.7	3.1	1.9
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1417	634	172	2177	265	237
V/C Ratio(X)	0.53	0.36	0.74	0.25	0.58	0.38
Avail Cap(c_a), veh/h	1843	825	348	2955	887	791
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.7	8.0	16.8	3.4	15.1	14.6
Incr Delay (d2), s/veh	0.3	0.3	6.1	0.1	2.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.7	1.6	1.3	1.7	0.9
LnGrp Delay(d),s/veh	9.0	8.4	22.9	3.4	17.2	15.6
LnGrp LOS	A	A	C	A	B	B
Approach Vol, veh/h	977			681	244	
Approach Delay, s/veh	8.9			7.0	16.6	
Approach LOS	A			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		10.2	8.2	19.8				28.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		19.1	7.5	19.9				31.9
Max Q Clear Time (g_c+I1), s		5.1	4.7	8.1				4.7
Green Ext Time (p_c), s		0.6	0.1	7.2				11.7

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	887	16	11	650	7	9
Future Vol, veh/h	887	16	11	650	7	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	964	17	12	707	8	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	982	0	1350	491
Stage 1	-	-	-	-	973	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	699	-	142	523
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	699	-	140	523
Mov Cap-2 Maneuver	-	-	-	-	140	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	21.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	238	-	-	699	-
HCM Lane V/C Ratio	0.073	-	-	0.017	-
HCM Control Delay (s)	21.3	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	740	600	18	13	21
Future Vol, veh/h	35	740	600	18	13	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	804	652	20	14	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	672	0	-	0	1140	336
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	478	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	915	-	-	-	194	660
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	590	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	915	-	-	-	186	660
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	16.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	915	-	-	-	186	660
HCM Lane V/C Ratio	0.042	-	-	-	0.076	0.035
HCM Control Delay (s)	9.1	-	-	-	25.9	10.7
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	389	134	154	671	150	114
v/c Ratio	0.41	0.25	0.80	0.35	0.38	0.26
Control Delay	13.0	4.3	55.1	6.0	16.3	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	4.3	55.1	6.0	16.3	5.4
Queue Length 50th (ft)	34	0	32	34	27	0
Queue Length 95th (ft)	68	27	#132	72	70	27
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1688	825	193	2626	844	814
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.16	0.80	0.26	0.18	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	358	123	16	126	617	138	105
Future Volume (veh/h)	358	123	16	126	617	138	105
Number	4	14		3	8	5	12
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h	389	134		137	671	150	114
Adj No. of Lanes	2	1		1	2	1	1
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	1171	524		191	2029	279	249
Arrive On Green	0.33	0.33		0.11	0.57	0.16	0.16
Sat Flow, veh/h	3632	1583		1774	3632	1774	1583
Grp Volume(v), veh/h	389	134		137	671	150	114
Grp Sat Flow(s),veh/h/ln	1770	1583		1774	1770	1774	1583
Q Serve(g_s), s	2.8	2.1		2.5	3.3	2.6	2.2
Cycle Q Clear(g_c), s	2.8	2.1		2.5	3.3	2.6	2.2
Prop In Lane		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1171	524		191	2029	279	249
V/C Ratio(X)	0.33	0.26		0.72	0.33	0.54	0.46
Avail Cap(c_a), veh/h	1908	854		292	2968	956	854
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	8.2		14.4	3.8	13.0	12.8
Incr Delay (d2), s/veh	0.2	0.3		5.0	0.1	1.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.9		1.5	1.6	1.4	1.0
LnGrp Delay(d),s/veh	8.6	8.4		19.4	3.8	14.6	14.1
LnGrp LOS	A	A		B	A	B	B
Approach Vol, veh/h	523				808	264	
Approach Delay, s/veh	8.5				6.5	14.4	
Approach LOS	A				A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		9.7	8.1	15.5				23.6
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.0	5.5	18.0				28.0
Max Q Clear Time (g_c+I1), s		4.6	4.5	4.8				5.3
Green Ext Time (p_c), s		0.6	0.0	6.3				8.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.5
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	450	13	2	11	756	0	22
Future Vol, veh/h	450	13	2	11	756	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	489	14	2	12	822	0	24

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	503	503	0	-	252
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.44	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.52	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	689	1058	-	0	748
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	971	971	-	-	748
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	748	-	-	971	-
HCM Lane V/C Ratio	0.032	-	-	0.015	-
HCM Control Delay (s)	10	-	-	8.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	0	18	448	2	712	10	0	47
Future Vol, veh/h	0	18	448	2	712	10	0	47
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	0	20	487	2	774	11	0	51

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	783	785	0	355	-	0	-	392
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	457	829	-	855	-	-	0	607
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	422	829	-	855	-	-	-	607
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBU	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	422	829	-	-	-	607
HCM Lane V/C Ratio	-	0.024	-	-	-	0.084
HCM Control Delay (s)	0	9.4	-	-	-	11.5
HCM Lane LOS	A	A	-	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	747	230	142	554	155	89
v/c Ratio	0.59	0.32	0.85	0.27	0.42	0.22
Control Delay	14.1	3.5	68.3	5.2	19.5	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.1	3.5	68.3	5.2	19.5	6.0
Queue Length 50th (ft)	76	0	38	29	36	0
Queue Length 95th (ft)	135	34	#130	60	77	26
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1463	789	168	2276	731	706
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.29	0.85	0.24	0.21	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	687	212	14	117	510	143	82
Future Volume (veh/h)	687	212	14	117	510	143	82
Number	4	14		3	8	5	12
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h	747	230		127	554	155	89
Adj No. of Lanes	2	1		1	2	1	1
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	1372	614		174	2149	267	239
Arrive On Green	0.39	0.39		0.10	0.61	0.15	0.15
Sat Flow, veh/h	3632	1583		1774	3632	1774	1583
Grp Volume(v), veh/h	747	230		127	554	155	89
Grp Sat Flow(s),veh/h/ln	1770	1583		1774	1770	1774	1583
Q Serve(g_s), s	6.1	3.9		2.6	2.7	3.0	1.9
Cycle Q Clear(g_c), s	6.1	3.9		2.6	2.7	3.0	1.9
Prop In Lane		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1372	614		174	2149	267	239
V/C Ratio(X)	0.54	0.37		0.73	0.26	0.58	0.37
Avail Cap(c_a), veh/h	1714	767		263	2667	859	767
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.8	8.1		16.3	3.4	14.7	14.2
Incr Delay (d2), s/veh	0.3	0.4		5.7	0.1	2.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.7		1.5	1.3	1.6	0.9
LnGrp Delay(d),s/veh	9.2	8.5		22.0	3.5	16.7	15.2
LnGrp LOS	A	A		C	A	B	B
Approach Vol, veh/h	977				681	244	
Approach Delay, s/veh	9.0				6.9	16.1	
Approach LOS	A				A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		10.1	8.2	18.9				27.1
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.0	5.5	18.0				28.0
Max Q Clear Time (g_c+I1), s		5.0	4.6	8.1				4.7
Green Ext Time (p_c), s		0.6	0.0	6.3				10.9

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	887	16	1	11	650	0	9
Future Vol, veh/h	887	16	1	11	650	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	964	17	1	12	707	0	10

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	981	982	0	-	491
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.44	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.52	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	341	699	-	0	523
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	641	641	-	-	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	523	-	-	641	-
HCM Lane V/C Ratio	0.019	-	-	0.02	-
HCM Control Delay (s)	12	-	-	10.7	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	2	35	740	1	600	18	0	34
Future Vol, veh/h	2	35	740	1	600	18	0	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	2	38	804	1	652	20	0	37

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	671	672	0	587	-	0	-	336
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	539	915	-	610	-	-	0	660
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	511	915	-	610	-	-	-	660
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBU	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	511	915	-	-	-	660
HCM Lane V/C Ratio	0.004	0.042	-	-	-	0.056
HCM Control Delay (s)	12.1	9.1	-	-	-	10.8
HCM Lane LOS	B	A	-	-	-	B
HCM 95th %tile Q(veh)	0	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	192.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	664	228	2	234	1145	256	195
Future Vol, veh/h	664	228	2	234	1145	256	195
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	0	180
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	722	248	2	254	1245	278	212

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	968	970	0	1981	485
Stage 1	-	-	-	-	-	846	-
Stage 2	-	-	-	-	-	1135	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	348	706	-	~ 54	528
Stage 1	-	-	-	-	-	381	-
Stage 2	-	-	-	-	-	~ 269	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	693	693	-	~ 54	528
Mov Cap-2 Maneuver	-	-	-	-	-	~ 54	-
Stage 1	-	-	-	-	-	381	-
Stage 2	-	-	-	-	-	~ 269	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	$ 1153.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	54	528	-	-	693	-
HCM Lane V/C Ratio	5.153	0.401	-	-	0.37	-
HCM Control Delay (s)	$ 2019.9	16.3	-	-	13.2	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	31.4	1.9	-	-	1.7	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	835	24	4	20	1403	28	24
Future Vol, veh/h	835	24	4	20	1403	28	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	908	26	4	22	1525	30	26

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	933	934	0	1736	467
Stage 1	-	-	-	-	-	921	-
Stage 2	-	-	-	-	-	815	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	367	729	-	79	542
Stage 1	-	-	-	-	-	348	-
Stage 2	-	-	-	-	-	396	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	618	618	-	79	542
Mov Cap-2 Maneuver	-	-	-	-	-	79	-
Stage 1	-	-	-	-	-	348	-
Stage 2	-	-	-	-	-	396	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	52.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	-	-	618	-
HCM Lane V/C Ratio	0.435	-	-	0.042	-
HCM Control Delay (s)	52.5	-	-	11.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	2	33	831	4	1321	19	17	34
Future Vol, veh/h	2	33	831	4	1321	19	17	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	0	50
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	2	36	903	4	1436	21	18	37

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1455	1457	0	659	-	0	1983	728
Stage 1	-	-	-	-	-	-	1455	-
Stage 2	-	-	-	-	-	-	528	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	169	460	-	549	-	-	54	366
Stage 1	-	-	-	-	-	-	181	-
Stage 2	-	-	-	-	-	-	556	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	413	413	-	549	-	-	54	366
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	-
Stage 1	-	-	-	-	-	-	181	-
Stage 2	-	-	-	-	-	-	556	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	44.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	413	-	-	-	54	366
HCM Lane V/C Ratio	0.092	-	-	-	0.342	0.101
HCM Control Delay (s)	14.6	-	-	-	103	15.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2	0.3

Intersection	
Int Delay, s/veh	468.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1275	393	2	217	946	256	152
Future Vol, veh/h	1275	393	2	217	946	256	152
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	0	180
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1386	427	2	236	1028	278	165

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1812	1813	0	2589	907
Stage 1	-	-	-	-	-	1599	-
Stage 2	-	-	-	-	-	990	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	99	335	-	~ 21	279
Stage 1	-	-	-	-	-	~ 151	-
Stage 2	-	-	-	-	-	320	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	316	316	-	~ 21	279
Mov Cap-2 Maneuver	-	-	-	-	-	~ 21	-
Stage 1	-	-	-	-	-	~ 151	-
Stage 2	-	-	-	-	-	320	-

Approach	EB	WB	NB
HCM Control Delay, s	0	8.3	$ 3695.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	21	279	-	-	316	-
HCM Lane V/C Ratio	13.251	0.592	-	-	0.753	-
HCM Control Delay (s)	$ 5868.7	35	-	-	44.1	-
HCM Lane LOS	F	E	-	-	E	-
HCM 95th %tile Q(veh)	35.1	3.5	-	-	5.8	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1646	30	2	20	1206	8	10
Future Vol, veh/h	1646	30	2	20	1206	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1789	33	2	22	1311	9	11

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1821	1822	0	2508	911
Stage 1	-	-	-	-	-	1805	-
Stage 2	-	-	-	-	-	703	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	97	332	-	23	277
Stage 1	-	-	-	-	-	117	-
Stage 2	-	-	-	-	-	452	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	269	269	-	23	277
Mov Cap-2 Maneuver	-	-	-	-	-	23	-
Stage 1	-	-	-	-	-	117	-
Stage 2	-	-	-	-	-	452	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	128
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	47	-	-	269	-
HCM Lane V/C Ratio	0.416	-	-	0.089	-
HCM Control Delay (s)	128	-	-	19.7	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	1.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	4	65	1373	2	1113	33	14	23
Future Vol, veh/h	4	65	1373	2	1113	33	14	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	0	50
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	4	71	1492	2	1210	36	15	25

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1244	1246	0	1089	-	0	2128	623
Stage 1	-	-	-	-	-	-	1232	-
Stage 2	-	-	-	-	-	-	896	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	231	554	-	291	-	-	43	429
Stage 1	-	-	-	-	-	-	238	-
Stage 2	-	-	-	-	-	-	359	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	509	509	-	291	-	-	43	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	-
Stage 1	-	-	-	-	-	-	238	-
Stage 2	-	-	-	-	-	-	359	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	57.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	509	-	-	-	43	429
HCM Lane V/C Ratio	0.147	-	-	-	0.354	0.058
HCM Control Delay (s)	13.3	-	-	-	129	13.9
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	722	248	256	1245	278	212
v/c Ratio	0.61	0.36	1.64	0.65	0.60	0.37
Control Delay	16.5	4.0	340.8	10.2	21.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	4.0	340.8	10.2	21.6	4.7
Queue Length 50th (ft)	85	0	~116	111	71	0
Queue Length 95th (ft)	152	39	#252	210	130	37
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1358	760	156	2113	679	738
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.33	1.64	0.59	0.41	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	664	228	2	234	1145	256	195
Future Volume (veh/h)	664	228	2	234	1145	256	195
Number	4	14		3	8	5	12
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h	722	248		254	1245	278	212
Adj No. of Lanes	2	1		1	2	1	1
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	1297	580		215	2076	382	341
Arrive On Green	0.37	0.37		0.12	0.59	0.22	0.22
Sat Flow, veh/h	3632	1583		1774	3632	1774	1583
Grp Volume(v), veh/h	722	248		254	1245	278	212
Grp Sat Flow(s),veh/h/ln	1770	1583		1774	1770	1774	1583
Q Serve(g_s), s	7.4	5.3		5.5	10.2	6.6	5.5
Cycle Q Clear(g_c), s	7.4	5.3		5.5	10.2	6.6	5.5
Prop In Lane		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1297	580		215	2076	382	341
V/C Ratio(X)	0.56	0.43		1.18	0.60	0.73	0.62
Avail Cap(c_a), veh/h	1402	627		215	2181	703	627
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	10.8		20.0	6.0	16.6	16.1
Incr Delay (d2), s/veh	0.4	0.5		119.7	0.4	2.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.4		9.8	5.0	3.5	2.6
LnGrp Delay(d),s/veh	11.9	11.3		139.6	6.4	19.2	18.0
LnGrp LOS	B	B		F	A	B	B
Approach Vol, veh/h	970				1499	490	
Approach Delay, s/veh	11.7				29.0	18.7	
Approach LOS	B				C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		14.3	10.0	21.2				31.2
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.0	5.5	18.0				28.0
Max Q Clear Time (g_c+I1), s		8.6	7.5	9.4				12.2
Green Ext Time (p_c), s		1.2	0.0	7.3				12.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	835	24	4	20	1403	28	24
Future Vol, veh/h	835	24	4	20	1403	28	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	908	26	4	22	1525	30	26

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	933	934	0	1736	467
Stage 1	-	-	-	-	-	921	-
Stage 2	-	-	-	-	-	815	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	367	729	-	79	542
Stage 1	-	-	-	-	-	348	-
Stage 2	-	-	-	-	-	396	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	618	618	-	79	542
Mov Cap-2 Maneuver	-	-	-	-	-	79	-
Stage 1	-	-	-	-	-	348	-
Stage 2	-	-	-	-	-	396	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	52.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	-	-	618	-
HCM Lane V/C Ratio	0.435	-	-	0.042	-
HCM Control Delay (s)	52.5	-	-	11.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	1.9	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	2	33	831	4	1321	19	17	34
Future Vol, veh/h	2	33	831	4	1321	19	17	34
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	0	50
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	2	36	903	4	1436	21	18	37

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1455	1457	0	659	-	0	1983	728
Stage 1	-	-	-	-	-	-	1455	-
Stage 2	-	-	-	-	-	-	528	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	169	460	-	549	-	-	54	366
Stage 1	-	-	-	-	-	-	181	-
Stage 2	-	-	-	-	-	-	556	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	413	413	-	549	-	-	54	366
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	-
Stage 1	-	-	-	-	-	-	181	-
Stage 2	-	-	-	-	-	-	556	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	44.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	413	-	-	-	54	366
HCM Lane V/C Ratio	0.092	-	-	-	0.342	0.101
HCM Control Delay (s)	14.6	-	-	-	103	15.9
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.2	0.3

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1386	427	238	1028	278	165
v/c Ratio	1.07	0.51	1.58	0.52	0.61	0.31
Control Delay	66.6	4.9	313.4	8.7	22.1	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	4.9	313.4	8.7	22.1	4.7
Queue Length 50th (ft)	~244	5	~102	83	70	0
Queue Length 95th (ft)	#415	59	#235	163	128	32
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1295	832	151	1979	665	698
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.51	1.58	0.52	0.42	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1275	393	2	217	946	256	152
Future Volume (veh/h)	1275	393	2	217	946	256	152
Number	4	14		3	8	5	12
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h	1386	427		236	1028	278	165
Adj No. of Lanes	2	1		1	2	1	1
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	1375	615		191	2101	376	336
Arrive On Green	0.39	0.39		0.11	0.59	0.21	0.21
Sat Flow, veh/h	3632	1583		1774	3632	1774	1583
Grp Volume(v), veh/h	1386	427		236	1028	278	165
Grp Sat Flow(s),veh/h/ln	1770	1583		1774	1770	1774	1583
Q Serve(g_s), s	18.0	10.5		5.0	7.7	6.8	4.2
Cycle Q Clear(g_c), s	18.0	10.5		5.0	7.7	6.8	4.2
Prop In Lane		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1375	615		191	2101	376	336
V/C Ratio(X)	1.01	0.69		1.23	0.49	0.74	0.49
Avail Cap(c_a), veh/h	1375	615		191	2101	708	632
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	11.9		20.7	5.4	17.0	16.1
Incr Delay (d2), s/veh	26.2	3.4		141.5	0.2	2.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	5.1		9.9	3.8	3.6	2.0
LnGrp Delay(d),s/veh	40.4	15.2		162.2	5.6	19.9	17.2
LnGrp LOS	F	B		F	A	B	B
Approach Vol, veh/h	1813				1264	443	
Approach Delay, s/veh	34.5				34.8	18.9	
Approach LOS	C				C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		14.3	9.5	22.5				32.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.5	5.0	18.0				27.5
Max Q Clear Time (g_c+I1), s		8.8	7.0	20.0				9.7
Green Ext Time (p_c), s		1.0	0.0	0.0				15.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1646	30	2	20	1206	8	10
Future Vol, veh/h	1646	30	2	20	1206	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1789	33	2	22	1311	9	11

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1821	1822	0	2508	911
Stage 1	-	-	-	-	-	1805	-
Stage 2	-	-	-	-	-	703	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	97	332	-	23	277
Stage 1	-	-	-	-	-	117	-
Stage 2	-	-	-	-	-	452	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	269	269	-	23	277
Mov Cap-2 Maneuver	-	-	-	-	-	23	-
Stage 1	-	-	-	-	-	117	-
Stage 2	-	-	-	-	-	452	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	128
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	47	-	-	269	-
HCM Lane V/C Ratio	0.416	-	-	0.089	-
HCM Control Delay (s)	128	-	-	19.7	-
HCM Lane LOS	F	-	-	C	-
HCM 95th %tile Q(veh)	1.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	4	65	1373	2	1113	33	14	23
Future Vol, veh/h	4	65	1373	2	1113	33	14	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	0	50
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	4	71	1492	2	1210	36	15	25

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1244	1246	0	1089	-	0	2128	623
Stage 1	-	-	-	-	-	-	1232	-
Stage 2	-	-	-	-	-	-	896	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	3.52	3.32
Pot Cap-1 Maneuver	231	554	-	291	-	-	43	429
Stage 1	-	-	-	-	-	-	238	-
Stage 2	-	-	-	-	-	-	359	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	509	509	-	291	-	-	43	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	43	-
Stage 1	-	-	-	-	-	-	238	-
Stage 2	-	-	-	-	-	-	359	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	57.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	509	-	-	-	43	429
HCM Lane V/C Ratio	0.147	-	-	-	0.354	0.058
HCM Control Delay (s)	13.3	-	-	-	129	13.9
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2	0.2

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	722	248	287	1245	278	212
v/c Ratio	0.61	0.36	1.84	0.65	0.60	0.37
Control Delay	16.5	4.0	425.3	10.2	21.6	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.5	4.0	425.3	10.2	21.6	4.8
Queue Length 50th (ft)	85	0	~136	111	71	0
Queue Length 95th (ft)	152	39	#280	210	130	37
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1358	760	156	2113	679	737
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.33	1.84	0.59	0.41	0.29

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	664	228	30	234	1145	256	195
Future Volume (veh/h)	664	228	30	234	1145	256	195
Number	4	14		3	8	5	12
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h	722	248		254	1245	278	212
Adj No. of Lanes	2	1		1	2	1	1
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	1297	580		215	2076	382	341
Arrive On Green	0.37	0.37		0.12	0.59	0.22	0.22
Sat Flow, veh/h	3632	1583		1774	3632	1774	1583
Grp Volume(v), veh/h	722	248		254	1245	278	212
Grp Sat Flow(s),veh/h/ln	1770	1583		1774	1770	1774	1583
Q Serve(g_s), s	7.4	5.3		5.5	10.2	6.6	5.5
Cycle Q Clear(g_c), s	7.4	5.3		5.5	10.2	6.6	5.5
Prop In Lane		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1297	580		215	2076	382	341
V/C Ratio(X)	0.56	0.43		1.18	0.60	0.73	0.62
Avail Cap(c_a), veh/h	1402	627		215	2181	703	627
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	10.8		20.0	6.0	16.6	16.1
Incr Delay (d2), s/veh	0.4	0.5		119.7	0.4	2.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	2.4		9.8	5.0	3.5	2.6
LnGrp Delay(d),s/veh	11.9	11.3		139.6	6.4	19.2	18.0
LnGrp LOS	B	B		F	A	B	B
Approach Vol, veh/h	970				1499	490	
Approach Delay, s/veh	11.7				29.0	18.7	
Approach LOS	B				C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		14.3	10.0	21.2				31.2
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.0	5.5	18.0				28.0
Max Q Clear Time (g_c+I1), s		8.6	7.5	9.4				12.2
Green Ext Time (p_c), s		1.2	0.0	7.3				12.2

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	835	24	4	20	1403	0	24
Future Vol, veh/h	835	24	4	20	1403	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	908	26	4	22	1525	0	26

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	933	934	0	-	467
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.44	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.52	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	367	729	-	0	542
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	618	618	-	-	542
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	542	-	-	618	-
HCM Lane V/C Ratio	0.048	-	-	0.042	-
HCM Control Delay (s)	12	-	-	11.1	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	2	33	831	4	1321	19	0	51
Future Vol, veh/h	2	33	831	4	1321	19	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	2	36	903	4	1436	21	0	55

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1455	1457	0	659	-	0	-	728
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	169	460	-	549	-	-	0	366
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	145	460	-	549	-	-	-	366
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBU	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	145	460	-	-	-	366
HCM Lane V/C Ratio	0.015	0.078	-	-	-	0.151
HCM Control Delay (s)	30.2	13.5	-	-	-	16.6
HCM Lane LOS	D	B	-	-	-	C
HCM 95th %tile Q(veh)	0	0.3	-	-	-	0.5

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1386	427	264	1028	278	165
v/c Ratio	1.07	0.51	1.75	0.52	0.61	0.31
Control Delay	66.6	4.9	385.9	8.7	22.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	4.9	385.9	8.7	22.1	4.8
Queue Length 50th (ft)	~244	5	~118	83	70	1
Queue Length 95th (ft)	#415	59	#258	163	128	33
Internal Link Dist (ft)	435			662	276	
Turn Bay Length (ft)		150	160			180
Base Capacity (vph)	1295	832	151	1979	665	696
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.51	1.75	0.52	0.42	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (veh/h)	1275	393	26	217	946	256	152
Future Volume (veh/h)	1275	393	26	217	946	256	152
Number	4	14		3	8	5	12
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1863
Adj Flow Rate, veh/h	1386	427		236	1028	278	165
Adj No. of Lanes	2	1		1	2	1	1
Peak Hour Factor	0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2		2	2	2	2
Cap, veh/h	1375	615		191	2101	376	336
Arrive On Green	0.39	0.39		0.11	0.59	0.21	0.21
Sat Flow, veh/h	3632	1583		1774	3632	1774	1583
Grp Volume(v), veh/h	1386	427		236	1028	278	165
Grp Sat Flow(s),veh/h/ln	1770	1583		1774	1770	1774	1583
Q Serve(g_s), s	18.0	10.5		5.0	7.7	6.8	4.2
Cycle Q Clear(g_c), s	18.0	10.5		5.0	7.7	6.8	4.2
Prop In Lane		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1375	615		191	2101	376	336
V/C Ratio(X)	1.01	0.69		1.23	0.49	0.74	0.49
Avail Cap(c_a), veh/h	1375	615		191	2101	708	632
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	11.9		20.7	5.4	17.0	16.1
Incr Delay (d2), s/veh	26.2	3.4		141.5	0.2	2.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	5.1		9.9	3.8	3.6	2.0
LnGrp Delay(d),s/veh	40.4	15.2		162.2	5.6	19.9	17.2
LnGrp LOS	F	B		F	A	B	B
Approach Vol, veh/h	1813				1264	443	
Approach Delay, s/veh	34.5				34.8	18.9	
Approach LOS	C				C	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		14.3	9.5	22.5				32.0
Change Period (Y+Rc), s		4.5	4.5	4.5				4.5
Max Green Setting (Gmax), s		18.5	5.0	18.0				27.5
Max Q Clear Time (g_c+I1), s		8.8	7.0	20.0				9.7
Green Ext Time (p_c), s		1.0	0.0	0.0				15.5

Intersection Summary	
HCM 2010 Ctrl Delay	32.6
HCM 2010 LOS	C

Notes

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Vol, veh/h	1646	30	2	20	1206	0	17
Future Vol, veh/h	1646	30	2	20	1206	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	160	-	-	0
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	1789	33	2	22	1311	0	18

Major/Minor	Major1		Major2			Minor1	
Conflicting Flow All	0	0	1821	1822	0	-	911
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.44	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.52	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	97	332	-	0	277
Stage 1	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	0	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	268	268	-	-	277
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	18.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	277	-	-	268	-
HCM Lane V/C Ratio	0.067	-	-	0.089	-
HCM Control Delay (s)	18.9	-	-	19.8	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBU	EBL	EBT	WBU	WBT	WBR	SBL	SBR
Lane Configurations								
Traffic Vol, veh/h	4	65	1373	2	1113	33	0	37
Future Vol, veh/h	4	65	1373	2	1113	33	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	None
Storage Length	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	-	0	-	0	-	0	-
Grade, %	-	-	0	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2
Mvmt Flow	4	71	1492	2	1210	36	0	40

Major/Minor	Major1			Major2			Minor2	
Conflicting Flow All	1244	1246	0	1089	-	0	-	623
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	6.44	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	2.52	-	-	-	3.32
Pot Cap-1 Maneuver	231	554	-	291	-	-	0	429
Stage 1	-	-	-	-	-	-	0	-
Stage 2	-	-	-	-	-	-	0	-
Platoon blocked, %			-		-	-		
Mov Cap-1 Maneuver	211	554	-	291	-	-	-	429
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBU	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	211	554	-	-	-	429
HCM Lane V/C Ratio	0.021	0.128	-	-	-	0.094
HCM Control Delay (s)	22.4	12.4	-	-	-	14.3
HCM Lane LOS	C	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	0.4	-	-	-	0.3

LANE SUMMARY

Site: 2 [INT-02_Alt03_2018AM_Constitution/Las Casitas]

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	264	2.0	1169	0.226	100	5.1	LOS A	1.0	25.2	Full	1100	0.0	0.0
Approach	264	2.0		0.226		5.1	LOS A	1.0	25.2				
East: WB Constitution Blvd													
Lane 1	404	2.0	1212	0.334	100	6.1	LOS A	1.9	48.5	Full	1100	0.0	0.0
Lane 2[d]	404	2.0	1211	0.334	100	6.1	LOS A	1.9	48.5	Full	1100	0.0	0.0
Approach	809	2.0		0.334		6.1	LOS A	1.9	48.5				
West: EB Constitution Blvd													
Lane 1	261	2.0	1243	0.210	100	4.7	LOS A	1.0	24.5	Full	910	0.0	0.0
Lane 2[d]	261	2.0	1243	0.210	100	4.7	LOS A	1.0	24.5	Full	910	0.0	0.0
Approach	523	2.0		0.210		4.7	LOS A	1.0	24.5				
Intersection	1596	2.0		0.334		5.5	LOS A	1.9	48.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 2 [INT-02_Alt03_2018PM_Constitution/Las Casitas]

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	245	2.0	869	0.281	100	7.2	LOS A	1.2	29.9	Full	1100	0.0	0.0
Approach	245	2.0		0.281		7.2	LOS A	1.2	29.9				
East: WB Constitution Blvd													
Lane 1	341	2.0	1205	0.283	100	5.6	LOS A	1.5	38.7	Full	1100	0.0	0.0
Lane 2[d]	341	2.0	1205	0.283	100	5.6	LOS A	1.5	38.7	Full	1100	0.0	0.0
Approach	683	2.0		0.283		5.6	LOS A	1.5	38.7				
West: EB Constitution Blvd													
Lane 1	489	2.0	1254	0.390	100	6.6	LOS A	2.2	56.2	Full	910	0.0	0.0
Lane 2[d]	489	2.0	1254	0.390	100	6.6	LOS A	2.2	56.2	Full	910	0.0	0.0
Approach	977	2.0		0.390		6.6	LOS A	2.2	56.2				
Intersection	1904	2.0		0.390		6.3	LOS A	2.2	56.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 2 [DL_INT-02_Alt03_2018AM_Constitution/Las Casitas]

New Site
Roundabout
Design Life Analysis (Capacity): Results for 27 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	451	2.0	917	0.492	100	10.1	LOS B	2.8	71.1	Full	1100	0.0	0.0
Approach	451	2.0		0.492		10.1	LOS B	2.8	71.1				
East: WB Constitution Blvd													
Lane 1	690	2.0	1087	0.635	100	12.0	LOS B	5.6	143.2	Full	1100	0.0	0.0
Lane 2[d]	690	2.0	1087	0.635	100	12.0	LOS B	5.6	143.1	Full	1100	0.0	0.0
Approach	1380	2.0		0.635		12.0	LOS B	5.6	143.2				
West: EB Constitution Blvd													
Lane 1	446	2.0	1122	0.398	100	7.3	LOS A	2.2	56.9	Full	910	0.0	0.0
Lane 2[d]	446	2.0	1122	0.398	100	7.3	LOS A	2.2	56.9	Full	910	0.0	0.0
Approach	892	2.0		0.398		7.3	LOS A	2.2	56.9				
Intersection	2724	2.0		0.635		10.2	LOS B	5.6	143.2				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 2 [DL_INT-02_Alt03_2018PM_Constitution/Las Casitas]

New Site
Roundabout
Design Life Analysis (Capacity): Results for 27 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	417	2.0	521	0.801	100	33.1	LOS D	6.0	152.6	Full	1100	0.0	0.0
Approach	417	2.0		0.801		33.1	LOS D	6.0	152.6				
East: WB Constitution Blvd													
Lane 1	583	2.0	1077	0.541	100	9.9	LOS A	3.8	96.0	Full	1100	0.0	0.0
Lane 2[d]	583	2.0	1077	0.541	100	9.9	LOS A	3.8	96.0	Full	1100	0.0	0.0
Approach	1165	2.0		0.541		9.9	LOS A	3.8	96.0				
West: EB Constitution Blvd													
Lane 1	834	2.0	1144	0.729	100	14.7	LOS B	7.7	195.4	Full	910	0.0	0.0
Lane 2[d]	834	2.0	1144	0.729	100	14.7	LOS B	7.7	195.4	Full	910	0.0	0.0
Approach	1668	2.0		0.729		14.7	LOS B	7.7	195.4				
Intersection	3251	2.0		0.801		15.4	LOS C	7.7	195.4				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 2 [INT-02_Alt03_2018AM w/U-Turn_Constitution/Las Casitas]

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	264	2.0	1152	0.229	100	5.2	LOS A	1.0	25.6	Full	1100	0.0	0.0
Approach	264	2.0		0.229		5.2	LOS A	1.0	25.6				
East: WB Constitution Blvd													
Lane 1	413	1.9	1212	0.340	100	6.2	LOS A	2.0	49.8	Full	1100	0.0	0.0
Lane 2[d]	412	2.0	1211	0.340	100	6.2	LOS A	2.0	49.8	Full	1100	0.0	0.0
Approach	825	2.0		0.340		6.2	LOS A	2.0	49.8				
West: EB Constitution Blvd													
Lane 1	261	2.0	1224	0.214	100	4.8	LOS A	1.0	24.9	Full	910	0.0	0.0
Lane 2[d]	261	2.0	1224	0.214	100	4.8	LOS A	1.0	24.9	Full	910	0.0	0.0
Approach	523	2.0		0.214		4.8	LOS A	1.0	24.9				
Intersection	1612	2.0		0.340		5.6	LOS A	2.0	49.8				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 2 [INT-02_Alt03_2018PM w/U-Turn_Constitution/Las Casitas]

New Site
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	245	2.0	857	0.285	100	7.3	LOS A	1.2	30.4	Full	1100	0.0	0.0
Approach	245	2.0		0.285		7.3	LOS A	1.2	30.4				
East: WB Constitution Blvd													
Lane 1	349	1.9	1206	0.289	100	5.6	LOS A	1.6	39.8	Full	1100	0.0	0.0
Lane 2[d]	348	2.0	1205	0.289	100	5.6	LOS A	1.6	39.8	Full	1100	0.0	0.0
Approach	697	2.0		0.289		5.6	LOS A	1.6	39.8				
West: EB Constitution Blvd													
Lane 1	489	2.0	1238	0.395	100	6.8	LOS A	2.2	56.9	Full	910	0.0	0.0
Lane 2[d]	489	2.0	1238	0.395	100	6.8	LOS A	2.2	56.9	Full	910	0.0	0.0
Approach	977	2.0		0.395		6.8	LOS A	2.2	56.9				
Intersection	1918	2.0		0.395		6.4	LOS A	2.2	56.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 2 [DL_INT-02_Alt03_2018AM w/U-Turn_Constitution/Las Casitas]

New Site
Roundabout
Design Life Analysis (Capacity): Results for 27 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	451	2.0	892	0.505	100	10.6	LOS B	2.9	74.3	Full	1100	0.0	0.0
Approach	451	2.0		0.505		10.6	LOS B	2.9	74.3				
East: WB Constitution Blvd													
Lane 1	704	1.9	1088	0.647	100	12.4	LOS B	6.0	151.1	Full	1100	0.0	0.0
Lane 2[d]	704	2.0	1087	0.647	100	12.4	LOS B	5.9	151.0	Full	1100	0.0	0.0
Approach	1408	2.0		0.647		12.4	LOS B	6.0	151.1				
West: EB Constitution Blvd													
Lane 1	446	2.0	1092	0.408	100	7.6	LOS A	2.3	58.4	Full	910	0.0	0.0
Lane 2[d]	446	2.0	1092	0.408	100	7.6	LOS A	2.3	58.4	Full	910	0.0	0.0
Approach	892	2.0		0.408		7.6	LOS A	2.3	58.4				
Intersection	2751	2.0		0.647		10.5	LOS B	6.0	151.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 2 [DL_INT-02_Alt03_2018PM w/U-Turn_Constitution/Las Casitas]

New Site
Roundabout
Design Life Analysis (Capacity): Results for 27 years

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Las Casitas Dr													
Lane 1[d]	417	2.0	507	0.824	100	36.5	LOS E[11]	6.5	164.5	Full	1100	0.0	0.0
Approach	417	2.0		0.824		36.5	LOS E[11]	6.5	164.5				
East: WB Constitution Blvd													
Lane 1	595	1.9	1078	0.552	100	10.1	LOS B	4.0	100.8	Full	1100	0.0	0.0
Lane 2[d]	594	2.0	1077	0.552	100	10.1	LOS B	4.0	100.7	Full	1100	0.0	0.0
Approach	1189	2.0		0.552		10.1	LOS B	4.0	100.8				
West: EB Constitution Blvd													
Lane 1	834	2.0	1118	0.746	100	15.7	LOS C	8.3	209.7	Full	910	0.0	0.0
Lane 2[d]	834	2.0	1118	0.746	100	15.7	LOS C	8.3	209.7	Full	910	0.0	0.0
Approach	1668	2.0		0.746		15.7	LOS C	8.3	209.7				
Intersection	3275	2.0		0.824		16.3	LOS C	8.3	209.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

