A G E N D A

IMPERIAL BEACH CITY COUNCIL
REDEVELOPMENT AGENCY
PLANNING COMMISSION
PUBLIC FINANCING AUTHORITY

APRIL 20, 2011

Council Chambers
825 Imperial Beach Boulevard
Imperial Beach, CA 91932

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

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

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.

CLOSED SESSION CALL TO ORDER BY MAYOR

ROLL CALL BY CITY CLERK

CLOSED SESSION

1. **CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION**
   Significant exposure to litigation pursuant to Government Code Section 54956.9(b)(3)(A)
   No. of Cases: 1

2. **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 2028
   Unrepresented Employees
   Management

3. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**
   Pursuant to Government Code Section 54957
   Title: City Attorney

RECONVENE AND ANNOUNCE ACTION (IF APPROPRIATE)

REGULAR MEETING CALL TO ORDER BY MAYOR

ROLL CALL BY CITY CLERK

PLEDGE OF ALLEGIANCE

Continued on Next Page

Any writings or documents provided to a majority of the City Council/RDA/Planning Commission/Public Financing Authority 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.

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)

1.1 RECYCLE ALL-STAR AWARD PRESENTATION. (0270-30)
City Manager's Recommendation: Present the Recycle All-Star award certificate, $100 check, and other premiums to Bruce Rockwell.

1.2 PRESENTATION BY SANDAG ON THE IMPERIAL BEACH ENERGY ROADMAP (0140-40 & 0230-20)
City Manager's Recommendation: Receive Report. No formal action is required.

CONSENT CALENDAR (2.1 - 2.2) - *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 revised minutes of the Regular City Council Meeting of November 17, 2010, (*revision on Page 6, Item 6.3*). and the minutes of the Regular City Council Meeting of February 16, 2011.

2.2 RATIFICATION OF WARRANT REGISTER. (0300-25)
City Manager's Recommendation: Ratify the following registers: Accounts Payable Numbers 72997 through 78111 with the subtotal amount of $576,901.35 and Payroll Checks 43706 through 43741 for the pay period ending 03/24/11 with the subtotal amount of $149,281.69, for a total amount of $726,183.04.

ORDINANCES – INTRODUCTION/FIRST READING (3)

None.

ORDINANCES – SECOND READING & ADOPTION (4)

None.

PUBLIC HEARINGS (5)

None.

REPORTS (6.1-6.5)

6.1 CITY COUNCIL SELECTION OF OPTIONAL SITES FOR FURTHER STUDY FOR AN OFF-LEASH AREA FOR DOGS ON THE BEACH. (0920-90)

City Manager's Recommendation: Receive the report and provide input and/or direction to staff. It is further recommended that City Council:

1. Eliminate Option 3;
2. Eliminate Option 5; and
3. Return with a more specific plan to proceed with Option 7 on a trial basis from November 2011 to March 2012.

6.2 GOALS FOR 2011-2015. (0100-10)

City Manager's Recommendation: Approve Goals.

6.3 RESOLUTION NO. 2011-7027 AWARDING CAPITAL IMPROVEMENT PROJECT DESIGN SERVICES TO CITY ENGINEER – BDS ENGINEERING – TO WIT RTIP STREET IMPROVEMENTS FY 10/11 CIP PROJECT S11-101. (0720-25)

City Manager's Recommendation: Receive the report and provide input and/or direction to staff. It is further recommended that City Council adopt Resolution 2011-7027.

6.4 RESOLUTION NO. 2011-7029 SUPPORTING THE EXPEDITED DEMOLITION OF THE SOUTH BAY POWER PLANT. (0150-10)

City Manager's Recommendation: Adopt Resolution No. 2011-7029.

6.5 UPDATE ON NAVY HELICOPTER DRAFT EA. (0620-80)

City Manager's Recommendation: Receive the report and provide input and/or direction to staff.

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.cityofib.com.

Jacqueline M. Hald, CMC
City Clerk

AGENDA ITEM NO. 1.1

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY BROWN, CITY MANAGER**
MEETING DATE:	**4/20/2011**
ORIGINATING DEPT.:	**PUBLIC WORKS**
SUBJECT:	**RECYCLE ALL-STAR AWARD PRESENTATION**

BACKGROUND:
The Recycle All-Star Program is designed to encourage residents to participate in weekly curbside collection of recyclables. Each month, a City inspector canvasses one randomly selected neighborhood on trash day in search of a Recycle All-Star – the residence with the greatest quantity of uncontaminated recyclables placed in its curbside-recycling bin. Winners receive a certificate from the City, a $100 check from EDCO, and other premiums such as a travel mug, a frisbee, pens, pencils, note pads, and a 100% recycled-content tote bag. During inspection, information tags are placed on non-winning recycling bins to promote the Recycle All-Star Program, to remind residents of what materials are recyclable, and to point out contamination observed in the bins.

DISCUSSION:
On 3/24/2011, City inspectors canvassed the 200-400 block of Elm Ave. in search of a Recycle All-Star. The following resident was selected as the Recycle All-Star for the month of April: Bruce and Trish Rockwell.

The above resident has been notified of his/her award by telephone and letter and invited to accept the Recycle All-Star award at the 4/20/2011 City Council meeting.

CALIFORNIA ENVIRONMENTAL QUALITY ACT:
Not a project as defined by CEQA.

FISCAL ANALYSIS:
None

DEPARTMENT RECOMMENDATION:
Mayor, in company with an EDCO representative, will present the Recycle All-Star award certificate, $100 check, and other premiums listed above to Bruce Rockwell.

CITY MANAGER'S RECOMMENDATION:
Approve Department recommendation.

Gary Brown, City Manager

AGENDA ITEM NO. 1.2

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY BROWN, CITY MANAGER**
MEETING DATE:	**APRIL 20, 2011**
ORIGINATING DEPT.:	**CITY MANAGER**
SUBJECT:	**PRESENTATION BY SANDAG ON THE IMPERIAL BEACH ENERGY ROADMAP**

BACKGROUND:

The Energy Roadmap Program is a collaboration between the San Diego Association of Governments (SANDAG) and San Diego Gas & Electric (SDG&E) that offers local jurisdictions assistance in improving energy efficiency in public buildings and in the community. The Program provides free energy assessments of government buildings and online tools to monitor electricity, natural gas, and transportation fuel use. It provides continued access to experts that can assist jurisdictions in implementing these improvements.

Imperial Beach received a customized Energy Roadmap that offers a detailed, comprehensive framework for saving energy at City government facilities, and in the community.

DISCUSSION:

Representatives from SANDAG and SDG&E will attend the Council meeting to present the Imperial Beach Energy Roadmap and will answer questions from the City Council.

The Roadmap points out that Imperial Beach has a history of taking steps to reduce energy consumption such as:

1. The Clean and Green Neighborhood Revitalization Program;
2. The Energy Efficiency and Conservation Block Grant Program that enabled the City to undertake a street light retrofit project; and
3. The San Diego Regional Climate Protection Initiative that allowed the City to inventory greenhouse gas emissions in the City.

One example of the benefits of the Roadmap will be the ongoing services provided from SANDAG and SDG&E. This will allow the City to undertake a retrofit of lighting in city facilities at no additional cost. City buildings would be eligible for zero interest loans that would be repaid through "on-bill" energy savings. Bills would remain the same with the actual savings applied to the loans until paid. At this point, the City would realize on-going energy savings.

ENVIRONMENTAL IMPACT:
Exempt – Statutory Exemption – Section 15262 CEQA – Feasibility and Planning Studies

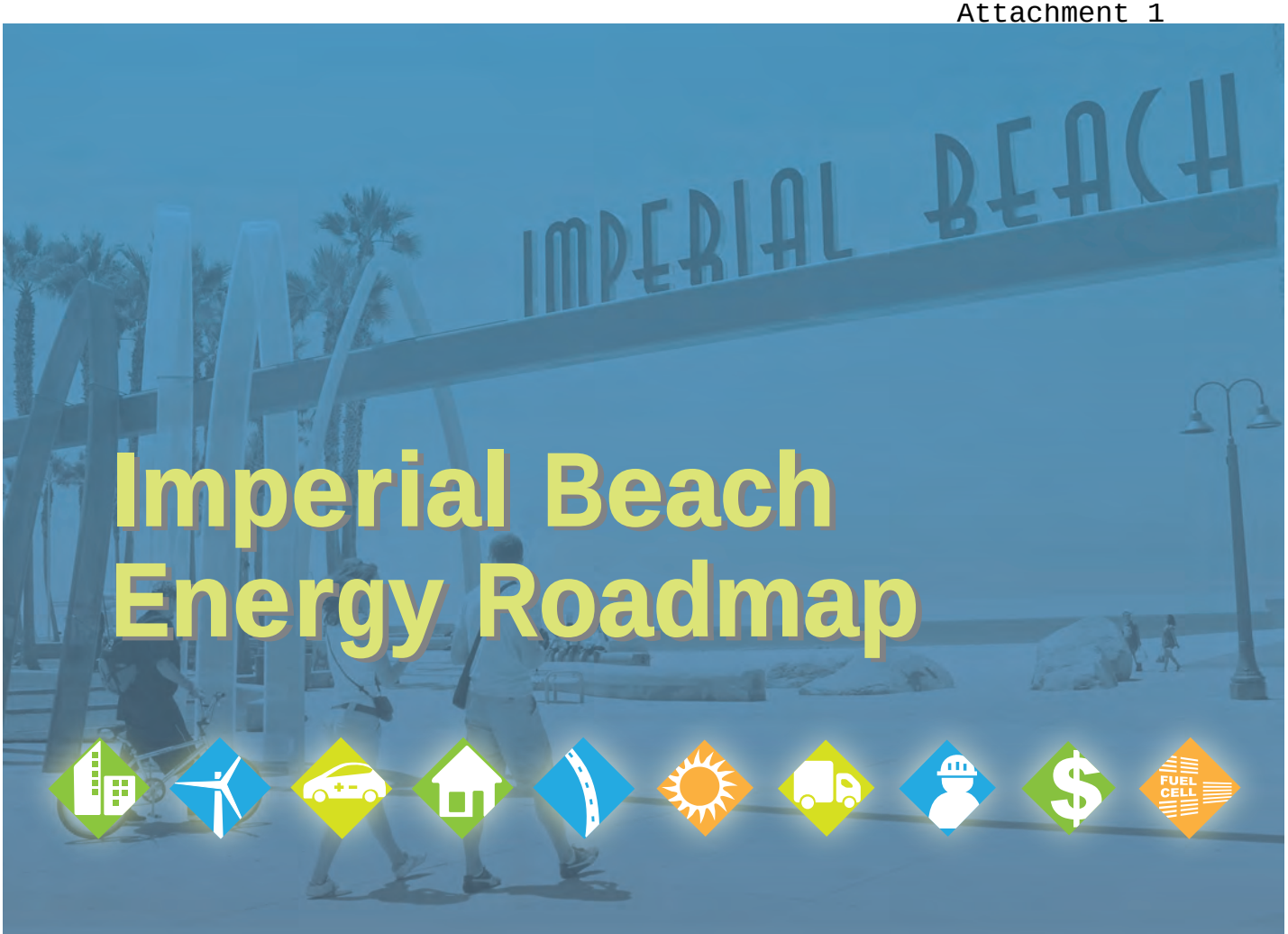
FISCAL IMPACT:
Potential annual savings of approximately $7,000 with the lighting retrofit program.

CITY MANAGER'S RECOMMENDATION:
Receive Report. No formal action is required.

Gary R. Brown, City Manager

ATTACHMENT 1 Imperial Beach Energy Roadmap
ATTACHMENT 2 Imperial Beach Energy Roadmap Appendices

Attachment 1



Imperial Beach Energy Roadmap

Prepared through the SANDAG Energy Roadmap Program

April 2011

This Program is a collaboration between SANDAG and San Diego Gas & Electric®.

SANDAG

SDGE

A Sempra Energy utility®

Energy Roadmap for Imperial Beach

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B. Phase 2 Energy Audit Findings
C. Alternative Fuels and Infrastructure Needs
D. Sample Energy-Saving Measures for Planning and Development Review
E. Sample Transportation Demand Management (TDM) Ordinances
F. Local Government Resources for Building Energy Retrofit Projects

Acknowledgements

The San Diego Association of Governments would like to thank the following staff for their contributions.

City of Imperial Beach
Gary Brown
Doug Clark
Hank Levien
Peter Lau
Greg Wade
Jim Nakagawa

San Diego Gas & Electric Company
Julie Yunker
Lianna Rios
Kraig Akers

The Energy Roadmap Program is a partnership between the San Diego Association of Governments (SANDAG) and San Diego Gas & Electric Company (SDG&E). It is funded primarily by California utility customers under the auspices of the California Public Utilities Commission. Transportation components are funded by SANDAG.

Program Contacts

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The following staff of the San Diego Association of Governments had primary responsibility for the preparation of this document.

Susan Freedman, Senior Regional Energy Planner
Andrew Martin, Associate Regional Planner

Introduction

This energy management plan, or "Energy Roadmap," provides a framework for Imperial Beach to save energy in government operations and in the community, resulting in cost savings and benefits to the environment. These wide-ranging, cost-effective opportunities to save electricity, natural gas, and transportation fuel include:

The Imperial Beach Energy Roadmap charts a path to saving energy in city operations and in the community.

- No-cost expert technical assistance, such as free energy audits of government buildings,
- Help identifying and applying for energy-efficiency rebates and innovative programs like zero-percent on-bill financing,
- Energy-saving resources for cutting edge topics like general plan updates, electric cars, alternative fuels, and transportation demand management strategies to save energy and fight climate change, and
- The latest information on critical subjects like financing energy-efficiency projects, emerging technology demonstrations, and residential retrofit programs.

California's Vision for Local Governments

By 2020, California's local governments will be leaders in using energy efficiency to reduce energy use and global warming emissions both in their own facilities and throughout their communities.

California Long-Term Energy Efficiency Strategic Plan

While the Energy Roadmap could be used by cities without past energy project and planning experience, it is important to state upfront that Imperial Beach has taken actions to save energy and lower costs long before participating in this program.

Prior to undergoing energy assessments at city buildings in 2010, Imperial Beach had installed new heating and air-conditioning systems to reduce energy costs and provide system improvements. The city also installed:

- New "cool" roofs on city hall, the Sheriff station and community room
- Energy efficient double-pane argon windows
- Energy-efficient lighting equal or better than California's building code

Imperial Beach has been using energy efficiency to save energy and lower costs prior to participating in the Energy Roadmap Program.

These proactive measures, performed by the city, directly contributed to the positive energy performance benchmarked at Imperial Beach's municipal buildings.

For the community, Imperial Beach manages the **Clean and Green Neighborhood Revitalization Program**, which provides a ten-year grant for very low, low, and moderate-income individuals and families to improve energy and water efficiency, health and safety, and/or enhance the physical appearance of their home and property. Opportunities may exist for the city expand its clean and green services through new residential retrofit and finance programs (Energy Upgrade California) discussed in chapter six of this Roadmap.

Imperial Beach has conducted a greenhouse gas (GHG) inventory of city-operated and community-wide emissions, successfully completing the arduous step of identifying and quantifying local sources of greenhouse gases. The city accomplished this through its participation in the San Diego Regional Climate Protection Initiative, spearheaded by ICLEI-Local Governments for Sustainability USA (ICLEI). The Imperial Beach Energy Roadmap can help the city implement recommendations identified in its Greenhouse Gas Emissions Inventory.

In 2009, Imperial Beach applied to the Energy Commission for Energy Efficiency and Conservation Block Grant (EECBG) funds and received almost $145,400 to undertake a street light retrofit project. The retrofit project will offer the city improved energy savings, lower maintenance, and reduced impact to the environment.

By building on its existing energy-saving efforts and taking advantage of some or all of the opportunities identified herein, Imperial Beach can demonstrate leadership in energy efficiency and work toward greater sustainability in city government and throughout its community – saving money for taxpayers, households, and businesses, keeping the air clean, protecting the global climate, supporting green jobs, and improving quality of life for everyone in Imperial Beach.

Section I. Saving Energy in City Government Operations

City government can be a significant user of energy in its own buildings, facilities, and equipment. City employees also play a role, through their commute choices, equipment usage, and use of government vehicles. These and other energy-using activities required to operate city government provide the city with an opportunity to lead by example. The city can improve energy efficiency, and in the process, spend fewer taxpayer dollars on utilities and gasoline, contribute to cleaner air, and reduce climate change emissions.

The city also can develop staff knowledge of energy efficiency and use its operations to showcase emerging energy-efficient technologies.

The section on saving energy in government operations identifies five distinct opportunities for Imperial Beach to lead by example with its buildings and facilities, vehicles, and its energy usage practices:

1. **Save Energy in City Buildings and Facilities**
2. **Demonstrate Emerging Energy Technologies**
3. **Green the City Vehicle Fleet**
4. **Develop Employee Knowledge of Energy Efficiency**
5. **Implement a Commuter Benefit Program**

Section II. Saving Energy in the Community

Looking beyond its own operations, city government can play an important role in influencing the energy attitudes and actions of its residents and businesses. Opportunities for influence vary widely, from public education to adopting policies and implementing programs to save energy.

Energy use can be a major expense for households and businesses, and it is a predominant source of air pollution and climate change emissions in most communities. Therefore, saving energy benefits the environment, puts money in the pockets of households and businesses alike, and also supports growing economic opportunities, including well-paying, green jobs.

This section of the Energy Roadmap identifies the following opportunities for Imperial Beach to lead its community with innovative programs for energy efficiency, sustainability, and climate change:

6. **Leverage City Authority over Planning and Development**

    a. Integrate energy-saving measures into planning and development review

    b. Include transportation demand management in development review

    c. Enable building energy retrofit projects

7. **Market Energy Programs to Local Businesses and Residents**
8. **Support Green Jobs and Workforce Training**

Potential Uses of the Energy Roadmap

Examples of activities this Energy Roadmap could assist the city with include:

- Reducing government spending on energy use like utility bills and gasoline
- Developing measures to reduce greenhouse gas (GHG) emissions from government operations and community activities, as part of a local climate action plan
- Integrating sustainability, energy efficiency, or GHG reduction measures into a general plan, community plan update, or zoning ordinance amendment
- Using government operations to demonstrate the feasibility of energy efficient and sustainable practices to residents and businesses
- Managing the city vehicle fleet including new vehicle purchases
- Promoting energy-efficiency programs through city communications such as newsletters, e-mail, and Web site
- Training of employees whose work deals with energy issues
- Offering commuter incentives as part of the city's employee benefits package
- Staying on top of the latest developments, programs, and trends in energy efficiency
- Applying and qualifying for future funding opportunities related to energy efficiency

Imperial Beach's Web site can be a portal for local residents and businesses to access energy-saving programs and rebates.

Handouts on green jobs and training opportunities can be located at the city hall campus and library.

About the Energy Roadmap Program

The Energy Roadmap Program is a partnership between the San Diego Association of Governments (SANDAG) and San Diego Gas & Electric (SDG&E) that offers local jurisdictions assistance in making their buildings and processes energy efficient, implementing state energy codes through access to training and workshops, and being a conduit to their constituents on programs that help reduce their energy bills, as well as the environmental impact on the community as a whole. The program provides free energy assessments of government buildings and online tools to monitor electricity, natural gas, and transportation fuel use. It provides continued access to experts that can assist jurisdictions in taking the next steps to implement building improvements, petroleum reduction measures, and community outreach.

Each participating jurisdiction receives a customized Energy Roadmap that offers a comprehensive framework for saving energy at city government facilities and in the community. Each Energy Roadmap is consistent with the SANDAG Regional Energy Strategy (2009), which serves as the San Diego region's energy policy blueprint, and the

Climate Action Strategy (2010), SANDAG's first ever guide on the issue of climate change. Both strategies are available on the SANDAG Web site at www.sandag.org/energy.

The Energy Roadmap Program was developed based on existing, successful SDG&E local government partnerships with the cities of Chula Vista and San Diego and the County of San Diego; and through pilot Sustainable Region projects undertaken through SANDAG and the California Center for Sustainable Energy with the cities of Carlsbad, Poway, and Solana Beach. The Energy Roadmap Program is funded primarily by California utility customers under the auspices of the California Public Utilities Commission. Transportation components are funded by SANDAG.

1

Save Energy in City Buildings and Facilities

This chapter of the Energy Roadmap summarizes:

- Free building assessments provided to the city,
- Energy-saving opportunities identified at each site, and
- Costs and payback to the city to undertake the energy-saving projects.

Engineering review and rebate analysis was performed on audits from 2008 of the city hall campus, Sports Park Recreation Center, pumping station, Marina Vista Center, and public works building.

Energy is a major operating cost for local governments. By identifying energy-efficiency measures that reduce utility bills and greenhouse gases, the city can achieve lower energy costs and use those savings for other government services.

Energy Assessments

In 2010, three types of energy assessment services were provided at no cost to the city: 1) A review of energy audits performed by SDG&E in 2008 and update of rebate program information, 2) New preliminary energy assessments, called "Energy Report Cards," of sites determined by municipal staff, and 3) More in-depth energy audits for a subset of government buildings based on their Report Cards and Public Works Department direction.

"Energy Report Cards" were created for the Imperial Beach City Hall campus, Marina Vista Center, Sports Park Recreation Center, and public works building.

Six municipal sites (the city hall campus includes the fire station and emergency operations center) underwent preliminary energy assessments that determined each site's baseline energy use and benchmarked it against similar building types in the country. Benchmarking is a useful tool to judge a site's energy performance compared to the national or state averages, and it is a new requirement to participate in SDG&E's rebate and incentive programs. Many of Imperial Beach's buildings performed well on their assessments, provided as "Energy Report Cards" in **Appendix A**. These assessments included the updating of rebate information for the older audits so that Imperial Beach can access the rebates and incentives currently available.

The energy performance of most city buildings is better than the national average.

Two online tools were employed to help determine how "good" or "bad" a site was performing. SDG&E's *Energy Waves* program provided historical energy usage and will enable the city to continue monitoring energy consumption/site performance online. The U.S. Environmental Protection Agency's (EPA) *Portfolio Manager* program identified how each site compared against national averages for similar facilities, and provided climate change information in carbon dioxide equivalent (CO^2E).

Through regular maintenance and inspection, most city buildings and facilities are running efficiently. Three city sites underwent more comprehensive energy audits to identify why their report cards showed high energy usage, high utility bill costs, or were inconsistent with energy benchmarks for that type of building. The audits were undertaken to find energy-efficiency improvements in indoor/outdoor lighting; heating, ventilation and air conditioning (HVAC); building controls; and overall building operations and performance. The engineering assessments, called "Energy Audit Findings," included utility rate review, recommended retrofit projects, and rebate programs and costs. The Energy Audit Findings are included as **Appendix B** and summarized below.

Imperial Beach's city hall campus, Marina Vista Center, and public works building underwent comprehensive energy audits in 2010.

EFM Solutions, an engineering firm and small business in San Diego, performed all site assessments on behalf of SANDAG and provided the Public Works Department with the project results in the form of the Energy Report Cards, Energy Audit Findings, and spreadsheets of current rebates for the older audits.

Energy Audit Findings

The city has the potential to save $7,324 every year on its utility bills by implementing the energy conservation measures listed in the following *Potential Savings by Energy Conservation Measure* table. The upfront costs for the purchase and installation of energy-saving equipment could be financed on the city's SDG&E bills through a zero-percent financing program available to the city. The program is cash-flow neutral, so monthly utility bills would not rise while the city pays off the energy-efficiency loan, if it chooses to implement the efficiency measures. Once that loan is paid off (using zero-percent on bill financing), the city's utility bills would reflect annual bill savings shown in the *Energy Conservation Measure Economics* table. The simple payback is the estimated time it would take to pay-off the net costs through energy savings. The city would work with SDG&E to determine exact financing and payback amounts. EFM Solutions is available to assist in the city with project specifications, application materials, and other elements necessary for project implementation.

Potential Savings by Energy Conservation Measure

Location	Measure	Annual Electricity Savings		Annual Greenhouse Gas Savings	
		kWh	Percent	Metric Tons CO^2E	Percent
Public Works Building	Building night-time shutdown	14,243	21%	4.70	12%
Public Works Building	Interior lighting retrofits	19,838	29%	6.54	16%
City Hall	Building night-time shutdown	10,678	5%	3.52	5%
City Hall	Interior lighting retrofits	9,217	5%	3.04	4%
Marina Vista Center	Interior lighting retrofits	2,684	5%	0.89	4%
	Total	56,660	18%	18.69	14%

Notes.
1. Energy assessments included HVAC systems, indoor and outdoor lighting, and building controls.
2. No natural gas savings were found.
3. HVAC units were all in good condition.

Energy Conservation Measure Economics

Measure by Location	Annual Bill Savings		Gross Project Implementation Cost (est.)	Total Rebates and Incentives	Net Project Cost (est.)	Simple Payback (years)
	Dollars	Percent				
Public Works Bldg Shutdown	$1,798	12%	$14,000	$1,282	$12,718	7.1
Public Works Lighting Retrofits	$2,344	16%	$9,271	$1,705	$7,566	3.2
City Hall Bldg Shutdown	$1,348	4%	$14,000	$961	$13,039	9.7
City Hall Lighting Retrofits	$1,433	4%	$6,740	$1,469	$5,271	3.7
Marina Vista Center Lighting Retrofits	$401	4%	$3,013	$625	$2,388	6.0
Total	$7,324	12%	$47,024	$6,042	$40,982	5.6

Notes.
1. Gross and net installation and equipment costs are estimated and do not replace product specifications and contractor bids.
2. Above energy conservation measures can qualify for zero-percent financing through SDG&E program.

Potential Implementation Strategy for Increasing Energy Efficiency

1. Undertake lighting retrofit projects for the city hall campus, public works building, and Marina Vista Center.
2. Undergo further engineering study of night-time shutdown at public works building that includes additional energy and cost analysis of energy, security and fueling systems, as well as shutdown over-ride equipment.
3. If the engineering study confirms cost and efficiency benefits to the city, while not impeding building access or operation, undertake the night-time shutdown project at the public works building.
4. Monitor implementation of night-time shutdown and consider for city hall at a later date.

Finance Options for Energy Projects

Many SDG&E rebates and incentives exist to cover all or part of the costs for various energy-efficiency improvements. Additionally, Energy Efficiency and Conservation Block Grants (EECBG) are used by many jurisdictions to pay for remaining upfront costs. If EECBG and other grant funds are not available and funding is still needed, Imperial Beach could have upfront project costs addressed through the SDG&E On-Bill Financing Program. EFM Solutions has been contracted by SANDAG to assist local governments in identifying the processes and steps to receive rebates, participate in on-bill financing, and/or apply for California Energy Commission low-interest loans. Your Energy Roadmap coordinator can facilitate this.

San Diego Gas and Electric ™ Rebates and Incentives

As part of the energy audit findings, EFM Solutions identified the appropriate SDG&E rebates and incentives for each municipal site. SDG&E energy-efficiency programs are reviewed and updated every two to three years, so current programs differ from those of 2009, and will likely change again in 2012, when the next update is expected to occur. This is why the city received additional review of energy audits from 2008, and a spreadsheet of the incentives for which it now qualifies. Generally, programs that apply to commercial businesses also apply to public agencies. To review all of SDG&E's rebate and incentive programs, see chapter 7 of this Energy Roadmap or visit www.sdge.com/business/rebatesincentives/.

Zero Percent Interest On-Bill Financing from SDG&E

SDG&E provides interest-free, unsecured financing to qualified commercial and taxpayer-funded customers for the installation of energy-efficient upgrades. Financed equipment must qualify for a rebate or incentive from SDG&E's rebate/incentive program(s). EFM Solutions and the city's SDG&E account representative, Kraig Akers, have met with Public Works Department and discussed on-bill financing. The program for public agencies includes:

- Zero-percent financing on qualifying measures for up to ten years
- Offsets to energy-efficient upgrade costs after rebates and incentives through SDG&E
- Loan amounts that range from a minimum of $5,000 up to $250,000 per meter
- Loan installments that are added to monthly SDG&E bills
- For more information, contact Kraig Akers at KWAkers@semprautilities.com or visit www.sdge.com/business/rebatesincentives/programs/onbillfinancing.shtml.

Low Interest Loans from California Energy Commission

The Energy-Efficiency Financing Program provides financing for local governments, schools, and hospitals through low-interest loans for feasibility studies and installation of energy-saving measures. As of October 2010, terms included an interest rate of three percent fixed, a maximum loan of $3 million per application, and a maximum loan term of 15 years. Again, EFM Solutions can assist Imperial Beach with applying for this loan, if needed. For more program information, contact the California Energy Commission's Special Projects Office, (916) 654-4104, e-mail: pubprog@energy.state.ca.us, or www.energy.ca.gov/efficiency/financing.

Post-assessment assistance in identifying energy project financing and implementation is a service provided to Imperial Beach through the Energy Roadmap Program. Contact your Energy Roadmap coordinator for further assistance.

2

Demonstrate Emerging Energy Technologies

In addition to energy assessments and improving efficiency at city government facilities, Imperial Beach can showcase emerging energy-efficient technologies at suitable locations through SDG&E's Emerging Technologies Program. The city also can encourage interested local businesses and residents to demonstrate emerging energy technologies through this program.

If Imperial Beach is interested in hosting a demonstration or knows of sites in the community that may be interested, your Energy Roadmap coordinator can arrange a meeting with the SDG&E emerging technologies staff. SDG&E will provide all of the relevant information, including how to participate, eligible technologies, and any associated costs.

California's Vision on Research & Technology
Technology advancement related to energy use and demand will match—or even eclipse—the consumer electronics industry in innovation, time to market, and consumer acceptance.
California Long-Term Energy Efficiency Strategic Plan

The goal of the Emerging Technologies Program is to accelerate the adoption of advanced technologies that increase grid stability, reduce overall energy use, and reduce demand for energy at peak times. The technology demonstrations are short-term projects that provide SDG&E with necessary real-world applications of promising energy-saving technologies. These new technologies have not achieved market penetration, but their potential benefits make them worthwhile to test. Demonstrations are critical because they enable utilities like SDG&E to evaluate and determine which emerging technologies are viable and worth supporting for wider deployment.

The following table lists a variety of projects in lighting, air-conditioning, communications, and others that are being demonstrated through 2012. For more information, contact A.Y. Ahmed, SDG&E's emerging technologies program manager directly at AAhmed1@semprautilities.com, or your Energy Roadmap coordinator.

SDG&E Emerging Technologies Program: Technologies Eligible for Demonstration

City Government or Commercial Sites	
Lighting	**Addressable Electronic Ballast for HID Fixtures**: Demonstration on three building types: distribution warehouse, gymnasium, and big-box retail. Advanced electronic ballast with high bay HID (high intensity discharge) fixture that permits day lighting, dimming, and demand response measures.
Air Conditioning	**Aquachill Air Conditioner**: For small commercial buildings. Advanced split system AC that uses water cooled condenser, resulting in demand and energy savings (three, four, and five ton units; EER 14.0-14.5).
Refrigeration	**VRF Conveni-Pack System**: For supermarkets and mini-markets. Advanced refrigeration and space cooling technology in one combined unit that can be used for refrigeration cases, freezers, and space conditioning (three to five ton units).
Communications and Controls	**Commercial Energy Control Systems**: For medium and large commercial buildings that utilize refrigeration (refrigerant flow technology) and smart meter technology.
	Commercial Energy Management System: For a company that utilizes a wireless network and controllers to manage and optimize a building's energy systems. To be demonstrated at medium-size commercial building with multiple packaged roof-top units and large commercial building with central plant equipment.

Residential Sites	
Air Conditioning	**Aquachill Air Conditioner**: For homes and multi-family apartment buildings. Advanced split system AC that uses water-cooled condenser, resulting in demand and energy savings (three, four, and five ton units; EER 14.0-14.5).
	VRF Mini-Split Air Conditioners: For residential single and multi-family homes. Advanced room AC that uses zoned cooling coils with air handlers and central compressor. Cooling capacity is varied and to be demonstrated in residences with one to four zones (two to five ton units).
Communications and Controls	**Single Vendor Residential HAN Pilot**: For single-family homes. Home Area Network (HAN) technology with in-home display, programmable communicating thermostat, appliance controllers, battery storage, and back-office operation; resulting in demand and energy savings. To be demonstrated at 28 homes.
	Residential Energy Management Technologies Evaluation: For single-family homes. Technologies can include home area network, in-home display, programmable communicating thermostat and appliance controllers; resulting in demand and energy savings. Based on evaluation of energy management systems from 150 companies, SDG&E will work with up to ten companies to test one to five systems each.
	Multi-Vendor HAN Pilot: HAN technologies that include IHD, PCT, load controllers from different vendors to be operated in a coordinated manner. Planned evaluation: test multi-vendor systems in 12 residential homes.
	Residential Zonal Controls: Convert central forced air HVAC systems into smart multi-zone HVAC systems. Senses conditions in each room, analyzes real-time and historical room-occupancy, and actuates vents in each room to regulate room temperature. Planned evaluation: test systems in 12 residential homes with single zone HVAC systems.
Zero Energy Home Showcase	**Net Zero Energy Home Demonstration/Showcase**: SDG&E plans to renovate up to five existing single-family homes to evaluate and demonstrate a variety of energy-saving technologies. Renovations to include building envelope improvements, high efficiency space conditioning, water heating and appliances, appliance integration with smart meters, solar PV/thermal systems, and home energy management systems.

3

Green the City Vehicle Fleet

Imperial Beach manages fleet vehicles for several city departments and services. Excluding trailers, specialized equipment, and emergency vehicles, there are 30 vehicles composed of light duty sedans, small and large pick-up trucks, and one sport utility vehicle. The city can achieve transportation-related energy savings through actions that promote fuel conservation, efficiency, and an increased use of clean fuels in its vehicle fleet.

Special attention is given to the Electric Vehicle Project at the end of this section. It is the largest deployment of electric vehicles (EV) and EV chargers in history and approximately $40 million worth of equipment and services have been dedicated to the San Diego region. As of this report writing, there are still opportunities to both become an EV Project participant, and/or to host a publicly accessible EV charging site(s).

Fuel Conservation and Efficiency

Fleet Planning

There are many conservation and efficiency measures that a city, or fleet manager, can use to reduce petroleum use in the municipal fleet. To increase overall fleet fuel efficiency, the Federal Energy Management Program (FEMP) recommends focusing on increasing the fuel efficiency of the least efficient vehicles first. Also, the U.S. Department of Energy's Petroleum Reduction Planning Tool (https://www.afdc.energy.gov/afdc/prep/), at the Alternative Fuels and Advanced Vehicles Data Center, can help fleet managers evaluate and calculate petroleum reductions through one or a combination of methods bulleted below.

- Alternative fuels
- Hybrid electric vehicles
- Biodiesel blends
- Fuel economy
- Vehicle miles traveled reduction
- Truck stop electrification
- Idling time reduction
- Onboard idle reduction

The methods fall under efficiency (e.g., fuel economy, idling reductions), conservation (e.g., vehicle miles traveled (VMT) reductions), and alternative fuels (e.g., vehicles that run on electricity, compressed natural gas). The fleet manager can set a petroleum reduction goal (e.g., 10 percent savings), and the free online tool will identify how much savings are achieved based on the fleet information entered and measures selected. Your Energy Roadmap coordinator can assist the city with the online tool.

Additionally, FEMP has dedicated resources to assist federal agency fleet managers in developing and implementing petroleum reduction strategies. Through Executive Order 13514 and other mandates, federal agencies are required to reduce petroleum usage and increase alternative fuel use in their fleets. Local jurisdictions are not impacted by the federal mandates, but may find FEMP's resources helpful if developing a petroleum reduction plan. FEMP provides guidance and a handbook on fleet management, which are available online at www1.eere.energy.gov/femp/regulations/guidance.html#fm.

Driving Suggestions for City Employees

Trip planning, efficient driving habits and routine maintenance can reduce petroleum use and spending on transportation. The fleet manager can review the scheduling and routing of applicable vehicles to determine if improvements to fuel economy can be made. Before grabbing for the keys, employees can consider the following:

- Other communication options that could serve the trip's purpose (e.g., conference call, e-mail or Web cast),
- Non-vehicle options available (e.g., walking, bicycling and transit),
- Shared vehicle options like carpooling with other staff, and
- Using the most efficient (best miles per gallon or MPG) fleet vehicle that will serve the trip purpose.

The official U.S. government source for fuel economy information is www.fueleconomy.gov. The site provides data on new and used cars and trucks, and provides the following fuel efficiency tips that the city can offer its employees.

- Drive sensibly. Aggressive driving (speeding, rapid acceleration, and braking) wastes gas. It can lower gas mileage by 33 percent at highway speeds and by five percent around town.
- Observe the speed limit. While each vehicle reaches its optimal fuel economy at a different speed, gas mileage usually decreases rapidly at speeds above 60 miles per hour (mph). As a rule of thumb, each five-mph increase over 60 mph can cost the city about $0.21 per gallon of gas.
- Remove excess weight. Avoid keeping unnecessary and heavy items in vehicles. An extra 100 pounds can reduce MPG by up to two percent. The reduction is based on the percentage of extra weight relative to the vehicle's weight and affects smaller vehicles more than larger ones.
- Avoid excessive idling. Idling gets zero miles per gallon. Cars with larger engines typically waste more gas at idle than do cars with smaller engines.
- Use cruise control. Using cruise control on the highway helps to maintain a constant speed and, in most cases, save gas.

- Use overdrive gears. Engine speed goes down when in overdrive gears. This saves gas and reduces engine wear.
- Keep tires properly inflated. Check tires monthly for proper inflation. Under-inflated tires can lower gas mileage by 0.4 percent for every one-psi drop in pressure of all four tires.

Alternative Fuels for Fleet Applications

Alternative fuel and vehicle selection is dependent on several factors including:

- Cost of vehicles,
- Availability of fuel supply,
- Grant and tax credits available,
- Whether considering purchase of new vehicles,
- Whether considering retrofits/conversions of existing fleet vehicles, and
- Ability to address any vehicle maintenance that may differ from standard practice.

The following tables summarize fleet uses for alternative fuels, local refueling availability, and infrastructure costs. **Appendix C** provides a description of each alternative fuel and more detail about their applications.

Summary of Potential Alternative Fuel Fleet Applications

Fleet Application[1]	Biodiesel[2]	Electricity	Ethanol (E85)	Hydrogen	Natural Gas	Propane
Passenger Vehicle	--	PHEV, BEV	FFV	FCV	CNG	LPG
Taxicab	--	HEV	--	--	CNG	LPG
Vanpool-Shuttle	B20	n/a	FFV	--	CNG	--
Refuse Hauler	B20	HEV	--	--	CNG, LNG	--
Sweeper	B20	n/a	--	--	CNG, LNG	--
Other Medium/ Heavy-Duty	B20	HEV	--	--	CNG, LNG	--
Forklift	--	BEV	--	--	CNG	LPG
Low-speed Vehicle[3]	--	NEV	--	--	CNG	LPG

Notes.

1. Check with original equipment manufacturer (OEM) regarding vehicle warranty and alternative fuels.
2. Diesel blends that are five to twenty percent biodiesel and 95 to 80 percent traditional diesel fuel respectively.
3. E.g., traffic checker, neighborhood vehicle, other off-road vehicle.

B20 = twenty percent biodiesel blend
BEV = battery electric vehicle
E85 = 85 percent ethanol, 15 percent gasoline
FFV = flex fuel vehicle
LPG = liquefied petroleum gas
PHEV = plug-in hybrid electric vehicle
HEV = hybrid electric vehicle
FCV = fuel cell vehicle
CNG = compressed natural gas
LNG = liquefied natural gas

Summary of Alternative Fuel Availability and Infrastructure

Fuel	Existing Fueling Infrastructure within ten miles of Imperial Beach[1] and In County	Cost of Additional Fueling/Charging Infrastructure	Availability of Production-Distribution Infrastructure
Electric Charging	Sites not publicly listed yet. Potential opportunity to still have chargers (EVSE) sited at municipal sites. 1,450 public Level 2 EVSE, 50 public DC Fast Charge EVSE, and 1,000 home Level 2 EVSE in county by 12/31/11.[2]	Public Level 2: $2,500-$5,000[3] Residential Level 2: $800 to $1,500[3]	Existing electricity grid and distributed energy sources.
Biodiesel	Two existing private sites in vicinity. Two public, five private in county. Also, four cities replacing some diesel fuel with biodiesel: Oceanside, San Diego, Escondido, and Chula Vista.	Information not available on new infrastructure. Potential to have biodiesel brought to city, blended onsite within existing diesel storage tanks.	Storage and blending terminals, port off-loading sites needed. Local producer is New Leaf Fuels.
CNG	One public, six private within ten miles of city. Total of seven public, 15 private in county.	Small station: $350,000 Medium station: $500,000 Large station: $950,000 Add public fast-fill dispenser: $125,000	Existing natural gas pipeline network
Propane	One public in vicinity, 19 public in county	$65,000	Existing
E85	Three public in county.	$100,000 to $250,000	Storage and distribution facilities needed in order to scale-up consumption
LNG	Two private in county.	Large station: $1,200,000 Combined LCNG and LNG station: $1,600,000	Existing, but West Coast off-shore LNG terminals needed
Hydrogen	One private in county.	$500,000 to $5,000,000	Significant investment required

Notes:

1. Site names, addresses, and distances are provided in **Appendix C**.
2. Numbers represent all of San Diego County and are being deployed as part of the EV Project, described on following page. Contact your Energy Roadmap coordinator if interested in having chargers at public sites in city.
3. Some if not all costs for installation and charging equipment listed in table are currently subsidized through the EV Project.

California has adopted several transportation fuel laws and goals, and the California Energy Commission has been the responsible agency for the targets shown in the *California Goals and Transportation Fuels* table. In order to meet these goals, the state has funded a grant program (the AB 118 Program) to help address barriers to the production and deployment of alternative fuels, vehicles, and infrastructure.

California Goals for Transportation Fuels

Objective	State Goals and Milestones
Petroleum Reduction	Reduce petroleum fuel use to 15 percent below 2003 levels by 2020
Alternative Fuel Use	Increase alternative fuel use to 20 percent of on-road fuel demand by 2020 and 30 percent by 2030
In-State Biofuels Use	Increase biofuel use to one billon gasoline gallons equivalent (gge) by 2010, 1.6 billion gge by 2020, and two billion gge by 2050
In-State Biofuels Production	In-state production of 20 percent of biofuels used in California by 2010, 40 percent by 2020, 75 percent by 2050

Online Vehicle Comparison Tool

When considering a new fleet vehicle purchase, the Cool Fleets Web site (www.coolfleets.com/) has a free online calculator that can help the city identify the most cost-effective vehicle with the best environmental performance. It provides helpful information on a variety of indicators, including costs and greenhouse gas emissions. The user can compare each vehicle to itself or other models using different lease term and average annual mileage scenarios. The user chooses the applicable fuel cost for his/her location, selects vehicles individually, or by a vehicle category.

Data provided by Cool Fleets include:

- *Total of all costs* - Sum of total fuel cost, total maintenance cost, total actual depreciation, and total interest cost.
- *Invoice amount* - Includes standard equipment with typical fleet options.
- *Manufacturer incentive* - Programs offered by each manufacturer. Additional incentives can be modified based on purchasing needs.
- *Monthly cost* - Total of all costs divided by months in service.
- *Total fuel cost* - Based on user input for cost per gallon, mileage, and months in service.
- *Effective depreciation rate* - The rate of depreciation for the portion of the vehicle's value that is consumed in use.
- *Total depreciation* - Total actual depreciation is the amount of the vehicle's value that is consumed in use.

- *Total maintenance* - Maintenance expenditures are based on Donlen's recommended service intervals at average national account prices. Includes tires at appropriate intervals.
- *Guide book average* - Based on the average of both Automotive Lease Guide and Black Book guidebook estimates.
- *Total interest cost* - Assumes a six-percent annual fixed lending rate and a two-percent depreciation rate.

The fleet manager can print vehicle comparison sheets from Cool Fleets that include the information bulleted above and use it to help in their new vehicle selection process. Another good online resource for relevant data on new and used cars and trucks from current and prior model years is www.fueleconomy.gov. The user cannot manipulate as many features as Cool Fleets, but users can access data on used vehicles.

State Grants and Rebates

The California Air Resources Board and California Energy Commission offer alternative transportation grants and rebates through 2015 under the AB118 Program. Funding is allocated annually and the FY 2010-2011 budget for the Energy Commission AB 118 Program (www.energy.ca.gov/altfuels/) is about $108 million. The Air Resources Board (ARB) manages about $85 million in rebates and projects through the Air Quality Improvement Program (www.arb.ca.gov/msprog/aqip/aqip.htm).

Locally, the California Center for Sustainable Energy manages ARB's Clean Vehicle Rebate Program (www.energycenter.org), which provides rebates for electric vehicle purchases. The Energy Commission has allocated funding for light-, medium-, and heavy-duty vehicles that use natural gas ($13 million), as well as light- and medium-duty vehicles that use propane ($3 million). Expanding alternative fuel infrastructure across the state is another funding priority with allocations for electric chargers, CNG station upgrades/expansions, and additional E85 dispensers.

The Electric Vehicle Project

The San Diego region was selected to take part in the largest electric vehicle (EV) rollout in history, through the EV Project (www.theevproject.com). Beginning in December 2010, two major automobile manufacturers began selling EV sedans, the *Nissan Leaf* and *Chevy Volt*, in San Diego County. The national project targets 16 major population areas in the U.S. as first markets for EVs. As such, the project includes deployment of nearly 15,000 EV chargers to create robust charging networks for EV drivers to utilize. Half of the EV Project funding (over $100 million) comes from a competitive ARRA grant awarded to Ecotality North America, an EV charger manufacturer. Nissan North America, General Motors/Chevrolet, and the U.S. Department of Energy are national

project partners. SANDAG and SDG&E are local project partners providing in-kind assistance.

