



A G E N D A



**CITY OF IMPERIAL BEACH
CITY COUNCIL
PLANNING COMMISSION
PUBLIC FINANCING AUTHORITY
HOUSING AUTHORITY**

IMPERIAL BEACH REDEVELOPMENT AGENCY SUCCESSOR AGENCY

APRIL 17, 2013

**Council Chambers
825 Imperial Beach Boulevard
Imperial Beach, CA 91932**

REGULAR MEETING – 6:00 P.M.

THE CITY COUNCIL ALSO SITS AS THE CITY OF IMPERIAL BEACH PLANNING COMMISSION, PUBLIC FINANCING AUTHORITY, HOUSING AUTHORITY AND IMPERIAL BEACH REDEVELOPMENT AGENCY SUCCESSOR AGENCY

The City of Imperial Beach is endeavoring to be in total compliance with the Americans with Disabilities Act (ADA). If you require assistance or auxiliary aids in order to participate at City Council meetings, please contact the City Clerk's Office at (619) 423-8301, as far in advance of the meeting as possible.

REGULAR MEETING CALL TO ORDER

ROLL CALL BY CITY CLERK

PLEDGE OF ALLEGIANCE

AGENDA CHANGES

**MAYOR/COUNCIL REIMBURSEMENT DISCLOSURE/COMMUNITY ANNOUNCEMENTS/
REPORTS ON ASSIGNMENTS AND COMMITTEES**

COMMUNICATIONS FROM CITY STAFF

PUBLIC COMMENT - *Each person wishing to address the City Council regarding items not on the posted agenda may do so at this time. In accordance with State law, Council may not take action on an item not scheduled on the agenda. If appropriate, the item will be referred to the City Manager or placed on a future agenda.*

PRESENTATIONS (1.1-1.3)

- 1.1* PRESENTATION OF PROCLAMATION TO NAM KIM IN RECOGNITION OF PAN AM TAEKWONDO ACADEMY DAY. (0410-30)**
- 1.2* PRESENTATION OF PROCLAMATION TO PUBLIC WORKS DIRECTOR HANK LEVIEN IN RECOGNITION OF PUBLIC WORKS WEEK. (0410-30)**
- 1.3* PRESENTATION OF PROCLAMATION TO GOLDIN DOLES, PROJECT MANAGER FOR SANDAG, IN RECOGNITION OF BIKE TO WORK MONTH. (0410-30)**

* No staff report.

Any writings or documents provided to a majority of the City Council/Planning Commission/Public Financing Authority/Housing Authority/I.B. Redevelopment Agency Successor Agency regarding any item on this agenda will be made available for public inspection in the office of the City Clerk located at 825 Imperial Beach Blvd., Imperial Beach, CA 91932 during normal business hours.

CONSENT CALENDAR (2.1-2.5) - All matters listed under Consent Calendar are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items, unless a Councilmember or member of the public requests that particular item(s) be removed from the Consent Calendar and considered separately. Those items removed from the Consent Calendar will be discussed at the end of the Agenda.

2.1 MINUTES.

City Manager's Recommendation: Approve the minutes of the Regular Meetings of February 20, 2013 and April 3, 2013 and the Special Closed Session Meeting of April 10, 2013.

2.2 RATIFICATION OF WARRANT REGISTER. (0300-25)

City Manager's Recommendation: Ratify the following registers: Accounts Payable Numbers 82254 through 82317 for a subtotal amount of \$252,330.03 and Payroll Checks/Direct Deposit 45170 through 45189 for a subtotal of \$123,615.38 for a total amount of \$375,945.41.

2.3 RESOLUTION NO. 2013-7320 APPROVING THE ENGINEER'S REPORT FOR PROCEEDINGS FOR THE ANNUAL LEVY OF ASSESSMENTS WITH A SPECIAL ASSESSMENT DISTRICT – AD 67M. (0345-10)

City Manager's Recommendation:

1. Receive report and
2. Approve and adopt resolution.

2.4 RESOLUTION NO. 2013-7322 DECLARING INTENT TO PROVIDE AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS IN A SPECIAL ASSESSMENT DISTRICT (AD 67M) AND SETTING A TIME AND A PLACE FOR THE PUBLIC HEARING THEREON. (0345-10)

City Manager's Recommendation:

1. Receive report and
2. Approve and adopt resolution.

2.5 PROPOSED AMENDMENTS TO THE LEAGUE OF CALIFORNIA CITIES BYLAWS. (0140-10)

City Manager's Recommendation: Authorize Councilmember Bilbray, our delegate to the League, to submit an affirmative vote on both amendments.

ORDINANCES – INTRODUCTION/FIRST READING/PUBLIC HEARING (3.1)

3.1 ORDINANCE NO. 2013-1137 AMENDING CHAPTER 13.05 OF THE IMPERIAL BEACH MUNICIPAL CODE RELATED TO THE SEWER CAPACITY FEE AND ADOPTION OF RESOLUTION NO. 2013-7324 INCREASING THE SEWER CAPACITY FEE FOR DEVELOPMENT IN THE CITY OF IMPERIAL BEACH. (0390-55)

City Manager's Recommendation:

1. Open the public hearing;
2. Receive public comment/protests;
3. Close the public hearing;
4. Adopt Resolution No. 2013-7324;
5. Mayor calls for the introduction of Ordinance No. 2013-1137;
6. City Clerk to read title of the ordinance; and
7. Motion to waive further reading of Ordinance No. 2013-1137 and set the matter for adoption at the next regularly scheduled City Council meeting.

ORDINANCES – SECOND READING/ADOPTION (4.1)

4.1 ORDINANCE 2013-1136, AMENDING CHAPTER 10.28.020, SPECIAL SPEED ZONE DESIGNATED. (0750-95)

City Manager's Recommendation:

1. Receive report;
2. Mayor calls for the second reading of Ordinance No. 2013-1136;
3. City Clerk to read title of Ordinance 2013-1136; and
4. Motion to waive further reading and adopt Ordinance No. 2013-1136.

PUBLIC HEARINGS (5)

None.

REPORTS (6.1-6.4)

6.1 QUARTERLY UPDATE REPORT ON CONSTRUCTION OF THE PIER SOUTH HOTEL. (0660-43)

City Manager’s Recommendation: Receive the update report on the Pier South Hotel project and provide comment and input as necessary.

6.2 RESOLUTION NO. 2013-7325, CREATING THE TEMPORARY POSITION OF SPECIAL PROGRAM COORDINATOR FOR THE CLEAN & GREEN PROGRAM AND ADOPTING THE CORRESPONDING JOB DESCRIPTION. (0510-20)

City Manager’s Recommendation: Adopt resolution.

6.3 RESOLUTION NO. 2013-7323 APPROPRIATING ADDITIONAL FUNDS TO CONTINUE THE SEACOAST DRIVE AESTHETICS STUDY. (0720-30 & 0720-90)

City Manager’s Recommendation:

1. Receive report;
2. Discuss the scope of work provided in the Nasland Engineering proposal;
3. Make changes to the proposed scope of work as consistent with the majority of City Council members; and
4. Adopt resolution 2013-7323 appropriating additional \$21,400 from the General Fund reserve to the Seacoast Drive Aesthetics Study.

6.4 RESOLUTION NO. 2013-7321 AWARDED PUBLIC WORKS CONTRACT TO WIT CDBG FY 12/13 IMPERIAL BEACH BLVD. PEDESTRIAN CROSSWALK PROJECT NO. S13-101. (0650-33 & 0750-30)

City Manager’s Recommendation:

1. Receive report; and
2. Adopt resolution authorizing the City Manager to approve a purchase order for the amount of the lowest qualified bidder.

I.B. REDEVELOPMENT AGENCY SUCCESSOR AGENCY REPORTS (7)

None.

ITEMS PULLED FROM THE CONSENT CALENDAR (IF ANY)

ADJOURNMENT

The Imperial Beach City Council welcomes you and encourages your continued interest and involvement in the City’s decision-making process.

FOR YOUR CONVENIENCE, A COPY OF THE AGENDA AND COUNCIL MEETING PACKET MAY BE VIEWED IN THE OFFICE OF THE CITY CLERK AT CITY HALL OR ON OUR WEBSITE AT www.ImperialBeachCA.gov.

_____/s/
Jacqueline M. Hald, MMC
City Clerk

MINUTES

**CITY OF IMPERIAL BEACH
CITY COUNCIL
PLANNING COMMISSION
PUBLIC FINANCING AUTHORITY
HOUSING AUTHORITY
IMPERIAL BEACH REDEVELOPMENT AGENCY SUCCESSOR AGENCY**

FEBRUARY 20, 2013

**Council Chambers
825 Imperial Beach Boulevard
Imperial Beach, CA 91932**

***CLOSED SESSION MEETING – 5:00 P.M.
REGULAR MEETING – 6:00 P.M.***

CLOSED SESSION MEETING CALL TO ORDER

MAYOR JANNEY called the Closed Session Meeting to order at 5:04 p.m.

ROLL CALL BY CITY CLERK

Councilmembers present: Patton, Spriggs
Councilmembers absent: Bilbray
Mayor present: Janney
Mayor Pro Tem present: Bragg
Staff present: City Manager Brown; City Attorney Lyon; City Clerk Hald

CLOSED SESSION

MOTION BY SPRIGGS, SECOND BY BRAGG, TO ADJOURN TO CLOSED SESSION UNDER:

1. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8:
Property: 425 Imperial Beach Blvd., Imperial Beach, CA 91932
(APN: 632-400-33 and 632-400-35)
Agency Negotiators: City Manager, Assistant City Manager, City Attorney
Negotiating Party: YMCA
Under Negotiation: Price and terms of payment

2. CONFERENCE WITH LEGAL COUNSEL- EXISTING LITIGATION

(Paragraph (1) of Subdivision (d) of Govt. Code Section 54956.9)
Name of Case: The Affordable Housing Coalition of the County of San Diego v. Tracy Sandoval
Case No. 34-2012-80001158-CU-WM-GDS

3. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Initiation of Litigation pursuant to Paragraph (4) of Subdivision (d) of GC Section 54956.9
No. of Potential Cases: 1

4. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Govt. Code section 54956.9(d)(2) (1 case)

MOTION CARRIED BY THE FOLLOWING VOTE:

**AYES: COUNCILMEMBERS: SPRIGGS, PATTON, BRAGG, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: BILBRAY**

MAYOR JANNEY adjourned the meeting to Closed Session at 5:05 p.m. and he reconvened the meeting to Open Session at 6:02 p.m.

Reporting out of Closed Session, CITY ATTORNEY LYON reported Item Nos. 2 and 3 were removed from the agenda, City Council discussed Item Nos. 1 and 4, direction was given and no reportable action was taken. She announced that pursuant to prior City Council direction, City staff has met with the Imperial Beach Little League and the Imperial Beach Girls Softball League and that all parties have met jointly with the YMCA. City staff gave the City Council an update on all of those discussions and all parties involved are continuing to negotiate potential deal points related to the Sports Park and YMCA.

REGULAR MEETING CALL TO ORDER

MAYOR JANNEY called the Regular Meeting to order at 6:03 p.m.

ROLL CALL BY CITY CLERK

Councilmembers present:	Patton, Bilbray, Spriggs
Councilmembers absent:	None
Mayor present:	Janney
Mayor Pro Tem present:	Bragg
Staff present:	City Manager Brown; City Attorney Lyon; City Clerk Hald

PLEDGE OF ALLEGIANCE

MAYOR JANNEY led everyone in the Pledge of Allegiance.

AGENDA CHANGES

None.

MAYOR/COUNCIL REIMBURSEMENT DISCLOSURE/COMMUNITY ANNOUNCEMENTS/REPORTS ON ASSIGNMENTS AND COMMITTEES

COUNCILMEMBER SPRIGGS reported on his attendance at the meeting of the South County Economic Development Council where he made an announcement about the projected opening of the new hotel and the grand opening of Filippi's Restaurant.

COUNCILMEMBER PATTON spoke about his positive dining experience at Filippi's Restaurant.

MAYOR PRO TEM BRAGG spoke about the recent implosion of the South Bay Power Plant.

MAYOR JANNEY spoke about his dining experience at Filippi's restaurant, viewing the implosion of the South Bay Power Plant from Imperial Beach, and the American Legion moving into their new meeting hall next week.

COMMUNICATIONS FROM CITY STAFF

None.

PUBLIC COMMENT

ERIKA LOWERY expressed concern about the effects of selling the Sports Park.

CITY MANAGER BROWN clarified that the City is not selling Sports Park and he stressed that City staff has tried to make it clear to Imperial Beach Little League and to Imperial Beach Girl's Softball that they will be continuing their operations just as they have been doing for many years.

JESSICA VALLEY expressed concern about an assault that took place near 5th Street. She requested installation of more street lights along Palm Ave., additional law enforcement, and removal of hedges to prevent perpetrators from hiding behind them.

PRESENTATIONS (1.1)

1.1* PRESENTATION BY SURFRIDER FOUNDATION. (0220-70)

TOM COOK of Surfrider Foundation, gave a PowerPoint presentation on the impacts of the RBSII Project. He reported that impacts include damage to private property, steep shorebreak creating dangerous swimming conditions, reduction to surf along area beaches and potential for sand to approach the river mouth. The recommendations of Wildcoast and Surfrider include:

- Expanding the MOU to include impacts to biological resources, recreational activities, and public safety.
- Holding a full public hearing on the SANDAG project.
- Reinstating and expanding the City of Imperial Beach Tidelands Advisory Committee (TAC).
- Having the TAC work to complete a Coastal Zone Management (CZM).
- Working with SANDAG to investigate the consequences as a result of the increased sand volume.
- Instructing SANDAG to study the RBSP II beach profile construction to understand how the unintended consequences can be rectified and prevented in future projects.

ROBIN CLEGG expressed concern about the safety of beachgoers.

LAUREL MAROU also expressed concern about safety.

CONSENT CALENDAR (2.1-2.5)

MOTION BY BILBRAY, SECOND BY BRAGG, TO APPROVE CONSENT CALENDAR ITEM NOS. 2.1 THRU 2.5. MOTION CARRIED UNANIMOUSLY.

2.1 MINUTES.

Approved the minutes of the Special Closed Session Meeting and Adjourned Regular Meeting of December 12, 2012.

2.2 RATIFICATION OF WARRANT REGISTER. (0300-25)

Ratified the following registers: Accounts Payable Numbers 81846 through 82011 for a subtotal amount of \$1,879,511.15 and Payroll Checks/Direct Deposit 45056 through 45102 for a subtotal of \$295,738.25 for a total amount of \$2,175,249.40.

2.3 ADOPTION OF RESOLUTION 2013-7299 RATIFYING THE CITY MANAGER'S SIGNATURE ON THE YMCA LICENSE ALLOWING PLACEMENT OF A LIFEGUARD TOWER ON THE SOUTHWESTERN CORNER OF CAMP SURF. (0130-70 & 0220-20)

Adopted resolution.

2.4 ADOPTION OF RESOLUTION 2013-7300 AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH THE YMCA PERMITTING ENTRY FOR ACCESS AND STORAGE OF LIFEGUARD TOWERS AND EQUIPMENT ON THE CAMP SURF PREMISES. (0130-70 & 0220-20)

Adopted resolution.

2.5 ADOPTION OF RESOLUTION NO. 2013-7301 RATIFYING AN AGREEMENT AFFECTING REAL PROPERTY REDUCING AND RELEASING EXISTING LIENS RELATING TO MUNICIPAL CODE VIOLATIONS AT 1257 EAST LANE, IMPERIAL BEACH, CA 91932. (0470-20)

Adopted resolution.

ORDINANCES – INTRODUCTION/FIRST READING (3)

None.

ORDINANCES – SECOND READING/ADOPTION (4)

None.

PUBLIC HEARINGS (5.1)

5.1 RESOLUTION NO. 2013-7305 TO HOLD A PUBLIC HEARING AND TO ADOPT AMENDMENT NO. 5 TO THE TRANSNET EXTENSION LOCAL STREET AND ROAD PROGRAM OF PROJECTS FOR FISCAL YEARS 2012-2016. (0680-80)

The following were submitted as last minute agenda information:

- a. Revised staff report;
- b. Revised resolution;
- c. Attachment 2 – Draft copy of Amendment No. 5 to Project Trak; and
- d. Revised resolution as of February 20, 2013

MAYOR JANNEY declared the public hearing open.

CITY MANAGER BROWN reported the item.

CITY CLERK HALD announced no public speaker slips were submitted.

MAYOR JANNEY closed the public hearing.

MOTION BY PATTON, SECOND BY BRAGG, TO ADOPT RESOLUTION NO. 2013-7305 TO HOLD A PUBLIC HEARING AND TO ADOPT AMENDMENT NO. 5 TO THE TRANSNET EXTENSION LOCAL STREET AND ROAD PROGRAM OF PROJECTS FOR FISCAL YEARS 2012-2016. MOTION CARRIED UNANIMOUSLY.

REPORTS (6.1-6.4)

6.1 UPDATE REPORT FROM THE SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG) REGARDING THE REGIONAL BEACH SAND REPLENISHMENT PROJECT II. (0140-40 & 0220-70)

A joint comment letter from Surfrider and Wildcoast was submitted as Last Minute Agenda Information.

CITY MANAGER BROWN introduced the item.

COUNCILMEMBER SPRIGGS announced that he would recuse himself from the agenda item relating to the portion dealing with the SANDAG report and items, if any, regarding property related issues along Seacoast Drive that falls within 500 feet of his property. He was hopeful that he could participate on the discussions relating to environmental concerns, overall safety and surfing concerns. He left the dais at at 6:52 p.m.

SHELBY TUCKER, Project Manager for SANDAG, gave a PowerPoint presentation on the status of the project since that last time she was before City Council on January 23, 2013. She noted that monitoring will continue, drainage swales will be created as needed, and wave action will be allowed to reshape the beach.

MAYOR JANNEY stated that the following public speakers have comments related to property on south Seacoast Drive.

ED SPRIGGS stated that the sump pump at his property continues to pump water out of the elevator shaft even after a week since the high tides occurred. He stated that many believe the high sand bank is a reservoir causing water to continually flow out of the sand and towards the estuary. He stressed that the beach needs to be re-graded, a hydrology study needs to be conducted to find out what is going on with the sand and an engineering review is necessary to determine the damage done to the properties.

BOB HANSEN suggested that a hydrologist be consulted to figure out what is happening with the sand and to conduct an investigation on the damage that has been done to the buildings.

ROBIN CLEGG, representing the Boca Rio Homeowners Association, requested consultation with experts to figure out the problem.

JOHN IRELAND stated that in the 25 years he has lived at his property, there has not been any water in the basement until now and he complained about the negative impacts as a result of the project (additional time donated by ELIZABETH IRELAND).

ALICE DE LA TORRE representing her condominium complex, spoke about potential long term damage to her property as a result of ocean water seepage into the garage. She requested that the City and SANDAG pay for a hydrological study of the sand and structural inspections of properties.

DAVE VAN DE WATER submitted information for the record. He requested an independent, comprehensive, environmental, hydrological and structural assessment of private and public properties. He insisted that the beach be re-graded to allow for the waves to return to the sea.

SHELBY TUCKER responded to questions of City Council regarding the history of the project and the construction timeline. She noted that SANDAG's goal is to address the unanticipated issues in the best way possible, that SANDAG will continue to monitor to see how things perform and will go back to SANDAG to inform them of the City's concerns and requests for consultation with experts.

COUNCILMEMBER SPRIGGS returned to the dais at 7:48 p.m.

MARK WEST, representing Surfrider, requested that the TAC be reestablished. He spoke about the opportunity to share lessons learned with other communities.

SERGE DEDINA, Executive Director for Wildcoast, gave a PowerPoint presentation. He reported that sand is moving southward towards the Tijuana Estuary river mouth and encouraged SANDAG to continue to work with the Fish and Wildlife Service on a solution in the event of a closure. He spoke about ways of reducing the impacts to public safety and surfing. He spoke in support for creating a beach management plan, having SANDAG reslope the beach, holding public workshops/public dialogue to evaluate the current sand project, reinstating and expanding the TAC to consist of local stakeholders, coastal experts, and marine experts that will work with the City on designing for the future, creating a coastal zone management plan and addressing sea level rise. (additional speaking time donated by Matthew Lord, Jeff Knox, and Steve Brown).

LAUREN BERCHA, former employee of Surfrider Foundation, stated that she had the job of monitoring the cameras on the beach. She noted that she was shocked to see the changes that happened to the beach. She expressed concern about the impacts to public safety and surfing. She believed that the timing of the project was poor and that the project should have been done earlier in the year and in a different season. She was concerned about movement of sand towards the river and impacts to the estuary.

HALEY HAGERSTONE, representing Surfrider Foundation, was concerned about the reduction in surfing resources and surfing quality. She also expressed concern about sand migrating towards the Tijuana River mouth and adverse impacts to coastal and marine ecosystems and also to threatened and endangered wildlife.

JULIA CHUN, representing Surfrider, advocated for responsible agencies to add modeling and monitoring of surf impacts to all of their projects. She is hopeful that with the surf monitoring study that any impacts can be quantified and negative impacts can be reduced in future projects.

ROGER KUBE, Executive Committee Chair for the Surfrider Foundation, San Diego County Chapter, urged City Council to evaluate all the impacts the Regional Beach Sand Project had on properties, public safety, natural resources, and surfing. He recommended expansion of the MOU to include evaluation of impacts to biological resources, recreational activities, and public safety. He also encouraged City Council to hold a public hearing to discuss project impacts and possible solutions. He supported the reinstatement of the TAC to include a variety of stakeholders and to have the TAC complete a Coastal Zone Management Plan that will guide future coastal projects and guide local efforts to deal with sea level rise. He wants solutions so that future projects don't have as significant an impact as it has had on natural resources.

ASSISTANT CITY MANAGER WADE stated that City staff and SANDAG staff have been in contact with the Refuge Manager. They will continue to monitor the situation and will address the concerns raised about the status of the permit.

COUNCILMEMBER SPRIGGS stressed the importance of having the permits in place in order to quickly deal with a constriction of the river mouth.

COUNCILMEMBER PATTON spoke about the opportunity to learn from this situation and to use the information gathered for future sand projects. He thanked Surfrider for their participation.

ASSISTANT CITY MANAGER WADE commended SANDAG and their staff for being very responsive in addressing the situation.

CITY MANAGER BROWN summarized the following which are to be considered by either SANDAG or the City:

Short-term steps:

- City staff and SANDAG will meet with the Fish and Wildlife Service staff to address concerns about the river mouth and having the proper permits in place;
- Consider the effects on property including addressing the concerns and questions about having hydrology and structural evaluations;
- Study the impacts to surfing conditions; and
- Look into reestablishing the TAC

Long-term steps:

- Expanding the proposed MOU between the City and SANDAG to look at hydrology and structural evaluations;
- A Coastal Zone Management Plan and sea level rise are issues that the City Council can direct the TAC to look at should the committee be reinstated.

CITY MANAGER BROWN then asked for direction on holding a future public meeting.

COUNCILMEMBER SPRIGGS stated that a public meeting is a good idea only if we have new and more information.

CITY MANAGER BROWN stated that an item can be scheduled on a future agenda after SANDAG is able to address the concerns and questions raised.

6.2 RESOLUTION 2013-7304 SETTING THE TIME AND PLACE FOR PUBLIC HEARINGS TO CONSIDER ADOPTION OF THE SEWER SERVICE CHARGE AND SEWER CAPACITY FEE FOR FISCAL YEAR 2014 AND BEYOND. (0390-55)

CITY MANAGER BROWN introduced the item.

PUBLIC WORKS DIRECTOR LEVIEN announced that copies of the Sewer Service Charge and Sewer Capacity Fee Study were distributed to City Council for their review and gave an overview of the study.

MAYOR JANNEY expressed concern about the proposed \$4,000 Capacity Fee charge and supported starting off at a lower fee and increasing it over time to encourage development.

MOTION BY BRAGG, SECOND BY SPRIGGS, TO ADOPT RESOLUTION 2013-7304 SETTING THE TIME AND PLACE FOR PUBLIC HEARINGS TO CONSIDER ADOPTION OF THE SEWER SERVICE CHARGE AND SEWER CAPACITY FEE FOR FISCAL YEAR 2014 AND BEYOND. MOTION CARRIED BY UNANIMOUSLY.

PUBLIC WORKS DIRECTOR LEVIEN thanked Karyn Keese for her guidance and all the work she did on the report.

6.3 RESOLUTION 2013-7303 ACCEPTING THE FINAL REPORT FROM ENVIRONMENTAL JUSTICE – TRANSPORTATION PLANNING – GRANT FISCAL YEAR 2010-2011. (0390-88)

Attachment 2 – Final “Imperial Beach – Let’s Move Together” Report was submitted as Last Minute Agenda Information.

CITY MANAGER BROWN introduced the item.

PUBLIC WORKS DIRECTOR LEVIEN reported on the item. He noted that the intent of the project was to interact with the schools, teachers, parents, and the community around the schools to understand the issues with respect to children walking, biking or being driven to school.

JUAN RAMIREZ, Project Coordinator for Walk San Diego, gave a PowerPoint presentation on the item and reviewed the final report (Attachment 2 of the staff report). In response to Councilmember Patton, he discussed ways to encourage elementary schools to support biking

to school as done at Imperial Beach Charter School.

MAYOR JANNEY supported a review of the improvements listed in Appendix A of Attachment 2 during the CIP review process.

COUNCILMEMBER SPRIGGS suggested that the items of highest priority be related to bicycle safety, speeding traffic and safety of the children.

MOTION BY BILBRAY, SECOND BY PATTON, TO ADOPT RESOLUTION NO. 2012-7281 AWARDED A CONTRACT FOR CERTAIN PUBLIC WORKS PROJECT – ECO BIKEWAY 7TH AND SEACOAST (7TH STREET FROM BAYSHORE BIKEWAY TO PALM AVENUE AND PALM AVENUE FROM 3RD STREET TO 7TH STREET) – (S05-104). MOTION CARRIED UNANIMOUSLY.

6.4 DISCUSSION OF PROPOSED REVISIONS TO THE IMPERIAL BEACH SIGN CODE. (0670-95)

CITY MANAGER BROWN introduced the item.

ASSISTANT CITY MANAGER WADE announced that information from Deborah Cook was submitted as Last Minute Agenda Information. He gave an overview of the proposed regulations. In response to City Council, he stressed the importance of updating the sign code to make it current with regard to constitutional standards, keeping up with technology and for practical application, administration and enforcement. He noted that the City's sign code was adopted with the General Plan update in 1994, with a small amendment in 2002. He said that it would be a staffing challenge should an inventory of signs throughout the City be necessary.

CITY ATTORNEY LYON spoke about the importance of updating the code to facilitate changes in the law. She noted that staff's recommended changes would not trigger an inventory. It would take more restrictive regulations to trigger inventory issues.

DEPUTY CITY ATTORNEY LUCK reported that murals are not regulated under the City's current sign code and are exempted from the definition of a sign. She questioned if City Council would like to strengthen the definitions of works of art and commercial messages so that it could be easier for Code Enforcement to regulate murals.

COUNCILMEMBER BRAGG suggested that the information be shared with the Chamber of Commerce and the business community before City Council adopts an ordinance.

COUNCILMEMBER SPRIGGS suggested different sign regulations for different areas and questioned the possibility of offering businesses incentives for lighting the public right of way.

MAYOR JANNEY supported Councilmember Bragg's suggestion of sharing the proposed regulations with the Chamber of Commerce and the business community.

CITY ATTORNEY LYON stated there was direction of City Council to keep the regulations on murals as they are today and to return with a definition clearly defining a "commercial message" that would take the image out of the category of mural or work of art. She questioned if City Council wanted staff to solicit input on digital signs from both the Chamber of Commerce and the BID.

City Council discussion ensued about digital signs but no direction was given.

ROBIN CLEGG, a member of the Lakeside Design Review Board, spoke about her experience with the recent recommendation to the County of San Diego to allow for the installation of a digital sign in Lakeside and potential issues that may arise such as questionable advertisers. She also spoke about the complications with regulating murals with regard to ensuring that murals represent art rather than an advertisement.

CITY MANAGER BROWN encouraged City Council to support regulations that would not trigger an inventory.

I.B. REDEVELOPMENT AGENCY SUCCESSOR AGENCY REPORTS (7)

None.

ITEMS PULLED FROM THE CONSENT CALENDAR (IF ANY)

None.

ADJOURNMENT

MAYOR JANNEY adjourned the meeting at 10:41 p.m.

James C. Janney, Mayor

Jacqueline M. Hald, MMC
City Clerk

**CITY OF IMPERIAL BEACH
CITY COUNCIL
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IMPERIAL BEACH REDEVELOPMENT AGENCY SUCCESSOR AGENCY**

APRIL 3, 2013

**Council Chambers
825 Imperial Beach Boulevard
Imperial Beach, CA 91932**

***CLOSED SESSION MEETING – 5:00 P.M.
REGULAR MEETING – 6:00 P.M.***

CLOSED SESSION MEETING CALL TO ORDER

MAYOR JANNEY called the Closed Session Meeting to order at 5:13 p.m.

ROLL CALL BY CITY CLERK

Councilmembers present: Patton, Spriggs
Councilmembers absent: Bilbray
Mayor present: Janney
Mayor Pro Tem absent: Bragg
Staff present: City Manager Brown; City Attorney Lyon; City Clerk Hald

CLOSED SESSION

MOTION BY SPRIGGS, SECOND BY PATTON, TO ADJOURN TO CLOSED SESSION UNDER:

1. CONFERENCE WITH LABOR NEGOTIATOR

Pursuant to Government Code Section 54957.6:

Agency Negotiator: City Manager
Employee Organizations: Imperial Beach Firefighters' Association (IBFA)
Service Employees International Union (SEIU), Local 221
Unrepresented Employees

2. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Initiation of Litigation pursuant to Paragraph (4) of Subdivision (d) of GC Section 54956.9
No. of Potential Cases: 1

3. CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to Govt. Code section 54956.9(d)(2) (1 case)

MOTION CARRIED BY THE FOLLOWING VOTE:

**AYES: COUNCILMEMBERS: SPRIGGS, PATTON, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: BILBRAY, BRAGG**

MAYOR JANNEY adjourned the meeting to Closed Session at 5:14 p.m. and he reconvened the meeting to Open Session at 6:02 p.m.

Reporting out of Closed Session, CITY ATTORNEY LYON announced Item No. 2 was removed from the agenda, City Council discussed Item Nos. 1 and 3; City Council gave direction and no reportable action was taken.

REGULAR MEETING CALL TO ORDER

MAYOR JANNEY called the Regular Meeting to order at 6:03 p.m.

ROLL CALL BY CITY CLERK

Councilmembers present:	Patton, Spriggs
Councilmembers absent:	Bilbray
Mayor present:	Janney
Mayor Pro Tem absent:	Bragg
Staff present:	City Manager Brown; City Attorney Lyon; City Clerk Hald

PLEDGE OF ALLEGIANCE

MAYOR JANNEY led everyone in the Pledge of Allegiance.

AGENDA CHANGES

MOTION BY SPRIGGS, SECOND BY PATTON, TO PULL ITEM NO. 6.1 – DISCUSSION ON BICYCLING ON SIDEWALKS VERSES CITY ROADWAYS FROM THE AGENDA AND SCHEDULE IT FOR CONSIDERATION AT A FUTURE AGENDA, MOVE ITEM NO. 4.2 – ORDINANCE 2013-1136, AMENDING CHAPTER 10.28.020, SPECIAL SPEED ZONE DESIGNATED TO THE APRIL 17, 2013 CITY COUNCIL MEETING, AND PULL ITEM NO. 2.3 – QUARTERLY INVESTMENT REPORT FOR THE 2ND QUARTER OF FY 2012-13 FROM THE CONSENT CALENDAR FOR CONSIDERATION AT THE END OF THE AGENDA. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	COUNCILMEMBERS:	SPRIGGS, PATTON, JANNEY
NOES:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	BILBRAY, BRAGG

MAYOR/COUNCIL REIMBURSEMENT DISCLOSURE/COMMUNITY ANNOUNCEMENTS/ REPORTS ON ASSIGNMENTS AND COMMITTEES

COUNCILMEMBER PATTON announced the Annual Easter Egg hunt was a successful community event.

COMMUNICATIONS FROM CITY STAFF

None.

PUBLIC COMMENT

ERIKA LOWERY questioned which of the Councilmembers will be attending the Sports Park Community Workshop.

CITY ATTORNEY LYON suggested that staff post a meeting notice in the event that three Councilmembers attend the workshop.

PRESENTATIONS (1)

None.

CONSENT CALENDAR (2.1, 2.2, 2.4 & 2.5)

MOTION BY SPRIGGS, SECOND BY PATTON, TO APPROVE CONSENT CALENDAR ITEM NOS. 2.1, 2.2, 2.4 & 2.5. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	COUNCILMEMBERS:	SPRIGGS, PATTON, JANNEY
NOES:	COUNCILMEMBERS:	NONE
ABSENT:	COUNCILMEMBERS:	BILBRAY, BRAGG

2.1 MINUTES.

Approved the minutes of the Regular Meeting of January 23, 2013.

2.2 RATIFICATION OF WARRANT REGISTER. (0300-25)

Ratified the following registers: Accounts Payable Numbers 82168 through 82253 for a subtotal amount of \$942,677.65 and Payroll Checks/Direct Deposit 45148 through 45169 for a subtotal of \$122,883.99 for a total amount of \$1,065,561.64.

2.4 RESOLUTION NO. 2013-7317 TO ACCEPT SUPPLEMENTAL LAW ENFORCEMENT STATE FUNDING OF \$100,000 TOWARD A MOTORCYCLE TRAFFIC UNIT. (0260-15 & 0390-86)

Adopted resolution.

2.5 RESOLUTION NO. 2013-7319 AUTHORIZING SALE OF SURPLUS PROPERTY. (0380-45)

Adopted resolution.

ORDINANCES – INTRODUCTION/FIRST READING/PUBLIC HEARING (3.1)

3.1 ORDINANCE NO. 2013-1137 AND PUBLIC HEARING ON SETTING THE ANNUAL SEWER CAPACITY FEE FOR FISCAL YEAR 2014 AND BEYOND. (0390-55)

MAYOR JANNEY declared the public hearing open.

CITY MANAGER BROWN recommended that the public hearing be continued to April 17, 2013.

CITY CLERK HALD announced no speaker slips were submitted.

MOTION BY PATTON, SECOND BY SPRIGGS, TO CONTINUE THE PUBLIC HEARING TO APRIL 17, 2013 AT 6:00 PM. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: COUNCILMEMBERS: SPRIGGS, PATTON, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: BILBRAY, BRAGG

ORDINANCES – SECOND READING/ADOPTION (4.1-4.2)

4.1 ORDINANCE NO. 2013-1135; REX BUTLER FOR BIKEWAY VILLAGE LLC (APPLICANT) AND THE CITY OF IMPERIAL BEACH: ZONING CODE AMENDMENT (ZCA) 100008 FOR ECOTOURISM COMMERCIAL USES AT 536 13TH STREET & 535 FLORENCE STREET AND AIRPORT PARCEL 616-021-10-00 @ 500 13TH STREET. MF 1034 (0610-95)

CITY MANAGER BROWN introduced the item.

CITY PLANNER NAKAGAWA explained the permitted land uses for the area.

MAYOR JANNEY thanked Rex Butler for pursuing the project and called for the second reading of the title of Ordinance No. 2013-1135.

CITY CLERK HALD read the title of Ordinance No. 2013-1135 “AN ORDINANCE MODIFYING ORDINANCE NO. 2012-1127 THAT APPROVED THE ZONING CODE AMENDMENT (ZCA 100008) AND REZONING TO ESTABLISH THE COMMERCIAL/RECREATION-ECOTOURISM (C/R-ET) DESIGNATION/ ZONE (CHAPTER 19.25) AND APPLYING THIS C/R-ET ZONE TO THE PROJECT SITE.”

MOTION BY SPRIGGS, SECOND BY PATTON, TO WAIVE FURTHER READING AND ADOPT ORDINANCE NO. 2013-1135. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: COUNCILMEMBERS: SPRIGGS, PATTON, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: BILBRAY, BRAGG

4.2 ORDINANCE 2013-1136, AMENDING CHAPTER 10.28.020, SPECIAL SPEED ZONE DESIGNATED. (0750-95)

Item No. 4.2 was continued to the April 17, 2013 City Council meeting by prior City Council action.

PUBLIC HEARINGS (5.1)

5.1 RESOLUTION 2013-7318 OF THE CITY OF IMPERIAL BEACH, CALIFORNIA ADJUSTING A REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PLAN (RTCIP) FEE FOR FISCAL YEAR 2013-2014. (0680-95)

MAYOR JANNEY declared the public hearing open.

CITY MANAGER BROWN introduced the item.

PUBLIC WORKS DIRECTOR LEVIEN reported on the item.

CITY CLERK HALD announced no speaker slips were submitted.

MAYOR JANNEY closed the public hearing.

MOTION BY SPRIGGS, SECOND BY PATTON, TO APPROVE AND ADOPT RESOLUTION NO. 2013-7318 – A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA ESTABLISHING A \$2,209 REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PLAN FEE FOR EACH NEW RESIDENTIAL DWELLING UNIT. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: COUNCILMEMBERS: SPRIGGS, PATTON, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: BILBRAY, BRAGG

REPORTS (6.1-6.3)

6.1 DISCUSSION ON BICYCLING ON SIDEWALKS VERSES CITY ROADWAYS. (0680-95)

Item No. 6.1 was pulled from the agenda for consideration on a future agenda by prior City Council action.

6.2 RESOLUTION NO. 2013-7316 APPROVING THE REMOVAL OF SEVEN (7) DESERT GUM (EUCALYPTUS RUDIS) TREES FROM SPORTS PARK. (0920-40)

CITY MANAGER BROWN introduced the item.

ERIKA LOWERY requested postponement of the item until after a decision is made about having YMCA manage the Sports Park. If the decision is to have the YMCA manage the Sports Park, her second request was to have the YMCA pay for the removal and replacement of the trees.

City Council expressed apprehension about removal of the trees, raised concern about public safety and questioned replacement of the trees.

PUBLIC WORKS DIRECTOR LEVIEN gave a PowerPoint presentation on the item. He noted that trees are rated from 0 to 15 with those rated 9 or higher to be at risk of failure. He reported that the trees recommended for removal are rated 9 or higher and showed pictures of the raised roots and splitting trees. He said that replacement of the trees is listed as an unfunded project on the 5-year CIP.

MAYOR JANNEY supported removal of the trees due to safety issues.

COUNCILMEMBER SPRIGGS supported removal of the trees due to the risk ratings.

MOTION BY JANNEY, SECOND BY SPRIGGS, TO ADOPT RESOLUTION NO. 2013-7316 APPROVING THE REMOVAL OF SEVEN (7) DESERT GUM (EUCALYPTUS RUDIS) TREES FROM SPORTS PARK. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: COUNCILMEMBERS: SPRIGGS, PATTON, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: BILBRAY, BRAGG

6.3 RESOLUTION NO. 2013-7314 AUTHORIZING AN AGREEMENT WITH CHANDLER ASSET MANAGEMENT FOR INVESTMENT MANAGEMENT SERVICES. (0350-10)

CITY MANAGER BROWN introduced the item.

MAYOR JANNEY stated that the cost of services will be offset by the improved investment and supported staff's recommendation.

ADMINISTRATIVE SERVICES DIRECTOR VON ACHEN gave a report on the item and recommended consideration of an investment management firm to help optimize the City's portfolio and its investments.

MARTIN CASTLE, CEO and Chief Investment Officer of Chandler Asset Management, spoke about the the qualifications of his firm.

MOTION BY PATTON, SECOND BY SPRIGGS, TO ADOPT RESOLUTION NO. 2013-7314 AUTHORIZING AN AGREEMENT WITH CHANDLER ASSET MANAGEMENT FOR INVESTMENT MANAGEMENT SERVICES. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES: COUNCILMEMBERS: SPRIGGS, PATTON, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: BILBRAY, BRAGG

I.B. REDEVELOPMENT AGENCY SUCCESSOR AGENCY REPORTS (7)

None.

ITEMS PULLED FROM THE CONSENT CALENDAR (IF ANY)

2.3 QUARTERLY INVESTMENT REPORT FOR THE 2ND QUARTER OF FY 2012-13. (0350-90)

ADMINISTRATIVE SERVICES DIRECTOR VON ACHEN reported on the item.