11 Level of Service is worse than the Level of Service Target specified in the Parameter Settings dialog.
d Dominant lane on roundabout approach

Appendix F

Preliminary Opinion of Probable Costs

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

INT-01 Constitution Boulevard at Las Casitas Drive

Description: Traffic Signal

Total Project Cost (2018 Dollars)	$ 1,469,200

Total Construction Costs:	$	979,200
Total Right of Way Costs:	$	-
Total Capital Support Costs:	$	490,000

Construction Costs

Roadway Items

Section	Description	Quantity	Unit	Unit Price	Cost
1a	Roadway Excavation	60	CY	$ 90.00	$ 5,400
1b	Concrete Removal	52	CY	$ 150.00	$ 7,800
1c	Clearing & Grabbing	0	SF	$ 1.00	$ -
1d	Import Borrow	0	CY	$ 100.00	$ -
1e	HMA Pavement	648	TON	$ 165.00	$ 107,000
1f	Aggregate Base	287	CY	$ 80.00	$ 23,000
1g	Truck Apron	0	SF	$ 25.00	$ -
1h	Curb	620	LF	$ 40.00	$ 24,800
1i	Curb and Gutter	270	LF	$ 60.00	$ 16,200
1j	Sidewalk	0	SF	$ 20.00	$ -
1k	Curb Ramp	4	EA	$ 5,000.00	$ 20,000
1l	Storm Drain System	1	LS	$ 11,000.00	$ 11,000
1m	Storm Water Runoff Treatment	0	SF	$ 100.00	$ -
				Subtotal Section 1:	$ 215,200
2a	Water Pollution Control	2%	of Sections 1		$ 5,000
2b	Lighting	0	EA	$ 10,000.00	$ -
2c	Utility Adjustments / Relocations	0	LS	$ 80,000.00	$ -
2d	Traffic Items	15%	of Sections 1		$ 33,000
2e	Traffic Signals	1	EA	$ 350,000.00	$ 350,000
2f	Traffic Control	1	LS	$ 10,000.00	$ 10,000
2g	Planting and Irrigation	0	SF	$ 10.00	$ -
2h	Erosion Control	10%	of Sections 1		$ 22,000
				Subtotal Section 2:	$ 420,000
3a	Minor Items	10%	Sect 1-2	$ 635,200	$ 64,000
3b	Roadway Mobilization	10%	Sect 1-2-3a	$ 699,200	$ 70,000
3c	Supplemental Work	10%	Sect 1-2-3a	$ 699,200	$ 70,000
3d	Contingencies	20%	Sect 1-2-3a	$ 699,200	$ 140,000
				Subtotal Sections 3:	$ 344,000
				Total Roadway Item Cost:	**$ 979,200**

LM = Lane Mile Equivalent

Structure Items

Structure	Description	Quantity	Unit	Unit Price	Cost
1		0	EA	$ -	$ -
2		0	EA	$ -	$ -
3		0	EA	$ -	$ -
4		0	SF	$ -	$ -
5		0	SF	$ -	$ -
6		0	SF	$ -	$ -
7		0	SF	$ -	$ -
8		0	SF	$ -	$ -
9		0	SF	$ -	$ -
10		0	SF	$ -	$ -
11		0	SF	$ -	$ -
12		0	SF	$ -	$ -
13		0	SF	$ -	$ -
				Subtotal Structure Items:	$ -
	Contingency for Structure Items:	40%		Contingency Cost	$ -
				Total Structure Item Cost:	**$ -**

Construction Cost Summary

Roadway Items	$	979,200
Structure Items	$	-
Total Construction Costs:	**$**	**979,200**

Capital Support Costs

Description	%	Cost
Project Initiation Document (PID)	10%	$ 97,920
Project Engineering (PA/ED and PS&E)	20%	$ 195,840
Construction Support / Construction Management	20%	$ 195,840
Right of Way Support	5%	$ -
Total Professional Services Cost:		**$ 490,000**

Right of Way

Parcel Type	Quantity	Unit	Unit Price	Cost
Commercial	0	AC	$ 875,000.00	$ -
Residential	0	AC	$ 435,600.00	$ -
Undeveloped	0	AC	$ 653,400.00	$ -
			Subtotal Right of Way Items:	$ -
Contingency for Right of Way Items:	25%		Contingency Cost	$ -
			Total Right of Way Cost:	**$ -**

INT-01 Constitution Boulevard at Las Casitas Drive

Description: Roundabout

Total Project Cost (2018 Dollars)	$ 3,512,600

Total Construction Costs:	$	2,341,600
Total Right of Way Costs:	$	-
Total Capital Support Costs:	$	1,171,000

Construction Costs

Roadway Items

Section	Description	Quantity	Unit	Unit Price	Cost
1a	Roadway Excavation	1785	CY	$ 90.00	$ 160,700
1b	Concrete Removal	42	CY	$ 150.00	$ 6,300
1c	Clearing & Grabbing	0	SF	$ 1.00	$ -
1d	Import Borrow	2146	CY	$ 100.00	$ 214,600
1e	HMA Pavement	715	TON	$ 165.00	$ 118,000
1f	Aggregate Base	580	CY	$ 80.00	$ 46,400
1g	Truck Apron	2270	SF	$ 25.00	$ 56,800
1h	Curb	1180	LF	$ 40.00	$ 47,200
1i	Curb and Gutter	1070	LF	$ 60.00	$ 64,200
1j	Sidewalk	6560	SF	$ 20.00	$ 131,200
1k	Curb Ramp	15	EA	$ 5,000.00	$ 75,000
1l	Storm Drain System	1	LS	$ 47,000.00	$ 47,000
1m	Storm Water Runoff Treatment	740	SF	$ 100.00	$ 74,000
				Subtotal Section 1:	$ 1,041,400
2a	Water Pollution Control	2%	of Sections 1		$ 21,000
2b	Lighting	6	EA	$ 10,000.00	$ 60,000
2c	Utility Adjustments / Relocations	0	LS	$ 80,000.00	$ -
2d	Traffic Items	15%	of Sections 1		$ 157,000
2e	Traffic Signals	0	EA	$ 350,000.00	$ -
2f	Traffic Control	1	LS	$ 10,000.00	$ 10,000
2g	Planting and Irrigation	12420	SF	$ 10.00	$ 124,200
2h	Erosion Control	10%	of Sections 1		$ 105,000
				Subtotal Section 2:	$ 477,200
3a	Minor Items	10%	Sect 1-2	$ 1,518,600	$ 152,000
3b	Roadway Mobilization	10%	Sect 1-2-3a	$ 1,670,600	$ 168,000
3c	Supplemental Work	10%	Sect 1-2-3a	$ 1,670,600	$ 168,000
3d	Contingencies	20%	Sect 1-2-3a	$ 1,670,600	$ 335,000
				Subtotal Sections 3:	$ 823,000

Total Roadway Item Cost: $ 2,341,600

LM = Lane Mile Equivalent

Structure Items

Structure	Description	Quantity	Unit	Unit Price	Cost
1		0	EA	$ -	$ -
2		0	EA	$ -	$ -
3		0	EA	$ -	$ -
4		0	SF	$ -	$ -
5		0	SF	$ -	$ -
6		0	SF	$ -	$ -
7		0	SF	$ -	$ -
8		0	SF	$ -	$ -
9		0	SF	$ -	$ -
10		0	SF	$ -	$ -
11		0	SF	$ -	$ -
12		0	SF	$ -	$ -
13		0	SF	$ -	$ -
				Subtotal Structure Items:	$ -
	Contingency for Structure Items:	40%		Contingency Cost	$ -

Total Structure Item Cost: $ -

Construction Cost Summary

Roadway Items	$	2,341,600
Structure Items	$	-

Total Construction Costs: $ 2,341,600

Capital Support Costs

Description	%	Cost
Project Initiation Document (PID)	10%	$ 234,160
Project Engineering (PA/ED and PS&E)	20%	$ 468,320
Construction Support / Construction Management	20%	$ 468,320
Right of Way Support	5%	$ -

Total Professional Services Cost: $ 1,171,000

Right of Way

Parcel Type	Quantity	Unit	Unit Price	Cost
Commercial	0	AC	$ 875,000.00	$ -
Residential	0	AC	$ 435,600.00	$ -
Undeveloped	0	AC	$ 653,400.00	$ -
			Subtotal Right of Way Items:	$ -
Contingency for Right of Way Items:	25%		Contingency Cost	$ -

Total Right of Way Cost: $ -

INT-01A Constitution Boulevard at Hughes Way

Description: Access Control (Left-In Right-In/Right-Out)

Total Project Cost (2018 Dollars)	$ 356,450

Total Construction Costs:	$	237,450
Total Right of Way Costs:	$	-
Total Capital Support Costs:	$	119,000

Construction Costs

Roadway Items

Section	Description	Quantity	Unit	Unit Price	Cost
1a	Roadway Excavation	0	CY	$ 90.00	$ -
1b	Concrete Removal	16	CY	$ 150.00	$ 2,400
1c	Clearing & Grabbing	0	SF	$ 1.00	$ -
1d	Import Borrow	0	CY	$ 100.00	$ -
1e	HMA Pavement	456	TON	$ 165.00	$ 75,300
1f	Aggregate Base	0	CY	$ 80.00	$ -
1g	Truck Apron	0	SF	$ 25.00	$ -
1h	Curb	543	LF	$ 40.00	$ 21,800
1i	Curb and Gutter	0	LF	$ 60.00	$ -
1j	Sidewalk	0	SF	$ 20.00	$ -
1k	Curb Ramp	0	EA	$ 5,000.00	$ -
1l	Storm Drain System	1	LS	$ 5,000.00	$ 5,000
1m	Storm Water Runoff Treatment	0	SF	$ 100.00	$ -
				Subtotal Section 1:	$ 104,500
2a	Water Pollution Control	2%	of Sections 1		$ 3,000
2b	Lighting	0	EA	$ 10,000.00	$ -
2c	Utility Adjustments / Relocations	0	LS	$ 80,000.00	$ -
2d	Traffic Items	15%	of Sections 1		$ 16,000
2e	Traffic Signals	0	EA	$ 350,000.00	$ -
2f	Traffic Control	1	LS	$ 10,000.00	$ 10,000
2g	Planting and Irrigation	895	SF	$ 10.00	$ 8,950
2h	Erosion Control	10%	of Sections 1		$ 11,000
				Subtotal Section 2:	$ 48,950
3a	Minor Items	10%	Sect 1-2	$ 153,450	$ 16,000
3b	Roadway Mobilization	10%	Sect 1-2-3a	$ 169,450	$ 17,000
3c	Supplemental Work	10%	Sect 1-2-3a	$ 169,450	$ 17,000
3d	Contingencies	20%	Sect 1-2-3a	$ 169,450	$ 34,000
				Subtotal Sections 3:	$ 84,000
				Total Roadway Item Cost:	**$ 237,450**

LM = Lane Mile Equivalent

Structure Items

Structure	Description	Quantity	Unit	Unit Price	Cost
1		0	EA	$ -	$ -
2		0	EA	$ -	$ -
3		0	EA	$ -	$ -
4		0	SF	$ -	$ -
5		0	SF	$ -	$ -
6		0	SF	$ -	$ -
7		0	SF	$ -	$ -
8		0	SF	$ -	$ -
9		0	SF	$ -	$ -
10		0	SF	$ -	$ -
11		0	SF	$ -	$ -
12		0	SF	$ -	$ -
13		0	SF	$ -	$ -
				Subtotal Structure Items:	$ -
	Contingency for Structure Items:	40%		Contingency Cost	$ -
				Total Structure Item Cost:	**$ -**

Construction Cost Summary

Roadway Items	$	237,450
Structure Items	$	-
Total Construction Costs:	**$**	**237,450**

Capital Support Costs

Description	%	Cost
Project Initiation Document (PID)	10%	$ 23,745
Project Engineering (PA/ED and PS&E)	20%	$ 47,490
Construction Support / Construction Management	20%	$ 47,490
Right of Way Support	5%	$ -
Total Professional Services Cost:		**$ 119,000**

Right of Way

Parcel Type	Quantity	Unit	Unit Price	Cost
Commercial	0	AC	$ 875,000.00	$ -
Residential	0	AC	$ 435,600.00	$ -
Undeveloped	0	AC	$ 653,400.00	$ -
			Subtotal Right of Way Items:	$ -
Contingency for Right of Way Items:	25%		Contingency Cost	$ -
			Total Right of Way Cost:	**$ -**

INT-01B Constitution Boulevard at Cape Cod Way

Description: Access Control (Left-In Right-In/Right-Out)

Total Project Cost (2018 Dollars)	$ 386,550

Total Construction Costs:	$	257,550
Total Right of Way Costs:	$	-
Total Capital Support Costs:	$	129,000

Construction Costs

Roadway Items

Section	Description	Quantity	Unit	Unit Price	Cost
1a	Roadway Excavation	0	CY	$ 90.00	$ -
1b	Concrete Removal	15	CY	$ 150.00	$ 2,300
1c	Clearing & Grabbing	0	SF	$ 1.00	$ -
1d	Import Borrow	0	CY	$ 100.00	$ -
1e	HMA Pavement	480	TON	$ 165.00	$ 79,200
1f	Aggregate Base	0	CY	$ 80.00	$ -
1g	Truck Apron	0	SF	$ 25.00	$ -
1h	Curb	605	LF	$ 40.00	$ 24,200
1i	Curb and Gutter	0	LF	$ 60.00	$ -
1j	Sidewalk	0	SF	$ 20.00	$ -
1k	Curb Ramp	0	EA	$ 5,000.00	$ -
1l	Storm Drain System	1	LS	$ 6,000.00	$ 6,000
1m	Storm Water Runoff Treatment	0	SF	$ 100.00	$ -
				Subtotal Section 1:	$ 111,700
2a	Water Pollution Control	2%	of Sections 1		$ 3,000
2b	Lighting	0	EA	$ 10,000.00	$ -
2c	Utility Adjustments / Relocations	0	LS	$ 80,000.00	$ -
2d	Traffic Items	15%	of Sections 1		$ 17,000
2e	Traffic Signals	0	EA	$ 350,000.00	$ -
2f	Traffic Control	1	LS	$ 10,000.00	$ 10,000
2g	Planting and Irrigation	1185	SF	$ 10.00	$ 11,850
2h	Erosion Control	10%	of Sections 1		$ 12,000
				Subtotal Section 2:	$ 53,850
3a	Minor Items	10%	Sect 1-2	$ 165,550	$ 17,000
3b	Roadway Mobilization	10%	Sect 1-2-3a	$ 182,550	$ 19,000
3c	Supplemental Work	10%	Sect 1-2-3a	$ 182,550	$ 19,000
3d	Contingencies	20%	Sect 1-2-3a	$ 182,550	$ 37,000
				Subtotal Sections 3:	$ 92,000
				Total Roadway Item Cost:	**$ 257,550**

LM = Lane Mile Equivalent

Structure Items

Structure	Description	Quantity	Unit	Unit Price	Cost
1		0	EA	$ -	$ -
2		0	EA	$ -	$ -
3		0	EA	$ -	$ -
4		0	SF	$ -	$ -
5		0	SF	$ -	$ -
6		0	SF	$ -	$ -
7		0	SF	$ -	$ -
8		0	SF	$ -	$ -
9		0	SF	$ -	$ -
10		0	SF	$ -	$ -
11		0	SF	$ -	$ -
12		0	SF	$ -	$ -
13		0	SF	$ -	$ -
				Subtotal Structure Items:	$ -
	Contingency for Structure Items:	40%		Contingency Cost	$ -
				Total Structure Item Cost:	**$ -**

Construction Cost Summary

Roadway Items	$	257,550
Structure Items	$	-
Total Construction Costs:	**$**	**257,550**

Capital Support Costs

Description	%	Cost
Project Initiation Document (PID)	10%	$ 25,755
Project Engineering (PA/ED and PS&E)	20%	$ 51,510
Construction Support / Construction Management	20%	$ 51,510
Right of Way Support	5%	$ -
Total Professional Services Cost:		**$ 129,000**

Right of Way

Parcel Type	Quantity	Unit	Unit Price	Cost
Commercial	0	AC	$ 875,000.00	$ -
Residential	0	AC	$ 435,600.00	$ -
Undeveloped	0	AC	$ 653,400.00	$ -
			Subtotal Right of Way Items:	$ -
Contingency for Right of Way Items:	25%		Contingency Cost	$ -
			Total Right of Way Cost:	**$ -**

Appendix G

Safety Analysis

Kimley»Horn

Summary of Predicted Crashes by Alternative
Constitution Boulevard at Las Casitas Drive
Date: 06/19/2018
Prepared by: Alyssa Swanson

Alternative	CMF	Expected Crashes (2018 - 2045)						Notes
		Total	K	A	B	C	O	
Existing Geometry	-	77.13	0.3%	6.2%	15.0%	49.4%	29.1%	For all alternatives, IHSDM has a SPF broken down by severity level.
			0.22	4.82	11.57	38.10	22.44	
Signalized	-	62.32	0.3%	3.0%	14.2%	32.6%	49.9%	
			0.20	1.89	8.83	20.32	31.07	
Roundabout	-	43.19	0.3%	6.2%	15.0%	49.4%	29.1%	
			0.12	2.70	6.48	21.33	12.56	

Kimley»Horn

Summary of Predicted Crashes by Alternative
Constitution Boulevard at Hughes Way
Date: 06/19/2018
Prepared by: Alyssa Swanson

Alternative	CMF	Expected Crashes (2018 - 2045)						Notes
		Total	K	A	B	C	O	
Existing Geometry	-	30.02	0.2%	3.9%	14.3%	30.5%	51.2%	For all alternatives, IHSDM has a SPF broken down by severity level.
			0.05	1.16	4.29	9.16	15.36	
Access Control	-	19.58	0.2%	3.5%	13.0%	27.6%	55.7%	The predicted crashes for intersections with left-in right-in/right-out were calculated as the average of an intersection without a median and the three-leg intersection with one-way traffic on the major street each using half the AADT for the major street. This was done in an effort to more accurately predict the number of crashes based on the number conflict points at an intersection with an access control.
			0.03	0.68	2.54	5.41	10.91	

Kimley»Horn

Summary of Predicted Crashes by Alternative
Constitution Boulevard at Cape Cod Way
Date: 06/19/2018
Prepared by: Alyssa Swanson

Alternative	CMF	Expected Crashes (2018 - 2045)						Notes
		Total	K	A	B	C	O	
Existing Geometry	-	32.81	0.2%	4.9%	11.7%	38.6%	44.5%	For all alternatives, IHSDM has a SPF broken down by severity level.
			0.07	1.60	3.85	12.68	14.61	
Access Control	-	21.11	0.2%	4.3%	11.0%	34.0%	50.6%	The predicted crashes for intersections with left-in right-in/right-out were calculated as the average of an intersection without a median and the three-leg intersection with one-way traffic on the major street each using half the AADT for the major street. This was done in an effort to more accurately predict the number of crashes based on the number conflict points at an intersection with an access control.
			0.04	0.91	2.32	7.17	10.67	

Appendix H

Life-Cycle Benefit-Cost Analysis and Sensitivity Analysis

MISCELLANEOUS LIFE CYCLE CALCULATIONS

LIFE CYCLE VARIABLES

Discount Rate:	4.00%	Exist Year:	2018
P/F Factor (Pavement Rehabilitation):	0.456386946	Design Year:	2045
P/A Factor:	16.32958575	No. Years:	27

PAVEMENT REHABILITATION O&M COST

Estimated years after opening resurfacing occurs: 20

Cost per SY: $ 20.00

INT-01

	Existing	Signal	Roundabout
Pavement Rehabilitation SY	4570	4680	3390
Cost	$ 91,400	$ 93,600	$ 67,800
Discounted Cost	$ 41,714	$ 42,718	$ 30,943

INT-01A

	Existing	Access Control
Pavement Rehabilitation SY	4045	4000
Cost	$ 80,900	$ 80,000
Discounted Cost	$ 36,922	$ 36,511

INT-01A

	Existing	Access Control
Pavement Rehabilitation SY	4310	4225
Cost	$ 86,200	$ 84,500
Discounted Cost	$ 39,341	$ 38,565

LIFE CYCLE COST CALCULATIONS

PERFORMANCE MEASURE LIFE CYCLE COST (NET PRESENT VALUE)

Safety

Intersection Control Types

	Existing	Signal	Roundabout	Access Control
INT-01				
Annual Cost of Collisions	$ 298,899	$ 190,337	$ 167,389	
Total Discounted Life Cycle Cost	$4,880,896.06	$ 3,108,126	$ 2,733,398	
INT-01A				
Annual Cost of Collisions	$ 79,678			$ 46,939
Total Discounted Life Cycle Cost	$1,301,101.23			$ 766,498
INT-01B				
Annual Cost of Collisions	$ 100,158			$ 57,329
Total Discounted Life Cycle Cost	$1,635,534.07			$ 936,155

Delay

	Existing	Signal	Signal w/U-Turns	RAB	RAB w/U-Turns
INT-01					
Annual Quantity (hours)	1,047,640	8,032	8,099	4,027	4,230
Annual Cost	$ 10,120,467	81,873	82,558	41,909	43,943
Total Discounted Life Cycle Cost	$ 283,373,076	2,292,457	2,311,615	1,173,439	1,230,401

	Existing	Access Control
INT-01A		
Annual Quantity (hours)	22,884	4,857
Annual Cost	$ 228,358	$ 52,070
Total Discounted Life Cycle Cost	$ 6,394,014	$ 1,457,957
INT-01B		
Annual Quantity (hours)	26,480	6,589
Annual Cost	$ 264,776	$ 68,627
Total Discounted Life Cycle Cost	$ 7,413,721	$ 1,921,549

O&M

	Existing	Signal	Roundabout	Access Control
Annual O&M Costs	$ 560	$ 6,660	$ 2,240	$ 1,500
Discounted Life Cycle O&M Costs	$ 9,145	$ 108,755	$ 36,578.3	$ 24,494
INT-01				
Discounted Pavement Rehab Costs	$ 41,714	$ 42,718	$ 30,943	
Total O&M Costs	$ 50,858	$ 151,473	$ 67,521	
INT-01A				
Discounted Pavement Rehab Costs	$ 36,922			$ 36,511
Total O&M Costs	$ 46,066			$ 61,005
INT-01B				
Discounted Pavement Rehab Costs	$ 39,341			$ 38,565
Total O&M Costs	$ 48,485			$ 63,059

Initial Capital

	Existing	Signal	Roundabout	AC at INT-01A	AC at INT-01B
Initial Capital Costs	$ -	$ 1,469,200	$ 3,512,600	$ 356,450	$ 386,550

CORRIDOR ALTERNATIVE B (NO IMPROVEMENTS AT INT-01A & INT-01B)

TOTAL PROJECT LIFE CYCLE SUMMARY FOR 27 YEARS

		Existing	Signal	Roundabout
INT-01				
	Safety	$ 4,880,896	$ 3,108,126	$ 2,733,398
	Delay	$ 283,373,076	$ 2,292,457	$ 1,173,439
	O&M	$ 50,858	$ 151,473	$ 67,521
	Initial Capital	$ -	$ 1,469,200	$ 3,512,600
	Total Net Present Value	**$ 288,304,830**	**$ 7,021,255**	**$ 7,486,958**
INT-01A				
	Safety	$ 1,301,101		
	Delay	$ 6,394,014		
	O&M	$ 46,066		
	Initial Capital	$ -		
	Total Net Present Value	**$ 7,741,182**	**$ -**	**$ -**
INT-01B				
	Safety	$ 1,635,534		
	Delay	$ 7,413,721		
	O&M	$ 48,485		
	Initial Capital	$ -		
	Total Net Present Value	**$ 9,097,740**	**$ -**	**$ -**

Total Net Present Value by Corridor Alt.	**Alt. A**	**Alt. B1**	**Alt. B2**
	$ 305,143,752	**$ 23,860,177**	**$ 24,325,880**

LIFE CYCLE BENEFIT COST RATIO

Total Benefits	**Total Benefits (B) for Corridor Alt. B**		
	Alt. A	**Alt. B1**	**Alt. B2**
Safety	$ 7,817,531	$ 6,044,761	$ 5,670,033
Delay	$ 297,180,811	$ 16,100,192	$ 14,981,174
Total Benefits	$ 304,998,342	$ 22,144,953	$ 20,651,207
Total Costs			
O&M	$ 145,410	$ 246,024	$ 162,073
Initial Capital	$ -	$ 1,469,200	$ 3,512,600
Total Costs	$ 145,410	$ 1,715,224	$ 3,674,673

Added Benefits Compared to Alt. A	**Total Benefits (B) for Corridor Alt. B**		
	Alt. A	**Alt. B1**	**Alt. B2**
Safety	$ -	$ 1,772,770	$ 2,147,498
Delay	$ -	$ 281,080,619	$ 282,199,637
Emission	$ -	$ 27,231	$ 29,744
Total Benefits	$ -	**$ 282,880,620**	**$ 284,376,879**

Added Cost Compared to Alt. A	**Total Costs (C) for Corridor Alt. B**		
	Alt. A	**Alt. B1**	**Alt. B2**
O&M	$ -	$ 100,615	$ 16,663
Initial Capital	$ -	$ 1,469,200	$ 3,512,600
Total Costs	$ -	**$ 1,569,815**	**$ 3,529,263**

B/C Ratio Compared to Alt. A	**180.20**	**80.58**

CORRIDOR ALTERNATIVE C (ACCESS CONTROL AT INT-01A & INT-01B)

TOTAL PROJECT LIFE CYCLE SUMMARY FOR 27 YEARS

	Existing	Signal	Roundabout	Access Control
INT-01				
Safety	$ 4,880,896	$ 3,108,126	$ 2,733,398	
Delay	$ 283,373,076	$ 2,311,615	$ 1,230,401	
O&M	$ 50,858	$ 151,473	$ 67,521	
Initial Capital	$ -	$ 1,469,200	$ 3,512,600	
Total Net Present Value	**$ 288,304,830**	**$ 7,040,413**	**$ 7,543,920**	
INT-01A				
Safety	$ 1,301,101			$ 766,498
Delay	$ 6,394,014			$ 1,457,957
O&M	$ 46,066			$ 61,005
Initial Capital	$ -			$ 356,450
Total Net Present Value	**$ 7,741,182**	**$ -**	**$ -**	**$ 2,641,910**
INT-01B				
Safety	$ 1,635,534			$ 936,155
Delay	$ 7,413,721			$ 1,921,549
O&M	$ 48,485			$ 63,059
Initial Capital	$ -			$ 386,550
Total Net Present Value	**$ 9,097,740**	**$ -**	**$ -**	**$ 3,307,313**

Total Net Present Value by Corridor Alt.	**Alt. A**	**Alt. C1**	**Alt. C2**
	$ 305,143,752	**$ 12,989,637**	**$ 13,493,143**

LIFE CYCLE BENEFIT COST RATIO

Total Benefits	**Total Benefits (B) for Corridor Alt. C**		
	Alt. A	**Alt. C1**	**Alt. C2**
Safety	$ 7,817,531	$ 4,810,779	$ 4,436,051
Delay	$ 297,180,811	$ 5,691,120	$ 4,609,906
Total Benefits	$ 304,998,342	$ 10,501,899	$ 9,045,957
Total Costs			
O&M	$ 145,410	$ 275,537	$ 191,586
Initial Capital	$ -	$ 2,212,200	$ 4,255,600
Total Costs	$ 145,410	$ 2,487,737	$ 4,447,186

Added Benefits Compared to Alt. A	**Total Benefits (B) for Corridor Alt. B**		
	Alt. A	**Alt. C1**	**Alt. C2**
Safety	$ -	$ 3,006,752	$ 3,381,480
Delay	$ -	$ 291,489,690	$ 292,570,904
Emission	$ -	$ 27,231	$ 29,744
Total Benefits	$ -	**$ 294,523,674**	**$ 295,982,129**

Added Cost Compared to Alt. A	**Total Costs (C) for Corridor Alt. C**		
	Alt. A	**Alt. C1**	**Alt. C2**
O&M	$ -	$ 130,128	$ 46,176
Initial Capital	$ -	$ 2,212,200	$ 4,255,600
Total Costs	$ -	**$ 2,342,328**	**$ 4,301,776**

B/C Ratio Compared to Alt. A	**125.74**	**68.80**

IN PROGRESS

Capital Cost Worksheet

Alternative B1 (Signal with No Access Control) vs. Alternative B2 (Roundabout with No Access Control)

	Capital Cost			Project Constants			
B/C Target	Alt. B1 (a)	Alt. B2 (b)	Added Cost for Alt. B2 (c) = (b - a)	Added O&M Cost for Alt. B2 (d)	Total Benefits (e)	Total Costs (f) = (c + d)	B/C (g) = (e / f)
Actual	$ 1,469,200	$ 3,512,600	$ 2,043,400			$ 1,959,448	0.76
High	$ 1,616,120	$ 3,161,340	$ 1,545,220			$ 1,461,268	1.02
Low	$ 1,322,280	$ 3,863,860	$ 2,541,580			$ 2,457,628	0.61
Breakeven	$ 1,469,200	$ 3,049,411	$ 1,580,211	$ (83,952)	$ 1,496,259	$ 1,496,259	1.00
Custom 1							
Custom 2							

NA-R: Cost of Mini-Roundabout is less than cost of compared alternative

Capital Cost Relationship

(B/C=1.00)

Alt. B1	Alt. B2
$ -	$ -
$ -	$ 800,000
$ -	$ 1,600,000
$ 819,789	$ 2,400,000
$ 1,619,789	$ 3,200,000
$ 2,419,789	$ 4,000,000
$ 3,219,789	$ 4,800,000
$ 4,019,789	$ 5,600,000
$ 4,819,789	$ 6,400,000
$ 5,619,789	$ 7,200,000

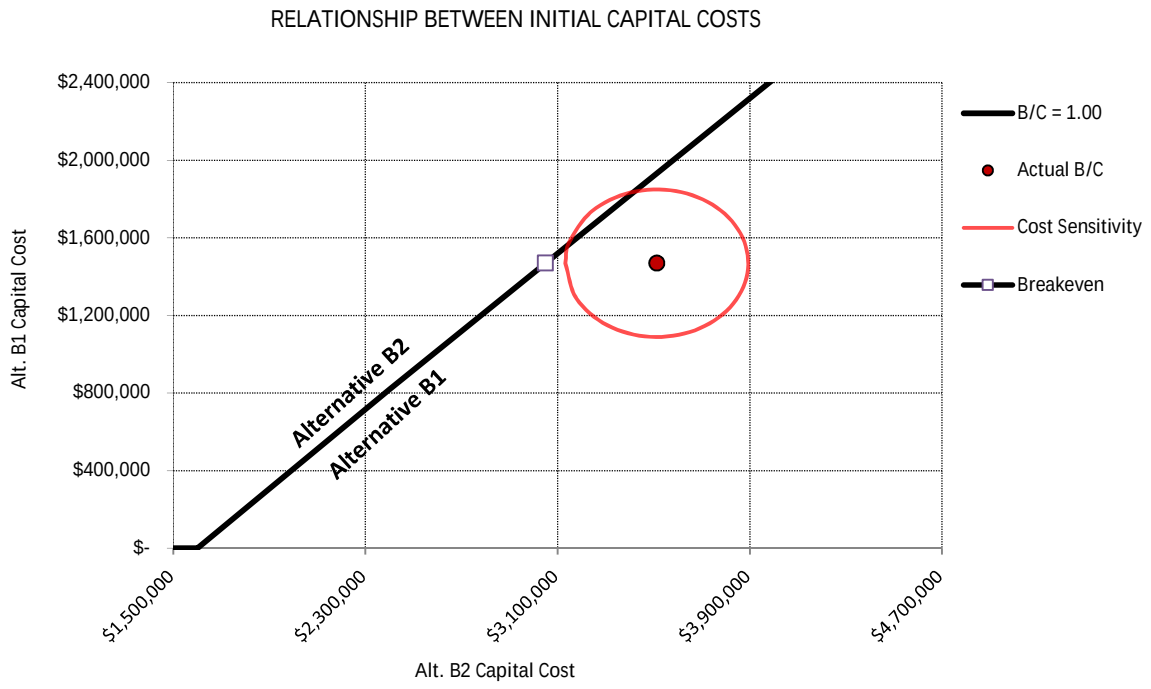
Cost Sensitivity Assumptions

	Percent Adjustment to Cost	
B/C Target	Alt. B1	Alt. B2
High	10%	-10%
Low	-10%	10%
Breakeven	0%	-13%
Custom 1		
Custom 2		

Chart Assumptions

Cost Increase	$	800,000	(x axis major unit)
Min Alt.B2 Cost	$	250,000	(Min. cost to construct Alt. B1)

NOTE: Breakeven is the capital cost budget for a roundabout based on the actual capital cost of the signal alternative and a B/C = 1.00



INTERSECTION CONTROL EVALUATION

EAST BORONDA ROAD AND NORTH SANBORN ROAD

SALINAS, CALIFORNIA

DRAFT

Prepared for:
City of Salinas
200 Lincoln Ave.
Salinas, California 93901
831-758-7241

Prepared by:
Kimley»Horn

September 2018

INTERSECTION CONTROL EVALUATION

FOR

EAST BORONDA ROAD AND NORTH SANBORN ROAD

Prepared for:

City of Salinas
200 Lincoln Ave.
Salinas, California 93901
831-758-7241

Prepared by:

Kimley-Horn and Associates, Inc.
555 Capitol Mall
Suite 300
Sacramento, California 95814
916-858-5800

Intersection Control Evaluation
East Boronda Road at North Sanborn Road in Salinas, CA

INTRODUCTION

An Intersection Control Evaluation (ICE) was initiated for the intersection of East Boronda Road (Boronda Road) and North Sanborn Road (Sanborn Road) in Salinas, California. The existing, three-legged intersection operates as a side-street stop controlled intersection with a high level of vehicle delay and queuing on the stop controlled Sanborn Road leg of the intersection The high intersection delay and the queue length on the minor road suggest that an eastbound (EB) driver has difficulty turning left onto Boronda road, due to the insufficient gaps between oncoming vehicles. The purpose of this ICE is to evaluate intersection control improvements that will improve intersection operations and safety.

The following intersection control improvement alternatives were evaluated in this ICE Analysis:

1. Traffic signal with existing intersection geometry
2. Roundabout
3. Mini-roundabout

EXISTING CONDITION AND PROPOSED ALTERNATIVES

Existing Conditions

Boronda Road is a primary east-west arterial between Williams Road and US 101. Boronda Road runs in the north-south direction at the intersection of Boronda Road and Sanborn Road with a posted speed limit of 45 mph. Boronda Road has a single through lane in each direction and a left-turn pocket on northbound (NB) approach. Sanborn Road is a primary north-south arterial between Boronda Road and US 101 and it is controlled by a stop sign at the intersection. There are sidewalks on the north and southwest corners of the intersection and they continue along the commercial and residential areas along the southerly side of Boronda Road. The intersection is a part of the Monterey-Salinas Transit route but there are no bus stops within 1000 feet of the intersection.

The existing intersection currently operates as Level of Service (LOS) E and F, and it will continue to worsen as the traffic demand increases with planned development. The intersection evaluation was based on traffic operations for the 2028 design year. The year 2018 was assumed for the baseline "build" condition for a total of 10-year life-cycle duration to determine the B/C Ratio. Refer to **Appendix A** for the list of additional future traffic growth assumptions made to perform the analysis.

Figure 1 on page 2 illustrates the existing intersection control as well as potential design constraints and considerations. The existing design constraints and considerations at Boronda Road and Sanborn Road intersection include:

1. Right of way constraint
2. Boronda Plaza access

3. Gas station and Alisal Shopping Center access
4. Potential extension of Sanborn Road

Figure 1: Design Constraints on Existing Intersection Geometry

Planned Improvements

The intersection of Boronda Road and Sanborn Road is located within the City's West Area Specific Plan (WASP), Central Area Specific Plan (CASP), and East Area Specific Plan (EASP). Future planning of Boronda Road to accommodate the traffic demand of these developments is a four lane-corridor. In addition, future development will extend Sanborn Road to create a four-legged intersection.

Proposed Intersection Control Alternatives

Three alternatives with two different intersection control types were considered in the ICE Analysis for the intersection of Boronda Road and Sanborn Road.

Alternative A: **Traffic Signal with Existing Intersection Geometry**

This alternative replaces the existing side-street stop control with traffic signal control. The geometry will remain the same except for additional crosswalks and sidewalk on north and south legs. Although adding signal control improves operations to LOS B for 2018 and LOS C for 2028 design year, it creates a queue greater than 500 feet long on SB Boronda Road in 2028 peak hours. Queues that are greater than 500 feet will block the driveway of a gated community on north leg of the intersection. The intersection of Boronda Road and Sanborn Road currently meets the signal warrant.