In 2009, Ecotality organized a San Diego Electric Vehicle Advisory Committee that provides input to the EV Project. The EV Advisory Committee includes representation from local governments, the California Center for Sustainable Energy, the Port of San Diego, UCSD, Qualcomm, SDG&E, SANDAG, and other stakeholders. The EV charger installations are underway and will be completed by December 31, 2011. Many public sites have been determined including marinas, restaurants, community and regional shopping centers, large venue entertainment, transportation corridors, schools, hotels, airports, convenience retail, and retail shopping.

Through the EV Project, about 2,500 electric vehicle (EV) chargers will be installed around San Diego County before January 2012. Almost 1,500 will be at publicly-accessible sites and about 1,000 will be at homes.

Over the next five years, most major automobile manufacturers will introduce plug-in electric vehicles and all vehicles will be able to utilize the standardized EV chargers installed through the EV Project. If the city would like to become an EV Project participant or host a publicly accessible EV charging site, opportunities are still available as of the writing of this report.

EV Project participants are qualifying electric vehicle purchasers that agree to have data on their charging habits aggregated into a U.S. Department of Energy study. The study includes the 15,000 vehicles in U.S. markets and will provide needed information on where future EV chargers should be sited across the country. In return for study participation, the EV purchaser receives its home (fleet location or residence) EV charger and installation at little to no cost. If the city is interested in test-driving an EV, the Enterprise location on Balboa Avenue will have a rental Nissan Leaf later this year.

For more information on the EV Project contact your Energy Roadmap coordinator or Andy Hoskinson, San Diego Stakeholder Services Area Manager for the EV Project and Ecotality North America at (619) 559-2118 or ahoskinson@etecevs.com.

4

Develop Employee Knowledge of Energy Efficiency

The purpose of this chapter is to provide the city with sample educational and training opportunities (many at no cost) available to municipal employees at the San Diego Energy Resource Center, a resource provided by the California Center for Sustainable Energy and SDG&E. In addition, energy training classes and certifications that are available in the region are identified. SDG&E and/or the Energy Roadmap Program may be able to facilitate these opportunities for the city or cover enrollment costs.

In order to provide municipal employees with pertinent education opportunities, the Energy Roadmap coordinator is asking for Imperial Beach to:

- Identify staff positions (or staff) that could benefit from workshops and trainings at the San Diego Energy Resource Center and/or other venues;
- Identify any types of energy efficiency workshops or training of interest to Imperial Beach (even if not listed in this section); and
- Identify any types of workshops or training that the city would be interested in hosting at a municipal site or within South County.

The largest source of energy workshops in the region is at the San Diego Energy Resource Center, located at the California Center for Sustainable Energy (CCSE) in Kearny Mesa. The Energy Resource Center is a partnership program between SDG&E and CCSE. In addition, local colleges and universities host educational programs.

For more information on programs hosted by the Energy Resource Center, contact CCSE at (858) 244-1177 or visit www.energycenter.org. CCSE and SDG&E publish a quarterly workshop calendar and provide the information online. Typically, the workshops are provided at no cost, but if there is a fee, it is posted. An RSVP is generally requested for workshops to ensure that adequate space and food are provided.

The following page provides examples of quarterly workshops offered locally, as well as specific training and certification programs in which municipal staff can participate.

Free Educational Seminars at the Energy Resource Center		Audience
Building Performance and Monitoring	▪ Energy management systems ▪ SDG&E's kWickview energy management tool ▪ Energy Star Portfolio Manager ▪ Benchmarking tools ▪ Building information modeling (BIM)	Facilities, public works
General Energy Workshops	▪ Energy efficiency 101 ▪ Electricity 101 ▪ Basics of solar, Basics of solar water heating ▪ Lunch and learn topics	Layperson
Best Practices and Programs	▪ Energy Star best practices ▪ Rebate programs	Planning, public works, city administration
Online Workshop Calendar	CCSE and SDG&E conduct hundreds of expert-facilitated seminars on a broad spectrum of energy topics at the Energy Resource Center. To view upcoming workshops from both organizations, visit www.energycenter.org/attend.	

Training and Certification Program	Description	Audience
Building Code Inspector Training	SDG&E offers free inspector training for city employees. Curriculum includes equipment identification and compliance, residential and commercial California Energy Code documentation and compliance, building plan verification for energy-efficiency standards, and 2010 California Green Building Code.	Code inspectors, planning staff
Building Operator Certification (BOC)	SDG&E offers BOC Level 1 and 2 trainings/certifications to city staff at a reduced rate. Building Operator Certification is a nationally-recognized training and certification program offering improved job skills and more comfortable energy-efficient facilities. The training is led by experienced, professional instructors.	Facilities, public works staff
Certified Energy Manager (CEM)	Certification is through the Association of Energy Engineers (AEE). CEM distinguishes high levels of competency and proficiency in energy management, demonstrating expertise in several areas ranging from standards, air quality, energy audits, lighting, procurement, and financing.	Facilities, public works staff
NATE Certification Exam (HVAC)	SDG&E and the Institute of Heating and Air Conditioning Industries, Inc. (IHACI) co-sponsor seminars designed to help experienced HVAC professionals prepare for successfully completing the North American Technician Excellence (NATE) Certification Exam.	Facilities, public works staff
LEED® Accredited Professional (AP)	The Leadership in Energy and Environmental Design (LEED) designation acknowledges expertise in green planning, design, construction, operations, neighborhood development, and other sustainable practices. SDG&E will cover the cost of appropriate city employees to undergo LEED AP training. Your Energy Roadmap coordinator can facilitate this for the city.	City administration, planning, facilities, public works, environmental services

5

Implement a Commuter Benefit Program

The city can achieve transportation-related energy savings by offering a commuter benefit program for its employees. Such a program provides alternative choices to the drive-alone commute, and can include everything from helping connect employees who want to carpool with one another, to offering flexible work schedules and telework options, to providing free or reduced-cost transit passes. Some programs are offered free by SANDAG and others are inexpensive or come with subsidies. For example, SANDAG provides a $400 per month subsidy for qualifying vanpools.

Benefits of a Commuter Program

By facilitating more transportation choices for its employees, Imperial Beach can:

- Improve traffic flow
- Set an example for residents and local businesses
- Reduce oil consumption
- Help employees save time, reduce stress, and spend less money on their commute
- Reduce air pollution and climate changing emissions

How it Works

Your Energy Roadmap coordinator will bring SANDAG iCommute program representatives to the city to explain the program, commuter options, incentive options, and program-tracking options. Based on what the city is interested in pursuing, iCommute will identify programs that meet both city and employee needs. These programs can be bundled together for inclusion in a city's employee benefits package.

The iCommute online system (www.icommutesd.com) offers free and convenient ride-matching and trip-tracking tools for both the city and its employees. Reporting features are available to track the level of employee participation, identify associated financial savings, and identify environmental savings, such as the amount of air pollution and greenhouse gas emissions avoided.

When the city would like to get started by hearing more details about the local commuter programs available, your Energy Roadmap coordinator will arrange a meeting with iCommute program representatives. Imperial Beach also may contact Antoinette Meier, SANDAG iCommute program, at (619) 699-7381 or amei@sandag.org. The iCommute program is a transportation demand management (TDM) program offered to employers in the region including cities, businesses, universities, hospitals, the military and others.

6

Leverage Planning and Development Authority

Local governments have the opportunity to promote energy efficiency in their communities by leveraging their authority over local planning and development activity. This chapter details several ways in which the City of Imperial Beach could use its planning and development authority to promote energy savings from electricity, natural gas, and transportation fuel.

1. **Integrate energy-saving measures into planning and development**
2. **Include transportation demand management in development review**
3. **Enable building energy retrofit projects**

First, the Roadmap has identified current projects in which the city is using its planning and development review authorities to promote energy savings.

Current Projects

Imperial Beach already uses its local authority to promote energy efficiency. Two current projects in the city demonstrate the integration of energy considerations into local planning activities and development projects, the **Commercial Zoning Review** and the proposed **Bikeway Village Project**.

Commercial Zoning Review (draft)

Currently underway, the Commercial Zoning Review recommends zoning, general plan, and local coastal plan amendments that would increase the potential for higher quality developments in the commercial zones of the city. Several of the recommendations promote a more energy-efficient community by fostering higher densities, active commercial areas, high levels of pedestrian activity, mixed-use development, as well as reduced parking requirements. While the recommendations are subject to change until the review is final, incorporating these types of provisions into

the city's ordinances and planning documents will result in a more energy-efficient community.

The Bikeway Village Project (proposed)

The Bikeway Village is a proposed cyclist-oriented rest park, hostel, and multi-unit commercial building in Imperial Beach. The project is intended as a rest stop and haven for bicyclists using the adjacent Bayshore Bikeway with amenities like a water bottle refill station, seating areas, and public restrooms.

Possible uses include a bike shop, a variety of fitness retailers, a gym, cafes, and a boutique hostel oriented toward bicycle tourists. With its orientation to bicyclists and the Bayshore Bikeway, and site features like rooftop solar and LEED certification, this proposed project demonstrates the integration of energy-saving principles into a development project in the city.

1. Integrate Energy-Saving Measures into Planning and Development

As the city undertakes future planning activities, and development projects continue to be proposed, Imperial Beach may consult the menu of sample policy measures in **Appendix D** for additional opportunities to increase energy efficiency in the community. Measures include regulation of private development projects, amendments to local ordinances and the general plan, preparation of specific plans, and development of measures to mitigate significant environmental impacts under the California Environmental Quality Act (CEQA).

The sample measures reflect the goals of state agencies like the California Public Utilities Commission, California Energy Commission, and Office of the Attorney General, and are organized into the following categories:

- Energy-efficient buildings
- Renewable energy and distributed generation
- Smart growth and livable communities
- Clean transportation options
- Energy-efficient use of water

2. Include Transportation Demand Management in Development Review

Including transportation demand management (TDM) measures in the development review process may offer developers creative, affordable, and effective ways to reduce vehicle trips and their impacts.

Through the building permit process, Imperial Beach could require or provide voluntary incentives for inclusion of TDM measures as a method for reducing environmental impacts of vehicle traffic generated by new projects. Sample mandatory and voluntary ordinances for including TDM measures in new development projects are provided in **Appendix E**.

3. Enable Building Energy Retrofit Projects

Two actions that Imperial Beach could take to expand energy-efficient building retrofit projects in the community are:

1. Determine whether its Clean and Green Program can serve as a match to receive additional retrofit program services through the Energy Upgrade California program.
2. Support financing programs that enable interested property owners to finance the installation of energy improvements on their homes or businesses.

Through its Redevelopment Agency, Imperial Beach runs the **Clean and Green Neighborhood Revitalization Program**, which provides ten-year grants for very low, low, and moderate-income individuals and families to improve energy and water efficiency, health and safety, and/or enhance the physical appearance of their home and property. This program already helps qualifying residents to undertake energy- and water-saving building retrofits.

The federal stimulus act of 2009 dedicated funds to building energy retrofit activities, which California has compiled under the Energy Upgrade California program (www.energyupgradecalifornia.org). Energy Upgrade California is a one-stop shop to coordinate federal, state, utility, and local government retrofit program outreach, incentives, contractor training, and participant qualifications.

Home and business owners often need technical and financial assistance to identify and implement energy-saving projects due to lack of knowledge on appropriate improvements and lack of upfront capital to cover equipment and installation costs.

Examples of Clean and Green improvements include:

- *Roofing (except tile)*
- *Double-paned energy-efficient windows*
- *Exterior solid core doors and fencing*
- *Central heating and cooling systems*
- *Attic insulation*
- *Caulking and weather stripping*
- *Solar photovoltaics*
- *Solar and tankless water heaters*
- *Clean-up/ removal of trash or debris*
- *Accessibility (railing and ramps)*

According to industry forecasts and experts such as the Harvard University Joint Center for Housing Studies, homeowners are interested in making their homes energy efficient. With the influx of ARRA funds, existing federal, state and local energy efficiency programs are being expanded upon and coordinated to bring down the costs of home energy assessments, capital purchases, installations, and inspections. Three types of inter-related programs to address energy retrofits are:

1. Energy Upgrade California, which includes energy incentives available from federal, state, utility, and local government sources.
2. Financing mechanisms that address net costs through energy-efficiency loans, liens, or mortgages.
3. Workforce development programs that train local contractors to perform energy assessments, product installations, maintenance, and other duties. *(Discussed in Chapter 8.)*

Available energy retrofit program programs, as well as local resources, are described in **Appendix F.** Your Energy Roadmap coordinator can assist the city in identifying the opportunities and resources from which the government and residents can take advantage.

7

Market Programs and Rebates to Residents and Local Businesses

The purpose of this chapter is to provide Imperial Beach with internet links to existing energy-efficiency resources that the city could include on its municipal Web site and be of benefit to local constituents. The chapter also provides one-stop internet access points to:

- Residential resources
- Business resources
- Educational resources

California's Vision for Marketing, Education and Outreach
Californians will be engaged as partners in the state's energy efficiency, demand-side management, and clean energy efforts by becoming fully informed of the importance of energy efficiency and their opportunities to act.
California Long-Term Energy Efficiency Strategic Plan

Imperial Beach may help promote messages of efficiency and sustainability to foster a greater local understanding of the connection between energy use and environmental impact. The city also could become a local government partner with national energy-saving educational campaigns like *Energy Star* and *Water Sense*. The following five outreach mechanisms are possible ways that the city can engage its constituents. Your Energy Roadmap coordinator can suggest ways to implement any and all of these outreach mechanisms and information.

1. On the city internet site, post links to SDG&E rebate and incentive programs, as well as the other resources provided here.
2. Through city newsletters or other outreach mechanisms, include articles about opportunities to save energy with links to existing programs and community resources, like the California Center for Sustainable Energy.
3. At city venues, such as the permit desk, parks and recreation areas, libraries, and city hall, provide educational materials on saving energy. SDG&E, California Center for Sustainable Energy (CCSE), and SANDAG iCommute have materials about programs and services available to residents and businesses in the region.

4. At community events, SDG&E, CCSE, and SANDAG iCommute can provide booths and/or information on energy-saving programs and commuter programs available to your constituents
5. Through an introduction from the city, SDG&E and SANDAG iCommute can engage your local business organizations on low- and no-cost programs tailored to businesses.

The following tables identify Web links to energy, fuel, and water efficiency programs available to local businesses, residents and the general public. By providing this information on its Web site, the city would serve as another access point for its community to find out about, and take advantage of, energy-saving programs and services.

One-Stop Shop Web Sites	
Residential Energy-Saving Programs	www.sdge.com/residential/rebates.shtml
Commercial Energy-Saving Programs	www.sdge.com/business/rebatesincentives
Educational Resources for All	San Diego Energy Resource Center's Online Workshop Calendar. Center for Sustainable Energy (CCSE) and SDG&E conduct hundreds of expert-facilitated seminars on a broad spectrum of energy topics at the Energy Resource Center. Use the online calendar to view additional workshops from both organizations. www.energycenter.org/attend
iCommute	Free online gateway to commuter choices in the San Diego region; hosted by SANDAG. Includes 511, transit trip planner, online ride matching service, and cost of commute calculator. www.icommutesd.com/
Energy Upgrade California	www.energyupgradecalifornia.org

Resources for Businesses and Residents

Renewable Energy Programs	
Self-Generation Incentive Programs	www.energycenter.org/index.php/incentive-programs/self-generation-incentive-program
The California Solar Initiative (CSI)	www.energycenter.org/index.php/incentive-programs/california-solar-initiative
CSI Thermal Program (Solar Water Heating)	www.energycenter.org/index.php/incentive-programs/solar-water-heating
Sustainable Communities Program	www.sdge.com/environment/sustainablecommunities/
California Energy Commission's Emerging Renewables	www.consumerenergycenter.org/erprebate/index.html
The Solar Energy Project	www.sdge.com/environment/solar/sdSolarInitiative.shtml
Net Energy Metering (NEM)	www.sdge.com/nem/

Clean Transportation and Petroleum Reduction Programs	
Clean Vehicle Rebate Project	www.energycenter.org/index.php/incentive-programs/clean-vehicle-rebate-project
SANDAG iCommute	www.icommutesd.com/ Free online gateway to commuter choices in the San Diego region.
SDG&E Clean Transportation	www.sdge.com/environment/cleanTransportation.shtml
The EV (Electric Vehicle) Project	www.theevproject.com/
Energy and Water	
20-Gallon Challenge	http://20gallonchallenge.com/ The 20-Gallon Challenge is a call for residents and businesses to reduce our region's water use on average by 20 gallons per person, per day. Hosted by the San Diego County Water Authority.
Smart Grid	
SDG&E Smart Grid Program	www.sdge.com/smartgrid Smart meter and smart grid technologies are being deployed throughout the San Diego region and across the state.

Energy Programs and Assistance for Local Businesses

Energy Efficiency and Demand Response	
SDG&E's Business Incentives Site	www.sdge.com/business/rebatesincentives All SDG&E business programs can be accessed from this Web site.
Critical Peak Pricing	www.sdge.com/business/rebatesincentives/programs/criticalPeakPricing.shtml
Technical Assistance and Technology Incentives	www.sdge.com/business/rebatesincentives/programs/technicalAssistanceIncentives.shtml
Project Management Builder Services	www.sdge.com/builderservices/index.shtml
Summer Saver	www.sdge.com/vendor/summersaver/
On Bill Financing	www.sdge.com/business/rebatesincentives/programs/onbillfinancing.shtml
Energy Savings Bid	www.sdge.com/bid
Energy Challenger (energy audit tool)	www.sdge.com/audit
Energy-Efficiency Seminars	www.sdge.com/training
New Construction	
Savings by Design	www.sdge.com/builderservices/savingsBD.shtml
Sustainable Communities Program	www.sdge.com/environment/sustainablecommunities/

Energy Programs and Assistance for Residents

Comprehensive Residential Web Sites

SDG&E's Residential Rebates and Services	All SDG&E residential programs can be accessed from this Web site. www.sdge.com/residential/rebates.shtml
Retrofit Central	Retrofit Central is a one-stop shop for information on programs, incentives, technical assistance, and financing for energy efficiency and renewable residential retrofits. Once Energy Upgrade California is fully functional, it may be phased out. It is hosted by the California Center for Sustainable Energy. www.energycenter.org/retrofit
PACE and AB 811 Programs	Property Assessed Clean Energy ("PACE") or AB 811 programs were intended to give cities and counties the ability to offer low-interest loans for energy-efficiency projects and solar panels to homeowners and small businesses. *PACE programs are currently on hold nationwide. CCSE provides current status of PACE and regional activities. http://energycenter.org/index.php/incentive-programs/pace-property-assesed-clean-energy

Energy Efficiency and Demand Response

Advanced Home Program	www.sdge.com/builderservices/newHomes.shtml
Air Conditioning Tune-Ups	www.actimeprogram.com/ProjectCenter/
Summer Saver Program	www.sdge.com/vendor/summersaver/
Affordable Financing for Home Improvements	www.sdge.com/residential/homeImpFinance.shtml
Refrigerator-Freezer Recycling Program	www.arcaincutility.com/CA/SDGE/Step2_ZipCode.cfm?ServiceCompany=43
Clothes Washer Rebate Program	www.20gallonchallenge.com/programs_residential.html or (888) 376-3314
Residential Energy Survey	www.sdge.com/residential/resEnergyProfiles.shtml (800) 411-SDGE (7343)
Lighting Turn in Program	www.sdge.com/residential/lightingTurnIn.shtml
Earn Tax Credits	www.energytaxincentives.org/

Energy and Water	
WECalc Home Water-Energy-Climate Calculator	Free online tool from the Pacific Institute that estimates home water-related energy use and associated greenhouse gas emissions. http://www.wecalc.org/
SoCal Water Smart for Residential Customers	www.socalwatersmart.com/ Available water efficiency product rebates.
Clothes Washer Rebate Program	www.20gallonchallenge.com/programs_residential.html or (888) 376-3314
New Construction Programs	
Advanced Home Program	www.sdge.com/builderservices/newHomes.shtml
New Solar Homes Partnership	www.sdge.com/environment/solar/solarForNewHomes.shtml
Low Income Assistance	
Residential Rate Assistance Program	www.sdge.com/residential/assistance/assistServCare.shtml
The Energy Team Program	www.sdge.com/residential/energyTeam.shtml or (866) 597-0597
Programs for Customers with Special Needs	www.sdge.com/residential/assistance/otherCustomerServices.shtml
Neighbor to Neighbor	www.sdge.com/residential/assistance/financialAssistance.shtml
Multi-Family Affordable Solar Housing	www.energycenter.org/index.php/incentive-programs/multifamily-affordable-solar-housing

Local Educational Resource

San Diego Regional Energy Resource Center

Jointly provided by the California Center for Sustainable Energy and San Diego Gas & Electric

The San Diego Energy Resource Center (ERC) is a community resource for energy information and provides a variety of workshops, continuing education and certification courses in energy efficiency, renewable energy and green building including HERS training, BPI certification, LEED certification, and solar installation training. The ERC is located at 8690 Balboa Avenue, Suite 100, San Diego, CA 92123. Contact Tel (858) 244-1177, www.energycenter.org. Center hours are from 8 a.m. to 5 p.m. weekdays excluding national holidays. Resources include:

- Online workshop, training, and events calendar: CCSE and SDG&E conduct hundreds of expert-facilitated seminars on a broad spectrum of energy topics at the Energy Resource Center.
- Energy Connection eNewsletter: CCSE's free monthly eNewsletter provides current information on resources, regional energy issues, news, and other features.
- Reference and tool-lending library: The reference library offers books, DVDs and periodicals on climate change, efficiency, green building, renewable energy, and transportation. Materials cover a broad range of information and are designed for those in a variety of professions and levels of education and knowledge.

National Educational Resources

ENERGY STAR Government Partnerships

In addition to appliance labeling, the Energy Star Program seeks partnerships with local businesses, congregations, industries, schools, and others. By becoming a Government Energy Star Partner, a local government can receive recognition nationally and can co-brand local energy-saving initiatives with Energy Star. www.energystar.gov

The EPA and DOE also host an annual Energy Star Awards ceremony to honor organizations that have made outstanding contributions to protecting the environment through energy efficiency. For more information on government partnerships, visit www.energystar.gov/index.cfm?c=government.bus_government.

WaterSense Promotional Partners

WaterSense (www.epa.gov/watersense) helps consumers identify water-efficient products and programs that meet WaterSense water efficiency and performance criteria. Products carrying the WaterSense label perform well, help save money, and encourage innovation in manufacturing.

Local governments, utilities, and other organizations can become WaterSense Promotional Partners to help provide outreach on water-efficiency measures. Jurisdictions can receive recognition nationally and can co-brand local water-saving initiatives with WaterSense as a promotional partner. Visit www.epa.gov/watersense/partners/promotional.html.

8

Support Green Jobs and Workforce Training

Imperial Beach can increase local awareness of workshops, training, and employment resources available to its constituents. The city can make this information more widely available by including it on its Web site and/or providing handouts at local libraries and city hall.

Some of the training available in the region has been funded through the American Recovery and Reinvestment Act (ARRA), and may be discontinued after December 2012. Many other local resources identified in this section are available long term.

California's Vision for Workforce Education and Training
By 2020, California's workforce is trained and fully engaged to provide the human capital necessary to achieve California's economic, energy efficiency, and demand-side management potential.
California Long-Term Energy Efficiency Strategic Plan

Training and Education Resources

Sample Green Job Fields	Sample Green Jobs
Building retrofitting Mass transit-freight rail Smart grid Wind power Solar power Advanced biofuels Alternative transportation vehicles and infrastructure	Electricians, heating, ventilation and air conditioning (HVAC) installers, carpenters, construction workers and managers, home builders, roofers, building inspectors, engineers (civil, mechanical, environmental, electrical), welders, metal fabricators, assemblers, transit and truck drivers, dispatchers, software engineers, technicians, machinists, power line installers and repairers, iron and steel workers, sheet metal workers, equipment operators, chemists, chemical technicians, agricultural workers, farm product purchasers, agricultural inspectors

The Green Career Network

The Green Career Network (www.greencareernetwork.org) brings together green job seekers and green employers. Hosted by the California Center for Sustainable Energy, this online portal provides job listings, trainings, and research in green jobs in renewable energy, energy efficiency, green building, transportation, sustainability, and environmental studies.

On the **Green Career Network** job seekers can:

- Access job postings and a Green Employers list
- Read a step-by-step guide to finding a green job
- Identify available workforce training and education opportunities
- Access studies and reports on the green economy, industries, and market analyses
- Network through free educational programs and events

Employers can:

- Use an on-line job board to post job announcements and review resumes
- Find information about on-the-job training programs that can reimburse up to 50 percent of wages or salaries earned by eligible new workers during training
- Find information on how to get help from groups like the Small Business Administration and the Small Business Development Center that provide free business counseling, workshops, and training to help grow businesses

San Diego Miramar College's Advanced Transportation Technology & Energy Center

Advanced Transportation Technology & Energy (ATTE) Centers were created as a means for keeping California competitive as a national leader in advanced transportation and energy technologies, and to transform the workforce in the rapidly developing, technology-driven transportation and energy industries. San Diego Miramar College's ATTE Center is the regional center for San Diego County.

Courses, assistance, and outreach programs are tailored to the needs of regional employers and employees in California. The ATTE Center provides students, technicians, faculty, public, and other initiative centers with the education, training, and resources they need to effectively learn, teach, and work with advanced transportation and energy technologies, including:

- Electric, hybrid, and hydrogen fuel cell programs
- Gaseous fuel programs for light and/or heavy duty vehicles
- Intelligent transportation systems programs
- Railroad operation programs
- Light rail maintenance aeronautics and flight
- Technology programs and energy programs
- Motorcycle maintenance programs
- Automotive clean-air car emissions programs

The Miramar College ATTE Center is located at 10440 Black Mountain Road, San Diego, CA 92126. Call (619) 388-7673 or visit www.attemiramar.com for more information.

Cuyamaca Community College's San Diego Green Building Training Collaborative

The Grossmont-Cuyamaca Community College District (GCCCD) was awarded ARRA funds to launch the San Diego Green Building Training Collaborative under California's Clean Energy Workforce Training Program. The collaborative trains unemployed or underemployed workers with previous construction experience to be building analyst professionals, water auditors, solar photovoltaic installers, and solar thermal installers.

Trainings serve all of San Diego County and are offered at Cuyamaca College in Rancho San Diego and Palomar College in San Marcos. Certificates of Achievement are awarded upon program completion. GCCCD plans to continue the green building training collaborative after ARRA funds are expended. Cuyamaca College already offers green workforce training certificates and degrees in water/wastewater technology, environmental health and safety, sustainable landscaping, and renewable energy. For more information, visit www.cuyamaca.edu/preview/cleanenergy/.

The San Diego Workforce Partnership

The San Diego Workforce Partnership (www.sandiegoatwork.com/) works with public and private agencies, local businesses, and educational institutions to create workforce solutions for the San Diego region. It provides services for employers and job seekers, online access to workforce training and resource, and has ten One-Stop Career Centers located throughout San Diego County. The Workforce Partnership serves as this region's Workforce Investment Board (WIB).

The nearest One-Stop Career Center to Imperial Beach is the South County Career Center, operated by Arbor E&T at 1111 Bay Blvd., Suite E, Chula Vista, CA 91911. Center hours are Monday through Friday from 8 a.m. to 5 p.m. Call (619) 628-0300 or visit www.rescare.com/sccc .

San Diego Regional Energy Resource Center

Jointly provided by the California Center for Sustainable Energy and San Diego Gas & Electric

The San Diego Energy Resource Center (ERC) is a community resource for energy information and provides a variety of workshops, continuing education, and certification courses in energy efficiency, renewable energy, and green building, including HERS training, BPI certification, LEED certification, and solar installation training. The ERC is located at the California Center for Sustainable Energy (CCSE) at 8690 Balboa Avenue, Suite 100, San Diego, CA 92123. For more information, contact (858) 244-1177 or visit www.energycenter.org. Center hours are from 8:00 a.m. to 5:00 p.m. weekdays.

Statewide Resources for Training and Education

Grid Alternatives

Grid Alternative (www.gridalternatives.org) offers volunteer opportunities to gain hands-on solar experience and network with others interested in renewable energy, the environment, and our communities.

Solar Training Institute

The Solar Training Institute (www.trainingforsolar.com) provides accelerated training classes for contractors, electricians, engineers, solar energy entrepreneurs, sales people and anyone who is considering a career change to the growing solar industry.

California Community Colleges Economic and Workforce Development

The California Community Colleges Economic and Workforce Development (CCCEWD) program provides industry-specific workforce education, training, and consulting services to help California businesses compete. CCCEWD (www.cccewd.net/) is the state program from which the local Advanced Transportation Technology and Energy Center, San Diego Workforce Partnership, and One-Stop Career Centers stem.

Looking Forward

Through the SANDAG Energy Roadmap Program, Imperial Beach has set a framework for continued efforts to save energy in local government operations and in the community. After completion of the Energy Roadmap Program in 2012, there are several funding opportunities for which the city may apply to continue energy-saving activities, either on its own or in partnership with SANDAG. These local, state, and federal funding sources for energy efficiency are described below, followed by non-financial resources that could be of service.

Energy-Saving Funding Opportunities

Local Government Partnerships with San Diego Gas and Electric ™

SANDAG's Energy Roadmap Program is primarily funded through a local government partnership with SDG&E. The utility manages several local government energy-efficiency partnerships in the region for jurisdictions, public agencies, and the California Center for Sustainable Energy. The duration of these partnerships is typically three years, and they are approved by the California Public Utilities Commission.

Prior to the start of new program cycles, SDG&E announces a request for abstracts for future local government partnership programs. The next program cycle, which will be determined by the CPUC, will likely begin in January 2014. Using its Energy Roadmap as a guide, Imperial Beach can decide if it would like to propose to SDG&E its own local government partnership, have SANDAG continue to serve as a mechanism to provide member agencies with added energy efficiency services, or decide on another course of action.

Local Government Energy Efficiency Partnerships have three focus areas:

1. Identify energy efficiency savings in municipal sites
2. Utilize core energy efficiency programs
3. Engage the community on energy efficiency

The County of San Diego, Chula Vista, and the City of San Diego have their own local government partnerships with SDG&E. Programs that SDG&E has funded through local government partnerships include:

- Municipal facility retrofit for energy-efficiency improvements

- Strengthened building energy codes and enforcement
- Land use planning and design
- Education and outreach
- Compact fluorescent light bulb (CFL) recycling programs
- Green building / permit expedite / fee reduction programs
- Peer-to-peer best practices and networking
- Staff training programs
- Energy plan development

State Energy Program Grants and Energy Efficiency and Conservation Block Grants

The U.S. Department of Energy (DOE) and California Energy Commission release State Energy Program (SEP) solicitations that support transportation, residential, commercial, agricultural, industrial, institutional energy efficiency, and renewable programs.

Both agencies also release Energy Efficiency and Conservation Block Grants (EECBG) solicitations. The EECBG provides local government grants to reduce fossil-fuel emissions, reduce total energy use, and improve energy efficiency and conservation in the transportation and building sectors. Grants originate from DOE and are released from both the Energy Commission and DOE. Review the Energy Commission's grants Web page (www.energy.ca.gov/contracts/index.html) regularly for program opportunities.

Non-Financial Resources for Local Governments

The Beacon Award

The Institute for Local Governments' California Climate Action Network (CCAN) has created the Beacon Award to recognize cities and counties that reduce GHG emissions and save energy. To receive a silver, gold or platinum Beacon Award, jurisdictions must achieve measurable GHG reductions and energy savings in agency facilities, and achieve measurable GHG reductions and promote energy conservation activities in the community.

Once a local government applies, it is designated as a Beacon Award program participant, and will then begin working toward achieving the first Beacon Award level. There is no deadline to apply; applications will be accepted on an ongoing basis. Your Energy Roadmap coordinator can identify necessary next steps for Imperial Beach to participate, or visit www.ca-ilg.org/BeaconAward for more information.

San Diego Gas and Electric

As described in previous chapters, SDG&E (www.sdge.com) manages a variety of energy-saving programs that:

- Promote energy efficiency, demand response and conservation programs, services and resources
- Provide energy education and outreach to the community

California Center for Sustainable Energy

The California Center for Sustainable Energy (CCSE) (www.energycenter.org) works with local governments on several initiatives including:

- The San Diego Regional Retrofit Advisory Committee, that includes several local jurisdictions, SANDAG, and SDG&E
- The Energy Upgrade California program

Energy Policy Initiatives Center

The Energy Policy Initiatives Center (EPIC) is a nonprofit academic and research center of the University of San Diego, School of Law that studies energy policy issues affecting the San Diego region and California. EPIC serves as a source of legal and policy expertise, and provides information on the development of sustainable solutions that meet the region's future energy needs. For more information, contact (619) 260-4589 or visit www.sandiego.edu/epic/.

San Diego Association of Governments

SANDAG Energy and Climate Planning Program staff is knowledgeable about federal, state, regional, and local issues and can be a resource for jurisdictions after their Energy Roadmaps are completed. For more information on SANDAG energy and climate planning, contact Susan Freedman at (619) 699-7387, sfr@sandag.org or visit www.sandag.org/energy.

iCommute

The SANDAG iCommute team can assist local governments with staff commuter programs, transportation demand management (TDM) ordinances, online tools, and outreach to your constituents on mobility choices in the region. Contact Antoinette Meier at (619) 699-7381, amei@sandag.org or visit www.icommutesd.com.

Statewide Energy Efficiency Best Practices Coordinator

Patrick Stoner serves as the Statewide Local Government Energy Efficiency Best Practices coordinator. The position is part of the Public Utilities Commission's 2010 through 2012 statewide energy efficiency programs. Like SANDAG is available to you locally, Mr. Stoner is a statewide resource. The statewide coordinator develops and distributes best practices case studies, provides information and examples of energy efficiency policies and programs, provides materials that may help local governments implement climate action plans, and serves as a resource to help local government energy programs achieve success. Mr. Stoner is housed at the Local Government Commission (LGC) and has been part of the LGC since 1993. He can be reached at (916) 448-1198, extension 309 or e-mail pstoner@lgc.org.

Statewide Energy Efficiency Collaborative

The Statewide Energy Efficiency Collaborative (SEEC) was formed in 2010 as an alliance to help cities and counties reduce greenhouse gas emissions and save energy. SEEC (www.californiaseec.org/) serves as a statewide local government partnership and is an alliance among the Local Government Commission, ICLEI – Local Governments for Sustainability, the Institute for Local Government, and California's four investor-owned utilities, including San Diego Gas & Electric.

- Local Government Commission provides free webinars, holds an annual statewide conference, and provides peer-to-peer networking opportunities
- ICLEI is conducting a series of workshops and trainings for local governments on taking key steps to reduce greenhouse gas emissions
- Institute for Local Governments' California Climate Action Network (CCAN) is providing recognition for cities and counties through the Beacon Award

www.sandag.org/energy

This Program is a collaboration between SANDAG and San Diego Gas & Electric®.

SANDAG

SDGE

A Sempra Energy utility®

APPENDICES

Imperial Beach Energy Roadmap

Prepared through the SANDAG Energy Roadmap Program

April 2011

This Program is a collaboration between SANDAG and San Diego Gas & Electric®.

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Energy Roadmap Report Appendices

Imperial Beach Energy Roadmap

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Program Contacts

Energy Roadmap Coordinator:
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SDG&E Energy Efficiency Programs:
Julie Yunker, JYunker@semprautilities.com, (858) 654-8302

Building Energy Audits:
Jason Knight, EFM Solutions, jason.knight@efm-solutions.com, (619) 549-6695

The following staff of the San Diego Association of Governments had primary responsibility for the preparation of this document.

Susan Freedman, Senior Regional Energy Planner
Andrew Martin, Associate Regional Planner

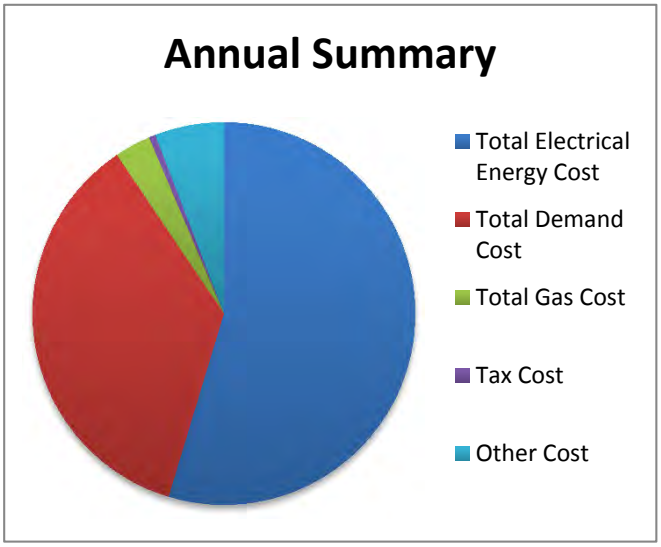
Energy Report Card

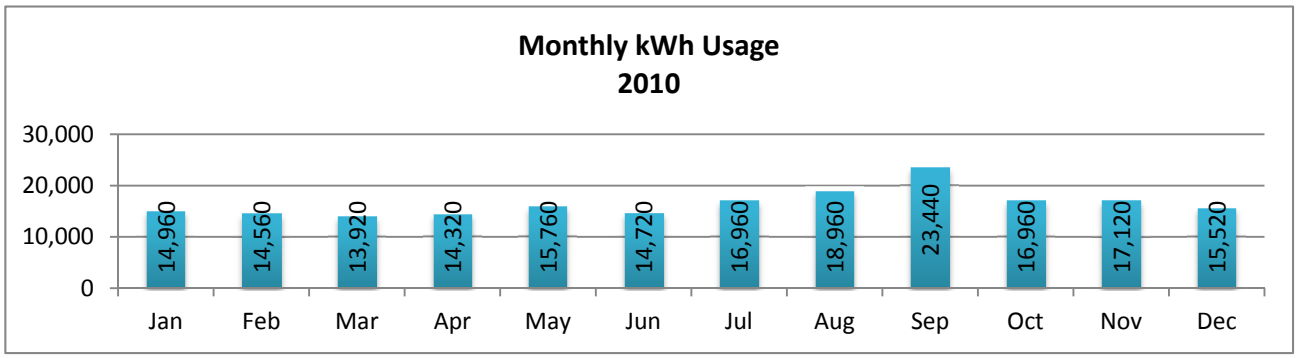
Imperial Beach City Hall, Emergency Operations Center (EOC), Fire Station

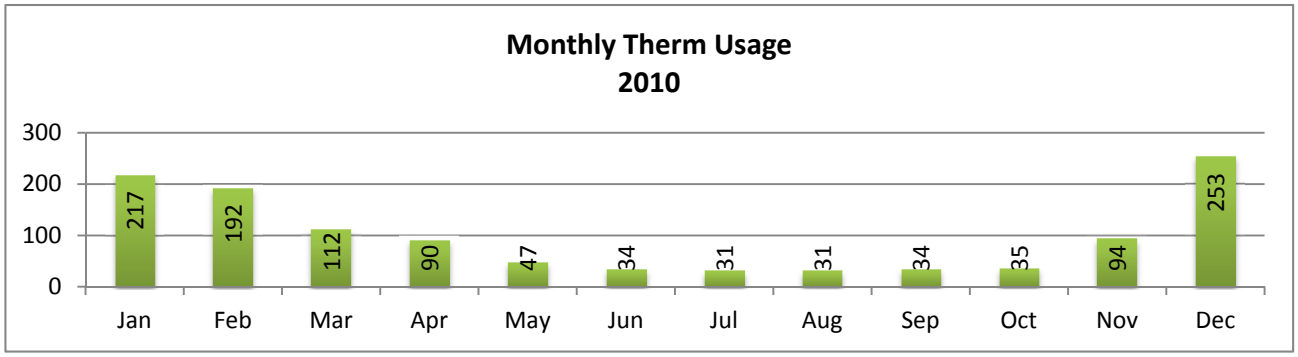
865 IMPERIAL BEACH BLVD IMPERIAL BEACH, CA 91932-2702

Facility SqFt	20,000
Electrical Billing Code	ALTOU
Gas Billing Code	GN3

Annual Summary		
Electrical Meter		1879062
Electrical Consumption		197,200
Max Demand		71.2
Electrical Energy Density*		9.86 kWh/sqft-yr
Gas Meter		713035
Gas Consumption		1,170
Gas Energy Density*		0.06 Therms/sqft-yr
GHG Emissions in mtCO2e**		71.28
Total Electrical Energy Cost	$	18,289.13
Total Demand Cost	$	12,005.53
Total Gas Cost	$	1,018.76
Tax Cost	$	188.26
Other Cost	$	1,954.12
Total Cost	$	33,455.80







* Compared to California Commerce End-Use Survey by Itron, Inc. Table E-1: Overview of Energy Usage in Statewide Service Area
** Green House Gas Emissions in units of Metric Tons of CO2 equivelent as provided by Energy Star Portfolio Manager.

Energy Report Card

Imperial Beach City Hall, Emergency Operations Center (EOC), Fire Station

865 IMPERIAL BEACH BLVD IMPERIAL BEACH, CA 91932-2702

Space Itemization	sqft
City Hall	10,000
Fire Station	8,500
Emergency Operations Center	1,500
	20,000

Weekly Operating Hours	45
Workers on Main Shift	30
No. of Workstations	30
Percent of Gross Area Cooled	100%
Percent of Gross Area Heated	100%

Building Type

Office, Fire Station, Assembly

Energy Systems

City Hall:

6 Package RTU, 5 with Gas Furnace
1 Carrier 50JX-624-301
Digital STAT
Units approx. 3.5 years old
Indoor lighting mixed T12 & T8
Outdoor Lighting HPS w/ Photocell
45 hrs/week; 30 full time equivelent (FTE) employees

Fire Station:

T5 highbays in garage
Mixed T8/T12 indoors
24/7; 10 FTE's

Verify Electrical Meter	1879062	X	Other Found:
Verify Gas Meter	713035	X	Other Found: 1146644

Notes:

1. The City Hall, EOC and Fire Station are served by one electrical meter. The verified gas meter serves the City Hall and EOC and the other gas meter found serves the Fire Station.

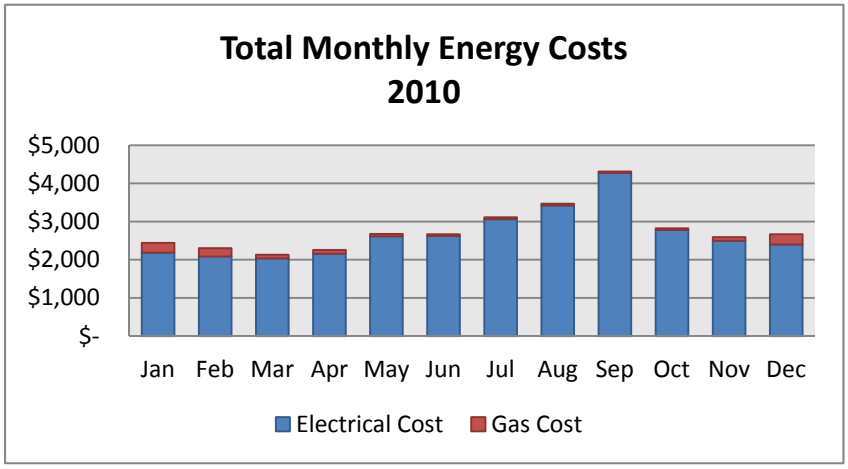
Energy Report Card

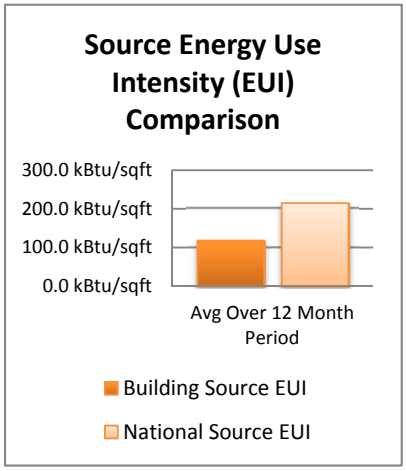
Imperial Beach City Hall, Emergency Operations Center (EOC), Fire Station

865 IMPERIAL BEACH BLVD IMPERIAL BEACH, CA 91932-2702

10/15/2010 **Energy Consumption Report Card**

Site Energy Density		Energy Star Benchmarking	
Electrical Energy Density	9.86 kWh/sqft-yr	National Average Source EUI	213.0 kBtu/sqft
Gas Energy Density	0.06 Therms/sqft-yr	Source EUI	118.5 kBtu/sqft
		Difference	-44.4%





Energy Use Itemization*

Description	kW	Hrs	kWh	Percentage
HVAC Systems	68	900	61,200	31.0%
Indoor Lighting Systems	24	3500	84,000	42.6%
Outdoor Lighting Systems	3	4380	13,140	6.7%
Plug Loads	15	2250	33,750	17.1%
Total		**4380**	**192,090**	**97.4%**

Conclusion and Energy Conservation Measures (ECM)

ECM 1: Replace remaining T12 lamps with T8 lamps and fixtures in City Hall and in the Fire Station.
ECM 2: Consider replacing HPS parking lot lighting with T8 Fluorescent lighting
ECM 3: Consider an after hours EOC and City Hall building shut down. Requires rewiring of security system and providing for override control in the event of city emergency.

* Figures based on Title 24 documentation, as-built, and preliminary site evaluations.