CITY COUNCIL REVIEWED AND CONSIDERED THE QUARTERLY INVESTMENT REPORT OF FISCAL YEAR 2013 SECOND QUARTER ENDING DECEMBER 31, 2012 AND RENDERED A FINDING THAT THE CITY'S CASH AND INVESTMENTS AMOUNT TO AND ARE SUFFICIENTLY LIQUID TO MEET THE NEXT SIX MONTHS OF EXPECTED EXPENDITURES BY THE CITY.

ADJOURNMENT

Mayor Janney adjourned the meeting at 7:01 p.m.

James C. Janney, Mayor

Jacqueline M. Hald, MMC
City Clerk

**CITY OF IMPERIAL BEACH
CITY COUNCIL
PLANNING COMMISSION
PUBLIC FINANCING AUTHORITY
HOUSING AUTHORITY
IMPERIAL BEACH REDEVELOPMENT AGENCY SUCCESSOR AGENCY**

APRIL 10, 2013

**Council Chambers
825 Imperial Beach Boulevard
Imperial Beach, CA 91932**

SPECIAL CLOSED SESSION MEETING – 5:00 P.M.

CLOSED SESSION CALL TO ORDER

MAYOR JANNEY called the Special Closed Session Meeting to order at 5:03 p.m.

ROLL CALL BY CITY CLERK

Councilmembers present: Patton, Bilbray
Councilmembers absent: Spriggs
Mayor present: Janney
Mayor Pro Tem present: Bragg
Staff present: City Manager Brown; City Attorney Lyon; City Clerk Hald

PUBLIC COMMENT

None.

CLOSED SESSION

MOTION BY BILBRAY, SECOND BY BRAGG, TO ADJOURN TO CLOSED SESSION UNDER:

- 1. PUBLIC EMPLOYEE APPOINTMENT**
Pursuant to Government Code Section 54957
Title: City Manager

MOTION CARRIED BY THE FOLLOWING VOTE:

**AYES: COUNCILMEMBERS: BILBRAY, PATTON, BRAGG, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: SPRIGGS**

MAYOR JANNEY adjourned the meeting to Closed Session at 5:04 p.m. and reconvened the meeting to Open Session at 5:51 p.m.

ROLL CALL BY CITY CLERK

Councilmembers present: Patton, Bilbray
Councilmembers absent: Spriggs
Mayor present: Janney
Mayor Pro Tem present: Bragg
Staff present: City Manager Brown; City Attorney Lyon; City Clerk Hald

Reporting out of Closed Session, MAYOR JANNEY announced City Council discussed Item No. 1 and there was no reportable action.

ADJOURNMENT

Mayor Janney adjourned the Closed Session Meeting at 5:52 p.m.

James C. Janney, Mayor

Jacqueline M. Hald, MMC
City Clerk



STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: GARY BROWN, CITY MANAGER *GB*
MEETING DATE: April 17, 2013
ORIGINATING DEPT.: ADMINISTRATIVE SERVICES DEPARTMENT *KV*
SUBJECT: RATIFICATION OF WARRANT REGISTER

BACKGROUND:

None

DISCUSSION:

As of April 7, 2004 all large warrants above \$100,000 will be separately highlighted and explained on the staff report.

<u>Vendor:</u>	<u>Check:</u>	<u>Amount:</u>	<u>Description:</u>
None			

The following registers are submitted for Council ratification.

<u>WARRANT #</u>	<u>DATE</u>	<u>AMOUNT</u>
<u>Accounts Payable</u>		
82254-82284	3/29/2013	\$179,642.33
82285-82317	4/4/2013	\$ 72,687.70
	Sub-total	<u>\$252,330.03</u>
 <u>Payroll Checks/Direct Deposit</u>		
45170-45189	P.P.E. 3/21/2013	\$123,615.38
	Sub-total	<u>\$123,615.38</u>
	TOTAL	\$375,945.41

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

Warrants are issued from budgeted funds.

DEPARTMENT RECOMMENDATION:

It is respectfully requested that the City Council ratify the warrant register.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Warrant Registers

CHECK DATE	CHECK NUMBER	VENDOR NAME	VENDOR #				CHECK AMOUNT
ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT	
03/29/2013	82254	ACCONTEMPS	70			3,672.00	
101-1210-413.21-01	03/13/2013	WE 3/8 BAKER, M	37519685	130516	09/2013	1,836.00	
101-1210-413.21-01	03/18/2013	WE 3/15 BAKER, M	37540406	130516	09/2013	1,836.00	
03/29/2013	82255	AFLAC	120			714.30	
101-0000-209.01-13	03/14/2013	PR AP PPE 03/07/2013	20130314		09/2013	357.15	
101-0000-209.01-13	03/28/2013	PR AP PE 3/21/13	20130328		09/2013	357.15	
03/29/2013	82256	AMERICAN MEDICAL RESPONSE	1416			50.00	
101-3020-422.28-12	03/12/2013	CERTIFICATION CARDS	AMR0811	F13057	09/2013	50.00	
03/29/2013	82257	AT&T	2430			3,307.95	
101-1210-413.27-04	03/17/2013	6194235034	4201009		09/2013	17.33	
101-3020-422.27-04	03/17/2013	6194237246664	4200229		09/2013	.69	
101-5020-432.27-04	03/15/2013	6194238311966	4196767		09/2013	4.83	
101-3030-423.27-04	03/15/2013	6194238322966	4196768		09/2013	6.36	
503-1923-419.27-04	03/11/2013	6194243481712	4176038		09/2013	16.02	
101-1230-413.27-04	03/17/2013	6196281356950	4200232		09/2013	5.78	
101-1920-419.27-04	03/17/2013	6196282018442	4200238		09/2013	.10	
601-5060-436.27-04	03/15/2013	C602221236777	4196759		09/2013	18.10	
101-1920-419.27-04	03/15/2013	C602224829777	4197829		09/2013	102.39	
101-1110-412.27-04	03/15/2013	C602224831777	4197831		09/2013	146.27	
101-1020-411.27-04	03/15/2013	C602224832777	4197832		09/2013	58.64	
101-1230-413.27-04	03/15/2013	C602224833777	4197833		09/2013	293.14	
101-1130-412.27-04	03/15/2013	C602224834777	4197834		09/2013	49.07	
101-1210-413.27-04	03/15/2013	C602224835777	4197835		09/2013	582.62	
101-6030-453.27-04	03/15/2013	C602224836777	4197836		09/2013	77.36	
101-6010-451.27-04	03/15/2013	C602224837777	4197837		09/2013	86.60	
101-3020-422.27-04	03/15/2013	C602224838777	4197838		09/2013	289.76	
101-3030-423.27-04	03/15/2013	C602224839777	4197839		09/2013	209.49	
101-5020-432.27-04	03/15/2013	C602224840777	4197840		09/2013	295.47	
601-5060-436.27-04	03/15/2013	C602224841777	4197841		09/2013	151.44	
503-1923-419.27-04	03/20/2013	3372571583448	4210349		09/2013	358.59	
503-1923-419.27-04	03/20/2013	3393431504727	4208741		09/2013	179.30	
503-1923-419.27-04	03/20/2013	3393439371447	4211438		09/2013	179.30	
503-1923-419.27-04	03/20/2013	3393442323406	4211746		09/2013	179.30	
03/29/2013	82258	AT&T TELECONFERENCE SERVICES	1827			82.94	
101-1230-413.28-04	03/01/2013	CONFERENCE CALL	03-01-2013	130230	09/2013	82.94	
03/29/2013	82259	CALIFORNIA AMERICAN WATER	612			1,915.69	
101-6020-452.27-02	03/19/2013	05-0477133-8 2/13-3/14	04-08-2013		09/2013	225.37	
101-5020-432.27-02	03/19/2013	05-0424056-5 2/13-3/14	04-08-2013		09/2013	49.78	
601-5060-436.27-02	03/19/2013	05-0115249-0 2/13-3/14	04-08-2013		09/2013	7.33	
101-5010-431.27-02	03/19/2013	05-0115214-4 2/13-3/14	04-08-2013		09/2013	7.33	
101-5010-431.27-02	03/19/2013	05-0114717-7 2/13-3/14	04-08-2013		09/2013	7.33	
101-5010-431.27-02	03/19/2013	05-0115202-9 2/13-3/14	04-08-2013		09/2013	7.33	
101-6020-452.27-02	03/19/2013	05-0115205-2 2/13-3/14	04-08-2013		09/2013	1,056.46	
101-1910-419.27-02	03/19/2013	05-0115206-0 2/13-3/14	04-08-2013		09/2013	260.85	

CHECK DATE	CHECK NUMBER	VENDOR NAME	VENDOR #	CHECK AMOUNT		
ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT
101-1910-419.27-02	03/19/2013	05-0115208-6 2/13-3/14	04-08-2013		09/2013	94.59
101-1910-419.27-02	03/19/2013	05-0115210-2 2/13-3/14	04-08-2013		09/2013	22.81
405-1260-413.27-02	03/22/2013	05-0546597-1 2/15-3/19	04-10-2013		09/2013	22.81
101-6020-452.27-02	03/20/2013	05-0117419 2/14-3/15	04-08-2013		09/2013	7.33
101-5010-431.27-02	03/20/2013	05-0116368-7 2/14-3/15	04-08-2013		09/2013	7.33
101-5010-431.27-02	03/20/2013	05-0115950-3 2/14-3/15	04-08-2013		09/2013	7.33
101-5010-431.27-02	03/20/2013	05-0115949-5 2/14-3/15	04-08-2013		09/2013	7.33
101-6020-452.27-02	03/20/2013	05-0114612-0 2/14-3/15	04-08-2013		09/2013	7.33
101-3020-422.27-02	03/19/2013	05-0115211-0 2/13-3/14	04-08-2013		09/2013	117.05
03/29/2013	82260	CDW GOVERNMENT INC	725			899.63
503-1923-419.30-02	03/06/2013	AVL ACROBAT PRO	Z587627	130120	09/2013	360.00
503-1923-419.30-02	03/15/2013	ACER COMPUTER	BB37698	130120	09/2013	539.63
03/29/2013	82261	CITY OF SAN DIEGO	896			62,915.48
601-5060-436.21-04	02/07/2013	SEWER TRANS 10/12-12/12	1000071427		08/2013	509.99
601-5060-436.40-01	02/08/2013	CIP SEWER SVC PYMT	1000071555		08/2013	60,348.53
601-5060-436.40-02	02/08/2013	CIP SEWER SVC PYMT	1000071555		08/2013	2,056.96
03/29/2013	82262	COLONIAL LIFE & ACCIDENT	941			236.28
101-0000-209.01-13	03/14/2013	PR AP PPE 03/07/2013	20130314		09/2013	118.14
101-0000-209.01-13	03/28/2013	PR AP PE 3/21/13	20130328		09/2013	118.14
03/29/2013	82263	DLA PRINTING & PROMO'S	1178			98.98
101-1210-413.28-11	03/13/2013	1099 FORMS	7596	F13058	09/2013	98.98
03/29/2013	82264	GO-STAFF, INC.	2031			2,502.41
101-3020-422.21-01	03/12/2013	WE 3/7 MEDLEY, A	104911	130660	09/2013	424.41
601-5060-436.21-01	03/12/2013	WE 3/7 RODRIGUEZ, S	104912	130722	09/2013	896.04
601-5060-436.21-01	03/19/2013	WE 3/14 RODRIGUEZ, S	105184	130722	09/2013	696.92
101-3020-422.21-01	03/19/2013	WE 3/15 MEDLEY, A	105183	130660	09/2013	485.04
03/29/2013	82265	GRAINGER	1051			767.17
101-6040-454.30-02	03/13/2013	FUSE	9089639414	130011	09/2013	134.83
101-1910-419.28-01	03/11/2013	LINEAR FLUORESCENT	9087446622	130011	09/2013	109.19
101-1910-419.28-01	03/11/2013	INCANDESCENT LIGHTS	9087446630	130011	09/2013	147.74
101-1910-419.28-01	03/15/2013	PIXTURE/WALL 150W	9091887381	130011	09/2013	363.69
101-5010-431.30-02	03/20/2013	ALL PURPOSE GLUE	9095964491	130011	09/2013	11.72
03/29/2013	82266	I B FIREFIGHTERS ASSOCIATION	214			300.00
101-0000-209.01-08	03/28/2013	PR AP PE 3/21/13	20130328		09/2013	300.00
03/29/2013	82267	ICMA RETIREMENT TRUST 457	242			5,933.50
101-0000-209.01-10	03/28/2013	PR AP PE 3/21/13	20130328		09/2013	5,933.50
03/29/2013	82268	LANCE, SOLL & LUNGHARD LLP	716			25,195.00
101-1210-413.20-06	01/31/2013	2012 AUDIT CITY & SUCCES	6109	130212	07/2013	14,969.00
303-1250-413.20-06	01/31/2013	2012 AUDIT CITY & SUCCES	6109	130212	07/2013	5,096.00
303-1250-413.20-06	01/31/2013	AUDIT-REDEVELOPMENT	6110	130212	07/2013	5,130.00
03/29/2013	82269	MCDUGAL LOVE ECKIS &	962			18,891.24
101-1220-413.20-02	02/28/2013	FEB 13 MONTHLY RETAINER	83373	130218	08/2013	8,227.00

CHECK DATE	CHECK NUMBER	VENDOR NAME	VENDOR #	CHECK AMOUNT		
ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT
101-1220-413.20-01	02/28/2013	CODE ENFORCEMENT	83371		08/2013	1,249.93
101-1220-413.20-01	02/28/2013	LAW-SPECIAL PROJECTS	83372		08/2013	2,337.15
502-1922-419.20-01	02/28/2013	GENERAL TORT CLAIMS	83374		08/2013	173.40
502-1922-419.20-01	02/28/2013	PERSONNEL/LABOR	83375		08/2013	3,832.85
101-1220-413.20-01	02/28/2013	HARRY & TAMARA WILLIAMS	83399		08/2013	43.35
303-1250-413.20-01	02/28/2013	SUCCESSOR AGENCY TO RDA	83376		08/2013	1,452.24
101-1220-413.20-01	02/28/2013	RINA KELLY V CITY OF IB	83400		08/2013	649.66
101-1220-413.20-01	02/28/2013	BRIANS V IB	83401		08/2013	730.57
101-1220-413.20-01	02/28/2013	GRAND JURY	83402		08/2013	21.68
101-1220-413.20-01	02/28/2013	PADRE DAM OVERYMT	83378		08/2013	93.93
216-1240-413.20-01	02/28/2013	HOUSING AUTHORITY	83377		08/2013	79.48
03/29/2013	82270	MIRACLE BRAND DESIGN	2260			642.60
101-5010-431.21-04	03/15/2013	BANNERS/BANNER REPAIR	9007	130654	09/2013	642.60
03/29/2013	82271	MOBILE HOME ACCEPTANCE CORPORA	1533			297.00
101-5020-432.25-01	03/24/2013	APRIL PW TRAILER	170843	130124	09/2013	297.00
03/29/2013	82272	ONE SOURCE DISTRIBUTORS	1071			932.98
101-6040-454.30-02	03/08/2013	CERAMIC BASE	S3972056.001	130014	09/2013	781.26
101-6040-454.30-02	03/13/2013	PHIL 100 W LAMS	S3976109.001	130014	09/2013	86.70
101-6040-454.30-02	03/14/2013	PHIL CLR B17 LAMPS	S3976129-001	130014	09/2013	65.02
03/29/2013	82273	PADRE JANITORIAL SUPPLIES	1430			373.96
101-6040-454.30-02	03/08/2013	TIDELANDS SUPPLIES	340535	130025	09/2013	373.96
03/29/2013	82274	PARTNERSHIP WITH INDUSTRY	1302			1,263.68
101-6040-454.21-04	03/15/2013	WE 3/15 GOUNDS MAIT	GS04673	130108	09/2013	424.74
101-6040-454.21-04	03/15/2013	WE 3/15 GOUNDS MAIT	GS04673	130108	09/2013	838.94
03/29/2013	82275	PMI	23			1,208.47
101-6040-454.30-02	03/18/2013	PROTECTIVE GLOVES	0402433	130015	09/2013	1,208.47
03/29/2013	82276	PROJECT DESIGN CONSULTANT	65			3,750.00
101-1230-413.20-06	03/05/2013	PAL AVE GRANT APP	82603	130725	09/2013	3,750.00
03/29/2013	82277	RANCHO AUTO & TRUCK PARTS	1685			209.14
501-1921-419.28-16	03/12/2013	ROYAL PURPLE ATF	7693-150404	130019	09/2013	28.06
501-1921-419.28-16	03/13/2013	RELEASE HANDLE	7693-150513	130019	09/2013	18.68
501-1921-419.28-16	03/13/2013	MOTOR OIL/FILTERS	7693-150546	130019	09/2013	81.90
501-1921-419.28-16	03/14/2013	RETURN ATF	7693-150723	130019	09/2013	28.06
501-1921-419.28-16	03/20/2013	OIL & AIR FILTERS	7693-151425	130019	09/2013	15.51
601-5060-436.30-02	03/26/2013	NON DEGT OIL FILTER	7693-152084	130019	09/2013	93.05
03/29/2013	82278	RCP BLOCK & BRICK INC	115			216.00
401-5020-432.30-02	03/13/2013	YARD 3/4 CRUSHED	1286365	130036	09/2013	216.00
03/29/2013	82279	SEIU LOCAL 221	1821			1,275.22
101-0000-209.01-08	03/28/2013	PR AP PE 3/21/13	20130328		09/2013	1,275.22
03/29/2013	82280	SPARKLETTES	2341			57.07
101-1210-413.30-01	03/09/2013	WE 3/7 FINANCE WATER	10552239 030913	130206	09/2013	10.52

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101-3020-422.30-01	03/15/2013	FEB 13 FD DRINKING WTR	12529930 031513	130511	09/2013	46.55
03/29/2013	82281	TRAN CONSULTING ENGINEERS	2033			39,750.00
601-5060-536.20-06	02/20/2013	ANNUAL MAIN LINE REPAIRS	7320	130442	08/2013	39,750.00
03/29/2013	82282	US BANK	2458			1,223.96
101-0000-209.01-20	03/28/2013	PR AP PE 3/21/13	20130328		09/2013	1,223.96
03/29/2013	82283	WAXIE SANITARY SUPPLY	802			936.85
101-6040-454.30-02	03/11/2013	STEEL LINERS	73815286	130016	09/2013	936.85
03/29/2013	82284	ZEE MEDICAL, INC.	872			22.83
101-1920-419.30-01	03/12/2013	MEDICAL CABINET REFILL	0140486105	F13056	09/2013	22.83
04/04/2013	82285	A-1 AMERICAN FIRE EQUIPMENT	2			51.00
101-0000-344.76-03	03/28/2013	OL REFUNDS	0011212		09/2013	51.00
04/04/2013	82286	AMERICAN MESSAGING	1759			132.48
101-3020-422.21-04	04/01/2013	APRIL 2013 PAGING SVCS	L1074045ND	130118	10/2013	132.48
04/04/2013	82287	ARROWHEAD MOUNTAIN SPRING WATE	1340			76.61
101-5020-432.30-02	03/22/2013	MARCH PW WATER	03C0026726646	130202	09/2013	38.82
101-1010-411.30-02	03/22/2013	MARCH WATER RENTAL	03C0031149578	130073	09/2013	37.79
04/04/2013	82288	AZTEC LANDSCAPING INC	310			1,540.00
101-5010-431.21-04	03/31/2013	MARCH 2013 MAIT	0024639-IN	130091	09/2013	1,540.00
04/04/2013	82289	CA BUILDING STANDARDS COMMISSI	2127			52.20
101-0000-221.01-07	04/02/2013	STATE GREEN FEES 1ST QTR	04-02-2013		10/2013	52.20
04/04/2013	82290	CCH	1			303.50
101-1210-413.28-14	03/14/2013	GOVT GAAP GUIDE	89364082		09/2013	303.50
04/04/2013	82291	CVA SECURITY	797			100.00
101-1910-419.28-01	04/01/2013	FEB ALARM EOC	24985	130100	10/2013	30.00
101-1910-419.28-01	04/01/2013	825 IB ALARM FEB 2013	25091	130100	10/2013	30.00
101-1910-419.28-01	04/01/2013	825 IB BLVD FEB 2013 ALAR	25095	130100	10/2013	40.00
04/04/2013	82292	CITY OF SAN DIEGO	896			16,737.00
101-3020-422.21-04	03/18/2013	2QT FIRE DISPATCH SVCS	1000073794		09/2013	16,737.00
04/04/2013	82293	COUNTY OF SAN DIEGO	1050			2,306.00
101-1020-411.21-06	03/15/2013	GENERAL ELECTION FEES	2417	130728	09/2013	2,306.00
04/04/2013	82294	COX COMMUNICATIONS	1073			600.00
503-1923-419.21-04	03/27/2013	3/25-4/24 INTERNET SVC	04-15-2013	130126	09/2013	600.00
04/04/2013	82295	CYNTHIA TITGEN CONSULTING, INC	2340			1,940.40
101-1130-412.20-06	03/13/2013	MARCH HR CONSULTING	201302	130075	09/2013	612.00
101-1130-412.20-06	03/31/2013	3/16-3/31 CONSULTING	201303	130075	09/2013	1,328.40

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101-6020-452.21-04	03/13/2013	FEB 2013 WK CREW	1800181367	130217	09/2013	3,630.05	
101-6040-454.21-04	03/13/2013	FEB 2013 WK CREW	1800181367	130217	09/2013	727.75	
04/04/2013	82297	DEPT. OF CONSERVATION	1158			19.95	
101-0000-211.01-01	04/02/2013	SMIPS 1ST QTR	04-02-2013		10/2013	19.95	
04/04/2013	82298	EYE/COMM	1891			3,109.18	
601-5060-436.29-04	03/14/2013	SEWER RATE NOTICES	44885		09/2013	3,109.18	
04/04/2013	82299	FASTENAL	909			221.97	
101-6040-454.30-02	03/15/2013	PLANER KNIVES	CACHU30579	130010	09/2013	148.02	
101-6040-454.30-02	03/19/2013	20 A/O DISC	CACHU30614	130010	09/2013	29.89	
501-1921-419.30-02	03/25/2013	DRILL BIT	CACHU30713	130010	09/2013	44.06	
04/04/2013	82300	FOCUS ON INTERVENTION	1490			905.50	
502-1922-419.20-06	03/06/2013	SHOUSE, P ERGONOMIC EVAL	49840	130766	09/2013	369.00	
502-1922-419.20-06	02/05/2013	VEA, E ERGONOMIC EVAL	49683	130764	08/2013	361.50	
502-1922-419.20-06	02/05/2013	CORTEZ, E ERGONOMIC EVAL	49684	130764	08/2013	175.00	
04/04/2013	82301	GRAINGER	1051			339.89	
601-5060-436.30-02	03/25/2013	HIGH VISIBILITY VESTS	9099138647	130011	09/2013	180.80	
101-5010-431.30-02	03/25/2013	NON CONDUCTIVE SOIL PROBE	9099138639	130011	09/2013	47.79	
501-1921-419.30-02	03/25/2013	BAND SAW BLADE	9099138654	130011	09/2013	111.30	
04/04/2013	82302	INTERSTATE BATTERY OF SAN DIEG	388			115.71	
501-1921-419.28-16	03/14/2013	BATTERY	860008371	130012	09/2013	115.71	
04/04/2013	82303	JASON BELL	1432			863.00	
101-1920-419.29-01	04/02/2013	TUITION REIMBURSEMENT	04-02-2013	130285	10/2013	863.00	
04/04/2013	82304	JOBING.COM	1748			349.00	
101-1130-412.28-07	02/01/2013	BUILDING OFFICAL POSTING	K223945	130724	08/2013	349.00	
04/04/2013	82305	JOBS AVAILABLE	528			630.00	
101-1130-412.28-07	02/26/2013	BUILDING OFFICAL POSTING	1305023	130721	08/2013	630.00	
04/04/2013	82306	KANE, BALLMER & BERKMAN	1828			17,440.42	
101-5000-532.20-06	03/07/2013	9TH & PALM DDA	18922	130765	09/2013	192.50	
303-1250-413.20-06	03/07/2013	SA LITIGATION FEB 2013	18923	130765	09/2013	1,760.00	
101-1920-419.20-06	03/07/2013	GENERAL HOUSING FEB 2013	18924	130765	09/2013	82.50	
217-5000-532.20-06	03/07/2013	HABITAT AHA	18925	130765	09/2013	1,105.00	
303-1250-413.20-06	03/07/2013	SUCCESS AGENCY FEB 2013	18926	130765	09/2013	13,521.82	
303-1250-413.20-06	03/12/2013	1/14TH SHARED FEES	18893	130767	09/2013	778.60	
04/04/2013	82307	LEAGUE OF CALIF CITIES	761			270.00	
101-1110-412.28-04	01/16/2013	2013 DIVISION MGTS	1376	130756	07/2013	270.00	
04/04/2013	82308	MANAGED HEALTH NETWORK	2432			394.80	
101-1130-412.20-06	04/01/2013	APRIL EAP SVCS	3200046450	130072	10/2013	394.80	

CHECK DATE	CHECK NUMBER	VENDOR NAME	VENDOR #				CHECK AMOUNT
ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT	
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101-3020-422.30-01	03/06/2013	ENVELOPES, BINDERS	648277215001	130002	09/2013		73.35
101-3070-427.28-11	01/18/2013	KIRCHER BUS CARDS	640460937001	130002	07/2013		36.90
04/04/2013	82310	PATRICIA MCCOY	1				309.62
101-1110-412.10-01	03/18/2013	REPLACEMENT PR CK 40186	CK40186		09/2013		309.62
04/04/2013	82311	ROBERTA OTERO-PETTY CASH	2229				218.83
101-6040-454.30-02	08/02/2012	BRASS FLANGE	06710005775093		09/2013		8.17
101-5020-432.29-02	08/21/2012	PW BIRTHDAY BAGELS	30630300870558		09/2013		9.00
101-5020-432.29-02	08/21/2012	PW BIRTHDAY BAGELS	23380300650844		09/2013		12.55
101-5020-432.28-09	08/29/2012	POSTAGE	314551		09/2013		7.08
101-5020-432.28-09	03/24/2012	RETIREMENT CARD	2340		09/2013		5.92
101-1110-412.30-02	09/24/2012	FRAMING	914203		09/2013		18.10
101-6020-452.30-02	09/25/2012	KEY COVERS	9476		09/2013		1.29
101-5020-432.28-04	09/26/2012	LUNCH/TRAINING	6023927		09/2013		10.42
101-5020-432.28-04	09/27/2012	LUNCH/TRAINING	09-27-2012		09/2013		8.72
101-5020-432.28-04	09/25/2012	LUNCH/TRAINING	09-25-2012		09/2013		7.12
101-5020-432.28-04	11/09/2012	LUNCH/TRAINING	11-09-2012		09/2013		7.34
101-5020-432.29-02	02/03/2013	RETIREMENT CARD	250912023402999		09/2013		4.84
101-5020-432.29-02	12/12/2012	CONGRATS CARD	250912023476906		09/2013		3.76
101-5020-432.29-02	12/12/2012	BIRTHDAY BAGELS	23380400080370		09/2013		22.75
101-1910-419.30-02	01/03/2013	THERMOSTAT CAPS	940651		09/2013		5.28
101-5020-432.28-04	01/29/2013	TRAINING/LUNCH	01-29-2013		09/2013		5.95
101-6040-454.30-02	02/03/2013	IRRIGATION PARTS	072146/0120268		09/2013		47.19
101-5020-432.28-04	02/19/2013	SUPPLIES FOR PW TRAINING	966753		09/2013		11.16
101-5020-432.28-04	02/19/2013	SUPPLIES FOR PW TRAINING	23380303193888		09/2013		5.00
101-5020-432.28-04	02/20/2013	TRAINING/PW/REFRESHMENTS	2		09/2013		15.19
401-5020-432.28-11	02/28/2013	ECO BIKEWAY RESEARCH	289623620130228		09/2013		2.00
04/04/2013	82312	SKS INC.	412				9,230.02
501-1921-419.28-15	03/21/2013	1040 GAL REG GASOLINE	1254368-IN	130049	09/2013		3,856.95
501-1921-419.28-15	03/28/2013	325.7 DIESEL, 1100 REG	1254502-IN	130049	09/2013		5,373.07
04/04/2013	82313	THE CENTRE FOR ORGANIZATION EF	1499				1,550.00
101-5020-432.28-04	03/20/2013	SUPERVISOR'S ACADEMY	TCFOE049		09/2013		1,550.00
04/04/2013	82314	THYSSENKRUPP ELEVATOR	663				777.74
101-3030-423.20-06	04/01/2013	4/13-6/13 CONTRACT SVCS	1037078765	130125	10/2013		777.74
04/04/2013	82315	BAUER COMPRESSOR, INC.	2468				1,780.81
101-3020-422.21-04	04/04/2013	COMPRESSOR	0000165877		10/2013		2,880.81
101-3020-422.21-04	04/04/2013	TO CORRECT BAUER COMPRESS	165877		10/2013		1,100.00
04/04/2013	82316	FLO-SYSTEMS, INC.	946				5,304.02
601-5060-436.28-01	04/04/2013	2 IMPELLERS	F13386-12D237		10/2013		5,304.02
04/04/2013	82317	PATRICIA ROMERO	2				550.00
101-0000-221.01-03	04/04/2013	REFUND DEPOSIT MV CENTER	3505		10/2013		550.00

PREPARED 04/08/2013, 8:06:36
PROGRAM: GM350L
CITY OF IMPERIAL BEACH

A/P CHECKS BY PERIOD AND YEAR
FROM 03/29/2013 TO 04/08/2013

PAGE 7

BANK CODE 00

CHECK DATE	CHECK NUMBER	VENDOR NAME	VENDOR #				CHECK AMOUNT
ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT	
DATE RANGE TOTAL *							252,330.03 *



STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: GARY BROWN, CITY MANAGER *GB*
MEETING DATE: APRIL 17, 2013
ORIGINATING DEPT.: PUBLIC WORKS *HAJ*
SUBJECT: RESOLUTION NO. 2013-7320 APPROVING THE ENGINEER'S REPORT FOR PROCEEDINGS FOR THE ANNUAL LEVY OF ASSESSMENTS WITH A SPECIAL ASSESSMENT DISTRICT – AD 67M

BACKGROUND:

By resolution 2013-7312, City Council proposed to initiate proceedings for the annual levy of assessments and ordered the preparation of an Engineer's Report for a Special Assessment District (AD-76M).

DISCUSSION:

The attached resolution (attachment 1) presents the "Report" of the Engineer on Assessment District 67M for the annual levy of assessments including plans and specifications, cost estimate, assessment diagram, and assessment of the estimated cost. The "Report" is included herewith as Attachment (2).

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

- Total AD - 67 budget - \$30,000
- Property Owner Assessment - \$12,041
- City General Fund - \$17,959

DEPARTMENT RECOMMENDATION:

1. Receive this report.
2. Approve and adopt the attached resolution.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Resolution No. 2013-7320
2. Exhibit A to Resolution No. 2013-7320 - Engineers Report (TO BE PROVIDED SEPARATELY)

RESOLUTION NO. 2013-7320

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, AUTHORIZING THE APPROVAL OF THE ENGINEER'S REPORT FOR PROCEEDINGS FOR THE ANNUAL LEVY OF ASSESSMENTS WITHIN A SPECIAL ASSESSMENT DISTRICT

WHEREAS, the City Council of the City of Imperial Beach, pursuant to the terms of the "Landscaping and Lighting Act of 1972", being Division 15, Part 2 of the Streets and Highway Code of the State of California, did by Resolution No. 2013-7312, initiate proceedings and ordered the preparation of an Engineer's "Report" for the annual levy of assessments within a special assessment district, said special assessment district known and designated as ASSESSMENT DISTRICT NO. 67-M (hereinafter referred to as the "Assessment District"; and

WHEREAS, there has now been presented Exhibit A to this City Council the "Report" as required by said Division 15 of the Streets and Highways Code and as previously directed by Resolution; and

WHEREAS, this City Council has now carefully examined and reviewed the "Report" as presented, and is satisfied with each and all of the items and documents as set forth therein, and is satisfied that the assessments, on a preliminary basis, have been spread in accordance with the benefits received from the improvements to be maintained, as set forth in said "Report."

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

SECTION 1. That the above recitals are all true and correct.

SECTION 2. That the "Report" as presented consists of the following:

- A. Plans and specifications describing the general nature, location and extent of the improvements to be maintained;
- B. Estimate of cost, including the amount of the annual installment for the forthcoming fiscal year;
- C. Diagram of the Assessment District;
- D. Assessment of the estimated cost.

Said "Report", as presented, is hereby approved on a preliminary basis, and is ordered to be filed in the Office of the City Clerk as a permanent record and to remain open to public inspection.

SECTION 3. That the City Clerk shall certify to the passage and adoption of this Resolution, and the minutes of this meeting shall so reflect the presentation of the Engineer's "Report."

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 17th day of April 2013, by the following vote:

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

JAMES C. JANNEY, MAYOR

ATTEST:

**JACQUELINE M. HALD, MMC
CITY CLERK**



AGENDA ITEM NO. 2.4

STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: GARY BROWN, CITY MANAGER *GB*

MEETING DATE: APRIL 17, 2013

ORIGINATING DEPT.: PUBLIC WORKS *HWL*

SUBJECT: RESOLUTION NO. 2013-7322 DECLARING INTENT TO PROVIDE AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS IN A SPECIAL ASSESSMENT DISTRICT (AD 67M) AND SETTING A TIME AND A PLACE FOR THE PUBLIC HEARING THEREON

BACKGROUND:

By Resolution 2013-7320, City Council approved the Engineer's "Report" for proceeding for the Annual Levy of Assessments for Assessment District 67M. To proceed with the special assessment district, City Council must make preliminary findings and set a time and place for a public hearing.

DISCUSSION:

The attached resolution is a jurisdictional resolution under the "Landscaping and Lighting Act of 1972" proceedings, making preliminary findings and setting a time and place for public hearing to wit:

- Time/date - Wednesday, the 15th of May, 2013 at 6:00 p.m.,
- Location - regular meeting place of the City Council, the Council Chambers, City Hall, City of Imperial Beach, California.

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

None

DEPARTMENT RECOMMENDATION:

1. Receive this report.
2. Approve and adopt the proposed resolution.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Resolution No. 2013-7322

RESOLUTION NO. 2013-7322

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, DECLARING ITS INTENTION TO PROVIDE FOR AN ANNUAL LEVY AND COLLECTION OF ASSESSMENTS IN A SPECIAL ASSESSMENT DISTRICT (AD 67M), AND SETTING A TIME AND PLACE FOR PUBLIC HEARING THEREON

WHEREAS, the City Council of the City of Imperial Beach, California, has previously formed a special assessment district pursuant to the terms of the "Landscaping and Lighting Act of 1972", being Division 15, Part 2 of the Streets and Highways Code of the State of California, said special assessment district known and designated as ASSESSMENT DISTRICT 67-M (hereinafter referred to as the "Assessment District"); and

WHEREAS, at this time the City Council is desirous to take proceedings to provide for the annual levy of assessments for the next ensuing fiscal year to provide for the costs and expenses necessary to pay for the maintenance of the improvements in said Assessment District; and

WHEREAS, there has been presented and approved by this City Council the Engineer's "Report", as required by law and this City Council is desirous of continuing with the proceedings for said annual levy.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

RECITALS

SECTION 1. That the above recitals are all true and correct.

DECLARATION OF INTENTION

SECTION 2. That the public interest and convenience requires, and it is the intention of this legislative body, to levy and collect assessments to pay the annual costs and expenses for the maintenance and/or servicing of the improvements for the Assessment District, said improvements generally described as the maintenance of public street lighting improvements in Highway 75 within the City limits of the City of Imperial Beach.

That no new improvements or any substantial changes in existing improvements are proposed as a part of these proceedings.

BOUNDARIES OF MAINTENANCE DISTRICT

SECTION 3. That said works of improvements are of direct benefit to the properties within the boundaries of said Assessment District, which Assessment District the legislative body previously declared to be the area benefited by said works of improvement, and for particulars, reference is made to the boundary map as previously approved by this legislative body, a copy of which is on file in the Office of the City Clerk and open for public inspection, and is designated by the name of this Assessment District.

REPORT OF ENGINEER

SECTION 4. That the "Report" of the Engineer, as preliminarily approved by this legislative body, is on file with the City Clerk and open for public inspection. Reference is made to said "Report" for a full and detailed description of the improvements to be maintained,

the boundaries of the Assessment District and any zones therein, and the proposed assessments upon assessable lots and parcels of land within the Assessment District. It is hereby further determined that there are no new and/or increases in any assessments from those as previously authorized and levied.

PUBLIC HEARINGS

SECTION 5. NOTICE IS HEREBY GIVEN THAT ON MAY 15, 2013, AT THE HOUR OF 6:00 P.M. A PUBLIC HEARING WILL BE HELD IN THE REGULAR MEETING PLACE OF THE CITY COUNCIL, BEING THE COUNCIL CHAMBERS, CITY HALL, IMPERIAL BEACH, CA, AT WHICH TIME AND PLACE THE LEGISLATIVE BODY WILL HEAR PROTESTS OR OBJECTIONS IN REFERENCE TO THE ANNUAL LEVY OF ASSESSMENTS AND TO ANY OTHER MATTERS CONTAINED IN THIS RESOLUTION. ANY PERSONS WHO WISH TO OBJECT TO THE PROCEEDINGS OR THE ANNUAL LEVY SHOULD FILE A WRITTEN PROTEST WITH THE CITY CLERK PRIOR TO THE TIME SET FOR THE PUBLIC HEARING.

NOTICE

SECTION 6. That the City Clerk is hereby authorized and directed to give notice as required by law by causing a copy of this Resolution to be published in the Eagle & Times, a newspaper of general circulation within said City; said publication to be completed not less than ten (10) days prior to the date set for the first public hearing.

PROCEEDINGS INQUIRIES

SECTION 7. For any and all information relating to these proceedings, including information relating to protest procedure, your attention is directed to the person designated below:

H.A. (Hank) Levien, Public Works Director
City of Imperial Beach
825 Imperial Beach Boulevard
Imperial Beach, CA 91932
Telephone: (619) 423-8311

Written protests may be addressed to the City Clerk at the above address. **PASSED, APPROVED, AND ADOPTED** by the City Council of the City of Imperial Beach at its meeting held on the 17th day of April 2013, by the following vote:

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

JAMES C. JANNEY, MAYOR

ATTEST:

JACQUELINE M. HALD, MMC
CITY CLERK



STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: GARY BROWN, CITY MANAGER *GB*
MEETING DATE: APRIL 17, 2013
SUBJECT: PROPOSED AMENDMENTS TO THE LEAGUE OF CALIFORNIA CITIES BYLAWS

BACKGROUND:

The League's Board of Directors approved submitting two amendments of League bylaws to its members. The proposed amendments would:

1. Require at least five or more city officials or at least five cities to concur in resolutions submitted to the League to be presented to the General Assembly.
2. Require a 2/3 vote of Directors present to take a position on a statewide ballot measure.

DISCUSSION:

Please see the attached memo from Chris McKenzie with the League of California Cities.

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

None.

CITY MANAGER'S RECOMMENDATION:

Authorize Councilmember Bilbray, our delegate to the League, to submit an affirmative vote on both amendments.

Attachments:

1. Memo dated March 5, 2013 from Chris McKenzie with the League of California Cities

1400 K STREET
 SACRAMENTO, CA 95814
 PH: (916) 658-8200
 FX: (916) 658-8240



2013 MAR 11 AM 10:06

WWW.CACITIES.ORG

March 5, 2013

CITY MANAGER &
 CITY CLERK OFFICES

To: League Membership
 From: Chris McKenzie, Executive Director
 Re: Proposed Amendments to League Bylaws

At its February meeting, the League's Board of Directors approved submitting two amendments to the League's Bylaws to the membership. The proposed amendments would amend the Bylaws to provide that:

1. Resolutions submitted to the League for presentation to the General Assembly must be concurred in by at least five or more cities or by city officials from at least five or more cities.
2. The League Board may take a position on a statewide ballot measure by a 2/3rd vote of those Directors present. Currently, the Board may take positions with a simple majority vote.

The Board's purpose in submitting the first proposed amendment is to encourage members to seek concurrence of other cities and city officials that the subject of a proposed resolution is a substantial one and of broad interest and importance to cities. The Board's purpose in submitting the second proposed amendment is to ensure that when the Board considers a position on possibly controversial statewide ballot measures, the Board's ultimate decision represents a broad consensus of the Directors.

