

AGENDA



Garden Grove City
Council

Tuesday, December 14,
2021

6:30 PM

Community Meeting
Center, 11300 Stanford
Avenue, Garden Grove,
California 92840

Steve Jones

Mayor

Kim B. Nguyen

Mayor Pro Tem - District 6

George S. Brietigam

Council Member - District 1

John R. O'Neill

Council Member - District 2

Diedre Thu-Ha Nguyen

Council Member - District 3

Patrick Phat Bui

Council Member - District 4

Stephanie Klopfenstein

Council Member - District 5

COVID-19 Information: Masks are required to be worn and adherence to six foot distancing from others when attending public meetings.

Meeting Assistance: Any person requiring auxiliary aids and services, due to a disability, to address the City Council, should contact the City Clerk's Office 72 hours prior to the meeting to arrange for accommodations. Phone: (714) 741-5040.

Agenda Item Descriptions: Are intended to give a brief, general description of the item. The City Council may take legislative action deemed appropriate with respect to the item and is not limited to the recommended action indicated in staff reports or the agenda.

Documents/Writings: Any revised or additional documents/writings related to an item on the agenda distributed to all or a majority of the Council Members within 72 hours of a meeting, are made available for public inspection at the same time (1) in the City Clerk's Office at 11222 Acacia Parkway, Garden Grove, CA 92840, during normal business hours; (2) on the City's website as an attachment to the City Council meeting agenda; and (3) at the Council Chamber at the time of the meeting.

Public Comments: Members of the public desiring to address the City Council are requested to complete a **pink speaker card** indicating their name and address, and identifying the subject matter they wish to address. This card should be given to the City Clerk prior to the start of the meeting. General comments are made during "Oral Communications" and should be limited to matters under consideration and/or what the City Council has jurisdiction over. Persons wishing to address the City Council regarding a Public Hearing matter will be called to the podium at the time the matter is being considered.

Manner of Addressing the City Council: After being called by the Mayor, you may approach the podium, it is requested that you state your name for the record, and proceed to address the City Council. All remarks and questions should be addressed to the City Council as a whole and not to individual Council Members or staff members. Any person making impertinent, slanderous, or profane remarks or who becomes boisterous while addressing the City Council shall be called to order by the Mayor. If such conduct continues, the Mayor may order the person barred from addressing the City Council any further during that meeting.

Time Limitation: When any group of persons wishes to address the City Council on the same subject matter, the Mayor may request a spokesperson be chosen to represent the group, so as to avoid unnecessary repetition. At the City Council's discretion, a limit on the total amount of time for public comments during Oral Communications and/or a further limit on the time allotted to each speaker during Oral Communications may be set.

PLEASE SILENCE YOUR CELL PHONES DURING THE MEETING.

AGENDA

ROLL CALL: COUNCIL MEMBER BRIETIGAM, COUNCIL MEMBER O'NEILL, COUNCIL MEMBER D. NGUYEN, COUNCIL MEMBER BUI, COUNCIL MEMBER KLOPFENSTEIN, MAYOR PRO TEM K. NGUYEN, MAYOR JONES

INVOCATION

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

1. PRESENTATIONS

- 1.a. "Most Supportive City Award" for the 2021 Tip, Toss, Take Action Campaign! as presented by Orange County Vector Control.
- 1.b. Legislative Update from State Assembly Member Janet Nguyen.
- 1.c. Community Spotlight in recognition of Claudia Alarcon for leadership and participation with the Garden Grove Police Department neighborhood clean up day.

2. ORAL COMMUNICATIONS (to be held simultaneously with other legislative bodies)

3. REORGANIZATION

- 3.a. Selection of Mayor Pro Tem. (*Action Item*)

4. WRITTEN COMMUNICATIONS

- 4.a. Consideration of a written request from West Garden Grove Youth Baseball for co-sponsorship of the 2022 Opening Day Parade. (Cost: \$5,270) (*Action Item*)

RECESS

CONDUCT OTHER LEGISLATIVE BODIES' BUSINESS

RECONVENE

5. CONSENT ITEMS

(Consent Items will be acted on simultaneously with one motion unless separate discussion)

and/or action is requested by a Council Member.)

- 5.a. Adoption of a Proclamation declaring that December 10, 2021, is recognized as Human Rights Day in Garden Grove. (*Action Item*)
- 5.b. Adoption of a Resolution approving participation in the National Opioid Settlement Agreement. (*Action Item*)
- 5.c. Adoption of a Resolution and approval to submit letters to Congress in support of pending Per- and Polyfluoroalkyl (PFAS) Federal legislation. (*Action Item*)
- 5.d. Adoption of a Resolution establishing a financial hardship waiver program for the City's non-resident first responder fee. (*Action Item*)
- 5.e. Adoption of a Resolution Amending the Salary Schedule for the classification of Public Works Trainee. (*Action Item*)
- 5.f. Adoption of a Resolution for Fiscal Year 2020-2021 Renewed Measure M (M2) Annual Expenditure Report. (*Action Item*)
- 5.g. Approval of Amendment No. 1 to the Agreement with the Orange County Conservation Corps for park maintenance, litter abatement, and recycling services. (Cost: \$6,252) (*Action Item*)
- 5.h. Authorize an increase to the purchase order with Home Depot Credit Services for the purchase of materials and supplies. (Amount: \$50,000) (*Action Item*)
- 5.i. Authorize the issuance of a purchase order to National Auto Fleet Group for two (2) new Administration vehicles. (Cost: \$70,946.60) (*Action Item*)
- 5.j. Authorize an increase of a purchase order with Charles P. Crowley Company for the purchase of supplies for the City's sodium hypochlorite systems at various water production facilities. (Cost: \$100,000) (*Action Item*)
- 5.k. Receive and file minutes from the meeting held on November 9, 2021. (*Action Item*)
- 5.l. Receive and file warrants. (*Action Item*)
- 5.m. Approval to waive full reading of ordinances list. (*Action Item*)

6. PUBLIC HEARINGS

(Motion to approve will include adoption of each Resolution unless otherwise stated.)

- 6.a. Introduction and first reading of an Ordinance approving Amendment No. A-032-2021 (Outdoor Dining Areas)
Entitled:
AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE APPROVING AMENDMENT NO. A-032-2021, A

ZONING TEXT AMENDMENT TO PORTIONS OF CHAPTER 9.16 (COMMERCIAL, OFFICE PROFESSIONAL, INDUSTRIAL, AND OPEN SPACE DEVELOPMENT STANDARDS) OF TITLE 9 OF THE CITY OF GARDEN GROVE MUNICIPAL CODE ESTABLISHING ENHANCED DEVELOPMENT AND OPERATIONAL STANDARDS AND MODIFIED PARKING REQUIREMENTS FOR INCIDENTAL OUTDOOR DINING AREAS ASSOCIATED WITH EATING ESTABLISHMENTS/RESTAURANTS WITHIN THE COMMERCIAL AND INDUSTRIAL ZONES. (*Action Item*)

7. COMMISSION/COMMITTEE MATTERS

- 7.a. Consideration of an appointment to fill a vacancy on the Neighborhood Improvement and Conservation Commission. (*Action Item*)

8. ITEMS FOR CONSIDERATION

- 8.a. Adoption of an urgency ordinance relating to two-unit residential development and urban lot splits in single-family residential zones pursuant to Senate Bill 9 (2021)

Entitled:

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE RELATING TO TWO-UNIT RESIDENTIAL DEVELOPMENTS AND URBAN LOT SPLITS IN SINGLE-FAMILY RESIDENTIAL ZONES PURSUANT TO SENATE BILL 9 (2021) (*Action Item*)

- 8.b. Approval of a Citywide Engineering and Traffic Study Survey, and introduction and first reading of an Ordinance amending Chapter 36 of Title 10 of the Municipal Code. (*Action Item*)

Entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE AMENDING CHAPTER 36 OF TITLE 10 OF THE GARDEN GROVE MUNICIPAL CODE ESTABLISHING SPEED LIMITS FOR CERTAIN DESIGNATED CITY STREETS BASED UPON AN UPDATED TRAFFIC AND ENGINEERING SPEED SURVEY (*Action Item*)

- 8.c. Award a contract to Thomco Construction Inc., for Project No. 5031021280, Garden Grove City Hall Security Enhancement Construction Project. (*Cost: \$795,215*) (*Action Item*)

- 8.d. Award a Contract to Vasilj Inc., for Project No. CP-1007000 Acacia-Josephine Storm Drain Improvements. (*Cost: \$3,197,655*) (*Action Item*)

9. ORDINANCES PRESENTED FOR SECOND READING AND ADOPTION

- 9.a. Second reading and adoption of Ordinance No. 2925

Entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE APPROVING ZONING AMENDMENT NO. A-

031-2021 MAKING FOCUSED AMENDMENTS TO TITLE 9 OF THE GARDEN GROVE MUNICIPAL CODE AND THE ZONING MAP TO IMPLEMENT THE GENERAL PLAN HOUSING ELEMENT AND LAND USE ELEMENT UPDATES BY INCREASING THE MAXIMUM PERMITTED RESIDENTIAL DENSITY IN MIXED USE ZONES, IMPLEMENTING A MIXED-USE OVERLAY ZONE ALLOWING RESIDENTIAL AND MIXED-USE DEVELOPMENT ON SPECIFIED PARCELS, AND REZONING SPECIFIED PARCELS TO ALLOW MULTIPLE-FAMILY RESIDENTIAL USES (*Action Item*)

10. MATTERS FROM THE MAYOR, CITY COUNCIL MEMBERS, AND CITY MANAGER

10.a. Discussion regarding a City Council Policy to restrict cell phone use by City Council Members and staff during City Council Meetings as requested by Council Member Brietigam and Council Member Bui.

10.b. Discussion regarding a formal vote for placement of a Strawberry Zest statue in front of Fire Station 84 on Valley View Street as requested by Council Member Brietigam.

11. ADJOURNMENT

The next Regular City Council Meeting will be Tuesday, January 11, 2022, at 5:30 p.m. in the Community Meeting Center, 11300 Stanford Avenue, Garden Grove, California 92840.

Happy Holidays!

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	John Montanez
Dept.:	City Manager	Dept.:	Community Services
Subject:	Consideration of a written request from West Garden Grove Youth Baseball for co-sponsorship of the 2022 Opening Day Parade. (Cost: \$5,270) (<i>Action Item</i>)	Date:	12/14/2021

OBJECTIVE

To transmit a letter from West Garden Grove Youth Baseball requesting co-sponsorship of the Opening Day Parade on Saturday, February 26, 2022.

BACKGROUND

Each year, the West Garden Grove Youth Baseball (WGGYB) holds an Opening Day Parade that includes baseball players and softball players in Garden Grove, the GGUSD School Board and school officials, Miss Garden Grove Court, the local Fire Department and City Council.

The WGGYB is a 501(c)3 organization that is in good standing with the Secretary of State Office and the Internal Revenue Service. More than 50 percent of their participants are Garden Grove residents.

DISCUSSION

The WGGYB is requesting City Council approval for co-sponsorship of the 2022 Opening Day Parade on Saturday, February 26, 2022.

FINANCIAL IMPACT

Co-sponsorship for the 2022 Opening Day Parade will have an impact on the City's General Fund. The cost to provide Police staff required to close city streets is approximately \$4,900, the rental of the Showmobile Stage is \$250, and staff to set up the Showmobile Stage is approximately \$120, a total cost of \$5,270. These expenses will be absorbed within the current Police and Community Services budgets since this is considered a legacy event.

RECOMMENDATION

It is recommended that the City Council:

- Consider the West Garden Grove Youth Baseball Parade request for co-sponsorship of their Opening Day Parade on Saturday, February 26, 2022.

By: Janet Pelayo, Manager

ATTACHMENTS:

Description	Upload Date	Type	File Name
Letter Request from WGGYB for 2022 Parade	11/18/2021	Letter	Signed- councilsupportrequest2022- 2.pdf



West Garden Grove Youth Baseball
P. O. Box 5094
Garden Grove, CA 92845
Tax ID Number 46-3280114

November 15, 2021

Garden Grove City Council
11222 Acacia Parkway
Garden Grove, CA 92840

Honorable Mayor and City Councilmembers,

On behalf of the West Garden Grove Youth Baseball Executive Board, I am requesting your support for our annual Opening Day Parade on **Saturday February, 26, 2022**. West Garden Grove Youth Baseball would like to request City Council approval to waive the full cost for Police support, rental of the City's showmobile stage, and staff to set up the stage. In previous years, the City's fee has been waived; however, West Garden Grove Youth Baseball will commit to reimburse the City 5% of the total cost for the City's support.

Our Opening Day Parade has been a part of the West Garden Grove community for almost 60 years. It is the official start of our spring baseball season and is an exciting event for new and returning players, coaches, and families. We are particularly looking forward to the 2022 season to fully serve our local youth after several seasons of COVID-19-related closures and restrictions. Our league is a 501(c)(3) organization open to all residents of Garden Grove.

I would like to invite the Mayor and Councilmembers to attend this event as honored guests. If you are able to participate as a dignitary in our Opening Day Parade, please email Marisa Salicos at marisa.salicos@gmail.com.

We appreciate everything the City of Garden Grove has done for West Garden Grove Youth Baseball and we look forward to providing many more years of wonderful parades, baseball, and community events to our city.

Thank you,

A handwritten signature in blue ink, appearing to read "Dave Evans".

Dave Evans
WGGYB President

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Teresa Pomeroy

Dept.: City Manager Dept.: City Clerk

Subject: Adoption of a Proclamation declaring that December 10, 2021, is recognized as Human Rights Day in Garden Grove. (*Action Item*) Date: 12/14/2021

Attached is an annual proclamation recognizing Human Rights Day in Garden Grove recommended for adoption.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Proclamation	11/30/2021	Proclamation	12-14-21_Human_Rights_Day_-_December_10.pdf

PROCLAMATION

December 10, 2021 as

Human Rights Day in Garden Grove

WHEREAS, on December 10, 1948, the General Assembly of the United Nations adopted the first Universal Declaration of Human rights, proclaiming that "All human beings are born free and equal in dignity and rights";

WHEREAS, since this historic declaration 73 years ago, December 10 has been recognized internationally as Human Rights Day;

WHEREAS, the Universal Declaration asserts that recognition of the inherent dignity and of the equal and inalienable rights of all members of the human family is the foundation of freedom, justice, and peace;

WHEREAS, disregard and contempt for human rights have resulted in acts which have outraged the conscience of humankind;

WHEREAS, a world in which human beings shall enjoy freedom of speech and belief and freedom from fear and want has been proclaimed as the highest aspiration of the common people;

WHEREAS, the Universal Declaration is referred to as the authoritative definition of human rights standards and increasingly referred to as customary international law, which all countries must abide;

WHEREAS, the primary responsibility to promote respect for these rights and freedoms lies with each individual and each of us can play a major role in enhancing human rights; and

WHEREAS, the City of Garden Grove, reaffirms its faith in fundamental human rights, in the dignity and worth of every human person, in the global right to safe migration for all immigrants and refugees, in the equal rights of men and women, and has determined to promote social progress and better standards of human life.

NOW, THEREFORE BE IT PROCLAIMED that the City of Garden Grove declares December 10, 2021, to be Human Rights Day in Garden Grove, and encourages all citizens to continue a commitment to upholding freedom, democracy and human rights in our community and around the globe.

December 14, 2021

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	Omar Sandoval
Dept.:	City Manager	Dept.:	City Attorney
Subject:	Adoption of a Resolution approving participation in the National Opioid Settlement Agreement. (<i>Action Item</i>)		
		Date:	12/14/2021

OBJECTIVE

For the City Council to adopt the attached Resolution approving the participation in the national opioid settlement agreement, and to authorize the City Manager to take all necessary actions and sign all necessary agreements and documents.

BACKGROUND

After years of negotiations, two proposed nationwide settlement agreements were reached in July 2021 that would resolve the opioid litigation brought by states and local political subdivisions against the three largest pharmaceutical distributors and one manufacturer. The settlement agreements will require these combined defendants to pay up to a total of \$26 billion over 18 years to participating states and subdivisions to remediate and abate the impacts of the opioid crisis. The City of Garden Grove will receive an allocation of the settlement funds only if it "opts-in" to participate in the settlement no later than January 2, 2022.

The settlement agreements resolve the litigation brought by the states and local political subdivisions against the distributors McKesson, Cardinal Health and Amerisource Bergen ("Distributors"), and the manufacturer Janssen Pharmaceuticals, Inc. and its parent company Johnson & Johnson ("J&J").

The proposed settlements require the Distributors to pay up to \$21 billion over 18 years and J&J up to \$5 billion over 9 years, for a total of \$26 billion. Of this amount, approximately \$22.7 billion is earmarked for use by participating states and subdivisions. California's Attorney General estimates that about \$2.2 billion dollars will be distributed to California.

In addition to the monetary payments, the agreements also require the Distributors and J&J to implement changes to methods of opioid marketing, sale and distribution practices and further require the Distributors to implement additional safeguards to prevent diversion of prescription opioids. This reform package includes the creation

of a clearinghouse through which the Distributors will be required to account not only for their own shipments, but also the shipments of the other distributors, and to detect, stop, and report suspicious opioids orders. In addition, J&J (which ceased marketing opioids in 2015 and ceased selling opioids in 2020) will not market or sell any opioid products in the next ten years and has agreed to cease lobbying efforts concerned with prescription opioids for ten years. J&J also has agreed to make the clinical trial data for its discontinued opioids available for medical research.

Initial allocation of the \$26 billion to participating states is based on a methodology determined among the state Attorneys General which looks at population and the severity of harm caused by the opioid epidemic in each participating state. According to this allocation formula, California stands to receive approximately 10% of the settlement proceeds, of which (i) approximately 15% of the proceeds will go to the litigating cities and counties for litigation expenses; (ii) approximately 15% of the proceeds will go to the state; and (iii) approximately 70% will be distributed to counties and cities with a population over 10,000 for opioid abatement, provided that the counties and cities opt-in to the settlement. The funds will be paid over an 18-year period. The funds are expected to be released into trust accounts for disbursements beginning or about July 2022.

DISCUSSION

Funds from the settlement will be available for a range of approved abatement uses designed to (1) address the misuse and abuse of opioid products, (2) treat or mitigate opioid use or related disorders, or (3) mitigate other alleged effects of, including on those injured as a result of, the opioid epidemic. The list of pre-approved uses includes a range of intervention, treatment, education, and recovery services. The City will have annual reporting obligations on the use of the funds.

Before the funds are released, the settlement agreements are subject to certain milestones, which, if not met, could allow the settling defendants to void the agreements. The principal milestone is that a "critical mass" of both state and local governments "opt in" and, thereby, participate in the settlement. The extent of this participation will determine whether the settlement agreements take effect.

Local jurisdictions "opt in" by executing a Participation Agreement. The deadline for Garden Grove and other jurisdictions to "opt in" is January 2, 2022. The California Attorney General provides more information and copies of the agreements at the following website: <https://oag.ca.gov/opioids>

A copy of the AG's FAQ's is attached for additional information.

FINANCIAL IMPACT

Preliminary estimates indicate that the City could receive more than \$2.7 million over an 18-year period, with a large portion of the funds payable during the initial nine years. However, the disbursement schedule is not yet available. The City will incur staff time to fulfill its annual reporting obligations to demonstrate the proper use of the funds for approved opioid abatement activities. The extent of these reporting obligations is unknown but is not expected to be unduly burdensome.

RECOMMENDATION

It is recommended that the City Council:

- Adopt the attached Resolution approving participation in the national opioid settlement agreement and authorizing the City Manager to take all necessary and reasonable actions to effectuate the City's participation, including executing all necessary agreements and documents subject to the review and approval of the City Attorney.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Resolution	12/7/2021	Resolution	12-14-21_GG_Opioid_Settlement_Participation_Approval_Resolution.pdf
Cal. AG-Opioids Settlement FAQ's	11/30/2021	Backup Material	Opioids_Settlement_FAQ-California_Department_of_Justice-Office_of_the_Attorney_General.pdf

GARDEN GROVE CITY COUNCIL

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE,
CALIFORNIA, APPROVING PARTICIPATION IN THE NATIONAL OPIOID SETTLEMENT
AGREEMENT AND AUTHORIZING THE CITY MANAGER TO EXECUTE ALL RELATED
DOCUMENTS

WHEREAS, a settlement has been reached in multi-district litigation in Ohio brought by states and cities against the three largest opioid distributors—McKesson, Cardinal Health and Amerisource Bergen — and the opioid manufacturer Janssen Pharmaceuticals, Inc. (a subsidiary of Johnson & Johnson); and

WHEREAS, the proposed settlement (Settlement) consists of an agreement with the opioid distributors and an agreement with Janssen; and

WHEREAS, under the terms of the Settlement \$21 billion will be paid by the opioid distributors over an 18-year period and Janssen will pay \$5 billion over a 7-year period to states, cities, and counties; and

WHEREAS, under the terms of Settlement, California is scheduled to receive approximately \$2.2 billion, some of which will be distributed to cities and counties; and

WHEREAS, although the City is not a litigating entity involved in this litigation, as a City with at least 10,000 residents, it may opt-in and receive the benefits of the Settlement in exchange for releasing its claims against the opioid distributors and Janssen; and

WHEREAS, the more cities with populations greater than 10,000 in population, such as the City, which opt-in to the agreement will enable their respective counties and states to receive more funds under the incentive structure of the Settlement; and

WHEREAS, opting-in to the settlement will enable to the City receive funds from the Settlement, which can be used to treat opioid use disorder and for other specified purposes related to opioid abatement costs, as defined; and

WHEREAS, the City wishes to agree to the material terms of the proposed Settlement in order to receive monetary payments over an 18-year period to fund opioid abatement costs; and

WHEREAS, jurisdictions must opt-in to the Settlement before January 2, 2022.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE HEREBY RESOLVES AND ORDERS AS FOLLOWS:

SECTION 1. Participation in the National Opioid Settlement. The City Council hereby approves and elects to "opt in" to the settlement agreements reached with distributors McKesson, Cardinal Health, and Amerisource Bergen and with manufacturer Janssen Pharmaceuticals, Inc., a subsidiary of Johnson & Johnson, relating to the National Multi-District Opioid Litigation, as a full participant.

SECTION 2. City Manager Appointment. The City Manager is hereby appointed as the City's Authorized Representative and authorizes the City Manager to take all necessary and reasonable actions to effectuate the City's participation in the settlement and sign all necessary agreements and documents, each following review and approval of the City Attorney.



ROB BONTA
Attorney General

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Frequently Asked Questions

[Home](#)[/ NATIONAL OPIOIDS SETTLEMENTS – INFORMATION FOR CALIFORNIA CITIES AND COUNTIES](#)[/ Frequently Asked Questions](#)

Eligible cities and counties should have recently received a letter via US Mail about two national opioid settlements (the Settlements). This page provides answers to frequently asked questions regarding the Settlements and the proposed California State-Subdivision Agreements. The deadline to join these two Settlements is January 2, 2022.

FAQs (Frequently Asked Questions) about the National Settlements – Information for California Cities and Counties

1. We received a letter in the mail about two opioid Settlements. Is it real?
2. How can my city or county join the Settlements?
3. Is there a deadline for joining the Settlements?
4. Has the State joined the Settlements?
5. Does my city or county need to join both Settlements?

6. Are all California cities and counties eligible to receive funds from the Settlements?
7. If my city or county joins, how much will it receive?
8. How were the above percentages set?
9. If my city or county joins, will it receive direct payment?
10. If my city does not elect direct payment, is it still obligated to report on the use of those funds?
11. If my city or county does not join, what happens to my allocated share?
12. If my city or county receives direct payments from the Settlements, is it required to spend the monies for particular uses?
13. What about attorney's fees for cities and counties?
14. Why are the California State-Subdivision Agreements "proposed"?
15. Where can I get more information about the Settlements?

1. We received a letter in the mail about two opioid Settlements. Is it real?
 - The letter you received relates to two proposed Settlements resolving claims against the nation's 3 largest opioid Distributors (AmerisourceBergen, Cardinal Health, and McKesson) and manufacturer Janssen Pharmaceuticals and its parent company Johnson & Johnson (together, J&J) for their roles in the opioid epidemic. The letters were mailed in September 2021.

California and its cities and counties stand to receive up to \$2.2 billion for substance use prevention, harm reduction, treatment, and recovery.

Payments would be made over the next 18 years, starting in Spring 2022.

The more cities and counties that join, the more the Distributors and J&J will pay California and our participating cities and counties.

2. How can my city or county join the Settlements?

- Cities and counties must first register with the notice administrator at <https://settlement-registration.web.app/>. You must have your city or county's unique 6-digit alphanumeric registration code, which was included in the letter. If you do not have your unique registration code, please email us at OpioidSettlement-LocalGovernment@doj.ca.gov. Cities may also contact the League of California Cities and counties may contact the California State Association of Counties (CSAC) to obtain registration codes.

Registering with the notice administrator does not obligate you to join the Settlements. Registering will help ensure your city or county receives the forms that it will need to join the Settlements.

Once your city or county has registered, you will receive participation forms and other information from the notice administrator. If your city or county decides to join the Settlements, it may submit the participation forms electronically via DocuSign, once the DocuSign system is operational. Your city or county may also elect to sign paper copies.

By agreeing to participate in the Settlements, your city or county is also agreeing to the Proposed California State-Subdivision Agreement for the Settlement(s) your city or county joins. The Proposed California State-Subdivision Agreements provide the framework for how funds from the Settlements may be distributed, allocated, and spent in California.

Participation in both Settlements will require four signatures total:

1. signature agreeing to participate in the Distributors Settlement;
2. signature agreeing to the Proposed California State-Subdivision Agreement – Distributor Settlement;

3. signature agreeing to participate in the Janssen Settlement; and
4. signature agreeing to the Proposed California State-Subdivision Agreement – Janssen Settlement.

3. Is there a deadline for joining the Settlements?

- Yes. Cities and counties that wish to become initially participating subdivisions must sign and submit the participation forms and Proposed California State-Subdivision Agreements by January 2, 2022. Cities and counties that anticipate joining but will not be able to submit the required forms by January 2, 2022, should notify the AG's office by sending an email to OpioidSettlement-LocalGovernment@doj.ca.gov as soon as possible.

4. Has the State joined the Settlements?

- Yes. California Attorney General Rob Bonta, together with the majority of state Attorneys General across the country, signed on to the Settlements in August 2021. Those AGs and lawyers representing thousands of cities and counties in the national opioid litigation strongly encourage signing-on to the Settlements.

Cities and counties that join will help bring more money to California, which will help communities and families with resources for substance use prevention, harm reduction, treatment, and recovery.

5. Does my city or county need to join both Settlements?

- No. A city or county may choose to join one or both of the Settlements. As noted above, the more cities and counties that join, the more the settling defendants will pay California and our participating cities and counties under the Settlements.

6. Are all California cities and counties eligible to receive funds from the Settlements?

- Cities and counties with a population greater than 10,000, based on the U.S. Census Bureau's population estimates for July 1, 2019 (released May 2020), are eligible to receive funds. Certain litigating cities and counties with a population less than 10,000 are also eligible to receive funds.

7. If my city or county joins, how much will it receive?

- California expects to receive up to 9.92% of the national settlement funds. The amount California ultimately receives will depend on how many states and eligible cities and counties join the Settlements. The amounts that California may receive will be divided into three funds: 1) State fund 15%; 2) CA Subdivision Fund 15%; and 3) CA Abatement Accounts Fund 70%. Subdivisions that join can expect to receive their abatement percentage share of the CA Abatement Accounts Fund as provided in Appendix 1 to the Proposed California State-Subdivision Agreement.

California may receive up to \$1.8 billion from the Distributors Settlement and \$423 million from the Janssen Settlement. The Distributors will make their payments over the course of 18 years, while Janssen will make payments over the course of 9 years.

8. How were the above percentages set?

- The allocation model in Appendix 1 that sets forth the distribution of funds is based on nationally available federal data on opioid use disorder, overdose deaths, and opioid shipments into California, and was developed by lawyers and experts in the national opioid litigation.

9. If my city or county joins, will it receive direct payment?

- If a city joins, and it is located in a county that decides to participate in the Settlement, your allocated amount will be paid to the county unless you choose direct payment. You may find your city's abatement percentage in Appendix 1 to the Proposed California State-Subdivision Agreements. You may decide to opt in or out of direct payment at any time, and may also choose to receive only a portion of your share directly. Instructions for how to elect direct payment will be provided at a later date.

If a county joins, it will receive direct payment if it joins the Settlements, unless it chooses to direct funds to another eligible city or county.

10. If my city does not elect direct payment, is it still obligated to report on the use of those funds?
 - Section 5 of the Proposed California State-Subdivision Agreements lays out certain annual reporting requirements for cities and counties that receive direct payment of funds. There are additional reporting requirements under the Distributors and Janssen Settlement Agreements. If your city or county chooses not to receive direct payment of funds under the Settlements, it will not be subject to those reporting requirements.
11. If my city or county does not join, what happens to my allocated share?
 - If a city or county does not join, its share of the CA Abatement Accounts Fund will go to the State. However, since the settlement amount California may receive is dependent upon participation by cities and counties, the total amount that California receives may be reduced.
12. If my city or county receives direct payments from the Settlements, is it required to spend the monies for particular uses?

- Yes. The Settlements require funds to be used primarily for opioid abatement. Please see Section 4.B.ii of the Proposed California State-Subdivision Agreements, Section V of and Exhibit E to the Distributors Settlement Agreement, and Section VI of and Exhibit E to the Janssen Settlement Agreement for specific limitations on the use of Settlement funds.

13. What about attorney's fees for cities and counties?

- The Settlements establish a \$1.6 billion Attorney Fee Fund and \$200 million Cost Fund for attorneys representing cities and counties that join the Settlements. The Settlements require outside attorneys who recover from those funds to waive enforcement of their contingency fee entitlements as to all of their clients and notify their clients accordingly. Subdivisions may also enter into back-stop agreements to pay their contingency-fee attorneys from any monies they receive from the CA Subdivision Fund, as provided in Section 5 of the Proposed California State-Subdivision Agreements and Exhibit R, Section 1(R) of the Distributor and Janssen Settlement Agreements.

14. Why are the California State-Subdivision Agreements "proposed"?

- Cities and counties will accept the Proposed California State-Subdivision Agreements through the sign-on process. Exhibit O to the Distributors and Janssen Settlement Agreements lay out certain requirements that must be met before state-subdivision agreements may be approved. Once those thresholds are met, the California State-Subdivision Agreements will become final.

15. Where can I get more information about the Settlements?

- Cities and counties that retained attorneys to file opioid litigation should consult their attorneys.

Cities and counties may also contact the Attorney General's opioids team via email at OpioidSettlement-LocalGovernment@doj.ca.gov.

Additional settlement-related information is available at <https://nationalopioidsettlement.com/>.

Check back for updates to this FAQ.

Disclaimer: To the extent any of the answers in this FAQ are inconsistent with the Distributors Agreement, Janssen Agreement, California State-Subdivision Agreement – Distributors, or California State-Subdivision Agreement – Janssen, those agreements will govern over any inconsistent responses in this FAQ.

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	William E. Murray
Dept.:	City Manager	Dept.:	Public Works
Subject:	Adoption of a Resolution and Date: 11/23/2021 approval to submit letters to Congress in support of pending Per- and Polyfluoroalkyl (PFAS) Federal legislation. (<i>Action Item</i>)		

OBJECTIVE

For City Council to adopt the attached Resolution and approve submittal of letters to Congress supporting pending Federal water related Per- and polyfluoroalkyl substances (PFAS) legislation for protecting ratepayers and water/wastewater agencies.

BACKGROUND

The Orange County Water District (OCWD) manages the Orange County Groundwater Basin (Basin) that supplies 77% of the water supply to 2.5 million people in north and central Orange County. PFAS have been detected in the Basin, entering primarily via the Santa Ana River whose flows infiltrate into and recharge the Basin. Although chemical manufacturers are the original source of PFAS chemicals, cities and water agencies must find ways to remove them from local water supplies. The PFAS impact to Orange County is estimated to cost more than \$1 billion over 30 years, a cost that will likely increase. OCWD supports federal legislation that protects ratepayers and water/wastewater agencies from these devastating impacts and urges Congress to cast votes that support these public policy positions.

DISCUSSION

OCWD closely monitors potential PFAS legislation and encourages water agencies and stakeholders to advocate for critical PFAS policy priorities including: 1) All PFAS related legislation must exempt water and wastewater agencies from any liability for PFAS clean-up costs, 2) All legislative efforts to amend the Safe Drinking Water Act must preserve the current use of cost-benefit analysis in the development of drinking water standards, and 3) Provide funding for PFAS remediation to water and

wastewater agencies. Staff recommends adopting a resolution that will aid the OCWD in communicating its position on these important public policy matters, on behalf of the City, to stakeholders and legislators. These efforts will supplement existing OCWD materials on this issue per the attached fact sheets.

FINANCIAL IMPACT

There is no impact to the General Fund.

RECOMMENDATION

It is recommended that the City Council:

- Adopt a resolution and request approval to submit letters to Congress for supporting federal water related PFAS legislation that protects ratepayers and water/wastewater agencies.

By: Samuel Kim, P.E., Water Services Manager

ATTACHMENTS:

Description	Upload Date	Type	File Name
Resolution	11/9/2021	Resolution	PFAS_Legislation_Resolution.pdf
Fact Sheet	11/9/2021	Backup Material	Fact_Sheet.pdf
US House Representative Letter	11/9/2021	Letter	U.S._House_of_Representative_Letter.pdf
US Senators Letter	11/9/2021	Letter	U.S._Senators_Letter.pdf

GARDEN GROVE CITY COUNCIL

RESOLUTION [#####]

A RESOLUTION OF THE CITY OF GARDEN GROVE SUPPORTING FEDERAL PFAS
LEGISLATION THAT PROTECTS RATEPAYERS AND WATER/WASTEWATER
AGENCIES

WHEREAS, PFAS are a group of man-made chemicals created by chemical manufacturers and despite playing no role in releasing PFAS into the environment, cities and water agencies must find ways to remove them from local water supplies; and,

WHEREAS, PFAS have been detected in the Orange County Groundwater Basin, managed by Orange County Water District, and are estimated to cost Orange County more than \$1 billion, over 30 years—a cost that will likely increase; and,

WHEREAS, Ratepayers are at risk from pending PFAS legislation and associated PFAS costs and water agencies and stakeholders must take action to inform members of Congress of these devastating impacts; and,

THEREFORE, All PFAS related legislation must exempt water and wastewater agencies from any liability for PFAS cleanup costs; and,

WHEREAS, A water utility that complies with applicable and appropriate federal management and treatment standards must not be responsible for current and future costs associated with a PFAS cleanup; and,

WHEREAS, Given the potential for federal legislation, such as the PFAS Action Act of 2021 (H.R. 2467), to expose water agencies, that simply receive and treat water supplies, with across-the-board liability for PFAS-related cleanups when they have no responsibility for the presence of PFAS, an explicit exemption from Superfund clean-up liability must be made for water and wastewater agencies; and,

WHEREAS, Under existing law, the USEPA ensures that public health benefits of new drinking water standards are reasonably balanced with the compliance costs that water system ratepayers will ultimately incur and eliminating this analysis would burden ratepayers of all income levels with astronomical costs to comply with drinking water standards; and,

WHEREAS, Amendments to the Safe Drinking Water Act should not delete the longstanding cost-benefit analysis; and,

WHEREAS, OCWD supports providing direct grant funding for PFAS remediation to water and wastewater agencies as provided in the Senate-passed Infrastructure Investment and Jobs Act (H.R. 3684); and,

NOW, THEREFORE, let it be resolved that the Board of Directors of the City of Garden Grove supports these federal PFAS policy principles to protect water/wastewater agencies and their ratepayers and,

FURTHERMORE, we call upon the Orange County Congressional Delegation and California Senatorial Delegation to cast votes implementing these public policy positions.

Adopted: Date

cc: Orange County Water District

Federal Legislative Briefing

Ratepayers at Risk from Pending PFAS Legislation



The Orange County Water District (OCWD) manages the Orange County Groundwater Basin that supplies 77% of the water supply to 2.5 million people in north and central Orange County. PFAS have been detected in the Basin, entering primarily via the Santa Ana River whose flows infiltrate into and recharge the Basin. Although chemical manufacturers are the original source of PFAS chemicals, ratepayers are now at risk from pending PFAS legislation. OCWD closely monitors PFAS legislation and encourages water agencies and stakeholders to take action by contacting your legislators to advocate for the following priorities:

1 All PFAS related legislation must exempt water and wastewater agencies from any liability for PFAS clean-up costs. Oppose designation of PFAS family of chemicals and other constituents of emerging concern as hazardous substances under the nation's hazardous waste site cleanup law CERCLA (Superfund) unless public water agencies are exempted from liability for cleanups of such contamination. The PFAS Action Act of 2021 (H.R. 2467) would expose water agencies with across-the-board liability for PFAS-related cleanup that simply receive and treat water supplies and have no responsibility for the presence of PFAS. OCWD requests an explicit exemption, under any federal PFAS legislation, from Superfund clean-up liability; like the exemption the nation's airports enjoy. A water utility that complies with applicable and appropriate federal management and treatment standards must not be responsible for current and future costs associated with a PFAS clean-up.

Per- and polyfluoroalkyl substances (PFAS) are a group of thousands of chemicals that are used to make carpets, clothing, fabrics for furniture, food packaging, cookware, and other materials to make them non-stick and/or resistant to water, oil, and stains. They are also used in a number of industrial processes and firefighting activities.

2 All legislative efforts to amend the Safe Drinking Water Act must include the current use of cost-benefit analysis in the development of drinking water standards, including: 1) Assistance, Quality, and Affordability Act of 2021 (H.R. 3291) and 2) PFAS Action Act of 2021 (H.R. 2467). Under existing law, USEPA ensures that public health benefits of new drinking water standards are reasonably balanced with the compliance costs that water system ratepayers will ultimately incur. Eliminating the current cost-benefit analysis in the development of drinking water standards will burden ratepayers of all income levels with astronomical costs to comply with drinking water standards that far exceed public health benefits.

3 Provide funding for PFAS remediation to water and wastewater agencies. Provide direct grant funding to water and wastewater agencies as provided in the Senate-passed Infrastructure Investment and Jobs Act (H.R. 3684). Grants would support the treatment of emerging contaminants and provide assistance to develop and implement local source control programs to reduce PFAS discharges into treatment works. As passed by the Senate, H.R. 3684 would provide a total of \$10 billion for these activities over FYs 2022–2026.



CITY OF GARDEN GROVE PUBLIC WORKS

November 23, 2021

Steven R. Jones
Mayor

Kim Bernice Nguyen
Mayor Pro Tem - District 6

George S. Brietigam
Council Member - District 1

John R. O'Neill
Council Member - District 2

Diedre Thu-Ha Nguyen
Council Member - District 3

Patrick Phat Bui
Council Member - District 4

Stephanie Klopfenstein
Council Member - District 5

The Honorable Congressman Correa
2301 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Congresswoman Kim
1306 Longworth House Office Building
Washington, D.C. 20515

The Honorable Congressman Lowenthal
108 Cannon House Office Building
Washington, D.C. 20515

The Honorable Congresswoman Porter
1117 Longworth House Office Building
Washington, D.C. 20515

The Honorable Congresswoman Steel
1113 Longworth House Office Building
Washington, D.C. 20515

Dear Representatives Correa, Kim, Lowenthal, Porter, and Steel:

Orange County is a national leader in water recycling with the Groundwater Replenishment System, storm water capture behind Prado Dam and most recently regarding extraction of PFAS from our drinking water. These landmark projects are environmentally superior and have saved Orange County ratepayers billions of dollars from not purchasing expensive, imported water.

It has come to my attention that proposed federal legislation, PFAS Action Act of 2021 (H.R. 2467), would attach CERCLA liability to the Orange County Water District (OCWD) as it removes PFAS from drinking water. OCWD has no responsibility for the presence of PFAS and the concept of imposing CERCLA liability on water districts runs contrary to the "Polluter Pays" public policy. I respectfully request that you assist OCWD's efforts in garnering an exemption from CERCLA liability for water districts as they properly remove PFAS from drinking water.

Additionally, the House-approved Infrastructure Act (H.R. 3684) unfortunately included a section that amends the Safe Drinking Water Act to delete the longstanding cost-benefit analysis in the development of new drinking water standards. Under current law, the US-EPA ensures that public health benefits of new drinking water standards are balanced with the compliance costs that water system ratepayers will ultimately incur. Eliminating the cost-benefit analysis would potentially subject ratepayers of all income levels to higher costs. Please support the efforts of OCWD to maintain the cost-benefit analysis in the Safe Water Drinking Act.

Sincerely,

Steven R. Jones
Mayor

cc: Board President Steve Sheldon



CITY OF GARDEN GROVE PUBLIC WORKS

November 23, 2021

The Honorable Senator Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington D.C. 20510

The Honorable Senator Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington D.C. 20510

Steven R. Jones
Mayor

Kim Bernice Nguyen
Mayor Pro Tem - District 6

George S. Brietigam
Council Member - District 1

John R. O'Neill
Council Member - District 2

Diedre Thu-Ha Nguyen
Council Member - District 3

Patrick Phat Bui
Council Member - District 4

Stephanie Klopfenstein
Council Member - District 5

Dear Senator Feinstein and Senator Padilla:

PFAS are a group of man-made chemicals created by chemical manufacturers and despite playing no role in releasing PFAS into the environment, cities and water agencies must find ways to remove them from local water supplies, find alternative water supply, and conduct expensive monitoring. PFAS have been detected in the Orange County Groundwater Basin, managed by Orange County Water District (OCWD), and are estimated to cost Orange County communities more than \$1 billion, over 30 years—a cost that could increase. Complicating this cleanup burden, ratepayers are at additional risk from pending PFAS legislation that would effectively abandon the polluter pays principal and create a new separate drinking water standard setting process for PFAS chemicals.

I ask as you consider legislation to address PFAS and other contaminants of emerging concern, that you ensure such legislation provides an explicit exemption from liability for water and wastewater agencies related to PFAS cleanup costs. A water utility that complies with applicable and appropriate federal management and treatment standards must not be responsible for current and future costs associated with a PFAS cleanup. We are especially concerned that the House has approved the PFAS Action Act of 2021 (H.R. 2467). This bill creates liability for water agencies that simply receive and treat water supplies with across-the-board CERCLA liability for PFAS-related cleanups. It is vital that you secure an exemption for these agencies from CERCLA liability no less than that provided to our nation's airports. Water agencies have no responsibility for the presence of PFAS and the concept of imposing CERCLA liability is bad public policy.

Also, under existing law, the USEPA ensures that public health benefits of new drinking water standards are reasonably balanced with the compliance costs that water system ratepayers will ultimately incur and eliminating this analysis would burden ratepayers of all income levels with higher costs to comply with drinking water standards. **Amendments to the Safe Drinking Water Act should not delete the longstanding cost-benefit analysis.**

Finally, I support providing direct grant funding for PFAS remediation to water and wastewater agencies as provided in the Senate-passed Infrastructure Investment and Jobs Act (H.R. 3684).

I call upon California's Senators to cast votes implementing these public policy positions. If I can provide any further information or assistance, please contact Samuel Kim at (714) 741-5534.

Sincerely,

Steven R. Jones
Mayor

cc: Board President Steve Sheldon
13802 Newhope St. • P.O. Box 3070 • Garden Grove, CA 92843
ggcity.org

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	Patricia Song
Dept.:	City Manager	Dept.:	Finance
Subject:	Adoption of a Resolution establishing a financial hardship waiver program for the City's non-resident first responder fee. (<i>Action Item</i>)		
		Date:	12/14/2021

OBJECTIVE

For the City Council to adopt a resolution establishing a fee waiver program for the City's non-resident first responder fee based on proof of financial hardship.

BACKGROUND

In June 1974, Garden Grove voters approved a property tax increase (override) to pay for emergency paramedic services. The paramedic tax override is paid by Garden Grove property owners and the rate is currently set at eight cents (\$0.08) per one hundred (\$100) of assessed valuation. The paramedic tax override helps to fund the City's paramedic services currently provided under contract by the Orange County Fire Authority.

The City Council also established a first responder fee for non-residents of Garden Grove who obtain paramedic services within city boundaries. The fee was most recently adjusted in 2017 to \$387.35, which mirrors the current Advance Life Support Support (ALS) rate regulated by the County of Orange.

DISCUSSION

The City does not currently have a procedure in place or authorization from the City Council to waive the non-resident paramedic fee based on financial hardship. Periodically, staff receives calls from non-residents who have received billing for paramedic services and who are unable to cover these costs. A fee waiver procedure could assist senior citizens and/or those who may not have the resources to pay the fee. Staff is recommending implementing a process to equitably address requests based on financial hardship.

To be considered for a hardship waiver, the individual would complete, sign, and submit a Non-Resident Financial Hardship Waiver Form with documentation based on

one of the following criteria:

1. Proof the individual is a recipient of the following government programs or their successor programs: SSI/SSDI, Medi-Cal, Cal Works/Cal Fresh, or Special Supplemental Nutrition Program for Women, Infants and Children (WIC Program); and/or
2. Proof of income below 125% of Federal Poverty guidelines as defined by the Department of Health and Human Services.

Waiver of the fee would be granted upon verification of appropriate documentation as outlined above.

FINANCIAL IMPACT

The financial impact to the General Fund will depend upon the number of waivers granted during the fiscal year. Staff anticipates approximately 10-20 hardship waiver requests will be granted annually, which will result in a loss of revenue for non-resident first responder fee of up to \$7,750.

RECOMMENDATION

It is recommended that the City Council:

- Adopt the attached Resolution establishing a fee waiver program for the city's non-resident first responder fee based on proof of financial hardship; and
- Direct staff to implement the review procedure as outlined in the staff report.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Resolution	11/29/2021	Resolution	Resolution-waive_non-resident_fees.docx

CITY OF GARDEN GROVE

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE
ESTABLISHING A FEE WAIVER PROGRAM FOR THE CITY'S NON-RESIDENT FIRST
RESPONDER FEE BASED ON PROOF OF FINANCIAL HARDSHIP

WHEREAS, State law authorizes a city to adopt and implement fees, rates, and charges for municipal services, provided such fees, rates and charges do not exceed the estimated reasonable cost of providing such services;

WHEREAS, the City Council has previously established a Non-Resident First Responder fee to recover the cost of paramedic services provided to non-residents of the City of Garden Grove;

WHEREAS, the City Council wishes to waive non-resident first responder fees for individuals unable to pay due to financial hardship;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Garden Grove does hereby authorize the City Manager or his/her designee, to waive non-resident first responder fees based on proof of financial hardship subject to either of the following requirements:

- 1) Proof the individual is a recipient of at least one of the following government programs or their successor programs:
 - a. SSI/SSDI
 - b. Medi-Cal
 - c. CalWorks/Cal Fresh
 - d. Special Supplemental Nutrition Program for Women, Infants and Children (WIC Program)
- 2) Proof of Income below 125% of Federal Poverty guidelines as defined by the Department of Health and Human Services.

BE IT FURTHER RESOLVED that the decision of the City Manager or his/her designee shall be final and non-appealable.

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Laura J. Stover
Dept.: City Manger Dept.: Human Resources
Subject: Adoption of a Resolution Date: 12/14/2021
 Amending the Salary
 Schedule for the
 classification of Public Works
 Trainee. (*Action Item*)

OBJECTIVE

To obtain City Council approval of the updated salary schedule for the City of Garden Grove.

DISCUSSION

In 2016, California passed Senate Bill 3 to incrementally increase the minimum wage to \$15 per hour. Effective January 1, 2022, the state minimum wage will be \$15 per hour. After a review of the City's salary schedule, the salary range for only the classification of Public Works Trainee requires modification to comply with the upcoming changes to the state minimum wage.

To adjust the Public Works Trainee salary range, Steps A and B were eliminated and the new salary rates were added for Steps H and I. See table below.

	OLD	NEW
STEP	HOURLY RATE	HOURLY RATE
A	14.3308	15.1269
B	14.7865	15.4673
C	15.1269	15.9404
D	15.4673	16.2808
E	15.9404	17.0596
F	16.2808	17.9135
G	17.0596	18.8091
H	17.9135	19.7486
I	18.8091	20.7361

The California Code of Regulations, Title 2, Section 570.5 requires governing bodies

of local agencies contracting with CalPERS to approve and adopt a publicly available pay schedule in accordance with public meeting laws.

As the salary schedule has been amended to comply with the minimum wage laws, particularly for the classification of Public Works Trainee, and in order to comply with the statutory requirements for publicly available pay schedules, Garden Grove City Council is required to amend and approve the salary schedule.

FINANCIAL IMPACT

There is no significant impact to the biennial budget. The increases are minimal and will be absorbed in the existing budget.

RECOMMENDATION

It is recommended that the City Council:

- Adopt the attached Resolution approving the amended Salary Schedule of the City of Garden Grove.

ATTACHMENTS:

Description	Upload Date	Type	File Name
Resolution Amending Salary Schedule	11/30/2021	Resolution	Council_Agenda_-_PWT_-_Resolution.docx
Exhibit A - Salary Schedule	11/30/2021	Exhibit	Exhibit_A_-_Salary_Schedule_2022-01.pdf

GARDEN GROVE CITY COUNCIL

RESOLUTION NO. XXXX-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE, CA
APPROVING AN AMENDMENT TO THE PUBLICLY AVAILABLE CITYWIDE SALARY AND
PAY SCHEDULE AS REQUIRED BY CALPERS

WHEREAS, the City of Garden Grove ("City") contracts with the California Public Employees' Retirement System ("CalPERS") to provide retirement benefits for its employees; and

WHEREAS, California Code of Regulations, Title 2, Section 570.5 requires governing bodies of local agencies contracting with CalPERS to approve and adopt a publicly available pay schedule in accordance with public meeting laws; and

WHEREAS, the pay schedule must identify each position by title, the individual pay rate amount or ranges for that position, and the time base upon which the amounts are based; and

WHEREAS, the City Council of the City now desires to amend the pay schedule in accordance with the requirements of California Code of Regulations, Title 2, Section 570.5 to reflect changes made to certain salaries which will become effective on January 1, 2022.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE, CALIFORNIA, DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the Citywide Salary and Pay Schedule contained in Exhibit "A," attached hereto and made a part hereof, is hereby amended and adopted in accordance with the requirements of California Code of Regulations, Title 2, Section 570.5 effective upon the City Council's approval.

SECTION 2. That the Citywide Salary and Pay Schedule will be made available for public viewing via the City website for no less than five (5) years.

Adopted this 14th of December 2021.

CITY OF GARDEN GROVE
SALARY AND PAY SCHEDULE
EXHIBIT A
(EFFECTIVE 01/01/22)

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
053	ACCOUNT SPEC	E	112	A	3,462	1,597.85	19.9731
				B	3,635	1,677.70	20.9712
				C	3,817	1,761.70	22.0212
				D	4,008	1,849.85	23.1231
				E	4,208	1,942.15	24.2769
				F	4,418	2,039.08	25.4885
				G	4,639	2,141.08	26.7635
				H	4,871	2,248.15	28.1019
				I	5,115	2,360.77	29.5096
054	ACCOUNTANT	E	160	A	5,581	2,575.85	32.1981
				B	5,860	2,704.62	33.8077
				C	6,153	2,839.85	35.4981
				D	6,460	2,981.54	37.2692
				E	6,783	3,130.62	39.1327
				F	7,122	3,287.08	41.0885
				G	7,478	3,451.38	43.1423
				H	7,852	3,624.00	45.3000
				I	8,246	3,805.85	47.5731
039	ACCOUNTING MGR	M	194	A	7,677	3,543.23	44.2904
				B	8,061	3,720.46	46.5058
				C	8,464	3,906.46	48.8308
				D	8,887	4,101.70	51.2712
				E	9,331	4,306.62	53.8327
				F	9,798	4,522.15	56.5269
				G	10,287	4,747.85	59.3481
				H	10,802	4,985.54	62.3192
				I	11,342	5,234.77	65.4346
015	ACCOUNTING SUPV	M	176	A	6,417	2,961.70	37.0212
				B	6,738	3,109.85	38.8731
				C	7,075	3,265.38	40.8173
				D	7,428	3,428.30	42.8538
				E	7,800	3,600.00	45.0000
				F	8,190	3,780.00	47.2500
				G	8,599	3,968.77	49.6096
				H	9,029	4,167.23	52.0904
				I	9,481	4,375.85	54.6981
060	ACCOUNTING TECH	E	152	A	5,154	2,378.77	29.7346
				B	5,412	2,497.85	31.2231
				C	5,682	2,622.46	32.7808
				D	5,967	2,754.00	34.4250
				E	6,265	2,891.54	36.1442
				F	6,578	3,036.00	37.9500
				G	6,907	3,187.85	39.8481
				H	7,252	3,347.08	41.8385
				I	7,615	3,514.62	43.9327

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
024	ADMIN AIDE	E	135	A	4,354	2,009.54	25.1192
				B	4,571	2,109.70	26.3712
				C	4,800	2,215.38	27.6923
				D	5,040	2,326.15	29.0769
				E	5,292	2,442.46	30.5308
				F	5,556	2,564.30	32.0538
				G	5,834	2,692.62	33.6577
				H	6,126	2,827.38	35.3423
				I	6,433	2,969.08	37.1135
016	ADMIN ANALYST	M	150	A	4,955	2,286.92	28.5865
				B	5,203	2,401.38	30.0173
				C	5,463	2,521.38	31.5173
				D	5,736	2,647.38	33.0923
				E	6,023	2,779.85	34.7481
				F	6,324	2,918.77	36.4846
				G	6,640	3,064.62	38.3077
				H	6,972	3,217.85	40.2231
				I	7,321	3,378.92	42.2365
063	ADMIN SECRETARY	M	162	A	5,582	2,576.30	32.2038
				B	5,861	2,705.08	33.8135
				C	6,154	2,840.30	35.5038
				D	6,461	2,982.00	37.2750
				E	6,784	3,131.08	39.1385
				F	7,124	3,288.00	41.1000
				G	7,480	3,452.30	43.1538
				H	7,854	3,624.92	45.3115
				I	8,247	3,806.30	47.5788
202	ANIMAL CONTROL OFFCR	E	153	A	5,205	2,402.30	30.0288
				B	5,466	2,522.77	31.5346
				C	5,739	2,648.77	33.1096
				D	6,026	2,781.23	34.7654
				E	6,327	2,920.15	36.5019
				F	6,643	3,066.00	38.3250
				G	6,976	3,219.70	40.2462
				H	7,324	3,380.30	42.2538
				I	7,690	3,549.23	44.3654
073	ASSIST BUYER	E	134	A	4,309	1,988.77	24.8596
				B	4,524	2,088.00	26.1000
				C	4,750	2,192.30	27.4038
				D	4,988	2,302.15	28.7769
				E	5,237	2,417.08	30.2135
				F	5,499	2,538.00	31.7250
				G	5,774	2,664.92	33.3115
				H	6,062	2,797.85	34.9731
				I	6,366	2,938.15	36.7269

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
027	ASSIST CITY MGR	C	255	A	14,086	6,501.23	81.2654
				B	14,790	6,826.15	85.3269
				C	15,530	7,167.70	89.5962
				D	16,306	7,525.85	94.0731
				E	17,122	7,902.46	98.7808
				F	17,978	8,297.54	103.7192
				G	18,876	8,712.00	108.9000
				H	19,820	9,147.70	114.3462
				I	20,811	9,605.08	120.0635
286	ASSIST COMM SVCS SUPV	E	150	A	5,052	2,331.70	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.30	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615
214	ASSIST ENGINEER	E	175	A	6,480	2,990.77	37.3846
				B	6,803	3,139.85	39.2481
				C	7,144	3,297.23	41.2154
				D	7,501	3,462.00	43.2750
				E	7,876	3,635.08	45.4385
				F	8,270	3,816.92	47.7115
				G	8,683	4,007.54	50.0942
				H	9,117	4,207.85	52.5981
				I	9,574	4,418.77	55.2346
271	ASSIST PLANNER	E	150	A	5,052	2,331.70	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.30	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615
012	ASSIST TO CITY MGR	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
215	ASSOC ENGINEER	E	195	A	7,906	3,648.92	45.6115
				B	8,302	3,831.70	47.8962
				C	8,717	4,023.23	50.2904
				D	9,152	4,224.00	52.8000
				E	9,610	4,435.38	55.4423
				F	10,091	4,657.38	58.2173
				G	10,595	4,890.00	61.1250
				H	11,125	5,134.62	64.1827
				I	11,681	5,391.23	67.3904
272	ASSOC PLANNER	E	161	A	5,636	2,601.23	32.5154
				B	5,918	2,731.38	34.1423
				C	6,214	2,868.00	35.8500
				D	6,524	3,011.08	37.6385
				E	6,850	3,161.54	39.5192
				F	7,193	3,319.85	41.4981
				G	7,553	3,486.00	43.5750
				H	7,930	3,660.00	45.7500
				I	8,327	3,843.23	48.0404
130	BENEFITS SUPV	M	171	A	6,105	2,817.70	35.2212
				B	6,411	2,958.92	36.9865
				C	6,731	3,106.62	38.8327
				D	7,068	3,262.15	40.7769
				E	7,421	3,425.08	42.8135
				F	7,792	3,596.30	44.9538
				G	8,182	3,776.30	47.2038
				H	8,591	3,965.08	49.5635
				I	9,020	4,163.08	52.0385
230	BLDG INSPCTR	E	160	A	5,581	2,575.85	32.1981
				B	5,860	2,704.62	33.8077
				C	6,153	2,839.85	35.4981
				D	6,460	2,981.54	37.2692
				E	6,783	3,130.62	39.1327
				F	7,122	3,287.08	41.0885
				G	7,478	3,451.38	43.1423
				H	7,852	3,624.00	45.3000
				I	8,246	3,805.85	47.5731
238	BLDG OFFICIAL	M	215	A	9,459	4,365.70	54.5712
				B	9,932	4,584.00	57.3000
				C	10,429	4,813.38	60.1673
				D	10,950	5,053.85	63.1731
				E	11,498	5,306.77	66.3346
				F	12,072	5,571.70	69.6462
				G	12,676	5,850.46	73.1308
				H	13,310	6,143.08	76.7885
				I	13,975	6,450.00	80.6250

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
031	BUDGET SVCS MGR	M	194	A	7,677	3,543.23	44.2904
				B	8,061	3,720.46	46.5058
				C	8,464	3,906.46	48.8308
				D	8,887	4,101.70	51.2712
				E	9,331	4,306.62	53.8327
				F	9,798	4,522.15	56.5269
				G	10,287	4,747.85	59.3481
				H	10,802	4,985.54	62.3192
				I	11,342	5,234.77	65.4346
241	BUSINESS TAX INSPCTR	E	143	A	4,712	2,174.77	27.1846
				B	4,948	2,283.70	28.5462
				C	5,195	2,397.70	29.9712
				D	5,455	2,517.70	31.4712
				E	5,728	2,643.70	33.0462
				F	6,014	2,775.70	34.6962
				G	6,315	2,914.62	36.4327
				H	6,631	3,060.46	38.2558
				I	6,962	3,213.23	40.1654
029	BUSINESS TAX SUPV	M	166	A	5,808	2,680.62	33.5077
				B	6,099	2,814.92	35.1865
				C	6,403	2,955.23	36.9404
				D	6,724	3,103.38	38.7923
				E	7,060	3,258.46	40.7308
				F	7,413	3,421.38	42.7673
				G	7,783	3,592.15	44.9019
				H	8,172	3,771.70	47.1462
				I	8,581	3,960.46	49.5058
072	BUYER	E	154	A	5,257	2,426.30	30.3288
				B	5,520	2,547.70	31.8462
				C	5,795	2,674.62	33.4327
				D	6,085	2,808.46	35.1058
				E	6,389	2,948.77	36.8596
				F	6,709	3,096.46	38.7058
				G	7,044	3,251.08	40.6385
				H	7,397	3,414.00	42.6750
				I	7,767	3,584.77	44.8096
019	CABLE PROD COORD	E	150	A	5,052	2,331.70	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.30	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
038	CABLE PROD SUPV	M	166	A	5,808	2,680.62	33.5077
				B	6,099	2,814.92	35.1865
				C	6,403	2,955.23	36.9404
				D	6,724	3,103.38	38.7923
				E	7,060	3,258.46	40.7308
				F	7,413	3,421.38	42.7673
				G	7,783	3,592.15	44.9019
				H	8,172	3,771.70	47.1462
				I	8,581	3,960.46	49.5058
240	CHIEF OF COLLECTIONS	M	171	A	6,105	2,817.70	35.2212
				B	6,411	2,958.92	36.9865
				C	6,731	3,106.62	38.8327
				D	7,068	3,262.15	40.7769
				E	7,421	3,425.08	42.8135
				F	7,792	3,596.30	44.9538
				G	8,182	3,776.30	47.2038
				H	8,591	3,965.08	49.5635
				I	9,020	4,163.08	52.0385
020	CITY CLERK	M	199	A	8,068	3,723.70	46.5462
				B	8,472	3,910.15	48.8769
				C	8,895	4,105.38	51.3173
				D	9,340	4,310.77	53.8846
				E	9,807	4,526.30	56.5788
				F	10,297	4,752.46	59.4058
				G	10,812	4,990.15	62.3769
				H	11,353	5,239.85	65.4981
				I	11,920	5,501.54	68.7692
200	CITY ENGINEER	M	224	A	10,346	4,775.08	59.6885
				B	10,863	5,013.69	62.6712
				C	11,406	5,264.31	65.8038
				D	11,977	5,527.85	69.0981
				E	12,575	5,803.85	72.5481
				F	13,204	6,094.15	76.1769
				G	13,864	6,398.77	79.9846
				H	14,557	6,718.62	83.9827
				I	15,286	7,055.08	88.1885
120	CITY MGR	C	900	A	-	0.00	0.0000
				B	-	0.00	0.0000
				C	-	0.00	0.0000
				D	-	0.00	0.0000
				E	-	0.00	0.0000
				F	-	0.00	0.0000
				G	-	0.00	0.0000
				H	-	0.00	0.0000
				I	23,764	10,968.00	137.0977