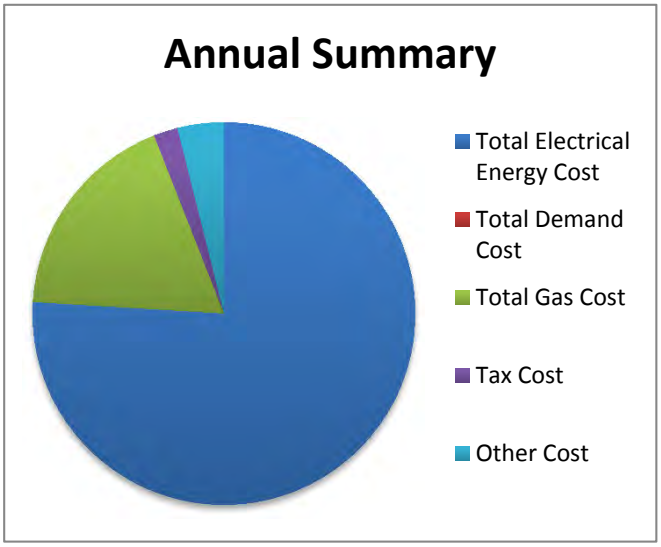
Energy Report Card

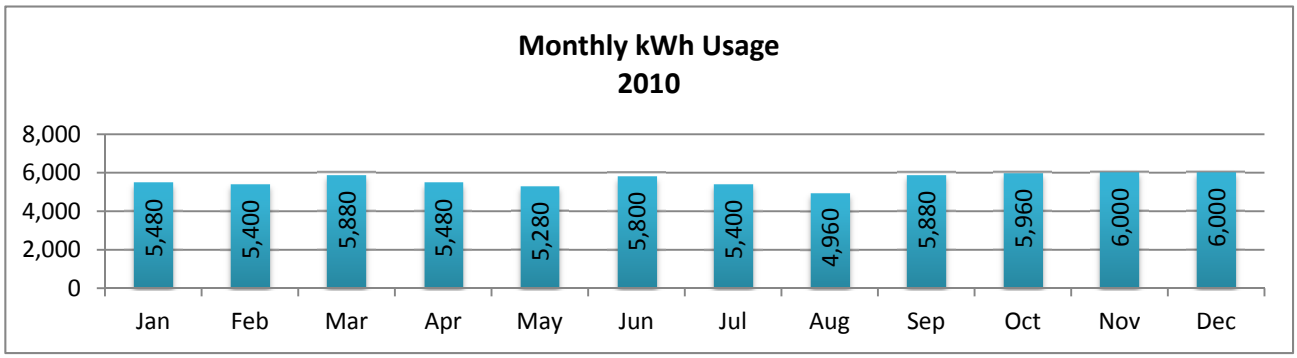
Imperial Beach Public Works Building

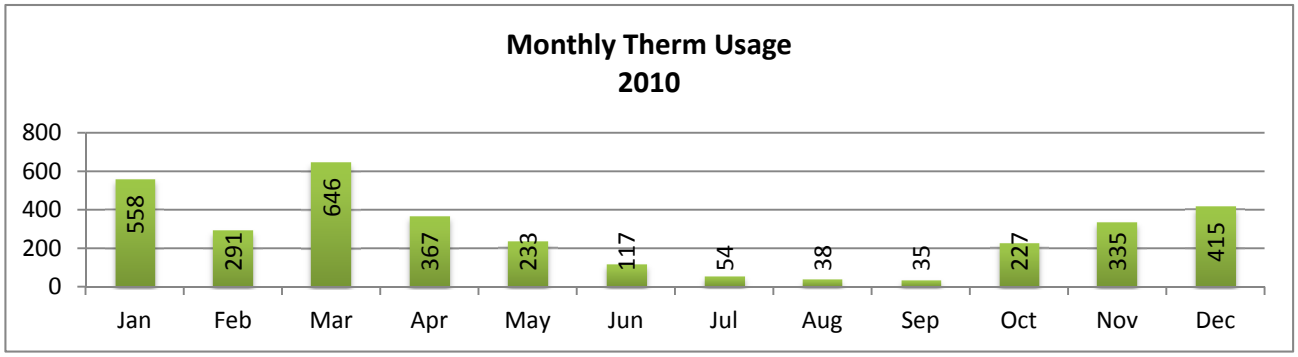
495 10TH ST IMPERIAL BEACH, CA 91932-1510

Facility SqFt	2,500
Electrical Billing Code	ATOU
Gas Billing Code	GN3

Annual Summary		
Electrical Meter No.		1565267
Electrical Consumption		67,520
Max Demand		34.4
Electrical Energy Density*		27.01 kWh/sqft-yr
Gas Meter No.		685948
Gas Consumption		3,316
Gas Energy Density*		1.33 Therms/sqft-yr
GHG Emissions in mtCO2e**		39.92
Total Electrical Energy Cost	$	11,473.10
Total Demand Cost	$	-
Total Gas Cost	$	2,732.13
Tax Cost	$	308.19
Other Cost	$	591.42
Total Cost	$	15,104.84







* Compared to California Commerce End-Use Survey by Itron, Inc. Table E-1: Overview of Energy Usage in Statewide Service Area
** Green House Gas Emissions in units of Metric Tons of CO2 equivelent as provided by Energy Star Portfolio Manager.

Energy Report Card

Imperial Beach Public Works Building

495 10TH ST IMPERIAL BEACH, CA 91932-1510

Space Itemization	sqft
Offices	2500
Vehicle Maintenance	7000
	9500

Weekly Operating Hours	45
Workers on Main Shift	12
No. of Workstations	8
Percent of Gross Area Cooled	36%
Percent of Gross Area Heated	100%

Building Type

Office

Energy Systems

1 Split AC
- FC - FB4ANF060
- CU - 697CN060-D
- Mechanical TSTAT

Gas Furnace w/ Mech TSTAT - No labels on furnace

Verify Electrical Meter	1565267	x	Other Found:
Verify Gas Meter	685948	x	Other Found:

Notes:

Heavy sea air, light corrosion on grill, coils look in fair shape. System is cooling only. Furnace in adjacent space to front office.

Current energy use itemization does not account for sum of energy used in a 12 month period. Data logging suggested.

Assume a large plug load to accomodate machinery in garage as well as any electric charging.

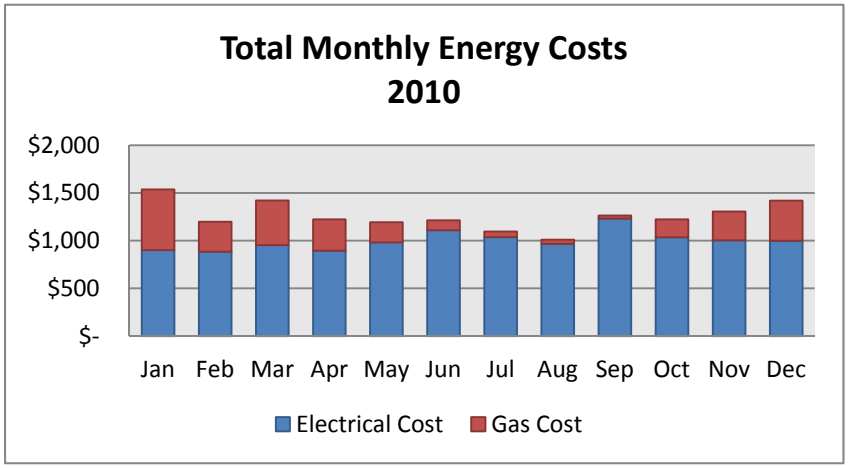
Energy Report Card

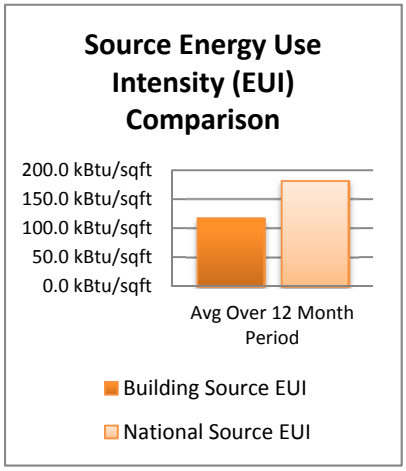
Imperial Beach Public Works Building

495 10TH ST IMPERIAL BEACH, CA 91932-1510

10/15/2010 **Energy Consumption Report Card**

Site Energy Density		Energy Star Benchmarking	
Electrical Energy Density	27.01 kWh/sqft-yr	National Average Source EUI	182.0 kBtu/sqft
Gas Energy Density	1.33 Therms/sqft-yr	Source EUI	117.5 kBtu/sqft
		Difference	-35.4%





Energy Use Itemization*

Description	kW	Hrs	kWh	Percentage
HVAC Systems	6.5	900	5,850	8.7%
Indoor Lighting Systems	6.5	2200	14,300	21.2%
Outdoor Lighting Systems	2	4380	8,760	13.0%
Plug Loads	15	1500	22,500	33.3%
Total		**4380**	**51,410**	**76.1%**

Conclusion and Energy Conservation Measures (ECM)

ECM 1: Consider an after hours all building shut down. Requires rewiring of security systems and providing for override control in the event of city emergency. Logging required to determine potential savings.
ECM 2: Consider replacing outdoor lighting and overhead lighting with an alternative, high efficiency technology.

* Figures based on Title 24 documentation, as-built, and preliminary site evaluations.

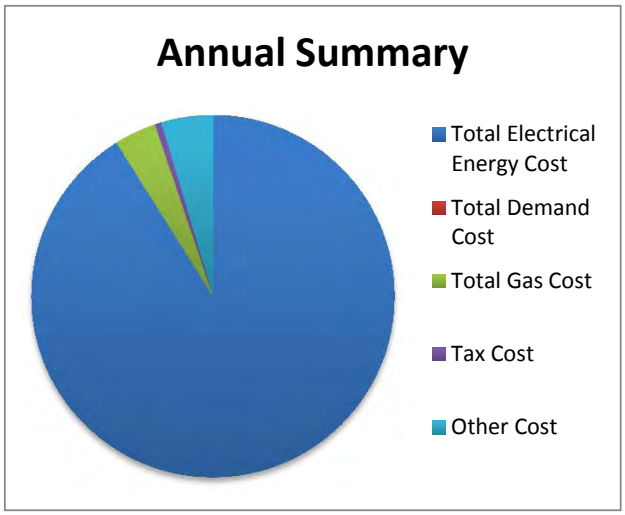
Energy Report Card

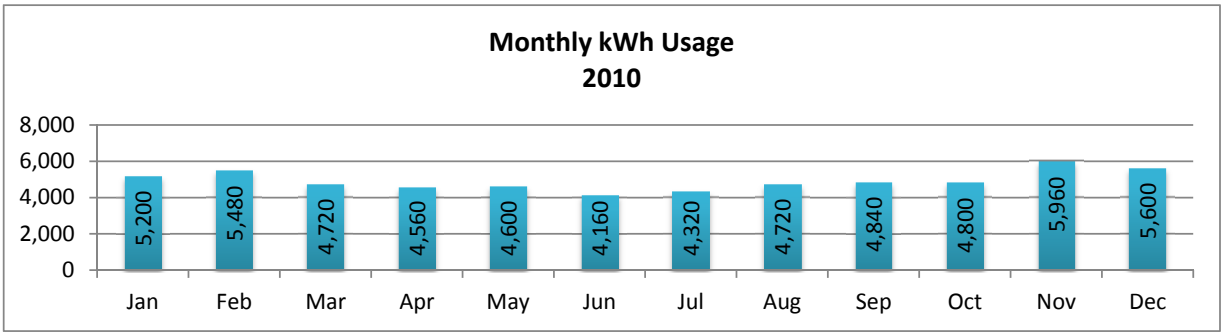
Imperial Beach Marina Vista Center

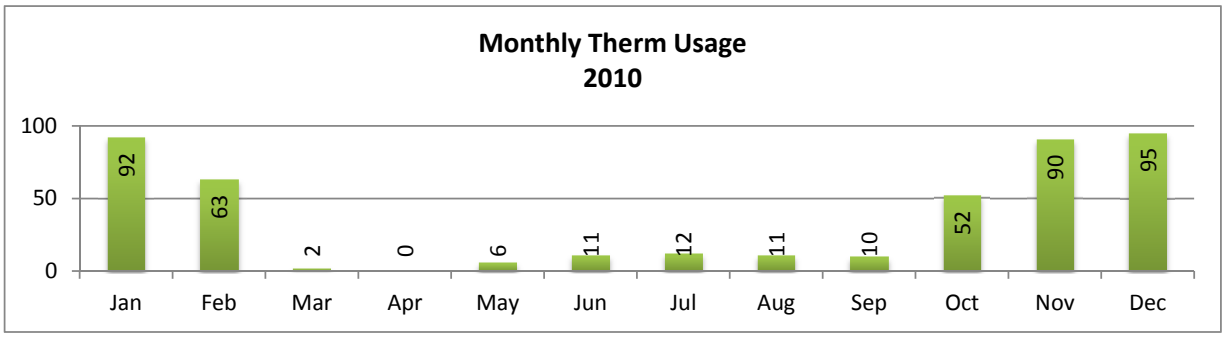
1075 8TH ST IMPERIAL BEACH, CA 91932-2709

Facility SqFt	5,500
Electrical Billing Code	A
Gas Billing Code	GN3

Annual Summary		
Electrical Meter		532656
Electrical Consumption		58,960
Max Demand		0.0
Electrical Energy Density*		10.72 kWh/sqft-yr
Gas Meter		1210050
Gas Consumption		444
Gas Energy Density*		0.08 Therms/sqft-yr
GHG Emissions in mtCO2e**		21.81
Total Electrical Energy Cost	$	9,830.50
Total Demand Cost	$	-
Total Gas Cost	$	404.55
Tax Cost	$	63.23
Other Cost	$	497.36
Total Cost	$	10,795.64







* Compared to California Commerce End-Use Survey by Itron, Inc. Table E-1: Overview of Energy Usage in Statewide Service Area

** Green House Gas Emissions in units of Metric Tons of CO2 equivelent as provided by Energy Star Portfolio Manager.

Energy Report Card

Imperial Beach Marina Vista Center

1075 8TH ST IMPERIAL BEACH, CA 91932-2709

Space Itemization	sqft
Meeting Room	1500
Lounge / TV Room	1500
Crafts	2500
	5500

Weekly Operating Hours	35
Workers on Main Shift	1
No. of PC's	2
Percent of Gross Area Cooled	55%
Percent of Gross Area Heated	100%

Building Type

Community Center, Assembly

Energy Systems

Senior Center/Meeting Room
- Conditioned by split AC
- FC - FB4ANF024
- T12 lighting with magnetic ballasts

Lounge/TV Room
- Conditioned by split AC
- FC - 4TEC3F24D1000AA
- Digital Thermostat
- T12 lighting with magnetic ballasts

Crafts Building
- Heating only - mechanical TSTAT
- CFL in Marina Vista Room
- T12 lighting with magnetic ballasts
- T8 lighting with electronic ballasts in Craft Room and restrooms

Verify Electrical Meter	532656	X	Other Found:
Verify Gas Meter	1210050	X	Other Found:

Notes:

Difficiult to account for total energy consumption at this site. Logging may be required to determine savings of an overnight shut down eliminating overnight latent energy consumption.

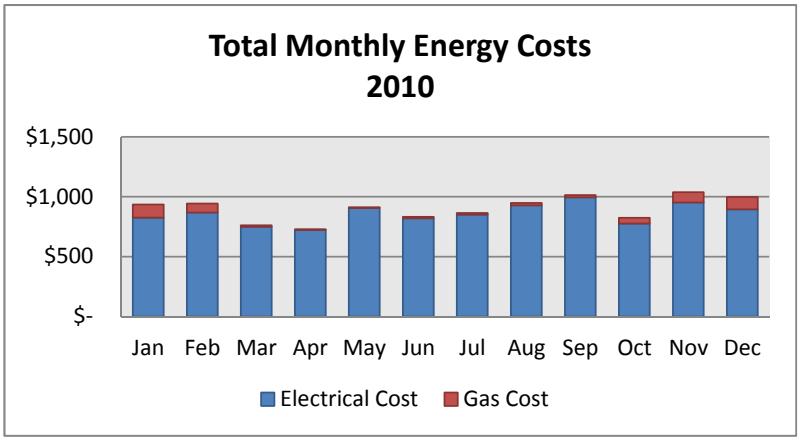
Energy Report Card

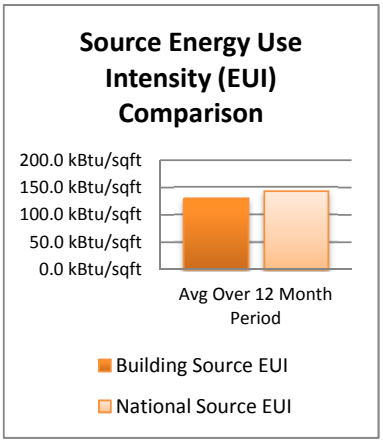
Imperial Beach Marina Vista Center

1075 8TH ST IMPERIAL BEACH, CA 91932-2709

10/15/2010 **Energy Consumption Report Card**

Site Energy Density		Energy Star Benchmarking	
Electrical Energy Density	10.72 kWh/sqft-yr	National Average Source EUI	143.0 kBtu/sqft
Gas Energy Density	0.08 Therms/sqft-yr	Source EUI	130.6 kBtu/sqft
		Difference	-8.7%





Energy Use Itemization*

Description	kW	Hrs	kWh	Percentage
HVAC Systems	8.5	900	7,650	13.0%
Indoor Lighting Systems	7.7	1800	13,860	23.5%
Outdoor Lighting Systems	3	4380	13,140	22.3%
Plug Loads	6	1800	10,800	18.3%
Total		**4380**	**45,450**	**77.1%**

Conclusion and Energy Conservation Measures (ECM)

ECM 1: Replace T12 UTube lamps and fixtures with T8 2 ft tubes and electronic ballasts
ECM 2: Replace T12 fixtures in large assembly room in Crafts buiding.
ECM 3: Consider replacement of furnace in assembly room in Crafts building and installation of digital thermostat.
ECM 4: Consider an after hours all buildings shut down. Requires rewiring of security systems and providing for override control in the event of city emergency. Logging required to determine potential savings.

* Figures based on Title 24 documentation, as-built, and preliminary site evaluations.

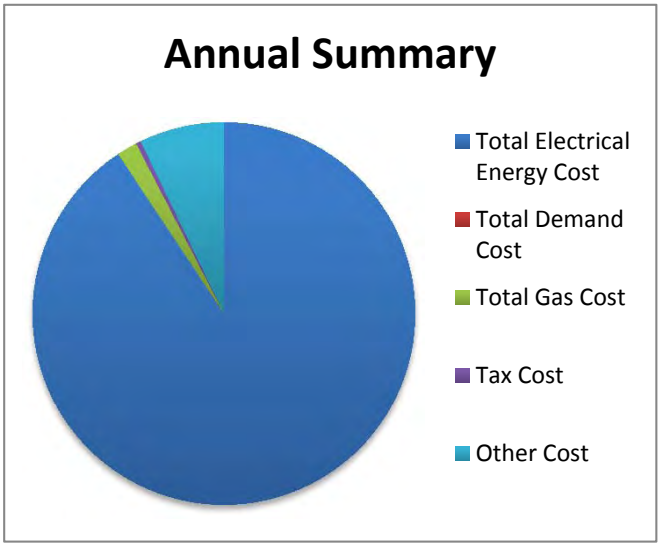
Energy Report Card

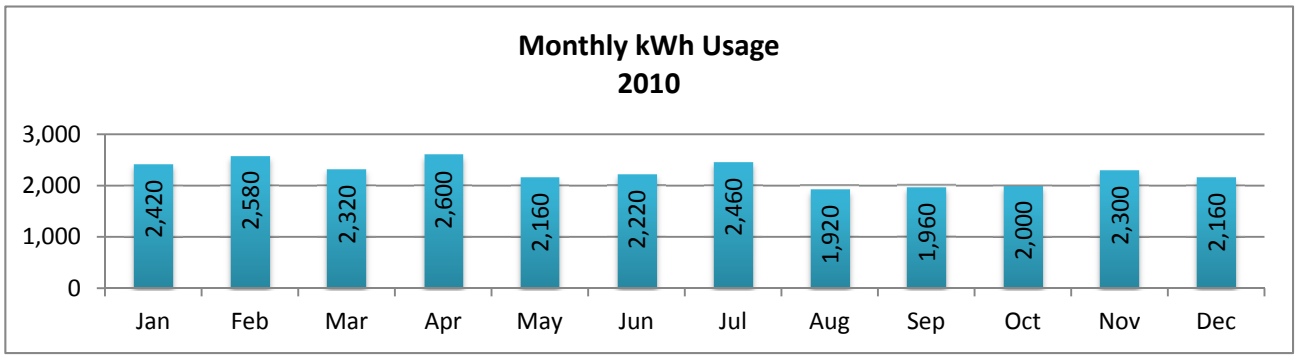
Imperial Beach Sports Park

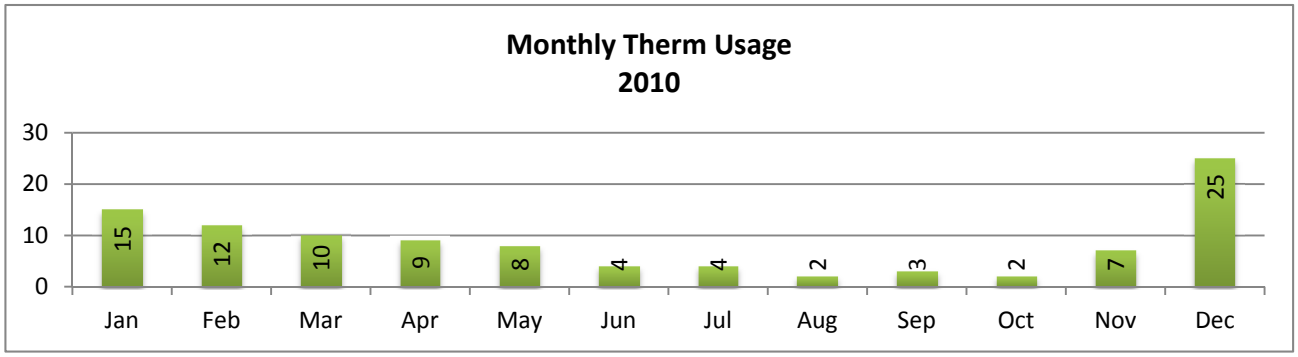
425 IMPERIAL BEACH BLVD IMPERIAL BEACH, CA 91932-2601

Facility SqFt	10,080
Electrical Billing Code	A
Gas Billing Code	GN3

Annual Summary		
Electrical Meter		1910176
Electrical Consumption		27,100
Max Demand		0.0
Electrical Energy Density		2.69 kWh/sqft-yr
Gas Meter		1149099
Gas Consumption		101
Gas Energy Density		0.01 Therms/sqft-yr
GHG Emissions in mtCO2e**		9.48
Total Electrical Energy Cost	$	4,531.60
Total Demand Cost	$	-
Total Gas Cost	$	86.48
Tax Cost	$	20.89
Other Cost	$	358.65
Total Cost	$	4,997.62







* Compared to California Commerce End-Use Survey by Itron, Inc. Table E-1: Overview of Energy Usage in Statewide Service Area
** Green House Gas Emissions in units of Metric Tons of CO2 equivelent as provided by Energy Star Portfolio Manager.

Energy Report Card

Imperial Beach Sports Park

425 IMPERIAL BEACH BLVD IMPERIAL BEACH, CA 91932-2601

Space Itemization	sqft
Lobby/Rec Room	2,000
Gym	8,080
	10,080

Weekly Operating Hours	35
Workers on Main Shift	2
No. of PC's	3
Percent of Gross Area Cooled	30%
Percent of Gross Area Heated	100%

Building Type

Recreation, Assembly

Energy Systems

HPS outdoor lighting with photocell
Lighted Ball Field
Gas Radiators inside Rec center office/lobby
T8 electronic ballast lighting in lobby
T5 highbay's in gym with wall switch

Verify Electrical Meter	1910176	X	Other Found:
Verify Gas Meter	1149099	X	Other Found:

Notes:

1. SDG&E Meter adress designation is 425 Imperial Beach Blvd 1.

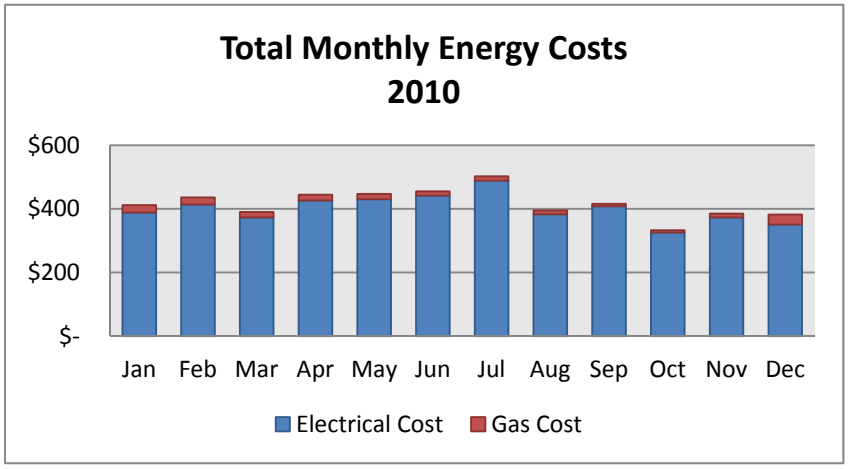
Energy Report Card

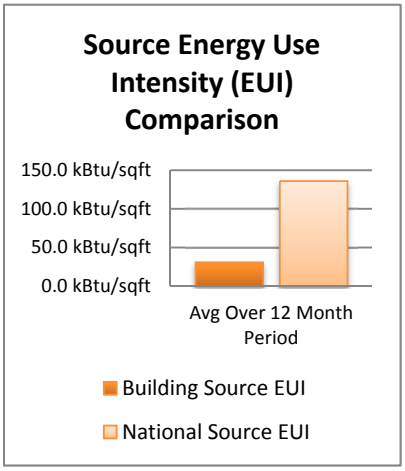
Imperial Beach Sports Park

425 IMPERIAL BEACH BLVD IMPERIAL BEACH, CA 91932-2601

10/15/2010 **Energy Consumption Report Card**

Site Energy Density		Energy Star Benchmarking	
Electrical Energy Density	2.69 kWh/sqft-yr	National Average Source EUI	136.0 kBtu/sqft
Gas Energy Density	0.01 Therms/sqft-yr	Source EUI	31.7 kBtu/sqft
		Difference	-76.7%





Energy Use Itemization*

Description	kW	Hrs	kWh	Percentage
HVAC Systems	6	900	5,400	19.9%
Indoor Lighting Systems	10.1	1800	18,144	67.0%
Outdoor Lighting Systems	1	2500	2,500	9.2%
Plug Loads	0.25	1800	450	1.7%
Total		**2500**	**26,494**	**97.8%**

Conclusion and Energy Conservation Measures (ECM)

ECM 1: Replace HPS overhead lighting with more efficient alternative technology.

* Figures based on Title 24 documentation, as-built, and preliminary site evaluations.

Marina Vista Center

		All Plants			Fossil Fuel Plants Only		
		California CO2 Emmissions Rate (lb/kWh)	California N2O Emmissions Rate (lb/kWh)	California SO2 Emissions Rate (lb/kWh)	California CO2 Emmissions Rate (lb/kWh)	California N2O Emmissions Rate (lb/kWh)	California SO2 Emissions Rate (lb/kWh)
		0.54	0.0002231	0.0001358	1.039	0.0003504	0.0002417
ECM No.	Annual kWh Savings	Total GHG Reductions (lb/year)					
Prev ECM 1	281	151.74	0.06	0.04	291.96	0.10	0.07
Prev ECM 2	1,269	685.26	0.28	0.17	1,318.49	0.44	0.31
Prev ECM 3	749	404.46	0.17	0.10	778.21	0.26	0.18
Prev ECM 4	385	207.90	0.09	0.05	400.02	0.13	0.09
Total	**2,684**	**1,449.36**	**0.60**	**0.36**	**2,788.68**	**0.94**	**0.65**

City Hall

		All Plants			Fossil Fuel Plants Only		
		California CO2 Emmissions Rate (lb/kWh)	California N2O Emmissions Rate (lb/kWh)	California SO2 Emissions Rate (lb/kWh)	California CO2 Emmissions Rate (lb/kWh)	California N2O Emmissions Rate (lb/kWh)	California SO2 Emissions Rate (lb/kWh)
		0.54	0.0002231	0.0001358	1.039	0.0003504	0.0002417
ECM No.	Annual kWh Savings	Total GHG Reductions (lb/year)					
Prev ECM 1	972	524.88	0.22	0.13	1,009.91	0.34	0.23
Prev ECM 2	4,662	2,517.48	1.04	0.63	4,843.82	1.63	1.13
Prev ECM 3	3,089	1,668.06	0.69	0.42	3,209.47	1.08	0.75
Prev ECM 4	494	266.76	0.11	0.07	513.27	0.17	0.12
ECM 1	10,678	5,766.12	2.38	1.45	11,094.44	3.74	2.58
Total	**19,895**	**10,743.30**	**4.44**	**2.70**	**20,670.91**	**6.97**	**4.81**

Public Works

		All Plants			Fossil Fuel Plants Only		
		California CO2 Emmissions Rate (lb/kWh)	California N2O Emmissions Rate (lb/kWh)	California SO2 Emissions Rate (lb/kWh)	California CO2 Emmissions Rate (lb/kWh)	California N2O Emmissions Rate (lb/kWh)	California SO2 Emissions Rate (lb/kWh)
		0.54	0.0002231	0.0001358	1.039	0.0003504	0.0002417
ECM No.	Annual kWh Savings	Total GHG Reductions (lb/year)					
Prev ECM 1	208	112.32	0.05	0.03	216.11	0.07	0.05
Prev ECM 2	3,666	1,979.64	0.82	0.50	3,808.97	1.28	0.89
Prev ECM 3	8,112	4,380.48	1.81	1.10	8,428.37	2.84	1.96
Prev ECM 4	7,852	4,240.08	1.75	1.07	8,158.23	2.75	1.90
ECM 1	14,243	7,691.22	3.18	1.93	14,798.48	4.99	3.44
Total	**34,081**	**18,403.74**	**7.60**	**4.63**	**35,410.16**	**11.94**	**8.24**

Appendix B. Phase 2 Energy Audit Findings

City of Imperial Beach Summary

The energy auditing process for the City of Imperial Beach included phase 1 audits for all sites and phase 2 audits for sites selected by city personnel. Phase 1 audits are designed to produce energy and Green House Gas (GHG) Emission benchmarks for each city site. Phase 1 audits are used to evaluate which sites should have a Phase 2 audit. The goal of Phase 2 audits is to identify potential savings for energy conservation measures and estimate energy savings and the associated economics. Findings for Phase 2 audits are listed in this summary.

Table of Energy Conservation Measure Savings

Location	Name	kWh	Therm	GHG (mtCO2e)
Public Works	Full Building Shut Down	14,243	0	4.70
Public Works	Interior Lighting Retrofits	19,838	0	6.54
City Hall	Full Building Shut Down	10,678	0	3.52
City Hall	Interior Lighting Retrofits	9,217	0	3.04
Marina Vista Center	Interior Lighting Retrofits	2,684	0	0.89
Total		**56,660**	**0**	**18.69**

GHG Emissions are benchmarked in units of metric tons of CO2 equivalent for regional direct combustion and indirect energy use. Calculations are based on constants and methods used by the Energy Star Portfolio Manager.

Table of Energy Conservation Measure Economics

Location	Name	Annual Cost Saving	Net Cost	Simple Payback (yrs)
Public Works	Full Building Shut Down	$1,798	$12,718	7.1
Public Works	Interior Lighting Retrofits	$2,344	$7,566	3.2
City Hall	Full Building Shut Down	$1,348	$13,039	9.7
City Hall	Interior Lighting Retrofits	$1,433	$5,271	3.7
Marina Vista Center	Interior Lighting Retrofits	$401	$2,388	6.0
Total		**$7,324**	**$40,982**	**5.6**

Imperial Beach

City Hall, Fire Station and Emergency Operation Center (City Hall Campus)

Energy Audit Findings (Phase 2)

865 Imperial Beach Blvd
Imperial Beach, CA 91932

Prepared by

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SANDAG

Energy Roadmap

Program

CITY OF IMPERIAL BEACH – CITY HALL CAMPUS

Audit Summary

BACKGROUND

Imperial Beach City Hall, Emergency Operations Center (EOC), Fire Station and Sheriff Office are located on the same property. The City Hall, EOC and Fire Station share an electrical meter (meter no. 1879062). City Hall is served by a gas meter (meter no. 713035) and the Fire Station is served by a gas meter (meter no. 1146644). The City of Imperial Beach does not pay for electrical service at the Sheriff office.

- City Hall – 10,000 sqft
- EOC – 1,500 sqft
- Fire Station – 8,500 sqft

TARGETED SYSTEMS

Based on the findings of the phase 1 audits for this property, the scope of this phase 2 audit includes the following systems:

- City Hall HVAC Systems
- City Hall Indoor lighting
- City Hall Outdoor lighting

A previous energy audit included the indoor and outdoor lighting. The goal of this audit as it relates to the previous audit was to verify the conclusions of the previous audit and update the rebate and incentive figures for previous energy conservation measures.

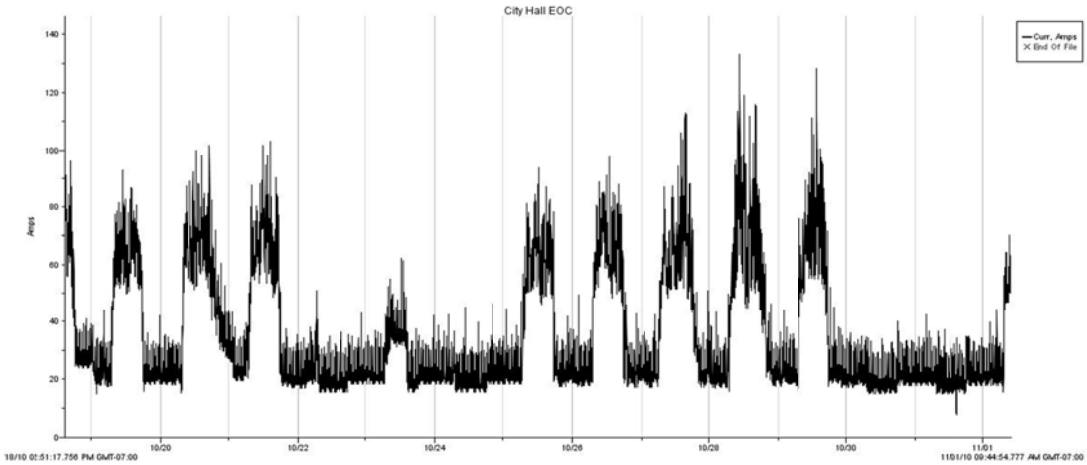
OBSERVATIONS

The Fire Station is a 24 hour operation with residential-type loads. The HVAC serving the Fire Station is in good condition and no measures are recommended for that equipment. The City Hall and EOC also have HVAC equipment in good condition and no measures are recommended for that equipment. Lighting throughout is T8 lamps with electronic ballasts with some remaining T12 lamps according to facility personnel. The T12 lamps and ballasts are replaced slowly as time and funding allows. EFM Solutions recommends pursuing the retrofits using funding from On Bill Financing (0% interest) to complete the balance of the accepted measures.

Recommendations

ECM 1: IMPLEMENT NIGHT TIME WHOLE BUILDING SHUT DOWN FOR CITY HALL AND EOC

A data logger was placed on the meter serving City Hall and the EOC. The night time load at the City Hall and EOC buildings may be higher than necessary. Night time loads are usually driven by equipment left on standby at the end of the day. The City Hall building has a server and a dedicated AC unit that serves it as well as security systems on both buildings. The following graph shows the current draw with relation to time.



The low power readings ranging from 5 kW to 7 kW consistently occurred between the hours of 7p and 6:30a. This time period will be referred to as night time. There is server in the City Hall building that is supported by a dedicated AC system. The security system uses very little energy. The remainder of the energy used at night can be saved by installing controls to turn off the entire building with the exception of the security system and the server and support equipment. An override should be installed in the event of a city emergency or unexpected over night occupancy. For the purposes of this recommendation it is assumed that the night time energy consumption is primarily inside City Hall.

Calculated incentives from SDG&E will pay for up to half of the implementation cost or the calculated incentive value, whichever is less.

CALCULATIONS

Min kW	2.8
Max kW	122.9
Minimum Night Time kW	6.0
Maximum Night Time kW	26.2
Logged kWh	4,557
Logged Night Time kWh	1,236
Logged Nights	13
Predicted Annual NT kWh	34,702
Required Night Time kW	3.5
Reducable Night Time kW	2.5
Annual Night Time Hours	4,197.5
Annual Night Time kWh Saved	**10,678**

GHG Emissions Reduction (mt CO2e/yr)		**3.52**
Annual Cost Savings	**$**	**1,348**
Incentive Amount	$	961
Peak kW Incentive	$	-
Estimated Implementation Cost (EIC)	$	14,000
EIC After Rebates and Incentives	$	13,039
Estimated Simple Payback (yrs)		**9.7**

GHG Emission calculations based on Greenhouse Gas Inventory and Tracking in Energy Star Portfolio Manger Supporting Documentation August 31, 2009.

IMPLEMENT MEASURES FROM SDG&E ENERGY AUDIT

The previous SDG&E audit identified four lighting measures that have not been completely implemented. According to maintenance personnel T12 lighting retrofits have begun but are not complete. The incentives and rebates in the previous reports have been updated to match the 2010 programs. Any remaining measures should be pursued immediately and 0% On Bill Financing could be obtained through SDG&E. EFM Solutions is available to assist in the procurement of incentives and financing for energy projects.

Energy Opportunity	Total KW Savin	Total kWh/yr Savings	Est. Annual Cost Savings ($)	Est. Implementation Costs ($)	Rebate Code	$/Unit	Rebates/ Incentives	Payback (yrs)
Retrofit 2-Lamp U-Tube Fixtures with 2-Lamp 2' T8 Lamps with Electronic ballasts and a specular reflector. Total is 8 in the offices. 2860 annual operating hours. SBSS rebate measure SSL-E1. Tier II $7.50/lamp 16 qty. SBSS rebate measure SSL-E8. Tier II $11.25/lamp 8 qty.	0.3	972	$144	$464	EEBI Lighting	$.05/kWh + $100/Peak kW	$83	2.6
Retrofit 2-Lamp 4' T12 Lamp Fixtures with 2-lamp 4' T8 Lamps with Electronic ballasts. Total fixtures are 102 in the offices. 2860 annual operating hours. SBSS rebate measure SSL-E4. Tier II $6.25/lamp 204 qty.	1.6	4,662	$700	$4,896	Energy Efficiency Business Rebates: L-E31	$5.50	$1,122	5.4
Retrofit 4-Lamp 4' T12 Lamp Fixtures with 2-lamp 4' T8 Lamps with Electronic ballasts and a specular reflector in each Total fixtures is approximately 12. 2860 annual operating hours SBSS measure SSL-E4. Tier II $6.25/lamp 24qty. SBSS measure SSL-E8. Tier II 11.25/lamp 12qty	1.1	3,089	$463	$804	Energy Efficiency Business Rebates: L-E31	$5.50	$132	1.5
Retrofit 2-Lamp 4' T12 Lamp Fixtures with 2-lamp 4' T8 Lamps with Electronic ballasts. Total fixtures are 12 outside. 2600 annual operating hours. SBSS rebate measure SSL-E4 Tier III $9/lamp 24 qty	0.2	494	$126	$576	Energy Efficiency Business Rebates: L-E31	$5.50	$132	3.5

The total annual energy savings from the above lighting measures is **9,217 kWh/yr**. This will results in **3.04 mt CO2e/yr** of indirect green house gas emissions reduction.

The 2010 SDG&E rebate and incentive programs have dollar caps imposed on them. Energy Efficiency Business REBATE (EEBR) program will not pay for more than 100% of the implementation cost. The Energy Efficiency Business INCENTIVE (EEBI) will pay for up to half of the implementation cost or the calculated incentive, whichever is less.

The ECM list from the previous energy audit with updated rebates and incentives are included as a separate Excel Spreadsheet provided as a supplement to this report.

Imperial Beach

Public Works
Phase 2 Audit Findings

865 Imperial Beach Blvd
Imperial Beach, CA 91932

/yr

Prepared by

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SANDAG

Energy Roadmap

Program

CITY OF IMPERIAL BEACH – PUBLIC WORKS

Audit Summary

BACKGROUND

The Imperial Beach Public Works facility is located at 495 10th St and hosts staff offices and vehicle maintenance and storage bays.

- Offices – Approximately 2,500 sqft
- Storage & Maintenance Bay – Approximately 7,000 sqft

The storage and maintenance bay is approximately 7,000 sqft and is naturally ventilated. The facility is served by one electric meter on a time of use rate tariff (meter no. 1565267) and natural gas (meter no. 685948).

TARGETED SYSTEMS

The scope of this audit includes the following systems:

- All HVAC Systems
- All Indoor lighting
- All Outdoor lighting
- All Stationary Public Works Equipment

A previous energy audit included the indoor and outdoor lighting. The goal of this audit as it relates to the previous audit was to verify the conclusions of the previous audit and update the rebate and incentive figures for previous energy conservation measures.

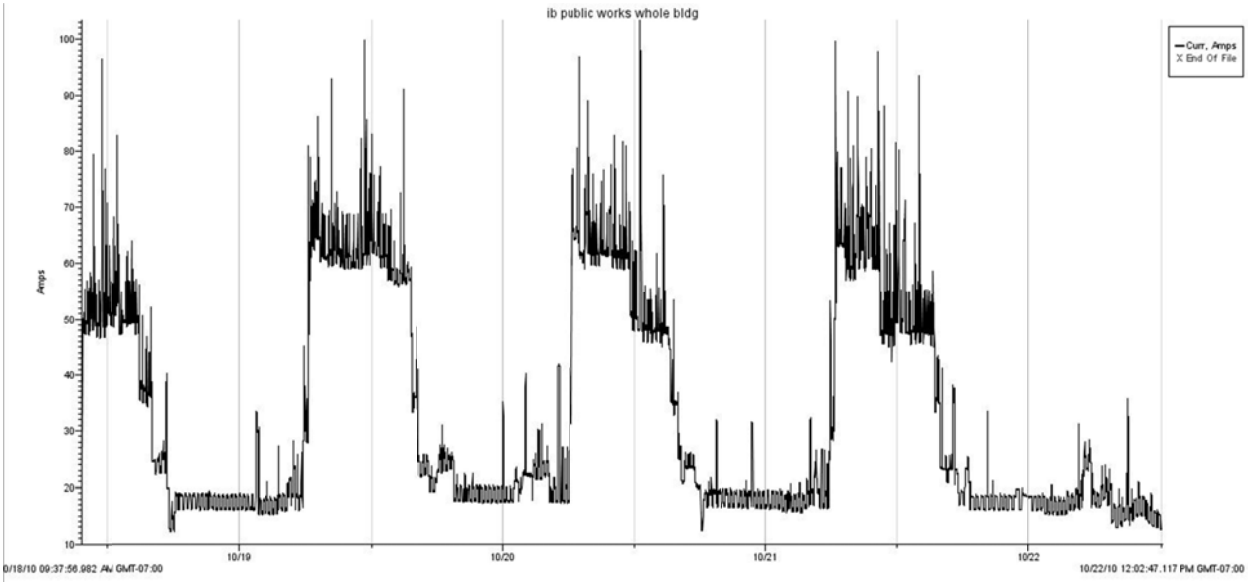
OBSERVATIONS

A single split air conditioner serves the public works offices. It is in good condition and is working properly according to facility personnel. A gas furnace heats the offices. The air conditioner and the furnace at this facility are controlled by mechanical thermostats. The mechanical thermostats should be replaced with digital programmable thermostats to ensure the units are not left on during unoccupied times. Savings will be achieved only if the systems are currently left on when the building is unoccupied. There are no outdoor lighting replacement recommendations.

RECOMMENDATIONS

ECM 1: IMPLEMENT NIGHT TIME WHOLE BUILDING SHUT DOWN

The night time load at the Public Works facility is higher than expected. Night time loads are usually driven by equipment left on standby at the end of the day. The building has a server and a dedicated AC unit that serves it. A logger was placed on the main feed. The following graph shows the current draw with relation to time.



The low power readings ranging from 5.5 kW to 6.5 kW consistently occurred between the hours of 7p and 6:30a. This time period will be referred to as night time. There is a small dedicated server in the public works office that does not have a dedicated AC system. The security system uses very little energy. The remainder of the energy used at night can be saved by installing controls to turn off the entire building with the exception of the security system and the server and support equipment. An override should be installed in the event of a city emergency or unexpected over night occupancy.

CALCULATIONS

Min kW	4.4
Max kW	38.1
Minimum Night Time kW	5.5
Maximum Night Time kW	15.3
Logged kWh	1,203
Logged Night Time kWh	287
Logged Nights	4
Predicted Annual NT kWh	26,227
Server Power (kW)	1
Reducable Night Time kW	3.4
Annual Night Time Hours	4,197.5
Annual Night Time kWh Saved	**14,243**

GHG Emissions Reduction (mt CO2e/yr)		**4.70**
Annual Cost Savings	**$**	**1,798**
Incentive Amount	$	1,282
Peak kW Incentive	$	-
Estimated Implementation Cost (EIC)	$	14,000
EIC After Rebates and Incentives	$	12,718
Estimated Simple Payback (yrs)		**7.1**

GHG Emission calculations based on Greenhouse Gas Inventory and Tracking in Energy Star Portfolio Manger Supporting Documentation August 31, 2009.