The language of the proposed amendments is provided in the attached Resolution. To be approved, the Bylaws require each amendment must receive a 2/3rd vote of those members voting. To consult the League's Bylaws: go to www.cacities.org. The link is at the bottom of the page.

As provided in the League's Bylaws, the Board of Directors is submitting these amendments to the membership for approval by mail ballot. Please return the enclosed ballot, signed by an authorized city official, **by April 19, 2013**.

Ballots may be submitted by email to: ballots@cacities.org.

By mail to:

League of California Cities
Attn: Ballots
1400 K Street, 4th Floor
Sacramento, CA 95814

Or by fax to: (916) 658-8240

Thank you for your attention to this important matter concerning the League's governance. If you have questions, please direct them to Patrick Whitnell, General Counsel at pwhitnell@cacities.org.

PROPOSED RESOLUTION RELATING TO LEAGUE BYLAWS AMENDMENTS

WHEREAS, the League of California Cities is a nonprofit mutual benefit corporation under California law and, as such, is governed by corporate bylaws; and

WHEREAS, the League's Board of Directors periodically reviews the League's bylaws for issues of clarity, practicality, compliance with current laws, and responsiveness to membership interests; and

WHEREAS, the League Board of Directors at its February 7-8, 2013 meeting approved submitting the following amendments to the League's bylaws to the League's membership by mailed ballot:

1. Article VI, section 2 of the League's bylaws is amended to read as follows:

"Resolutions may originate from city officials, city councils, regional divisions, functional departments, policy committees, or the League Board or by being included in a petition signed by designated voting delegates of ten percent of the number of Member Cities. Except for petitioned resolutions, all other resolutions must be submitted to the League with documentation that at least five or more cities, or city officials from at least five or more cities, have concurred in the resolution."

2. A new Article VII, section 16 is added to the League's bylaws to read as follows:

"Section 16: Positions on Statewide Ballot Measures.

Notwithstanding any other provision of these bylaws, the League Board may take a position on a statewide ballot measure by a 2/3rd vote of those Directors present."

Now, therefore, be it

RESOLVED, that the League Board of Directors at its April 24-25, 2013 meeting in Sacramento, California, after a canvass of mailed ballots, has determined that the above amendments to the League bylaws have been approved by a 2/3rd vote of those Member Cities voting. These amendments shall take effect 60 days after the approval of this resolution.

////////

Ballot on Bylaws Amendments

City of _____

Does your city vote to approve the amendment of article VI, section 2 of the League's bylaws relating to submission of resolutions to the League's General Assembly as set forth in the Proposed Resolution and incorporated by reference in this ballot?

- Yes
- No

Does your city vote to approve the addition of article VII, section 16 to the League's bylaws relating to the League Board vote threshold for taking positions on statewide ballot measures as set forth in the Proposed Resolution and incorporated by reference in this ballot?

- Yes
- No

Ballot returned by:

_____ City Official Name

_____ City Official Title

Please return this ballot by **April 19, 2013** to:

League of California Cities
Attn: Ballots
1400 K Street, 4th Floor
Sacramento, CA 95814

or by email to: ballots@cacities.org

or by fax to: (916) 658-8240

Thanks in advance for your participation in this important decision.



AGENDA ITEM NO. 3.1

STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: GARY BROWN, CITY MANAGER *GB*
MEETING DATE: APRIL 17, 2013
ORIGINATING DEPT.: PUBLIC WORKS *HW*
SUBJECT: PUBLIC HEARING TO CONSIDER THE FIRST READING OF ORDINANCE NO. 2013-1137 AMENDING CHAPTER 13.05 OF THE IMPERIAL BEACH MUNICIPAL CODE RELATED TO THE SEWER CAPACITY FEE AND ADOPTION OF RESOLUTION NO. 2013-7324 INCREASING THE SEWER CAPACITY FEE FOR DEVELOPMENT IN THE CITY OF IMPERIAL BEACH

BACKGROUND:

Pursuant to Government Code section 66013 and Chapter 13.05 of the Imperial Beach Municipal Code (IBMC), a sewer capacity fee is charged to all new development in the city limits to defray the costs for expansion and rehabilitation of the existing sewer collections system to meet the demands placed on the system by new development. The City Council of the City of Imperial Beach recently hired Atkins, a global consulting firm, to review the City's sewer capacity fee, which was set in 2005 and is currently charged at \$1,230.00 per equivalent dwelling unit (EDU). Atkins conducted a Sewer Service Charge and Capacity Fee Study (STUDY) and presented it to the City Council for review in February 2013, indicating that the current sewer capacity fee does not meet the estimated costs for expansion and rehabilitation of the existing sewer collection system, and other sewer facilities utilized by the city, by new development.

On February 20, 2013, City Council adopted Resolution 2013-7304 setting the time and place for a Public Hearing to consider adoption of the Sewer Capacity Fee for Fiscal Year 2014 and beyond. The Public Hearing was set for Wednesday, April 3, 2013 @ 6:00 p.m. at the regularly scheduled City Council meeting. Noticing was published in the Imperial Beach Eagle & Times newspaper on March 14, 2013 which included the following statement, "Notice is hereby given that the City Council of the City of Imperial Beach will conduct a public hearing to review a potential increase to the sewer capacity fee amount, currently \$1,230.00 per Equivalent Dwelling Unit (EDU). The City Council will consider increasing the fee to an amount up to \$4,776.00 per EDU." At the April 3, 2013 City Council meeting the Public Hearing was continued to the April 17, 2013 City Council meeting.

DISCUSSION:

At the February 20, 2013 City Council meeting, Council discussed the options presented for the setting of an increased Sewer Capacity Fee for Fiscal Year 2013/2014 and beyond based on the STUDY. The STUDY recommended the use of the buy-in methodology, a widely accepted practice for capacity charge calculations, to provide the city with the basis for the appropriate

Sewer Capacity Fee. The buy-in calculation is derived from the value of the system divided by the total EDUs served by the existing system. Based on this, the STUDY showed the following to be the legitimate replacement fee elements within a Sewer Capacity Fee:

City Pipeline cost per EDU	\$2,176
City Pump Stations cost per EDU	\$ 491
Metro Assets cost per EDU	\$2,108

The legitimate Sewer Capacity Fee charge is the sum of these three elements for a per EDU cost of \$4,776. Council has the option of adjusting the Sewer Capacity Fee to any equitable fee desired up to the amount of \$4,776 per EDU. As of the submission date of this staff report, staff had not received any protests to the potential increase in the Capacity Fee.

In consideration of the previous Council discussions held on this topic and the interest of remaining supportive of development within the City, staff recommends that City Council approve a sewer capacity fee of \$2,667, (the sum of City Pipeline cost per EDU -\$2,176 - and City Pump Stations cost per EDU - \$491), however, the City Council has the authority to increase it up to an amount of \$4,776, as described above, if the Council chooses. The adopted sewer capacity charge increase will become effective July 1, 2013.

Additionally, staff proposes updates to Imperial Beach Municipal Code 13.05 to streamline future City Council review consistent with state law. Attachment 3 of this report is the proposed revised ordinance presented for the First Reading. Attachment 4 is the clean version of the proposed IBMC Chapter 13.05. Attachment 5 is the red-line version of the IBMC Chapter 13.05.

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

Setting the Sewer Capacity Fee at a rate of \$2,667 will ensure recovery of the City infrastructure replacement contribution to the Sewer Enterprise Fund. It will not ensure recovery of the Enterprise Fund costs to the Metro Asset System.

DEPARTMENT RECOMMENDATION:

1. Receive this report.
2. Open the public hearing.
3. Receive public comment/protests.
4. Close the public hearing.
5. Adopt the attached resolution.
6. Mayor calls for the introduction of Ordinance No. 2013-1137
7. City Clerk read title of the ordinance
8. Motion to waive further reading of Ordinance No. 2013-1137 and set the matter for adoption at the next regularly scheduled City Council meeting.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Resolution No. 2013-7324
2. Exhibit A to Resolution No. 2013-7324 (Sewer Service Charge and Capacity Fee Study).
3. Ordinance No. 2013-1137
4. Clean version of Chapter 13.05 – Sewer Capacity Fee
5. Strikeout / Underline Version of Chapter 13.05 - Sewer Capacity Fee

RESOLUTION NO. 2013-7324**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH,
CALIFORNIA, INCREASING THE SEWER CAPACITY FEE FOR DEVELOPMENT IN THE
CITY OF IMPERIAL BEACH**

WHEREAS, pursuant to Government Code section 66013 and Chapter 13.05 of the Imperial Beach Municipal Code (IBMC), a sewer capacity fee is charged to all new development in the city limits to defray the costs for expansion and rehabilitation of the existing sewer collections system to meet the demands placed on the system by new development; and

WHEREAS, the City Council of the City of Imperial Beach recently hired Atkins, a global consulting firm, to review the City's sewer capacity fee, which was set in 2005 and is currently charged at \$1,230.00 per equivalent dwelling unit (EDU); and

WHEREAS, Atkins conducted a study and presented it to the City Council for review in February 2013, indicating that the current sewer capacity fee does not meet the estimated costs for expansion and rehabilitation of the existing sewer collection system and other sewer facilities utilized by the city, by new development; and

WHEREAS, the City Council has reviewed the 2013 Atkins study and it provides sufficient legal support for the City to increase its sewer capacity fee to an amount up to \$4,776.00 per EDU; and

WHEREAS, this increase is based upon each customer who proposes a new or expanded use purchasing the relevant EDU's for each new or additional use of the sewer system; and

WHEREAS, this proposed sewer capacity fee imposes a proportional share of the City's total current value of the sewer system investment by existing users, which is a methodology in accordance with generally acceptable capacity fee increases; and

WHEREAS, this proposed increase does not exceed the estimated reasonable cost of providing the service for which the fee will be imposed; and

WHEREAS, the proposed sewer capacity charge increase will become effective July 1, 2013; and

WHEREAS, Government Code section 66016 and IBMC chapter 13.05 permit increases in sewer capacity charges to be adopted by resolution; and

WHEREAS, the City provided notice of this hearing in accordance with applicable law; and

WHEREAS, information related to this hearing was made available to the public over ten days in advance of this hearing, in accordance with Government Code section 66016; and

WHEREAS, the City Council conducted an open public hearing on April 17, 2013 to consider the proposed capacity fee increase and to obtain public comments on the proposed increase.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

1. The above recitals are true and correct and incorporated herein as though set forth in full.
2. The Sewer Service Charge and Capacity Fee Study conducted by Atkins, dated February 20, 2013, attached as Exhibit A is hereby adopted and is incorporated by reference as part of this Resolution, as if set forth fully herein.
3. The City Council of the City of Imperial Beach hereby increases the sewer capacity fee to TWO THOUSAND SIX HUNDRED SIXTY SEVEN DOLLARS (\$2,667) for all new connections to the City's sewer system, including new development and expanded development involving all properties, including residential and non-residential users.
4. The City Council of the City of Imperial Beach further finds that the increase of the sewer capacity fee does not exceed the estimated reasonable cost of providing the service for which the charge is imposed, in accordance with the reasoning and methodology expressed in the Atkins study in Exhibit A.
5. In adopting and imposing this increase in the sewer capacity fee, the City has complied with the procedures for adoption established in Government Code sections 66000 et. seq. and Imperial Beach Municipal Code chapter 13.05.
6. This increase in the sewer capacity fee shall become effective on July 1, 2013 and shall be noted in all applicable City documents.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 17th day of April 2013, by the following vote:

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

JAMES C. JANNEY, MAYOR

ATTEST:

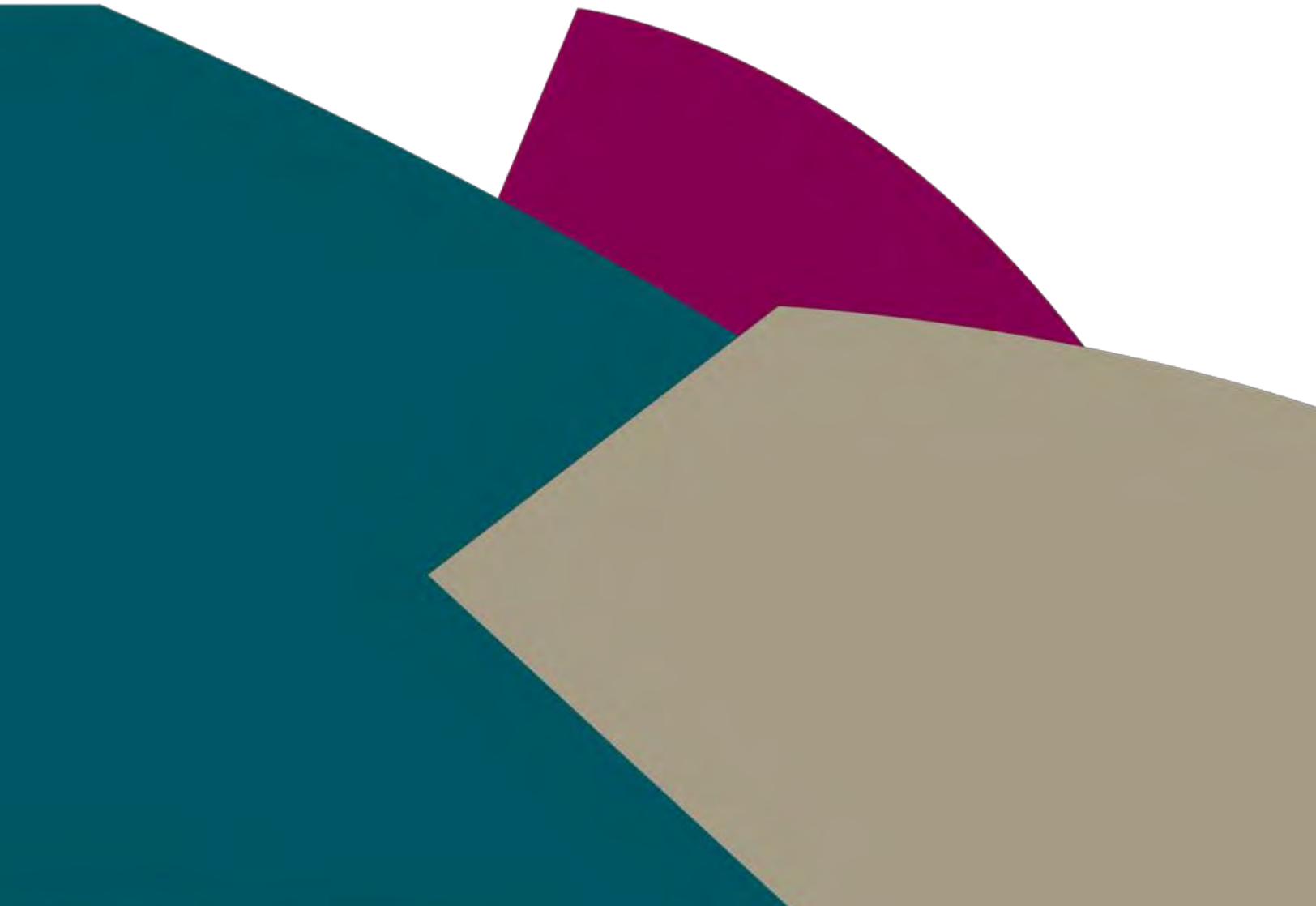
JACQUELINE M. HALD, MMC
CITY CLERK



Sewer Service Charge and Capacity Fee Study

**Prepared for:
City of Imperial Beach**

February 20, 2013



Sewer Service Charge and Capacity Fee Study City of Imperial Beach

February 20, 2013

Prepared for:
City of Imperial Beach
825 Imperial Beach Boulevard
Imperial Beach, California 91932

Prepared by:

ATKINS

3570 Carmel Mountain Road, Suite 300
San Diego, California 92130
Atkins Project No.: 100030382

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Abbreviations

BOD	Biochemical Oxygen Demand
CIP	Capital Improvement Plan
EDU	Equivalent Dwelling Unit
ENR-CCI	Engineering News Record Construction Cost Index
EPA	U.S. Environmental Protection Agency
FY	Fiscal Year
GIS	Geographical Information System
HCF	Hundred Cubic Feet
JURUMP	Jurisdictional Urban Runoff Management Program
Metro	City of San Diego Metropolitan Wastewater System
mg/l	Milligrams per Liter
O&M	Operations and Maintenance
TSS	Total Suspended Solids

Executive Summary

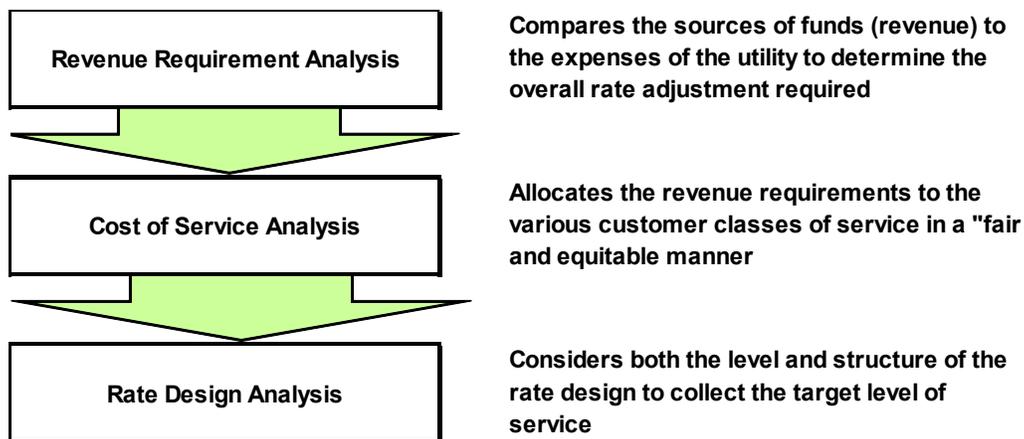
ES.1 Introduction

Atkins was retained by the City of Imperial Beach to perform a comprehensive sewer user and capacity fee rate study. A comprehensive rate study determines the adequacy of the existing rates and provides the basis for adjustments to maintain cost-based rates. This report describes the methodology, findings, and conclusions of the sewer user and capacity fee rate study.

ES.2 Overview of the Sewer User Rate Study Process

A comprehensive rate study typically utilizes three interrelated analyses to address the adequacy and equity of the utility's rates. These three analyses are a revenue requirement analysis, a cost of service analysis, and a rate design analysis. The process is illustrated in Figure ES-1.

Figure ES-1 Overview of the Comprehensive Rate Study Analysis



The City's sewer utility was evaluated on a "stand-alone" basis. That is, no subsidies between the utility or other City funds occur. By viewing the utility on a stand-alone basis, the need to adequately fund both operations and maintenance (O&M) and capital infrastructure must be balanced against the rate impacts on utility customers.

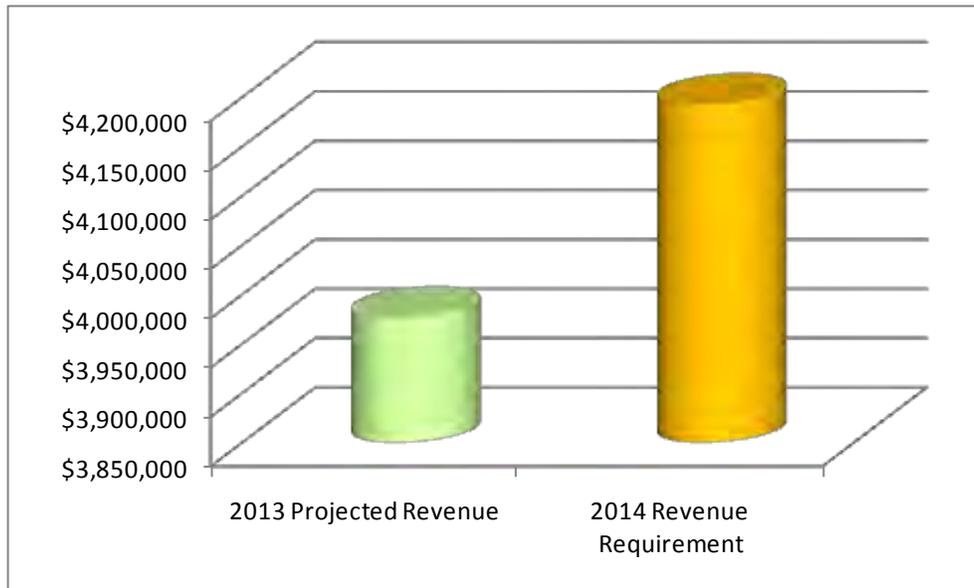
A detailed and comprehensive process was used to review the City's rates. As a part of the rate study process a number of on-site project meeting and conference calls were used to review the

results with City management, staff, and the City Council. From this process, final proposed rates were developed.

The steps shown in Figure ES-1 produced the following results for establishing rates for Fiscal Year (FY) 2013/2014:

Revenue Requirement Analysis: The City's sewer utility FY 2012/2013 revenue requirement was increased from \$3.7 to \$4.2 million to respond to increased costs from the City of San Diego Metropolitan Wastewater System (Metro) for transportation, treatment, and disposal costs for the City's wastewater and for the inclusion of a \$400,000 annual capital replacement fund to repair the City's aging sewer infrastructure. Figure ES-2 shows the projected FY 2012/2013 sewer user revenue that has been placed on the San Diego County Property Tax Roll or hand-billed to government agencies of \$ 3,976,620. With the inclusion of the increased costs the FY 2013/2014 revenue requirement (budget less non-operating revenues) increases to \$4,192,748. The sewer user rates included in this study are established based on this increased revenue requirement.

Figure ES-2 2013 Projected Revenue versus 2014 Revenue Requirement



Cost of Service Analysis: The cost of service analysis revealed that the City's multi-family and commercial and industrial customers have not been providing their required funding for the utility's fixed costs. In addition the sewage strength allocations for commercial/industrial customers were brought up to current industry standards.

Rate Design Analysis: The City's current sewer rate structure provides for a base charge to recover fixed costs in the single family rate structure, but we suggest the update to include other structures as well. In addition, we suggest that rate of returns be applied to all customer classes to discount the annual water usage for water not returned to the sewer system, which includes landscaping and other purposes. Thus the following modifications to the City's current rate structure are suggested:

1. All classes of users will pay an annual base charge based on the size of their water meter. The size of the water meter is used to allocate fixed costs based on the capacity that the user has purchased in the City's sewer system.
2. Recent industry standard rate of returns of water that flows through a water meter and returns to the sewer are applied on each customer class to determine sewer flow.

As shown in Table ES-1 a base charge has been established for all user classes to recover fixed costs and current industry standard strength allocations have been assigned to non-residential users. This results in the reduction of most non-residential commodity rates by removing fixed costs from the commodity rate and putting it in the base charge.

Table ES-1 Comparison of Current versus Proposed Sewer User Rates

Classes of Users	Current FY 2012/2013 Rates		Proposed FY 2013/2014 Rates	
	Base Charge	Commodity Rate (\$ /HCF)	Base Charge (5/8" Water Meter)	Commodity Rate (\$ /HCF)
Single Family	\$173.75	\$2.58	\$140.24	\$4.08
Non-Residential (Includes Multi-Family)				
Rest/Bakeries/Mort./Gro.		\$8.38	\$140.24	\$9.18
Small Commercial		\$4.35	\$140.24	\$3.65
Car Wash/Laundries		\$3.97	\$140.24	\$3.46
Public Agency/Institutional		\$3.67	\$140.24	\$3.33
Heavy Commercial		\$7.65	\$140.24	\$5.82
Mixed Use Light		\$4.44	\$140.24	\$4.37
Mixed Use Heavy		\$6.46	\$140.24	\$5.28
Navy		\$5.02	\$140.24	\$4.87
Multi-Family		\$4.38	\$140.24	\$4.08

Table ES-2 summarizes and contrasts the current FY 2012/2013 user rates for each class' average users to the proposed FY 2013/2014 annual rates.

Table ES-2 Comparison of Average User Rates

Class of Users	Average Annual Consumption (HCF)	FY 2012/2013 Rates & Structure			FY 2013/2014 Rates & Structure				% Change
		Base Charge	Commodity Charge	Total Annual Charge	Base Charge 5/8" Meter	Commodity Charge	Total Annual Charge	Dollars	
Single Family	96	\$173.75	\$247.49	\$421.23	\$140.24	\$293.75	\$433.99	\$12.76	3.0%
Multi-Family	212	\$0.00	\$927.88	\$927.88	\$140.24	\$821.68	\$961.92	\$34.04	3.7%
Small Commercial	114	\$0.00	\$495.93	\$495.93	\$140.24	\$374.04	\$514.29	\$18.35	3.7%
Restaurant	260	\$0.00	\$2,177.89	\$2,177.89	\$140.24	\$2,148.36	\$2,288.61	\$110.72	5.1%
Car Wash	621	\$0.00	\$2,462.45	\$2,462.45	\$140.24	\$2,149.35	\$2,289.59	-\$172.86	-7.0%
Public Agency	530	\$0.00	\$1,946.32	\$1,946.32	\$140.24	\$1,766.80	\$1,907.04	-\$39.28	-2.0%

ES.3 Overview of the Capacity Fee Rate Study

At the time of connection to a public agency's utility system, or at the expansion of existing units on a connection line, customers are typically charged a capacity fee. The capacity fee requires new users, to pay for their share of costs to construct facilities required to provide their utility

service or, in the case of increased density, their increased intensity of use. Revenues generated through capacity fees can be used to directly offset system expansion costs, repay debt issued to finance system expansion (if applicable), or for renewal and replacement of capital projects (depending on the capacity fee methodology). Use of capacity fee revenues to offset these capital and debt service costs reduces the amount of revenue required from rates assessed to existing users. This way, capacity fee revenues in effect, reimburse existing users (through lower rates) for costs they have incurred to build and maintain capacity for new users.

In discussions with City staff Atkins was requested to update the City's sewer capacity fees to reflect the true value of its capital facilities, to ensure that these fees are in accordance with current industry guidelines and practice, and to properly value the City's investment in the Metro System. The City's current capacity fee was set in June 2005 at \$1,230 per equivalent dwelling unit (EDU¹). The 2005 capacity fee did not include the full valuation of the Metro System or the replacement costs of the City's pipelines. It is a common practice to index capacity fees by the increased construction cost inflation as measured by the Engineering News Record Construction Cost Index (ENR-CCI). If the City had annually indexed their current fee the capacity fee would be \$1,479 (not including improvements and the Metro System capacity valuation).

Atkins reviewed capacity fee alternatives with City staff and ultimately the capacity fees were calculated using the buy-in approach² and are shown in Table ES-3. The buy-in approach requires a valuation of both the City's and the Metro wastewater systems. The two most common approaches are replacement costs and replacement cost less depreciation. These two valuation methods for capacity fees are often considered to represent the most accurate value of utility facilities. Original cost valuations are less common since the original cost of the wastewater system likely does not represent the true value of the system in today's dollars. An appropriate analogy is that a house is often worth more than its original purchase price.

Table ES-3 shows the three components of the City's capacity fee. The upper portion of the table shows the capacity fee based on the value of the City's wastewater system (line 2). The middle portion of the table shows the value of the City's pump stations and the related capacity fee (line 4). The lower portion of the table shows the Metro component of the capacity fee (line 6). Each component of the capacity fee is calculated by taking the value of facilities (under each valuation method) and dividing by the EDUs. Line 7 shows the total capacity fee for one sewer unit, summing all components, under each valuation method. For each new customer or for increased density, the City will ascertain, at the time of capacity fee assessment, the number of new EDUs required and charge the fee accordingly.

Figure ES-3 provides a summary of Metro agency capacity fees and shows the City's current and proposed capacity fees. It shows that the proposed fee of \$4,776 is in line with other Metro agencies that have recently updated their capacity fees and include the Metro component.

¹ One EDU is equivalent to the assumed gallons per day of a single family residential user. Imperial Beach uses 232 gallons per day for a single family residential user. All other users are assigned EDUs at the time they purchase a capacity fee in their proportional relationship to a single family user.

² The buy-in approach is appropriate for an older system which is mostly built-out. New customers are served by existing capacity in the current system. It is calculated as the value of current facilities divided by the equivalent dwelling units (or sewer units) which can be served by the existing system.

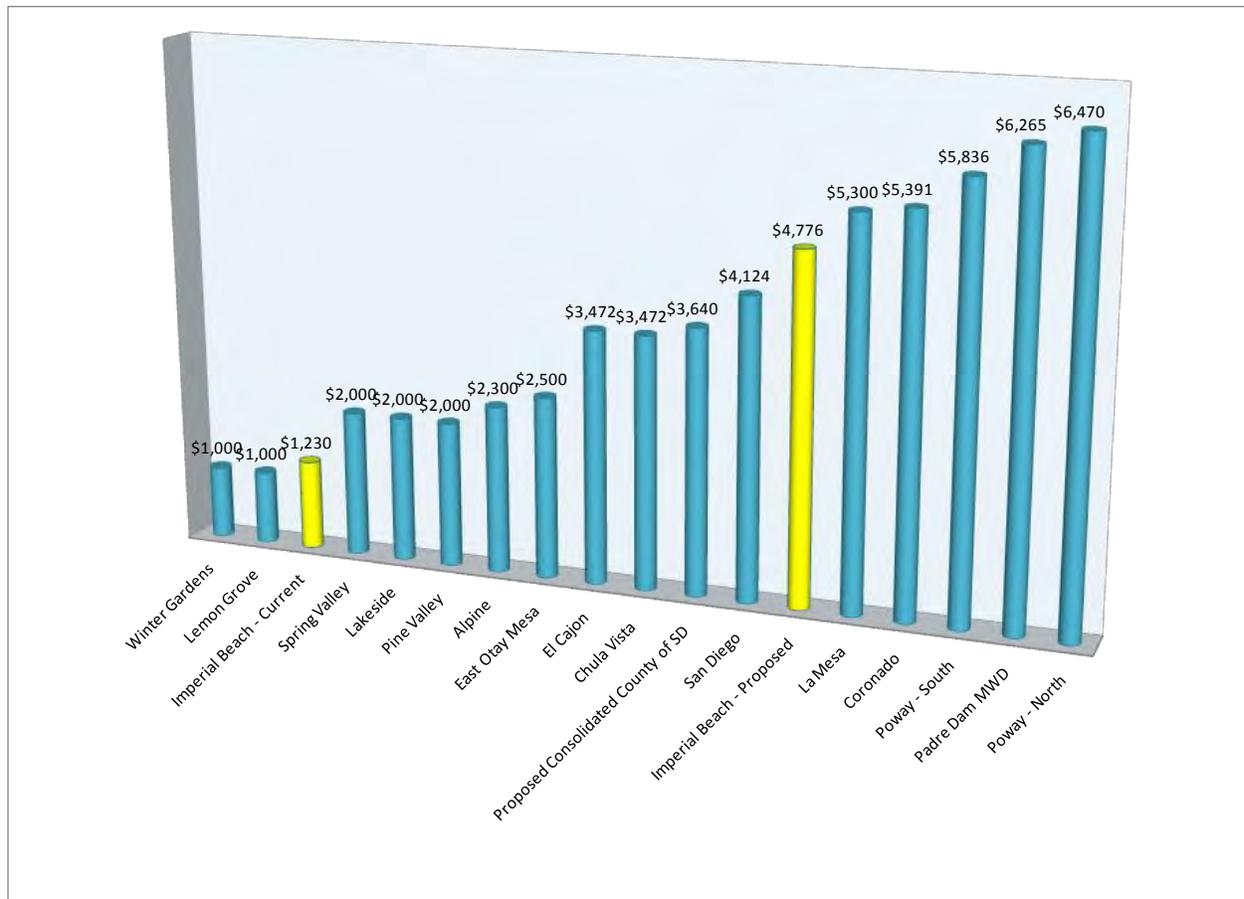
California state law regarding capacity fees requires a valuation of an agencies system as was prepared by this study. Once the total value of the system is established as shown in Table ES-3 an agency can establish their capacity fee up to the maximum valuation. However, an agency can choose to adopt a lower capacity fee. At the City Council Meeting of January 23, 2013, Council directed staff and consultant to adopt a capacity fee based on the replacement cost less depreciation methodology of \$4,000 per EDU and then phase in the remaining \$776.

Table ES-3 Proposed Sewer Capacity Fee

(A) Line No.	(B) Valuation Component	(C) Replacement Costs	(D) Replacement Cost Less Depreciation
1	Pipelines	\$46,031,303	\$23,015,652
2	Cost Per EDU (a)	\$4,352	\$2,176
3	Pump Stations	\$15,596,987	\$5,197,589
4	Cost Per EDU (a)	\$1,475	\$491
5	Metro Assets	\$32,818,033	\$22,300,011
6	Cost Per EDU (a)	\$3,103	\$2,108
7	Total Cost Per EDU	\$8,929	\$4,776
	(a) Total EDUs	\$10,577	\$10,577

Note: Pipelines and Pump Stations are based on replacement costs Metro Assets are valued as Reproduction Cost from Raftelis 2005 Study brought to present value using the June 2012 ENR

Figure ES-3 Sewer Capacity Fees for Metro Agencies



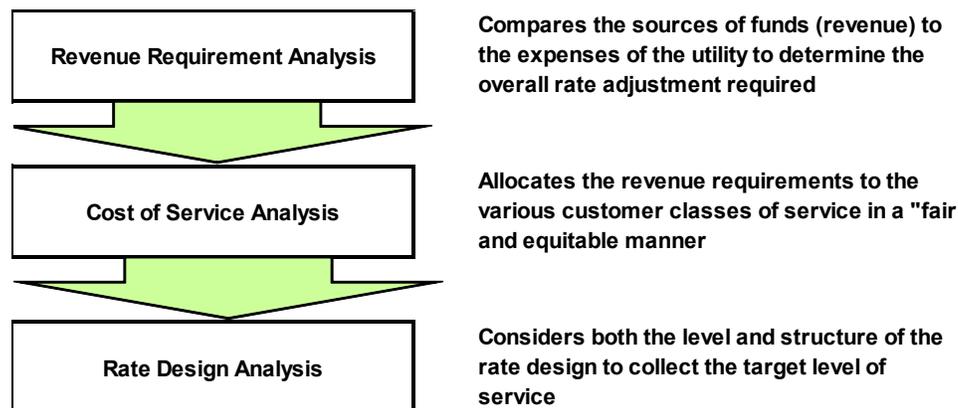
Section 1

Overview of the Sewer User Rate Setting Process

1.1 Overview of the Rate Study Process

A comprehensive rate study typically utilizes three interrelated analyses to address the adequacy and equity of the utility's rates. These three analyses are a revenue requirement analysis, a cost of service analysis, and a rate design analysis. The process is illustrated in Figure 1-1.

Figure 1-1 Overview of the Comprehensive Rate Study Analysis



The City's sewer utility was evaluated on a "stand-alone" basis. That is, no subsidies between the utility or other City funds occur. By viewing the utility on a stand-alone basis, the need to adequately fund both operations and maintenance (O&M) and capital infrastructure must be balanced against the rate impacts on utility customers.

1.2 Generally Accepted Rate Setting Principles

As a practical matter, utilities should consider setting their rates around some generally accepted or global principles and guidelines. Utility rates should be:

- Cost-based, equitable, and set at a level that meets the utility's full revenue requirement
- Easy to understand and administer

OVERVIEW OF THE SEWER USER RATE SETTING PROCESS

- Design to conform with generally accepted rate setting techniques
- Stable in their ability to provide adequate revenues for meeting the utility's financial, operating, and regulatory requirements
- Established at a level that is stable from year-to-year from a customer's perspective
- Established to meet any legal (e.g. Proposition 218) or regulatory requirements

These principles and guidelines were applied, to the degree possible, in the development of the rate analyses developed for the City.

1.3 Prudent Financial Planning

The establishment of financial planning and rate setting policies are intended to provide guidance in the financial planning and rate-setting process, and in the day-to-day financial management of the City's sewer utility.

Adoption and use of financial policies provides a strong foundation for the long-term sustainability of the utility and provides the outside financial community with a better understanding of the City's commitment to managing the utility in a financially prudent manner. Atkins also recommended some financial practices as part of developing the revenue requirement for the City's sewer utility. These recommended financial policies and practices are summarized below:

- **Establishing Minimum Rate Stabilization Fund Balance (Operating Reserve):** The City strives to maintain a cash balance sufficient to meet the day-to-day cash flow requirements and operating expenses of the utility. The City bills their sewer user charges on the San Diego County property tax roll and although the City's operating budget starts July 1st of each year the first time user revenue is received is in January of the following year. Thus prudent financial management would advise that the City should maintain six-months of operating cash to pay the bills in the first six months prior to receiving user rate revenue. The City's projected 2014 revenue requirement is \$4.2 million thus the Operating Reserve should be established at \$2 million.
- **Establishing Minimum Capital Reserve Funds:** Capital reserves are established to fulfill the cash flow requirements of capital infrastructure construction costs, which can vary significantly annually, depending on each year's projects and the funding sources available. Within the utility industry, capital reserves are generally established based on an average of projected annual capital expenditures, excluding unusually large "one-time" capital needs. The City should attempt to maintain a capital reserve approximately equal to one-year of renewal/replacement projects, or a six-year average of typical renewal and replacement (routine) type projects, not including large one-time expenses. Based on the City's historic renewal and replacement projects the minimum in this reserve should be \$400,000. This study incorporated the funding of this reserve over multiple years starting in FY 2015/2016. The recommended funding for this reserve is \$720,000 during the five- year planning period.
- **Rate Funding for Renewal and Replacement Capital Projects:** The funding of ongoing renewal and replacement capital projects should primarily be funded from rates. The use of debt should be reserved for only extraordinarily large capital projects with a useful life of 30 years or more. In order to adequately support this funding method, the

OVERVIEW OF THE SEWER USER RATE SETTING PROCESS

City should budget and fund, at a minimum, an amount equal to or greater than annual replacement costs or depreciation expense. The City's projected replacement costs during the planning period are \$400,000 per year. It is recommended that funding for this should start in the 2014 revenue requirements and gradually increase to a level approaching depreciation over the next 10 years. Any capital money not spent should be placed in the Capital Reserve Fund to offset unanticipated capital projects.

1.4 Determining the Revenue Requirement

In developing the revenue requirement the City's 2013 budget was analyzed on a "stand-alone" basis. That is no other funds were used to subsidize utility services. The following paragraphs describe the general methodology and approach that Atkins used to develop the City's sewer user rate study.

1.4.1 Establishing a Projected Time Frame

Reviewing a multi-year period is recommended to identify any major expenses that may be on the horizon. The financial planning model developed by Atkins for the City contains a seven-year planning horizon. This is based on two-years after the five-year time period of FY2014 to FY2018 that was used for establishing rates. This was done to allow for planning of any additional Metro Costs associated with their waiver renewal process from secondary treatment that may arise but are unknown at this time.

1.4.2 Establishing a Methodology and Approach

The second step in determining the revenue requirement for the City was to decide on the basis of accumulating costs. For the City's revenue requirements, a "cash basis" approach was utilized. For municipal utilities, the cash basis approach is the most frequently used methodology. Table 1-1 provides a summary of the cash basis methodology used to develop the sewer revenue requirement.

Table 1-1 Overview of "Cash Basis" Revenue Requirement Methodology

+ Operations and Maintenance
+ Transfer Payments
+ <u>Capital Projects Based on Rates</u>
= Total Revenue Requirement
- <u>Miscellaneous Revenues</u>
= Net Revenue Requirement from Rates

In addition to the above cost components, some utilities may include a component for a "change in working capital" which is a use of, or additional funding for, operating or capital reserves. This component is either used to help mitigate the need for a rate adjustment, or to replenish operating and capital reserves. This is the case with the gradual increase in the rate for funding for renewal and replacement projects over the five year period.

1.5 Cost of Service Analysis

After the total revenue requirement is determined it is allocated to the users of the service. The equitable allocation of a utility's cost is usually accomplished via a cost of service analysis. A cost of service analysis allocates cost in a manner that fairly reflects the cost relationships for producing and delivering services.

A cost of service study requires three steps:

1. Costs are **functionalized** or grouped into the various cost categories related to providing service (for example for a sewer rate study costs are functionalized to customer, capacity, collection, and treatment).
2. The functionalized costs are then **classified** to specific cost components. Classification refers to the arrangement of the functionalized data into cost components. Sewer utility costs are typically classified between volume of flow, strength of wastewater, and customer related costs, etc.
3. Once costs are classified into cost components, they are **allocated** to the customer classes of service (residential, multi-family, commercial, etc.). The allocation is based on each customer class' relative contribution to the cost component. For example, customer-related costs are proportionally allocated to each class of service based on the total number of customer in that class of service. Once costs are allocated, the required revenues for achieving cost-based rates can be determined. Average unit costs (cost-based rates) are also determined within the cost of service and can be used as a starting point for establishing final proposed rate designs.