A traffic signal proposed under this alternative will require a significant modification when planned Boronda Road improvement and Sanborn Road Extension are constructed.

Figure 2: Traffic Signal Control

Table 1: Signal Control Operations

	AM			PM		
Design Year	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
2018	B	11.6	350 (SB)	B	13.2	325 (SB)
2028	C	20.2	550 (SB)	C	25.2	525 (SB)

Alternative B: **Roundabout**

This alternative replaces the existing intersection control with a 120-foot inscribed circle diameter (ICD) single lane roundabout. The roundabout will operate at LOS A for both 2018 and 2028 conditions with a maximum delay of 9.8 seconds and a queue of 175 feet. In addition, compared to the traffic signal in Alternative A, the roundabout has additional capacity to accommodate future traffic demand.

The roundabout proposed under this alternative may accommodate the extension of Sanborn Road and delay the need for improvements along Boronda Road. However, the single lane roundabout may not be able to accommodate full build-out of the EASP. Modifications to the roundabout will be required to expand the roundabout to two circulatory lanes.

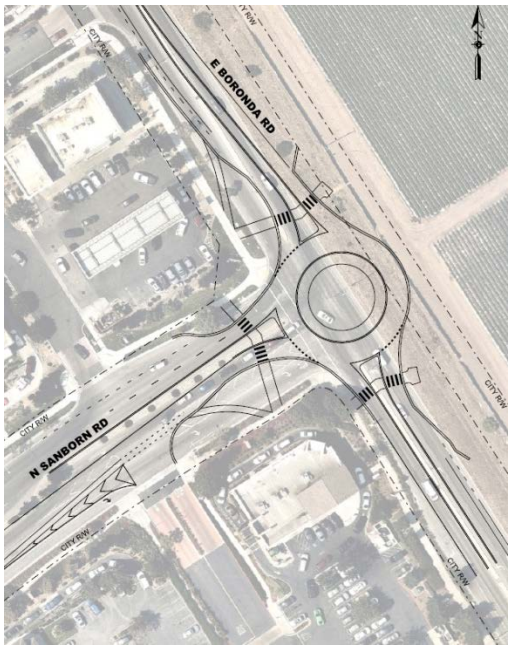


Figure 3: Single Lane Roundabout Control

Table 2: Roundabout Operations

	AM			PM		
Design Year	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
2018	A	6.8	100 (SB)	A	7.2	100 (SB)
2028	A	9.3	175 (SB)	A	9.8	150 (SB)

Alternative C: **Mini-Roundabout**

Alternative C includes construction of a mini-roundabout instead of a full-size single lane roundabout as described under Alternative B. A mini-roundabout has the same operational benefits as a roundabout, yet the capital cost of constructing the mini-roundabout is less. Like Alternative B, Alternative C will provide LOS A for both 2018 and 2028 design years.

The mini-roundabout proposed under this alternative will require a significant modification when planned Boronda Road improvement and Sanborn Road Extension are constructed.

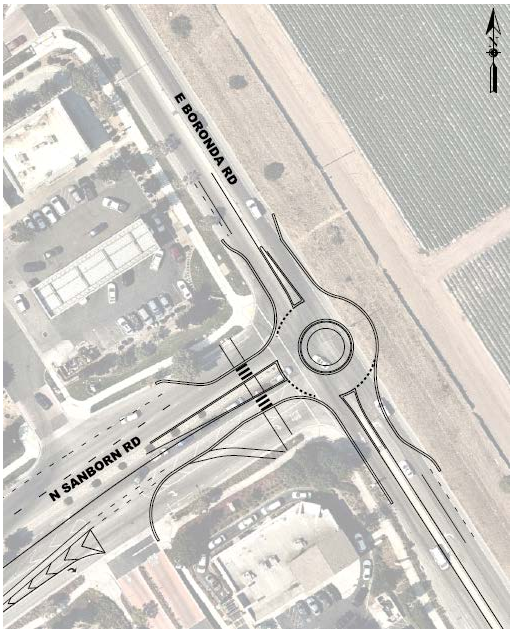


Figure 4: Mini-Roundabout Control

Table 3: Mini-Roundabout Operations

	AM			PM		
Design Year	LOS	Delay (s)	95% Queue (ft) (approach)	LOS	Delay (s)	95% Queue (ft) (approach)
2018	A	6.8	100 (SB)	A	7.2	100 (SB)
2028	A	9.3	175 (SB)	A	9.8	150 (SB)

SUMMARY OF KEY PERFORMANCE MEASURES

Five performance metrics are evaluated at the study intersection to calculate the Benefit Cost (B/C) Ratio which measures the expected return on investment for each proposed intersection control. The performance measures used to calculate the ***benefits*** of the proposed improvement compared to the existing condition, or no project alternative are:

- ***Safety Benefit*** (of the proposed intersection control type)
- ***Delay Reduction Benefit*** (of the proposed intersection control type)
- ***Emission Reduction Benefit*** (of the proposed intersection control type)

Performance measures used to calculate the conceptual level ***costs*** of the proposed intersection control improvement compared to the existing condition, or no project alternative are:

- ***Operations and Maintenance (O&M) Cost*** (added costs of the proposed intersection control type)
- ***Initial Capital Cost*** (added costs of the proposed intersection control type)

Refer to **Appendix C** for a detailed description of each performance measure and Caltrans Vehicle Operation Cost Parameters that were used in this B/C Analysis.

PERFORMANCE MEASURE SUMMARY

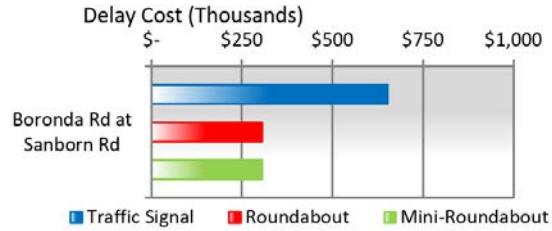
The following figures show the cost of key performance measures for each control types at the intersection of Boronda Road and Sanborn Road assuming 10-years of intersection operations to calculate life-cycle costs. Each intersection control types corresponds to the proposed alternatives discussed on pages 2 and 3.

Benefit Performance Measures

Safety

Both roundabout and mini-roundabout are preferable to the traffic signal when comparing the predicted life-cycle cost for safety. The safety cost benefit of the roundabout and mini-roundabout will continue to increase over time when compared to signal control.

Delay



Roundabout and mini-roundabout share similar delay costs. Either of these are preferable to a traffic signal when solely comparing the lowest predicted life-cycle cost for delay. The delay cost benefit of the roundabout will likely increase over time when compared to signal control.

Emissions

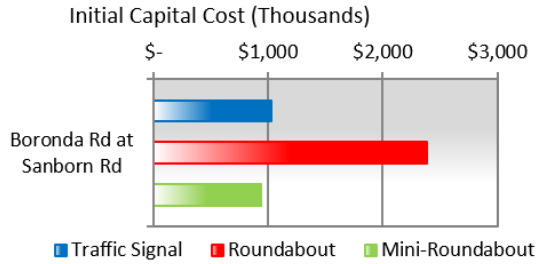
Both roundabout and mini-roundabout alternatives are preferable to the traffic signal when based solely on fewer tons per year of mobile source pollutant emissions and the societal cost associated with exposure to these health based pollutant emissions. The figure shows the emission cost of year 2018 based on the average speed through the intersection with each intersection control types.

Cost Performance Measures

O&M

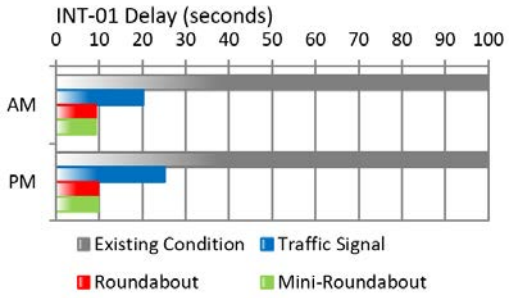
The mini-roundabout is the preferred intersection control type when based solely on lowest expected annual O&M costs.

Initial Capital Costs

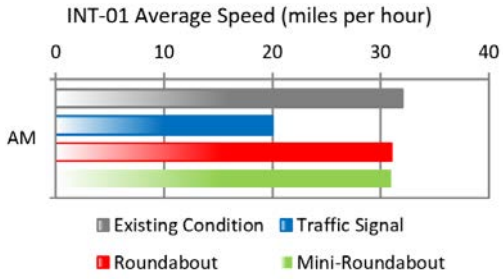


The preferred intersection control type is Alternative C's mini-roundabout when comparing the lowest estimated Initial Capital Costs.

TRAFFIC OPERATIONS SUMMARY



The bar chart to the left compares the peak hour intersection delay for design year between the existing control and each of the proposed intersection control alternatives.



This bar chart illustrates the calculated average speeds through the study intersection used to determine AB 2766 cost effectiveness. The study limit on each leg was based on the largest of the 95% queue lengths of all the intersection control types.

B/C ANALYSIS ON BORONDA ROAD AT SANBORN ROAD

B/C Ratio Scoring

B/C Ratios were calculated for each intersection control alternative. The first set of B/C Ratios in this ICE analysis measures the expected return on investment when the proposed intersection control is compared to the existing side-street stop control.

B/C = 1.00: A B/C Ratio of 1.00 is a neutral rating. This indicates that the return on investment for a proposed intersection control type is equal to the existing intersection control type.

B/C < 1.00: A B/C Ratio less than 1.00 indicates that the existing intersection control will provide a better return on investment when compared to the proposed intersection improvement.

B/C > 1.00: A B/C Ratio greater than 1.00 indicates that the proposed intersection control alternative provides a better return on investment when compared to the existing intersection control type.

B/C Analysis

The B/C Ratios determined for Alternative A and Alternative C are greater than 1.00. This indicates that the traffic signal and mini-roundabout alternatives will provide a better return on investment when compared to the existing side-street stop control at Boronda Road and Sanborn Road.

Table 4 below summarizes the predicted life-cycle cost for the key performance measures in relation to the existing intersection control. Alternative C has the highest B/C Ratio because the mini-roundabout has the same delay benefit as the roundabout but with a lower initial capital cost. Alternative B has the lowest B/C Ratio amongst these three alternatives because of the high initial capital cost to construct a roundabout.

Since the set of calculated B/C ratios that compare each alternative to the existing intersection control only identifies if the proposed intersection control is preferred or not, it is necessary to determine a second set of B/C ratios to identify which of the proposed alternatives provides the most preferred intersection control.

Table 4: Summary of Life-Cycle B/C Analysis when compared to Existing Side-Street Stop Control

LIFE CYCLE BENEFIT/COST ANALYSIS at East Boronda Road and North Sanborn Road				B/C
Alternative A Traffic Signal with Existing Intersection Geometry	**ADDED BENEFITS COMPARED TO EXISTING:**			
	Safety	$	96,279	
	Delay Reduction	$	1,036,045	
	Emission Reduction	$	(5,134)	
	Total Benefits	**$**	**1,127,190**	**1.05**
	ADDED COSTS COMPARED TO EXISTING:			
	O & M	$	49,476	
	Initial Capital	$	1,028,900	
	Total Costs	**$**	**1,078,376**	
Alternative B Single Lane Roundabout	**ADDED BENEFITS COMPARED TO EXISTING:**			
	Safety	$	483,971	
	Delay Reduction	$	1,384,204	
	Emission Reduction	$	-	
	Total Benefits	**$**	**1,868,175**	**0.78**
	ADDED COSTS COMPARED TO EXISTING:			
	O & M	$	5,548	
	Initial Capital	$	2,387,700	
	Total Costs	**$**	**2,393,248**	
Alternative C Mini- Roundabout	**ADDED BENEFITS COMPARED TO EXISTING:**			
	Safety	$	483,971	
	Delay Reduction	$	1,384,204	
	Emission Reduction	$	-	
	Total Benefits	**$**	**1,868,175**	**2.01**
	ADDED COSTS COMPARED TO EXISTING:			
	O & M	$	(5,148)	
	Initial Capital	$	935,850	
	Total Costs	**$**	**930,702**	

Note: The initial capital costs of each alternative include Hot Mix Asphalt Overlay within the project limit to normalize the pavement year.

Table 5 on page 8 shows the second set of B/C Ratios when comparing the proposed alternatives to each other rather than comparing them back to the existing condition. B/C ratio of 0.56 indicates that the traffic signal alternative is preferable when compared to the roundabout alternative. When comparing signal and

mini-roundabout, the mini-roundabout alternative has an added benefit of $ 587,080 and a negative added cost, which indicate that the mini-roundabout alternative is preferable than the signal alternative. Refer to **Appendix H** for additional detail of the Sensitivity Analysis, which evaluates the sensitivity of the B/C ratio based on the variability of initial capital costs for each alternative.

Table 5: Alternative Comparison of Intersection Controls

Alternative Comparison of Intersection Controls		Added Benefit Compared to Signal	Added Cost Compared to Signal	B/C
Signal	Roundabout	**$ 740,986**	**$ 1,314,872**	**0.56**
Signal	Mini-Roundabout	**$ 587,080**	**$ 93,050**	**NA-R***

*NA-R: Cost of Mini-Roundabout is less than cost of Signal.

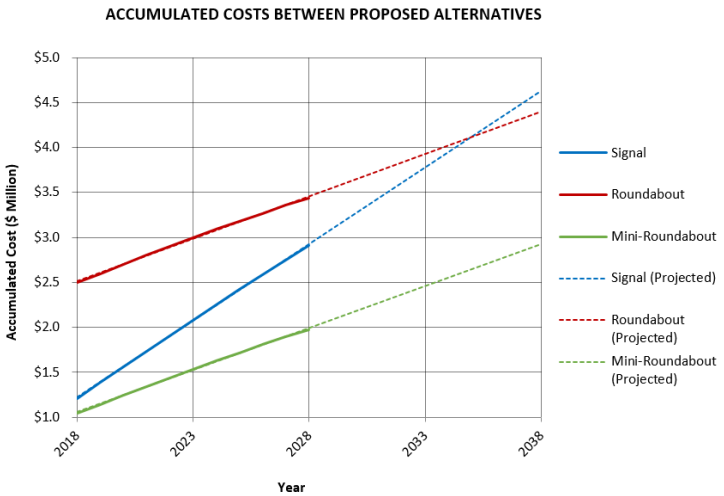


Figure 5: Accumulated Costs Between Proposed Alternatives

Figure 5 shows the accumulated cost of all five performance measures for each proposed alternative. Accumulated costs for the first ten years were used to project the results up to 2038. This figure reflects the B/C ratio results between each alternative since the mini-roundabout alternative has the lowest accumulated cost page8 throughout the entire 20 years. Based on the 20-year projection, traffic signal and roundabout alternatives will have similar accumulated costs around 2035, in which roundabout becomes the second preferred intersection 1control type after mini-roundabout.

RECOMMENDATIONS

The B/C Ratios for Boronda Road at Sanborn Road are 7.42 when compared to a traffic signal with existing intersection geometry, 3.65 when compared to a single lane roundabout, and 9.40 when compared to a mini-roundabout. Since all three alternatives have B/C ratios greater than 1.0, any of these alternatives are cost effective and preferable compared to making no improvements at Boronda Road and Sanborn Road.

Noteworthy performance measures driving the B/C Ratio are *delay* and *capital cost.* All proposed intersection alternatives have an added delay benefit of more than $8,000,000 when compared to the existing side-street stop control. When comparing capital costs, both traffic signal and roundabout have over $1,000,000 while mini-roundabout alternative costs about $930,000.

Operationally, both roundabout and mini-roundabout are viable alternatives to serve forecast traffic with an expected LOS A. The existing side-street stop control is at LOS E and F and will continue to degrade over time as both peak hours reach LOS F by 2028. Alternative A's traffic signal will slightly improve the future year's LOS to a C but the long queues will block up a driveway at north leg of the intersection. There may

be other considerations, constraints, and project factors identified in future design evaluations that could affect the feasibility and prioritization of a specific configuration.

The roundabout alternative can include a phasing plan, which considers a range of potential interim roundabout improvements and their incremental operation improvements before constructing the ultimate layout of the roundabout. Considering multiple phases of a roundabout provides a budget framework to balance roundabout size, truck and agricultural vehicle traffic demand, safety, and capital construction costs.

RECOMMENDATIONS FOR FURTHER STUDY

The following recommendations for further study will likely have the greatest effect on the B/C Ratio and the potential return on investment:

- Incorporate existing crash data into the safety analysis
- Incorporate future volumes to evaluate potential phasing of improvements for ultimate condition
- Continue to monitor the impacts to the intersection of shopping center driveways with Sanborn Road, located about 500 feet east of the intersection, including the intersection at Buckhorn Drive and Sanborn Road.

Appendix A

List of Assumptions

LIST OF ASSUMPTIONS

Traffic Data

- **Existing peak-hour turning movement volumes.** Traffic Count Data collected on Tuesday, April 3, 2018 and included in **Appendix D**.
- **Cumulative peak-hour turning movement volumes.** Project trip on East Boronda Road at North Sanborn Road (Intersection 35) in Figure 10b of Salinas WASP Draft TIA was used as the added forecast volume for 2028, instead of the horizon year 2045. This is a conservative assumption to accommodate the future impacts of CASP and EDE which are not shown in the draft TIA. The ten-year design or Phase 1 roundabout, can have an increase in capacity when it is designed as Phase 2 roundabout to meet the demand of an additional leg at the intersection.
- **Existing (2018) ADT on East Boronda Road and North Sanborn Road.** The 2018 ADTs are calculated using the PM peak hour traffic count data.
    - East Boronda Road: 10,000
    - North Sanborn Road: 5,210
- **Design year (2028) ADT.** Calculated by using the PM peak hour volume, provided by Salinas WASP Draft TIA.
    - East Boronda Road: 13,470
    - North Sanborn Road: 7,780
- **Pedestrian counts.** Provided by City of Salinas along with the traffic count data.
- **Bicycle counts.** Not provided.

Appendix B

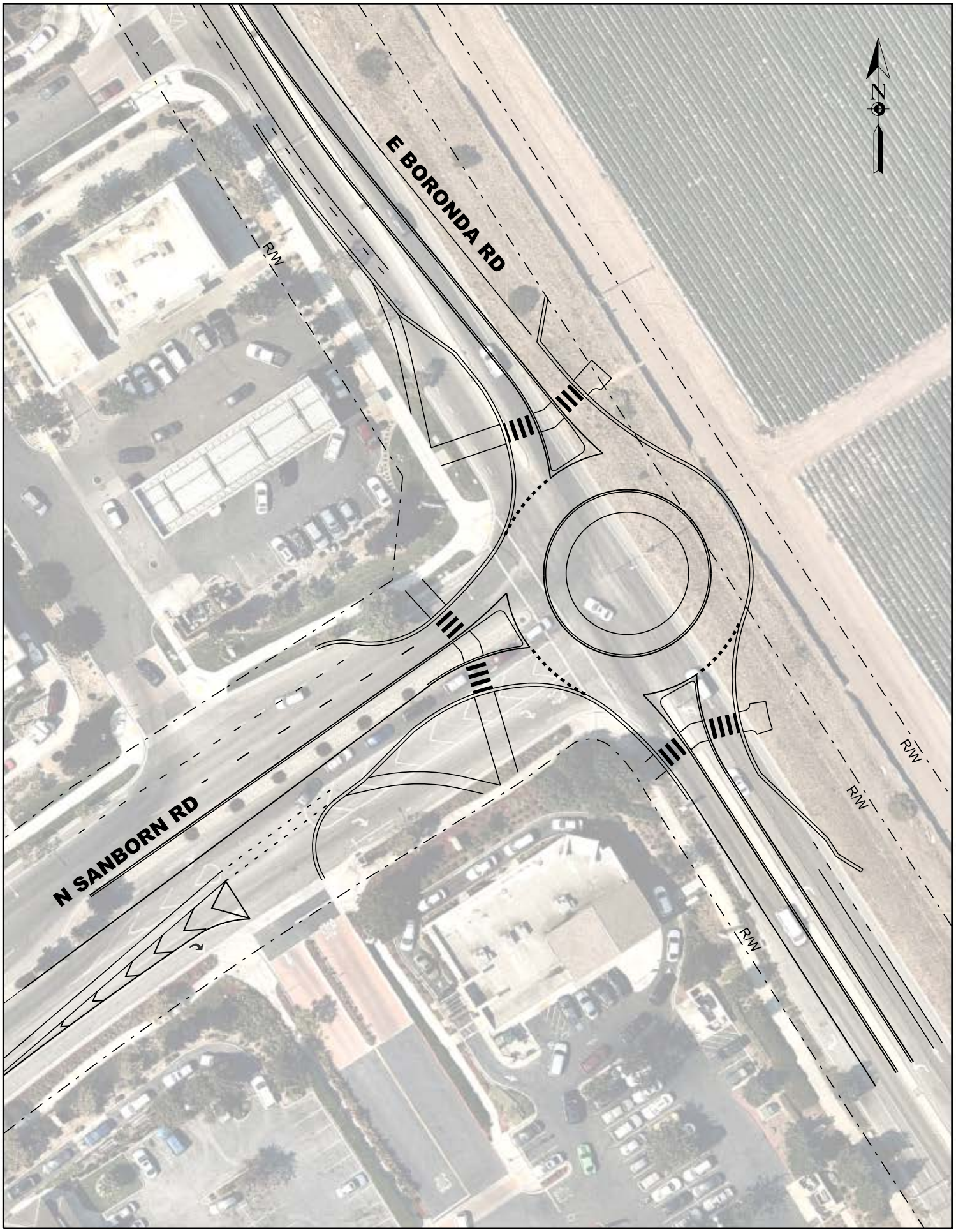
Conceptual Layouts

Kimley»Horn

E BORONDA ROAD AT N SANBORN ROAD
ALTERNATIVE A: TRAFFIC SIGNAL

EXHIBIT A
July, 2018

0" 0.5" 1.0"
SCALE
1" = 60'

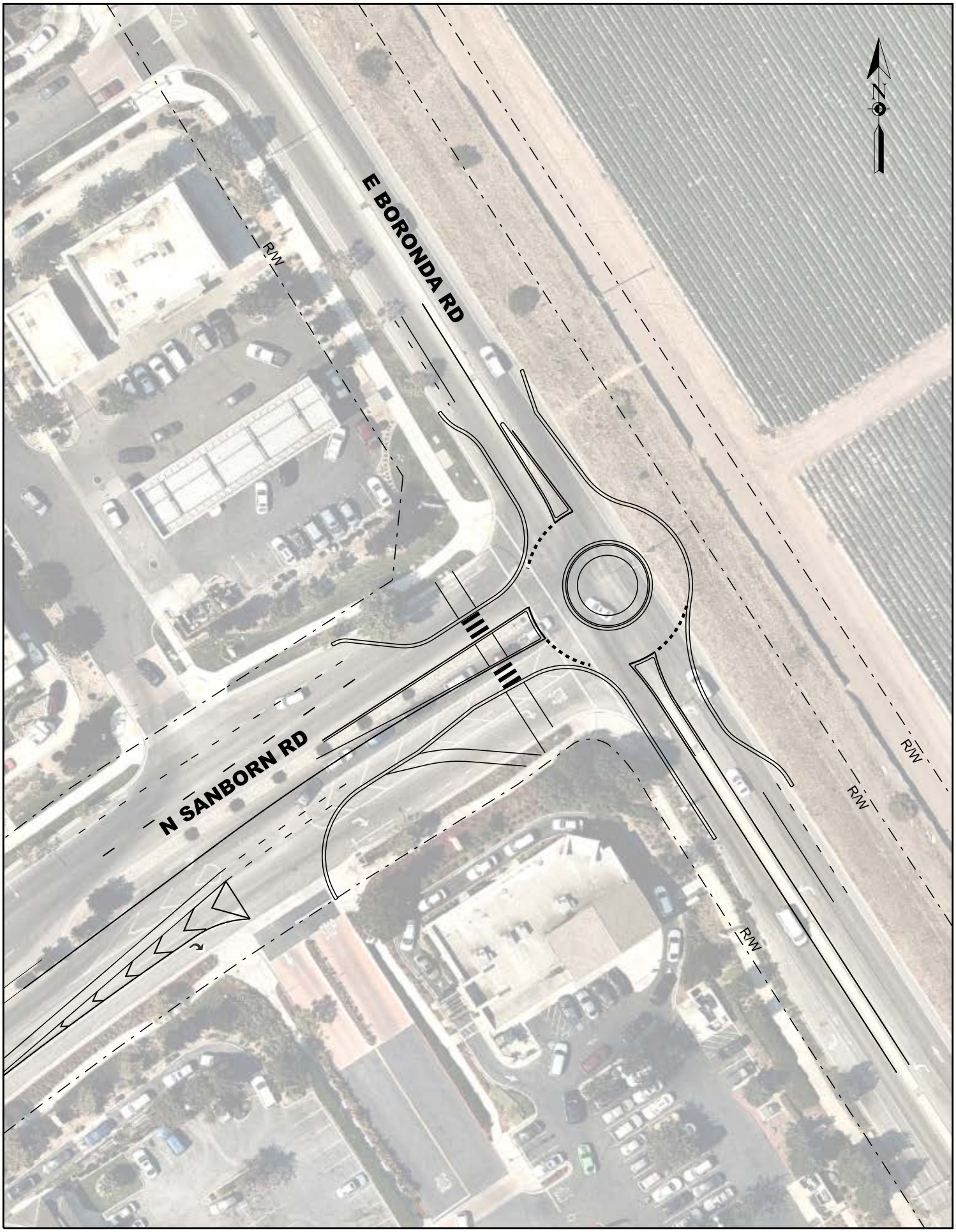


Kimley»Horn

E BORONDA ROAD AT N SANBORN ROAD
ALTERNATIVE B: ROUNDABOUT

EXHIBIT B
July, 2018

0" 0.5" 1.0"
SCALE
1" = 60'



Kimley»Horn

E BORONDA ROAD AT N SANBORN ROAD
ALTERNATIVE C: MINI-ROUNDABOUT

EXHIBIT C

July, 2018

0" 0.5" 1.0"

SCALE
1" = 60'

Appendix C

Description of Benefit Cost Performance Measures and Caltrans Vehicle Operation Cost Parameters

BACKGROUND ON BENEFIT COST ANALYSIS

The ICE Analysis is based on the results of a B/C analysis, which is an objective, data-driven calculation that helps inform investment decisions when stakeholders are evaluating intersection control improvements. The calculations identify cost effective improvements considering the full life-cycle of the improvement, typically 20 years.

Five performance metrics are typically evaluated for proposed conceptual control types at each study location to determine the B/C ratio. The metrics include:

- **Safety** – measuring the societal cost associated with the predicted number and severity of collisions.
- **Delay** – measuring the societal cost associated with the number of person-hours of delay.
- **Emissions** – measuring the societal cost associated with the exposure to health based pollutants emitted by motor vehicles.
- **Operations and Maintenance** – measuring common annualized costs associated with operating and maintaining the intersection control.
- **Initial Capital Costs** – measuring the capital costs needed to plan, design, and construct the intersection improvement. The capital costs include construction, capital support, and right of way.

Benefit Performance Measures

The following performance measures are used to calculate the benefit, or cost savings, of the proposed intersection control improvement compared to the existing condition. For each performance measure, the proposed improvement provides a benefit if the calculated life-cycle cost of the proposed improvement is less than the life-cycle cost of the existing condition. The magnitude of the benefit is the difference between the life-cycle cost of the existing condition less the life-cycle cost of the proposed improvement.

Safety

Safety measures the societal cost associated with the predicted number and severity of collisions that may occur for the existing and each proposed intersection control type. The number of predicted collisions was calculated using Highway Safety Manual predictive methods and crash modification factors (CMF). Since CMFs and Safety Performance Functions (SPF) are statistical models based on historical crash data, the safety cost is only a *prediction* of crash severity distribution, and does not perfectly represent the future crash data.

Delay

Delay measures the societal cost associated with the number of person-hours of delay at the intersection during the study period. Consistent with the Caltrans Vehicle Operation Cost Parameters 2016, vehicle occupancy of 1.15 is used to convert delay to person-hours of delay at a value of $18.95 per vehicle-hour of delay, which is the weighted-average of automobile and truck.

Emissions

The emissions performance measure calculates the societal cost associated with exposure to health based pollutants emitted by motor vehicles. Pollutant emissions are running emissions based on the average speed of vehicles traveling through the intersection during the study period. Pollutant emissions evaluated include reactive organic gasses (ROG), nitrogen oxides (NOx), and particulate matter (PM10). The societal cost of emissions is calculated using emission data from the California Air Resource Board (CARB) Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, Table 4 Emission Factors by Speed, April 2013

and cost per ton data from Caltrans Vehicle Operation Cost Parameters 2016 for emissions (Note: VOC is assumed to be synonymous with ROG).

Cost Performance Measures

The following performance measures are used to calculate the added cost of the proposed intersection control improvements compared to the existing control. For each performance measure, the proposed improvements add to the cost of the intersection if the calculated life-cycle cost of the proposed improvement is greater than the life-cycle cost of existing condition. The magnitude of the cost is the difference between the life-cycle cost of the proposed improvement less the life-cycle cost of the existing condition.

Operations and Maintenance (O&M)

The operations and maintenance performance measure incorporates common annualized costs associated with operating and maintaining the proposed type of intersection control. Common costs include signal timing and maintenance, power consumption for signal operations and intersection illumination, landscape maintenance, and pavement rehabilitation. Average annualized costs were used.

Initial Capital Costs

The initial capital costs performance measure estimates the capital costs needed to plan, design, and construct the proposed intersection improvement. The capital costs include construction, capital support, and right of way.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Vehicle Operation Cost Parameters (2016 Current Dollar Value)

The Economics Analysis Branch utilizes standard economic valuations for application in benefit-cost analysis. These values are used consistently across the Cal-B/C Framework, which includes the Cal-B/C V6.0 and Cal-B/C Corridor . The values are recommended for use in economic analysis on all modes, including highway, rail and transit projects. The economic values represent statewide averages.

TRAVEL TIME PARAMETER	
Discount Rate	**Percent**
Real (Inflation Adjusted)	4.0
Value of Time	**Dollar Per Person Hour**
Automobile	$ 13.65
Truck	$ 31.40
Auto/Truck Composite (Weighted-Average)	$ 18.95
Transit (in vehicle)	$ 13.65
Transit (out of vehicle)	$ 27.30
Average Vehicle Occupancy Rate	1.15
VEHICLE OPERATION COST PARAMETERS	
Average Fuel Price	**Dollar Per Gallon**
Regular Unleaded (auto)	$ 3.18

Diesel (truck)	$ 3.00
Fuel Price (excluding taxes)	**Dollar Per Gallon**
Regular Unleaded (auto)	$ 2.65
Diesel (truck)	$ 2.40
Non-Fuel Costs	**Dollar Per Mile**
Automobile	$ 0.313
Truck	$ 0.429
ACCIDENT COST PARAMETERS	
Cost of Highway Accident	**Dollar Per Accident**
Fatal Accident	$ 10,800,000
Injury Accident	$ 148,800
Property Damage Only (PDO) Accident	$ 9,700
Average Cost per Accident	$ 185,600
Cost of an Event	**Dollar Per Event**
Cost of a Fatality	$ 9,800,000
Cost of an Injury	**Dollar Per Event**
Level A (Severe)	$ 466,400
Level B (Moderate)	$ 127,000

Level C (Minor)	$ 64,900
Cost of Property Damage	$ 2,700

EMISSION COST PARAMETERS			
Health Cost of Transportation Emission	**Dollar Per U.S. Ton**		
Pollutant	**L.A. South Coast**	**CA Urban Area**	**CA Rural Area**
Carbon Monoxide (CO)	$ 160	$80	$ 75
Nitrogen Oxide (NOx)	$ 63,900	$ 18,700	$ 13,900
Particular Matter (PM10)	$ 523,300	$ 151,100	$ 107,700
Sulfur Oxide (SOx)	$ 196,600	$ 75,500	$ 54,400
Volatile Organic Compounds (VOC)	$ 3,970	$ 1,305	$ 1,025

**The Cal-B/C Framework is setup to evaluate costs and benefits in constant dollars without escalating future values.*
***The Cal-B/C Framework includes a two-percent "uprating" factor, so that subsequent years reflect the increasing values. This approach is consistent with Interagency Working Group on Social Cost of Carbon, United States Government,2016.*

The Cal-B/C Framework, as a standard benefit-cost approach, focuses on estimating travel time savings, vehicle operating cost savings, safety savings and vehicle emissions savings. The Framework offers a simple, practical method for preparing economic evaluations on prospective highway, rail and transit improvement projects. For individuals interested in non-traditional impacts, such as noise and land use, we provide the following links with information on some other impacts from transportation improvements:

- The True Cost of Driving Calculator
- Victoria Transport Policy Institute: Transportation Cost & Benefit Analysis - Techniques, Estimates & Implications

Caltrans is providing this information solely for user consideration and does not endorse the opinions or values provided.