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
058	CLERICAL ASSIST	E	108	A	3,328	1,536.00	19.2000
				B	3,494	1,612.62	20.1577
				C	3,669	1,693.38	21.1673
				D	3,852	1,777.85	22.2231
				E	4,045	1,866.92	23.3365
				F	4,247	1,960.15	24.5019
				G	4,459	2,058.00	25.7250
				H	4,682	2,160.92	27.0115
				I	4,917	2,269.38	28.3673
235	CODE ENFORCE OFFCR	E	153	A	5,205	2,402.31	30.0288
				B	5,466	2,522.77	31.5346
				C	5,739	2,648.77	33.1096
				D	6,026	2,781.23	34.7654
				E	6,327	2,920.15	36.5019
				F	6,643	3,066.00	38.3250
				G	6,976	3,219.70	40.2462
				H	7,324	3,380.31	42.2538
				I	7,690	3,549.23	44.3654
243	CODE ENFORCE SUPV	M	179	A	6,611	3,051.23	38.1404
				B	6,941	3,203.54	40.0442
				C	7,288	3,363.69	42.0462
				D	7,653	3,532.15	44.1519
				E	8,035	3,708.46	46.3558
				F	8,437	3,894.00	48.6750
				G	8,859	4,088.77	51.1096
				H	9,302	4,293.23	53.6654
				I	9,767	4,507.85	56.3481
034	COMM DEV DIR	C	245	A	12,750	5,884.62	73.5577
				B	13,388	6,179.08	77.2385
				C	14,057	6,487.85	81.0981
				D	14,760	6,812.31	85.1538
				E	15,498	7,152.92	89.4115
				F	16,273	7,510.62	93.8827
				G	17,087	7,886.31	98.5788
				H	17,941	8,280.46	103.5058
				I	18,838	8,694.46	108.6808
085	COMM SHIFT SUPV	E	160	A	5,581	2,575.85	32.1981
				B	5,860	2,704.62	33.8077
				C	6,153	2,839.85	35.4981
				D	6,460	2,981.54	37.2692
				E	6,783	3,130.62	39.1327
				F	7,122	3,287.08	41.0885
				G	7,478	3,451.38	43.1423
				H	7,852	3,624.00	45.3000
				I	8,246	3,805.85	47.5731

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
099	COMM SVC OFFCR	E	131	A	4,184	1,931.08	24.1385
				B	4,393	2,027.54	25.3442
				C	4,612	2,128.62	26.6077
				D	4,843	2,235.23	27.9404
				E	5,085	2,346.92	29.3365
				F	5,339	2,464.15	30.8019
				G	5,606	2,587.38	32.3423
				H	5,886	2,716.62	33.9577
				I	6,182	2,853.23	35.6654
289	COMM SVCS COORD	E	130	A	4,141	1,911.23	23.8904
				B	4,349	2,007.23	25.0904
				C	4,566	2,107.38	26.3423
				D	4,794	2,212.62	27.6577
				E	5,034	2,323.38	29.0423
				F	5,286	2,439.70	30.4962
				G	5,550	2,561.54	32.0192
				H	5,827	2,689.38	33.6173
				I	6,118	2,823.69	35.2962
035	COMM SVCS DIR	C	240	A	12,132	5,599.38	69.9923
				B	12,739	5,879.54	73.4942
				C	13,376	6,173.54	77.1692
				D	14,045	6,482.31	81.0288
				E	14,747	6,806.31	85.0788
				F	15,484	7,146.46	89.3308
				G	16,258	7,503.69	93.7962
				H	17,071	7,878.92	98.4865
				I	17,924	8,272.62	103.4077
287	COMM SVCS SUPV	M	176	A	6,417	2,961.69	37.0212
				B	6,738	3,109.85	38.8731
				C	7,075	3,265.38	40.8173
				D	7,428	3,428.31	42.8538
				E	7,800	3,600.00	45.0000
				F	8,190	3,780.00	47.2500
				G	8,599	3,968.77	49.6096
				H	9,029	4,167.23	52.0904
				I	9,481	4,375.85	54.6981
228	CONSTR INSPCTR	E	161	A	5,636	2,601.23	32.5154
				B	5,918	2,731.38	34.1423
				C	6,214	2,868.00	35.8500
				D	6,524	3,011.08	37.6385
				E	6,850	3,161.54	39.5192
				F	7,193	3,319.85	41.4981
				G	7,553	3,486.00	43.5750
				H	7,930	3,660.00	45.7500
				I	8,327	3,843.23	48.0404

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
306	CORPORAL	P	181	A	6,831	3,152.77	39.4096
				B	7,173	3,310.62	41.3827
				C	7,531	3,475.85	43.4481
				D	7,908	3,649.85	45.6231
				E	8,303	3,832.15	47.9019
				F	8,718	4,023.69	50.2962
				G	9,154	4,224.92	52.8115
				H	9,612	4,436.31	55.4538
				I	9,996	4,613.54	57.6692
330	CORPORAL II	P	183.5	A	7,002	3,231.69	40.3962
				B	7,352	3,393.23	42.4154
				C	7,720	3,563.08	44.5385
				D	8,106	3,741.23	46.7654
				E	8,511	3,928.15	49.1019
				F	8,937	4,124.77	51.5596
				G	9,384	4,331.08	54.1385
				H	9,853	4,547.54	56.8442
				I	10,247	4,729.38	59.1173
447	CUSTODIAL SUPV	M	160	A	5,472	2,525.54	31.5692
				B	5,746	2,652.00	33.1500
				C	6,033	2,784.46	34.8058
				D	6,334	2,923.38	36.5423
				E	6,651	3,069.69	38.3712
				F	6,984	3,223.38	40.2923
				G	7,333	3,384.46	42.3058
				H	7,699	3,553.38	44.4173
				I	8,085	3,731.54	46.6442
445	CUSTODIAN	U	108	A	3,329	1,536.46	19.2058
				B	3,495	1,613.08	20.1635
				C	3,670	1,693.85	21.1731
				D	3,853	1,778.30	22.2288
				E	4,046	1,867.38	23.3423
				F	4,248	1,960.62	24.5077
				G	4,461	2,058.92	25.7365
				H	4,684	2,161.85	27.0231
				I	4,918	2,269.85	28.3731
062	DEPT SECRETARY	E	143	A	4,712	2,174.77	27.1846
				B	4,948	2,283.69	28.5462
				C	5,195	2,397.69	29.9712
				D	5,455	2,517.69	31.4712
				E	5,728	2,643.69	33.0462
				F	6,014	2,775.69	34.6962
				G	6,315	2,914.62	36.4327
				H	6,631	3,060.46	38.2558
				I	6,962	3,213.23	40.1654

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
021	DEPUTY CITY CLERK	M	157	A	5,310	2,450.77	30.6346
				B	5,575	2,573.08	32.1635
				C	5,854	2,701.85	33.7731
				D	6,147	2,837.08	35.4635
				E	6,454	2,978.77	37.2346
				F	6,777	3,127.85	39.0981
				G	7,116	3,284.30	41.0538
				H	7,471	3,448.15	43.1019
				I	7,845	3,620.77	45.2596
037	DEPUTY CITY MGR	C	240	A	12,132	5,599.38	69.9923
				B	12,739	5,879.54	73.4942
				C	13,376	6,173.54	77.1692
				D	14,045	6,482.31	81.0288
				E	14,747	6,806.31	85.0788
				F	15,484	7,146.46	89.3308
				G	16,258	7,503.69	93.7962
				H	17,071	7,878.92	98.4865
				I	17,924	8,272.62	103.4077
046	DEPUTY DIR	M	215	A	9,459	4,365.69	54.5712
				B	9,932	4,584.00	57.3000
				C	10,429	4,813.38	60.1673
				D	10,950	5,053.85	63.1731
				E	11,498	5,306.77	66.3346
				F	12,072	5,571.69	69.6462
				G	12,676	5,850.46	73.1308
				H	13,310	6,143.08	76.7885
				I	13,975	6,450.00	80.6250
049	DIVISION MGR	M	204	A	8,478	3,912.92	48.9115
				B	8,902	4,108.62	51.3577
				C	9,347	4,314.00	53.9250
				D	9,815	4,530.00	56.6250
				E	10,305	4,756.15	59.4519
				F	10,821	4,994.31	62.4288
				G	11,362	5,244.00	65.5500
				H	11,930	5,506.15	68.8269
				I	12,526	5,781.23	72.2654
028	ECON DEV DIR	C	245	A	12,750	5,884.62	73.5577
				B	13,388	6,179.08	77.2385
				C	14,057	6,487.85	81.0981
				D	14,760	6,812.31	85.1538
				E	15,498	7,152.92	89.4115
				F	16,273	7,510.62	93.8827
				G	17,087	7,886.31	98.5788
				H	17,941	8,280.46	103.5058
				I	18,838	8,694.46	108.6808

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
269	ECON DEV MGR	M	215	A	9,459	4,365.69	54.5712
				B	9,932	4,584.00	57.3000
				C	10,429	4,813.38	60.1673
				D	10,950	5,053.85	63.1731
				E	11,498	5,306.77	66.3346
				F	12,072	5,571.69	69.6462
				G	12,676	5,850.46	73.1308
				H	13,310	6,143.08	76.7885
				I	13,975	6,450.00	80.6250
259	ECON DEV SPEC	E	150	A	5,052	2,331.69	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.31	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615
273	ELIGIBILITY TECH	E	128	A	4,059	1,873.38	23.4173
				B	4,262	1,967.08	24.5885
				C	4,476	2,065.85	25.8231
				D	4,699	2,168.77	27.1096
				E	4,934	2,277.23	28.4654
				F	5,181	2,391.23	29.8904
				G	5,440	2,510.77	31.3846
				H	5,712	2,636.31	32.9538
				I	5,997	2,767.85	34.5981
501	EMER OPS COORD	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154
042	EMPLOYEE DEV DIR	C	240	A	12,132	5,599.38	69.9923
				B	12,739	5,879.54	73.4942
				C	13,376	6,173.54	77.1692
				D	14,045	6,482.31	81.0288
				E	14,747	6,806.31	85.0788
				F	15,484	7,146.46	89.3308
				G	16,258	7,503.69	93.7962
				H	17,071	7,878.92	98.4865
				I	17,924	8,272.62	103.4077

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
274	EMPLOYMENT SPEC	E	125	A	3,941	1,818.92	22.7365
				B	4,138	1,909.85	23.8731
				C	4,344	2,004.92	25.0615
				D	4,562	2,105.54	26.3192
				E	4,790	2,210.77	27.6346
				F	5,029	2,321.08	29.0135
				G	5,281	2,437.38	30.4673
				H	5,545	2,559.23	31.9904
				I	5,823	2,687.54	33.5942
211	ENGINEERING TECH	E	149	A	5,002	2,308.62	28.8577
				B	5,253	2,424.46	30.3058
				C	5,515	2,545.38	31.8173
				D	5,791	2,672.77	33.4096
				E	6,080	2,806.15	35.0769
				F	6,384	2,946.46	36.8308
				G	6,704	3,094.15	38.6769
				H	7,039	3,248.77	40.6096
				I	7,390	3,410.77	42.6346
262	ENVIRO SVCS MGR	M	204	A	8,478	3,912.92	48.9115
				B	8,902	4,108.62	51.3577
				C	9,347	4,314.00	53.9250
				D	9,815	4,530.00	56.6250
				E	10,305	4,756.15	59.4519
				F	10,821	4,994.31	62.4288
				G	11,362	5,244.00	65.5500
				H	11,930	5,506.15	68.8269
				I	12,526	5,781.23	72.2654
236	ENVIRO SVCS SPEC	E	143	A	4,712	2,174.77	27.1846
				B	4,948	2,283.69	28.5462
				C	5,195	2,397.69	29.9712
				D	5,455	2,517.69	31.4712
				E	5,728	2,643.69	33.0462
				F	6,014	2,775.69	34.6962
				G	6,315	2,914.62	36.4327
				H	6,631	3,060.46	38.2558
				I	6,962	3,213.23	40.1654
422	EQUIP MECH	U	141	A	4,622	2,133.23	26.6654
				B	4,853	2,239.85	27.9981
				C	5,096	2,352.00	29.4000
				D	5,351	2,469.70	30.8712
				E	5,618	2,592.92	32.4115
				F	5,899	2,722.62	34.0327
				G	6,194	2,858.77	35.7346
				H	6,504	3,001.85	37.5231
				I	6,829	3,151.85	39.3981

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
421	EQUIP SVC WRKR	U	117	A	3,641	1,680.46	21.0058
				B	3,823	1,764.46	22.0558
				C	4,014	1,852.62	23.1577
				D	4,215	1,945.38	24.3173
				E	4,426	2,042.77	25.5346
				F	4,647	2,144.77	26.8096
				G	4,880	2,252.31	28.1538
				H	5,123	2,364.46	29.5558
				I	5,379	2,482.62	31.0327
041	FINANCE DIR	C	245	A	12,750	5,884.62	73.5577
				B	13,388	6,179.08	77.2385
				C	14,057	6,487.85	81.0981
				D	14,760	6,812.31	85.1538
				E	15,498	7,152.92	89.4115
				F	16,273	7,510.62	93.8827
				G	17,087	7,886.31	98.5788
				H	17,941	8,280.46	103.5058
				I	18,838	8,694.46	108.6808
030	FINANCE MGR	M	204	A	8,478	3,912.92	48.9115
				B	8,902	4,108.62	51.3577
				C	9,347	4,314.00	53.9250
				D	9,815	4,530.00	56.6250
				E	10,305	4,756.15	59.4519
				F	10,821	4,994.31	62.4288
				G	11,362	5,244.00	65.5500
				H	11,930	5,506.15	68.8269
				I	12,526	5,781.23	72.2654
107	GIS COORD	E	174	A	6,416	2,961.23	37.0154
				B	6,737	3,109.38	38.8673
				C	7,074	3,264.92	40.8115
				D	7,427	3,427.85	42.8481
				E	7,799	3,599.54	44.9942
				F	8,188	3,779.08	47.2385
				G	8,598	3,968.31	49.6038
				H	9,028	4,166.77	52.0846
				I	9,479	4,374.92	54.6865
088	GRAPHICS ASSIST	E	115	A	3,567	1,646.31	20.5788
				B	3,746	1,728.92	21.6115
				C	3,933	1,815.23	22.6904
				D	4,130	1,906.15	23.8269
				E	4,336	2,001.23	25.0154
				F	4,553	2,101.38	26.2673
				G	4,781	2,206.62	27.5827
				H	5,020	2,316.92	28.9615
				I	5,270	2,432.30	30.4038

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
089	GRAPHICS DESIGNER	E	135	A	4,354	2,009.54	25.1192
				B	4,571	2,109.69	26.3712
				C	4,800	2,215.38	27.6923
				D	5,040	2,326.15	29.0769
				E	5,292	2,442.46	30.5308
				F	5,556	2,564.31	32.0538
				G	5,834	2,692.62	33.6577
				H	6,126	2,827.38	35.3423
				I	6,433	2,969.08	37.1135
414	HEAVY EQUIP OPERATOR	U	141	A	4,622	2,133.23	26.6654
				B	4,853	2,239.85	27.9981
				C	5,096	2,352.00	29.4000
				D	5,351	2,469.70	30.8712
				E	5,618	2,592.92	32.4115
				F	5,899	2,722.62	34.0327
				G	6,194	2,858.77	35.7346
				H	6,504	3,001.85	37.5231
				I	6,829	3,151.85	39.3981
234	HOUSING ASSIST	E	135	A	4,354	2,009.54	25.1192
				B	4,571	2,109.69	26.3712
				C	4,800	2,215.38	27.6923
				D	5,040	2,326.15	29.0769
				E	5,292	2,442.46	30.5308
				F	5,556	2,564.31	32.0538
				G	5,834	2,692.62	33.6577
				H	6,126	2,827.38	35.3423
				I	6,433	2,969.08	37.1135
232	HOUSING SPEC	E	140	A	4,574	2,111.08	26.3885
				B	4,803	2,216.77	27.7096
				C	5,043	2,327.54	29.0942
				D	5,295	2,443.85	30.5481
				E	5,560	2,566.15	32.0769
				F	5,838	2,694.46	33.6808
				G	6,129	2,828.77	35.3596
				H	6,436	2,970.46	37.1308
				I	6,758	3,119.08	38.9885
261	HOUSING SUPV	M	171	A	6,105	2,817.69	35.2212
				B	6,411	2,958.92	36.9865
				C	6,731	3,106.62	38.8327
				D	7,068	3,262.15	40.7769
				E	7,421	3,425.08	42.8135
				F	7,792	3,596.31	44.9538
				G	8,182	3,776.31	47.2038
				H	8,591	3,965.08	49.5635
				I	9,020	4,163.08	52.0385

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
026	HUMAN RESOURCES DIR	C	240	A	12,132	5,599.38	69.9923
				B	12,739	5,879.54	73.4942
				C	13,376	6,173.54	77.1692
				D	14,045	6,482.31	81.0288
				E	14,747	6,806.31	85.0788
				F	15,484	7,146.46	89.3308
				G	16,258	7,503.69	93.7962
				H	17,071	7,878.92	98.4865
				I	17,924	8,272.62	103.4077
131	HUMAN RESOURCES MGR	M	199	A	8,068	3,723.69	46.5462
				B	8,472	3,910.15	48.8769
				C	8,895	4,105.38	51.3173
				D	9,340	4,310.77	53.8846
				E	9,807	4,526.31	56.5788
				F	10,297	4,752.46	59.4058
				G	10,812	4,990.15	62.3769
				H	11,353	5,239.85	65.4981
				I	11,920	5,501.54	68.7692
105	INFO SYSTEMS MGR	M	220	A	9,943	4,589.08	57.3635
				B	10,440	4,818.46	60.2308
				C	10,962	5,059.38	63.2423
				D	11,510	5,312.31	66.4038
				E	12,086	5,578.15	69.7269
				F	12,690	5,856.92	73.2115
				G	13,324	6,149.54	76.8692
				H	13,991	6,457.38	80.7173
				I	14,690	6,780.00	84.7500
044	INFO TCHNLGY DIR	C	240	A	12,132	5,599.38	69.9923
				B	12,739	5,879.54	73.4942
				C	13,376	6,173.54	77.1692
				D	14,045	6,482.31	81.0288
				E	14,747	6,806.31	85.0788
				F	15,484	7,146.46	89.3308
				G	16,258	7,503.70	93.7962
				H	17,071	7,878.92	98.4865
				I	17,924	8,272.62	103.4077
108	INFO TCHNLGY PROGMR	E	179	A	6,742	3,111.69	38.8962
				B	7,079	3,267.23	40.8404
				C	7,433	3,430.62	42.8827
				D	7,805	3,602.31	45.0288
				E	8,195	3,782.31	47.2788
				F	8,604	3,971.08	49.6385
				G	9,035	4,170.00	52.1250
				H	9,486	4,378.15	54.7269
				I	9,961	4,597.38	57.4673

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
103	INFO TCHNLGY TECH	E	149	A	5,002	2,308.62	28.8577
				B	5,253	2,424.46	30.3058
				C	5,515	2,545.38	31.8173
				D	5,791	2,672.77	33.4096
				E	6,080	2,806.15	35.0769
				F	6,384	2,946.46	36.8308
				G	6,704	3,094.15	38.6769
				H	7,039	3,248.77	40.6096
				I	7,390	3,410.77	42.6346
081	INSURANCE PROG COORD	E	150	A	5,052	2,331.69	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.31	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615
061	JAILER/FLEET SUPV	M	171	A	6,105	2,817.69	35.2212
				B	6,411	2,958.92	36.9865
				C	6,731	3,106.62	38.8327
				D	7,068	3,262.15	40.7769
				E	7,421	3,425.08	42.8135
				F	7,792	3,596.30	44.9538
				G	8,182	3,776.30	47.2038
				H	8,591	3,965.08	49.5635
				I	9,020	4,163.08	52.0385
416	MAINT REPAIR HELPER	U	122	A	3,826	1,765.85	22.0731
				B	4,017	1,854.00	23.1750
				C	4,218	1,946.77	24.3346
				D	4,429	2,044.15	25.5519
				E	4,650	2,146.15	26.8269
				F	4,883	2,253.69	28.1712
				G	5,127	2,366.31	29.5788
				H	5,383	2,484.46	31.0558
				I	5,653	2,609.08	32.6135
415	MAINT REPAIR WRKR	U	138	A	4,486	2,070.46	25.8808
				B	4,710	2,173.85	27.1731
				C	4,946	2,282.77	28.5346
				D	5,193	2,396.77	29.9596
				E	5,453	2,516.77	31.4596
				F	5,725	2,642.31	33.0288
				G	6,011	2,774.31	34.6788
				H	6,312	2,913.23	36.4154
				I	6,628	3,059.08	38.2385

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
301	MASTER OFFCR	P	179	A	6,704	3,094.15	38.6769
				B	7,039	3,248.77	40.6096
				C	7,391	3,411.23	42.6404
				D	7,761	3,582.00	44.7750
				E	8,149	3,761.08	47.0135
				F	8,556	3,948.92	49.3615
				G	8,984	4,146.46	51.8308
				H	9,433	4,353.69	54.4212
				I	9,811	4,528.15	56.6019
325	MASTER OFFCR II	P	181.5	A	6,871	3,171.23	39.6404
				B	7,215	3,330.00	41.6250
				C	7,575	3,496.15	43.7019
				D	7,954	3,671.08	45.8885
				E	8,352	3,854.77	48.1846
				F	8,769	4,047.23	50.5904
				G	9,208	4,249.85	53.1231
				H	9,668	4,462.15	55.7769
				I	10,055	4,640.77	58.0096
109	NETWORK ADMIN	E	179	A	6,742	3,111.69	38.8962
				B	7,079	3,267.23	40.8404
				C	7,433	3,430.62	42.8827
				D	7,805	3,602.31	45.0288
				E	8,195	3,782.31	47.2788
				F	8,604	3,971.08	49.6385
				G	9,035	4,170.00	52.1250
				H	9,486	4,378.15	54.7269
				I	9,961	4,597.38	57.4673
066	OFFICE ASSIST	E	113	A	3,496	1,613.54	20.1692
				B	3,671	1,694.31	21.1788
				C	3,854	1,778.77	22.2346
				D	4,047	1,867.85	23.3481
				E	4,249	1,961.08	24.5135
				F	4,461	2,058.92	25.7365
				G	4,684	2,161.85	27.0231
				H	4,919	2,270.31	28.3788
				I	5,165	2,383.85	29.7981
406	PARK MAINT WRKR	U	127	A	4,022	1,856.31	23.2038
				B	4,223	1,949.08	24.3635
				C	4,434	2,046.46	25.5808
				D	4,655	2,148.46	26.8558
				E	4,888	2,256.00	28.2000
				F	5,133	2,369.08	29.6135
				G	5,389	2,487.23	31.0904
				H	5,659	2,611.85	32.6481
				I	5,942	2,742.46	34.2808

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
494	PARKING CONTROL SPEC	U	111.8	A	3,155	1,456.15	18.2019
				B	3,352	1,547.08	19.3385
				C	3,548	1,637.54	20.4692
				D	3,746	1,728.92	21.6115
				E	3,944	1,820.31	22.7538
				F	3,944	1,820.31	22.7538
				G	3,944	1,820.31	22.7538
				H	4,141	1,911.23	23.8904
				I	4,348	2,006.79	25.0849
133	PAYROLL SUPV	M	171	A	6,105	2,817.69	35.2212
				B	6,411	2,958.92	36.9865
				C	6,731	3,106.62	38.8327
				D	7,068	3,262.15	40.7769
				E	7,421	3,425.08	42.8135
				F	7,792	3,596.31	44.9538
				G	8,182	3,776.31	47.2038
				H	8,591	3,965.08	49.5635
				I	9,020	4,163.08	52.0385
213	PERMIT CENTER SUPV	M	174	A	6,291	2,903.54	36.2942
				B	6,605	3,048.46	38.1058
				C	6,936	3,201.23	40.0154
				D	7,282	3,360.92	42.0115
				E	7,647	3,529.38	44.1173
				F	8,029	3,705.70	46.3212
				G	8,430	3,890.77	48.6346
				H	8,852	4,085.54	51.0692
				I	9,295	4,290.00	53.6250
210	PERMIT TECH	E	140	A	4,574	2,111.08	26.3885
				B	4,803	2,216.77	27.7096
				C	5,043	2,327.54	29.0942
				D	5,295	2,443.85	30.5481
				E	5,560	2,566.15	32.0769
				F	5,838	2,694.46	33.6808
				G	6,129	2,828.77	35.3596
				H	6,436	2,970.46	37.1308
				I	6,758	3,119.08	38.9885
127	PERSONNEL ANALYST	M	150	A	4,955	2,286.92	28.5865
				B	5,203	2,401.38	30.0173
				C	5,463	2,521.38	31.5173
				D	5,736	2,647.38	33.0923
				E	6,023	2,779.85	34.7481
				F	6,324	2,918.77	36.4846
				G	6,640	3,064.62	38.3077
				H	6,972	3,217.85	40.2231
				I	7,321	3,378.92	42.2365

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
201	PLAN CHECK ENGINEER	E	190	A	7,522	3,471.69	43.3962
				B	7,898	3,645.23	45.5654
				C	8,293	3,827.54	47.8442
				D	8,708	4,019.08	50.2385
				E	9,143	4,219.85	52.7481
				F	9,600	4,430.77	55.3846
				G	10,080	4,652.30	58.1538
				H	10,584	4,884.92	61.0615
				I	11,113	5,129.08	64.1135
267	PLANNER	E	174	A	6,416	2,961.23	37.0154
				B	6,737	3,109.38	38.8673
				C	7,074	3,264.92	40.8115
				D	7,427	3,427.85	42.8481
				E	7,799	3,599.54	44.9942
				F	8,188	3,779.08	47.2385
				G	8,598	3,968.31	49.6038
				H	9,028	4,166.77	52.0846
				I	9,479	4,374.92	54.6865
263	PLANNING SVCS MGR	M	215	A	9,459	4,365.69	54.5712
				B	9,932	4,584.00	57.3000
				C	10,429	4,813.38	60.1673
				D	10,950	5,053.85	63.1731
				E	11,498	5,306.77	66.3346
				F	12,072	5,571.69	69.6462
				G	12,676	5,850.46	73.1308
				H	13,310	6,143.08	76.7885
				I	13,975	6,450.00	80.6250
270	PLANS EXAMINER	E	160	A	5,581	2,575.85	32.1981
				B	5,860	2,704.62	33.8077
				C	6,153	2,839.85	35.4981
				D	6,460	2,981.54	37.2692
				E	6,783	3,130.62	39.1327
				F	7,122	3,287.08	41.0885
				G	7,478	3,451.38	43.1423
				H	7,852	3,624.00	45.3000
				I	8,246	3,805.85	47.5731
304	POLICE CAPTAIN	Q	232.1	A	12,181	5,622.00	70.2750
				B	12,790	5,903.08	73.7885
				C	13,429	6,198.00	77.4750
				D	14,100	6,507.69	81.3462
				E	14,805	6,833.08	85.4135
				F	15,546	7,175.08	89.6885
				G	16,323	7,533.69	94.1712
				H	17,139	7,910.31	98.8788
				I	17,825	8,226.92	102.8365

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
305	POLICE CHIEF	C	258	A	14,511	6,697.38	83.7173
				B	15,237	7,032.46	87.9058
				C	15,999	7,384.15	92.3019
				D	16,799	7,753.38	96.9173
				E	17,639	8,141.08	101.7635
				F	18,521	8,548.15	106.8519
				G	19,447	8,975.54	112.1942
				H	20,419	9,424.15	117.8019
				I	21,439	9,894.92	123.6865
076	POLICE COMM MGR	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154
303	POLICE LIEUTENANT	Q	220.1	A	10,599	4,891.85	61.1481
				B	11,129	5,136.46	64.2058
				C	11,685	5,393.08	67.4135
				D	12,270	5,663.08	70.7885
				E	12,883	5,946.00	74.3250
				F	13,527	6,243.23	78.0404
				G	14,204	6,555.69	81.9462
				H	14,914	6,883.38	86.0423
				I	15,510	7,158.46	89.4808
300	POLICE OFFCR	P	174	A	6,384	2,946.46	36.8308
				B	6,703	3,093.69	38.6712
				C	7,039	3,248.77	40.6096
				D	7,390	3,410.77	42.6346
				E	7,760	3,581.54	44.7692
				F	8,148	3,760.62	47.0077
				G	8,555	3,948.46	49.3558
				H	8,983	4,146.00	51.8250
				I	9,342	4,311.69	53.8962
320	POLICE OFFCR II	P	176.5	A	6,544	3,020.31	37.7538
				B	6,871	3,171.23	39.6404
				C	7,215	3,330.00	41.6250
				D	7,576	3,496.62	43.7077
				E	7,954	3,671.08	45.8885
				F	8,352	3,854.77	48.1846
				G	8,770	4,047.69	50.5962
				H	9,208	4,249.85	53.1231
				I	9,576	4,419.69	55.2462

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
075	POLICE RECORDS MGR	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154
074	POLICE RECORDS SHIFT SUPV	E	140	A	4,574	2,111.08	26.3885
				B	4,803	2,216.77	27.7096
				C	5,043	2,327.54	29.0942
				D	5,295	2,443.85	30.5481
				E	5,560	2,566.15	32.0769
				F	5,838	2,694.46	33.6808
				G	6,129	2,828.77	35.3596
				H	6,436	2,970.46	37.1308
				I	6,758	3,119.08	38.9885
057	POLICE RECORDS SPEC	E	125	A	3,941	1,818.92	22.7365
				B	4,138	1,909.85	23.8731
				C	4,344	2,004.92	25.0615
				D	4,562	2,105.54	26.3192
				E	4,790	2,210.77	27.6346
				F	5,029	2,321.08	29.0135
				G	5,281	2,437.38	30.4673
				H	5,545	2,559.23	31.9904
				I	5,823	2,687.54	33.5942
302	POLICE SERGEANT	P	199.2	A	8,204	3,786.46	47.3308
				B	8,614	3,975.69	49.6962
				C	9,044	4,174.15	52.1769
				D	9,497	4,383.23	54.7904
				E	9,971	4,602.00	57.5250
				F	10,470	4,832.31	60.4038
				G	10,993	5,073.69	63.4212
				H	11,543	5,327.54	66.5942
				I	12,006	5,541.23	69.2654
056	POLICE SVCS SUPV	M	166	A	5,808	2,680.62	33.5077
				B	6,099	2,814.92	35.1865
				C	6,403	2,955.23	36.9404
				D	6,724	3,103.38	38.7923
				E	7,060	3,258.46	40.7308
				F	7,413	3,421.38	42.7673
				G	7,783	3,592.15	44.9019
				H	8,172	3,771.69	47.1462
				I	8,581	3,960.46	49.5058

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
052	PRIN ACCOUNT SPEC	E	132	A	4,225	1,950.00	24.3750
				B	4,436	2,047.38	25.5923
				C	4,657	2,149.38	26.8673
				D	4,890	2,256.92	28.2115
				E	5,135	2,370.00	29.6250
				F	5,392	2,488.62	31.1077
				G	5,661	2,612.77	32.6596
				H	5,944	2,743.38	34.2923
				I	6,242	2,880.92	36.0115
059	PRIN ACCOUNTANT	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154
036	PRIN ADMIN ANALYST	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154
208	PRIN ENGINEERING TECH	E	169	A	6,103	2,816.77	35.2096
				B	6,408	2,957.54	36.9692
				C	6,729	3,105.69	38.8212
				D	7,065	3,260.77	40.7596
				E	7,419	3,424.15	42.8019
				F	7,789	3,594.92	44.9365
				G	8,179	3,774.92	47.1865
				H	8,588	3,963.69	49.5462
				I	9,017	4,161.69	52.0212
064	PRIN OFFICE ASSIST	E	133	A	4,269	1,970.30	24.6288
				B	4,482	2,068.62	25.8577
				C	4,706	2,172.00	27.1500
				D	4,941	2,280.46	28.5058
				E	5,188	2,394.46	29.9308
				F	5,448	2,514.46	31.4308
				G	5,720	2,640.00	33.0000
				H	6,006	2,772.00	34.6500
				I	6,307	2,910.92	36.3865

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
129	PRIN PERSONNEL ANALYST	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154
023	PROG SPEC	E	150	A	5,052	2,331.69	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.31	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615
209	PROJECT ENGINEER	M	204	A	8,478	3,912.92	48.9115
				B	8,902	4,108.62	51.3577
				C	9,347	4,314.00	53.9250
				D	9,815	4,530.00	56.6250
				E	10,305	4,756.15	59.4519
				F	10,821	4,994.31	62.4288
				G	11,362	5,244.00	65.5500
				H	11,930	5,506.15	68.8269
				I	12,526	5,781.23	72.2654
265	PROJECT PLANNER	M	186	A	7,088	3,271.38	40.8923
				B	7,443	3,435.23	42.9404
				C	7,815	3,606.92	45.0865
				D	8,206	3,787.38	47.3423
				E	8,616	3,976.62	49.7077
				F	9,047	4,175.54	52.1942
				G	9,499	4,384.15	54.8019
				H	9,974	4,603.38	57.5423
				I	10,472	4,833.23	60.4154
083	PUBLIC SAFETY DISPATCHER	E	150	A	5,052	2,331.69	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.31	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
126	PUBLIC SAFETY FISCAL ANALYST	M	171	A	6,105	2,817.69	35.2212
				B	6,411	2,958.92	36.9865
				C	6,731	3,106.62	38.8327
				D	7,068	3,262.15	40.7769
				E	7,421	3,425.08	42.8135
				F	7,792	3,596.31	44.9538
				G	8,182	3,776.31	47.2038
				H	8,591	3,965.08	49.5635
				I	9,020	4,163.08	52.0385
033	PUBLIC WORKS DIR	C	245	A	12,750	5,884.62	73.5577
				B	13,388	6,179.08	77.2385
				C	14,057	6,487.85	81.0981
				D	14,760	6,812.31	85.1538
				E	15,498	7,152.92	89.4115
				F	16,273	7,510.62	93.8827
				G	17,087	7,886.31	98.5788
				H	17,941	8,280.46	103.5058
				I	18,838	8,694.46	108.6808
420	PUBLIC WORKS FOREMAN	M	155	A	5,206	2,402.77	30.0346
				B	5,467	2,523.23	31.5404
				C	5,740	2,649.23	33.1154
				D	6,027	2,781.69	34.7712
				E	6,328	2,920.62	36.5077
				F	6,645	3,066.92	38.3365
				G	6,977	3,220.15	40.2519
				H	7,326	3,381.23	42.2654
				I	7,692	3,550.15	44.3769
204	PUBLIC WORKS SUPV	M	176	A	6,417	2,961.69	37.0212
				B	6,738	3,109.85	38.8731
				C	7,075	3,265.38	40.8173
				D	7,428	3,428.31	42.8538
				E	7,800	3,600.00	45.0000
				F	8,190	3,780.00	47.2500
				G	8,599	3,968.77	49.6096
				H	9,029	4,167.23	52.0904
				I	9,481	4,375.85	54.6981
244	PUBLIC WORKS TECH	E	145	A	4,808	2,219.08	27.7385
				B	5,048	2,329.85	29.1231
				C	5,300	2,446.15	30.5769
				D	5,565	2,568.46	32.1058
				E	5,844	2,697.23	33.7154
				F	6,136	2,832.00	35.4000
				G	6,443	2,973.69	37.1712
				H	6,765	3,122.31	39.0288
				I	7,104	3,278.77	40.9846

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
402	PUBLIC WORKS TRAINEE	U	089	A	2,622	1,210.15	15.1269
				B	2,681	1,237.38	15.4673
				C	2,763	1,275.23	15.9404
				D	2,822	1,302.46	16.2808
				E	2,957	1,364.77	17.0596
				F	3,105	1,433.08	17.9135
				G	3,260	1,504.73	18.8091
				H	3,423	1,579.89	19.7486
				I	3,594	1,658.89	20.7361
070	PURCHASING AGENT	M	191	A	7,450	3,438.46	42.9808
				B	7,823	3,610.62	45.1327
				C	8,214	3,791.08	47.3885
				D	8,624	3,980.31	49.7538
				E	9,056	4,179.69	52.2462
				F	9,508	4,388.31	54.8538
				G	9,984	4,608.00	57.6000
				H	10,483	4,838.31	60.4788
				I	11,007	5,080.15	63.5019
222	REAL PROPERTY AGENT	E	162	A	5,692	2,627.08	32.8385
				B	5,977	2,758.62	34.4827
				C	6,276	2,896.62	36.2077
				D	6,589	3,041.08	38.0135
				E	6,919	3,193.38	39.9173
				F	7,265	3,353.08	41.9135
				G	7,628	3,520.62	44.0077
				H	8,009	3,696.46	46.2058
				I	8,410	3,881.54	48.5192
221	REAL PROPERTY MGR	M	199	A	8,068	3,723.69	46.5462
				B	8,472	3,910.15	48.8769
				C	8,895	4,105.38	51.3173
				D	9,340	4,310.77	53.8846
				E	9,807	4,526.31	56.5788
				F	10,297	4,752.46	59.4058
				G	10,812	4,990.15	62.3769
				H	11,353	5,239.85	65.4981
				I	11,920	5,501.54	68.7692
092	REPRO EQUIP OPERATOR	E	109	A	3,359	1,550.30	19.3788
				B	3,527	1,627.85	20.3481
				C	3,704	1,709.54	21.3692
				D	3,889	1,794.92	22.4365
				E	4,083	1,884.46	23.5558
				F	4,287	1,978.62	24.7327
				G	4,502	2,077.85	25.9731
				H	4,727	2,181.70	27.2712
				I	4,963	2,290.62	28.6327

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
032	REVENUE MGR	M	194	A	7,677	3,543.23	44.2904
				B	8,061	3,720.46	46.5058
				C	8,464	3,906.46	48.8308
				D	8,887	4,101.70	51.2712
				E	9,331	4,306.62	53.8327
				F	9,798	4,522.15	56.5269
				G	10,287	4,747.85	59.3481
				H	10,802	4,985.54	62.3192
				I	11,342	5,234.77	65.4346
132	RISK MGMT SUPV	M	171	A	6,105	2,817.70	35.2212
				B	6,411	2,958.92	36.9865
				C	6,731	3,106.62	38.8327
				D	7,068	3,262.15	40.7769
				E	7,421	3,425.08	42.8135
				F	7,792	3,596.30	44.9538
				G	8,182	3,776.30	47.2038
				H	8,591	3,965.08	49.5635
				I	9,020	4,163.08	52.0385
460	SEWER MAINT WRKR	U	132	A	4,227	1,950.92	24.3865
				B	4,438	2,048.30	25.6038
				C	4,660	2,150.77	26.8846
				D	4,893	2,258.30	28.2288
				E	5,137	2,370.92	29.6365
				F	5,394	2,489.54	31.1192
				G	5,664	2,614.15	32.6769
				H	5,947	2,744.77	34.3096
				I	6,245	2,882.30	36.0288
463	SEWER PUMP STATION ELEC	U	146	A	4,858	2,242.15	28.0269
				B	5,101	2,354.30	29.4288
				C	5,356	2,472.00	30.9000
				D	5,624	2,595.70	32.4462
				E	5,905	2,725.38	34.0673
				F	6,200	2,861.54	35.7692
				G	6,510	3,004.62	37.5577
				H	6,835	3,154.62	39.4327
				I	7,177	3,312.46	41.4058
424	SMALL ENGINES MECH	U	127	A	4,022	1,856.30	23.2038
				B	4,223	1,949.08	24.3635
				C	4,434	2,046.46	25.5808
				D	4,655	2,148.46	26.8558
				E	4,888	2,256.00	28.2000
				F	5,133	2,369.08	29.6135
				G	5,389	2,487.23	31.0904
				H	5,659	2,611.85	32.6481
				I	5,942	2,742.46	34.2808

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
312	SPECIAL OFFCR	E	157	A	5,580	2,575.38	32.1923
				B	5,859	2,704.15	33.8019
				C	6,151	2,838.92	35.4865
				D	6,459	2,981.08	37.2635
				E	6,782	3,130.15	39.1269
				F	7,121	3,286.62	41.0827
				G	7,477	3,450.92	43.1365
				H	7,851	3,623.54	45.2942
				I	8,244	3,804.92	47.5615
051	SR ACCOUNT SPEC	E	122	A	3,824	1,764.92	22.0615
				B	4,015	1,853.08	23.1635
				C	4,216	1,945.85	24.3231
				D	4,426	2,042.77	25.5346
				E	4,648	2,145.23	26.8154
				F	4,880	2,252.30	28.1538
				G	5,124	2,364.92	29.5615
				H	5,380	2,483.08	31.0385
				I	5,650	2,607.70	32.5962
055	SR ACCOUNTANT	E	171	A	6,227	2,874.00	35.9250
				B	6,539	3,018.00	37.7250
				C	6,866	3,168.92	39.6115
				D	7,209	3,327.23	41.5904
				E	7,569	3,493.38	43.6673
				F	7,948	3,668.30	45.8538
				G	8,345	3,851.54	48.1442
				H	8,762	4,044.00	50.5500
				I	9,200	4,246.15	53.0769
014	SR ADMIN AIDE	E	150	A	5,052	2,331.70	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.30	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615
017	SR ADMIN ANALYST	M	166	A	5,808	2,680.62	33.5077
				B	6,099	2,814.92	35.1865
				C	6,403	2,955.23	36.9404
				D	6,724	3,103.38	38.7923
				E	7,060	3,258.46	40.7308
				F	7,413	3,421.38	42.7673
				G	7,783	3,592.15	44.9019
				H	8,172	3,771.70	47.1462
				I	8,581	3,960.46	49.5058

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
203	SR ANIMAL CONTROL OFFCR	E	164	A	5,807	2,680.15	33.5019
				B	6,097	2,814.00	35.1750
				C	6,402	2,954.77	36.9346
				D	6,722	3,102.46	38.7808
				E	7,058	3,257.54	40.7192
				F	7,411	3,420.46	42.7558
				G	7,782	3,591.70	44.8962
				H	8,171	3,771.23	47.1404
				I	8,580	3,960.00	49.5000
231	SR BLDG INSPCTR	E	170	A	6,165	2,845.38	35.5673
				B	6,473	2,987.54	37.3442
				C	6,797	3,137.08	39.2135
				D	7,137	3,294.00	41.1750
				E	7,493	3,458.30	43.2288
				F	7,868	3,631.38	45.3923
				G	8,261	3,812.77	47.6596
				H	8,674	4,003.38	50.0423
				I	9,109	4,204.15	52.5519
216	SR CIVIL ENGINEER	M	211	A	9,090	4,195.38	52.4423
				B	9,545	4,405.38	55.0673
				C	10,022	4,625.54	57.8192
				D	10,523	4,856.77	60.7096
				E	11,049	5,099.54	63.7442
				F	11,602	5,354.77	66.9346
				G	12,182	5,622.46	70.2808
				H	12,791	5,903.54	73.7942
				I	13,430	6,198.46	77.4808
242	SR CODE ENFORCE OFFCR	E	160	A	5,581	2,575.85	32.1981
				B	5,860	2,704.62	33.8077
				C	6,153	2,839.85	35.4981
				D	6,460	2,981.54	37.2692
				E	6,783	3,130.62	39.1327
				F	7,122	3,287.08	41.0885
				G	7,478	3,451.38	43.1423
				H	7,852	3,624.00	45.3000
				I	8,246	3,805.85	47.5731
098	SR COMM SVC OFFCR	E	136	A	4,395	2,028.46	25.3558
				B	4,614	2,129.54	26.6192
				C	4,845	2,236.15	27.9519
				D	5,087	2,347.85	29.3481
				E	5,342	2,465.54	30.8192
				F	5,609	2,588.77	32.3596
				G	5,889	2,718.00	33.9750
				H	6,184	2,854.15	35.6769
				I	6,493	2,996.77	37.4596

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
091	SR ECON DEV SPEC	E	162	A	5,692	2,627.08	32.8385
				B	5,977	2,758.62	34.4827
				C	6,276	2,896.62	36.2077
				D	6,589	3,041.08	38.0135
				E	6,919	3,193.38	39.9173
				F	7,265	3,353.08	41.9135
				G	7,628	3,520.62	44.0077
				H	8,009	3,696.46	46.2058
				I	8,410	3,881.54	48.5192
226	SR EMPLOYMENT SPEC	E	135	A	4,354	2,009.54	25.1192
				B	4,571	2,109.70	26.3712
				C	4,800	2,215.38	27.6923
				D	5,040	2,326.15	29.0769
				E	5,292	2,442.46	30.5308
				F	5,556	2,564.30	32.0538
				G	5,834	2,692.62	33.6577
				H	6,126	2,827.38	35.3423
				I	6,433	2,969.08	37.1135
212	SR ENGINEERING TECH	E	159	A	5,524	2,549.54	31.8692
				B	5,800	2,676.92	33.4615
				C	6,090	2,810.77	35.1346
				D	6,395	2,951.54	36.8942
				E	6,715	3,099.23	38.7404
				F	7,050	3,253.85	40.6731
				G	7,403	3,416.77	42.7096
				H	7,773	3,587.54	44.8442
				I	8,161	3,766.62	47.0827
246	SR ENVIRO SVCS SPEC	E	153	A	5,205	2,402.30	30.0288
				B	5,466	2,522.77	31.5346
				C	5,739	2,648.77	33.1096
				D	6,026	2,781.23	34.7654
				E	6,327	2,920.15	36.5019
				F	6,643	3,066.00	38.3250
				G	6,976	3,219.70	40.2462
				H	7,324	3,380.30	42.2538
				I	7,690	3,549.23	44.3654
294	SR HOUSING SPEC	E	150	A	5,052	2,331.70	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.30	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
104	SR INFO TCHNLGY ANALYST	M	194	A	7,677	3,543.23	44.2904
				B	8,061	3,720.46	46.5058
				C	8,464	3,906.46	48.8308
				D	8,887	4,101.70	51.2712
				E	9,331	4,306.62	53.8327
				F	9,798	4,522.15	56.5269
				G	10,287	4,747.85	59.3481
				H	10,802	4,985.54	62.3192
				I	11,342	5,234.77	65.4346
106	SR INFO TCHNLGY TECH	E	159	A	5,524	2,549.54	31.8692
				B	5,800	2,676.92	33.4615
				C	6,090	2,810.77	35.1346
				D	6,395	2,951.54	36.8942
				E	6,715	3,099.23	38.7404
				F	7,050	3,253.85	40.6731
				G	7,403	3,416.77	42.7096
				H	7,773	3,587.54	44.8442
				I	8,161	3,766.62	47.0827
067	SR OFFICE ASSIST	E	123	A	3,863	1,782.92	22.2865
				B	4,056	1,872.00	23.4000
				C	4,259	1,965.70	24.5712
				D	4,471	2,063.54	25.7942
				E	4,695	2,166.92	27.0865
				F	4,930	2,275.38	28.4423
				G	5,176	2,388.92	29.8615
				H	5,435	2,508.46	31.3558
				I	5,707	2,634.00	32.9250
407	SR PARK MAINT WRKR	U	137	A	4,442	2,050.15	25.6269
				B	4,664	2,152.62	26.9077
				C	4,897	2,260.15	28.2519
				D	5,142	2,373.23	29.6654
				E	5,399	2,491.85	31.1481
				F	5,669	2,616.46	32.7058
				G	5,952	2,747.08	34.3385
				H	6,250	2,884.62	36.0577
				I	6,563	3,029.08	37.8635
128	SR PERSONNEL ANALYST	M	166	A	5,808	2,680.62	33.5077
				B	6,099	2,814.92	35.1865
				C	6,403	2,955.23	36.9404
				D	6,724	3,103.38	38.7923
				E	7,060	3,258.46	40.7308
				F	7,413	3,421.38	42.7673
				G	7,783	3,592.15	44.9019
				H	8,172	3,771.70	47.1462
				I	8,581	3,960.46	49.5058

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
266	SR PLANNER	M	194	A	7,677	3,543.23	44.2904
				B	8,061	3,720.46	46.5058
				C	8,464	3,906.46	48.8308
				D	8,887	4,101.70	51.2712
				E	9,331	4,306.62	53.8327
				F	9,798	4,522.15	56.5269
				G	10,287	4,747.85	59.3481
				H	10,802	4,985.54	62.3192
				I	11,342	5,234.77	65.4346
025	SR PROG SPEC	M	166	A	5,808	2,680.62	33.5077
				B	6,099	2,814.92	35.1865
				C	6,403	2,955.23	36.9404
				D	6,724	3,103.38	38.7923
				E	7,060	3,258.46	40.7308
				F	7,413	3,421.38	42.7673
				G	7,783	3,592.15	44.9019
				H	8,172	3,771.70	47.1462
				I	8,581	3,960.46	49.5058
264	SR PROJECT PLANNER	M	194	A	7,677	3,543.23	44.2904
				B	8,061	3,720.46	46.5058
				C	8,464	3,906.46	48.8308
				D	8,887	4,101.70	51.2712
				E	9,331	4,306.62	53.8327
				F	9,798	4,522.15	56.5269
				G	10,287	4,747.85	59.3481
				H	10,802	4,985.54	62.3192
				I	11,342	5,234.77	65.4346
223	SR REAL PROPERTY AGENT	M	173	A	6,229	2,874.92	35.9365
				B	6,541	3,018.92	37.7365
				C	6,868	3,169.85	39.6231
				D	7,211	3,328.15	41.6019
				E	7,572	3,494.77	43.6846
				F	7,950	3,669.23	45.8654
				G	8,348	3,852.92	48.1615
				H	8,765	4,045.38	50.5673
				I	9,203	4,247.54	53.0942
253	SR RECREATION SPEC	E	101	A	3,104	1,432.62	17.9077
				B	3,259	1,504.15	18.8019
				C	3,422	1,579.38	19.7423
				D	3,593	1,658.30	20.7288
				E	3,773	1,741.38	21.7673
				F	3,962	1,828.62	22.8577
				G	4,160	1,920.00	24.0000
				H	4,368	2,016.00	25.2000
				I	4,586	2,116.62	26.4577

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
090	SR REPRO EQUIP OPERATOR	E	135	A	4,354	2,009.54	25.1192
				B	4,571	2,109.70	26.3712
				C	4,800	2,215.38	27.6923
				D	5,040	2,326.15	29.0769
				E	5,292	2,442.46	30.5308
				F	5,556	2,564.30	32.0538
				G	5,834	2,692.62	33.6577
				H	6,126	2,827.38	35.3423
				I	6,433	2,969.08	37.1135
462	SR SEWER MAINT WRKR	U	137	A	4,442	2,050.15	25.6269
				B	4,664	2,152.62	26.9077
				C	4,897	2,260.15	28.2519
				D	5,142	2,373.23	29.6654
				E	5,399	2,491.85	31.1481
				F	5,669	2,616.46	32.7058
				G	5,952	2,747.08	34.3385
				H	6,250	2,884.62	36.0577
				I	6,563	3,029.08	37.8635
419	SR STREET MAINT WRKR	U	137	A	4,442	2,050.15	25.6269
				B	4,664	2,152.62	26.9077
				C	4,897	2,260.15	28.2519
				D	5,142	2,373.23	29.6654
				E	5,399	2,491.85	31.1481
				F	5,669	2,616.46	32.7058
				G	5,952	2,747.08	34.3385
				H	6,250	2,884.62	36.0577
				I	6,563	3,029.08	37.8635
412	SR TRAFFIC SIGNAL ELEC	U	163	A	5,752	2,654.77	33.1846
				B	6,039	2,787.23	34.8404
				C	6,341	2,926.62	36.5827
				D	6,658	3,072.92	38.4115
				E	6,991	3,226.62	40.3327
				F	7,341	3,388.15	42.3519
				G	7,708	3,557.54	44.4692
				H	8,093	3,735.23	46.6904
				I	8,498	3,922.15	49.0269
437	SR WATER PROD OPTR	U	157	A	5,419	2,501.08	31.2635
				B	5,690	2,626.15	32.8269
				C	5,974	2,757.23	34.4654
				D	6,273	2,895.23	36.1904
				E	6,586	3,039.70	37.9962
				F	6,916	3,192.00	39.9000
				G	7,261	3,351.23	41.8904
				H	7,624	3,518.77	43.9846
				I	8,006	3,695.08	46.1885

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
255	SR WATER QUALITY TECH	E	165	A	5,865	2,706.92	33.8365
				B	6,158	2,842.15	35.5269
				C	6,466	2,984.30	37.3038
				D	6,789	3,133.38	39.1673
				E	7,128	3,289.85	41.1231
				F	7,485	3,454.62	43.1827
				G	7,859	3,627.23	45.3404
				H	8,252	3,808.62	47.6077
				I	8,665	3,999.23	49.9904
431	SR WATER SVC WRKR	U	146	A	4,858	2,242.15	28.0269
				B	5,101	2,354.30	29.4288
				C	5,356	2,472.00	30.9000
				D	5,624	2,595.70	32.4462
				E	5,905	2,725.38	34.0673
				F	6,200	2,861.54	35.7692
				G	6,510	3,004.62	37.5577
				H	6,835	3,154.62	39.4327
				I	7,177	3,312.46	41.4058
078	SR WORD PROC OPERATOR	E	123	A	3,863	1,782.92	22.2865
				B	4,056	1,872.00	23.4000
				C	4,259	1,965.70	24.5712
				D	4,471	2,063.54	25.7942
				E	4,695	2,166.92	27.0865
				F	4,930	2,275.38	28.4423
				G	5,176	2,388.92	29.8615
				H	5,435	2,508.46	31.3558
				I	5,707	2,634.00	32.9250
451	STOCK CLERK	E	112	A	3,462	1,597.85	19.9731
				B	3,635	1,677.70	20.9712
				C	3,817	1,761.70	22.0212
				D	4,008	1,849.85	23.1231
				E	4,208	1,942.15	24.2769
				F	4,418	2,039.08	25.4885
				G	4,639	2,141.08	26.7635
				H	4,871	2,248.15	28.1019
				I	5,115	2,360.77	29.5096
450	STOREKEEPER	E	135	A	4,354	2,009.54	25.1192
				B	4,571	2,109.70	26.3712
				C	4,800	2,215.38	27.6923
				D	5,040	2,326.15	29.0769
				E	5,292	2,442.46	30.5308
				F	5,556	2,564.30	32.0538
				G	5,834	2,692.62	33.6577
				H	6,126	2,827.38	35.3423
				I	6,433	2,969.08	37.1135

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
411	STREET MAINT WRKR	U	132	A	4,227	1,950.92	24.3865
				B	4,438	2,048.30	25.6038
				C	4,660	2,150.77	26.8846
				D	4,893	2,258.30	28.2288
				E	5,137	2,370.92	29.6365
				F	5,394	2,489.54	31.1192
				G	5,664	2,614.15	32.6769
				H	5,947	2,744.77	34.3096
				I	6,245	2,882.30	36.0288
233	SUPERVISING BLDG INSPCTR	M	179	A	6,611	3,051.23	38.1404
				B	6,941	3,203.54	40.0442
				C	7,288	3,363.70	42.0462
				D	7,653	3,532.15	44.1519
				E	8,035	3,708.46	46.3558
				F	8,437	3,894.00	48.6750
				G	8,859	4,088.77	51.1096
				H	9,302	4,293.23	53.6654
				I	9,767	4,507.85	56.3481
237	TRAFFIC ENGINEER	M	211	A	9,090	4,195.38	52.4423
				B	9,545	4,405.38	55.0673
				C	10,022	4,625.54	57.8192
				D	10,523	4,856.77	60.7096
				E	11,049	5,099.54	63.7442
				F	11,602	5,354.77	66.9346
				G	12,182	5,622.46	70.2808
				H	12,791	5,903.54	73.7942
				I	13,430	6,198.46	77.4808
405	TRAFFIC SIGNAL ELEC	U	143	A	4,715	2,176.15	27.2019
				B	4,951	2,285.08	28.5635
				C	5,199	2,399.54	29.9942
				D	5,459	2,519.54	31.4942
				E	5,732	2,645.54	33.0692
				F	6,018	2,777.54	34.7192
				G	6,319	2,916.46	36.4558
				H	6,635	3,062.30	38.2788
				I	6,966	3,215.08	40.1885
040	UTILITIES REVENUE SUPV	M	166	A	5,808	2,680.62	33.5077
				B	6,099	2,814.92	35.1865
				C	6,403	2,955.23	36.9404
				D	6,724	3,103.38	38.7923
				E	7,060	3,258.46	40.7308
				F	7,413	3,421.38	42.7673
				G	7,783	3,592.15	44.9019
				H	8,172	3,771.70	47.1462
				I	8,581	3,960.46	49.5058

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
410	UTILITY WRKR	U	112	A	3,463	1,598.30	19.9788
				B	3,636	1,678.15	20.9769
				C	3,818	1,762.15	22.0269
				D	4,009	1,850.30	23.1288
				E	4,209	1,942.62	24.2827
				F	4,420	2,040.00	25.5000
				G	4,641	2,142.00	26.7750
				H	4,873	2,249.08	28.1135
				I	5,116	2,361.23	29.5154
429	WATER CUST SVC WRKR	U	138	A	4,486	2,070.46	25.8808
				B	4,710	2,173.85	27.1731
				C	4,946	2,282.77	28.5346
				D	5,193	2,396.77	29.9596
				E	5,453	2,516.77	31.4596
				F	5,725	2,642.30	33.0288
				G	6,011	2,774.30	34.6788
				H	6,312	2,913.23	36.4154
				I	6,628	3,059.08	38.2385
433	WATER PROD ELEC	U	163	A	5,752	2,654.77	33.1846
				B	6,039	2,787.23	34.8404
				C	6,341	2,926.62	36.5827
				D	6,658	3,072.92	38.4115
				E	6,991	3,226.62	40.3327
				F	7,341	3,388.15	42.3519
				G	7,708	3,557.54	44.4692
				H	8,093	3,735.23	46.6904
				I	8,498	3,922.15	49.0269
438	WATER PROD MECH	U	147	A	4,907	2,264.77	28.3096
				B	5,153	2,378.30	29.7288
				C	5,410	2,496.92	31.2115
				D	5,681	2,622.00	32.7750
				E	5,965	2,753.08	34.4135
				F	6,263	2,890.62	36.1327
				G	6,576	3,035.08	37.9385
				H	6,905	3,186.92	39.8365
				I	7,250	3,346.15	41.8269
436	WATER PROD OPERATOR	U	142	A	4,668	2,154.46	26.9308
				B	4,902	2,262.46	28.2808
				C	5,147	2,375.54	29.6942
				D	5,404	2,494.15	31.1769
				E	5,674	2,618.77	32.7346
				F	5,958	2,749.85	34.3731
				G	6,256	2,887.38	36.0923
				H	6,569	3,031.85	37.8981
				I	6,897	3,183.23	39.7904

JOB CODE	TITLE	SCHEDULE	RANGE	STEP	MONTHLY	BI-WEEKLY	HOURLY
115	WATER QUALITY TECH	E	150	A	5,052	2,331.70	29.1462
				B	5,304	2,448.00	30.6000
				C	5,569	2,570.30	32.1288
				D	5,848	2,699.08	33.7385
				E	6,140	2,833.85	35.4231
				F	6,447	2,975.54	37.1942
				G	6,770	3,124.62	39.0577
				H	7,108	3,280.62	41.0077
				I	7,464	3,444.92	43.0615
430	WATER SVC WRKR	U	132	A	4,227	1,950.92	24.3865
				B	4,438	2,048.30	25.6038
				C	4,660	2,150.77	26.8846
				D	4,893	2,258.30	28.2288
				E	5,137	2,370.92	29.6365
				F	5,394	2,489.54	31.1192
				G	5,664	2,614.15	32.6769
				H	5,947	2,744.77	34.3096
				I	6,245	2,882.30	36.0288
409	WATER SVCS MGR	M	215	A	9,459	4,365.70	54.5712
				B	9,932	4,584.00	57.3000
				C	10,429	4,813.38	60.1673
				D	10,950	5,053.85	63.1731
				E	11,498	5,306.77	66.3346
				F	12,072	5,571.70	69.6462
				G	12,676	5,850.46	73.1308
				H	13,310	6,143.08	76.7885
				I	13,975	6,450.00	80.6250
102	WEBMASTER	E	174	A	6,416	2,961.23	37.0154
				B	6,737	3,109.38	38.8673
				C	7,074	3,264.92	40.8115
				D	7,427	3,427.85	42.8481
				E	7,799	3,599.54	44.9942
				F	8,188	3,779.08	47.2385
				G	8,598	3,968.30	49.6038
				H	9,028	4,166.77	52.0846
				I	9,479	4,374.92	54.6865
077	WORD PROC OPERATOR	E	113	A	3,496	1,613.54	20.1692
				B	3,671	1,694.30	21.1788
				C	3,854	1,778.77	22.2346
				D	4,047	1,867.85	23.3481
				E	4,249	1,961.08	24.5135
				F	4,461	2,058.92	25.7365
				G	4,684	2,161.85	27.0231
				H	4,919	2,270.30	28.3788
				I	5,165	2,383.85	29.7981

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	William E. Murray
Dept.:	City Manager	Dept.:	Public Works
Subject:	Adoption of a Resolution for Fiscal Year 2020-2021 Renewed Measure M (M2) Annual Expenditure Report. (<i>Action Item</i>)		
		Date:	12/14/2021

OBJECTIVE

For the City Council to adopt a Resolution for Fiscal Year 2020-21 Renewed Measure M (M2) Annual Expenditure Report as required by the Local Transportation Authority Ordinance No. 3.