1.6 Designing Rates

The final step of the comprehensive rate study process is the development of rates to collect the desired levels of revenues, based on the results of the revenue requirement and cost of service analysis. In reviewing rate designs, consideration is give to the *level* of the rates and the *structure* of the rates. Level refers to the amount of revenue to be collected, while structure refers to the way in which the revenue is collected (e.g. fixed versus variable costs).

1.6.1 Rate Design Criteria

Prudent rate administration dictates that several criteria must be considered when setting utility rates. Some of the rate design criteria are listed below:

- Rates which are easy to understand from the customer's perspective
- Rates which are easy for the utility to administer
- Consideration of the customer's ability to pay
- Continuity, over time, of the rate making philosophy
- Policy considerations (encourage conservation, economic development, etc.)
- Yield the total revenue requirements
- Provide revenue stability from month to month and year to year
- Promote efficient allocation of the resource.
- Equitable and non-discriminatory (cost based)

OVERVIEW OF THE SEWER USER RATE SETTING PROCESS

It is impossible to achieve all of these rate design goals and objectives in a single rate. Given that, the rate design goals and objectives noted above need to be prioritized in order to be able to achieve the utility's overall rate design goals and objectives. For the most part, a major focus should be on establishing rates which are cost-based, equitable and generate sufficient revenues from year-to-year. For this particular study, we believe that each one of those three goals was achieved.

Section 2

Development of the Sewer User Rate Study

2.1 Introduction

This section describes the development of the sewer rate study for the City. One of the objectives of the study is to develop cost-based rates using current industry standard guidelines. The City has performed rate studies from time to time, most recently in 2005, to insure that its revenue requirements are met. Yet, the current sewer rate structure was established in 1992 and would benefit from the proposed updates.

2.2 Determining the Sewer Revenue Requirement

The sewer revenue requirement assumes the full and proper funding on a stand-alone basis needed to operate and maintain the system on a financially sound and prudent basis. The primary financial inputs in this process were the City's accounting and billing records, capital plan, and budget. Provided below is a detailed discussion of the steps and key assumptions contained within the development of the City's revenue requirement analysis.

2.2.1 Determination of Time Period and Method of Accumulating Costs

The initial step in calculating the revenue requirement for the City was to establish a "time period", or time frame of reference for the revenue requirement analysis. As discussed in Section 2, Atkins forecasted the City's sewer revenue requirements for the seven -year period of FY 2013/2014 to FY 2019/2020. By reviewing costs over an extended time period, the City can anticipate and plan around any significant changes or needs in operating and capital requirements. By planning around these anticipated needs, the City can minimize short-term rate impacts and overall long-term rates.

The second step in determining the revenue requirements for the City was to decide on the basis of accumulating costs. As noted in Section 1.4.2, a "cash basis" approach is typically used for this analysis.

Given a time period around which to develop the City's revenue requirements, and a method to accumulate those costs, the focus now shifts to the development of the revenues and expenses for the sewer utility, and ultimately to the development of a seven-year financial plan.

2.2.2 Capital Improvements

To forecast and examine the City's revenue requirements, Atkins and City Staff analyzed annual historical trends for replacement capital improvement plan (CIP) costs. The City has historically funded \$400,000 of capital improvements on a pay-as-you-go basis. CIP costs for future years were escalated at 3% annually beginning in FY 2014/2015 to keep up with construction inflation.

2.2.3 Projection of Operation and Maintenance Expenses

O&M expenses are incurred by the City to provide sewer service to the City's customers. O&M expenses are accounted for during the current year and are not capitalized or amortized over an extended period of years. For the purpose of forecasting O&M expenses, the City provided its latest budget estimates for FY 2012/2013.

The City groups its O&M expenses into categories including wages, benefits, professional series, utilities, materials and supplies, and other supplies necessary to maintain the City sewer collection system. Atkins reviewed escalation factors with City staff to use in budget forecasts for future years. The escalation factors used in this study range of 2.0% to 4% per year, depending on the type of cost and recent inflationary trends general inflation and employee related costs.

To project future O&M expenses, Atkins used the City's budget numbers from FY 2012/2013. Beyond FY 2012/2013, Atkins escalated O&M expenses based on the previously mentioned escalation factors.

Total sewer O&M expenses, less non-operating revenues, are projected to be approximately \$4.2 million in FY 2013/2014. This amount is projected to increase to approximately \$4.6 million by FY 2019/2020.

2.2.4 Projection of Direct Costs

The largest single item in the City's budget is the payment for transportation, treatment, and disposal of the wastewater generated by the City's customers. The City is a participating agency in the Metro system. Table 2-1 summarizes the current and projected Metro costs. For FY 2013/2014, sewer Metro costs were projected to be \$2.5 million which is \$100K higher than FY2012/2013 because of increased sewer flows. Sewer Metro costs were projected to remain constant until FY 2015/2016 when they will escalate with inflation. Any additional increases in direct costs above inflation are recommended to be addressed by the City as a "pass-through" cost and rates are adjusted at that time as discussed in Section 2.6.

Table 2-1 Summary of Projected San Diego Metro Transportation and Treatment Costs

	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Treatment & Disposal	\$2,379,434	\$2,491,584	\$2,491,584	\$2,541,416	\$2,617,658	\$2,696,188	\$2,777,074	\$2,888,156
Transportation	\$6,030	\$6,151	\$6,274	\$6,399	\$6,591	\$6,789	\$6,993	\$7,272
Palm City Trunk Sewer	\$249,982	\$249,982	\$124,991					
Metro TAC	\$8,160	\$8,160	\$8,160	\$8,323	\$8,573	\$8,830	\$9,095	\$9,459
Total	\$2,643,606	\$2,755,877	\$2,631,009	\$2,556,138	\$2,632,822	\$2,711,807	\$2,793,161	\$2,904,888

2.2.5 Forecast of Sewer Non-Rate Revenues

The City collects non-rate revenues that reduce the revenue required from sewer rates. These non-rate revenues include Jurisdictional Urban Runoff Management Program charges (\$115,000) and other miscellaneous revenues. The City's miscellaneous sewer revenues are minimal. The City provided its FY 2012/2013 projection of \$32,000 in miscellaneous revenues. At the City's request, Atkins maintained that amount as the annual forecast of miscellaneous revenues for the entire planning period.

2.2.6 Summary of the Sewer Revenue Requirements

The prior components of the revenue requirements come together to develop the overall sewer revenue requirements for the City. In developing the final revenue requirements, consideration was given to the financial planning considerations of the City. In particular, emphasis was placed on attempting to minimize rates, yet still have adequate funds to support the operational activities and capital projects throughout the planning period.

The sewer financial planning model that Atkins developed for the City is designed to calculate the necessary overall adjustments to annual rate revenue in order to meet the City's existing and future revenue requirements. Based on the revenue requirements described above, less non-rate revenues, Atkins calculated annual rate revenue adjustments that met the City's goals including minimal annual impacts on Customers, while meeting all of the needs of the sewer utility's operations and capital infrastructure. Summaries of the annual sewer rate revenue adjustments and example single family customer impacts are shown in Table 2-2. An average single family customer in Imperial Beach uses 96 hundred cubic feet (HCF) of water per year. When adjusted for the single family rate of return for the sewer to exclude capturing outside irrigation in the sewer rate the average customer is billed on 72 HCF annually.

Table 2-2 Summary of Average Single Family Annual Bill Impacts

Fiscal Year	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Rate Adjustment		3.0%	1.6%	1.6%	1.6%	1.6%
Example Annual Bill	\$421.23	\$433.99	\$441.12	\$448.27	\$455.38	\$462.88
Example Annual Change		\$12.76	\$7.13	\$7.15	\$7.11	\$7.49

Based on the annual rate revenue adjustments shown in Table 2-2, Atkins projected that the City will need to annually adjust their sewer revenue requirement by an average of 1.6% per year in order to meet its sewer revenue requirements for the planning period. A summary of the sewer revenue requirements is shown in Table 2-3. Note that total sources and uses of funds pertaining to the City's sewer revenue requirements match in each year of the forecast. Table 2-3 includes the proposed annual sewer rate adjustments.

DEVELOPMENT OF THE SEWER USER RATE STUDY

Table 2-3 Summary of Annual Sewer Revenue Requirements

Expense Description	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Operation & Maintenance									
Total Sewer Enterprise Fund	\$3,648,402	\$3,802,958	\$3,939,933	\$3,840,369	\$3,791,417	\$3,902,190	\$4,016,287	\$4,133,806	\$4,291,024
Total	-	-	-	-	-	-	-	-	-
Nonoperating Expenditures									
Capital Improvements	-	-	\$400,000	\$412,000	\$424,360	\$437,091	\$450,204	\$463,710	\$477,621
Increase Operations Reserve	-	-	-	-	-	-	-	-	-
Establish Capital Reserve	-	-	-	\$150,000	\$250,000	\$190,000	\$130,000	-	-
Subtotal Expenditures	\$3,648,402	\$3,802,958	\$4,339,933	\$4,402,369	\$4,465,777	\$4,529,281	\$4,596,490	\$4,597,516	\$4,768,645
Less Non-Operating Revenues	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185
Revenue Requirement	\$3,501,217	\$3,655,773	\$4,192,748	\$4,255,184	\$4,318,592	\$4,382,096	\$4,449,305	\$4,450,331	\$4,621,460

2.2.7 Conclusions of the Sewer Revenue Requirements Analysis

Based on the revenue requirement analysis and rate revenue adjustments developed herein, assuming a 1.6% annual sewer revenue requirement adjustment, the City is projected to meet its revenue requirements for the planning period. The City should regularly review its revenue and expenses and recommend adjustments as necessary. The City will have Atkins's financial planning tool for use in these regular reviews in the future.

2.3 Sewer Cost of Service Analysis

A cost of service analysis is a method to equitably allocate the total sewer revenue requirements to the various customer groups (classes of service) served by the utility. For the sewer cost of service study, the customer classes of service were defined as residential single family, multi-family and commercial/industrial.

The cost of service analysis process functionalized, classified and allocated the sewer revenue requirement the customer classes in the manner in which the utility incurs the expense. When available, utility specific data was utilized. Where City specific data was not available, Atkins estimated the classification based upon its experience with previous sewer cost of service studies of a similar nature.

2.3.1 Classification of Costs

Classification determines why the expenses were incurred or what type of need is being met. The City's accounts and revenue requirement were reviewed and classified using the following cost classifiers:

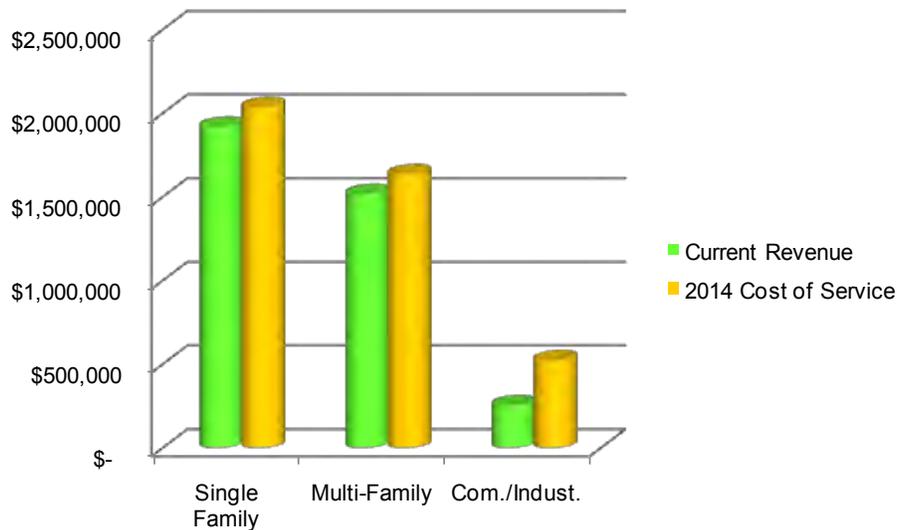
- Volume Related Costs
- Strength Related Costs
- Customer Related Costs
- Capacity Related Costs
- Revenue Related Costs
- Direct Assignments

2.3.2 Summary of the Cost of Service Results

In summary form, the sewer cost of service analysis began by functionalizing the utility's plant asset records and then the operating expenses. The functionalized plant and expense accounts were then classified into their various cost components.

The individual classification totals were then allocated to the various customer groups based upon the appropriate allocation factors. The allocated expenses for each customer group were aggregated to determine each customer group's overall revenue responsibility. The present rate revenue from each customer class of service, along with the equitably allocated costs were placed in the context of \$/HCF. A summary of the detailed cost responsibility developed by customer class is shown in Figure 2-1.

Terminology of a Sewer Cost of Service Analysis
Functionalization – The arrangement of the cost data by functional category (e.g. treatment, collection etc.)
Classification – The assignment of functionalized costs to cost components (e.g. volume, strength, and customer related).
Volume Costs – Costs that are classified as volume related vary with the total flow of wastewater (e.g. electrical use for pumping facilities).
Strength Costs – Costs classified as strength related refer to the wastewater treatment function. Typically, strength-related costs are further defined as biochemical oxygen demand (BOD) and total suspended solids (TSS).
Customer Costs – Costs classified as customer related vary with the number of customers on the system, e.g. billing costs.
Capacity Costs – If all customers used the utility in the same way over time (average annual daily volume flows), capacity costs would not need to be recognized. However various customer classes' peaks are realized throughout the year and even throughout the day. Residential customers peak during weekday mornings and commercial accounts tend to peak seasonally due to visitors (conventions or summer visitors). The costs associated with peaking (capacity) are allocated to these customers through the recognition of capacity costs. WW treatment plants and sewers are designed with peak flows in mind and thus a portion of O&M costs can also be attributed to peak flows (using the design basis cost allocation). Capacity cost can be more important when assigning capital costs to volume or capacity since sewers and treatment plants are designed with capacity in mind.
Direct Assignment – Costs that can be clearly identified as belonging to a specific customer group or group of customers.
Customer Classes of Service – The grouping of customers into similar groups based usage characteristics and/or facility requirements

Figure 2-1 Summary of Sewer Cost of Service Analysis

As part of this study a fresh approach to customer cost allocations was used to bring the City's rate structure up to recently adopted industry standards. Sewage strength levels were revised in the non-residential user class to equate to current industry standards. A full listing of non-residential customers and their estimated sewage strengths is included in Appendix A to this study.

The City should review cost of service at the time of the next rate study to determine whether these cost relationships are still appropriate. Details of the sewer cost of service analysis are provided in Appendix B.

2.3.3 Consultant's Conclusions and Recommendations

As was noted in Figure 2-1, some minor differences in cost appear to exist between the customer classes of service. Given the overall objective of the sewer utility financially standing on its own, it is recommended the overall level of rates be adjusted to collect the revenue requirements over the time period. All sewer customer classes of service should be adjusted based on their cost of service. Details of the cost of service analysis are provided in Appendix B.

2.4 Sewer Rate Design Analysis

The final step of the sewer rate study process is the design of sewer rates to collect the desired levels of revenues, based on the results of the revenue requirement analysis. In reviewing sewer rate designs, consideration is given to the level and the structure of the rates.

2.4.1 Review of the Overall Sewer Rate Adjustments

As indicated in the revenue requirement analyses, a priority for the sewer utility was to adjust and transition the overall level of the sewer rates to meet the overall financial needs of the utility for both operations and capital replacement needs.

2.4.2 Review of the Method of Determining Billing Units

Sewer customers are not metered for their wastewater discharge. As a result, the City must use an alternative method or approach to approximate wastewater flows. The City has historically used an approach in which the volume a customer is billed is based upon a review of the customer's Cal Am water account for the prior year and 100% of the prior year's annual water usage is used to establish the upcoming years sewer rate.

An initial step in the sewer rate design analysis was to review rate structure alternatives to the City's current rate structure. These included the following:

Flat Rate Method – A flat rate method simply ignores the volumetric use (as measured by the City's current methodology of using 100% of annual water usage) and charges each customer a flat rate. The advantage of this method is it simplifies the issue of volumetric contribution, but in doing so, some customers will perceive this method as being unfair. The individual living by themselves will pay the same flat rate as the family with five children. Flat rates were common many years ago when sewer rates were fairly low. However, as rates have risen, the use of flat rates has fallen out of favor. Atkins and City staff felt that while viable this is an antiquated rate structure and the City has progressively used annual water usage to establish their volumetric rate for many years.

Metered Water Consumption with a Rate of Return – This method is similar to the City's current rate structure. Annual metered water consumption is a surrogate for sewer wastewater flow (contributions). This approach addresses the short-comings of the flat rate method. It also updates the City's current rate structure to deal with interior versus exterior water usage. Sewer volumetric rates are based as closely as possible to equate to only indoor usage as water used for landscaping does not return to the sewer system and therefore does not contribute to the cost of service. Industry standard rates of return were applied to each customer class's annual water usage as shown in Table 2-4 in Column B.

Average Winter Water Usage – An alternative to address the problems associated with using metered water consumption, an alternative is to utilize a customer's average winter water use as a surrogate for their indoor use (i.e. wastewater contributions). This method uses a pre-defined winter period (e.g. November to February) and calculates an average monthly use. This average monthly water usage is then annualized to become the total volume to be included in each sewer user's rate. While this is widely used for single family it is not normally used for multi-family and commercial/industrial users as they normally do not have a large irrigate-able area and their usage is based more on tenant occupancy for multi-family and business cycles for commercial/industrial. In discussions with City staff it was determined that they were having very few customer complaints and that changing the way they determined the customer charge could lead to confusion with very little change in the outcome.

DEVELOPMENT OF THE SEWER USER RATE STUDY

Table 2-4 Summary of Rate of Returns by User Class

Units of Service and Loadings:		Flow:		
User Group	No. of Accounts	(A) Annual Consumption per User Class (HCF)	(B) Rate of Return	(C) Adjust for Rate of Return (HCF)
Residential				
Single Family	4,682	450,570	75.0%	337,928
Subtotal Residential	4,682	450,570		337,928
Non-Residential				
Commercial				
Rest/Bakeries/Mort./Groc.	48	12,560	90.0%	11,304
Small Commercial	114	13,051	90.0%	11,746
Car Wash/Laundries	13	8,081	90.0%	7,273
Public Agency/Institutional	71	37,632	75.0%	28,224
Heavy Commercial	7	2,929	90.0%	2,636
Mixed Use Light	33	6,852	90.0%	6,167
Mixed Use Heavy	2	333	90.0%	300
Navy	5	30,180	90.0%	27,162
Multi-Family	1,627	346,541	95.0%	329,214
Subtotal Non-Residential	1,920	458,159		424,025
Total	6,602	908,729		761,953

Include a Base Charge for all Users –While customers may have very low use or vacant properties, it is still important to understand that a large proportion of the costs associated with the sewer system are generally fixed in nature. That is, even if a customer does not contribute any wastewater to the system, there are still costs associated with the system which should be met by all customers. These fixed charges are normally recovered from each customer based on their assumed capacity in the system as measured by the size of their water meter. Single family residential customers are assumed to all have a 5/8" water meter as any larger meters are for external usage such as landscape irrigation which is not assumed to be returned to the sewer system. Non-residential customers normally have little or no landscaping and thus their water meter is sized to provide system capacity for internal water usage. The distribution of the City's sewer customers by water meter size is shown in Table 2-5.

Table 2-5 Sewer Customers by User Class and Water Meter Size

User Group	5/8"	3/4"	1"	1 1/2"	2"	3"	4"	6"
Single Family	4,682							
Multi-family	1,267		207	101	51	1		
Rest/Bakeries/Mort./Groc.	36		7	4	1			
Small Commercial	83		19	10	2			
Car Wash/Laundries	4	1	1	8				
Public Agency/Institutional	12		11	15	30		2	
Heavy Commercial	2		4		1			
Mixed Use Light	17		13	1	2			
Mixed Use Heavy	1		1					
Navy	1			2				2
Total	6,105	1	263	141	87	1	2	2

After review of the rate structure alternatives Atkins and City staff determined that the following changes to the City's current rate structure would establish an updated allocation of costs to your customers.

1. Include a Base Charge for all Users – Atkins developed a fixed variable analysis of the City's sewer costs and concluded that approximately 25% of the City's sewer costs are fixed in nature. In the past the City has only charged residential customers fixed or base charges. Atkins is recommending that every account should be charged a base charge and for non-residential (multi-family and commercial/industrial) this should be based on the size of their water meter.
2. Establish a Rate of Return for Each User Class – Atkins recommended and City staff concurred that the rates of return as shown per user class in Table 2-4 should be applied to each user's annual water usage. This will discount each customers annual water usage for water not returned to the sewer system, which includes landscaping and other purposes.

2.4.3 Review of the Sewer Charge Formula

The City serves three distinct sewer customer groups; single-family residential, multi-family and commercial/industrial. For each of these customer groups, the City has a specific sewer charge formula. This study has recommended changes in only the multi-family and commercial/industrial user's formulas to include base fees. In addition, industry standard rates of returns are applied to each user's annual water usage as discussed in Section 2.4.2. The following are the recommended sewer charge formulas:

Single-Family Residential Sewer Charge Formula

$$\text{Annual Water Consumption} \times \text{Return to Sewer } 75\% = \text{Billing Units}$$

$$(\text{Billing Units} \times \text{Residential Sewer Rate}) + (\text{Base Fee}) = \text{Total Sewer Monthly Bill}$$

Multi-Family Sewer Charge Formula

$$\text{Annual Water Consumption} \times \text{Return to Sewer } 95\% = \text{Billing Units}$$

$$(\text{Billing Units} \times \text{Residential Sewer Rate}) + (\text{Base Fee per Water Meter Size}) = \text{Total Sewer Monthly Bill}$$

Commercial Sewer Charge Formula

$$\text{Annual Water consumption} \times \text{Return to Sewer } \% = \text{Billing Units}$$

$$(\text{Billing Units} \times \text{Strength Rate}) + (\text{Base Fee per Water Meter Size}) = \text{Total Sewer Monthly Bill}$$

As can be seen, for each of these groups (rate schedules) a slightly different sewer charge formula is used. Embedded within each of these formulas are a fixed base fee and a volumetric sewer rate. Provided in the following subsections is an overview of the present and proposed rates for each of these rate schedules.

2.4.4 Present and Proposed Single Family Sewer Rates

In developing the proposed rate designs, the City's existing rate structures were reviewed. As stated in subsection 3.4.3 then present single-family residential sewer rate is composed of a base sewer fee and a volumetric sewer rate. The base sewer fee is stated in \$/year as the City bills sewer service charges on the County of San Diego County Tax Assessor's Property Tax

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Roll. The single family rate also has a cap of \$983.36 or 260 HCF annually. The dollar amount of the cap is indexed each year based on the change in the Consumer Price Index from the prior year.

The proposed single-family residential sewer rate has maintained the same structure including the cap except that a rate of return of 75% has been used to adjust for landscape irrigation. As shown on Table 2-6 the base charge is decreasing. This is because the fixed costs recovered by the base charge are being spread across all users. This will lower the residential rate for the low end users. The volumetric or commodity rate is increasing as are all other commodity rates for other user classes due to increased City of San Diego costs and the inclusion of funding for needed sewer collection system capital replacement projects. Table 2-6 shows the projected rate adjustments for all single family users up to the current cap of \$938.36 per year. The median single family user (87 HCF per year) will see a 2.1% rate increase or \$8.42 per year. The average single family user (96 HCF per year) will see a rate adjustment of 3% or \$12.76 per year. The table also summarizes how many single family users fall into each of the billing bins, the percentage of users in each bin, and the cumulative percentage of users.

Table 2-6 Summary of Proposed FY 2013/2014 Single Family Sewer User Rates

Annual Consumption (HCF)	Number of Users	Percent of Users	Cumulative Percent	FY2013 Current (At 100%)			FY2014 Proposed (At 75%)			Difference	
				Base Charge	Consumption Charge	Total Charge	Base Charge	Consumption Charge	Total Charge	Dollars	%
0	26	0.56%	0.56%	\$173.75	\$2.58	\$176.32	\$140.24	\$4.08	\$144.32	-\$32.00	-18.1%
5	45	0.96%	1.52%	\$173.75	\$12.89	\$186.64	\$140.24	\$15.30	\$155.54	-\$31.09	-16.7%
10	70	1.50%	3.01%	\$173.75	\$25.78	\$199.53	\$140.24	\$30.60	\$170.84	-\$28.68	-14.4%
15	74	1.58%	4.59%	\$173.75	\$38.67	\$212.42	\$140.24	\$45.90	\$186.14	-\$26.27	-12.4%
20	90	1.92%	6.51%	\$173.75	\$51.56	\$225.31	\$140.24	\$61.20	\$201.44	-\$23.87	-10.6%
25	107	2.29%	8.80%	\$173.75	\$64.45	\$238.20	\$140.24	\$76.50	\$216.74	-\$21.46	-9.0%
30	111	2.37%	11.17%	\$173.75	\$77.34	\$251.09	\$140.24	\$91.80	\$232.04	-\$19.05	-7.6%
35	125	2.67%	13.84%	\$173.75	\$90.23	\$263.98	\$140.24	\$107.10	\$247.34	-\$16.64	-6.3%
40	124	2.65%	16.49%	\$173.75	\$103.12	\$276.87	\$140.24	\$122.39	\$262.64	-\$14.23	-5.1%
45	162	3.46%	19.95%	\$173.75	\$116.01	\$289.76	\$140.24	\$137.69	\$277.94	-\$11.82	-4.1%
50	158	3.37%	23.32%	\$173.75	\$128.90	\$302.65	\$140.24	\$152.99	\$293.24	-\$9.41	-3.1%
55	152	3.25%	26.57%	\$173.75	\$141.79	\$315.54	\$140.24	\$168.29	\$308.54	-\$7.00	-2.2%
60	189	4.04%	30.61%	\$173.75	\$154.68	\$328.43	\$140.24	\$183.59	\$323.84	-\$4.59	-1.4%
65	168	3.59%	34.19%	\$173.75	\$167.57	\$341.32	\$140.24	\$198.89	\$339.14	-\$2.18	-0.6%
70	191	4.08%	38.27%	\$173.75	\$180.46	\$354.21	\$140.24	\$214.19	\$354.44	\$0.23	0.1%
75	173	3.70%	41.97%	\$173.75	\$193.35	\$367.10	\$140.24	\$229.49	\$369.73	\$2.64	0.7%
80	172	3.67%	45.64%	\$173.75	\$206.24	\$379.99	\$140.24	\$244.79	\$385.03	\$5.05	1.3%
87	164	3.50%	49.15%	\$173.75	\$224.29	\$398.03	\$140.24	\$266.21	\$406.45	\$8.42	2.1%
90	161	3.44%	52.58%	\$173.75	\$232.02	\$405.77	\$140.24	\$275.39	\$415.63	\$9.87	2.4%
96	144	3.08%	55.66%	\$173.75	\$247.49	\$421.23	\$140.24	\$293.75	\$433.99	\$12.76	3.0%
100	157	3.35%	59.01%	\$173.75	\$257.80	\$431.55	\$140.24	\$305.99	\$446.23	\$14.68	3.4%
105	152	3.25%	62.26%	\$173.75	\$270.69	\$444.44	\$140.24	\$321.29	\$461.53	\$17.09	3.8%
110	152	3.25%	65.51%	\$173.75	\$283.58	\$457.33	\$140.24	\$336.59	\$476.83	\$19.50	4.3%
115	119	2.54%	68.05%	\$173.75	\$296.47	\$470.22	\$140.24	\$351.89	\$492.13	\$21.91	4.7%
120	116	2.48%	70.53%	\$173.75	\$309.36	\$483.11	\$140.24	\$367.18	\$507.43	\$24.32	5.0%
125	119	2.54%	73.07%	\$173.75	\$322.25	\$496.00	\$140.24	\$382.48	\$522.73	\$26.73	5.4%
130	121	2.58%	75.65%	\$173.75	\$335.14	\$508.89	\$140.24	\$397.78	\$538.03	\$29.14	5.7%
135	99	2.11%	77.77%	\$173.75	\$348.03	\$521.78	\$140.24	\$413.08	\$553.33	\$31.55	6.0%
140	102	2.18%	79.94%	\$173.75	\$360.92	\$534.67	\$140.24	\$428.38	\$568.63	\$33.96	6.4%
145	84	1.79%	81.74%	\$173.75	\$373.81	\$547.56	\$140.24	\$443.68	\$583.93	\$36.37	6.6%
150	88	1.88%	83.62%	\$173.75	\$386.70	\$560.45	\$140.24	\$458.98	\$599.23	\$38.78	6.9%

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Annual Consumption (HCF)	Number of Users	Percent of Users	Cumulative Percent	FY2013 Current (At 100%)			FY2014 Proposed (At 75%)			Difference	
				Base Charge	Consumption Charge	Total Charge	Base Charge	Consumption Charge	Total Charge	Dollars	%
155	77	1.64%	85.26%	\$173.75	\$399.59	\$573.34	\$140.24	\$474.28	\$614.52	\$41.19	7.2%
160	71	1.52%	86.78%	\$173.75	\$412.48	\$586.23	\$140.24	\$489.58	\$629.82	\$43.60	7.4%
165	72	1.54%	88.32%	\$173.75	\$425.37	\$599.12	\$140.24	\$504.88	\$645.12	\$46.01	7.7%
170	49	1.05%	89.36%	\$173.75	\$438.26	\$612.01	\$140.24	\$520.18	\$660.42	\$48.42	7.9%
175	48	1.03%	90.39%	\$173.75	\$451.15	\$624.90	\$140.24	\$535.48	\$675.72	\$50.82	8.1%
180	46	0.98%	91.37%	\$173.75	\$464.04	\$637.79	\$140.24	\$550.78	\$691.02	\$53.23	8.3%
185	49	1.05%	92.42%	\$173.75	\$476.93	\$650.68	\$140.24	\$566.08	\$706.32	\$55.64	8.6%
190	33	0.70%	93.12%	\$173.75	\$489.82	\$663.57	\$140.24	\$581.38	\$721.62	\$58.05	8.7%
195	43	0.92%	94.04%	\$173.75	\$502.71	\$676.46	\$140.24	\$596.68	\$736.92	\$60.46	8.9%
200	26	0.56%	94.60%	\$173.75	\$515.60	\$689.35	\$140.24	\$611.97	\$752.22	\$62.87	9.1%
205	28	0.60%	95.19%	\$173.75	\$528.49	\$702.24	\$140.24	\$627.27	\$767.52	\$65.28	9.3%
210	21	0.45%	95.64%	\$173.75	\$541.38	\$715.13	\$140.24	\$642.57	\$782.82	\$67.69	9.5%
215	18	0.38%	96.03%	\$173.75	\$554.27	\$728.02	\$140.24	\$657.87	\$798.12	\$70.10	9.6%
220	18	0.38%	96.41%	\$173.75	\$567.16	\$740.91	\$140.24	\$673.17	\$813.42	\$72.51	9.8%
225	18	0.38%	96.80%	\$173.75	\$580.05	\$753.80	\$140.24	\$688.47	\$828.72	\$74.92	9.9%
230	16	0.34%	97.14%	\$173.75	\$592.94	\$766.69	\$140.24	\$703.77	\$844.01	\$77.33	10.1%
235	11	0.23%	97.37%	\$173.75	\$605.83	\$779.58	\$140.24	\$719.07	\$859.31	\$79.74	10.2%
240	16	0.34%	97.71%	\$173.75	\$618.72	\$792.47	\$140.24	\$734.37	\$874.61	\$82.15	10.4%
245	10	0.21%	97.93%	\$173.75	\$631.61	\$805.36	\$140.24	\$749.67	\$889.91	\$84.56	10.5%
250	12	0.26%	98.18%	\$173.75	\$644.50	\$818.25	\$140.24	\$764.97	\$905.21	\$86.97	10.6%
255	9	0.19%	98.38%	\$173.75	\$657.39	\$831.14	\$140.24	\$780.27	\$920.51	\$89.37	10.8%
260	7	0.15%	98.53%	\$173.75	\$670.28	\$844.03	\$140.24	\$795.57	\$935.81	\$91.78	10.9%
260+	69	1.47%	100.00%	\$173.75	\$764.61	\$938.36	\$140.24	\$798.12	\$938.36	\$0.00	0.0%

As can be seen, the bill comparison indicates that there will be little change in the typical bills for median and average customers. This bill comparison is for FY 2013/2014, or the time period of the initial rate adjustment.

The proposed single-family residential sewer rates have been developed for a five-year period of 2014 through 2018. It is the intent of the City to have these rates become effective July 1 of each year. Presented below in Table 2-7 is the City's proposed single-family residential sewer rates for the five year period. It is the current policy of the City to cap their single family sewer rates. The cap is currently \$938.36 per customer per year. The City should continue to follow its current practice of increasing the cap based on change of inflation from year to year starting in FY 2014/15.

The rate adjustments in the following years should provide similar bill comparisons since all components of the sewer rate were adjusted by the overall targeted rate adjustment of 1.6% per year.

Table 2-7 Summary of the Proposed Single-Family Residential Sewer Rate

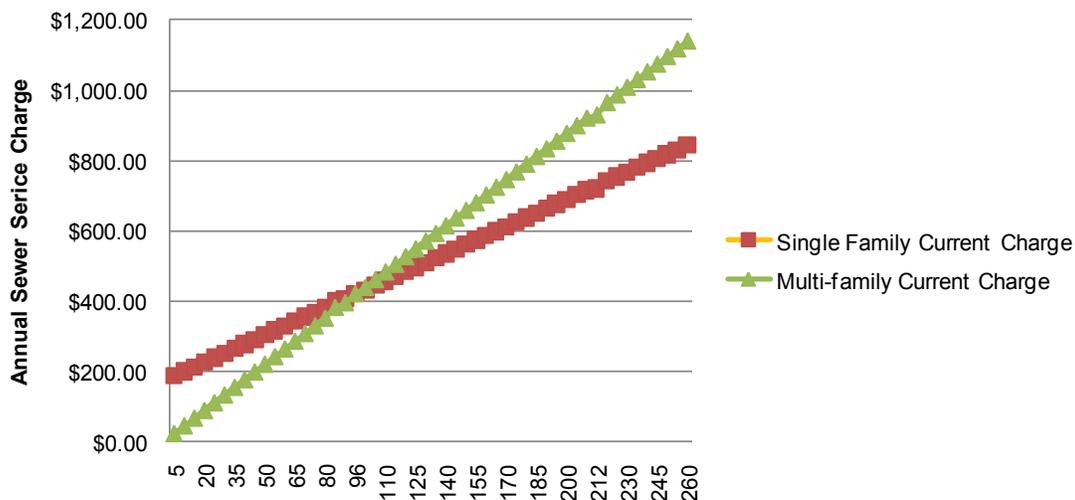
	Current		Proposed			
	2013	2014	2015	2016	2017	2018
Base Sewer Fee (\$/Year)	\$173.75	\$140.24	\$143.47	\$146.78	\$150.89	\$155.13
Sewer Rates (\$/HCF)	\$2.58	\$4.08	\$4.13	\$4.19	\$4.23	\$4.27

Note: Residential Sewer Charge Formula: Base Sewer Fee plus previous year's annual water usage X 75% X \$/HCF.

2.4.5 Present and Proposed Multi-Family Sewer Rates

The present multi-family sewer rate is similar in structure to the single-family residential rate structure except that it does not include a base charge and recovers a portion of fixed costs in the volumetric (commodity) rate. As both are residential users and have the same sewage strength they should be paying the same commodity charge and have the same base charge. The current rate structure does not have the multi-family users at the same level of HCF annually paying the same amounts for sewer service. This is illustrated in Figure 2-2 which shows the current annual charges paid by single family and multi-family for FY 2012/2013. In a comparison between Table 2-7 (Single Family Rates) and Table 2-10 (multi-family rates) the commodity rate is lower for single family but a base charge is included. This causes the average and median single family users to be paying more than multi-family users and less at higher HCF per year.

Figure 2-2 Single Family Versus Multi-Family Annual Charges



As shown in Table 2-8 when full cost of service is applied the non-residential over-all annual rate will increase 3.7% or \$34.04 per year. It should be noted that this increase will be spread over multiple living units and thus should be similar to the impacts on single family residences.

The proposed multi-family sewer rate structure has been revised to include a base charge based on the size of the property's water meter. In addition a 95% rate of return has been applied to discount for exterior water usage. As discussed earlier this base charge is established using the size of each customer's water meter. Table 2-9 illustrates the American Water Works Association (AWWA) hydraulic capacities for each meter size, the adjusted billing equivalencies which are applied to each meter size, and the resulting annual base charge per meter size. This same base charge is used for commercial/industrial users.

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Table 2-8 Summary of the Present and Proposed Multi-Family Sewer Rate

Annual Consumption (HCF)	FY2013 Current (At 100%)			FY2014 Proposed (At 95%)			Difference	
	Base Charge	Commodity Charge	Total Charge	Base Charge (5/8" Meter)	Commodity Charge	Total Charge	Dollars	%
100	\$0.00	\$437.68	\$437.68	\$140.24	\$387.58	\$527.83	\$90.15	20.6%
105	\$0.00	\$459.56	\$459.56	\$140.24	\$406.96	\$547.21	\$87.64	19.1%
110	\$0.00	\$481.45	\$481.45	\$140.24	\$426.34	\$566.59	\$85.14	17.7%
120	\$0.00	\$525.22	\$525.22	\$140.24	\$465.10	\$605.34	\$80.13	15.3%
125	\$0.00	\$547.10	\$547.10	\$140.24	\$484.48	\$624.72	\$77.62	14.2%
130	\$0.00	\$568.98	\$568.98	\$140.24	\$503.86	\$644.10	\$75.12	13.2%
135	\$0.00	\$590.87	\$590.87	\$140.24	\$523.24	\$663.48	\$72.61	12.3%
140	\$0.00	\$612.75	\$612.75	\$140.24	\$542.62	\$682.86	\$70.11	11.4%
145	\$0.00	\$634.64	\$634.64	\$140.24	\$562.00	\$702.24	\$67.60	10.7%
150	\$0.00	\$656.52	\$656.52	\$140.24	\$581.38	\$721.62	\$65.10	9.9%
155	\$0.00	\$678.40	\$678.40	\$140.24	\$600.76	\$741.00	\$62.60	9.2%
160	\$0.00	\$700.29	\$700.29	\$140.24	\$620.13	\$760.38	\$60.09	8.6%
165	\$0.00	\$722.17	\$722.17	\$140.24	\$639.51	\$779.76	\$57.59	8.0%
170	\$0.00	\$744.06	\$744.06	\$140.24	\$658.89	\$799.14	\$55.08	7.4%
175	\$0.00	\$765.94	\$765.94	\$140.24	\$678.27	\$818.52	\$52.58	6.9%
180	\$0.00	\$787.82	\$787.82	\$140.24	\$697.65	\$837.90	\$50.07	6.4%
185	\$0.00	\$809.71	\$809.71	\$140.24	\$717.03	\$857.27	\$47.57	5.9%
190	\$0.00	\$831.59	\$831.59	\$140.24	\$736.41	\$876.65	\$45.06	5.4%
200	\$0.00	\$875.36	\$875.36	\$140.24	\$775.17	\$915.41	\$40.05	4.6%
205	\$0.00	\$897.24	\$897.24	\$140.24	\$794.55	\$934.79	\$37.55	4.2%
210	\$0.00	\$919.13	\$919.13	\$140.24	\$813.93	\$954.17	\$35.04	3.8%
212	\$0.00	\$927.88	\$927.88	\$140.24	\$821.68	\$961.92	\$34.04	3.7%
215	\$0.00	\$941.01	\$941.01	\$140.24	\$833.31	\$973.55	\$32.54	3.5%
225	\$0.00	\$984.78	\$984.78	\$140.24	\$872.06	\$1,012.31	\$27.53	2.8%
230	\$0.00	\$1,006.66	\$1,006.66	\$140.24	\$891.44	\$1,031.69	\$25.02	2.5%
235	\$0.00	\$1,028.55	\$1,028.55	\$140.24	\$910.82	\$1,051.07	\$22.52	2.2%
240	\$0.00	\$1,050.43	\$1,050.43	\$140.24	\$930.20	\$1,070.45	\$20.01	1.9%
245	\$0.00	\$1,072.32	\$1,072.32	\$140.24	\$949.58	\$1,089.82	\$17.51	1.6%
250	\$0.00	\$1,094.20	\$1,094.20	\$140.24	\$968.96	\$1,109.20	\$15.00	1.4%
255	\$0.00	\$1,116.08	\$1,116.08	\$140.24	\$988.34	\$1,128.58	\$12.50	1.1%
260	\$0.00	\$1,137.97	\$1,137.97	\$140.24	\$1,007.72	\$1,147.96	\$9.99	0.9%
265	\$0.00	\$1,159.85	\$1,159.85	\$140.24	\$1,027.10	\$1,167.34	\$7.49	0.6%
270	\$0.00	\$1,181.74	\$1,181.74	\$140.24	\$1,046.48	\$1,186.72	\$4.98	0.4%

Table 2-9 Multi-Family and Commercial/Industrial 2014 Base Charge Per Meter Size

Size of Water Meter	AWWA Hydraulic Capacity	Billing Equivalence Based on Customer & Capacity Costs	2014 Annual Base Charge Per Meter Size
5/8 inch	1.00	1.00	\$140.24
3/4 inch	1.00	1.00	\$140.24
1 inch	1.67	1.50	\$209.83
1 1/2 inch	3.33	2.74	\$383.78
2 inch	5.33	4.23	\$592.53
3 inch	10.00	7.70	\$1,079.61
4 inch	16.67	12.66	\$1,775.44
6 inch	33.33	25.06	\$3,515.02

Table 2-10 uses the base rate for a 5/8" meter as this is the most frequent multi-family meter size. Rates have been developed for a five-year period of 2014 through 2018. Presented in Table 2-10 is the City's proposed multi-family sewer rates.