Appendix D

Traffic Volumes

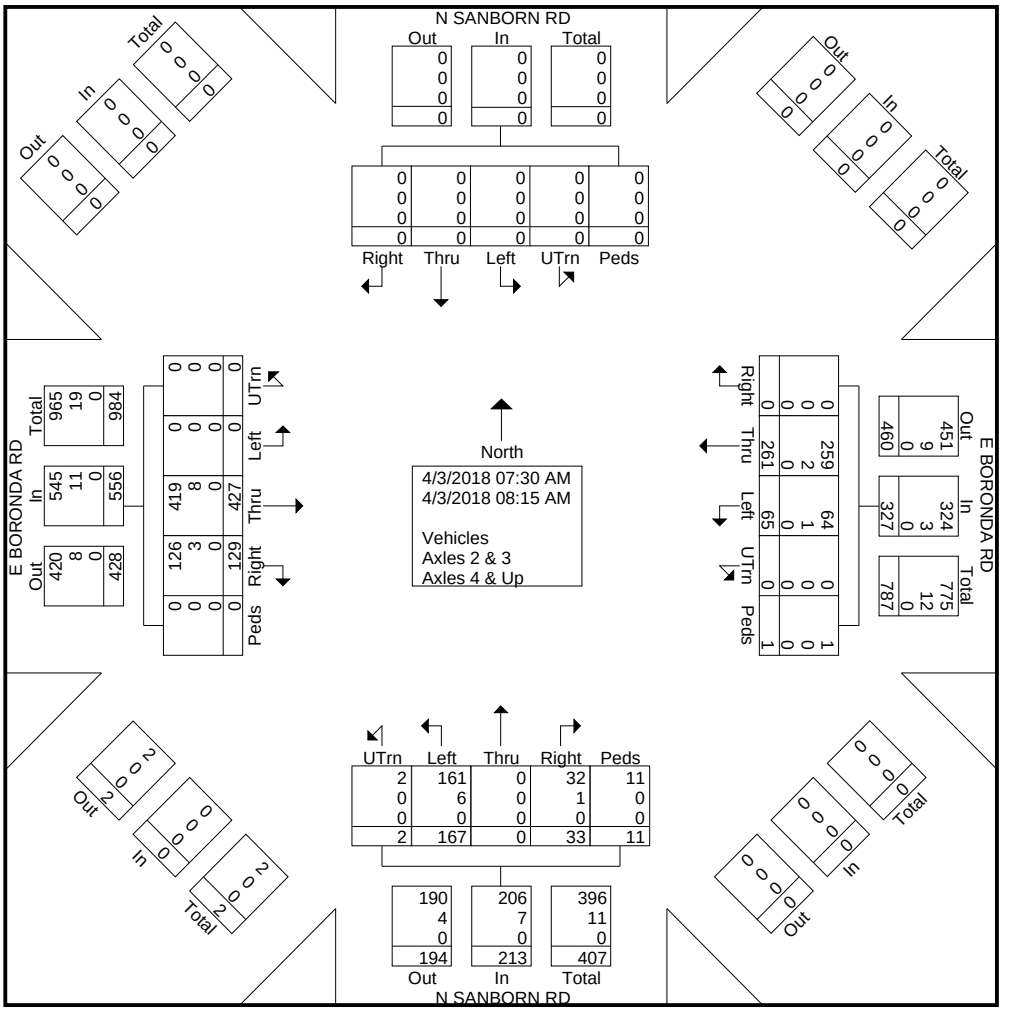
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

E Boronda Rd. @ N Sanborn Rd.
Counted by: Miovision
Weather: Sunny
Hours: 7:30 am to 8:30 am

File Name : Boronda & Sanborn
Site Code :
Start Date : 4/3/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	N SANBORN RD From North						E BORONDA RD From East						N SANBORN RD From South						E BORONDA RD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
07:30 AM	0	0	0	0	0	0	0	74	16	0	1	91	13	0	42	0	0	55	19	118	0	0	0	137	283
07:45 AM	0	0	0	0	0	0	0	102	19	0	0	121	9	0	43	1	3	56	42	134	0	0	0	176	353
Total	0	0	0	0	0	0	0	176	35	0	1	212	22	0	85	1	3	111	61	252	0	0	0	313	636
08:00 AM	0	0	0	0	0	0	0	52	19	0	0	71	7	0	32	1	1	41	51	110	0	0	0	161	273
08:15 AM	0	0	0	0	0	0	0	33	11	0	0	44	4	0	50	0	7	61	17	65	0	0	0	82	187
Grand Total	0	0	0	0	0	0	0	261	65	0	1	327	33	0	167	2	11	213	129	427	0	0	0	556	1096
Apprch %	0	0	0	0	0		0	79.8	19.9	0	0.3		15.5	0	78.4	0.9	5.2		23.2	76.8	0	0	0		
Total %	0	0	0	0	0	0	0	23.8	5.9	0	0.1	29.8	3	0	15.2	0.2	1	19.4	11.8	39	0	0	0	50.7	
Vehicles	0	0	0	0	0	0	0	259	64	0	1	324	32	0	161	2	11	206	126	419	0	0	0	545	1075
% Vehicles	0	0	0	0	0	0	0	99.2	98.5	0	100	99.1	97	0	96.4	100	100	96.7	97.7	98.1	0	0	0	98	98.1
Axles 2 & 3	0	0	0	0	0	0	0	2	1	0	0	3	1	0	6	0	0	7	3	8	0	0	0	11	21
% Axles 2 & 3	0	0	0	0	0	0	0	0.8	1.5	0	0	0.9	3	0	3.6	0	0	3.3	2.3	1.9	0	0	0	2	1.9
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



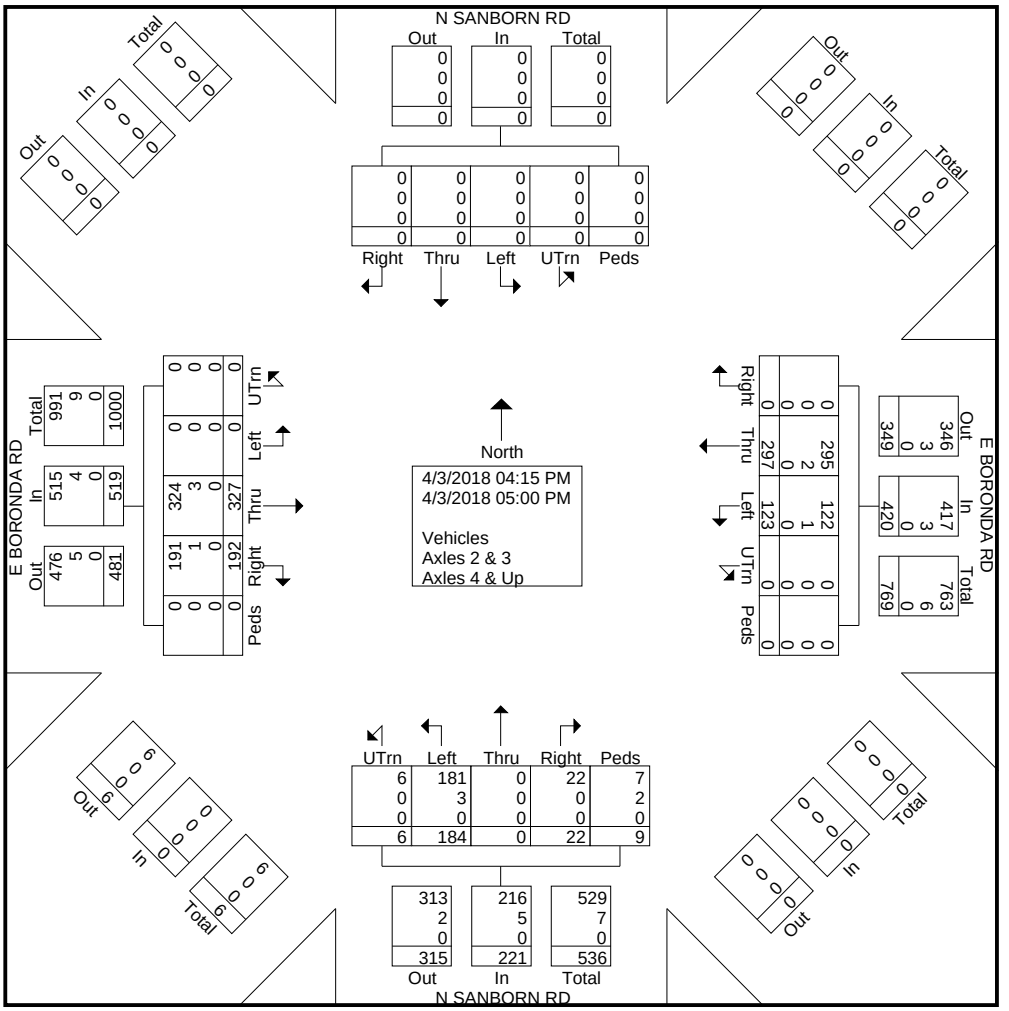
CITY OF SALINAS
TURNING MOVEMENT PROGRAM

E Boronda Rd. @ N Sanborn Rd.
Counted by: Miovision
Weather: Sunny
Hours: 4:15 pm to 5:15 pm

File Name : Boronda & Sanborn
Site Code :
Start Date : 4/3/2018
Page No : 1

Groups Printed- Vehicles - Axles 2 & 3 - Axles 4 & Up

	N SANBORN RD From North						E BORONDA RD From East						N SANBORN RD From South						E BORONDA RD From West						
Start Time	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Right	Thru	Left	UTrn	Peds	App. Total	Int. Total
04:15 PM	0	0	0	0	0	0	0	74	28	0	0	102	7	0	51	1	2	61	56	75	0	0	0	131	294
04:30 PM	0	0	0	0	0	0	0	76	30	0	0	106	3	0	43	2	2	50	40	84	0	0	0	124	280
04:45 PM	0	0	0	0	0	0	0	72	26	0	0	98	3	0	53	2	3	61	47	81	0	0	0	128	287
Total	0	0	0	0	0	0	0	222	84	0	0	306	13	0	147	5	7	172	143	240	0	0	0	383	861
05:00 PM	0	0	0	0	0	0	0	75	39	0	0	114	9	0	37	1	2	49	49	87	0	0	0	136	299
Grand Total	0	0	0	0	0	0	0	297	123	0	0	420	22	0	184	6	9	221	192	327	0	0	0	519	1160
Apprch %	0	0	0	0	0		0	70.7	29.3	0	0		10	0	83.3	2.7	4.1		37	63	0	0	0		
Total %	0	0	0	0	0	0	0	25.6	10.6	0	0	36.2	1.9	0	15.9	0.5	0.8	19.1	16.6	28.2	0	0	0	44.7	
Vehicles	0	0	0	0	0	0	0	295	122	0	0	417	22	0	181	6	7	216	191	324	0	0	0	515	1148
% Vehicles	0	0	0	0	0	0	0	99.3	99.2	0	0	99.3	100	0	98.4	100	77.8	97.7	99.5	99.1	0	0	0	99.2	99
Axles 2 & 3	0	0	0	0	0	0	0	2	1	0	0	3	0	0	3	0	2	5	1	3	0	0	0	4	12
% Axles 2 & 3	0	0	0	0	0	0	0	0.7	0.8	0	0	0.7	0	0	1.6	0	22.2	2.3	0.5	0.9	0	0	0	0.8	1
Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Axles 4 & Up	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



Appendix E

LOS Analysis – Synchro and SIDRA

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	33	65	261	427	129
Future Vol, veh/h	167	33	65	261	427	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	36	71	284	464	140

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	960	534	604	0	-	0
Stage 1	534	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	285	546	974	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	546	974	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.8	1.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	974	-	264	546	-	-
HCM Lane V/C Ratio	0.073	-	0.688	0.066	-	-
HCM Control Delay (s)	9	-	44.1	12.1	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	4.6	0.2	-	-

Intersection	
Int Delay, s/veh	15.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	184	22	123	297	327	192
Future Vol, veh/h	184	22	123	297	327	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	200	24	134	323	355	209

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	460	564	0	-	0
Stage 1	460	-	-	-	-	-
Stage 2	591	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	251	601	1008	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	601	1008	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	79.4	2.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1008	-	218	601	-	-
HCM Lane V/C Ratio	0.133	-	0.917	0.04	-	-
HCM Control Delay (s)	9.1	-	87.6	11.2	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.5	-	7.6	0.1	-	-

Intersection	
Int Delay, s/veh	48.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	265	33	65	297	477	278
Future Vol, veh/h	265	33	65	297	477	278
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	288	36	71	323	518	302

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1134	669	820	0	-	0
Stage 1	669	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 224	458	809	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	632	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 204	458	809	-	-	-
Mov Cap-2 Maneuver	~ 204	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	229.2	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	809	-	204	458	-	-
HCM Lane V/C Ratio	0.087	-	1.412	0.078	-	-
HCM Control Delay (s)	9.9	-	256.1	13.5	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.3	-	16.9	0.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	104.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	304	22	123	341	373	329
Future Vol, veh/h	304	22	123	341	373	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	275	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	330	24	134	371	405	358

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1223	584	763	0	-	0
Stage 1	584	-	-	-	-	-
Stage 2	639	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	~ 198	512	850	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 167	512	850	-	-	-
Mov Cap-2 Maneuver	~ 167	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	526	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 473.5	2.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	850	-	167	512	-	-
HCM Lane V/C Ratio	0.157	-	1.979	0.047	-	-
HCM Control Delay (s)	10	-	$ 506.9	12.4	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.6	-	25.3	0.1	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	167	33	65	261	427	129
Future Volume (veh/h)	167	33	65	261	427	129
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	182	36	71	284	464	140
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	260	232	123	1144	585	176
Arrive On Green	0.15	0.15	0.07	0.61	0.43	0.43
Sat Flow, veh/h	1774	1583	1774	1863	1375	415
Grp Volume(v), veh/h	182	36	71	284	0	604
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1790
Q Serve(g_s), s	3.7	0.7	1.5	2.6	0.0	11.0
Cycle Q Clear(g_c), s	3.7	0.7	1.5	2.6	0.0	11.0
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	260	232	123	1144	0	761
V/C Ratio(X)	0.70	0.15	0.58	0.25	0.00	0.79
Avail Cap(c_a), veh/h	852	761	240	1626	0	1107
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.3	14.0	17.0	3.3	0.0	9.4
Incr Delay (d2), s/veh	3.4	0.3	4.2	0.1	0.0	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.7	0.9	1.4	0.0	5.9
LnGrp Delay(d),s/veh	18.7	14.3	21.2	3.4	0.0	11.9
LnGrp LOS	B	B	C	A		B
Approach Vol, veh/h	218			355	604	
Approach Delay, s/veh	18.0			7.0	11.9	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		27.7		10.0	7.1	20.5		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		32.9		18.1	5.1	23.3		
Max Q Clear Time (g_c+I1), s		4.6		5.7	3.5	13.0		
Green Ext Time (p_c), s		1.7		0.5	0.0	3.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	22	123	297	327	192
Future Volume (veh/h)	184	22	123	297	327	192
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	200	24	134	323	355	209
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	276	247	174	1144	442	260
Arrive On Green	0.16	0.16	0.10	0.61	0.40	0.40
Sat Flow, veh/h	1774	1583	1774	1863	1101	648
Grp Volume(v), veh/h	200	24	134	323	0	564
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1748
Q Serve(g_s), s	4.2	0.5	2.9	3.2	0.0	11.2
Cycle Q Clear(g_c), s	4.2	0.5	2.9	3.2	0.0	11.2
Prop In Lane	1.00	1.00	1.00			0.37
Lane Grp Cap(c), veh/h	276	247	174	1144	0	701
V/C Ratio(X)	0.72	0.10	0.77	0.28	0.00	0.80
Avail Cap(c_a), veh/h	816	728	295	1571	0	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	14.2	17.2	3.5	0.0	10.4
Incr Delay (d2), s/veh	3.6	0.2	7.0	0.1	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.5	1.8	1.7	0.0	6.0
LnGrp Delay(d),s/veh	19.3	14.3	24.3	3.7	0.0	13.7
LnGrp LOS	B	B	C	A		B
Approach Vol, veh/h	224			457	564	
Approach Delay, s/veh	18.8			9.7	13.7	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		28.5		10.6	8.3	20.2		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		33.0		18.0	6.5	22.0		
Max Q Clear Time (g_c+I1), s		5.2		6.2	4.9	13.2		
Green Ext Time (p_c), s		2.0		0.5	0.0	2.5		

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	33	65	297	477	278
Future Volume (veh/h)	265	33	65	297	477	278
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	288	36	71	323	518	302
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	349	312	102	1222	580	338
Arrive On Green	0.20	0.20	0.06	0.66	0.53	0.53
Sat Flow, veh/h	1774	1583	1774	1863	1105	644
Grp Volume(v), veh/h	288	36	71	323	0	820
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1749
Q Serve(g_s), s	9.5	1.1	2.4	4.4	0.0	25.6
Cycle Q Clear(g_c), s	9.5	1.1	2.4	4.4	0.0	25.6
Prop In Lane	1.00	1.00	1.00			0.37
Lane Grp Cap(c), veh/h	349	312	102	1222	0	919
V/C Ratio(X)	0.82	0.12	0.70	0.26	0.00	0.89
Avail Cap(c_a), veh/h	531	473	148	1452	0	1089
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	20.2	28.3	4.4	0.0	13.0
Incr Delay (d2), s/veh	6.4	0.2	8.4	0.1	0.0	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	1.1	1.4	2.3	0.0	14.2
LnGrp Delay(d),s/veh	29.9	20.4	36.7	4.5	0.0	21.5
LnGrp LOS	C	C	D	A		C
Approach Vol, veh/h	324			394	820	
Approach Delay, s/veh	28.9			10.3	21.5	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		44.6		16.5	8.0	36.6		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		47.7		18.3	5.1	38.1		
Max Q Clear Time (g_c+I1), s		6.4		11.5	4.4	27.6		
Green Ext Time (p_c), s		2.1		0.6	0.0	4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	20.2
HCM 2010 LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	304	22	123	341	373	329
Future Volume (veh/h)	304	22	123	341	373	329
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	330	24	134	371	405	358
Adj No. of Lanes	1	1	1	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	382	341	170	1217	449	397
Arrive On Green	0.22	0.22	0.10	0.65	0.49	0.49
Sat Flow, veh/h	1774	1583	1774	1863	913	807
Grp Volume(v), veh/h	330	24	134	371	0	763
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1720
Q Serve(g_s), s	12.3	0.8	5.1	5.9	0.0	27.7
Cycle Q Clear(g_c), s	12.3	0.8	5.1	5.9	0.0	27.7
Prop In Lane	1.00	1.00	1.00			0.47
Lane Grp Cap(c), veh/h	382	341	170	1217	0	847
V/C Ratio(X)	0.86	0.07	0.79	0.30	0.00	0.90
Avail Cap(c_a), veh/h	479	428	220	1429	0	993
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	21.4	30.3	5.1	0.0	15.9
Incr Delay (d2), s/veh	12.8	0.1	13.5	0.1	0.0	10.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	0.8	3.1	3.0	0.0	15.3
LnGrp Delay(d),s/veh	38.7	21.5	43.8	5.3	0.0	26.0
LnGrp LOS	D	C	D	A		C
Approach Vol, veh/h	354			505	763	
Approach Delay, s/veh	37.5			15.5	26.0	
Approach LOS	D			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.2		19.2	11.0	38.2		
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		
Max Green Setting (Gmax), s		52.5		18.5	8.5	39.5		
Max Q Clear Time (g_c+I1), s		7.9		14.3	7.1	29.7		
Green Ext Time (p_c), s		2.5		0.5	0.0	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

LANE SUMMARY

Site: 101 [INT-01_Alt00_2018AM_Boronda/Sanborn]

E Boronda Rd at N Sanborn Rd
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Boronda Rd													
Lane 1[d]	354	2.0	1180	0.300	100	5.9	LOS A	1.6	39.7	Full	1100	0.0	0.0
Approach	354	2.0		0.300		5.9	LOS A	1.6	39.7				
North: SB Boronda Rd													
Lane 1[d]	604	2.0	1311	0.461	100	7.4	LOS A	3.3	83.9	Full	920	0.0	0.0
Approach	604	2.0		0.461		7.4	LOS A	3.3	83.9				
West: EB Sanborn Rd													
Lane 1[d]	220	2.0	880	0.250	100	6.7	LOS A	1.2	29.2	Full	1850	0.0	0.0
Approach	220	2.0		0.250		6.7	LOS A	1.2	29.2				
Intersection	1178	2.0		0.461		6.8	LOS A	3.3	83.9				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [INT-01_Alt00_2018PM_Boronda/Sanborn]

E Boronda Rd at N Sanborn Rd
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Boronda Rd													
Lane 1[d]	457	2.0	1156	0.395	100	7.1	LOS A	2.3	57.2	Full	1100	0.0	0.0
Approach	457	2.0		0.395		7.1	LOS A	2.3	57.2				
North: SB Boronda Rd													
Lane 1[d]	564	2.0	1224	0.461	100	7.7	LOS A	3.1	79.1	Full	920	0.0	0.0
Approach	564	2.0		0.461		7.7	LOS A	3.1	79.1				
West: EB Sanborn Rd													
Lane 1[d]	230	1.9	983	0.234	100	6.0	LOS A	1.1	28.2	Full	1850	0.0	0.0
Approach	230	1.9		0.234		6.0	LOS A	1.1	28.2				
Intersection	1251	2.0		0.461		7.2	LOS A	3.1	79.1				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [INT-01_Alt00_2028AM_Boronda/Sanborn]

E Boronda Rd at N Sanborn Rd
Roundabout

Lane Use and Performance

	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Boronda Rd													
Lane 1[d]	393	2.0	1061	0.371	100	7.2	LOS A	2.0	50.5	Full	1100	0.0	0.0
Approach	393	2.0		0.371		7.2	LOS A	2.0	50.5				
North: SB Boronda Rd													
Lane 1[d]	821	2.0	1311	0.626	100	10.4	LOS B	6.1	153.7	Full	920	0.0	0.0
Approach	821	2.0		0.626		10.4	LOS B	6.1	153.7				
West: EB Sanborn Rd													
Lane 1[d]	326	2.0	832	0.392	100	9.0	LOS A	2.0	51.4	Full	1850	0.0	0.0
Approach	326	2.0		0.392		9.0	LOS A	2.0	51.4				
Intersection	1540	2.0		0.626		9.3	LOS A	6.1	153.7				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

LANE SUMMARY

Site: 101 [INT-01_Alt00_2028PM_Boronda/Sanborn]

E Boronda Rd at N Sanborn Rd
Roundabout

Lane Use and Performance													
	Demand Flows Total veh/h	HV %	Cap. veh/h	Deg. Satn v/c	Lane Util. %	Average Delay sec	Level of Service	95% Back of Queue Veh	Dist ft	Lane Config	Lane Length ft	Cap. Adj. %	Prob. Block. %
South: NB Boronda Rd													
Lane 1[d]	504	2.0	1015	0.497	100	9.5	LOS A	3.1	78.2	Full	1100	0.0	0.0
Approach	504	2.0		0.497		9.5	LOS A	3.1	78.2				
North: SB Boronda Rd													
Lane 1[d]	763	2.0	1224	0.623	100	10.8	LOS B	5.5	138.5	Full	920	0.0	0.0
Approach	763	2.0		0.623		10.8	LOS B	5.5	138.5				
West: EB Sanborn Rd													
Lane 1[d]	361	2.0	934	0.386	100	8.2	LOS A	2.0	51.7	Full	1850	0.0	0.0
Approach	361	2.0		0.386		8.2	LOS A	2.0	51.7				
Intersection	1628	2.0		0.623		9.8	LOS A	5.5	138.5				

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.
Lane LOS values are based on average delay and v/c ratio (degree of saturation) per lane.
LOS F will result if v/c > 1 irrespective of lane delay value (does not apply for approaches and intersection).
Intersection and Approach LOS values are based on average delay for all lanes (v/c not used as specified in HCM 6).
Roundabout Capacity Model: US HCM 2010.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

d Dominant lane on roundabout approach

Appendix F

Preliminary Opinion of Probable Costs

The Consultant has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Consultant at this time and represent only the Consultant's judgment as a design professional familiar with the construction industry. The Consultant cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

E Boronda Road at N Sanborn Road Intersection

Description: Alternative A: Traffic Signal

Total Project Cost (2018 Dollars)	$ 1,028,900

Total Construction Costs:	$	685,900
Total Right of Way Costs:	$	-
Total Capital Support Costs:	$	343,000

Construction Costs

Roadway Items

Section	Description	Quantity	Unit	Unit Price	Cost
1a	Roadway Excavation	0	CY	$ 90.00	$ -
1b	Concrete Removal	0	CY	$ 150.00	$ -
1c	Clearing & Grabbing	0	SF	$ 1.00	$ -
1d	Import Borrow	0	CY	$ 100.00	$ -
1e	HMA Pavement	375	TON	$ 165.00	$ 61,900
1f	Aggregate Base	0	CY	$ 80.00	$ -
1g	Truck Apron	0	SF	$ 25.00	$ -
1h	Curb	0	LF	$ 40.00	$ -
1i	Curb and Gutter	0	LF	$ 60.00	$ -
1j	Sidewalk	0	SF	$ 20.00	$ -
1k	Curb Ramp	0	EA	$ 5,000.00	$ -
1l	Storm Drain System	1	LS	$ 4,000.00	$ 4,000
1m	Storm Water Runoff Treatment	0	SF	$ 100.00	$ -
				Subtotal Section 1:	$ 65,900
2a	Water Pollution Control	2%	of Sections 1		$ 2,000
2b	Lighting	0	EA	$ 10,000.00	$ -
2c	Utility Adjustments / Relocations	0	LS	$ 80,000.00	$ -
2d	Traffic Items	15%	of Sections 1		$ 10,000
2e	Traffic Signals	1	EA	$ 350,000.00	$ 350,000
2f	Traffic Control	1	LS	$ 10,000.00	$ 10,000
2g	Planting and Irrigation	0	SF	$ 10.00	$ -
2h	Erosion Control	10%	of Sections 1		$ 7,000
				Subtotal Section 2:	$ 379,000
3a	Minor Items	10%	Sect 1-2	$ 444,900	$ 45,000
3b	Roadway Mobilization	10%	Sect 1-2-3a	$ 489,900	$ 49,000
3c	Supplemental Work	10%	Sect 1-2-3a	$ 489,900	$ 49,000
3d	Contingencies	20%	Sect 1-2-3a	$ 489,900	$ 98,000
				Subtotal Sections 3:	$ 241,000

Total Roadway Item Cost: $ 685,900

LM = Lane Mile Equivalent

Structure Items

Structure	Description	Quantity	Unit	Unit Price	Cost
1		0	EA	$ -	$ -
2		0	EA	$ -	$ -
3		0	EA	$ -	$ -
4		0	SF	$ -	$ -
5		0	SF	$ -	$ -
6		0	SF	$ -	$ -
7		0	SF	$ -	$ -
8		0	SF	$ -	$ -
9		0	SF	$ -	$ -
10		0	SF	$ -	$ -
11		0	SF	$ -	$ -
12		0	SF	$ -	$ -
13		0	SF	$ -	$ -
				Subtotal Structure Items:	$ -
	Contingency for Structure Items:	40%		Contingency Cost	$ -

Total Structure Item Cost: $ -

Construction Cost Summary

Roadway Items	$	685,900
Structure Items	$	-

Total Construction Costs: $ 685,900

Capital Support Costs

Description	%	Cost
Project Initiation Document (PID)	10%	$ 68,590
Project Engineering (PA/ED and PS&E)	20%	$ 137,180
Construction Support / Construction Management	20%	$ 137,180
Right of Way Support	5%	$ -

Total Professional Services Cost: $ 343,000

Right of Way

Parcel Type	Quantity	Unit	Unit Price	Cost
Commercial	0	AC	$ 875,000.00	$ -
Residential	0	AC	$ 435,600.00	$ -
Undeveloped	0	AC	$ 653,400.00	$ -
			Subtotal Right of Way Items:	$ -
Contingency for Right of Way Items:	25%		Contingency Cost	$ -

Total Right of Way Cost: $ -

E Boronda Road at N Sanborn Road Intersection

Description: Alternative B: Roundabout

Total Project Cost (2018 Dollars)	$ 2,387,700

Total Construction Costs:	$	1,591,700
Total Right of Way Costs:	$	-
Total Capital Support Costs:	$	796,000

Construction Costs

Roadway Items

Section	Description	Quantity	Unit	Unit Price	Cost
1a	Roadway Excavation	1475	CY	$ 90.00	$ 132,800
1b	Concrete Removal	15	CY	$ 150.00	$ 2,300
1c	Clearing & Grabbing	0	SF	$ 1.00	$ -
1d	Import Borrow	0	CY	$ 100.00	$ -
1e	HMA Pavement	550	TON	$ 165.00	$ 90,800
1f	Aggregate Base	502	CY	$ 80.00	$ 40,200
1g	Truck Apron	2180	SF	$ 25.00	$ 54,500
1h	Curb	1492	LF	$ 40.00	$ 59,700
1i	Curb and Gutter	980	LF	$ 60.00	$ 58,800
1j	Sidewalk	2535	SF	$ 20.00	$ 50,700
1k	Curb Ramp	14	EA	$ 5,000.00	$ 70,000
1l	Storm Drain System	1	LS	$ 28,000.00	$ 28,000
1m	Storm Water Runoff Treatment	613	SF	$ 100.00	$ 61,300
				Subtotal Section 1:	$ 649,100
2a	Water Pollution Control	2%	of Sections 1		$ 13,000
2b	Lighting	6	EA	$ 10,000.00	$ 60,000
2c	Utility Adjustments / Relocations	0	LS	$ 80,000.00	$ -
2d	Traffic Items	15%	of Sections 1		$ 98,000
2e	Traffic Signals	0	EA	$ 350,000.00	$ -
2f	Traffic Control	1	LS	$ 10,000.00	$ 10,000
2g	Planting and Irrigation	13660	SF	$ 10.00	$ 136,600
2h	Erosion Control	10%	of Sections 1		$ 65,000
				Subtotal Section 2:	$ 382,600
3a	Minor Items	10%	Sect 1-2	$ 1,031,700	$ 104,000
3b	Roadway Mobilization	10%	Sect 1-2-3a	$ 1,135,700	$ 114,000
3c	Supplemental Work	10%	Sect 1-2-3a	$ 1,135,700	$ 114,000
3d	Contingencies	20%	Sect 1-2-3a	$ 1,135,700	$ 228,000
				Subtotal Sections 3:	$ 560,000

Total Roadway Item Cost: $ 1,591,700

LM = Lane Mile Equivalent

Structure Items

Structure	Description	Quantity	Unit	Unit Price	Cost
1		0	EA	$ -	$ -
2		0	EA	$ -	$ -
3		0	EA	$ -	$ -
4		0	SF	$ -	$ -
5		0	SF	$ -	$ -
6		0	SF	$ -	$ -
7		0	SF	$ -	$ -
8		0	SF	$ -	$ -
9		0	SF	$ -	$ -
10		0	SF	$ -	$ -
11		0	SF	$ -	$ -
12		0	SF	$ -	$ -
13		0	SF	$ -	$ -
				Subtotal Structure Items:	$ -
	Contingency for Structure Items:	40%		Contingency Cost	$ -

Total Structure Item Cost: $ -

Construction Cost Summary

Roadway Items	$	1,591,700
Structure Items	$	-

Total Construction Costs: $ 1,591,700

Capital Support Costs

Description	%	Cost
Project Initiation Document (PID)	10%	$ 159,170
Project Engineering (PA/ED and PS&E)	20%	$ 318,340
Construction Support / Construction Management	20%	$ 318,340
Right of Way Support	5%	$ -

Total Professional Services Cost: $ 796,000

Right of Way

Parcel Type	Quantity	Unit	Unit Price	Cost
Commercial	0	AC	$ 875,000.00	$ -
Residential	0	AC	$ 435,600.00	$ -
Undeveloped	0	AC	$ 653,400.00	$ -
			Subtotal Right of Way Items:	$ -
Contingency for Right of Way Items:	25%		Contingency Cost	$ -

Total Right of Way Cost: $ -

E Boronda Road at N Sanborn Road Intersection

Description: Alternative C: Mini-Roundabout

Total Project Cost (2018 Dollars)	$ 935,850

Total Construction Costs:	$	623,850
Total Right of Way Costs:	$	-
Total Capital Support Costs:	$	312,000

Construction Costs

Roadway Items

Section	Description	Quantity	Unit	Unit Price	Cost
1a	Roadway Excavation	505	CY	$ 90.00	$ 45,500
1b	Concrete Removal	0.2	CY	$ 150.00	$ 100
1c	Clearing & Grabbing	0	SF	$ 1.00	$ -
1d	Import Borrow	0	CY	$ 100.00	$ -
1e	HMA Pavement	287	TON	$ 165.00	$ 47,400
1f	Aggregate Base	63	CY	$ 80.00	$ 5,100
1g	Truck Apron	542	SF	$ 25.00	$ 13,600
1h	Curb	495	LF	$ 40.00	$ 19,800
1i	Curb and Gutter	905	LF	$ 60.00	$ 54,300
1j	Sidewalk	1095	SF	$ 20.00	$ 21,900
1k	Curb Ramp	5	EA	$ 5,000.00	$ 25,000
1l	Storm Drain System	1	LS	$ 12,000.00	$ 12,000
1m	Storm Water Runoff Treatment	198	SF	$ 100.00	$ 19,800
				Subtotal Section 1:	$ 264,500
2a	Water Pollution Control	2%	of Sections 1		$ 6,000
2b	Lighting	4	EA	$ 10,000.00	$ 40,000
2c	Utility Adjustments / Relocations	0	LS	$ 80,000.00	$ -
2d	Traffic Items	15%	of Sections 1		$ 40,000
2e	Traffic Signals	0	EA	$ 350,000.00	$ -
2f	Traffic Control	1	LS	$ 10,000.00	$ 10,000
2g	Planting and Irrigation	1635	SF	$ 10.00	$ 16,350
2h	Erosion Control	10%	of Sections 1		$ 27,000
				Subtotal Section 2:	$ 139,350
3a	Minor Items	10%	Sect 1-2	$ 403,850	$ 41,000
3b	Roadway Mobilization	10%	Sect 1-2-3a	$ 444,850	$ 45,000
3c	Supplemental Work	10%	Sect 1-2-3a	$ 444,850	$ 45,000
3d	Contingencies	20%	Sect 1-2-3a	$ 444,850	$ 89,000
				Subtotal Sections 3:	$ 220,000
				Total Roadway Item Cost:	**$ 623,850**

LM = Lane Mile Equivalent

Structure Items

Structure	Description	Quantity	Unit	Unit Price	Cost
1		0	EA	$ -	$ -
2		0	EA	$ -	$ -
3		0	EA	$ -	$ -
4		0	SF	$ -	$ -
5		0	SF	$ -	$ -
6		0	SF	$ -	$ -
7		0	SF	$ -	$ -
8		0	SF	$ -	$ -
9		0	SF	$ -	$ -
10		0	SF	$ -	$ -
11		0	SF	$ -	$ -
12		0	SF	$ -	$ -
13		0	SF	$ -	$ -
				Subtotal Structure Items:	$ -
	Contingency for Structure Items:	40%		Contingency Cost	$ -
				Total Structure Item Cost:	**$ -**

Construction Cost Summary

Roadway Items	$	623,850
Structure Items	$	-
Total Construction Costs:	**$**	**623,850**

Capital Support Costs

Description	%	Cost
Project Initiation Document (PID)	10%	$ 62,385
Project Engineering (PA/ED and PS&E)	20%	$ 124,770
Construction Support / Construction Management	20%	$ 124,770
Right of Way Support	5%	$ -
Total Professional Services Cost:		**$ 312,000**

Right of Way

Parcel Type	Quantity	Unit	Unit Price	Cost
Commercial	0	AC	$ 875,000.00	$ -
Residential	0	AC	$ 435,600.00	$ -
Undeveloped	0	AC	$ 653,400.00	$ -
			Subtotal Right of Way Items:	$ -
Contingency for Right of Way Items:	25%		Contingency Cost	$ -
			Total Right of Way Cost:	**$ -**

Appendix G

Safety Analysis

Kimley»Horn

Summary of Predicted Crashes by Alternative
East Boronda Road at North Sanborn Road
Date: 06/19/2018
Prepared by: Marisa Bachelor

Alternative	Expected Crashes (2018 - 2028)						Notes
	Total	K	A	B	C	O	
Existing Geometry	13.43	0.3%	6.4%	15.4%	50.6%	27.4%	IHSDM has a SPF broken down by severity level.
		0.04	0.86	2.06	6.79	3.68	
Signalized	16.55	0.3%	2.9%	13.6%	31.3%	51.9%	
		0.05	0.48	2.25	5.18	8.58	
Roundabout	7.52	0.3%	6.4%	15.4%	50.6%	27.4%	
		0.02	0.48	1.15	3.80	2.06	
Mini-Roundabout	7.52	0.3%	6.4%	15.4%	50.6%	27.4%	Research is not available on mini-roundabout safety for the United States. Assumed that the mini-roundabout has the same crash distribution as the roundabout.
		0.02	0.48	1.15	3.80	2.06	

Appendix H

Life-Cycle Benefit-Cost Analysis and Sensitivity Analysis

MISCELLANEOUS LIFE CYCLE CALCULATIONS

LIFE CYCLE VARIABLES

Discount Rate:	4.00%	Exist Year:	2018
P/F Factor (Pavement Rehabilitation):	0.456386946	Design Year:	2028
P/A Factor:	8.110895779	No. Years:	10

PAVEMENT REHABILITATION O&M COST

Estimated years after opening resurfacing occurs: 20

Cost per SY: $ 20.00

	Existing	Signal	Roundabout	Mini-Roundabout
Pavement Rehabilitation SY	3337	3337	2452	2382
Cost	$ 66,740	$ 66,740	$ 49,040	$ 47,640
Discounted Cost	$ 30,459	$ 30,459	$ 22,381.22	$ 21,742.27

LIFE CYCLE COST CALCULATIONS

PERFORMANCE MEASURE LIFE CYCLE COST (NET PRESENT VALUE)

	Safety			
	Intersection Control Types			
	Existing	Signal	Roundabout	Mini-Roundabout
Annual Cost of Collisions	$ 135,572	$ 123,701	$ 75,902	$ 75,902
Discounted Life Cycle Cost of Collisions	$ 1,099,608	$ 1,003,330	$ 615,637	$ 615,637

	Delay			
	Existing	Signal	Roundabout	Mini-Roundabout
Annual Quantity (hours)	52,776	3,909	1,807	1,807
Annual Cost	778,728	59,393	27,743	27,743
Total Discounted Life Cycle Cost	$ 8,566,009	$ 653,328	$ 305,169	$ 305,169

	O&M			
	Existing	Signal	Roundabout	Mini-Roundabout
Annual O&M Costs	$ 560	$ 6,660	$ 2,240	$ 1,000
Discounted Life Cycle O&M Costs	$ 4,542	$ 54,019	$ 18,168.41	$ 8,111
Discounted Pavement Rehab Costs	$ 30,459	$ 30,459	$ 22,381	$ 21,742
Total O&M Costs	$ 35,001	$ 84,478	$ 40,550	$ 29,853

	Initial Capital			
	Existing	Signal	Roundabout	Mini-Roundabout
Initial Capital Costs	$ -	$ 1,028,900	$ 2,387,700	$ 935,850

TOTAL PROJECT LIFE CYCLE SUMMARY FOR 10 YEARS

	Existing	Signal	Roundabout	Mini-Roundabout
Safety	$ 1,099,608	$ 1,003,330	$ 615,637	$ 615,637
Delay	$ 8,566,009	$ 653,328	$ 305,169	$ 305,169
O&M	$ 35,001	$ 84,478	$ 40,550	$ 29,853
Initial Capital	$ -	$ 1,028,900	$ 2,387,700	$ 935,850
Total Net Present Value	**$ 9,700,618**	**$ 2,770,035**	**$ 3,349,056**	**$ 1,886,509**

LIFE CYCLE BENEFIT COST RATIO

		Total Benefits (B)		
Added Benefits Compared to Existing	Existing	Signal	Roundabout	Mini-Roundabout
Safety	$ -	$ 96,279	$ 483,971	$ 483,971
Delay	$ -	$ 7,912,681	$ 8,260,840	$ 8,260,840
Emission	$ -	$ (5,134)	$ -	$ -
Total Benefits	**$ -**	**$ 8,003,825**	**$ 8,744,811**	**$ 8,744,811**

		Total Costs (C)		
Added Cost Compared to Existing	Existing	Signal	Roundabout	Mini-Roundabout
O&M	$ -	$ 49,476	$ 5,548	$ (5,148)
Initial Capital	$ -	$ 1,028,900	$ 2,387,700	$ 935,850
Total Costs	**$ -**	**$ 1,078,376**	**$ 2,393,248**	**$ 930,702**