BACKGROUND

Per M2, each local agency is required to submit approved documentation to the Orange County Transportation Authority to maintain M2 eligibility for Local Fair Share appropriations and competitive grant funding.

DISCUSSION

Per Local Transportation Authority Ordinance No. 3, local jurisdictions are required to adopt an Annual Expenditure Report to account for beginning/ending balances, Local Fair Share distributions, transportation facilities fees, and Maintenance of Effort expenditures. The Expenditure Report has been prepared by the Finance Department and has been signed and certified by the Finance Director.

FINANCIAL IMPACT

There is no impact to the General Fund. The attached report is necessary to receive M2 revenues and competitive grant funding.

RECOMMENDATION

It is recommended that the City Council:

- Adopt the attached Resolution adopting the Fiscal Year 2020-21 Renewed Measure M (M2) Annual Expenditure Report; and

- Authorize the Finance Director to submit the Renewed Measure M (M2) Annual Expenditure Report to the Orange County Transportation Authority.

By: Trevor Smouse, Sr. Administrative Analyst

ATTACHMENTS:

Description	Upload Date	Type	File Name
RESOLUTION	11/30/2021	Resolution	M2_Expenditure_Report_FY20.21_Resolution.pdf
REPORT	11/30/2021	Backup Material	Signed_Expenditure_Report_FY20.21.pdf

GARDEN GROVE CITY COUNCIL

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE
CONCERNING THE FISCAL YEAR 2020-21 MEASURE (M2) ANNUAL
EXPENDITURE REPORT.

WHEREAS, local jurisdictions are required to meet eligibility requirements and submit eligibility verification packages to the Orange County Transportation Authority (OCTA) in order to remain eligible to receive M2 funds; and

WHEREAS, local jurisdictions are required to adopt an annual M2 Expenditure Report as part of one of the eligibility requirements; and

WHEREAS, local jurisdictions are required to account for Net Revenues, developer/traffic impact fees, and funds expended by local jurisdiction in the M2 Expenditure Report that satisfy the Maintenance of Effort requirements; and

WHEREAS, the M2 Expenditure Report shall include all Net Revenue fund balances, interest earned and expenditures identified by type and program or project; and

WHEREAS, the M2 Expenditure Report must be adopted and submitted to the OCTA each year within six months of the end of the local jurisdiction's fiscal year to be eligible to receive Net Revenues as part of M2.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City Garden Grove does hereby inform OCTA that:

- a) The M2 Expenditure Report is in conformance with the template provided in the Measure M2 Eligibility Guidelines and accounts for Net Revenues including interest earned, expenditures during the fiscal year, and balances at the end of fiscal year.
- b) The M2 Expenditure Report is hereby adopted by the City of Garden Grove.
- c) The City of Garden Grove's Finance Director is hereby authorized to sign and submit the M2 Expenditure Report to OCTA for the fiscal year ending June 30, 2021.

M2 Expenditure Report
Fiscal Year Ended June 30, 2021
Beginning and Ending Balances

Description	Line No.	Amount	Interest
Balances at Beginning of Fiscal Year **			
A-M Freeway Projects	1	\$ -	\$ -
O Regional Capacity Program (RCP)	2	\$ 2,035	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q Local Fair Share	4	\$ 477,686	\$ -
R High Frequency Metrolink Service	5	\$ -	\$ -
S Transit Extensions to Metrolink	6	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 131,020	\$ -
V Community Based Transit/Circulators	9	\$ -	\$ -
W Safe Transit Stops	10	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
Other*	12	\$ 1,525,346	\$ -
Balances at Beginning of Fiscal Year	13	\$ 2,136,087	\$ -
Monies Made Available During Fiscal Year	14	\$ 3,473,122	\$ 32,695
Total Monies Available (Sum Lines 13 & 14)	15	\$ 5,609,209	\$ 32,695
Expenditures During Fiscal Year	16	\$ 3,225,539	\$ 32,695
Balances at End of Fiscal Year			
A-M Freeway Projects	17	\$ -	\$ -
O Regional Capacity Program (RCP)	18	\$ (79,329)	\$ -
P Regional Traffic Signal Synchronization Program (RTSSP)	19	\$ -	\$ -
Q Local Fair Share	20	\$ 128,834	\$ -
R High Frequency Metrolink Service	21	\$ -	\$ -
S Transit Extensions to Metrolink	22	\$ -	\$ -
T Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	23	\$ -	\$ -
U Senior Mobility Program or Senior Non-Emergency Medical Program	24	\$ 235,048	\$ -
V Community Based Transit/Circulators	25	\$ -	\$ -
W Safe Transit Stops	26	\$ -	\$ -
X Environmental Cleanup Program (Water Quality)	27	\$ -	\$ -
Other*	28	\$ 2,099,117	\$ -

** The ending balances as of June 30, 2020 have been revised since the submission. The revised has also been submitted.

* Please provide a specific description: This pertains to Traffic Mitigation Fees net of expenditures related to traffic signal improvements.

M2 Expenditure Report

Fiscal Year Ended June 30, 2021

Sources and Uses

Description		Line No.	Amount	Interest
Revenues:				
A-M	Freeway Projects	1	\$ -	\$ -
O	Regional Capacity Program (RCP)	2	\$ -	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	3	\$ -	\$ -
Q	Local Fair Share	4	\$ 2,676,833	\$ 4,538
R	High Frequency Metrolink Service	5	\$ -	\$ -
S	Transit Extensions to Metrolink	6	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	7	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	8	\$ 170,109	\$ 3,207
V	Community Based Transit/Circulators	9	\$ -	\$ -
W	Safe Transit Stops	10	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	11	\$ -	\$ -
	Other*	12	\$ 626,180	\$ 24,950
TOTAL REVENUES (Sum lines 1 to 12)		13	\$ 3,473,122	\$ 32,695
Expenditures:				
A-M	Freeway Projects	14	\$ -	\$ -
O	Regional Capacity Program (RCP)	15	\$ 81,364	\$ -
P	Regional Traffic Signal Synchronization Program (RTSSP)	16	\$ -	\$ -
Q	Local Fair Share	17	\$ 3,025,685	\$ 4,538
R	High Frequency Metrolink Service	18	\$ -	\$ -
S	Transit Extensions to Metrolink	19	\$ -	\$ -
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems	20	\$ -	\$ -
U	Senior Mobility Program or Senior Non-Emergency Medical Program	21	\$ 66,081	\$ 3,207
V	Community Based Transit/Circulators	22	\$ -	\$ -
W	Safe Transit Stops	23	\$ -	\$ -
X	Environmental Cleanup Program (Water Quality)	24	\$ -	\$ -
	Other*	25	\$ 52,409	\$ 24,950
TOTAL EXPENDITURES (Sum lines 14 to 25)		26	\$ 3,225,539	\$ 32,695
TOTAL BALANCE (Subtract line 26 from 13)		27	\$ 247,583	\$ -

* Please provide a specific description: Revenue received pertains to Traffic Mitigations Fees (Fund 064) collected. Expenditures were related to the traffic signal improvements.

[illegible]

M2 Expenditure Report
Fiscal Year Ended June 30, 2021
Streets and Roads Detailed Use of Funds

Type of Expenditure	Line No.	MOE	Developer / Impact Fees ¹	O	O Interest	P	P Interest	Q	Q Interest	X	X Interest	Other M2	Other M2 ²	Other*	TOTAL
Indirect and/or Overhead	1	\$ 1,338,532	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,338,532
Construction & Right-of-Way															
New Street Construction	2	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Street Reconstruction	3	\$ -	\$ 10,849	\$ 81,364	\$ 24,950	\$ -	\$ -	\$ 3,022,785	\$ 4,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,144,486
Signals, Safety Devices, & Street Lights	4	\$ 429,822	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 429,822
Pedestrian Ways & Bikepaths	5	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Drains	6	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm Damage	7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction ¹	8	\$ 429,822	\$ 10,849	\$ 81,364	\$ 24,950	\$ -	\$ -	\$ 3,022,785	\$ 4,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,574,308
Right of Way Acquisition	9	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Construction & Right-of-Way	10	\$ 429,822	\$ 10,849	\$ 81,364	\$ 24,950	\$ -	\$ -	\$ 3,022,785	\$ 4,538	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,574,308
Maintenance															
Patching	11	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Overlay & Sealing	12	\$ 1,015,383	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,015,383
Street Lights & Traffic Signals	13	\$ 490,787	\$ 41,561	\$ -	\$ -	\$ -	\$ -	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 535,248
Storm Damage	14	\$ 6,025	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 6,025
Other Street Purpose Maintenance	15	\$ 2,887,228	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,887,228
Total Maintenance ¹	16	\$ 4,399,424	\$ 41,561	\$ -	\$ -	\$ -	\$ -	\$ 2,900	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,443,885
Other	17	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 66,081	\$ 3,207	\$ -	\$ 69,287
GRAND TOTALS (Sum Lines 1, 10, 16, 17)	18	\$ 6,167,778	\$ 52,409	\$ 81,364	\$ 24,950	\$ -	\$ -	\$ 3,025,685	\$ 4,538	\$ -	\$ -	\$ 66,081	\$ 3,207	\$ -	\$ 9,426,012
Finance Director Confirmation	19	Any California State Constitution Article XIX streets and road eligible expenditure may be "counted" in local jurisdictions' calculation of MOE if the activity is supported (funded) by a local jurisdiction's discretionary funds (e.g. general fund). The California State Controller also provides useful information on Article XIX and the Streets and Highways Code eligible expenditures in its "Guidelines Relating to Gas Tax Expenditures for Cities and Counties". I have reviewed and am aware of these guidelines and their applicability in calculating and reporting on Maintenance of Effort expenditures. Finance Director Initial: <i>[Signature]</i>													

¹ Includes direct charges for staff time² Other M2 includes A-M, R,S,T,U,V, and W

+ Transportation related only

* Please provide a specific description

Legend

Project	Description
A-M	Freeway Projects
O	Regional Capacity Program (RCP)
P	Regional Traffic Signal Synchronization Program (RTSSP)
Q	Local Fair Share
R	High Frequency Metrolink Service
S	Transit Extensions to Metrolink
T	Convert Metrolink Station(s) to Regional Gateways that connect Orange County with High-Speed Rail Systems
U	Senior Mobility Program or Senior Non-Emergency Medical Program
V	Community Based Transit/Circulators
W	Safe Transit Stops
X	Environmental Cleanup Program (Water Quality)

M2 Expenditure Report
Fiscal Year Ended June 30, 2021

I hereby certify that:

- ☒ All the information attached herein and included in schedules 1 through 4 is true and accurate to the best of my knowledge;
- ☒ The interest earned on Net Revenues allocated pursuant to the Ordinance shall be expended only for those purposes for which the Net Revenues were allocated;
- ☒ The City of Garden Grove is aware of the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties", which is a guide for determining MOE Expenditures for M2 Eligibility purposes;
- ☒ The City of Garden Grove's Expenditure Report is in compliance with direction provided in the State Controller's "Guidelines Relating to Gas Tax Expenditures for Cities and Counties;" and
- ☒ The City of Garden Grove has expended in this fiscal year an amount of local discretionary funds for streets and roads purposes at least equal to the level of its maintenance of effort requirement.

Patricia Song

Director of Finance (Print Name)

11/23/2021

Date



Signature

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C Stiles	From:	William E. Murray
Dept.:	City Manager	Dept.:	Public Works
Subject:	Approval of Amendment No. 1 to the Agreement with the Orange County Conservation Corps for park maintenance, litter abatement, and recycling services. (Cost: \$6,252) (<i>Action Item</i>)		
		Date:	12/14/2021

OBJECTIVE

For City Council to approve Amendment No. 1 with the Orange County Conservation Corps (OCCC) for providing park maintenance, litter abatement, and recycling services city wide.

BACKGROUND

The City uses the services of the OCCC through funding from the California Department of Resources, Recycling, and Recovery (CalRecycle) City-County annual grant program. The grant program is intended for litter abatement and plastic bottle recycling services, which covers the costs for using OCCC services.

DISCUSSION

The initial contract amount with the OCCC was set for \$49,999, approved on October 12, 2020. There have been additional expenditures in the amount of \$6,252.00 that will necessitate a contract amendment to increase the overall contract amount to \$56,251.00.

FINANCIAL IMPACT

There is no impact to the General Fund. The additional expense will be covered with Fiscal Year 2021-22 Public Works operational budget.

RECOMMENDATION

It is recommended that the City Council:

- Approve Amendment No. 1 to the Maintenance Services Agreement with the Orange

County Conservation Corps for a total amount of \$56,251; and

- Authorize the City Manager to sign Amendment No. 1, and make minor modifications on behalf of the City.

By: Ana V. Neal, Principal Administrative Analyst

ATTACHMENTS:

Description	Upload Date	Type	File Name
Agreement	11/8/2021	Agreement	11-23- 21_OCCC_Agreement_Amendment1_final.docx

CITY OF GARDEN GROVE

AMENDMENT NO. 1

This Amendment No.1 is made and entered into this day of 2021, by and between the **CITY OF GARDEN GROVE**, hereinafter referred to as "CITY", and **Orange County Conservation Corps**, a California Non-Profit Corporation hereinafter referred to as "CONTRACTOR".

WHEREAS, CONTRACTOR and CITY entered into a Maintenance Services Agreement for CONTRACTOR to provide park maintenance, litter abatement, and recycling services throughout the City, effective October 12, 2020.

WHEREAS, CONTRACTOR and CITY desire to amend the existing Agreement as provided herein.

Now, therefore, it is mutually agreed, by and between the parties as follows:

1. Section 3.1 Compensation Amount, is hereby amended as follows:

Increase the total contract amount by \$6,252, from Forty Nine Thousand Nine Hundred and Ninety Nine Dollars (\$49,999) to Fifty Six Thousand Two Hundred and Fifty One Dollars (\$56,251).

Except as expressly amended by this Amendment No. 1, all provisions of the existing Agreement shall remain in full force and effect as originally executed.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF, the parties have caused this Amendment No. 1 to the existing Agreement to be executed by their respective officers duly authorized on the date first written above.

"CITY"

CITY OF GARDEN GROVE, a
municipal corporation

Dated: _____, 2021

By: _____
Scott C. Stiles
City Manager

ATTEST

"CONTRACTOR"

Orange County Conservation Corps, a
California Non-Profit Corporation

City Clerk

By: _____
Title: _____

Dated: _____, 2021

Dated: _____, 2021

APPROVED AS TO FORM:

If CONSULTANT/CONTRACTOR is a corporation, a Corporate Resolution and/or Corporate Seal is required. If a partnership, Statement of Partnership must be submitted to CITY

Garden Grove City Attorney

Dated: _____, 2021

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	William E. Murray
Dept.:	City Manager	Dept.:	Public Works
Subject:	Authorize an increase to the purchase order with Home Depot Credit Services for the purchase of materials and supplies. (Amount: \$50,000) (<i>Action Item</i>)		
		Date:	12/14/2021

OBJECTIVE

For the City Council to authorize an increase to a blanket purchase order with Home Depot Credit Services for an additional \$50,000 to purchase materials and supplies.

BACKGROUND

The Public Works Department provides a wide variety of repairs and renovations to all City buildings and infrastructure related to water, sewer and streets. This type of work requires the purchase of various hardware supplies. These purchases include small appliances, building materials, heating and air conditioning, irrigation equipment, plumbing supplies, painting and various tools/equipment. Home Depot has agreed for the City to purchase its hardware supplies through the Home Depot store located in Garden Grove with the sales credit going directly to the store.

DISCUSSION

In April 2020, City Council approved a blanket purchase order in the amount of \$150,000 through the U.S. Communities/OMNIA Partners competitive bid, Contract #16154-RFP that will expire this December. This blanket purchase order helps to ensure no interruptions in the day-to-day operations of City services. Since then, this contract has been renewed and extended through December 31, 2026. Within the past year, prices have increased due to supply chain issues, raw material shortages, labor shortages and transportation challenges. Therefore, staff recommends increasing the purchase order by \$50,000 for a total of \$200,000 annually for the remaining term.

FINANCIAL IMPACT

The financial impact is an additional \$50,000 for a total of \$200,000 for a purchase

order with Home Depot Credit Services using a combination of funds from the General Fund, Water Enterprise and Sewer Enterprise. Based on previous expenditure patterns, the estimated cost breakdown is the following:

General Fund- 60%
Water Enterprise Fund- 30%
Sewer Enterprise Fund-10%

The cost of materials and supplies are included in the City's adopted FY 2021-22 General Fund, water, and sewer budgets.

RECOMMENDATION

It is recommended that City Council:

- Authorize the Finance Director to increase the blanket purchase order with Home Depot Credit Services for an additional \$50,000 for the purchase of building materials and supplies.

By: Les Ruitenschild, Water Distribution Supervisor

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	William E. Murray
Dept.:	City Manager	Dept.:	Public Works
Subject:	Authorize the issuance of a purchase order to National Auto Fleet Group for two (2) new Administration vehicles. (Cost: \$70,946.60) (<i>Action Item</i>)		
		Date:	12/14/2021

OBJECTIVE

To secure City Council authorization to purchase two (2) new administration vehicles from National Auto Fleet Group through the Sourcewell competitive bid program, Contract #120716-NAF.

BACKGROUND

The Public Works Department has two (2) vehicles that currently meet the City's guidelines for replacement. The replacements were approved through the FY 2021/22 budget process. The first vehicle being replaced is a 2003 Ford Taurus with 83,000 miles, VIN#1FAFP52U93G186206, which was approved at the City Council meeting on November 9, 2021. Due to the semiconductor chip shortage, the Jeep Compass that was ordered is no longer available and will be replaced by a Chevrolet Blazer. The other vehicle being replaced is a 2010 Chevrolet Malibu with 20,000 miles, VIN#1G1ZA5EB9AF202323. Experience has shown that the City's buying power is enhanced through joining with other public agencies to purchase fleet vehicles and equipment.

DISCUSSION

Sourcewell nationally solicits, evaluates and awards contracts through a competitive bid process. As a member, the City is able to utilize Sourcewell bid awards for equipment purchases. Staff recommends piggybacking on the results of a recent Sourcewell competitive bid program, Contract #120716-NAF. The results deemed National Auto Fleet Group as the lowest responsive bid.

National Auto Fleet Group
Two (2) Chevrolet Blazers

\$70,946.60 *

* This price includes all applicable tax and destination charges.

FINANCIAL IMPACT

There is no impact to the General Fund. The financial impact is \$70,946.60 to the Fleet Management Fund. The surplus equipment will be sold at public auction.

RECOMMENDATION

It is recommended that the City Council:

- Authorize the Finance Director to issue a purchase order in the amount of \$70,946.60 to National Auto Fleet Group for the purchase of two (2) new administration vehicles.

By: Steve Sudduth, Equipment Maintenance Supervisor

ATTACHMENTS:

Description	Upload Date	Type	File Name
Nation Auto Fleet Group Quote	12/2/2021	Backup Material	2_Chevy_Blazers.pdf



National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

11/18/2021

11/21/2021 Re-Configured

Quote ID: **19136 R1**

Order Cut Off Date: **4/21/2022**

Mr Steve Sudduth
City of Garden Grove
11222 Acacia Parkway
Garden Grove, California, 92840

Dear Steve Sudduth,

National Auto Fleet Group is pleased to quote the following vehicle(s) for your consideration.

Two (2) New/Unused (2022 Chevrolet Blazer (1NK26) FWD 4dr LT w/2LT,) and delivered to your specified location, each for

	One Unit (MSRP)	One Unit	Total % Savings	Extended Unit's (2)	Total Savings
Contract Price	\$36,406.25	\$32,611.08	10.425 %	\$65,222.15	\$7,590.35
Tax (8.7500 %)		\$2,853.47		\$5,706.94	
Tire fee		\$8.75		\$17.50	
Total		\$35,473.30		\$70,946.59	

- per the attached specifications. Price includes 2 additional key(s).

This vehicle(s) is available under the **Sourcewell (Formerly Know as NJPA) Contract 120716-NAF** . Please reference this Contract number on all purchase orders to National Auto Fleet Group. Payment terms are Net 20 days after receipt of vehicle.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Kevin Buzzard
Account Manager
Email: buzzard5150@gmail.com
Office: (626) 457-5590
Fax: (831) 480-8497



GMC

QuickQuoteID: 19136 R1 11/21/2021

Name

Mr Steve Sudduth

(714) 741-5390

stevesu@ci.garden-grove.ca.us

Organization Name

City of Garden Grove

Address

11222 Acacia Parkway

Garden Grove California

92840

Upfit uploaded document

Description Name:

There is no attachment

Configured Total MSRP Price	\$36,406.25
Sourcewell Price	\$32,011.08
Total Savings	\$4,395.17
Total % Savings	12.073 %

Pricing

Quantity

2

Keys Per Unit (2 keys comes standard per unit)

2

\$600.00

No. of Service Manuals

Base Price

\$32,611.08

Upfit Price

\$0.00

Tax

Sales Tax Rate, if Non-Exempt

8.7500 %

\$2,853.47

OR

Flat Tax Amount

Total Tire Fee

\$8.75

Transportation

Total

\$35,473.30

**Order Cut Off is
4/21/2022**

Purchase Order Instructions & Resources

In order to finalize your purchase please submit this purchase packet to your governing body for a purchase order approval and submit your purchase order in the following way:

Email: Fleet@NationalAutoFleetGroup.com

Fax: (831) 480-8497

Mail: National Auto Fleet Group

490 Auto Center Drive

Watsonville, CA 95076

We will send a courtesy confirmation for your order and a W-9 if needed.

Additional Resources

Learn how to track your vehicle: www.NAFGETA.com

Use the upfitter of your choice: www.NAFGpartner.com

Vehicle Status: ETA@NationalAutoFleetGroup.com

General Inquiries: Fleet@NationalAutoFleetGroup.com

For general questions or assistance please contact our main office at:

1-855-289-6572

Vehicle Configuration Options

EMISSIONS	
Code	Description
YF5	EMISSIONS, CALIFORNIA STATE REQUIREMENTS
ENGINE	
Code	Description
LSY	ENGINE, 2.0L TURBO, 4-CYLINDER, SIDI, DOHC WITH VARIABLE VALVE TIMING (VVT), with Stop/Start (228 hp (170 kW) at 5500 rpm, 258 lb-ft of torque [350 N-m]) @ 1500-4000 rpm) (STD)
TRANSMISSION	
Code	Description
M3T	TRANSMISSION, 9-SPEED AUTOMATIC, ELECTRONICALLY-CONTROLLED, with overdrive, includes Driver Shift Control (STD)
AXLE	
Code	Description
FHB	AXLE, 3.47 FINAL DRIVE RATIO
PREFERRED EQUIPMENT GROUP	
Code	Description
2LT	LT PREFERRED EQUIPMENT GROUP, Includes Standard Equipment
WHEELS	
Code	Description
Q7A	WHEELS, 18" (45.7 CM) BRIGHT SILVER ALUMINUM, (STD)
TIRES	
Code	Description
QMX	TIRES, P235/65R18 ALL-SEASON BLACKWALL, (STD)
PAINT	
Code	Description
GBA	BLACK
PAINT SCHEME	
Code	Description
___	STANDARD PAINT
SEAT TYPE	

Code	Description
AR9	SEATS, FRONT BUCKETS, (STD)
SEAT TRIM	
Code	Description
H0U	JET BLACK, PREMIUM CLOTH SEAT TRIM
RADIO	
Code	Description
IOR	AUDIO SYSTEM, CHEVROLET INFOTAINMENT 3 SYSTEM, 8" diagonal color touchscreen, AM/FM stereo. Additional features for compatible phones include: Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Apple CarPlay and Android Auto capable. (STD)
ADDITIONAL EQUIPMENT	
Code	Description
ZL5	CONVENIENCE AND DRIVER CONFIDENCE PACKAGE, includes (BTV) Remote Start, (KA1) driver and front passenger heated seats, (UG1) Universal Home Remote, (TB5) power programmable liftgate, (V59) roof-mounted side rails, (UKC) Lane Change Alert with Side Blind Zone Alert, (UFG) Rear Cross Traffic Alert, (UD7) Rear Park Assist, (DD8) auto-dimming inside rearview mirror and (DM8) auto-dimming outside heated power-adjustable manual-folding body-color mirrors with turn signal indicators
V59	ROOF RAILS, BLACK
DM8	MIRRORS, OUTSIDE HEATED POWER-ADJUSTABLE, MANUAL-FOLDING AND DRIVER-SIDE AUTO-DIMMING, body-color with integrated turn signal indicators
TB5	LIFTGATE, REAR POWER PROGRAMMABLE
KA1	SEATS, HEATED DRIVER AND FRONT PASSENGER
BTV	REMOTE START
UG1	UNIVERSAL HOME REMOTE, includes garage door opener, programmable
DD8	MIRROR, INSIDE REARVIEW AUTO-DIMMING
UD7	REAR PARK ASSIST WITH AUDIBLE WARNING
UFG	REAR CROSS TRAFFIC ALERT
UKC	LANE CHANGE ALERT WITH SIDE BLIND ZONE ALERT
R9Y	FLEET FREE MAINTENANCE CREDIT., This option code provides a credit in lieu of the free oil changes, tire rotations and inspections for one maintenance service during 1st year of ownership. The invoice will detail the applicable credit. The customer will be responsible for all oil change, tire rotations and inspections costs for this vehicle.

2022 Fleet/Non-Retail Chevrolet Blazer FWD 4dr LT w/2LT

WINDOW STICKER

2022 Chevrolet Blazer FWD 4dr LT w/2LT		
CODE	MODEL	MSRP
1NK26	2022 Chevrolet Blazer FWD 4dr LT w/2LT	\$33,400.00
	OPTIONS	
YF5	EMISSIONS, CALIFORNIA STATE REQUIREMENTS	\$0.00
LSY	ENGINE, 2.0L TURBO, 4-CYLINDER, SIDI, DOHC WITH VARIABLE VALVE TIMING (VVT), with Stop/Start (228 hp (170 kW) at 5500 rpm, 258 lb-ft of torque [350 N-m]) @ 1500-4000 rpm) (STD)	\$0.00
M3T	TRANSMISSION, 9-SPEED AUTOMATIC, ELECTRONICALLY-CONTROLLED, with overdrive, includes Driver Shift Control (STD)	\$0.00
FHB	AXLE, 3.47 FINAL DRIVE RATIO	\$0.00
2LT	LT PREFERRED EQUIPMENT GROUP, Includes Standard Equipment	\$0.00
Q7A	WHEELS, 18" (45.7 CM) BRIGHT SILVER ALUMINUM, (STD)	\$0.00
QMX	TIRES, P235/65R18 ALL-SEASON BLACKWALL, (STD)	\$0.00
GBA	BLACK	\$0.00
—	STANDARD PAINT	\$0.00
AR9	SEATS, FRONT BUCKETS, (STD)	\$0.00
H0U	JET BLACK, PREMIUM CLOTH SEAT TRIM	\$0.00
IOR	AUDIO SYSTEM, CHEVROLET INFOTAINMENT 3 SYSTEM, 8" diagonal color touchscreen, AM/FM stereo. Additional features for compatible phones include: Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Apple CarPlay and Android Auto capable. (STD)	\$0.00
ZL5	CONVENIENCE AND DRIVER CONFIDENCE PACKAGE, includes (BTV) Remote Start, (KA1) driver and front passenger heated seats, (UG1) Universal Home Remote, (TB5) power programmable liftgate, (V59) roof-mounted side rails, (UKC) Lane Change Alert with Side Blind Zone Alert, (UFG) Rear Cross Traffic Alert, (UD7) Rear Park Assist, (DD8) auto-dimming inside rearview mirror and (DM8) auto-dimming outside heated power-adjustable manual-folding body-color mirrors with turn signal indicators	\$1,845.00
V59	ROOF RAILS, BLACK	INC
DM8	MIRRORS, OUTSIDE HEATED POWER-ADJUSTABLE, MANUAL-FOLDING AND DRIVER-SIDE AUTO-DIMMING, body-color with integrated turn signal indicators	INC
TB5	LIFTGATE, REAR POWER PROGRAMMABLE	INC
KA1	SEATS, HEATED DRIVER AND FRONT PASSENGER	INC
BTV	REMOTE START	INC
UG1	UNIVERSAL HOME REMOTE, includes garage door opener, programmable	INC
DD8	MIRROR, INSIDE REARVIEW AUTO-DIMMING	INC
UD7	REAR PARK ASSIST WITH AUDIBLE WARNING	INC
UFG	REAR CROSS TRAFFIC ALERT	INC
UKC	LANE CHANGE ALERT WITH SIDE BLIND ZONE ALERT	INC
R9Y		(\$33.75)

FLEET FREE MAINTENANCE CREDIT., This option code provides a credit in lieu of the free oil changes, tire rotations and inspections for one maintenance service during 1st year of ownership. The invoice will detail the applicable credit. The customer will be responsible for all oil change, tire rotations and inspections costs for this vehicle.

Please note selected options override standard equipment

SUBTOTAL	\$35,211.25
Advert/ Adjustments	\$0.00
Manufacturer Destination Charge	\$1,195.00
TOTAL PRICE	\$36,406.25

Est City: 22 MPG
Est Highway: 29 MPG
Est Highway Cruising Range: 562.60 mi

Any performance-related calculations are offered solely as guidelines. Actual unit performance will depend on your operating conditions.

Standard Equipment

MECHANICAL

Engine, 2.0L Turbo, 4-cylinder, SIDI, DOHC with Variable Valve Timing (VVT) with Stop/Start (228 hp (170 kW) at 5500 rpm, 258 lb-ft of torque [350 N-m]) @ 1500-4000 rpm)
Transmission, 9-speed automatic, electronically-controlled with overdrive, includes Driver Shift Control
Axle, 3.47 final drive ratio
Engine control, stop/start system override
Front-wheel drive
Alternator, 170 amps (Included and only available with (LSY) 2.0L Turbo engine.)
GVWR, 6001 lbs. (2722 kg)
Suspension, Ride and Handling
Brakes, 4-wheel antilock, 4-wheel disc
Electronic parking brake
Tool kit, road emergency
Capless fuel fill
Exhaust, dual-outlet with circular bright tips

EXTERIOR

Wheels, 18" (45.7 cm) Bright Silver aluminum
Tires, P235/65R18 all-season blackwall
Wheel, spare, 18" (45.7 cm) steel
Tire, compact spare, T135/70R18, blackwall
Moldings, lower body-side (Molded-in-color Black.)
Antenna, body-color
Grille, Blazer signature Black horizontal 4-bar with Bright Chrome header bar
Headlamps, high intensity discharge (HID), bi-functional
Headlamps, IntelliBeam
Headlamp control, automatic on and off with automatic delay
Taillamps, LED
Mirrors, outside heated power-adjustable, manual-folding body-color
Mirror caps, body-color
Glass, deep-tinted, rear windows and liftgate
Wipers, front variable-speed, intermittent with washers
Wiper, rear intermittent with washer
Liftgate, rear manual
Door handles, body-color

ENTERTAINMENT

Audio system, Chevrolet Infotainment 3 system 8" diagonal color touchscreen, AM/FM stereo. Additional features for compatible phones include: Bluetooth audio streaming for 2 active devices, voice command pass-through to phone, Apple CarPlay and Android Auto capable.
Audio system feature, 6-speaker system
SiriusXM Radio enjoy a Platinum Plan trial subscription with over 150 channels including commercial-free music, plus sports, news and entertainment. Plus listening on the SiriusXM app, online and at home on compatible connected devices is included, so you'll hear the best SiriusXM has to offer, anywhere life takes you. Welcome to the world of SiriusXM (IMPORTANT: The SiriusXM radio trial package is not provided on vehicles that are ordered for Fleet Daily Rental ("FDR") use. If you decide to continue service after your trial, the subscription plan you choose will automatically renew thereafter and you will be charged according to your chosen payment method at then-current rates. Fees and taxes apply. See the SiriusXM Customer Agreement at www.siriusxm.com for complete terms and how to cancel. All fees, content, features, and availability are subject to change.)
Bluetooth for phone personal cell phone connectivity to vehicle audio system
Wi-Fi Hotspot capable (Terms and limitations apply. See onstar.com or dealer for details.)
Active Noise Cancellation

INTERIOR

Seats, front buckets
Seat trim, Premium Cloth
Seating, 5-passenger
Seat adjuster, driver 8-way power
Seat adjuster, front passenger 4-way manual
Head restraints, front, 2-way adjustable, up/down
Head restraints, rear outboard 2-way adjustable, up/down
USB data ports, 2, one type-A and one type-C located within the instrument panel
USB charging-only ports 2, one type-A and one type-C, located on rear of center console
Floor mats, carpeted front and rear (Deleted when LPO floor mats or LPO floor liners are ordered.)
Steering wheel, urethane
Steering column, manual tilt and telescoping
Driver Information Center, 4.2" diagonal multi-color
Compass, digital
Windows, power with driver Express-Up/Down and front passenger and rear seat passengers Express-Down
Door locks, power programmable with lockout protection
Keyless Open and Start includes extended range Remote Keyless Entry
Cruise control, electronic with set and resume speed
Theft-deterrent system, electrical, unauthorized entry
Air conditioning, dual-zone automatic climate control with individual climate settings for driver and right-front passenger
Defogger, rear-window electric
Air filtration system

Air vents, rear console
Glovebox, lockable electronic
Cup holders, 2 in front center console and 2 in rear center armrest
Mirror, inside rearview manual day/night
Visors, driver and front passenger illuminated vanity mirrors covered
Assist handles, front passenger and rear outboard with coat hooks on rear passenger assist handles
Lighting, interior with front reading lamps, overhead courtesy lamp, dual rear-quarter panel area dome lamps, True White backlit switches, True White pin spot lighting in the bin forward of the shifter and front footwells, LED glove box lighting and backlit USB ports
Umbrella holders, driver and front passenger doors

SAFETY

Front Pedestrian Braking (Included and only available with (BN2) Chevy Safety Assist.)
StabiliTrak, stability control system with traction control
Daytime Running Lamps, LED
Airbags, frontal and seat-mounted for driver and front passenger knee for driver, and head-curtain for front and rear outboard seating positions (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
Front outboard Passenger Sensing System for frontal outboard passenger airbag (Always use seat belts and child restraints. Children are safer when properly secured in a rear seat in the appropriate child restraint. See the Owner's Manual for more information.)
OnStar and Chevrolet connected services capable (Terms and limitations apply. See onstar.com or dealer for details.)
Chevrolet Connected Access capable (Subject to terms. See onstar.com or dealer for details.)
HD Rear Vision Camera
Lane Keep Assist with Lane Departure Warning (Included and only available with (BN2) Chevy Safety Assist.)
Following Distance Indicator (Included and only available with (BN2) Chevy Safety Assist.)
Automatic Emergency Braking (Included and only available with (BN2) Chevy Safety Assist.)
Forward Collision Alert (Included and only available with (BN2) Chevy Safety Assist.)
Rear Seat Reminder
Seat belts, 3-point, all positions includes front seat belt pretensioners
Door locks, rear child security
LATCH system (Lower Anchors and Tethers for CHildren), for child restraint seats
Teen Driver a configurable feature that lets you activate customizable vehicle settings associated with a key fob, to help encourage safe driving behavior. It can limit certain available vehicle features, and it prevents certain safety systems from being turned off. An in-vehicle report card gives you information on driving habits and helps you to continue to coach your new driver
Tire Pressure Monitor (Does not apply to spare tire.)
Tire Fill Alert provides audible alerts outside the vehicle when inflating an under inflated tire to the recommended tire pressure
Horn, dual-note

PACKAGE

Chevy Safety Assist includes (UHY) Automatic Emergency Braking, (UKJ) Front Pedestrian Braking, (UHX) Lane Keep Assist with Lane Departure Warning, (UE4) Following Distance Indicator, (UEU) Forward Collision Alert and (TQ5) IntelliBeam headlamps

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To:	Scott C. Stiles	From:	William E. Murray
Dept.:	City Manager	Dept.:	Public Works
Subject:	Authorize an increase of a purchase order with Charles P. Crowley Company for the purchase of supplies for the City's sodium hypochlorite systems at various water production facilities. (Cost: \$100,000) (<i>Action Item</i>)		
		Date:	12/14/2021

OBJECTIVE

For City Council to amend the existing blanket purchase order with Charles P. Crowley Company to allocate an additional \$100,000 for the purchase of parts for the City's sodium hypochlorite systems at various water production facilities.

BACKGROUND

The City's sodium hypochlorite systems are designed to disinfect the City's water system. The City has an existing blanket purchase order in the amount of \$50,000 that expires in April 2022. Over the past six months, staff has been purchasing more parts and supplies for preventive maintenance and repair of these systems to ensure no interruptions in the day-to-day water supply operations. These parts and supplies are specialized products/equipment sold exclusively through Charles P. Crowley Company for Pulsafeeder chemical pump equipment and Chemtrac chlorine analyzer supplies. Sole source letters from the manufacturer have been submitted to the City to allow forgoing the competitive bid process for the purchase of these parts.

DISCUSSION

Recently, staff identified a need to perform upgrades to equip all chlorine chemical pumps with new model pump heads and replace sensing probes for all chlorine analyzers located at each reservoir site for a total cost of \$43,426.35. The cost, in part, is due to prices having increased from supply chain issues, raw material shortages, labor shortages and transportation challenges. Due to extensive maintenance requirements of chemical feed pumps and their necessity to supply water to the public, staff is requesting an ongoing additional \$100,000 for a total of \$150,000 for this blanket purchase order to ensure adequate funding availability to

address maintenance issues in a timely manner.

FINANCIAL IMPACT

There is no impact to the General Fund. The cost of these parts are included in the City's adopted FY 2021-22 water budget.

RECOMMENDATION

It is recommended that City Council:

- Authorize the Finance Director to increase the blanket purchase order with Charles P. Crowley Company, in an additional amount of \$100,000, for the purchase of parts for the City's sodium hypochlorite systems at various water production facilities.

By: Robert Bermudez, Water Production Supervisor

ATTACHMENTS:

Description	Upload Date	Type	File Name
Chemtrac Sole Source Letter	11/9/2021	Letter	Chemtrac_-_Sole_Source_Memo.pdf
Pulsafeeder Sole Source Letter	11/9/2021	Letter	CPC_PULSAFEEDER_SOLE_SOURCE.pdf
Quotes	11/9/2021	Backup Material	Quotes.pdf



August 17, 2021

To whom it may concern,

This is to notify you that C.P. Crowley is the sole representative that is authorized to sell products from Chemtrac, Inc. in Southern California. C.P. Crowley will be able to provide you with pricing for any of the products made available by Chemtrac, Inc.

If you have any questions, please feel free to call us at 770-449-6233, or e-mail me at jwclark@chemtrac.com.

Thank you.

John W. Clark

John Clark
VP, General Manager
Chemtrac, Inc.



Pulsafeeder, Inc.
2883 Brighton Henrietta TL Rd.
Rochester, NY 14623
Phone: +1 (585) 292-8000
pulsa.com

January 27, 2021

To Whom it May Concern:

This letter serves as verification that The Charles P. Crowley Company, of Irwindale, CA, is the sole exclusive Sales Representative for Pulsafeeder Engineered Products. CP Crowley Company's territory includes Southern California and Southern Nevada. Pulsafeeder Engineered Products include Pulsa Series, Pulsa Pro, Pulsar, ECO, Eastern, Eclipse, and Isochem.

If there are any questions, please contact me using the information provided herein.

Best Regards,

A handwritten signature in black ink that reads 'Gary DeWolf'.

Gary DeWolf
Director of North America Distribution Sales
Pulsafeeder, Inc.
A Unit of IDEX Corp.
Office: 585-292-8029
Cell: 585-615-4603
Fax: 585-424-5619

SPEC PULSAFEEDER. GET MORE THAN YOU EXPECT.

Pulsafeeder, Inc. is a Unit of IDEX Corporation

CHARLES P.

CHARLES P.
CROWLEY
Since 1932 COMPANY, INC.

15861 Business Center Drive
Irwindale, CA 91706
U.S.A.

Voice: 626-856-5656

Fax: 626-856-5658

Quoted To:

CITY OF GARDEN GROVE
P.O. BOX 3070
~~~ email invoices ~~~  
GARDEN GROVE, CA 92842

**ShipTo:**

CITY OF GARDEN GROVE  
13802 NEWHOPE STREET  
ATTN: LARRY GRIFFIN  
GARDEN GROVE, CA 92843

| Customer ID          | Good Thru | Payment Terms | Sales Rep |
|----------------------|-----------|---------------|-----------|
| CITY OF GARDEN GR-01 | 11/25/21  | Net 30 Days   | TAB       |

| Quantity | Item           | Description                    | Unit Price | Amount    |
|----------|----------------|--------------------------------|------------|-----------|
| 0.01     |                | ~~PULSAFEEDER~~                |            |           |
| 4.00     | NP87ABXPVC-115 | VALVE, ASSY HYPO, A&B PVC 115  | 4,467.00   | 17,868.00 |
| 1.00     | NP87CDEPVC-115 | VALVE ASSY, HYPO C,D&E PVC 115 | 4,253.00   | 4,253.00  |

CPC Co. has a minimum order requirement of \$150.00  
Credit Cards: We accept Mastercard or Visa only, with a 4% fee.  
No prepayment discounts are allowed by CPC Co.  
All orders are subject to sales tax, unless otherwise noted.  
Freight is prepaid and added, unless otherwise noted.  
CPC Co.'s Standard Terms and Conditions (T & C's) will apply to all orders.

|              |                  |
|--------------|------------------|
| Subtotal     | 22,121.00        |
| Sales Tax    | 1,935.50         |
| Freight      | \$ 85.00         |
| <b>TOTAL</b> | <b>24,141.50</b> |

Page 104 of 299



CHARLES P.

**CROWLEY**

Since 1932

COMPANY, INC.

# QUOTATION

Quote Number: Q28895CMP REV.2

Quote Date: Oct 11, 2021

Good Through: Nov 10, 2021

Page: 1

15861 Business Center Drive  
Irwindale, CA 91706  
U.S.A.

Voice: 626-856-5656

Fax: 626-856-5658

**Quoted To:**

CITY OF GARDEN GROVE  
P.O. BOX 3070  
~~~ email invoices ~~~  
GARDEN GROVE, CA 92842

ShipTo:

CITY OF GARDEN GROVE
13802 NEWHOPE STREET
ATTN: ROBERT HAENDIGES
GARDEN GROVE, CA 92843

| Customer ID | Good Thru | Payment Terms | Sales Rep |
|----------------------|-----------|---------------|-----------|
| CITY OF GARDEN GR-01 | 11/10/21 | Net 30 Days | TAB |

| Quantity | Item | Description | Unit Price | Amount |
|--------------|---------|---|------------|------------------|
| 0.01 | | ~~CHEMTRAC~~ NEW STYLE FOR USE
WITH OLD STYLE UNIT MODEL CRA 3500 | | |
| 7.00 | 17910-R | PROBE FREE CHLORINE= 2mg/l
FREIGHT: FOB FACTORY (NORCROSS,
GA) PP&A
DELIVERY: QTY 2 IN STOCK - 5 B/O FOR
2-3 WEEKS ARO
ROBERT HAENDIGES roberth@ggcity.org | 2,509.00 | 17,563.00 |
| Subtotal | | | | 17,563.00 |
| Sales Tax | | | | 1,536.76 |
| Freight | | | | 185.00 |
| TOTAL | | | | 19,284.76 |

CPC Co. has a minimum order requirement of \$150.00

Credit Cards: We accept Mastercard or Visa only, with a 4% fee.

No prepayment discounts are allowed by CPC Co.

All orders are subject to sales tax, unless otherwise noted.

Freight is prepaid and added, unless otherwise noted.

CPC Co.'s Standard Terms and Conditions (T & C's) will apply to all orders.

Please ask for a copy of these T & C's if you have not reviewed them.

| | |
|--------------|------------------|
| Subtotal | 17,563.00 |
| Sales Tax | 1,536.76 |
| Freight | 185.00 |
| TOTAL | 19,284.76 |

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Teresa Pomeroy
Dept.: City Manager Dept.: City Clerk
Subject: Receive and file minutes Date: 12/14/2021
 from the meeting held on
 November 9, 2021. (*Action
 Item*)

Attached are the minutes from the meeting held on November 9, 2021, recommended to be received and filed as submitted or amended.

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|--------------------|--------------------|-------------|-----------------------|
| Minutes | 12/9/2021 | Minutes | November_9__2021.docx |

MINUTES

GARDEN GROVE CITY COUNCIL

Regular Meeting

Tuesday, November 9, 2021

Community Meeting Center
11300 Stanford Avenue, Garden Grove, CA 92840

CONVENE MEETING

At 6:33 p.m., Mayor Jones convened the meeting.

ROLL CALL PRESENT: (6) Council Members Brietigam, O'Neill, D. Nguyen, Klopfenstein, Mayor Pro Tem K. Nguyen, Mayor Jones

ABSENT: (1) Council Member Bui

INVOCATION

PLEDGE OF ALLEGIANCE TO THE FLAG OF THE UNITED STATES OF AMERICA

City Manager Scott Stiles announced that Item 4.a. titled, "Consideration of a Resolution affirming that the current City Council Districts continue to be substantially equal in population based on the 2020 Census and the District Map shall remain the same", would be pulled from the agenda; no City Council action would be taken on the matter.

ORAL COMMUNICATIONS

Speakers: Nicholas Dibbs, Tom Raber

RECESS

At 6:44 p.m., Mayor Jones recessed the meeting.

RECONVENE

At 6:45 p.m., Mayor Jones reconvened the meeting with all Council Members present.

ORAL COMMUNICATIONS (continued)

Speakers: Kay Kearney, Vincent Tran, Kristina Nguyen, Allison Vo, Nina Tran, Joy Nguyen, Lisa Nguyen, Cynthia Valencia, Ariana Arestegui, Rich Gomez, Maureen Blackmun

RECESS

At 6:35 p.m., Mayor Jones recessed the meeting.

RECONVENE

At 7:11 p.m., Mayor Jones reconvened the meeting with all Council Members present.

ADOPTION OF A RESOLUTION APPROVING THE SUBMITTAL OF AN APPLICATION TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR THE ENGINEERING PHASE OF THE HARBOR/GARDEN GROVE INTERSECTION IMPROVEMENT PROJECT
(F: 24.13) (XR: 36.1)

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

Resolution No. 9712-21 entitled: A Resolution of the City Council of the City of Garden Grove approving the submittal of the Harbor/Garden Grove Intersection Improvement Project, Engineering Phase application to the Orange County Transportation Authority for funding under the Comprehensive Transportation Program, be adopted.

The motion carried by a 6-0-1 vote as follows:

| | | |
|---------|-----|--|
| Ayes: | (6) | Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein, K. Nguyen, Jones |
| Noes: | (0) | None |
| Absent: | (1) | Bui |

APPROVAL TO EXTEND LEASE AGREEMENT WITH CREDIT UNION OF SOUTHERN CALIFORNIA FOR PROPERTY LOCATED AT 11390 STANFORD, GARDEN GROVE
(F: 55-CREDIT UNION OF SOUTHERN CALIFORNIA)

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

The Fifth Amendment to the Lease with Credit Union of Southern California extending the lease of 11390 Stanford Avenue for one year, be approved; and

The City Manager be authorized to execute the Fifth Amendment and make minor modifications as needed on behalf of the City.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

REVIEW OF THE AUTOMATIC PASS-THROUGH WATER RATE INCREASE
(F:112.1)

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

The Water Commodity Adjustment Calculation regarding the automatic pass-through adjustment to the Commodity Delivery Charges effective January 1, 2022, be reviewed.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

APPROVAL OF OUT-OF-STATE TRAVEL TO ATTEND THE 2021 INNOVATING COMMERCE
SERVING COMMUNITIES (ICSC) CONVENTION, PREVIOUSLY KNOWN AS
THE INTERNATIONAL COUNCIL OF SHOPPING CENTERS AT THE LAS VEGAS
CONVENTION CENTER FROM DECEMBER 6, THROUGH DECEMBER 7, 2021
(F: 46.1)(XR: A-78.1)

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

Out-of-state travel for up to three Council Members and four staff to attend the International Council of Shopping Centers (ICSC) - Here, We Go. 2021 convention at the Las Vegas Convention Center Monday, December 6, 2021 through Tuesday, December 7, 2021, be approved.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

AUTHORIZE THE ISSUANCE OF A PURCHASE ORDER FOR THREE NEW POLICE
DEPARTMENT VEHICLES TO NATIONAL AUTO FLEET GROUP

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

The Finance Director be authorized to issue a purchase order in the amount of \$85,660.88 to National Auto Fleet Group for the purchase of three (3) new Police Department Administration Vehicles.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

AUTHORIZE THE ISSUANCE OF AN INCREASE TO THE PURCHASE ORDER WITH GRAINGER FOR HARDWARE SUPPLIES

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

The Finance Director be authorized to increase the blanket purchase order with Grainger for an additional \$100,000 for the purchase of materials and supplies; and

Authorize to extend purchase order terms for any future extensions should the SourceWell contract be amended.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

RECEIVE AND FILE MINUTES FROM THE MEETING HELD ON OCTOBER 26, 2021
(F: Vault)

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

The Minutes from the meetings held on October 26, 2021, be received and filed.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

WARRANTS

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

Demands covered by Wire numbers 00000727 through 00000732, EFT numbers 00014941 through 00014962, and check numbers 00673806 through 00673875 inclusive as listed on this register and have been verified by the Finance Division as properly issued and bear all proper signatures;

Demands covered by Wire numbers 00000733 through 00000742, EFT numbers 00014963 through 00014976, and check numbers 00673876 through 00673985 inclusive as listed on this register and have been verified by the Finance Division as properly issued and bear all proper signatures;

Demands covered by Wire numbers 00000743 through 00000748, EFT numbers 00014977 through 00014994, and check numbers 00673986 through 00674079 inclusive as listed on this register and have been verified by the Finance Division as properly issued and bear all proper signatures;

Demands covered by Wire numbers 00000749 through 00000758, EFT Numbers 00014995 through 00015014, and check numbers 00674080 through 00674167 inclusive as listed on this register and have been verified by the Finance Division as properly issued and bear all proper signatures;

Demands covered by EFT numbers 00015015 through 00015980, and check numbers 00674168 through 00674371 inclusive as listed on this register and have been verified by the Finance Division as properly issued and bear all proper signatures;

Payroll Checks 184732 through 184750; Direct Deposits D387835 through D4662102921; and Wires W2850 through W2853 have been audited for accuracy and have been verified by the Finance Director for payment, be received and filed.

The motion carried by a 6-0-1 vote as follows:

| | | |
|---------|-----|--|
| Ayes: | (6) | Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein, K. Nguyen, Jones |
| Noes: | (0) | None |
| Absent: | (1) | Bui |

APPROVAL TO WAIVE FULL READING OF ORDINANCES LISTED

It was moved by Council Member D. Nguyen, seconded by Council Klopfenstein that:

Full reading of ordinance listed be waived.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

PUBLIC HEARING - ADOPTION OF RESOLUTIONS TO CERTIFY THE ENVIRONMENTAL
IMPACT REPORT FOR THE PROPOSED GENERAL PLAN UPDATE WITH ZONING
AMENDMENTS, A MITIGATION MONITORING AND REPORTING PROGRAM, A
STATEMENT OF OVERRIDING CONSIDERATIONS, AND TO APPROVE GENERAL PLAN
AMENDMENT NO. GPA-003-2021; AND INTRODUCTION AND FIRST READING OF AN
ORDINANCE APPROVING AMENDMENT NO. A-031-2021
(F:20.GPA-003-2021)(XR: 115.A-031-2021)(XR: H-20.1)

*(As approved earlier in the meeting, it was moved by Council Member D. Nguyen,
seconded by Council Member Klopfenstein, and approved by a 6-0-1 vote, that full
reading of ordinances listed be waived.)*

Following staff introduction and presentation by Laura Stetson and Jose Rodriguez of MIG, Inc., Mayor Jones declared the public hearing open and asked if anyone wished to address the City Council on the matter.

Speakers: Nicholas Dibbs

There being no further response from the audience, Mayor Jones closed the public hearing.

Council Member Brietigam commended staff for their extensive work and community outreach efforts. He expressed concerns with density allocation and impacts, but warned that not approving a General Plan Update could create serious repercussions for the City.

Mayor Pro Tem K. Nguyen noted various typographical errors throughout the reports and requested they be corrected. She expressed concern on equitability noting that East Garden Grove has been allocated the highest density increases. She noted that a Climate Protection Action Plan, an Inclusionary Housing Ordinance, open space requirements for future developments, child care accessibility, and local hire initiative, are issues of primary concern. She further stated that in order for her to support the General Plan Update, she requests that an Inclusionary Housing Ordinance be included, that the Industrial Mixed Use Zone in West Garden Grove be adjusted from 60 dwelling units per acre to 70 dwelling units per acre, and lastly that a Climate Protection Action Plan be included.

Council Member Klopfenstein commended staff for their work and expressed concern with state mandates and increased density impacts; however, she expressed that

density increases can be achieved successfully through proper parameters, creativity and mindfulness of future projects.

Council Member D. Nguyen highlighted the topic of open space and the need to think outside the box for solutions. Additionally, she also expressed concern on the impacts of increased density like public safety issues, pollution, child care and schools, among other issues. Lastly, she committed to work with City Council to see what can be done better; they all care for their City.

Mayor Jones highlighted the importance of approving a General Plan Update that provisions for the state mandated RHNA allocation of 19,000 new housing units. Additionally, on the subject of Environmental Justice, Mayor Jones highlighted that the City currently has open space requirements for new developments, as well as development impact fees, and park and school fees that are generated to address the service needs for those new units. He also noted the possibility of collaborating with the school district for repositioning and use of their open spaces by updating with amenities, or providing maintenance support of those open spaces. He commended staff for the extensive work and efforts. He urged the City Council to approve the General Plan Update and moved to approve, and was seconded by Council Member O'Neill.

Mayor Pro Tem K. Nguyen requested clarification on the impacts of adjusting the number of units from 60 to 70 units per acre in the Industrial Mixed Use Zone in West Garden Grove.

In response to Mayor Pro Tem K. Nguyen's inquiry, Jose Rodriguez of MIG, Inc. explained that the increase in units will change the land use in the General Plan and the zoning. It could affect the Environmental Impact Report that has already analyzed the number of housing units. Any changes in number of units raises the possibility for the Environmental Impact Report to be reanalyzed and resubmitted; an action he cautioned should be avoided.

Mayor Pro Tem K. Nguyen also inquired why an Inclusionary Housing Ordinance was not included, as well as a time frame for when a Climate Protection Action Plan would be created.

Staff shared that an Economic Feasibility Study would be necessary to determine whether an Inclusionary Housing Ordinance program would work for the City of Garden Grove; however, timing and cost is a factor, but this program was included in the Plan for it to be considered in the next four years. As for the time required to create of a Climate Protection Action Plan, staff shared that a one-year time frame to create a plan would be difficult, but that a three-year time frame is more reasonable.

Following further City Council closing comments, Mayor Pro Tem K. Nguyen, seconded by Council Member D. Nguyen, introduced a substitute motion that:

Resolution No. 9713-21 entitled: A Resolution of the City Council of the City of Garden Grove approving General Plan Amendment No. GPA-003-2021 to update the Housing Element, the Land Use Element, and the Safety Element, and to adopt an Environmental Justice Element, be adopted;

Resolution No. 9714-21 entitled: A Resolution of the City Council of the City of Garden Grove adopting a Mitigation Monitoring and Reporting Program, adopting a Statement of Overriding Considerations, and certifying the Environmental Impact Report for the proposed focused General Plan Update and Zoning Amendments contemplated under (i) General Plan Amendment No. GPA-003-2021, to update the Housing Element, the Land Use Element, and the Safety Element, and to adopt an Environmental Justice Element; and (ii) Amendment No. A-031-2021 to make text and Map Amendments to Title 9 of the Garden Grove Municipal Code and to the Zoning Map to implement the Housing Element and Land Use Element Updates, be adopted;

Ordinance No. 2925 entitled: An Ordinance of the City Council of the City of Garden Grove approving Zoning Amendment No. A-031-2021 making focused Amendments to Title 9 of the Garden Grove Municipal Code and the Zoning Map to implement the General Plan Housing Element and Land Use Element Updates by increasing the maximum permitted residential density in mixed use zones, implementing a mixed-use overlay zone allowing residential and mixed-use development on specified parcels, and rezoning specified parcels to allow multiple-family residential uses, be passed to a second reading;

All typographical errors be corrected; and

A status update for consideration of an Inclusionary Housing Ordinance and Climate Protection Action Plan be provided with the Annual Housing Element Progress Report.

The motion carried by a 6-0-1 vote as follows:

| | | |
|---------|-----|--|
| Ayes: | (6) | Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein, K. Nguyen, Jones |
| Noes: | (0) | None |
| Absent: | (1) | Bui |

CONSIDERATION OF A RESOLUTION AFFIRMING THAT THE CURRENT CITY COUNCIL DISTRICTS CONTINUE TO BE SUBSTANTIALLY EQUAL IN POPULATION BASED ON THE 2020 CENSUS AND THE DISTRICT MAP SHALL REMAIN THE SAME

This matter was pulled from the agenda earlier in the meeting.

APPROVAL OF THE EXTENSION OF THE AGREEMENT WITH REDFLEX TRAFFIC SYSTEMS INC., FOR TRAFFIC PHOTO ENFORCEMENT
(F: 55-REDFLEX TRAFFIC, INC.)

Following staff introduction and City Council comments, it was moved by Council Member Klopfenstein, seconded by Mayor Pro Tem K. Nguyen that:

The amendment to the agreement with Redflex Traffic Systems, Inc. extending the existing agreement an additional three (3) years with two (2) one-year extensions, be approved; and

The City Manager be authorized to execute the amendment extending the agreement with Redflex Traffic Systems, Inc., and to exercise the two (2) one-year extensions.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

AUTHORIZE THE ISSUANCE OF A PURCHASE ORDER FOR NEW PLAYGROUND EQUIPMENT FOR GARDEN GROVE PARK TO INNOVATIVE PLAYGROUNDS COMPANY, INC.