Table 2-10 Summary of the Proposed Multi-Family Sewer Rate

	Current		Proposed			
	2013	2014	2015	2016	2017	2018
Base Sewer Fee (\$/Year)	-	\$140.24	\$143.47	\$146.78	\$150.89	\$155.13
Sewer Rates (\$/HCF)	\$4.38	\$4.08	\$4.13	\$4.19	\$4.23	\$4.27

Note: Example is based on a 5/8" water meter.

Multi-Family Sewer Charge Formula: Base Sewer Fee plus previous year's annual water usage X 95% X \$/HCF

As footnoted in Table 2-10 the example of the projected multi-family base sewer fees per year is based on a 5/8" water meter size which is the most common multi-family water meter size. However, multi-family and commercial sewer customer's base fees are established on their actual water meter size. Table 2-11 summarizes the annual base charge per water meter size for multi-family and commercial users (non-residential meters).

Table 2-11 Summary of Non-Residential Base Charges by Meter Size

Meter Size	No. of Meters	FYE 2014	FYE 2015	FYE 2016	FYE 2017	FYE 2018
5/8"	6,105	\$140.24	\$143.47	\$146.78	\$150.89	\$155.13
3/4"	1	\$140.24	\$143.47	\$146.78	\$150.89	\$155.13
1"	263	\$209.83	\$214.65	\$219.60	\$225.76	\$232.11
1 1/2"	141	\$383.78	\$392.61	\$401.66	\$412.93	\$424.53
2"	87	\$592.53	\$606.16	\$620.13	\$637.53	\$655.45
3"	1	\$1,079.61	\$1,104.44	\$1,129.90	\$1,161.60	\$1,194.25
4"	2	\$1,775.44	\$1,816.27	\$1,858.14	\$1,910.26	\$1,963.96
6"	2	\$3,515.02	\$3,595.84	\$3,678.73	\$3,781.93	\$3,888.24
Total	6,602					

As noted in Table 2-5 the larger meters are for the Navy and large commercial or multi-family complexes which have multiple units connected to one water meter.

2.4.6 Present and Proposed Commercial Sewer Rates

The present commercial rates contain a volumetric rate which varies by strength level. As will be recalled from the sewer cost of service analysis, “strength” refers to the characteristics of the wastewater. Strength is generally defined in terms of biochemical oxygen demand (BOD) and total suspended solids (TSS). The City uses these same measures to categorize customers into the various strength related parameters.

It should be noted that the proposed rates will maintain the same strength categories and no change in the categorization of customers has been proposed within this study. However the commercial/ industrial user strength classifications have been update to current industry standards. Table 2-12 illustrates the strength factors shown in milligrams per liter (mg/l) that are used in determining the strength coefficient of commercial/industrial user rates.

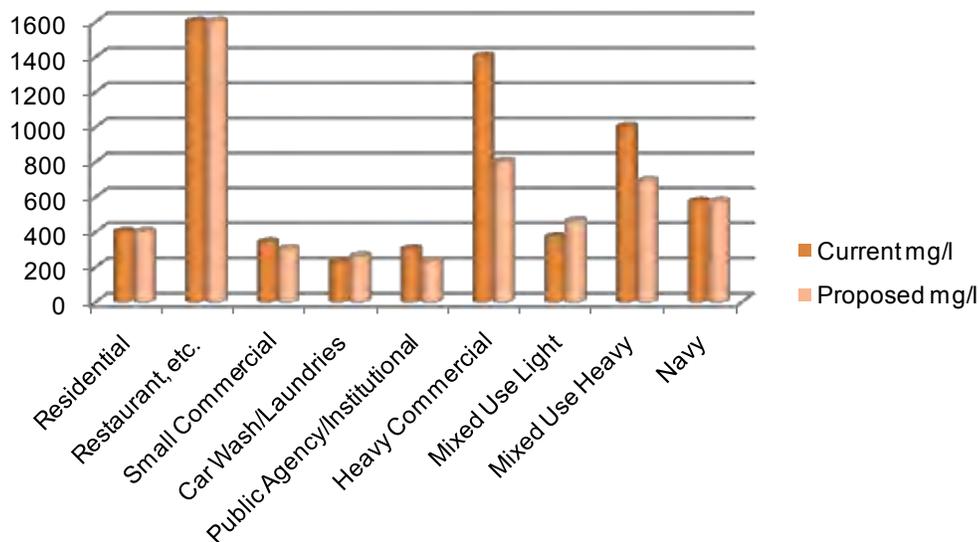
Table 2-12 Combined BOD and TSS Strength Coefficients

User Class	Current mg/l	Proposed mg/l
Residential	400	400
Restaurant, etc.	1600	1600
Small Commercial	340	300
Car Wash/Laundries	230	260
Public Agency/Institutional	300	230
Heavy Commercial	1400	800
Mixed Use Light	370	460
Mixed Use Heavy	1000	690
Navy	572	572

It is sometimes easier to understand the relationships of sewage strengths and billing rates when viewed graphically. The City of San Diego charge’s Imperial Beach based on a formula of 47.8% for volumetric flow and 52.2% for sewage strengths. Higher strength sewage such as restaurants’ cost more to treat than a single family’s sewage and thus the strength portion of their volumetric rate of must be based proportionately. Figure 2-3 not only shows the proportions of the sewage strength between the user classes but also illustrates graphically the proposed sewage strength adjustments in the commercial/industrial user classes.

Table 2-13 summarizes the current and proposed commercial/industrial user rates during the planning period. The example is based on a 5/8” water meter which is the most prevalent meter size in this user class. For larger meter sizes please refer to Table 2-11. It should be noted that while most of the general commercial rates increase slightly each year the higher strength users (restaurants and heavy commercial) go down in FY 2015 because of decreased San Diego Metro costs as shown on Table 2-1. Higher strength commercial pick up proportionately larger share of treatment costs and since these rates are set on cost of service as are other user classes they vary with the annual treatment costs more significantly than a lower strength user.

Figure 2-3 Current versus Proposed Changes in Commercial/Industrial Sewage Strengths



Imperial Beach, as do other cities, has strip malls with multi-use businesses of various sewage strength categories attached to the same water meter. The City currently classifies strip malls with a proportionate mixture of higher and lower strength users as a heavy commercial user. However in a case where the predominance of the water usage through the water meter is for a higher strength user such as a restaurant then the City classifies them as a restaurant. This policy of classifying a commercial/industrial user based on the highest water usage and highest strength is appropriate and the City should continue with this practice.

Table 2-13 Summary of Proposed Commercial/Industrial Rates

	Current		Proposed			
	2013	2014	2015	2016	2017	2018
Base Sewer Fee (\$/Year)⁽¹⁾	\$0.00	\$140.24	\$143.47	\$146.78	\$150.89	\$155.13
Sewer Rates (\$/HCF)						
Rest/Bakeries/Mort./Groc.	\$8.38	\$9.18	\$8.99	\$8.90	\$9.09	\$9.29
Small Commercial	\$4.35	\$3.65	\$3.72	\$3.79	\$3.82	\$3.85
Car Wash/Laundries	\$3.97	\$3.46	\$3.54	\$3.62	\$3.64	\$3.67
Public Agency/Institutional	\$3.67	\$3.33	\$3.42	\$3.50	\$3.52	\$3.54
Heavy Commercial	\$7.65	\$5.82	\$5.79	\$5.79	\$5.88	\$5.98
Mixed Use Light	\$4.44	\$4.37	\$4.41	\$4.45	\$4.50	\$4.56
Mixed Use Heavy	\$6.46	\$5.28	\$5.28	\$5.30	\$5.37	\$5.46
Navy	\$5.02	\$4.87	\$4.89	\$4.92	\$4.99	\$5.05

⁽¹⁾ Example is based on a 5/8" water meter.

Commercial/Industrial Sewer Charge Formula: Base Sewer Fee plus previous year's annual water usage X rate of return per user class X \$/HCF

2.5 Other Billing Issues

As part of this study City staff requested that the City's current definition of a multi-family unit. The City's definition of multi-family is:

- **Multi-family residential** means the residential customer classification with more than one living unit served by a single water meter, and shall include all residential accounts other than single-family residential.
- **Single-family residential** means the residential customer classification where one living unit is served by one water meter with the exception of that where four or more living units are attached then they are treated as multi-family residential regardless of the number of water meters.

Atkins gathered multi-family definitions from other Metro member agencies. One of the clearer definitions provided by other agencies is from the Otay Water District (Section 53.09 Basis for Determination of EDUs).

- **Residential Facilities EDUs** – The number of EDUs for sewer service shall be determined on the following basis:
 - Single-Family Residence (Includes manufactured homes, and mobile homes which are on private lots. A secondary structure with a kitchen is considered an additional EDU;
 - Apartments and Multiple Family Housing – Each individual living unit;
 - Residential condominiums – Each individual living unit;
 - Mobile Home and Trailer Parks – Per each individual space
- **Multi-Residential Rate Charges** – Defined as sewer service for master metered water service for multiple-residential households including for example; duplex, townhomes, apartments, and mobile homes.

The City of La Mesa further defines what a single dwelling unit is. One dwelling unit would be what Otay refers to as “an EDU”. It should be noted that La Mesa considers a duplex to be a single family living unit (in other words a duplex is considered to be two single family units). Accessory dwelling units are also considered to be single family as long as they comply with the definitions that follow:

- **Dwelling unit** is one independent living facility in a building or buildings intended for or providing permanent residence. The presence of independent living facilities for purposes of this title may be based on the existence of such facilities as:
 - Kitchen facilities (room or space used, intended for, or designated for food preparation, cooking and eating)
 - Toilet facilities
 - Bathing facilities
 - Separate connections to, or separate metering of, any utility
 - Separate access from outdoors
 - Lack of access from the interior of any other dwelling or structure
- **Accessory dwelling unit** means either a detached or attached dwelling unit which provides complete, independent living facilities for one or two persons. It shall include

permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel or parcels as the primary unit is situated.

City staff should continue discussions with their planning consultants to see if the description of multi-family should be amended to include some of the suggested wording of this subsection.

2.6 Sewer Pass-Through Costs

The sewer rates as shown and proposed within this study do not include any increases to rates from direct costs and sewer treatment providers except for adjustments for inflation. Actual future pass-through rate information is not available at this time. The City in their enabling ordinance should establish the ability “pass-through” higher than anticipated costs in the following areas:

1. Any increase in the cost to treat and dispose of the City’s wastewater by the City of San Diego or year-end closeout adjustments for prior years based upon billings to Imperial Beach by the City of San Diego. This study only identifies projected costs based on inflationary factors as determined in discussions with City of San Diego staff. It does not include any costs associate with San Diego’s waiver process from secondary treatment at Pt. Loma wastewater treatment plant and the possible outcome of year-end adjustments due to delayed City of San Diego audits from fiscal year 2010 forward and any other billing issues.

It should be noted that San Diego’s waiver is the only one remaining in the United States as the only other waiver holder was Honolulu, Hawaii. Honolulu gave up their waiver last year and will be moving forward with upgrading their treatment plants to secondary treatment and is required to achieve it by the Federal Environmental Protection Agency (EPA) to have designed and constructed the facilities within 10 years. If San Diego is forced to give up their waiver by the State of California, the Coastal Commission, and/or EPA the estimated cost is \$1 billion. Imperial Beach is currently responsible for 1.3% of the total costs of the Metro System. This would equate to a total cost to Imperial Beach customer of \$13 million. These costs of course would be spread over years and the construction portion would be financed but San Diego staff is predicting that sewer rates will double for all users in the Metro System. Per San Diego staff the waiver is due no later than 7/30/15. The ruling on the application would come sometime during FY 2015/2016.

2. Any increase in energy rates imposed on the City by energy providers for the pumping of water. SDG&E has numerous rate cases before the Public Utilities Commission of the State of California that could impact public agency clients significantly.

If either higher cost should materialize the City would only pass-through the costs needed to pay for unknown increases at the time this study was prepared. Pass-through increases are necessary in order to maintain the safety and reliability of the City’s sewer system and avoid deficits and depletion of financial reserves when costs arise that is out of the City’s control.

2.7 Summary of the Sewer Rate Study

This completes the analysis for the City's sewer utility. The proposed sewer rate adjustments and corresponding rate design were developed using generally accepted rate setting methodologies and are based on accounting, budgeting and customer records information provided by the City. The proposed rates are intended to provide adequate revenue to maintain the sewer utility system in a sustainable manner.

Section 3

Introduction to Capacity Fees

3.1 Capacity Fee Methodologies

There are three main capacity fee methodologies:

- Buy-in method,
- Incremental (growth) method, and
- Combined method.

Each one of these methodologies is defined in the next three subsections.

3.1.1 System Buy-In Method

The system buy-in method is based on the average investment in the wastewater system by current customers. Raftelis in the Comprehensive Guide to Water and Wastewater Finance and Pricing, Second Edition (1993) describes the system buy-in methodology as follows:

"Under this approach, capital recovery charges are based upon the 'buy-in' concept that existing users, through service charges, tax contributions, and other up-front charges, have developed a valuable public capital facility. The charge to users is designed to recognize the current value of providing the capacity necessary to serve additional users."

The American Water Works Association (AWWA) Manual M26 suggests that a system buy-in charge be calculated by taking the net equity investment (net investment less depreciation) and dividing by the number of customers (or equivalent customers). Once new customers have paid their fee, they become equivalent to (or on par with) existing customers and share equally in the responsibility for existing and future facilities.

The system buy-in methodology has several distinct advantages:

- The buy-in methodology is a common, easily explained and well-accepted methodology for calculating capacity fees. The method is popular with developers because it can result in lower capacity fees than other methods (depending on valuation methods used).

- The buy-in methodology includes only cost of existing facilities and excludes costs of future or planned facilities; it therefore does not require a formal capital improvement program. The buy-in methodology does not necessarily depend on an assessment of existing capacity availability, and therefore does not require more detailed analyses required to justify fees based on other methodologies.
- Capacity fees based on the buy-in method are a reimbursement for past capital costs; therefore, the use of fees is to reimburse the agency (or existing customers). Once reimbursed, a utility is able to spend capacity fee revenue as it desires on either replacement or expansion capital facilities. As a result, detailed accounting of capacity fee expenditures is greatly simplified.

The buy-in fee calculation is:

$$\frac{\text{Existing Asset Value}}{\text{Existing EDUs or Equivalent Meters}}$$

3.1.2 Growth (Incremental Cost) Method

The growth methodology is also a fairly common approach for establishing capacity fees, particularly for communities experiencing considerable new growth. The approach is based on the cost of future capital facilities. The cost of growth-related future facilities is allocated to new development that is to be served by the facilities. No allowance is made for existing capacity that may also serve new connections. Under this approach, new customers pay for the incremental investment necessary for system expansion. The incremental approach is most commonly applied when extensive new facilities are required to provide capacity for new development.

The calculation of capacity fees using the growth method is:

$$\frac{\text{Value of Future Facilities}}{\text{Future EDUs or Equivalent Meters}}$$

Revenue from growth capacity fees must be set aside and used only for funding growth related capital projects.

3.1.3 Combined Approach

Frequently, aspects of both system buy-in and growth methodologies are combined when calculating capacity fees. This might occur when the wastewater system has excess capacity in some elements but insufficient capacity in other elements (e.g., wastewater treatment plant). Under this example, a combined approach might include cost of existing capital facilities in a buy-in component and cost of upsizing of the treatment plant through an incremental cost component. A combined or hybrid approach is not the sum of the buy-in and incremental fees but rather the weighted average. The combined capacity fee is calculated as:

$$\frac{\text{Existing and Future Asses Value}}{\text{Existing and Future EDUs or Equivalent Meters}}$$

The future asset value in the numerator is the present value in today's dollars. The combined approach does complicate accounting of capacity fees since the growth portion of combined fee revenue must be spent on growth related projects.

3.2 Applicability of Each Capacity Fee Methodology

The suitability of each of the methods mentioned in Section 3.1 normally depends on the degree to which future customers can be served by the existing utility system, which is also related to where a utility is in its growth cycle.

The incremental method is most suitable for a young agency and/or an agency which requires extensive new infrastructure to serve new customers or those with increased density. The buy-in method is most appropriate when an agency is mostly built-out and/or when new customers or those with increased density can be served by the existing system. An agency that falls somewhere in between, in which customers will use existing system capacity while also requiring capacity in newly constructed facilities, would be best served by the combined methodology which is most appropriate up until the 80% percentile of build-out.

After examining all three methodologies it was determined by Atkins and City Staff that the buy-in methodology is the most appropriate for the City since the City is essentially built-out and new customers or those with increased density would be served by the existing wastewater system.

3.3 Valuation Methodologies Used in Capacity Fee Calculation

The buy-in methodology requires a valuation of the utility system. The most prevalent cost-based valuation methods for utility systems are:

- Original cost,
- Reproduction cost,
- Reproduction cost less depreciation,
- Replacement cost, and
- Replacement cost less depreciation

Capacity fees using original cost valuation methods are usually the least popular since original cost usually does not reflect the true, current asset value. There is a subtle difference between reproduction cost and replacement cost. Reproduction cost is the cost to reproduce an *exact* replica of existing assets. Replacement cost is the cost to replace the *functionality* of an asset given any technological advances that may have come about since the asset was originally constructed. A relevant example for wastewater utilities is the cost of pipelines. Reproduction cost normally involves (but is not limited to) escalating the original cost of pipelines using a construction cost index: the ENR-CCI. Since the computed cost is for the exact same pipeline assets, it constitutes a reproduction cost. When a cost per linear foot by diameter (obtained from recent construction cost estimates) is applied to the current pipeline inventory, it more than likely represents replacement cost since the construction costs often represent the latest pipeline materials (e.g. PVC, HDPE) and construction methods which were used to a lesser degree in the past. Valuations using construction cost estimates are rarely close to those constructed using escalated original costs.

INTRODUCTION TO CAPACITY FEES

Some agencies choose to subtract depreciation from the reproduction or replacement costs of their assets. While this is not a scientific condition assessment, depreciation does recognize that the asset is not new and has been subject to wear and tear. There are arguments for and against using depreciation. Arguments for include the fact that the existing assets that a new user is connecting to have been subject to wear and tear. Arguments against include the fact that ongoing maintenance that keeps the assets at required service levels is not capitalized and thus is not included in an agency's fixed asset records.

Section 4 Capacity Fees

4.1 Current Capacity Fee

The City's current wastewater capacity fee is \$1,230 per single family residence and \$1,230 for each EDU for non-residential users. This fee was established in 2005 and has not been updated since that time. In addition it does not include the full valuation of the City's capacity in the Metro System.

4.2 Collection System Buy-in Capacity Fee

As discussed previously, the City is best suited for a capacity fee calculated under the buy-in approach. The buy-in capacity fee is based on the premise that new customers, or those with increased density, should pay a fee equal to the equity in the system attributable to existing customers. Under capacity fee revenue regulations, the City is free to use buy-in capacity fee revenue for any capital projects (growth or non-growth related). The basic buy-in capacity calculation is:

$$\frac{\text{Value of Existing System}}{\text{Total EDUs Served by Existing System}}$$

The buy-in capacity fee methodology requires a utility asset valuation. Atkins valued the City's assets using the two methods shown in Table 4-1. Note that only the City's pipes and manholes were valued using replacement cost and replacement cost less depreciation. The length of pipe and number of manholes were obtained from the City's Geographical Information System (GIS). The remaining assets (pump stations) were valued using the values from an insurance appraisal.

Using replacement cost (recent unit pipeline construction estimates applied to a pipeline inventory) to value pipelines is quite common since pipeline construction estimates are readily available, easy to use and likely produce a more accurate cost to construct pipeline networks for a particular area. Replacement cost is also used because, in many cases, a wastewater agency may not have an accurate or up-to-date inventory of pipes in its financial statements (balance sheet) but often has a more accurate piping inventory in its GIS database. Therefore, the ease and accuracy with which the calculation can be performed makes it a preferred capacity fee alternative for many agencies.

Table 4-1 shows the three components of the City's capacity fee. The upper portion of the table shows the capacity fee based on the replacement value of the City's sewer system (line 2). The middle portion of the table shows the value of the City's pump stations and the related capacity fee (line 4). Each of the two components value is divided by the current number of EDUs in the City's sewer system as shown on line 8 (10,577). Per the City's master plan one sewer EDU is equal to 232 gallons per day. The estimated total EDUs as shown on line 8 are determined by dividing the current system flow by the average EDU.

4.3 San Diego Metro Component of the Capacity Fee

The City has purchased capacity to treat wastewater in San Diego's Metro System. The value of this capacity is considered an asset which must be incorporated into the total wastewater capacity fee. The bottom half of Table 4-1 shows the Metro component of the capacity fee. The value of capacity in the Metro System has been initially assessed by Raftelis Financial Consultants, Inc. (RFC) (2005), and updated by Atkins (2012).

Table 4-1, line 5, shows the updated value of capacity in the Metro System under each of the valuation method. The Metro component of the capacity fee is calculated by dividing the sewer units into the value of the City's portion of the Metro System (line 6). Line 7 shows the total capacity fee under each valuation alternative for a single family residence or one sewer EDU. The fee for each customer would vary with the number of sewer EDUs as prescribed by the City's Director of Public Services.

Table 4-1 Buy-in Capacity Fee Calculation

(A) Line No.	(B) Valuation Component	(C) Replacement Costs	(D) Replacement Cost Less Depreciation
1	Pipelines	\$46,031,303	\$23,015,652
2	Cost Per EDU (a)	\$4,352	\$2,176
3	Pump Stations	\$15,596,987	\$5,197,589
4	Cost Per EDU (a)	\$1,475	\$491
5	Metro Assets	\$32,818,033	\$22,300,011
6	Cost Per EDU (a)	\$3,103	\$2,108
7	Total Cost Per EDU	\$8,929	\$4,776
8	(a) Total EDUs	10,577	10,577

Note: Pipelines and Pump Stations are based on replacement costs Metro Assets are valued as Reproduction Cost from Raftelis 2005 Study brought to present value using the June 2012 ENR

Section 5

User Rate and Capacity Fee Comparisons

5.1 Sewer User Rate Comparison

Comparing two public agencies rate for sewer service is an imprecise science because it requires an apple to apples comparison and no two agencies have the same footprint. Gathering financial information is challenging because no two agencies prepare their budgets in the same format or account for their revenue and expenses in the same manner. Thus results from the use rate and capacity fee comparison must be used with care because the data is often misleading and most general surveys inaccurately use and compare data for many reasons. Utilities recover different portions of costs in user rates or have off-setting non-rate revenues. Examples of this are:

- Some agencies are growth agencies and can fund significant portions of their replacement and expansion costs through capacity fees while agencies that are close to build out have to fund all of their capital replacement costs in their user rates.
- Some special districts receive property taxes or standby fees which allow them to lower their revenue requirement recovered by user rates and thus have lower fees.
- Some agencies recover the costs of pumping through direct charges to the user based on pump zones while other agencies spread the costs to all users and thus their user rates are higher to reflect these costs.

Other significant factors that can influence rates and thus make rate comparisons challenging are:

- Sewage Treatment Costs. Sewage treatment costs are based on whether an agency treats their own sewage or is part of a regional system. There are definite economies of scale as multiple studies have shown that larger treatment facilities normally are more cost effective than small treatment plants. In this rate comparison we have three different treatment facilities. The first is a small treatment facility but was paid for 100% by a developer and then turned over to the District. The second is the Encina system where the original facilities were paid for 94% with U.S. Environmental Protection Agency (EPA) grants. And the final, of which Imperial Beach is a member, is the Metro system. As opposed to the two other systems, Metro did not take advantage of EPA grants and has incurred \$1 billion in debt to finance the existing facilities.

USER RATE AND CAPACITY FEE COMPARISONS

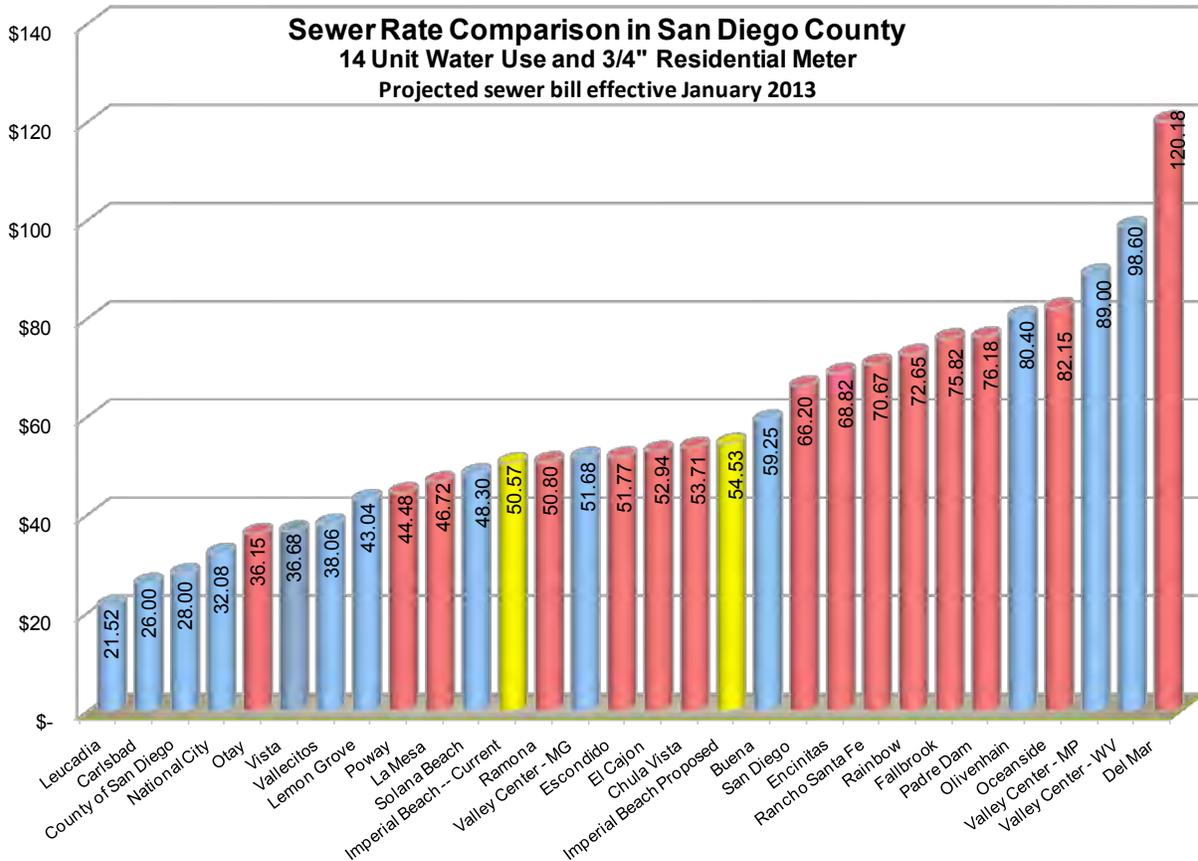
- **Debt Service on Facilities.** Not only do the costs of regional facilities influence the rate to the end user but also internal debt costs for each agency comes into play. All agencies differ in their policies for funding capital facilities. Some agencies require all developers to put in their required facilities while others only require in-tract facilities. Some agencies are aggressive in securing grants and low interest loans or fund capital facilities on pay-as-you-go and others rely on debt financing for major capital facilities. The amount of debt included in user rates can have a significant impact on low versus higher user rates.
- **Reserve Funds.** An agencies reserve policies and the amount of money in their reserves can have a significant impact on user fees. For instance if an agency has a fully funded replacement reserve then they will not need to incur debt for replacement capital projects and pay the associated interest expense that is associated with bond issues. But this can mean either higher or lower rates than surrounding agencies based on the level of funding versus bond expense.
- **Geographical Location.** The location and topography of an agency can have major impacts on user rates. If an agency is sprawling and has significantly more miles of pipeline and pump stations than a dense flat urban area the maintenance cost per customer will increase. In addition the maintenance policy of each agency differs. If an agency maintains their service facilities to a higher level of standards than another their maintenance expense per customer may be higher. However, deferred maintenance of facilities, especially pipelines, has shown to cost an agency more because of breakages and replacements in their system.
- **Timing of last rate adjustment.** Some agencies keep up with their cost of service by having annual rate adjustments and others do not. This is important in the comparison because if an agency is using reserves to moderate their rate adjustments or not adjusting their rates to keep up with their cost-of-service then their rates cannot be compared to an agency that is annually recovering their cost-of-service.
- **Budget Documents are not in the Same Format.** Although there are guidelines for public agencies through the Government Finance of America no two agencies use the same format to exhibit their budget. In addition operational costs are not classified and exhibit uniformly.
- **Require Information Not Always Available.** To create apples-to-apples metric similar information is required. But as with the format of budget documents this information is not always readily available based on the transparency of the particular agency.

However public agencies like to see how they compare to other surrounding communities user rates. Figure 5-1 is a recent survey as of January 1, 2013 of County of San Diego sewer agencies user rates. The Otay Water District prepares this survey annually and circulates it to all of the listed agencies. As such it is considered the “go-to” for a sewer rate survey.

The survey is based on 14 HCF monthly for single family residences. The average is \$47.97 monthly for all users and the median is \$50.68. When calculating the average and median for just Metro members the average increases to \$54.90 while the median decreases to \$46.72.

The yellow bars represent Imperial Beach’s single family user showing both the current and the proposed FY2013/2014 monthly rates. It also shows that the City’s proposed rates are very close to the average Metro member rates and thus in-line with other Metro member agencies.

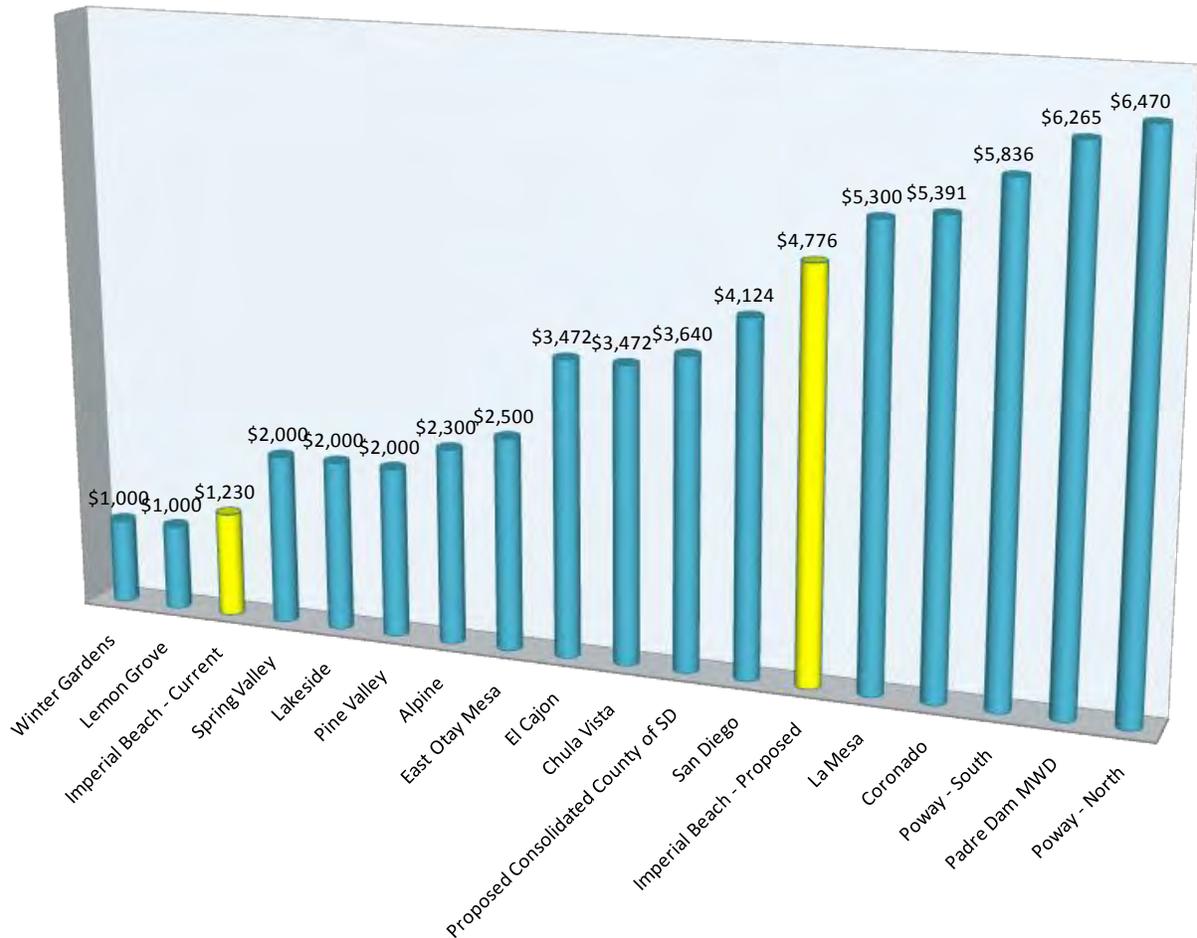
Figure 5-1 Sewer User Survey



5.2 Capacity Fee Comparison

This section compares Imperial Beach’s proposed capacity fees with those of other San Diego Metro agencies. The yellow bar on Figure 5-2 show the proposed City capacity fee using replacement cost less depreciation cost, including the Metro component of the fee. The median and mean (average) for the distribution below is \$3,472 and \$3,488 respectively.

Figure 5-2 Sewer Capacity Fees of San Diego Metro Agencies



It should be noted that the proposed capacity fee for the City of Imperial Beach is comparable to other Metro Agencies that have updated their capacity fees to include the Metro components and valued their assets based on replacement cost or replacement cost less depreciation. These include La Mesa, Coronado, Poway, and Padre Dam. The City of San Diego is currently updating their capacity fees and their study should be complete by mid-2013. The lower end of the capacity fees have not been updated in years and therefore do not provide a valid point of comparison to the capacity fees calculated for this report.

Section 6

Summary and Conclusions

The City proposes to update its sewer user rates and capacity fees. This report proposes several changes to both.

6.1 Sewer User Fee Assumptions and Recommendations

The sewer user fee study made the following assumption:

1. The base year for the study is FY 2012/2013. The budget for FY 2012/2013 is inflated during the planning period as shown in Table 6-1.

Table 6-1 Annual Inflation Rates

Inflation Rates	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Interest Earnings (on Cash Balances)	Actual	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%	0.5%
General Inflation	Actual	2.0%	2.0%	2.0%	3.0%	3.0%	3.0%	4.0%
Construction Inflation (ENR-CCI-LA)	Actual	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Compound Construction Inflation	Actual	100.0%	100.0%	103.0%	106.1%	109.3%	112.6%	115.9%
Inflation - Labor	Actual	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%

2. All user classes will have a base fee to recover fixed costs proportionately. Non-single family (multi-family) and commercial industrial customer's base fee will be established on the size of their water meter.
3. Current industry standard sewage strengths will be used for commercial/industrial users.
4. Industry standard rates of returns to the sewer will be used for all user classes to eliminate charging sewer user rates for external irrigations which does not return to the sewer.

The sewer user fees study makes the following recommendations:

1. Continue to use annual water usage for each customer but Include appropriate rates of return to the sewer by user class.
2. Update commercial/industrial user's sewer user strengths to industry standards.

3. Include a base charge for each user. The base charge for non-residential users (multi-family and commercial/industrial users) should be based on the size of each customer's water meter.
4. Adopt a "pass-through" ordinance as discussed in Section 2-6.
5. Adopt the reserve policies contained in this report and establish a formal replacement reserve.
6. Review annual actual revenue to projected revenue to maintain financial stability should use patterns change.
7. Continue the current policy of the City to cap single family sewer rates. The cap is currently \$938.36 per customer per year. The City should continue to follow its current practice of increasing the cap based on change of inflation from year to year starting in FY 2014/15.

The output from the sewer user model is included as Appendix B.

6.2 Capacity Fee Assumptions and Recommendations

The capacity fee study made the following assumptions:

1. The City's pipelines and manholes were valued at replacement costs. Depreciation of each asset was applied to account for system wear and tear.
2. The City's pump stations were valued based on an insurance appraisal. Depreciation was also applied to these assets.
3. The value of the City's investment in the City of San Diego Metro Wastewater System was determined from a report prepared for San Diego and the PAs by Raffetis Consultancy.
4. Total EDUs for the system were determined by dividing the current total system flow by the average single family user (one EDU).
5. The buy-in methodology was used where the total value of the City's assets less depreciation is divided by the total system EDUs.

This report proposes several changes to the City capacity fees:

1. Adopt new fee based on the replacement cost less depreciation buy-in method including the Metro capacity fee.
2. Review capacity fees every three to five years to reflect changes in depreciation, asset additions and construction costs. In between formal capacity fee studies, we suggest escalating the fees using the ENR-CCI for Los Angeles.
3. Based on input from the City Council at their January 23, 2013 it is recommended that the capacity fee be adopted at \$4,000 per EDU and the remainder of the fee phased in over the five year period of this study. Thus from fiscal year 2014/2015 to 2017/18 the capacity fee would be increased by \$191.50 plus inflationary increases.

The output from the capacity fee model is included in the Appendix C.