B/C Ratio Compared to Existing	**7.42**	**3.65**	**9.40**

IN PROGRESS

Capital Cost Worksheet

E Boronda Rd at N Sanborn Rd: Traffic Signal vs. Mini-Roundabout Alternative

B/C Target	Capital Cost: Traffic Signal (a)	Capital Cost: Mini-Roundabout (b)	Added Cost for Mini-Roundabout (c) = (b - a)	Project Constants: Added O&M Cost for Mini-Roundabout (d)	Project Constants: Total Benefits (e)	Total Costs (f) = (c + d)	B/C (g) = (e / f)
Actual	$ 1,028,900	$ 935,850	$ (93,050)	$ (54,625)	$ 740,986	$ (147,675)	NA-R
High	$ 1,131,790	$ 842,265	$ (289,525)			$ (344,150)	NA-R
Low	$ 926,010	$ 1,029,435	$ 103,425			$ 48,800	15.18
Breakeven	$ 1,028,900	$ 1,824,511	$ 795,611			$ 740,986	1.00
Custom 1							
Custom 2							

NA-R: Cost of Mini-Roundabout is less than cost of compared alternative

Capital Cost Relationship
(B/C=1.00)

Traffic Signal	Mini-Roundabout
$ -	$ -
$ -	$ 400,000
$ 4,389	$ 800,000
$ 404,389	$ 1,200,000
$ 804,389	$ 1,600,000
$ 1,204,389	$ 2,000,000
$ 1,604,389	$ 2,400,000
$ 2,004,389	$ 2,800,000
$ 2,404,389	$ 3,200,000
$ 2,804,389	$ 3,600,000

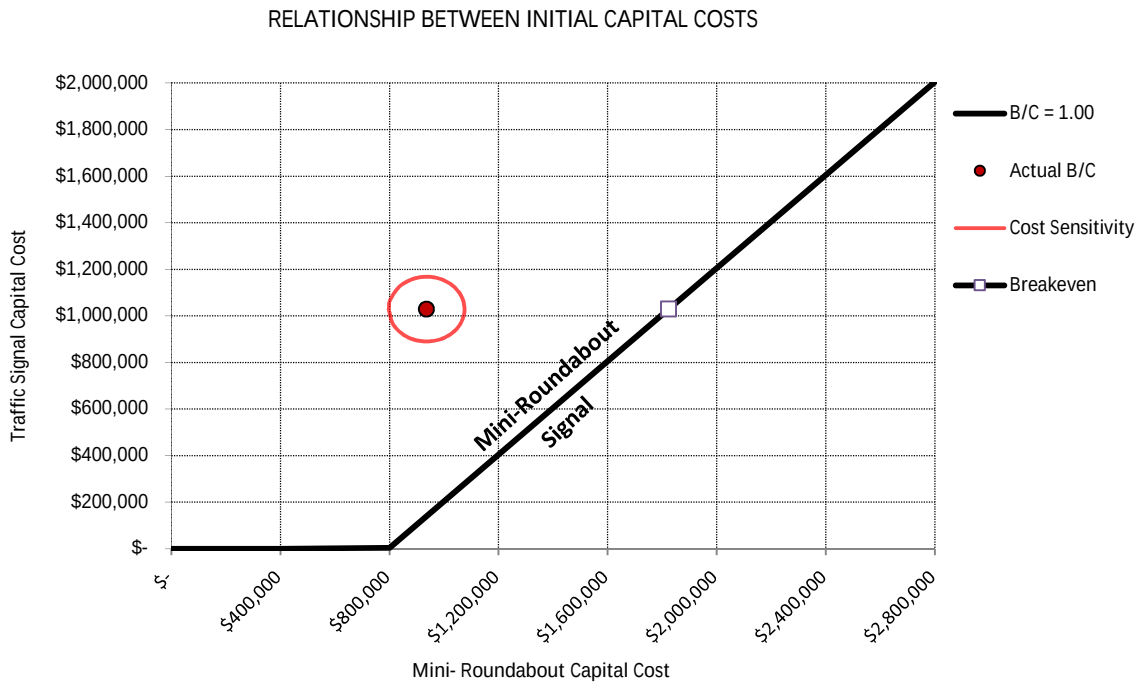
Cost Sensitivity Assumptions

B/C Target	Percent Adjustment to Cost: Traffic Signal	Percent Adjustment to Cost: Mini-RAB
High	10%	-10%
Low	-10%	10%
Breakeven	0%	95%
Custom 1		
Custom 2		

Chart Assumptions

Cost Increase	$	400,000	(x axis major unit)
Min Signal Cost	$	-	(Min. cost to construct a Signal

NOTE: Breakeven is the capital cost budget for a roundabout based on the actual capital cost of the signal alternative and a B/C = 1.00



IN PROGRESS

Capital Cost Worksheet

E Boronda Rd at N Sanborn Rd: Traffic Signal vs. Roundabout Alternative

B/C Target	Capital Cost: Traffic Signal (a)	Capital Cost: Roundabout (b)	Added Cost for Roundabout (c) = (b - a)	Project Constants: Added O&M Cost for Roundabout (d)	Project Constants: Total Benefits (e)	Total Costs (f) = (c + d)	B/C (g) = (e / f)
Actual	$ 1,028,900	$ 2,387,700	$ 1,358,800	$ (43,928)	$ 740,986	$ 1,314,872	0.56
High	$ 1,131,790	$ 2,148,930	$ 1,017,140			$ 973,212	0.76
Low	$ 926,010	$ 2,626,470	$ 1,700,460			$ 1,656,532	0.45
Breakeven	$ 1,028,900	$ 1,813,814	$ 784,914			$ 740,986	1.00
Custom 1							
Custom 2							

NA-R: Cost of Roundabout is less than cost of compared alternative

Capital Cost Relationship
(B/C=1.00)

Traffic Signal	Roundabout
$ -	$ -
$ -	$ 400,000
$ 15,086	$ 800,000
$ 415,086	$ 1,200,000
$ 815,086	$ 1,600,000
$ 1,215,086	$ 2,000,000
$ 1,615,086	$ 2,400,000
$ 2,015,086	$ 2,800,000
$ 2,415,086	$ 3,200,000
$ 2,815,086	$ 3,600,000

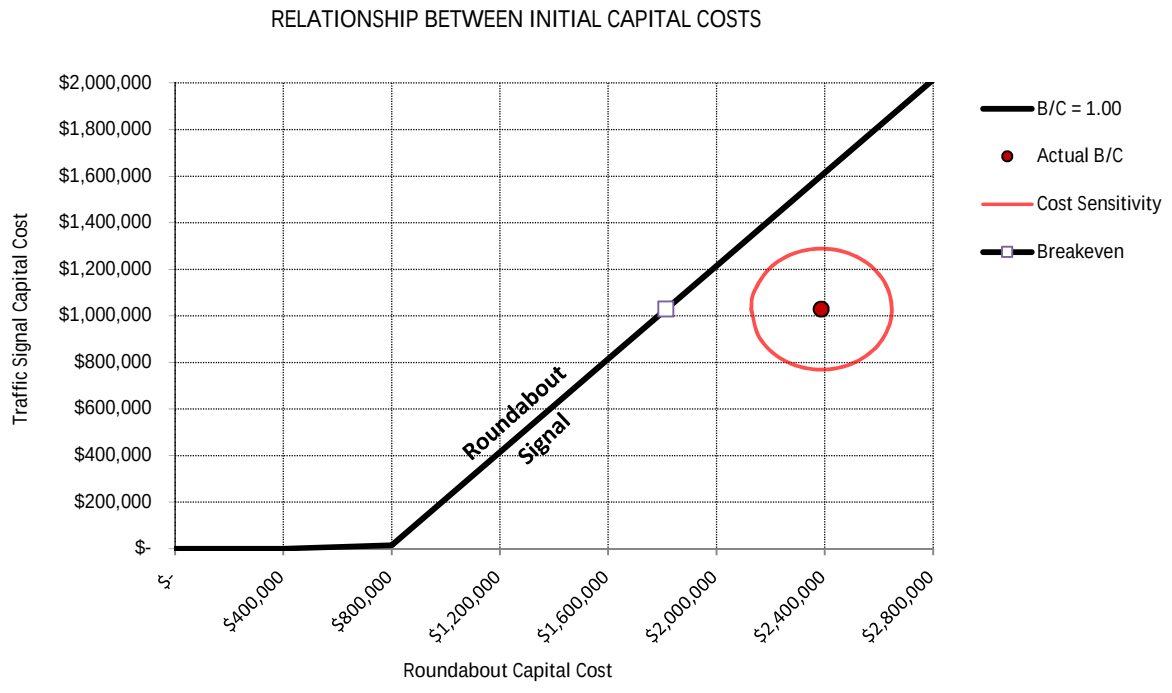
Cost Sensitivity Assumptions

B/C Target	Percent Adjustment to Cost: Traffic Signal	Percent Adjustment to Cost: Roundabout
High	10%	-10%
Low	-10%	10%
Breakeven	0%	-24%
Custom 1		
Custom 2		

Chart Assumptions

Cost Increase	$	400,000	(x axis major unit)
Min Signal Cost	$	-	(Min. cost to construct a Signal)

NOTE: Breakeven is the capital cost budget for a roundabout based on the actual capital cost of the signal alternative and a B/C = 1.00



File #: ID#18-563, Version: 1

“No Parking” Red Zone(s) adjacent to 200 and 300 Casentini Street

Approve a Resolution approving the establishment of an additional 255 feet of “No Parking” red zone(s) adjacent to the driveways of 200 and 300 Casentini Street.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION**

FROM: **DAVID JACOBS, DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

KATHERINE BONILLA, ENGINEERING AIDE I

TITLE: **ADDITIONAL "NO PARKING" RED ZONES ADJACENT TO THE DRIVEWAYS OF 200 & 300 CASENTINI STREET**

RECOMMENDED MOTION:

A motion to approve a Resolution approving the establishment of a total of 255 feet of "No Parking" red zone(s) adjacent to the driveways of 200 & 300 Casentini Street.

RECOMMENDATION:

Traffic staff recommends the approval of designating "No Parking" red zone(s) along Casentini Street to provide a sufficient sight clearance for vehicular mobility.

EXECUTIVE SUMMARY:

Staff received a request to evaluate sight lines at the driveway of 200 Casentini Street. Staff conducted a field review and determined that parked vehicles obstructed sightlines necessary to provide the minimum stopping sight distance. Staff is recommending the designation of approximately a total of 255 feet of "No Parking" red zone(s) along each side of the driveways of 200 & 300 Casentini Street, equivalent to roughly 10 parking spaces in total, to provide sufficient sight lines.

BACKGROUND:

Staff has received a request from Yvonne Leavitt, from Interim, Inc., to evaluate sight lines at the driveway of 200 Casentini Street. Staff conducted an analysis and determined additional sight lines are needed to make a gap acceptance decision for turning movements from the driveways. Based on the traffic analysis and design standards recommended by state and federal design guidelines, staff is proposing the removal of approximately 105 feet and 80 feet adjacent to driveway of 200 Casentini Street. In addition, it was determined that additional sightlines are needed at the driveway of 300 Casentini Street. Staff is recommending 70 feet of "No Parking" red zone(s) along the eastern curbline of the driveway of 300 Casentini Street. The proposed red zones would

improve sight lines at the driveways and provide drivers adequate sight distance to judge gaps in traffic to make turn movement judgements.

Interim, Inc. is private nonprofit organization that provides support services, housing and treatments for adults with mental illness in Monterey County. Interim, Inc. currently owns 200 & 300 Casentini Street. Mariposa Apartments, located at 300 Casentini Street, consists of twenty (20) one bedroom apartments with a community room and office for staff.

Traffic and Transportation Commission

The recommendation for the "No Parking" red zone(s) adjacent to the driveways of 200 & 300 Casentini Street was presented to the Traffic and Transportation Commission at its September 2018 meeting. The Commission voted 4-1 to recommend to the City Council to approve a resolution to establish approximately 255 feet of "No Parking" red zone(s) adjacent to the driveways of 200 & 300 Casentini Street.

CEQA CONSIDERATION:

The City of Salinas has determined that the implementing the parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

STRATEGIC PLAN INITIATIVE:

The "No Parking" red zone(s) adjacent to the driveways of 200 & 300 Casentini Street supports the Council of "Well planned city and excellent infrastructure."

DEPARTMENTAL COORDINATION:

"No Parking" red zone(s) are maintained by Public Works staff and enforcement is provided in coordination with Parking Enforcement staff and Police Department.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the "No Parking" red zone(s) adjacent to the driveways of 200 & 300 Casentini Street is estimated to be $700.00. Sufficient funding is available in the current budget to fund the installations.

ATTACHMENTS:

Attachment 1: Resolution
Attachment 2: Location Map

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING THE DESIGNATION OF "NO PARKING" RED ZONE(S) ADJACENT TO THE DRIVEWAYS OF 200 & 300 CASENTINI STREET

WHEREAS, the City received a request to evaluate sight lines at the driveway of 200 Casentini Street; and

WHEREAS, Staff conducted an analysis and determined additional sight lines are needed at the driveways of 200 & 300 Casentini Street to make a gap acceptance decision for turning movements; and

WHEREAS, at its September 2018 meeting, the Traffic and Transportation Commission voted 4-1 to recommend to City Council to approve the designation of approximately 255 feet of "No Parking" red zone(s) adjacent to the driveways of 200 & 300 Casentini Street; and

WHEREAS, the City of Salinas has determined that the implementing the parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approved the designation of approximately 255 feet of "No Parking" red zone(s) adjacent to the driveways of 200 & 300 Casentini Street; and

BE IT FURTHER RESOLVED that City staff is hereby authorized and directed to proceed with implementation to fully effectuate the intent of this Resolution.

PASSED AND APPROVED this 6th day of November, 2018 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

LOCATION MAP
DRIVEWAY OF 200 & 300 CASENTINI STREET
PROPOSED "NO PARKING" RED ZONE(S)

File #: ID#18-565, Version: 1

“No Parking” Red Zone(s) at Intersection of Cherokee Drive and Barcelona Circle

Approve a Resolution approving the establishment of “No Parking” red zone(s) at the intersection of Cherokee Drive and Barcelona Circle.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **PUBLIC WORKS, TRANSPORTATION & TRAFFIC DIVISION**

FROM: **DAVID JACOBS, DIRECTOR**

BY: **ANDREW EASTERLING, TRAFFIC ENGINEER**

KATHERINE BONILLA, ENGINEERING AIDE I

TITLE: **NO PARKING RED ZONE(S) AT THE INTERSECTION OF CHEROKEE DRIVE AND BARCELONA CIRCLE**

RECOMMENDED MOTION:

A motion to approve a Resolution approving the establishment of a total of 115 feet of "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle to provide sufficient corner sight distance.

RECOMMENDATION:

Traffic staff recommends the approval of designating "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle to provide a sufficient sight clearance for vehicular mobility.

EXECUTIVE SUMMARY:

Staff received a request to evaluate sight lines at the intersection of Cherokee Drive and Barcelona Circle. Staff conducted a field review and determined that parked vehicles obstructed sightlines necessary to provide the minimum stopping sight distance. Staff is recommending the designation of approximately a total of 115 feet of "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle, equivalent to roughly 5 parking spaces in total, to provide sufficient sight lines.

BACKGROUND:

Staff has received a request from Councilmember Kimbley Craig to evaluate sight lines at the intersection of Cherokee Drive and Barcelona Circle. Staff conducted an analysis and determined sight lines necessary to make a safe turning movement based on the gap acceptance decision for turning movements from the minor-roadway (Barcelona Circle) while providing necessary stopping sight distance for vehicles on the major-roadway (Cherokee Drive). Based a traffic analysis and design standards established by state and federal design guidelines, staff is proposing

the removal of approximately 70 feet and 45 feet of parking along Cherokee Drive (see Attachment 1).

Intersection sight distance criteria for stop-controlled intersections are typically longer than stopping sight distance to allow the intersection to operate smoothly. Minor-road vehicle operators can wait at the stop bar until they can adequately evaluate sufficient gaps in traffic so that they can proceed safely without forcing a major-road vehicle to stop or unduly interfering with major-road traffic operations. For this application, staff is recommending stopping sight distance as the minimum standard to apply to provide adequate sight lines and also minimize the impacts to on-street parking capacity.

Traffic and Transportation Commission

The recommendation for the "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle was presented to the Traffic and Transportation Commission at its September 2018 meeting. The Commission voted 5-0 to recommend to the City Council to approve a resolution to establish approximately 115 feet of "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle.

CEQA CONSIDERATION:

The City of Salinas has determined that the implementing the parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

STRATEGIC PLAN INITIATIVE:

The "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle supports the Council goal of a "Well planned city and excellent infrastructure."

DEPARTMENTAL COORDINATION:

"No Parking" red zone(s) are maintained by Public Works staff and enforcement is provided in coordination with the Police Department and the City's Parking Enforcement contractor.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated labor and material cost to install the "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle is estimated to be $300.00. Sufficient funding is available in the current budget to fund the installations.

ATTACHMENTS:

Attachment 1: Resolution
Attachment 2: Location Map

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION OF THE SALINAS CITY COUNCIL APPROVING THE DESIGNATION OF "NO PARKING" RED ZONE(S) ADJACENT TO THE DRIVEWAYS OF CHEROKEE DRIVE AND BARCELONA CIRCLE

WHEREAS, the City received a request to evaluate sight lines at the intersection of Cherokee Drive and Barcelona Circle; and

WHEREAS, Staff conducted an analysis and determined sight lines needed at the intersection of Cherokee Drive and Barcelona Circle to make a gap acceptance decision for turning movements; and

WHEREAS, at its September 2018 meeting, the Traffic and Transportation Commission voted unanimously (5-0) to recommend to City Council to approve the designation of approximately 115 feet of "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle; and

WHEREAS, the City of Salinas has determined that the implementing the parking restrictions is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). The project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council hereby approved the designation of approximately 115 feet of "No Parking" red zone(s) at the intersection of Cherokee Drive and Barcelona Circle; and

BE IT FURTHER RESOLVED that City staff is hereby authorized and directed to proceed with implementation to fully effectuate the intent of this Resolution.

PASSED AND APPROVED this 6th day of November, 2018 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

PROPOSED "NO PARKING" RED ZONES
CHEROKEE DR @ BARCELONA CIR

File #: ID#18-575, Version: 1

2018 Slurry Seal Improvements, Project No. 9981

Approve a Resolution awarding a Public Works contract to VSS International, Inc. for the 2018 Slurry Seal Improvements, Project No. 9981 in the amount of $2,518,000.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, DIRECTOR**

BY: **PATRICK FUNG, ASSISTANT ENGINEER**

TITLE: **2018 SLURRY SEAL IMPROVEMENTS, PROJECT No. 9981**

RECOMMENDED MOTION:

A motion to approve a Resolution awarding contract to VSS International, Inc. for the 2018 Slurry Seal Improvements, Project No. 9981 in the amount of $2,518,000.

RECOMMENDATION:

Staff recommends that the City Council approve a Resolution awarding the contract to VSS International, Inc. in the amount of $2,518,000.

EXECUTIVE SUMMARY:

This project calls to slurry seal and place new pavement striping on various City arterial and residential streets. City forces have completed patch repairs on various streets in preparation of the slurry seal.

BACKGROUND:

The City of Salinas manages approximately 290 centerline miles of road network. It is recommended that pavements receive low-cost maintenance every 5-7 years to avoid higher repair/replacement costs in later years. The most recent citywide slurry seal project was completed in 2014.

In 2017, the City worked with the Metropolitan Transportation Commission (MTC) and Adhara Systems, Inc. to perform a pavement condition survey and update the City's existing StreetSaver Online Pavement Management System (PMS) developed by MTC. The resulting 2017 Pavement Condition Assessment Data Collection Report, dated November 13, 2017, was used to identify current City streets in reasonably good condition to receive a low-cost slurry seal treatment.

On April 17, 2018 the City Council passed Resolution No. 21370, approving a list of projects for local street maintenance and rehabilitation, including slurry seals, that would be partially or fully

funded in Fiscal Year 2018-2019 by the California Senate Bill 1 (SB1) Road Repair and Accountability Act of 2017.

This project calls for the installation of slurry seal and pavement striping on various arterial and residential streets located throughout the City to provide geographic equity. Slurry seals typically have a lifespan of 5-7 years.

On July 3, 2018, Council approved the Plans, Specifications, and Estimate and authorized an Invitation to Bidders for the 2018 Slurry Seal Improvements. On September 25, 2018, five bids were received and publicly opened and examined with the following results (see Attachment A – Bid Tabulation sheet for details).

BID RESULTS:

Contractor	Total Base Bid
VSS International, Inc.	$2,518,000.00
Pavement Coatings Co.	$2,525,397.00
Telfer Pavement Technologies, LLC	$2,591,578.90
Intermountain Slurry Seal, Inc.	$3,053,500.00
Graham Contractors, Inc.	$3,144,549.00
Engineer's Estimate	**$2,173,103.00**

None of the bidders qualified for the Local Purchasing Preference. The lowest bidder is VSS International, Inc. with a total base bid of $2,518,000.00 and is 16% above the engineer's estimate. Higher bids are due to increasing demand for construction resources and higher than expected costs for traffic control.

CEQA CONSIDERATION:

Categorically Exempt: The City of Salinas has determined that the project is exempt from the California Environmental Quality Act (CEQA) Guidelines. (Section 15301 (a)(d)(f), Class 1) because the project proposes the rehabilitation of an existing public facility that will not expand beyond the existing limits.

STRATEGIC PLAN INITIATIVE:

The project addresses the City Council's goals of providing excellent infrastructure and a safe, livable community by providing a safe and effective multi-modal transportation system.

DEPARTMENTAL COORDINATION:

The staff within the Public Works Department (Engineering, Transportation, Administration, and Maintenance) worked together with preparation, design, procurement, and construction.

FISCAL AND SUSTAINABILITY IMPACT:

The current budget for the 2018 Slurry Seal Improvements, Project No. 9981 is as follows:

FY 18-19			
Funding Source	**Appropriations**	**Spent or Encumbered as of 10/18/18**	**Available Budget**
Measure X Bond Proceeds	$1,000,000	-	$1,000,000
Measure X	$552,511	$23,235	$529,276
SB1 Road Maintenance & Rehab	$2,713,000	-	$2,713,000
Total	$4,265,511	$23,235	**$4,242,276**

Based on the lowest bid received, the estimated total construction cost is $3,147,140 including inspection, contingencies, and administration:

Construction Cost	
Base Bid	$2,518,000
Contingencies (15%)	$377,700
Admin. Overhead	$50,000
Inspection/Construction Admin. (8%)	$201,440
Total Estimated Project Costs	$3,147,140

Based on the lowest bid received, there are sufficient funds to complete the project. Construction could begin in late Fall 2018, weather permitting. Project completion is anticipated to be May 2019.

To utilize the remaining available funds, staff will consider expanding the project to include additional locations where slurry seal and/or new pavement striping is needed.

ATTACHMENTS:

- Resolution
- Bid Tabulation Sheet – Attachment A
- Project Location Maps

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION AWARDING CONTRACT TO VSS INTERNATIONAL, INC. FOR THE 2018 SLURRY SEAL IMPROVEMENTS, PROJECT NO. 9981

WHEREAS, representatives of the City Clerk of Salinas on September 25, 2018, at a public meeting held in the West Wing Conference Room at Salinas City Hall, at Salinas, California, publicly opened, examined, and declared all bids or proposals delivered to or filed with said City Clerk for the 2018 Slurry Seal Improvements, Project No. 9981 in accordance with the specifications for such work filed in the office of said City Clerk on July 03, 2018, and now on file in said office; and

WHEREAS, the lowest bidder, VSS International, Inc, submitted a bid that is 16% above the Engineer's Estimate, and sufficient funds are available to award this project; and

WHEREAS, with remaining available funds, the project may be expanded to additional locations in need of slurry seal and pavement striping by approved change orders; and

WHEREAS, City staff thereupon reported the results of the bidding to the City Council at its regular meeting on November 6, 2018, and the Council in open session at said meeting examined the report of staff.

NOW, THEREFORE, BE IT RESOLVED that pursuant to Salinas City Charter Section 13.1 and City Code Section 12-21, in reference to the 2018 Slurry Seal Improvements, Project No. 9981, all of said bids or proposals are rejected except the bid from VSS INTERNATIONAL, INC., (hereinafter referred to as "Successful Bidder"), being the lowest and best bid which is hereby accepted (Base Bid). The subject contract is hereby awarded to said Successful Bidder for the sum of $2,518,000, and more specifically at the unit prices particularly set forth and contained in the Proposal for the 2018 Slurry Seal Improvements, Project No. 9981, of said successful bidders previously filed in the office of the City Clerk. Said sum shall be paid by the City of Salinas to said Successful Bidder in cash, lawful money of the United States of America, payable at the time and manner specified in the plans and specification and contract documents for the project filed in the office of the City Clerk, entitled "2018 Slurry Seal Improvements, Project No. 9981."

BE IT FURTHER RESOLVED that said plans and specification are hereby referred to for all of the details and particulars thereof, and said plans and specification are by reference incorporated in and hereby made a part of this resolution.

BE IT FURTHER RESOLVED that the Mayor of Salinas is hereby authorized and directed on behalf of the City of Salinas to execute a contract consistent with the Proposal of said Successful Bidder for said work.

PASSED AND APPROVED this 6th day of November 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

BID TABULATION
2018 SLURRY SEAL IMPROVEMENTS

Bid awarded on _____ by Salinas City Council by Resolution No._____(NCS) to:
_____, for for the sum of $_____ (BaseBid).
All other bids were rejected and bid bonds returned.

Dated this_____day of_____,2018

City Clerk

Drawing No. 8208
Project Coordinator: Patrick Fung
Project Manager: Patrick Fung

ITEM NO.	ITEM CODE	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	ENGINEER'S ESTIMATE UNIT PRICE	ENGINEER'S ESTIMATE TOTAL	CONTRACTOR #1 VSS INTERNATIONAL, INC. PO BOX 981330 WEST SACRAMENTO, CA 95691 UNIT PRICE	CONTRACTOR #1 TOTAL	CONTRACTOR #2 PAVEMENT COATINGS CO. 10240 SAN SEVAINE WAY JURUPA VALLEY, CA 91752 UNIT PRICE	CONTRACTOR #2 TOTAL	CONTRACTOR #3 TELFER PAVEMENT TECHNOLOGIES, LLC P.O. BOX 709 MARTINEZ, CA 94553 UNIT PRICE	CONTRACTOR #3 TOTAL	CONTRACTOR #4 INTERMOUNTAIN SLURRY SEAL, INC. 585 WEST BEACH STREET WATSONVILLE, CA 95076 UNIT PRICE	CONTRACTOR #4 TOTAL	CONTRACTOR #5 GRAHAM CONTRACTORS INC P O BOX 26770 SAN JOSE, CA 95159 UNIT PRICE	CONTRACTOR #5 TOTAL
		BASE BID														
1		FURNISH AND INSTALL TRAFFIC CONTROL AND ALL TEMPORARY CONSTRUCTION AREA SIGNS AND HARDWARE (INCLUDING REMOVAL AT END OF PROJECT); COMPLETE-IN-PLACE	1	LS	$ 100,000.00	$ 100,000.00	$277,900.00	$ 277,900.00	$134,000.30	$ 134,000.30	$315,000.00	$ 315,000.00	$349,434.75	$ 349,434.75	$300,000.00	$ 300,000.00
2		FURNISH AND INSTALL STORM WATER POLLUTION CONTROL PLAN; COMPLETE-IN-PLACE	1	LS	$ 20,000.00	$ 20,000.00	$8,288.49	$ 8,288.49	$1,000.00	$ 1,000.00	$7,500.00	$ 7,500.00	$5,000.00	$ 5,000.00	$40,000.00	$ 40,000.00
3		FURNISH AND INSTALL PAVEMENT CRACK SEAL; COMPLETE-IN-PLACE	40,000	LF	$ 0.50	$ 20,000.00	$1.58	$ 63,200.00	$2.00	$ 80,000.00	$2.50	$ 100,000.00	$1.65	$ 66,000.00	$5.40	$ 216,000.00
4		FURNISH AND INSTALL TYPE II SLURRY SEAL; COMPLETE-IN-PLACE	770,000	SY	$ 1.65	$ 1,270,500.00	$1.73	$ 1,332,100.00	$1.95	$ 1,501,500.00	$1.75	$ 1,347,500.00	$2.25	$ 1,732,500.00	$2.25	$ 1,732,500.00
5		REMOVE EXISTING STRIPING, MARKINGS, AND RAISED PAVEMENT MARKERS; COMPLETE-IN-PLACE	1	LS	$ 110,000.00	$ 110,000.00	$183,750.00	$ 183,750.00	$180,000.00	$ 180,000.00	$200,000.00	$ 200,000.00	$215,000.00	$ 215,000.00	$200,000.00	$ 200,000.00
6		FURNISH AND INSTALL 4" THERMOPLASTIC TRAFFIC STRIPE - DETAIL A; COMPLETE-IN-PLACE	21,462	LF	$ 2.00	$ 42,924.00	$1.05	$ 22,535.10	$1.00	$ 21,462.00	$1.00	$ 21,462.00	$1.10	$ 23,608.20	$1.00	$ 21,462.00
7		FURNISH AND INSTALL 4" THERMOPLASTIC TRAFFIC STRIPE - DETAIL B; COMPLETE-IN-PLACE	49,318	LF	$ 2.00	$ 98,636.00	$1.05	$ 51,783.90	$1.00	$ 49,318.00	$1.00	$ 49,318.00	$1.10	$ 54,249.80	$1.00	$ 49,318.00
8		FURNISH AND INSTALL 4" SOLID WHITE THERMOPLASTIC TRAFFIC STRIPE; COMPLETE-IN-PLACE	11,918	LF	$ 2.00	$ 23,836.00	$0.84	$ 10,011.12	$1.00	$ 11,918.00	$0.80	$ 9,534.40	$0.90	$ 10,726.20	$1.00	$ 11,918.00
9		FURNISH AND INSTALL 4" SOLID YELLOW THERMOPLASTIC TRAFFIC STRIPE; COMPLETE-IN-PLACE	115	LF	$ 2.00	$ 230.00	$1.05	$ 120.75	$1.00	$ 115.00	$1.00	$ 115.00	$1.10	$ 126.50	$1.00	$ 115.00
10		FURNISH AND INSTALL 4" THERMOPLASTIC STRIPE - DETAIL F; COMPLETE-IN-PLACE	32,634	LF	$ 2.00	$ 65,268.00	$2.10	$ 68,531.40	$2.00	$ 65,268.00	$2.00	$ 65,268.00	$2.20	$ 71,794.80	$2.00	$ 65,268.00
11		FURNISH AND INSTALL 4" THERMOPLASTIC STRIPE - DETAIL G; COMPLETE-IN-PLACE	468	LF	$ 2.50	$ 1,170.00	$2.10	$ 982.80	$2.00	$ 936.00	$2.00	$ 936.00	$2.20	$ 1,029.60	$2.00	$ 936.00
12		FURNISH AND INSTALL 4" THERMOPLASTIC STRIPE - DETAIL I; COMPLETE-IN-PLACE	4,006	LF	$ 4.00	$ 16,024.00	$2.10	$ 8,412.60	$2.00	$ 8,012.00	$2.00	$ 8,012.00	$2.20	$ 8,813.20	$2.00	$ 8,012.00
13		FURNISH AND INSTALL 4" THERMOPLASTIC STRIPE - PARKING TEE; COMPLETE-IN-PLACE	16	EA	$ 40.00	$ 640.00	$37.80	$ 604.80	$40.00	$ 640.00	$36.00	$ 576.00	$40.00	$ 640.00	$40.00	$ 640.00
14		FURNISH AND INSTALL 6" THERMOPLASTIC STRIPE - BIKE LANE LINE; COMPLETE-IN-PLACE	72,459	LF	$ 2.00	$ 144,918.00	$1.89	$ 136,947.51	$1.80	$ 130,426.20	$1.80	$ 130,426.20	$2.00	$ 144,918.00	$2.00	$ 144,918.00
15		FURNISH AND INSTALL 6" THERMOPLASTIC STRIPE - DASHED BIKE LANE LINE; COMPLETE-IN-PLACE	5,098	LF	$ 2.00	$ 10,196.00	$1.68	$ 8,564.64	$2.00	$ 10,196.00	$1.60	$ 8,156.80	$1.75	$ 8,921.50	$2.00	$ 10,196.00
16		FURNISH AND INSTALL 8" THERMOPLASTIC STRIPE - DETAIL E; COMPLETE-IN-PLACE	18,505	LF	$ 2.00	$ 37,010.00	$1.58	$ 29,237.90	$1.50	$ 27,757.50	$1.50	$ 27,757.50	$1.65	$ 30,533.25	$2.00	$ 37,010.00
17		FURNISH AND INSTALL 8" THERMOPLASTIC STRIPE - DETAIL L; COMPLETE-IN-PLACE	608	LF	$ 3.00	$ 1,824.00	$1.58	$ 960.64	$1.50	$ 912.00	$1.50	$ 912.00	$1.65	$ 1,003.20	$2.00	$ 1,216.00
18		FURNISH AND INSTALL 8" YELLOW AND WHITE THERMOPLASTIC STRIPE; COMPLETE-IN-PLACE	1,620	LF	$ 2.00	$ 3,240.00	$1.58	$ 2,559.60	$1.50	$ 2,430.00	$1.50	$ 2,430.00	$1.65	$ 2,673.00	$2.00	$ 3,240.00
19		FURNISH AND INSTALL 12" WHITE THERMOPLASTIC STRIPE; COMPLETE-IN-PLACE	3,022	LF	$ 4.00	$ 12,088.00	$6.30	$ 19,038.60	$6.00	$ 18,132.00	$6.00	$ 18,132.00	$6.60	$ 19,945.20	$6.00	$ 18,132.00
20		FURNISH AND INSTALL 12" YELLOW THERMOPLASTIC STRIPE; COMPLETE-IN-PLACE	713	LF	$ 4.00	$ 2,852.00	$6.30	$ 4,491.90	$6.00	$ 4,278.00	$6.00	$ 4,278.00	$6.60	$ 4,705.80	$6.00	$ 4,278.00
21		FURNISH AND INSTALL WHITE AND YELLOW THERMOPLASTIC MARKINGS - WORDS, ARROWS AND YIELD LINES; COMPLETE-IN-PLACE	10,419	SF	$ 4.50	$ 46,885.50	$6.30	$ 65,639.70	$6.00	$ 62,514.00	$6.00	$ 62,514.00	$6.60	$ 68,765.40	$6.00	$ 62,514.00
22		FURNISH AND INSTALL THERMOPLASTIC MARKING - BIKE SYMBOL WITH ARROW; COMPLETE-IN-PLACE	1,978	SF	$ 4.50	$ 8,901.00	$6.30	$ 12,461.40	$6.00	$ 11,868.00	$6.00	$ 11,868.00	$6.60	$ 13,054.80	$6.00	$ 11,868.00
23		FURNISH AND INSTALL THERMOPLASTIC MARKING - SHARED LANE; COMPLETE-IN-PLACE	1,091	SF	$ 4.50	$ 4,909.50	$6.30	$ 6,873.30	$6.00	$ 6,546.00	$6.00	$ 6,546.00	$6.60	$ 7,200.60	$6.00	$ 6,546.00
24		FURNISH AND INSTALL WHITE AND YELLOW THERMOPLASTIC MARKINGS - TRIPLE-4 CROSSWALK; COMPLETE-IN-PLACE	19,744	SF	$ 4.00	$ 78,976.00	$6.30	$ 124,387.20	$6.00	$ 118,464.00	$6.00	$ 118,464.00	$6.60	$ 130,310.40	$6.00	$ 118,464.00
25		FURNISH AND INSTALL GREEN THERMOPLASTIC STRIPING; COMPLETE-IN-PLACE	2,460	SF	$ 8.00	$ 19,680.00	$21.00	$ 51,660.00	$20.00	$ 49,200.00	$20.00	$ 49,200.00	$22.00	$ 54,120.00	$20.00	$ 49,200.00
26		FURNISH AND INSTALL RAISED PAVEMENT MARKERS TYPE D - DETAIL K; COMPLETE-IN-PLACE	1,092	EA	$ 15.00	$ 16,380.00	$4.20	$ 4,586.40	$5.00	$ 5,460.00	$4.00	$ 4,368.00	$4.40	$ 4,804.80	$4.00	$ 4,368.00

BID TABULATION
2018 SLURRY SEAL IMPROVEMENTS

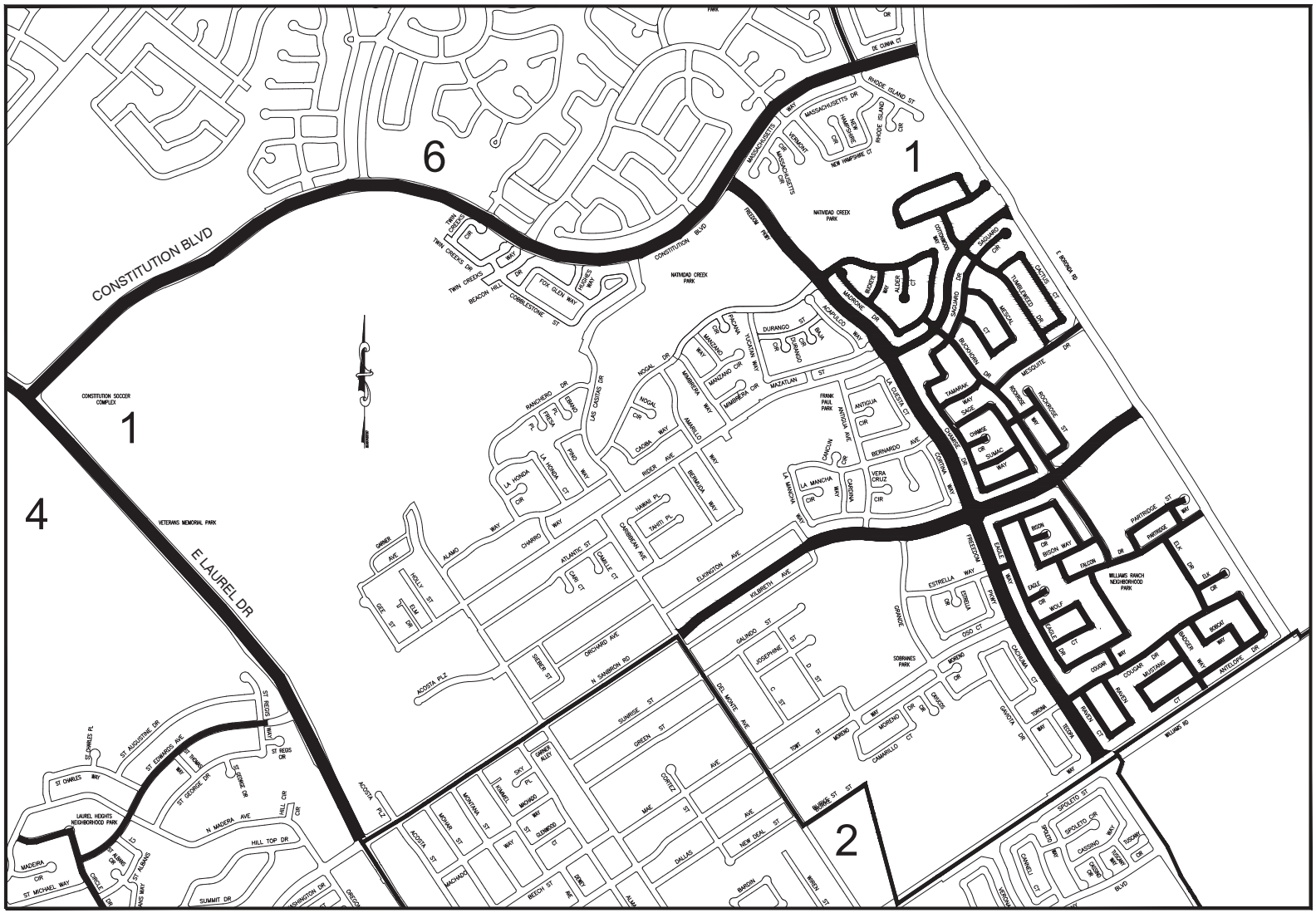
Bid awarded on _____ by Salinas City Council by Resolution No._____(NCS) to:
_____, for for the sum of $_____ (BaseBid).
All other bids were rejected and bid bonds returned.