Following staff introduction and City Council comments, it was moved by Council Member Klopfenstein, seconded by Mayor Pro Tem K. Nguyen that:

The Finance Director be authorized to issue a purchase order for Innovative Playground Company, Inc., in the amount of \$261,002.46 for the purchase of new playground equipment at Garden Grove Park.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

ADOPTION OF A RESOLUTION APPROVING THE SUBMITTAL OF AN APPLICATION TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR THE GARDEN GROVE BOULEVARD REHABILITATION PROJECT
(F: 24.13) (XR: 36.11)

Following staff introduction and City Council comments, it was moved by Mayor Pro Tem K. Nguyen, seconded by Council Member Klopfenstein that:

Resolution No. 9715-21 entitled: A Resolution of the City Council of the City of Garden Grove certifying the authorized project submittal for Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funding through the Orange County Transportation Authority 2021 Pavement Management Relief Funding Program, be adopted.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

ADOPTION OF A RESOLUTION APPROVING THE SUBMITTAL OF THE EUCLID STREET TRAFFIC SIGNAL SYNCHRONIZATION IMPROVEMENT PROJECT TO THE ORANGE COUNTY TRANSPORTATION AUTHORITY FOR FUNDING UNDER THE COMPREHENSIVE TRANSPORTATION FUNDING PROGRAM (F: 100.3) (XR: 36.11)

Following staff introduction and City Council comments, it was moved by Council Member Klopfenstein, seconded by Mayor Pro Tem K. Nguyen that:

Resolution No. 9716-21 entitled: A Resolution of the City Council of the City of Garden Grove approving the submittal of Euclid Street Traffic Signal Synchronization Improvement Project to the Orange County Transportation Authority for funding under the competitive Measure M2 Regional Traffic Signal Synchronization Program, be adopted.

The motion carried by a 6-0-1 vote as follows:

Ayes: (6) Brietigam, O'Neill, D. Nguyen, Bui, Klopfenstein,
K. Nguyen, Jones
Noes: (0) None
Absent: (1) Bui

MATTERS FROM THE MAYOR, CITY COUNCIL MEMBERS, AND CITY MANAGER

Council Member Brietigam commended Kay Kearney and Garden Grove Elks for the successful Veterans Day event. He invited the public to attend the Jingle Jam event, hosted by Team Tackney, to be held at Eastgate Park on December 10, 2021. Additionally, he mentioned the Garden Grove Holiday Drive which is underway now through December 10, 2021. The public can drop off toys at several locations, including City Hall. These toys are for local children in need. For more information, the public can call (714) 741-5200. Lastly, he expressed frustration with the issue of

congestion created by the 22 Freeway (eastbound exit) at Euclid and Trask and unsynchronized traffic signals at same intersection. He asks that city staff resolve this issue and synchronize the traffic signal on Trask to allow for better traffic flow.

Council Member O'Neill recognized and thanked all veterans; they have given their lives to service to our country. Many of his relatives have served in the military and he does not take this holiday lightly. He encouraged the public to thank and honor a veteran.

Council Member D. Nguyen thanked veterans for their service, noting her relatives, friends, and community members who have served and wanted to thank all veterans. She also wished Council Member O'Neill a happy birthday.

Council Member Klopfenstein shared that it was an honor to participate in the Veterans Day event held at the Garden Grove Elks Lodge this past weekend. She also shared that Coastline Community College, which has a campus in Garden Grove, has a great Veterans Resource Center; veterans can visit the resource page at the www.coastline.edu website. Lastly, she thanked all the veterans in Garden Grove and all over the United States.

Council Member K. Nguyen thanked staff for their work on the 2nd Annual Veterans Day event to be held on Friday, November 11, 2021, at 8:00 a.m. This event will be held in conjunction with Congressman Lou Correa's office, and includes a pinning ceremony for Vietnam War veterans and certificates to Garden Grove employees who are veterans. Additionally, a certificate will also be presented to Council Member Brietigam. She invited the public to attend and thanked all veterans for their sacrifices that they have made, and she looks forward to continuing and expanding this event in Garden Grove. Lastly, she wished Council Member O'Neill a happy birthday.

Mayor Jones noted the timing of the next scheduled City Council meeting date being two days before the Thanksgiving holiday and inquired about cancelling the meeting.

City Manager Scott Stiles responded that there were no pressing items on the upcoming agenda and, if no objections from City Council, these items could be deferred to the December 14, 2021 City Council meeting. He also shared information on the Buy in Garden Grove (BIGG) campaign effective from November 26, 2021 through December 16, 2021. For every fifty dollars spent in Garden Grove, shoppers have an opportunity to win money and other prizes by submitting their receipts to the Chamber of Commerce by December 16, 2021.

Mayor Jones thanked everyone for collaborative efforts and productive discussions at tonight's meeting.

Council Member Brietigam shared information on the first Community Cleanup Day event where residents can drop off bulky items, on November 13, 2021 at the

Eastgate Plaza Shopping Center West Alley behind the Tibor Rubin Library. He also shared with the public that these events are on a rotation basis and will occur in the other council districts as well.

At 9:49 p.m., Mayor Jones adjourned the meeting. The next Regular City Council Meeting will be on Tuesday, November 23, 2021, at 5:30 p.m. at the Community Meeting Center, 11300 Stanford Avenue, Garden Grove, California.

Lizabeth Vasquez
Deputy City Clerk

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Patricia Song
Dept.: City Manager Dept.: Finance
Subject: Receive and file warrants. Date: 12/14/2021
(*Action Item*)

Attached are the warrants recommended to be received and filed.

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|--------------------|--------------------|-------------|---|
| Warrants | 11/23/2021 | Warrants | 12-14-21_CC_Warrants_(Payroll_11-18-21).pdf |
| Warrants | 12/7/2021 | Warrants | 12-14-21_CC_Warrants_(Payroll_12-02-21).pdf |

| | | | | | |
|---------|--------------------------|---------|---------|-------------------------|---------|
| 184751 | DONALD E LUCAS | 4577.48 | 184752 | JOSUE BARREIRO MENDOZA | 4745.87 |
| 184753 | HOAI THUONG H NGUYEN | 1128.19 | 184754 | JUDITH A MOORE | 2083.21 |
| 184755 | DIANE BELAIR | 2091.62 | 184756 | MICHAEL F ROCHA | 2483.19 |
| 184757 | SUSAN VITALI | 731.15 | 184758 | DAMIAN JESUS CHAVEZ | 700.57 |
| 184759 | ARTHUR J FLORES | 1835.73 | 184760 | WILLIAM J WHITE | 2202.91 |
| 184761 | JESSICA CEDILLO PADILLA | 660.33 | 184762 | DEANNA M CHUMACERO | 899.84 |
| 184763 | LAURA M PACHECO | 404.12 | 184764 | BRANDON J TAING | 268.51 |
| 184765 | SAMANTHA B VARGAS | 531.35 | 184766 | PATRICK R JULIENNE | 2947.02 |
| 184767 | STEPHEN J VARGAS | 277.97 | 184768 | GEORGE S BRIETIGAM III | 262.05 |
| D388432 | PHAT T BUI | 68.66 | D388433 | STEVEN R JONES | 243.19 |
| D388434 | STEPHANIE L KLOPFENSTEIN | 132.70 | D388435 | DIEDRE THU HA NGUYEN | 276.47 |
| D388436 | KIM B NGUYEN | 280.23 | D388437 | JOHN R ONEILL | 295.82 |
| D388438 | PAMELA M HADDAD | 1902.53 | D388439 | SHAWN S PARK | 2447.48 |
| D388440 | SCOTT C STILES | 7373.16 | D388441 | MARIA A STIPE | 5567.71 |
| D388442 | MEENA YOO | 2351.94 | D388443 | AMANDA M POLLOCK | 1860.83 |
| D388444 | TERESA L POMEROY | 3794.41 | D388445 | LIZABETH C VASQUEZ | 2286.45 |
| D388446 | VERONICA AVILA | 2183.68 | D388447 | JEFFREY P DAVIS | 1644.32 |
| D388448 | NOELLE N KIM | 2367.21 | D388449 | RACHEL MENDIOLA | 981.09 |
| D388450 | MARIE L MORAN | 2696.26 | D388451 | ANA E PULIDO | 4097.76 |
| D388452 | KRISTY H THAI | 2426.60 | D388453 | SHAUNA J CARRENO | 2096.78 |
| D388454 | VY D HO | 2058.96 | D388455 | DANNY HUYNH | 3859.22 |
| D388456 | VILMA C KLOESS | 2585.65 | D388457 | IVY LE | 2154.88 |
| D388458 | TAMMY LE | 1374.20 | D388459 | LINDA MIDDENDORF | 2764.67 |
| D388460 | MARIA A NAVARRO | 2568.01 | D388461 | PHUONG VIEN T NGUYEN | 2159.48 |
| D388462 | QUANG NGUYEN | 2550.63 | D388463 | TINA T NGUYEN | 2026.62 |
| D388464 | THYANA T PHI | 2796.12 | D388465 | MARIA RAMOS | 2433.39 |
| D388466 | TANYA L TO | 1513.37 | D388467 | CUONG K TRAN | 2016.42 |
| D388468 | ELAINE TRUONG | 1740.79 | D388469 | THANH-NGUYEN VO | 1670.01 |
| D388470 | SYLVIA GARCIA | 2637.17 | D388471 | YUAN SONG | 5025.69 |
| D388472 | RETA J WESTON | 2086.98 | D388473 | KAREN M HARRIS | 2328.29 |
| D388474 | CHRISTI C MENDOZA | 1048.28 | D388475 | JANET J CHUNG | 3330.97 |
| D388476 | ANN C EIFERT | 3746.28 | D388477 | MARGARITA ABOLA | 1997.18 |
| D388478 | MARISA ATIN RAMOS | 1401.63 | D388479 | AI N BUI | 1910.76 |
| D388480 | ROBERT W MAY | 1398.07 | D388481 | SHAWNA A McDONOUGH | 4239.88 |
| D388482 | HEIDY Y MUNOZ | 3791.54 | D388483 | SELAMAWIT NIGATU | 780.86 |
| D388484 | MY TRA VO | 3491.41 | D388485 | HELEN E WHITTAKER DEGEN | 726.81 |
| D388486 | KAREN J BROWN | 718.51 | D388487 | CORINNE L HOFFMAN | 2486.74 |
| D388488 | EDWARD E MARVIN JR | 2092.97 | D388489 | ANGELA M MENDEZ | 2286.39 |
| D388490 | JENNIFER L PETERSON | 1980.78 | D388491 | ANH PHAM | 1726.16 |
| D388492 | EVA RAMIREZ | 2048.77 | D388493 | JAIME F CHAVEZ | 1737.66 |
| D388494 | GARY F HERNANDEZ | 1833.74 | D388495 | NEAL M MANALANSAN | 1888.98 |
| D388496 | DANIEL J SANCHEZ | 1844.63 | D388497 | SANDRA E SEGAWA | 3685.47 |
| D388498 | ALANA R CHENG | 2870.21 | D388499 | PAUL GUERRERO | 2722.35 |
| D388500 | LISA L KIM | 5225.88 | D388501 | JULIE A ASHLEIGH | 2018.20 |
| D388502 | MICHAEL G AUSTIN | 2600.35 | D388503 | RITA M CRAMER | 2433.16 |
| D388504 | BYRON T DAHLHEIMER | 2288.91 | D388505 | RYAN J DAKE | 2398.34 |
| D388506 | DAVID A DENT | 4470.96 | D388507 | TODD C HARTWIG | 2826.18 |
| D388508 | RALPH V HERNANDEZ | 2294.21 | D388509 | ARMANDO HERRERA JR | 845.17 |

**** PAGE TOTAL = 209745.33

| | | | | | |
|---------|---------------------------|---------|---------|------------------------|---------|
| D388510 | AARON J HODSON | 2269.24 | D388511 | SVETLANA MOURE | 2285.28 |
| D388512 | PHU T NGUYEN | 3838.66 | D388513 | JAKE P TRAN | 410.58 |
| D388514 | CHRISTOPHER CHUNG | 4743.28 | D388515 | PRIT J KASKLA | 2080.32 |
| D388516 | HUONG Q LY | 2158.96 | D388517 | LEE W MARINO | 4294.34 |
| D388518 | MARIA L MARTINEZ | 2366.13 | D388519 | MARIA C PARRA | 3197.58 |
| D388520 | MONICA COVARUBIAS | 3557.74 | D388521 | GRACE E LEE | 2642.39 |
| D388522 | AMEENAH ABU HAMDIYYAH | 2010.53 | D388523 | GREG BLODGETT | 3432.94 |
| D388524 | ORLINO CAMPOS REFUERZO J | 476.01 | D388525 | ROY N ROBBINS | 3220.87 |
| D388526 | TIMOTHY E THRONE | 1976.36 | D388527 | MICHAEL C BOS | 2181.51 |
| D388528 | DANIEL J CANDELARIA | 4106.15 | D388529 | VINCENT L DE LA ROSA | 2448.18 |
| D388530 | KAMYAR DIBAJ | 796.92 | D388531 | ALICIA M HOFER | 1938.51 |
| D388532 | NICOLAS C HSTEH | 3388.06 | D388533 | ROSEMARIE JACOT | 2206.84 |
| D388534 | SHAN L LEWIS | 2251.09 | D388535 | NAVIN B MARU | 4799.16 |
| D388536 | JUAN C NAVARRO | 2988.42 | D388537 | MICHAEL F SANTOS | 3636.54 |
| D388538 | TREVOR G SMOUSE | 2393.68 | D388539 | MARK P UPHUS | 4268.40 |
| D388540 | JOSE A VASQUEZ | 3234.57 | D388541 | DAI C VU | 4225.22 |
| D388542 | KHANG L VU | 3232.27 | D388543 | CHRISTOPHER L ALLEN | 1118.33 |
| D388544 | JOSHUA ARIONUS | 2096.55 | D388545 | ALEJANDRO BANUELOS | 2615.47 |
| D388546 | JAN BERGER | 2365.21 | D388547 | ROBERT P BERMUDEZ | 904.75 |
| D388548 | TIM P CANNON | 5518.19 | D388549 | CARINA M DAN | 2359.30 |
| D388550 | RYAN H DAVIS | 1757.84 | D388551 | RONALD W DIEMERT | 2220.56 |
| D388552 | CHRIS N ESCOBAR | 2477.69 | D388553 | JEREMY J GLENN | 1249.85 |
| D388554 | ALEJANDRO GONZALEZ | 2778.93 | D388555 | MICHAEL J GRAY | 1077.38 |
| D388556 | LARRY GRIFFIN | 2478.09 | D388557 | ROBERT A HAENDIGES | 3453.55 |
| D388558 | RYAN S HART | 1968.08 | D388559 | EDWARD A HUY | 3112.13 |
| D388560 | VIDAL JIMENEZ | 2025.45 | D388561 | LIYAN JIN | 2500.18 |
| D388562 | SAMUEL K KIM | 3693.10 | D388563 | REBECCA PIK KWAN LI | 4096.40 |
| D388564 | DAVID MA AE | 1802.92 | D388565 | RAQUEL K MANSON | 2775.51 |
| D388566 | ALFREDO MARTINEZ | 6141.15 | D388567 | TYLER MEISLAHN | 2078.61 |
| D388568 | JESSE K MONTGOMERY | 4234.04 | D388569 | JUSTIN M MORRIS | 1636.82 |
| D388570 | STEVEN J MOYA JR | 2674.08 | D388571 | BASIL G MURAD | 3108.96 |
| D388572 | KIRK L NATLAND | 1380.81 | D388573 | DUC TRUNG NGUYEN | 2661.10 |
| D388574 | LISA NGUYEN | 606.20 | D388575 | CORNELIU NICOLAE | 1777.98 |
| D388576 | ANDREW I ORNELAS | 3466.46 | D388577 | DAVID A ORTEGA | 2219.54 |
| D388578 | CELESTINO J PASILLAS | 2873.58 | D388579 | WILLIAM F PEARSON | 2389.13 |
| D388580 | DYLLIAN TUAN ANH PHAM ADA | 476.01 | D388581 | JESSICA J POLIDORI | 3045.08 |
| D388582 | CHRISTOPHER B PRUDHOMME | 1406.79 | D388583 | LES A RUITENSCHILD | 3049.02 |
| D388584 | JONATHAN RUIZ | 2492.24 | D388585 | ALEXIS SANTOS | 1293.34 |
| D388586 | ADRIAN M SARMIENTO | 2798.25 | D388587 | RYAN L SCHILLER | 207.73 |
| D388588 | TOMMY T SON | 2035.82 | D388589 | ALBERT TALAMANTES JR | 2140.46 |
| D388590 | MINH K TRAN | 2478.33 | D388591 | ALEJANDRO N VALENZUELA | 2733.76 |
| D388592 | RONALD J WOLLAND | 1524.16 | D388593 | VICTOR K YERGENSEN | 2314.19 |
| D388594 | ALICE K FREGOSO | 3922.16 | D388595 | ALICIA R GARCIA | 767.27 |
| D388596 | WILLIAM E MURRAY JR | 6468.30 | D388597 | EMILY H TRIMBLE | 1830.32 |
| D388598 | ANA G VERGARA NEAL | 2828.21 | D388599 | ALFRED J AGUIRRE | 3042.08 |
| D388600 | EDWARD D AMBRIZ GARCIA | 692.71 | D388601 | RODOLFO M BECERRA | 2214.33 |
| D388602 | RAYMOND A BUCHLER | 1402.75 | D388603 | EDGAR A CANO | 1089.08 |
| D388604 | ALBERT J CARRISOZA | 2308.09 | D388605 | GABRIELA R CONTRERAS | 3096.41 |

| | | | | | |
|---------|--------------------------|---------|---------|---------------------|---------|
| D388606 | JULIE T COTTON | 1790.20 | D388607 | ERIC M ESPINOZA | 1830.95 |
| D388608 | ALBERT R EURS II | 2795.97 | D388609 | ROBERT J FRANCO | 805.62 |
| D388610 | CASEY G GIROUARD | 1967.64 | D388611 | HERMILO HERNANDEZ | 545.80 |
| D388612 | DARNELL D JERRY | 554.32 | D388613 | BRENT KAYLOR | 2221.70 |
| D388614 | MARK W LADNEY | 2849.86 | D388615 | RAUL LEYVA | 2993.64 |
| D388616 | DIEGO A MEJIA | 1997.19 | D388617 | RIGOBERTO MENDEZ | 4005.96 |
| D388618 | STEVEN T ORTIZ | 2099.15 | D388619 | PHILLIP Q PHAM | 818.54 |
| D388620 | RICHARD L PINKSTON | 2606.70 | D388621 | ALEXIS P TARIN | 2054.19 |
| D388622 | STEVE J TAUANU'U | 2271.25 | D388623 | SHAQUANNA D WESTON | 889.96 |
| D388624 | RICK S ZIEGLER | 317.76 | D388625 | IOAN ANDREI | 1040.63 |
| D388626 | SYLVESTER A BABINSKI IV | 1914.01 | D388627 | DONEISHA L BELL | 620.90 |
| D388628 | JEFFREY G CANTRELL | 2251.45 | D388629 | JULIA ESPINOZA | 1209.56 |
| D388630 | CECELIA A FERNANDEZ | 1264.62 | D388631 | CONRAD A FERNANDEZ | 1062.91 |
| D388632 | DIANA GOMEZ | 902.98 | D388633 | JORGE GONZALEZ | 1210.72 |
| D388634 | MICHAEL R GREENE | 2113.33 | D388635 | RONALD D GUSMAN | 1064.66 |
| D388636 | GLORIA A HARO | 1256.40 | D388637 | ERIC W JOHNSON | 1252.27 |
| D388638 | LEONEL A LAMAS | 1032.29 | D388639 | KHUONG NGUYEN | 1258.17 |
| D388640 | DELFRADO C REYES | 1268.72 | D388641 | RAFAEL ROBLES | 1698.69 |
| D388642 | ADRIANNA M RODRIGUEZ | 1149.54 | D388643 | EDWIN O THURMAN JR | 1004.69 |
| D388644 | RODERICK THURMAN | 1798.34 | D388645 | EVARISTO VERA | 1766.61 |
| D388646 | RICHARD L WILLIAMS | 2048.46 | D388647 | ANSELMO AGUIRRE | 2014.98 |
| D388648 | DOMINIC CAMERA | 790.40 | D388649 | PHILLIP J CARTER | 2660.09 |
| D388650 | RICK L DUVAL | 2876.06 | D388651 | AARON R HANSEN | 1035.15 |
| D388652 | HUY HOA HUYNH | 2333.37 | D388653 | MATTHEW D ILFELD | 1315.77 |
| D388654 | BRYAN D KWIATKOWSKI | 1783.20 | D388655 | DANIEL C MOSS | 1138.06 |
| D388656 | ROLANDO QUIROZ | 1921.77 | D388657 | RICARDO SALDIVAR | 535.99 |
| D388658 | WILLIAM A SOTO | 1483.02 | D388659 | LUIS A TAPIA | 2506.62 |
| D388660 | MICHAEL W THOMPSON | 2567.85 | D388661 | JOSEPH E TRUJILLO | 1326.70 |
| D388662 | JESSE GUZMAN | 1976.22 | D388663 | MARK M KHALIL | 2288.55 |
| D388664 | DOUGLAS A MOORE | 2254.84 | D388665 | ANDREW J MORELAND | 590.30 |
| D388666 | AUSTIN H POWELL | 2550.53 | D388667 | MELVIN P REED | 1688.32 |
| D388668 | STEPHEN D SUDDUTH | 2111.64 | D388669 | HILLARD J WILLIAMS | 264.78 |
| D388670 | SOMELIA K GOUNTOUNA | 2695.41 | D388671 | ALBERT J HOLMON III | 3483.32 |
| D388672 | VICTOR T BLAS | 3550.71 | D388673 | FRANK X DE LA ROSA | 1870.48 |
| D388674 | JOSE GOMEZ | 2509.55 | D388675 | MICHAEL V GUERRERO | 1971.53 |
| D388676 | BRENT W HAYES | 3164.30 | D388677 | FRANK D HOWENSTEIN | 2493.88 |
| D388678 | ALLEN G KIRZNER | 4359.63 | D388679 | BRANDON S NUNES | 1586.41 |
| D388680 | STEPHEN PORRAS | 2954.82 | D388681 | JESSE VIRAMONTES | 1556.81 |
| D388682 | JOHN ZAVALA | 2383.82 | D388683 | YOLANDA A ALVARADO | 600.76 |
| D388684 | STEPHANIE AMBRIZ | 374.62 | D388685 | REBECCA J BAILOR | 486.45 |
| D388686 | RACHEL M CAMARENA | 2242.58 | D388687 | RENE CAMARENA | 2155.10 |
| D388688 | VICTORIA M CASTILLAS | 1948.48 | D388689 | AMANDA D CROSS | 1660.05 |
| D388690 | GISELL L CRUZ | 532.68 | D388691 | KENNETH E CUMMINGS | 1093.29 |
| D388692 | MARLY DELGADO CHAVEZ | 850.56 | D388693 | GABRIELA DIAZ | 681.66 |
| D388694 | KELDEN A DOWNS | 402.73 | D388695 | MARK C FREEMAN | 3235.52 |
| D388696 | JARED D GARCIA | 374.80 | D388697 | VANESSA L GARCIA | 456.31 |
| D388698 | JENNIFER DANIELLE GODDAR | 2758.32 | D388699 | STEVEN E GOMEZ | 862.46 |
| D388700 | JACOB R GRANT | 1858.57 | D388701 | KIMBERLY K HOLER | 295.91 |

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| D388702 | CASSIDY D HUTTON | 109.90 | D388703 | ELAINE M MA AE | 2635.26 |
| D388704 | JESUS MEDINA | 1875.70 | D388705 | JUAN MEDINA | 2251.08 |
| D388706 | JESSICA MENDOZA | 458.98 | D388707 | JOHN A MONTANCHEZ | 4963.93 |
| D388708 | KIRSTEN K NAKAISHI | 2696.52 | D388709 | ALEXANDER H NGUYEN | 312.89 |
| D388710 | NOEL N NICHOLAS | 915.61 | D388711 | NATALIE NODAL | 181.01 |
| D388712 | GABRIELA OCADIZ HERNANDE | 3087.12 | D388713 | CHRISTIAN PANGAN | 238.67 |
| D388714 | ALEXANDER G PASZKIEWICZ | 514.75 | D388715 | JANET E PELAYO | 2902.81 |
| D388716 | EDOUARD T PHAN | 116.36 | D388717 | ARIELLE PICKRELL | 305.79 |
| D388718 | SHADY S PUAILOA | 638.20 | D388719 | SUGEIRY REYNOSO | 2426.51 |
| D388720 | MARINA Y ROMERO | 2023.26 | D388721 | MARIA D ROSALES | 638.44 |
| D388722 | TANYA ROSAS | 327.78 | D388723 | DIANA SALDIVAR | 508.49 |
| D388724 | DANA MARIE SAUCEDO | 2504.59 | D388725 | EMERON J SCHLUMBERGER | 1025.76 |
| D388726 | SAMANTHA M SERNA | 526.41 | D388727 | MYCHAELLA J SIEVE | 433.45 |
| D388728 | LAUREN ROSE EMIKO N SING | 148.68 | D388729 | REBECCA S SMITH | 332.06 |
| D388730 | KENNETH P TRAVIS III | 604.14 | D388731 | KATHY TU | 77.57 |
| D388732 | CLAUDIA VALDIVIA | 3094.33 | D388733 | JEFFREY VAN SICKLE | 2319.93 |
| D388734 | DAISY O VENCES | 116.54 | D388735 | JOSHUA VENCES | 195.40 |
| D388736 | PAUL E VICTORIA | 1368.80 | D388737 | JACOB D VIRAMONTES | 294.30 |
| D388738 | DAVID M WILMES | 560.71 | D388739 | PEDRO R ARELLANO | 3858.70 |
| D388740 | THOMAS R DARE | 7329.05 | D388741 | CAROLE A KANEGAE | 2640.11 |
| D388742 | KRISTEN A BACKOURIS | 1840.62 | D388743 | SHARON S BAEK | 2107.57 |
| D388744 | GENA M BOWEN | 2599.29 | D388745 | JESENIA CAMPOS | 2541.44 |
| D388746 | NICHOLAS A DE ALMEIDA LO | 4715.78 | D388747 | AMIR A EL FARRA | 4747.01 |
| D388748 | HELENA ELSOUSOU | 2601.37 | D388749 | BRIAN C GIRGENTI | 3544.11 |
| D388750 | AI KELLY HUYNH | 2166.90 | D388751 | MICHAEL J JENSEN | 4315.77 |
| D388752 | ALLYSON T LE | 1643.06 | D388753 | ELLEN S LOPEZ | 2743.18 |
| D388754 | MATTHEW P MARCHAND | 4666.37 | D388755 | LINDA M MORIN | 3937.05 |
| D388756 | JOSHUA T OLIVO | 4073.26 | D388757 | LUIS A PAYAN | 3889.10 |
| D388758 | PHILLIP H PHAM | 3157.88 | D388759 | REYNA ROSALES | 1878.05 |
| D388760 | ROBERT M STEPHENSON III | 4600.52 | D388761 | MICHAEL J VISCOMI | 3991.39 |
| D388762 | GIOVANNI ACOSTA | 2641.40 | D388763 | MADELINE M ALVARADO | 1982.20 |
| D388764 | TIMOTHY R ASHBAUGH | 3899.10 | D388765 | ALFREDO R AVALOS | 3496.84 |
| D388766 | COLLIN E BAKER | 2704.87 | D388767 | JEFFREY A BROWN | 4634.87 |
| D388768 | THOMAS A CAPPS | 3577.12 | D388769 | DARRYL B CORTEZ JR | 2434.24 |
| D388770 | GARY L COULTER | 2969.19 | D388771 | CHARLIE DANIELEY III | 2056.66 |
| D388772 | ISAAC DAVILA | 3265.46 | D388773 | TANNER C DE PADUA | 2147.85 |
| D388774 | RONALD A DOSCHER | 1142.82 | D388775 | BROC D DUDLEY | 2771.45 |
| D388776 | STEPHEN C ESTLOW | 2582.41 | D388777 | JESUS FAJARDO | 2525.86 |
| D388778 | HECTOR FERREIRA JR | 2647.33 | D388779 | ROBERT D FRESENIUS | 2554.17 |
| D388780 | JASON S FULTON | 2826.13 | D388781 | JESUS GOMEZ | 4712.30 |
| D388782 | TRAVIS J HADDEN | 2776.72 | D388783 | JOSE D HERRERA | 3507.02 |
| D388784 | JASON A HOWARD | 4053.33 | D388785 | KIRK P HURLEY | 3011.15 |
| D388786 | DONALD J HUTCHINS | 3981.86 | D388787 | NICKOLAS K JENSEN | 3067.12 |
| D388788 | SERGIO J JIMENEZ TAVAREZ | 2513.76 | D388789 | CHAD B KIM | 3013.07 |
| D388790 | LEA K KOVACS | 3182.50 | D388791 | TIMOTHY P KOVACS | 4860.65 |
| D388792 | MICHAEL J LANG | 3155.34 | D388793 | RAPHAEL M LEE | 945.60 |
| D388794 | RYAN M LUX | 4772.46 | D388795 | JORGE L MAZON | 3558.63 |
| D388796 | MICHAEL A MOSER | 2072.53 | D388797 | MITCHEL S MOSSER | 4117.31 |

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| D388798 | JACOB J NEELY | 2332.06 | D388799 | BRANDON J PAQUA | 2161.22 |
| D388800 | OMAR F PEREZ | 3510.53 | D388801 | JASON S PERKINS | 5294.15 |
| D388802 | COREY T POLOPEK | 3491.09 | D388803 | SINDY RAMIREZ OROZCO | 4442.19 |
| D388804 | JOHN E RANEY | 4548.84 | D388805 | THOMAS S REED | 2838.87 |
| D388806 | BRYANT D RICHARDS | 2491.23 | D388807 | AARON T SHIPLEY | 2823.13 |
| D388808 | SHAYLEN L SIMONS | 2661.04 | D388809 | CHARLES W STARNES | 6344.10 |
| D388810 | PAUL M TESSIER | 3450.82 | D388811 | VINCENTE J VAICARO | 4171.22 |
| D388812 | EDGAR VALENCIA | 3908.71 | D388813 | DANIEL C VIGIL | 2486.99 |
| D388814 | ROYCE C WIMMER | 4880.07 | D388815 | SARAH A WRIGHT | 2753.20 |
| D388816 | COLE A YNIGUEZ | 3086.48 | D388817 | DAVID C YOUNG | 5453.52 |
| D388818 | MARCOS R ALAMILLO | 3411.49 | D388819 | CLAUDIA ALARCON | 4503.05 |
| D388820 | BOBBY B ANDERSON | 3446.98 | D388821 | FRANCISCO AVALOS JR | 3126.65 |
| D388822 | JOHN F BANKSON | 3839.41 | D388823 | JAMES A BLUM | 3124.35 |
| D388824 | TROY F BOWMAN | 2925.90 | D388825 | RYAN V BUSTILLOS | 4593.92 |
| D388826 | JUAN C CENTENO | 4396.74 | D388827 | DAVID Y H CHANG | 3238.36 |
| D388828 | JEROME L CHEATHAM | 3186.78 | D388829 | HAN J CHO | 5149.43 |
| D388830 | BRIAN M CLASBY JR | 2299.34 | D388831 | JUAN L DELGADO JR | 3738.51 |
| D388832 | TAYLOR M DUARTE | 3696.82 | D388833 | CHRISTOPHER M EARLE | 4384.05 |
| D388834 | OTTO J ESCALANTE | 5427.27 | D388835 | JOSHUA N ESCOBEDO | 4080.87 |
| D388836 | MICHELLE N ESTRADA MONSA | 3880.30 | D388837 | GEORGE R FIGUEROA | 2142.36 |
| D388838 | SEAN M GLEASON | 2967.47 | D388839 | GONZALO GONZALEZ JR | 3540.99 |
| D388840 | KYLE N HALEY | 1715.57 | D388841 | WILLIAM T HOLLOWAY | 4339.89 |
| D388842 | EFFRAIN A JIMENEZ JR | 2876.52 | D388843 | CODY M JOHNSON | 2454.98 |
| D388844 | ROBERT J KIVLER | 2679.16 | D388845 | PETER M KUNKEL | 3527.36 |
| D388846 | ERICK LEYVA | 4619.00 | D388847 | RAFAEL LOERA JR | 3083.16 |
| D388848 | JESSE A LUCATERO | 2741.06 | D388849 | ROBERTO MACHUCA | 3347.06 |
| D388850 | TAYLOR A MACY | 3271.41 | D388851 | NATHAN D MORTON | 2710.17 |
| D388852 | PATRICK W MURPHY | 3076.73 | D388853 | PATRICK J MUSCHETTO | 2533.80 |
| D388854 | THOMAS R NADOLSKI | 2141.20 | D388855 | JEFFREY C NGUYEN | 3743.97 |
| D388856 | STEVEN TRUJILLO ORTIZ | 2918.77 | D388857 | JOSEPH N PANELLA | 2404.21 |
| D388858 | EMMANUEL PEREZ | 2850.96 | D388859 | LUIS A QUIROZ | 2895.20 |
| D388860 | LUIS F RAMIREZ | 3547.62 | D388861 | RON A REYES | 3462.27 |
| D388862 | DANIEL RODRIGUEZ | 2925.36 | D388863 | SEAN M SALAZAR | 2972.72 |
| D388864 | ALFREDO SALGADO JR. | 2419.17 | D388865 | CHRISTOPHER M SHELIGREN | 3060.80 |
| D388866 | LEVI JOENIEL SILVA | 3823.56 | D388867 | PAUL W ASHBY | 4787.13 |
| D388868 | MICHAEL K ELHAMI | 3758.57 | D388869 | SHELBY KEUILIAN | 2237.00 |
| D388870 | DANNY J MIHALIK | 3555.37 | D388871 | JEREMY N MORSE | 3490.01 |
| D388872 | JASON M MURO | 3806.60 | D388873 | ROCKY F RUBALCABA | 3662.73 |
| D388874 | LINO G SANTANA | 5451.82 | D388875 | DANIELLE E WREN | 3519.48 |
| D388876 | DUO XU | 1773.03 | D388877 | JOHN J YERGLER | 3434.35 |
| D388878 | BENJAMIN M ELIZONDO | 3433.07 | D388879 | KRISTOFER D KELLEY | 4892.45 |
| D388880 | NICHOLAS A LAZENBY | 3586.31 | D388881 | CHARLES H LOFFLER | 3358.02 |
| D388882 | BRADLEY A LOWEN | 3456.04 | D388883 | GIANLUCA F MANIACI | 4209.68 |
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| D388892 | ERIC T RUZIECKI | 3788.44 | D388893 | RENE BARRAZA | 3469.74 |

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|---------|--------------------------|---------|---------|-------------------------|---------|
| D388894 | JULIO C CORTEZ | 3160.76 | D388895 | DEREK M LINK | 4252.85 |
| D388896 | ADAM D ZMIJA | 4849.68 | D388897 | LISA A BELTHIUS | 116.09 |
| D388898 | RICHARD O BURILLO | 5136.79 | D388899 | COURTNEY P CIBOSKY | 3041.75 |
| D388900 | JOHN DANG | 465.45 | D388901 | CHRISTOPHER C DOVEAS | 30.81 |
| D388902 | DANIEL S EDWARDS | 623.07 | D388903 | VICTORIA A JORDAN | 371.86 |
| D388904 | EDWARD K KIM | 700.54 | D388905 | EDUARDO C LEIVA | 6174.12 |
| D388906 | MARIO MARTINEZ JR | 4741.14 | D388907 | JOSEPH A GARCIA | 426.59 |
| D388908 | RODOLFO B RAMOS | 426.66 | D388909 | RUDY A ROCHA | 524.09 |
| D388910 | CALEB I VAUGHN | 410.59 | D388911 | TYLER D VU | 604.60 |
| D388912 | KAREN D BRAME | 1317.36 | D388913 | KENNETH L CHISM | 1865.42 |
| D388914 | KORY C FERRIN | 4450.99 | D388915 | JAMES D FISCHER | 1093.54 |
| D388916 | VICTORIA M FOSTER | 1858.47 | D388917 | THI A HUYNH | 2874.01 |
| D388918 | KENNETH E MERRILL | 512.69 | D388919 | DOUGLAS A PLUARD | 4827.76 |
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| D388922 | WILLIAM ALLISON | 7736.56 | D388923 | RICHARD A ALVAREZ BROWN | 3680.93 |
| D388924 | BEAU A BERENGER | 4060.90 | D388925 | BRIAN D DALTON | 3286.87 |
| D388926 | PATRICIA C FLINN | 2653.16 | D388927 | PATRICK E GILDEA | 3716.32 |
| D388928 | JENNIFER L ITURRALDE | 1062.75 | D388929 | RAQUEL D MATA | 1517.52 |
| D388930 | REBECCA S MEEKS | 3814.26 | D388931 | JONATHAN B WAINWRIGHT | 4213.63 |
| D388932 | MARIA A ALCARAZ | 2932.64 | D388933 | MARIA S ATWOOD | 1950.57 |
| D388934 | ANGELICA BELLO | 1416.60 | D388935 | RYAN S BERLETH | 2150.04 |
| D388936 | BRITTANEE N BRANTNER | 1760.32 | D388937 | CARISSA L BRUNICK | 1572.80 |
| D388938 | TAMMY L CHAURAN HAIRGROV | 2360.14 | D388939 | JACINTA F CHOWDHURY | 2351.69 |
| D388940 | KRISTINA L CORNETT | 1629.89 | D388941 | RUSSELL B DRISCOLL | 1990.30 |
| D388942 | VERONICA FRUTOS | 1210.68 | D388943 | DAVID L GEORGE | 2144.79 |
| D388944 | PINKY C HINGCO | 3464.12 | D388945 | LINDALINH THU LY | 2028.64 |
| D388946 | MARIA C MCFARLANE | 2690.58 | D388947 | TRINA T NGUYEN | 2138.18 |
| D388948 | KAYLYN C RAMIREZ | 1719.74 | D388949 | JENNIFER V ROMBOUGH | 2025.14 |
| D388950 | KIMBRA S VELLANOWETH | 2300.95 | D388951 | CHRISTAL L WEYKER | 2149.68 |
| D388952 | SHANNON M YELENSKY | 1809.52 | D388953 | SANDRA M ARROYO | 2280.54 |
| D388954 | SHYLER R.D. CHAPPELL | 2439.70 | D388955 | JENNIFER A DIX | 2327.96 |
| D388956 | KATHERINE M FRANCISCO | 3065.92 | D388957 | AMANDA B GARNER | 1111.50 |
| D388958 | LAUREN M LADD | 3567.87 | D388959 | ROBERT D LUX | 2321.51 |
| D388960 | MELISSA MENDOZA CAMPOS | 2775.26 | D388961 | BRANDY J PARK | 2771.09 |
| D388962 | CRISTINA V PAYAN | 2873.96 | D388963 | JENNIFER M RODRIGUEZ | 2396.00 |
| D388964 | TANYA L SAMOFF | 2687.42 | D388965 | SUSAN A I SEYMOUR | 2547.42 |
| D388966 | NICOLE D SHORROW | 3728.62 | D388967 | HEATHER P SLETTVET | 2232.91 |
| D388968 | DANNY J SOSEBEE | 2304.62 | D388969 | MARSHA D SPELLMAN | 2793.61 |
| D388970 | SPENCER T TRAN | 2463.48 | D388971 | SANTA WARDLE | 1205.63 |
| D388972 | CHERYL L WHITNEY | 2543.71 | D388973 | EVAN S BERESFORD | 3327.93 |
| D388974 | DANIEL A CAMARA | 3176.12 | D388975 | JAMES D FRANKS | 2770.78 |
| D388976 | PETE GARCIA | 2933.94 | D388977 | ROBERT J GIFFORD | 3934.05 |
| D388978 | STEVEN H HEINE | 1754.91 | D388979 | GERALD F JORDAN | 4885.80 |
| D388980 | JOSEPH L KOLANO | 2817.43 | D388981 | BAO TINH THI LE | 1898.64 |
| D388982 | DAVID LOPEZ | 3704.66 | D388983 | MARK A LORD | 4381.88 |
| D388984 | STEVEN W LUKAS | 2390.39 | D388985 | BRYAN J MEERS | 3968.24 |
| D388986 | ADAM C NIKOLIC | 4175.87 | D388987 | TERRA M RAMIREZ | 2862.67 |
| D388988 | CHRISTIN E ROGERS | 3330.25 | D388989 | BRIAN T STROUD | 5269.12 |

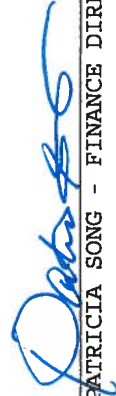
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|---------|--------------------------|-----------|---------|--------------------------|-----------|
| D388990 | DENNIS WARDLE | 3350.92 | D388991 | SUMMER A BOGUE | 2681.09 |
| D388992 | FLOR DE LIS ELIZONDO | 2686.91 | D388993 | ASHLEY C ROJAS | 2257.62 |
| D388994 | ASHLEIGH R ANDERSON CAMB | 2040.53 | D388995 | JANNA K BRADLEY | 2317.72 |
| D388996 | MARY C CERDA | 2107.27 | D388997 | BRANDI M HART | 623.21 |
| D388998 | LIANE Y KWAN | 3482.82 | D388999 | JANY H LEE | 3797.19 |
| D389000 | SHERILL A MEAD | 2424.90 | D389001 | STEPHANIE E RICHARDS | 1903.60 |
| D389002 | CAITLYN M STEPHENSON | 2408.89 | D389003 | LAURA J STOVER | 5247.03 |
| D389004 | ANNA L GOLD | 2037.39 | D389005 | KATRENA J SCHULZE | 2474.51 |
| D389006 | MATTHEW T SWANSON | 1800.90 | D389007 | ANTHONY VALENZUELA | 1619.94 |
| D389008 | CANDY G WILDER | 2077.18 | D389009 | STEVEN F ANDREWS | 2510.87 |
| D389010 | TERENCE S CHANG | 2793.37 | D389011 | VERNA L ESPINOZA | 2127.80 |
| D389012 | CESAR GALLO | 2886.67 | D389013 | ERNIE E HINGCO | 1948.62 |
| D389014 | GEOFFREY A KLOESS | 3592.66 | D389015 | RACHOT MORAGRAAN | 3983.87 |
| D389016 | NOEL J PROFFITT | 3074.87 | D389017 | ANAND V RAO | 4688.71 |
| D389018 | ROD T VICTORIA | 2412.64 | D389019 | TERREL KEITH WINSTON | 3163.08 |
| D389020 | O.C.E.A. GENERAL | 2327.20 | D389021 | O.C.E.A. | 1089.61 |
| D389022 | POLICE ASSN | 15430.48 | D389023 | COMMUNITY HEALTH CHARITI | 45.00 |
| D389024 | GARDEN GROVE POLICE ASSO | 1600.00 | D389025 | SO CAL CREDIT UNION | 44135.00 |
| D389026 | SOUTHLAND CREDIT UNION | 4775.00 | W2854 | GREAT WEST LIFE 457 #340 | 111106.86 |
| W2855 | GREAT WEST LIFE OBRA#340 | 2673.00 | W2856 | INTERNAL REVENUE SERVICE | 333098.34 |
| W2857 | EMPLOYMENT DEVELOPMENT D | 104813.49 | | | |

**** PAGE TOTAL = 701616.76

| | | |
|-----------------------|-----|--------------|
| TOTAL CHECK PAYMENTS | 17 | 28,569.06 |
| TOTAL DIRECT DEPOSITS | 596 | 1,552,013.09 |
| TOTAL WIRE PAYMENTS | 4 | 551,691.69 |
| GRAND TOTAL PAYMENTS | 617 | 2,132,273.84 |

Checks #184751 thru #184767, and Direct Deposits #D388431 thru #D389026, and wire #W2854 thru #W2857 presented in the Payroll Register submitted to the Garden Grove City Council 14 DEC 2021, have been audited for accuracy and funds are available for payment thereof.


PATRICIA SONG - FINANCE DIRECTOR

| | | | | | |
|---------|--------------------------|---------|---------|-------------------------|---------|
| 184768 | HOAI THUONG H NGUYEN | 1070.40 | 184769 | JUDITH A MOORE | 2083.21 |
| 184770 | DIANE BELAIR | 2091.62 | 184771 | MICHAEL F ROCHA | 2177.51 |
| 184772 | SUSAN VITALI | 614.52 | 184773 | DAMIAN JESUS CHAVEZ | 700.58 |
| 184774 | ARTHUR J FLORES | 2377.13 | 184775 | JESSICA CEDILLO PADILLA | 691.93 |
| 184776 | DEANNA M CHUMACERO | 642.74 | 184777 | LAURA M PACHECO | 207.33 |
| 184778 | BRANDON J TAIING | 206.87 | 184779 | SAMANTHA B VARGAS | 334.55 |
| 184780 | PATRICK R JULIENNE | 2668.28 | 184781 | STEPHEN J VARGAS | 84.04 |
| 184782 | THE HARTFORD | 13.00 | D389025 | GEORGE S BRIETIGAM III | 262.05 |
| D389026 | PHAT T BUI | 68.66 | D389027 | STEVEN R JONES | 243.19 |
| D389028 | STEPHANIE L KLOPFENSTEIN | 132.70 | D389029 | DIEDRE THU HA NGUYEN | 276.47 |
| D389030 | KIM B NGUYEN | 280.23 | D389031 | JOHN R ONEILL | 295.82 |
| D389032 | PAMELA M HADDAD | 1991.53 | D389033 | SHAWN S PARK | 2447.48 |
| D389034 | SCOTT C STILES | 7373.16 | D389035 | MARIA A STIPE | 5567.71 |
| D389036 | MEENA YOO | 2651.94 | D389037 | AMANDA M POLLOCK | 1860.83 |
| D389038 | TERESA L POMEROY | 3612.49 | D389039 | LIZABETH C VASQUEZ | 2286.45 |
| D389040 | VERONICA AVILA | 2183.68 | D389041 | JEFFREY P DAVIS | 1769.37 |
| D389042 | NOELLE N KIM | 2367.21 | D389043 | RACHEL MENDIOLA | 1165.93 |
| D389044 | MARIE L MORAN | 2696.24 | D389045 | ANA E PULIDO | 4097.76 |
| D389046 | KRISTY H THAI | 2426.60 | D389047 | SHAUNA J CARRENO | 2096.78 |
| D389048 | VY D HO | 2368.38 | D389049 | DANNY HUYNH | 4780.72 |
| D389050 | VILMA C KLOESS | 2585.65 | D389051 | IVY LE | 2154.88 |
| D389052 | TAMMY LE | 1374.20 | D389053 | LINDA MIDDENDORF | 2764.67 |
| D389054 | MARIA A NAVARRO | 2568.01 | D389055 | PHUONG VIEN T NGUYEN | 2159.48 |
| D389056 | QUANG NGUYEN | 2550.63 | D389057 | TINA T NGUYEN | 2026.62 |
| D389058 | THYANA T PHI | 2796.12 | D389059 | MARIA RAMOS | 2433.39 |
| D389060 | TANYA L TO | 2130.30 | D389061 | CUONG K TRAN | 2016.42 |
| D389062 | ELAINE TRUONG | 1740.79 | D389063 | THANH-NGUYEN VO | 1670.01 |
| D389064 | SYLVIA GARCIA | 2637.17 | D389065 | YUAN SONG | 5004.71 |
| D389066 | RETA J WESTON | 1302.52 | D389067 | KAREN M HARRIS | 2328.29 |
| D389068 | CHRISTI C MENDOZA | 1048.28 | D389069 | JANET J CHUNG | 2767.21 |
| D389070 | ANN C EIFERT | 3746.28 | D389071 | MARGARITA ABOLA | 1997.18 |
| D389072 | MARISA ATIN RAMOS | 1401.63 | D389073 | AI N BUI | 1522.75 |
| D389074 | ROBERT W MAY | 1359.12 | D389075 | HEIDY Y MUNOZ | 3439.03 |
| D389076 | SELAMAWIT NIGATU | 2044.52 | D389077 | MY TRA VO | 3639.11 |
| D389078 | HELEN E WHITTAKER DEGEN | 796.36 | D389079 | KAREN J BROWN | 559.54 |
| D389080 | CORINNE L HOFFMAN | 2486.74 | D389081 | EDWARD E MARVIN JR | 2020.57 |
| D389082 | ANGELA M MENDEZ | 2132.38 | D389083 | JENNIFER L PETERSON | 1980.78 |
| D389084 | ANH PHAM | 1726.16 | D389085 | EVA RAMIREZ | 2048.77 |
| D389086 | JAIME F CHAVEZ | 1737.66 | D389087 | GARY F HERNANDEZ | 2302.63 |
| D389088 | NEAL M MANALANSAN | 1888.98 | D389089 | DANIEL J SANCHEZ | 1844.63 |
| D389090 | SANDRA E SEGAWA | 3685.47 | D389091 | ALANA R CHENG | 3378.94 |
| D389092 | PAUL GUERRERO | 2722.35 | D389093 | LISA L KIM | 5225.88 |
| D389094 | JULIE A ASHLEIGH | 2018.20 | D389095 | MICHAEL G AUSTIN | 2600.35 |
| D389096 | RITA M CRAMER | 2433.16 | D389097 | BRYSON T DAHLHEIMER | 2288.91 |
| D389098 | RYAN J DAKE | 2302.10 | D389099 | DAVID A DENT | 4470.96 |
| D389100 | TODD C HARTWIG | 2826.18 | D389101 | RALPH V HERNANDEZ | 2294.21 |
| D389102 | ARMANDO HERRERA JR | 704.30 | D389103 | AARON J HODSON | 2269.24 |
| D389104 | SVETLANA MOURE | 2285.28 | D389105 | PHU T NGUYEN | 3959.66 |

**** PAGE TOTAL = 203466.45

| | | | | | |
|---------|------------------------|---------|---------|--------------------------|---------|
| D389106 | JAKE P TRAN | 660.49 | D389107 | CHRISTOPHER CHUNG | 2743.28 |
| D389108 | PRIT J KASKLA | 2080.32 | D389109 | HUONG Q LY | 2158.96 |
| D389110 | LEE W MARINO | 4294.34 | D389111 | MARIA L MARTINEZ | 2366.13 |
| D389112 | MARIA C PARRA | 3197.58 | D389113 | MONICA COVARRUBIAS | 3557.74 |
| D389114 | GRACE E LEE | 2642.39 | D389115 | AMEENAH ABU HAMDIYYAH | 2096.19 |
| D389116 | GREG BLODGETT | 3432.94 | D389117 | ORLINO CAMPOS REFUERZO J | 544.95 |
| D389118 | ROY N ROBBINS | 3220.87 | D389119 | TIMOTHY E THRONE | 1976.36 |
| D389120 | MICHAEL C BOS | 3405.84 | D389121 | DANIEL J CANDELARIA | 4106.15 |
| D389122 | VINCENT L DE LA ROSA | 2448.18 | D389123 | KAMYAR DIBAJ | 796.92 |
| D389124 | ALICIA M HOFER | 1938.51 | D389125 | NICOLAS C HSIEH | 3616.47 |
| D389126 | ROSEMARIE JACOT | 2206.84 | D389127 | SHAN L LEWIS | 2644.12 |
| D389128 | NAVIN B MARU | 4799.16 | D389129 | JUAN C NAVARRO | 2672.41 |
| D389130 | MICHAEL F SANTOS | 3636.54 | D389131 | TREVOR G SMOUSE | 2393.68 |
| D389132 | MARK P UPHUS | 4268.40 | D389133 | JOSE A VASQUEZ | 3305.13 |
| D389134 | DAI C VU | 5149.97 | D389135 | KHANG L VU | 3676.45 |
| D389136 | CHRISTOPHER L ALLEN | 516.04 | D389137 | JOSHUA ARIONUS | 2096.55 |
| D389138 | ALEJANDRO BANUELOS | 1916.18 | D389139 | JAN BERGER | 2365.21 |
| D389140 | ROBERT P BERMUDEZ | 904.75 | D389141 | TIM P CANNON | 3828.84 |
| D389142 | CARINA M DAN | 2359.30 | D389143 | RYAN H DAVIS | 1899.13 |
| D389144 | RONALD W DIEMERT | 2220.56 | D389145 | CHRIS N ESCOBAR | 2643.81 |
| D389146 | JEREMY J GLENN | 1556.65 | D389147 | ALEJANDRO GONZALEZ | 2778.93 |
| D389148 | MICHAEL J GRAY | 1077.38 | D389149 | LARRY GRIFFIN | 2619.94 |
| D389150 | ROBERT A HAENDIGES | 3453.55 | D389151 | RYAN S HART | 2254.93 |
| D389152 | EDWARD A HUY | 4765.10 | D389153 | VIDAL JIMENEZ | 2001.71 |
| D389154 | LIYAN JIN | 2500.18 | D389155 | SAMUEL K KIM | 3693.10 |
| D389156 | REBECCA PIK KWAN LI | 4096.40 | D389157 | DAVID MA AE | 1802.92 |
| D389158 | RAQUEL K MANSON | 2775.51 | D389159 | ALFREDO MARTINEZ | 2166.12 |
| D389160 | TYLER MEISLAHN | 1679.03 | D389161 | JESSE K MONTGOMERY | 2254.77 |
| D389162 | JUSTIN M MORRIS | 3485.82 | D389163 | STEVEN J MOYA JR | 2855.04 |
| D389164 | BASIL G MURAD | 3508.55 | D389165 | KIRK L NATLAND | 1380.81 |
| D389166 | DUC TRUNG NGUYEN | 2401.43 | D389167 | LISA NGUYEN | 707.02 |
| D389168 | CORNELIU NICOLAE | 1777.98 | D389169 | ANDREW I ORNELAS | 2188.42 |
| D389170 | DAVID A ORTEGA | 5085.97 | D389171 | CELESTINO J PASILLAS | 2873.55 |
| D389172 | WILLIAM F PEARSON | 2389.13 | D389173 | DYLLAN TUAN ANH PHAM ADA | 415.46 |
| D389174 | JESSICA J POLIDORI | 3045.08 | D389175 | CHRISTOPHER B PRUDHOMME | 1406.79 |
| D389176 | LES A RUITENSCHILD | 3099.02 | D389177 | JONATHAN RUIZ | 2475.86 |
| D389178 | ALEXIS SANTOS | 1296.03 | D389179 | ADRIAN M SARMIENTO | 3087.91 |
| D389180 | TOMMY T SON | 2035.82 | D389181 | ALBERT TALAMANTES JR | 3515.41 |
| D389182 | MINH K TRAN | 3226.70 | D389183 | ALEJANDRO VALENZUELA JR | 558.25 |
| D389184 | ALEJANDRO N VALENZUELA | 2442.77 | D389185 | RONALD J WOLLAND | 1524.16 |
| D389186 | VICTOR K YERGENSEN | 2615.67 | D389187 | ALICE K FREGOSO | 2326.28 |
| D389188 | ALICIA R GARCIA | 677.23 | D389189 | WILLIAM E MURRAY JR | 6468.30 |
| D389190 | EMILY H TRIMBLE | 1830.32 | D389191 | ANA G VERGARA NEAL | 2828.21 |
| D389192 | ALFRED J AGUIRRE | 3042.08 | D389193 | EDWARD D AMBRIZ GARCIA | 707.20 |
| D389194 | RODOLFO M BECERRA | 4340.21 | D389195 | RAYMOND A BUCHLER | 1402.75 |
| D389196 | EDGAR A CANO | 1056.90 | D389197 | ALBERT J CARRISOZA | 2260.08 |
| D389198 | GABRIELA R CONTRERAS | 2426.70 | D389199 | JULIE T COTTON | 1790.20 |
| D389200 | ERIC M ESPINOZA | 1947.14 | D389201 | ALBERT R EURS II | 2770.97 |

*** PAGE TOTAL = 243537.12

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|---------|-------------------------|---------|---------|--------------------------|---------|
| D389202 | ROBERT J FRANCO | 856.09 | D389203 | CASEY G GIROUARD | 1895.09 |
| D389204 | HERMILO HERNANDEZ | 567.67 | D389205 | DARNELL D JERRY | 646.05 |
| D389206 | BRENT KAYLOR | 2221.70 | D389207 | MARK W LADNEY | 2849.86 |
| D389208 | RAUL LEYVA | 2993.64 | D389209 | DIEGO A MEJIA | 1997.19 |
| D389210 | RIGOBERTO MENDEZ | 3319.28 | D389211 | STEVEN T ORTIZ | 2483.91 |
| D389212 | PHILLIP Q PHAM | 680.17 | D389213 | RICHARD L PINKSTON | 2606.70 |
| D389214 | ALEXIS P TARIN | 2054.19 | D389215 | STEVE J TAVANU'U | 2045.55 |
| D389216 | SHAQUANNA D WESTON | 942.99 | D389217 | IOAN ANDREI | 1031.16 |
| D389218 | SYLVESTER A BABINSKI IV | 2091.06 | D389219 | DONEISHA L BELL | 620.90 |
| D389220 | JEFFREY G CANTRELL | 2297.19 | D389221 | JULIA ESPINOZA | 1265.38 |
| D389222 | CECELIA A FERNANDEZ | 1253.36 | D389223 | CONRAD A FERNANDEZ | 198.67 |
| D389224 | DIANA GOMEZ | 875.85 | D389225 | JORGE GONZALEZ | 1199.46 |
| D389226 | MICHAEL R GREENE | 2019.32 | D389227 | RONALD D GUSMAN | 962.18 |
| D389228 | GLORIA A HARO | 1223.71 | D389229 | ERIC W JOHNSON | 1822.93 |
| D389230 | LEONEL A LAMAS | 1032.29 | D389231 | KHUONG NGUYEN | 1280.27 |
| D389232 | DELFRADO C REYES | 1258.16 | D389233 | RAFAEL ROBLES | 1698.69 |
| D389234 | ADRIANNA M RODRIGUEZ | 1139.31 | D389235 | EDWIN O THURMAN JR | 996.95 |
| D389236 | RODERICK THURMAN | 1798.34 | D389237 | EVARISTO VERA | 1766.61 |
| D389238 | RICHARD L WILLIAMS | 1403.66 | D389239 | ANSELMO AGUIRRE | 2014.98 |
| D389240 | DOMINIC CAMERA | 783.54 | D389241 | PHILLIP J CARTER | 2660.09 |
| D389242 | RICK L DUVAL | 2574.92 | D389243 | AARON R HANSEN | 1035.15 |
| D389244 | HUY HOA HUYNH | 2333.37 | D389245 | MATTHEW D ILFELD | 1315.77 |
| D389246 | BRYAN D KWIATKOWSKI | 1783.20 | D389247 | DANIEL C MOSS | 1213.35 |
| D389248 | ROLANDO QUIROZ | 1844.64 | D389249 | RICARDO SALDIVAR | 583.30 |
| D389250 | WILLIAM A SOTO | 1539.01 | D389251 | LUIS A TAPIA | 2506.62 |
| D389252 | MICHAEL W THOMPSON | 3347.48 | D389253 | JOSEPH E TRUJILLO | 1326.70 |
| D389254 | WILLIAM J WHITE | 2302.91 | D389255 | JESSE GUZMAN | 2371.40 |
| D389256 | MARK M KHALIL | 2092.75 | D389257 | DOUGLAS A MOORE | 2294.99 |
| D389258 | ANDREW J MORELAND | 639.23 | D389259 | AUSTIN H POWELL | 2153.56 |
| D389260 | MELVIN P REED | 1688.32 | D389261 | STEPHEN D SUDDUTH | 2111.64 |
| D389262 | HILLARD J WILLIAMS | 54.43 | D389263 | SOUHELIA K GOUNTOUNA | 2695.41 |
| D389264 | ALBERT J HOLMON III | 3483.32 | D389265 | VICTOR T BLAS | 2441.41 |
| D389266 | FRANK X DE LA ROSA | 3487.38 | D389267 | JOSE GOMEZ | 2057.62 |
| D389268 | MICHAEL V GUERRERO | 2293.61 | D389269 | BRENT W HAYES | 3164.30 |
| D389270 | FRANK D HOWENSTEIN | 2493.88 | D389271 | ALLEN G KIRZHNER | 2823.45 |
| D389272 | BRANDON S NUNES | 1586.41 | D389273 | STEPHEN PORRAS | 2954.82 |
| D389274 | JESSE VIRAMONTES | 1750.66 | D389275 | JOHN ZAVALA | 3232.88 |
| D389276 | YOLANDA A ALVARADO | 785.78 | D389277 | STEPHANIE AMBRIZ | 460.31 |
| D389278 | REBECCA J BAILOR | 322.35 | D389279 | RACHEL M CAMARENA | 2242.58 |
| D389280 | RENE CAMARENA | 2155.10 | D389281 | VICTORIA M CASILLAS | 1948.48 |
| D389282 | AMANDA D CROSS | 1671.53 | D389283 | GISELL L CRUZ | 723.73 |
| D389284 | KENNETH E CUMMINGS | 1154.45 | D389285 | MARLY DELGADO CHAVEZ | 669.05 |
| D389286 | GABRIELA DIAZ | 605.80 | D389287 | KELDEN A DOWNS | 322.22 |
| D389288 | MARK C FREEMAN | 3235.52 | D389289 | JARED D GARCIA | 374.80 |
| D389290 | VANESSA L GARCIA | 462.77 | D389291 | JENNIFER DANIELLE GODDAR | 3077.56 |
| D389292 | STEVEN E GOMEZ | 854.61 | D389293 | JACOB R GRANT | 4511.92 |
| D389294 | KIMBERLY K HOLER | 230.72 | D389295 | JOHN C KONRAD | 51.72 |
| D389296 | ELAINE M MA AE | 2635.26 | D389297 | JESUS MEDINA | 1875.70 |