APPENDIX A

**APPENDIX A
SEWER CLASSIFICATIONS**

USER Category	CLASS NO.	DESCRIPTON	BOD	SS
Single-Family Residence	1.0		200	200
		Residential: SFR/duplex/condo/townhouse		
Mult-Residential	2.0		200	200
		Homeless Shelter	200	200
		Hospital-Psychiatric	250	100
		Residential: Artist (2/3 area)	200	200
		Residential: Artist Residence	200	200
		Residential: Boarding House	200	200
		Residential: Apts.	200	200
		Residential: Condos	200	200
		Residential: Dorm: College or Res.	200	200
		Residential: Mobile Home	200	200
		School: Dormitory	200	200
		Spa/Jacuzzi (residential)	200	200
		Swimming Pool	200	200
Restaurants / Bakeries / Mortuaries / Groceries	3.0		1,000	600
		Banquet Room/Ballroom	1,000	600
		Bar: Cockerel, Public Table Area	1,000	600
		Bar: Juice, Pastry Only	1,000	600
		Bowling Facility: Arcade/Bar/Restaurant	1,000	600
		Cafeteria: Fixed Seat	1,000	600
		Caterers	1,000	600
		Coffee House: Pastry Only	1,000	600
		Coffee House: Serves cooked food	1,000	600
		Doughnut Shop	1,000	600
		Golf Course Facility: Lobby/Office/Restaurant	1,000	600
		Restaurant: Drive-up	1,000	600
		Restaurant: Fast food (indoor/outdoor)	1,000	600
		Restaurant: Full Service (indoor/outdoor)	1,000	600
		Restaurant: Take out	1,000	600
		Rifle range Facility: Bar/restaurant	1,000	600
		Store: Ice Cream	1,000	600
		Mortuaries: Embalming	800	800
		Markets: Retail	800	800
		Markets: Wholesale	800	800
		Manufacturing -- Baked Foods	1000	600
		Restaurant/Bar (W/Food Preparation)	1000	600
		Manufacturing -- Beverages	1500	300
		Manufacturing -- Paint	1300	1100
		Manufacturing -- Other Chemical Products	1300	1100
		Manufacturing -- Dairy Products	2369	922
		Steam Cleaning -- Auto	1150	2150
		Manufacturing -- Other Food Products	2213	1453
		Septage	5400	12000
Small Commercial	4.0		160	140
		Arcade - Video game (no food preparation)	150	150
		Auditorium/Theater	150	150
		Auto Parking	150	150

**APPENDIX A
SEWER CLASSIFICATIONS**

USER Category	CLASS NO.	DESCRIPTON	BOD	SS
		Auto Body/Mechanical Shop (domestic)	150	150
		Bar: Fixed Seat (no food preparation)	200	200
		Bar: Juice, No Food & Pastry	200	200
		Barber Shop	150	150
		Beauty Parlor	150	150
		Bowling Alley: Alley & Lobby area	150	150
		Building Construction/Field Office	150	150
		Camp, Park	150	150
		Chapel: Fixed seat (no kitchen)	150	150
		Church: Fixed seat (no kitchen)	150	150
		Cocktail Lounge: Fixed seat (no food preparation)	200	200
		Coffee House: No Food & Pastry	200	200
		Comfort Station	150	150
		Commercial use	150	150
		Community Center	150	150
		Convention Center, Fairground (no food preparation)	150	150
		Dairy: Retail area	150	150
		Dance Studio	150	150
		Equipment Booth	150	150
		Filming Processing: Industrial	130	150
		Gas Station: Self Service (no repair or food preparation)	150	150
		Golf Course: 18 hole/9 hole green area	150	150
		Gold Course: Driving range	150	150
		Gymnasium: Basketball, volleyball	150	150
		Health Club/Spa	150	150
		Hospital	250	100
		Hospital: Convalescent	250	100
		Hospital: Surgical	250	100
		Hospital: Animal	150	150
		Hotel (no restaurant or kitchens)	310	120
		Kennel: Dog Kennel/Open	150	150
		Library: Public Area	150	150
		Library: Back, storage	150	150
		Lobby of Retail	150	150
		Lodge Hall (LACSDs - "Club") (no food preparation)	150	150
		Lounge (Bar) (no food preparation)	200	200
		Markets without Garbage Disposals (prepackaged food only)	150	150
		Massage parlor	150	150
		Mortuary: Chapel only	150	150
		Museum: All Area	150	150
		Night Club: Fixed Seats (no food preparation)	200	200
		Night Club: Dancing area (no food preparation)	200	200
		Night Club: Public Table Area (no food preparation)	200	200
		Nurseries	150	150
		Office: Trailer - Construction/Field Office	150	150
		Office: Credit Union	150	150
		Office: Bank Branch	150	150
		Office: Acupuncture	130	80
		Office: Bank Headquarters	130	80
		Office: Chiropractic Office	130	80

**APPENDIX A
SEWER CLASSIFICATIONS**

USER Category	CLASS NO.	DESCRIPTON	BOD	SS
		Office: Conference Room of Office Bldg.	130	80
		Office: Counseling Center	130	80
		Office: Dental Office Center	130	80
		Office: Drug Abuse	130	80
		Office: Medical Bldg.	130	80
		Office: Medical Office/Clinic	130	80
		Office Building	130	80
		Office Building with Cooling Tower	108	87
		Office: Public Administration	130	80
		Office: Veterinarian	130	80
		Pool Hall (No alcohol or food)	150	150
		Post Office: Full Service	150	150
		Post Office: Private Mail Box Rental	150	150
		Recreation Facility	150	150
		Rest Home	250	100
		Retail area	150	150
		Rifle Range: Shooting stalls, Lobby	150	150
		Skating Rink: Ice or Roller (no food preparation)	150	150
		Spa/Jacuzzi (commercial)	150	150
		Storage: Self serve	150	150
		Store: Retail	150	150
		Studio: Film/TV - Audience Viewing Room	150	150
		Studio: Film/TV - Regular Use Indoor	150	150
		Studio: Film/TV - Industrial Use Film Processing	150	150
		Studio: Recording	150	150
		Swimming Pool (Commercial)	0	0
		Tanning Salon: Within a Health Spa/Club	150	150
		Theatre: Drive-In	150	150
		Theatre: Live/Music/Opera	150	150
		Theatre: Cinema	150	150
		Waste Dump: Residential	150	150
		Wine Tasting Room (no food preparation)	200	200
Car Washes / Laundries	5.0		150	110
		Auto Laundry	20	150
		Car Wash: Automatic	20	150
		Car Wash: Coin Operated	20	150
		Car Wash: In Bay	20	150
		Laundromat	150	110
Public Agency / Institutional	6.0		130	100
		Church School: Day Care/Elementary	130	100
		Church School: One Day Use	130	100
		School: Arts/Dancing/Music	130	100
		School: Nursery/Day Care Center	130	100
		School: Kindergarten/Elementary/Jr. High/High School	130	100
		School: Martial Arts	130	100
		School: Special Class-LAC	130	100
		School: Trade or Vocation	130	100

**APPENDIX A
SEWER CLASSIFICATIONS**

USER Category	CLASS NO.	DESCRIPTON	BOD	SS
		School: Training	130	100
		School: University/College	130	100
		Camp Surf	130	100
		Estuary	130	100
Heavy Commercial	7.0		400	400
		Combined Comm. & Retail Shop(including food preparation)	400	400
		Mini-Mall(including food preparation)	400	400
		Regional Mall (including food preparation)	400	400
		Machine Shop	290	550
		Manufacturing -- Metal Industry	330	550
		Manufacturing -- Lumber & Wood Products	240	431
		Manufacturing -- Stone, Clay, Glass Products	320	700
		Reproduction/Mailing Service	733	400
		Hotel (With Restaurant)	701	600
		Manufacturing -- Paper/Containers	260	500
		Manufacturing -- Printing & Publishing	270	500
		Laundry (Industrial)	721	680
Mixed Use Light - Low Strength	8.0		200	170
		Auto Repair Residential w/commercial	180	280
		Auto Body/Mechanical Shop (Industrial)	180	280
		Auto Mfg., Serv. Maint	180	280
		Bus. Mfg. & Servicing	180	280
		Gas Station: With service area drained to sewer	180	280
		Hanger (Aircraft)	180	280
		Heliport	180	280
		Misc. Repair Shops	250	250
		Truck Repair & Service	180	280
Mixed Use - High Strength	8.5		450	240
		Laundry: Linen & General	450	240
		Laundry: Towel & Uniform	450	240
		Manufacturing -- Electric/Electronic Equipment	300	350
		Manufacturing - Instruments	300	350
		Manufacturing -- Fabricated Metal Products	300	350
		Manufacturing -- Transport Equipment	400	250
		Transportation -- Bus/Air Terminal	350	350
U.S. Navy	9.0	Navy	200	372

APPENDIX B

City of Imperial Beach
 FY 13-14 Base Year Model
 Step 1 – Customer Summary and Estimated Flows

FY14

Units of Service and Loadings		FLOW:			BOD:		SS:		
User Group	No. of Accounts	(A) Annual Consumption per User Class (HCF)	(B) Rate of Return	(C) Adjust for Rate of Return (HCF)	(D) Total Flow in MGD	(E) BOD User (MG/L)	(F) Annual BOD Load (LBS/YR)	(G) SS per User (MG/L)	(H) Annual Load (LBS/YR)
Single Family	4,682	450,570	75.0%	337,928	0.693	200	421,921	200	421,921
Subtotal- Residential	4,682	450,570		337,928	0.693		421,921		421,921
Commercial									
Resi/Bakeries/Mort./Groc.	48	12,560	90.0%	11,304	0.023	1,000	70,568	600	42,341
Small Commercial	114	13,051	90.0%	11,746	0.024	150	10,999	150	10,999
Car Wash/Laundries	13	8,081	90.0%	7,273	0.015	150	6,810	110	4,994
Public Agency/Institutional	71	37,632	75.0%	28,224	0.058	130	22,906	100	17,620
Heavy Commercial	7	2,929	90.0%	2,636	0.005	400	6,583	400	6,583
Mixed Use Light	33	6,852	90.0%	6,167	0.013	180	6,930	280	10,779
Mixed Use Heavy	2	393	90.0%	300	0.001	450	842	240	449
Navy	5	30,180	90.0%	27,162	0.056	200	33,913	372	63,079
Multi-Family	1,627	346,541	95.0%	329,214	0.675	200	411,042	200	411,042
Subtotal Non-Residential	1,920	458,159		424,025	0.869		570,593		567,886
TOTAL	6,602	908,729		761,953	1.562		992,514		989,807

Conversion Factors	
2.205E-06	lbs/mg
3.7854118	liters/gal
748.05	days/year
	gal/HCF

EDUs for Capacity Fee	
Flow	1,561,585.83
Average	147.92
EDUS	10,556.89

City of Imperial Beach
 FY 13-14 Base Year Model
 Step 2 -- Determination of Unit Costs

Cost Category	FY14		FY15		FY16		FY17		FY18		FY19		FY20	
	Unit Cost	Unit Cost	Unit Cost	Unit Cost	Unit Cost	Unit Cost	Unit Cost	Unit Cost						
1. Customer Related Costs														
Number of Customers	\$ 236,811	\$ 241,872	\$ 247,056	\$ 253,874	\$ 260,896	\$ 268,129	\$ 277,227							
Unit Cost (\$ / Customer)	6,602	6,602	6,602	6,602	6,602	6,602	6,602							
2. Capacity Related Costs														
Number of Hydraulic Equivalencies	\$ 35.87	\$ 36.64	\$ 37.42	\$ 38.45	\$ 39.52	\$ 40.61	\$ 41.99							
Unit Cost	\$ 792,028	\$ 810,680	\$ 829,819	\$ 853,229	\$ 877,342	\$ 902,177	\$ 931,878							
Total Fixed Charge Based on Hydraulic Meters	7,588	7,588	7,588	7,588	7,588	7,588	7,588							
Accounts	\$ 104.37	\$ 106.83	\$ 109.35	\$ 112.44	\$ 115.62	\$ 118.89	\$ 122.80							
Base Charge (Fixed costs divided by total accounts)	\$ 140.24	\$ 143.47	\$ 146.78	\$ 150.89	\$ 155.13	\$ 159.50	\$ 164.80							
3. Collection System Volume Related Costs	6,602	6,602	6,602	6,602	6,602	6,602	6,602							
Annual Flow (HCF)	\$ 523,032	\$ 686,623	\$ 800,579	\$ 757,171	\$ 714,261	\$ 601,863	\$ 622,466							
Unit Cost (\$ / HCF)	761,953	761,953	761,953	761,953	761,953	761,953	761,953							
4. Treatment Plant - Wastewater Strength Related	\$ 0.69	\$ 0.90	\$ 1.05	\$ 0.99	\$ 0.94	\$ 0.79	\$ 0.82							
Flow (HCF)	\$ 2,640,877	\$ 2,516,009	\$ 2,441,138	\$ 2,517,822	\$ 2,596,807	\$ 2,678,161	\$ 2,789,888							
BOD (LBS.)	1,262,339	1,202,652	1,166,864	1,203,519	1,241,274	1,280,161	1,333,566							
SS (LBS.)	647,015	616,422	598,079	616,866	636,218	656,149	683,522							
Annual Flow (HCF)	731,523	696,934	676,195	697,437	719,316	741,851	772,799							
Pounds of BOD (lbs)	761,953	761,953	761,953	761,953	761,953	761,953	761,953							
Pounds of SS (lbs)	992,514	992,514	992,514	992,514	992,514	992,514	992,514							
Unit Cost (\$ / HCF)	1.66	1.58	1.53	1.58	1.63	1.68	1.75							
Unit Cost (\$ / lb)	0.65	0.62	0.60	0.62	0.64	0.66	0.69							
Unit Cost (\$ / lb)	0.74	0.70	0.68	0.70	0.73	0.75	0.78							
Total Revenue Requirement For Rates	\$ 4,192,748	\$ 4,255,184	\$ 4,318,592	\$ 4,382,096	\$ 4,449,305	\$ 4,450,331	\$ 4,621,460							
Add Revenue	-	-	-	-	-	-	-							
Add Fog Program Revenue	-	-	-	-	-	-	-							
Total	\$ 4,192,748	\$ 4,255,184	\$ 4,318,592	\$ 4,382,096	\$ 4,449,305	\$ 4,450,331	\$ 4,621,460							
Check	-	-	-	-	-	-	-							

**City of Imperial Beach
Metro Budget**

	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
Treatment & Disposal	\$2,379,434	\$2,491,584	\$2,491,584	\$2,541,416	\$2,617,658	\$2,696,188	\$2,777,074	\$2,888,156
Transportation	\$6,030	\$6,151	\$6,274	\$6,399	\$6,591	\$6,789	\$6,993	\$7,272
Palm City Trunk Sewer	\$249,982	\$249,982	\$124,991					
Metro TAC	\$8,160	\$8,160	\$8,160	\$8,323	\$8,573	\$8,830	\$9,095	\$9,459
Total	\$2,643,606	\$2,755,877	\$2,631,009	\$2,556,138	\$2,632,822	\$2,711,807	\$2,793,161	\$2,904,888
<hr/>								
Year-end Adjustments	\$ 270,921	\$ (88,616)	\$ 191,663	\$ 373,968				
Note: Year-end adjustments have not been included in this rate case								

City of Imperial Beach
 Budget Summary
 TABLE 3-2

Expense Description	FY12	FY13	FY14	FY15	FY16	FY17	FY18	FY19	FY20
OPERATION & MAINTENANCE									
TOTAL SEWER ENTERPRISE FUND	\$3,648,402	\$3,802,958	\$3,939,933	\$3,840,369	\$3,791,417	\$3,902,190	\$4,016,287	\$4,133,806	\$4,291,024
TOTAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
NONOPERATING EXPENDITURES									
CAPITAL IMPROVEMENTS	\$0	\$0	\$400,000	\$412,000	\$424,360	\$437,091	\$450,204	\$463,710	\$477,621
INCREASE OPERATIONS RESERVE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
ESTABLISH CAPITAL RESERVE	\$0	\$0	\$0	\$150,000	\$250,000	\$190,000	\$130,000	\$0	\$0
Subtotal Expenditures	\$3,648,402	\$3,802,958	\$4,339,933	\$4,402,369	\$4,465,777	\$4,529,281	\$4,596,490	\$4,597,516	\$4,766,645
Less Non-Operating Revenues	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185	\$147,185
Revenue Requirement	\$3,501,217	\$3,655,773	\$4,192,748	\$4,255,184	\$4,318,592	\$4,382,096	\$4,449,305	\$4,450,331	\$4,621,460

APPENDIX C

**City of Imperial Beach
Capacity Fee Calculation**

(A) Line No.	(B) Valuation Component	(C) Replacement Costs	(D) Replacement Cost Less Depreciation
1	Pipelines	\$46,031,303	\$23,015,652
2	Cost Per EDU (a)	\$4,352	\$2,176
3	Pump Stations	\$15,596,987	\$5,197,589
4	Cost Per EDU (a)	\$1,475	\$491
5	Metro Assets	\$32,818,033	\$22,300,011
6	Cost Per EDU (a)	\$3,103	\$2,108
7	Total Cost Per EDU	\$8,929	\$4,776
	(a) Total EDUs	10,577	10,577

Note: Pipelines and Pump Stations are based on replacement costs Metro Assets are valued as Reproduction Cost from Raftelis 2005 Study brought to present value using the June 2012 ENR

City of Imperial Beach
Pipeline Replacement Cost Valuation

Diameter	Material	Count	Length	Unit Costs (\$/LF)	Cost / In-Ft	Estimated Replacement Costs
4	PVC	1	95	\$ 85.00	\$ 21.25	\$ 8,075.00
4	VCP	1	517	\$ 100.00	\$ 25.00	\$ 51,700.00
Total		2	612			
6	CIP	2	186	\$ 135.00	\$ 22.50	\$ 25,110.00
6	PVC	3	841	\$ 160.00	\$ 26.67	\$ 134,560.00
6	VCP	178	45,514	\$ 155.00	\$ 25.83	\$ 7,054,670.00
Total		183	46,541			
8	CIP	1	147	\$ 175.00	\$ 21.88	\$ 25,725.00
8	PVC	20	6,149	\$ 180.00	\$ 22.50	\$ 1,106,820.00
8	VCP	584	143,407	\$ 195.00	\$ 24.38	\$ 27,964,365.00
Total		605	149,703			
10	CIP	1	2,146	\$ 180.00	\$ 18.00	\$ 386,280.00
10	PVC	3	1,712	\$ 185.00	\$ 18.50	\$ 316,720.00
10	VCP	44	6,766	\$ 195.00	\$ 19.50	\$ 1,319,370.00
Total		48	10,624			
12	PVC	9	20,726	\$ 198.00	\$ 16.50	\$ 4,103,748.00
12	VCP	28	7,405	\$ 215.00	\$ 17.92	\$ 1,592,075.00
Total		37	28,131			
15	VCP	15	3,781	\$ 250.00	\$ 16.67	\$ 945,250.00
15	VCP	15	3,781			
16	CIP	1	229	\$ 260.00	\$ 16.25	\$ 59,540.00
16	VCP	1	58	\$ 295.00	\$ 18.44	\$ 17,110.00
16	VCP	2	287			
Total		3	374			
18	VCP	1	148	\$ 295.00	\$ 16.39	\$ 43,660.00
Total		1	148			
21	VCP	6	1,227	\$ 335.00	\$ 15.95	\$ 411,045.00
21	VCP	6	1,227			
Total		12	2,454			
24	VCP	3	1,293	\$ 360.00	\$ 15.00	\$ 465,480.00
24	VCP	3	1,293			
Total All Lines		902	242,347			\$ 46,031,303.00

Grand Total	242,347
Force main	25,043
Gravity Main - Feet	217,304
Gravity Main - Miles	41.16
Force main - Feet	25,043
Force main - Miles	4.74

City of Imperial Beach
 Replacement Costs: Pump Stations

Valuation Component		Replacement Cost				Replacement Costs Less Depreciation					
Pump Station Name	Pump Station Location	Construction Cost	2008 Equipment Replacement Cost	ENR Equipment Replacement Costs	Total Replacement Costs	Year Built	Remaining Life Structure	Remaining Life Equipment	Construction Costs	Equipment Costs	Total RCLD
Pump Station 1A	862 Seacoast Dr	\$1,500,000	\$150,000	\$157,274	\$1,657,274	1952	-10	16	\$	\$ 125,819	\$ 125,819
Pump Station 1B	1098 Seacoast Dr	\$1,500,000	\$150,000	\$157,274	\$1,657,274	1992	30	16	\$ 900,000	\$ 125,819	\$ 1,025,819
Pump Station 2	1306 Seacoast Dr	\$1,000,000	\$150,000	\$157,274	\$1,157,274	1989	27	16	\$ 540,000	\$ 125,819	\$ 665,819
Pump Station 3	501 elm	\$1,000,000	\$150,000	\$157,274	\$1,157,274	1952	-10	16	\$	\$ 125,819	\$ 125,819
Pump Station 4	755 Delaware	\$1,000,000	\$150,000	\$157,274	\$1,157,274	1952	-10	16	\$	\$ 125,819	\$ 125,819
Pump Station 5	133 Dahlia Ave	\$1,000,000	\$150,000	\$157,274	\$1,157,274	1979	17	16	\$ 340,000	\$ 125,819	\$ 465,819
Pump Station 6	498 Rainbow Dr	\$1,500,000	\$150,000	\$157,274	\$1,657,274	1954	-8	16	\$	\$ 125,819	\$ 125,819
Pump Station 7	504 Oneonta Ave	\$1,000,000	\$150,000	\$157,274	\$1,157,274	1979	17	16	\$ 340,000	\$ 125,819	\$ 465,819
Pump Station 8	895 Imperial Beach Blvd	\$2,000,000	\$300,000	\$314,548	\$2,314,548	1962	0	16	\$	\$ 251,638	\$ 251,638
Pump Station 9	1025 9th St	\$1,000,000	\$150,000	\$157,274	\$1,157,274	2005	43	16	\$ 860,000	\$ 125,819	\$ 985,819
Pump Station 10	814 Cypress Ave	\$1,000,000	\$350,000	\$366,973	\$1,366,973	1989	27	16	\$ 540,000	\$ 293,578	\$ 833,578
		\$13,500,000	\$2,000,000	\$2,096,987	\$15,596,987				\$3,520,000	\$1,677,589	\$5,197,589

Note:

Useful lives: Pump Stations 50
 Equipment 20

City of Imperial Beach
Metro Capacity Fee Calculation

Value Approach/Pricing Perspective	Total Value (2009) (billion)	Divisor (mgd)	Original Study Price per gpd (2005)	Price per gpd (2012) (\$/gpd)	% Increase (2005 to 2012)
Asset Approach (reproduction costs)					
- Without depreciation adjustment	\$2.20	255	\$ 7.27	\$ 8.74	20.2%
- With depreciation adjustment	\$1.25	255	\$ 4.94	\$ 5.94	20.2%
Other Drivers of Investment Value					
Prior Sale					
- Without inflationary adjustment	\$3.36	255	\$ 13.19	\$ 15.85	20.2%
- With inflationary adjustment	\$4.19	255	\$ 15.21	\$ 18.29	20.2%
Buyer's Avoided Cost					
Stand-Alone (B&C Report)					
- Best case alternative	\$4.37	255	\$ 15.87	\$ 19.08	20.2%
- Worst case alternative	\$7.10	255	\$ 25.78	\$ 30.99	20.2%
Collaboration (RMC Report)					
- Best case alternative	\$3.87	255	\$ 14.06	\$ 16.90	20.2%
- Worst case alternative	\$5.84	255	\$ 21.20	\$ 25.49	20.2%
Seller's Potential Future Cost					
- Without upgrade adjustment	\$5.25	255	\$ 23.08	\$ 27.75	20.2%
- With upgrade adjustment*	\$6.36	255	\$ 19.08	\$ 22.94	20.2%
Alternative Investment Value	\$4.15	255	\$ 12.70	\$ 15.27	20.2%
* Adjustment to Remove Secondary Treatment Costs					

Line No.	Valuation Component	Reproduction Costs (\$/gpd)	Reproduction Cost Less Depreciation (\$/gpd)	Replacement Costs (\$/gpd)
1	Metro System Valuation (a)	\$ 8.74	\$ 5.94	\$ 15.27
2	Imperial Beach Capacity (MGD)	3,755	3,755	3,755
3	Value of Imperial Beach Capacity (\$)	\$ 32,818,033	\$ 22,300,011	\$ 57,329,989
4	Sewer Equivalent Dwelling Units	10,577	10,577	10,577
5	Metro Component of Capacity Fee	\$ 3,103	\$ 2,108	\$ 5,420

(a) Alternative Value was used to calculate replacement costs as this is the most popular valuation methodology

City of Imperial Beach
Construction Cost Index -- Los Angeles, CA

Current (June 30,2012): 10,299.55

YEAR	MONTH	CCI	%CHG
2012	Jun	10,299.55	1.000000
2011	Dec	10,088.80	1.0208895
2010	Dec	10,004.30	1.0295123
2009	Dec	9,763.69	1.0548829
2008	Dec	9,823.19	1.0484934
2007	Dec	9,181.67	1.1217513
2006	Dec	8,878.97	1.1599938
2005	Dec	8,567.42	1.2021764
2004	Dec	8,192.14	1.2572478
2003	Dec	7,531.77	1.3674807
2002	Dec	7,402.75	1.3913140
2001	Dec	7,226.92	1.4251645
2000	Dec	7,068.04	1.4572003
1999	Dec	6,825.97	1.5088771
1998	Dec	6,851.95	1.5031560
1997	Dec	6,663.55	1.5456551
1996	Dec	6,558.44	1.5704268
1995	Dec	6,526.22	1.5781800
1994	Dec	6,532.95	1.5765542
1993	Dec	6,477.84	1.5899667
1992	Dec	6,348.55	1.6223468
1991	Dec	6,090.12	1.6911900
1990	Dec	5,994.55	1.7181523
1989	Dec	5,789.77	1.7789221
1988	Dec	5,770.84	1.7847575
1987	Dec	5,474.14	1.8814919
1986	Dec	5,452.20	1.8890631
1985	Dec	5,446.69	1.8909742
1984	Dec	5,259.93	1.9581154
1983	Dec	5,063.89	2.0339206
1982	Dec	4,934.14	2.0874053
1981	Dec	4,530.96	2.2731496
1980	Dec	4,102.37	2.5106341
1979	Dec	3,638.81	2.8304720
1978	Dec	3,421.25	3.0104640

ORDINANCE NO. 2013 - 1137

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA AMENDING SECTIONS OF CHAPTER 13.05 OF THE IMPERIAL BEACH MUNICIPAL CODE RELATED TO THE SEWER CAPACITY FEE

WHEREAS, pursuant to Government Code section 66013 and Chapter 13.05 of the Imperial Beach Municipal Code (IBMC), a sewer capacity fee is charged to all new development in the city limits to defray the costs for expansion and rehabilitation of the existing sewer collections system to meet the demands placed on the system by new development; and

WHEREAS, the City Council desires to revise the Municipal Code as shown below.

NOW, THEREFORE, IT IS ORDAINED BY THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH AS FOLLOWS:

Section 1: Section 13.05.010 of the Imperial Beach Municipal Code is hereby amended to read as follows:

"13.05.010. Purpose.

Any person making a connection to the sanitary sewer system of the city, or expanding, modifying, enlarging or conducting any other activity that will increase the volume and/or strength of sewage emitting from a premises already connected to the sanitary sewer system of the city, shall pay a sewer capacity fee to the city to defray the costs for expansion and rehabilitation of the existing sewer collection system, and any other sewer facilities utilized by the city, to meet the demands placed on the system(s). The sewer capacity fee is a "capacity charge" for purposes of Cal. Gov't Code 66013. No connection shall be made by any person to a sewer line of the city without first having paid to the city the proper sewer capacity fee set forth in this chapter."

Section 2: Section 13.05.020 of the Imperial Beach Municipal Code is hereby amended to read as follows:

"13.05.020. Sewer capacity fee.

The city council shall, in a council resolution, set forth the specific amount of the sewer capacity fee and the basis for determining the fee."

Section 3: Section 13.05.030 of the Imperial Beach Municipal Code is hereby amended to read as follows:

"13.05.030. Limited use of fees.

The revenues raised by payment of this fee shall be placed in a separate and special account, and such revenues, along with any interest earnings on that account, shall be used solely to pay for rehabilitation and expansion of the existing sewer collection system, and any other sewer facilities utilized by the city, described in the resolution enacted pursuant to Section 13.05.020 of this chapter."

Section 4: Section 13.05.040 of the Imperial Beach Municipal Code is hereby amended to read as follows:

“13.05.040. Fee application and adjustments.

A. Application. This fee shall apply to any person making a connection to the sanitary sewer system of the city, or expanding, modifying, enlarging or conducting any other activity that will increase the volume and/or strength of sewage emitting from a premises already connected to the sanitary sewer system of the city, for any single-family or multifamily dwelling units, commercial, industrial or other nonresidential improvements and redevelopment. Credit shall be given for previous sewer connections as measured by the number of equivalent dwelling units being assessed against the property.

B. Adjustments. A developer of any project subject to the fee described in Section 13.05.020 of this chapter may apply to the City Council for a reduction or adjustment to that fee, or a waiver of that fee, based upon the absence of any reasonable relationship or nexus between the sewer impacts of that development and either the amount of the fee charged or the type of facilities to be financed. The application shall be made in writing and filed with the City Clerk not later than (1) ten days prior to the public hearing on the development permit application for the project, or (2) if no development permit is required, at the time of the filing of the request for a building permit. The application shall state in detail the factual basis for the claim of waiver, reduction or adjustment. The City Council shall consider the application at the public hearing on the permit application or at a separate hearing held within sixty days after the filing of the fee adjustment application, whichever is later. The decision of the City Council shall be final. If a reduction, adjustment or waiver is granted, any change in use within the project shall invalidate the waiver, adjustment or reduction of the fee.”

Section 5: Section 13.05.050 of the Imperial Beach Municipal Code is hereby amended to read as follows:

“13.05.050. Annual review of fee amount.

Annually, City staff shall make publicly available the information required by Cal. Gov’t Code 66013(d) with respect to the sewer capacity fee.”

Section 6: Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases of this Ordinance, or its application to any other person or circumstance. The City Council declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases hereof be declared invalid or unenforceable.

Section 7: The City Clerk is directed to prepare and have published a summary of this ordinance no less than five days prior to the consideration of its adoption and again within fifteen (15) days following adoption indicating votes cast.

EFFECTIVE DATE: This Ordinance shall be effective thirty (30) days after its adoption.

INTRODUCED AND FIRST READ at a regular meeting of the City Council of the City of Imperial Beach, California, on the 17th day of April 2013;

THEREAFTER ADOPTED at a regular meeting of the City Council of the City of Imperial Beach, California, on the 1st day of May 2013, by the following vote:

AYES:
NAYS:
ABSENT:

Jim Janney, Mayor

ATTEST:

Jacqueline Hald, City Clerk

APPROVED AS TO FORM:

Jennifer M. Lyon, City Attorney

I, City Clerk of the City of Imperial Beach, do hereby certify the foregoing to be an exact copy of Ordinance No. 2013 -1137, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA AMENDING SECTIONS OF CHAPTER 13.05 OF THE IMPERIAL BEACH MUNICIPAL CODE RELATED TO THE SEWER CAPACITY FEE."

JACQUELINE HALD, CITY CLERK

DATE _____

CLEAN VERSION OF PROPOSED CHANGES TO CHAPTER 13.05 – SEWER CAPACITY FEE

Chapter 13.05. SEWER CAPACITY FEE

13.05.010. Purpose.

Any person making a connection to the sanitary sewer system of the city, or expanding, modifying, enlarging or conducting any other activity that will increase the volume and/or strength of sewage emitting from a premises already connected to the sanitary sewer system of the city, shall pay a sewer capacity fee to the city to defray the costs for expansion and rehabilitation of the existing sewer collection system, , and any other sewer facilities utilized by the city, to meet the demands placed on the system(s). The sewer capacity fee is a “capacity charge” for purposes of Cal. Gov’t Code 66013. No connection shall be made by any person to a sewer line of the city without first having paid to the city the proper sewer capacity fee set forth in this chapter.

13.05.020. Sewer capacity fee.

The city council shall, in a council resolution, set forth the specific amount of the sewer capacity fee and the basis for determining the fee.

13.05.030. Limited use of fees.

The revenues raised by payment of this fee shall be placed in a separate and special account, and such revenues, along with any interest earnings on that account, shall be used solely to pay for rehabilitation and expansion of the existing sewer collection system, and any other sewer facilities utilized by the city, described in the resolution enacted pursuant to Section 13.05.020 of this chapter.

13.05.040. Fee application and adjustments.

A. Application. This fee shall apply to any person making a connection to the sanitary sewer system of the city, or expanding, modifying, enlarging or conducting any other activity that will increase the volume and/or strength of sewage emitting from a premises already connected to the sanitary sewer system of the city, for any single-family or multifamily dwelling units, commercial, industrial or other nonresidential improvements and redevelopment. Credit shall be given for previous sewer connections as measured by the number of equivalent dwelling units being assessed against the property.

B. Adjustments. A developer of any project subject to the fee described in Section 13.05.020 of this chapter may apply to the City Council for a reduction or adjustment to that fee, or a waiver of that fee, based upon the absence of any reasonable relationship or nexus between the sewer impacts of that development and either the amount of the fee charged or the type of facilities to be financed. The application shall be made in writing and filed with the City Clerk not later than (1) ten days prior to the public hearing on the development permit application for the project, or (2) if no development permit is required, at the time of the filing of the request for a building permit. The application shall state in detail the factual basis for the claim of waiver, reduction or adjustment. The City Council shall consider the application at the public hearing on the permit application or at a separate hearing held within sixty days after the filing of the fee adjustment application, whichever is later. The decision of the City Council shall

be final. If a reduction, adjustment or waiver is granted, any change in use within the project shall invalidate the waiver, adjustment or reduction of the fee.

13.05.050. Annual review of fee amount.

Annually, City staff shall make publicly available the information required by Cal. Gov't Code 66013(d) with respect to the sewer capacity fee.

13.05.060. Time limit for judicial action.

Any judicial action or proceeding to attack, review, set aside, void or annul this chapter shall be brought within the time period as established by Government Code Section 66022 after the effective date of the ordinance codified in this chapter.

STRIKE-OUT/UNDERLINE VERSION OF CHAPTER 13.05 – SEWER CAPACITY FEE

Chapter 13.05. SEWER CAPACITY FEE

13.05.010. Purpose.

Any person making a connection to the sanitary sewer system of the city, or expanding, modifying, enlarging or conducting any other activity that will increase the volume and/or strength of sewage emitting from a premises already connected to the sanitary sewer system of the city, shall pay a sewer capacity fee to the city.~~The city council has determined that a sewer capacity fee should be assessed all new development in the city limits of the city to defray the costs for expansion and rehabilitation of the existing sewer collection system, and any other sewer facilities utilized by the city, to meet the demands placed on the system(s). by new development. The sewer master plan has identified capital improvements which must be made to the existing sewer collection system to handle projected increased sewage flows, as well as a requirement to obtain additional capacity rights in the San Diego metro sewer system to support the demands of new development. The sewer capacity fee is a "capacity charge" for purposes of Cal. Gov't Code 66013. No connection shall be made by any person to a sewer line of the city without first having paid to the city the proper sewer capacity fee set forth in this chapter.~~

13.05.020. Sewer capacity fee.

~~—————A sewer capacity fee is established for all new development in the city limits of the city to pay for participation rights in the existing sewer collection system and improvements to the system to handle the increased demands in the system caused by new development. The city council shall, in a council resolution, set forth the specific amount of the sewer capacity fee, the specific improvements to be financed and the estimated cost of these facilities, and shall describe the reasonable relationship between new development and this fee and set forth time for payment, and the basis for determining the fee.~~

13.05.030. Limited use of fees.

The revenues raised by payment of this fee shall be placed in a separate and special account, and such revenues, along with any interest earnings on that account, shall be used solely to pay for rehabilitation and expansion of the existing sewer collection system, and any other sewer facilities utilized by the city, described in the resolution enacted pursuant to Section 13.05.020 of this chapter.~~Fees kept for a period greater than five years and not committed or spent for the purpose for which they were collected must be refunded unless findings are made thereafter describing the continuing need for the money.~~

13.05.040. Fee application and adjustments.

A. Application. This fee shall apply to any person making a connection to the sanitary sewer system of the city, or expanding, modifying, enlarging or conducting any other activity that will increase the volume and/or strength of sewage emitting from a premises already connected to the sanitary sewer system of the city, all new development~~offor any single-family or multifamily dwelling units, commercial, industrial or other nonresidential improvements and redevelopment which results in a change in occupancy or a change of occupancy group as defined in the most recent edition of the Uniform Building Code adopted by the City.~~ Credit shall be given for previous sewer connections as measured by the number of equivalent dwelling units being assessed against the property.

B. Adjustments. A developer of any project subject to the fee described in Section 13.05.020 of this chapter may apply to the City Council for a reduction or adjustment to that fee, or a waiver of that fee, based upon the absence of any reasonable relationship or nexus between the sewer impacts of that development and either the amount of the fee charged or the type of facilities to be financed. The application shall be made in writing and filed with the City Clerk not later than (1) ten days prior to the public hearing on the development permit application for the project, or (2) if no development permit is required, at the time of the filing of the request for a building permit. The application shall state in detail the factual basis for the claim of waiver, reduction or adjustment. The City Council shall consider the application at the public hearing on the permit application or at a separate hearing held within sixty days after the filing of the fee adjustment application, whichever is later. The decision of the City Council shall be final. If a reduction, adjustment or waiver is granted, any change in use within the project shall invalidate the waiver, adjustment or reduction of the fee.

13.05.050. Annual review of fee amount.

~~_____The City Council shall annually review the amount of the fee to determine whether the fee amounts are reasonably related to the costs of the public facility attributable to the development on which the fee is imposed. Annually, City staff shall make publicly available the information required by Cal. Gov't Code 66013(d) with respect to the sewer capacity fee. The City Council may adjust the amount of this fee as necessary to reflect changes in the Engineering News Record Construction Index, the type, size, location or cost of facilities to be financed by the fee, and upon other sound engineering, financing and planning information. Adjustments to the above fee may be made by resolution. The City Council shall hold a noticed public hearing annually to review and update the plan. The City Council may modify or amend the list of projects in order to meet the demands of new development and maintain compliance with the capital improvement program.~~

13.05.060. Time limit for judicial action.

Any judicial action or proceeding to attack, review, set aside, void or annul this chapter shall be brought within the time period as established by Government Code Section 66022 after the effective date of the ordinance codified in this chapter.



AGENDA ITEM NO. 4.1

STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: GARY BROWN, CITY MANAGER *GB*
MEETING DATE: APRIL 17, 2013
ORIGINATING DEPT.: PUBLIC WORKS *HAT*
SUBJECT: SECOND READING AND ADOPTION OF ORDINANCE
2013-1136, AMENDING CHAPTER 10.28.020, SPECIAL SPEED
ZONE DESIGNATED

BACKGROUND:

In November 2012, staff gave the City Traffic Engineer Consultant, KOA Corporation, direction to initiate a Speed Survey in the City of Imperial Beach. The last comprehensive Speed Survey conducted in the City was dated April 2003. In California, speed surveys are required at least every 10 years in order for the speed limits to be enforced. KOA Corporation has completed a draft of the 2013 Speed Survey and delivered it to the City on March 11, 2013. The 2013 Speed Survey will be available separately as attachment No. 3.

DISCUSSION:

The survey found that of the 16 street segments surveyed, the following speed limits must be changed:

- **Palm Avenue (Seacoast to 3rd)** – reduced from 30 mph to 25 mph
- **Palm Avenue (3rd to 7th)** – increased from 35 mph to 40 mph
- **13th Street (S.R. 75 to Cypress)** – changed from NOT POSTED to 30 mph

For the speed change surveyed on Palm Avenue (3rd to 7th), the survey was conducted prior to the current construction project commenced on this street segment. The current construction project is, in part, a traffic calming design. With the completion of the construction anticipated in May 2013, this street segment will require a new speed survey under the new road conditions. Staff will schedule a new survey for Palm Avenue (3rd to 7th) after the roadwork on this street is completed. Thus until the new survey is completed the City will not repost this street section. The posted speed will remain 35 mph.

Attachment 2 (figure 2) shows the recommended speed limits of the street segments surveyed. All non-surveyed streets remain at the prima fascia speed of 25 mph. A complete copy of the report is on file with the City Clerk's office.

The first reading of this ordinance took place at the City Council meeting of March 20, 2013. At the City Council meeting of April 3, 2013, City Council continued the second reading of the ordinance to the April 17, 2013 meeting.

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

The cost of the survey was \$9,800.

The cost to update the signs for the changed speed limits is estimated at \$300.

DEPARTMENT RECOMMENDATION:

1. Receive this report;
2. Mayor call for the second reading of Ordinance No. 2013-1136;
3. City Clerk read title of the ordinance; and
4. Motion to waive further reading and adopt of Ordinance No. 2013-1136.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Ordinance No. 2013-1136
2. Figure 2 (Recommended Speed Limit and Study Segment Locations)
3. Speed Survey Report dated March 2013

ORDINANCE NO. 2013-1136

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH,
CALIFORNIA AMENDING SECTION 10.28.020 OF THE IMPERIAL BEACH
MUNICIPAL CODE RELATED TO THE DESIGNATION OF
SPECIAL SPEED ZONES**

WHEREAS, California Vehicle Code ("CVC") sections 22357 and 22358 provide that local entities may declare *prima facie* speed limits of more than 25 miles per hour on city streets on the basis of an engineering and traffic survey; and

WHEREAS, pursuant to CVC section 22358, the local authority may determine and declare the speed limits that are found most appropriate to facilitate the orderly movement of traffic and are reasonable and safe; and

WHEREAS, CVC section 627 provides that the engineering and traffic survey shall be in accordance with the methods determined by the California Department of Transportation and shall include consideration of prevailing speeds as determined by traffic engineering measurements, accident records, and highway, traffic, and roadside conditions not readily apparent to the driver, and may also consider residential density in conducting the traffic and engineering survey; and

WHEREAS, *prima facie* speed limits established under CVC sections 22357 and 22358 may not be enforced by radar unless the speed limit has been justified by an engineering and traffic survey within the last five, seven, or ten years, as provided in CVC section 40802; and

WHEREAS, CVC section 21351 authorizes a local authority to place and maintain or cause to be placed and maintained, such appropriate signs, signals, or other traffic control devices as may be necessary to properly indicate and carry out provisions of the CVC or local traffic ordinances or to warn or guide traffic; and

WHEREAS, in accordance with the foregoing provisions of the CVC, the City of Imperial Beach conducted an engineering and traffic survey in April 2003, a Citywide speed survey update in May 2010 and a speed survey certification of May 2010, establishing the current *prima facie* speed limits under Imperial Beach Municipal Code ("IBMC") section 10.28.020; and

WHEREAS, pursuant to CVC section 40802, after a ten year period, the City of Imperial Beach must undertake a engineering and traffic survey to establish the basis for the *prima facie* speed limits in IBMC section 10.28.020; and

WHEREAS, the City of Imperial Beach hired a consultant, KOA Corporation, one of the leading traffic engineering firms in California, which completed an engineering and traffic survey pursuant to the foregoing CVC sections.