Dated this_____day of_____,.2018

City Clerk

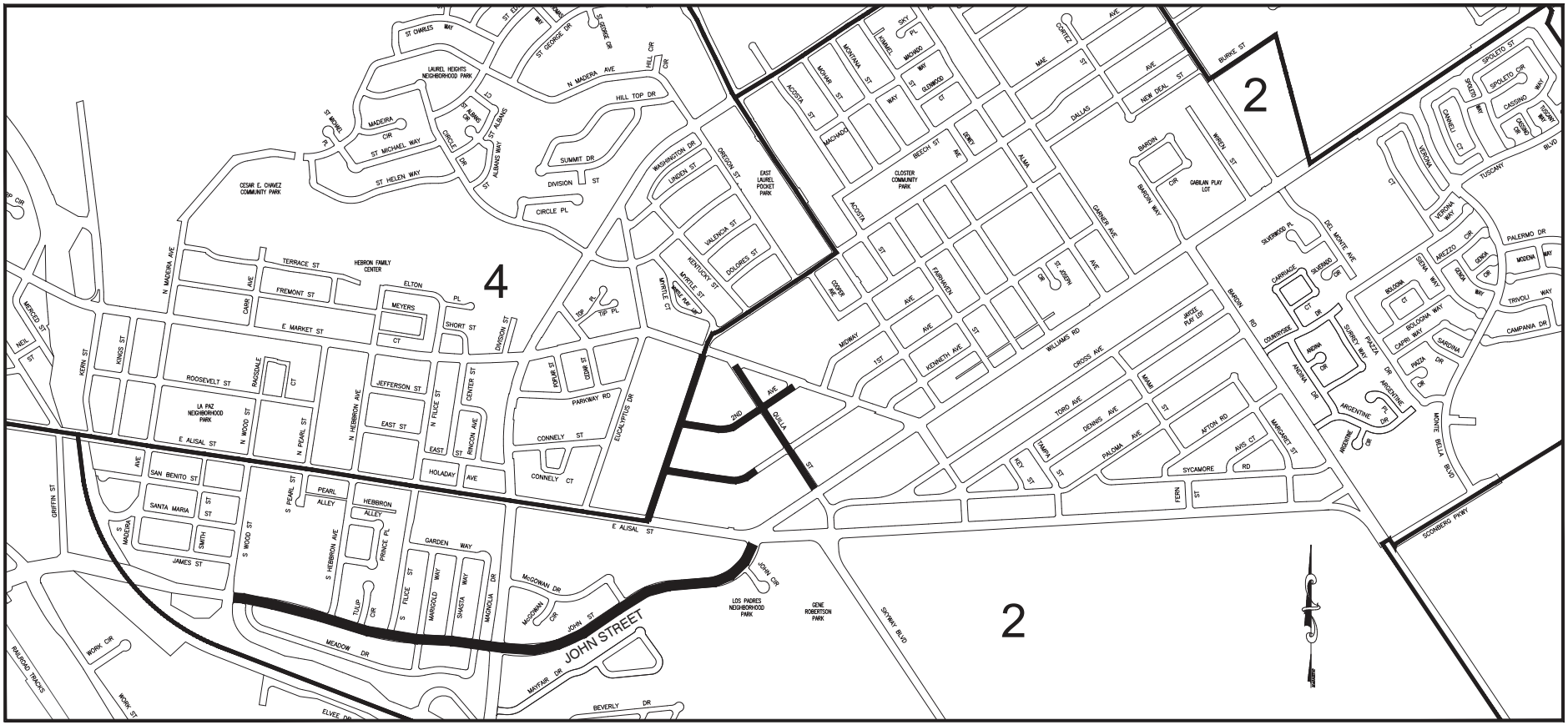
Drawing No. 8208
Project Coordinator: Patrick Fung
Project Manager: Patrick Fung

ITEM NO.	ITEM CODE	DESCRIPTION	APPROXIMATE QUANTITY	UNIT	ENGINEER'S ESTIMATE UNIT PRICE	ENGINEER'S ESTIMATE TOTAL	CONTRACTOR #1 VSS INTERNATIONAL, INC. PO BOX 981330 WEST SACRAMENTO, CA 95691 UNIT PRICE	CONTRACTOR #1 TOTAL	CONTRACTOR #2 PAVEMENT COATINGS CO. 10240 SAN SEVAINE WAY JURUPA VALLEY, CA 91752 UNIT PRICE	CONTRACTOR #2 TOTAL	CONTRACTOR #3 TELFER PAVEMENT TECHNOLOGIES, LLC P.O. BOX 709 MARTINEZ, CA 94553 UNIT PRICE	CONTRACTOR #3 TOTAL	CONTRACTOR #4 INTERMOUNTAIN SLURRY SEAL, INC. 585 WEST BEACH STREET WATSONVILLE, CA 95076 UNIT PRICE	CONTRACTOR #4 TOTAL	CONTRACTOR #5 GRAHAM CONTRACTORS INC P O BOX 26770 SAN JOSE, CA 95159 UNIT PRICE	CONTRACTOR #5 TOTAL
							CONTRACTORS									
27		FURNISH AND INSTALL RAISED PAVEMENT MARKERS TYPE BB; COMPLETE-IN-PLACE	361	EA	$ 15.00	$ 5,415.00	$26.25	$ 9,476.25	$25.00	$ 9,025.00	$25.00	$ 9,025.00	$28.00	$ 10,108.00	$30.00	$ 10,830.00
28		FURNISH AND INSTALL TYPE A WHITE DOME MARKER; COMPLETE-IN-PLACE	60	EA	$ 15.00	$ 900.00	$126.00	$ 7,560.00	$140.00	$ 8,400.00	$120.00	$ 7,200.00	$132.00	$ 7,920.00	$150.00	$ 9,000.00
29		FURNISH AND INSTALL SIGN AND POST - R3-7; COMPLETE-IN-PLACE	2	EA	$ 700.00	$ 1,400.00	$414.75	$ 829.50	$450.00	$ 900.00	$395.00	$ 790.00	$435.00	$ 870.00	$500.00	$ 1,000.00
30		FURNISH AND INSTALL SIGN AND POST - R4-4; COMPLETE-IN-PLACE	1	EA	$ 700.00	$ 700.00	$414.75	$ 414.75	$434.50	$ 434.50	$395.00	$ 395.00	$435.00	$ 435.00	$500.00	$ 500.00
31		FURNISH AND INSTALL SIGN AND POST - W9-1; COMPLETE-IN-PLACE	2	EA	$ 700.00	$ 1,400.00	$414.75	$ 829.50	$434.50	$ 869.00	$395.00	$ 790.00	$435.00	$ 870.00	$500.00	$ 1,000.00
32		FURNISH AND INSTALL SIGN AND POST - W4-2; COMPLETE-IN-PLACE	2	EA	$ 700.00	$ 1,400.00	$414.75	$ 829.50	$434.50	$ 869.00	$395.00	$ 790.00	$435.00	$ 870.00	$500.00	$ 1,000.00
33		FURNISH AND INSTALL SIGN AND POST - YIELD TO BIKES; COMPLETE-IN-PLACE	2	EA	$ 700.00	$ 1,400.00	$414.75	$ 829.50	$434.50	$ 869.00	$395.00	$ 790.00	$435.00	$ 870.00	$500.00	$ 1,000.00
34		FURNISH AND INSTALL 36" WHITE SURFACE MOUNTED CHANNELIZERS; COMPLETE-IN-PLACE	16	EA	$ 200.00	$ 3,200.00	$84.00	$ 1,344.00	$88.00	$ 1,408.00	$80.00	$ 1,280.00	$88.00	$ 1,408.00	$100.00	$ 1,600.00
35		RELOCATE EXISTING SIGN; COMPLETE-IN-PLACE	1	EA	$ 200.00	$ 200.00	$257.25	$ 257.25	$269.50	$ 269.50	$245.00	$ 245.00	$270.00	$ 270.00	$500.00	$ 500.00
		TOTAL BASE BID (ITEMS 1-35) (FOR COMPARISON ONLY)				**$2,173,103.00**		**$ 2,518,000.00**		**$ 2,525,397.00**		**$ 2,591,578.90**		**$3,053,500.00**		**$3,144,549.00**
		ITEMS TO BE SUBMITTED WITH PROPOSAL ON BID OPENING DATE														
1		Proposal					X		X							
2		Addendum No. 1					X		X							
3		Addendum No. 2					X		X							
4		Bid Bond					X		X							
5		Bidder's Statement of Financial Responsibility Technical Ability and Experience					X		X							
6		Insurance Certification					X		X							
7		Non-Collusion Declaration Of Contractor					X		X							
8		Bidder's Statement Of Subcontractors Part 1					X		X							
		ITEMS TO BE SUBMITTED BY LOW BIDDER AND SECOND LOWEST BIDDDER ON/OR WITHIN 5 WORKING DAYS AFTER BID OPENING DATE														
9		Bidder's Statement Of Subcontractors Part 2					X		X							
10		Non-Collusion Declaration Of Sub-Contractor					X		X							
11		Bidder's Statement of Good Faith Effort for Local Hire					X		X							
12		Bidder's List For The City Of Salinas Engineering And Transportation Department					X		X							



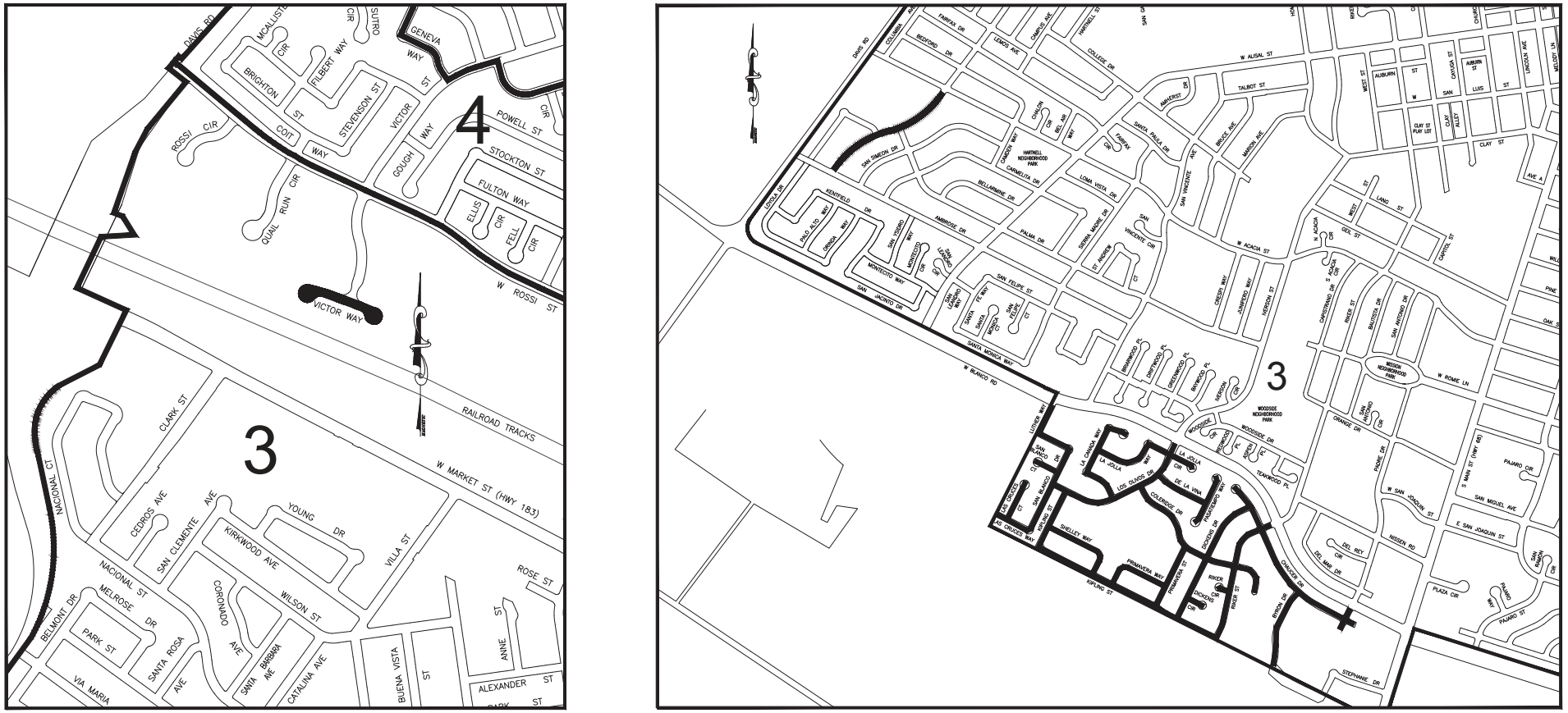
LOCATION MAP: DISTRICT 1

NOT TO SCALE



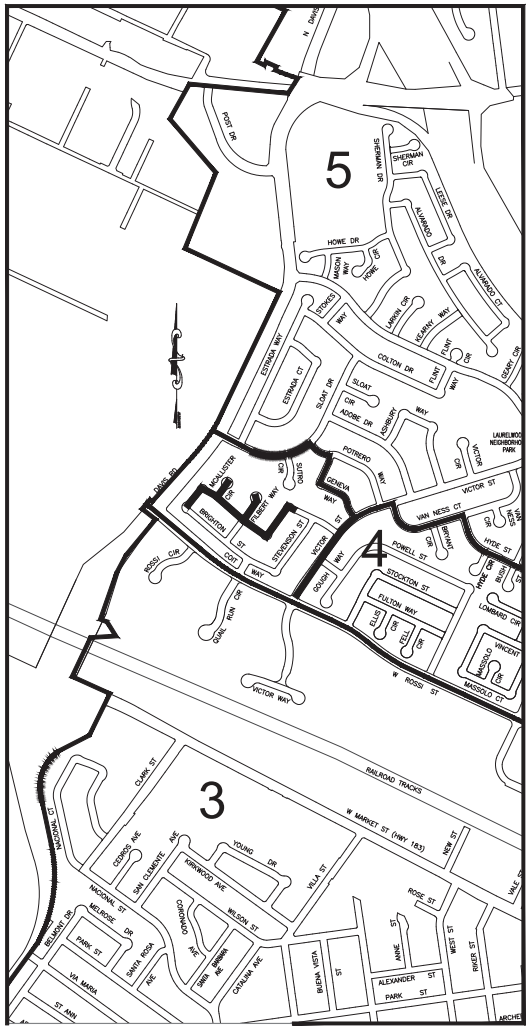
LOCATION MAP: DISTRICT 2

NOT TO SCALE



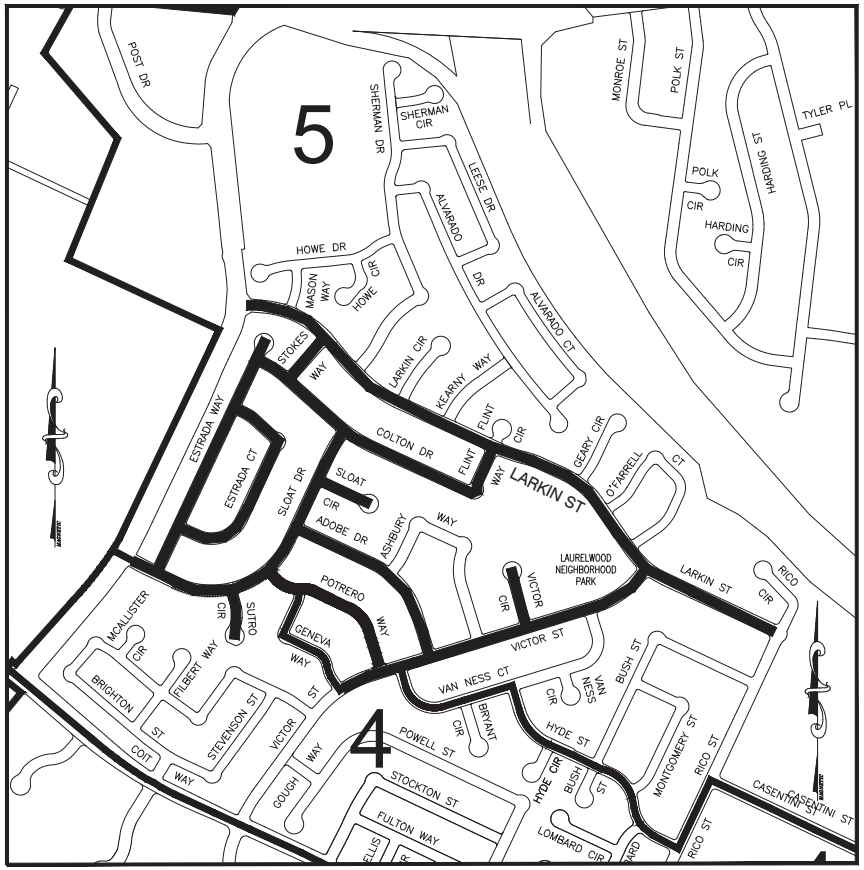
LOCATION MAP: DISTRICT 3

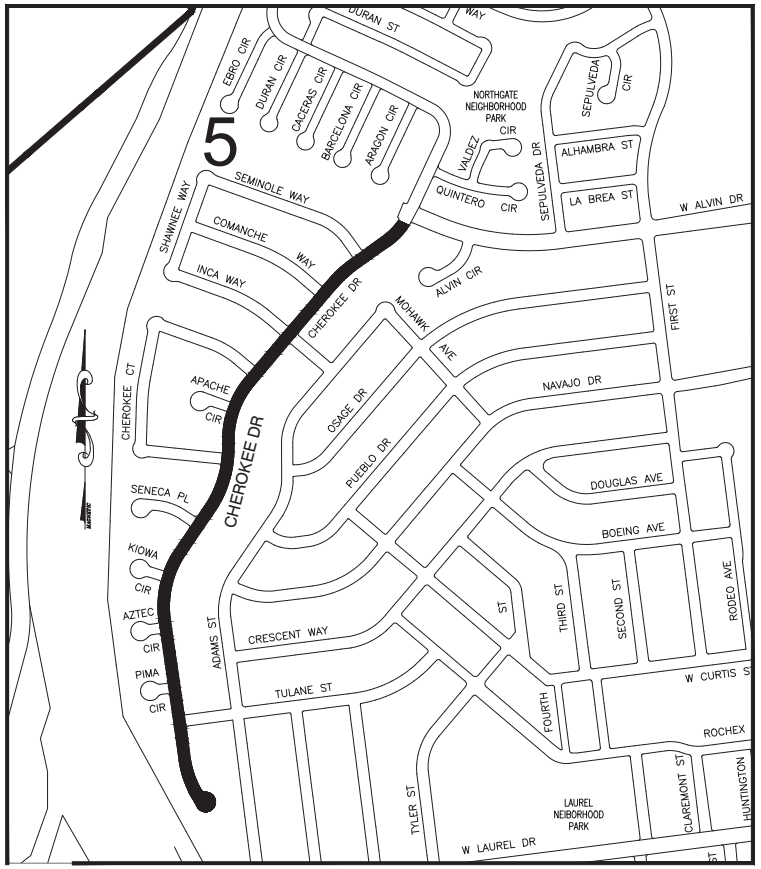
NOT TO SCALE



LOCATION MAP: DISTRICT 4

NOT TO SCALE





LOCATION MAP: DISTRICT 5

NOT TO SCALE

LOCATION MAP: DISTRICT 6

NOT TO SCALE

File #: ID#18-576, Version: 1

Request for Blue (Accessible) Zone at 102 Pennsylvania Drive

Approve a Resolution denying the request to install one (1) blue (accessible) zone designation at 102 Pennsylvania Drive pursuant to the City of Salinas Disabled (Blue) Parking Zone Policy on Residential Streets.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **PUBLIC WORKS**

FROM: **DAVID JACOBS, DIRECTOR**

BY: **VICTOR GUTIERREZ, ASSISTANT ENGINEER**
KATHERINE BONILLA, ENGINEERING AIDE I

TITLE: **REQUEST FOR BLUE (ACCESSIBLE) ZONE**

RECOMMENDED MOTION:

A motion for the City Council to deny the request for one (1) blue (accessible) designation at 102 Pennsylvania Drive.

RECOMMENDATION:

Staff recommends that City Council deny the request to install one (1) blue (accessible) zone designation at 102 Pennsylvania Drive.

EXECUTIVE SUMMARY:

Staff received a request from Hilary Cruz, resident of 102 Pennsylvania Drive, to install one (1) blue (accessible) zone designation. Generally, staff recommends the approval of blue accessible zone requests if the requests meet the criteria outlined in the City of Salinas Disabled (Blue) Parking Zone Policy on Residential Streets; this request does not meet those requirements.

BACKGROUND:

Staff received a request from Hilary Cruz, resident of 102 Pennsylvania Drive, to install one (1) blue (accessible) zone designation on Pennsylvania Drive. Ms. Cruz states Mr. Cruz, who is a quadriplegic, would utilize the disabled parking space at this location and that residents from the nearby Harden Ranch Community Apartments park their vehicles along the frontage of their home for long periods, making parking difficult. The requestor is additionally requesting for the administration, installation and the annual maintenance fee to be waived.

This dwelling had one (1) blue (accessible) zone designation from 2001 to 2008. In 2008, the special curb marking was removed/deleted because the requestor did not submit the required documentation to retain this special curb marking.

Generally, staff does not recommend requests for disabled parking zones on residential streets. In residential areas, the best path of travel from vehicle to home for people with disabilities is generally the shortest distance to the home, typically the pathway from the garage parking space(s). Parking in the driveway is another option that provides a shorter travel distance from car to home in comparison to street parking. A disabled parking zone on the street increases exposure of the disabled person to street traffic, especially if vehicle access is via the driver's side of the car.

Disabled (Blue) Parking Zone Policy on Residential Streets Policy

Effective August 15, 2006, requests for on-street disabled parking (blue) zones shall be subject to the following criteria:

1. Off-street parking facilities for the residential property do not exist. The property does not have a garage, driveway, or other on-site parking space that can be provided for the disabled member of the household; or

2. On-street parking is unavailable. This criterion requires that the site be located adjacent to a school, apartment, and/or other businesses that consume on-street residential parking supply; and

3. The path of travel from the proposed on-street parking stall to the home meets ADA/Title 24 path of travel requirements.

The following criteria are required in all cases:

4. Proof that the disabled resident has a permanent disabled placard on file; and

5. Signed statement acknowledging applicant understands that the on-street disabled parking requested can be used by other residents in the community that have a disabled placard.

Staff has reviewed Ms. Cruz's request based on the above criteria and does not recommend the approval of one (1) blue (accessible) zone at 102 Pennsylvania Drive. The applicant of 102 Pennsylvania Drive has better and safer options to accommodate members of the household with disabilities. The garage and paved driveway are better alternatives, provide a more direct access to the home, and are safer because the route from car to house is not in the street.

TRAFFIC AND TRANSPORTATION COMMISSION

The request for was presented to install one (1) blue (accessible) zone designation at 102 Pennsylvania Drive was presented the Traffic and Transportation Commission at its September 2018 meeting. The Commission voted 5-0 to recommend to the City Council to deny the request to install one (1) blue accessible zone designation at 102 Pennsylvania Drive.

CEQA CONSIDERATION:

The City of Salinas has determined that implementing the blue zone parking restriction is exempt from the California Environmental Quality Act (CEQA) Guidelines (Section 15301, Class 1). If the requested parking restriction were recommended, the project consists of the operation, repair, or minor alteration of public streets involving no expansion of use. There would be no significant effect on the environment.

STRATEGIC PLAN INITIATIVE:

Implementing the City's disabled blue zone policy helps prioritize safe and convenient parking accommodations for disabled residents and therefore supports the Council goal of a "Well planned city and excellent infrastructure."

DEPARTMENTAL COORDINATION:

No departmental coordination occurred since the recommendation is for a denial of the residential disabled (blue) zone. If recommended, staff would coordinate with the Police Department, Public Works Maintenance, and parking enforcement.

FISCAL AND SUSTAINABILITY IMPACT:

The estimated cost to install one (1) blue (accessible) zone is $793. The applicant of an approved blue zone is responsible for an annual maintenance fee of $276 and curb markings are refreshed yearly.

ATTACHMENTS:
Attachment 1- Location Map
Attachment 2- Location Photos
Attachment 3- Flowchart for Salinas Accessible (Blue) Parking Zones
Attachment 4- Special Curb Marking Application
Attachment 5- Resolution No. 19056- Disabled (Blue) Parking Zones on Residential Streets Policy
Attachment 6-Resolution

EXHIBIT 1 (LOCATION MAP)
REQUESTED BLUE ZONE
102 PENNSYLVANIA DR

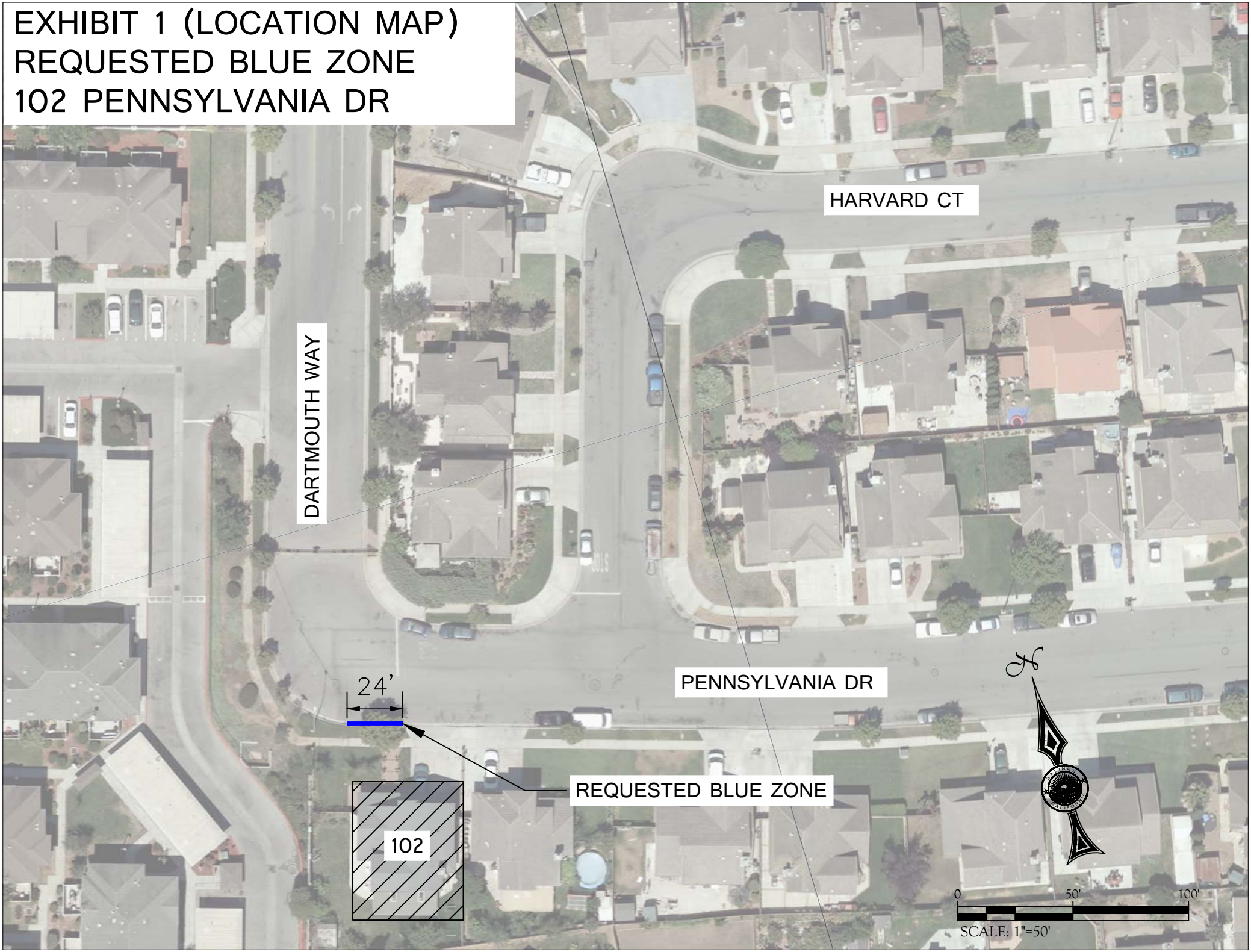


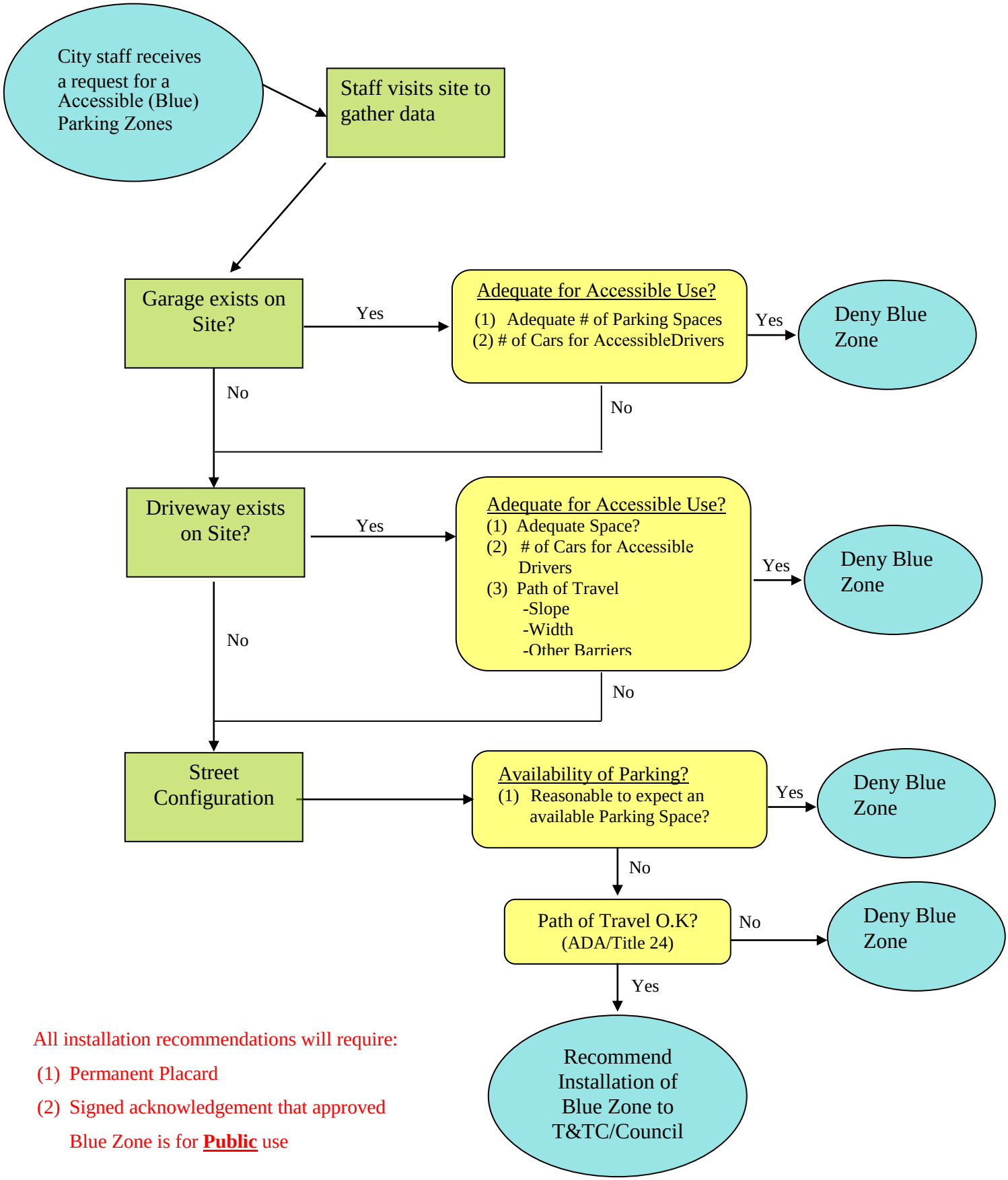
Exhibit 2 Location Photos

Exhibit 2
Location Photos

Exhibit 2 Location Photos

EXHIBIT B

Flowchart for Salinas Accessible (Blue) Parking Zones on Residential Streets Policy



All installation recommendations will require:

(1) Permanent Placard

(2) Signed acknowledgement that approved Blue Zone is for **Public** use

SPECIAL CURB PARKING ZONE

APPLICATION

DATE: 2/9/2018

TO: Salinas Traffic & Transportation Commission
c/o City Engineer
200 Lincoln Avenue
Salinas, CA 93901

I hereby make application for the following zone(s) at the premises identified below:

(Please Indicate number of zones)

1 Blue (Accessible) Zone(s) Yellow

____ White Loading Zone(s)Passengers

____ Loading Zone(s) Materials

____ Green Twenty Minute Parking Zone(s)

I understand that such zone(s) reduce the availability of on-street curb parking space to the general public and appropriate information is provided on the reverse side of this application to assist commissioners in determining the justification for altering the present use of the curb. Also, **I understand this special zone(s) is not reserved space for my personal use or place of business. The zones are still available for public use.**

I also understand that if this application is approved, a fee of **$ 309.00** must be paid for installation of each parking stall, and that a **$ 94.00** renewal fee for each parking stall will be billed to me on or about July 1 for each following year and must be paid within 30 days to avoid removal and/or cancellation of the special curb parking zone(s). Such approval is also subject to review by the Commission at any time and becomes invalid in the event I vacate the premises or the nature of the business at the premises changes.