IMPLEMENT MEASURES FROM SDG&E ENERGY AUDIT

The previous SDG&E audit identified four lighting measures that have not been completely implemented. The main office lighting recommendations have been implemented. The remaining measures have not been completed. The incentives and rebates in the previous reports have been updated to match the 2010 programs. Any remaining measures should be pursued immediately and 0% On Bill Financing could be obtained through SDG&E. EFM Solutions is available to assist in the procurement of incentives and financing for energy projects.

Energy Opportunity	Total KW Savings	Total kWh/yr Savings	Est. Annual Cost Savings ($)	Est. Implementation Costs ($)	Rebate Code	$/Unit	Rebates/ Incentives	Payback (yrs)
Retrofit 2-Lamp U-Tube Fixtures with 2-Lamp 2' T8 Lamps with Electronic ballasts and a specular reflector. Total is 2 fixtures. 2600 annual operating hours. SBSS rebate measure SSL-E1. Tier II $7.50/lamp 4 qty. SBSS rebate measure SSL-E8. Tier II $11.25/lamp 2 qty.	0.08	208	$33.00	$116.00	EEBI Lighting	$.05/kWh + $100/Peak kW	$18.40	3.0
Retrofit 2-Lamp 4' T12 Lamp Fixtures with 2-lamp 4' T8 new 25 watt energy advantage Lamps with Electronic ballasts. Total fixtures are 47. 2600 annual operating hours. SBSS rebate measure SSL-E3. Tier II $9/lamp.	1.41	3,666	$550.00	$2,585.00	Energy Efficiency Business Rebates: L-E31	$5.50	$517.00	3.8
Retrofit 4-Lamp 4' T12 Lamp Fixtures with 2-lamp 4' T8 new 25 watt energy advantage Lamps with Electronic ballasts and a specular reflector in each Total fixtures is 30. 2600 annual operating hours. SBSS rebate measure SSL-E3. Tier II $9/lamp 60 qty. SBSS rebate measure SSL-E8. Tier II 1.25/lamp 60 qty.	3.12	8,112	$1,217.00	$2,250.00	Energy Efficiency Business Rebates: L-E31	$5.50	$330.00	1.6
Remove the 24 mercury vapor 175 watt lamps in the 2 bay areas. Install 3 lamp type T-8 - 4 foot fixtures. Note the lumen level will go from 7,340 to 11,400 with the 3 lamp fixtures. This is the 800 series T8 lamps, 2600 annual operating hours. SBSS rebate measure SSL-C7. Tier II $60/lamp.	3.02	7,852	$544.00	$4,320.00	Energy Efficiency Business Rebates: L-H51	$35	$840.00	6.4

The total annual energy savings from the above lighting measures is **19,838 kWh/yr**. This will results in **6.54 mt CO2e/yr** of indirect green house gas emissions reduction.

The 2010 SDG&E rebates and incentives have dollar caps imposed on them. For line-item rebates the rebate will not pay for more than 100% of the implementation cost. Calculated incentives will pay for up to half of the implementation cost or the calculated incentive whichever is less.

The ECM list from the previous energy audit with updated rebates and incentives are included as a separate Excel Spreadsheet provided as a supplement to this report.

Imperial Beach

Marina Vista Center
Phase 2 Audit Findings

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Energy Roadmap

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IMPERIAL BEACH – MARINA VISTA CENTER

Audit Summary

BACKGROUND

The Marina Vista Center is a 3 building complex adjacent to Veterans Park. During the phase 2 audit it was discovered that the Marina Vista Center shares an electrical meter with Veteran's Park, however Veteran's park was not included in the scope of the audit.

- Meeting Room – 1,500 sqft
- Lounge/TV Room – 1,500 sqft
- Crafts/Auditorium – 2,500 sqft

All buildings are served by electrical (meter no. 532656) and gas (meter no. 1210050) from SDG&E. The electrical meter also serves the overhead lighting in Veterans Park. The Marina Vista Center serves mainly as a community center with occasional events in the Auditorium in the Crafts building. According to on-site staff the center is used approximately 20 to 25 hours per week with special events as scheduled. Based on data logging of the main electrical service meter most appliance, lighting and other equipment are off between 11am and 5pm.

TARGETED SYSTEMS

The scope of this audit includes all buildings at the Marina Vista Center as well as the following systems:

- Marina Vista Center HVAC Systems
- Marina Vista Center Indoor lighting
- Marina Vista Center Outdoor lighting
- Marina Vista Center Equipment

A previous energy audit included the indoor and outdoor lighting. The goal of this audit as it relates to the previous audit was to verify the conclusions of the previous audit and update the rebate and incentive figures for previous energy conservation measures.

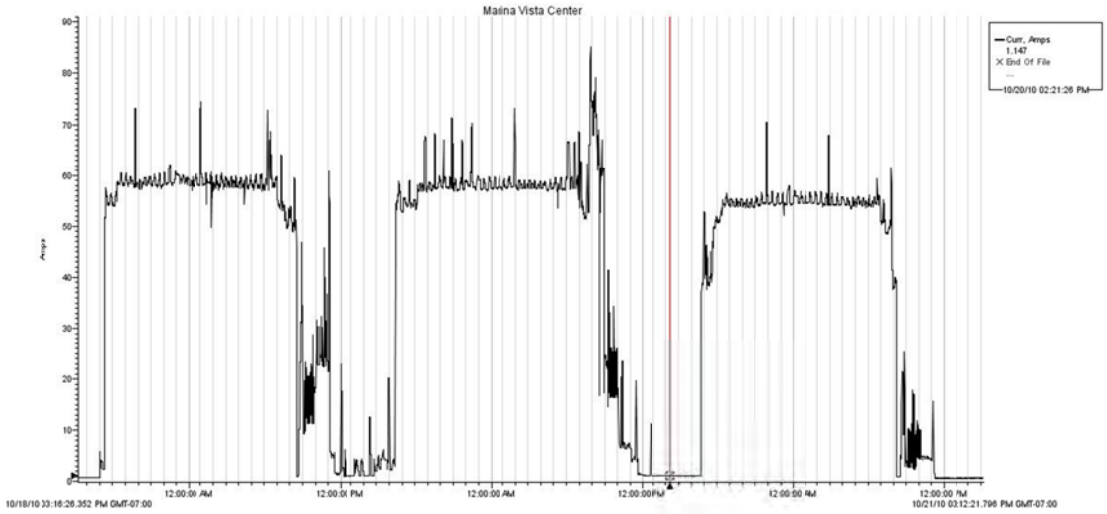
OBSERVATIONS

The split air conditioners that serve the 3 buildings are in good condition and are controlled by digital programmable thermostats. The gas furnace in the auditorium is older and controlled by a mechanical thermostat. A spring wound timer should be added to the controls of the furnace to insure that it is not in use when the space is unoccupied. Savings will be achieved only if the system is currently left on when the building is unoccupied. According to facility personnel the furnace is closely monitored and only used when the space is occupied.

Outdoor lighting for the street side of the Marina Vista Center is spill over from adjacent street lighting. No outdoor lighting recommendations are available for the Marina Vista Center Buildings.

A data logger was placed for over a week and recorded that the highest energy was used overnight by the park overhead lighting. A sharp decline was recorded between 11am and 12 pm and minimum power use was recorded daily between the hours of 12pm and just before 5pm daily. This represents a time when all of the electrical systems are off and is representative of the overnight load in the buildings only. During this period the logger recorded a load of 0.27 kW. This load can be account for by the appliances in the kitchen. This is a very small load and will not yield a savings to implement a full building shut down circuit, there is no recommended action.

The following graph shows the current draw with relation to time. The red vertical line marks a data log point just after 2pm and it represents the recorded low point on the building load.



IMPLEMENT MEASURES FROM SDG&E ENERGY AUDIT

The previous SDG&E audit identified four lighting measures that have not been completely implemented. The incentives and rebates in the previous reports have been updated to match the 2010 programs.

Energy Opportunity	Total KW Savings	Total kWh/yr Savings	Est. Annual Cost Savings ($)	Est. Implementation Costs ($)	Rebate Code	$/Unit	Rebates/ Incentives	Payback (yrs)
Retrofit 2-Lamp 4' T12 Lamp Fixtures with 2-lamp 4' T8 energy advantage 25 watt Lamps with Electronic ballasts. Total fixtures are 9 in the kitchen. 1040 annual hours.	0.3	281	$42	$495	Energy Efficiency Business Rebates: L-E31	$5.50	$99	9.4
Retrofit 2-Lamp U-Tube Fixtures with 2-Lamp 2' T8 Lamps with Electronic ballasts and a specular reflector. Total is 29 lamps. 1040 annual hours. SBSS rebate measure SSL-E4 Tier III $4.25/lamp	1.2	1,269	$190	$1,682	EEBI Lighting	$.05/kWh + $100/Peak kW	$206	7.8
Retrofit 4-Lamp 4' T12 Lamp Fixtures with 4-lamp 4' T8 energy advantage 25 watt Lamps with Electronic ballasts. Total fixtures are 12. 1040 annual hours. SBSS rebate measure SSL-E4 Tier III $4.25/lamp	0.7	749	$112	$780	Energy Efficiency Business Rebates: L-E31	$5.50	$264	4.6
Replace the 60-watt incandescent lamp with a 14-watt compact fluorescent lamp. Total is 8 in the cans. 1040 annual hours. SBSS rebate measure SSL-B2 Tier III $3.50/lamp.	0.4	385	$57	$56	Energy Efficiency Business Rebates: L-C61	$17	$56	0.0

The total annual energy savings from the above lighting measures is **2,684 kWh/yr**. This will results in **0.89 mt CO2e/yr** of indirect green house gas emissions reduction.

The Marina Vista Center does not qualify for SDG&E 0% On Bill Financing because the total installation cost for the site is below the $5,000 minimum loan amount. The remaining installation after incentives & rebates (estimated at $2,388) will have to be funded by the City or financed through another entity. Some lighting installation companies have financing available.

The ECM list from the previous energy audit with updated rebates and incentives are included as a separate Excel Spreadsheet provided as a supplement to this report.

Appendix C. Alternative Fuels and Infrastructure Needs

Description of Alternative Fuels

Electricity

Battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) are powered by a source of electricity external to the vehicle, such as the electricity grid or a distributed energy source. As opposed to conventional vehicles powered by the internal combustion engine (ICE), BEVs run on electric motors powered by rechargeable battery packs. The BEV stores electricity in an energy storage device such as rechargeable battery packs. Electricity powers the vehicle's wheels via an electric motor. BEVs have a limited energy storage capacity, which must be replenished by plugging into an electrical source external to the vehicle.

PHEVs are powered by an ICE and a rechargeable battery, which displaces the need for some or all of the need for ICE power and gasoline consumption. In both BEV and PHEV technologies the batteries must be charged externally (i.e., plugged-in). A plug-in is similar to a standard hybrid but is equipped with a battery that can be recharged by connecting a plug to an electric power source. Most PHEVs are passenger cars, but commercial passenger vans, utility trucks, school buses, and motorcycles also are available in plug-in versions. Standard hybrids are considered a vehicle efficiency improvement rather than an alternative fuel vehicle technology.

Biofuels: Biodiesel

Biodiesel is a non-petroleum-based diesel made from vegetable oils or animal fats using a process called transesterification, which produces a glycerol as a byproduct which remains mixed in with the biodiesel. Pure biodiesel contains no petroleum, but it can be blended at any level with petroleum diesel to create a biodiesel blend. Typical biodiesel blends range from 5 to 99 percent. Biodiesel can be legally blended with petroleum diesel in any percentage. Pure biodiesel (B100) or higher-level biodiesel blends with petroleum diesel can be used in a standard diesel engine. However, blends greater than B20 are not typically recommended for use without at least some engine modifications, and may void the engine warranty. B100 and blends of B20 (20 percent biodiesel, 80 percent petroleum diesel) or higher are typically considered biodiesel fuel. Lower level blends (below B20) are considered diesel fuel. Biodiesel is simple to use, biodegradable, nontoxic, and essentially free of sulfur and aromatics.

Biodiesel works in any diesel engine with few or no modifications to the engine or the fuel system. All diesel vehicles, new and old, can use B5 blends. The United States Navy and Marine Corps are two of the largest users of biodiesel in the San Diego region. Biodiesel blends are used in the City of Carlsbad vehicle fleet, UCSD bus fleet, and Hornblower Cruises marine vessels. The Cities of Chula Vista, San Diego, Oceanside and Escondido are planning to switch some diesel-based fleet to biodiesel in the near term. UCSD imports approximately 10,000 gallons of biodiesel monthly from an Orange County distributor, while other fleets are served by Soco Group, which sells approximately 25,000 gallons monthly in the region. Biodiesel is locally produced by New Leaf Biofuels.

Biofuels: Ethanol

Ethanol is an alcohol-based fuel derived from various plant materials (i.e., biomass feedstocks) including corn, sugar cane, barley, and wheat. Ethanol is produced by fermenting and distilling starch crops that have been converted into simple sugars. Ethanol can also be produced from cellulosic biomass such as trees and grasses and is called bioethanol.

Ethanol is most commonly used to increase octane and improve the emissions quality of gasoline. More than 95 percent of the gasoline in California contains a low-level blend of ethanol (about 6%) to oxygenate the fuel and reduce air pollution. E85 (85% ethanol, 15% gasoline) is considered an alternative fuel that can be used in flexible fuel vehicles (FFVs). FFVs are capable of operating on gasoline, E85 (85% ethanol, 15% gasoline), or a mixture of both. Despite the limited availability of E85, the state features many flex-fuel vehicles, which are capable of running on either gasoline or E85. Energy Commission staff estimate that one to two percent of the California passenger vehicle fleet consists of FFVs, most of which are American-made light-duty trucks and sport utility vehicles.

Description of Alternative Fuels

Hydrogen

Hydrogen is not naturally occurring and must be produced from an energy source, such as natural gas or water. Hydrogen can be produced for use as a transportation fuel in fuel-cell vehicles, which generate electricity from hydrogen. Hydrogen fuel cell vehicles (FCVs) are zero-emission vehicles that produce no tailpipe GHG emissions. Fuel cells generate electricity through an electrochemical process, using hydrogen as the fuel, to power an electric motor which drives the vehicle. When the hydrogen is used in a fuel cell, only water and heat are produced. Hydrogen can be produced at a central station either through reforming hydrocarbon fuels like natural gas or electrolyzing water. In either case, the produced hydrogen is then delivered to fueling stations by truck or hydrogen pipeline to be pumped into vehicles' hydrogen tanks. Hydrogen can also be produced by reformation or electrolysis at the fueling station itself.

Today, very little hydrogen is produced for use as a vehicle fuel, and hydrogen for industrial purposes is produced through the reformation of natural gas. Hydrogen has the potential to be produced from low-carbon renewable resources, providing significant GHG benefits from well to wheels when used in a fuel cell vehicle.

Natural Gas

Natural gas has a high octane rating and excellent properties for spark-ignited internal combustion engines. It is non-toxic, non-corrosive, and non-carcinogenic. It presents no threat to soil, surface water, or groundwater. More than 99 percent of the natural gas used in the U.S. comes from domestic or other North American sources. However, increasing demand for natural gas in power plants will require new supplies from non-North American countries, increasing our dependence on foreign sources of energy. The Energy Information Administration (EIA) predicts that by 2025, more than 15 percent U.S. natural gas supplies will be imported from countries other than Canada and Mexico.

The vast majority of natural gas is a non-renewable fossil fuel extracted from gas and oil wells. Much smaller amounts are derived from supplemental sources such as synthetic gas, landfill gas and other biogas resources, and coal-derived gas. Because of the gaseous nature of this fuel, it must be stored onboard a vehicle in either a compressed gaseous (compressed natural gas, or CNG) or liquefied (liquefied natural gas, or LNG) state.

Compressed natural gas, or CNG, is a mixture of hydrocarbons, mainly methane. Found in gas wells or produced in conjunction with crude oil, natural gas is a clean-burning, domestically produced fuel that generates significantly fewer emissions than conventional gasoline or diesel when used to power vehicles. Although vehicles can use natural gas as either a liquid or a gas, most vehicles use the gaseous form. Compressed at pressures of 3,000 pounds to 3,600 pounds per square inch, the natural gas is stored on-board a vehicle in specially designed and constructed cylinders. Vehicles that run on CNG have engines and fuel systems that are optimized for gaseous fuel use. To store more energy onboard a vehicle in a smaller volume, natural gas can be liquefied. To produce Liquefied Natural Gas (LNG), natural gas is purified and condensed into liquid by cooling to -260°F (-162°C). At atmospheric pressure, LNG occupies only 1/600 the volume of natural gas in compressed gaseous form. Because it must be kept at such cold temperatures, LNG is stored in double-wall, vacuum-insulated pressure vessels. LNG fuel systems typically are used only with heavy-duty vehicles. LNG is clear, colorless, odorless, non-corrosive, and non-toxic.

Propane

Propane, also known as liquefied petroleum gas (LPG), is produced as part of natural gas processing and crude oil refining. Propane can be turned into a liquid at a moderate pressure (160 pounds per square inch [psi]) and is stored in pressure tanks at about 200 psi at 100 degrees Fahrenheit. When propane is drawn from a tank, it changes to a gas before it is burned in the engine. It is non-toxic and presents no threat to soil, surface water, or groundwater. Dedicated propane vehicles are designed to run only on propane; bi-fuel propane vehicles have two separate fueling systems that allow the vehicle to be powered by either propane or gasoline.

Refueling stations for alternative fuel vehicles are significantly less in number than traditional gasoline and diesel stations. A primary consideration in purchasing any alternative fuel vehicle is that adequate fueling sources exist near where the vehicle will be used. The tables below identify publicly accessible and private refueling sites within 10 miles (20 miles round trip) of Imperial Beach for compressed natural gas (CNG), biodiesel (B20 and above), ethanol (E85), and liquefied petroleum gas (propane). Electric charging sites for plug-in electric vehicles will be widely available across the County by September 2011 as part of the Electric Vehicle Project. To locate alternative fueling stations in the future, including EV charging sites, use the US DOE's Alternative Fuels and Advanced Vehicles Data Center (www.afdc.energy.gov/afdc/).

Publicly Accessible Fueling Sites		
Compressed Natural Gas (CNG)	Chula Vista Education Center 84 East J St, Chula Vista CA 91910 Phone: 800-411-7343	4.9 Miles
Biodiesel (B20 and above)	None	n/a
Ethanol (E85)	None	n/a
Liquefied Petroleum Gas (Propane)	U-Haul 99 N 4th Ave, Chula Vista CA 91910 Phone: 619-426-6432	5.4 Miles
Private Fueling Sites		
Compressed Natural Gas (CNG)	Metropolitan Transit System 3650 Main St, Chula Vista CA 91911 Private access only	3.7 Miles
	Chula Vista Elementary School District 1855 Maxwell Rd, Chula Vista CA 91913 Phone: 619-656-5606 Private - fleet customers only	5.6 Miles
	Naval Public Works Center - 32nd Street Station 411 Cummings, San Diego CA 92136 Private - government only	7 Miles
	San Diego Metropolitan Transit System 120 Imperial Ave, San Diego CA 92101 Private access only	9.1 Miles
	Naval Air Station - North Island Coronado 200 Alameda Blvd, Coronado CA 92118 Private - government only	9.4 Miles
	North Island Naval Air Station North Island CA 92135 Private - government only	9.5 Miles
Biodiesel (B20 and above)	San Diego Naval Base San Diego CA 92136 Biodiesel Blends: B20 Private - government only	7.2 Miles
	North Island Naval Air Station North Island CA 92135 Biodiesel Blends: B20 Private - government only	9.5 Miles
Ethanol (E85)	None	n/a
Liquefied Petroleum Gas (Propane)	None	n/a

Appendix D.
Sample Energy-Saving Measures for Planning and Development Review

The following measures were identified based on their ability to save energy, including electricity, natural gas, or transportation fuel. When considering implementation of these measures, it is recommended that local officials evaluate the economic, social, and environmental implications - in addition to energy savings - for their individual situation and community.

1. Energy Efficient Buildings

Building Codes

1.1 Ensure compliance and enforcement of the Title 24 energy code for residential and commercial buildings.
1.2 Promote building energy performance beyond Title 24 energy requirements using mandatory or voluntary mechanisms.
1.3 Work with other local jurisdictions, where feasible, to adopt region-wide standards for energy efficient buildings and development projects that also allow for local priorities and flexibility.
1.4 Support highly energy efficient projects that voluntarily exceed minimum energy code requirements through incentives such as favorable fee structures, fast-tracked permitting, technical or financial assistance and other innovative or locally appropriate approaches.
1.5 Increase energy code training for building code officials and builders to improve implementation and enforcement of energy codes.
1.6 Train appropriate staff such as planners, inspectors, and plan checkers in energy efficiency standards and technologies to facilitate approval and inspection processes.

Existing Residential and Commercial Buildings

1.7 Establish or support building energy rating and disclosure policies that inform building owners of their energy usage.
1.8 Promote policies that lead to energy efficiency retrofits in existing buildings.
1.9 Promote and reward energy efficiency efforts of local businesses.
1.10 Collaborate with local retail businesses to encourage residents to purchase energy efficient products.
1.11 Create or participate in financing programs such as those available through AB 811 energy financing districts and similar Property Assessed Clean Energy (PACE) programs that allow residents and businesses to overcome the high upfront costs of energy projects and improvements that reduce energy usage in existing residential and commercial buildings. (Note: this measure also could be placed under the next section, “Renewable Energy and Distributed Generation”)
1.12 Work with San Diego Gas & Electric and organizations like the California Center for Sustainable Energy to promote use of financial incentives to assist residential and commercial customers improve energy efficiency.
1.13 Enact ordinances or programs to incorporate energy efficiency, conservation, and clean distributed generation technologies (such as solar photovoltaic panels) in the existing building stock, such as PACE financing programs, point-of-sale requirements for energy efficiency audits or improvements, or other approaches.
1.14 Encourage savings-by-design and address energy-efficient building and site design in the retrofit or renovation of existing buildings and developments.

New Residential and Commercial Buildings

1.15 Develop a policy to include energy star appliances in new construction.

1.16 Exceed Title 24 energy requirements for new construction through regulations and incentives that work toward the state's goal of zero net energy new homes by 2020 and zero net energy commercial buildings by 2030.

1.17 Establish approaches, such as new tools to make codes more user-friendly or staff education and training, to reduce the rate of noncompliance with energy code requirements in new construction.

1.18 Give energy conservation and efficiency equal consideration with all other development criteria in the evaluation of development projects.

1.19 Encourage passive solar design by orienting buildings to the south and providing as much unshaded exposure as possible on the south side of buildings during winter months, from neighboring buildings, trees, and other obstructions that create shade. Encourage shading through tree planting and architectural techniques to minimize the need for cooling during summer months, with the exception of southern building exposure.

2. Renewable Energy and Distributed Generation

2.1 Encourage the revision of zoning policies, homeowner association conditions, covenants and restrictions (CC&Rs), and similar governing documents, as feasible, to remove hindrances and promote installation of photovoltaic or other distributed renewable energy systems. For example, require or provide incentives such as streamlined permitting or fee waivers for new construction to pre-wire for, or install, photovoltaic systems.

2.2 Establish financing programs using public or private sources that residents can access to install distributed energy systems to reduce system costs and maximize energy savings.

2.3 Identify local barriers to installing distributed generation systems, including combined heat and power systems, and identify potential solutions that could be applied consistently.

2.4 Encourage local homebuilders to participate in the New Solar Homes Partnership to install solar photovoltaic systems on qualifying new homes.

2.5 Support increased use of solar water heating in residential, pool, and commercial uses to reduce natural gas demand, for example through incentives or requirements for solar hot water heating in new construction or large renovation projects or requirements to pre-plumb new development for solar water heating (such as in the cities of Carlsbad and Chula Vista).

2.6 Support installation of solar photovoltaic systems, for example through requirements for new buildings or major renovations to install a system or requirements for new development to pre-wire for photovoltaic systems.

2.7 Consider solar access in new development.

3. Smart Growth and Livable Communities

Land Use

3.1 Implement planned and potential smart growth opportunity areas as identified by the City on the SANDAG Smart Growth Concept Map.

3.2 Identify additional planned or potential smart growth opportunity areas within the City as feasible.

3.3 Coordinate with regional agencies, including SANDAG and the Metropolitan Transit System (MTS), and neighboring jurisdictions to plan for and accommodate alternate travel modes to driving alone.

3.4 Encourage a variety of uses that offer many choices for people to live, work, and recreate in a core area.
3.5 Promote adaptive reuse, infill, and/or redevelopment of vacant or underutilized sites.
3.6 Consider integrating supporting retail uses into existing residential and employment developments, for example through plan updates and zoning amendments.
3.7 Consider adopting policies that prioritize higher-density and transit oriented development, such as lot coverage and floor area ratio (FAR) requirements, height limits, and/or expedited approval processes.
3.8 Continue allowing accessory units in single family residential areas where appropriate.
3.9 Promote a compact, transit-oriented distribution of land uses with convenient access to a mixture of uses and destinations, and at densities appropriate to the unique character, context, and characteristics of each community.
3.10 Establish land use policies that support multimodal transportation systems and connection of travel modes to each other.
3.11 Provide incentives and zoning regulations to promote mixed-use, higher intensity, transit-oriented development near existing and planned transit nodes and in smart growth areas.
3.12 Enable the development of prototype mixed use structures for use in core areas (e.g., community centers) that can be adapated to new uses over time with minimal internal remodeling.
3.13 Create multimodal transportation centers that provide integrated access to a variety of transportation facilities and services.
3.14 Continue to review development projects in consideration of transit needs and access.
3.15 Require new development at transit nodes and along transit corridors to meet planning and design standards to generate, attract, and facilitate transit ridership as a condition of approval.
3.16 Locate larger retail, employment, medical, educational and government land uses near arterial and major collector streets served by public transit.
3.17 Prioritize new growth in existing developed areas that have adequate levels of transit and neighborhood services.
3.18 Inventory infill development sites. Plan, zone, and provide incentives for new development and renovation of existing uses in identified infill areas.
3.19 Encourage or provide incentives for new housing and mixed-use developments be built to the LEED for Neighborhood Development (LEED-ND) standard or its equivalent.[1]
3.20 Provide expedited application processing, as feasible, for development projects that meet community-established energy efficiency standards or goals.
3.21 Identify sites for affordable housing that match well with the wage levels of nearby employment opportunities (jobs-housing fit).

Public Infrastructure Investments

3.22 Coordinate public investments for transportation, parks, open space, water, sewer, and other infrastructure in a manner that supports smart growth development.
3.23 Prioritize new or infill residential development in areas with adequate levels of existing or planned public facilities, such as parks, fire stations, and public transit service.
3.24 Support investments to provide high-performance broadband connectivity throughout the community to enable e-commerce and teleworking.

[1] The LEED for Neighborhood Development Rating System integrates the principles of smart growth, urbanism and green building into the first national system for neighborhood design. LEED certification provides independent, third-party verification that a development's location and design meet accepted high levels of environmentally responsible, sustainable development. LEED for Neighborhood Development is a collaboration among the United States Green Building Council, Congress for the New Urbanism, and the Natural Resources Defense Council.

3.25 Convert streetlights, outdoor lighting, water pumps, water treatment, and other energy intensive operations to more energy efficient technologies.

Community Design

3.26 Establish "complete streets" policies that make roadways safe, attractive, and comfortable for all users, including pedestrians, bicyclists and public transit users, as well as automobiles.

3.27 Design, site, and orient new development to facilitate pedestrian, bicycle, and transit access.

3.28 Establish a walkable, interconnected street network.

3.29 Plan and permit networks of neighborhood-scaled streets (generally two or four lanes) with high levels of connectivity and short block lengths.

3.30 Reduce the potential for higher than average temperatures and increasing air conditioning-related energy demand associated with the Urban Heat Island Effect by using strategies that could include increasing tree and vegetative cover, installing green or reflective rooftops, and using cool pavements. The term cool pavements refers to paving materials that reflect more solar energy, enhance water evaporation, or have been otherwise modified to remain cooler than conventional pavements.

3.31 Install transportation infrastructure and make urban design improvements that promote walking and biking and increase access to public transit in smart growth areas.

3.32 Provide sidewalks and bicycling facilities along with measures like bulb outs, lighting, landscaping, street furniture, secure bicycle parking, and well-marked crossings at intersections.

3.33 Make reductions in energy consumption and related criteria such as vehicle miles traveled a high priority in evaluation of development projects, plans, policies, and programs.

4. Clean Transportation Options

Low-Carbon, Alternative Transportation Fuels

4.1 Promote the use of alternatives to petroleum-based transportation fuels such as natural gas and plug-in electric vehicles by residents and businesses through strategies that facilitate the siting, permitting, and installation of fueling and electric vehicle charging infrastructure on public and private property.

4.2 Develop streamlined permitting requirements, standardized design guidelines, and siting criteria for all types of electric charging stations, including single- and multi-family residential, commercial, public property, and fast-charge stations designed to facilitate longer trips.

4.3 Implement strategies that prioritize alternative fuel vehicles on the road and for parking, such as priority parking spaces for electric vehicle charging.

Traffic Congestion Reduction and Efficient Driving Conditions

4.4 Evaluate measures to reduce vehicle idling at stop signs and traffic signals to facilitate efficient travel conditions and minimize traffic congestion.

4.5 Continue to evaluate and implement traffic calming measures and programs to, among other benefits, reduce vehicle speeds and volumes, and increase the safety and feasibility of bicycling and walking.

4.6 Promote transportation alternatives for special events that draw large crowds such as festivals, games, and fairs. Alternatives could include special transit, shuttle, or ridesharing services, parking management or shared parking, or vehicle restrictions.

4.7 Promote and provide educational information on fuel-efficient, "eco-driving" practices such as reduced idling, slower driving speeds, gentle acceleration, and proper tire inflation.

4.8 Implement strategies that prioritize high-occupancy vehicles on the road and for parking, including carpools, vanpools, and public transit vehicles.

Transportation Demand Management

4.9 Encourage implementation of local programs and incentives that minimize single occupancy vehicle use during peak travel periods, such as alternative work schedules, ridesharing, telecommuting, guaranteed ride home, or work-at-home programs.

4.10 Create new or expanded policies, programs, and incentives to promote ridesharing options like carpooling and vanpooling.

4.11 Encourage employers to institute programs that provide financial incentives for commuters to reduce their vehicle trips and use alternative transportation modes like walking, bicycling, public transit, vanpooling, and carpooling as alternatives to subsidized employee parking. Examples include:

a. Parking Cash Out: commuters automatically given a parking space by their employer are instead given a choice to either (1) use the parking space or (2) receive the cash value of the parking space if they choose to use an alternative travel mode and give up their parking space.

b. Travel Allowances: financial payments are provided to employees in lieu of subsidized parking. Commuters could use the travel allowance towards the travel option of their choice, including parking costs, the costs of alternative travel modes, and keep the profits of switching to more cost-effective travel options.

c. Transit and Rideshare Benefits: free or discounted fares or rideshare vouchers provided to employees.

d. Reduced Employee Parking Subsidies: commuters who drive would pay a portion of all of their parking costs in lieu of employer payment of employee-parking costs.

4.12 Support efforts by SANDAG and others by initiating, or encouraging participation in, programs to promote carpooling, vanpooling, teleworking, and similar alternative commuting strategies.

4.13 Work with major employers in the community to offer incentives and services to increase the use of alternatives to single-occupancy vehicle commuting (i.e., voluntary commute trip reduction programs).

4.14 Develop and implement voluntary agreements for commuter trip reduction programs for new commercial developments.

Parking

4.15 Reduce parking requirements, allow reduced and shared parking, and/or initiate parking maximums in smart growth areas.

4.16 Enact policies that separate ("unbundle") the cost of parking spaces from residential rental or purchase costs and commercial leases.

4.17 Encourage and use on-street parking fees, paid parking, shared parking, and other parking management and design measures that promote more walking, bicycling, and transit use in smart growth areas.

4.18 Consider including variable rates and other pricing mechanisms for parking in locations where alternative transportation modes with adequate levels of service are accessible and available.

4.19 Establish performance pricing of street parking such that prices result in frequent turnover and about 15 percent of spaces being available for parking at all times.

4.20 Provide preferential parking in selected areas for designated carpools, vanpools, alternative and other low-carbon fuel vehicles, and other vehicles that contribute to community goals for saving energy and petroleum reduction.

4.21 Consider using parking revenues to promote alternative transportation modes.
4.22 Create parking benefit districts, which invest meter revenues in pedestrian infrastructure and other public amenities.

Active Transportation

4.23 Promote walking and bicycling as safe and convenient modes of transportation.
4.24 Develop a cohesive master plan of bicycle and pedestrian routes that: identifies and closes gaps in the network, labels major travel routes, prioritizes safety improvements, maximizes the potential for walking and bicycling trips, and establishes strong connections to major destinations such as commercial areas, activity centers, schools, public transit stations, and regional networks.
4.25 Encourage businesses to provide facilities that support bicycles such as secured bicycle parking, showers, and lockers for employees who bicycle or walk to work.
4.26 Require new commercial developments to install bicycle parking facilities and other cyclist amenities at a level commensurate with the size of the development such as the square footage or number of employees.
4.27 Provide bicycle education programs.
4.28 Support funding of infrastructure and capital improvement projects such as streetscape enhancements, traffic calming features, transit stop and station amenities, way-finding signage, and pedestrian/bicycle paths and bridges.
4.29 Support or implement car and bicycle sharing programs.

5. Energy Efficient Use of Water

Conservation

5.1 Increase energy conservation through the efficient use of water in the residential and commercial sectors through policies that prioritize the largest end users of water like landscape irrigation.
5.2 Address energy efficiency, demand response, and clean on-site generation opportunities at water pumping stations, water or wastewater treatment facilities, and similar government-owned or operated facilities.
5.3 Implement water conservation and reclamation programs to reduce energy use associated with water delivery.
5.4 Support the use of reclaimed water for irrigation.
5.5 Require installation of water conservation measures, devices, and practices for new construction projects and major alterations to existing private buildings.
5.6 Require the replacement of energy and water intensive fixtures and appliances with more efficient alternatives at the point of sale or change in tenancy.
5.7 Establish rebate and or incentive programs for the replacement of leaking, aging, and/or inefficient plumbing devices with more efficient, water-saving devices in existing commercial and residential developments.
5.8 Coordinate efforts to reduce water-related energy use with the San Diego County Water Authority, local water districts and other agencies.

Water Supply

5.9 Identify and support programs for residential re-use of gray water to decrease the amount of energy needed to meet residential water needs.
5.10 Use non-potable or recycled water as feasible for irrigation of parks, playfields, schools, golf courses and other landscape areas.
5.11 Continue to expand infrastructure for reclaimed water as feasible.

Education

5.12 Continue to support landscape design educational programs to help residential and commercial customers install low water use landscaping, thereby reducing water-related energy use.

5.13 Provide public education on water conservation such as optimum timing, run-off, and overspray.

5.14 Promote existing programs that City residents, businesses, and property owners can take advantage of to realize water-related energy savings.

Sources

- California Energy Commission. 2006 Integrated Energy Policy Report Update. Available at: http://www.energy.ca.gov/2006publications/CEC-100-2006-001/CEC-100-2006-001-CMF.PDF#page=105
- California Energy Commission. Energy Aware Planning Guide. Available at: http://www.energy.ca.gov/2009publications/CEC-600-2009-013/CEC-600-2009-013-D.PDF
- California Public Utilities Commission. Long-Term Energy Efficiency Strategic Plan. Available at: http://www.californiaenergyefficiency.com/index.shtml
- City of Pasadena. City of Pasadena General Plan Energy Element. Accessed at: http://icma.org/upload/library/IQ/117390.htm
- City of San Diego. City of San Diego General Plan. Available at: http://www.sandiego.gov/planning/genplan/
- Energy Policy Initiatives Center, University of San Diego School of Law. Reducing Greenhouse Gases from Electricity and Natural Gas Use in San Diego County Buildings: An Analysis of Local Government Policy Options. Available at: http://www.sandiego.edu/epic/ghgpolicy/
- Institute for Local Government. Best Practices Framework Version 6.0. Available at: www.ca-ilg.org/climatechange
- Office of the California Attorney General. Sustainability and General Plans: Examples of Policies to Address Climate Change. California Attorney General's Office. Available at: http://ag.ca.gov/globalwarming/pdf/GP_policies.pdf
- SANDAG. Climate Action Strategy. Available at: www.sandag.org/energy
- SANDAG. Regional Energy Strategy. Available at: www.sandag.org/energy
- SANDAG. Regional Alternative Fuels, Vehicles, and Infrastructure Report. Available at: www.sandag.org/energy
- United States Environmental Protection Agency. Local Government Climate and Energy Strategy Guides. Accessed at: http://www.epa.gov/statelocalclimate/resources/strategy-guides.html

Appendix E.
Sample Transportation Demand Management (TDM) Ordinances

1. Voluntary TDM Ordinances
The Centre City Development Corporation (CCDC) in the City of San Diego provides points to developers that include TDM measures in their projects. Please see section See Section 156.0313 of the Centre City Planned District Ordinance, the Parking, Loading, Traffic and Transportation Demand Management Section:
http://www.ccdc.com/images/stories/downloads/planning/supplemental-information/2010_PDO.pdf

2. Mandatory TDM Ordinances
Some cities require TDM measures as part of the development review process. Here are a few samples:

- **TDM Ordinance Guide, Contra Costa County, CA**
  http://www.co.contra-costa.ca.us/DocumentView.aspx?DID=3994
- **Trip Reduction Ordinance, City of Pasadena, CA**
  http://ww2.cityofpasadena.net/zoning/P-4.html
- **Draft TDM Ordinance, City of Glendale, CA**
  http://www.ci.glendale.ca.us/planning/pdf_files/MobilityPlan/Exhibit%20F%20-%20Draft%20TDM%20Ordinance.pdf
- **Parking and TDM Ordinance, City of Cambridge, MA**
  Fact Sheet: http://www.cambridgema.gov/cdd/et/tdm/ptdm_fact_sheet.pdf
  Checklist for Developers:
  http://www.cambridgema.gov/cdd/et/tdm/ptdm_plan_how_to.pdf

3. City of Los Angeles - Transportation Demand Management and Trip Reduction Measures
The City of Los Angeles Municipal Code establishes mandatory TDM measures for development projects. The code is available at: http://www.amlegal.com/los_angeles_ca/

1. Definitions. For the purpose of this section, certain words and terms are defined as follows:

Carpool. A vehicle carrying two to five persons to and from work on a regular schedule.

Development. The construction of new non-residential floor area.

Gross Floor Area. That area in square feet confined within the outside surface of the exterior walls of a building, as calculated by adding the total square footage of each of the floors in the building, except for that square footage devoted to vehicle parking and necessary interior driveways and ramps.

Preferential Parking. Parking spaces, designated or assigned through use of a sign or painted space markings for Carpools or Vanpools, that are provided in a location more convenient to the entrance for the place of employment than parking spaces provided for single-occupant vehicles.

Transportation Demand Management (TDM). The alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

Trip Reduction. Reduction in the number of work-related trips made by single-occupant vehicles.

Vanpool. A vehicle carrying six or more persons to and from work on a regular schedule, and on a prepaid basis.

Vehicle. Any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

2. Applicability. This subdivision applies only to the construction of new non-residential gross floor area. Prior to the issuance of a building permit, the owner/applicant shall agree, by way of a covenant that runs with the land, to provide and maintain in a state of good repair the following applicable transportation demand management and trip reduction measures.

3. Requirements:

(a) Development in excess of 25,000 square feet of gross floor area. The owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:

(1) Current routes and schedules for public transit serving the site;
(2) Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
(3) Ridesharing promotion material supplied by commuter-oriented organizations;
(4) Regional/local bicycle route and facility information;
(5) A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

(b) Development in excess of 50,000 square feet of gross floor area. The owner shall comply with Paragraph (a) above and in addition shall provide:

(1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). This area shall include at least ten percent of the parking spaces required for the site. The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;
(2) One permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 square feet of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 square feet of gross floor area;

(3) Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles;
(4) No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking;
(5) A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;
(6) A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and accessways used by vanpool vehicles when located within a parking structure;
(7) Bicycle parking shall be provided in conformance with Section 12.21A16 of this Code.

(c) Development in excess of 100,000 square feet of gross floor area. The owner shall comply with Paragraphs (a) and (b) above and shall provide:

(1) A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;
(2) Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development;
(3) If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops;
(4) Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

4. Exceptions. The provisions of this subsection shall not apply to developments for which an application has been deemed complete by the City pursuant to Government Code Section 65943, or for which a Notice of Preparation for a Draft Environmental Impact Report has been circulated or for which plans sufficient for a complete plan check were accepted by the Department of Building and Safety, on or before the effective date of this ordinance.

5. Monitoring. The Department of Transportation shall be responsible for monitoring the owner/applicant's continual implementation and maintenance of the project trip reduction features required by this ordinance.

6. Enforcement. Applicants shall execute and record a Covenant and Agreement that the trip reduction features required by this ordinance will be maintained, that required material specified in Subdivision 3 (a) (1)-(5) will be continually posted, and that additional carpool/vanpool spaces within the designated preferential area will be signed and striped for the use of ridesharing employees based on demand for such spaces. The Covenant and Agreement shall be acceptable to the Department of Transportation.

Appendix F.
Local Government Resources for Building Energy Retrofit Projects

Details are provided below on three types of inter-related programs to address energy retrofits of existing buildings, followed by local resources that Imperial Beach can access.

1. Energy Upgrade California, a one-stop shop (www.energyupgradecalifornia.org) to coordinate federal, state, utility and local government retrofit program outreach, incentives and contractor and participant qualifications.
2. Financing mechanisms that address net costs through energy efficiency loans, liens, or mortgages.
3. Workforce development programs that train local contractors to perform the energy assessments, product installations and maintenance. (Discussed primarily in Section 8.)

Energy Upgrade California

Energy Upgrade California serves as an umbrella to the myriad of retrofit programs, tools, and training available. The overall statewide program is discussed here. The financing and workforce development components will be discussed in more detail after. Program aspects include:

- State-wide Web Portal
- State-wide residential and commercial financing
- Utility Residential and Commercial Building Retrofit Rebates
- Comprehensive residential retrofit program delivery through regional partnerships in 51 counties (including San Diego), which includes:
    - Marketing and outreach
    - Qualified contractors
    - Subsidized financing
    - Workforce development
    - Quality assurance
- Pilot residential and commercial property assessed clean energy (PACE) programs
- New tools for affordable housing energy retrofits

Program outreach is being developed to reduce confusion about energy efficient and renewable energy building retrofits. Energy Upgrade California will coordinate under one logo, brand, and website all retrofit outreach and marketing by State and local government and utilities. Efforts include media buys, bill boards, utility bill inserts, brochures, and community forums. The state's program focus will be on county-level interaction.

Energy Upgrade California leverages over $1.3 billion of energy program funds ranging from federal programs, utility programs, California Energy Commission programs, State Energy Program and Energy Efficiency and Conservation Block Grant (EECBG) funds from ARRA, to Workforce Investment Act and local government funds. Locally, the California Center for Sustainable Energy (CCSE) is performing outreach on Energy Upgrade California. For more information on Building Retrofit Programs, contact Jack Clark (jack.clark@energycenter.org) at CCSE.

Financing Mechanisms

PowerSaver Loan Pilot

PowerSaver is a revised version of the Title 1 insurance program from the Federal Housing Administration (FHA) that enables homeowners to make cost---effective, energy saving improvements to their homes. PowerSaver will provide federal loan insurance and other incentives to participating lenders to deliver low---cost home energy improvement loans. Homeowners will be able to borrow up to $25,000 for a term of 15 years (up to 20 years for certain improvements) to make proven home energy improvements based on a project list developed by FHA and the U.S. Department of Energy (DOE).

PowerSaver will begin as a nationwide two---year pilot program, launching in 2011. FHA is currently seeking lenders to participate in the pilot program. In selecting participating lenders, FHA will consider the market areas lenders propose to serve. Generally, FHA will require lenders to target market areas that have already taken affirmative steps to expand home energy improvements, such as educating consumers on the benefits of home energy upgrades and creating a pool of qualified contractors.

Energy Efficient Mortgages

Another financing mechanism available to residents is the energy efficient mortgage (EEM). An EEM allows new or current homeowners to finance purchase of a home (or refinance a current mortgage) and include the value of energy saving, cost efficient improvements. EEMs can be used to purchase a new energy efficient home or to finance new improvements to existing homes (also known as an Energy Improvement Mortgage, or EIM). Because cost-effective energy improvements can result in lower utility bills, making more funding available for a mortgage payment, energy efficiency improvements can be directly included in the EEM without the need to qualify for additional financing. By giving borrowers the opportunity to finance improvements as part of a single mortgage, an EEM can also stretch the debt-to-income qualifying ratio and enable homebuyers to qualify for a larger loan amount (and a more energy efficient home).

EEMs are sponsored by federally insured mortgage programs and the conventional secondary mortgage market (Fannie Mae and Freddie Mac). Several types of EEM programs are available. Eligibility for individual EEM programs varies, but in general there is no age limit or income level required. Typically, all programs require that a home energy rating be conducted to provide the lender with an estimate of the "Energy Savings Value", which includes monthly energy savings and the value of existing/planned energy efficiency measures.

Property Assessed Clean Energy Programs

***On July 6, 2010, the FHFA posted a statement reaffirming that a senior PACE lien is in violation of any Fannie Mae or Freddie Mac mortgage contract. As a result, residential PACE financing cannot move forward at this time. A nationwide PACE coalition (www.pacenow.org) is working to take legislative action that will correct this issue. The following information is useful once the federal issues are resolved.*

Property Assessed Clean Energy or "PACE" programs, also commonly referred to as AB 811 style programs in California, can serve as a financing mechanism to implement energy efficiency and

renewable energy projects. Energy Upgrade California includes support for PACE programs, a program formerly known as California First.