**** PAGE TOTAL = 164803.99

| | | | | | |
|---------|--------------------------|---------|---------|--------------------------|----------|
| D389298 | JUAN MEDINA | 2251.08 | D389299 | JESSICA MENDOZA | 232.72 |
| D389300 | JOHN A MONTANCHEZ | 5740.93 | D389301 | KIRSTEN K NAKAISHI | 81.91 |
| D389302 | ALEXANDER H NGUYEN | 363.30 | D389303 | NOEL N NICHOLAS | 1195.55 |
| D389304 | NATALIE NODAL | 245.65 | D389305 | GABRIELA OCADIZ HERNANDE | 5264.07 |
| D389306 | CHRISTIAN PANGAN | 35.84 | D389307 | ALEXANDER G PASZKIEWICZ | 493.47 |
| D389308 | JANET E PELAYO | 2902.81 | D389309 | EDOUARD T PHAN | 142.22 |
| D389310 | SHADY S PUALLOA | 410.47 | D389311 | SUGEIRY REYNOSO | 2426.51 |
| D389312 | MARINA Y ROMERO | 2023.26 | D389313 | MARIA D ROSALES | 414.32 |
| D389314 | TANYA ROSAS | 393.34 | D389315 | DIANA SALDIVAR | 381.26 |
| D389316 | DANA MARIE SAUCEDO | 3075.23 | D389317 | MYMERON J SCHLUMBERGER | 1005.33 |
| D389318 | SAMANTHA M SERNA | 461.72 | D389319 | MYCHAELELLA J SIEVE | 491.09 |
| D389320 | LAUREN ROSE EMIKO N SING | 96.97 | D389321 | REBECCA S SMITH | 496.16 |
| D389322 | KENNETH P TRAVIS III | 649.13 | D389323 | KATHY TU | 155.15 |
| D389324 | CLAUDIA VALDIVIA | 3094.33 | D389325 | JEFFREY VAN SICKLE | 2319.93 |
| D389326 | DAISY O VENCES | 80.12 | D389327 | JOSHUA VENCES | 282.36 |
| D389328 | PAUL E VICTORIA | 1355.89 | D389329 | JACOB D VIRAMONTES | 317.16 |
| D389330 | DAVID M WILMES | 400.46 | D389331 | PEDRO R ARELLANO | 4203.07 |
| D389332 | THOMAS R DARE | 7170.84 | D389333 | CAROLE A KANEGAE | 2438.44 |
| D389334 | KRISTEN A BACKOURIS | 1586.99 | D389335 | SHARON S BAEK | 2320.57 |
| D389336 | GENA M BOWEN | 1926.03 | D389337 | JESENIA CAMPOS | 2627.29 |
| D389338 | NICHOLAS A DE ALMEIDA LO | 4556.83 | D389339 | AMIR A EL FARRA | 4900.88 |
| D389340 | HELENA EL SOUSOU | 2601.37 | D389341 | BRIAN C GIRGENTI | 3863.05 |
| D389342 | AI KELLY HUYNH | 2166.90 | D389343 | MICHAEL J JENSEN | 4161.83 |
| D389344 | ALLYSON T LE | 1565.74 | D389345 | DAVID A LOPEZ | 588.36 |
| D389346 | ELLEN S LOPEZ | 632.25 | D389347 | MATTHEW P MARCHAND | 4336.46 |
| D389348 | LINDA M MORIN | 3937.05 | D389349 | JOSHUA T OLIVO | 4073.26 |
| D389350 | LUIS A PAVAN | 4772.09 | D389351 | PHILLIP H PHAM | 2931.49 |
| D389352 | REYNA ROSALES | 1878.05 | D389353 | ROBERT M STEPHENSON III | 5953.45 |
| D389354 | MICHAEL J VISCOMI | 4433.29 | D389355 | GIOVANNI ACOSTA | 2924.45 |
| D389356 | MADELINE M ALVARADO | 1928.37 | D389357 | TIMOTHY R ASHBAUGH | 3718.63 |
| D389358 | ALFREDO R AVALOS | 7480.11 | D389359 | COLLIN E BAKER | 3249.82 |
| D389360 | JEFFREY A BROWN | 5038.02 | D389361 | THOMAS A CAPPS | 4510.12 |
| D389362 | DARRYL B CORTEZ JR | 2665.42 | D389363 | GARY L COULTER | 8279.30 |
| D389364 | CHARLIE DANIELEY III | 2639.33 | D389365 | ISAAC DAVILA | 2962.51 |
| D389366 | TANNER C DE PADUA | 2413.56 | D389367 | RONALD A DOSCHER | 2101.09 |
| D389368 | BROC D DUDLEY | 3489.15 | D389369 | STEPHEN C ESTLOW | 6803.74 |
| D389370 | JESUS FAJARDO | 2344.96 | D389371 | HECTOR FERREIRA JR | 3329.59 |
| D389372 | ROBERT D FRESENIUS | 2792.91 | D389373 | JASON S FULTON | 2617.28 |
| D389374 | JESUS GOMEZ | 2581.92 | D389375 | TRAVIS J HADDEN | 3261.35 |
| D389376 | JOSE D HERRERA | 3851.46 | D389377 | JASON A HOWARD | 3580.64 |
| D389378 | KIRK P HURLEY | 2714.63 | D389379 | DONALD J HUTCHINS | 13961.91 |
| D389380 | NICKOLAS K JENSEN | 3458.26 | D389381 | SERGIO J JIMENEZ TAVAREZ | 2449.35 |
| D389382 | CHAD B KIM | 3032.89 | D389383 | LEA K KOVACS | 3510.35 |
| D389384 | TIMOTHY P KOVACS | 4080.89 | D389385 | MICHAEL J LANG | 3474.14 |
| D389386 | RAPHAEL M LEE | 1707.83 | D389387 | RYAN M LUX | 5747.47 |
| D389388 | JORGE L MAZON | 3432.52 | D389389 | MICHAEL A MOSER | 2357.41 |
| D389390 | MITCHEL S MOSSER | 3854.38 | D389391 | JACOB J NEELY | 2507.04 |
| D389392 | BRANDON J PAQUA | 2161.22 | D389393 | OMAR F PEREZ | 3988.69 |

**** PAGE TOTAL = 265908.03

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|---------|-----------------------|----------|---------|--------------------------|----------|
| D389394 | JASON S PERKINS | 3676.54 | D389395 | COREY T POLOPEK | 3491.09 |
| D389396 | SINDY RAMIREZ OROZCO | 4845.34 | D389397 | JOHN E RANEY | 3630.85 |
| D389398 | THOMAS S REED | 3147.95 | D389399 | BRYANT D RICHARDS | 2704.37 |
| D389400 | AARON T SHIPLEY | 7940.54 | D389401 | SHAYLEN L SIMONS | 2911.19 |
| D389402 | CHARLES W STARNES | 3132.55 | D389403 | PAUL M TESSIER | 3792.23 |
| D389404 | VINCENTE J VAICARO | 6575.66 | D389405 | EDGAR VALENCIA | 4244.93 |
| D389406 | DANIEL C VIGIL | 2680.13 | D389407 | ROYCE C WIMMER | 7425.83 |
| D389408 | SARAH A WRIGHT | 3007.36 | D389409 | COLE A YNIGUEZ | 3077.29 |
| D389410 | DAVID C YOUNG | 4531.35 | D389411 | MARCOS R ALAMILLO | 3960.26 |
| D389412 | CLAUDIA ALARCON | 3977.46 | D389413 | BOBBY B ANDERSON | 3765.46 |
| D389414 | FRANCISCO AVALOS JR | 2708.13 | D389415 | JOHN F BANKSON | 4182.85 |
| D389416 | JAMES A BLUM | 3370.22 | D389417 | TROY F BOWMAN | 2957.09 |
| D389418 | RYAN V BUSTILLOS | 3945.44 | D389419 | JUAN C CENTENO | 5517.68 |
| D389420 | DAVID Y H CHANG | 3238.36 | D389421 | JEROME L CHEATHAM | 3594.54 |
| D389422 | HAN J CHO | 4092.52 | D389423 | BRIAN M CLASBY JR | 1716.35 |
| D389424 | JUAN L DELGADO JR | 15122.59 | D389425 | TAYLOR M DUARTE | 3271.34 |
| D389426 | CHRISTOPHER M EARLE | 4804.14 | D389427 | OTTO J ESCALANTE | 5830.41 |
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| D389506 | TYLER D VU | 374.94 | D389507 | KAREN D BRAME | 1143.62 |
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| D389586 | SUMMER A BOGUE | 2427.92 | D389587 | FLOR DE LIS ELIZONDO | 2702.37 |
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Checks #184768 thru #184782, and Direct Deposits #D389025 thru #D389621, and wire #W2858 thru #W2861 presented in the Payroll Register submitted to the Garden Grove City Council 14 DEC 2021, have been audited for accuracy and funds are available for payment thereof.

Handwritten signature
PATRICIA SONG - FINANCE DIRECTOR

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

| | | | |
|----------|--|--------|------------------------------------|
| To: | Scott C. Stiles | From: | Lisa Kim |
| Dept.: | City Manager | Dept.: | Community and Economic Development |
| Subject: | Introduction and first reading of an Ordinance approving Amendment No. A-032-2021 (Outdoor Dining Areas) | | Date: 12/14/2021 |

OBJECTIVE

To transmit a recommendation from the Planning Commission to the City Council to introduce and conduct the first reading of an Ordinance approving Amendment No. A-032-2021 to amend portions of Chapter 9.16 (Commercial, Office Professional, Industrial, and Open Space Development Standards) of Title 9 (Land Use Code) of the City of Garden Grove Municipal Code to establish enhanced special operating conditions and development standards, and modified parking requirements for eating establishments/restaurants with outdoor dining areas within the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zoning districts.

BACKGROUND

In response to the COVID-19 pandemic in 2020, the City initiated the Accessible Businesses Program. A key feature of the Program was allowing restaurants to temporarily relocate their dining operations outside. The success of the Program led to a wider interest in allowing more outdoor dining areas on a permanent basis. With the Accessible Businesses Program set to expire at the end of the year, the City is initiating the subject Code Amendment in an effort to increase the number of restaurants with outdoor dining areas.

Section 9.16.020.030 of the Garden Grove Municipal Code automatically permits outdoor dining areas as a use in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones. The outdoor dining area is considered an extension to the interior dining room for the purposes of parking. Thus, outdoor dining areas must be included in required parking calculations, in addition to the parking spaces required for the gross floor area of the building itself. Providing the additional parking for the outdoor seating can be a hindrance to many restaurants. Many older commercial and industrial-zoned properties are fully built out, and cannot accommodate additional parking for outdoor dining areas, as the Code currently requires.

In the mixed-use zones, outdoor dining is permitted in dining areas up to 500 square feet without requiring additional parking spaces. Furthermore, in the mixed-use zoning districts, development standards and regulations for outdoor dining areas are clearer, and better implement outdoor dining areas. Similar development standards and regulations are necessary in the commercial and industrial zones, to better facilitate the siting and development of outdoor dining areas.

On November 2, 2021, the Planning Commission held a public hearing to consider Amendment No. A-032-2021. At the meeting, no members of the public spoke about the project. The Planning Commission voted 5-0, with two commissioners absent, and adopted Resolution No. 6033-21 recommending approval of A-032-2021 to the City Council.

DISCUSSION

DISCUSSION

Amendment No. A-032-2021:

Currently, the Commercial, Office Professional, Industrial, and Open Space Development Standards in Chapter 9.16 automatically permit restaurant uses that include outdoor seating. In addition, there are limited special operating conditions and development standards for the use. Specifically, the operating conditions and development standards currently include: the outdoor dining area must be accessory to the Eating Establishment/Restaurant, the seating area must not encroach into any required setback, parking and/or circulation area, required landscape areas, or required paths of travel, and the outdoor dining areas shall have a clearly marked perimeter.

Updates to Title 9 of the Municipal Code under this Amendment are twofold: (1) updating the Special Operating Conditions for Eating Establishments/Restaurants with Outdoor Seating, and (2) adding Outdoor Dining as a use in the Parking Spaces Required for the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones. The following discussion summarizes the proposed amendments to the Municipal Code. These proposed new standards and regulations are intended to improve the current character of the City's commercial centers, and individual restaurants.

Special Operating Conditions and Development Standards:

To provide more guidance for the siting and design of the outdoor dining areas, new operating conditions and development standards are necessary. The proposed alterations to Section 9.16.020.050 (Special Operating Conditions and Development Standards) will help ensure the safe operation of the outdoor dining areas. These standards help provide clarity to restaurant owners and operators on how outdoor dining areas need to be designed and operated. The proposed Special Operating Conditions and Development Standards include:

- Distinctions between individual and joint outdoor dining areas
- Setback regulations
- Requirements for onsite location of dining areas
- Design standards, including openings and roof coverings
- Perimeter delineation requirements
- Accessibility, path-of-travel, and onsite circulation requirements
- Standards pertaining to the sale and service of alcohol

With much of the commercial and industrial zoned properties already fully developed, it is expected that the majority of outdoor dining areas will accompany restaurants already in operation. Current development patterns of older commercial and industrial zones do not allow for expansive outdoor dining areas. It is likely that the typical dining area will be a handful of café tables, and a railing installed in front of an existing restaurant. Other than a fence or railing to delineate the area, small awnings or umbrellas, and possibly minor ADA upgrades, construction and overall impact is expected to be minimal. The proposed special operating conditions and development standards help ensure the impacts will be minimal.

Parking Spaces Required:

The Amendment also proposes to add a new use in the parking regulations of Section 9.16.040.150 (Parking Spaces Required). "Outdoor Dining" would be a new use category for parking standards in the commercial and industrial zones.

The commercial and industrial zones currently require all outdoor dining to be parked at one (1) space per 100 square feet. In older centers, where parking is at a premium, the current parking standard is often cited as a major hindrance to providing more outdoor dining. To encourage the establishment of more outdoor dining areas, the proposed Amendment includes a caveat that outdoor dining areas 500 square feet and smaller do not require additional parking. By allowing the first 500 square feet of outdoor dining to be installed without additional parking, the expectation is that more restaurants will be able to install outdoor dining areas.

This will allow for those restaurants with existing patio spaces, or wider walkways adjacent to their restaurant spaces to add dining areas without adding new parking. It is expected that most restaurants could be within the 500 square foot threshold and exempted from providing additional parking.

Environmental Review:

The California Environmental Quality Act's (CEQA) Class 1 exemption applies to existing facilities, including projects that do not exceed 50% of the floor area of the existing structure, or 2,500 square feet, whichever is less (CEQA Guidelines §15301(e)(1)). CEQA's Class 3 exemption applies to: the construction and location of limited numbers of new, small facilities or structures, including accessory structures, such as garages, carports, patios, swimming pools, and fences (CEQA Guidelines §15303(e)).

Most restaurants adding outdoor dining areas are "existing facilities" as they already have an indoor dining space. Furthermore, most of the existing restaurants in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) have an indoor dining space of 1,000 square feet or larger, thus adding a 500 square foot outdoor dining area will not exceed 50% of the existing structure's floor area. Implementation of the Amendment will require installing a limited number of fences/railings, and/or as requested, patio covers or similar canopies. No other permanent structures will be constructed as a part of the outdoor seating area. Thus, the Amendment is exempt pursuant to both the Class 1 (negligible expansion of an existing use) and Class 3 (new, small facilities or structures) exemptions (CEQA Guidelines §15301, and §15303, respectively).

FINANCIAL IMPACT

There is no fiscal impact to the City regarding this proposed amendment.

RECOMMENDATION

It is recommended that the City Council:

- Conduct a Public Hearing;
- Introduce and conduct the first reading of an Ordinance approving Amendment No. A-032-2021, a zoning text amendment to portions of Chapter 9.16 (Commercial, Office Professional, Industrial, and Open Space Development Standards) of Title 9 of the City of Garden Grove Municipal Code establishing enhanced development and operational standards, and modified parking requirements for incidental outdoor dining areas associated with eating establishments/restaurants within the commercial and industrial zones.

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|---|-------------|-----------------|--|
| Draft City Council Ordinance for Amendment No. A-032-2021 | 11/24/2021 | Ordinance | Draft_City_Council_Ordinance_for_Amendment_No._A-032-2021.pdf |
| Planning Commission Staff Report, Resolution, and Minute | 11/24/2021 | Backup Material | Planning_Commission_Staff_Report__Resolution__and_Minute_Excerpt_from_November_4__2021.pdf |

Excerpt
from
November
4, 2021

Exhibit "A"

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE APPROVING AMENDMENT NO. A-032-2021, A ZONING TEXT AMENDMENT TO PORTIONS OF CHAPTER 9.16 (COMMERCIAL, OFFICE PROFESSIONAL, INDUSTRIAL, AND OPEN SPACE DEVELOPMENT STANDARDS) OF TITLE 9 OF THE CITY OF GARDEN GROVE MUNICIPAL CODE ESTABLISHING ENHANCED DEVELOPMENT AND OPERATIONAL STANDARDS AND MODIFIED PARKING REQUIREMENTS FOR INCIDENTAL OUTDOOR DINING AREAS ASSOCIATED WITH EATING ESTABLISHMENTS/RESTAURANTS WITHIN THE COMMERCIAL AND INDUSTRIAL ZONES.

City Attorney Summary

This Ordinance approves zoning text amendments to portions of Chapter 9.16 (Commercial, Office Professional, Industrial, and Open Space Development Standards) of Title 9 of the Garden Grove Municipal Code to update the special operating conditions and development standards, and parking requirements for eating establishments/restaurant uses with outdoor dining within C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones. The amendments revise the existing standards in a manner that makes them generally consistent with the standards applicable to similar incidental outdoor dining areas in the mixed use zoning districts. Restaurant uses that include outdoor dining areas are a permitted use in commercial and industrial zoning districts. This Ordinance enacts additional and more specific operating conditions and development standards for these uses, including provisions regulating the design and location of outdoor dining areas, requirements for separation of outdoor dining areas from pedestrian and vehicular pathways and the public right-of-way, and alcoholic beverage sales in outdoor dining areas. This Ordinance also creates separate parking requirements for outdoor dining areas within commercial and industrial zoning districts, which provide that no additional parking is required for the first 500 square feet of an outdoor dining area that is open on at least three sides and not covered by a roof structure.

THE CITY COUNCIL OF THE CITY OF GARDEN GROVE FINDS AND DETERMINES AS FOLLOWS:

WHEREAS, outdoor dining at eating establishments is currently a permitted incidental and accessory use within the commercial and industrial zones;

WHEREAS, portions of commercial and industrial zoned properties can accommodate outdoor dining areas that do not encroach into, and that still preserve, the required path of travel for pedestrians, and on-site vehicle circulation;

WHEREAS, allowing for and encouraging more outdoor dining areas in commercial and industrial zones will further General Plan goals and policies;

WHEREAS, Amendment No. A-032-2021 was initiated by the City of Garden Grove and is a zoning text amendment to portions of Chapter 9.16 (Commercial, Office Professional, Industrial, and Open Space Development Standards) of Title 9 (Land Use Code) of the Garden Grove Municipal Code to establish enhanced special operating conditions and development standards and modified parking requirements for eating establishments/restaurants with outdoor dining areas within the commercial and industrial zoning districts;

WHEREAS, following a Public Hearing held on November 4, 2021, the Planning Commission adopted Resolution No. 6033-21 recommending approval of Amendment No. A-032-2021;

WHEREAS, pursuant to a legal notice, a Public Hearing regarding the proposed adoption of this Ordinance was held by the City Council on _____, 2021, and all interested persons were given an opportunity to be heard;

WHEREAS, the City Council gave due and careful consideration to the matter; and

WHEREAS, the City Council hereby incorporates by reference the findings and reasons set forth in Planning Commission Resolution No. 6033-21, and makes the following findings regarding Amendment No. A-032-2021:

A. The Amendment is internally consistent with the goals, objectives and elements of the City's General Plan.

B. The Amendment will promote the public interest, health, safety and welfare.

WHEREAS, the City Council finds that the proposed Ordinance is exempt from the California Environmental Quality Act ("CEQA"), Cal. Pub. Resources Code Section 21000 et seq. pursuant to Sections 15301, Existing Facilities, and 15303, New Construction or Conversion of Small Structures, of the State CEQA Guidelines (Cal. Code of Regs., Title 14, Sections 15301 and 15303).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE DOES ORDAIN AS FOLLOWS:

SECTION 1: The above recitals are true and correct.

SECTION 2: The facts and reasons stated in Planning Commission Resolution No. 6033-21 recommending approval of Amendment No. A-032-2021, a copy of which is on file in the Office of the City Clerk, are hereby incorporated herein by reference with the same force and effect as if set forth in full.

SECTION 3: Subdivision V of Section 9.16.020.050 (Special Operating Conditions and Development Standards) of Chapter 9.16 (Commercial, Office Professional, Industrial, and Open Space Development Standards) of Title 9 of the

Garden Grove Municipal Code is hereby amended as follows (deletions shown in ~~striketrough~~, additions shown in ***bold-italics***):

V. Eating Establishment/Restaurant with Outdoor Seating.

1. ***Incidental Use Only. With the exception of permitted joint-use outdoor dining areas as provided for in paragraph 5 below,*** the outdoor dining area must be accessory to the eating establishment/restaurant.

~~2. The seating area must not encroach into any required setback, parking and/or circulation area, required landscape areas, or required paths of travel.~~

~~3. The outdoor seating areas shall have a clearly marked perimeter.~~

2. ***Design. Outdoor dining areas shall be open on at least three sides, and open to the sky. Non-fixed umbrellas and awnings and canopies that accent the building are permitted. Side panels or any other accessories that enclose the outdoor dining area are prohibited.***

3. ***Location.***

a. ***The seating area shall not encroach into any required front setback, parking and/or vehicular circulation area, required landscape areas, required paths-of-travel, or public rights-of-way.***

b. ***Within any Commercial or Industrial zone, outdoor dining areas may be permitted within the required side or rear setback area, consistent with the requirements of this chapter.***

c. ***The outdoor dining area must be located immediately adjacent to, abutting, and adjoining the establishment with which it is associated, and shall not extend beyond the building and/or storefront frontage and/or length of the tenant space of the associated primary establishment.***

4. ***Delineation of Area. Any outdoor dining area serving a single business shall maintain a clearly marked perimeter and shall be separated from vehicular pathways and public sidewalks with low walls and/or landscape hedges a minimum of 30 inches in depth or 42 inches in height. Establishments that include the service or sale of alcoholic beverages are subject to additional separation requirements provided in subsection 6 (Alcoholic Beverage Sales in Outdoor Dining Areas) of this section.***

5. ***Outdoor dining areas for joint-use between businesses shall be separated from pedestrian and vehicular pathways with low walls and/or landscaping. Joint-use outdoor dining areas are not required to be located immediately adjacent to an establishment, but shall be located within 25 feet of at least one establishment participating in the joint-use area. Where adjacent to a public right-of-way, the area shall be delineated as required by subsection 4 (Delineation of Area) of this subdivision V. No alcohol shall be served in any outdoor dining area that serves more than one business.***

6. *Alcoholic Beverage Sales in Outdoor Dining Areas. The service of alcoholic beverages and its consumption by customers in an outdoor dining area shall comply with Section 9.16.020.080 (Alcohol Beverage Sales) and furthermore, shall be restricted as follows:*

a. Any establishment permitted to sell alcohol that maintains an outdoor dining area shall separate the outdoor dining area with a wall, fence, or hedge that is intended to clearly delineate the dining area from pedestrian traffic, and prevent ease of access in any manner to this area by pedestrians and other non-patrons. The wall, fence, or hedge shall fully enclose the outdoor dining area to separate it from public access ways. The wall, fence, or hedge shall consist of a minimum five-foot-high barrier and/or other special separation/improvement from surroundings that would hinder access from pedestrians to the outdoor dining area, as determined by the Police Chief. The barrier/fencing shall be subject to the following standards:

i. Any barrier/fencing around the outdoor area perimeter shall allow visibility into the area from adjacent properties and streets.

ii. Any barrier/fencing around the outdoor area perimeter shall be architecturally compatible with the structure housing the eating or drinking establishment.

iii. The location, design, and placement of any barrier/fencing are subject to review and approval by the Planning Services Division during the site plan review or conditional use permit review process.

b. Ingress and egress to/from the outdoor dining area shall be from the interior of the eating or drinking establishment only. There shall be no ingress or egress permitted to/from the outdoor dining area to any parking area, landscape area, or public right-of-way except for emergency purposes only. Any proposed accesses located within the outdoor dining area that lead to any locations other than into the eating or drinking establishment shall be marked as emergency exits only and shall be provided with panic hardware.

c. The operator shall post a written notice to customers, as approved by the City, which states that the drinking or carrying of an alcoholic beverage outside of the outdoor dining area is prohibited and unlawful.

d. Hours of operation shall not begin prior to 7:00 a.m. nor extend later than 10:00 p.m.

SECTION 4: Subsection 2 (Eating/Drinking Establishments – Restaurants, Cafés, Cafeterias, Lounges, Bars) of Subdivision B (Commercial Uses) of Section

9.16.040.150 (Parking Spaces Required) of Chapter 9.16 (Commercial, Office Professional, Industrial, and Open Space Development Standards) of Title 9 of the Garden Grove Municipal Code is hereby amended as follows to add specific parking standards for outdoor dining areas associated with eating and drinking establishments (additions shown in ***bold-italics***):

| USE | REQUIRED MINIMUM PARKING SPACES |
|---|--|
| 2. Eating/Drinking Establishments – Restaurants, Cafés, Cafeterias, Lounges, Bars | |
| a. Attached 0-16 seats less than 300 sq. ft. of customer/dining area | 1 space per 200 sq. ft. of gross floor area |
| b. Attached 16+ seats | 1 space per 100 sq. ft. of gross floor area with a min. of 10 spaces |
| c. Freestanding | 1 space per 100 sq. ft. of gross floor area with a min. of 10 spaces |
| d. With entertainment | 1 space per 100 sq. ft. of gross floor area (seating and service), plus 1 space per 35 sq. ft. of entertainment area, plus 1 space per 7 sq. ft. of dance floor |
| <i>e. Outdoor dining</i> | <i>No additional parking required for the first 500 square feet of outdoor dining area. For any area in excess of 500 square feet, parking shall be provided as required above for the applicable use. Where dining areas are enclosed on at least three sides, all parking shall be provided as required for the above applicable use.</i> |

SECTION 5: If any section, subsection, subdivision, sentence, clause, phrase, word, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, word, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, words or portions thereof be declared invalid or unconstitutional.

SECTION 6: The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and posted pursuant to the provisions of law and this Ordinance shall take effect thirty (30) days after adoption.

COMMUNITY AND ECONOMIC DEVELOPMENT DEPARTMENT PLANNING STAFF REPORT

| | |
|---|---|
| AGENDA ITEM NO.: C.1. | SITE LOCATION: Citywide |
| HEARING DATE: November 4, 2021 | GENERAL PLAN: N/A |
| CASE NO.: Amendment No. A-032-2021 | ZONE: N/A |
| APPLICANT: City of Garden Grove | APN: N/A |
| OWNER: N/A | CEQA DETERMINATION: Exempt:
15301 – Existing Facilities; & 15303 –
New Construction or Conversion of Small
Structures |

REQUEST:

A request that the Planning Commission recommend City Council approval of a City-initiated text amendment to Title 9 of the Garden Grove Municipal Code to update the operating conditions and development standards pertaining to eating establishments/restaurants with outdoor seating within the City's commercial and industrial zones. The proposed Amendment would permit outdoor dining areas up to 500 square feet without additional parking requirements, in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones. In addition, the Amendment would introduce new operating conditions and development standards for restaurants with outdoor dining areas in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones to be consistent with outdoor dining areas in the mixed-use zoning districts.

BACKGROUND:

In response to the COVID-19 pandemic in 2020, the City initiated the Accessible Businesses Program. A key feature of the Program was allowing businesses, particularly restaurants, to temporarily relocate their dining operations outside, where the risk of transmitting the virus was decreased. The success of the Program led to a community-wide interest in allowing more outdoor dining areas on a permanent basis. With the Accessible Businesses Program set to expire at the end of the year, the City is initiating the subject Code Amendment in an effort to increase the number of restaurants with outdoor dining areas.

Section 9.16.020.030 of the Garden Grove Municipal Code automatically permits outdoor dining areas as a use in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones. As the Code is currently written, however, the outdoor dining area is considered an extension to the interior dining room for the purposes of

parking. Thus, outdoor dining areas must be included in calculating the number of required parking spaces, in addition to the parking spaces required for the gross floor area of the building itself. Providing the additional parking requirements for the outdoor seating can be a hindrance to many restaurants, particularly in older commercial shopping centers. Many older commercial and industrial-zoned properties are fully built out, and cannot accommodate additional parking for outdoor dining areas, as the Code currently requires.

In the mixed-use zones, outdoor dining is permitted in dining areas up to 500 square feet without requiring additional parking spaces. Furthermore, in the mixed-use zoning districts, development standards and regulations for outdoor dining areas are clearer, and better protect the health, welfare, and safety of patrons of the dining areas. Similar development standards and regulations are necessary in the commercial and industrial zones, to better facilitate the siting and development of outdoor dining areas.

DISCUSSION:

The following discussion summarizes the proposed amendments to the Municipal Code to establish development standards and regulations regarding outdoor dining in the commercial and industrial zones, while minimizing associated impacts. These proposed new standards and regulations are intended to improve the current character of the City's commercial centers, and individual restaurants.

Currently, the Commercial, Office Professional, Industrial, and Open Space Development Standards in Chapter 9.16 automatically permit restaurant uses that include outdoor seating. In addition, there are limited special operating conditions and development standards for the use. Specifically, the operating conditions and development standards currently include: the outdoor dining area must be accessory to the Eating Establishment/Restaurant, the seating area must not encroach into any required setback, parking and/or circulation area, required landscape areas, or required paths of travel, and the outdoor dining areas shall have a clearly marked perimeter.

Updates to Title 9 of the Municipal Code under this Amendment are twofold: (1) updating the Special Operating Conditions for Eating Establishments/Restaurants with Outdoor Seating, and (2) adding Outdoor Dining as a use in the Parking Spaces Required for the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones.

Special Operating Conditions and Development Standards:

To provide more guidance for the siting and design of the outdoor dining areas, new operating conditions and development standards are necessary. The proposed alterations to Section 9.16.020.050 (Special Operating Conditions and Development Standards) will help ensure the safe operation of the outdoor dining areas. These standards help provide clarity to restaurant owners and operators as far as how the outdoor dining area needs to be designed and operated.

As proposed, the Amendment will distinguish between joint outdoor dining areas, and individual ones. Joint dining areas are larger seating areas that can serve multiple restaurants within the same commercial center. Individual dining areas are intended to serve a single restaurant, must be directly adjacent to that restaurant's tenant space, can serve alcohol, and must be accessory to that restaurant use. In contrast, joint dining areas only have to be adjacent to one restaurant that the dining area serves, cannot serve alcohol, are a feature for the whole site, and are therefore not accessory to any individual restaurant use.

Dining areas installed according to the proposed Amendment cannot be located in the required fifteen-foot (15'-0") front setbacks in the commercial zones, and the fifteen-foot (15'-0") landscape buffer along the street frontage in the industrial zones. In addition, the dining area must remain open on at least three (3) sides, as well as be open to the sky. Canopies, awnings, umbrellas, and similar shade structures would be permissible, as long as they are consistent with the architecture of the building.

All outdoor dining areas must maintain a clearly marked perimeter. For any dining areas that are adjacent to public sidewalks or vehicle drive aisles, or that serve alcohol, railings, fences, and/or planters must be provided. The demarcation of the dining area helps to ensure compliance with the Americans with Disabilities Act (ADA) path-of-travel requirements, and that the dining areas do not encroach on, or disrupt, adjacent parking or vehicle drive aisles.

Lastly, the proposed Amendment includes standards for outdoor dining areas that serve alcohol. The standards include enclosure requirements, controlled entry/exit points in accordance with California Alcoholic Beverage Control (ABC) requirements, and limited hours of operation. As written, the Amendment also provides the Garden Grove Police Department control over the manner in which alcohol is sold and served in the outdoor dining areas.

With much of the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zoned properties already fully developed, it is expected that the majority of outdoor dining areas proposed as a result of this Amendment will accompany restaurants already in operation. The manner in which most of the older commercial and industrial zones are developed does not allow for expansive outdoor dining areas. It is likely that the typical dining area will be a handful of café tables, and a railing installed in front of an existing in-line tenant space in an existing shopping center. Other than a fence or railing to delineate the area, small awnings or umbrellas, and possibly minor ADA upgrades, construction and overall impact is expected to be minimal. The proposed special operating conditions and development standards help ensure the impacts will be minimal.

Parking Spaces Required:

The Amendment also proposes to add a new use in the parking regulations of Section 9.16.040.150 (Parking Spaces Required). "Outdoor Dining" would be a new use category for parking standards in the commercial and industrial zones.

The commercial and industrial zones currently require all outdoor dining to be parked at one (1) space per 100 square feet. In older shopping centers, where parking is already at a premium, the current parking standard is often cited as a major hindrance to providing more outdoor dining. Therefore, in an effort to encourage the establishment of more outdoor dining areas, the proposed Amendment includes a caveat that outdoor dining spaces 500 square feet and smaller do not require additional parking. By allowing the first 500 square feet of outdoor dining to be installed without additional parking, the expectation is that more restaurants will be able to install outdoor dining areas.

In practice, this will allow for those restaurants with existing patio spaces, or wider walkways adjacent to their restaurant spaces to add dining areas without adding new parking. As is mentioned previously, based on the constraints of much of the built-out commercial and industrial-zoned properties, the resulting dining areas will likely consist of a handful of tables. With the small amount of tables expected to be added, most restaurants could be within the 500 square foot threshold and exempted from providing additional parking.

Collectively, with the two (2) proposed changes to the Code, the outdoor dining regulations in the commercial and industrial zones will much more closely reflect those in the mixed-use zones. This will not only bring consistency for similar uses across different zones, but will also allow for more consistent implementation and regulation of outdoor dining areas.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

CEQA's Class 1 exemption applies to existing facilities (CEQA Guidelines §15301.). A project can qualify for a Class 1 exemption if it "involves negligible or no expansion of use." Notably, the Class 1 exemption lists several examples to assist agencies in determining whether the exemption applies to the project under consideration. One of the examples provided states that if a proposed project does not exceed 50% of the floor area of the existing structure, or 2,500 square feet, whichever is less, the proposed project should qualify for the Class 1 exemption. (CEQA Guidelines §15301(e)(1)).

Here, most of the restaurants that will add outdoor dining areas are "existing facilities" as they already have an indoor dining space. Furthermore, most of the existing restaurants in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) have an indoor dining space of 1,000 square feet or larger, thus adding a 500 square foot outdoor dining area will not exceed 50% of the existing structure's floor area. Therefore, the addition of outdoor dining is similar to the example listed above. Thus, the addition of small outdoor dining areas involves a negligible expansion of an existing use.

CEQA's Class 3 exemption applies to: the construction and location of limited numbers of new, small facilities or structures; installation of new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the

structure. This exemption includes accessory structures, such as garages, carports, patios, swimming pools, and fences (CEQA Guidelines §15303(e)).

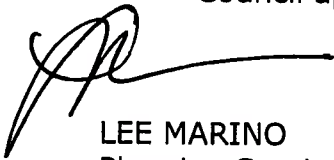
Here, implementation of the Amendment will require installing a limited number of fences/railings, and/or as requested, patio covers or similar canopies. No other permanent structures will be constructed as a part of the outdoor seating area. These features are exempt pursuant to both the Class 1 (negligible expansion of an existing use) and Class 3 (new, small facilities or structures) exemptions.

Collectively, the Amendment is exempt from CEQA under the Class 1 and Class 3, exemptions (CEQA Guidelines §15301, and §15303, respectively).

RECOMMENDATION:

Staff recommends that the Planning Commission:

1. Adopt Resolution No. 6033-21 recommending that the Garden Grove City Council approve Amendment No. A-032-2021.



LEE MARINO
Planning Services Manager



By: Priit Kaskla
Assistant Planner

RESOLUTION NO. 6033-21

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF GARDEN GROVE RECOMMENDING THAT THE CITY COUNCIL APPROVE AMENDMENT NO. A-032-2021, A ZONING TEXT AMENDMENT TO PORTIONS OF CHAPTER 9.16 (COMMERCIAL, OFFICE PROFESSIONAL, INDUSTRIAL, AND OPEN SPACE DEVELOPMENT STANDARDS) OF TITLE 9 OF THE CITY OF GARDEN GROVE MUNICIPAL CODE ESTABLISHING ENHANCED DEVELOPMENT AND OPERATIONAL STANDARDS, AND MODIFIED PARKING REQUIREMENTS FOR INCIDENTAL OUTDOOR DINING AREAS ASSOCIATED WITH EATING ESTABLISHMENTS/RESTAURANTS WITHIN THE COMMERCIAL AND INDUSTRIAL ZONES.

BE IT RESOLVED that the Planning Commission of the City of Garden Grove, in regular session assembled on November 4, 2021, does hereby recommend that the City Council approve Amendment No. A-032-2021 and adopt the draft Ordinance attached hereto as Exhibit "A".

BE IT FURTHER RESOLVED in the matter of Amendment No. A-032-2021, the Planning Commission of the City of Garden Grove does hereby report as follows:

1. The case was initiated by the City of Garden Grove.
2. The City of Garden Grove is proposing a zoning text amendment to portions of Chapter 9.16 (Commercial, Office Professional, Industrial, And Open Space Development Standards) of Title 9 (Land Use Code) of the City of Garden Grove Municipal Code to establish enhanced special operating conditions and development standards, and modified parking requirements for eating establishments/restaurants with outdoor dining areas within the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zoning districts.
3. The Planning Commission recommends the City Council find that the proposed Amendment is exempt from the California Environmental Quality Act ("CEQA"), Cal. Pub. Resources Code Section 21000 et seq., pursuant to Sections 15301, Existing Facilities, and 15303, New Construction or Conversion of Small Structures, of the State CEQA Guidelines (Cal. Code of Regs., Title 14, Sections 15301 and 15303).
4. Pursuant to legal notice, a public hearing was held on November 4, 2021, and all interested persons were given an opportunity to be heard.
5. Report submitted by City staff was reviewed.
6. The Planning Commission gave due and careful consideration to the matter during its meeting of November 4, 2021; and

BE IT FURTHER RESOLVED, FOUND AND DETERMINED that the facts and reasons supporting the conclusion of the Planning Commission are as follows:

FACTS:

Pursuant to Section 9.16.020.030 of the Garden Grove Municipal Code, an eating establishment / restaurant with outdoor seating is currently designated as a permitted use in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones, subject to compliance with the applicable special operating conditions and development standards set forth in Subdivision V of Section 9.16.020.050. The current standards in Section 9.16.020.050 are not as detailed or specific as the later enacted special operating conditions and development standards applicable to outdoor dining areas in the City's mixed-use zoning districts.

In addition, Section 9.16.040.150 (Parking Spaces Required) does not currently contain separate parking requirements for outdoor seating areas associated with eating establishments / restaurants. Outdoor dining/seating areas are considered an extension of the interior dining room for the purpose of calculating parking requirements. Thus, outdoor dining areas currently must be included in the calculation of the required number of parking spaces for a restaurant and/or other eating establishment. The proposed Code Amendment would enhance the special operating conditions and development standards for eating establishments / restaurants with outdoor seating/dining in Subdivision V of Section 9.16.020.050, and add parking requirements specific to outdoor dining areas to Section 9.16.040.150 to more closely reflect corollary standards applicable in the mixed-use zones.

Specifically, the amendment to Section 9.16.020.050.V. will modify the operating standards and development standards for outdoor dining areas to introduce requirements for: locations of outdoor dining areas, railings and fences delineating dining areas, dining areas for joint use between multiple tenants, and the sale of alcohol within outdoor dining areas. The proposed enhanced development standards also specify that outdoor dining areas may not impede on-site vehicular and pedestrian circulation, including ADA path-of-travel requirements.

The proposed change to Section 9.16.040.150 adds "Outdoor Dining" as a use in the parking requirements of the code. Currently, the commercial and industrial zones require all outdoor dining areas to be parked at one (1) space per 100 square feet. Pursuant to the proposed Amendment, no additional parking spaces will be required for outdoor dining spaces 500 square feet or smaller, and that are open on at least three sides, and not covered by a roof structure. Dining areas that are larger than 500 square feet, or that are not open on three sides and to the sky, must still be parked according to the applicable parking standards of the use associated with the subject outdoor dining area.

FINDINGS AND REASONS:

1. The Amendment is internally consistent with the goals, objectives and elements of the City's General Plan.

The General Plan contains objectives, goals, policies, and implementation programs that address well-planned commercial areas with a variety of uses, safe and effective design standards, and land use compatibility. One of the many objectives in the City's General plan is to provide enhanced shopping, dining, and entertainment options, while improving the aesthetics of the community. The proposed Amendment achieves this objective by reducing a barrier to outdoor dining at restaurants through reduced parking requirements, while simultaneously enhancing the design and operating standards for outdoor dining uses. In particular, the Amendment is consistent with the following General Plan Goals, Policies, and Implementation Measures:

Goal LU-1 The City of Garden Grove is a well-planned community with sufficient land uses and intensities to meets the needs of anticipated growth and achieve the community's vision. Since the implementation of the City's Accessible Businesses Program, which more freely allowed outdoor dining on a temporary basis, there has been a greater interest in providing outdoor dining areas associated with restaurants on a permanent basis. The proposed amendment could increase the number of outdoor dining areas in the commercial and industrial zones, achieving the community's desire for more outdoor eating areas. The Amendment also anticipates future needs by allowing more flexibility in the design of new restaurant facilities.

Policy LU-1.3 Encourage a wide variety of retail and commercial services, such as restaurants and cultural arts/entertainment, in appropriate locations. By providing new guidelines on the design of outdoor dining areas, and exempting dining areas of 500 square feet or less from additional parking requirements, it is expected that a greater number of restaurants will provide outdoor dining areas. This could contribute to the overall variety of commercial uses, and the diversity of restaurant options in the commercial and industrial zones.

Policy LU-1.4 Encourage active and inviting pedestrian-friendly street environments that include a variety of uses within commercial and mixed use areas. The Amendment could increase the variety of uses in commercial and industrial areas, by encouraging the implementation of a use that is currently not widespread. By potentially increasing the number of outdoor dining areas in said zones, the Amendment could result in more pedestrian-friendly commercial environments. Outdoor dining and gathering places are common features of more walkable developments.

Goal LU-4 The City seeks to develop uses that are compatible with one another. Outdoor dining area uses are currently automatically permitted in the commercial and industrial zones. There are currently few development standards for outdoor dining areas in Commercial and industrial zones. By providing new development standards and operational conditions, the Amendment can further help ensure compatibility between the use, and other adjacent uses.

Goal LU-5 Economically viable, vital, and attractive commercial centers throughout the City that serve the needs of the community. Encouraging the development of outdoor dining areas can harbor more investment into commercial centers. That investment could result in stronger economic performance of the businesses, and more visually attractive commercial centers.

Policy LU-6.2 Encourage a mix of retail shops and services along the commercial corridors and in centers that better meet the needs of area's present and potential clientele. The proposed Amendment is a direct result of feedback from the public, and local business community, who expressed a desire for the opportunity to expand permanent outdoor dining uses. By accomplishing exactly this, the Amendment is catering to the current needs of the restaurants and their clientele. Furthermore, given how crucial useable outdoor areas became during the COVID-19 pandemic, allowing more outdoor dining areas and providing appropriate regulations could potentially insulate businesses against similar future circumstances.

LU-IMP-6C Encourage façade renovation, enhanced parking area landscaping, improved lighting, development of pad buildings, and the use of pedestrian amenities, such as fountains, plazas, promenades, seating, and like features. The proposed Amendment directly addresses and provides development standards that encourage the installation of patios, seating, and similar pedestrian-friendly amenities.

Goal LU-9 Creation of a tourism- and entertainment-related destination area in the City that will benefit all of the City of Garden Grove. Parts of the Grove District, or Harbor Boulevard Corridor, have uses implemented through the commercial zoning designations. Restaurants are considered a tourism-related use, and are a desired use in the resort area. Amending the Code to potentially allow more outdoor dining areas can create a more walkable environment along Harbor Boulevard, contributing to the overall resort feel. Developing standards for outdoor dining in association with restaurants can increase the number of said dining areas in the Grove District.

Policy LU-9.1 Capture the benefits of the tourist trade generated by the Disneyland Resort and the Anaheim Convention Center. The proposed Amendment could potentially encourage more restaurants, and a different variety of restaurants to locate to the Grove District along Harbor Boulevard. In particular, the exemption of parking requirements for outdoor dining areas 500 square feet or less could allow

larger restaurant service areas without requiring additional parking. This change benefits both new and existing restaurants. Restaurants in general are considered a tourism-related use, and are therefore an encouraged use in the Grove District. The Amendment could further capitalize on the large tourist clientele visiting the Disneyland Resort and Anaheim Convention Center.

Goal CD-1 Create a positive and distinctive City image by protecting historic resources, and by strengthening the positive qualities of the City's overall image and neighborhood identity. In the mixed-use zoning designations, outdoor dining areas for restaurants are already subject to similar operating conditions and development standards, and parking standards. By expanding similar allowances to the commercial and industrial zones, the Amendment helps cultivate a similar cultural image and identity to other parts of the City.

Policy CD-1.3 Improve the appearance and function of regional commercial centers through improved site design, landscaping, and architectural integrity. New outdoor dining areas approved as a result of the proposed Amendment can improve the appearance of existing shopping centers. The expectation is that the dining areas will be implemented primarily by existing restaurants. This Amendment could potentially bring more investment into existing commercial centers, enhancing their appearances and overall function.

Goal CD-8 Lively and attractive activity nodes or gathering places, with a combination of quality seating, shade, fountains, and other pedestrian amenities enhance the experience for people to gather. The intent of the proposed amendment is to facilitate the increase of outdoor dining areas in the commercial and industrial zones. Outdoor dining areas can become a lively, and attractive feature for commercial centers, in part because they can incorporate seating, umbrellas, fences, and other pedestrian-oriented amenities. Providing more of these spaces can add new outdoor gathering spaces across the City.

CD-IMP-8A Amend the City's Zoning Code to incorporate development standards. The proposed Amendment incorporates new development standards for outdoor dining areas in the commercial and industrial zones. Codifying development standards can contribute to a more cohesive Citywide aesthetic, and also assist business owners and operators when installing their dining areas.

Goal ED-2 The City must attract new businesses, while supporting and assisting those already located within Garden Grove. Amending the operating conditions and development standards, and adding parking requirements, can help attract new restaurants, as well as support existing ones. Compared to the Code as is currently written, the proposed Amendment aims to make installations of outdoor dining areas easier. By making outdoor dining areas easier to establish, the City becomes more business-friendly.

Policy ED-2.1 Support a business friendly environment for new businesses to locate and existing businesses to flourish. The proposed Amendment would provide additional benefit for both new and existing restaurants in the commercial and industrial zones. Providing development standards, and reducing the parking standards, can help support the restaurant community in the City.

Policy AQ-4.1 Review site developments to ensure pedestrian safety and promote nonautomotive users. The development standards proposed under the Amendment help ensure proper pedestrian safety. The language of the proposed Amendment includes provisions for physical delineation of the dining areas through fences, railings, planters, and so forth. These features physically separate the dining area, and can also protect patrons from vehicular traffic in the associated parking lots and drive aisles. Out of similar safety concerns, the Amendment does not allow dining areas to be located in any required parking spaces, nor does it allow dining areas within required front setbacks.

SAF-IMP-2C Involve law enforcement agencies in the design and planning phases of ABC licensed establishments to reduce design elements that conceal or encourage criminal activity. The proposed Amendment includes provisions in the operating conditions and development standards that address service of alcohol in outdoor dining areas. These provisions explicitly allow the Police Department to have more control in the design of outdoor dining areas when the restaurant is applying for a Conditional Use Permit in association with an Alcoholic Beverage Control (ABC) License. The intent of these provisions is to reduce the number of alcohol-related crimes, and promote the safe operation of the dining area.

2. The Amendment will promote the public interest, health, safety and welfare.

The zoning and development standards proposed in this Amendment promote the public interest, health, safety, and welfare by facilitating outdoor dining areas in the commercial and industrial zones. The Special Operating Conditions and Development Standards, and Parking Requirements, in the Municipal Code provide regulations that help maintain public health, safety, and welfare, while also balancing the economic needs of the City.

The proposed alterations to the operating conditions and development standards can help ensure the safe operation of the outdoor dining areas. Amongst these development standards, they require that the seating areas not impede vehicular or pedestrian circulation, that the dining areas be confined to areas directly adjacent to their respective restaurants, and provide railings or other features to delineate the area. These standards help provide clarity to restaurants owners and operators on how to safely design and operate their outdoor dining areas.

The current special operating characteristics and development standards do not provide such safeguards for health, safety, and welfare. As proposed, the

Amendment will clarify where dining areas can be located, how they must be designed, and in what manner they must be operating. Collectively, these Code regulations help promote the public interest. At the same time, the Amendment still promotes the public interest in wanting more outdoor dining areas by not regulating parking standards for dining areas 500 square feet or less. Creating said exemption to the parking standards can provide more opportunities for more restaurants to establish such seating areas.

INCORPORATION OF FACTS AND FINDINGS SET FORTH IN STAFF REPORT:

In addition to the foregoing the Planning Commission incorporates herein by this reference, the facts and reasons set forth in the staff report.

BE IT FURTHER RESOLVED that the Planning Commission does conclude:

1. Amendment No. A-032-2021 possesses characteristics that would indicate justification of the request in accordance with Municipal Code Section 9.32.030.D.1 (Code Amendment).
2. The Planning Commission recommends that the City Council approve Amendment No. A-032-2021 and adopt the draft Ordinance attached hereto as Exhibit "A".

Adopted this 4th day of November 2021

ATTEST:

/s/ DAISY PEREZ
CHAIR

/s/ JUDITH MOORE
RECORDING SECRETARY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS:
CITY OF GARDEN GROVE)

I, JUDITH MOORE, Secretary of the City of Garden Grove Planning Commission, do hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Garden Grove, California, at a meeting held on November 4, 2021, by the following vote:

| | | | |
|---------|----------------|-----|---|
| AYES: | COMMISSIONERS: | (5) | ARESTEGUI, CUNNINGHAM, LINDSAY, PEREZ, SOEFFNER |
| NOES: | COMMISSIONERS: | (0) | NONE |
| ABSENT: | COMMISSIONERS: | (2) | LEHMAN, RAMIREZ |

/s/ JUDITH MOORE
RECORDING SECRETARY

PLEASE NOTE: Any request for court review of this decision must be filed within 90 days of the date this decision was final (See Code of Civil Procedure Section 1094.6).

A decision becomes final if it is not timely appealed to the City Council. Appeal deadline is November 25, 2021.

MINUTE EXCERPT

GARDEN GROVE PLANNING COMMISSION

PUBLIC HEARING – AMENDMENT NO. A-032-2021, CITY OF GARDEN GROVE, CITYWIDE.

Applicant: CITY OF GARDEN GROVE

Date: November 4, 2021

Request: A City-initiated text amendment to Title 9 of the Garden Grove Municipal Code pertaining to Eating Establishments/ Restaurants with Outdoor Seating in the C-1 (Neighborhood Commercial), C-2 (Community Commercial), C-3 (Heavy Commercial), M-1 (Limited Industrial), and M-P (Industrial Park) zones. In conjunction with the request, the Planning Commission will also consider a determination that the project is categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Sections 15301 – Existing Facilities, and 15303 – New Construction or Conversion of Small Structures.

Action: Resolution No. 6033-21 was approved.

Motion: Lindsay Second: Arestegui

Ayes: (5) Arestegui, Cunningham, Lindsay, Perez, Soeffner

Noes: (0) None

Absent: (2) Lehman, Ramirez

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

| | | | |
|----------|--|--------|----------------|
| To: | Scott C. Stiles | From: | Teresa Pomeroy |
| Dept.: | City Manager | Dept.: | City Clerk |
| Subject: | Consideration of an appointment to fill a vacancy on the Neighborhood Improvement and Conservation Commission.
(<i>Action Item</i>) | Date: | 12/14/2021 |

OBJECTIVE

For the Mayor to appoint and for the City Council to approve an appointment to fill the vacancy on the Neighborhood Improvement and Conservation Commission (NICC).

BACKGROUND

Neighborhood Improvement and Conservation Commissioner Brandon Chavira resigned on September 14, 2021, and at the City Council meeting on September 28, 2021, Mr. Chavira's resignation was accepted with regret. The City Clerk's Office posted and published a vacancy notice for the NICC on October 6, 2021, the vacancy was also published in a press release and on the City's social media platforms.

DISCUSSION

Pursuant to Garden Grove Municipal Code 2.21.010(A) and Government Code Section 40605, the Mayor, with the approval of the City Council, shall make all appointments to boards, commissions, and committees unless otherwise specifically provided by statute. The attached lists Garden Grove residents who submitted applications for the NICC who were not selected during the 2020 recruitment; as well as applications that were submitted between and for vacancies.

FINANCIAL IMPACT

None.

RECOMMENDATION

It is recommended that the Mayor and City Council:

- Consider and appoint a Neighborhood Improvement and Conservation Commissioner to fill the vacancy and complete Brandon Chavira's term.

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|--------------------|--------------------|-----------------|---|
| Vacancy Notice | 10/20/2021 | Backup Material | NICC-_Special_Vacancy_Notice_Affidavit_of_Publication_-_OCN.pdf |
| Press Release | 10/20/2021 | Backup Material | 10-4-21_NICC_vacancy_press_release.pdf |
| List of Applicants | 12/8/2021 | Backup Material | Neighborhood_Improvement_and_Conservation_Commission_List.pdf |

AFFP

110966 NICC Vacancy Notice

Affidavit of Publication

STATE OF CALIFORNIA }
COUNTY OF ORANGE } SS

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the principle clerk of the printer of ORANGE COUNTY NEWS, a newspaper of general circulation, published ONCE WEEKLY in the city of GARDEN GROVE, County of ORANGE, which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of ORANGE, State of California under the date of March 20, 1964, Case Number A-31502; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

October 06, 2021

CITY OF GARDEN GROVE

NEIGHBORHOOD IMPROVEMENT AND
CONSERVATION COMMISSION SPECIAL
VACANCY NOTICE

Pursuant to Garden Grove Municipal Code Section 2.21.013, notice is hereby given that the Garden Grove Neighborhood Improvement and Conservation Commission has an unscheduled vacancy with the term expiring December 2022. Information and a Commission application can be obtained by accessing the City's website at: www.ggcity.org or by visiting the City Clerk's Office, City Hall, 11222 Acacia Parkway, Garden Grove, California or by calling (714) 741-5040.

Commissioners are non-compensated volunteers. The Neighborhood and Conservation Commission consists of seven members who are electors residing in Garden Grove. The current vacancy is to complete the term held by Commissioner Brandon Chavira. Neighborhood Improvement and Conservation Commission meetings are regularly scheduled on the 1st Monday of March, June, September, and December at 6:30 p.m., and are held in the Community Meeting Center, 11300 Stanford Avenue, Garden Grove, California.

/s/ TERESA POMEROY, CMC
City Clerk
Orange County News 10/6/2021-110966

That said newspaper was regularly issued and circulated on those dates.

SIGNED:



Orange County News

Subscribed to and sworn by me this 6th day of October 2021.

00007270 00110966

75 LEGAL
OCN-CITY OF GARDEN GROVE
P.O. BOX 3070
GARDEN GROVE, CA 92842



CONTACT:
Teresa Pomeroy (714) 741-5040
City Clerk

FOR IMMEDIATE RELEASE

Public Information Office (714) 741-5280

Follow the City of Garden Grove on Social Media

Monday, October 4, 2021



CITY SEEKS CANDIDATE FOR NEIGHBORHOOD IMPROVEMENT AND CONSERVATION COMMISSION

The City of Garden Grove is seeking a qualified candidate to serve as a non-compensated commissioner on the Neighborhood Improvement and Conservation Commission (NICC). Applicants must be and remain a Garden Grove resident and a registered voter until the term expires in December 2022. To apply online, visit ggcity.org/city-clerk/applications, or request an application from the City Clerk's Office, located in Garden Grove City Hall, at 11222 Acacia Parkway. The position will remain open until filled.

Regular NICC Meetings are held on the first Monday in March, June, September, and December at 6:30 p.m., at the Garden Gove Community Meeting Center, located at 11300 Stanford Avenue. Applicants must be able to attend all meetings. The Neighborhood Improvement and Conservation Commission is an advisory commission that promotes citizen awareness, involvement, and support for neighborhood improvement and preservation, and for the efficient use and conservation of energy resources throughout the community. For more information, visit ggcity.org/city-clerk or call (714) 741-5040.

###

| APPLICATIONS RECEIVED FOR THE NICC DURING THE 2020 OPEN RECRUITMENT NOT SELECTED | | | |
|--|---------------------|--------------------|----------|
| | NAME | DATE SUBMITTED | DISTRICT |
| | | | |
| 1. | Marion Cubero | February 1, 2020 | 1 |
| 2. | Juliane Nguyen | September 18, 2020 | 5 |
| 3. | Jarad Wallace | September 28, 2020 | 4 |
| 4. | Julie Rojas | October 15, 2020 | 4 |
| 5. | Melinda Melendez | December 10, 2020 | 3 |
| 6. | Donald Taylor | December 13, 2020 | 3 |
| 7. | William Slusser | December 19, 2020 | 3 |
| 8. | Ramiro Landeros Jr. | December 22, 2020 | 5 |
| 9. | Peterson Pham | December 23, 2020 | 4 |
| 10. | Tanya Cook | January 21, 2020 | 5 |

| APPLICATIONS RECEIVED IN RESPONSE TO VACANCY FOR PARKS, RECREATION AND ARTS COMMISSION NOT SELECTED | | | |
|---|---------------------|----------------|----------|
| | NAME | DATE SUBMITTED | DISTRICT |
| | | | |
| 1. | Kelly Seay | May 4, 2021 | 5 |
| 2. | Mark Merlino | May 4, 2021 | 3 |
| 3. | Yvonne Murray | May 5, 2021 | 2 |
| 4. | Donald Taylor | May 5, 2021 | 3 |
| 5. | Pamela Buck | May 6, 2021 | 1 |
| 6. | Josephine Hernandez | May 8, 2021 | 4 |
| 7. | Marti Carroll | May 8, 2021 | 5 |
| 8. | Kelli Price | May 15, 2021 | 2 |
| 9. | Nicholas Dibs | May 20, 2021 | 1 |

| APPLICATIONS ON FILE BETWEEN RECRUITMENT AND VACANCIES | | | |
|--|------------------|--------------------|----------|
| | NAME | DATE SUBMITTED | DISTRICT |
| | | | |
| 1. | Hermilo Marquez | March 3, 2021 | 2 |
| 2. | Briyana Negrette | September 29, 2021 | 5 |

| APPLICATIONS RECEIVED IN RESPONSE TO 2021 NICC VACANCY | | | |
|--|---------------|------------------|----------|
| | NAME | DATE SUBMITTED | DISTRICT |
| | | | |
| 1. | Andy Ngo | October 19, 2021 | 3 |
| 2. | Miguel Curiel | October 25, 2021 | 6 |

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

| | | | |
|----------|--|--------|---------------|
| To: | Scott C. Stiles | From: | Omar Sandoval |
| Dept.: | City Manager | Dept.: | City Attorney |
| Subject: | Adoption of an urgency ordinance relating to two-unit residential development and urban lot splits in single-family residential zones pursuant to Senate Bill 9 (2021) | | |
| | | Date: | 12/14/2021 |

OBJECTIVE

For the City Council to adopt an urgency ordinance to take effect on January 1, 2022 concurrently with the effective date of Senate Bill 9 to regulate two-unit residential development and urban lot splits in single-family residential zones.