The nature of my business is: es una residencia

Name of Establishment:

- **Address:** 102 Pennsylvania Dr
- × **Name of Authorized Representative:** Hilary Cruz
- × **~~Business~~ Phone Number:** (831) 442-3425 HOME

INSTRUCTIONS

1. Fill in appropriate information on BOTH sides of this form.
2. Enclose a check in the sum of **$ 309.00** for Every Parking Stall requested, made payable to **CITY OF SALINAS** (Acct. # 10.56612).
3. Mail this application to the above address.
4. You will receive a Traffic and Transportation Commission Agenda informing you of the meeting time and date.
5. **If request is denied**, your fee will be **refunded**.

PLEASE PROVIDE THE FOLLOWING INFORMATION

1. How long has your business been located at this address? 20 years
2. Do you own or lease the premises? For how long? OWN
3. How many off-street parking spaces do you provide? N/A
4. Do your employees use any of your off-street spaces? N/A
5. Number of persons you employ? N/A
6. What days are you open for business? N/A
7. What are your business hours? N/A
8. How long is your average client/patron at your place of business? N/A
9. How many clients/patrons visit your business during an average day? N/A
10. Is your place of business within 300' of a municipal off-street parking facility? NO
11. At what addresses on your block are there any existing zones of the type you have made application for?

12. Have you applied for a similar zone at your place of business before? Yes - maybe around 10 years ago
13. Where will the new special curb parking zone(s) displace vehicles now using on-street parking in front your business?

to the adjacent homes

(Signature)

EXHIBIT A

The City of Salinas
Disabled (Blue) Parking Zones on Residential Streets Policy

Policy adopted on August 15, 2006. Resolution No. 19056

To be consistent with appropriate use of special curb markings and in response to increasing requests for on-street disabled zones in residential areas, the City has approved policy with criteria for when to install disabled (blue) parking zones on residential streets. More specifically, this policy restricts the installation of these disabled zones to specific locations meeting the criteria below.

The City of Salinas is committed to the installation of the pedestrian facilities that improve accessibility for disabled members of the community. At residential areas, off-street parking (such as a garage or driveway adjacent to the house) locations provide the most convenience and safety for those requiring disabled access to a house.

The policy below intends to ensure that disabled parking on residential streets are installed where they are most needed and that residents who are disabled have safe and convenient access to their homes from their vehicles.

I. **Application.** In order to receive consideration under this policy, an applicant must submit a written request to the **City of Salinas Development and Engineering Services Department, ATTN: Traffic Section, 200 Lincoln Avenue, Salinas, California 93901**.

II. **Consideration.** Effective on the adoption of this policy, requests for on-street disabled parking (blue) zones shall be subject to the following criteria:

1. Off-street parking facilities for the residential property do not exist. The property does not have a garage, driveway, or other on-site parking space that can be provided for the disabled member of the household; or

2. On-street parking is unavailable. This criterion requires that the site be located adjacent to a school, apartment, and/or other businesses that consume on-street residential parking supply; and

3. The path of travel from the proposed on-street parking stall to the home meets ADA/Title 24 path of travel requirements.

The following criteria are required in all cases.

4. Proof that the disabled resident has a permanent disabled placard on file; and

5. Signed statement acknowledging applicant understands that the on-street disabled parking requested can be used by other residents in the community that have a disabled placard.

This Policy provides a uniform process for the recommendation of an on-street disabled parking zone.

The City Engineer, at his or her discretion, may examine other considerations not part of this Policy's criteria. Results of these considerations may become the basis to support or oppose recommendation resulting from previously considered criteria.

III. **Commission Consideration** City staff will bring its recommendation to the Traffic and Transportation Commission (T&TC). The meeting of the T&TC provides a public forum for the applicant or any impacted party to support or protest City staff's recommendation. The Traffic and Transportation Commission may recommend approval or denial of the applicant's request based on the criteria above for Disabled (Blue) Parking Zones on residential streets.

IV. **Council Consideration.** The City Council makes the final decision regarding the request for Disabled (Blue) Parking Zones on residential streets. The meeting of the City Council provides another public forum to appeal decisions of the T&TC made following the application of this policy.

V. The City Engineer, at his or her discretion, may remove any Disabled (Blue) Parking Zone if it is no longer needed (e.g., when resident has moved, when the situation no longer meets the above criteria, etc.).

RESOLUTION NO. _____ (N.C.S.)

A RESOLUTION OF THE SALINAS CITY COUNCIL DENYING THE REQUEST TO INSTALL A DISABLED BLUE ZONE AT 102 PENNSYLVANIA DRIVE

WHEREAS, at its October 9, 2004 meeting, City Council approved the installation of a disabled blue zone at 102 Pennsylvania Drive (Resolution No. 17766); and

WHEREAS, at its August 15, 2006 meeting, City Council adopted the City of Salinas Disabled (Blue) Parking Zones on Residential Streets Policy that provided a uniform process for the recommendation of on-street disabled parking (Resolution No. 19056); and

WHEREAS, at its September 9, 2008 meeting, City Council approved the removal of the disabled blue zone at 102 Pennsylvania Drive (Resolution 19539); and

WHEREAS, on February 9, 2018 City Staff received an application to a disabled blue zone at 102 Pennsylvania Drive and requested to waive the administration, installation and annual maintenance fees; and

WHEREAS, at its September 13, 2018 meeting, the Traffic and Transportation Commission voted 5-0 to recommend to City Council to support of City staff's recommendation to deny the request for a disabled blue zone at 102 Pennsylvania Drive since it did not meet the requirements of the City of Salinas Disabled (Blue) Parking Zones on Residential Streets Policy.

NOW, THEREFORE, BE IT RESOLVED by the Council of Salinas that the request for the installation of a disabled blue zone at 102 Pennsylvania Drive is hereby denied because the installation of a blue zone at this location does not meet the requirements of the City of Salinas Disabled (Blue) Parking Zones on Residential Streets Policy.

PASSED AND APPROVED this 6th day of November, 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

File #: ID#18-578, Version: 1

Lease Purchase of three (3) 2019 Chevrolet Pickups

Approve a Resolution authorizing the lease purchase of one 2019 Chevrolet Colorado 4x4 pickup and two Chevrolet Silverado 1500 pickups from MY Chevrolet in Salinas, CA at a total cost of $81,799.47.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DIVISION: **PUBLIC WORKS, SANITARY SEWER DIVISION**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

BY: **RONALD PATTERSON, FLEET MAINTENANCE SUPERVISOR**

TITLE: **LEASE PURCHASE ONE 2019 CHEVROLET COLORADO 4X4 PICKUP AND TWO CHEVROLET SILVERADO 1500 PICKUPS**

RECOMMENDED MOTION:

It is recommended that City Council adopt a resolution

1) Authorizing the lease purchase of one 2019 Chevrolet Colorado 4x4 pickup and two Chevrolet Silverado 1500 pickups from MY Chevrolet in Salinas, CA at a total cost of $81,799.47.

2) Authorize the Finance Director to lease finance the purchase with Banc of America Public Capital Corp.

RECOMMENDATION:

It is recommended that City Council approve the recommended motion so that the Sanitary Sewer Division can proceed with lease purchasing these much needed vehicles to update and replace there worn-out high maintenance cost vehicles.

EXECUTIVE SUMMARY:

The Capital Improvement Project 9274 (Wastewater Equipment) has funds to replace Wastewater vehicles through a lease financing. This report explains why staff chose the two Chevrolet Silverados and the Chevrolet Colorado and these are available from a local dealership.

BACKGROUND:

The Department continues work to update and replace a very dated and worn out vehicle fleet. Capital Improvement Project 9274 has funds available to lease purchase the pickups.

The Public Works Fleet in conjunction with the Sanitary Sewer Division selected the Chevrolet's due their long-standing service history as well as the ability to get service and parts locally. The Sanitary Sewer Division has a need for a compact four wheel drive pickup to perform inspection

and maintenance along the city's retention ditches. The roads along the ditches are dirt and often muddy necessitating the use of four wheel drive to safely navigate the road. The current vehicle that is used is 17 years old and is in need of some extensive maintenance and repairs. The Chevrolet Silverado's will replace a 19 year old pickup as well a 29 year old pickup. These vehicles are used on a daily basis to perform a variety of maintenance functions throughout the City of Salinas to include occasional emergency responses to lift stations or outfalls.

The California State Contract has these vehicles priced at $25,236.65 for the Chevrolet Silverado and $29,101.92 for the Chevrolet Colorado. Local businesses are given the opportunity to compete against these contracts. MY Chevrolet of Salinas can provide the Silverado at a total cost of $26,341.87 per vehicle and the Colorado at a total cost of $29,115.73. My Chevrolet is well within the 10% local preference given local businesses per Article III-A Local Purchasing Preference of the Salinas Municipal Code. These vehicles will be leased using a City of Salinas approved agreement over a 7 year period. At the end of the Lease the City of Salinas will own the trucks.

This purchase from MY Chevrolet also satisfies the purpose and requirements of Article III-A Local Purchasing Preference of the Salinas Municipal Code.

MY Chevrolet will take approximately 10-14 weeks to receive the vehicles. At that point the trucks will be delivered and received by the City of Salinas

This report has not been reviewed by any commissions or advisory boards.

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

1. Economic Diversity and Prosperity: This item does not specifically relate to one of the Council's Strategic Plans or Goals.

2. Safe, Livable Community: This item does not specifically relate to one of the Council's Strategic Plans or Goals.

3. Effective, Sustainable Government: This item does not specifically relate to one of the Council's Strategic Plans or Goals.

4. Well Planned City and Excellent Infrastructure: This item does meet one of the Council's Strategic Plans or Goals "Well Maintained City Infrastructure".

5. Quality of Life: This item does not specifically relate to one of the Council's Strategic Plans or Goals.

DEPARTMENTAL COORDINATION:

Fleet Maintenance in coordination with the Sanitary Sewer Division had a meeting to discuss the needs of the new trucks. We concluded that the trucks in this report meets both the needs of the Sanitary Sewer Division as well as the requirements of the Fleet Maintenance Shop. We also coordinated with the Purchasing Division regarding the purchase and the Finance Director regarding the lease financing.

FISCAL AND SUSTAINABILITY IMPACT:

Then annual lease payment of $13,188.78 will be charged to the Sanitary Sewer Fund. The FY 2018-19 Capital Improvement Project (CIP) No. 9274 has an approved amount to cover the lease payment and projects each annual lease payment going out for each year of the lease. Sufficient funds are available for this lease purchase. The Finance Director has competitively bid the financing and is recommending Banc of America Public Capital Corp for the financing. The lease payment schedule is as follows:

# Pmts:	7			
Interest Rate:	3.12%			
Fiscal Year End June 30,	Principal	Interest	Total Annual	Balance
				$81,799.47
6/30/2019	$10,636.63	$ 2,552.14	$13,188.78	71,162.84
6/30/2020	10,968.50	2,220.28	13,188.78	60,194.34
6/30/2021	11,310.71	1,878.06	13,188.78	48,883.63
6/30/2022	11,663.61	1,525.17	13,188.78	37,220.02
6/30/2023	12,027.51	1,161.26	13,188.78	25,192.51
6/30/2024	12,402.77	786.01	13,188.78	12,789.74
6/30/2025	12,789.74	399.04	13,188.78	(0.00)
	$81,799.47	$ 10,521.97	$92,321.44	

ATTACHMENTS:

Council Resolution
Vehicle and equipment quotes

RESOLUTION NO._____(N.C.S.)

A RESOLUTION AUTHORIZING LEASE PURCHASE OF A NEW CHEVROLET COLORADO TRUCK AND TWO CHEVROLET SILVERADO TRUCKS

WHEREAS, Funds are available in Capital Improvement Project 9274 Waste Water Equipment to lease purchase three pickup trucks; and

WHEREAS, MY Chevrolet of Salinas can provide a Chevrolet Colorado truck at a total cost of $29,115.73 and two Chevrolet Silverado trucks at a total cost of $52,683.74 which is within ten percent of the State Contract; and

WHEREAS, Article III-A Local Purchasing Preference of the Salinas Municipal Code allows making purchases through local businesses if they are within ten percent of the lowest responsible bidder.

NOW, THEREFORE, BE IT RESOLVED that the Salinas City Council authorize the Finance Director to enter into a lease purchase agreement for a new Chevrolet Colorado truck and two new Chevrolet Silverado trucks at a total cost of $81,799.47.

BE IT FURTHER RESOLVED that Financing for this purchase will be a lease financing with annual payments from Banc of America Public Capital Corp, and that the City Manager or Finance Director are authorized to sign all appropriate lease purchase documents upon the City Attorney review and approval as to form of all documents.

PASSED AND ADOPTED 6th of November2018 by the following votes:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____

Joe Gunter, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk
g

MY

JEEP
CHRYSLER
DODGE
RAM

City of Salinas
Attn: Ron Patterson

August 29, 2018

Quote for 2019 Chevrolet Colorado 4WD Extended cab:

Powertrain: 2.5L I=4, with 6-speed automatic, 4WD

Color: Pacific Blue Metallic

Seats: Jet Black/Dark Ash vinyl seats

Options: Fleet free maintenance credit

$26,536.00 = sale price, before sales tax and fees
$80.00 = doc fees
$2,461.98 = 9.25% Salinas City sales tax
$29.00 = DMV electronic filing fee for exempt license plates
$8.75 = tire tax

$29,115.73 = Total cost, per unit

This vehicle will be ordered upon issuance of a Purchase Order. Typical delivery is 10-14 weeks after the order is submitted.

Thank you for the opportunity to provide this quote for your consideration. Please let me know if you have any questions.

Denis Greathead, Government Fleet Sales Manager
MY Chevrolet / MY Jeep-Chrysler-Dodge-Ram / MY Nissan-Kia
444 Auto Center Circle
Salinas, CA 93907
831-320-6519

831.442.1000
From Monterey 372.7286
Fax 831.442.3616
600 Auto Center Circle
Salinas, CA 93907
www.mycars.com

MY

JEEP
CHRYSLER
DODGE
RAM

City of Salinas
Attn: Ron Patterson

August 29, 2018

Quote for 2019 Chevrolet Silverado 1500 2WD double cab:

Powertrain: 5.3L V-8 with 6-speed automatic, 2WD

Color: Summit White

Seats: Dark ash with jet black vinyl seats

Options: Fleet free maintenance credit

$23,997.00 = sale price, before sales tax and fees
$80.00 = doc fees
$2,227.12 = 9.25% Salinas City sales tax
$29.00 = DMV electronic filing fee for exempt license plates
$8.75 = tire tax

$26,341.87 = Total cost, per unit

This vehicle will be ordered upon issuance of a Purchase Order. Typical delivery is 10-14 weeks after the order is submitted.

Thank you for the opportunity to provide this quote for your consideration. Please let me know if you have any questions.

Denis Greathead, Government Fleet Sales Manager
MY Chevrolet / MY Jeep-Chrysler-Dodge-Ram / MY Nissan-Kia
444 Auto Center Circle
Salinas, CA 93907
831-320-6519

831.442.1000
From Monterey 372.7286
Fax 831.442.3616
600 Auto Center Circle
Salinas, CA 93907
www.mycars.com

File #: ID#18-589, Version: 1

Reconstruct Parking Lot 16 Scope Expansion, CIP No. 9172

Approve a Resolution approving the expansion of the scope of work for CIP Project 9172 - Reconstruct Parking Lot 16 to include any necessary improvements to any City parking lot.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **PUBLIC WORKS DEPARTMENT**

FROM: **DAVID JACOBS, PUBLIC WORKS DIRECTOR**

THRU: **JAMES E. SANDOVAL, CITY ENGINEER**

BY: **JONATHAN ESTEBAN, JUNIOR ENGINEER**

TITLE: **CIP #9172 – RECONSTRUCT PARKING LOT 16 SCOPE EXPANSION**

RECOMMENDED MOTION:

A motion to approve a Resolution to approve the expansion of the scope for *CIP 9172 - Reconstruct Parking Lot 16* to include any necessary improvements to enhance the condition of any Downtown City parking lot.

RECOMMENDATION:

Staff recommends that the City Council approve a resolution approving the expansion of the scope of work for *CIP Project 9172 – Reconstruct Parking Lot 16* to include any necessary improvements to any Downtown City parking lot.

DISCUSSION:

The original scope for CIP 9172 is written as, "Reconstruct Parking Lot #16 at the corner of Lincoln and Central Avenue. Remove pavement, reconstruct with permeable pavers and LID features.". However, given the goals of the Downtown Vibrancy Plan, Lot #16 could serve as a potential redevelopment site in the future. Accordingly, the original budget of $66,000 to improve this lot, could be better spent on immediate maintenance needs within Downtown parking lots, such as

- developing temporary trash enclosures in lots blighted by "dumpster diving" litter and unsightly restaurant grease containers
- filling potholes
- slurry sealing
- restriping
- ADA enhancements

- other immediate needs

The first parking lot project would construct temporary trash enclosures in Lots No. 1 and 2, adjacent to the Melody Lane alley. Trash bins (including garbage, recycle, and food waste) in each of these lots are located adjacent to the ADA parking stalls in the corner of both lots, causing the two stalls to be non-ADA compliant. Lot #2 has homeless rummaging through the bins on a daily basis and leaving litter on the asphalt. The locations of the trash bins in each lot are aesthetically unpleasing and generate complaints from business merchants and customers. The estimated cost to construct the two temporary trash enclosures is $15,000.

The Downtown Vibrancy Plan envisions improvements to the City's Downtown alleys. Once funding is available for alley enhancements, the temporary trash enclosures will be replaced by more decorative permanent enclosures.

After the temporary trash enclosures are constructed, staff recommends using the remainder of the $66,000 to repair potholes, slurry seal pavement and restripe parking stalls in the Downtown lots with the greatest need.

Accordingly, staff recommends that the Project Description and Location for CIP No. 9172, in the 2018/19 CIP budget, be expanded to read, "Reconstruct Parking Lot #16, as needed, at the corner of Lincoln and Central Avenue. Additionally, construct any necessary improvements to enhance the condition of any Downtown City parking lot."

CEQA CONSIDERATION:

The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378). In addition, CEQA Guidelines Section 15061 includes the general rule that CEQA applies only to activities which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. Because the proposed action and this matter have no potential to cause any effect on the environment, or because it falls within a category of activities excluded as projects pursuant to CEQA Guidelines section 15378, this matter is not a project. Because the matter does not cause a direct or foreseeable indirect physical change on or in the environment, this matter is not a project. Any subsequent discretionary projects resulting from this action will be assessed for CEQA applicability.

STRATEGIC PLAN INITIATIVE:

This item relates to the Strategic plan of "Safe, Livable Community" and will provide a response to community concerns.

DEPARTMENTAL COORDINATION:

City Maintenance Department has worked with Public Works to develop the maintenance, ADA, and trash enclosure needs for Lots #1 and #2. Maintenance also coordinated with the businesses at these lots and Republic Services to plan the use of a mixed garbage bin for the businesses and the location of the trash enclosures for these lots. Maintenance should also coordinate for future maintenance needs for all City lots.

FISCAL AND SUSTAINABILITY IMPACT:

As of October 9th, 2018, the available budget for Project CIP 9172 Reconstruct Parking Lot #16 is as follows:

	FY 18-19				
CIP #	Funding Source	Appropriations	Expenditures as of 10/9/18	Encumbrances as of 10/9/18	Available Budget
9172	Downtown Parking District	$ 66,000.00	$ -	$ -	$ 66,000.00
		$ -	$ -	$ -	$ -
		$ -	$ -	$ -	$ -
	TOTAL	**$ 66,000.00**	**$ -**	**$ -**	**$ 66,000.00**

ATTACHMENTS:

Resolution
Location Map

RESOLUTION NO. ____(N.C.S.)

A RESOLUTION TO APPROVE THE EXPANSION IN SCOPE FOR CIP 9172 RECONSTRUCT PARKING LOT #16 TO INCLUDE IMPROVEMENTS FOR ALL DOWNTOWN CITY PARKING LOTS

WHEREAS, the original scope of CIP 9172 – Reconstruct Parking Lot 16 is written as, "Reconstruct Parking Lot #16 at the corner of Lincoln and Central Avenue. Remove pavement, reconstruct with permeable pavers and LID features."; and

WHEREAS, the goals of the Downtown Vibrancy Plan make Lot #16 a potential redevelopment site in the future; and

WHEREAS, the City desires to expand the scope of CIP 9172 Reconstruct Parking Lot #16 to better use the original budget of $66,000 for immediate maintenance needs within the Downtown parking lots such as developing trash enclosures in lots blighted by "dumpster diving" litter and restaurant grease containers, filling potholes, slurry sealing, restriping, ADA enhancements, and other immediate needs; and

WHEREAS, the first parking lot project will construct temporary trash enclosures in Lot Nos. 1 and 2, adjacent to Melody Lane, aimed to relocate trash bins (garbage, recycle, and food waste) away from ADA parking stalls and into temporary trash enclosures and to prevent homeless from rummaging through the bins and leaving litter on the asphalt; and

WHEREAS, the estimated costs for the temporary trash enclosures in Lots 1 and 2 is $15,000; and

WHEREAS, the temporary trash enclosures in Lots 1 and 2 will be replaced by more decorative permanent enclosures in the future, once funding is available for downtown alley enhancements; and

WHEREAS, staff recommends that the scope for CIP 9172 Reconstruct Lot #16 be expanded to read, "Reconstruct Parking Lot #16, as needed, at the corner of Lincoln and Central Avenue. Additionally, construct any necessary improvements to enhance the condition of any Downtown City parking lot.";

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL that the scope for CIP 9172 Reconstruct Lot #16 be expanded to read, "Reconstruct Parking Lot #16, as needed, at the corner of Lincoln and Central Avenue. Additionally, construct any necessary improvements to enhance the condition of any Downtown City parking lot.", to allow funding for CIP 9172 to serve immediate maintenance needs.

PASSED AND APPROVED this 6th day of November 2018, by the following vote:

AYES:

NOES:

ABSENT:

APPROVED:

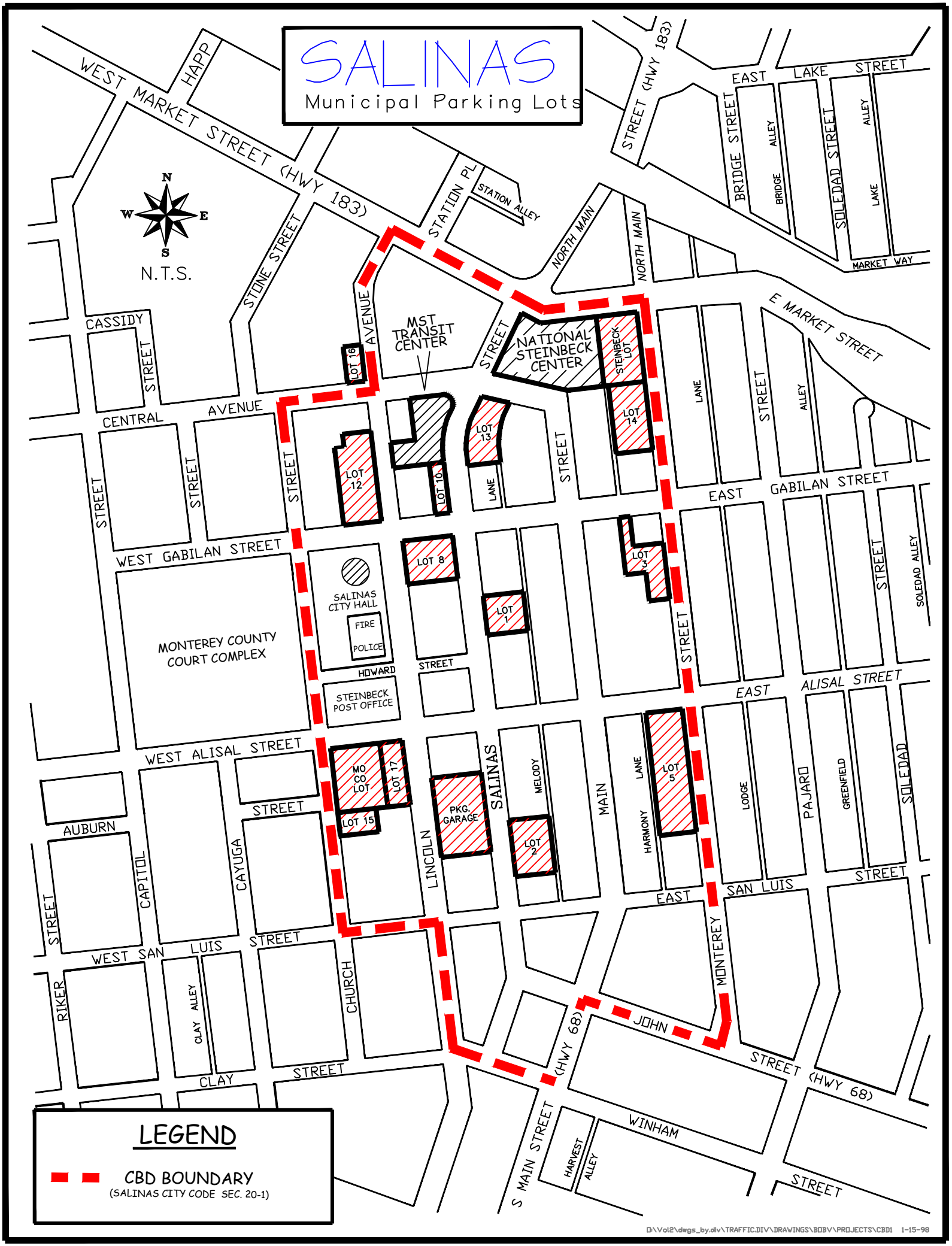
_____

Joe Gunter, Mayor

ATTEST:

_____

Patricia M. Barajas, City Clerk


SALINAS
Municipal Parking Lots
WEST MARKET STREET (HWY 183)
HAPP
STREET (HWY 183)
EAST LAKE STREET
BRIDGE STREET
ALLEY
BRIDGE
SOLEDAD STREET
ALLEY
LAKE
MARKET WAY
STATION PL
STATION ALLEY
NORTH MAIN
NORTH MAIN
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W
E
S
N.T.S.
STONE STREET
CASSIDY
STREET
CENTRAL
AVENUE
STREET
STREET
AVENUE
LOT 16
MST TRANSIT CENTER
STREET
NATIONAL STEINBECK CENTER
STEINBECK LOT
LOT 14
LANE
STREET
ALLEY
E MARKET STREET
LOT 12
LOT 10
LOT 13
LANE
STREET
EAST GABILAN STREET
WEST GABILAN STREET
LOT 8
LOT 3
SALINAS CITY HALL
FIRE
POLICE
LOT 1
STREET
STREET
SOLEDAD ALLEY
MONTEREY COUNTY COURT COMPLEX
HOWARD
STEINBECK POST OFFICE
EAST ALISAL STREET
WEST ALISAL STREET
MO CO LOT
LOT 17
LOT 15
PKG. GARAGE
SALINAS
MELODY
LOT 2
MAIN
LANE
HARMONY
LOT 5
LODGE
PAJARO
GREENFIELD
SOLEDAD
AUBURN
STREET
CAPITOL
CAYUGA
STREET
LINCOLN
STREET
EAST SAN LUIS STREET
WEST SAN LUIS STREET
RIKER
STREET
CLAY ALLEY
CHURCH
MONTEREY
JOHN
STREET (HWY 68)
CLAY
STREET
S MAIN STREET (HWY 68)
WINHAM
HARVEST ALLEY
STREET
LEGEND
CBD BOUNDARY
(SALINAS CITY CODE SEC. 20-1)
D:\Vol2\dwgs_by.div\TRAFFIC.DIV\DRAWINGS\BOBV\PROJECTS\CBD1 1-15-98

File #: ID#18-595, Version: 1

Modification to the Classification and Salary Schedule

Approve a Resolution to amend the Classification-Salary Schedule to include the part-time temporary classification of Public Service Maintenance Aide.

CITY OF SALINAS

COUNCIL STAFF REPORT

DATE: November 6, 2018

Department: HUMAN RESOURCES

FROM: Marina Horta-Gallegos, Human Resources Director

SUBJECT: **MODIFICATION TO THE CLASSIFICATION AND SALARY SCHEDULE**

RECOMMENDED MOTION:

A motion to approve a Resolution to amend the Classification-Salary Schedule to include the part-time temporary classification of Public Service Maintenance Aide.

RECOMMENDATION:

Staff recommends that the City Council approve the attached Resolution modifying the Classification – Salary Schedule to include the classification of Public Service Maintenance Aide at the rate of $14.57 to $17.72 per hour.

BACKGROUND:

The Public Service Maintenance Aide is a new part-time temporary position that will provide assistance to staff in the Environmental and Maintenance Services divisions of the Public Works Department performing basic and routine unskilled labor as assigned.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (SEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

The proposed action meets the Effective Sustainable Government Council goal.

FISCAL AND SUSTAINABILITY IMPACT:

The Public Service Maintenance Aide position(s) will be filled on a part-time basis and will be paid through individual department temporary funds. Part-time temporary position are limited to 25-hours per week and 1,000 hours per fiscal year.

ATTACHMENTS:

Resolution
Exhibit A – Classification and Salary Schedule

RESOLUTION NO. _____ (N.C.S.)

RESOLUTION AMENDING THE CLASSIFICATION AND SALARY SCHEDULE

BE IT RESOLVED BY THE CITY COUNCIL OF SALINAS that the Classification and Salary Schedule previously adopted by the City Council by Resolution is hereby amended to include the classification of Public Service Maintenance Aide.

Attached, as Exhibit A is the amended Classification and Salary Schedule Plan.

PASSED AND ADOPTED this 6th day of November 2018, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

EXHIBIT A

CLASSIFICATION AND SALARY SCHEDULE

29	29.9354	Public Service Maintenance Aide	14.5789	15.3115	16.0731	16.8808	17.7231

File #: ID#18-598, Version: 1

Board of State and Community Corrections (BSCC) California Violence Intervention Prevention Grant (CalVIP)

Approve a Resolution accepting the Board of State and Community Corrections California Violence Intervention Prevention (CalVIP) grant in the amount of $500,000.

CITY OF SALINAS
COUNCIL STAFF REPORT

DATE: **NOVEMBER 6, 2018**

DEPARTMENT: **LIBRARY & COMMUNITY SERVICES**

FROM: **CARY ANN SIEGFRIED, DIRECTOR**

BY: **JOSE ARREOLA, COMMUNITY SAFETY ADMINISTRATOR**

TITLE: **BOARD OF STATE AND COMMUNITY CORRECTIONS (BSCC) CALIFORNIA VIOLENCE INTERVENTION PREVENTION GRANT (CalVIP)**

RECOMMENDED MOTION:

A motion to approve a resolution accepting the Board of State and Community Correction (BSCC) California Violence Intervention Prevention (CalVIP) grant in the amount of $500,000.

RECOMMENDATION:

It is recommended that the City Council approve a resolution accepting grant funding from BSCC California Violence Intervention and Prevention (CalVIP) Program, in the amount of $500,000, to fund programming facilitated by Partners for Peace, Rancho Cielo Youth Campus, and the City of Salinas Library and Community Services Department.

BACKGROUND:

The City of Salinas has successfully competed for funding opportunities from the State of California through the CalGRIP program on seven previous occasions since 2007. The first two grants received by the Salinas Police Department, with the primary focus on enforcement, totaled $757,021. The subsequent five grant awards, totaling $2,925,374, shifted from enforcement to a focus on prevention, intervention and re-entry services.

The California Violence Intervention and Prevention Program (CalVIP) Grant Program is a competitive grant application process that replaces the California Gang Reduction Intervention and Prevention (CalGRIP) Program. Both programs receive funding through the State Budget Act; however, BSCC revised the eligibility to allow community-based organizations (CBO's) to apply.

On November 13, 2017, BSCC released the Request for Proposal (RFP) with responses due on January 22, 2018 for project period May 1, 2018 through April 30, 2018. The State of California, by way of the Fiscal Year 2017-2018 State Budget Act, approved $8,215,000 of funding. This

amount was a significant reduction from prior CalGRIP funding levels. Funds for the first round of awards are to be equally divided between City agencies and Community Based Organizations. The City of Salinas submitted an application with Partners for Peace and Rancho Cielo Youth Campus as sub recipients. On April 19, 2018, BSCC announced the awardees, of which the City of Salinas did not make the list.

When the Fiscal Year 2018-2019 State Budget Act passed, it allocated an additional $9,000,000 for CalVIP funding. The City of Salinas made the list earning the maximum application amount of $500,000. CalVIP requires a dollar for dollar match, which is shared between the City and its sub-recipients.

The City and its sub recipients, Partners for Peace and Rancho Cielo Youth Campus took into consideration the needs of underserved populations in Salinas. To meet the needs of participants from disadvantaged and low-income households, programs will be available in English and Spanish and bilingual and bicultural staff are part of each program.

The City of Salinas Library and Community Services (LCS) Department will receive funding that will support Saturday Night Teen Program at five Community Centers (Hebbron Family Center, the Breadbox Recreation Center, the Firehouse Recreation Center, the Salinas Recreation Center and El Dorado Park Recreation Center). Community center staff will provide positive and enriching opportunities for youth ages 11 to 19 between the hours of 6:00 p.m. and 10:00 p.m. Programming will include structured recreation, sports tournaments, safety awareness sessions with law enforcement, block parties/special events, community service opportunities and special enrichment programs in art, illustration, technology and culture. The financial match will be provided by the LCS Department administrative staff for project oversight and grant management and by recreation programming staff as part of the Saturday Night Teen Program.

Partners for Peace will continue their agency focus on building strong families for a peaceful community by implementing evidenced based parent, and family centered programming. Programming goals include providing skills and confidence to increase parental control, decrease probation violations, improve school performance decrease antisocial and delinquent behavior.

Rancho Cielo Youth Campus will provide skilled employment and job training for youth ages 16 to 24. The youth will participate in a Tiny Home Construction Training program where they will learn carpentry, electricity, plumbing, etc. and will build one tiny home per academic year. In addition, the youth will participate in Solar Installation Basic Training Program, receive academic instruction tailored to their unique learning styles and they will be connected to health and human services as needed. The program emphasized achieving a WASC-accredited high school diploma, training for skilled employment, college preparation along with soft skills identified by industry partners and needed to secure and maintain employment.

The City and collaborating CBO's intentionally hire bilingual, bicultural staff with appropriate experience for their positions. Grant support and oversight will be provided by the Library Community Services Department, which has successfully managed over $5.5 million in Federal and State grants.

CEQA CONSIDERATION:

Not a Project. The City of Salinas has determined that the proposed action is not a project as defined by the California Environmental Quality Act (CEQA) (CEQA Guidelines Section 15378).

STRATEGIC PLAN INITIATIVE:

Acceptance of this grant is consistent with the City Council's goal to provide a safe and livable community by offering safe activities, accessible programs and facilities that provide for the physical, social, cultural and educational well-being of the community with a focus on the needs of youth and families.

DEPARTMENTAL COORDINATION:

This effort will require coordination within the Library and Community Services Department and the Accounting Division and Purchasing Division of the Finance Department. The Library Community Services Department will provide the primary grant management, including but not limited to program reporting and processing of invoices from sub-recipients and maintenance of grant file with Library and Community Services staff to support implementation. The Purchasing Division will provide support as needed for ordering of supplies and the Accounting Division will process quarterly reimbursements to BSCC.

FISCAL AND SUSTAINABILITY IMPACT:

Staff from the Library Community Services Department will be charged against the match portion of the grant totaling $227,400 over the two-year period. The fiscal impact is the $227,400 worth of staff time spent on this project over other projects. This investment is worthwhile because it attracts new resources to help us expand and sustain free, quality programming for teenaged youth in Salinas. Ongoing activities like Teen Scene are a critical protective factor in keeping our youth safe and thriving.

ATTACHMENTS:

Resolution
State of California Standard Agreement

RESOLUTION NO. _____ (N.C.S.)