NOW, THEREFORE, IT IS ORDAINED BY THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH AS FOLLOWS:

Section 1: The City of Imperial Beach is authorized to use radar enforcement of speed limits on local streets pursuant to the *prima facie* speed limits specified in the CVC and on other streets if the speed limits established by the City are consistent with the results of an engineering and traffic survey conducted according to the standards set forth in the CVC.

Section 2: The City Council of the City of Imperial Beach finds and declares that the 2013 Engineering and Traffic Survey for the City of Imperial Beach by KOA Corporation is in full compliance with the requirements of the CVC.

Section 3: Based on the findings and recommendations of the 2013 KOA Engineering and Traffic Survey for the City of Imperial Beach, section 10.28.020 entitled "Special speed zones designated" of the Imperial Beach Municipal Code is hereby amended to read as follows:

"It is determined that on the basis of a 2013 engineering and traffic investigation conducted by KOA Corporation, the prima facie speed limit shall be as set forth in this section on those streets or parts of the streets designated when signs are erected giving notice thereof:

Name of Street or Portion Affected	Declared Prima Facie Speed Limit (in Miles per Hour)
13 th Street from State Route 75 to Imperial Beach Boulevard	35
13 th Street from Imperial Beach Boulevard to Iris Avenue	30
13 th Street from State Route 75 to Cypress Avenue	30
15 th Street from Imperial Beach Boulevard to Iris Avenue	30
9 th Street from State Route 75 to Imperial Beach Boulevard	35
9 th Street from Imperial Beach Boulevard to south limit	30
Connecticut Street from Elm Avenue to Imperial Beach Boulevard	25
Elm Avenue from 7 th Street to East City Limits	30
Elm Avenue from Seacoast Drive to 7 th Street	25
Imperial Beach Boulevard from Seacoast Drive to Connecticut Street	35
Imperial Beach Boulevard from Connecticut Street to East City Limits	35
Palm Avenue from 3 rd Street to 7 th Street	40
Palm Avenue from Seacoast Drive to 3 rd Street	25
Rainbow Drive from State Route 75 to Palm Avenue	30

Seacoast Drive from Imperial Beach Boulevard to South limit	25
Seacoast Drive from Palm Avenue to Imperial Beach Boulevard	25

Section 4: The *prima facie* speed limit for locations set forth in Section 3 hereof, shall be as set forth in Section 3 of this Ordinance when signs are erected giving notice thereof.

Section 5: Severability. If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, is for any reason held to be invalid or unenforceable, such invalidity or unenforceability shall not affect the validity or enforceability of the remaining sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases of this Ordinance, or its application to any other person or circumstance. The City Council declares that it would have adopted each section, subsection, subdivision, paragraph, sentence, clause or phrase hereof, irrespective of the fact that any one or more other sections, subsections, subdivisions, paragraphs, sentences, clauses or phrases hereof be declared invalid or unenforceable.

Section 6: The City Clerk is directed to prepare and have published a summary of this ordinance no less than five days prior to the consideration of its adoption and again within fifteen (15) days following adoption indicating votes cast.

EFFECTIVE DATE: This Ordinance shall be effective thirty (30) days after its adoption.

INTRODUCED AND FIRST READ at a regular meeting of the City Council of the City of Imperial Beach, California, on the 20th day of March 2013;

THEREAFTER ADOPTED at a regular meeting of the City Council of the City of Imperial Beach, California, on the 3rd day of April 2013, by the following vote:

AYES:
NAYS:
ABSENT:

Jim Janney, Mayor

ATTEST:

Jacqueline Hald, City Clerk

APPROVED AS TO FORM:

Jennifer M. Lyon, City Attorney

I, City Clerk of the City of Imperial Beach, do hereby certify the foregoing to be an exact copy of Ordinance No. 2013-1136, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA AMENDING SECTION 10.28.020 OF THE IMPERIAL BEACH MUNICIPAL CODE RELATED TO THE DESIGNATION OF SPECIAL SPEED ZONES"

JACQUELINE HALD, CITY CLERK

DATE _____

**2013 City of Imperial Beach
City-Wide Speed Surveys**

March 2013

Prepared for:

City of Imperial Beach
825 Beach Blvd.
Imperial Beach, CA 91932
(619) 423-8223

Prepared by:



2251 San Diego Avenue, Suite B-110
San Diego, CA 92110-2926
Tel: (619) 683-2933
Fax: (619) 683-7982

Job No: JB32018

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- Appendix A – Speed Survey, Segment Information
- Appendix B – Speed Survey, Data Location Collection Information

I. Introduction

The City of Imperial Beach, in conformance with the California Vehicle Code, has requested the following speed survey for selected roadways within the City. Section 40802 of the California Vehicle Code requires that an Engineering and Traffic Survey be conducted every five (5) years on streets where the enforcement of speed limits involves the use of radar or other electronic devices that measure the speed of moving vehicles. The provisions of this section apply to all streets except local streets and roads either defined by the latest functional usage and federal-aid system maps, or which meet certain conditions pertaining to the number of travel lanes, streets width, adjacent land uses and distance between traffic control devices.

An Engineering and Traffic Survey is defined in Section 627 of the Vehicle Code as a survey which shall include consideration of the following traffic engineering measurements:

1. Actual prevailing speeds as determined by traffic engineering measurements
2. Accident records
3. Highway, traffic and roadside conditions not readily apparent to the driver

In order to obtain current information, the City Council contacted KOA Corporation to conduct a comprehensive Engineering and Traffic Survey of speed limits on selected arterial/collector and local streets in the city.

Figure I shows the study segment locations and the existing posted speed limits on each segment.

2. Survey Methodology

The procedure used for the Engineering and Traffic Survey is based on the provisions of Section 627 of the California Vehicle Code and on the general guidelines of the State of California Department of Transportation (Caltrans) *Traffic Manual*, Chapter 8. A brief description of the procedure is presented below:

1. Measurement of Actual Prevailing Speeds

The actual speed of 100 vehicles¹ on each street segment was measured using a calibrated radar meter. Both directions of travel were surveyed. From this data, the prevailing or 85th percentile speed (speed at or below which 85 percent of the vehicles sampled were traveling), ten miles per hour pace speed (increment of ten miles per hour containing the greatest number of measurements) and percent of the vehicles in the pace were determined.

2. Accident Records

KOA Corporation reviewed the accident reports provided by the City for the period from January 2009 through December 2011. The number of accidents for each segment was used to calculate the accident rate, which is defined as the number of accidents per million vehicle miles (acc/mvm) of travel on that segment. The total number of accidents per segment does not include intersection accidents, only midblock accidents, and accidents more than 50 feet from an intersection. The accident rate for each segment was then compared to the most recent (2009) average for similar type roads found in Caltrans District 11, as taken from the publication “*Collision Data on California State Highways – 2009*” (road miles, travel accidents, accident rates), published by Caltrans. This information is shown on the survey summary sheets.

3. Traffic and Roadside Conditions

Each route was driven and notations made of its features, especially those readily apparent to reasonable drivers, as well as those that might be combined with other factors to justify downward or upward speed zoning. These features are listed in the speed summary sheets for each segment.

¹ Or a minimum of 60 observations if taken on a low volume segment

3. Summary and Recommendations

As a part of the City of Imperial Beach 5-year program, KOA Corporation has performed speed surveys at 16 segment locations. It is recommended that all posted speed limits remain as existing with the exception of the following changes:

- **Palm Avenue from Seacoast to 3rd Street:** Decrease the speed limit from 30 mph to 25 mph based on the surveyed 85th percentile speed.
- **Palm Avenue from 3rd Street to 7th Street:** Increase posted speed limit to 40 mph consistent with 85th percentile speed and new street cross-section. However, since this street is under construction for a completely new character it will be re-surveyed after construction is completed.
- **13th Street north of Palm Avenue/SR75:** Since it does not have a posted speed limit, 13th Street north of Palm Avenue is recommended for a 30 mph limit based on the survey.

Table 1 and Figure 2 show the recommended speed limits on all study segments. Table 2 contains details of accidents, surveyed speeds and the recommended speed limits for each segment. Appendix A contains the summary sheets, photos and speed survey data collected for each segment. Appendix B contains a summary sheet for approximate radar survey locations.

Table I – Recommended Speed Limits

Street	From	To	Direction	Multilane	Survey Count	85th Percentile	Posted Speed	Recommendation	Rationale/Note
13 th St	Cypress Ave	SR75	SB	Yes	100	35	None	Introduce 30 mph	High Crash Frequency
13 th St	Cypress Ave	SR75	NB	Yes	60	34.2	None	Introduce 30 mph	High Crash Frequency
13 th St	SR75	Imp Bch Blvd	NB	Yes	100	36	35	Stay with 35 mph	Use 85th Percentile Speed
13 th St	SR75	Imp Bch Blvd	SB	Yes	100	36	35	Stay with 35 mph	Use 85th Percentile Speed
13 th St	Imp Bch Blvd	Tower Rd	SB	Yes	100	32.2	30	Stay with 30 mph	Use 85th Percentile Speed
13 th St	Imp Bch Blvd	Tower Rd	NB	Yes	100	31	30	Stay with 30 mph	Use 85th Percentile Speed
15 th St	Imp Bch Blvd	Iris Ave	NB/SB	No	63	33.7	30	Stay with 30 mph	Vertical curve geometry
9 th St	SR75	Imp Bch Blvd	NB	Yes	100	41	35	Stay with 35 mph	Vertical curve geometry
9 th St	SR75	Imp Bch Blvd	SB	Yes	100	39	35	Stay with 35 mph	
9 th St	Imp Bch Blvd	South limit	NB	Yes	63	38.7	30	Stay with 30 mph	Maintain posted speed limit due to residential district, school area, pedestrians, end of street
9 th St	Imp Bch Blvd	South limit	SB	Yes	100	39	30	Stay with 30 mph	
Connecticut St	Elm Ave	Imp Bch Blvd	NB/SB	No	100	30	25	Stay with 25 mph	"Prima Facie" 25 mph, but 2 lanes, residential and 40 ft or less in width define it as local residential
Elm Ave	Seacoast Dr	7 th St	EB/WB	No	70	32	25	Stay with 25 mph	"Prima Facie" 25 mph, but 2 lanes, residential and 40 ft or less in width define it as local residential
Elm Ave	7 th St	East city limits	EB/WB	No	71	31	30	Stay with 30 mph	Use 85th Percentile Speed
Imp Bch Blvd	Seacoast Dr	Connecticut St	EB	Yes	70	35	35	Stay with 35 mph	Use 85th Percentile Speed
Imp Bch Blvd	Seacoast Dr	Connecticut St	WB	Yes	70	35.7	35	Stay with 35 mph	Use 85th Percentile Speed
Imp Bch Blvd	Connecticut St	East city limits	EB	Yes	100	38	35	Stay with 35 mph	Consistency with portion west of 9 th St and with City of San Diego posting of 35 mph to the east
Imp Bch Blvd	Connecticut St	East city limits	WB	Yes	100	38.2	35	Stay with 35 mph	

Table I – Recommended Speed Limits (Continued)

Street	From	To	Direction	Multilane	Survey Count	85th Percentile	Posted Speed	Recommendation	Rationale/Note
Palm Ave	Seacoast Dr	3 rd St	EB/WB	No	100	27	30	Lower to 25 mph	Use 85th Percentile Speed
Palm Ave	3 rd St	7 th St	EB/WB	Yes	100	38	35	Recommend 40 mph	Under Construction and new posted speed limit pending completion
Rainbow Dr	SR75	Palm Ave	NB/SB	No	100	34	30	Stay with 30 mph	Not enforceable by radar
Seacoast Dr	Palm Ave	Imp Bch Blvd	NB/SB	No	100	25	25	Stay with 25 mph	Use 85th Percentile Speed
Seacoast Dr	Imp Bch Blvd	Southern terminus	NB/SB	No	70	29	25	Stay with 25 mph	"Prima Facie" 25 mph, but 2 lanes, residential and 40 ft or less in width define it as local residential

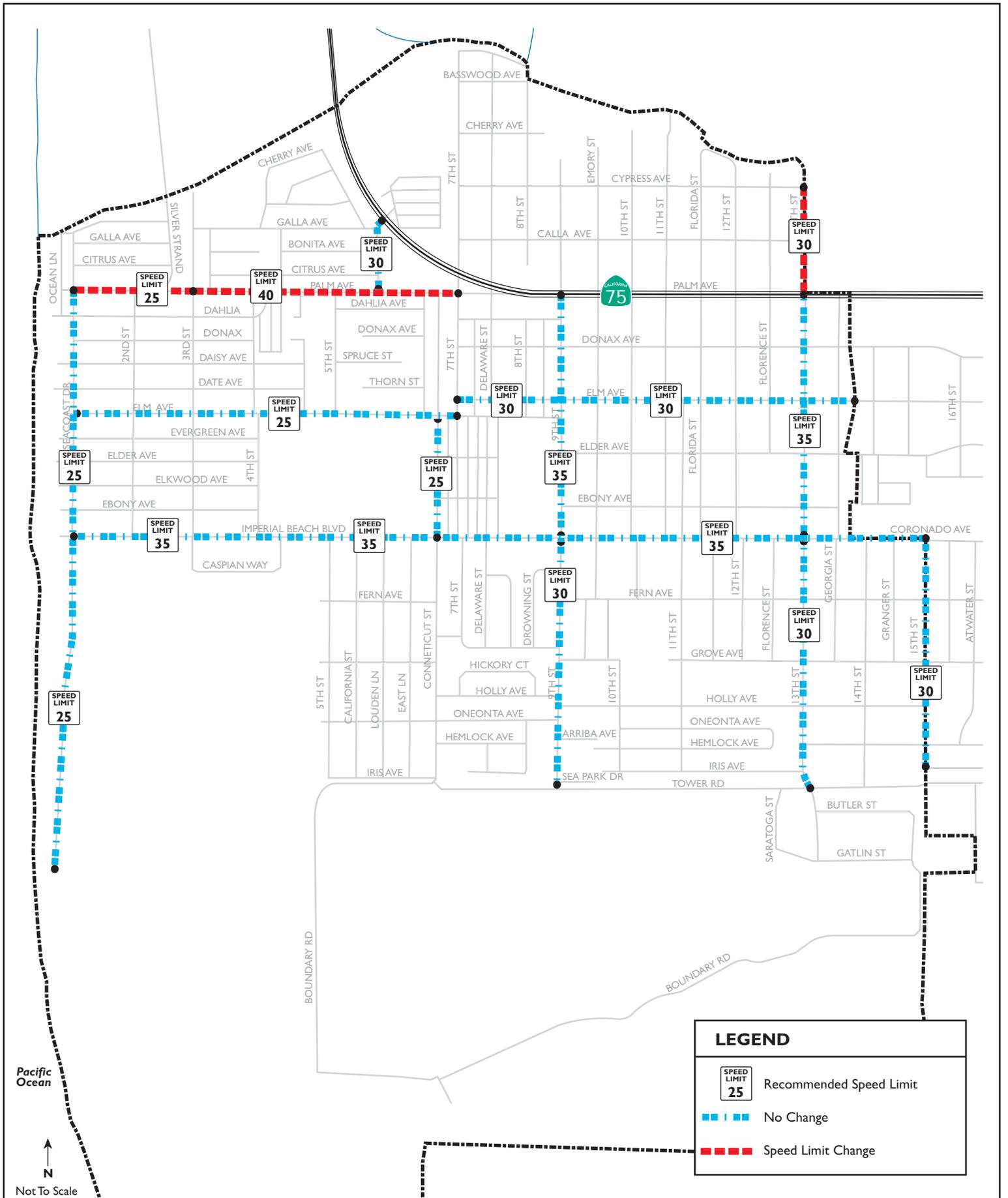


Figure 2
Recommended Speed Limit and Study Segment Locations

Table 2 – Accident Data

Street Segment	From	To	ADT, Weekday	2009-2011 Accidents	Number of Years	Calculated ADT	Length of Segment	Accident Rate	Lanes	Expected Acc Rates
13 th St	Palm Ave	Imp Bch Blvd	9,171	5	3	9,171	2670	0.98	4 UD	1.71
13 th St	Imp Bch Blvd	Iris Ave	10,077	6	3	10,077	3540	0.81	4 UD	1.71
13 th St	Cypress Ave	Palm Ave	1,683	1	3	1,683	1160	2.47	2	1.06
15 th St	Imp Bch Blvd	Iris Ave	2,746	0	3	2,746	2670	0.00	2	1.06
9 th St	Palm Ave	Imp Bch Blvd	6,065	3	3	6,065	2670	0.89	4 UD	1.71
9 th St	Imperial Beach Blvd	Sea Park Dr	3,376	0	3	3,376	2540	0.00	4 UD	1.71
Connecticut St	Elm Ave	Imp Bch Blvd	2,806	0	3	2,806	1310	0.00	2	1.06
Elm Ave	7 th St	East City Limits	2,196	6	3	2,196	4320	3.05	2	1.06
Elm Ave	Seacoast Dr	7 th St	2,466	1	3	2,466	4220	0.46	2	1.06
Imp Bch Blvd	Seacoast Dr	Connecticut St	3,985	7	3	3,985	3990	2.12	2	1.06
Imp Bch Blvd	Connecticut	East City Limits	14,418	15	3	14,418	5890	0.85	4 D	1.42
Palm Ave	Seacoast Dr	3 rd St	13,151	4	3	13,151	1320	1.11	2	1.06
Palm Ave	3 rd St	7 th St	12,672	7	3	12,672	4040	0.66	2	1.06
Rainbow Dr	SR75	Palm Ave	4,325	0	3	4,325	870	0.00	2	1.06
Seacoast Dr	Palm Ave	Imp Bch Blvd	3,534	3	3	3,534	2660	1.54	2	1.06
Seacoast Dr	Imp Bch Blvd	Encanto (to the southern terminus)	2,279	1	3	2,279	3640	0.58	2	1.06

4. Certification

This report constitutes an Engineering and Traffic Survey of speed limits within the City of Imperial Beach. The existing speed limits were reviewed for adequacy in terms of adjacent land use, functional classification, traffic demands, speed surveys along individual roadways and speed limit continuity with neighboring jurisdictions. Traffic and roadside conditions not readily apparent to motorists were also considered.

The data collection technique is in compliance with Division 17, Section 10802 (B) of the California Vehicle Code. The following reference materials were also used in the preparation of this Traffic and Engineering Survey:

1. *California Vehicle Code* – California Department of Motor Vehicles
2. *Traffic Manual* – State of California, Department of Transportation, Sacramento, California, Chapter 8, Section 803.1 through 803.4

All data utilized in this report is on file in the Engineering Department, City of Imperial Beach, 635 South Highway 101, CA 92075

The firm of KOA Corporation on behalf of the City of Imperial Beach has prepared this document.

I, J. Arnold Torma, do hereby certify that I am a Registered Traffic Engineer in the State of California. I have conducted this study for the City of Imperial Beach, and this report was prepared under my supervision. Its contents are true and accurate to the best of my knowledge.



J. Arnold Torma, TE

APPENDIX A

Speed Survey

Segment Information

- **Summary Sheet**
- **Segment Photos**
- **Speed Survey Date**

Street Name: 13 th St		
From Street: SR75 (Palm Ave)		To Street: Imperial Beach Blvd.
<hr/>		
Reviewed By: Date:		J. Arnold Torma 03-11-13
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	02-26-2013	
85 th Percentile	36	36
10 MPH Pace	26-36	28-38
Percent in Pace	55%	69%
Posted Speed Limit	35	35
<hr/>		
Accident History		
Period (From/To)	January 2009	December 2011
<hr/>		
Total Accidents	5	
Acc./Mil. Vehicle Miles	0.98	
Expected Accident Rate	1.71	
<hr/>		
Traffic Factors		
Average Daily Traffic	9,171	
Traffic Controls	Signals at 13 th /Palm, 13 th /Imperial Beach Blvd.	
Crosswalks	13 th /Elder, 13 th /Ebony	
Pedestrian/Bicycle Traffic	Moderate	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
<hr/>		
Roadway Factors		
Length of Segment, Feet	2,670	
Street Width, Feet (curb to curb)	64.5	
Number of Lanes	4	
Vertical Alignment	Dip at Elm	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Fair	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
<hr/>		
Adjacent Land Uses	Commercial, Residential, School on west side north of Ebony	
<hr/>		
Additional Remarks	Speed limit in school zone is 25, between Elder & Imperial Beach Blvd. Street is marked with "SLOW SCHOOL XING" near Elder.	
<hr/>		
Recommendations		
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
<hr/>		

13th Street

From: Donax Avenue

To: Elm Avenue



Looking south from Donax Avenue



Looking north from Elm Avenue

Street Name: 13 th St		
From Street: Imperial Beach Blvd.		To Street: Tower Rd
<hr/>		
Reviewed By: Date:		J. Arnold Torma 03-11-13
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	02-07-2013	
85 th Percentile	31	32.2
10 MPH Pace	23-33	23-33
Percent in Pace	72%	64%
Posted Speed Limit	30	30
<hr/>		
Accident History		
Period (From/To)	January 2009	December 2011
<hr/>		
Total Accidents	6	
Acc./Mil. Vehicle Miles	0.81	
Expected Accident Rate	1.71	
<hr/>		
Traffic Factors		
Average Daily Traffic	10,077	
Traffic Controls		
Crosswalks	13 th /Holly	
Pedestrian/Bicycle Traffic	Moderate	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
<hr/>		
Roadway Factors		
Length of Segment, Feet	3,540	
Street Width, Feet (curb to curb)	63.7	
Number of Lanes	4	
Vertical Alignment	None	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
<hr/>		
Adjacent Land Uses	Residential, some commercial near Imperial Beach Blvd, Naval Air Station at south end	
<hr/>		
Additional Remarks	Street is marked with "SLOW SCHOOL XING" at approach to Holly	
<hr/>		
Recommendations		
Recommended Speed Limit	30 MPH	
Speed Limit Change	No, recommended speed limit is consistent with 85 th percentile speed	
<hr/>		
 PLANNING & ENGINEERING		2013 City of Imperial Beach City-Wide Speed Surveys

13th Street
From: Holly Avenue **To: Hemlock Avenue**



Looking south from Holly Avenue



Looking north from Hemlock Avenue

**Imperial Beach
13th Street between Holly Ave. and Hemlock Ave.
Southbound**

MPH	NUMBER OF VEHICLES										PERCENT OF TOTAL	CUMULATIVE PERCENTAGE	
	1	5	10	15	20	25	30						
65													
60													
55													
50													
45													
40													
	X											1%	100%
	X											1%	99%
	X											1%	98%
35	X	X	X	X								4%	97%
	X	X	X	X								4%	93%
	X	X	X	X								4%	89%
	X	X										2%	85%
	X	X	X	X	X	X	X					7%	83%
30	X	X	X	X	X	X	X	X	X	X		11%	76%
	X	X	X	X	X	X	X	X				9%	65%
	X	X	X	X	X	X	X	X	X	X		11%	56%
	X	X	X	X	X	X	X	X	X			10%	45%
	X	X	X	X	X	X	X	X	X	X	X	12%	35%
25	X	X	X	X	X	X	X	X				9%	23%
	X	X	X	X	X	X	X	X				9%	14%
	X	X										2%	5%
	X	X										2%	3%
	X											1%	1%
20													
15													
TOTAL NUMBER OF VEHICLES											100		

Street Name: 13 th St		
From Street: SR75 (Palm Ave)		To Street: Cypress Ave
<hr/>		
Reviewed By: Date:		J. Arnold Torma 03-11-13
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	02-26-2013	
85 th Percentile	34.2	35
10 MPH Pace	26-36	26-36
Percent in Pace	72%	58%
Posted Speed Limit	None	None
Accident History		
Period (From/To)	January 2009	December 2011
<hr/>		
Total Accidents	1	
Acc./Mil. Vehicle Miles	2.47	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	1,683	
Traffic Controls	Signal at Palm	
Crosswalks	Crosswalks at Palm	
Pedestrian/Bicycle Traffic	Potentially high due to connection to Bay route	
On-Street Parking	Allowed on west side, portions of east side	
Other (bike lanes, trucks, etc.)	No	
Roadway Factors		
Length of Segment, Feet	1,160 (approx.)	
Street Width, Feet (curb to curb)	60 (approx.)	
Number of Lanes	2 southbound, 1 northbound	
Vertical Alignment	Flat	
Horizontal Alignment	Straight	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	West side, portions of east side	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses		
	Residential west side; open space, residential east side; comm. on block n/o Palm	
Additional Remarks		
<hr/>		
Recommendations		
Recommended Speed Limit	30 MPH	
Speed Limit Change	Reduce by 5 mph from 85 th percentile due to high accident rate	
		2013 City of Imperial Beach City-Wide Speed Surveys

13th Street
From: Calla Avenue **To: Cypress Avenue**



Looking south from Cypress Avenue



Looking north from Calla Avenue

Street Name: 15 th St		
From Street: Imperial Beach Blvd.		To Street: Iris Ave.
<hr/>		
Reviewed By: Date:		J. Arnold Torma 03-11-13
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	02-07-2013	
85 th Percentile	33.2	33.2
10 MPH Pace	20-30	20-30
Percent in Pace	57%	100%
Posted Speed Limit	30	30
<hr/>		
Accident History		
Period (From/To)	January 2009	December 2011
<hr/>		
Total Accidents	0	
Acc./Mil. Vehicle Miles	0.0	
Expected Accident Rate	1.06	
<hr/>		
Traffic Factors		
Average Daily Traffic	2,746	
Traffic Controls	3-way stop at Iris; 2-way stop at Imperial Beach, Grove	
Crosswalks	None	
Pedestrian/Bicycle Traffic	Moderate	
On-Street Parking	Both sides	
Other (bike lanes, trucks, etc.)	None	
<hr/>		
Roadway Factors		
Length of Segment, Feet	2,670	
Street Width, Feet (curb to curb)	52	
Number of Lanes	4	
Vertical Alignment	Sag vertical curve at Holly; Crest vertical curve at Grove	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both sides	
Other (speed bumps, R/R, etc.)	None	
<hr/>		
Adjacent Land Uses	Residential	
<hr/>		
Additional Remarks		
<hr/>		
Recommendations		
Recommended Speed Limit	30 MPH	
Speed Limit Change	No (Reduce by 5 mph from 85 th percentile due to residence district)	

15th Street

From: Hemlock Avenue

To: Holly Avenue



Looking south from Holly Avenue



Looking north from Hemlock Avenue

**Imperial Beach
15th Street between Holly Ave. and Hemlock Ave
North/Southbound (combined)**

MPH	NUMBER OF VEHICLES										PERCENT OF TOTAL	CUMULATIVE PERCENTAGE	
	1	5	10	15	20	25	30						
65													
60													
55													
50													
45													
40													
	X											2%	100%
	X	X										3%	98%
	X	X	X									5%	95%
35	X	X	X									5%	90%
	X											2%	86%
	X											2%	84%
	X	X	X									5%	83%
30	X	X	X	X								6%	78%
	X											2%	71%
	X	X	X	X	X	X	X	X	X	X		14%	70%
	X	X	X									5%	56%
	X	X	X	X								6%	51%
25	X	X	X	X	X	X	X					11%	44%
	X	X	X	X								6%	33%
	X	X	X	X	X							8%	27%
	X											2%	19%
	X	X	X	X								6%	17%
20	X	X	X	X	X	X						10%	11%
	X											2%	2%
15													
TOTAL NUMBER OF VEHICLES											63		

Street Name: 9 th St		
From Street: SR75(Palm Ave)		To Street: Imperial Beach Blvd.
<hr/>		
Reviewed By: Date:		J. Arnold Torma 03-11-13
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	02-07-2013	
85 th Percentile	41	39
10 MPH Pace	30-40	29-39
Percent in Pace	54%	60%
Posted Speed Limit	35	35
<hr/>		
Accident History		
Period (From/To)	January 2009	December 2011
<hr/>		
Total Accidents	3	
Acc./Mil. Vehicle Miles	0.89	
Expected Accident Rate	1.71	
<hr/>		
Traffic Factors		
Average Daily Traffic	6,065	
Traffic Controls	4-way stop at Donax; Signals at Palm, Imperial Beach Blvd.	
Crosswalks	School crossing at 9 th St/Elm	
Pedestrian/Bicycle Traffic	Moderate	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
<hr/>		
Roadway Factors		
Length of Segment, Feet	2,670	
Street Width, Feet (curb to curb)	67.7	
Number of Lanes	4	
Vertical Alignment	Dip at Imperial Beach Blvd.	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
<hr/>		
Adjacent Land Uses	Multi- and Single-Family Residential	
<hr/>		
Additional Remarks	Street marked with "SLOW SCHOOL XING" on approach to Elm	
<hr/>		
Recommendations		
Recommended Speed Limit	35 mph	
Speed Limit Change	No Change (Reduce 5 mph from 85 th - restricted sight distance (vertical curve))	
		2013 City of Imperial Beach City-Wide Speed Survey

9th Street

From: Encina Avenue

To: Elder Avenue



Looking south from Encina Avenue



Looking north from Elder Avenue

**Imperial Beach
9th Street between Encina Ave. and Elder Ave.
Northbound**

MPH	NUMBER OF VEHICLES										PERCENT OF TOTAL	CUMULATIVE PERCENTAGE		
	1	5	10	15	20	25	30							
65														
60														
55														
50														
	X	X												
	X													
	X	X												
	X													
45														
	X													
	X	X												
	X	X	X											
	X	X	X	X	X	X	X							
40	X	X	X	X	X									
	X	X	X	X	X	X	X							
	X	X	X	X	X	X	X							
	X	X	X	X	X	X								
	X	X	X	X	X									
35	X	X	X	X	X	X	X	X						
	X	X	X	X	X	X	X	X	X	X	X			
	X	X	X	X	X	X								
	X	X	X	X	X	X	X							
	X	X	X	X	X	X								
30	X	X	X	X	X	X	X							
	X	X												
	X	X	X											
25	X													
20														
15														
TOTAL NUMBER OF VEHICLES												100		

**Imperial Beach
9th Street between Encina Ave. and Elder Ave.
Southbound**

MPH	NUMBER OF VEHICLES										PERCENT OF TOTAL	CUMULATIVE PERCENTAGE	
	1	5	10	15	20	25	30						
65													
60													
55													
50													
45	X											1%	100%
	X	X										2%	99%
	X	X										2%	97%
	X	X										2%	95%
40	X	X	X	X								4%	93%
	X	X	X	X	X							5%	89%
	X	X	X	X	X	X	X	X	X			9%	84%
	X	X	X	X	X	X						7%	75%
	X	X	X	X	X	X	X	X				9%	68%
35	X	X	X	X	X	X	X	X	X	X	X	15%	59%
	X	X	X	X	X	X	X	X				9%	44%
	X	X	X	X								4%	35%
	X	X	X	X	X	X	X	X				9%	31%
	X	X	X	X	X	X						7%	22%
30	X	X	X									3%	15%
	X	X	X	X	X							5%	12%
	X	X	X	X	X							5%	7%
	X											1%	2%
25	X											1%	1%
20													
15													
TOTAL NUMBER OF VEHICLES											100		

Street Name: 9 th St		
From Street: Imperial Beach Blvd	To Street: South Limit	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	02-07-2013	
85 th Percentile	38.7	39
10 MPH Pace	N/A	N/A
Percent in Pace	63%	54%
Posted Speed Limit	30	30
<hr/>		
Accident History		
Period (From/To)	January 2009	December 2011
<hr/>		
Total Accidents	0	
Acc./Mil. Vehicle Miles	0.0	
Expected Accident Rate	1.71	
<hr/>		
Traffic Factors		
Average Daily Traffic	3,376	
Traffic Controls		
Crosswalks	School crossing at 9 th /Holly, across Oneonta St.	
Pedestrian/Bicycle Traffic	Moderate	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
<hr/>		
Roadway Factors		
Length of Segment, Feet	2,540	
Street Width, Feet (curb to curb)	62.8	
Number of Lanes	4	
Vertical Alignment	Dip at school crossing near Grove	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
<hr/>		
Adjacent Land Uses	Residential	
<hr/>		
Additional Remarks	Street marked with "SLOW SCHOOL XING" on approach to Holly	
<hr/>		
Recommendations		
Recommended Speed Limit	35 MPH	
Speed Limit Change	Yes. Reduce 85 th percentile by 5 mph due to residence district, pedestrian activity, presence of an elementary school	
<hr/>		
		2013 City of Imperial Beach City-Wide Speed Surveys

9th Street

From: Fern Avenue

To: Grove Avenue



Looking south from Fern Avenue



Looking north from Grove Avenue

Street Name: Connecticut St		
From Street: Elm Ave	To Street: Imperial Beach Blvd	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-24-2013	
85 th Percentile	30	30
10 MPH Pace	20-30	20-30
Percent in Pace	53%	100%
Posted Speed Limit	25	25
Accident History		
Period (From/To)	January 2009	December 2011
Total Accidents	0	
Acc./Mil. Vehicle Miles	0.0	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	2,806	
Traffic Controls	4-way stop at Imperial Beach Blvd; 2-way stop at Elm	
Crosswalks	School crossings at Elder, Elm, Imperial Beach Blvd	
Pedestrian/Bicycle Traffic	High, especially during school start and end times	
On-Street Parking	Both Sides, except in front of school	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	1,310	
Street Width, Feet (curb to curb)	37.4	
Number of Lanes	2	
Vertical Alignment	Crest vertical curve near Elder	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Sidewalks on both sides; Residential driveways on east side; School driveways on west side	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses		
	Single Family Residential on east side; School on west side	
Additional Remarks		
	Post "25 Mph When Children are Present"	
Recommendations		
Recommended Speed Limit	25 MPH	
Speed Limit Change	Maintain at 25 mph consistent with 40 ft., 2 lane residential local street	

Connecticut Street

From: Elkwood Avenue

To: Elder Avenue



Looking south from Elder Avenue



Looking north from Elkwood Avenue

**Imperial Beach
Connecticut St. between Elder Ave. and Elkwood Ave.
Norht/Southbound (combined)**

MPH	NUMBER OF VEHICLES							PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
	1	5	10	15	20	25	30		
65									
60									
55									
50									
45									
40									
35	X	X						2%	100%
	X	X						2%	98%
	X	X	X	X	X	X	X	8%	96%
	X	X						2%	88%
30	X	X	X					3%	86%
	X							1%	83%
	X	X	X					3%	82%
	X	X	X	X	X			5%	79%
	X	X	X	X	X	X	X	9%	74%
25	X	X	X	X	X	X	X	13%	65%
	X	X	X	X	X	X	X	12%	52%
	X	X	X	X	X	X	X	8%	40%
	X	X	X	X	X	X	X	8%	32%
20	X	X	X	X	X	X	X	13%	24%
	X	X	X	X	X			6%	11%
	X							1%	5%
	X							1%	4%
	X	X						2%	3%
15	X							1%	1%
TOTAL NUMBER OF VEHICLES								100	

Street Name: Elm Ave		
From Street: 7 th St	To Street: East City Limit	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-29-2013	
85 th Percentile	31	31
10 MPH Pace	22-32	22-32
Percent in Pace	59%	100%
Posted Speed Limit	30	30
Accident History		
Period (From/To)	January 2009	December 2011
Total Accidents	6	
Acc./Mil. Vehicle Miles	3.05	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	2,196	
Traffic Controls	4-way stop at 7 th , 11 th ; 2-way stop at 13 th , 9 th	
Crosswalks	9 th St, 7 th St	
Pedestrian/Bicycle Traffic	Moderate	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	4,320	
Street Width, Feet (curb to curb)	64.2	
Number of Lanes	2	
Vertical Alignment	None	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses	Single Family Residential	
Additional Remarks		
Recommendations		
Recommended Speed Limit	30 MPH	
Speed Limit Change	No; Recommended speed limit is consistent with 85 th percentile speed	

Elm Avenue

From: Emory Street

To: 10th Street



Looking east from Emory Street



Looking west from 10th Street

**Imperial Beach
Elm Ave. between Emory St. and 10th St.
West/Eastbound (combined)**

MPH	NUMBER OF VEHICLES										PERCENT OF TOTAL	CUMULATIVE PERCENTAGE	
	1	5	10	15	20	25	30						
65													
60													
55													
50													
45													
	X	X										3%	100%
40													
	X											1%	97%
35													
	X											1%	96%
	X	X	X	X								6%	94%
	X											1%	89%
	X	X	X	X	X	X	X					10%	87%
30													
	X	X	X									4%	77%
	X	X										3%	73%
	X	X	X	X								6%	70%
	X	X	X	X	X	X	X	X				11%	65%
	X	X	X	X	X	X	X	X	X	X	X	20%	54%
25													
	X	X	X	X								6%	34%
	X	X	X	X								6%	28%
	X	X	X	X	X	X						8%	23%
	X	X	X	X								6%	14%
20													
	X	X	X	X								6%	8%
	X											1%	3%
	X											1%	1%
15													
TOTAL NUMBER OF VEHICLES											71		

Street Name: Elm Ave		
From Street: Seacoast Dr	To Street: 7 th St	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-24-2013	
85 th Percentile	32	32
10 MPH Pace	23-33	23-33
Percent in Pace	68%	100%
Posted Speed Limit	25	25
Accident History		
Period (From/To)	January 2009	December 2011
Speed Related Accidents		
Total Accidents	1	
Acc./Mil. Vehicle Miles	0.46	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	2,466	
Traffic Controls	2-way stop at Seacoast; 4-way stop at 2 nd , 3 rd , 4 th , 5 th	
Crosswalks	Carolina, Connecticut, Encino, 4 th , 5 th , 7 th	
Pedestrian/Bicycle Traffic	High, especially during school start and end times	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	4,220	
Street Width, Feet (curb to curb)	39.8	
Number of Lanes	2	
Vertical Alignment	None	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Sidewalk and driveways on both sides	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses	Single Family Residential, School (south side of street)	
Additional Remarks	Post "25 mph When Children are Present"	
Recommendations		
Recommended Speed Limit	25 MPH	
Speed Limit Change	Maintain at 25 mph consistent with a 2 lane, 40 ft. local residential street	
		2013 City of Imperial Beach City-Wide Speed Surveys

Elm Avenue

From: 4th Street

To: Covina Street



Looking from 4th Street



Looking west from Covina Street

Street Name: Imperial Beach Blvd		
From Street: Seacoast Dr	To Street: Connecticut St	
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-29-2013	
85 th Percentile	35	35.7
10 MPH Pace	25-35	25-35
Percent in Pace	61%	66%
Posted Speed Limit	35	35
Accident History		
Period (From/To)	January 2009	December 2011
Total Accidents	7	
Acc./Mil. Vehicle Miles	2.12	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	3,985	
Traffic Controls	4-way stops at 3 rd St, Seacoast Dr	
Crosswalks	None	
Pedestrian/Bicycle Traffic	High, especially on weekends near Seacoast	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	3,990	
Street Width, Feet (curb to curb)	64.2	
Number of Lanes	2	
Vertical Alignment	None	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Sidewalks on both sides; Few driveways; Bus turnouts near 3 rd St, Imperial Beach	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses	Townhomes and Single-Family homes on both sides; Tijuana Wildlife Center on south side	
Additional Remarks		
Recommendations		
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
	2013 City of Imperial Beach City-Wide Speed Surveys	