BACKGROUND

On September 16, 2021, Governor Newsom signed Senate Bill (SB) 9 into law. Effective January 1, 2022, SB 9 adds Sections 66585.21 and 66411.7 to the Government Code. Section 65852.21 requires cities to consider a proposed housing development containing no more than two residential units within a single-family residential zone ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements. Section 66411.7 requires local agencies to ministerially approve a parcel map for an "urban lot split" that meets certain requirements. Both statutes permit the City to impose objective zoning, subdivision, and design standards on such projects as long as those standards would not have the effect of physically precluding the construction of up to two units on a lot or physically preclude either of the two units from being at least 800 square feet in floor area. The proposed urgency regulations would establish objective development standards for proposed SB 9 two-unit residential developments and urban lot splits and establish procedures for ministerial review consistent with these new State laws until such time as the Municipal Code is amended to incorporate new standards and procedures like those in the urgency ordinance.

DISCUSSION

Summary of SB 9

To qualify for ministerial approval under SB 9, a two-unit development or urban lot split must satisfy specified criteria. These qualifying criteria include, but are not limited to the following:

- The property must be located within a single-family residential zone.
- The proposed development cannot be located within a historic district or on property included on the State Historic Resources Inventory, or within a site that is designated or listed as a city landmark or historic property pursuant to a city ordinance.
- The development site cannot be prime farmland, wetlands, a site identified for conservation or habitat preservation, or a regulatory floodway and the development must meet specified standards if it is located in high or very high fire hazard severity zone, the flood zone, or within an earthquake fault zone.
- The proposed development cannot require the demolition or alteration of housing that has been occupied by a tenant within the last 3 years.
- The proposed development cannot require the demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very-low income.
- The proposed development cannot require the demolition or alteration of housing that is subject to any form of rent or price control.
- An owner of the property cannot have removed residential units on the property from the rental market under the Ellis Act within the last 15 years.
- If the site has been occupied by a tenant within the last 3 years, the proposed development cannot allow for the demolition of more than 25% of the existing exterior structural walls (unless allowed by local ordinance).

In addition, in the case of an urban lot split:

- The parcel map must subdivide an existing lot to create no more than two new lots of approximately equal lot area, provided that one lot shall not be smaller than 40% of the lot area of the original lot;
- Unless the city otherwise allows, both newly created lots must be no smaller than 1,200 square feet;
- The lot proposed to be subdivided must not have been established through a prior urban lot split;
- The subject lot cannot be adjacent to any lot that was established through an urban lot split by the owner of the subject lot or by any person acting in concert with the owner of the subject lot; and
- Except as otherwise provided in SB 9, the proposed subdivision must comply with all objective requirements of the Subdivision Map Act.

In limited circumstances, a city may deny an application for an SB 9 two-unit

development or urban lot split where the proposed project would have a specific, adverse impact upon health and safety or the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact.

SB 9 permits cities to impose objective zoning, subdivision, and design standards on two-unit housing developments and urban lot splits, subject to the following caveats:

- The city's objective standards cannot conflict with any of SB 9's provisions.
- The city cannot impose any objective standards that would have the effect of physically precluding the construction of two units per lot or that would result in a unit size of less than 800 square feet.
- The city cannot require a setback for an existing structure constructed in the same location and to the same dimensions as an existing structure (but may otherwise require at least 4-foot side and rear setbacks in all circumstances).
- The city cannot require off-street parking of more than one space per unit.
- The city cannot impose any parking requirements where the subject lot is located within one-half mile walking distance of a high-quality transit corridor or a major transit stop or if there is a car share vehicle located within one block of the lot.
- The city cannot reject an application for an SB 9 two-unit development or urban lot split solely because it proposes adjacent or connected structures, provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.
- The city cannot require the construction of offsite improvements or right-of-way dedications in conjunction with approval of a parcel map for an urban lot split.
- The city cannot require the correction of nonconforming zoning conditions as a condition for ministerial approval of a parcel map application for the creation of an urban lot split.

SB 9 also contains the following provisions:

- Cities are not required to permit an ADU or JADU on a lot that utilizes *both* the urban lot split and the two-unit development provisions of SB 9.
- Cities may require easements for the provision of public services and facilities in conjunction with a parcel map for an urban lot split.
- Cities may require that the two lots resulting from an urban lot split have access to, provide access to, or adjoin the public right-of-way.
- Cities must require that rental of a unit created under SB 9 be for a term longer than 30 days (i.e., Short Term Rentals are not allowed).
- Cities must require that the uses allowed on a lot created through an urban lot split be limited to residential uses.
- Cities must require an applicant for an urban lot split to sign an affidavit stating that the applicant intends to occupy one of the housing units as their principal

residence for a minimum of three years from the date of approval of the urban lot split (but cities may not impose any other owner occupancy standards on an urban lot split).

SB 9 expressly authorizes cities to adopt an ordinance to implement its provisions and provides that such ordinances are exempt from review under the California Environmental Quality Act ("CEQA").

Proposed Land Use Code Amendments and Urgency Regulations

In order to implement SB 9, the City is processing a text amendment to the Land Use Code to add a new Chapter 9.56. This new Chapter would establish objective development standards and application and ministerial review procedures for proposed SB 9 two-unit residential developments and urban lot splits.

The text amendment will also add a new section to the City's existing subdivision ordinance (Section 9.40.250) to specifically address parcel maps for urban lot splits. Consistent with the Subdivision Map Act, the City's current subdivision regulations contemplate and require a discretionary review process for parcel maps, pursuant to which all tentative parcel maps require Planning Commission approval. Since parcel maps for urban lot splits must be approved ministerially, and the city will not have the ability to impose discretionary conditions of approval, new procedures for these unique new types of subdivision maps must be adopted.

In addition to the requirements, qualifications, and limitations expressly required by SB 9, these proposed new Code provisions contain objective design and development standards to ensure that new residential units and lots developed pursuant to SB 9 are attractive, and compatible with the existing development and, to the extent allowed by law, do not substantially alter the residential character of the neighborhoods in which they are located. The proposed regulations include standards specifically addressing multiple matters, including the following:

- Unit Size (minimum 500 sq. ft. / maximum 800 sq. ft.)
- Height/Stories (limited to one story and a maximum of 17 feet)
- Setbacks
- Building Separation
- Maximum Lot Coverage
- Maximum Front Setback Hardscape Coverage Limit
- Minimum Required Open Space/Recreation Areas
- Landscaping
- Perimeter Block Walls
- Minimum Unit Design Standards
- Minimum Storage Space within Units
- Required Laundry Facilities and Water Heaters for each Unit

- Screening of Mechanical Equipment
- Requirements for Driveways, Access, and Circulation
- Requirements that new lots adjoin the public right-of-way and have 25 feet of street frontage
- Refuse Storage Areas
- Drainage and Stormwater Management
- Address Identification
- Utilities

Where a specific development standard is not addressed, the standards for the underlying zone will apply.

SB 9 requires that the City's development standards must yield if necessary to allow the development of two 800 square foot units on a lot. To address application of this exception, the proposed regulations prioritize certain development standards above others so that standards perceived to be of higher priority to the City may only be waived if the waiver of lower priority development standards is insufficient to facilitate development of two 800 square foot units.

The proposed regulations also include provisions:

- limiting lots created by urban lot splits to having two housing units of any kind (i.e., any combination of primary units, ADUs, or JADUs);
- limiting separate conveyance of units on the same lot;
- Prohibiting condominium airspace divisions and common interest developments;
- limiting applicants to natural persons;
- establishing application procedures and requirements, including requirements pertaining to verification that the subject property has not been occupied by tenants within the last 3 years;
- requiring compliance with OCFA's emergency access and service requirements;
- clarifying that SB 9 projects are subject to development impact fees;
- requiring recordation of a deed restriction containing specified provisions;
- specifying that SB 9 projects are subject to the replacement housing obligations imposed by the Housing Crisis Act;
- providing that approval of an SB 9 development expires if not acted on within one year;
- authorizing the Director of Economic and Community Development to promulgate standard conditions to implement the regulations; and
- authorizing the City Engineer to interpret and establish guidance and procedures for the processing, approving, and finalizing parcel maps for urban lot splits.

On December 2, 2021 the Planning Commission reviewed the proposed Municipal Code amendments and recommended approval by the City Council. However, the City Council must hold a noticed public hearing for introduction of the ordinance amending the Municipal Code and then hold a second reading of the ordinance at a subsequent meeting to adopt it, and the ordinance would take effect 30 days thereafter. With SB 9 becoming effective on January 1, 2022, and the time required

for completion of the public hearing and adoption of the proposed ordinance by the City Council, there will be a gap of time in which the City may receive applications under SB 9. The proposed urgency ordinance attached to this report would become effective on January 1, 2022 and includes the same standards in the ordinance reviewed and approved by the Planning Commission at its meeting on December 2, 2021.

Government Code section 36937(b) authorizes the City Council by a 4/5 vote to adopt, as an urgency measure, an interim ordinance for the immediate preservation of the public peace, health or safety. Urgency ordinances do not require public hearings and do not require two readings and may become effective immediately upon adoption.

There is currently a justification for adoption of the urgency ordinance because there is a current and immediate threat to the public health, safety, or welfare based on the passage of SB 9. Without the urgency ordinance regulations in place, the City will lack adequate local objective standards to regulate projects governed by SB 9, meaning that if the City does not immediately adopt appropriate objective standards for two-unit residential developments and urban lot splits that are consistent with SB 9, then as of January 1, 2022, the City's review of such projects will be limited to application of the few objective standards that currently exist in the Municipal Code, and which did not anticipate two-unit residential developments and urban lot splits in single-family residential districts as contemplated by SB 9. Thus, the Municipal Code lacks the objective standards necessary to protect and preserve the local community. Furthermore, the approval of urban lot splits and two-unit projects in single-family residential districts based solely on the default standards currently in the Municipal Code, without appropriate regulations governing lot configuration, unit size, height, setback, landscape, architectural review, among other things, would threaten the character of existing neighborhoods, and will negatively impact property values, personal privacy, and fire safety. These threats to public safety, health, and welfare justify adoption of the urgency ordinance to be effective as of January 1, 2022, concurrently with the effective date of SB 9.

FINANCIAL IMPACT

There are no financial impacts associated with the adoption of the urgency ordinance.

RECOMMENDATION

It is recommended that the City Council, by supermajority vote, adopt the attached urgency ordinance entitled:

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE RELATING TO TWO-UNIT RESIDENTIAL DEVELOPMENTS AND URBAN LOT SPLITS IN SINGLE-FAMILY RESIDENTIAL ZONES PURSUANT TO SENATE BILL 9 (2021).

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|--------------------|--------------------|-------------|--|
| Urgency Ordinance | 12/7/2021 | Ordinance | 12-14-
21_GG_SB_9_Urgency_Ordinance.pdf |

ORDINANCE NO.

AN URGENCY ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE RELATING TO TWO-UNIT RESIDENTIAL DEVELOPMENTS AND URBAN LOT SPLITS IN SINGLE-FAMILY RESIDENTIAL ZONES PURSUANT TO SENATE BILL 9 (2021).

City Attorney Summary

This urgency ordinance to become effective on January 1, 2022 establishes regulations pertaining to two-unit residential developments and urban lot splits in single-family residential zones in the City of Garden Grove pursuant to Senate Bill 9 (2021), which becomes effective on January 1, 2022. Senate Bill 9 (SB 9) requires the City to ministerially approve two-unit residential development and urban lot splits in single-family residential districts subject only to objective standards. This urgency ordinance establishes objective standards in compliance with SB 9, including regulations relating to lot configuration, unit size, height, setback, landscape, architectural review, among other things, without which two-unit residential development and urban lot splits would threaten the character of existing neighborhoods, and negatively impact property values, personal privacy, and fire safety. The regulations adopted by this urgency ordinance will remain in place until such time that the Garden Grove Municipal Code is amended to incorporate the standards contained in this ordinance or such other or different standards as may be enacted by subsequent ordinance of the City Council.

WHEREAS, California Government Code section 36937(b) authorizes the City Council to adopt, as an urgency measure, an interim ordinance for the immediate preservation of the public peace, health or safety; and

WHEREAS, in 2021, the California Legislature approved and the Governor signed into law Senate Bill 9 ("SB 9") which, among other things, adds Section 65852.21 and 66411.7 to the Government Code enacting new limits on local authority to regulate urban lot splits and two-unit projects on land otherwise zoned for single-family development; and

WHEREAS, SB 9 allows local agencies to adopt objective design, development, and subdivision standards for two-unit residential developments and urban lot splits; and

WHEREAS, SB 9 takes effect January 1, 2022, and preempts any conflicting city ordinance; and

WHEREAS, the City desires to amend its local regulatory scheme to comply with Government Code sections 66411.7 and 65852.21 and to appropriately regulate projects governed by SB-9; and

WHEREAS, there is a current and immediate threat to the public health, safety, or welfare based on the passage of SB 9 because the City currently lacks adequate local objective standards to regulate projects governed by SB 9, meaning that if the City does not immediately adopt appropriate objective standards for two-unit residential developments and urban lot splits that are consistent with SB 9, then as of January 1, 2022, the City's review of such projects would be limited to application of the few objective standards that current exist in the Garden Grove Municipal Code (including Title 9, Land Use, including Subdivisions), and which did not anticipate two-unit residential developments and urban lot splits in single-family residential districts as contemplated by SB 9, and thus the Municipal Code lacks the objective standards necessary to protect and preserve the local community; and

WHEREAS, the approval of urban lot splits and two-unit projects in single-family residential districts based solely on the default standards currently in the City's Municipal Code, without appropriate regulations governing lot configuration, unit size, height, setback, landscape, architectural review, among other things, would threaten the character of existing neighborhoods, and negatively impact property values, personal privacy, and fire safety. These threats to public safety, health, and welfare justify adoption of this ordinance as an urgency ordinance to be effective as of January 1, 2022; and

WHEREAS, the City Council finds and declares that this ordinance is necessary and appropriate to protect the health, safety, and general welfare of the community, and all legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The facts set forth in the recitals above are true and correct, and incorporated into this Ordinance as substantive findings of the City Council.

Section 2. Under California Government Code sections 65852.21, subdivision (j), and 66411.7, subdivision (n), the adoption of an ordinance by a city implementing the provisions of Government Code sections 66411.7 and 65852.21 and regulating two-unit projects and urban lot splits is statutorily exempt from the requirements of the California Environmental Quality Act ("CEQA"). Therefore, the proposed ordinance is statutorily exempt from CEQA in that the proposed ordinance implements these new laws enacted by SB 9. In addition to being statutorily exempt from CEQA, the proposed ordinance is also categorically exempt from CEQA under the Class 15 exemption set forth in State CEQA Guidelines section 15315. The Class 15 exemption categorically exempts from CEQA, among other things, the division of property in urbanized areas zoned for residential use into four or fewer parcels. The ordinance is categorically exempt under Class 15 exemption because the ordinance

regulates a single urban lot split of one parcel into two separate lots between 60 percent and 40 percent of the original lot area in a residential zone. Further, the proposed ordinance is also categorically exempt from CEQA under the Class 3 exemption set forth in State CEQA Guidelines section 15303. The Class 3 exemption categorically exempts from CEQA, among other things, the construction and location of new, small structures and the conversion of existing small structures from one use to another. Section 15303 specifically lists the construction of a second dwelling unit in a residential zone and a duplex or similar multifamily residential structure totaling no more than four dwelling units as examples of activity that expressly falls within this exemption. The ordinance is categorically exempt under the Class 3 exemption because the ordinance regulates the construction of two primary dwelling units or, if there is already a primary dwelling unit on the lot, the development of a second primary dwelling unit, in a residential zone. Each of the foregoing exemptions is asserted in the alternative and each is independently sufficient to fully exempt the whole of the project.

Section 3. The regulations stated in Exhibit A attached hereto are hereby adopted and incorporated herein by reference. This Ordinance (Exhibit A) shall govern the two-unit residential development and urban lot split and two-unit process pursuant to the provisions of SB 9 until such time that the Garden Grove Municipal Code is amended to incorporate the standards contained herein or such other or different standards as may be enacted by subsequent ordinance of the City Council.

Section 4. This Ordinance shall take effect on January 1, 2022, and concurrently with the effective date of SB 9.

Section 5. The City Council hereby declares, on the basis of the findings set forth above, that an urgency exists, and that this Ordinance is necessary and appropriate to preserve the public health, safety, and welfare.

Section 6. If any section, clause, phrase, word or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each other section, clause, phrase, word or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, words or portions thereof be declared invalid or unconstitutional.

Section 7. The City Clerk shall attest and certify to the passage and adoption of this Ordinance within 15 days after adoption, cause it to be published or posted in accordance with California law, and it shall be effective immediately upon adoption pursuant to Government Code Section 36937.

PASSED, APPROVED and ADOPTED this 14th day of December, 2021.

EXHIBIT "A"

REGULATIONS PERTAINING TO SB 9 TWO-UNIT RESIDENTIAL DEVELOPMENTS AND URBAN LOT SPLITS IN SINGLE-FAMILY RESIDENTIAL ZONES

1. Purpose, Applicability, Definitions, Interpretation.

- A. Purpose. The purpose of this Urgency Ordinance is to appropriately regulate qualifying SB 9 two-unit residential developments and urban lot splits within single-family residential zones in accordance with California Government Code Sections 65852.21 and 66411.7.
- B. Applicability. The standards and limitations set forth in this Urgency Ordinance shall apply to urban lot splits and the development and use of SB 9 two-unit residential developments within a single-family residential zone in the City, notwithstanding any other conflicting provisions of the Garden Grove Municipal Code ("GGMC"). In the event of a conflict between the provisions of this Urgency Ordinance and any other provision of the GGMC, the provisions of this Urgency Ordinance shall prevail.
- C. Definitions. As used in this Urgency Ordinance, the following terms shall have the following meanings:
 - 1. The terms ADU and JADU shall have the meanings ascribed to these terms in GGMC chapter 9.54 (Accessory Dwelling Units and Junior Accessory Dwelling Units).
 - 2. The term "Director" means the City of Garden Grove Director of Community and Economic Development, or his or her designee.
 - 3. The term "individual property owner" means a natural person holding fee title individually or jointly in the person's own name or a beneficiary of a trust that holds fee title. "Individual property owner" does not include any corporation or corporate person of any kind (partnership, limited partnership, limited liability company, C corporation, S corporation, etc.) except for a community land trust (as defined by Revenue and Taxation Code Section 402.1(a)(11)(C)(ii)) or a qualified nonprofit corporation (as defined by Revenue and Taxation Code Section 214.15).
 - 4. The term "new primary dwelling unit" means either a new, additional dwelling unit that is created or an existing dwelling unit that is expanded, but does not include an ADU or a JADU.
 - 5. The term "single-family residential zone" shall have the same meaning as in California Government Code Section 65852.21. A single-family residential zone includes the R-1 (Single-Family Residential) zoning

district and any property within a planned unit development district or a specific plan area where a single-family dwelling is a permitted use, but a duplex, triplex, or multiple-family dwelling is not a permitted or conditionally permitted use.

6. The term "SB 9 two-unit residential development" shall mean a housing development containing no more than two primary residential units within a single-family residential zone that qualifies for ministerial review pursuant to California Government Code Section 65852.21 and this chapter. A housing development contains two residential units if the development proposes no more than two new units or if it proposes to add one new unit to one existing primary unit.
7. The term "urban lot split" shall have the same meaning as stated in California Government Code Section 66411.7.
- D. Interpretation. The provisions of this chapter shall be interpreted to be consistent with the provisions of California Government Code Sections 65852.21 and 66411.7 and shall be applied in a manner consistent with state law. The city shall not apply any requirement or development standard provided for in this Urgency Ordinance to the extent prohibited by any provision of state law.

2. Permit Application and Review Procedures

- A. Application. An applicant for an SB 9 two-unit residential development or an urban lot split shall submit an application on a form prepared by the city, along with all information and materials prescribed by such form. No application shall be accepted unless it is completed as prescribed and is accompanied by payment for all applicable fees.
- B. Review. Consistent with state law, the Director will consider and approve or disapprove a complete application for an SB 9 two-unit residential development or an urban lot split ministerially, without discretionary review or public hearing.
- C. Nonconforming Conditions. An SB 9 two-unit residential development may only be approved if all nonconforming zoning conditions are corrected. The correction of legal nonconforming zoning conditions is not a condition for ministerial approval of a parcel map for an urban lot split.
- D. Effectiveness of Approval. The ministerial approval of an SB 9 two-unit residential development or a parcel map for an urban lot split does not take effect until the city has confirmed that all required documents have been recorded.

- E. Hold Harmless. Approval of an SB 9 two-unit residential development or a parcel map for an urban lot split shall be conditioned on the applicant agreeing to defend, indemnify and hold harmless the city, its officers, agents, employees and/or consultants from all claims and damages (including attorney's fees) related to the approval and its subject matter.
- F. Specific, Adverse Impacts. Notwithstanding anything else in this section, the Director may deny an application for an SB 9 two-unit residential development or a parcel map for an urban lot split if the building official makes a written finding, based on a preponderance of the evidence, that the project would have a specific, adverse impact, as defined and determined in paragraph (2) of subdivision (d) of California Government Code Section 65589.5, on either public health and safety or on the physical environment and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact.

3. Qualifying Requirements.

A proposed urban lot split or SB 9 two-unit residential development must meet all of the following requirements in order to qualify for ministerial review pursuant to the provisions of this Urgency Ordinance. It shall be the responsibility of the applicant to demonstrate to the reasonable satisfaction of the Director that each of these requirements is satisfied. The applicant and each owner of the property shall provide a sworn statement, in a form approved by the Director, attesting to all facts necessary to establish that each requirement is met. The city may conduct its own inquiries and investigation to ascertain the veracity of the sworn statements, including, but not limited to, interviewing prior owners and occupants of the subject property, interviewing owners and occupants of nearby properties, and reviewing tax records, and may require additional evidence necessary to support the sworn statements, as determined by the Director in his or her reasonable discretion.

- A. The subject property shall be located within a single-family residential zone.
- B. The proposed development shall not be located on any site identified in subparagraphs (B) to (K), inclusive, of paragraph (6) of subdivision (a) of California Government Code Section 65913.4, unless the development satisfies the requirements specified therein. Such sites include, but are not limited to, prime farmland, wetlands, high or very high fire hazard severity zones, special flood hazard areas, regulatory floodways, and lands identified for conservation or habitat preservation as specifically defined in Government Code Section 65913.4.
- C. The proposed development shall not be located within a historic district or on property included on the State Historic Resources Inventory, as defined in Section 5020.1 of the California Public Resources Code, or within a site that is designated or listed as a city landmark or historic property pursuant to a city ordinance.

- D. The proposed development shall not require the demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income.
- E. The proposed development shall not require the demolition or alteration of housing that is subject to any form of rent or price control.
- F. The proposed development shall not require the demolition or alteration of housing that has been occupied by a tenant within the last three (3) years.
- G. If any existing or previously demolished housing unit on the lot has been occupied by a tenant in the last three (3) years, the proposed development shall not involve the demolition of more than 25 percent of the existing exterior structural walls of any housing unit on the lot.
- H. The subject property shall be owned solely by one or more individual property owners.
- I. In the case of an urban lot split, the lot proposed to be subdivided shall not have been established through a prior urban lot split.
- J. In the case of an urban lot split, the lot proposed to be subdivided ("subject lot") is not adjacent to any lot that was established through an urban lot split by the owner of the subject lot or by any person acting in concert with the owner of the subject lot.
- K. No unpermitted construction or illegal nonconforming zoning conditions shall exist on the property.

4. Permitted Locations

A lot on which an urban lot split or SB 9 two-unit residential development is proposed must be located within a single-family residential zone. A lot located within a multiple-family or mixed-use zone shall not be eligible to be subdivided through an urban lot split or developed with an SB 9 two-unit residential development pursuant to this Urgency Ordinance.

5. Number of Dwelling Units Permitted on a Lot

- A. Notwithstanding any other provisions of this code, state law requires the city to permit a lot located within a single-family residential zone to contain two primary dwelling units, provided both units are developed and maintained in compliance with the standards and requirements set forth in this Urgency Ordinance.

- B. Provided the lot is not subdivided or created through an urban lot split, development of two primary dwelling units on a lot through an SB 9 two-unit residential development in conformance with this Urgency Ordinance does not preclude the development or maintenance of one or more ADUs and/or JADUs on the lot to the extent permitted by GGMC chapter 9.54 and state law.
- C. No more than two (2) dwelling units of any kind may be constructed or maintained on a lot that results from an urban lot split. For purposes of this subdivision, the two-unit limitation applies to any combination of primary dwelling units, ADUs, and JADUs.

6. Separate Conveyance

- A. Primary dwelling units located on the same lot may not be owned or conveyed separately from one another. All fee interest in a lot and all dwellings must be held equally and undivided by all individual owners of the lot.
- B. Separate conveyance of the two lots resulting from an urban lot split is permitted. If dwellings or other structures (such as garages) on different lots are adjacent or attached to each other, the urban lot split boundary may separate them for conveyance purposes if the structures meet building code safety standards and are sufficient to allow separate conveyance. If any attached structures span or will span the new lot line, or if the two lots share a driveway pursuant to subsection 10.Q.2 of this Urgency Ordinance, appropriate covenants, easements or similar documentation allocating legal and financial rights and responsibilities between the owners of the two lots ("CC&Rs") for construction, reconstruction, use, maintenance, and improvement of the attached structures and any related shared drive aisles, parking areas, or other portions of the lot must be recorded before the city will approve a final parcel map for the urban lot split. Notwithstanding the provision of such CC&Rs, however, where attached structures and/or related shared facilities span a lot line resulting from an urban lot split, all owners of both lots shall be jointly and severally responsible for the use and maintenance of such structures and/or shared facilities in compliance with all provisions of this Code.
- C. Condominium airspace divisions and common interest developments are not permitted on a lot created through an urban lot split or containing an SB 9 two-unit residential development.

7. Residential Use Only

No non-residential use is permitted on any lot created through an urban lot split or containing an SB 9 two-unit residential development.

8. No Short-Term Rentals Permitted

The rental of any dwelling unit on a lot created through an urban lot split or containing an SB 9 two-unit residential development shall be for a term longer than 30 consecutive days.

9. Housing Crisis Act Replacement Housing Obligations.

If the proposed development will result in the demolition of protected housing, as defined in California Government Code Section 66300, the applicant shall replace each demolished protected unit and comply with all applicable requirements imposed pursuant to subsection (d) of Government Code Section 66300.

10. Development Standards and Design Criteria

- A. Development Standards. A qualifying SB 9 two-unit residential development and any development on a lot created through an urban lot split shall be subject to the standards and criteria set forth in this section. In addition, except as modified or provided by this section or state law, an SB 9 two-unit residential development and any development on a lot created through an urban lot split shall conform to all objective development standards applicable to the lot as set forth in this title and/or in an applicable specific plan or planned unit development ordinance or resolution, along with all applicable objective standards and criteria contained in standard plans and specifications, policies, and/or standard conditions duly promulgated and/or adopted by the city, the Garden Grove Sanitary District, and the Orange County Fire Authority.
- B. Unit Size.
 - 1. Minimum Size. Each new primary dwelling unit shall be at least the following minimum sizes based on the number of sleeping rooms provided:
 - a. Studio / One bedroom: 500 square feet.
 - b. More than one bedroom: 700 square feet.
 - 2. Maximum Size.
 - a. The total floor area of each new primary dwelling unit developed as part of an SB 9 two-unit residential development or on a lot created through an urban lot split shall not exceed 800 square feet.
 - b. A primary dwelling that was legally established on the lot prior to the submittal of a complete application for an SB 9 two-unit development or an urban lot split and has a total floor area of 800

square feet shall be limited to its current lawful floor area and may not be expanded.

- c. A primary dwelling that was legally established prior to the submittal of a complete application for an urban lot split or an SB 9 two-unit residential development and that is smaller than 800 square feet may be expanded to 800 square feet.

C. Unit Height; Stories. Each new primary dwelling unit shall be one story, constructed at ground level, and should not be more than 17 feet in height measured from ground level to the highest point on the roof.

D. Setbacks.

- 1. New Primary Dwelling Units. The following minimum setbacks from the property lines shall be observed for each new primary dwelling unit and any garages and accessory structures that are attached to a new primary dwelling unit. Detached garages and accessory structures shall comply with the setbacks contained in subsection 2. The required setbacks shall be maintained open and unobstructed from the ground to the sky, except for the permitted intrusions.

- a. Front Setback: 20 feet
- b. Interior Side Setback: 5 feet
- c. Street Side Setback: 10 feet
- d. Rear Setback: 15 feet.

- 2. Detached Garages and Accessory Structures. The following minimum setbacks from the property lines shall be observed for detached garages and accessory structures on a lot.

- a. Front Setback: 20 feet
- b. Interior Side Setback: 5 feet
- c. Street Side Setback: 10 feet
- d. Rear Setback: 5 feet.

- 3. Any construction occurring on a lot that abuts a street that has not been fully improved shall observe all building setbacks from the ultimate right-of-way of the street.

- 4. Exceptions. The above minimum setback requirements do not apply or shall be modified in the following circumstances

- a. No increased setback is required for an existing legally established structure or for a new primary dwelling unit that is constructed in the same dimensions as an existing legally established structure, provided that the new primary dwelling unit shall not be greater than 800 square feet.
 - b. A required minimum setback may be reduced pursuant to subsection W of this section to the degree it would (i) physically preclude the development or maintenance of two dwelling units on a lot or (ii) physically preclude any new primary dwelling unit from being 800 square feet in floor area; but in no event may any structure be less than four feet from a side or rear property line.
 - c. Permitted Intrusions. The following permitted intrusion may project into any required setback a maximum of two feet: cornices, eaves, belt courses, sills, buttresses, planter boxes, masonry planters, guard railings, chimneys, and architectural projections with no floor area, including, but not limited to, windows and pilasters.
- E. Building Separation. Except as otherwise allowed by state law, a minimum building separation of six (6) feet shall be maintained between all detached structures on a lot, including all residential units, garages, and accessory structures.
- F. Lot Coverage. The maximum lot coverage shall not exceed 50%. The lot coverage shall include all buildings and structures (primary and accessory), covered porches and patios, and covered parking areas.
- G. Maximum Front Setback Coverage. No more than 50% of the front setback area may contain hardscape, excluding the allowed standard driveway in the front yard.
- H. Open Space. Each new primary dwelling unit shall provide, at a minimum, a continuous private recreation area of 225 square feet with minimum interior dimensions of 10 feet. The private recreation area shall be open and unobstructed from the ground to the sky. The private recreation area may be located within the interior side, street side, or rear setback areas.
- I. Landscaping. All setback areas, and all areas not designated for walkways, parking, drive aisles, and private recreation areas, shall be fully landscaped and irrigated. Each development shall comply with the landscaping and irrigation requirements contained in Chapter 9.08 (Single-Family Residential Development Standards) of Title 9 of the GGMC.
- J. Perimeter Block Walls. Each development shall provide a masonry perimeter wall with a minimum height of six feet, as measured from the highest point of

the finished grade next to the wall, and shall comply with the following stipulations:

1. All perimeter walls shall comply with the requirements as contained in GGMC Section 9.08.040.110 (Walls, Fences and Hedges).
2. New walls shall not exceed a height of seven feet as measured from the finished point of grade next to the wall. At no time shall the overall height of the wall, as measured from adjacent neighbor's finished grade, exceed eight feet in height.
3. Walls located within the front yard areas, or adjacent to driveways shall not exceed 36 inches in height.
4. Perimeter walls located along any side street shall maintain a minimum setback of three feet from the property line for landscaping purposes.
5. All walls shall be designed to ensure proper vision clearance for cars entering or leaving the driveway and parking areas. No wall or fence shall cause an exceedance of the applicable site distance standards set forth in City of Garden Grove Traffic Engineering Policy TE 13 or in any revised or updated standard or policy promulgated by the city.
6. The property owner shall work with the adjoining property owners in designing and constructing the perimeter block walls to avoid the use of double walls. If the property owner cannot obtain approval from the adjoining property owners, the property owner shall construct the new wall with a decorative cap to be placed between the new and the existing wall.
7. Street facing perimeter block walls shall be decorative and utilize stucco finish, slump stone or split-face block and shall include trailing vines and other landscaping to deter graffiti.

K. Off-Street Parking.

1. Required Parking. One off-street parking space must be provided for each new primary dwelling unit unless one of the following applies:
 - a. The lot is located within one-half mile walking distance of either (i) a high-quality transit corridor as defined in subdivision (b) of Section 21155 of the California Public Resources Code, or (ii) a major transit stop as defined in Section 21064.3 of the California Public Resources Code.
 - b. The lot is located within one block of a car-share vehicle location.

2. Off-street parking spaces for an existing primary dwelling shall continue to be provided in accordance with the standards for the underlying zone.
3. Required parking for new primary dwelling units may be provided within an enclosed garage or as open spaces on the lot, but not as tandem parking. Open spaces may be located within the side or rear setbacks, and in the front setback for driveways that are not shared by more than one housing unit.
4. All required parking spaces provided shall be a minimum of 9 feet wide and 19 feet in depth and shall comply with the size requirements for full size stalls set forth in Standard B-311 of the Standard Plans and Specifications adopted by the city. Parking spaces adjacent and parallel to walls shall be a minimum of 11 feet wide.
5. Any proposed enclosed garage shall meet the following standards:
 - a. Each enclosed garage shall maintain the following minimum interior parking clearance based on the number of cars it is designed to hold. No storage cabinets or mechanical equipment, including, but not limited to water heaters, utility sinks, or washers and dryers, shall encroach into the required parking area.

| Number of Cars | Minimum Interior Parking Area |
|----------------|-------------------------------|
| 1 | 10 feet x 20 feet |
| 2 | 20 feet by 20 feet |

- b. The garage shall be equipped with an automatic roll-up garage door opener.
- c. Each garage shall maintain the ability to park the required number of vehicles at all times.

L. Unit Design Standards.

1. If there is an existing primary dwelling that was legally established on the lot prior to the filing of a complete application for a two-unit development or an urban lot split, any new additional primary dwelling unit must match the existing primary dwelling unit in exterior materials, color, and dominant roof pitch. The dominant roof slope is the slope shared by the largest portion of the roof.
2. If two new primary dwelling units are developed on the lot, the dwellings must match each other in exterior materials, color, and dominant roof pitch. The dominant roof slope is the slope shared by the largest portion of the roof.

3. All exterior lighting must be limited to down-lights.
 4. Each new primary dwelling unit shall have a main entry that is clearly defined, and to the extent possible, be oriented directly toward the street(s) in order to provide consistency with the neighborhood. The main entry shall be covered, with a minimum depth of three feet. Each covered entry shall be in proportion with the building and shall incorporate architectural features that are used in the overall building design. All doors shall have standard door locks and dead bolts.
- M. Storage Facilities. Each new primary dwelling unit shall provide a minimum 144 cubic feet of private secure storage space. Normal closets and cupboard space located within the unit shall not count toward meeting the requirement.
- N. Laundry Facilities. Each new primary dwelling unit shall have a laundry space located within the unit or within a garage accessible from the unit that is equipped with washer and dryer hook-ups. If the laundry facilities are located within an enclosed garage, the laundry equipment shall not encroach into the interior garage parking area.
- O. Water Heaters. Each new primary dwelling unit shall have a separate hot water. The location of the water heater shall be incorporated into the design of each unit. No exterior water heater enclosures shall be permitted. Water heaters may be substituted with tankless water heaters provided all building codes are complied with.
- P. Mechanical Equipment, Metering Devices. All roof and ground mounted mechanical equipment and metering devices shall be completely screened from view from either on or off the property. All ground mounted equipment and above-ground utility meters, including, but not limited to, heating, cooling, or ventilating equipment, water meters, gas meters, and irrigation equipment, shall be shown on the site plan, and, to the extent possible, be placed outside of the required front setback area. If mechanical equipment or metering devices are to be located between a structure and the property line, an unobstructed path at least three feet wide shall be provided between the equipment and the property line.
- Q. Access and Circulation.
1. Each development shall be designed to provide adequate on-site vehicular access, circulation, back-up, and turn-around areas that comply with all the applicable city standards.
 2. Where the street frontage of a lot (or the combined street frontage of the two lots created through an urban lot split) is less than 81 feet, all units on the lot (or all units on both lots created through an urban lot split) shall share the same drive approach and driveway.

3. Driveways shall maintain a minimum width of 20 feet, unless a wider width is required for emergency access.
 4. Adequate access to each residential unit on the lot for fire and emergency medical service personnel and vehicles must be provided. The Orange County Fire Authority must confirm that all applicable fire and emergency access requirements are met before the city will approve an application.
- R. Refuse Storage Areas. All developments shall provide each unit with the appropriate number of containers for recyclables, organics, and non-recyclable solid waste ("trash containers") as required by the Garden Grove Sanitary District, and shall comply with the following:
1. Trash containers shall be stored within designated storage areas only and not within the garage parking area.
 2. The placement of trash containers for pick-up, and the duration of time prior to and after trash collection of those trash containers, is subject to the Garden Grove Sanitary District requirements.
 3. The area required for each container shall be a minimum of 38 inches by 38 inches.
 4. The trash areas shall be paved and accessed by gates and a walkway for ease of taking trash containers to and from the street.
- S. Utilities.
1. Each primary dwelling unit on a lot must have its own direct utility connection to the utility / public service provider.
 2. All necessary and/or required easements for the provision of electricity, gas, water, sewer, and other utility or public service to the lot and each primary dwelling unit must be obtained by the property owner / applicant. The city may condition approval of an application under this section upon the applicant providing evidence that such easements have been agreed to and/or recorded.
 3. Submitted plans shall show the location and dimension of all proposed above-ground and underground utility and public service facilities serving the lot and each dwelling unit and the location and dimensions of all related easements.
- T. Building and Safety. All structures built on the lot must comply with all current local building standards.

- U. Drainage and Stormwater Management. Each lot shall drain to the street or to an approved storm drain facility. The design of parkway culverts and storm drain lateral pipe connections to city-maintained storm drains within the city right-of-way shall comply with applicable city standards. SB 9 two-unit residential developments and the development of lots created through an urban lot split are subject to GGMC chapter 6.40 ("Stormwater Quality") and must comply with all applicable related rules, requirements, and standards, including, but not limited to, the preparation and implementation of a water quality management plan that meets applicable requirements.
- V. Address Identification. Each residential unit shall have a separate address and shall be provided with approved address identification that is visible from the street fronting the lot in accordance with Section R319 of the California Residential Code. Where the unit address on the building cannot be viewed from the street fronting the lot, a monument, pole, or other means consistent with city standards shall be used to identify the unit. Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response.
- W. Exceptions to Objective Standards.
 - 1. Any objective zoning, subdivision, or design standard that would have the effect of physically precluding the construction of up to two primary residential units on a lot or that would physically preclude each new unit from being 800 square feet in floor area shall be modified or waived to the extent necessary to allow the development of two primary residential units on a lot pursuant to this Urgency Ordinance that are each 800 square feet in floor area. The city prioritizes some objective development standards over others, as provided in subsection 2, below. In applying the exceptions required by this subsection, a proposed project shall be designed such that a development standard given a lower priority is modified or waived before a development standard given a higher priority. If a proposed project can be designed such that each lot can accommodate two 800 square foot primary dwelling units by modifying or waiving a development standard with a lower priority, then an application that proposes a design requiring the modification or waiver of a development standard with a higher priority will be denied.
 - 2. Priority of Development Standards. The city prioritizes the following development standards in the following descending order of priority, with the first development standard listed having the highest priority:
 - a. Height; Stories.
 - b. Front setback.
 - c. Maximum front setback hardscape coverage (50%).

- d. Open space (225 square feet).
 - e. Minimum unit size.
 - f. Side or rear setback (a minimum of 4 feet must be maintained).
 - g. Lot coverage (50%).
 - h. Building separation (minimum separation required by Building Code must be maintained).
- 3. This subsection shall not be interpreted to permit the construction of new garages or accessory structures, or the maintenance of existing accessory structures not providing required parking, where the development or maintenance of two 800 square foot dwelling units on the lot would not be physically precluded in the absence of such proposed or existing structures.
 - 4. Building standards, standards required by federal, state or local law or for sanitation or safety reasons, the off-site parking requirements in subsection K of this section, and the lot size, access, and frontage requirements set forth in section 11 of this Urgency Ordinance will not be waived or modified unless otherwise required by state law.
 - 5. As part of its application, the applicant shall provide a written explanation that (a) specifically describes every development standard the applicant seeks to modify and waive, and to what extent, (b) demonstrates why waiver or modification of each development standard is needed to prevent physically precluding the construction of up to two primary residential units on the lot and/or each new unit from being at least 800 square feet in floor area, and (c) demonstrates that the requested modifications and/or waivers are consistent with the priority set forth in this subsection.

11. Additional Requirements for Urban Lot Splits

- A. Approval. Notwithstanding the Subdivision Map Act or any other provision of GGMC chapter 9.40 (Subdivisions), an application for a parcel map for an urban lot split is approved or denied ministerially, by the city's community and economic development director, without discretionary review. A tentative parcel map for an urban lot split is approved ministerially if it complies with the requirements of this Urgency Ordinance and applicable objective requirements of GGMC chapter 9.40 (Subdivisions) and the Subdivision Map Act. The tentative parcel map may not be recorded. A final parcel map is approved ministerially as well, but not until the owner demonstrates that the required documents have been recorded, such as the deed restriction and easements.

- B. Guidance and Procedures. The city engineer has the authority to interpret and establish guidance and procedures for the processing, approving, and finalizing parcel maps for urban lot splits, which are consistent with state and local law.
- C. An urban lot split must conform to all applicable objective requirements of the Subdivision Map Act, including implementing requirements in the GGMC, except as otherwise provided in this Urgency Ordinance. Notwithstanding the foregoing, no dedication of rights-of-way or construction of offsite improvements is required solely for an urban lot split.
- D. Lot Size. The parcel map for an urban lot split must subdivide an existing lot to create no more than two new lots of approximately equal lot area, provided that one lot shall not be smaller than 40 percent of the lot area of the original lot proposed for subdivision. Both newly created lots must each be no smaller than 1,200 square feet.
- E. Easements.
 - 1. The owner must enter into an easement agreement with each utility / public-service provider to establish easements that are sufficient for the provision of public services and facilities to each of the resulting lots.
 - 2. Each easement must be shown on the tentative parcel map and the final parcel map.
 - 3. Copies of the unrecorded easement agreements must be submitted with the application. The easement agreements must be recorded against the property before the final parcel map may be approved.
- F. Lot Access.
 - 1. Each resulting lot must adjoin the public right-of-way.
 - 2. Each resulting lot must have frontage on the public right-of-way of at least 25 feet.
- G. Improvements Required. Each resulting lot must be developed in accordance with improvement plans processed concurrently with the parcel map application and approved by the city, showing the location and dimensions of all structures, drive aisles, parking areas, pedestrian pathways, and other improvements proposed to be constructed or to remain on each lot. Approval of a parcel map for an urban lot split shall be subject to the city's approval of such related improvement plans and all related entitlements or other approvals required by this code. Any proposed development on one of the lots that is inconsistent with or not shown on the improvement plans approved concurrently with the urban lot split shall be subject to review and approval by the city in accordance with the applicable requirements of this code.

- H. Required Affidavit. The applicant for a parcel map for an urban lot split must sign an affidavit provided by the city stating that the applicant intends to occupy one of the dwelling units on one of the resulting lots as the applicant's principal residence for a minimum of three years after the final parcel map for the urban lot split is approved.

12. Compliance with Emergency Access and Service Requirements

Development of a lot pursuant to this Urgency Ordinance must conform and comply with all applicable provisions of the fire code and applicable requirements promulgated by the Orange County Fire Authority intended to ensure sufficient emergency access is provided or maintained. Prior to submitting a complete application for an SB 9 two-unit residential development or an urban lot split, the applicant shall obtain and provide city with written confirmation from the Orange County Fire Authority that the proposed development complies with all such requirements.

13. Deed Restriction.

Prior to approval of a parcel map for an urban lot split and/or the issuance of a building permit for the development of an SB 9 two-unit residential development, the owner(s) of record of the property shall provide the Director a copy of a covenant agreement, declaration of restrictions, or similar deed restriction ("deed restriction") recorded against the property, which is in a form prepared by and/or acceptable to the Director, and that does each of the following:

- A. Expressly requires the rental of any dwelling unit on the property be for a term longer than 30 consecutive days.
- B. Expressly prohibits any non-residential use of the lot.
- C. Expressly prohibits primary dwelling units located on the same lot from being owned or conveyed separately from one another.
- D. Expressly requires all fee interest in each lot and all dwellings to be held equally and undivided by all individual owners of the lot.
- E. Expressly prohibits condominium airspace divisions and common interest developments on the property.
- F. States that the property was formed and/or developed pursuant to the provisions of this Urgency Ordinance and is therefore subject to the city regulations set forth in this Urgency Ordinance, including all applicable limits on dwelling size and development.
- G. Expressly prohibits more than two (2) dwelling units of any kind from being constructed or maintained on a lot that results from an urban lot split.

- H. States (i) that the deed restriction is for the benefit of and is enforceable by the city, (ii) that the deed restriction shall run with the land and shall bind future owners, their heirs, and successors and assigns, (iii) that lack of compliance with the deed restriction shall be good cause for legal action against the owner(s) of the property; (iv) that, if the city is required to bring legal action to enforce the deed restriction, then the city shall be entitled to its attorneys' fees and court costs; and (v) that the deed restriction may not be modified or terminated without the prior written consent of the Director.

14. Fees

Development of lots pursuant to this section shall be subject to all applicable fees, including development impact fees, and assessments, duly adopted by the city.

15. Objective Standard Conditions.

The Director is authorized to promulgate objective standard conditions implementing this section, which are consistent with this Code and state law, that shall apply to the application and development of two-unit developments and urban lot splits, and to publish such standard conditions on the city's internet website. Applicants must comply with all standard conditions duly promulgated by the Director and published on the city's internet website.

16. Expiration of Approval.

The approval of an SB 9 two-unit residential development shall become null and void if construction is not commenced within one (1) year of the approval and diligently advanced until completion of the project. In the event construction of the project is commenced, but not diligently advanced until completion, the rights granted pursuant to the approval shall expire if the building permits for the project expire.

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

| | | | |
|----------|---|--------|-------------------|
| To: | Scott C. Stiles | From: | William E. Murray |
| Dept.: | City Manager | Dept.: | Public Works |
| Subject: | Approval of a Citywide Engineering and Traffic Study Survey, and introduction and first reading of an Ordinance amending Chapter 36 of Title 10 of the Municipal Code. (<i>Action Item</i>) | | |
| | | Date: | 12/14/2021 |

OBJECTIVE

To approve the 2021 Citywide Engineering and Traffic Survey to establish speed limits.

BACKGROUND

In order for the Police Department to issue radar speeding citations, it is necessary to have a valid Engineering and Traffic Survey conducted every five, seven, or ten years as required by the California Vehicle Code (CVC), Section 40802. The varying amount of years is based on the occurrence of any significant changes in roadway or traffic conditions.

The City's current survey was approved by City Council on December 14, 2014.

The City contracted with AGA Engineers to perform an Engineering and Traffic Survey in order for the Police Department to continue to enforce posted speed limits using radar.

DISCUSSION

One hundred-forty three (143) roadway segments were surveyed in the City. Every segment was analyzed individually using speed surveys, traffic volumes, accident data, posted speed limits, and roadway conditions. The Engineering and Traffic Survey was conducted in compliance with state requirements. The speed limit is determined by using the 85th percentile speed rounded to the nearest 5 miles per hour (mph) increment. If there are sufficient conditions not readily apparent to the driver, the posted speed limit can be reduced by 5 mph.

All school zones with 25 mph posted speed limits when children are present will remain enforceable.

The attached ordinance shows the roadway segments surveyed with their respective speed limits. Several segments saw a 5 mph increase from their current speed limit. These segments include:

1. Dale Street between Orangewood Avenue and Katella Street - 35 mph to 40 mph
2. Gilbert Street between Orangewood Avenue to Katella Street - 35 mph to 40 mph
3. Harbor Boulevard between Chapman Avenue to Wilken Way (northerly City Limits) - 35 mph to 40 mph
4. Magnolia Street between Trask Avenue to Garden Grove Boulevard - 35 mph to 40 mph
5. Ninth Street between Chapman Avenue to Orangewood Avenue - 35 mph to 40 mph
6. Springdale Street between Garden Grove Boulevard to Chapman Avenue - 35 mph to 40 mph
7. West Street between Garden Grove Boulevard to Orangewood Avenue - 35 mph to 40 mph
8. Orangewood Avenue between Magnolia Street to Gilbert Street - 35 mph to 40 mph
9. Trask Avenue between Beach Boulevard to Newland Street - 35 mph to 40 mph

The survey also includes a current citywide traffic volume flow map and a citywide speed zone map.

FINANCIAL IMPACT

There is no impact to the General Fund.

RECOMMENDATION

It is recommended that the City Council:

- Approve the Citywide Engineering and Traffic Survey; and
- Introduce and conduct the first reading of the ordinance adjusting speed limits on twelve (12) roadway segments.

By: Dai Vu, P.E., Traffic Engineer

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|-------------|-------------|------|-----------|
|-------------|-------------|------|-----------|

| | | | |
|-----------------------------------|-----------|-----------|--|
| ORDINANCE | 12/1/2021 | Ordinance | Rev_Ordinance_2021_edits_TS.docx |
| SPEED LIMIT CHANGES | 12/6/2021 | Exhibit | Attachment_1_-_Speed_Limit_Changes.pdf |
| 2021 Garden Grove
E&TS TOC | 12/6/2021 | Exhibit | Attachment_2_-_E_TS.pdf |
| FINAL REPORT TRAFFIC
ENG STUDY | 12/6/2021 | Exhibit | 2021_final_report_eng_trf_study.pdf |

ORDINANCE NO.

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE
AMENDING CHAPTER 36 OF TITLE 10 OF THE GARDEN GROVE
MUNICIPAL CODE ESTABLISHING SPEED LIMITS FOR CERTAIN
DESIGNATED CITY STREETS BASED UPON AN UPDATED TRAFFIC AND
ENGINEERING SPEED SURVEY.**

THE CITY COUNCIL OF THE CITY OF GARDEN GROVE DOES ORDAIN AS FOLLOWS:

Section 1: Code Amendment. Chapter 36 of Title 10 of the Garden Grove Municipal Code is hereby amended to read as follows:

CHAPTER 36: SPEED RESTRICTIONS

SECTION 10.36.010: Speed zoning

The City Engineer is authorized and required to make the appropriate engineering and traffic investigation, which is the basis for the current prima facie speed zones as, specified in Section 10.36.030. This type of study shall be maintained current and updated every five years, except to the extent that the validity of such study may be otherwise lawfully extended.

SECTION 10.36.020: Regulation by traffic signals

The City Engineer is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speed slightly at variance from the speeds otherwise applicable within the district or at intersections, and may erect appropriate signs giving notice thereof.

SECTION 10.36.030: Speed Limits Established

Pursuant to California Vehicle Code Sections 22357 through 22358, upon the basis of an engineering and traffic investigation, the speed permitted by state law upon the following streets for safe operation of vehicles are as established herein. The prima facie speed limit shall be as set forth in this section on those streets or parts of streets herein designated when signs are erected giving notice thereof:

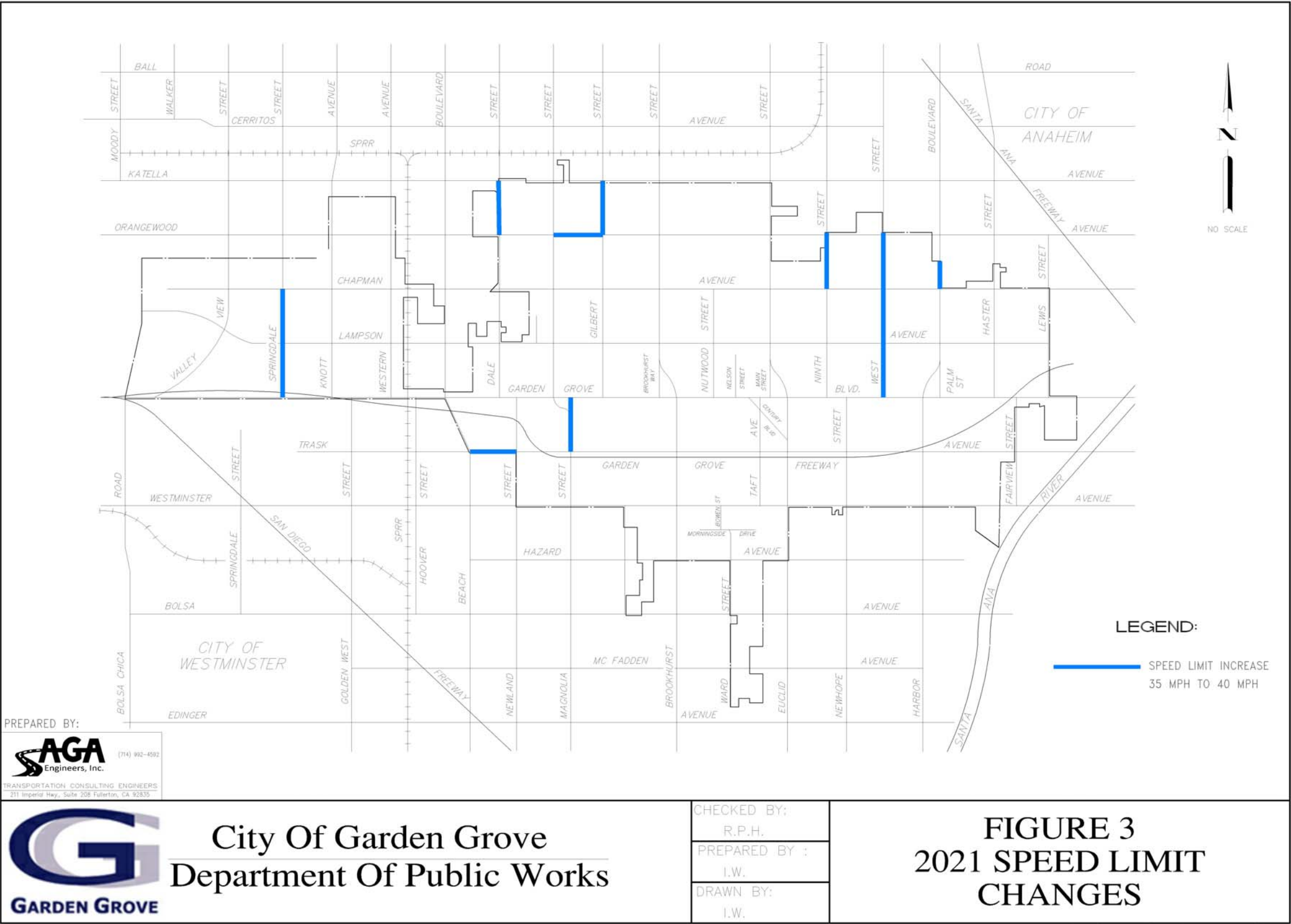
| No. and
Name of Street | Portion Affected | Declared
Prima Facie
Speed Limit |
|---------------------------|---------------------------------------|--|
| 116 Brookhurst Street | Hazard Ave. to Chapman Ave. | 40 |
| 116 Brookhurst Street | Chapman Ave. to Katella Ave. | 45 |
| 155 Century Boulevard | Garden Grove Blvd. to Euclid St. | 40 |
| 159 Chapman Avenue | Lewis St. to Harbor Blvd.. | 45 |
| 159 Chapman Avenue | Harbor Blvd. to Knott St. | 40 |
| 159 Chapman Avenue | Knott St. to Valley View St. | 45 |
| 159 Chapman Avenue | Valley View St. to Bailey St. | 25 |
| 197 Dale Street | Katella Ave. to Orangewood Ave. | 40 |
| 197 Dale Street | Orangewood Ave. to Garden Grove Blvd. | 35 |
| 269 Euclid Street | Katella Ave. to Westminster Ave. | 40 |

| | | | |
|--------|------------------------|---|----|
| 318 | Garden Grove Boulevard | Lewis St. to Knott St. | 40 |
| 329 | Gilbert Street | Katella Ave. to Orangewood Ave. | 40 |
| 329 | Gilbert Street | Orangewood Ave. to Chapman Ave. | 35 |
| 329 | Gilbert Street | Chapman Ave. to Garden Grove Blvd. | 30 |
| 354 | Harbor Boulevard | Wilken Wy. to Westminster Ave. | 40 |
| 360 | Haster Street | Simmons Ave. to Garden Grove Blvd. | 40 |
| 363 | Hazard Avenue | Euclid St. to Cork St. | 40 |
| 465 | Knott Street | Patterson Dr. to Garden Grove Blvd. | 40 |
| 466 | Lampson Avenue | Lewis St. to Dale St. | 35 |
| 466 | Lampson Avenue | Dale St. to Valley View St. | 40 |
| 466 | Lampson Avenue | Valley View St. to Manley St. | 45 |
| 531 | Magnolia Street | Katella Ave. to Westminster Ave. | 40 |
| 533.10 | Main Street | College St. to Garden Grove Blvd. | 25 |
| 607 | Nelson Street | Garden Grove Blvd. to Stanford Ave. | 35 |
| 610 | Newhope Street | Garden Grove Blvd. to Trask Ave. | 35 |
| 610 | Newhope Street | Trask Ave. to Westminster Ave. | 40 |
| 611 | Newland Street | Garden Grove Blvd. to Westminster Ave. | 40 |
| 616 | Ninth Street | Orangewood Ave. to Chapman Ave. | 40 |
| 616 | Ninth Street | Chapman Ave. to Garden Grove Blvd. | 35 |
| 618 | Nutwood Avenue | Chapman Ave. to Garden Grove Blvd. | 35 |
| 637 | Orangewood Avenue | Eugene St. to West St. | 40 |
| 637 | Orangewood Avenue | West St. to Gilbert St. | 35 |
| 637 | Orangewood Avenue | Gilbert St. to Knott St. | 40 |
| 816.6 | Springdale Street | Garden Grove Blvd. to Santa Catalina Ave. | 40 |
| | Taft Street | Westminster Ave. to Century Blvd. | 35 |
| 866 | Trask Avenue | Fairview St. to Harbor Blvd. | 35 |
| 866 | Trask Avenue | Harbor Blvd. to Beach Blvd. | 40 |
| | Ward Street | Hazard Ave. to Morningside Dr. | 35 |
| 932 | West Street | Ricky Ave. to Garden Grove Blvd. | 40 |
| 933 | Western Avenue | Lincoln Wy. to Orangewood Ave. | 40 |
| 933 | Western Avenue | Orangewood Ave. to Garden Grove Blvd. | 45 |
| 935 | Westminster Avenue | Buena St. to Bushard St. | 45 |
| 935 | Westminster Avenue | Bushard St. to Newland St. | 40 |
| 890 | Valley View Street | Santa Catalina Ave. to Garden Grove Blvd. | 45 |

Section 2. City Clerk Certification and Publication. The City Clerk shall certify to the passage and adoption of this Ordinance and shall cause this Ordinance to be published as required by law.

Section 3. Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more section, subsection, subdivision, sentence, clause, phrase, or portion thereof be declared invalid or unconstitutional.

Section 4. Effective Date. This Ordinance shall be in full force and effect thirty (30) days after passage.



Final Report

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY



December 2021



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CERTIFICATION

I, Ruben Perales, do hereby certify that this Engineering and Traffic Survey for the City of Garden Grove was performed under my supervision and is accurate and complete. I certify that I am both experienced in performing surveys of this type and duly registered in the State of California as a professional Traffic Engineer.



Ruben Perales
RTE #2838



Traffic No. 2838

SECTION 1.0

Introduction

The purpose of this report is to document the results of an Engineering and Traffic Survey (E&TS) conducted to update the speed limits on the City of Garden Grove street network on City-selected arterial, collector, and local roadways. The overall study was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within City boundaries. Roadways within business and residential districts have an established speed limit of 25 miles per hour while alleys and blind intersections are 15 miles per hour, both limits are designated by California law. As such they are not typically included in the E&TS. Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on the E&TS.