RESOLUTION AUTHORIZING THE ACCEPTANCE OF GRANT FUNDING FROM BOARD OF STATE AND COMMUNITY CORRECTIONS CALIFORNIA VIOLENCE INTERVENTION PREVENTION (CalVIP) PROGRAM

WHEREAS, the City of Salinas and its residents continue to experience high levels of violence, particularly violent crime among youth and young adults; and

WHEREAS, the City of Salinas desires to participate in the California Violence Prevention Intervention (CalVIP) Program administered by the Board of State and Community Corrections; and

WHEREAS, the City of Salinas works as a lead agency for and in collaboration with the Community Alliance for Safety and Peace (CASP) and with a variety of community based organizations, federal, state and local law enforcement agencies in the on-going effort to intervene and prevent violence within the city and within all of Monterey County; and

WHEREAS, the BSCC has awarded the City of Salinas with an amount of $500,000 for for the City and its local partners to provide collaborative efforts of intervention and prevention of violence by enhancing protective factors, evaluation and data collection; and

WHEREAS, BSCC mandates a minimum of 50 percent of funding to be passed through to non-governmental, community based organizations; and

WHEREAS, funding for the period of September 1, 2018 through and including December 15, 2020 will support community-based organizations, Partners for Peace with $125,466 or 25% of grant funds and Rancho Cielo Youth Campus with $145,000 or 29% of grant funds. The City of Salinas will receive $189,534 or 34% for local collaborative efforts to provide intervention and prevention programs; and

WHEREAS, funding will support evaluation and data collection to determine the impact of the services to be provided with $40,000 or 8% of grant funds; and

WHEREAS, the dollar for dollar match of $500,000 will be shared between the City of Salinas and sub-recipients, Partners for Peace and Rancho Cielo Youth Campus;

NOW, THEREFORE, BE IT RESOLVED that the City Manager be authorized on behalf of the City Council to sign the Grant Agreement with BSCC including any amendments thereof.

BE IT FURTHER RESOLVED that grant funds received hereunder shall not be used to supplant expenditures controlled by this body.

BE IT FURTHER RESOLVED that the City of Salinas agrees to abide by the terms and conditions of the Grant Agreement as set forth by BSCC.

BE IT FURTHER RESOLVED that the City Council hereby authorizes the acceptance of funding from the Board of State and Community Corrections to fund programs for the City of Salinas, Partners for Peace, and Rancho Cielo Youth Campus in the City of Salinas.

PASSED AND APPROVED this 6th day of November 2018 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED:

_____
Joe Gunter, Mayor

ATTEST:

_____
Patricia M. Barajas, City Clerk

STATE OF CALIFORNIA

STANDARD AGREEMENT

STD 213 (Rev 06/03)

AGREEMENT NUMBER	
BSCC 821-18	
REGISTRATION NUMBER	

1. This Agreement is entered into between the State Agency and the Contractor named below:

STATE AGENCY'S NAME
BOARD OF STATE AND COMMUNITY CORRECTIONS

CONTRACTOR'S NAME
City of Salinas

2. The term of this Agreement is: **September 1, 2018 through December 15, 2020**

3. The maximum amount of this Agreement is: **$ 500,000.00** Five Hundred thousand and zero cents

4. The parties agree to comply with the terms and conditions of the following exhibits and attachments which are by this reference made a part of the Agreement.

Exhibit A:	Scope of Work	4 pages
Exhibit B:	Budget Detail and Payment Provisions	4 pages
Exhibit C:	General Terms and Conditions (04/2017)	4 pages
Exhibit D:	Special Terms and Conditions	5 pages
Attachment 1:	CalVIP Request for Proposals*	
Attachment 2:	18-19 CalVIP City of Salinas Proposal	23 pages
Appendix A:	CalVIP Executive Steering Committee	1 page
Appendix B:	Criteria for Non-Governmental Organizations Receiving CalVIP Funds	2 pages

** This item is incorporated by reference and can be accessed at:* http://www.bscc.ca.gov/s_bscccalvip.php

IN WITNESS WHEREOF, this Agreement has been executed by the parties hereto.

CONTRACTOR

CONTRACTOR'S NAME *(if other than an individual, state whether a corporation, partnership, etc.)*
City of Salinas

BY *(Authorized Signature)* ✍ | DATE SIGNED *(Do not type)*

PRINTED NAME AND TITLE OF PERSON SIGNING
Ray E. Corpuz JR., City Manager

ADDRESS
200 Lincoln Avenue Salinas Ca 93901

STATE OF CALIFORNIA

AGENCY NAME
BOARD OF STATE AND COMMUNITY CORRECTIONS

BY *(Authorized Signature)* ✍ | DATE SIGNED *(Do not type)*

PRINTED NAME AND TITLE OF PERSON SIGNING
MARY JOLLS, Deputy Director

ADDRESS
2590 Venture Oaks Way, Suite 200, Sacramento CA 95833

California Department of General Services Use Only

☒Exempt per: SCM 1, 4.06

EXHIBIT A
Scope of Work

1. Grant Agreement – California Violence Intervention & Prevention (CalVIP) Grant

This Grant Agreement is between the State of California, Board of State and Community Corrections (hereafter referred to as the BSCC) and City of Salinas (hereafter referred to as Grantee or Contractor).

2. Project Summary and Administration

A. The City of Salinas Recreation and Community Services Department is collaborating with two community-based organizations, Partners for Peace and Rancho Cielo. These organizations are critical partners in working toward the prevention, intervention, enforcement and reentry goals of the Salinas Comprehensive Strategy for Community-Wide Violence Reduction. The projects include an expansion of the City's Saturday Teen Nights to a fifth site under the Recreation and Parks Department, Parent Project Loving Solutions by Partners for Peace and a youth vocational training called the Tiny Home Project by Rancho Cielo Youth Campus. These projects focus on proven violence prevention and intervention strategies by enhancing protective factors like skill development, mentorship, parent support and teen recreation. The three service providers have built the principles of cultural competence and trauma-informed care into their staffing and services will have an adherence to these principles through in-service training and external workshops.

B. Grantee agrees to administer the project in accordance with Attachment 1: CalVIP Request for Proposals (incorporated by reference) and Attachment 2: 18-19 CalVIP City of Salinas Proposal, which is attached and hereto and made part of this agreement.

3. Project Officials

A. The BSCC's Executive Director or designee shall be the BSCC's representative for administration of the Grant Agreement and shall have authority to make determinations relating to any controversies that may arise under or regarding the interpretation, performance, or payment for work performed under this Grant Agreement.

B. The Grantee's project officials shall be those identified as follows:

Authorized Officer with legal authority to sign:

Name:	Ray E. Corpuz JR.
Title:	City Manager
Address:	200 Lincoln Ave Salinas CA 93901
Phone:	(831) 758-7201
Email:	Ray.corpuz@ci.salinas.ca.us

EXHIBIT A
Scope of Work

Designated Financial Officer authorized to receive warrants:

Name: Matt N. Pressey
Title: Finance Director
Address: 200 Lincoln Ave Salinas CA 93901
Phone: (831) 758-7420
Email: mattp@cs.salinas.ca.us

Project Director authorized to administer the project:

Name: Jose A. Arreola
Title: Community Safety Administrator
Address: 200 Lincoln Ave Salinas CA 93901
Phone: (831) 758-7396
Email: Jose.arreola@ci.salinas.ca.us

C. Either party may change its project representatives upon written notice to the other party.

D. By signing this Grant Agreement, the Authorized Officer listed above warrants that he or she has full legal authority to bind the entity for which he or she signs.

4. Data Collection

Grantees will be required to comply with all data collection and reporting requirements as described in Attachment 1: CalVIP Request for Proposals and Attachment 2: 18-19 CalVIP City of Salinas Proposal.

5. Reporting Requirements

Grantee will submit quarterly progress reports in a format prescribed by the BSCC. These reports, which will describe progress made on program objectives and include required data, shall be submitted according to the following schedule:

A. **Progress Report Periods**	**Due no later than:**
1) September 1, 2018 to December 31, 2018	February 15, 2019
2) January 1, 2019 to March 31, 2019	May 15, 2019
3) April 1, 2019 to June 30, 2019	August 15, 2019
4) July 1, 2019 to September 30, 2019	November 15, 2019
5) October 1, 2019 to December 31, 2019	February 14, 2020
6) January 1, 2020 to March 31, 2020	May 15, 2020
7) April 1, 2020 to June 30, 2020	August 14, 2020

EXHIBIT A
Scope of Work

8)	July 1, 2020 to August 31, 2020	October 15, 2020

B. **Evaluation Documents** — **Due no later than:**

1)	Local Evaluation Plan	December 14, 2018
2)	Final Local Evaluation Report	December 15, 2020

C. **Other**

Grantees shall submit all other reports and data as required by the BSCC.

6. Project Records

A. The Grantee shall establish an official file for the project. The file shall contain adequate documentation of all actions taken with respect to the project, including copies of this Grant Agreement, approved program/budget modifications, financial records and required reports.

B. The Grantee shall establish separate accounting records and maintain documents and other evidence sufficient to properly reflect the amount, receipt, and disposition of all project funds, including grant funds and any matching funds by the Grantee and the total cost of the project. Source documentation includes copies of all awards, applications, approved modifications, financial records and narrative reports.

C. Personnel and payroll records shall include the time and attendance reports for all individuals reimbursed under the grant, whether they are employed full-time or part-time. Time and effort reports are also required for all subcontractors and consultants.

D. The grantee shall maintain documentation of donated goods and/or services, including the basis for valuation.

E. Grantee agrees to protect records adequately from fire or other damage. When records are stored away from the Grantee's principal office, a written index of the location of records stored must be on hand and ready access must be assured.

F. All Grantee records relevant to the project must be preserved a minimum of three (3) years after closeout of the grant project and shall be subject at all reasonable times to inspection, examination, monitoring, copying, excerpting, transcribing, and auditing by the BSCC or designees. If any litigation, claim, negotiation, audit, or other action involving the records has been started before the expiration of the three-year period, the records must be retained until the completion of the action and resolution of all issues which arise from it or until the end of the regular three-year period, whichever is later.

EXHIBIT A
Scope of Work

7. Conflict of Interest

A. Existing law prohibits any grantee, subgrantee, partner or like party who participated on the CalVIP Executive Steering Committee (see Appendix A) from receiving funds from the CalVIP grants awarded under this RFP. Applicants who are awarded grants under this RFP are responsible for reviewing the CalVIP ESC membership roster (see Appendix A) and ensuring that no grant dollars are passed through to any entity represented by the members of the CalVIP ESC.

B. In cases of an actual conflict of interest with an ESC member, the Board may revoke the grant award and legal consequences could exist for the parties involved, including, but not limited to, repayment of the grant award.

EXHIBIT B
Budget Detail and Payment Provisions

1. Invoicing and Payments

A. Grantee shall be paid quarterly in arrears by submitting an invoice (Form 201) to the BSCC that outlines actual expenditures claimed for the invoicing period

Quarterly Invoice Periods:		Due No Later Than:
1)	September 1, 2018 to December 31, 2018	February 15, 2019
2)	January 1, 2019 to March 31, 2019	May 15, 2019
3)	April 1, 2019 to June 30, 2019	August 15, 2019
4)	July 1, 2019 to September 30, 2019	November 15, 2019
5)	October 1, 2019 to December 31, 2019	February 14, 2020
6)	January 1, 2020 to March 31, 2020	May 15, 2020
7)	April 1, 2020 to June 30, 2020	August 14, 2020
8)	July 1, 2020 to August 31, 2020	October 15, 2020
9)	September 1, 2020 to December 15, 2020*	January 29, 2021

**Note: Only expenditures associated with completion of the Final Local Evaluation Report may be included on this last invoice.*

B. All project expenditures (excluding costs associated with the completion of the Final Local Evaluation Report) and all obligated match contributions must be incurred by the end of the grant project period, August 31, 2020, and included on the invoice due October 15, 2020. Project expenditures and match dollars incurred after August 31, 2020 will not be reimbursed/eligible for contribution.

C. The Final Local Evaluation Report is due to BSCC by December 15, 2020. Expenditures incurred solely for the completion of the Final Local Evaluation Report will be reimbursed for the close-out period of September 1, 2020 through December 15, 2020 and must be submitted on the last invoice, due January 29, 2021. All fiscal supporting documentation for the Final Local Evaluation Report expenditures must be submitted to the BSCC with this final invoice.

D. An invoice is due to the BSCC even if grant funds are not expended or requested during the reporting period.

E. Supporting documentation must be submitted for expenditures upon BSCC's request. All supporting documentation must be maintained by the grantee on site and be readily available for review during BSCC site visits.

2. Grant Amount and Limitation

A. In no event shall the BSCC be obligated to pay any amount in excess of the grant award. Grantee waives any and all claims against the BSCC, and the State of California on account of project costs that may exceed the sum of the grant award.

EXHIBIT B
Budget Detail and Payment Provisions

B. Under no circumstance will a budget item change be authorized that would cause the project to exceed the amount of the grant award identified in this Grant Agreement.

3. Budget Contingency Clause

A. This grant agreement is valid through CalVIP funding generated from the General Fund. The Grantee agrees that the BSCC's obligation to pay any sum to the grantee under any provision of this agreement is contingent upon the availability of sufficient funding granted through the passage of Assembly Bill 97 (Statutes of 2017, Chapter 14), also known as the California Budget Act of 2017. If CalVIP funding is reduced or falls below estimates contained within the CalVIP Request for Proposals, the BSCC shall have the option to either cancel this Grant Agreement with no liability occurring to the BSCC or offer an amendment to this agreement to the Grantee to reflect a reduced amount.

B. If BSCC cancels the agreement pursuant to Paragraph 3(B) or Grantee does not agree to an amendment in accordance with the option provided by Paragraph 3(B), it is mutually agreed that the Grant Agreement shall have no further force and effect. In this event, the BSCC shall have no liability to pay any funds whatsoever to Grantee or to furnish any other considerations under this Agreement and Grantee shall not be obligated to perform any provisions of this Grant Agreement except that Grantee shall be required to maintain all project records required by Paragraph 6 of Exhibit A for a period of three (3) years following the termination of this agreement.

4. Project Costs

A. Grantee is responsible for ensuring that actual expenditures are for eligible project costs. "Eligible" and "ineligible" project costs are set forth in the July 2016 BSCC Grant Administration Guide, which can be found under Quick Links here:

http://www.bscc.ca.gov/s_correctionsplanningandprograms.php

The provisions of the BSCC Grant Administration Guide are incorporated by reference into this agreement and Grantee shall be responsible for adhering to the requirements set forth therein. To the extent any of the provisions of the BSCC Grant Administration Guide and this agreement conflict, the language in this agreement shall prevail.

B. Grantee is responsible for ensuring that invoices submitted to the BSCC claim actual expenditures for eligible project costs.

C. Grantee shall, upon demand, remit to the BSCC any grant funds not expended for eligible project costs or an amount equal to any grant funds expended by the Grantee in violation of the terms, provisions, conditions or commitments of this Grant Agreement.

D. Grant funds must be used to support new program activities or to augment existing funds that expand current program activities. Grant funds shall not replace

EXHIBIT B
Budget Detail and Payment Provisions

(supplant) any federal, state and/or local funds that have been appropriated for the same purpose. Violations can result in recoupment of monies provided under this grantor suspension of future program funding through BSCC grants.

5. Prompt Payment Clause

Payment will be made in accordance with, and within the time specified in, Government Code Chapter 4.5, commencing with Section 927.

6. Withholding of Grant Disbursements

A. The BSCC may withhold all or any portion of the grant funds provided by this Grant Agreement in the event the Grantee has materially and substantially breached the terms and conditions of this Grant Agreement.

B. At such time as the balance of state funds allocated to the Grantee reaches five percent (5%), the BSCC may withhold that amount as security, to be released to the Grantee upon compliance with all grant provisions, including:

1) submittal and approval of the final invoice;
2) submittal and approval of the final progress report; and
3) submittal and approval of any additional required reports.

C. The BSCC will not reimburse Grantee for costs identified as ineligible for grant funding. If grant funds have been provided for costs subsequently deemed ineligible, the BSCC may either withhold an equal amount from future payments to the Grantee or require repayment of an equal amount to the State by the Grantee.

In the event that grant funds are withheld from the Grantee, the BSCC's Executive Director or designee shall notify the Grantee of the reasons for withholding and advise the Grantee of the time within which the Grantee may remedy the failure or violation leading to the withholding.

EXHIBIT B
Budget Detail and Payment Provisions

7. Project Budget

BSCC Budget Line Item	A. Grant Funds	B. Cash Match	C. In-Kind Match	D. Total (A+B+C)
1. Salaries and Benefits	$0	$227,119	$0	$227,119
2. Services and Supplies	$136,800	$0	$0	$136,800
3. Professional Services and Public Agency Subcontracts	$0	$0	$0	$0
4. Community-Based (CBO) Subcontracts	$270,466	$145,000	$127,600	$543,066
5. Indirect Costs	$0	$0	$0	$0
6. Equipment/Fixed Assets	$0	$0	$0	$0
7. Project Evaluation	$40,000	$0	$0	$40,000
8. Other (Travel, Training, etc.)	$52,734	$281	$0	$53,015
TOTALS	$500,000	$227,400	$272,600	$1,000,000

EXHIBIT C
General Terms and Conditions (04/2017)

1. **Approval:** This Agreement is of no force or effect until signed by both parties and approved by the Department of General Services, if required. Contractor may not commence performance until such approval has been obtained.
2. **Amendment:** No amendment or variation of the terms of this Agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or Agreement not incorporated in the Agreement is binding on any of the parties.
3. **Assignment:** This Agreement is not assignable by the Contractor, either in whole or in part, without the consent of the State in the form of a formal written amendment.
4. **Audit:** Contractor agrees that the awarding department, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Agreement. Contractor agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Contractor agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Contractor agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code §8546.7, Pub. Contract Code §10115 et seq., CCR Title 2, Section 1896).
5. **Indemnification:** Contractor agrees to indemnify, defend and save harmless the State, its officers, agents and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, suppliers, laborers, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, firm or corporation who may be injured or damaged by Contractor in the performance of this Agreement.
6. **Disputes:** Contractor shall continue with the responsibilities under this Agreement during any dispute.
7. **Termination for Cause:** The State may terminate this Agreement and be relieved of any payments should the Contractor fail to perform the requirements of this Agreement at the time and in the manner herein provided. In the event of such termination the State may proceed with the work in any manner deemed proper by the State. All costs to the State shall be deducted from any sum due the Contractor under this Agreement and the balance, if any, shall be paid to the Contractor upon demand.
8. **Independent Contractor:** Contractor, and the agents and employees of Contractor, in the performance of this Agreement, shall act in an independent capacity and not as officers or employees or agents of the State.

EXHIBIT C
General Terms and Conditions (04/2017)

9. **Recycling Certification:** The Contractor shall certify in writing under penalty of perjury, the minimum, if not exact, percentage of post-consumer material as defined in the Public Contract Code Section 12200, in products, materials, goods, or supplies offered or sold to the State regardless of whether the product meets the requirements of Public Contract Code Section 12209. With respect to printer or duplication cartridges that comply with the requirements of Section 12156(e), the certification required by this subdivision shall specify that the cartridges so comply (Pub. Contract Code §12205).

10. **Non-Discrimination Clause:** During the performance of this Agreement, Contractor and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. Contractor shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. Contractor and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, §11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code §§11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. Contractor shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, §11105.)

    Contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Agreement.

11. **Certification Clauses:** The CONTRACTOR CERTIFICATION CLAUSES contained in the document CCC 04/2017 are hereby incorporated by reference and made a part of this Agreement by this reference as if attached hereto.
    Available at: (http://www.dgs.ca.gov/ols/Resources/StandardContractLanguage.aspx)

12. **Timeliness:** Time is of the essence in this Agreement.

13. **Compensation:** The consideration to be paid Contractor, as provided herein, shall be in compensation for all of Contractor's expenses incurred in the performance hereof, including travel, per diem, and taxes, unless otherwise expressly so provided.

EXHIBIT C
General Terms and Conditions (04/2017)

14. **Governing Law:** This contract is governed by and shall be interpreted in accordance with the laws of the State of California.

15. **Antitrust Claims:** The Contractor by signing this agreement hereby certifies that if these services or goods are obtained by means of a competitive bid, the Contractor shall comply with the requirements of the Government Codes Sections set out below.

    A. The Government Code Chapter on Antitrust claims contains the following definitions:

        1) "Public purchase" means a purchase by means of competitive bids of goods, services, or materials by the State or any of its political subdivisions or public agencies on whose behalf the Attorney General may bring an action pursuant to subdivision (c) of Section 16750 of the Business and Professions Code.

        2) "Public purchasing body" means the State or the subdivision or agency making a public purchase. Government Code Section 4550.

    B. In submitting a bid to a public purchasing body, the bidder offers and agrees that if the bid is accepted, it will assign to the purchasing body all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Sec. 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, materials, or services by the bidder for sale to the purchasing body pursuant to the bid. Such assignment shall be made and become effective at the time the purchasing body tenders final payment to the bidder. Government Code Section 4552.

    C. If an awarding body or public purchasing body receives, either through judgment or settlement, a monetary recovery for a cause of action assigned under this chapter, the assignor shall be entitled to receive reimbursement for actual legal costs incurred and may, upon demand, recover from the public body any portion of the recovery, including treble damages, attributable to overcharges that were paid by the assignor but were not paid by the public body as part of the bid price, less the expenses incurred in obtaining that portion of the recovery. Government Code Section 4553.

    D. Upon demand in writing by the assignor, the assignee shall, within one year from such demand, reassign the cause of action assigned under this part if the assignor has been or may have been injured by the violation of law for which the cause of action arose and (a) the assignee has not been injured thereby, or (b) the assignee declines to file a court action for the cause of action. See Government Code Section 4554.

16. **Child Support Compliance Act:** For any Agreement in excess of $100,000, the contractor acknowledges in accordance with Public Contract Code 7110, that:

    A. The contractor recognizes the importance of child and family support obligations and shall fully comply with all applicable state and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and

EXHIBIT C
General Terms and Conditions (04/2017)

compliance with earnings assignment orders, as provided in Chapter 8 (commencing with section 5200) of Part 5 of Division 9 of the Family Code; and

B. The contractor, to the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new employees to the New Hire Registry maintained by the California Employment Development Department.

17. **Unenforceable Provision:** In the event that any provision of this Agreement is unenforceable or held to be unenforceable, then the parties agree that all other provisions of this Agreement have force and effect and shall not be affected thereby.

18. **Priority Hiring Considerations:** If this Contract includes services in excess of $200,000, the Contractor shall give priority consideration in filling vacancies in positions funded by the Contract to qualified recipients of aid under Welfare and Institutions Code Section 11200 in accordance with Pub. Contract Code §10353.

19. **Small Business Participation and DVBE Participation Reporting Requirements:**

A. If for this Contract Contractor made a commitment to achieve small business participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) report to the awarding department the actual percentage of small business participation that was achieved. (Govt. Code § 14841.)

B. If for this Contract Contractor made a commitment to achieve disabled veteran business enterprise (DVBE) participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) certify in a report to the awarding department: (1) the total amount the prime Contractor received under the Contract; (2) the name and address of the DVBE(s) that participated in the performance of the Contract; (3) the amount each DVBE received from the prime Contractor; (4) that all payments under the Contract have been made to the DVBE; and (5) the actual percentage of DVBE participation that was achieved. A person or entity that knowingly provides false information shall be subject to a civil penalty for each violation. (Mil. & Vets. Code § 999.5(d); Govt. Code § 14841.)

20. **Loss Leader:** If this contract involves the furnishing of equipment, materials, or supplies then the following statement is incorporated: It is unlawful for any person engaged in business within this state to sell or use any article or product as a “loss leader” as defined in Section 17030 of the Business and Professions Code. (PCC 10344(e).)

EXHIBIT D
Special Terms and Conditions

1. Grantee's General Responsibility

A. Grantee agrees to comply with all terms and conditions of this Grant Agreement. Review and approval by the BSCC is solely for the purpose of proper administration of grant funds and shall not be deemed to relieve or restrict the Grantee's responsibility.

B. Grantee is responsible for the performance of all project activities identified in Attachment 1: CalVIP Request for Proposals and Attachment 2: 18-19 CalVIP City of Salinas Proposal.

C. Grantee shall immediately advise the BSCC of any significant problems or changes that arise during the course of the project.

2. Grantee Assurances and Commitments

A. Compliance with Laws and Regulations

This Grant Agreement is governed by and shall be interpreted in accordance with the laws of the State of California. Grantee shall at all times comply with all applicable State laws, rules and regulations, and all applicable local ordinances.

B. Fulfillment of Assurances and Declarations

Grantee shall fulfill all assurances, declarations, representations, and statements made by the Grantee in Attachment 1: CalVIP Request for Proposal and Attachment 2: 18-19 CalVIP City of Salinas Proposal, documents, amendments, approved modifications, and communications filed in support of its request for grant funds.

C. Permits and Licenses

Grantee agrees to procure all permits and licenses necessary to complete the project, pay all charges and fees, and give all notices necessary or incidental to the due and lawful proceeding of the project work.

3. Potential Subcontractors

A. In accordance with the provisions of this Grant Agreement, the Grantee may subcontract for services needed to implement and/or support program activities. Grantee agrees that in the event of any inconsistency between this Grant Agreement and Grantee's agreement with a subcontractor, the language of this Grant Agreement will prevail.

B. Nothing contained in this Grant Agreement or otherwise, shall create any contractual relation between the BSCC and any subcontractors, and no subcontract shall relieve the Grantee of his responsibilities and obligations hereunder. The Grantee agrees to be as fully responsible to the BSCC for the acts and omissions of its subcontractors and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by the Grantee. The Grantee's obligation to pay its subcontractors is an independent obligation from the

EXHIBIT D
Special Terms and Conditions

BSCC's obligation to make payments to the Grantee. As a result, the BSCC shall have no obligation to pay or to enforce the payment of any moneys to any subcontractor.

C. Grantee shall ensure that all subcontractors comply with the eligibility requirements stated in the CalVIP RFP and described in Appendix B.

D. Grantee assures that for any subcontract awarded by the Grantee, such insurance and fidelity bonds, as is customary and appropriate, will be obtained.

E. Grantee agrees to place appropriate language in all subcontracts for work on the project requiring the Grantee's subcontractors to:

1) Books and Records

Maintain adequate fiscal and project books, records, documents, and other evidence pertinent to the subcontractor's work on the project in accordance with generally accepted accounting principles. Adequate supporting documentation shall be maintained in such detail so as to permit tracing transactions from the invoices, to the accounting records, to the supporting documentation. These records shall be maintained for a minimum of three (3) years after the acceptance of the final grant project audit under the Grant Agreement, and shall be subject to examination and/or audit by the BSCC or designees, state government auditors or designees, or by federal government auditors or designees.

2) Access to Books and Records

Make such books, records, supporting documentations, and other evidence available to the BSCC or designee, the State Controller's Office, the Department of General Services, the Department of Finance, California State Auditor, and their designated representatives during the course of the project and for a minimum of three (3) years after acceptance of the final grant project audit. The Subcontractor shall provide suitable facilities for access, monitoring, inspection, and copying of books and records related to the grant-funded project.

4. Project Access

Grantee shall ensure that the BSCC, or any authorized representative, will have suitable access to project activities, sites, staff and documents at all reasonable times during the grant period including those maintained by subcontractors. Access to program records will be made available by both the grantee and the subcontractors for a period of three (3) years following the end of the grant period.

5. Accounting and Audit Requirements

A. Grantee agrees that accounting procedures for grant funds received pursuant to this Grant Agreement shall be in accordance with generally accepted government accounting principles and practices, and adequate supporting documentation shall

EXHIBIT D
Special Terms and Conditions

be maintained in such detail as to provide an audit trail. Supporting documentation shall permit the tracing of transactions from such documents to relevant accounting records, financial reports and invoices.

B. The BSCC reserves the right to call for a program or financial audit at any time between the execution of this Grant Agreement and three years following the end of the grant period. At any time, the BSCC may disallow all or part of the cost of the activity or action determined to not be in compliance with the terms and conditions of this Grant Agreement or take other remedies legally available.

6. Debarment, Fraud, Theft or Embezzlement

It is the policy of the BSCC to protect grant funds from unreasonable risks of fraudulent, criminal, or other improper use. As such, the Board will not enter into contracts or provide reimbursement to grantees that have been:

1) debarred by any federal, state, or local government entities during the period of debarment; or
2) convicted of fraud, theft, or embezzlement of federal, state, or local government grant funds for a period of three years following conviction.

Furthermore, the BSCC requires grant recipients to provide an assurance that there has been no applicable debarment, disqualification, suspension, or removal from a federal, state or local grant program on the part of the grantee at the time of application and that the grantee will immediately notify the BSCC should such debarment or conviction occur during the term of the Grant contract.

BSCC also requires that all grant recipients include, as a condition of award to a subgrantee or subcontractor, a requirement that the subgrantee or subcontractor will provide the same assurances to the grant recipient. If a grant recipient wishes to consider a subgrantee or subcontractor that has been debarred or convicted, the grant recipient must submit a written request for exception to the BSCC along with supporting documentation.

All Grantees must have on file with the BSCC a completed and signed Certification of Compliance with BSCC Policies on Debarment, Fraud, Theft and Embezzlement (Required as Attachment G of the original Proposal Package).

7. Modifications

No change or modification in the project will be permitted without prior written approval from the BSCC. Changes may include modification to project scope, changes to performance measures, compliance with collection of data elements, and other significant changes in the budget or program components contained in the Application for Funding. Changes shall not be implemented by the project until authorized by the BSCC.

EXHIBIT D
Special Terms and Conditions

8. Termination

A. This Grant Agreement may be terminated by the BSCC at any time after grant award and prior to completion of project upon action or inaction by the Grantee that constitutes a material and substantial breech of this Grant Agreement. Such action or inaction includes but is not limited to:

1) substantial alteration of the scope of the grant project without prior written approval of the BSCC;

2) refusal or inability to complete the grant project in a manner consistent with Attachment 1: CalVIP Request for Proposal and Attachment 2: CalVIP 18-19 City of Parlier Proposal, or approved modifications;

3) failure to provide the required local match share of the total project costs; and

4) failure to meet prescribed assurances, commitments, recording, accounting, auditing, and reporting requirements of the Grant Agreement.

B. Prior to terminating the Grant Agreement under this provision, the BSCC shall provide the Grantee at least 30 calendar days written notice stating the reasons for termination and effective date thereof. The Grantee may appeal the termination decision in accordance with the instructions listed in Exhibit D: Special Terms and Conditions, Number 9. Settlement of Disputes.

9. Settlement of Disputes

A. The parties shall deal in good faith and attempt to resolve potential disputes informally. If the dispute persists, the Grantee shall submit to the BSCC Corrections Planning and Grant Programs Division Deputy Director a written demand for a final decision regarding the disposition of any dispute between the parties arising under, related to, or involving this Grant Agreement. Grantee's written demand shall be fully supported by factual information. The BSCC Corrections Planning and Grant Programs Division Deputy Director shall have 30 days after receipt of Grantee's written demand invoking this Section "Disputes" to render a written decision. If a written decision is not rendered within 30 days after receipt of the Grantee's demand, it shall be deemed a decision adverse to the Grantee's contention. If the Grantee is not satisfied with the decision of the BSCC Corrections Planning and Grant Programs Division Deputy Director, the Grantee may appeal the decision, in writing, within 15 days of its issuance (or the expiration of the 30-day period in the event no decision is rendered), to the BSCC Executive Director, who shall have 45 days to render a final decision. If the Grantee does not appeal the decision of the BSCC Corrections Planning and Grant Programs Division Deputy Director, the decision shall be conclusive and binding regarding the dispute and the Contractor shall be barred from commencing an action in court, or with the Victims Compensation Government Claims Board, for failure to exhaust Grantee's administrative remedies.

EXHIBIT D
Special Terms and Conditions

B. Pending the final resolution of any dispute arising under, related to or involving this Grant Agreement, Grantee agrees to diligently proceed with the performance of this Grant Agreement, including the providing of services in accordance with the Grant Agreement. Grantee's failure to diligently proceed in accordance with the State's instructions regarding this Grant Agreement shall be considered a material breach of this Grant Agreement.

C. Any final decision of the State shall be expressly identified as such, shall be in writing, and shall be signed by the Executive Director, if an appeal was made. If the Executive Director fails to render a final decision within 45 days after receipt of the Grantee's appeal for a final decision, it shall be deemed a final decision adverse to the Grantee's contentions. The State's final decision shall be conclusive and binding regarding the dispute unless the Grantee commences an action in a court of competent jurisdiction to contest such decision within 90 days following the date of the final decision or one (1) year following the accrual of the cause of action, whichever is later.

D. The dates of decision and appeal in this section may be modified by mutual consent, as applicable, excepting the time to commence an action in a court of competent jurisdiction.

10. Union Activities

For all agreements, except fixed price contracts of $50,000 or less, the Grantee acknowledges that applicability of Government Code §§16654 through 16649 to this Grant Agreement and agrees to the following:

A. No State funds received under the Grant Agreement will be used to assist, promote or deter union organizing.

B. Grantee will not, for any business conducted under the Grant Agreement, use any State property to hold meetings with employees or supervisors, if the purpose of such meetings is to assist, promote or deter union organizing, unless the State property is equally available to the general public for holding meetings.

C. If Grantee incurs costs or makes expenditures to assist, promote or deter union organizing, Grantee will maintain records sufficient to show that no reimbursement from State funds has been sought for these costs, and that Grantee shall provide those records to the Attorney General upon request.

11. Waiver

The parties hereto may waive any of their rights under this Grant Agreement unless such waiver is contrary to law, provided that any such waiver shall be in writing and signed by the party making such waiver.

APPENDIX A
CalVIP Executive Steering Committee Roster

CalVIP Executive Steering Committee
Grant Cycle: May 1, 2018 through April 30, 2020

	Name	Title	Organization
1	Michelle Scray Brown, Chair	Chief Probation Officer	San Bernardino County Probation Department & BSCC Board Member
2	Ben Beltramo	Deputy District Attorney	Alameda County District Attorney's Office
3	Rev. Charles Dorsey, Ph.D.	Executive Director	COR Community Development Corporation
4	Steven Kim	Co-Founder and Executive Director	Project Kinship
5	Sam Lewis	Director of Inside Services	Anti-Recidivism Coalition
6	Ray Lozada	Supervising Probation Officer	Sacramento County Probation Department
7	Julio Marcial	Director, Youth Justice	Liberty Hill Foundation
8	Mike McLively	Senior Staff Attorney and Urban Gun Violence Initiative Director	Giffords Law Center to Prevent Gun Violence
9	Steve Moore	Sheriff	San Joaquin County
10	John Pineda	Leadership & Learning Coordinator	Motivating Individual Leadership for Public Advancement (MILPA)
11	Fritz Reber	Captain, Support Operations Division	Chula Vista Police Department
12	Alfonso Valdez, Ph.D.	Professor	U.C. Irvine - School of Social Services
Members of the original 2016 CalGRIP ESC that were unable to participate on the CalVIP ESC:			
	Leonard Barra	Sergeant	Imperial City Police Department
	Jason Benge	Sergeant	Humboldt County Sheriff's Office
	Lynn Sharpe-Underwood	Community Advocate & Principal Lecturer	Alliant University, San Diego

APPENDIX B
Criteria for Non-Governmental Organizations Receiving CalVIP Funds

The 2017-18 CalVIP Request for Proposals (RFP) includes requirements that apply to non-governmental, community-based organizations. Grantees are responsible for ensuring that all contracted third parties continually meet these requirements as a condition of receiving any CalVIP funds. The RFP describes these requirements as follows:

Any non-governmental, community organization that receives CalVIP grant funds must:

- Have been duly organized, in existence, and in good standing as of May 13, 2017; non-governmental organizations that have recently reorganized or have merged with other qualified non-governmental entities that were in existence prior to May 13, 2017 are also eligible, provided all necessary agreements have been executed and filed with the California Secretary of State prior to September 1, 2018.
- Be registered with the California Secretary of State's Office, if applicable;
- Have a valid business license, Employer Identification Number (EIN), and/or Taxpayer ID (if sole proprietorship);
- Have any other state or local licenses or certifications necessary to provide the services requested (e.g., facility licensing by the Department of Health Care Services), if applicable.
- Have a physical address.

In the table below, provide the name of the Grantee and list all contracted parties.

Grantee: City of Salinas

Name of Contracted Party	Address	Email / Phone	Meets All Requirements
			Yes ☐ No ☐
			Yes ☐ No ☐
			Yes ☐ No ☐
			Yes ☐ No ☐

Grantees are required to update this list and submit it to BSCC any time a new third-party contract is executed after the initial assurance date. Grantees shall retain (on-site) applicable source documentation for each contracted party that verifies compliance with the requirements listed in the CalVIP RFP. These records will be subject to the records and retention language found in Exhibits A and C of the Standard Agreement.

APPENDIX B
Criteria for Non-Governmental Organizations Receiving CalVIP Funds

The BSCC will not reimburse for costs incurred by any third party that does not meet the requirements listed above and for which the BSCC does not have a signed grantee assurance on file.

A signature below is an assurance that all requirements listed above have been met.

AUTHORIZED SIGNATURE (This document must be signed by the person who is authorized to sign the Grant Agreement.)			
NAME OF AUTHORIZED OFFICER	TITLE	TELEPHONE NUMBER	EMAIL ADDRESS
STREET ADDRESS	CITY	STATE	ZIP CODE
APPLICANT'S SIGNATURE (**Blue Ink Only**) x			DATE