PACE programs allow property owners within participating regions to finance the installation of energy improvements on their home or business and pay the amount back as a line item on their property tax bill. Energy Upgrade California is sponsored by the California Statewide Communities Development Authority (California Communities), a joint powers authority made up of counties and cities, in partnership with Renewable Funding and the Royal Bank of Canada Capital Markets. The California Center for Sustainable Energy is a local partner with Renewable Funding.

Even though this type of financing is on hold, there is strong support for it across California and by local governments. By the city adopting a resolution (sample can be provided) to join Energy Upgrade California, interested property owners in Imperial Beach could participate and apply for financing.
In San Diego County, many local governments plan to participate in the pilot phase:

- City of Carlsbad
- City of Chula Vista
- City of Coronado
- City of Del Mar
- City of Encinitas
- City of Escondido
- City of La Mesa
- City of Lemon Grove
- City of Oceanside
- City of Poway
- City of San Diego* (established its own PACE program)
- County of San Diego
- City of Santee
- City of Solana Beach

Workforce Development

Refer to Section 8 of this Energy Roadmap for specific programs and resources that offer workforce development education and training. This topic is mentioned here because it is an integral part of the Energy Upgrade California program. State and local agencies are coming together to coordinate training programs and prepare the workforce to fill the increasing need for skilled contractors to perform the energy audits, retrofits and assessments.

Local Resources for Imperial Beach

In the San Diego region, the **California Center for Sustainable Energy** (CCSE) formed a **Retrofit Advisory Committee** including local governments that have joined California Communities' PACE coalition, SDG&E, Renewable Funding and SANDAG. The Advisory Committee generally meets monthly at CCSE to discuss updates on federal, state and local building retrofit, finance, and workforce programs.

The **City of Chula Vista,** like SANDAG, has a local government energy efficiency partnership with SDG&E. Chula Vista is a leader on energy efficiency and climate change activities in our region. The city is providing "peer to peer" assistance to neighboring South Bay jurisdictions as part of its SDG&E partnership program. Brendan Reed, Environmental Resource Manager, leads the city's local government partnership and can offer staff time and possibly other resources to help Imperial Beach take part in these and other energy efficiency projects or programs. Brendan can be reached at 619-409-5889 or breed@ci.chula-vista.ca.us or through your Energy Roadmap Coordinator.

www.sandag.org/energy

This Program is a collaboration between SANDAG and San Diego Gas & Electric®.

SANDAG

SDGE

A Sempra Energy utility®

MINUTES

IMPERIAL BEACH CITY COUNCIL
REDEVELOPMENT AGENCY
PLANNING COMMISSION
PUBLIC FINANCING AUTHORITY

NOVEMBER 17, 2010

Council Chambers
825 Imperial Beach Boulevard
Imperial Beach, CA 91932

CLOSED SESSION MEETING – 5:30 P.M.
REGULAR MEETING – 6:00 P.M.

CALL TO ORDER
MAYOR JANNEY called the Closed Session Meeting to order at 5:30 p.m.

ROLL CALL

Councilmembers present:	Bragg, McCoy, Rose
Councilmembers absent:	None
Mayor present:	Janney
Mayor Pro Tem present:	King
Staff present:	City Manager Brown; City Attorney Lyon; City Clerk Hald

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

Pursuant to Government Code Section 54956.8:
Property: 800 Seacoast Drive, Imperial Beach, CA 91932, APN 625-262-01-00
Agency Negotiator: City Manager and City Attorney
Negotiating Parties: Imperial Coast LTD Partnership
Under Negotiation: Instruction to Negotiators will concern price and terms of payment

MOTION CARRIED UNANIMOUSLY.

MAYOR JANNEY adjourned the meeting to Closed Session at 5:31 p.m. and he reconvened the meeting to Open Session at 6:00 p.m. Reporting out of Closed Session, CITY ATTORNEY LYON announced direction was given to Agency negotiators and had no reportable action.

REGULAR MEETING CALL TO ORDER
MAYOR JANNEY called the Regular Meeting to order at 6:01 p.m.

ROLL CALL

Councilmembers present:	Bragg, McCoy, Rose
Councilmembers absent:	None
Mayor present:	Janney
Mayor Pro Tem present:	King
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 ROSE, SECOND BY BRAGG, TO TAKE ITEM NO. 6.6 IMMEDIATELY AFTER THE CONSENT CALENDAR. MOTION CARRIED UNANIMOUSLY.

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

COUNCILMEMBER BRAGG invited the community to an event at the Skate Park on Saturday in celebration of its grand opening.

COUNCILMEMBER ROSE announced the Skate Park ribbon cutting and grand opening ceremony is scheduled tomorrow at 3:00 p.m.

MAYOR JANNEY presented a letter of commendation to Jovon Parris Quarles for completing Basic Underwater Demolition training with the United States Navy and achieving a Navy SEAL student's highest honor.

COMMUNICATIONS FROM CITY STAFF

None.

PUBLIC COMMENT

None.

PRESENTATIONS (1.1)

1.1 UPDATE ON THE RESPONSIBLE RETAILER PROGRAM. (0240-07)

SHERIFF'S DEPUTY BLACK gave a PowerPoint presentation on the Responsible Retailer Program and recognized Joel Gonzales, a Mar Vista graduate and Institute for Public Strategies volunteer, for his extensive work on the program.

CONSENT CALENDAR (2.1 - 2.3)

MOTION BY MCCOY, SECOND BY BRAGG, TO APPROVE CONSENT CALENDAR ITEM NOS. 2.1 THRU 2.3. MOTION CARRIED UNANIMOUSLY.

2.1 MINUTES.

Approved the minutes of the Regular City Council Meeting of October 20, 2010, and the Regular and Special City Council Meeting of November 3, 2010.

2.2 RATIFICATION OF WARRANT REGISTER. (0300-25)

Ratified the following registers: Accounts Payable Numbers 72005 through 72097 with the subtotal amount of $437,137.24 and Payroll Checks 43284 through 43325 for the pay period ending 10/21/10 with the subtotal amount of $146,978.00, for a total amount of $584,115.24

2.3 RESOLUTION NO. 2010-6967 – AMENDING FY 09-11 SALARY AND COMPENSATION PLAN TO ADD THE POSITION DESCRIPTION AND SALARY RANGE FOR GIS ADMINISTRATOR. (0520-75)

Adopted resolution.

REPORTS (6.6)

6.6 RESOLUTION NO. R-10-236 – ALLOCATING UP TO $40,000 FROM NON-HOUSING REDEVELOPMENT FUNDS TO BE USED FOR THE INITIAL DUE DILIGENCE AND CONCEPTUAL DESIGN OF LIBRARY IMPROVEMENTS IN IMPERIAL BEACH. (0150-20 & 0640-20)

CITY MANAGER BROWN gave a report on the item.

MAYOR JANNEY spoke in support of the item.

MOTION BY JANNEY, SECOND BY BRAGG, TO ADOPT RESOLUTION NO. R-10-236 – AUTHORIZING UP TO $40,000 FOR DUE DILIGENCE AND CONCEPTUAL DESIGN FOR IMPROVEMENTS OF LIBRARY FACILITIES IN IMPERIAL BEACH. MOTION CARRIED UNANIMOUSLY.

ORDINANCES – INTRODUCTION/FIRST READING (3.1 - 3.3)

3.1 ORDINANCE NO. 2010-1112 – UPDATING CHAPTER 8.32 AMENDING THE CITY'S STANDARD URBAN STORMWATER MITIGATION PLAN (SUSMP) TO INCLUDE CRITERIA FOR HYDROMODIFICATION MANAGEMENT. (0770-85)

CITY MANAGER BROWN introduced the item.

ENVIRONMENTAL PROGRAM MANAGER HELMER gave a PowerPoint presentation on the item.

MAYOR JANNEY called for the first reading of the title of Ordinance No. 2010-1112.

CITY CLERK HALD read the title of Ordinance No. 2010-1112, "An Ordinance of the City Council of the City of Imperial Beach, California, UPDATING CHAPTER 8.32 AMENDING THE CITY'S STANDARD URBAN STORMWATER MITIGATION PLAN (SUSMP) TO INCLUDE CRITERIA FOR HYDROMODIFICATION MANAGEMENT."

MOTION BY KING, SECOND BY BRAGG, TO DISPENSE FIRST READING OF ORDINANCE NO. 2010-1112 AND SET THE MATTER FOR ADOPTION AT THE NEXT REGULARLY SCHEDULED CITY COUNCIL MEETING, AND AUTHORIZE THE PUBLICATION IN A NEWSPAPER OF GENERAL CIRCULATION. MOTION CARRIED UNANIMOUSLY.

3.2 ORDINANCE NO. 2010-1113 – ADOPTING THE MODEL CODES CONTAINED IN THE 2010 CALIFORNIA BUILDING STANDARDS CODE (CBSC), PART OF TITLE 24 OF THE CALIFORNIA CODE OF REGULATIONS AND THE ADOPTION OF THE 1997 UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS, INCLUDING LOCAL AMENDMENTS FOR THE CITY OF IMPERIAL BEACH. (0710-95)

CITY MANAGER BROWN introduced the item.

BUILDING OFFICIAL ADAME gave a PowerPoint presentation on the item.

MAYOR JANNEY called for the first reading of the title of Ordinance No. 2010-1113.

CITY CLERK HALD read the title of Ordinance No. 2010-1113, "An Ordinance of the City Council of the City of Imperial Beach, California, AMENDING TITLES 8 AND 15 OF THE IMPERIAL BEACH MUNICIPAL CODE BY AMENDING CHAPTERS 8.50, 15.06, 15.16, 15.28, AND 15.32, ADDING CHAPTERS 15.02, 15.04, 15.38, AND 15.40 AND REPEALING CHAPTERS 8.88, 15.18, AND 15.36, ALL BY ADOPTING THE CALIFORNIA BUILDING STANDARDS CODE, 2010 EDITION, WITH CERTAIN AMENDMENTS, ADDITIONS, AND DELETIONS, AND ADOPTING THE UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS, 1997 EDITION."

MOTION BY MCCOY, SECOND BY KING, TO DISPENSE FIRST READING OF ORDINANCE NO. 2010-1113 AND SET THE MATTER FOR ADOPTION AT THE NEXT REGULARLY SCHEDULED CITY COUNCIL MEETING, AND AUTHORIZE THE PUBLICATION IN A NEWSPAPER OF GENERAL CIRCULATION. MOTION CARRIED UNANIMOUSLY.

3.3 ORDINANCE NO. 2010-1114 – AMENDING CHAPTER 5.20 OF THE IMPERIAL BEACH MUNICIPAL CODE BY ADOPTING THE CALIFORNIA FIRE CODE, 2010 EDITION, AND 2009 INTERNATIONAL FIRE CODE WITH CERTAIN AMENDMENTS, ADDITIONS, AND DELETIONS. (0710-95)

CITY MANAGER BROWN reported on the item and spoke about the added construction costs due to the need for sprinklers in new homes or larger additions (information submitted as Last Minute Agenda Information).

City Council expressed concern about the increase in construction costs due to the requirement for automatic sprinklers for remodels, reconstructions or additions that surpasses 50% of the existing square footage threshold; there was support for introducing the ordinance with the exception of Section 9 – Fire Sprinkler Systems; there was a request of City Council for staff to return with additional analysis including: statistics on the spread of single family residential fires, response times to fires, information on what other jurisdictions adopted regarding sprinklers, and to consider other options for large homes on small lots such as only requiring sprinklers for second story remodels.

CITY ATTORNEY LYON advised that should City Council proceed with the first reading and introduction of Ordinance No. 2010-1114, Chapter 9 – Fire Sprinkler Systems (appearing on pages 5 and 6) should be deleted.

MAYOR JANNEY called for the first reading of the title of Ordinance No. 2010-1114.

CITY CLERK HALD read the title of Ordinance No. 2010-1114, "An Ordinance of the City Council of the City of Imperial Beach, California, AMENDING CHAPTER 5.20 OF THE IMPERIAL BEACH MUNICIPAL CODE BY ADOPTING THE CALIFORNIA FIRE CODE, 2010 EDITION, AND 2009 INTERNATIONAL FIRE CODE WITH CERTAIN AMENDMENTS, ADDITIONS, AND DELETIONS."

MOTION BY JANNEY, SECOND BY ROSE, TO DISPENSE FIRST READING OF ORDINANCE NO. 2010-1114 WITH AS MODIFIED BY THE CITY ATTORNEYAND SET THE MATTER FOR ADOPTION AT THE NEXT REGULARLY SCHEDULED CITY COUNCIL MEETING, AND AUTHORIZE THE PUBLICATION IN A NEWSPAPER OF GENERAL CIRCULATION. MOTION CARRIED UNANIMOUSLY.

ORDINANCES – SECOND READING & ADOPTION (4)
None.

PUBLIC HEARINGS (5)
None.

REPORTS (6.1 - 6.5 & 6.7)

6.1 UPDATE FOR REGULAR COASTAL PERMIT (CP 100014), CONDITIONAL USE PERMIT (CUP 100015), SITE PLAN REVIEW (SPR 100016) – CERTIFIED FARMER'S MARKET ("IMPERIAL BEACH FARMER'S MARKET") LOCATED AT PIER PLAZA IN THE PF (PUBLIC FACILITIES) ZONE. MF 1036. (0130-30 & 0600-20)

A revised #2 Condition of Approval – Planning was submitted as Last Minute Agenda Information.

CITY MANAGER BROWN introduced the item.

ASSOCIATE PLANNER FOLTZ gave a PowerPoint presentation on an update report on the Farmer's Market and noted the following issues and corresponding recommendations as amendments to the CUP: hours of operation (adjusting winter hours to 2:00 p.m. to 7:00 p.m. subject to a $100 fee for the extra hour of operation), Public Safety inspection fees (inspection to occur on a monthly basis, and that the frequency and cost of the safety inspections are subject to the discretion of the Public Safety Director), market cleanliness (establish a cleaning and maintenance account that will be charged to the applicant on an as needed basis), market cancellations (allow for cancellations for other events and when City staff is not available), market updates (staff will monitor market operations and return to City Council with periodic updates as deemed necessary by the City Manager) and long-term impacts to Pier Plaza (aesthetic proposals/modifications are subject to design review by the Community Development Department); and he reported on the wear to Pier Plaza due to increased activity at the site.

In response to concern expressed about wear and tear, and rubbish at Pier Plaza, and how to address these issues as time goes on, COMMUNITY DEVELOPMENT DIRECTOR WADE stated staff is working on a process in which the Market would be responsible for cleanup; he noted there is no way to effectively eliminate these issues and there will be wear and tear with usage.

MIKE BIBBEY spoke favorably of the Farmer's Market.

JILL LINDER, President of IB Beautiful; thanked the City Council for their support and thanked staff for their cooperation and hard work.

DEANNA ROSE, of IB Beautiful, requested as much notification time as possible when scheduled Market dates are cancelled, she asked for permanent signage at the location and for banners on light poles; and she requested the lights be serviced and/or replaced.

Council discussion ensued. It was discussed that when cancelling scheduled Farmer's Market dates, enough notice should be given for vendors to register for another event; it was suggested an annual schedule showing holidays be posted and publicized; there was support to keep the market open during the holiday; there was concern expressed regarding long-term damage to Pier Plaza and it was suggested trucks be kept on the street as an option to mitigate deterioration of facilities.

MAYOR JANNEY directed staff to return to City Council with an update report on wear and tear to Pier Plaza in the spring and for staff to return with changes to the CUP at the City Council meeting of December 15; he also directed staff to present an update report on all of the Port of San Diego leases.

Council also requested lighting issues be addressed; Council suggested the Farmer's Market explore other funding opportunities.

6.2 MONTHLY UPDATE REPORT ON THE REDEVELOPMENT OF THE SEACOAST INN HOTEL. (0660-43)

The Project Schedule as submitted at the October 20, 2010 Council meeting was submitted as Last Minute Agenda Information.

COUNCILMEMBER BRAGG left Council Chambers at 7:41 p.m. due to a potential conflict interest due to the location of her employment.

ALLISON ROLFE, Project Manager for Pacifica, reported the construction documents and shoring plans were submitted on Tuesday; they continue to work with City staff to get the DDA and ground lease completed in order to bring them forward for Council's consideration at its meeting of December 1; and she stated financing should be secured by the end of the year with construction commencing at the beginning of 2011.

COUNCILMEMBER BRAGG returned to Council Chambers at 7:47 p.m.

6.3 RESOLUTION NO. 2010-6966 – APPROVING AN AGREEMENT BETWEEN THE CITY OF CHULA VISTA AND THE CITY OF IMPERIAL BEACH FOR THE PURPOSE OF PROVIDING ANIMAL CARE AND ANIMAL CONTROL SERVICES; AND RESOLUTION NO. 2010-6968 – APPROVING THE PURCHASE OF AN ANIMAL CONTROL VEHICLE WITH AN ANIMAL TRANSPORT UNIT. (0200-10)

CITY MANAGER BROWN gave a report on the item.

City Council expressed concern about the purchase and maintenance costs of an animal control vehicle and there was a suggestion to look at other options such as purchasing a used vehicle or having the City of Chula Vista purchase the vehicle; and there was a request to look at other resources or recourse to better monitor activities along the beach on weekends during the summer and on holidays.

MOTION BY MCCOY, SECOND BY KING, TO ADOPT RESOLUTION NO. 2010-6966 – APPROVING AN AGREEMENT BETWEEN THE CITY OF CHULA VISTA AND THE CITY OF IMPERIAL BEACH FOR THE PURPOSE OF PROVIDING ANIMAL CARE AND ANIMAL CONTROL SERVICES. MOTION CARRIED UNANIMOUSLY.

6.4 RESOLUTION NO. R-10-235 – AWARDING CAPITAL IMPROVEMENT PROJECT DESIGN SERVICES TO CITY ENGINEER – BDS ENGINEERING – TO WIT STREET IMPROVEMENTS RDA PHASE 4/5 CIP (S11-105). (0720-25)

COUNCILMEMBER ROSE announced she had a potential conflict of interest on the item due to the location of her residence and was left Council Chambers at 8:12 p.m.

CITY MANAGER BROWN introduced the item.

PUBLIC WORKS DIRECTOR LEVIEN gave a report on the item.

MOTION BY KING, SECOND BY BRAGG, TO ADOPT RESOLUTION NO. R-10-235 – AWARDING CAPITAL IMPROVEMENT PROJECT DESIGN SERVICES TO CITY ENGINEER - BDS ENGINEERING - TO WIT STREET IMPROVEMENTS RDA PHASE 4/5 CIP (S11-105). MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	**COUNCILMEMBERS:**	**BRAGG, MCCOY, KING, JANNEY**
NOES:	**COUNCILMEMBERS:**	**NONE**
ABSENT:	**COUNCILMEMBERS:**	**NONE**
DISQUALIFIED:	**COUNCILMEMBERS:**	**ROSE (DUE TO A POTENTIAL CONFLICT OF INTEREST)**

COUNCILMEMBER ROSE returned to Council Chambers at 8:19 p.m.

PUBLIC COMMENTS
DONNA ALSUM complained about a citation she received for a boat and recreational vehicles parked in her driveway and questioned how to appeal the citation.

MAYOR JANNEY referred the item to City Manager Brown.

6.5 RESOLUTION NO. 2010-6969 – AUTHORIZING CHANGE ORDER NO. 2 TO SEALING & REPAIRING WET WELLS & MANHOLES W05-401 CONTRACT WITH NEWEST CONSTRUCTION COMPANY AND AUTHORIZING A BUDGET AMENDMENT OF $63,435 TO THE SEALING & REPAIRING WET WELLS & MANHOLES W05-401 CIP PROJECT. (0830-35)
CITY MANAGER BROWN introduced the item.

MOTION BY ROSE, SECOND BY KING, TO ADOPT RESOLUTION NO. 2010-6969 – AUTHORIZING CHANGE ORDER NO. 2 TO SEALING & REPAIRING WET WELLS & MANHOLES W05-401 CONTRACT WITH NEWEST CONSTRUCTION COMPANY AND AUTHORIZING A BUDGET AMENDMENT OF $63,435 TO THE SEALING & REPAIRING WET WELLS & MANHOLES W05-401 CIP PROJECT. MOTION CARRIED UNANIMOUSLY.

6.7 DESIGN REVIEW BOARD – TWO (2) TERMS EXPIRING DECEMBER 31, 2010. (0120-30)
MAYOR JANNEY recommended reappointment of members Thomas Schaaf and Daniel Lopez to the Design Review Board in accordance with Chapter 2.18.010.C of the I.B.M.C. The new term of office shall begin January 1, 2011 and expire December 31, 2014.

MOTION BY KING, SECOND BY BRAGG, TO APPROVE MAYOR JANNEY'S APPOINTMENTS OF MEMBERS THOMAS SCHAAF AND DANIEL LOPEZ TO THE DESIGN REVIEW BOARD. MOTION CARRIED UNANIMOUSLY.

PUBLIC COMMENTS
ROBERT TAYLOR questioned City Council's action on Item No. 6.6 (SEASIDE POINT NEIGHBORHOOD STOP SIGN ALIGNMENT) at the meeting of September 22.

CITY MANAGER BROWN to contact Mr. Taylor regarding the item.

ADJOURNMENT
MAYOR JANNEY adjourned the meeting at 8:28 p.m.

_____
James C. Janney, Mayor

_____
Jacqueline M. Hald, CMC
City Clerk

MINUTES

IMPERIAL BEACH CITY COUNCIL
REDEVELOPMENT AGENCY
PLANNING COMMISSION
PUBLIC FINANCING AUTHORITY

FEBRUARY 16, 2011

Council Chambers
825 Imperial Beach Boulevard
Imperial Beach, CA 91932

CLOSED SESSION MEETING – 5:15 P.M.
REGULAR MEETING – 6:00 P.M.

CALL TO ORDER
MAYOR JANNEY called the Closed Session Meeting to order at 5:16 p.m.

ROLL CALL

Councilmembers present:	Spriggs (arrived at 5:18 p.m.), Bragg, King
Councilmembers absent:	None
Mayor present:	Janney
Mayor Pro Tem Present:	Bilbray
Staff present:	City Manager Brown; City Attorney Lyon; City Clerk Hald

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

1. **CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
   Pursuant to Government Code Section 54956.8:
   Property: 550 Highway 75, Imperial Beach, CA 91932, APN 625-140-08 & 626-070-33
   Agency Negotiator: City Manager and City Attorney
   Negotiating Parties: D & A Semi Annual Mortgage Fund LPIII
   Under Negotiation: Instruction to Negotiators will concern price and terms of payment
2. **CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION**
   Pursuant to Govt. Code 54956.9(b)(3)(A)
   Significant Exposure to Litigation (1 case)
3. **CONFERENCE WITH LEGAL COUNSEL- ANTICIPATED LITIGATION**
   Pursuant to Govt. Code 54956.9(c)
   Initiation of Litigation (1 case)
4. **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**
   Pursuant to Government Code Section 54957
   Title: City Manager

MOTION CARRIED BY THE FOLLOWING VOTE:
AYES: COUNCILMEMBERS: KING, BRAGG, BILBRAY, JANNEY
NOES: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: SPRIGGS

MAYOR JANNEY adjourned the meeting to Closed Session at 5:17 p.m. and he reconvened the meeting to Open Session at 6:01 p.m. Reporting out of Closed Session, CITY ATTORNEY LYON announced City Council met earlier in closed session, discussed Closed Session Items 1-3, direction was given and had no reportable action; Closed Session Item 4 was not discussed and will be moved to the next meeting.

REGULAR MEETING CALL TO ORDER
MAYOR JANNEY called the Regular Meeting to order at 6:02 p.m.

ROLL CALL

Councilmembers present:	Spriggs, Bragg, King
Councilmembers absent:	None
Mayor present:	Janney
Mayor Pro Tem Present:	Bilbray
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
In response to Councilmember Bragg's question regarding the status of the City's intent to withdraw from Heartland Communications JPA, CITY MANAGER BROWN stated that he and Chief Clark will meet with Heartland staff to review costs and he anticipated bringing forward a report to City Council at the second meeting in March.

COUNCILMEMBER BRAGG reported on her attendance at the Chamber of Commerce meeting where Mayor Janney spoke about the purpose of redevelopment agencies and her attendance at the Job Corp. Quarterly meeting for the Community Relations Council.

COUNCILMEMBER SPRIGGS reported on his attendance at the Metro Wastewater Commission JPA meeting.

MAYOR JANNEY asked Councilmember Spriggs to monitor the Metro Wastewater fees as they account for over 50% of the sewer costs; and he reported on his attendance at the SANDAG summit, noting that the EIR for the next shoreline preservation project is out for review.

COMMUNITY DEVELOPMENT DIRECTOR WADE announced the comment period for the EIR ends March 24th and the EIR can be viewed on the SANDAG website or at City Hall.

COMMUNICATIONS FROM CITY STAFF
None.

PUBLIC COMMENT
None.

PRESENTATIONS (1.1)
1.1 TIJUANA ESTUARY UPDATE BY DR. MIKE MCCOY. (0150-40)
CITY MANAGER BROWN introduced the item.

DR. MIKE MCCOY gave a PowerPoint presentation on the item; he encouraged City Council to work with other jurisdictions to promote projects south of the border (at the source); he spoke about the importance of working with the City of San Diego, the County of San Diego, the Regional Water Quality Control Board, and other groups on the Recovery Team in order to move in a positive direction.

CITY MANAGER BROWN stated that he and Environmental Program Manager Helmer attend the Recovery Team meetings and will give City Council an update at a future City Council meeting.

CONSENT CALENDAR (2.1 - 2.8)

MOTION BY KING, SECOND BY SPRIGGS, TO APPROVE CONSENT CALENDAR ITEM NOS. 2.1 THRU 2.8. MOTION CARRIED UNANIMOUSLY.

2.1 MINUTES.
Approved the minutes of the Special City Council Meeting of January 14, 2011.

2.2 RATIFICATION OF WARRANT REGISTER. (0300-25)
Ratified the following registers: Accounts Payable Numbers 72497 through 72654 with the subtotal amount of $1,286,534.00 and Payroll Checks 43517 through 43589 for the pay periods ending 01/13/11 and 01/27/11 with the subtotal amount of $294,736.14, for a total amount of $1,581,270.14.

2.3 RESOLUTION NO. 2011-6995 – AUTHORIZING THE CITY OF IMPERIAL BEACH TO PARTICIPATE IN A REGIONAL WASTE TIRE ENFORCEMENT PROGRAM. (0270-60)
Adopted Resolution.

2.4 RESOLUTION NO. 2011-6996 – APPROVING AMENDMENT NO. 1 TO THE AGREEMENT AMONG THE CITY OF IMPERIAL BEACH, THE COUNTY OF SAN DIEGO, AND THE SAN DIEGO COUNTY SHERIFF FOR GENERAL AND SPECIALIZED LAW ENFORCEMENT AND TRAFFIC SERVICES. (0390-88)
Adopted Resolution.

2.5 RESOLUTION NO. 2011-7002 – AUTHORIZING THE RENUMBERING OF RESOLUTION NOS. 2011-6989 AND R-11-241, ADOPTED ON JANUARY 26, 2011 TO CORRECT CLERICAL ERROR . (0640-05)
Adopted Resolution.

2.6 APPROVING THE AWARD OF GRANTS UNDER THE 2010-2011 FISCAL YEAR COMMUNITY GRANTS PROGRAM. (0330-15)
Approved the award of grants under the FY 2010-2011 Community Grants Program as listed on the staff report.

2.7 RESOLUTION NO. 2011-7004 – AUTHORIZING THE SALE OF CERTAIN SURPLUS CITY EQUIPMENT. (0380-45)
Adopted Resolution.

2.8 RESOLUTION NO. 2011-6994 – AUTHORIZING THE MAYOR ON BEHALF OF THE CITY TO ENTER INTO A COOPERATION AGREEMENT BETWEEN THE COUNTY OF SAN DIEGO AND THE CITY OF IMPERIAL BEACH FOR A COMMUNITY DEVELOPMENT PROGRAM AND SIGN OTHER ANCILLARY DOCUMENTS NECESSARY TO IMPLEMENT THE AGREEMENT. (0650-33)
Adopted Resolution.

With regard to Item No. 2.8, CITY MANAGER BROWN cautioned the funding is uncertain at the Federal level due to decreased funding for the Department of Housing and Urban Development.

ORDINANCES – INTRODUCTION/FIRST READING (3)

None.

ORDINANCES – SECOND READING/ADOPTION/PUBLIC HEARING (4.1)

4.1 ORDINANCE NO. 2011-1115 – ADOPTION OF THE 1997 UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS, INCLUDING LOCAL AMENDMENTS FOR THE CITY OF IMPERIAL BEACH. (0710-95)

CITY MANAGER BROWN introduced the item.

CITY CLERK HALD announced no speaker slips were submitted.

MAYOR JANNEY called for the reading of the title of Ordinance No. 2011-1115.

CITY CLERK HALD read the title of Ordinance No. 2011-1115, An Ordinance of the City Council of the City of Imperial Beach, California, ADOPTION OF THE 1997 UNIFORM CODE FOR THE ABATEMENT OF DANGEROUS BUILDINGS, INCLUDING LOCAL AMENDMENTS FOR THE CITY OF IMPERIAL BEACH.

MOTION BY KING, SECOND BY BRAGG, TO DISPENSE WITH SECOND READING AND ADOPT ORDINANCE NO. 2011-1115 BY TITLE ONLY. MOTION CARRIED UNANIMOUSLY.

PUBLIC HEARINGS (5.1)

5.1 RESOLUTION NOS. 2011-6999 AND 2011-7000 – FINDING AND CONFIRMING ABATEMENT COSTS FOR THE ABATEMENT OF WEEDS & RUBBISH REGARDING THE PROPERTIES LOCATED AT 715 HOLLY AVENUE AND 822 GEORGIA ARE APPROPRIATE AND ASSESSING COSTS OF ABATEMENT. (0470-20)

MAYOR JANNEY declared the public hearing open.

CITY MANAGER BROWN introduced the item.

CODE ENFORCEMENT OFFICER GARCIAS gave a PowerPoint presentation on the item; in response to a concern raised regarding the amount of staff time spent on the cases, he stated that the process followed was mandated by the State.

City Council expressed appreciation for the work done by staff; and there was a request to first consider use of local contractors and other local businesses.

No speaker slips submitted.

In response to a suggestion to include initial investigation costs with the final abatement costs, CITY MANAGER BROWN stated staff and the City Attorney will review the matter.

MAYOR JANNEY closed the public hearing.

MOTION BY BRAGG, SECOND BY SPRIGGS, TO ADOPT RESOLUTION NOS. 2011-6999 AND 2011-7000 - FINDING AND CONFIRMING ABATEMENT COSTS FOR THE ABATEMENT OF WEEDS & RUBBISH REGARDING THE PROPERTIES LOCATED AT 715 HOLLY AVENUE AND 822 GEORGIA ARE APPROPRIATE AND ASSESSING COSTS OF ABATEMENT. MOTION CARRIED UNANIMOUSLY.

REPORTS (6.1 - 6.7)

6.1 MONTHLY UPDATE REPORT ON THE REDEVELOPMENT OF THE SEACOAST INN HOTEL. (0660-43)

COUNCILMEMBER BRAGG announced she had a potential conflict of interest on the item due to the location of a previous place of employment and left Council Chambers at 6:52 p.m.

CITY MANAGER BROWN introduced the item.

ALLISON ROLFE, Project Manager for the Seacoast Inn, announced construction of the new hotel is scheduled to begin February 28th; she expected the loan to close next week; and she will forward information about a commencement/ground breaking party to the City Manager.

COUNCILMEMBER BRAGG returned to Council Chambers at 7:01 p.m.

6.2 RESOLUTION NO. 2011-6998 – APPROVING THE AMENDMENT OF COUNCIL POLICY 414: POLICIES PROCEDURES, AND GUIDELINES GOVERNING THE COMMUNITY GRANTS PROGRAM. (0330-15)

CITY MANAGER BROWN reported on the item.

MOTION BY KING, SECOND BY BRAGG, TO ADOPT RESOLUTION NO. 2011-6998 – APPROVING THE AMENDMENT OF COUNCIL POLICY 414: POLICIES PROCEDURES, AND GUIDELINES GOVERNING THE COMMUNITY GRANTS PROGRAM. MOTION CARRIED UNANIMOUSLY.

6.3 NO ITEM.

PUBLIC COMMENTS

NANCY DAYTON complained about a citation she received for parking her motor home in her driveway; and she encouraged City Council to consider review of the issue.

CITY MANAGER BROWN stated staff will be sending out letters to approximately seventeen (17) recreational vehicle owners who were recently sited; the owners will be informed that though they have committed a violation, there is no need to take immediate corrective action, staff will continue to respond on a complaint basis and the systematic code compliance program will eventually enter their neighborhood.

REPORTS (6.1 - 6.4)

6.4 RESOLUTION NOS. 2011-7005 AND R-11-246 AUTHORIZING THE CITY MANAGER/EXECUTIVE DIRECTOR TO ENTER INTO A COOPERATION AGREEMENT AND NECESSARY SECURITY INSTRUMENTS BETWEEN THE CITY OF IMPERIAL BEACH AND THE REDEVELOPMENT AGENCY FOR PAYMENTS OF CERTAIN COSTS ASSOCIATED WITH CERTAIN REDEVELOPMENT AGENCY FUNDED PROJECTS. (0640-05)

CITY MANAGER BROWN reported on the item.

MOTION BY BILBRAY, SECOND BY KING, TO ADOPT RESOLUTION NOS. 2011-7005 AND R-11-246 – AUTHORIZING THE CITY MANAGER/EXECUTIVE DIRECTOR TO ENTER INTO A COOPERATION AGREEMENT AND NECESSARY SECURITY INSTRUMENTS BETWEEN THE CITY OF IMPERIAL BEACH AND THE REDEVELOPMENT AGENCY FOR PAYMENTS OF CERTAIN COSTS ASSOCIATED WITH CERTAIN REDEVELOPMENT AGENCY FUNDED PROJECTS. MOTION CARRIED UNANIMOUSLY.

6.5 ADOPTION OF RESOLUTION NOS. 2011-7003 AND R-11-247 AUTHORIZING THE CITY MANAGER/EXECUTIVE DIRECTOR TO EXECUTE A LEASE AGREEMENT FOR 495 10th STREET ("PUBLIC WORKS YARD"); APN 626-060-05. (0640-05 & 0910-30)

CITY MANAGER BROWN introduced the item and he announced a revised resolution was provided as last minute agenda information.

MOTION BY SPRIGGS, SECOND BY BILBRAY, TO ADOPT RESOLUTION NOS. 2011-7003 AND R-11-247 – AUTHORIZING THE CITY MANAGER/EXECUTIVE DIRECTOR TO EXECUTE A LEASE AGREEMENT FOR 495 10th STREET ("PUBLIC WORKS YARD"); APN 626-060-05. MOTION CARRIED UNANIMOUSLY.

6.6 RESOLUTION NO 2011-7001 – DECLARING THAT THE MEMBERS OF THE CITY COUNCIL SHALL BE THE COMMISSIONERS OF THE HOUSING AUTHORITY, DESIGNATING THE FIRST INTERIM CHAIRMAN OF THE HOUSING AUTHORITY, AND APPROVING THE SAN DIEGO COUNTY HOUSING AUTHORITY TO FUNCTION AND OPERATE LEASED HOUSING. (0412-20 & 0640-05)

CITY MANAGER BROWN reported on the item.

MOTION BY BRAGG, SECOND BY BILBRAY, TO ADOPT RESOLUTION NO. 2011-7001 - DECLARING THAT THE MEMBERS OF THE CITY COUNCIL SHALL BE THE COMMISSIONERS OF THE HOUSING AUTHORITY, DESIGNATING THE FIRST INTERIM CHAIRMAN OF THE HOUSING AUTHORITY, AND APPROVING THE SAN DIEGO COUNTY HOUSING AUTHORITY TO FUNCTION AND OPERATE LEASED HOUSING. MOTION CARRIED UNANIMOUSLY.

6.7 CITY COUNCIL REPRESENTATION ASSIGNMENTS. (0410-50)

MAYOR JANNEY reported due to scheduling conflicts he is recommending Councilmember Bragg serve as the alternate on the Metro Wastewater Commission/JPA and Mayor Pro Tem Bilbray serve as the alternate on the SANDAG – Shoreline Preservation Working Group; he noted the potential conflict for the Metro Wastewater Commission/JPA assignment due to the stipend.

MOTION BY JANNEY, SECOND BY KING, TO APPOINT MAYOR PRO TEM BILBRAY TO SERVE AS THE ALTERNATE ON THE SANDAG – SHORELINE PRESERVATION WORKING GROUP. MOTION CARRIED UNANIMOUSLY.

WITH REGARD TO THE APPOINTMENT OF COUNCILMEMBER BRAGG AS THE ALTERNATE ON THE METRO WASTEWATER COMMISSION/JPA. MOTION CARRIED BY THE FOLLOWING VOTE:

AYES:	**COUNCILMEMBERS:**	**KING, SPRIGGS, BILBRAY, JANNEY**
NOES:	**COUNCILMEMBERS:**	**NONE**
DISQUALIFIED:	**COUNCILMEMBERS:**	**BRAGG (DUE TO A POTENTIAL CONFLICT OF INTEREST)**

ADJOURNMENT

MAYOR JANNEY adjourned the meeting at 7:14 p.m.

James C. Janney, Mayor

Jacqueline M. Hald, MMC

AGENDA ITEM NO. 2.2

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY BROWN, CITY MANAGER**
MEETING DATE:	**April 20, 2011**
ORIGINATING DEPT.:	**Michael McGrane** mm **Finance Director**
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.

Vendor	Check	Amount	Description
ATP General Engineering	78016	$193,948.80	RTIP 09-10 Street Improvement

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

The following registers are submitted for Council ratification.

WARRANT #	DATE	AMOUNT
Accounts Payable		
72997-77996		Voided
77997-78073	04/01/11	$ 508,902.98
78074-78111	04/07/11	67,998.37
	Sub-Total	$ 576,901.35
PAYROLL CHECKS:		
43706-43741	**P.P.E. 03/24/11**	**$ 149,281.69**
		$ 149,281.69
	TOTAL	**$ 726,183.04**

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.

Gary Brown, City Manager

Attachments:
1. Warrant Registers

ATTACHMENT 1

CHECK DATE	CHECK NUMBER	VENDOR NAME / VENDOR #	DESCRIPTION	INVOICE	PO #	PER/YEAR	CHECK AMOUNT / TRN AMOUNT
VOIDED CHECKS # 72997-77996							
04/01/2011	77997	AT&T 2052					5,403.46
503-1923-419.27-04		03/20/2011	3372571583448	2233767		09/2011	355.52
503-1923-419.27-04		03/20/2011	3393431504727	2232157		09/2011	177.77
503-1923-419.27-04		03/20/2011	3393439371447	2234857		09/2011	177.77
101-1110-412.27-04		03/15/2011	6194230314983	2220907		09/2011	118.64
101-5040-434.27-04		03/15/2011	6194231074813	2220908		09/2011	15.75
101-5040-434.27-04		03/15/2011	6194231675716	2220909		09/2011	15.75
601-5060-436.27-04		03/15/2011	6194232231359	2220910		09/2011	15.28
101-1210-413.27-04		03/17/2011	6194235034	2224797		09/2011	16.38
101-3020-422.27-04		03/17/2011	6194237246664	2224012		09/2011	68.76
101-3020-422.27-04		03/15/2011	6194238222636	2220911		09/2011	22.98
101-3020-422.27-04		03/15/2011	6194238225966	2220912		09/2011	182.14
101-1920-419.27-04		03/15/2011	6194238300966	2220913		09/2011	251.07
101-5020-432.27-04		03/15/2011	6194238311966	2220914		09/2011	341.48
101-3030-423.27-04		03/15/2011	6194238322966	2220915		09/2011	177.32
101-1130-412.27-04		03/15/2011	6194238617297	2220916		09/2011	67.52
503-1923-419.27-04		03/11/2011	6194243481712	2204426		09/2011	39.58
101-6030-453.27-04		03/11/2011	6194247077654	2204427		09/2011	77.86
101-3020-422.27-04		03/17/2011	6194247359125	2224013		09/2011	75.27
101-6010-451.27-04		03/22/2011	6195750336814	2236271		09/2011	16.11
101-3020-422.27-04		03/22/2011	6195750361567	2236272		09/2011	16.11
601-5060-436.27-04		03/17/2011	6195751351887	2224558		09/2011	14.48
101-1010-411.27-04		03/17/2011	6196281352138	2224014		09/2011	59.47
101-1230-413.27-04		03/17/2011	6196281356950	2224015		09/2011	203.40
101-3040-424.27-04		03/17/2011	6196281357370	2224016		09/2011	73.70
101-3070-427.27-04		03/17/2011	6196281359503	2224017		09/2011	41.68
101-1210-413.27-04		03/17/2011	6196281361675	2224018		09/2011	216.51
101-6010-451.27-04		03/17/2011	6196281385578	2224019		09/2011	56.22
101-3010-421.27-04		03/13/2011	6196281485966	2213918		09/2011	38.21
101-1920-419.27-04		03/17/2011	6196282018442	2224021		09/2011	22.05
601-5060-436.27-04		03/15/2011	C602221236777	2220906		09/2011	211.02
503-1923-419.27-04		03/20/2011	3393442323406	2235166		09/2011	2,237.66
VOIDED CHECKS # 77998-78001							
04/01/2011	78002	U.S. BANK 1873					19,870.32
101-3020-422.30-02		12/28/2010	FIRE EXTINGUISHER REFILL/	E01202-1286	110898	08/2011	75.00
101-1020-411.28-12		01/28/2011	HALD,J-CA CC '11 MEMBRSHP	2664-9102-5724-	110876	08/2011	120.00
101-3020-422.30-02		01/29/2011	LAG BOLTS / CHIEFS MIRROR	080610/6594165	110897	08/2011	2.09
101-3020-422.30-02		01/26/2011	COVER FOR WIRES/OFC WALLS	001256/9593752	110900	08/2011	89.65
101-3020-422.30-01		02/02/2011	STAPLES	081351	110896	08/2011	52.82
502-1922-419.28-17		02/17/2011	ACCIDENT REPAIRS/CLARK	072618	110896	08/2011	334.36
101-3020-422.30-02		02/20/2011	STATION SUPPLIES	010422	110900	08/2011	195.84
503-1923-419.28-04		02/03/2011	LOPEZ,H-FOOD WORK LATE	084554	110906	08/2011	6.73
503-1923-419.30-22		02/16/2011	LOPEZ,H-IPHONE ACCESSSORI	077402	110906	08/2011	38.01
101-1110-412.28-04		01/26/2011	BROWN,G LNCH MTG/CITY ATY	094774	110888	08/2011	30.94
101-1110-412.28-04		02/01/2011	BROWN,G LNCH MTG/MAYOR	072658	110888	08/2011	18.01
101-1110-412.28-04		02/10/2011	BROWN,G LNCH MTG/SHERIFF	019970	110888	08/2011	47.78
101-1920-419.30-01		02/01/2011	BULLETIN BOARD PAPER	W1142275	110895	08/2011	39.14
101-1920-419.21-04		02/01/2011	IMAGES FOR NEWSLETTER	12985000	110895	08/2011	175.00
101-1110-412.28-04		02/02/2011	POSADA,M-PERSONAL REIMBUR	02-02-2011	110895	08/2011	4.79