Imperial Beach Boulevard
From: 2nd Street To: 3rd Street



Looking east from 2nd Street



Looking west from 3rd Street

Imperial Beach Boulevard
From: 4th Street **To: 5th Street**



Looking east from 4th Street



Looking west from 5th Street

Imperial Beach Boulevard

From: California Street

To: Louden Lane



Looking east from California Street



Looking west from Louden Lane

Street Name: Imperial Beach Blvd		
From Street: Connecticut St	To Street: East City Limit	
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	03-02-2013	
85 th Percentile	38	38.2
10 MPH Pace	27-37	27-37
Percent in Pace	74%	59%
Posted Speed Limit	35	35
Accident History		
Period (From/To)	January 2009	December 2011
Speed Related Accidents		
Total Accidents	15	
Acc./Mil. Vehicle Miles	0.85	
Expected Accident Rate	1.42	
Traffic Factors		
Average Daily Traffic	14,418	
Traffic Controls	4-way stops at Connecticut St, Signal on 9 th St; Flashing beacons on approach to Connecticut	
Crosswalks	Imperial Beach Blvd, Connecticut	
Pedestrian/Bicycle Traffic	Moderate	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	5,890	
Street Width, Feet (curb to curb)	62.2	
Number of Lanes	4 lanes east of Connecticut; 2 lanes west of Connecticut	
Vertical Alignment	None	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Moderate	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses	Civic Center Buildings, Single and Multi Family Residential	
Additional Remarks		
Recommendations		
Recommended Speed Limit	35 MPH	
Speed Limit Change	No Change	
		2013 City of Imperial Beach City-Wide Speed Surveys

Imperial Beach Boulevard

From: Delaware Street

To: 9th Street



Looking east from Delaware Street



Looking west from 9th Street

Imperial Beach Boulevard

From: Florida Street

To: 11th Street



Looking east from 11th Street



Looking west from Florida Street

Street Name: Palm Ave		
From Street: 3 rd St	To Street: Delaware Ave	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-19-2013	
85 th Percentile	38	38
10 MPH Pace	29-39	29-39
Percent in Pace	60%	100%
Posted Speed Limit	35	35
<hr/>		
Accident History		
Period (From/To)	January 2009	December 2011
Speed Related Accidents		
Total Accidents	7	
Acc./Mil. Vehicle Miles	0.66	
Expected Accident Rate	1.06	
<hr/>		
Traffic Factors		
Average Daily Traffic	12,672	
Traffic Controls	4-way stop at 3 rd St; Signal at 7 th St; Flashing Beacon at 3 rd St	
Crosswalks	Palm/3 rd (part of Safe Route to School)	
Pedestrian/Bicycle Traffic	Moderate to high, especially during school hours	
On-Street Parking	None	
Other (bike lanes, trucks, etc.)	None	
<hr/>		
Roadway Factors		
Length of Segment, Feet	4,040	
Street Width, Feet (curb to curb)	63.3	
Number of Lanes	2	
Vertical Alignment	None	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
<hr/>		
Adjacent Land Uses	Single Family Residential, Commercial	
<hr/>		
Additional Remarks	25 mph speed zone posted near 3 rd St	
<hr/>		
Recommendations		
Recommended Speed Limit	40 MPH	
Speed Limit Change	Increase by 5 mph consistent with 85 th percentile, but do new survey after construction	
<hr/>		
 PLANNING & ENGINEERING		2013 City of Imperial Beach City-Wide Speed Survey

Palm Avenue

From: 3rd Street

To: Rainbow Drive



Looking east from 3rd Street



Looking west from Rainbow Drive

Palm Avenue

From: Rainbow Drive

To: 7th Street



Looking east from Rainbow Drive



Looking west from 7th Street

**Imperial Beach
Palm Avenue between 3rd and Rainbow
East/westbound (combined)**

MPH	NUMBER OF VEHICLES										PERCENT OF TOTAL	CUMULATIVE PERCENTAGE	
	1	5	10	15	20	25	30						
65													
60													
55													
50													
45	X	X										2%	100%
	X											1%	98%
	X	X										2%	97%
	X	X	X									3%	95%
	X	X										2%	92%
40	X	X	X									3%	90%
	X	X	X	X	X	X	X					8%	87%
	X	X	X	X	X	X	X					8%	79%
	X	X	X	X	X	X	X	X	X	X	X	12%	71%
35	X	X	X	X	X	X	X	X	X			10%	59%
	X	X	X	X	X	X						7%	49%
	X	X	X	X	X	X	X	X				9%	42%
	X	X	X	X	X	X	X	X	X			10%	33%
	X	X	X	X	X							6%	23%
30	X	X	X	X	X							5%	17%
	X	X	X	X	X							5%	12%
	X	X	X									3%	7%
	X	X	X									3%	4%
25													
	X											1%	1%
20													
15													
TOTAL NUMBER OF VEHICLES											100		

Street Name: Palm Ave		
From Street: Seacoast Dr	To Street: 3 rd St	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	02-26-2013	
85 th Percentile	27	27
10 MPH Pace	18-28	18-28
Percent in Pace	68%	100%
Posted Speed Limit	30	30
Accident History		
Period (From/To)	January 2009	December 2011
Speed Related Accidents		
Total Accidents	4	
Acc./Mil. Vehicle Miles	1.11	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	13,151	
Traffic Controls	4-way stops at 3 rd , Seacoast	
Crosswalks	3 rd	
Pedestrian/Bicycle Traffic	High, especially on weekends and during school hours near Seacoast	
On-Street Parking	Both Sides	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	1,320	
Street Width, Feet (curb to curb)	63.3	
Number of Lanes	2	
Vertical Alignment	None	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Sidewalks on both sides; Commercial and residential driveways	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses	Commercial and Residential	
Additional Remarks		
Recommendations		
Recommended Speed Limit	25 MPH	
Speed Limit Change	Reduce by 5 mph based on survey	
		2013 City of Imperial Beach City-Wide Speed Survey

Palm Avenue

From: Seacoast Drive

To: 3rd Street



Looking east from Seacoast Drive



Looking west from 3rd Street

Street Name:
Rainbow Dr
From Street: SR75 To Street: Palm Ave

Reviewed By: J. Arnold Torma
Date: 03-11-13

Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-19-2013	
85 th Percentile	34	34
10 MPH Pace	24-34	24-34
Percent in Pace	54%	100%
Posted Speed Limit	30	30

Accident History

Period (From/To)	January 2009	December 2011
Total Accidents	0	
Acc./Mil. Vehicle Miles	0.0	
Expected Accident Rate	1.06	

Traffic Factors

Average Daily Traffic	4,325
Traffic Controls	Stop sign at Palm Avenue and Signal at SR75
Crosswalks	None
Pedestrian/Bicycle Traffic	Moderate
On-Street Parking	Both Sides with restrictions at business zones on east side of street
Other (bike lanes, trucks, etc.)	None

Roadway Factors

Length of Segment, Feet	870
Street Width, Feet (curb to curb)	47.3
Number of Lanes	2
Vertical Alignment	None
Horizontal Alignment	None
Sight Distance Restriction	None
Surface Condition	Good
Sidewalks/Driveways	Both Sides
Other (speed bumps, R/R, etc.)	None

Adjacent Land Uses Single Family Residential & Commercial

Additional Remarks

Recommendations

Recommended Speed Limit	30 MPH
Speed Limit Change	No Change (Not enforceable by radar)

Rainbow Drive

From: SR-75

To: Palm Avenue



Looking south from SR-75



Looking north from Palm Avenue

Street Name: Seacoast Dr		
From Street: Palm Ave	To Street: Imperial Beach Blvd	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-24-2013	
85 th Percentile	25	25
10 MPH Pace	16-26	16-26
Percent in Pace	60%	100%
Posted Speed Limit	25	25
Accident History		
Period (From/To)	January 2009	December 2011
Total Accidents	3	
Acc./Mil. Vehicle Miles	1.54	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	3,534	
Traffic Controls	4-way stops at Seacoast/Imperial Beach, Seacoast/Palm	
Crosswalks	Seacoast/Evergreen	
Pedestrian/Bicycle Traffic	High, especially on weekends	
On-Street Parking	Both Sides, with restrictions in business zones on west side of street	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	2,660	
Street Width, Feet (curb to curb)	43.1	
Number of Lanes	2	
Vertical Alignment	Dip at Date St	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses	Residential Town Homes; Commercial on west side	
Additional Remarks		
Recommendations		
Recommended Speed Limit	25	
Speed Limit Change	No Change, prima facie commercial	

Seacoast Drive

From: Evergreen Avenue

To: Elder Avenue



Looking south from Evergreen Avenue



Looking north from Elder Avenue

Street Name: Seacoast Dr		
From Street: Imperial Beach Blvd	To Street: Encanto	
<hr/>		
Reviewed By: Date:	J. Arnold Torma 03-11-13	
Prevailing Speed Date	NB/EB	SB/WB
Date of Survey	01-29-2013	
85 th Percentile	29	29
10 MPH Pace	19-29	19-29
Percent in Pace	52%	100%
Posted Speed Limit	25	25
Accident History		
Period (From/To)	January 2009	December 2011
Total Accidents	1	
Acc./Mil. Vehicle Miles	0.58	
Expected Accident Rate	1.06	
Traffic Factors		
Average Daily Traffic	2,279	
Traffic Controls	4-way stop at Seacoast/Imperial Beach Blvd	
Crosswalks	None	
Pedestrian/Bicycle Traffic	High along beach front property, especially on weekends	
On-Street Parking	No parking on west side; parking allowed at south end of segment	
Other (bike lanes, trucks, etc.)	None	
Roadway Factors		
Length of Segment, Feet	3,640	
Street Width, Feet (curb to curb)	43.4	
Number of Lanes	2	
Vertical Alignment	Dips at Admiralty, Encanto	
Horizontal Alignment	None	
Sight Distance Restriction	None	
Surface Condition	Good	
Sidewalks/Driveways	Both Sides	
Other (speed bumps, R/R, etc.)	None	
Adjacent Land Uses	Residential Town Homes; Tijuana Estuary to the east	
Additional Remarks		
Recommendations		
Recommended Speed Limit	25 MPH based on width and 2 lanes (Prima Facie – Residence District)	
Speed Limit Change	No Change	

Seacoast Drive

From: Descanso Avenue

To: Cortez Avenue



Looking north from Descanso Avenue



Looking south from Cortez Avenue

**Imperial Beach
Seacoast Drive between Cortez Ave. and Descanso Ave.
North/Southbound (combined)**

MPH	NUMBER OF VEHICLES							PERCENT OF TOTAL	CUMULATIVE PERCENTAGE
	1	5	10	15	20	25	30		
65									
60									
55									
50									
45									
40									
35									
	X							1%	100%
	X							1%	99%
	X	X	X					4%	97%
30	X	X	X	X	X			7%	93%
	X	X	X	X	X	X		9%	86%
	X	X	X	X				6%	77%
	X							1%	71%
	X	X	X					4%	70%
25	X	X	X	X	X	X		9%	66%
	X	X	X	X	X			7%	57%
	X	X	X					4%	50%
	X	X	X	X	X			7%	46%
	X	X	X	X	X	X	X	11%	39%
20	X	X	X	X	X	X		9%	27%
	X	X	X	X	X	X		9%	19%
	X	X	X	X	X	X		9%	10%
15	X							1%	1%
TOTAL NUMBER OF VEHICLES								70	

APPENDIX B

Speed Survey

Data Collection Location Information

- **Approximate Radar Location**

CITY OF IMPERIAL BEACH
APPROXIMATE RADAR LOCATIONS

Segment	From	To	Between
13 th St	Palm Ave	Imperial Beach Blvd	Elm Ave & Elder Ave
13 th St	Imperial Beach Blvd	Iris Ave	Hemlock Ave & Iris Ave
13 th St	Imperial Beach Blvd	Iris Ave	Fern Ave & Grove Ave
9 th St	Palm Ave	Imperial Beach Blvd	Elm Ave & Elder Ave
9 th St	Imperial Beach Blvd	Sea Park	Fern Ave & Grove Ave
Elm Ave	7 th ST	East City Limits	Florida St & 12 TH St
Elm Ave	Seacoast Dr	7 th St	3 RD St & 4 TH St
Imperial Beach Blvd	Seacoast Dr	3 rd St	2 ND St & 3 RD St
Imperial Beach Blvd	9 th St	East City Limits	Florida St & 12 TH St
Imperial Beach Blvd	3 rd St	9 th St	4 TH & California
Palm Ave	Seacoast Dr	3 rd St	2 ND St & 3 RD St
Palm Ave	3 rd St	Delaware Ave	4 TH St & 5 TH St
Rainbow Dr	SR 75	Palm Ave	Citrus Ave & Bonita Ave
Seacoast Dr	Palm Ave	Imperial Beach Blvd	Evergreen Ave & Elder Ave
Seacoast Dr	Imperial Beach Blvd	Encanto (to the end)	Cortez Ave & Descanso Ave

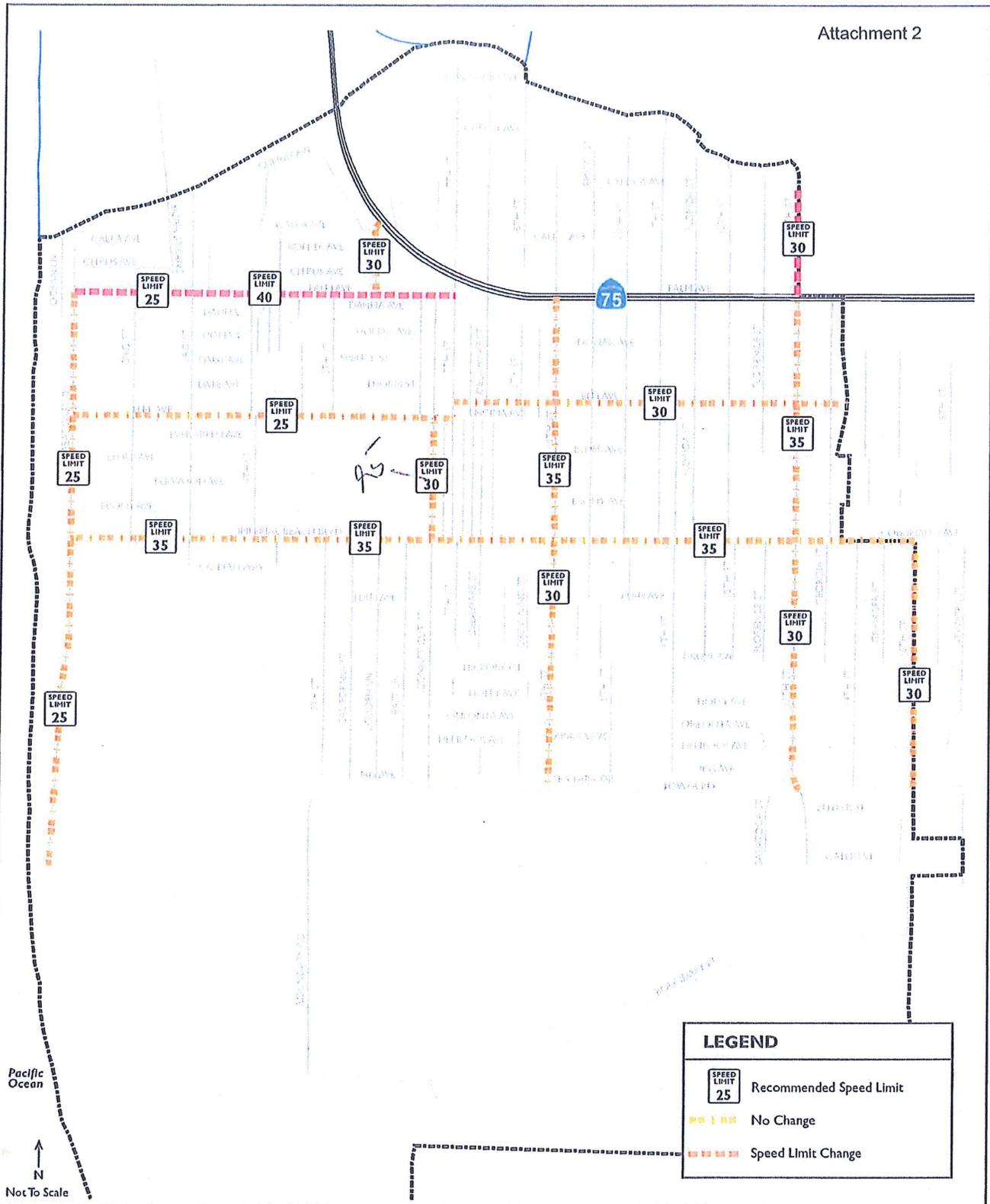


Figure 2
Recommended Speed Limit and Study Segment Locations



AGENDA ITEM NO. 6.1

**STAFF REPORT
CITY OF IMPERIAL BEACH**

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: GARY BROWN, CITY MANAGER *GB*
MEETING DATE: APRIL 17, 2013
ORIGINATING DEPT.: COMMUNITY DEVELOPMENT DEPARTMENT
GREG WADE, ASSISTANT CITY MANAGER/COMMUNITY DEVELOPMENT DIRECTOR *GW*
SUBJECT: QUARTERLY UPDATE REPORT ON CONSTRUCTION OF THE PIER SOUTH HOTEL

BACKGROUND:

At the City Council meeting on Wednesday, April 21, 2010, the City Council approved a Memorandum of Understanding (MOU) between the City/Redevelopment Agency and the Developer/Property Owners of the Seacoast Inn (Imperial Coast Limited Partnership) outlining financial and other commitments for the redevelopment of the Seacoast Inn. Also approved as part of the MOU was a Project Schedule detailing important project milestones for the project's development. At the meeting on April 21, 2010, the City Council also requested a monthly update report be made to advise the Council on progress made and compliance with the approved MOU and Project Schedule.

At the City Council meeting on May 19, 2010, City staff and Pacifica presented the first of the requested monthly updates. The City Council has received monthly updates at the second meeting of each month since that time. At the July 6, 2011, City Council meeting, the City Council elected to receive updates on a quarterly rather than a monthly basis and scheduled the next update for October 5, 2011. Since that time, regular updates have been provided to the City Council on the progress of the hotel's construction and its schedule.

DISCUSSION:

During public comment at the City Council meeting on January 23, 2013, Pacifica provided its last update report on the status of the project construction as well as the construction schedule. During that meeting it was reported the construction was expected to be completed some time in the summer of 2013. It was also reported that Pacifica had reached an agreement with the Cohn Family Restaurant Group for the operation of the Pier South Hotel's restaurant.

At the City Council meeting on April 17, 2013, it is expected that Pacifica will advise the City Council of their construction schedule and the expected date of opening and other matters associated with the project.

FISCAL ANALYSIS:

No fiscal impact with this report.

ENVIRONMENTAL REVIEW

None required with this report.

DEPARTMENT RECOMMENDATION:

That the City Council receives the update report on the Pier South Hotel project and provide comment and input as necessary.

CITY MANAGER'S RECOMMENDATION

Approve Department recommendation.

Attachments: None.



**STAFF REPORT
CITY OF IMPERIAL BEACH**

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: GARY BROWN, CITY MANAGER

MEETING DATE: APRIL 17, 2013

ORIGINATING DEPT.: CITY MANAGER *GB*
 GREG WADE, ASSISTANT CITY MANAGER *GW*
 ERIKA N. CORTEZ, HUMAN RESOURCES ANALYST *EC*

SUBJECT: ADOPTION OF RESOLUTION NO. 2013-7325, CREATING THE TEMPORARY POSITION OF SPECIAL PROGRAM COORDINATOR FOR THE CLEAN & GREEN PROGRAM AND ADOPTING THE CORRESPONDING JOB DESCRIPTION

DISCUSSION:

The City Manager seeks to create a new temporary position of Special Program Coordinator for the Clean & Green Program (the "Special Program Coordinator") to oversee the Clean & Green Grant Program. This position would oversee the Clean and Green Program which provides grants to very low-, low- and moderate-income single-family homeowners to implement energy efficient home and property improvements and would perform other responsibilities as assigned. The Special Program Coordinator will also assist with the ongoing projects and issues related to the Clean & Green Grant Program. The Special Program Coordinator will be a temporary position and exempt from the City's Competitive Service. This position will be an at-will position that serves at the will and the pleasure of the City Manager. The attached Resolution No. 2013-7325, creates the temporary position of Special Program Coordinator and adopts the job description for that position.

In separate letters received from the California State Department of Finance (the "DOF") on December 18, 2012 following Imperial Beach Redevelopment Agency Successor Agency (the "Successor Agency") staff's Meet and Confer over its Recognized Obligation Payment Schedule for the period of January 1, 2013 through June 30, 2013 (the "Third ROPS") and on February 25, 2013 following Successor Agency staff's Meet and Confer over its Housing Asset Transfer List, the DOF officially approved the use of \$380,000 of 2003 Affordable Housing Bond Proceeds to be used for the Clean & Green Program. In order to expeditiously make the grants to home owners, appointing a Special Program Coordinator for a limited duration is necessary to fill a critically needed position and to utilize the funding as approved by the DOF.

Pursuant to Municipal Code section 2.04.060, the City Manager is the Appointing Authority for the City and has the power and responsibility to "appoint, remove, promote and demote any and all officers and employees of the City except the City Attorney." After City Council's approval and adoption of the Special Program Coordinator, the City Manager will appoint someone to the position and enter into an employment agreement.

The City Manager intends to appoint Elizabeth Cumming to the newly created Special Program

Coordinator position. Ms. Cumming served as the City's Redevelopment Assistant Project Manager from March 2006 through her retirement in June 2012. Under state law governing the California Public Employers' Retirement System (CalPERS), a worker that retired from an employer that contracts with CalPERS for retirement benefits may consider going back to work for his or her former CalPERS employer as a "retired annuitant." A retiree can work for a CalPERS employer without reinstatement from retirement as a retired annuitant with certain restrictions. State law allows the appointing power to appoint a retiree if the person has specialized skills needed to perform work of a limited duration. Under no circumstances may the retired annuitant work more than 960 hours in a fiscal year. Recent state law changes require that the compensation for the retired annuitant cannot exceed the maximum monthly base salary paid to other employees performing comparable duties as listed on a publicly available pay schedule for the vacant position divided by 173.33 to equal an hourly rate. In addition, the retired annuitant may not receive any benefits, incentives, compensation in lieu of benefits, or any other forms of compensation in addition to this hourly rate.

Additionally, Ms. Cumming has specialized skills and possesses unique knowledge of the City's departments, business, and the experience and skills necessary to carry out the responsibilities of the Special Program Coordinator. The Special Program Coordinator is a temporary position and will be of limited duration while the specific projects and programs are underway. The City Manager will appoint Ms. Cummings and execute an Employment Agreement with her that will comply with the applicable CalPERS requirements.

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

As noted above, the Successor Agency has allocated up to \$380,000 to fund the remainder of the Clean and Green Program. This amount will include administrative and staff costs of up to \$80,000. Clean and Green Grants of a maximum of \$30,000 are provided to eligible home owners. As such, there are funds to complete approximately ten (10) more projects. The Successor Agency, the Oversight Board to the Successor Agency and the DOF have all approved the use of these Housing Bond Proceeds for the Clean and Green Program.

DEPARTMENT RECOMMENDATION:

Staff recommends that the City Council:

- 1) Adopt Resolution No. 2013-7325 creating the temporary position of Special Program Coordinator for Clean & Green Program and adopting the job description for that position.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Resolution No. 2013-7325
2. Job Description

RESOLUTION NO 2013-7325

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH CREATING THE TEMPORARY POSITION OF SPECIAL PROGRAM COORDINATOR FOR THE CLEAN & GREEN PROGRAM AND ADOPTING THE JOB DESCRIPTION

WHEREAS, the City Manager seeks to create a new temporary position of Special Program Coordinator for the Clean & Green Program to oversee the administration of grants to very-low, low- and moderate-income single-family homeowners to provide energy efficient improvements and to perform other responsibilities as assigned;

WHEREAS, the City Manager has the duty and responsibility under Imperial Beach Municipal Code Section 2.04.060 to control, direct, appoint and remove subordinate officers and employees; and

WHEREAS, the position will be a temporary position, and exempt from the City's Competitive Service; and

WHEREAS, the position will be for at-will employment, will serve at the will and the pleasure of the City Manager, and will report to the Assistant City Manager/Community Development Director or his or her designee; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach, as follows:

Section 1: That the above recitals are true and correct.

Section 2: That the City Council hereby creates the temporary position of Special Program Coordinator for the Clean & Green Program and adopts the attached job description outlining the duties and responsibilities for this position.

PASSED, APPROVED AND ADOPTED by the City Council of the City of Imperial Beach at its regular meeting held on the 17th day of April, 2013, by the following roll call vote:

**AYES: COUNCILMEMBERS:
NOES: COUNCILMEMBERS:
ABSENT: COUNCILMEMBERS:**

JAMES C. JANNEY, MAYOR

ATTEST:

**JACQUELINE M. HALD, MMC
CITY CLERK**

PERIPHERAL DUTIES

Perform related duties and responsibilities as assigned.

DESIRED MINIMUM QUALIFICATIONS

EDUCATION AND EXPERIENCE:

Experience

Four years of experience performing management analysis; ideally in the field of redevelopment, economic development or housing.

Training

Equivalent to a Bachelor's degree from an accredited college or university with major course work in urban planning, public administration, business administration, or a related field.

License or Certificate

Possession of or ability to obtain, a valid Class C California driver's license.

KNOWLEDGE OF:

- Principles and practices for planning and implementing redevelopment, housing, and economic development projects.
- Pertinent Federal, State, and local laws, codes, and regulations regarding community redevelopment, housing and economic development.
- Modern office practices, methods, and computer equipment.
- Safe driving principles and practices.

ABILITY TO:

- Analyze problems, identify alternative solutions, project consequences of proposed actions and implement recommendations.
- Interpret and apply the policies, procedures, laws, codes, and regulations pertaining to program functions.
- Prepare and maintain accurate and complete records.
- Prepare accurate and concise reports.
- Respond to requests and inquiries from the general public.
- Communicate clearly and concisely, both orally and in writing.
- Establish, maintain, and foster positive and harmonious working relationships with those contacted in the course of work.

TOOLS AND EQUIPMENT USED

Personal computer, including word processing, spreadsheet, and data base software; 10- key calculator; phone; copy machine; fax machine.

PHYSICAL DEMANDS

The physical demands described here are representative of those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. While performing the duties of this job, the employee is frequently required to sit and talk or listen, use hands to finger, handle, feel or operate objects, tools, or controls, and reach with hands and arms. The employee must occasionally lift and/or move up to 25 pounds. Specific vision abilities required by this job include close vision and the ability to adjust focus. Incumbents require sufficient mobility to work in an office setting; stand or sit for prolonged periods of time; ability to communicate verbally to exchange information.

WORK ENVIRONMENT:

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions. The work environment is typically an office setting with a noise level of quiet to moderate.

SELECTION GUIDELINES

Formal application; rating of education and experience; oral interview and reference check; job related tests might be required. The duties listed above are intended only as illustrations of the various types of work that may be performed. The omission of specific statements of duties does not exclude them from the position if the work is similar, related or a logical assignment to the position.

Approval: _____
City Manager

Approval: _____
HR Analyst

Effective Date: April 17, 2013

Approval Date: April 17, 2013

Resolution No. 2013-7325



AGENDA ITEM NO. 6.3

STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL

FROM: GARY BROWN, CITY MANAGER *GB*

MEETING DATE: APRIL 17, 2013

ORIGINATING DEPT.: PUBLIC WORKS *HAL*

SUBJECT: RESOLUTION NO. 2013-7323 APPROPRIATING ADDITIONAL FUNDS TO CONTINUE THE SEACOAST DRIVE AESTHETICS STUDY.

BACKGROUND:

At the City Council Special Meeting held February 27, 2013, City Council received a follow up report regarding Seacoast Drive Aesthetic Study. The report presented a block by block description on the existing conditions within that block and possible new elements that could be installed to improve the Seacoast Drive aesthetics. The primary focus of this block by block evaluation was to outline the potential for "pedestrian scale" lighting but other attributes were also included, such as wider sidewalks, pocket elements, additional palm trees and etc. Following that report, Council directed that the study proceed with a lighting test block on Seacoast Drive between Date and Elm Avenues (both sides of the street) including a solar option.

DISCUSSION:

Staff solicited a scope of work and cost proposal from Nasland Engineering to further refine the "pedestrian scale" lighting concept within the one block of Seacoast Drive between Date and Elm Avenues. Attachment 2 is the Nasland Engineering proposal to perform the work to design and prepare improvement plans for the test block – Seacoast Drive between Date and Elm Avenues.

Staff recommends that City Council review the proposal from Nasland Engineering to ensure that the scope of work described in the Nasland Engineering proposal is consistent with the intent of City Council. It should be noted that the first assumption within the scope of work was not something that City staff believes was intended by either City Council or City staff and should be removed from the assumption list. The assumption states, "Construction will be performed by City forces, therefore no bidding or specifications will be required." Otherwise the scope of work proposed by Nasland Engineering appears to meet what staff understood was Council's direction.

If City Council chooses to proceed with the scope of work as written or closely related thereto, City Council will need to authorize an additional appropriation of funds to this project in the amount of \$21,400.

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

Council initially authorized up to \$14,000 to consider the concept for a Seacoast Drive Aesthetics study.

Nasland Engineering cost for their initial study and report on January 30, 2013 was \$7,500.

Nasland Engineering Scope of Work and cost proposal for the "test block" is \$27,876.

Additional recommended appropriation to continue with the next phase – test block phase – of this project is \$21,400.

Revenues – General Fund Reserve:

- | | |
|--|-----------------|
| • Original Council project authorization | \$14,000 |
| • Proposed additional appropriation | \$21,400 |
| ○ TOTAL REVENUE NEEDED | \$35,400 |

Expenditures:

- | | |
|--|-----------------|
| • Nasland Seacoast Drive Aesthetics Study – Initial | \$ 7,500 |
| • Nasland Seacoast Drive Aesthetics Study – Test Block | \$27,876 |
| ○ TOTAL EXPENDITURES PROPOSED | \$35,376 |

DEPARTMENT RECOMMENDATION:

1. Receive this report.
2. Discuss the scope of work provided in the Nasland Engineering proposal
3. Make changes to the proposed scope of work as consistent with the majority of City Council members.
4. Adopt resolution 2013-7323 appropriating additional \$21,400 from the General Fund reserve to the Seacoast Drive Aesthetics Study.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Resolution No. 2013-7323
2. Nasland Engineering Letter dated March 28, 2013

RESOLUTION NO. 2013-7323

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, APPROPRIATING ADDITIONAL FUNDS TO CONTINUE THE SEACOAST DRIVE AESTHETICS STUDY

WHEREAS, at the City Council Special Meeting held February 27, 2013, City Council received a follow up report regarding Seacoast Drive Aesthetic Study; and

WHEREAS, the report presented a block by block description on the existing conditions within that block and possible new elements that could be installed to improve the Seacoast Drive aesthetics; and

WHEREAS, Council directed that the study proceed with a lighting "test block" on Seacoast Drive between Date and Elm Avenues (both sides of the street) including a solar option; and

WHEREAS, staff solicited a scope of work and cost proposal from Nasland Engineering to further refine the "pedestrian scale" lighting concept within the one block of Seacoast Drive between Date and Elm Avenues; and

WHEREAS, Nasland Engineering submitted a proposal to perform the work to design and prepare improvement plans for the test block – Seacoast Drive between Date and Elm Avenues; and

WHEREAS, the scope of work proposed by Nasland Engineering appears to meet what staff understood was Council's direction; and

WHEREAS, Nasland Engineering Scope of Work and cost proposal for the "test block" is \$27,876; and

WHEREAS, Council authorized up to \$14,000 to consider the initial concept for a Seacoast Drive Aesthetics Study; and

WHEREAS, Nasland Engineering cost for their initial study and report on January 30, 2013 was \$7,500; and

WHEREAS, the additional appropriation necessary to continue with the next phase – test block phase – of this project is \$21,400.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

1. The above recitals are true and correct.
2. This legislative body appropriates \$21,400 from General Fund Reserve to fund the continuation of the Seacoast Drive Aesthetics Study specifically regarding the lighting "test block."
3. The City Manager is authorized to sign an agreement and purchase order for Nasland Engineering in the amount of \$27,876 for the continuation of the Seacoast Drive Aesthetics Study, specifically regarding the lighting "test block."

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 17th day of April 2013, by the following vote:

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

JAMES C. JANNEY, MAYOR

ATTEST:

JACQUELINE M. HALD, MMC
CITY CLERK



NASLAND ENGINEERING

CIVIL ENGINEERING • SURVEYING • LAND PLANNING

March 28, 2013
NE Job No.: 112-130.2

Hank Levien
Public Works Director
City of Imperial Beach
825 Imperial Beach Blvd.
Imperial Beach, CA 91932

Subject: City of Imperial Beach
Seacoast Drive Aesthesis Project

Dear Mr. Levien:

Nasland Engineering is pleased to provide this proposal for additional street lighting design on Seacoast Drive. We understand that City Council has authorized the design of a "test block" between Date Street and Elm Street to include additional pedestrian lighting and palm tree uplighting based on the recommendations of our earlier Council presentation. This proposed scope of services includes the design of this one block of additional lighting including:

DESIGN DEVELOPMENT OF LIGHTING OPTIONS

- Research appropriate pedestrian lighting and palm uplight fixture options.
- Consult with lighting vendors to obtain sample lights.
- Site assessment of appropriate light placement options and locations including optimal locations for conduit layout and potential sidewalk re-construction.
- Prepare photometrics of the various options.
- Preparation of a Draft lighting plan and cost estimate of the various options.
- Two coordination meetings with City staff/consultant team.
- Presentation of lighting options and layout for Council approval.

STREET LIGHT IMPROVEMENT PLANS

- Augment existing Seacoast Drive Street Lighting plans for proposed wiring and conduit, pullboxes and lighting locations.
- Perform electrical engineering design for wiring and assess existing meter pedestal for potential power source.
- Prepare construction details for lighting installations.
- One coordination meetings with City staff/consultant team.
- Provide construction assistance to City Public Works during construction as requested (three site visits estimated). Coordinate with lighting vendors to obtain lighting products.



NASLAND ENGINEERING

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FEE SCHEDULE

Design Development Lighting Options	\$ 15,956
Street Light Improvement Plans	\$ 11,670
Reimbursables	\$ 250
<hr/>	
TOTAL	\$ 27,876

Fee schedule includes the following consultants:

Parterre – Urban Design
 Kruse and Associates – Lighting Design
 Kanrad – Electrical Engineering

Assumptions and Understandings:

This scope of services was prepared with the follow assumptions and understandings:

- Construction will be performed by City forces, therefore no bidding or specifications will be required.
- Only one Council Presentation will be required.
- Additional site visits during construction beyond the scope of services will be additional services.
- Traffic Control Plans will not be required.
- The City will provide conduit layout as-builts from the Seacoast Drive Streets RDA Phase 3 project.
- The existing meter pedestal on Seacoast and Date will be adequate for site power. No additional coordination or service point with SDG&E would be required.

Thank you for the opportunity to provide service. If you have any questions, please feel free to contact us.

Sincerely,
 NASLAND ENGINEERING

Larry Thornburgh, P.E., P.L.S.
 Senior Project Manager



AGENDA ITEM NO. 6.4

STAFF REPORT
CITY OF IMPERIAL BEACH

TO: HONORABLE MAYOR AND CITY COUNCIL
FROM: GARY BROWN, CITY MANAGER *GB*
MEETING DATE: APRIL 17, 2013
ORIGINATING DEPT.: PUBLIC WORKS *HAL*
SUBJECT: RESOLUTION NO. 2013-7321 AWARDED PUBLIC WORKS
CONTRACT TO WIT CDBG FY 12/13 IMPERIAL BEACH BLVD.
PEDESTRIAN CROSSWALK PROJECT NO. S13-101

BACKGROUND:

The Five-Year Capital Improvement Program Budget Fiscal Year 2009/2010 through Fiscal Year 2013/2014 included Community Development Block Grant (CDBG) Projects as determined by City Council and approved by County Housing and Urban Development. On October 5, 2011, City Council adopted resolution 2011-7094 approving the submittal of a CDBG application for the 5th Street and Imperial Beach Boulevard Crosswalk Project construction. The City Manager was authorized to execute an agreement with the County of San Diego for the use of CDBG funds for 5th Street and Imperial Beach Boulevard Crosswalk Project. The County of San Diego HUD contract no. 542980 of September 24, 2012 allocated CDBG funds to the City for the project. Resolution No. 2012-7240 adopted August 1, 2012 approved the project name change to "CDBG FY 12/13 Imperial Beach Blvd. Pedestrian Crosswalk Project" and reallocated unspent monies from previous CDBG projects to this project. The project has been designed. Bids for construction have been advertised.

DISCUSSION:

Bids were opened and evaluated in an advertised public meeting, at 2:00 p.m., March 28, 2013. The lowest responsive and qualified bidder for the Imperial Beach Blvd. Pedestrian Crosswalk - CIP S13-101 was from PAL General Engineering, Inc. at a bid price of \$97,813.50.

The thirteen contractors who submitted proposals are listed below along with their proposed amounts:

- | | |
|---|--------------|
| 1. PAL General Engineering, Inc. | \$ 97,813.50 |
| 2. Koch-Armstrong General Engineering, Inc. | \$115,563.25 |
| 3. JayCor Construction | \$119,785.00 |
| 4. H.T.A. Engineering & Construction | \$119,885.00 |
| 5. Just Construction, Inc. | \$122,000.00 |
| 6. Tri Group Construction | \$123,962.00 |
| 7. MJC Construction | \$124,305.50 |
| 8. Piperin Corp. | \$126,710.00 |
| 9. Ramona Paving & Construction | \$135,709.55 |
| 10. PTM General Engineering, Inc. | \$138,831.00 |
| 11. RMV Construction | \$140,409.20 |
| 12. Western Rim Constructors | \$146,473.89 |
| 13. Blue Pacific Engineering | \$153,430.50 |

Engineer's Estimate was \$126,855.

ENVIRONMENTAL DETERMINATION:

A notice of exemption was filed with the State Clearing House. This project is a Categorical Exemption per section 15301.

FISCAL IMPACT:

Revenue:

CDBG funds awarded to the City for this project	\$134,251.00
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Expenditures:

Project Construction	\$ 97,813.50
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KOA Construction Administration	\$ 3,000.00
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Estimated Project Administration	\$ 5,000.00
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Total Estimated expenditures	\$105,813.50
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DEPARTMENT RECOMMENDATION:

1. Receive this report.
2. Adopt the attached resolution.
3. Authorize the City Manager to approve a purchase order for the amount of the lowest qualified bidder.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Attachments:

1. Resolution No. 2013-7321

RESOLUTION NO. 2013-7321

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, AWARDING PUBLIC WORKS CONTRACT TO WIT CDBG FY 12/13 IMPERIAL BEACH BLVD. PEDESTRIAN CROSSWALK PROJECT NO. S13-101

WHEREAS, the Five-Year Capital Improvement Program Budget Fiscal Year 2009/2010 through Fiscal Year 2013/2014 included Community Development Block Grant (CDBG) Projects as determined by City Council and approved by County Housing and Urban Development; and

WHEREAS, on October 5, 2011, City Council adopted resolution 2011-7094 approving the submittal of a CDBG application for the 5th Street and Imperial Beach Boulevard Crosswalk Project; and

WHEREAS, the County of San Diego HUD contract no. 542980 of September 24, 2012 allocated \$134,251 of CDBG funds to the City for the project; and

WHEREAS, Resolution No. 2012-7240 adopted August 1, 2012 approved the project name change to "CDBG FY 12/13 Imperial Beach Blvd. Pedestrian Crosswalk Project" and reallocated unspent monies from previous CDBG projects to this project; and

WHEREAS, the project was designed and bids for construction were advertised; and

WHEREAS, bids were opened and evaluated in an advertised public meeting, at 2:00 p.m., March 28, 2013; and

WHEREAS, the lowest responsive and qualified bidder for the Imperial Beach Blvd. Pedestrian Crosswalk - CIP S13-101 was from PAL General Engineering, Inc. at a bid price of \$97,813.50; and

WHEREAS, Engineer's Estimate was \$126,855.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Imperial Beach as follows:

1. The above recitals are true and correct.
2. The legislative body hereby rejects all proposals for bid except that identified as the lowest responsible and qualified bid. The bid of the lowest, responsible and qualified bidder will be on file with the transcript of these proceedings and open for public inspection in the City Clerk Department on file as Contract No.
3. The contractor shall not commence construction or order equipment until he has received a Notice to Proceed.
4. The works of improvement shall be constructed in the manner and form and in compliance with the requirements as set forth in the plans and specifications for the project.
5. The City Manager is authorized to sign a purchase order with the lowest responsible and qualified bidder.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 17th day of April 2013, by the following vote:

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

JAMES C. JANNEY, MAYOR

ATTEST:

**JACQUELINE M. HALD, MMC
CITY CLERK**