It is a common belief that posting of speed limit traffic signs will influence drivers to drive at that speed. However, the facts indicate otherwise. Driver behavioral research conducted in many parts of this country over a span of several decades shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions in choosing the speed at which a person drives. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods. Excerpts from the CVC regarding regulations governing speed limits and definition of terms used in speed zone surveys are detailed in **Appendix A**.

This report contains sufficient information to document that the conditions of the latest edition of the California Vehicle Code Section 627 have been satisfied and that other conditions not readily apparent to motorists are properly identified. To legally use radar for speed enforcement, Section 40802 of the CVC requires that speed limits be established per Sections 22357 and 22358 of the CVC, the limits must be justified by an E&TS conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period up to seven or ten years depending on specific criteria¹.

The latest edition of the CVC has highlighted bicycle and pedestrian safety as part of the engineering and traffic survey, and this aspect was considered as a part of this report.

The current study will verify, increase, or decrease existing speed limits within the City based on the data and results of this survey. The Citywide surveys were conducted over a span of two months, August and September 2021.

Spot speed surveys were taken at 143 locations on the City's network in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The data was collected per the California Manual of Uniform Traffic Control Devices (CA MUTCD), November 7, 2014 edition. Sections of the CA MUTCD detailing regulations for conducting the required "Engineering and Traffic Survey" are presented in **Appendix B**.

The actual speed zone surveys were conducted by AGA Engineers, Inc. (AGA). A California registered traffic engineer from AGA reviewed the streets, the survey data, and the crash statistics to arrive at the recommended speed limits for each segment.

¹ Refer to Appendix A for specific survey criteria.

SECTION 2.0

Study Methodology

The study involved three major categories of data collection and analysis: (1) geometric and characteristic street surveillance; (2) spot speed survey; and (3) accident rate analysis.

The streets were surveyed by field observation to determine the existing roadway characteristics, condition and placement of signs and markings, adjacent land uses, pedestrian and bicycle activity, and to identify roadway characteristics that are not readily apparent to vehicle drivers.

The spot speed surveys, utilizing a calibrated radar gun, were conducted at 143 locations to determine existing vehicular travel speeds. A minimum of 100 observations (50 for each direction of travel) were recorded when possible. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed², percent of vehicles within the 10 mile per hour pace, median speed and other pertinent data for analysis.

Certification of the radar technician and the radar gun used for the speed surveys is found in **Appendix C**. The radar technician successfully completed a course on the operation of the radar devices per Section 40802 of the CVC.

Accident data was provided by the City for a two-year period from January 1, 2019 through December 31, 2020 for all roadway segments. The accident rate was calculated and considered in recommending the speed limit.

² Refer to Appendix A for definition of terms.

SECTION 3.0

Survey Results

3.1 Street Surveillance

Section 2B.13 “Speed Limit Signs” of the CA MUTCD (see Appendix B), states that the speed limit should be established at the nearest five mile per hour increment rounded per standard mathematical practice, to the 85th percentile speed recorded during the spot speed survey. However, in matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a further change in speed. Whenever such factors are considered to establish the speed limit, they should be documented on the speed survey or in the accompanying engineering report.

The survey streets were reviewed by Mr. Ruben Perales, P.E., T.E, and Senior Design Engineer at AGA Engineers, Inc., who is a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver, type of area adjoining the street (commercial, residential, school zone, parks, etc.) and type of roadway (divided, undivided, number of lanes, etc.) were recorded as part of the study. The roadway characteristics were used to determine if any physical conditions warranted consideration of a five mile per hour reduction of the recommended speed in accordance with CVC Section 627. The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Traffic Survey Summary sheets in **Appendix D**. The field survey data sheets are provided in **Appendix E**.

3.2 Accident Rate Analysis

The accident rate for each speed survey segment was determined by using the most recent accident records as required by CVC Section 627. Based on a review of the State of California’s Statewide Integrated Traffic Records System (SWITRS) and City-provided Crossroads Collision Database reports from January 1, 2019 to December 31, 2020, mid-block accident rates were calculated for each street surveyed. The results of the accident rate calculations, including the Average Expected Accident Rates for each type of roadway facility, are shown in **Table 1** on the following page and in the Engineering and Speed Survey Summary sheets in Appendix D.

The Average Expected Accident Rates are based on the 2017 Collision Data on California State Highways³ and are summarized below:

| Roadway Type | Average Expected Accident Rate |
|---|--------------------------------|
| Conventional 2 lanes or less (< 45 mph) | 1.0 |
| Conventional 2 lanes or less (\geq 45 mph) | 1.6 |
| Divided 4 lanes (< 45 mph) | 0.9 |
| Divided 4 lanes (\geq 45 mph) | 1.0 |
| Divided 5 lanes or more (< 45 mph) | 1.0 |
| Divided 5 lanes or more(\geq 45 mph) | 0.8 |

³ 2017 Collision Data on California State Highways, State of California Department of Transportation, Revised March 2020.

| City of Garden Grove
Table 1: 2021 Speed Zone Survey - Accident Survey Analysis | | | | | | | | |
|--|-----|--|-----------------|-----------------|----------|----------------------------------|---------------|-------------------------------------|
| Page 1 of 4 | | | | | | | | |
| Street | No. | Location | Distance (mile) | Distance (feet) | 2021 ADT | Accidents ¹ (2 years) | Accident Rate | Expected ² Accident Rate |
| Brookhurst Street | 1 | Hazard Avenue to Westminster Avenue | 0.50 | 2,662 | 42,800 | 7 | 0.44 | 1.0 |
| | 2 | Westminster Avenue to Trask Avenue | 0.50 | 2,637 | 53,800 | 14 | 0.71 | 1.0 |
| | 3 | Trask Avenue to Garden Grove Boulevard | 0.50 | 2,641 | 46,900 | 6 | 0.35 | 1.0 |
| | 4 | Garden Grove Boulevard to Lampson Avenue | 0.56 | 2,933 | 36,500 | 7 | 0.47 | 1.0 |
| | 5 | Lampson Avenue to Chapman Avenue | 0.50 | 2,649 | 37,400 | 9 | 0.66 | 1.0 |
| | 6 | Chapman Avenue to Orangewood Avenue | 0.50 | 2,665 | 33,100 | 11 | 0.90 | 0.8 |
| | 7 | Orangewood Avenue to Katella Avenue | 0.50 | 2,640 | 30,500 | 5 | 0.45 | 0.8 |
| Dale Street | 8 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,657 | 9,700 | 3 | 0.84 | 1.0 |
| | 9 | Lampson Avenue to Chapman Avenue | 0.41 | 2,149 | 10,700 | 2 | 0.63 | 1.0 |
| | 10 | Chapman Avenue to Orangewood Avenue | 0.50 | 2,645 | 8,700 | 1 | 0.31 | 1.0 |
| | 11 | Orangewood Avenue to Katella Avenue | 0.50 | 2,658 | 11,900 | 6 | 1.37 | 1.0 |
| Euclid Street | 12 | Westminster Avenue to Trask Avenue | 0.50 | 2,656 | 48,200 | 3 | 0.17 | 1.0 |
| | 13 | Trask Avenue to Garden Grove Boulevard | 0.50 | 2,656 | 37,500 | 8 | 0.58 | 1.0 |
| | 14 | Garden Grove Boulevard to Lampson Avenue | 0.56 | 2,944 | 30,400 | 1 | 0.08 | 1.0 |
| | 15 | Lampson Avenue to Chapman Avenue | 0.50 | 2,632 | 34,200 | 2 | 0.16 | 1.0 |
| | 16 | Chapman Avenue to Orangewood Avenue | 0.50 | 2,635 | 29,400 | 7 | 0.65 | 1.0 |
| | 17 | Orangewood Avenue to Katella Street | 0.50 | 2,640 | 31,900 | 12 | 1.03 | 1.0 |
| Gilbert Street | 18 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,656 | 9,100 | 1 | 0.30 | 0.9 |
| | 19 | Lampson Avenue to Chapman Avenue | 0.50 | 2,648 | 9,500 | 0 | 0.00 | 0.9 |
| | 20 | Chapman Avenue to Orangewood Avenue | 0.48 | 2,555 | 14,200 | 3 | 0.60 | 0.9 |
| | 21 | Orangewood Avenue to Katella Avenue | 0.50 | 2,649 | 10,500 | 2 | 0.52 | 0.9 |
| Harbor Boulevard | 22 | Westminster Avenue to Trask Avenue | 0.50 | 2,653 | 48,700 | 14 | 0.78 | 1.0 |
| | 23 | Trask Avenue to Garden Grove Boulevard | 0.51 | 2,670 | 37,200 | 11 | 0.80 | 1.0 |
| | 24 | Garden Grove Boulevard to Lampson Avenue | 0.66 | 3,508 | 26,300 | 7 | 0.55 | 1.0 |
| | 25 | Lampson Avenue to Chapman Avenue | 0.49 | 2,613 | 25,200 | 4 | 0.44 | 1.0 |
| | 26 | Chapman Avenue to Wilken Way (north city limits) | 0.29 | 1,509 | 23,200 | 0 | 0.00 | 1.0 |
| Haster Street | 27 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,656 | 18,900 | 6 | 0.86 | 0.9 |
| | 28 | Lampson Avenue to Chapman Avenue | 0.50 | 2,656 | 18,800 | 5 | 0.72 | 0.9 |
| | 29 | Chapman Avenue to Simmons Avenue (north city limits) | 0.50 | 2,656 | 17,500 | 2 | 0.31 | 0.9 |
| Knott Street | 30 | Garden Grove Boulevard to Lampson Avenue | 0.59 | 3,089 | 33,000 | 2 | 0.14 | 1.0 |
| | 31 | Lampson Avenue to Chapman Avenue | 0.50 | 2,648 | 29,900 | 1 | 0.09 | 1.0 |
| Knott Avenue | 32 | Chapman Avenue to Orangewood Avenue | 0.51 | 2,678 | 28,300 | 1 | 0.10 | 1.0 |
| | 33 | Orangewood Avenue to Patterson Drive (north city limits) | 0.19 | 987 | 28,900 | 1 | 0.25 | 1.0 |
| Magnolia Street | 34 | Westminster Avenue to Trask Avenue | 0.50 | 2,645 | 41,500 | 15 | 0.99 | 1.0 |
| | 35 | Trask Avenue to Garden Grove Boulevard | 0.58 | 3,058 | 32,600 | 4 | 0.29 | 0.9 |

¹ City of Garden Grove Crossroads Program Accident Data from 1/1/2019 to 12/31/2020² Caltrans 2017 State Highway Collision Data³ ADT calculated from adjacent zone survey segments

City of Garden Grove
Table 1: 2021 Speed Zone Survey - Accident Survey Analysis

Page 2 of 4

| Street | No. | Location | Distance (mile) | Distance (feet) | 2021 ADT | Accidents ¹ (2 years) | Accident Rate | Expected ² Accident Rate |
|------------------------|-----|---|-----------------|-----------------|----------|----------------------------------|---------------|-------------------------------------|
| Magnolia Street (Cont) | 36 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,651 | 29,200 | 5 | 0.47 | 0.9 |
| | 37 | Lampson Avenue to Chapman Avenue | 0.50 | 2,647 | 27,800 | 0 | 0.00 | 0.9 |
| | 38 | Chapman Avenue to Orangewood Avenue | 0.50 | 2,655 | 23,200 | 6 | 0.70 | 0.9 |
| | 39 | Orangewood Avenue to Katella Avenue | 0.50 | 2,656 | 26,000 | 6 | 0.63 | 0.9 |
| Main Street | 40 | Garden Grove Boulevard to Acacia Parkway | 0.50 | 2,656 | 3,900 | 0 | 0.00 | 1.0 |
| | 41 | Acacia Parkway to Euclid Street | 0.30 | 1,604 | 6,000 | 2 | 1.50 | 1.0 |
| Nelson Street | 42 | Garden Grove Boulevard to Stanford Avenue | 0.25 | 1,326 | 8,800 | 1 | 0.62 | 1.0 |
| Newhope Street | 43 | Westminster Avenue to Trask Avenue | 0.50 | 2,656 | 29,600 | 5 | 0.46 | 0.9 |
| | 44 | Trask Avenue to Garden Grove Boulevard | 0.50 | 2,656 | 22,500 | 1 | 0.12 | 0.9 |
| Newland Street | 45 | Westminster Avenue to Trask Avenue | 0.50 | 2,647 | 19,800 | 2 | 0.28 | 0.9 |
| | 46 | Trask Avenue to Garden Grove Boulevard | 0.50 | 2,642 | 20,300 | 8 | 1.08 | 1.0 |
| Ninth Street | 47 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,656 | 10,400 | 4 | 1.05 | 1.0 |
| | 48 | Lampson Avenue to Chapman Avenue | 0.50 | 2,656 | 9,900 | 2 | 0.55 | 1.0 |
| | 49 | Chapman Avenue to Orangewood Avenue | 0.50 | 2,656 | 7,400 | 7 | 2.58 | 1.0 |
| Nutwood Street | 50 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,655 | 5,700 | 3 | 1.43 | 1.0 |
| | 51 | Lampson Avenue to Chapman Avenue | 0.50 | 2,635 | 5,500 | 2 | 1.00 | 1.0 |
| Springdale Street | 52 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,634 | 5,400 | 0 | 0.00 | 0.9 |
| | 53 | Lampson Avenue to Chapman Avenue | 0.51 | 2,686 | 7,100 | 0 | 0.00 | 0.9 |
| | 54 | Chapman Avenue to Santa Catalina Avenue (north city limits) | 0.23 | 1,200 | 5,900 | 0 | 0.00 | 0.9 |
| Taft Street | 55 | Westminster Boulevard to Trask Avenue | 0.50 | 2,646 | 9,900 | 2 | 0.55 | 1.0 |
| | 56 | Trask Avenue to Century Boulevard | 0.35 | 1,873 | 8,100 | 0 | 0.00 | 1.0 |
| Ward Street | 57 | Hazard Avenue to Morningside Drive | 0.28 | 1,502 | 7,500 | 1 | 0.64 | 1.0 |
| West Street | 58 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,656 | 13,300 | 4 | 0.82 | 0.9 |
| | 59 | Lampson Avenue to Chapman Avenue | 0.50 | 2,656 | 12,200 | 5 | 1.12 | 0.9 |
| | 60 | Chapman Avenue to Orangewood Avenue | 0.50 | 2,656 | 14,400 | 1 | 0.19 | 0.9 |
| | 61 | Orangewood Avenue to Ricky Avenue (north city limits) | 0.50 | 2,656 | 12,600 | 0 | 0.00 | 0.9 |
| Western Avenue | 62 | Garden Grove Boulevard to Lampson Avenue | 0.50 | 2,661 | 17,100 | 4 | 0.64 | 1.0 |
| | 63 | Lampson Avenue to Chapman Avenue | 0.50 | 2,647 | 15,200 | 1 | 0.18 | 1.0 |
| | 64 | Chapman Avenue to Orangewood Avenue | 0.50 | 2,645 | 19,000 | 3 | 0.43 | 1.0 |
| | 65 | Orangewood Avenue to Lincoln Way (north city limits) | 0.19 | 993 | 20,400 | 0 | 0.00 | 0.9 |
| Valley View Street | 66 | Garden Grove Boulevard to Lampson Avenue | 0.76 | 3,992 | 46,500 | 6 | 0.23 | 0.8 |
| | 67 | Lampson Avenue to Chapman Avenue | 0.46 | 2,443 | 44,700 | 2 | 0.13 | 0.8 |
| | 68 | Chapman Avenue to Santa Catalina Ave (north city limits) | 0.23 | 1,189 | 41,300 | 2 | 0.29 | 0.8 |
| Century Boulevard | 69 | Garden Grove Boulevard to Euclid Street | 0.50 | 2,640 | 12,900 | 0 | 0.00 | 0.9 |

¹ City of Garden Grove Crossroads Program Accident Data from 1/1/2019 to 12/31/2020² Caltrans 2017 State Highway Collision Data³ ADT calculated from adjacent zone survey segments

| City of Garden Grove
Table 1: 2021 Speed Zone Survey - Accident Survey Analysis | | | | | | | | |
|--|-----|---|-----------------|-----------------|---------------------|----------------------------------|---------------|-------------------------------------|
| Page 3 of 4 | | | | | | | | |
| Street | No. | Location | Distance (mile) | Distance (feet) | 2021 ADT | Accidents ¹ (2 years) | Accident Rate | Expected ² Accident Rate |
| Chapman Avenue | 70 | Bailey Street to Valley View Street | 0.22 | 1,154 | 6,800 | 2 | 1.84 | 0.9 |
| | 71 | Valley View Street to Springdale Street | 0.50 | 2,641 | 11,100 | 1 | 0.25 | 0.9 |
| | 72 | Springdale Street to Knott Street | 0.50 | 2,642 | 10,700 | 1 | 0.26 | 0.9 |
| | 73 | Knott Street to Western Avenue | 0.55 | 2,914 | 16,000 ³ | 3 | 0.47 | 0.9 |
| | 74 | Western Avenue to Santa Paula Street (mid-east city limits) | 0.42 | 2,221 | 18,100 | 3 | 0.54 | 0.9 |
| | 75 | Briarwood Street (mid-west city limits) to Magnolia Street | 0.63 | 3,303 | 22,200 | 4 | 0.39 | 0.9 |
| | 76 | Magnolia Street to Gilbert Street | 0.46 | 2,434 | 20,600 | 6 | 0.87 | 0.9 |
| | 77 | Gilbert Street to Brookhurst Street | 0.50 | 2,644 | 23,200 | 10 | 1.18 | 1.0 |
| | 78 | Brookhurst Street to Nutwood Street | 0.50 | 2,656 | 25,500 | 4 | 0.43 | 0.9 |
| | 79 | Nutwood Street to Euclid Street | 0.50 | 2,656 | 25,800 | 5 | 0.53 | 0.9 |
| | 80 | Euclid Street to Ninth Street | 0.50 | 2,656 | 25,600 | 7 | 0.74 | 0.9 |
| | 81 | Ninth Street to West Street | 0.50 | 2,656 | 24,100 | 2 | 0.23 | 0.9 |
| | 82 | West Street to Harbor Boulevard | 0.50 | 2,656 | 27,400 | 4 | 0.40 | 0.9 |
| | 83 | Harbor Boulevard to Haster Street | 0.50 | 2,656 | 29,200 | 7 | 0.65 | 1.0 |
| | 84 | Haster Street to Lewis Street | 0.50 | 2,656 | 27,600 | 7 | 0.69 | 1.0 |
| Garden Grove Boulevard | 85 | Knott Street to Western Avenue | 0.35 | 1,829 | 20,900 | 0 | 0.00 | 1.0 |
| | 86 | Western Avenue to Beach Boulevard | 0.49 | 2,607 | 25,400 ³ | 1 | 0.11 | 1.0 |
| | 87 | Beach Boulevard to Dale Street | 0.51 | 2,685 | 23,500 | 3 | 0.34 | 1.0 |
| | 88 | Dale Street to Magnolia Street | 0.50 | 2,652 | 26,900 | 5 | 0.51 | 1.0 |
| | 89 | Magnolia Street to Gilbert Street | 0.48 | 2,510 | 26,300 | 4 | 0.44 | 1.0 |
| | 90 | Gilbert Street to Brookhurst Street | 0.69 | 3,619 | 23,000 | 8 | 0.70 | 1.0 |
| | 91 | Brookhurst Street to Nelson Street/Century Boulevard | 0.50 | 2,656 | 28,000 | 4 | 0.39 | 1.0 |
| | 92 | Nelson Street to Euclid Street | 0.50 | 2,656 | 24,600 | 3 | 0.33 | 1.0 |
| | 93 | Euclid Street to Newhope Street | 0.50 | 2,656 | 28,800 | 3 | 0.28 | 1.0 |
| | 94 | Newhope Street to Harbor Boulevard | 0.50 | 2,656 | 29,300 | 6 | 0.56 | 1.0 |
| | 95 | Harbor Boulevard to Haster Street | 0.50 | 2,656 | 26,700 | 10 | 1.02 | 1.0 |
| | 96 | Haster Street to Lewis Street | 0.50 | 2,656 | 22,500 | 2 | 0.24 | 1.0 |
| Hazard Avenue | 97 | Cork Street to Brookhurst Street | 0.28 | 1,455 | 14,600 | 3 | 1.02 | 0.9 |
| | 98 | Brookhurst Street to Ward Street | 0.50 | 2,656 | 13,800 | 1 | 0.20 | 0.9 |
| | 99 | Ward Street to Euclid Street | 0.50 | 2,656 | 12,700 | 3 | 0.64 | 0.9 |
| Lampson Avenue | 100 | Manley Street (west city limits) to Valley View Street | 0.68 | 3,586 | 11,500 ³ | 1 | 0.18 | 1.0 |
| | 101 | Valley View Street to Springdale Street | 0.57 | 3,000 | 10,100 | 1 | 0.24 | 1.0 |
| | 102 | Springdale Street to Knott Street | 0.50 | 2,641 | 10,200 | 2 | 0.54 | 0.9 |
| | 103 | Knott Street to Western Avenue | 0.56 | 2,951 | 12,100 | 2 | 0.41 | 0.9 |
| | 104 | Western Avenue to Santa Rosalia Street (mid-east city limits) | 0.19 | 992 | 11,500 | 1 | 0.63 | 0.9 |

¹ City of Garden Grove Crossroads Program Accident Data from 1/1/2019 to 12/31/2020² Caltrans 2017 State Highway Collision Data³ ADT calculated from adjacent zone survey segments

| City of Garden Grove | | | | | | | | |
|--|-----|--|-----------------|-----------------|----------|----------------------------------|---------------|-------------------------------------|
| Table 1: 2021 Speed Zone Survey - Accident Survey Analysis | | | | | | | | |
| Page 4 of 4 | | | | | | | | |
| Street | No. | Location | Distance (mile) | Distance (feet) | 2021 ADT | Accidents ¹ (2 years) | Accident Rate | Expected ² Accident Rate |
| Lampson Avenue cont. | 105 | San Marcos Drive (mid-west city limits) to Dale Street | 0.36 | 1,927 | 12,000 | 2 | 0.63 | 1.0 |
| | 106 | Dale Street to Magnolia Street | 0.50 | 2,643 | 8,500 | 1 | 0.32 | 1.0 |
| | 107 | Magnolia Street to Gilbert Street | 0.46 | 2,447 | 7,800 | 1 | 0.38 | 1.0 |
| | 108 | Gilbert Street to Brookhurst Street | 0.50 | 2,655 | 7,400 | 0 | 0.00 | 1.0 |
| | 109 | Brookhurst Street to Nutwood Street | 0.50 | 2,656 | 8,200 | 4 | 1.33 | 1.0 |
| | 110 | Nutwood Street to Euclid Street | 0.50 | 2,656 | 7,100 | 3 | 1.15 | 1.0 |
| | 111 | Euclid Street to Ninth Street | 0.50 | 2,656 | 6,800 | 5 | 2.00 | 1.0 |
| | 112 | Ninth Street to West Street | 0.50 | 2,656 | 7,700 | 0 | 0.00 | 1.0 |
| | 113 | West Street to Harbor Boulevard | 0.50 | 2,656 | 6,800 | 1 | 0.40 | 1.0 |
| | 114 | Harbor Boulevard to Haster Street | 0.50 | 2,656 | 10,500 | 4 | 1.04 | 1.0 |
| | 115 | Haster Street to Lewis Street | 0.50 | 2,656 | 7,900 | 4 | 1.38 | 1.0 |
| Orangewood Avenue | 116 | Knott Street to Western Avenue | 0.54 | 2,877 | 5,500 | 1 | 0.46 | 1.0 |
| | 117 | Jane Way (mid-west city limits) to Dale Street | 0.32 | 1,687 | 7,700 | 0 | 0.00 | 1.0 |
| | 118 | Dale Street to Magnolia Street | 0.50 | 2,635 | 8,100 | 1 | 0.34 | 1.0 |
| | 119 | Magnolia Street to Gilbert Street | 0.46 | 2,445 | 7,000 | 1 | 0.42 | 1.0 |
| | 120 | Gilbert Street to Brookhurst Street | 0.51 | 2,667 | 5,700 | 1 | 0.48 | 1.0 |
| | 121 | Brookhurst Street to Palmwood Drive | 0.50 | 2,656 | 7,000 | 1 | 0.39 | 1.0 |
| | 122 | Palmwood Drive to Euclid Street | 0.50 | 2,656 | 7,500 | 1 | 0.36 | 1.0 |
| | 123 | Ninth Street to West Street | 0.50 | 2,656 | 8,600 | 1 | 0.32 | 1.0 |
| | 124 | West Street to Eugene Street (east city limits) | 0.50 | 2,656 | 12,600 | 1 | 0.22 | 1.0 |
| Trask Avenue | 125 | Beach Boulevard to Newland Street | 0.51 | 2,706 | 11,700 | 0 | 0.00 | 0.9 |
| | 126 | Newland Street to Magnolia Street | 0.50 | 2,641 | 12,700 | 3 | 0.65 | 0.9 |
| | 127 | Magnolia Street to Galway Street | 0.53 | 2,795 | 12,800 | 12 | 2.43 | 0.9 |
| | 128 | Galway Street to Brookhurst Street | 0.48 | 2,510 | 27,200 | 4 | 0.42 | 0.9 |
| | 129 | Brookhurst Street to Benton Street | 0.50 | 2,656 | 14,400 | 1 | 0.19 | 0.9 |
| | 130 | Benton Street to Euclid Street | 0.50 | 2,656 | 14,400 | 3 | 0.57 | 0.9 |
| | 131 | Euclid Street to Newhope Street | 0.50 | 2,656 | 17,300 | 3 | 0.47 | 0.9 |
| | 132 | Newhope Street to Harbor Boulevard | 0.50 | 2,656 | 11,800 | 4 | 0.92 | 0.9 |
| | 133 | Harbor Boulevard to Clinton Street | 0.50 | 2,656 | 9,400 | 4 | 1.16 | 0.9 |
| | 134 | Clinton Street to Fairview Street | 0.50 | 2,656 | 9,200 | 1 | 0.30 | 1.0 |
| Westminster Avenue | 135 | Newland Street to Magnolia Street | 0.34 | 1,820 | 28,500 | 0 | 0.00 | 0.9 |
| | 136 | Magnolia Street to Bushard Street | 0.50 | 2,662 | 30,000 | 2 | 0.18 | 1.0 |
| | 137 | Bushard Street to Brookhurst Street | 0.50 | 2,656 | 32,500 | 14 | 1.17 | 0.8 |
| | 138 | Brookhurst Street to Bowen Street | 0.43 | 2,251 | 25,600 | 5 | 0.63 | 0.8 |
| | 139 | Bowen Street to Euclid Street | 0.57 | 3,006 | 27,200 | 7 | 0.62 | 0.8 |
| | 140 | Euclid Street to Newhope Street | 0.50 | 2,642 | 22,800 | 1 | 0.12 | 0.8 |
| | 141 | Newhope Street to Harbor Boulevard | 0.50 | 2,642 | 24,300 | 1 | 0.11 | 0.8 |
| | 142 | Harbor Boulevard to Clinton Street | 0.50 | 2,642 | 25,300 | 2 | 0.22 | 0.8 |
| | 143 | Clinton Street to Buena Street (east city limits) | 0.22 | 1,155 | 23,100 | 1 | 0.27 | 0.8 |

¹ City of Garden Grove Crossroads Program Accident Data from 1/1/2019 to 12/31/2020² Caltrans 2017 State Highway Collision Data³ ADT calculated from adjacent zone survey segments

The mid-block accident rate in terms of “accidents per 1,000,000 vehicle miles of travel” for each segment surveyed was calculated and is shown on the Engineering and Traffic Survey summary sheets. The following shows a sample calculation.

The rate was calculated using the following equation:

$$\text{Accident Rate} = \frac{\text{Number of Midblock accidents} \times 10^6}{24\text{-hour volume} \times 365 \times \text{segment length} \times \text{number of years}}$$

Where:

- Number of mid-block accidents based on two years (January 1, 2019 to December 31, 2020)
- 24-hour volume (both directions) in the survey segment
- Segment length in miles.

The 24-hour volume counts were conducted in October and November 2021. The ADT counts are summarized in **Figure 1** and provided in the **Appendix F**.

Example:

To calculate the accident rate on Brookhurst Street between Hazard Avenue and Westminster Avenue (segment # 1) where:

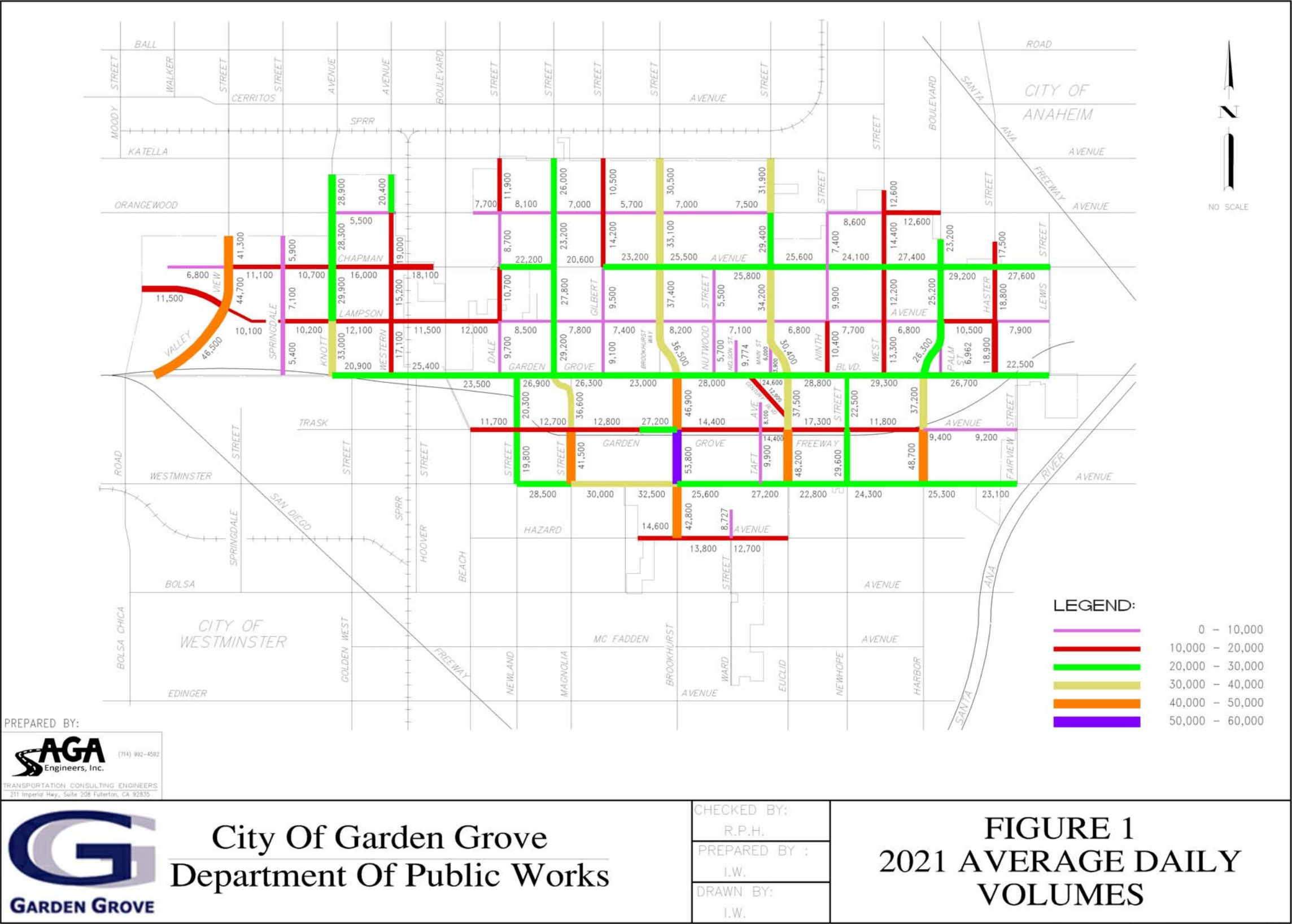
- 7 = Number of mid-block accidents
- 42,800 = 24-hour volume (both directions) in the survey segment
- 0.5 = Segment length in miles
- 2 = Number of analysis years

$$\begin{aligned} \text{Accident Rate} &= \frac{7 \times 10^6}{42,800 \times 365 \times 0.50 \times 2} \\ &= \mathbf{0.44 \text{ accidents per million vehicle miles (A/MVM)}} \end{aligned}$$

The Average Expected Accident Rate for the roadway segment type is 1.00. The calculated accident rate of 0.44 is below the expected rate for this segment.

One of the observed high accident rates in the City was noted at Trask Avenue between Magnolia Street and Galway Street (segment # 127). With an accident rate of 2.43, it is well above the Expected Accident Rate of 0.9 based on the statewide average accident rate. This observed accident rate is due to the following factors:

- Relatively low traffic volume - 12,800 vehicles,
- Relatively short segment - 0.53 miles, and
- Number of collisions - 12 collisions in the two year analysis period.



3.3 Spot Speed Survey

Spot speed surveys were conducted at each of the 143 street segments to establish a reasonable and effective speed limit based on the premise that the speed limit thus established conforms to the actual behavior of the majority of motorists. The speed limit should normally be established at the first five mile per hour increment nearest the 85th percentile speed recorded, mathematically rounded, for the surveyed segment. However, engineering judgment and other factors such as street surveillance (Section 3.1) and accident rates (Section 3.2) may indicate the need for further reduction in establishing reasonable and effective speed limits.

The California Manual on Uniform Traffic Control Devices identifies two options for a reduction of speed:

- Option 1 states that a “posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed, in compliance with CVC Section 627 and 22358.5.”
- Option 2 states that “for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used.”

The criteria used in conducting the radar survey are listed in Appendix B.

The information collected and data calculated for the radar speed survey are as follows:

- | | |
|---------------------------------|-----------------------------------|
| • Posted speed limit | • Number of vehicles observed |
| • Direction of survey | • Average speed |
| • Date and time of speed survey | • Accident History |
| • 85th Percentile speed | • Accident Rate |
| • 50th Percentile speed | • Average Daily Traffic |
| • 10 mph pace speed | • Road Description |
| • Percent over pace speed | • Pedestrian and bicycle activity |
| • Range of speeds | |

The summary contains information about vehicular speed data observed, accident data, street classification, and any unusual conditions at the location.

SECTION 4.0

Survey Findings and Recommendations

In accordance with the State-imposed speed limit establishment regulation as defined by CVC Section 627, there are several factors that may be considered to justify setting the prima facie speed limits five miles per hour below the observed 85th percentile speed.

It should be noted that the regulations found in Appendix B also state that “the establishment of a speed limit of five mph below the 85th percentile speed should be done with great care.”

The factors to be considered are:

- Most recent accident record (mid-block)
- Roadway design speed
- Safe stopping sight distance
- Super-elevation
- Grades
- Shoulder condition
- Profile condition
- Intersection spacing offsets
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and Bicycle safety

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix D. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). The 2021 Speed Zone Survey – Accident Survey Analysis (Table 1) lists the total number of accidents, calculated accident rate, and the expected accident rate. **Table 2** shows the surveyed road segments with posted and recommended speed limits. California Vehicle Code sections are defined in Appendix A.

The recommended speed limits are shown in **Figure 2**.

Table 2: Segment Spot Speed Survey 2021

| Street | | No | Dir. | Date | 10-Mile
Pace
(mph) | % in
10-Mile
Pace | 50th
%ile
(mph) | 85th
%ile
(mph) | Posted
Speed Limit
(mph) | Recommended
Speed Limit
(mph) | Comments |
|-------------------|----|--|------|-----------|--------------------------|-------------------------|-----------------------|-----------------------|--------------------------------|-------------------------------------|---|
| Brookhurst Street | 1 | Hazard Avenue to Westminster Avenue | N/S | 8/27/2021 | 34-43 | 74 | 37 | 43 | 40 | 40 | No Change, 85th % |
| | 2 | Westminster Avenue to Trask Avenue | N/S | 8/27/2021 | 31-40 | 81 | 34 | 39 | 40 * | 40 | No Change, 85th % |
| | 3 | Trask Avenue to Garden Grove Boulevard | N/S | 8/27/2021 | 34-43 | 66 | 37 | 43 | 40 | 40 | No Change, 85th % |
| | 4 | Garden Grove Boulevard to Lampson Avenue | N/S | 8/27/2021 | 35-44 | 64 | 38 | 44 | 40 | 40 | No Change, 85th % |
| | 5 | Lampson Avenue to Chapman Avenue | N/S | 8/27/2021 | 34-43 | 61 | 37 | 44 | 40 | 40 | No Change, 85th % |
| | 6 | Chapman Avenue to Orangewood Avenue | N/S | 8/27/2021 | 39-48 | 69 | 42 | 48 | 45 | 45 | No Change, 85th % |
| | 7 | Orangewood Avenue to Katella Avenue | N/S | 8/27/2021 | 40-49 | 63 | 43 | 50 | 45 | 45 | No Change, On-Street Parking, Continuity of Speed, 40 mph in Anaheim |
| Dale Street | 8 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/1/2021 | 27-36 | 81 | 31 | 35 | 35 | 35 | No Change, 85th % |
| | 9 | Lampson Avenue to Chapman Avenue | N/S | 9/1/2021 | 31-40 | 75 | 35 | 40 | 35 * | 35 | No Change, On-Street Parking, Continuity of Speed, Mid-Block Crosswalk, Multiple Driveways, Adjacent to School |
| | 10 | Chapman Avenue to Orangewood Avenue | N/S | 9/1/2021 | 30-39 | 71 | 34 | 39 | 35 | 35 | No Change, 85th % |
| | 11 | Orangewood Avenue to Katella Avenue | N/S | 9/1/2021 | 34-43 | 67 | 38 | 44 | 35 * | 40 | Increase, 85th % |
| Euclid Street | 12 | Westminster Avenue to Trask Avenue | N/S | 9/2/2021 | 34-43 | 75 | 36 | 44 | 40 | 40 | No Change, 85th % |
| | 13 | Trask Avenue to Garden Grove Boulevard | N/S | 9/2/2021 | 33-42 | 65 | 38 | 44 | 40 | 40 | No Change, 85th % |
| | 14 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/2/2021 | 33-42 | 72 | 37 | 42 | 40 | 40 | No Change, 85th % |
| | 15 | Lampson Avenue to Chapman Avenue | N/S | 9/2/2021 | 38-47 | 64 | 41 | 46 | 40 | 40 | No Change, Multiple Driveways, Continuity of Speed |
| | 16 | Chapman Avenue to Orangewood Avenue | N/S | 9/2/2021 | 37-46 | 70 | 40 | 45 | 40 | 40 | No Change, Continuity of Speed, Lane Drop, On-Street Parking |
| | 17 | Orangewood Avenue to Katella Street | N/S | 9/2/2021 | 35-44 | 70 | 40 | 45 | 40 | 40 | No Change, High Accident Rate, Continuity of Speed, 40 mph in Anaheim |
| | 18 | Garden Grove Boulevard to Lampson Avenue | N/S | 8/30/2021 | 29-38 | 87 | 33 | 37 | 30 | 30 | No Change, Narrow Road, No Curb & Gutter, Multiple Driveways, No Sidewalks |
| Gilbert Street | 19 | Lampson Avenue to Chapman Avenue | N/S | 8/30/2021 | 29-38 | 79 | 33 | 37 | 30 | 30 | No Change, Narrow Road, Multiple Driveways, No Sidewalks |
| | 20 | Chapman Avenue to Orangewood Avenue | N/S | 8/30/2021 | 35-44 | 80 | 38 | 42 | 35 | 35 | No Change, Multiple Driveways, On-Street Parking, Dip in Roadway, No Left Turn Channelization |
| | 21 | Orangewood Avenue to Katella Avenue | N/S | 8/30/2021 | 36-45 | 68 | 40 | 45 | 35 * | 40 | Increase, 85th %, On-Street Parking, No Left Turn Channelization |
| | 22 | Westminster Avenue to Trask Avenue | N/S | 8/26/2021 | 34-43 | 68 | 37 | 44 | 40 | 40 | No Change, 85th % |
| Harbor Boulevard | 23 | Trask Avenue to Garden Grove Boulevard | N/S | 8/26/2021 | 32-41 | 70 | 35 | 41 | 40 | 40 | No Change, 85th % |
| | 24 | Garden Grove Boulevard to Lampson Avenue | N/S | 8/26/2021 | 35-44 | 66 | 38 | 45 | 40 | 40 | No Change, Multiple Driveways, Horizontal Curvature, Continuity of Speed |
| | 25 | Lampson Avenue to Chapman Avenue | N/S | 8/26/2021 | 33-42 | 65 | 39 | 46 | 40 | 40 | No Change, Continuity of Speed, HAWK pedestrian signal |
| | 26 | Chapman Avenue to Wilken Way (north city limits) | N/S | 8/26/2021 | 35-44 | 74 | 38 | 44 | 35 | 40 | Increase, 85th %, 40 mph in Anaheim |
| Hester Street | 27 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/13/2021 | 38-47 | 71 | 41 | 46 | 40 | 40 | No Change, On-Street Parking, Adjacent to Park, High Pedestrian Activity |
| | 28 | Lampson Avenue to Chapman Avenue | N/S | 9/13/2021 | 31-40 | 71 | 37 | 43 | 40 | 40 | No Change, 85th % |
| Knott Street | 29 | Chapman Avenue to Simons Avenue (north city limits) | N/S | 9/13/2021 | 35-44 | 74 | 40 | 45 | 40 | 40 | No Change, On-Street Parking, Continuity of Speed, 40 mph in Anaheim |
| | 30 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/16/2021 | 37-46 | 67 | 41 | 46 | 40 | 40 | No Change, Horizontal Curvature, Trap Lane SB approaching Garden Grove Blvd, Continuity of Speed, 40 mph in Cypress |
| | 31 | Lampson Avenue to Chapman Avenue | N/S | 9/16/2021 | 38-47 | 73 | 42 | 46 | 40 | 40 | No Change, Adjacent to High School, Industrial area with heavy truck traffic, Continuity of Speed |
| | 32 | Chapman Avenue to Orangewood Avenue | N/S | 9/16/2021 | 35-44 | 65 | 41 | 47 | 40 | 40 | No Change, Adjacent to School, Continuity of Speed |
| Magnolia Street | 33 | Orangewood Avenue to Patterson Drive (north city limits) | N/S | 9/16/2021 | 37-46 | 73 | 40 | 45 | 40 | 40 | No Change, Continuity of Speed, On-Street Parking, 40 mph in Anaheim |
| | 34 | Westminster Avenue to Trask Avenue | N/S | 8/30/2021 | 34-43 | 70 | 37 | 43 | 40 | 40 | No Change, 85th % |
| | 35 | Trask Avenue to Garden Grove Boulevard | N/S | 8/30/2021 | 33-42 | 71 | 37 | 42 | 35 | 40 | Increase, 85th % |
| | 36 | Garden Grove Boulevard to Lampson Avenue | N/S | 8/30/2021 | 34-43 | 78 | 37 | 43 | 40 * | 40 | No Change, 85th % |
| Main Street | 37 | Lampson Avenue to Chapman Avenue | N/S | 8/30/2021 | 34-43 | 74 | 39 | 44 | 40 * | 40 | No Change, 85th % |
| | 38 | Chapman Avenue to Orangewood Avenue | N/S | 8/30/2021 | 33-42 | 70 | 38 | 44 | 40 | 40 | No Change, 85th % |
| | 39 | Orangewood Avenue to Katella Avenue | N/S | 8/30/2021 | 38-47 | 71 | 41 | 46 | 40 * | 40 | No Change, On-Street Parking, Continuity of Speed, 40 mph in Anaheim |
| | 40 | Garden Grove Boulevard to Acacia Parkway | N/S | 9/20/2021 | 16-25 | 97 | 18 | 21 | 25 | 25 | No Change, 85th % |
| | 41 | Acacia Parkway to Euclid Street | N/S | 9/20/2021 | 23-32 | 90 | 26 | 30 | 25 | 25 | No Change, Angled On-Street Parking, Adjacent to Park, Continuity of Speed, High Accident Rate |

* - 25 mph when children are present

Table 2: Segment Spot Speed Survey 2021

| Table 2: Segment Spot Speed Survey 2021 | | | | | | | | | | | |
|---|----|---|------|-----------|--------------------------|-------------------------|-------------------------|-------------------------|--------------------------------|-------------------------------------|--|
| Street | No | | Dir. | Date | 10-Mile
Pace
(mph) | % in
10-Mile
Pace | 80th
% Tile
(mph) | 85th
% Tile
(mph) | Posted
Speed Limit
(mph) | Recommended
Speed Limit
(mph) | Comments |
| Nelson Street | 42 | Garden Grove Boulevard to Stanford Avenue | N/S | 9/20/2021 | 29-38 | 77 | 33 | 38 | 35 | 35 | No Change, 85th % |
| | 43 | Westminster Avenue to Trask Avenue | N/S | 9/20/2021 | 34-43 | 84 | 37 | 41 | 40 * | 40 | No Change, 85th % |
| Newhope Street | 44 | Trask Avenue to Garden Grove Boulevard | N/S | 9/20/2021 | 33-42 | 82 | 37 | 41 | 35 * | 35 | No Change, Bike Lanes, Multiple Driveways, Adjacent to School |
| | 45 | Westminster Avenue to Trask Avenue | N/S | 9/20/2021 | 37-46 | 71 | 39 | 44 | 40 * | 40 | No Change, 85th % |
| Newland Street | 46 | Trask Avenue to Garden Grove Boulevard | N/S | 9/20/2021 | 34-43 | 70 | 36 | 42 | 40 * | 40 | No Change, 85th % |
| | 47 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/10/2021 | 29-38 | 86 | 31 | 36 | 35 | 35 | No Change, 85th % |
| Ninth Street | 48 | Lampson Avenue to Chapman Avenue | N/S | 9/10/2021 | 30-39 | 77 | 35 | 39 | 35 | 35 | No Change, 85th % |
| | 49 | Chapman Avenue to Orangethread Avenue | N/S | 9/10/2021 | 33-42 | 71 | 38 | 44 | 35 * | 40 | Increase, 85th %, High Accident Rate |
| Narwood Street | 50 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/13/2021 | 27-36 | 91 | 30 | 34 | 35 | 35 | No Change, 85th % |
| | 51 | Lampson Avenue to Chapman Avenue | N/S | 9/13/2021 | 28-37 | 75 | 30 | 36 | 35 | 35 | No Change, 85th % |
| Springdale Street | 52 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/20/2021 | 36-45 | 73 | 39 | 45 | 35 * | 40 | Increase, 85th %, Adjacent to Schools, Continuity of Speed |
| | 53 | Lampson Avenue to Chapman Avenue | N/S | 9/20/2021 | 37-46 | 81 | 41 | 45 | 35 * | 40 | Increase, 85th %, No Left Turn Channelization, On-Street Parking, Continuity of Speed |
| Tall Street | 54 | Chapman Avenue to Santa Catalina Avenue (north city limits) | N/S | 9/16/2021 | 35-44 | 81 | 39 | 43 | 40 | 40 | No Change, 85th % |
| | 55 | Westminster Boulevard to Trask Avenue | N/S | 9/20/2021 | 29-38 | 76 | 34 | 39 | 35 | 35 | No Change, 85th % |
| Ward Street | 56 | Trask Avenue to Century Boulevard | N/S | 9/20/2021 | 26-35 | 77 | 30 | 34 | 35 * | 35 | No Change, 85th % |
| | 57 | Hazard Avenue to Montmargale Drive | N/S | 9/20/2021 | 30-39 | 81 | 33 | 37 | 35 * | 35 | No Change, 85th % |
| West Street | 58 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/10/2021 | 36-45 | 66 | 41 | 46 | 35 | 40 | Increase, 85th %, On-Street Parking, No Left Turn Channelization, Multiple Driveways |
| | 59 | Lampson Avenue to Chapman Avenue | N/S | 9/10/2021 | 34-43 | 70 | 39 | 45 | 35 * | 40 | Increase, 85th %, On-Street Parking, No Left Turn Channelization, Multiple Driveways, Uncontrolled Crosswalk |
| Western Avenue | 60 | Chapman Avenue to Orangethread Avenue | N/S | 9/10/2021 | 32-41 | 68 | 38 | 45 | 35 | 40 | Increase, 85th %, On-Street Parking, Multiple Driveways, No Left Turn Channelization, Continuity of Speed |
| | 61 | Orangethread Avenue to Rocky Avenue (north city limits) | N/S | 9/10/2021 | 36-45 | 76 | 39 | 44 | 40 | 40 | No Change, 85th % |
| Valley View Street | 62 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/9/2021 | 38-47 | 68 | 40 | 46 | 45 | 45 | No Change, 85th % |
| | 63 | Lampson Avenue to Chapman Avenue | N/S | 9/9/2021 | 34-43 | 69 | 39 | 46 | 45 | 45 | No Change, 85th % |
| Century Boulevard | 64 | Chapman Avenue to Orangethread Avenue | N/S | 9/9/2021 | 38-47 | 68 | 42 | 48 | 45 | 45 | No Change, 85th % |
| | 65 | Orangethread Avenue to Lincoln Way (north city limits) | N/S | 9/9/2021 | 38-47 | 68 | 42 | 47 | 40 | 40 | No Change, Continuity of Speed, 40 mph in Anaheim |
| Chapman Avenue | 66 | Garden Grove Boulevard to Lampson Avenue | N/S | 9/16/2021 | 39-48 | 71 | 42 | 48 | 45 | 45 | No Change, 85th % |
| | 67 | Lampson Avenue to Chapman Avenue | N/S | 9/16/2021 | 37-46 | 70 | 41 | 47 | 45 | 45 | No Change, 85th % |
| Chapman Avenue | 68 | Chapman Avenue to Santa Catalina Ave (north city limits) | N/S | 9/16/2021 | 38-47 | 63 | 41 | 48 | 45 | 45 | No Change, 85th % |
| | 69 | Garden Grove Boulevard to Euclid Street | N/S | 9/13/2021 | 32-41 | 74 | 36 | 42 | 40 * | 40 | No Change, 85th % |
| Chapman Avenue | 70 | Valley View to Valley View Street | E/W | 9/7/2021 | 22-31 | 86 | 25 | 29 | 25 | 25 | No Change, 85th %, High Accident Rate |
| | 71 | Bukey View Street to Springdale Street | E/W | 9/7/2021 | 41-50 | 74 | 44 | 49 | 45 | 45 | No Change, 85th % |
| Chapman Avenue | 72 | Springdale Street to Knott Street | E/W | 9/7/2021 | 41-50 | 64 | 44 | 50 | 45 | 45 | No Change, Bike Lanes, Continuity of Speed, Uncontrolled Crosswalk |
| | 73 | Knott Street to Western Avenue | E/W | 9/7/2021 | 39-48 | 65 | 43 | 47 | 40 | 40 | No Change, 85th % |
| Chapman Avenue | 74 | Western Avenue to Santa Paula Street (mid-east city limits) | E/W | 9/7/2021 | 34-43 | 74 | 39 | 44 | 40 * | 40 | No Change, 85th % |
| | 75 | Briarwood Street (mid-west city limits) to Magnolia Street | E/W | 9/7/2021 | 34-43 | 71 | 39 | 45 | 40 * | 40 | No Change, Bike Lane, Continuity of Speed, Adjacent to School |
| Chapman Avenue | 76 | Magnolia Street to Gilbert Street | E/W | 9/7/2021 | 35-44 | 71 | 38 | 44 | 40 | 40 | No Change, 85th % |
| | 77 | Gilbert Street to Brookhurst Street | E/W | 9/7/2021 | 31-40 | 77 | 35 | 40 | 40 | 40 | No Change, 85th % |
| Chapman Avenue | 78 | Brookhurst Street to Nutwood Street | E/W | 9/7/2021 | 35-44 | 80 | 39 | 44 | 40 | 40 | No Change, 85th % |
| | 79 | Nutwood Street to Euclid Street | E/W | 9/7/2021 | 36-45 | 72 | 40 | 46 | 40 | 40 | No Change, Bike Lane, Continuity of Speed |
| Chapman Avenue | 80 | Euclid Street to Ninth Street | E/W | 9/7/2021 | 37-46 | 75 | 40 | 45 | 40 | 40 | No Change, Bike Lane, On-Street Parking, Continuity of Speed |
| | 81 | Ninth Street to West Street | E/W | 9/7/2021 | 37-46 | 71 | 41 | 46 | 40 | 40 | No Change, Continuity of Speed |
| Chapman Avenue | 82 | West Street to Harbor Boulevard | E/W | 9/8/2021 | 35-44 | 71 | 39 | 44 | 40 | 40 | No Change, 85th % |
| | 83 | Harbor Boulevard to Haster Street | E/W | 9/8/2021 | 37-46 | 74 | 41 | 44 | 45 | 45 | No Change, 85th % |
| Chapman Avenue | 84 | Haster Street to Lewis Street | E/W | 9/8/2021 | 35-44 | 70 | 40 | 45 | 45 | 45 | No Change, 85th % |

* = 25 mph when children are present

Table 2: Segment Spot Speed Survey 2021

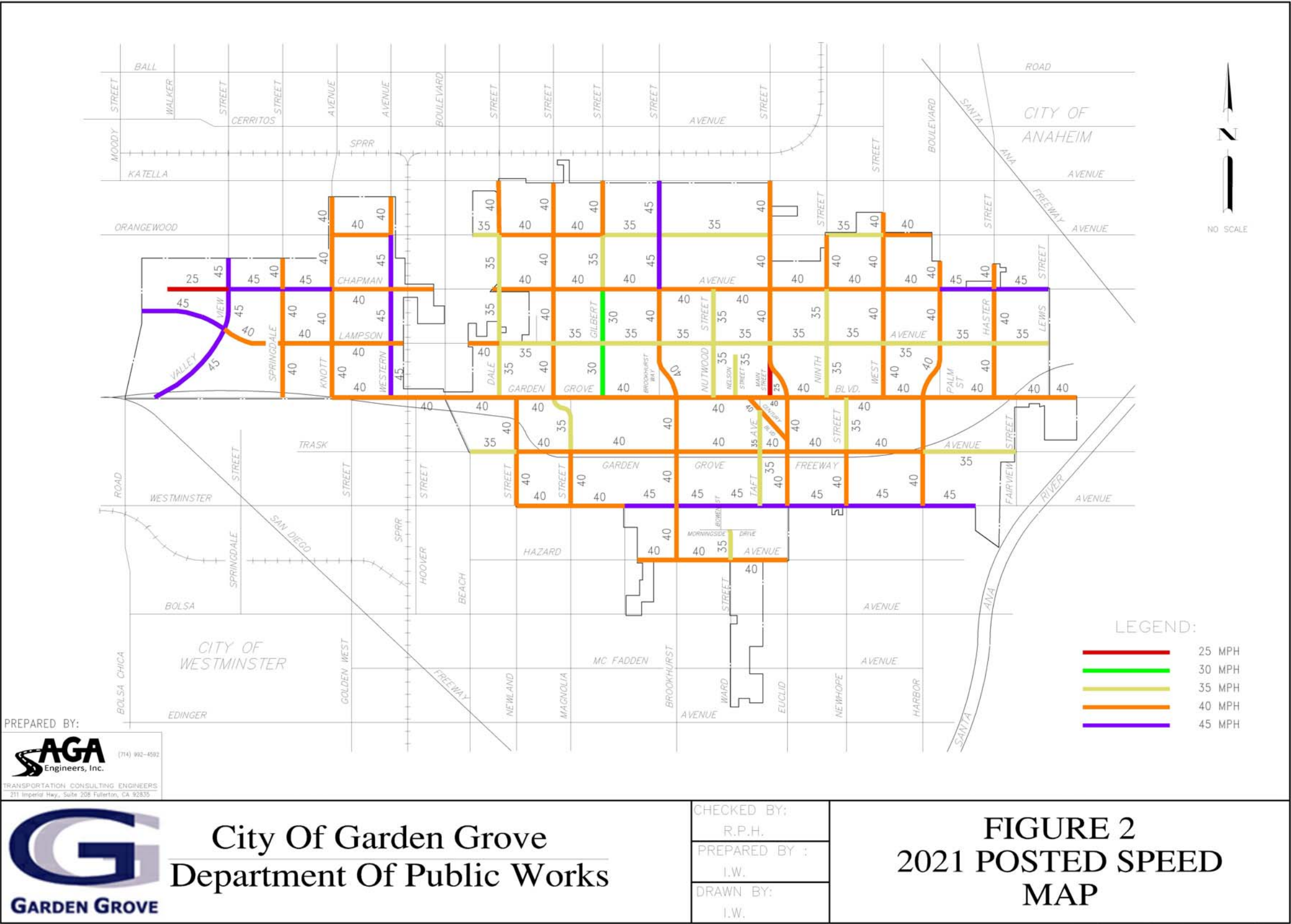
| Street | | No | Dir. | Date | 10-Mile
Pace
(mph) | % in
10-Mile
Pace | 50th
% Tile
(mph) | 85th
% Tile
(mph) | Posted
Speed Limit
(mph) | Recommended
Speed Limit
(mph) | Comments |
|------------------------|---------------|-----|------|-----------|--------------------------|-------------------------|-------------------------|-------------------------|--------------------------------|-------------------------------------|--|
| Garden Grove Boulevard | | 85 | E/W | 9/14/2021 | 33-42 | 80 | 38 | 42 | 40 | 40 | No Change, 85th % |
| | | 86 | E/W | 9/14/2021 | 35-44 | 76 | 39 | 44 | 40 | 40 | No Change, 85th % |
| | | 87 | E/W | 9/14/2021 | 35-44 | 66 | 39 | 46 | 40 | 40 | No Change, WB Lane Drop at Fern St. Continuity of Speed |
| | | 88 | E/W | 9/14/2021 | 33-42 | 75 | 38 | 42 | 40 | 40 | No Change, 85th % |
| | | 89 | E/W | 9/14/2021 | 33-42 | 84 | 37 | 41 | 40 | 40 | No Change, 85th % |
| | | 90 | E/W | 9/14/2021 | 33-42 | 69 | 37 | 43 | 40 | 40 | No Change, 85th % |
| | | 91 | E/W | 9/15/2021 | 34-43 | 70 | 38 | 44 | 40 | 40 | No Change, 85th % |
| | | 92 | E/W | 9/15/2021 | 34-43 | 74 | 37 | 42 | 40 | 40 | No Change, 85th % |
| | | 93 | E/W | 9/15/2021 | 34-43 | 75 | 38 | 43 | 40 | 40 | No Change, 85th % |
| | | 94 | E/W | 9/15/2021 | 34-43 | 72 | 39 | 44 | 40 | 40 | No Change, 85th % |
| | | 95 | E/W | 9/15/2021 | 35-44 | 68 | 38 | 43 | 40 | 40 | No Change, 85th % |
| | | 96 | E/W | 9/15/2021 | 37-46 | 73 | 40 | 45 | 40 * | 40 | No Change, Heavy Traffic due to Freeway On/Off Ramps, Continuity of Speed |
| | Hazard Avenue | 97 | E/W | 9/13/2021 | 37-46 | 74 | 40 | 44 | 40 | 40 | No Change, 85th % |
| | | 98 | E/W | 9/13/2021 | 36-45 | 72 | 41 | 47 | 40 | 40 | No Change, On-Street Parking, No Left Turn Channelization, Continuity of Speed |
| | | 99 | E/W | 9/13/2021 | 36-45 | 69 | 38 | 44 | 40 * | 40 | No Change, 85th % |
| Lampson Avenue | | 100 | E/W | 8/31/2021 | 38-47 | 65 | 43 | 49 | 45 | 45 | No Change, 85th % |
| | | 101 | E/W | 8/31/2021 | 37-46 | 82 | 41 | 45 | 40 * | 40 | No Change, Bike Lanes, Horizontal Curvature |
| | | 102 | E/W | 8/31/2021 | 36-45 | 76 | 41 | 45 | 40 * | 40 | No Change, Bike Lanes, Adjacent to High School, Continuity of Speed |
| | | 103 | E/W | 8/31/2021 | 36-45 | 72 | 38 | 44 | 40 | 40 | No Change, 85th % |
| | | 104 | E/W | 8/31/2021 | 33-42 | 73 | 36 | 41 | 40 | 40 | No Change, 85th % |
| | | 105 | E/W | 9/1/2021 | 32-41 | 79 | 35 | 40 | 40 * | 40 | No Change, 85th % |
| | | 106 | E/W | 9/20/2021 | 33-42 | 77 | 37 | 42 | 35 * | 35 | No Change, Bike Lanes, On-Street Parking, Road Narrows east of Dale St |
| | | 107 | E/W | 8/31/2021 | 28-37 | 72 | 33 | 38 | 35 | 35 | No Change, 85th % |
| | | 108 | E/W | 8/31/2021 | 31-40 | 73 | 34 | 39 | 35 * | 35 | No Change, 85th % |
| | | 109 | E/W | 8/31/2021 | 29-38 | 84 | 32 | 35 | 35 | 35 | No Change, 85th % |
| | | 110 | E/W | 9/1/2021 | 30-39 | 79 | 33 | 37 | 35 * | 35 | No Change, 85th % |
| | | 111 | E/W | 9/1/2021 | 25-34 | 83 | 29 | 33 | 35 * | 35 | No Change, 85th % |
| | | 112 | E/W | 9/1/2021 | 33-42 | 74 | 35 | 40 | 35 | 35 | No Change, Bike Lanes, On-Street Parking, Continuity of Speed |
| | | 113 | E/W | 9/1/2021 | 31-40 | 77 | 33 | 38 | 35 * | 35 | No Change, 85th % |
| | | 114 | E/W | 9/1/2021 | 29-38 | 75 | 34 | 39 | 35 | 35 | No Change, 85th % |
| Orangewood Avenue | | 115 | E/W | 9/1/2021 | 33-42 | 82 | 37 | 41 | 35 * | 35 | No Change, Bike Lanes, On-Street Parking, Adjacent to Elementary School, Continuity of Speed |
| | | 116 | E/W | 9/9/2021 | 32-41 | 77 | 36 | 39 | 40 | 40 | No Change, 85th % |
| | | 117 | E/W | 9/9/2021 | 33-42 | 81 | 36 | 40 | 40 * | 40 | No Change, 85th % |
| | | 118 | E/W | 9/9/2021 | 31-40 | 74 | 35 | 41 | 40 | 40 | No Change, 85th % |
| | | 119 | N/S | 9/9/2021 | 36-45 | 73 | 39 | 43 | 35 | 40 | Increases, 85th % |
| | | 120 | E/W | 9/10/2021 | 27-36 | 82 | 31 | 35 | 35 * | 35 | No Change, 85th % |
| | | 121 | E/W | 9/9/2021 | 30-39 | 82 | 35 | 39 | 35 * | 35 | No Change, 85th % |
| | | 122 | E/W | 9/10/2021 | 34-43 | 76 | 37 | 42 | 35 * | 35 | No Change, Bike Lanes, On-Street Parking, Horizontal Curvature, Continuity of Speed |
| | | 123 | E/W | 9/10/2021 | 34-43 | 85 | 36 | 40 | 35 | 35 | No Change, Bike Lanes, On-Street Parking, Road Narrows east of Janette Ln, Continuity of Speed |
| | | 124 | E/W | 9/9/2021 | 32-41 | 71 | 36 | 41 | 35 | 35 | No Change, On-Street Parking, Multiple Driveways, Continuity of Speed, High Accident Rate |

* - 25 mph when children are present

Table 2: Segment Spot Speed Survey 2021

| Street | | No | Dir. | Date | 10-Mile
Pace
(mph) | % in
10-Mile
Pace | 50th
% Tile
(mph) | 85th
% Tile
(mph) | Posted
Speed Limit
(mph) | Recommended
Speed Limit
(mph) | Comments |
|--------------|--------------------|-----|------|-----------|--------------------------|-------------------------|-------------------------|-------------------------|--------------------------------|-------------------------------------|---|
| Trask Avenue | | 125 | E/W | 9/3/2021 | 33-42 | 68 | 38 | 43 | 35 * | 40 | Increase, 85th % |
| | | 126 | E/W | 9/3/2021 | 32-41 | 67 | 36 | 42 | 40 | 40 | No Change, 85th % |
| | | 127 | E/W | 9/3/2021 | 33-44 | 65 | 40 | 46 | 40 * | 40 | No Change, On-Street Parking, Multiple Driveways, Continuity of Speed, High Accident Rate |
| | | 128 | E/W | 9/3/2021 | 34-43 | 67 | 39 | 45 | 40 | 40 | No Change, On-Street Parking, Multiple Driveways, Continuity of Speed |
| | | 129 | E/W | 9/3/2021 | 33-42 | 65 | 40 | 47 | 40 | 40 | No Change, Bike Lane, Multiple Driveways, Continuity of Speed |
| | | 130 | E/W | 9/3/2021 | 35-44 | 75 | 39 | 44 | 40 * | 40 | No Change, 85th % |
| | | 131 | E/W | 9/3/2021 | 36-45 | 75 | 40 | 44 | 40 | 40 | No Change, 85th % |
| | | 132 | E/W | 9/3/2021 | 38-47 | 70 | 40 | 46 | 40 * | 40 | No Change, On-Street Parking, Multiple Driveways, No Left Turn Channelization, Continuity of Speed |
| | | 133 | E/W | 9/3/2021 | 32-41 | 71 | 37 | 42 | 35 * | 35 | No Change, Trap Lane onto Freeway east of Harbor, On-Street Parking, Bike Lanes, Adjacent to School |
| | | 134 | E/W | 9/3/2021 | 33-42 | 73 | 35 | 41 | 35 * | 35 | No Change, EB Lane Drop at Clinton St, On-Street Parking, Adjacent to School, Continuity of Speed |
| | Westminster Avenue | 135 | E/W | 9/9/2021 | 33-42 | 75 | 37 | 42 | 40 | 40 | No Change, 85th % |
| | | 136 | E/W | 9/9/2021 | 34-43 | 75 | 37 | 43 | 40 | 40 | No Change, 85th % |
| | | 137 | E/W | 9/8/2021 | 36-45 | 70 | 40 | 46 | 45 | 45 | No Change, 85th % |
| | | 138 | E/W | 9/9/2021 | 33-42 | 72 | 39 | 45 | 45 | 45 | No Change, 85th % |
| | | 139 | E/W | 9/8/2021 | 35-44 | 70 | 40 | 46 | 45 | 45 | No Change, 85th % |
| | | 140 | N/S | 9/8/2021 | 37-46 | 72 | 40 | 45 | 45 | 45 | No Change, 85th % |
| | | 141 | N/S | 9/8/2021 | 35-44 | 65 | 41 | 46 | 45 | 45 | No Change, 85th % |
| | | 142 | N/S | 9/13/2021 | 34-46 | 61 | 42 | 49 | 45 | 45 | No Change, 85th % |
| | | 143 | N/S | 9/13/2021 | 38-47 | 78 | 41 | 46 | 45 | 45 | No Change, 85th % |
| | | | | | | | | | | | |

* = 25 mph when children are present



4.1 Speed Limit Signing – General

All California motorists are required to know the basic 15, 25, and 65 mph statutory or prima facie speed laws and are tested on the subject when applying for a driver's license. The maximum speed limit on most California highways is 65 mph. However, drivers are permitted to travel 70 mph where posted as such. Unless otherwise posted, the maximum speed limit in California is 55 mph on two-lane undivided highways and for vehicles towing trailers provided the street is not within a business or residential district. Consequently, speed limit signs covering these prima facie conditions need not be posted on City streets. Although not required by law, speed limit signs for these limits can be posted by a jurisdiction when an engineer determines doing so would enhance public awareness and compliance of the basic speed law.