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ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT	
101-1010-411.29-04	02/09/2011	02/09/11 COUNCIL DINNER	02-09-2011	110895	08/2011	67.77	
101-1920-419.30-02	02/17/2011	FRAME PARTS/CITY HALL ART	7529643	110895	08/2011	405.86	
101-1230-413.28-04	02/10/2010	PARKING FEE/WADE,G	091747	110880	08/2011	4.00	
101-1920-532.20-06	01/25/2011	PADLOCKS/SCREWDRIVER	023169/0584800		08/2011	81.91	
101-3040-424.30-01	01/24/2011	ERGONOMIC MOUSE	549347852001	110883	08/2011	28.79	
101-1230-413.28-04	01/25/2011	GAS/CITY WAS REIMBURSED	047212	110883	08/2011	37.66	
101-1230-413.30-01	01/26/2011	BULLETIN BOARD MATERIAL	2587	110883	08/2011	23.59	
101-3040-424.30-01	01/27/2011	"CORRECTION NOTICE" FORMS	549349073001	110883	08/2011	120.69	
101-3070-427.28-12	02/03/2011	2011 CACEO DUES/GARCIAS,D	2161878	110877	08/2011	75.00	
408-1920-519.20-06	02/09/2011	GRAFFITTI PAINT/FACADE	084743/5027366	110878	08/2011	100.05	
405-1260-413.30-01	02/08/2011	ADOBE SOFTWARE	AD003708336	110879	08/2011	199.00	
101-3040-424.30-01	02/17/2011	OFFICE SUPPLIES	8512	110882	08/2011	15.19	
101-3040-424.30-01	02/02/2011	PACKING TAPE	2064	110883	08/2011	16.07	
101-1230-413.30-01	02/09/2011	MONITOR STAND	551422780001	110883	08/2011	34.75	
101-3040-424.30-01	02/11/2011	BLDG DEPT CUSTOM STAMPS	551422937001	110883	08/2011	300.87	
101-3040-424.30-01	02/14/2011	FILE FOLDERS	552270782-001	110883	08/2011	69.95	
101-3030-423.30-02	01/10/2011	MEDICAL GLOVES	0270571	110903	08/2011	109.90	
101-3030-423.30-02	01/24/2011	MIC FOR PIER PLAZA	1-111339	110903	08/2011	77.92	
101-3030-423.30-02	01/24/2011	PWC WINCH	6055	110903	08/2011	76.28	
101-3030-423.30-02	01/24/2011	PWC TRAILER HARDWARE	726623	110903	08/2011	64.14	
101-3030-423.30-02	01/24/2011	PWC TRAILER BALL HITCH	927051	110903	08/2011	8.69	
101-3030-423.30-02	01/26/2011	RTN BALL HITCH	255930	110903	08/2011	8.69-	
101-3030-423.30-02	01/26/2011	JANITORIAL SUPPLIES	311988	110903	08/2011	146.06	
101-3030-423.30-02	01/26/2011	RTN TRAILER HARDWARE	723100	110903	08/2011	54.36-	
101-3030-423.30-02	02/02/2011	PWC HARDWARE	4666	110903	08/2011	16.06	
101-3030-423.28-01	02/02/2011	TOWER BINOCULAR REPAIRS	64756	110903	08/2011	618.00	
101-3030-423.30-02	02/03/2011	COMM SYSTEM PHONES	10627	110903	08/2011	122.22	
101-3030-423.30-02	02/04/2011	GARAGE SHELVING	46417	110903	08/2011	141.37	
101-3030-423.30-02	02/06/2011	GARAGE STORAGE SYSTM MATR	012733/8026732	110903	08/2011	60.77	
101-3030-423.30-02	02/08/2011	RECODE COMBO LOCK	2138	110903	08/2011	8.00	
101-3030-423.30-02	02/09/2011	LG WETSUIT	536057	110903	08/2011	289.94	
101-3030-423.30-02	02/11/2011	PHONE MOUNTING HARDWARE	094562/3196467	110903	08/2011	13.97	
101-3030-423.28-01	02/11/2011	PHONE JACK ADAPTOR	686768	110903	08/2011	6.84	
101-3030-423.30-02	02/16/2011	LG KITCHEN SUPPLIES	091657	110903	08/2011	93.96	
101-3030-423.30-02	02/16/2011	SPRVSORS CELL PHONE ACCES	678429	110903	08/2011	57.06	
101-3030-423.30-02	02/16/2011	OFFICE ENVELOPES	8127	110903	08/2011	4.30	
101-3030-423.30-02	02/18/2011	GARAGE SHELF SYSTEM	46653	110903	08/2011	27.19	
101-3030-423.30-02	02/21/2011	JANITORIAL SUPPLIES	312730	110903	08/2011	46.28	
101-5010-431.30-02	01/26/2011	GRIPS/HOSE/BRUSHES	004394/9584870	110923	08/2011	58.04	
101-1910-419.30-02	01/21/2011	HAND SOAP STOCK	53403525	110926	08/2011	188.70	
501-1921-419.29-04	01/31/2011	ANNUAL BOOM INSPECTION	013111IB109	110926	08/2011	460.00	
501-1921-419.28-01	01/31/2011	LABOR DEFECTIVE LINK #109	5808093	110926	08/2011	270.00	
101-5020-432.28-04	02/01/2011	GET MOTIVATED SEMINAR	2853334	110915	08/2011	10.82	
101-6040-454.30-02	02/03/2011	THREADED ADAPTER	103-6730713-932	110916	08/2011	31.90	
101-6040-454.30-02	02/07/2011	PVC PLUG/OUTLET BOX	088890/7575201	110916	08/2011	10.30	
101-6040-454.30-02	02/09/2011	TIDELANDS SUPPLIES	031820/5562494	110916	08/2011	33.04	
101-5010-431.30-02	02/01/2011	DUST MASKS	504133	110923	08/2011	117.87	
101-5010-431.28-01	02/02/2011	BANNER REPAIR FABRIC	5145	110923	08/2011	174.62	
101-1910-419.30-02	02/16/2011	PORABLE GFCI	063624/8013483	110923	08/2011	70.53	
101-5010-431.30-02	02/16/2011	PORABLE GFCI	063624/8013483	110923	08/2011	70.52	

CHECK DATE	CHECK NUMBER	VENDOR NAME / VENDOR #	CHECK AMOUNT

ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT
501-1921-419.28-16	02/16/2011	TRCK #107 HEAT RADIATOR	22554227	110923	08/2011	57.64
101-5010-431.30-02	01/31/2011	VARIOUS HAND TOOLS	029010/4561281	110923	07/2011	236.54
101-6040-454.30-02	01/24/2011	HOLIDAY BANNER FLAGS	0300016	110917	08/2011	217.56
101-6040-454.30-02	01/26/2011	STATE FLAGS/PIER PLAZA	117493A	110917	08/2011	218.75
101-6040-454.30-02	01/29/2011	SPRAY PAINT-BIKE RACKS	046389/6585261	110919	08/2011	17.19
101-6040-454.30-02	02/02/2011	FLOR LITE TUBES/DRILL BIT	049887/2594640	110917	08/2011	7.58
101-6040-454.30-02	02/02/2011	FLOR LITE TUBES/DRILL BIT	049887/2594640	110917	08/2011	4.97
101-6040-454.30-22	02/02/2011	FLOR LITE TUBES/DRILL BIT	049887/2594640	110917	08/2011	27.39
101-6040-454.30-02	02/02/2011	BATTERIES/ACCESSORY KIT	155602	110917	08/2011	29.47
101-6040-454.30-02	02/03/2011	CREDIT/CANCEL ORDER	155602	110917	08/2011	29.47-
101-6040-454.30-02	02/04/2011	PAINTING HARDNER & STAIN	000283621	110917	08/2011	144.22
101-6040-454.30-02	02/07/2011	CAMERA CASE	104-8534832-750	110917	08/2011	25.11
101-6040-454.30-02	02/07/2011	FOAM SPRAYERS	28363	110917	08/2011	294.05
101-6040-454.30-02	02/18/2011	TIDELANDS BALL CAPS	11-6103	110917	08/2011	508.95
101-6040-454.30-02	02/11/2011	SPRAY PAINT/TOWELS/BRUSHE	071850/3590053	110919	08/2011	37.87
101-6040-454.30-02	02/13/2011	HEAVY DUTY BROOMS	088953/1576046	110919	08/2011	63.01
101-1910-419.20-23	03/01/2011	MARCH 2011-EOC	17910	110911	09/2011	30.00
101-1910-419.30-02	01/20/2011	SAFETY WINDBREAKERS	SWPS-66291	110911	08/2011	143.70
101-1910-419.30-02	01/24/2011	DRYWALL PATCH/SPONGE	034457/1017574	110911	08/2011	23.21
101-6020-452.28-01	01/24/2011	MARINE PAINT FOR FENCES	7236-5	110911	08/2011	287.93
101-6020-452.30-02	01/26/2011	IRRIGATION SUPPIES/STAIN	097946/9018264	110911	08/2011	78.20
101-1910-419.30-02	01/27/2011	10 GAL PAINT	2068063031	110911	08/2011	214.14
101-6020-452.30-02	01/31/2011	SAFETY VEST/GLOVES	15049155	110911	08/2011	53.72
405-5030-433.30-02	01/24/2011	GRAFFITI SUPPLIES	049006/1193896	110913	08/2011	24.73
101-1910-419.30-02	02/01/2011	KEYS	027848	110911	08/2011	21.01
101-6020-452.30-02	02/09/2011	SAFETY GLASS/DRIPLINE	3917834-A-2	110911	08/2011	63.05
101-1910-419.25-02	02/11/2011	LIFT SCISSOR RENTAL	330743	110911	08/2011	182.82
101-1910-419.20-23	02/15/2011	PW ALARM	17789	110911	08/2011	264.48
101-6020-452.30-02	02/17/2011	PARKS -PAINT	046562/7580462	110911	08/2011	48.12
101-6020-452.30-02	02/17/2011	TUBING/COUPLINGS	3948924-A-1	110911	08/2011	55.88
101-6020-452.30-02	02/17/2011	SIGNAL HORN/DONOVAN CREW	8146	110911	08/2011	21.12
101-3010-421.20-06	12/13/2010	TRAILER PAINT	1626	110914	08/2011	153.94
101-1910-419.30-02	02/01/2011	LIGHT SWITCHES/SP PK GYM	081212/3594491	110914	08/2011	19.51
101-1910-419.30-02	02/02/2011	PANERAL PAINT SUPPLIES	006994/2594620	110914	08/2011	29.38
101-1910-419.30-02	02/03/2011	CHAIR PARTS/BLDG DEPT	3UG24498EL92563	110914	08/2011	26.70
101-1910-419.30-02	02/04/2011	DOOR STOPS/SANDPAPER	095161/0585939	110914	08/2011	22.57
101-1910-419.30-02	02/04/2011	DOOR STOPS/SANDPAPER	095161/0585939	110914	08/2011	46.85
101-1910-419.30-02	02/07/2011	STOCK SUPPLIES	0211227575205	110914	08/2011	14.36
101-1910-419.30-02	02/15/2011	PAINT SUPPLIES	003914/9590468	110914	08/2011	26.97
101-1910-419.30-02	02/15/2011	WHEEL FOR PW GATE	255759	110914	08/2011	55.65
101-6020-452.30-02	02/15/2011	S SEACOAST PAINTING SUPPL	3938432-A-1	110914	08/2011	24.96
101-6020-452.30-02	02/15/2011	S SEACOAST PLANTER SUPPLI	48090	110914	08/2011	228.31
101-6020-452.30-02	02/16/2011	FUEL KEY FOR DONOVAN	005172	110914	08/2011	5.71
101-1910-419.30-02	02/16/2011	ELECTRICAL SUPPLIES/CTY H	047477/8576359	110914	08/2011	9.86
101-1910-419.30-02	02/16/2011	RTN ITEMS CREDIT	8232184	110914	08/2011	1.92-
101-1910-419.30-02	02/17/2011	ELECTRICAL SUPPLIES/FLEET	075624/7580460	110914	08/2011	15.42
101-1910-419.30-02	02/17/2011	ELECTRICAL SUPPLIES/ST SP	095800/7563671	110914	08/2011	9.17
101-1910-419.30-02	02/18/2011	ELECTRICAL SUPPLIES	065918/6014064	110914	08/2011	18.99
101-1910-419.30-02	02/18/2011	ELECTRICAL SUPPLIES/FLEET	097062/6580617	110914	08/2011	7.26
601-5060-436.30-02	01/31/2011	"KEEP OUT" SIGNS/BRM/MISC	072290/4194854	110908	08/2011	80.32

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ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR		TRN AMOUNT
101-5010-431.30-02	01/25/2011	BACK BRACE/LIFTING BELT	066247/0593636	110928	08/2011		60.38
101-5020-432.30-01	01/25/2011	3 ROLLS PLOTTER PAPER	1295977899	110928	08/2011		60.29
502-1922-419.30-02	01/25/2011	SAFETY JACKETS	20100609	110928	08/2011		543.37
101-3030-423.30-02	01/21/2011	CREDIT-KING AIRWAY RTNS	70090556	110952	08/2011		941.49-
101-1920-419.29-04	02/01/2011	ADOBE SOFTWARE-DUP CHG	AD0003694219	110886	08/2011		199.00
101-1920-419.29-04	02/01/2011	ADOBE SOFTWARE	AD003694219	110886	08/2011		199.00
101-1010-411.28-12	02/10/2011	ULI MEMBRSHP DUES/JANNEY	1265266	110886	08/2011		225.00
101-1010-411.30-02	02/18/2011	SYMPATHY FLOWERS/RUSSELL,	W00532601468822	110886	08/2011		81.54
502-1922-419.30-02	02/02/2011	CREDT-SAFETY JACKET REFND	20100609REFUND	110928	08/2011		104.43-
101-1910-419.21-04	02/03/2011	GATE OPERATOR/PW YARD	18689	110928	08/2011		2,500.00
502-1922-419.30-02	02/04/2011	SAFETY JACKETS	19454	110928	08/2011		222.36
101-6040-454.30-02	02/16/2011	PIER PLAZA CHAIRS	4460	110928	08/2011		1,645.00
101-6010-451.30-02	01/31/2011	WALMART	040373	110887	08/2011		43.61
101-3030-423.28-01	01/24/2011	RCS RADIO CABLE	545476	110904	08/2011		54.48
101-3030-423.28-01	01/26/2011	WASH COMMAND VEHICLE	001448	110904	08/2011		8.99
101-6010-451.30-02	02/11/2011	SMART&FINAL	032674	110887	08/2011		263.54
101-3030-423.25-03	02/02/2011	UNIFORM REFLECTIVE MATRL	54762	110904	08/2011		575.72
101-3030-423.30-02	02/03/2011	BOARD FOR DAILY CONDITNS	1116	110904	08/2011		54.32
101-3030-423.25-03	02/11/2011	UNIFORM-CLS B/LINDQUIST,J	64440	110904	08/2011		387.31
101-3030-423.28-11	02/17/2011	OCEAN COND SIGN LETTERING	1211	110904	08/2011		50.00
101-6020-452.30-02	02/01/2011	CHAINLINK FENCE PARTS	052230/3019704	110929	08/2011		139.58
101-6020-452.30-02	02/01/2011	CHAIN LINK FENCE PARTS	57605	110929	08/2011		85.91
101-6020-452.30-02	02/14/2011	IRRIGATION SUPPLIES	3931889-A-1	110929	08/2011		78.15
101-3030-423.30-02	01/31/2011	RADIO BELT CLIPS/ATTENAS	545571	110904	07/2011		578.94
101-1210-413.28-14	11/08/2010	2011 GOV'T GAAP GUIDE	368665	110905	08/2011		270.91
101-1130-412.30-02	01/25/2011	DEPT LUNCHN/PRSNL-REC-SR	01-25-2011	110893	08/2011		47.68
101-1010-411.28-04	01/26/2011	01/26/11 COUNCIL DINNER	083583	110893	08/2011		50.00
101-1010-411.30-02	01/28/2011	COSTCO	217171058	110893	08/2011		189.59
101-5010-431.30-02	01/25/2011	TOOL BELT/BOLTS/BUCKT JOC	078329/0584699	110924	08/2011		38.27
101-3030-423.30-02	02/15/2011	LG STATION WINTER WETSUIT	6128777	110901	08/2011		701.18
101-3030-423.30-02	02/16/2011	LG STATION WINTER WETSUIT	6128909	110901	08/2011		86.37
101-1210-413.28-04	02/03/2011	REGISTRATION FEE	02-03-2011	110905	08/2011		265.00-
101-1210-413.28-04	02/08/2011	BUANGAN,E-CONF TRANSPRTN	XHQNV2	110905	08/2011		220.40
101-5010-431.30-02	02/01/2011	VISOR & HEADGEAR	15834494-00	110924	08/2011		30.07
501-1921-419.30-02	02/03/2011	GEAR OIL ADDITIVE	063581	110927	08/2011		5.43
501-1921-419.30-02	02/10/2011	MISC SHOP SUPPLIES	004875/4586700	110927	08/2011		25.02
101-0000-209.01-03	01/27/2011	EMP COMP LOAN/KING,MIKE	1112429		08/2011		766.66
101-0000-209.01-03	02/01/2011	EMP COMP LOAN/MARTINEZ,H	034-SO-102629		08/2011		292.67
04/01/2011	78003	VERIZON WIRELESS	2317				4,041.65
101-5020-432.27-05	01/08/2011	12/09/10-01/08/11	0939663576		08/2011		800.49
101-3020-422.27-05	01/08/2011	12/09/10-01/08/11	0939663576		08/2011		435.10
101-3030-423.27-05	01/08/2011	12/09/10-01/08/11	0939663576		08/2011		474.79
101-1230-413.27-05	01/08/2011	12/09/10-01/08/11	0939663576		08/2011		211.74
503-1923-419.27-05	01/08/2011	12/09/10-01/08/11	0939663576		08/2011		35.22
503-1923-419.27-05	01/08/2011	12/09/10-01/08/11	0939663576		08/2011		593.33
503-1923-419.27-05	02/08/2011	01/09/11-02/08/11	0948528466		08/2011		147.44
101-5020-432.27-05	02/08/2011	01/09/11-02/08/11	0948528466		08/2011		777.18
101-3020-422.27-05	02/08/2011	01/09/11-02/08/11	0948528466		08/2011		291.31
101-3030-423.27-05	02/08/2011	01/09/11-02/08/11	0948528466		08/2011		254.68

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ACCOUNT #		TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT
101-1230-413.27-05		02/08/2011	01/09/11-02/08/11	0948528466		08/2011	156.20
503-1923-419.27-05		02/08/2011	01/09/11-02/08/11	0948528466		08/2011	197.14-
503-1923-419.27-05		01/08/2011	12/09/10-01/08/11	0939663576		08/2011	61.31
04/01/2011	78004	A.E. CHARLES CONSTRUCTION	2306				4,975.24
248-1920-519.20-06		03/02/2011	C&G-386 DAISY AVE	D ROBINSON-FINA	110957	09/2011	2,225.24
248-1920-519.20-06		03/26/2011	C&G-148 CITRUS AVE	J LAWRENCE	111038	09/2011	2,750.00
04/01/2011	78005	A/G PAINTING INC	1858				4,070.00
248-1920-519.20-06		03/09/2011	C&G-541 7TH STREET	2011031	110975	09/2011	2,585.00
248-1920-519.20-06		03/22/2011	C&G-541 7TH STREET	2011033	111033	09/2011	1,485.00
04/01/2011	78006	ADT SECURITY SERVICES, INC.	103				80.04
101-6010-451.21-04		03/05/2011	APRIL 2011	43453257	110071	09/2011	80.04
04/01/2011	78007	AFFORDABLE PRINTER CARE	116				365.29
101-1210-413.30-01		02/14/2011	TONER CARTRIDGES	68738	110417	08/2011	365.29
04/01/2011	78008	AFLAC	120				1,069.56
101-0000-209.01-13		03/17/2011	PR AP PPE 03/10/2011	20110317		09/2011	534.78
101-0000-209.01-13		03/30/2011	PPE 03/24/2011 ACCT#BQ488	591964		09/2011	534.78
04/01/2011	78009	AGRICULTURAL PEST CONTROL	123				190.00
101-6020-452.21-04		03/22/2011	MARCH 2011 SP PARK	240723	110058	09/2011	95.00
101-6020-452.21-04		02/22/2011	FEBRUARY 2011	238630	110058	08/2011	95.00
04/01/2011	78010	ALL TEAM STAFFING, INC	1801				1,516.00
601-5060-436.21-01		03/21/2011	BATTLES,B W/E 03/20/11	11-2005527	110667	09/2011	833.80
601-5060-436.21-01		03/28/2011	BATTLES,B W/E 03/27/11	11-2005567	110667	09/2011	682.20
04/01/2011	78011	ALLIANT INSURANCE SERVICES	1193				2,413.92
101-0000-209.01-13		03/03/2011	PR AP PPE 02/24/2011	168289		09/2011	415.65
101-0000-209.01-14		03/03/2011	PAYROLL SUMMARY	20110303		09/2011	478.96
101-0000-209.01-13		03/17/2011	PR AP PPE 03/10/2011	20110317		09/2011	415.65
101-0000-209.01-14		03/17/2011	PR AP PPE 03/10/2011	20110317		09/2011	478.96
101-1010-411.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	19.36
101-1020-411.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	21.33
101-1110-412.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	64.46
101-1130-412.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	33.81
101-1210-413.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	48.66
101-1230-413.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	23.70
101-3070-427.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	.63
101-3080-428.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	.63
101-1910-419.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	6.32
101-3010-421.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	11.00
101-3020-422.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	44.68
101-3030-423.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	35.33
101-3040-424.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	22.12
101-5020-432.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	47.40
101-5010-431.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	15.80

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101-5040-434.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	4.11
101-6020-452.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	6.32
101-6010-451.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	3.16
101-6040-454.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	12.64
245-1240-413.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	6.32
405-1260-413.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	122.21
405-5030-433.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	6.32
601-5060-436.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	15.80
601-5050-436.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	18.01
501-1921-419.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	6.32
502-1922-419.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	7.43
503-1923-419.11-04		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	20.86
101-0000-209.01-14		03/01/2011	MAR 11 DISABILITY/LIFE/	03-01-2011		09/2011	.03-
04/01/2011	78012	ALTERNATIVE ENERGY TECHNOLOGIE	1971				21,209.44
248-1920-519.20-06		02/18/2011	C&G-556 DAHLIA AVENUE	7023379CI	110939	08/2011	8,696.42
248-1920-519.20-06		03/18/2011	C&G-576 3RD STREET	7023390CI	111028	09/2011	12,513.02
04/01/2011	78013	AMERICAN EXPRESS	1895				448.10
101-6010-451.30-02		03/02/2011	SPORTS PARK	219147696	110339	09/2011	448.10
04/01/2011	78014	ASBURY ENVIRONMENTAL SERVICES	277				708.98
101-5040-434.21-04		03/07/2011	CLEAN UP PAINT SHED	130367676	110022	09/2011	708.98
04/01/2011	78015	AT&T MOBILITY	1866				200.13
101-1230-413.27-05		03/23/2011	287016633295 FEB/MAR 11	X03232011		09/2011	124.11
101-3040-424.27-05		03/23/2011	287015635717 FEB/MAR 11	X03232011		09/2011	76.02
04/01/2011	78016	ATP GENERAL ENGINEERING CONTRA	2315				193,948.80
202-5016-531.20-06		02/28/2011	RTIP 09/10 ST IMPRVMNTS	2	110873	08/2011	193,948.80
04/01/2011	78017	BARROWS CONSTRUCTION	2062				1,275.00
248-1920-519.20-06		02/21/2011	C&G-1213A 13TH STREET	32	110953	08/2011	1,275.00
04/01/2011	78018	CALIFORNIA ALUMINUM & VINYL WI	1915				7,221.79
248-1920-519.20-06		03/18/2011	C&G-576 3RD STREET	3182011-2	111031	09/2011	3,832.54
248-1920-519.20-06		03/22/2011	C&G-1125 ELM AVE	3222011-2	111032	09/2011	3,389.25
04/01/2011	78019	CALIFORNIA AMERICAN WATER	612				1,510.19
101-6020-452.27-02		03/18/2011	05-0114612-0 01/17-03/15	04-06-2011		09/2011	9.65
101-5010-431.27-02		03/18/2011	05-0114717-7 01/14-03/14	04-05-2011		09/2011	9.65
101-5010-431.27-02		03/17/2011	05-0115202-9 01/14-03/14	04-05-2011		09/2011	9.65
101-6020-452.27-02		03/17/2011	05-0115205-2 01/14-03/14	04-05-2011		09/2011	857.06
101-1910-419.27-02		03/17/2011	05-0115206-0 01/14-03/14	04-05-2011		09/2011	234.08
101-1910-419.27-02		03/17/2011	05-0115208-6 01/14-03/14	04-05-2011		09/2011	132.80
101-1910-419.27-02		03/17/2011	05-0115210-2 01/14-03/14	04-05-2011		09/2011	27.40
101-3020-422.27-02		03/17/2011	05-0115211-0 01/14-03/14	04-05-2011		09/2011	172.00
101-5010-431.27-02		03/17/2011	05-0115214-4 01/14-03/14	04-05-2011		09/2011	9.65
601-5060-436.27-02		03/17/2011	05-0115249-0 01/14-03/14	04-05-2011		09/2011	9.65
101-5010-431.27-02		03/18/2011	05-0115949-5 01/17-03/15	04-06-2011		09/2011	9.65

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101-5010-431.27-02		03/18/2011	05-0115950-3 01/17-03/15	04-06-2011		09/2011	9.65
101-5010-431.27-02		03/18/2011	05-0116368-7 01/17-03/15	04-06-2011		09/2011	9.65
101-6020-452.27-02		03/18/2011	05-0117419-7 01/17-03/15	04-06-2011		09/2011	9.65
04/01/2011	78020	CALIFORNIA BANK & TRUST	2264				5,825.30
601-5060-536.20-06		02/28/2011	PUMP STA & MANHOLE REPAIR	00005R	110312	08/2011	5,825.30
04/01/2011	78021	CALIFORNIA REDEVELOPMENT ASSO	658				400.00
405-1260-413.20-06		03/07/2011	LEGAL DEFENSE FUND ASSMNT	2338	110981	09/2011	400.00
04/01/2011	78022	CARL WARREN & COMPANY	685				83.82
502-1922-419.20-06		02/28/2011	GARZA, DIEGO	1264694	F11131	08/2011	83.82
04/01/2011	78023	CHICAGO TITLE INSUR CO	779				1,000.00
248-1920-519.20-06		03/17/2011	850 EMORY ST-PRELM TITLE	737112420 P14	111030	09/2011	500.00
248-1920-519.20-06		03/17/2011	531 7TH ST-PRELM TITLE RP	737112442 P14	111030	09/2011	500.00
04/01/2011	78024	COLONIAL LIFE & ACCIDENT	941				266.88
101-0000-209.01-13		03/17/2011	PR AP PPE 03/10/2011	20110317		09/2011	133.44
101-0000-209.01-13		03/30/2011	PPE03/24/2011BCN#E9198111	9498114-0302713		09/2011	133.44
04/01/2011	78025	DKC ASSOCIATES, INC.	2187				3,815.00
101-1110-412.20-06		03/24/2011	03/15/11-03/25/11	219	110088	09/2011	1,271.92
405-1260-413.20-06		03/24/2011	03/15/11-03/25/11	219	110088	09/2011	1,271.54
502-1922-419.20-06		03/24/2011	03/15/11-03/25/11	219	110088	09/2011	1,271.54
04/01/2011	78026	EHMCKE SHEET METAL CORP.	2273				8,266.50
402-5000-532.20-06		03/08/2011	FACADE/1293-1299 IB BLVD	10-3302-2	110985	09/2011	8,266.50
04/01/2011	78027	EPIC LAND SOLUTIONS, INC.	2105				2,791.71
405-1260-413.20-06		02/28/2011	FEB 2011	0211-0190	111025	08/2011	2,791.71
04/01/2011	78028	FASTSIGNS	1847				261.00
101-1920-419.29-04		01/18/2011	CITY HALL SIGNS	237-21694	110980	07/2011	261.00
04/01/2011	78029	FEDERAL EXPRESS CORP.	911				113.54
101-1920-419.28-09		03/11/2011	MARCH 2011	7-422-53709	110307	09/2011	27.83
101-5020-432.28-09		03/11/2011	MARCH 2011	7-422-53709	110307	09/2011	85.71
04/01/2011	78030	GO-STAFF, INC.	2031				600.00
101-1210-413.21-01		03/15/2011	DURAN,A W/E 03/13/11	80587	110078	09/2011	225.00
101-1210-413.21-01		03/22/2011	DURAN,A W/E 03/20/11	80773	110078	09/2011	375.00
04/01/2011	78031	GOOGLE, INC.	2009				280.00
503-1923-419.21-04		03/05/2011	FEB/MAR 2011	2279066	110126	09/2011	280.00
04/01/2011	78032	GUILLERMO NUNEZ	2291				650.00
248-1920-519.20-06		02/08/2011	C&G-113 CITRUS AVE	804-3	111029	08/2011	650.00
04/01/2011	78033	HAGEMEYER NO. AMERICA, INC	30				42.80
601-5060-436.30-02		03/04/2011	SUNGLASSES	I9-53736-11	110116	09/2011	42.80

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04/01/2011	78034	HENDERSON'S HEATING & AIR COND	2063				5,250.00
248-1920-519.20-06		02/16/2011	C&G-611 DAHLIA AVENUE	11081	110934	08/2011	5,250.00
04/01/2011	78035	CHRIS LAWRENCE HOME MAINTENANC	2329				1,200.00
248-1920-519.20-06		03/09/2011	C&G-148 CITRUS AVENUE	03-09-2011	110973	09/2011	1,200.00
04/01/2011	78036	I B FIREFIGHTERS ASSOCIATION	214				216.50
101-0000-209.01-08		03/30/2011	PPE 03/24/2011	20110330		09/2011	216.50
04/01/2011	78037	ICMA RETIREMENT TRUST 457	242				5,311.86
101-0000-209.01-10		03/30/2011	PPE 03/24/2011	20110330		09/2011	5,311.86
04/01/2011	78038	JACKSON AND FOSTER HEATING &	2318				1,954.00
248-1920-519.20-06		02/23/2011	C&G-708 HOLLY AVENUE	130724	110935	08/2011	1,954.00
04/01/2011	78039	JESSOP & SON LANDSCAPING	479				3,052.83
101-6010-451.21-04		03/21/2011	MARCH 2011	388344	110199	09/2011	3,052.83
04/01/2011	78040	JOHN DEERE LANDSCAPES	1986				217.85
101-6040-454.30-02		03/14/2011	2 CYCLE OIL MIX	57075019	110051	09/2011	70.84
101-6020-452.30-02		03/23/2011	SHOVEL/RAKES	57168790	110051	09/2011	93.04
101-6020-452.28-01		02/28/2011	SOD STAPLE SQUARE TIE DOW	56959074	110051	08/2011	53.97
04/01/2011	78041	KANE, BALLMER & BERKMAN	1828				10,754.61
101-0000-221.01-02		03/01/2011	FEB 2011 SEACOAST INN OPA	16380		09/2011	6,360.86
405-1260-413.20-06		03/01/2011	FEB 2011-9TH/PALM OPA	16379	111022	09/2011	3,100.00
405-1260-413.20-06		03/10/2011	FEB 2011 STATE BUDGET WK	16335	111023	09/2011	1,293.75
04/01/2011	78042	KEYSER MARSTON ASSOC INC	620				5,079.87
405-1260-413.20-06		03/04/2011	FEB 2011 9TH/PALM	0023547	080320	09/2011	4,742.37
245-1240-413.20-06		03/04/2011	FEB 2011-AFFORDABLE HOUSI	0023547	110977	09/2011	337.50
04/01/2011	78043	KOA CORPORATION	611				13,090.00
210-1235-513.20-06		02/28/2011	01/17/11-02/13/11 CROSSWA	JB04102X6	110660	08/2011	13,090.00
04/01/2011	78044	LIGHTNING SOLAR	2331				6,452.45
248-1920-519.20-06		03/09/2011	C&G-1125 ELM AVENUE	1008	110976	09/2011	6,452.45
04/01/2011	78045	MILHOLLAND ELECTRIC, INC.	2327				10,515.25
248-1920-519.20-06		03/29/2011	C&G-882 ELM AVENUE	7437	111040	09/2011	10,515.25
04/01/2011	78046	MOBILE HOME ACCEPTANCE CORPORA	1533				299.06
408-5020-432.25-01		03/24/2011	04/07-05/06/11 PW TRAILER	157798	110067	09/2011	299.06
04/01/2011	78047	NBS GOVERMENT FINANCE GROUP DB	2299				1,525.00
405-1260-413.20-06		02/24/2011	2010 TAX ALLOCATION BONDS	G02241109-LO	110990	08/2011	1,525.00
04/01/2011	78048	NEWEST CONSTRUCTION COMPANY,IN	1719				52,427.70
601-5060-536.20-06		02/28/2011	PUMP STA & MANHOLE REPAIR	00005	110311	08/2011	52,427.70

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04/01/2011	78049	NEXTEL OF CALIFORNIA	1465				191.54
101-1230-413.27-05		03/29/2011	02/26/2011-03/25/2011	896132755-044		09/2011	37.61
101-3070-427.27-05		03/29/2011	02/26/2011-03/25/2011	896132755-044		09/2011	37.61
101-5020-432.27-05		03/29/2011	02/26/2011-03/25/2011	896132755-044		09/2011	.01
101-5020-432.21-25		03/29/2011	02/26/2011-03/25/2011	896132755-044		09/2011	116.31
04/01/2011	78050	OFFICETEAM	1266				994.00
405-1260-413.21-01		03/07/2011	ARMENDARIZ, E W/E 03/04/1	32800269	110754	09/2011	498.20
405-1260-413.21-01		02/28/2011	ARMENDARIZ,E W/E 02/25/11	32761277	110754	08/2011	495.80
04/01/2011	78051	ONE SOURCE DISTRIBUTORS	1071				601.65
101-6020-452.28-01		12/20/2010	VETERANS PK BOLLARD COVER	S3405265.001	110029	09/2011	412.28
101-1910-419.28-01		03/21/2011	BALLAST	S3488991.001	110029	09/2011	189.37
04/01/2011	78052	PACIFIC SAFETY COUNCIL	1275				10.33
101-5020-432.28-04		03/16/2011	SAFETY VIDEOS	67996	110436	09/2011	10.33
04/01/2011	78053	QOL CORP	2335				7,500.00
248-1920-519.20-06		03/22/2011	C&G-352 BONITO AVE	03-22-2011	111036	09/2011	7,500.00
04/01/2011	78054	RECLAIMED AGGREGATES, INC.	2137				100.00
101-5010-431.29-04		03/15/2011	2 TRUCKS TO RECYCLE	11831	110084	09/2011	100.00
04/01/2011	78055	RECON ENVIROMENTAL, INC.	2300				7,410.25
409-1230-519.20-06		03/11/2011	BKEWY VILLGE-THRU 3/4/11	42901	110731	09/2011	7,410.25
04/01/2011	78056	JUAN MARTINEZ	2060				5,280.00
248-1920-519.20-06		03/02/2011	C&G-941 CITRUS AVENUE	0012	110974	09/2011	2,930.00
248-1920-519.20-06		03/10/2011	C&G-564 DAHLIA AVENUE	0013	110978	09/2011	2,350.00
04/01/2011	78057	SAN DIEGO PAVERSCAPE	2330				2,350.00
248-1920-519.20-06		03/29/2011	C&G-620 SILVERSTRAND BLVD	03-29-2011	111039	09/2011	2,350.00
04/01/2011	78058	SEIU LOCAL 221	1821				1,326.43
101-0000-209.01-08		03/30/2011	PPE 03/24/2011	20110330		09/2011	1,326.43
04/01/2011	78059	SJ CONSTRUCTION	2314				5,287.00
248-1920-519.20-06		03/28/2011	C&G-882 ELM AVE	301	111037	09/2011	4,312.00
248-1920-519.20-06		03/16/2011	C&G-508 ELM AVE	268	111042	09/2011	975.00
04/01/2011	78060	SKS INC.	412				10,504.00
501-1921-419.28-15		03/17/2011	420 G DIESEL/1193 G REG	1239253-IN	110104	09/2011	6,059.91
501-1921-419.28-15		03/24/2011	1159 G REG FUEL	1239396-IN	110104	09/2011	4,444.09
04/01/2011	78061	SPRINT	2040				229.73
101-3020-422.27-05		03/29/2011	02/26/2011-03/25/2011	594768811-040		09/2011	149.97
101-3040-424.27-05		03/29/2011	02/26/2011-03/25/2011	527638813-040		09/2011	39.77
503-1923-419.30-02		03/29/2011	02/26/2011-03/25/2011	527638813-040		09/2011	39.99
04/01/2011	78062	STANFORD SIGN & AWNING	1532				3,995.00
402-5000-532.20-06		01/04/2011	IB & 13TH MONUMENT/FACADE	10358	110638	07/2011	3,995.00

CHECK DATE	CHECK NUMBER	VENDOR NAME	VENDOR #				CHECK AMOUNT
ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR	TRN AMOUNT	
04/01/2011	78063	TERRA BELLA NURSERY, INC.	1946				1,032.06
101-6020-452.30-02	03/01/2011	PLANTS	48571	110054	09/2011	28.23	
101-6020-452.30-02	03/04/2011	PLANTS	48733	110054	09/2011	86.78	
101-6020-452.28-01	03/07/2011	PLANTS	48889	110054	09/2011	185.38	
101-6020-452.28-01	03/08/2011	PLANTS	48928	110054	09/2011	175.78	
101-6020-452.28-01	03/10/2011	PLANTS	49025	110054	09/2011	156.08	
101-6040-454.30-02	03/16/2011	MULCH-SEACOAST PRKNG LOT	49396	110054	09/2011	152.14	
101-6040-454.30-02	03/17/2011	MULCH-SEACOAST PRKNG LOT	49451	110054	09/2011	152.14	
101-6020-452.28-01	03/23/2011	PLANTS	49756	110054	09/2011	95.53	
04/01/2011	78064	THE FENCE DR.	2015				2,250.00
248-1920-519.20-06	03/23/2011	C&G-941 HOLLY AVENUE	03-23-2011	111035	09/2011	2,250.00	
04/01/2011	78065	TRAFFIC CONTROL SERVICE INC.	684				1,000.66
101-5010-431.21-23	03/10/2011	TRAFFIC PAINT	1016010	110039	09/2011	1,000.66	
04/01/2011	78066	WAGE WORKS INC.	2210				97.25
101-1920-419.21-04	03/21/2011	MARCH 2011	125AI0157248	110093	09/2011	97.25	
04/01/2011	78067	WAXIE SANITARY SUPPLY	802				2,399.53
101-6040-454.30-02	03/15/2011	JANITORIAL SUPPLIES	72514386	110031	09/2011	1,030.45	
101-6040-454.30-02	02/04/2011	JANITORIAL SUPPLIES	72442330	110031	08/2011	777.94	
101-6040-454.30-02	02/24/2011	JANITORIAL SUPPLIES	72479054	110031	08/2011	591.14	
04/01/2011	78068	WEST COAST APPLIANCE SERVICES,	2045				13,564.50
248-1920-519.20-06	03/17/2011	C&G-941 HOLLY AVENUE	22851	110971	09/2011	3,843.00	
248-1920-519.20-06	03/17/2011	C&G-1145 14TH STREET	22952	111027	09/2011	5,538.00	
248-1920-519.20-06	03/28/2011	C&G-554 ELM AVE	23061	111041	09/2011	4,183.50	
04/01/2011	78069	WEST GROUP CTR	826				120.36
101-1020-411.28-14	03/01/2011	FEBRUARY 2011	822347138	110232	09/2011	120.36	
04/01/2011	78070	WESTON SOLUTIONS INC.	2016				29,488.22
101-5050-535.20-06	01/18/2011	TJ RIVER WQ MAR 10-MAR 12	JAN2011-02530	011171	07/2011	29,488.22	
04/01/2011	78071	WHITE CAP CONSTRUCTION SUPPLY	1434				578.36
601-5060-436.30-02	03/22/2011	CONCETE PATCH/SFTY GLSSES	15050685	110033	09/2011	141.75	
101-5010-431.30-02	03/14/2011	SAFETY VESTS	15050396	110033	09/2011	93.51	
101-5010-431.30-02	03/17/2011	STEPTOOL/EDGER	15050540	110033	09/2011	31.86	
101-6040-454.30-02	03/22/2011	SAFETY VESTS/TIDELANDS	15050686	110033	09/2011	311.24	
04/01/2011	78072	XEROX CORPORATION	861				287.17
101-3030-423.20-06	03/12/2011	FEBRUARY 2011	053834966	110203	09/2011	287.17	
04/01/2011	78073	ZUMAR INDUSTRIED INC.	875				43.50
601-5060-436.30-02	02/28/2011	SIGNS	0128651	110032	08/2011	43.50	
04/07/2011	78074	ALLIANT INSURANCE SERVICES, IN	1194				361.06
101-0000-221.01-04	04/01/2011	JAN-MAR 2011 SPECIAL EVNT	04-10-2011		09/2011	361.06	

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ACCOUNT #	TRN DATE	DESCRIPTION / INVOICE / PO # / PER/YEAR	TRN AMOUNT
04/07/2011	78075	ALPINE FENCE INC 2	85.00
101-0000-321.72-10	03/29/2011	OL REFUNDS / 0008194 / 09/2011	85.00
04/07/2011	78076	AMERICAN MESSAGING 1759	80.49
601-5060-436.27-04	04/01/2011	APR-JUN 2011 / L1252241LD / 110341 / 10/2011	80.49
04/07/2011	78077	ARROWHEAD MOUNTAIN SPRING WATE 1340	68.33
101-5020-432.30-02	03/23/2011	MARCH 2011 / 01C0026726646 / 110219 / 09/2011	68.33
04/07/2011	78078	BAY CITY ELECTRIC WORKS 369	456.25
101-1910-419.21-04	03/10/2011	MARCH 2011 PRVNTVE MAINT / W87306 / 110059 / 09/2011	456.25
04/07/2011	78079	CALIFORNIA ALUMINUM & VINYL WI 1915	3,562.00
248-1920-519.20-06	02/16/2011	C&G-148 CITRUS AVENUE / 2162011-4 / 110969 / 08/2011	3,562.00
04/07/2011	78080	CVA SECURITY 797	30.00
101-1910-419.20-23	04/01/2011	APRIL 2011 EOC / 18171 / 110060 / 10/2011	30.00
04/07/2011	78081	CINTAS DOCUMENT MANAGEMENT 2337	459.00
101-1020-411.21-04	03/22/2011	DOCUMENT MANAGEMENT SVCS / DG36062373 / 111045 / 09/2011	459.00
04/07/2011	78082	COMMERCIAL LANDSCAPE SUPPLY 944	115.33
101-6020-452.30-02	03/11/2011	PARKS SUPPLIES / 171481 / 110024 / 09/2011	115.33
04/07/2011	78083	COX COMMUNICATIONS 1073	779.00
503-1923-419.21-04	03/21/2011	3110039780701 03/25-04/24 / 04-15-2011 / 110130 / 09/2011	600.00
601-5050-436.21-04	03/31/2011	311091187001 04/04-05/03 / 04-25-2011 / 110130 / 09/2011	179.00
04/07/2011	78084	EYE/COMM 1891	978.77
601-5060-436.29-04	03/18/2011	PRINT/MAILING-SEWER RATE / 41748 / 110991 / 09/2011	978.77
04/07/2011	78085	FASTENAL 909	130.58
601-5060-436.30-22	03/22/2011	WIRE WHEELS / CACHU24174 / 110025 / 09/2011	33.18
101-6020-452.30-02	03/14/2011	SCREWS/NUTS / CACHU24108 / 110025 / 09/2011	42.72
101-6040-454.30-02	03/29/2011	SS SCREWS / CACHU24229 / 110025 / 09/2011	54.68
04/07/2011	78086	GO-STAFF, INC. 2031	1,642.50
101-3020-422.21-01	03/01/2011	ROCHER,J W/E 02/27/11 / 80218 / 110149 / 09/2011	262.50
101-3020-422.21-01	03/08/2011	ROCHER,J W/E 03/06/11 / 80404 / 110149 / 09/2011	390.00
101-3020-422.21-01	03/15/2011	ROCHER,J W/E 03/13/11 / 80586 / 110149 / 09/2011	315.00
101-3020-422.21-01	03/29/2011	ROCHER,J W/E 03/27/11 / 80977 / 110149 / 09/2011	270.00
101-3020-422.21-01	03/22/2011	ROCHER,J W/E 03/20/11 / 80772 / 110149 / 09/2011	405.00
04/07/2011	78087	GRAINGER 1051	542.01
101-5010-431.30-02	03/10/2011	5PC INSULATED TOOL SET / 9482898922 / 110038 / 09/2011	381.17
101-5010-431.30-02	03/10/2011	ZIPPER BAG / 9482898930 / 110038 / 09/2011	25.21
101-1910-419.30-02	03/15/2011	KEY REEL / 9486298640 / 110038 / 09/2011	23.27
601-5060-436.30-02	03/30/2011	MARKING PAINT / 9499386770 / 110038 / 09/2011	112.36
04/07/2011	78088	HANSON AGGREGATES INC. 48	3,656.26
101-5010-431.30-02	03/04/2011	4YDS CONCRETE/1219 9TH ST / 501890 / 110085 / 09/2011	528.35

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ACCOUNT #	TRN DATE	DESCRIPTION / INVOICE / PO # / PER/YEAR	TRN AMOUNT
101-5010-431.30-02	03/10/2011	9 YDS CONC / 502075 / 110085 / 09/2011	1,072.99
101-5010-431.30-02	03/17/2011	5 YRDS CONCRETE / 502381 / 110085 / 09/2011	677.09
101-5010-431.30-02	03/23/2011	2 TRK LOADS CLASS 2 BASE / 642884 / 110085 / 09/2011	218.66
101-5010-431.30-02	03/28/2011	9.75 YRDS CONCRETE / 502714 / 110085 / 09/2011	1,159.17
04/07/2011	78089	IB BUSINESS IMPROVEMENT DISTRI 487	7,210.00
101-0000-203.22-00	04/01/2011	JAN-MAR 2011 BID FEES / 04-01-2011 / 09/2011	7,210.00
04/07/2011	78090	INDUSTRIAL DISTRIBUTORS 2328	115.64
101-6040-454.30-02	03/18/2011	SOAP DISPENSER/VALVE / 7903 / 110972 / 09/2011	115.64
04/07/2011	78091	INVESTMENT IB INC 2	301.25
101-0000-321.72-10	03/29/2011	OL REFUNDS / 0005170 / 09/2011	301.25
04/07/2011	78092	J&M KEYSTONE, INC. 2103	947.75
405-1260-413.20-06	03/07/2011	761 PALM AVE-BOARD UP / 3110712 / 111026 / 09/2011	947.75
04/07/2011	78093	JOSE LUIS MORENO 560	17.50
101-5010-431.28-01	03/31/2011	WHITE FLAG REPAIR / 723 / 110851 / 09/2011	17.50
04/07/2011	78094	KOA CORPORATION 611	270.00
210-1235-513.20-06	02/28/2011	01/17-02/13 AS NEEDED TRF / J99475XX74 / 110660 / 08/2011	270.00
04/07/2011	78095	LIGHTHOUSE, INC 787	977.66
501-1921-419.50-04	03/17/2011	50" STROBEBAR / 0101460 / 110098 / 09/2011	977.66
04/07/2011	78096	OFFICE DEPOT, INC 1262	813.28
101-5020-432.30-01	03/09/2011	BINDERS/KLEENEX/CLIPBOARD / 555069241001 / 110047 / 09/2011	12.32
101-5020-432.30-01	03/10/2011	INK CARTRIDGE / 555069144001 / 110047 / 09/2011	48.65
503-1923-419.30-22	03/14/2011	CHAMBERS EQUIP / 555455123001 / 110047 / 09/2011	180.55
503-1923-419.30-22	03/18/2011	VIDEO CARD CHIEF / 556000805001 / 110047 / 09/2011	152.83
101-1020-411.30-01	03/18/2011	TAPE/FILE STORAGE/BATTERI / 556244658001 / 110047 / 09/2011	39.53
101-1210-413.30-01	03/23/2011	INK CARTRIDGE / 556611370001 / 110047 / 09/2011	173.53
101-1020-411.30-01	03/23/2011	PACKING TAPE / 556715242001 / 110047 / 09/2011	12.85
408-5020-432.30-01	03/23/2011	STORAGE BOX / 556681265001 / 110047 / 09/2011	23.79
101-3020-422.30-02	03/08/2011	BATTERIES/PENCILS / 554930704001 / 110047 / 09/2011	19.32
101-1210-413.28-11	03/31/2001	WINDOW ENVELOPES / 557252012001 / 110047 / 09/2011	149.91
04/07/2011	78097	PADRE JANITORIAL SUPPLIES 1430	688.63
101-6040-454.30-02	03/15/2011	DISINFECTANT / 313613 / 110043 / 09/2011	163.13
101-1910-419.30-02	03/23/2011	JANITORIAL SUPPLIES / 313896 / 110043 / 09/2011	525.50
04/07/2011	78098	PARTNERSHIP WITH INDUSTRY 1302	1,112.93
101-6040-454.21-04	03/17/2011	P/E 03/15/2011 / GS03461 / 110020 / 09/2011	1,112.93
04/07/2011	78099	PAUL HEISKALA CONSTRUCTION 2057	15,000.00
248-1920-519.20-06	02/18/2011	C&G-826 8TH ST / 109A / 110943 / 08/2011	15,000.00
04/07/2011	78100	PMI 23	747.01
101-6040-454.30-02	03/14/2011	PROTECTIVE GLOVES / 0281778 / 110030 / 09/2011	288.46

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ACCOUNT #	TRN DATE	DESCRIPTION	INVOICE	PO #	PER/YEAR		TRN AMOUNT
601-5060-436.30-02	03/29/2011	5 CASES PROTECTIVE GLOVES	0284319	110030	09/2011		458.55
04/07/2011	78101	PROTECTION ONE 69					273.30
601-5060-436.20-23	03/21/2011	APRIL 2011	82121039	110003	09/2011		273.30
04/07/2011	78102	RANCHO AUTO & TRUCK PARTS 1685					508.32
501-1921-419.28-16	03/16/2011	FILTERS/SPRK PLGS	7693-68113	110034	09/2011		31.64
601-5060-436.28-01	03/17/2011	U JOINTS/PW #8	7693-68313	110034	09/2011		134.87
501-1921-419.28-16	03/17/2011	FUEL PUMP #143	7693-68375	110034	09/2011		211.17
501-1921-419.28-16	03/21/2011	#612 RADIATOR	7693-68789	110034	09/2011		145.00
501-1921-419.28-16	03/21/2011	PINION SEAL	7693-68790	110034	09/2011		16.36
501-1921-419.28-16	03/21/2011	#113 WATER PUMP/THERM HOU	7693-68863	110034	09/2011		59.69
501-1921-419.28-16	03/21/2011	CREDIT RETURN	7693-68883	110034	09/2011		141.38-
501-1921-419.28-16	03/22/2011	#113 W/P INLET TUBE	7693-68942	110034	09/2011		13.22
501-1921-419.28-16	03/23/2011	THERMOSTAT/FILTER/SPK PLG	7693-69182	110034	09/2011		37.75
04/07/2011	78103	ROBERT L NEWTON 4					9,102.00
101-0000-221.01-05	03/29/2011	BOND REFUND	TEP 10-42		09/2011		4,377.00
101-0000-221.01-05	03/29/2011	BOND REFUND	TEP 11-06		09/2011		4,725.00
04/07/2011	78104	SAFTEY KLEEN SYSTEMS 246					258.87
501-1921-419.29-04	03/16/2011	BRAKE CLEANER 5G	53352855	110102	09/2011		258.87
04/07/2011	78105	SAN DIEGO LANDSCAPE SOLUTIONS 2					85.00
101-0000-321.72-10	03/29/2011	OL REFUNDS	0009465		09/2011		85.00
04/07/2011	78106	SDGE 289					4,763.60
405-1260-413.27-01	04/04/2011	0440 533 7641 03/02-03/31	04-19-2011		10/2011		208.23
101-5010-431.27-01	04/04/2011	0646 753 1938 03/02-03/31	04-19-2011		10/2011		10.03
101-5010-431.27-01	04/04/2011	1694 231 2432 03/02-03/31	04-19-2011		10/2011		23.06
101-5010-431.27-01	03/31/2011	1912 409 2723 02/28-03/29	04-15-2011		10/2011		10.03
101-6010-451.27-01	04/04/2011	2081 689 7619 03/03-04/01	04-19-2011		10/2011		350.73
101-5010-431.27-01	04/01/2011	2741 969 9359 02/28-03/31	04-16-2011		10/2011		144.19
215-6026-452.27-01	04/01/2011	2819 871 6315 02/28-03/31	04-16-2011		10/2011		1,886.90
101-5010-431.27-01	04/04/2011	3062 843 3719 03/02-03/31	04-19-2011		10/2011		11.88
101-5010-431.27-01	03/31/2011	5280 340 6641 02/28-03/29	04-15-2011		10/2011		103.35
101-5010-431.27-01	03/31/2011	5576 188 0541 02/28-03/29	04-15-2011		10/2011		10.03
601-5060-436.27-01	04/01/2011	8773 823 6424 03/02-03/31	04-16-2011		10/2011		1,054.72
405-1260-413.27-01	04/04/2011	8774 937 7894 03/02-03/31	04-19-2011		10/2011		54.83
405-1260-413.27-01	04/04/2011	9424 632 2704 03/02-03/31	04-19-2011		09/2011		25.67
101-5010-431.27-01	04/04/2011	9476 001 6989 03/03-04/01	04-19-2011		09/2011		869.95
04/07/2011	78107	SHARP REES-STEALY MEDICAL CNTR 390					240.00
101-5010-431.21-04	03/12/2011	CORRALES, LUIS	234	110340	09/2011		80.00
101-5010-431.21-04	03/12/2011	GALLEGOS, ALFREDO	234	110340	09/2011		80.00
101-5040-434.21-04	03/12/2011	NELSON, GUY R	234	110340	09/2011		80.00
04/07/2011	78108	SWEETWATER AUTHORITY 2339					5,000.00
101-1920-419.21-04	03/17/2011	ORTHOPHOTOGRAPY PRTNRSHIP	20111104-2		09/2011		2,500.00
405-1260-413.21-04	03/17/2011	ORTHOPHOTOGRAPY PRTNRSHIP	20111104-2		09/2011		2,500.00

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04/07/2011	78109	TINA BARCLAY, PETTY CASH CUSTO	2102				190.30
101-1230-413.29-02		04/01/2011	CAKE- DAVID	3959		09/2011	10.46
101-1230-413.29-02		06/17/2009	CAKE-DAVID	32280301559286		09/2011	2.50
101-1230-413.29-02		04/27/2009	CAKE-ELIZABETH	0008		09/2011	15.00
101-3070-427.28-04		09/17/2009	SIMMONS,T-PARIKING FEE	69		09/2011	24.00
405-1260-413.28-04		03/25/2010	CUMMING,E-CHAMBER MTG	135931		09/2011	15.00
101-1230-413.29-02		05/29/2009	CAKE-JENNIFER	278		09/2011	22.99
101-1230-413.29-02		01/21/2010	CAKE-JERRY	23550503232233		09/2011	14.60
248-1920-519.20-06		08/10/2010	RECORDING FEE-964 HOLLY	2010-0409619		09/2011	17.00
248-1920-519.20-06		11/24/2010	RECORDING FEE-BUSHEE FULL	2010-0649431		09/2011	17.00
101-1230-413.28-04		11/08/2010	WADE,G-PARKING FEES	566940		09/2011	3.00
101-3040-424.30-01		03/09/2011	ADAME,R-CELL PHONE COVER	221638		09/2011	21.62
101-1230-413.28-04		09/21/2010	WADE,G-SANDAG PKNG FEES	860		09/2011	2.00
101-1230-413.20-06		09/23/2010	ZIP TIES FOR BANNERS	961329		09/2011	9.78
101-1230-413.29-02		08/12/2010	JIM'S BDAY ICE CREAM	6755030092127		09/2011	7.98
101-1230-413.29-02		12/20/2010	GET WELL CARDS	8844		09/2011	7.37
04/07/2011	78110	VERIZON WIRELESS	2317				5,357.36
101-5020-432.27-05		03/08/2011	02/09/11-03/08/11	0957414569		09/2011	673.42
101-3020-422.27-05		03/08/2011	02/09/11-03/08/11	0957414569		09/2011	292.81
101-3030-423.27-05		03/08/2011	02/09/11-03/08/11	0957414569		09/2011	358.95
101-1230-413.27-05		03/08/2011	02/09/11-03/08/11	0957414569		09/2011	825.58
503-1923-419.27-05		03/08/2011	02/09/11-03/08/11	0957414569		09/2011	991.38
503-1923-419.27-05		03/08/2011	02/09/11-03/08/11	0957414569		09/2011	150.74-
503-1923-419.27-05		03/08/2011	02/09/11-03/08/11	0957414569		09/2011	753.70-
101-5020-432.27-05		01/08/2011	12/09/10-01/08/11	0939663576		09/2011	677.25
101-3020-422.27-05		01/08/2011	12/09/10-01/08/11	0939663576		09/2011	528.44
101-3030-423.27-05		01/08/2011	12/09/10-01/08/11	0939663576		09/2011	602.96
101-1230-413.27-05		01/08/2011	12/09/10-01/08/11	0939663576		09/2011	185.72
503-1923-419.27-05		01/08/2011	12/09/10-01/08/11	0939663576		09/2011	71.86
503-1923-419.27-05		01/08/2011	12/09/10-01/08/11	0939663576		09/2011	299.73
503-1923-419.27-05		01/08/2011	12/09/10-01/08/11	0939663576		09/2011	753.70
04/07/2011	78111	XEROX CORPORATION	861				1,071.39
101-3030-423.20-06		04/02/2011	MARCH 2011-LG COPIER	054295036	110203	10/2011	228.95
101-1920-419.20-17		04/01/2011	MARCH 2011-CITY HALL	054188024	110203	10/2011	842.44

DATE RANGE TOTAL * 576,901.35 *

AGENDA ITEM NO. 6.1

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY BROWN, CITY MANAGER**
MEETING DATE:	**APRIL 20, 2011**
ORIGINATING DEPT.:	**CITY MANAGER**
SUBJECT:	**CITY COUNCIL SELECTION OF OPTIONAL SITES FOR FURTHER STUDY FOR AN OFF-LEASH AREA FOR DOGS ONTHE BEACH**

BACKGROUND:
The local organization IB Yappy presented a petition and background materials supporting their request for an off-leash area on the beach north of Palm Ave. to Carnation Ave. at the January 26, 2011 City Council Meeting. The City Council directed staff to return with recommendations on where an off-leash area could be established on the beach.

Cities in southern California with off-leash areas on a beach were contacted. Seven locations were identified in the following cities: Coronado, San Diego (2 sites), Del Mar, Huntington Beach, Long Beach, and Santa Barbara.

Staff presented a list of issues for further study in the January 26, 2011 staff report as follows:

1. **Proximity to residential** – The sites investigated in the cities listed above are in more isolated areas. Residential uses do not directly front on the off-leash areas.
2. **Parking Demand Increase** – Other cities cite an increase in parking demand near an off-leash area. Because of the parking problems, Del Mar installed parking meters which needed approval by the Coastal Commission. This was granted based on an argument that the meters also caused more vehicle turnover giving more access to the beach to more people. Installing parking meters involves costs and requires more enforcement.
3. **Maintenance Issues** – Staff will need to investigate maintenance issues. The City of San Diego now requires a volunteer group for any new off-leash area in the City. If the group does not provide agreed upon maintenance and public education on the rules, the off-leash area is removed.
4. **Enforcement Issues** – Other cities report an increase in the need for enforcement from Lifeguards and/or police. This varied significantly between cities. For example, the beach area in Santa Barbara is isolated and does not have lifeguard services. Using the beach is strictly at the users own risk. Most cities have many rules for the off-leash area but these rules are not actively enforced unless a complaint is made. The IB Animal Control Officer in IB works four days per week – Tuesday through Friday.

5. **Environmental Issues** – Although other cities reported that they did not go through a CEQA review, this will need to be investigated further due to possible conflicts with previous agreements regarding the Palm Ave street-end project. The City of Long Beach independently conducted a study of beach and water quality and found no appreciable differences with the beach areas where dogs were not allowed either on or off-leash.
6. **Recreational Use Conflicts** - IB staff reports that the Junior Lifeguard Program uses the beach area between Palm and Carnation during the summer Monday to Friday between 9am and 2:30pm. This is the safest ocean area for this program. Runners use the beach especially in the morning.
7. **Boundaries** – Although the City could restrict the off-leash area to Palm Ave to the north City limits, it would be difficult to prevent off-leash dogs from going north into the City of Coronado/Navy property.
8. **Seasonal and Hours Limitations** – Some cities restrict off-leash areas to early morning or late afternoon. In some instances, the off-leash areas are restricted to the off-season – e.g. November 1 to March 30. The off- season restrictions could help with the parking demand problem. Other issues would remain.

Staff met to identify potential sites for an off-leash and/or on-leash area on the beach. The areas identified for study are:

1. **IB Blvd to the south end of Seacoast** - ending where residential development ends
2. **Descanso to the south end of Seacoast** - ending where residential development ends
3. **South of Seacoast to the River mouth** (beach area from the mean high tide line to the top of the berm)
4. **Palm Ave to Carnation** - ending at the north city limits - seasonal - (e.g. November to March)
5. **North of the city limits on Navy property** - from the north city limits to the rock jetty
6. **Expanded on-leash area** - The final option is for an expansion of the current on-leash areas to include the beach between Palm and IB Blvd on a seasonal - (e.g. November to March) - Dogs are now allowed on-leash year round from Palm to Carnation and south of IB Blvd.

DISCUSSION:
Staff has discussed the options with:

1. Port of San Diego – leases land from City in Options 1, 2, 4, and 6
2. Tijuana Estuary Reserve – manages property in Option 3
3. U.S. Fish and Wildlife Service – owns land in Option 3
4. U.S. Navy – owns land in Option 5

The following are summaries of the discussions:

Port of San Diego

The Port does not object to the City studying the various alternatives for an off-leash dog area. The Port suggests that based on the findings in the Environmental Impact Report (EIR) for the Palm & Carnation Ave. Street End Improvement Project that Option 6 would likely be the best area to limit dog activities. The EIR discusses impacts from

both dogs and humans to endangered species including the California Least Tern and Western Snowy Plover, nesting in or within close proximity to Optional Areas 2, 3, 4, and 5.

Additionally, the Port suggests that the City should include in the review potential water quality impacts of increased bacteria from increased dog activities.

The Port has no comments on potential off-leash areas on Federal property, but would support the comments of the USFWS.

Tijuana Reserve

The Manager of the Estuary indicated that the Reserve would "aggressively oppose" Options 1 to 5. Option 6 is acceptable to the Reserve – this option would allow dogs "on-leash" between IB Blvd. and Palm Ave on a seasonal basis (e.g. – November to March.) The Reserve would oppose all off-leash areas being considered. This opposition is based on the proposed areas being in or directly adjacent to sensitive habitat areas. Although the Reserve would oppose all of the off-leash areas, they consider Option 3 as the most problematic (south of the end of Seacoast from the mean high tide line to the top of the berm).

Option 5 (north of the city limits on Navy property) has similar problems to the area south of the end of Seacoast (Option 3). The Reserve representative also pointed out that Imperial Beach has recognized eco-tourism as important to the City. The Reserve Manager believes these off-leash areas are contrary to the support for eco-tourism.

Reserve staff also observed that the City is next to and includes one of the most environmentally significant resources in San Diego County. The Estuary is one of the few remaining coastal wetlands in the County and is a significant State resource.

U.S. Fish and Wildlife Service (USFWS)

USFWS staff at the Estuary indicated that their "mission is, working with others, to conserve, protect and enhance fish, wildlife, and plants and their habitats for the continuing benefit of the American people." They also pointed out that there are four federally protected species found on/near the beach within the refuge. Any interaction of dogs either on- or off-leash is problematic. The federally protected bird species can become frightened and leave - often not coming back. USFWS observed that much of their patrol time is spent dealing with the public illegally walking dogs off-leash in the refuge. As the underlying property owner of land in Option 3, they would oppose this option. Other options that bring off-leash dogs to the edge of protected areas are not supported.

USFWS staff from the Environmental Division in Carlsbad agreed with the assessment of Option 3 as an option that would be opposed. Options 2, 4, 5, and 6 would require further discussion with the Refuge and Navy to determine which options they would recommend eliminating from further study. These Options may also have issues due to the proximity of nesting, foraging, or roosting bird species. Based on the existing human activities in the area, Options 1, 2, and 4 would be less likely than others to support nesting; however, containment and enforcement would be the major considerations.

The Carlsbad Office of USFWS also commented that if a dog beach can help keep people away from the sensitive areas, it could be positive. However, if it simply acts as

a "draw" and results in more people and dogs in sensitive areas, it would not be recommended.

U.S. Navy

The Navy is reviewing the options and hopes to provide input prior to the meeting. Staff will provide this information under separate cover if it is available in time.

Additional Considerations – Including New Options

After reviewing the comments of other agencies, staff suggests adding:

Option 7 - Imperial Beach Blvd. to Descanso – seasonal off-leash

This option would be seasonal from November to March. Ending the off-leash area at Descanso would provide a greater buffer from the Estuary Preserve.

Option 8 – Option 7 plus year round off-leash from Descanso to Encanto or the southern end of Seacoast Drive.

Trial/Test Period

The City Council could also consider approving trial/study areas to determine actual impacts. For example, the trial period could be from November 2011 to March 2012 in Optional Area 7. The trial could be designed to terminate at any time by Council or administrative action.

Costs

The trial study will have cost/budget considerations. There will be impacts on staff resources at a time when those resources are decreasing.

Alternatives:

Direct staff to:

1. Conduct no further study of Optional Areas.
2. Study all Optional Areas
3. Study Optional Areas selected by the City Council
4. Direct staff to return with a plan for a Trial/Study Area – Option 7 and/or other areas

ENVIRONMENTAL IMPACT:
At this time, staff is uncertain whether environmental analysis is needed.

FISCAL IMPACT:
Unknown at this time.

CITY MANAGER'S RECOMMENDATION:

1. Receive testimony.
2. Eliminate Option 3 from further study due to objections of the property owner USFWS.
3. Eliminate Option 5 from further study due to the area being outside the City Limits on Navy property.

4. Return with a more specific plan to proceed with Option 7 on a trial basis from November 2011 to March 2012.

Gary R. Brown, City Manager

Attachment:

1. Map of Optional Areas

Attachment 1

ITEM NO. 6.2

CITY OF IMPERIAL BEACH

TO:	City Council
FROM:	Gary Brown, City Manager
SUBJECT:	Goals
DATE:	April 15, 2011

I believe the following should be added to the attached goals based on Council's comments at your budget workshop of April 13, 2011 and Council Meeting of April 6, 2011.

1. Explore next steps to capitalize on opportunities presented by the new Seacoast Inn. Take these steps once they're identified.
2. Work with Council on ways to build the city's revenue.
3. Present ideas to improve marketing of the city.

Recommendation:

1. On the attached goals, place number 1 under Priority Development and numbers 2 and 3 under Fiscal Sustainability.

2. Approve the attached goals.

AGENDA ITEM NO. 6.2

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY R. BROWN, CITY MANAGER**
MEETING DATE:	**APRIL 20, 2011**
ORIGINATING DEPT.:	**CITY MANAGER**
SUBJECT:	**GOALS FOR 2011-2015**

BACKGROUND:
Based on Council's workshop meetings held February 9, 2011 and April 13, 2011 and City Council Meeting held April 6, 2011 I recommend that the following goals be adopted by Council for the 2011-2015 period as an amendment to the 2010-2014 goals, copy with comments attached.

Quality of Life

1. Bicycle Village
    a. Secure property and adopt zoning to allow the development
2. Engage in social media to improve communication with citizenry
3. Crime
    a. Reduce incidence of index crimes by 10%. (I'll work with Chief Clark and Captain Myers on measurements for this)
4. Changes to Commercial Zoning
    a. Complete CEQA analysis and write ordinances. Get ordinances to Coastal Commission for their review.
    b. Adopt Ordinances
5. Sand replenishment
    a. Shift away from the Corps' large project and emphasize SANDAG's work
    b. Secure state funding to assist
    c. Consider artificial reef
6. Continue Façade Improvement and Clean and Green programs
7. Palm Avenue Master Plan
    a. Work with Council representative to SANDAG to secure funding of CEQA analysis and Design phases.
8. Maintain City Facilities
    a. Public Works constant effort
    b. What to do if and when redevelopment funds aren't available?
9. Submit Marijuana ordinance to Council and Coastal Commission
10. Find out what we can enforce under the existing sign code

11. Port Contracts
    a. Work for smooth renewal of Port contracts for tidelands maintenance and public safety which end on June 30, 2012.
12. Move to paperless agenda for Council meetings.
13. Involve youth in City
    a. Create links to high school and a youth advisory group.
14. Seek Federal assistance to preserve the estuary
15. Pursue walkable community
    a. Complete cross-walks at municipal center and Louden Lane
    b. Complete study with Walk San Diego
16. Dog Beach- Find a site for a leash-free dog beach
17. Improve working relationship with schools to see if the following are feasible:
    a. Tennis Courts on school site
    b. Increase community access to the swimming pool
    c. Use of playground facilities

Fiscal Sustainability

1. Achieve fiscal stability through June 30, 2013 with a balanced two year budget
    a. Carefully monitor expenses and find costs savings
    b. Work with CLETAC on new Sheriff's contract for the period starting July 1, 2012 through June 30, 2014
    c. Continue work on reducing costs and increasing certain fees
    d. Work with Sandpipa cities to stabilize insurance costs.
    e. Seek labor savings during negotiations
    f. Review fees and raise some if justified
2. Ensure funding for replacement of large equipment such as fire engine and vector trucks
3. Staff costs
    a. Complete labor negotiations
    b. Seek to have firefighters contribute toward retirement; may seek to have other employees pay more
    c. Adjust health allowance
    d. Review alternative health plans
4. <u>Work with Council on ways to build the city's reverences.</u>
5. <u>Present ideas to improve marketing of the city.</u>

Priority Development

1. Start and Finish construction of new hotel on Seacoast Inn site
    a. Link to Ecotourism
2. 9th and Palm
    a. Complete DDA with Sudberry by end of 2011 or re-start RFP process
    b. Will discuss new post office with Sudberry

3. Pond 20
    a. Work with the Port and San Diego to re-assess development potential on the site
4. Review funding for El Camino and proceed toward funding if Council chooses to do so.

5. Explore and establish ways to improve business relationships and improve the community's responsiveness and receptivity to business.

6. Explore next steps to capitalize on opportunities presented by the new Seacoast Inn. Take these steps once they're identified.

ENVIRONMENTAL IMPACT
Not a project as defined by CEQA.

FISCAL IMPACT:
None.

CITY MANAGER'S RECOMMENDATION:
Adopt goals for the 2011-2015 period as an amendment to the 201-2014 goals.

Gary R. Brown, City Manager

Attachment:
1. Memo: Goals for 2010-2014

ATTACHMENT 1

CITY OF IMPERIAL BEACH

TO:	City Council
FROM:	Gary Brown, City Manager
SUBJECT:	Goals for 2010-2014
DATE:	March 30, 2010

Attached is the February 4, 2009 staff report with Council's strategic goals in three main areas: quality of life, fiscal sustainability, and priority development opportunities. (We've added numbers by each goal for ease of reference and discussion.)

Based on discussions with Council we recommend the following modifications to your goals. The goals in the February 4, 2009 report are to be continued and the following adds or modifies those goals.

Quality of Life

Quality of Life – Top priorities 1-11 keep us moving

High Priority

1. Code Enforcement- Staff needs to present Council with options for systematic code enforcement
    - Set a policy to have staff report obvious code violations rather than react to complaints- Established Oneonta pro-active code enforcement
    - Remove blighting conditions at the Seacoast Inn- Hotel demolished
    - Create a proactive and systematic approach to code enforcement by partnering with Sheriff's Dept. in higher crime areas- Proactive enforcement started in Oneonta neighborhood.
2. Public Safety-
    - Seek grants to supplement Sheriff's activities- On going
    - Work with other CLETAC cities to hire a consultant to review Sheriff's allocated costs- Done but results are disappointing
    - Number one priority is public safety - maintain current level of service if possible-Reduced Sheriff staffing over the last 4 years
    - Partner with Sheriff's Dept. to identify the higher crime areas- Done

- Work with other agencies and Sheriff to reduce domestic violence- Emphasis has shifted to cross-border crime

3. Maintain existing public facilities/infrastructure- Ongoing
4. Parking Enforcement-
   - Animal Control Officer will spend part of her time on parking enforcement-Shifted back to Chula Vista which doesn't do parking enforcement
   - Review Port's offer to supply parking meters if city is willing to enforce- Review done; Decided not to go with meters in Parking Lots.
   - Continue increased enforcement through CSOs- More going on
5. Sign Ordinance- Identify what can be enforced through present ordinance without changes- Not Done!
6. Imperial Beach Bikeable Community-
   - Eco Bikeway application- Submitted but didn't get funding
   - Applied for funds for enhanced entry to Bayside Bikeway at 10th Street- Didn't get funds
   - Working on Bikeway Village—secure Airport Authority property- Still working; environmental problem being resolved.
7. Beautification plan for Imperial Beach Blvd. and 13th Street
   - Façade Improvements at 2 corners-done
   - Continue work on façade improvements-doing
8. Increase Recreation through partnerships with schools and others-
   - Pursue partnerships with schools and others such as the Tijuana Estuary programs-Estuary partnership-done; schools- not done
   - Create a subcommittee to work with the school districts to get best use for recreation- Not done effectively
9. Skate Park- Complete in 2010- Done; now need fence
10. Ocean Water Quality- Judge has allowed treatment upgrades to proceed on the wastewater treatment plant- Work on plant is proceeding
11. Tijuana River Valley- Work as part of team pulled together by RWQC staff- On going
    - Arrange a report from Oscar Romo regarding work done in the western portion of Tijuana- Not done

<u>Medium Priority</u>

12. Funding for Carnation Ave. Street End-Split into two items:
    - Carnation Street End Improvement Project; keep on list
    - Drainage from the Carnation intersection to the Palm Ave. intersection
      - Raise to a higher priority, concerned about flooding, re-engineer it.-Estimated cost $80,000 to $100,000

13. Sand renourishment- Continue to seek smaller projects for sand renourishment- Corps dredging of harbor mouth; Coast Guard dredging and SANDAG project

Don't turn away good sand, keep this goal as a priority

14. Law Enforcement- Property crimes down; violent crimes up. Sheriff searching for ways to reduce domestic violence- Changed to emphasize border related crimes
    - Responsible Retailer program is working to reduce illegal sales of alcohol- Done
    - Establish mandatory training for those who sell or serve alcohol- Done
15. Clean and Green program continues
    - Provide Council an update report on Façade Improvement and Clean & Green Programs to see if funding can continue. -Done
16. Tennis Court site- Create a subcommittee to discuss this with schools.
17. Educate public about climate change-
    - Have a workshop on sea level rise contact Kristen Goodrich and Emily Young for presentation- Done through Estuary staff
    - Review geological/geotechnical portion of the LCP-Not done
18. Seek opportunities for xeriscape-
    - Artificial turf soccer field-Done
    - Promote Xeriscape-Done at City Hall and Marina Vista Center
19. Regulation of smoke shops-
    - Ordinance Adopted-Done
20. Imperial Beach Walkable community-
    - Old Palm and Seacoast Drive improvements-Done except for southern part of Seacoast Drive
    - Pursue environmental justice grant with Walk San Diego that can lead to more Safe Routes to School funding-Grant received
21. Low/moderate income housing-
    - Work with American Legion to develop affordable housing project on their property-Still trying; Legion rejected idea at first
22. Marijuana- Monitor legal and constitutional questions. Adopt ordinance to manage marijuana sales in the City or ban them.-Council decided to ban them. Will return with ordinance.

<u>Low Priority</u>

23. Find an off-leash area for dogs-Not done
24. Clean up area along SR75, entry from Coronado-reduced weeds by turning off water
25. Keep lighting of streets on list
26. Reinstate the U.S. Sandcastle parade and fireworks show-Not done
27. Install a parking lot at City Hall and place photo voltaic cells on it –Not done
28. Relocate Farmers Market-Moved to Pier Plaza

Fiscal Sustainability

High Priority

1. Retail tax audit- Do a retail sales tax audit- Not done
2. Seek development of hotel-
    - Work on new Seacoast Inn-Near receiving loan; DDA done
3. Seek retail development- continue work on 9th and Palm Ave-Doing
4. Careful spending-
    - Continue to review Public Safety Costs-Doing
    - Seek SANDPIPA savings and refund-Didn't succeed; will keep on trying
    - Look for additional savings in all Departments-Doing
5. Consider issuing another RDA bond-Done
6. Pursue cost saving energy efficiencies in buildings- Doing with SDG&E
    - Find ways to reduce carbon footprint
7. Improve revenue collection of fees/taxes-TOT Audit done. Pursuing those who didn't properly pay
8. Continue work on proper collection of business licenses-Doing
9. Do not consider tax initiative for 2010 ballot-Not considered
10. Develop plan to maintain infrastructure with non-RDA funds-Not done
11. Complete the review and recommendations for changes in Commercial Zoning-Done; Now writing ordinances and CEQA
12. Continue to pursue resolution of unfunded mandates from the Regional Water Quality Control Board-On going. Won at agency level, state appealed to the courts.

Medium Priority

13. Review level of franchise fees-Not done
14. Increase building and development fees-Not done
15. Improve Ecotourism-
    - Pursue bikeway and hiking path from Silver Strand State Park south to the Estuary- Did, but results inconclusive
    - Bikeway Village-On going
16. Market City- Press releases on many different subjects; Ensure that City is getting good value from the public relations contract-On going
17. Look into giving local businesses priority for contracts with the City-Not done

Priority Development Opportunities

High Priority

1. Seacoast Inn- Work on Code Enforcement and financing for new hotel- Done
2. 9th and Palm-
   - Continue as a priority and work out CalTrans issues on Palm- Doing
3. Consider redevelopment assistance for development at the El Camino site.-On going

Medium Priority

4. Palm Ave Master Plan- Concept plan completed – Seek funding for environmental analysis of master plan-Funding sought, but not eligible

AGENDA ITEM NO. 6.3

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY BROWN, CITY MANAGER**
MEETING DATE:	**APRIL 20, 2011**
ORIGINATING DEPT.:	**PUBLIC WORKS**
SUBJECT:	**RESOLUTION AWARDING CAPITAL IMPROVEMENT PROJECT DESIGN SERVICES TO CITY ENGINEER – BDS ENGINEERING – TO WIT RTIP STREET IMPROVEMENTS FY 10/11 CIP PROJECT (S11-101)**

BACKGROUND: The Five-Year Capital Improvement Program Budget Fiscal Year 2009/2010 through Fiscal Year 2013/2014 adopted by Resolution No. 2009-6732 - included annual RTIP (Regional Transportation Improvement Program) funded projects. Staff is proposing to award the Fiscal Year 2010/2011 project to the City Engineer, BDS Engineering, Inc., for design services.

BDS Engineering, Inc. entered into an agreement with the City for engineering services effective July 1, 2009 for a period of three years. As City Engineer, the agreement provides for engineering services for capital projects as follows: "Prepare plans, specifications, and contract documents for said capital improvement projects. One set (originals) of the approved plans, specifications and contract documents shall be furnished to the CITY to be reproduced by CITY for bidding purposes."

Currently the City has accumulated approximately $1,000,000 of unallocated Prop A funds. These funds are available for expenditure in this fiscal year.

In City Council Resolution 2009-6831, BDS Engineering was awarded a contract for design services for the RTIP Street Improvements FY 09/10 CIP Project (S10-101). The scope of work for CIP S10-101 included several street sections that were subsequently withdrawn from the initial scope of work due to the Engineers Estimate being greater than the funds available. Staff is recommending that BDS Engineering be contracted to complete the design of three of those street sections removed from the FY 09/10 CIP project. Those three street sections would constitute the RTIP Street Improvements FY 10/11 CIP Project.

The scope of work for the RTIP Street Improvements FY 10/11 CIP Project include new ADA intersection access ramps, curb and gutter replacement and street overlay for the following street sections:

- Hemlock Avenue (Adelfa Court to 10th Street)
- Adelfa Court
- 3rd Street (Imperial Beach Blvd. to Elm Avenue)

DISCUSSION: Staff requested the City Engineer prepare a cost proposal to "prepare plans, specifications and contract documents for the 'RTIP Street Improvements FY 10/11 CIP Project (S11-101)'project." BDS Engineering has evaluated the project scope of work and submitted an estimated cost for this service at $16,100.

ENVIRONMENTAL DETERMINATION:
Project is exempt from CEQA pursuant to CEQA Guidelines Section 15302(c): Replace or Reconstruction of Existing Utility Systems and Facilities. Not a project as defined by CEQA.

FISCAL IMPACT:

Estimated RTIP (Prop A) funds available (including ARRA funds)	$1,000,000
BDS Engineering, Inc. plans, specifications and contract document services	$ 16,100
Funds remaining for project construction and administration	$ 983,900

DEPARTMENT RECOMMENDATION:

1. Receive this report.
2. Discuss the elements of the project listed and provide additional direction to staff if necessary.
3. Adopt the attached resolution authorizing the City Manager to approve a purchase order for the preparation of plans, specifications and contract document with BDS Engineering, City Engineer, for the project listed above.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Gary Brown

Gary Brown, City Manager

Attachments:

1. Resolution No. 2011-7027
2. BDS Proposal dated 4-5-11

ATTACHMENT 1

RESOLUTION NO. 2011-7027

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, AWARDING CAPITAL IMPROVEMENT PROJECT DESIGN SERVICES TO CITY ENGINEER – BDS ENGINEERING – TO WIT RTIP STREET IMPROVEMENTS FY 10/11 CIP PROJECT (S11-101)

WHEREAS, the Five-Year Capital Improvement Program Budget Fiscal Year 2009/2010 through Fiscal Year 2013/2014 adopted by Resolution No. 2009-6732 - included annual RTIP (Regional Transportation Improvement Program) funded projects; and

WHEREAS, staff is proposing to award the Fiscal Year 2010/2011 project to the City Engineer, BDS Engineering, Inc., for design services; and

WHEREAS, BDS Engineering, Inc. entered into an agreement with the City for engineering services effective July 1, 2009 for a period of three years; and

WHEREAS, as City Engineer, the agreement provides for engineering services for capital projects as follows: "Prepare plans, specifications, and contract documents for said capital improvement projects; and

WHEREAS, the City has accumulated approximately $1,000,000 of unallocated RTIP (Prop A) funds; and

WHEREAS, staff recommends that BDS Engineering be contracted to complete the construction design and specification for three street sections, to wit:

- Hemlock Avenue (Adelfa Court to 10th Street)
- Adelfa Court
- 3rd Street (Imperial Beach Blvd. to Elm Avenue); and

WHEREAS, BDS Engineering has evaluated the project scope of work and submitted an estimated cost for this service at $16,100.

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 City Manager is authorized to sign a purchase order for the project listed above at the cost provided therein.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 20th day of April 2011, by the following vote:

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

JAMES C. JANNEY, MAYOR

ATTEST:

JACQUELINE M. HALD, CMC
CITY CLERK

ATTACHMENT 2

BDS Engineering, Inc.
Civil Engineering
Land Surveying

Thomas Jones, PE, LS, Principal

April 5, 2011

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

Ref: RTIP Street Improvement CIP Project
Imperial Beach, CA
BDS 09-40

Dear Hank:

This proposal is per your email request dated March 17, 2011, in regards to completing the street improvements for Hemlock Ave (from Adefla Court to the east side of 10th Street), Adelfa Court and 3rd Street (from Imperial Beach Blvd to Elm Avenue, at Elm Avenue. It is our opinion that the intersection of 3rd St and Elm Ave is in bad condition therefore we will complete the improvements to include this intersection and all 4 curb returns/ADA ramps).

For this work I have estimated an additional 12 hours of surveying, 42 hours of CAD, 36 hours of a designer, 26 hours of Engineering and 9 hours of Principal Engineering and review for this change. Based on these hours and our current fee schedule, we propose to provide this work for an additional fee of $16,100.00 (Sixteen Thousand One Hundred Dollars).

If you have any questions, please do not hesitate to call. As always, the opportunity to be of service is sincerely appreciated.

Very truly yours,

BDS Engineering, Inc.
Civil Engineers

Thomas A. Jones

6859 Federal Boulevard Lemon Grove, California 91945-1315
619-582-4992 Fax 619-582-7428
Established 1973

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AGENDA ITEM NO. 6.4

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY BROWN, CITY MANAGER**
MEETING DATE:	**APRIL 20, 2011**
ORIGINATING DEPT.:	**CITY MANAGER**
SUBJECT:	**RESOLUTION NO, 2011-7029 – SUPPORTING THE EXPEDITED DEMOLITION OF THE SOUTH BAY POWER PLANT**

BACKGROUND:

In 1960, San Diego Gas & Electric ("SDG&E) constructed the South Bay Power Plant ("SBPP") on the Chula Vista Bayfront and began operation. In the decades to follow the SBPP served reliably as a major supplier of electrical energy to the San Diego region.

Over time the SBPP became outdated and it was determined that its negative impacts on the environment would soon outweigh its benefits. In 1999, the San Diego Unified Port District ("Port") acquired the SBPP from SDG&E in order to wind down its operations and facilitate its removal from the Chula Vista Bayfront. On October 15, 2010, the California Independent System Operator (ISO) determined that the operation of the SBPP was no longer necessary to service the electrical energy needs of the San Diego region.

On December 31, 2010, Dynegy, Inc. ("Dynegy") ceased operations of the SBPP and proceeded to disconnect the SBPP from the regional power grid. The agreements to operate the SBPP between the Port and Dynegy establish Dynegy as the responsible party to dismantle and demolish the plant and remediate the plant site within a prescribed period using funds set aside for that purpose.

DISCUSSION:

On March 1, 2011 the City of Chula Vista adopted a resolution stating its desire to expedite the demolition of the SBPP. City staff recommends that the City Council not only support the City of Chula Vista in the expedited demolition, but also declare the expedited demolition of the SBPP as a top priority. The expeditious dismantling and demolition of the SBPP will be in the best interest of Imperial Beach and other South Bay Communities by eliminating visual blight from the Bayfront, fostering environmental restoration and development opportunities.

ENVIRONMENTAL DETERMINATION:

Not a project as defined by CEQA.

FISCAL IMPACT:

None.

DEPARTMENT RECOMMENDATION:

Adopt Resolution No. 2011-7029 supporting the expedited demolition of the South Bay Power Plant.

CITY MANAGER'S RECOMMENDATION:

Approve Department recommendation.

Gary Brown, City Manager

Attachments:
1. Resolution No. 2011-7029

ATTACHMENT 1

RESOLUTION NO. 2011-7029

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF IMPERIAL BEACH, CALIFORNIA, SUPPORTING THE EXPEDITED DEMOLITION OF THE SOUTH BAY POWER PLANT

WHEREAS, in 1960, San Diego Gas & Electric ("SDG&E) constructed the South Bay Power Plant ("SBPP") on the Chula Vista Bayfront and began operation; and

WHEREAS, in the decades to follow the SBPP served reliably as a major supplier of electrical energy to the San Diego region; and

WHEREAS, over time the SBPP became outdated and it was determined that its negative impacts on the environment would soon outweigh its benefits; and

WHEREAS, in 1999, the San Diego Unified Port District ("Port") acquired the SBPP from SDG&E in order to wind down its operations and facilitate its removal from the Chula Vista Bayfront; and.

WHEREAS, on October 15, 2010, the California Independent System Operator (ISO) determined that the operation of the SBPP was no longer necessary to service the electrical energy needs of the San Diego region;

WHEREAS, on December 31, 2010, Dynegy, Inc. ("Dynegy") ceased operations of the SBPP and proceeded to disconnect the SBPP from the regional power grid; and

WHEREAS, the agreements to operate the SBPP between the Port and Dynegy establish Dynegy as the responsible party to dismantle and demolish the plant and remediate the plant site within a prescribed period using funds set aside for that purpose; and

WHEREAS, the City of Chula Vista adopted a resolution on March 1, 2011 stating its desire to expedite the demolition of the SBPP; and

WHEREAS, the City Council of Imperial Beach wishes to support Chula Vista in the expedited demolition; and

WHEREAS, the expeditious dismantling and demolition of the SBPP will be in the best interest of Imperial Beach and other South Bay Communities by eliminating visual blight from the Bayfront, fostering environmental restoration and development opportunities; and

WHEREAS, City Council desires to encourage the Port of San Diego to make the demolition of the SBPP one of its top priorities;

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

1. Declares its official support for the expedited demolition of the SBPP by the responsible parties as a top priority; and
2. Authorizes and directs staff to work cooperatively with the Port staff to encourage an expedited demolition process by the responsible parties.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Imperial Beach at its meeting held on the 20th day of April 2010, 1y the following vote:

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

JAMES C. JANNEY, MAYOR

ATTEST:

JACQUELINE M. HALD, CMC
CITY CLERK

AGENDA ITEM NO. 6.5

STAFF REPORT
CITY OF IMPERIAL BEACH

TO:	**HONORABLE MAYOR AND CITY COUNCIL**
FROM:	**GARY R. BROWN, CITY MANAGER**
MEETING DATE:	**April 20, 2011**
ORIGINATING DEPT.:	**CITY MANAGER**
SUBJECT:	**HELICOPTER UPDATE**

BACKGROUND:
The time to comment on the Environmental Assessment (EA) for the increase in Navy helicopter flights at Ream Field has been extended to April 25.

Given Council comments at your meeting of April 6, 2011, we thought it would be appropriate to update you on actions taken thus far.

First, the Mayor sent comments to the Navy on March 22, 2011 and then there was a short letter of March 28, 2011 reminding the Navy of our historic understanding about expansion of Naval activities around the City. These letters were widely distributed. (See Attachments 1 and 2).

We've drafted letters, attachments 3 and 4, with additional comments: one to the Navy, the other to Mr. Delaplaine at the Coastal Commission. The one to the Coastal Commission comments on the Navy's negative determination letter, attachment 5.

In addition to the letters, the Mayor has met with Captain Lindsey.

I believe Council's goal is to mitigate the impact of increased helicopter flights on Imperial Beach. To that end, we hope the letters and other actions will convince the Navy and Coastal Commission staff that the impact is significant and warrants mitigating actions. We will write additional, shorter, letters to legislators about this topic.

ENVIRONMENTAL IMPACT
Not a project as defined by CEQA.

FISCAL IMPACT:
None.

CITY MANAGER'S RECOMMENDATION:

1. Please provide your comments on any of the above as well as draft letters attached.
2. Provide further direction if you wish.

Gary R. Brown, City Manager

Attachment:

1. March 22, 2011 Letter
2. March 28, 2011 Letter
3. Draft Letter to Naval Facilities Engineering Command Southwest
4. Draft Letter to Mr. Delaplaine of the California Coastal Commission

IMPERIAL BEACH classic southern california

City of Imperial Beach, California

OFFICE OF THE MAYOR

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

March 22, 2011

Naval Facilities Engineering Command Southwest
ATTN: Helicopter EA Project Manager Code RUE20.TB
2730 McKean Street, Building 291
San Diego, CA 92136

Dear Project Manager:

The City of Imperial Beach appreciates the opportunity to review and comment on the *Draft Environmental Assessment (Draft EA) for the Helicopter Wings Realignment and MH-60R/S Helicopter Transition at Naval Base Coronado (NAB).* The City offers the following comments regarding this document:

1. **Adherence to Established Helicopter Operations Curfew** – the City has had a long-standing agreement with Naval Base Coronado (NBC) regarding the curfew on helicopter operations at the Imperial Beach Naval Outlying Landing Field (NOLF). As indicated in both the Draft EA and in a presentation given by the Navy to the City's Military Affairs Subcommittee on June 15, 2010 (see Attachment 1), flight operations are restricted to 8 AM through 11:00 PM Monday through Thursday, 8:00 AM to 6:00 PM on Fridays and closed to operations on weekends and most holidays. This curfew provides Imperial Beach residents with a modicum of peace and quiet at nights and weekends that during regular helicopter operation periods reduces the quality of life in the community. This curfew, however, is not mentioned in the NOLF noise abatement discussion on page 3-19 of the Draft EA nor is it used as a parameter in the project description. In fact, table 3.2-5 of the Draft EA indicates that there are 4,978 current night time operations (10 p.m. – 7 a.m.) which is a breach of the curfew agreement. Tables 4.1-4 and 4.2-3 identify 6,469 proposed annual helicopter operations at NOLF IB during the night that would also be a breach of the curfew agreement the Navy has with the City. These curfew violations have been confirmed by several residents of Imperial Beach who appeared before the City Council on March 16, 2011, to speak about the Draft EA.

   This breach of the flight operations curfew during nights and weekends is a departure from the established operations that the City believes would result in a significant impact requiring the preparation of an Environmental Impact Statement (EIS). Additionally, if one of the objectives of Navy is to provide night-time training, the Navy should consider an earlier night-time curfew during the winter months to minimize impacts to the surrounding community. For example, flights should cease at 10:00 PM during Pacific Standard Time when darkness is upon us by 6:30 PM or earlier.

2. **Completion of AICUZ Prior to Increase in Flight Operations** – the Navy has been updating its Airport Installations Compatible Use Zones (AICUZ) Study for both the Naval Air Station North Island (NASNI) and NOLF. This document, which recommends implementation measures for areas measuring Community Noise Equivalence Level (CNEL) 65 or greater, has not yet been finalized and made public. As a 30% increase in flight operations at NOLF that the Draft EA

analyzes will most certainly have noise impacts to the surrounding neighborhoods, many of which are located within the 65 CNEL boundaries of the last published AICUZ (1989), any environmental analysis of a proposed increase in flight operations is premature and, therefore, should be considered only after the updated AICUZ is completed and made available to the public.

3. **Cumulative Impacts** – the Draft EA discusses various impacts that the proposed action will have on the surrounding environment and community of Imperial Beach, including impacts to noise, air quality, biological resources and socioeconomics. The Draft EA also discusses cumulative impacts of the proposed action and other present or reasonably foreseeable actions also being undertaken by the Navy. Chapter 5 of the Draft EA lists several present and foreseeable projects including the Silver Strand Training Complex (SSTC) Environmental Impact Statement (EIS) for Training Activities. The Draft EA also lists specific components of the SSTC EIS, many of which will occur at the Navy Radio Receiving Facility (NRRF) which, much like NOLF is directly adjacent to the City of Imperial Beach. The list of activities at SSTC includes "conducting existing training at additional locations within SSTC established training areas" and "increasing helicopter operations." Section 5.3.1 of the Draft EA, however, states that the "cumulative effect of these actions is that there would be a 30% increase in helicopter flight operations over current levels at NASNI and NOLF IB" and also states that the proposed action (preferred Alternative A) would, alone, increase helicopter operations by 30%. When taken in total, therefore, it logically follows that helicopter operations would increase by greater than 30%. It would seem, therefore, that this analysis may either be flawed or inaccurate. The City requests clarification on the total combined helicopter operations contemplated both in the Draft EA and for the training activities at SSTC.

   Furthermore, in a recent meeting with Navy planning staff, City of Imperial Beach staff was advised that additional operations are currently being planned for SSTC. Specifically, City staff was advised that the Navy is working on a Master Plan for Navy Special Warfare that would result in additional construction and training activities occurring at the NRRF. Given the Navy's acknowledgment of this project, it is our opinion that this action should be considered as a reasonably foreseeable project and, therefore, should be included in the cumulative impact analysis. Its omission from this analysis calls into question the adequacy of the Draft EA as well as the potential environmental impacts these proposed actions may have.

   The Draft EA discusses the 2008 Supplemental Environmental Impact Statement (SEIS) for Developing Homeport Facilities for Three Nimitz-Class Aircraft Carriers in Support of the U.S. Pacific Fleet (2008 EIS) and concludes that, since this document included the proposed Helicopter Wings Realignment at NASNI as a reasonably foreseeable action, the cumulative impacts of this action were considered in the 2008 EIS. However, the Draft EA states that the 2008 EIS discussed cumulative impacts in the areas of traffic, air quality, noise and biological resources only for those activities related to construction, operations and traffic "at NASNI and within the City of Coronado," but not at NOLF. Therefore, it is again the City's position that cumulative impacts of the proposed action under this Draft EA together with all other reasonably foreseeable actions have not been adequately addressed.

   Finally, in discussing cumulative impacts, the Draft EA accurately states that cumulative impacts can be additive or interactive and that interactive impacts can either be countervailing (where the net adverse cumulative effect is less than the sum of individual effects) or synergistic (where the net adverse cumulative effect is greater than the sum of the individual effects) and that "cumulative impacts can result from individually minor but collectively significant actions that take place over time." It further states that "cumulative impacts are most likely to occur when there is an overlapping geographic location and a coincident or sequential time of events." The City of Imperial Beach firmly believes that this is exactly what will occur in Imperial Beach as a result of

this and all other proposed actions. That is, the proposed action, together with other reasonably foreseeable actions (both those identified in the Draft EA and, more importantly, those not identified), will have significant additive and synergistic, interactive cumulative impacts particularly in the areas of noise, air quality, socioeconomics and biological resources within the City of Imperial Beach. Given the potential for these significant cumulative impacts, the City again believes that an Environmental Impact Statement must be prepared for the proposed action with mitigation measures identified to address these impacts.

4. **Noise Impacts** – as stated above and as acknowledged in the Draft EA as well as in the 1989 AICUZ for NOLF, operations at NOLF currently have noise impacts to the surrounding neighborhoods of Imperial Beach. The Draft EA states that "the baseline noise contours developed in the 2010 noise study estimated the 65 CNEL noise contour to be within the NOLF IB boundary, extending over a smaller area than those established in the latest approved AICUZ Plan of 1989." However, there is no supporting documentation (such as the Wyle 2010 noise study itself or an updated AICUZ) to support these revised noise contours. More importantly, these contours are based upon specific flight patterns illustrated in the attached Navy presentation to Imperial Beach's Military Affairs Subcommittee last year. Essential to the reliability of these noise contours and the associated helicopter noise impacts, however, is the strict adherence to these flight patterns. Over many years we've had complaints about helicopter noise and over-flights at NOLF and about noises from activities at SSTC such as munitions fire. During the City Council meeting on March 16, 2011, the City Council again heard several citizens who live in the neighborhoods adjacent to NOLF describe repeated and persistent violations of these flight patterns resulting in noise levels independently measured at 88 to 90 dB (well beyond 65 CNEL). According to testimony and video, helicopters often fly directly over homes in the Seaside Point and Oneonta neighborhoods of Imperial Beach. Obviously, this would result in a 65 CNEL boundary well beyond the northern boundary of NOLF. Helicopters flying outside the prescribed flight patterns create excessive noise, cause structural vibrations with the potential for structural damage, reduce property values, negatively impact teachers and students at Oneonta Elementary School, and impair educational and visitor programs at the Tijuana Estuary Visitor Center, all of which contribute to an overall decrease in the quality of life in the neighborhoods surrounding NOLF. Increasing operations at NOLF by 30% or more would obviously add to the significant impacts already being experienced under current conditions. The City would request, therefore, that current operations be shifted as far south as possible at NOLF (even further south than currently prescribed) to decrease already harmful impacts to the residents, schools, students and visitors of Imperial Beach. As a part of the environmental review, the Navy should carefully and accurately analyze both the existing and the potential noise impacts associated with the proposed action. Again, the City believes an EIS would appropriately assess these impacts and any required mitigation measures.

   Section 4.2.3 of the Draft EA discusses Supplemental Noise Metrics and Sound Exposure Levels (SEL) used to analyze existing and potential impacts to sensitive noise receptors or SEL Noise Study Locations surrounding and in between NASNI and NOLF. Section 3.2.4 of the Draft EA (Supplemental Noise Metrics) states that "the baseline for supplemental noise analysis considers the nearest populated areas adjacent to the flight tracks used by helicopters for operations at NASNI and NOLF IB as well as the inter-facility tracks between the two airfields." Tables 4.2-4, 4.2-5, and 4.2-6 of the Draft EA, however, identify "Beach Houses – Seacoast Drive" (at a lateral distance of between 100 feet and 3,000 feet from helicopter operations) as the only sensitive noise receptor analyzed for NOLF. This is despite the fact that the neighborhoods immediately north of and adjacent to NOLF are within 50 to 100 feet of the helicopter operations currently conducted at NOLF. In fact, the entire neighborhoods of Seaside Point and Oneonta, bordered by Imperial Beach Boulevard to the north and NOLF to the south, are within 3,000 feet of NOLF.

Figure 3.2-3 illustrates the flight paths at NOLF and between NOLF and NASNI along with the SEL Noise Study Locations. While this may illustrate the prescribed flight paths at NOLF, as previously mentioned these do not appear to be the observed flight paths. Nevertheless, even if this figure accurately illustrated the flight paths of helicopters operating at NOLF (though observations, evidence and testimony before our City Council indicate otherwise), it is clear that impacts to the neighborhoods directly north of NOLF (Seaside Point and Oneonta – see Attachment 3) are significantly greater than those experienced on Seacoast Drive. The Draft EA, however, fails to address or analyze the greater impacts to these neighborhoods under current conditions or with the potential increase in helicopter operations under the proposed action of the Draft EA. The lack of such an analysis calls into question both the adequacy and accuracy of the Draft EA.

Finally, Table 4.1-3.Helicopter Operations at NOLF IB (Proposed Action) estimates shows that the 30% increase in operations at would result in 74,618 additional operations per year at NOLF. Assuming the afore-mentioned flight curfew is honored and none of the additional operations would take place on the weekends, this equates to an additional 282 operations per day at NOLF. Also assuming the daily flight curfew from 8:00 AM to 11:00 PM is honored, this equates to an additional 21 flight operations per hour. The City believes that increase is quite significant and, therefore, once again raises the standard for an appropriate evaluation and assessment of the associated impacts to the preparation of an EIS.

5. **Noise Attenuation** – As discussed above, there are already significant noise impacts experienced by residents of Imperial Beach as a result of helicopter operations at NOLF as well as from training activities at the SSTC at NRRF. A cumulative increase in these operations of over 30% with both the proposed action described in the Draft EA along with the additional training activities at SSTC would significantly increase these impacts and have a deleterious effect on the quality of life for the residents of Imperial Beach. The City believes, therefore, that an EIS is required to adequately assess these cumulative impacts. Irrespective of whether or not an EIS is prepared, the City would request that the Navy consider a noise attenuation retrofit program for homes located near NOLF and NRRF. Such a program would help to alleviate noise intrusion for residents when inside their homes. It should be noted, however, that noise impacts outside residences in closest proximity to helicopter operations would likely remain significant and unmitigated with the proposed action contemplated in the Draft EA.

6. **Noise Complaints** – a Noise Complaint Hotline for helicopter flights and operations has been in place for NOLF for some time. A presentation regarding the noise complaint process was made to the City's Military Affairs Subcommittee on February 4, 2009, and was also addressed during the presentation on June 15, 2010 (see Attachment 2). Over many years, citizens have complained about the lack of a responsive hotline. Their complaints are exemplified by comments made at the City Council meeting on March 16, 2011, where several residents complained that the hotline was either ineffective or non-responsive. One citizen claimed that NOLF used to have an on-base liaison at NOLF to handle noise complaints but no longer does. The City requests, therefore, that the Noise Complaint Hotline and complaint process be reexamined and improved to ensure that it is both functional and responsive. The City would also request that an on-base liaison at NOLF once again be provided to handle these complaints.

7. **Socioeconomics/Environmental Justice and Protection of Children** – Section 3.9 of the Draft EA discusses Socioeconomics, with Sections 3.9.5 and 4.9.5 discussing and analyzing impacts in the areas of Environmental Justice and Protection of Children. The Draft EA states that, pursuant to applicable Executive Orders, it is the Navy's policy to identify and address disproportionately high and adverse human health or environmental effects of its actions on minority and low-income populations as well as to identify and assess environmental health and safety risks to

children, coordinate research priorities on children's health and ensure that agency standards take into account special risks to children. As noted in the Draft EA, when compared to other assessed jurisdictions, the City of Imperial Beach has the highest percentage of Hispanics, low-income individuals and families, and children under that age of 18. The Draft EA also states that at NOLF IB, "Oneonta Elementary on 10th Street is approximately ½ mile from the airfield." However, Oneonta Elementary is actually less than 1/5 of mile from the boundaries of NOLF, which raises a significant question as to whether or not impacts to the school and its students were adequately assessed in the Draft EA.

Section 4.9.5.1 of the Draft EA accurately states that, due to the high Hispanic and low-income populations in Imperial Beach, "Alternative A or B would have disproportionately high and adverse human health or environmental effects on low income or minority populations if the proposed action would result in any direct or indirect environmental impacts (e.g. air quality, noise, traffic, water, land use, socioeconomics) that would disproportionately affect minority or low income populations of the community of Imperial Beach in the vicinity of NOLF IB." The Draft EA then concludes that, because no significant adverse impacts have been indentified, no disproportionately high adverse human health or environmental effects on low income or minority populations would be caused. However, as noted in the previous paragraphs, it is the City's belief that the proposed action assessed in the Draft EA, together with other proposed actions at SSTC, would have significant impacts to the City of Imperial Beach and, therefore, would have a disproportionately high adverse human health and environmental effects on the low-income and minority populations of Imperial Beach.

Similarly, the Draft EA states that "Alternative A or B would have significant environmental health and safety risks on children if the proposed activities generate environmental effects that would disproportionately affect populations of children (i.e., nearby residences and schools with children present) within the region of influence" and that the "...city of Imperial Beach has a slightly larger population of children than in the city of Coronado and city or county of San Diego, and a school is located ½ mile from the NOLF IB airfield." Again, Oneonta Elementary School, to which this statement refers, is much closer to NOLF than described (about a 1/5 of a mile). Therefore, under Executive Order, the potential impacts on this school as a result of the proposed action must be adequately considered. Additionally, there are two more elementary schools (Harbor View Elementary and Imperial Beach Elementary), and a high school (Mar Vista High School), all of which are within a ½ mile of NOLF that were neither discussed nor considered in the Draft EA. Impacts to these schools and their students, therefore, must and should be considered and analyzed.

Finally, the Tijuana Estuary Visitor Center, which supports a variety of children's educational programs and the City of Imperial Beach's primary recreation facility (Sports Park) which supports boys' little league and girls' softball, among other programs, are also located less than a ½ mile from NOLF. Again, neither of these facilities, which support both children and low-income populations, were considered nor analyzed in the Draft EA. These facilities and the potential impacts the proposed action contemplated in the Draft EA may have on the children they serve must and should be adequately considered and evaluated.

8. **City Council Meeting on March 16, 2011** – as previously discussed, the City's draft response to the Draft EA was scheduled as an agenda item at the City Council meeting held on March 16, 2011. This meeting was attended by several residents of Imperial Beach who voiced concerns regarding current helicopter operations at NOLF as well as the potential for increased operations as described in the Draft EA. Attached to this letter is a transcript of that meeting and the testimony received (see Attachment 4). The City of Imperial Beach hereby submits this testimony

for the record and requests that the comments contained within the transcript be considered in the Navy's evaluation of comments received on the Draft EA.

9. **Increased Potential for Accidents** – the Draft EA assessed the potential increase of bird/animal aircraft strike hazard (BASH) incidents and determined that, due to the 30% increase in flight operations at NOLF, a corresponding increase (30%) in BASH incidents would result. Based upon a three-year average (from 2005-2007), this would result in an expected increase in annual BASH incidents at NOLF from 2.0 to 2.6 per year. While this, in itself, may be insignificant, it raises an issue that is not considered or evaluated in the Draft EA – the increased potential for helicopter accidents and the potential loss of life to both Navy personnel and civilians. In a recent meeting with Navy staff and City of Imperial Beach staff, it was reported that, on a typical day, the flight pattern at NOLF accommodates approximately five (5) helicopters but may, at a maximum, accommodate nine (9) helicopters at any one time. Given the proposed 30% increase in flight operations contemplated in the Draft EA, it is likely that the flight pattern would then need to accommodate more than five helicopters. It stands to reason, therefore, that more helicopters in the flight pattern would necessarily increase the potential for accidents. Although this risk is likely minimal, and given the absence of any such accidents at NOLF in the past, would not elevate it to a level of significance from an environmental standpoint, it should not be discounted altogether. Indeed, given the repeated incidents of flying outside the prescribed flight patterns, including over-flights over homes and schools in Imperial Beach, the City would be remiss not to include this concern in our comments on the Draft EA. The City is not an expert on estimating the potential for helicopter accidents, but, knowing that the pilots are receiving training and may lack flight experience, we strongly request that the Navy evaluate the potential for accidents under an EIS. Secondly, to address this concern, the City requests that the Navy would, at a minimum, aggressively enforce the established flight patterns at NOLF as illustrated in the attached presentation from June 15, 2010, and that it also consider shifting the flight patterns for all helicopter operations as far south at NOLF as possible.

10. **Extension of Time to Review the Draft EA** – Given the complexity of the issues discussed in the Draft EA and the potentially significant impacts the proposed action might have on the City's residents and environment, combined with the cumulative, significant impacts of other actions currently proposed at Navy facilities adjacent to the City of Imperial Beach, the City respectfully requests a 45-day extension of time to review, assemble and prepare additional comments on this Draft EA. Additionally, given that the only community workshop for the Draft EA was held in the City of Coronado, the City also requests that, during this extended review period, the Navy hold another community workshop in the City of Imperial Beach to allow our citizens a better opportunity to provide input and comment on the Draft EA and the proposed action it contemplates.

The City of Imperial Beach greatly appreciates the national security role that the Navy provides for the country. However, the City Council and its staff also have a responsibility to the community and citizens they serve, including those citizens whose quality of life suffers due to the helicopter noise at NOLF. The City has long suffered fiscal and economical challenges in attempting to take advantage of our beach-oriented resources and our fledgling tourist industry. As such, the City has embarked upon an aggressive redevelopment program to enhance its economic base and make overall quality-of-life improvements to the City. The City is greatly concerned and apprehensive that increased flight operations in our area (particularly during nights and weekends) will result in impacts that will work against the City's efforts to provide an attractive and quiet environment in which to live, work and visit. The City of Imperial Beach has had a long history of partnering with Naval Base Coronado (NBC) on national security, environmental, community, and economic issues. We request that NBC address and consider our concerns so that this partnership and our quality of life can be enhanced and maintained.

Please prepare an EIS rather than an EA to better evaluate the impacts of the preferred alternative and determine measures to mitigate the significant impacts of the increased helicopter flights over our city.

Sincerely,

James C. Janney
Mayor

c: file
Senator Diane Feinstein, US Senator
Senator Barbara Boxer, US Senator
Congresswoman Susan Davis, US Representative
Mayor and City Council, City of Imperial Beach
Captain Yancy B. Lindsey, Naval Base Coronado, Box 3577033, San Diego, CA 92135
yancy.lindsey@navy.mil
Carl (Bruce) Shaffer, AICP, Community Plans and Liaison, Naval Base Coronado, Building 3 (Public Works Office), PO Box 357040, Code N46C, San Diego, CA 92135-7040
carl.shaffer@navy.mil
Gary Brown, City Manager
Greg Wade, Community Development Director
Jim Nakagawa, AICP, City Planner

City of Imperial Beach, California

OFFICE OF THE CITY MANAGER

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

March 28, 2011

Naval Facilities Engineering Command Southwest
ATTN: Helicopter EA Project Manager Code RUE20.TB
2730 McKean Street, Building 291
San Diego, CA 92136

Dear Project Manager:

In a letter from the Mayor of the City of Imperial Beach dated March 22, 2011, the City provided its comments on concerns *Draft Environmental Assessment (Draft EA) for the Helicopter Wings Realignment and MH-60R/S Helicopter Transition at Naval Base Coronado (NAB)*. As an addendum to our comments, we would ask that the attached letter be included with those comments regarding helicopter operations at the Naval Outlying Landing Field (NOLF), also known as Ream Field. Since 2001, the City has had an agreement with the Navy that no new or expanded operations were to occur at Ream Field. The attached letter dated August 2, 2001, sent to the Navy under authorization by the City Council, formally initiated this agreement. We would ask that the Navy carefully consider the proposed increase in helicopter operations in light of this 2001 letter.

Sincerely,

Gary Brown

Gary Brown
City Manager

c: file
Senator Diane Feinstein, US Senator
Senator Barbara Boxer, US Senator
Congresswoman Susan Davis, US Representative
Mayor and City Council, City of Imperial Beach
Captain Yancy B. Lindsey, Naval Base Coronado, Box 3577033, San Diego, CA 92135
yancy.lindsey@navy.mil
Carl (Bruce) Shaffer, AICP, Community Plans and Liaison, Naval Base Coronado, Building 3 (Public Works Office), PO Box 357040, Code N46C, San Diego, CA 92135-7040
carl.shaffer@navy.mil
Gary Brown, City Manager
Greg Wade, Community Development Director
Jim Nakagawa, AICP, City Planner

City of Imperial Beach, California

OFFICE OF THE CITY MANAGER

August 2, 2001

Captain David R. Landon
Commanding Officer
NAS North Island/NAB Coronado
Box 357033
San Diego, CA 92135-7033

Dear Captain Landon:

The City of Imperial Beach enjoys a positive working relationship with the Navy and we appreciate any and all of your efforts to communicate and work with us on various issues associated with Navy projects impacting the community. However, several times over recent years concern has been raised over the introduction of uses and/or activities at Ream Field. These have included the dumping of hazardous dredge materials, storage of surplus property (junkyard), intentions to develop a "tent city" for Border Fence construction project and most recently unmanned aerial vehicle flight operations. We are also extremely wary of any use of the base for flight activity in coordination with the Marine's Miramar facility.

With residential communities and a Natural Wildlife Reserve immediately adjacent to Navy Projects, any new or expanded use has potential for significant impact upon quality of life issues including noise, traffic, safety, and other environmental impacts. As our community already endures a significant amount of impact from Naval operations, it seems appropriate as a responsible property manager and neighbor that no new uses that impact the community be introduced on naval properties in Imperial Beach.

We further propose that if the Navy declares an operation or use to have overriding importance over community needs, that such uses be subject to prior written notice to the City and public hearing processes whenever there is a potential for adverse environmental impacts in such areas as noise, traffic, safety, and affect upon sensitive habitats.

Meanwhile, we also request the Navy to continue monitoring and enforcement of all existing agreements relating to flight patterns and times. At the same time, we are open to any changes in our communication and liaison efforts in order to address all of the aforementioned issues.

We stand by willing to work with you in maintaining a cooperative relationship, balanced against our need to maintain the quality of life in our community. Please call me at (619) 423-0314 to discuss further.

Sincerely,

Barry Johnson
City Manager

c: Mayor and City Council
Susan Davis, Congresswoman, 49th District
Bob Filner, Congressman, 50th District
Greg Cox, County Supervisor, 1st District
Ken Mitchell, Navy Public Affairs Officer

Attachment 3

City of Imperial Beach, California

OFFICE OF THE MAYOR

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

April 20, 2011

Naval Facilities Engineering Command Southwest
ATTN: Helicopter EA Project Manager Code RUE20.TB
2730 McKean Street, Building 291
San Diego, CA 92136

Dear Project Manager:

The City of Imperial Beach greatly appreciates the additional time to comment on the *Draft Environmental Assessment (Draft EA) for the Helicopter Wings Realignment and MH-60R/S Helicopter Transition at Naval Base Coronado (NAB)*. In addition to the comments provided by the City of Imperial Beach in letters dated March 22, 2011, and March 28, 2011, please accept the following additional comments:

1. **Conformance with National Environmental Policy Act (NEPA)** – NEPA Sec. 2 [42 USC § 4321] states that the purposes of the Act are to "…declare a national policy which will encourage productive and enjoyable harmony between man and his environment; to promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of man; [and] to enrich the understanding of the ecological systems and natural resources important to the Nation." The City of Imperial Beach believes that the proposed increase in helicopter operations at the Naval Outlying Landing Field in Imperial Beach (NOLF) and its EA would conflict with the stated purpose and intent of NEPA unless mitigation measures are analyzed and proposed after carefully studying the cumulative impacts of all military and security operations on this lower income community. As such, we again feel that the preparation of an Environmental Impact Statement (EIS) should be required to adequately assess all potential impacts of the proposed action as well those of required and more appropriate alternatives.

2. **Coastal Consistency Negative Determination and Impacts to Coastal Resources & Recreational Areas** – The City of Imperial Beach has reviewed a copy of the Navy's Coastal Consistency Negative Determination (CCND) which concludes that "the Proposed Action will be undertaken in a manner as to not affect the coastal zone uses or resources." In arriving at this conclusion, however, the CCND states that "Access to NASNI and the project area… is restricted to military personnel" but ignores public access to coastal zone areas and resources not restricted to military personnel surrounding NOLF (i.e., the Tijuana Estuary, the Tijuana Estuary Visitor Center, and the beach). While access to these areas may not be physically restricted by the Proposed Action, they are already greatly impacted by helicopter noise at NOLF and would most certainly be impacted by a 30% increase in operations/noise with the Proposed Action. The extent to which visitors and residents may enjoy these valuable outdoor recreational resources – and, more specifically, the extent to which they might *avoid* these resources altogether and/or not return to them in the future due to excessive helicopter noise – are and certainly will be impacted by the proposed increase in the level and duration of helicopter noise emanating from NOLF. This, in turn, could have significant adverse impacts on both residents and visitors to Imperial

Beach and could result in long-term negative economic impacts to the vitally important and primarily coastal-dependent tourism industry in Imperial Beach.

In addressing Noise Impacts to Public Recreation, the CCND states that the analysis of noise impacts from aircraft is "focused solely on the potential affect to public recreation." The CCND goes on to state that "the areas that support public recreation, such as boating and beach activities, encompass portions of the City of Coronado, the Silver Strand State Beach and Imperial Beach." What the CCND fails to acknowledge are the vitally important and well-used Tijuana Estuary, its trails and Visitor Center and the Imperial Beach Sports Park Complex, all of which are within the Coastal Zone and either directly adjacent to or within ½ mile of NOLF. Again, although access to these coastal/recreational resources may not necessarily be physically compromised, the peaceful enjoyment of them certainly is and, of course, will be with the proposed action. The Table 4.2-6 of the Draft EA indicates the speech interference events at beach houses located on Seacoast Drive under both current conditions and with the Proposed Action. The table identifies a 33% increase in speech interference events (from 2.1 to 2.8 per hour) that would occur *within* beach houses on Seacoast Drive. It stands to reason, therefore, that beach-goers, visitors to the Tijuana Estuary and users of Sports Park would be more greatly affected by such events as they are *outside* rather than indoors. Because the users of these coastal resources/recreation areas would be subjected to more significant noise impacts, it is reasonable to conclude that their enjoyment of these areas would be adversely affected. It is also reasonable to expect that some people subjected to these repeated speech interference events would, in the future, choose alternative recreation areas, would return to Imperial Beach less often or, perhaps, would not return at all. Such impacts are not addressed in the Draft EA and are not considered or discussed in the CCND. Additionally, as pointed out in our previous letter, the "sensitive receptors" analyzed for the Draft EA (Beach Houses on Seacoast Drive) are much further away from the helicopter operations/noise at NOLF than Sports Park and the Tijuana Estuary Visitor Center and are also further away than the residential neighborhoods of Seaside Point and Oneonta and Oneonta Elementary School which again calls into to question the adequacy of this important analysis.

Finally, in discussing noise impacts to public recreation, the CCND states that the communities so affected "have long co-existed with the adjacent… airfields where aircraft noise from helicopters is a constant to be expected." However, co-existence neither negates nor minimizes the impacts created by helicopter noise. Increasing helicopter operations and the resulting noise by over 30% will most certainly create additional impacts – to residents, visitors, coastal resources, and coastal recreation – that must either be mitigated or avoided altogether. Once again, the City of Imperial Beach strongly feels that the only way to adequately address these impacts is through the preparation of an Environmental Impact Statement and, unless another more appropriate alternative is decided upon, appropriate mitigation measures adopted and implemented.

3. **Relocation of Current and Future Operations** – Since circulation of the Draft EA, the City of Imperial Beach has heard from numerous residents, in writing and in person, regarding the already increasing noise impacts from helicopter operations at NOLF and from other Navy training exercises at the Silver Strand Training Complex (SSTC) and at the Naval Radio Receiving Facility (NRRF). Specifically, the City was recently advised that runway repairs at NOLF had resulted in the relocation of flight path training further north and directly adjacent to (and, in some cases, directly over) residential areas of Imperial Beach. This modification was/is a violation of the adopted flight paths and significantly altered the approved Community Noise Equivalence Level (CNEL) standards for NOLF. Furthermore, this modification was made with no advanced notice to City of Imperial Beach officials or residents and resulted in significant noise and vibration impacts to residents, residential structures, the Tijuana Estuary Visitor Center, schools, students and recreation facilities (Sports Park) in Imperial Beach. Our most recent

understanding is that, due to budget constraints, the runway repairs will not be completed for some time and these impacts will continue unabated.

Given these recent events, together with the possible increase in helicopter operations/noise with the Proposed Action contemplated in the Draft EA, the City of Imperial Beach strongly suggests that all operations, current and future, be shifted as far south at NOLF as is physically possible. Once runway repairs are made, there is ample room at NOLF to ensure that adequate and appropriate separation of the helicopter flight paths from populated areas of Imperial Beach be established and observed. This shift should occur as soon as possible and should also be reflected and memorialized in any future actions regarding helicopter operations at NOLF. Such memorialization should be contained in legally binding documents.

Figure 3.2-3 of the Draft EA illustrates the established helicopter flight patterns to be followed between NASNI and NOLF and at NOLF. The flight patterns at NOLF were also included in the Navy's presentation made to the City's Military Affairs Subcommittee on June 15, 2010 (and referenced and attached to the City's letter dated March 22, 2011). As noted above, however, observations and complaints made to the City indicate that these flight patterns are oftentimes violated resulting in significant impacts to our community from noise intrusion. These impacts occur to homes, residents, schools, students and visitors in the areas closest to NOLF. Simple adherence to the established flight patterns would go a long way to mitigating some of these impacts. The City requests, therefore, that these established flight patterns be strictly adhered to and that a process be established by the Navy to discipline those who violate them. While adherence to the existing flight patterns should be enforced immediately, as requested above every consideration should also be given to moving the flight patterns at NOLF as far south as possible to minimize to the maximum extent possible the significant impacts associated with helicopter operations and noise experienced within our community.

4. **Biological Resource (Wildlife) Impacts** – Section 4.7.1.2 of the Draft EA, which discusses impacts to wildlife, states that "the only potential effects on wildlife would be from increased overflight noise as a result of a 30% increase in helicopter operations that could affect birds, and the accompanying increase in potential BASH incidents." It then goes on to state that "recent and past scientific studies that minor increases in overflight noise… may not result in significant, adverse effects on most species." The City of Imperial Beach believes that a 30% increase in helicopter operations/noise should not be considered "minor" and, therefore, could result in potentially adverse impacts to wildlife – particularly endangered and threatened species found in the Tijuana Estuary. The Draft EA then discusses some of the past studies on the impacts of overflight noise to wildlife and summarizes the literature on avian response to aircraft overflight noise by stating that "Plumpton concludes that most researchers believe helicopter noise to be a greater source of disturbance than fixed-wing aircraft, and that birds perceive slower aircraft to be a bigger threat (Navy 2006)." Given that NOLF is exclusively reserved for helicopter operations, it would seem that there are potentially more significant impacts to the birdlife in the Tijuana Estuary with the Proposed Action contemplated in the Draft EA. Although the Draft EA states that the literature cited suggests or concludes "that birds and other wildlife can become habituated, or acclimated, if exposed to noise disturbance repeatedly over time", it then states that the number of operations under the Proposed Action are "similar to historical operations of the 1980s." The implication here seems to be that birds from the 1980s are still present in areas surrounding NOLF and, therefore, are acclimated to the levels of helicopter noise experienced some 30 years ago. Another assumption in the Draft EA is that the impact on birds during the 1980's was insignificant or minor, but the Draft EA cites no study substantiating this. So we still do not know what the impact may be in the future. Even if one assumes that bird populations from the 1980's are still present today and/or have acclimated to the helicopter noise, it is reasonable to assume that a 30% increase in noise levels experienced today would impact existing bird populations.

Additionally, the studies cited in the Draft EA analyze bird species habitats significantly different than those found in the Tijuana Estuary. As such, the impacts to bird species found in the Tijuana Estuary should be more carefully and more specifically analyzed to adequately assess the potential impacts associated with the 30% increase in helicopter operations contemplated in the Proposed Action.

Finally, this section of Draft EA concludes by stating that "species using habitats under this airspace are likely to have already habituated to military aircraft noise, so the noise environment is not expected to affect either habitat occupancy or reproductive success." The concern with this conclusion is that a 30% increase in helicopter operations and noise intrusion *is* significant and there is no scientific analysis specific to the habitat and species found in the Tijuana Estuary offered to support the conclusion reached. The only way to adequately assess the potential impacts to the specific habitat and species found in this area is through the preparation of an EIS with actual site- and species-specific analyses.

Once again, the City of Imperial Beach appreciates the extension of time within which to provide comments on the Draft EA. We continue to believe that the Proposed Action contemplated by the Draft EA will have potentially significant impacts to our community, its residents and the surrounding habitat and wildlife that can only be adequately assessed through the preparation of an Environmental Impact Statement.

Sincerely,

James C. Janney
Mayor
City of Imperial Beach

cc: file
Senator Diane Feinstein, US Senator
Senator Barbara Boxer, US Senator
Congresswoman Susan Davis, US Representative
Mayor and City Council, City of Imperial Beach
Captain Yancy B. Lindsey, Naval Base Coronado, Box 3577033, San Diego, CA 92135
yancy.lindsey@navy.mil
Terrance Smalls, Community Plans and Liaison, Naval Base Coronado, Building 3, PO Box 357040, Code AREMNP, San Diego, CA 92135-7040 terrance.smalls@navy.mil
Gary Brown, City Manager
Greg Wade, Community Development Director
Jim Nakagawa, AICP, City Planner

Attachment 4

City of Imperial Beach, California

OFFICE OF THE CITY MANAGER

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 423-8303 Fax: (619) 628-1395

April 20, 2011

Mark Delaplaine
California Coastal Commission
Federal Consistency Determination
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

SUBJECT: COASTAL CONSISTENCY DETERMINATION FOR THE HELICOPTER WINGS REALIGNMENT AND MH-60 R/S HELICOPTER TRANSITION AT NAVAL BASE CORONADO AND PROPOSED 30% INCREASE IN HELICOPTER OPERATIONS AT THE NAVAL OUTLYING LANDING FIELD (NOLF), IMPERIAL BEACH, CA

Dear Mr. Delaplaine:

The City of Imperial Beach has reviewed a copy of the Department of the Navy's Coastal Consistency Negative Determination (CCND) for the above-referenced project. The City takes exception to and disagrees with the Negative Determination provided by the Navy and believes the Proposed Action as described in the Draft Environmental Assessment (EA) for the above-referenced project would, in fact, have significant adverse impacts to the coastal zone and on coastal resources within the City of Imperial Beach. As such, we would request the Coastal Commission object to the CCND provided by the Navy for the Proposed Action as described in the Draft EA.

The CCND submitted by the Navy concludes that "the Proposed Action will be undertaken in a manner as to not affect the coastal zone uses or resources." In arriving at this conclusion, however, the CCND states that "Access to NASNI and the project area… is restricted to military personnel" but ignores public access to coastal zone areas and resources not restricted to military personnel surrounding NOLF (i.e., the Tijuana Estuary, the Tijuana Estuary Visitor Center, and the beach). While access to these areas may not be physically restricted by the Proposed Action, they are already greatly impacted by helicopter noise at NOLF and would most certainly be impacted by a 30% increase in operations/noise with the Proposed Action. The extent to which visitors and residents may enjoy these valuable outdoor coastal recreational resources – and, more specifically, the extent to which they might *avoid* these resources altogether and/or not return to them in the future due to excessive helicopter noise – are and certainly will be impacted by the proposed increase in the level and duration of helicopter noise emanating from NOLF. This, in turn, could have significant adverse impacts on both residents and visitors to Imperial Beach and could result in long-term negative economic impacts to the vitally important and primarily coastal-dependent tourism industry in Imperial Beach.

In addressing Noise Impacts to Public Recreation, the CCND states that the analysis of noise impacts from aircraft is "focused solely on the potential affect to public recreation." The CCND

goes on to state that "the areas that support public recreation, such as boating and beach activities, encompass portions of the City of Coronado, the Silver Strand State Beach and Imperial Beach." What the CCND fails to acknowledge are the vitally important and well-used Tijuana Estuary, its trails and Visitor Center and the Imperial Beach Sports Park Complex, all of which are within the Coastal Zone and either directly adjacent to or within ½ mile of NOLF. Again, although access to these coastal/recreational resources may not necessarily be physically compromised, the peaceful enjoyment of them certainly is and, of course, will be with the Proposed Action. The Table 4.2-6 of the Draft EA indicates the speech interference events at beach houses located on Seacoast Drive under both current conditions and with the Proposed Action. The table identifies a 33% increase in speech interference events (from 2.1 to 2.8 per hour) that would occur *within* beach houses on Seacoast Drive. It stands to reason, therefore, that beach-goers, visitors to the Tijuana Estuary and users of Sports Park would be more greatly affected by such events as they are *outside* rather than indoors. Because the users of these coastal resources/recreation areas would be subjected to more significant noise impacts, it is reasonable to conclude that their enjoyment of these areas would be adversely affected. It is also reasonable to expect that some people subjected to these repeated and persistent speech interference events would, in the future, choose alternative recreation areas and would return to Imperial Beach less often or, perhaps, not at all. Such impacts are not addressed in the Draft EA and are not considered or discussed in the CCND. Additionally, the "sensitive receptors" analyzed in the Draft EA (Beach Houses on Seacoast Drive) are much further away from the helicopter operations/noise at NOLF than both Sports Park and the Tijuana Estuary Visitor Center which also calls into to question the CCND.

Finally, in discussing noise impacts to public recreation, the CCND states that the communities so affected "have long co-existed with the adjacent… airfields where aircraft noise from helicopters is a constant to be expected." However, co-existence neither negates nor minimizes the impacts created by helicopter noise. Increasing helicopter operations and the resulting noise by over 30% will most certainly create additional impacts to coastal resources and coastal recreation that should either be mitigated or avoided altogether. The City of Imperial Beach strongly believes that the only way to adequately address these impacts is through the preparation of an Environmental Impact Statement and, unless another more appropriate alternative is decided upon, appropriate mitigation measures adopted and implemented.

We respectfully request that the Coastal Commission object to the Navy's Negative Determination and request that the Navy submit a Consistency Determination for the Proposed Action as contemplated in the Draft EA for the Helicopter Wings Realignment and MH-60R/S Helicopter Transition at Naval Base Coronado (NAB).

Sincerely,

Gary Brown
City Manager
City of Imperial Beach

DEPARTMENT OF THE NAVY
NAVAL BASE CORONADO
PUBLIC WORKS OFFICE
BOX 357040
SAN DIEGO, CA 92135-7040

IN REPLY REFER TO:
11000
N46/11-063
3 Mar 2011

Mr. Mark Delaplaine
California Coastal Commission
Federal Consistency Supervisor
45 Fremont Street, Suite 2000
San Francisco, California 94105-2219

Dear Mr. Delaplaine:

SUBJECT: COASTAL CONSISTENCY NEGATIVE DETERMINATION (CCND) FOR THE HELICOPTER WINGS REALIGNMENT AND MH-60 R/S HELICOPTER TRANSITION AT NAVAL BASE CORONADO, CALIFORNIA

In accordance with the Federal Coastal Zone Management Act of 1972, as amended, Section 307 (c) (1), the United States Department of the Navy (Navy) has determined that the proposed project, located at Naval Air Station North Island (NASNI), part of the Naval Base Coronado (NBC) complex, see Enclosure 1, will not adversely affect the coastal zone. The Proposed Action would add four helicopter squadrons and increase the number of helicopters homebased at NASNI, a Master Helicopter Base, by 52 helicopters. Additionally, existing and future helicopter squadrons will transition from the HH-60H and SH-60F models to the MH-60R/S. This action will increase the helicopter loading at NASNI from 151 to 203 homebased helicopters in 2016. Because this action will not affect the coastal zone, it does not require a consistency determination. The Negative Determination is submitted in compliance with the Ocean and Coastal Resource Management (OCRM) regulations (15 CFR 930.35).

The purpose of the proposed action is to support an increase in the number of fleet helicopter squadrons on the west coast to meet the objectives of the 2001 Fleet Transition Plan, the 2006 Quadrennial Defense Review and the 2009 MH-60R/S Transition Plan Update, which call for a realignment of the naval force structure in the Pacific Command Area of Responsibility. This would allow the Navy to efficiently and economically retire older legacy helicopters and transition the MH-60R/S into the fleet without interruption or impediment to mission readiness or the Navy's overall airborne capability.

The proposed action will require the construction of a new organizational maintenance hangar and supporting facilities in the existing footprint improved by the Demolition Footprint Reduction program, see Enclosure 2. Helicopter operations will increase by 30% and the NASNI base population by an additional 800 personnel. To provide the space requirements for the additional helicopters, a new-three-module organizational maintenance hangar providing approximately

112,000 sf, a new 160,000-sf aircraft parking apron and 225,000-sf parking area for 250 automobiles would be constructed at NASNI. Hangar infrastructure will include a power check pad, engine wash pad, compressed air building, secure communications connections and aqueous film forming foam fire suppression system.

SUMMARY OF AFFECTS

As defined in Section 304 of the Coastal Zone Management Act, the term "coastal zone" does not include "lands the use of which is by law subject solely to the discretion of or which is held in trust by the Federal Government". NBC is owned and operated by the Navy and, therefore, is excluded from the coastal zone. However, the Navy recognizes that actions outside the coastal zone may affect land or water uses or natural resources of the coastal zone and therefore are subject to the provisions of the Act. Consequently, an analysis of the impacts of the proposed action on the coastal zone was conducted. The Navy analyzed the impacts of the proposed project on the coastal zone by looking at reasonably foreseeable direct and indirect affect on any coastal use or resource, and reviewing relevant management program enforceable policies (15 CFR 930.33[a][1]) and the Coastal Resources Planning and Management Policies (CRPMP).

Public Access (CRPMP Section 30210) and Recreation (CRPMP Sections 30220)

Public Access and Recreation

Access to NASNI and the project area, is controlled by the Navy and is restricted to military personnel, Department of Defense employees, and authorized contractors. The proposed action area is within the existing aircraft support and infrastructure footprint of NASNI. Public access to the project area is prohibited. Therefore, the Proposed Action will have no effect on public access and recreation.

Noise impacts to Public Recreation

The noise characteristics of the MH-60 R/S helicopters are similar to that of the legacy aircraft that they are replacing. For purposes of the CRPMP, the analysis of noise affects from aircraft is focused solely on the potential affect to public recreation. The areas that support public recreation, such as boating and beach activities, encompass portions of the City of Coronado, the Silver Strand State Beach and Imperial Beach. These communities have long co-existed

with the adjacent Naval Base Coronado airfields where aircraft noise from helicopters is a constant to be expected, as well as aircraft noise from the San Diego International Airport, Homeland Security and the US Coast Guard.

The proposed action would not change the type of helicopter noise produced or the flight paths, therefore, the Sound Exposure Level (SEL) associated with helicopter overflights would not change, see Enclosure 3. Because the community has co-existed with the Navy since 1911 and is acclimated to helicopter noise, the expected increase in helo operations will not adversely affect the public's access to recreational facilities.

Traffic

The proposed action will result in an increase of approximately 800 personnel. This action alone will result in 863 Average Daily Trips (ADT), which represents 2% of NASNI traffic, which was 40,016 ADT in 2007, and would not be substantial enough to directly affect delay times at intersections. This action alone would not adversely affect the coastal zone.

In addition, since the helicopter realignment was a reasonably foreseeable action, the traffic affects of this action were analyzed in the 2008 SEIS for the Homeporting of the USS VINSON. The SEIS analyzed and considered all cumulative traffic related impacts and proposed minimization procedures.

Marine Resources (CRPMP Section 30230) and Biological Productivity (CRPMP Section 30231)

The proposed action will have no effect on coastal marine resources or the biological productivity of local waters. There is no in-water work proposed in the project.

Environmentally Sensitive Habitat Areas (CRPMP Section 30240)

The proposed action will have no effect on environmental sensitive habitat areas. The construction area for the new training facility is currently located in the industrial section of NASNI. No known critical habitat or endangered species are located within or adjacent to the project area.

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Aesthetics (CRPMP Section 30251)

The proposed action will not affect the views available to the public and will be consistent with the industrial visual aesthetic of NASNI. The new facilities would be located within the airfield and operational areas of the base and would be compatible with the aesthetic character of the surrounding facilities. The new facilities would not be visible from major roadways or from public beaches in the vicinity of the base, therefore, there will be no effect to aesthetics.

Minimization of Adverse Impacts (Section 30253)

This action is consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board. Potential air emissions were calculated for proposed construction and increased helicopter operations. The action will follow applicable San Diego Air Basin (SDAB) rules. Emissions will not exceed the annual conformity de minimis thresholds identified for the SDAB.

Conclusion

In accordance with the Federal Coastal Zone Management Act of 1972, as amended, Section 307 (c)(1), the Coastal Consistency Negative Determination demonstrates that the Proposed Action will be undertaken in a manner as to not affect the coastal zone uses or resources. The Navy respectfully requests your concurrence. If you need additional information, or if you have any questions, please do not hesitate to contact Suzanne Smith at (619) 532-2284 or email at Suzanne.M.Smith@navy.mil.

Sincerely,

A. J. SCHULMAN, R.A.
CDR, CEC, USN
By direction of the
Commanding Officer

Enclosures: 1. Proposed Action Area
2. Hangar Site Locations
3. Flight Paths

Enclosure 1. Proposed Action Areas

Enclosure 2. Hangar Site Locations

Enclosure 3. Flight Paths

Source: Navy, 2008b and Wyle 2006 as modified by TEC 2010

Figure 3.2-3 Helicopter Flight Paths between NASNI and NOLF IB and SEL Noise Study Locations