Typically, such postings occur upon streets that have the following:

- significant daily vehicular traffic volumes,
- cut-through traffic problems,
- significant grades,
- continued violation of residential 25 mph speed zones, or
- other unusual environmental or traffic flow characteristics.

It is standard engineering practice to recommend the posting of speed limit signs only on streets that have specific speed limits enacted by City ordinance or determined to be justified by an engineer who has performed an Engineering and Traffic Survey (E&TS).

When an E&TS shows that the statutory or prima facie speed limits are not applicable for the existing conditions, the speed limits can be altered with the posting of a different speed limit, which must be determined according to the findings of the E&TS. CVC Section 22354 covers decreasing highway speeds from 65 mph, and CVC Section 22358 addresses decreasing local speed limits. The CVC does not address decreasing the speed limit below 55 mph on undivided highways; however, the CA MUTCD states that speed zones (other than statutory speed limits) shall only be established on the basis of an E&TS that has been performed in accordance with traffic engineering practices. Even though it is not codified in the CVC, Caltrans has established the practice of using an E&TS for any reduction below a statutory 55 mph speed limit. Law enforcement agencies and courts are accustomed to seeing surveys for these areas and it may be difficult to defend a speed violation citation without one.

Speed limit signs should be installed at approximately every one-half mile on streets which have been speed zoned. Signs are typically installed at the beginning of the speed zone on the departure side of a traffic signal controlled intersection. It is also advisable to install signs at key intersections where there is high side street vehicle entry. It is important that motorists be given adequate notice of the speed limit without over signing, since doing so increases maintenance costs and rarely results in increased compliance.

The CA MUTCD outlines speed limit sign size specifications based on the type of roadway facility. Sign sizes vary from a minimum of 24-inches by 30-inches on a single lane conventional roadway to 48-inches by 60-inches on a freeway. It is also important to post signs in a manner that they are clearly visible to approaching traffic from a distance. Care should be taken to maintain landscaping and other vegetation so it does not grow to block the motorist view of signs. In certain circumstances, when an engineer has determined that additional motorist awareness of the speed limit is needed, the speed limit can also be painted on the street immediately adjacent to a speed limit sign.

Enforcement problems can occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted; or, (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.

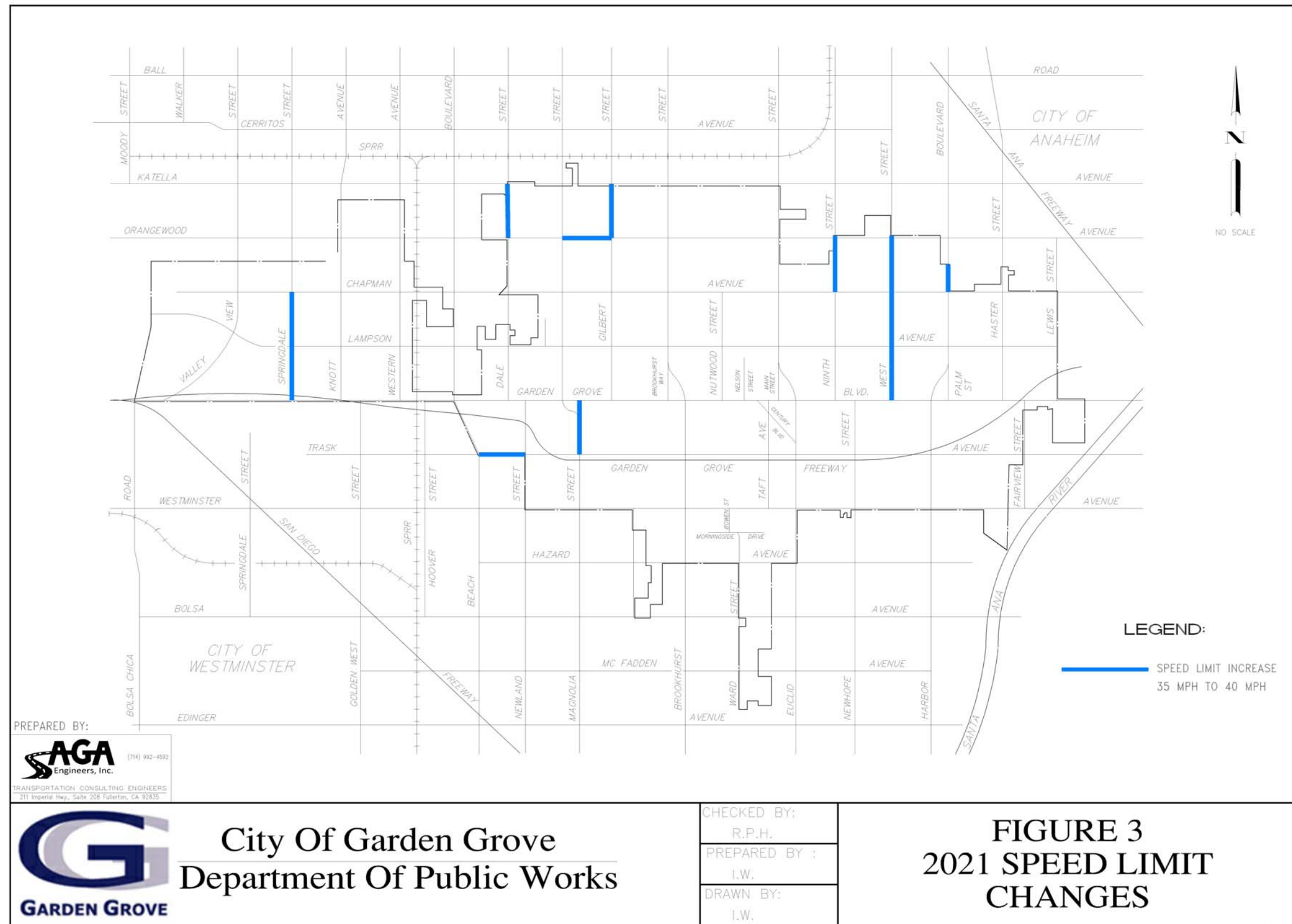
SECTION 5.0

Summary and Conclusions

- ☐ The engineering and traffic surveys and the data collection were conducted per CVC Section 627.
- ☐ One hundred forty-three (143) roadway segments on the City's roadway network were surveyed.
- ☐ The Accident Survey Analysis (Table 1) for the majority of the street segments surveyed is within the average expected accident rate of various types of roadway facilities within the City area.
- ☐ Based on the engineering and traffic surveys, the majority of the existing speed limits on the City's arterial, collector, and local street network are reaffirmed and remain unchanged.
- ☐ Based on the engineering and traffic surveys, the posted speed limits on the following roadway segments listed below are recommended to be modified as follows:
 1. Segment # 11 Dale Street between Orangewood Avenue and Katella Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.
 2. Segment # 21 Gilbert Street between Orangewood Avenue and Katella Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.
 3. Segment # 26 Harbor Boulevard between Chapman Avenue and Wilken Way (north city limits) – increase from 35 mph to 40 mph based on the 85th percentile speed.
 4. Segment # 35 Magnolia Street between Trask Avenue and Garden Grove Boulevard - increase from 35 mph to 40 mph based on the 85th percentile speed.
 5. Segment # 49 Ninth Street between Chapman Avenue and Orangewood Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.
 6. Segment # 52 Springdale Street between Garden Grove Boulevard and Lampson Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.
 7. Segment # 53 Springdale Street between Lampson Avenue and Chapman Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.
 8. Segment # 58 West Street between Garden Grove Boulevard and Lampson Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.
 9. Segment # 59 West Street between Lampson Avenue and Chapman Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.
 10. Segment # 60 West Street between Chapman Avenue and Orangewood Avenue – increase from 35 mph to 40 mph based on the 85th percentile speed.

11. Segment # 119 Oranewood Avenue between Magnolia Street and Gilbert Street – increase from 35 mph to 40 mph based on the 85th percentile speed.
12. Segment # 125 Trask Avenue between Beach Boulevard and Newland Street - increase from 35 mph to 40 mph based on the 85th percentile speed.

The roadway segments with recommended posted speed limit increases are shown in **Figure 3**.



Final Report

Appendix

2021 CITYWIDE ENGINEERING AND TRAFFIC SURVEY



December 2021



TABLE OF CONTENTS

Appendices

- A Regulations Governing Speed Limits and Definition of Terms
- B Speed Zoning Regulations from Caltrans
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- D Engineering and Traffic Survey Summary Reports
Collision Summary Reports
- E Field Survey Sheets

APPENDIX A

Regulations Governing Speed Limits and Definition of Terms

Excerpts from California Vehicle Code



RADAR SPEED ZONE SURVEYS

September 2020

Introduction

This report presents the results of a traffic and engineering study for establishment of speed limits on city streets as required by Sections 22357 and 22358 of the California Vehicle Code. The review included radar surveys of prevailing vehicle speeds at various locations along the length of each street, recent traffic counts and an analysis of reported traffic accidents recorded during the specific interval.

In order to enforce speed limits by radar or other electronic devices, a study must be conducted every five years. Section 40802 of the California Vehicle Code defines a speed limit enforced by radar and "...which speed limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation..." constitutes a speed trap, unless the following criteria are met:

If officers have completed specialized training courses that are approved by the Commission on Peace Officer Standards Training, the time span between studies can be extended to seven years.

If after seven years, "...a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume..." the time span between studies can be extended to ten years.

Since speed traps are illegal, the lack of an adequate study effectively precludes the police from using radar enforcement. Through adoption of this study, the police department will be able to enforce posted speed limits with radar equipment.

It is a common belief that posting of speed limit traffic signs will influence drivers to drive at that speed. The facts indicate otherwise.

Driver behavior research conducted in many parts of this country, over a span of several decades; shows that the average driver is influenced by the appearance of the highway itself and the prevailing traffic conditions, in choosing the speed at which he or she drives. Recognizing this, the California Vehicle Code requires that speed limits be established in accordance with appropriate engineering practice and methods.

Regulations Governing Speed Limits

Under California law, the maximum speed limit for any passenger vehicle is 65 miles per hour (mph). All other speed limits are called prima facie limits which "on the face of it", are safe and prudent under normal conditions. Certain prima facie limits are established by law and include the 25 miles per hour limit in business and residential districts (CVC515); the 15 miles per hour limit in alleys, at blind intersections, and blind railroad grade crossings; and a part-time 25 miles per hour in school zones when children are going to and from school.

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Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on traffic engineering surveys. Such surveys include the analysis of roadway conditions, accident records, and the prevailing speed of prudent drivers using the highway under study. If speed limits are established below what the majority of drivers consider reasonable, they are often not obeyed and consequently, are difficult to enforce. Those drivers who do not comply with posted reasonable speed limits are, conversely, subject to equitable enforcement action.

The California Vehicle Code provides that the use of radar to enforce speed limits, which have not been based on a traffic and engineering study within the preceding five years, constitutes a “speed trap”. Since speed traps are also prohibited by the code, lack of the required study effectively prohibits local agencies from using radar enforcement.

Applicable Vehicle Code Sections

Business District

235. A “business district: is that portion of a highway and the property contiguous thereto (a) upon one side of which highway, for a distance of 600 feet, 50 percent or more of the contiguous property fronting thereon is occupied by buildings in use for business, or (b) upon both sided of which highway, collectively, for a distance of 300 feet, 50 percent or more of the contiguous property fronting thereon is so occupied. A business district may be longer than the distance specified in this section if the above ratio of buildings in use for business to the length of the highway exists.

Business and Residence District: Determination

240. In determining whether a highway is within a business or residence district, the following limitations shall apply and shall qualify the definitions Section 235 and 515:
- a) No building shall be counted unless its entrance faces the highway and the front of the building is within 75 feet of the roadway.
 - b) Where a highway is physically divided into two or more roadways, only those buildings facing each roadway separately shall be counted for the purpose of determining whether the roadway is within a district.
 - c) All churches, apartments, hotels, multiple dwelling houses, clubs and public buildings, other than schools, shall be deemed to be business structures.
 - d) A highway or portion of a highway shall not be deemed to be within a district regardless of the number of buildings upon the contiguous property if there is no right of access to the highway by vehicles from the contiguous property.

Residence District

515. A “residence district” is that portion of a highway and the property contiguous thereto, other than a business district, (a) upon one side of which highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures, or (b) upon both sided of which highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling housed or business structures. A residence district may be longer than one quarter of a mile if the above ratio of separate dwelling houses or business structures to the length of the highway exists.

Engineering and Traffic Survey

627. (a) “Engineering and traffic survey” as used in this Code, means a survey of highway and traffic

conditions in accordance with methods determined by the Department of Transportation for use by the state and local authorities.

- (b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all the following:
 - 1) Prevailing speeds as determined by traffic engineering measurements.
 - 2) Accident records.
 - 3) Highway, traffic, and roadside conditions not readily apparent to the driver.
- (c) When conducting an engineering and traffic survey, local authorities, in addition to the factors set forth in paragraphs (1) to (3), inclusive, of subdivision (b) may consider all of the following:
 - 1) Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:
 - (A) Upon one side of the highway, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.
 - (B) Upon both sides of the highway, collectively, within a distance of a quarter of a mile, the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.
 - (C) The portion of highway is longer than one-quarter of a mile but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph (A) or (B).
 - 2) Pedestrian and bicyclist safety.

Rounding Speed Limit to the Nearest 5 mph of the 85th Percentile

21400. (a) (1) The Department of Transportation shall, after consultation with local agencies and public hearings, adopt rules and regulations prescribing uniform standards and specifications for all official traffic control devices placed pursuant to this code, including, but not limited to, stop signs, yield right-of-way signs, speed restriction signs, railroad warning approach signs, street name signs, lines and markings on the roadway, and stock crossing signs placed pursuant to Section 21364.
- (2) The Department of Transportation shall, after notice and public hearing, determine and publicize the specifications for uniform types of warning signs, lights, and devices to be placed upon a highway by a person engaged in performing work that interferes with or endangers the safe movement of traffic upon that highway.
- (3) Only those signs, lights, and devices as are provided for in this section shall be placed upon a highway to warn traffic of work that is being performed on the highway.
- (4) Control devices or markings installed upon traffic barriers on or after January 1, 1984, shall conform to the uniform standards and specifications required by this section.
- (b) The Department of Transportation shall revise the California Manual on Uniform Traffic Control Devices, as it read on January 1, 2012, to require the Department of Transportation or a local authority to round speed limits to the nearest five miles per hour of the 85th percentile of the free-flowing traffic. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment, but then the Department of Transportation or a local authority shall not reduce the speed limit any further for any reason.

Maximum Speed Limit

22349. (a) Except as provided in Section 22356, no person shall drive a vehicle upon a highway at a speed greater than 65 miles per hour.
- (b) Notwithstanding any other provision of law, no person may drive a vehicle upon a two-lane, undivided highway at a speed greater than 55 miles per hour unless that highway, or portion thereof, has been posted for a higher speed by the Department of Transportation or appropriate local agency upon the basis of an engineering and traffic survey. For purposes of this subdivision, the following apply:
- (1) A two-lane, undivided highway is a highway with not more than one through lane of travel in each direction.
 - (2) Passing lanes may not be considered when determining the number of through lanes.
- (c) It is the intent of the Legislature that there be reasonable signing on affected two-lane, undivided highways described in subdivision (b) in continuing the 55 miles-per-hour speed limit, including placing signs at county boundaries to the extent possible, and at other appropriate locations.

Basic Speed Law

22350. No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.

Speed Law Violations

22351. (a) The speed of any vehicle upon a highway not in excess of the limits specified in Section 22352 or established as authorized in this code is lawful unless clearly proved to be in violation of the basic speed law.
- (b) The speed of any vehicle upon a highway in excess of the prima facie speed limits in Section 22352 or established as authorized in this code is prima facie unlawful unless the defendant establishes by competent evidence that the speed in excess of said limits did not constitute a violation of the basic speed law at the time, place and under the conditions then existing.

Prima Facie Speed Limits

22352. The prima facie limits are as follows and the same shall be applicable unless changed as authorized in this code and, if so changed, only when signs have been erected giving notice thereof:

- (a) Fifteen miles per hour:
 - 1) When traversing a railway grade crossing, if during the last 100 feet of the approach to the crossing the driver does not have a clear and unobstructed view of the crossing and of any traffic on the railway for a distance of 400 feet in both directions along such railway. This subdivision does not apply in the case of any railway grade crossing where a human flagman is on duty or a clearly visible electrical mechanical railway crossing signal device is installed but does not then indicate the immediate approach of a railway train or car.
 - 2) When traversing any intersection of highways if during the last 100 feet of the driver's approach to the intersection the driver does not have a clear and unobstructed view of the intersection and of any traffic upon all of the highways entering the intersection for a distance of 100 feet along all those highways, except at an intersection protected by stop signs or yield right-of-way signs or controlled by official traffic control signals.
 - 3) On any alley.
- (b) Twenty-five miles per hour:

- 1) On any highway other than a state highway, in any business or residence district unless a different speed is determined by local authority under procedures set forth in this code.
- 2) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. Such prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. For purposes of this subparagraph, standard "SCHOOL" warning signs may be placed at any distance up to 500 feet away from school grounds.
- 3) When passing a senior center or other facility primarily used by senior citizens, contiguous to a street other than a state highway and posted with a standard "SENIOR" warning sign. A local authority may erect a sign pursuant to this paragraph when the local agency makes a determination that the proposed signing should be implemented. A local authority may request grant funding from the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380) of Division 3 of the Streets and Highways Code, or any other grant funding available to it, and use that grant funding to pay for the erection of those signs, or may utilize any other funds available to it to pay for the erection of those signs, including, but not limited to, donations from private sources.

Increase of Local Limits

22357. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that a speed greater than 25 miles per hour would facilitate the orderly movement of vehicular traffic and would be reasonable and safe upon any street other than a state highway otherwise subject to a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie limit of 25 miles per hour, the local authority may by ordinance determine and declare a prima facie speed limit of 30, 35, 40, 45, 50, 55, 60 miles per hour or a maximum speed limit of 65 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe. The declared prima facie or maximum speed limit shall be effective when appropriate signs giving notice thereof are erected upon the street and shall not thereafter be revised except upon the basis of an engineering and traffic survey. This section does not apply to any 25-mile-per-hour prima facie limit which is applicable when passing a school building or the grounds thereof or when passing a senior center or other facility primarily used by senior citizens.

Decrease of Local Limits

22358. (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.
- (b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

Decrease on Narrow Street

22358.3. Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour in a business or residence district or in a public park on any street having a roadway not exceeding 25 feet in width, other than a state highway, is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is found most appropriate and is reasonable and safe. The declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

Decrease on Local Streets Near Schools or Senior Centers

- 22358.4. (a) (1) Whenever a local authority determines upon the basis of an engineering and traffic survey that the prima facie speed limit of 25 miles per hour established by subdivision (b) of Section 22352 is more than is reasonable or safe, the local authority may, by ordinance or resolution, determine and declare a prima facie speed limit of 20 or 15 miles per hour, whichever is justified as the appropriate speed limit by that survey.
- (2) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.
- (b) (1) Notwithstanding subdivision (a) or any other provision of law, a local authority may, by ordinance or resolution, determine and declare prima facie speed limits as follows:
- (A) A 15 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of less than 500 feet from, or passing, a school building or the grounds of a school building, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 15 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of less than 500 feet from, or passing, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 15 miles per hour.
- (B) A 25 miles per hour prima facie limit in a residence district, on a highway with a posted speed limit of 30 miles per hour or slower, when approaching, at a distance of 500 to 1,000 feet from, a school building or the grounds thereof, contiguous to a highway and posted with a school warning sign that indicates a speed limit of 25 miles per hour, while children are going to or leaving the school, either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching, at a distance of 500 to 1,000 feet from, school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a school warning sign that indicates a speed limit of 25 miles per hour.
- (2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:
- (A) A maximum of two traffic lanes.
- (B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the school zone.
- (3) The prima facie limits established under paragraph (1) apply to all lanes of an affected

highway, in both directions of travel.

- (4) When determining the need to lower the prima facie speed limit, the local authority shall take the provisions of Section 627 into consideration.
- (5) (A) An ordinance or resolution adopted under paragraph (1) shall not be effective until appropriate signs giving notice of the speed limit are erected upon the highway and, in the case of a state highway, until the ordinance is approved by the Department of Transportation and the appropriate signs are erected upon the highway.
- (B) For purposes of subparagraph (A) of paragraph (1), school warning signs indicating a speed limit of 15 miles per hour may be placed at a distance up to 500 feet away from school grounds.
- (C) For purposes of subparagraph (B) of paragraph (1), school warning signs indicating a speed limit of 25 miles per hour may be placed at any distance between 500 and 1,000 feet away from the school grounds.
- (D) A local authority shall reimburse the Department of Transportation for all costs incurred by the department under this subdivision.

Downward Speed Zoning

22358.5 It is the intent of the Legislature that physical conditions such as width, curvature, grade and surface conditions or any other condition readily apparent to a driver, in the absence of other factors, would not require special downward speed zoning, as the basic rule of Section 22350 is sufficient regulation as to such conditions.

Boundary Line Streets

22359. With respect to boundary line streets and highways where portions thereof are within different jurisdictions, no ordinance adopted under Sections 22357 and 22358 shall be effective as to any such portion until all authorities having jurisdiction of the portions of the street concerned have approved the same. This section shall not apply in the case of boundary line streets consisting of separate roadways within different jurisdictions.

Multiple-Lane Highways

22361. On multiple-lane highways with two or more separate roadways, different prima facie speed limits may be established for different roadways under any of the procedures specified in Sections 22354 to 22359, inclusive.

Speed Trap Prohibition

40801. No peace officer or other person shall use a speed trap in arresting, or participating or assisting in the arrest of, any person for any alleged violation of this code nor shall any speed trap be used in securing evidence as to the speed of any vehicle for the purpose of an arrest or prosecution under this code.

Speed Trap

40802. (a) A "speed trap" is either of the following:

- (1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (2) A particular section of a highway with a prima facie speed limit provided by this code or by local ordinance pursuant to paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed

limit is not justified by an engineering and traffic survey conducted within five years prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic devices which measures the speed of moving objects. This subdivision does not apply to local street, road, or school zone.

- (b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps" that are approved by the Federal Highway Administration and maintained by the Department of Transportation. When a street or road does not appear on the "California Road System Maps," it may be defined as a "local street or road" if it primarily provides access to abutting residential property and meets the following three conditions:
 - (A) Roadway width of not more than 40 feet.
 - (B) Not more than one-half mile of uninterrupted length. Interruptions shall include official traffic control devices as defined in Section 445.
 - (C) Not more than one traffic lane in each direction.
- (2) For purposes of this section, "school zone" means that area approaching or passing a school building or the grounds thereof that is contiguous to a highway and on which is posted a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. "School zone" also includes the area approaching or passing any school grounds that are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children if that highway is posted with a standard "SCHOOL" warning sign.
- (c) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:
 - (A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.
 - (B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.
 - (C)(i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).
 - (ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 223469, 22356, or 22406.
 - (D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.
- (2) A "speed trap" is either of the following:

- (A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.
- (B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:
 - (I) Except as specified in subclause (II), seven years.
 - (II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 10 years.
- (ii) This subparagraph does not apply to a local street, road, or school zone.

Speed Trap Evidence.

40803. (a) No evidence as to the speed of a vehicle upon a highway shall be admitted in any court upon the trial of any person in any prosecution under this code upon a charge involving the speed of a vehicle when the evidence is based upon or obtained from or by the maintenance or use of a speed trap
- (b) In any prosecution under this code of a charge involving the speed of a vehicle, where enforcement involves the use of radar or other electronic devices which measure the speed of moving objects, the prosecution shall establish, as part of its prima facie case, that the evidence or testimony presented is not based upon a speed trap as defined in paragraph (2) of subdivision (b) of Section 40802.
- (c) When a traffic and engineering survey is required pursuant to paragraph (2) of subdivision (b) of Section 40802, evidence that a traffic and engineering survey has been conducted within five years of the date of the alleged violation or evidence that the offense was committed on a local street or road as defined in paragraph (2) of subdivision (b) of Section 40802 shall constitute a prima facie case that the evidence or testimony is not based upon a speed trap as defined in paragraph (2) of subdivision (b) 40802.

Study Method

Speed zones are established to inform drivers of the safe speed limit and to protect the general public from unreasonable and reckless drivers. Research has shown that most drivers travel at speeds that are safe and reasonable, therefore, speed limits are established primarily on the consensus of the majority of those who use the roads. Speed limits are not based on the actions of few. The California Vehicle Code requires the limits to be established on the basis of an engineering and traffic survey rather than by arbitrary methods.

The study is conducted in accordance with the appropriate sections of the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B-13, Speed Limit Sign (R2-D)

Surveys are conducted on arterial streets, collector streets, and selected local streets. Each of the selected streets was analyzed individually.

The accident analysis was based on a review of the City's Traffic Accident Records (Crossroads). Only non-intersection accidents are included since intersection accidents are considered correctable using conventional intersection traffic controls such as stop signs or traffic signals.

Accident rates were computed using a formula that takes into account the number of accidents in the two-year period, the length of roadway being studied, and the average daily traffic volume. The rate is expressed in accidents per million vehicle miles (Acc/MVM). The formula is:

$$\text{Acc/MM} = \frac{\text{Number of Accidents} \times 1,000,000}{\text{Distance} \times \text{ADT} \times \text{No. of Days}}$$

In order to evaluate the accident rates for each street segment, the average rate for all surveyed street segments was calculated. Average rates were calculated for two-lane and four-or-more-lane arterial streets, two-lane collector and two-lane local streets. The accident rates for each segment were compared to the state-wide average rates for streets with similar characteristics.

Definitions of Terms

| | |
|--|--|
| Average Daily Traffic | Volume of traffic during a 24-hour period. |
| ECL | Easterly City Limit (also WCL, NCL and SCL for Westerly, Northerly and Southerly). |
| 85 th Percentile (Critical Speed) | The "speed" which 85% of the observed vehicles are not exceeding. This speed is usually within 2 mph of the upper limit of the speed. |
| Mean Speed | The average speed. |
| MPH or mph | Miles Per Hour. |
| MVM or mvm | Million Vehicle Miles. Accident rates are generally expressed as the number of accidents occurring per million vehicle miles traveled during a given time period. |
| Pace | The 10 mph range of observed vehicle speeds containing the largest number of vehicles. A normal distribution will contain approximately 70% of the sample within the pace, with 15% above and 15% below. |

APPENDIX B

Speed Zoning Regulations from Caltrans *California Manual on Uniform Traffic Control Devices*

04 If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

05 An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

Guidance:

06 If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Option:

07 If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

08 The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.

09 The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

10 The In-Street Pedestrian Crossing sign shall have a black legend (except for the red-STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

11 Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:

12 The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Standard:

13 The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

Option:

14 The In-Street Pedestrian Crossing sign may be used seasonably seasonally to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

15 In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk.

Section 2B.13 Speed Limit Sign (R2-1)

Support:

00 The setting of speed limits can be controversial and requires a rational and defensible determination to maintain public confidence. Speed limits are normally set near the 85th-percentile speed that statistically represents one standard deviation above the average speed and establishes the upper limit of what is considered reasonable and prudent. As with most laws, speed limits need to depend on the voluntary compliance of the greater majority of motorists. Speed limits cannot be set arbitrarily low, as this would create violators of the majority of drivers and would not command the respect of the public.

Standard:

01 Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering and traffic survey (E&TS) study that has been performed in accordance with traffic engineering practices. The engineering study shall include an analysis of the current speed distribution of free-flowing vehicles.

02 The Speed Limit (R2-1) sign (see Figure 2B-3) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency based on the engineering study. The speed limits displayed shall be in multiples of 5 mph.

03 Speed Limit (R2-1) signs, indicating speed limits for which posting is required by law, shall be located at the points of change from one speed limit to another.

04 At the downstream end of the section to which a speed limit applies, a Speed Limit sign showing the next speed limit shall be installed. Additional Speed Limit signs shall be installed beyond major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.

05 Speed Limit signs indicating the statutory speed limits shall be installed at entrances to the State and, where appropriate, at jurisdictional boundaries in urban areas.

Support:

06 In general, the maximum speed limits applicable to rural and urban roads are established:

A. Statutorily – a maximum speed limit applicable to a particular class of road, such as freeways or city streets, that is established by State law; or

B. As altered speed zones – based on engineering studies.

07 State statutory limits might restrict the maximum speed limit that can be established on a particular road, notwithstanding what an engineering study might indicate.

Option:

08 If a jurisdiction has a policy of installing Speed Limit signs in accordance with statutory requirements only on the streets that enter a city, neighborhood, or residential area to indicate the speed limit that is applicable to the entire city, neighborhood, or residential area unless otherwise posted, a CITYWIDE (R2-5aP), NEIGHBORHOOD (R2-5bP), or RESIDENTIAL (R2-5cP) plaque may be mounted above the Speed Limit sign and an UNLESS OTHERWISE POSTED (R2-5P) plaque may be mounted below the Speed Limit sign (see Figure 2B-3).

Guidance:

09 A Reduced Speed Limit Ahead (W3-5 or W3-5a) sign (see Section 2C.38) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph, or where engineering judgment indicates the need for advance notice to comply with the posted speed limit ahead.

10 States and local agencies should conduct engineering studies at least once every 5, 7 or 10 years, in compliance with CVC Section 40802 to reevaluate non-statutory speed limits on segments of their roadways that have undergone significant changes since the last review, such as the addition or elimination of parking or driveways, changes in the number of travel lanes, changes in the configuration of bicycle lanes, changes in traffic control signal coordination, or significant changes in traffic volumes.

11 No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

12 When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic.

Standard:

12a When a speed limit is to be posted, it shall be established at the nearest 5 mph increment of the 85th-percentile speed of free-flowing traffic, except as shown in the two Options below.

Option:

- 1. The posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th-percentile speed, in compliance with CVC Sections 627 and 22358.5. See Standard below for documentation requirements.**
- 2. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed, if no further reduction is used. Refer to CVC Section 21400(b).**

Standard:

12b If the speed limit to be posted has had the 5 mph reduction applied, then an E&TS shall document in writing the conditions and justification for the lower speed limit and be approved by a registered Civil or Traffic Engineer. The reasons for the lower speed limit shall be in compliance with CVC Sections 627 and 22358.5.

Support:

12c The following examples are provided to explain the application of these speed limit criteria:

Example 1. Using Option 1 above and first step is to round down: If the 85th percentile speed in a speed survey for a location was 37 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 37 mph speed. As indicated by the option, this 35 mph established speed limit could be reduced by 5 mph to 30 mph if

the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 2. Using Option 1 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, then the speed limit would be established at 35 mph since it is the closest 5 mph increment to the 33 mph speed. As indicated by the option, this 35 mph speed limit could be reduced by 5 mph to 30 mph if the conditions and justification for using this lower speed limit are documented in the E&TS and approved by a registered Civil or Traffic Engineer.

Example 3. Using Option 2 above and first step is to round up: If the 85th percentile speed in a speed survey for a location was 33 mph, instead of rounding up to 35mph, the speed limit can be established at 30mph, but no further reductions can be applied (which is allowed in the two examples above).

Standard:

^{12d} Examples 1 and 2 for establishing posted speed limits shall apply to engineering and traffic surveys (E&TS) performed on or after July 1, 2009 in accordance with Caltrans' Traffic Operations Policy Directive Number 09-04 dated June 29, 2009.

Option:

^{12e} After January 1, 2012, Example 3 may be used to establish speed limits. Refer to CVC 21400(b).

Support:

^{12f} Any existing E&TS that was performed before July 1, 2009 in accordance with previous traffic control device standards is not required to comply with the new criteria until it is due for reevaluation per the 5, 7 or 10 year criteria.

¹³ *Speed studies for signalized intersection approaches should be taken outside the influence area of the traffic control signal, which is generally considered to be approximately 1/2 mile, to avoid obtaining skewed results for the 85th-percentile speed.*

Support:

¹⁴ Advance warning signs and other traffic control devices to attract the motorist's attention to a signalized intersection are usually more effective than a reduced speed limit zone.

Guidance:

¹⁵ *An advisory speed plaque (see Section 2C.08) mounted below a warning sign should be used to warn road users of an advisory speed for a roadway condition. A Speed Limit sign should not be used for this situation.*

Option:

¹⁶ Other factors that may be considered when establishing or reevaluating speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.

¹⁷ Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

¹⁸ A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is displayed at the proper times.

¹⁹ A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

²⁰ *If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX MPH or such similar legend should be displayed. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.*

Support:

²¹ Advisory Speed signs and plaques are discussed in Sections 2C.08 and 2C.14. Temporary Traffic Control Zone Speed signs are discussed in Part 6. The WORK ZONE (G20-5aP) plaque intended for installation above a Speed Limit sign is discussed in Section 6F.12. School Speed Limit signs are discussed in Section 7B.15.

²² Speed limits in California are governed by the California Vehicle Code (CVC), Sections 22348 through 22413; also, pertinent sections are found in Sections 627 and 40802 and others referenced in this section. See Section 1A.11 for information regarding this publication.

²³ Refer to Part 6, Section 6C.01 for speed limit signs in temporary traffic control zones. Refer to Part 7 for speed limit signs in school areas.

Engineering and Traffic Survey (E&TS)

Support:

²⁴ CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

Standard:

²⁵ **An engineering and traffic survey (E&TS) shall include, among other requirements deemed necessary by Caltrans, consideration of all of the following:**

- A. Prevailing speeds as determined by traffic engineering measurements.**
- B. Collision records.**
- C. Highway, traffic, and roadside conditions not readily apparent to the driver.**

Guidance:

²⁶ *The E&TS should contain sufficient information to document that the required three items of CVC Section 627 are provided and that other conditions not readily apparent to a driver are properly identified.*

²⁷ *Prevailing speeds are determined by a speed zone survey. A speed zone survey should include:*

- A. The intent of the speed measurements is to determine the actual speed of unimpeded traffic. The speed of traffic should not be altered by concentrated law enforcement, or other means, just prior to, or while taking the speed measurements.*
- B. Only one person is required for the field work. Speeds should be read directly from a radar or other electronic speed measuring devices; or,*
- C. Devices, other than radar, capable of accurately distinguishing and measuring the unimpeded speed of free flowing vehicles may be used.*
- D. A location should be selected where prevailing speeds are representative of the entire speed zone section. If speeds vary on a given route, more than one speed zone section may be required, with separate measurements for each section. Locations for measurements should be chosen so as to minimize the effects of traffic signals or stop signs.*
- E. Speed measurements should be taken during off-peak hours between peak traffic periods on weekdays. If there is difficulty in obtaining the desired quantity, speed measurements may be taken during any period with free flowing traffic.*
- F. The weather should be fair (dry pavement) with no unusual conditions prevailing.*
- G. The surveyor and equipment should not affect the traffic speeds. For this reason, an unmarked car is recommended, and the radar speed meter located as inconspicuously as possible.*
- H. In order for the sample to be representative of the actual traffic flow, the minimum sample should be 100 vehicles in each survey. In no case should the sample contain less than 50 vehicles.*
- I. Short speed zones of less than 0.5 miles should be avoided, except in transition areas.*
- J. Speed zone changes should be coordinated with changes in roadway conditions or roadside development.*
- K. Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.*
- L. Speed zoning should be coordinated with adjacent jurisdictions.*

Support:

²⁸ Physical conditions such as width, curvature, grade and surface conditions, or any other condition readily apparent to the driver, in the absence of other factors, would not require special downward speed zoning. Refer to CVC 22358.5.

Option:

²⁹ When qualifying an appropriate speed limit, local authorities may also consider all of the following findings:

- A. Residential density, if any of the following conditions exist on the particular portion of highway and the property contiguous thereto, other than a business district:**
 - 1. Upon one side of the highway, within 0.25 miles, the contiguous property fronting thereon is occupied by 13 or more separate dwelling houses or business structures.**
 - 2. Upon both sides of the highway, collectively, within a distance of 0.25 miles the contiguous property fronting thereon is occupied by 16 or more separate dwelling houses or business structures.**

3. The portion of highway is larger than 0.25 miles but has the ratio of separate dwelling houses or business structures to the length of the highway described in either subparagraph 1 or 2 above.

B. Pedestrian and bicyclist safety.

³⁰ The following two methods of conducting E&TS may be used to establish speed limits:

1. State Highways - The E&TS for State highways is made under the direction of the Caltrans District Traffic Engineer. The data includes:
 - a. One copy of the Example of Speed Zone Survey Sheet (See Figure 2B-101(CA)) showing:
 - A north arrow
 - Engineer's station or post mileage
 - Limits of the proposed zones
 - Appropriate notations showing type of roadside development, such as "scattered business," "solid residential," etc. Schools adjacent to the highway are shown, but other buildings need not be plotted unless they are a factor in the speed recommendation or the point of termination of a speed zone.
 - Collision rates for the zones involved
 - Average daily traffic volume
 - Location of traffic signals, signs and markings
 - If the highway is divided, the limits of zones for each direction of travel
 - Plotted 85th percentile and pace speeds at location taken showing speed profile
 - b. A report to the District Director that includes:
 - The reason for the initiation of speed zone survey.
 - Recommendations and supporting reasons.
 - The enforcement jurisdictions involved and the recommendations and opinions of those officials.
 - The stationing or reference post in mileage at the beginning and ending of each proposed zone and any intermediate equations. Location ties must be given to readily identifiable physical features.
2. City and County Through Highways, Arterials, Collector Roads and Local Streets.
 - a. The short method of speed zoning is based on the premise that a reasonable speed limit is one that conforms to the actual behavior of the majority of motorists, and that by measuring motorists' speeds, one will be able to select a speed limit that is both reasonable and effective. Other factors that need to be considered include but are not limited to: the most recent two-year collision record, roadway design speed, safe stopping sight distance, superelevation, shoulder conditions, profile conditions, intersection spacing and offsets, commercial driveway characteristics, and pedestrian traffic in the roadway without sidewalks.
 - b. Determination of Existing Speed Limits - Figures 2B-103(CA) & 2B-104(CA) show examples of data sheets which may be used to record speed observations. Specific types of vehicles may be tallied by use of letter symbols in appropriate squares.

³¹ In most situations, the short form for local streets and roads will be adequate; however, the procedure used on State highways may be used at the option of the local agency.

Guidance:

³² *The factors justifying a reduction below the 85th percentile speed for the posted speed limit are the same factors mentioned above. Whenever such factors are considered to establish the speed limit, they should be documented on the speed zone survey or the accompanying engineering report.*

³³ *The establishment of a speed limit of more than 5 mph below the 85th percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85th percentile generally results in an increase in collision rates; in addition, this may make violators of a disproportionate number of the reasonable majority of drivers.*

Support:

³⁴ Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

³⁵ Speed limits are established at or near the 85th percentile speed, which is defined as that speed at or below which 85th percent of the traffic is moving. The 85th percentile speed is often referred to as the critical speed. Pace speed is defined as the 10 mph increment of speed containing the largest number of vehicles (See Figure 2B-102(CA)). The lower limit of the pace is plotted on the Speed Zone Survey Sheets as an aid in determining the proper zone limits. Speed limits higher than the 85th percentile are not generally considered reasonable and prudent. Speed limits below the 85th percentile do not ordinarily

facilitate the orderly movement of traffic and require constant enforcement to maintain compliance. Speed limits established on the basis of the 85th percentile conform to the consensus of those who drive highways as to what speed is reasonable and prudent, and are not dependent on the judgment of one or a few individuals.

³⁶ The majority of drivers comply with the basic speed law. Speed limits set at or near the 85th percentile speed provide law enforcement officers with a limit to cite drivers who will not conform to what the majority considers reasonable and prudent. Further studies show that establishing a speed limit at less than the 85th percentile (Critical Speed) generally results in an increase in collision rates.

Option:

³⁷ When roadside development results in traffic conflicts and unusual conditions which are not readily apparent to drivers, as indicated in collision records, speed limits somewhat below the 85th percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

Guidance:

³⁸ *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

Signs

Standard:

³⁹ **The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

⁴⁰ **When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.**

⁴¹ **The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

Guidance:

⁴² *The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

Option:

⁴³ The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

⁴⁴ The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

Support:

⁴⁵ Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

Option:

⁴⁶ The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

Standard:

⁴⁷ **The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

⁴⁸ **The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

⁴⁹ **The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

Option:

⁵⁰ The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

Standard:

⁵¹ **Speed limit signs shall be placed at the beginning of all restricted speed zones.**

Option:

⁵² Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

Standard:

⁵³ The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.

⁵⁴ Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:

- At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.
- R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.

Option:

- The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

- The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.
- The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

Standard:

- Signs shall be placed in protected locations.
- At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.

⁵⁵ Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.

Guidance:

- Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

⁵⁶ Conventional highways with 55 mph speed limits should be posted as follows:

Standard:

- The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.

Guidance:

- Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Conventional highways with 65 mph speed limits should be posted as follows:

- The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.
- Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.
- At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.

Option:

⁵⁷ Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

Standard:

⁵⁸ The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.

Guidance:

⁵⁹ *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

Standard:

⁶⁰ **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

Option:

⁶¹ The 25 mile interval may be modified to include locations following entrance ramps.

Standard:

⁶² **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

⁶³ **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.**

⁶⁴ **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

Speed Enforced Signs

Option:

⁶⁵ The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

Guidance:

⁶⁶ *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

Support:

⁶⁷ The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

Option:

⁶⁸ The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

Guidance:

⁶⁹ *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

Option:

⁷⁰ The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

Standard:

⁷¹ **The R48-2(CA) sign shall be used for both directions of travel.**

Guidance:

⁷² *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

Vehicle Speed Feedback Signs

Option:

⁷³ A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

Standard:

⁷⁴ **If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

Guidance:

⁷⁵ To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.

Option:

⁷⁶ When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

⁷⁷ In lieu of lights, legend may be retroreflective film for flip-disk systems.

⁷⁸ The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

Support:

⁷⁹ Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

⁸⁰ Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352

Support:

⁸¹ The basic speed law states “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”

Standard:

⁸² **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

⁸³ Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

Use of Metric System Designations – See CVC 21351.3

Option:

⁸⁴ Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

Guidance:

⁸⁵ If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.

Support:

⁸⁶ Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

Standard:

⁸⁷ **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

Legal Authority for Establishing Speed Limits

Support:

⁸⁸ Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

Standard:

⁸⁹ **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

⁹⁰ The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

Variable Speed Limits on Freeways - See CVC 22355

Option:

⁹¹ The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

Minimum Speed Limits on State Highways - See CVC 22400

Option:

⁹² The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.
- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

Speed Traps

Support:

⁹³ Refer to CVC 40802 for Speed Traps.

Standard:

⁹⁴ A speed trap shall not apply to a local street, road, or school zone.

⁹⁵ A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.

⁹⁶ This time provision shall be extended to seven years when using radar and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

⁹⁷ This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:

- The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.
- The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.
- The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.

Option:

⁹⁸ This time provision for an E&TS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

Truck Speed Zone on Descending Grades

Guidance:

⁹⁹ Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.

Support:

¹⁰⁰ To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

Standard:

¹⁰¹ **Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.**

Guidance:

¹⁰² *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

Standard:

¹⁰³ **If warranted, the Caltrans District Director shall issue a standard speed zone order.**

Support:

¹⁰⁴ Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

Standard:

¹⁰⁵ **A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.**

Speed Zones in Temporary Traffic Control Areas

Support:

¹⁰⁶ For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

Section 2B.14 Truck Speed Limit Plaque (R2-2P)

Standard:

⁰¹ **Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~**

⁰² **The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.**

⁰³ **The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.**

Support:

⁰⁴ Refer to Section 2B.13 for more details.

Section 2B.15 Night Speed Limit Plaque (R2-3P)

Standard:

⁰¹ **Where different speed limits are prescribed for day and night, both limits shall be posted.**

Guidance:

⁰² *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

Option:

⁰³ A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

Support:

⁰⁴ Refer to CVC 22355.

Section 2B.16 Minimum Speed Limit Plaque (R2-4P)

Standard:

⁰¹ **A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.**

Option:

⁰² Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, the Minimum Speed Limit plaque may be installed below a Speed Limit (R2-1)

APPENDIX C

Traffic Radar Certifications

Traffic Radar Equipment Certification

Traffic Radar Operator Certification



16202 Keats Circle
Westminster, Calif. 92683

TRAFFIC RADAR CERTIFICATION

TESTED TO NHTSA SPECIFICATIONS / IACP CRITICAL PERFORMANCE STANDARDS
(NHTSA) National Highway and Traffic Safety Administration.
(IACP) International Association of Chiefs of Police.

R.H.F. is a certified independent testing and repair facility.

| | | | | | | | | | |
|----|---|--|--|---------------------------------------|--|---|---------------|---------------|------|
| 1 | TEST ID | Date Received
<i>11-20-18</i> | Certification Number
<i>73563</i> | | | | | | |
| 2 | DEVICE ID | Make
Decatur | Model
Genesis VP or VPD | Type (I-IV)
III | Directional radar
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | Same direction
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | | |
| | | Counting unit S/N
<i>1413</i> | Antenna-1 S/N
N/A | Antenna-2 S/N
N/A | | | | | |
| 3 | § 2.4 / § 5.4
TUNING FORK
CALIBRATION | Low speed fork S/N
<i>101052</i> | Last date calib. | Freq. (Hz) | Speed (mph)
<i>33</i> | Measured (Hz)
<i>2390</i> | (PASS) | FAIL | |
| | | High speed fork S/N
<i>101209</i> | Last date calib. | Freq. (Hz) | Speed (mph)
<i>77</i> | Measured (Hz)
<i>5591</i> | | | |
| 4 | § 2.5 / § 5.5
RADAR DEVICE
TUNING FORK
TESTS | Stationary mode | | Lo fork | | High fork | | (PASS) | FAIL |
| | | Fork speed (mph) | | 33 | | 77 | | | |
| | | Disp. Speed (mph) | | 33 | | 77 | | | |
| | | Moving mode
Opposite Direction | TARGET SPEED
(Hi fork - Lo fork) | Expected.
(mph) | Displayed.
(mph) N/A | | | | |
| | | Moving mode
Same Direction | TARGET SPEED
Hi fork + Lo fork
Hi fork - Lo fork | Expected.
(mph) | Displayed.
(mph) N/A | | | | |
| 5 | § 2.6.1 / § 5.6.1
TRANSMISSION
FREQUENCY
STABILITY | Standard supply
Voltage (V) 7.2 V | Antenna 1
Freq. GHz <i>24.171</i> | Antenna 2
Freq. GHz N/A | | (PASS) | FAIL | | |
| | | Standard supply
Voltage - 20% (V) 6.2 V | Antenna 1
Freq. GHz <i>N/A</i> | Antenna 2
Freq. GHz N/A | | | | | |
| | | Standard supply
voltage + 20% (V) 8.6 V | Antenna 1
Freq. GHz <i>N/A</i> | Antenna 2
Freq. GHz N/A | | | | | |
| 6 | § 2.6.5 / § 5.6.5
POWER DENSITY | Mfg. Spec.
(max mW/cm) ≤ 2 | Antenna 1
Power (mW/cm) <i>0.34</i> | Antenna 2
Power (mW/cm) N/A | | (PASS) | FAIL | | |
| 7 | § 2.8 / § 5.8
LOW VOLTAGE | Mfg. spec.
(V) ≤ 6.2 V | LVA activates
(V) <i>N/A</i> | LVA deactivates
(V) <i>N/A</i> | | PASS | FAIL | | |
| 8 | § 2.9.1 / § 5.9.1
DOPPLER AUDIO | A. Audio tone correlates with received Doppler signal <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
B. Functioning audio volume-adjustment control <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | (PASS) | FAIL | | |
| 9 | § 2.12.4 / § 5.12.4
INTERNAL
CIRCUIT | Mfg. Spec.
PASS | Test results
<i>PASS</i> | | | (PASS) | FAIL | | |
| 10 | § 2.12.6.5 / §
5.12.6.5
DIRECTIONAL | A. Selects only targets moving towards radar <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A.
B. Selects only targets moving away from radar <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N.A. | | | | (PASS) | FAIL | | |
| 11 | § 2.12.7 / § 2.12.8 /
5.12.7 / 5.12.8
LOW AND HIGH
SPEED DISPLAY
TEST | Stationary mode:
target channel (mph) | Low speed spec. 5 | Lo speed disp. 5 | | (PASS) | FAIL | | |
| | | | Hi speed spec. 200 | Hi speed disp. 200 | | | | | |
| | | Moving Mode
target channel (mph) | Low speed spec. N/A | Lo speed disp. N/A | | | | | |
| | | | Hi speed spec. N/A | Hi speed disp. N/A | | | | | |
| | | Moving Mode:
patrol channel (mph) | Low speed spec. N/A | Lo speed disp. N/A | | | | | |
| | | | Hi speed spec. N/A | Hi speed disp. N/A | | | | | |
| 12 | § 2.13 / § 5.13
RFI TEST | | | | | | (PASS) | FAIL | |
| 13 | LABORATORY
COMMENTS | | | | | | | | |
| 14 | NHTSA/IACP
CERTIFICATION | <p><i>This radar device meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration. California Vehicle Code Section 40802</i> <input checked="" type="checkbox"/> PASS <input type="checkbox"/> FAIL</p> <p>Certified by: <i>Fred Bauman</i> Date: <i>11-20-18</i></p> | | | | | | | |
| 15 | INVENTORY | <input type="checkbox"/> Fork Cert <input type="checkbox"/> Manual <input type="checkbox"/> 2 nd Ant. <input type="checkbox"/> Remote <input type="checkbox"/> Bat.
<input type="checkbox"/> Carrying Case <input type="checkbox"/> Other: (please list) | | | | | | | |

CERTIFICATE OF COMPLETION

THIS IS TO CERTIFY THAT –

1. Thomas L. Hartman of Albert Grover and Associates Traffic Engineering firm has successfully completed a course for Traffic Engineers on the operation of Radar devices in application with Traffic and Engineering Speed Surveys as outlined in the California Vehicle Code and the Manual of Uniform Traffic Control Devices. This course is based upon the standards as outlined by the National Highway Traffic Safety Administration, California Commission on P.O.S.T standards and Section 40802 of the California Vehicle Code.
2. Thomas L. Hartman completed the classroom instruction on operation and theory of Radar devices, case law, traffic and engineering surveys, the California Vehicle Code as well as the test, set-up, operation and identification of erroneous readings.
3. Thomas L. Hartman, in field settings demonstrated competence in the test and set-up of a radar device, operation and trouble shooting of the device and correct evaluation of readings provided by the device.
4. Thomas L. Hartman Roland P. Hizon demonstrated competence in making visual speed estimations in actual field settings.
5. Thomas L. Hartman of Albert Grover and Associates Traffic Engineering firm is recognized for his competence as a Radar Operator this 30th day of November, 2018.



Steve Chauncey
P.O.S.T. Certified Radar Instructor

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

| | | | |
|----------|---|--------|--------------|
| To: | Scott C. Stiles | From: | Shawn Park |
| Dept.: | City Manager | Dept.: | City Manager |
| Subject: | Award a contract to Thomco Construction Inc., for Project No. 5031021280, Garden Grove City Hall Security Enhancement Construction Project. (Cost: \$795,215) (Action Item) | | |
| | | Date: | 12/14/2021 |

OBJECTIVE

For the City Council to award a contract to Thomco Construction, Inc., for Project No. 5031021280, Garden Grove City Hall Security Enhancement Construction Project.

DISCUSSION

The proposed project consists of a comprehensive security renovation of the front lobby area of the Garden Grove City Hall building as well as minor security upgrades to the Police Department, Community Meeting Center, Senior Center and City Yard.

Staff solicited bids from prequalified contractors for this project pursuant to Municipal Code Section 2.50.100 and 2.52.010, and Public Contract Code 20101.

Two (2) qualified bids were received and opened in the City Clerk's office at 11:00 a.m. on November 15, 2021. The lowest qualified bidder is Thomco Construction, Inc., with a total bid of \$795,215.00. This bid is within the current project budget. The licenses and references of the contractor have been reviewed and verified by staff, and all other documentation is in order.

The anticipated contract schedule is as follows:

Award contract - December 14, 2021

Begin construction (estimated) - February 2022

Complete construction (estimated) - October 2022

FINANCIAL IMPACT

In 2015, the City Council approved the issuance of Lease Revenue Bonds 2015A. The Lease Revenue Bonds 2015A took advantage of lower interest rates to refund the City's 2002 Certificates of Participation and yielded approximately \$8 million in bond proceeds, which were used to fund the construction of Fire Station 6 and the lobby renovations to the Police building. Approximately \$1.5 million remains from the Lease Revenue Bonds 2015A and is available for City capital improvements. Funds were appropriated to the FY 2019-20 budget and have been carried over to FY 2021-22 to complete this project. There is no financial impact to the General Fund.

RECOMMENDATION

It is recommended that the City Council:

- Award a Contract to Thomco Construction, Inc., in the amount of \$795,215.00, for Project No. 5031021280 Garden Grove City Hall Security Enhancement Construction Project; and
- Authorize the City Manager to execute the agreement, and make minor modifications as appropriate thereto, on behalf of the City; and
- Authorize the Finance Director to request for construction fund disbursements as necessary from the fiscal agent construction fund and account for all related contract transactions in fund 503.

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|------------------------|--------------------|-----------------|---|
| Construction Agreement | 12/6/2021 | Agreement | Construction_Agreement.docx |
| Bid Summary | 12/6/2021 | Backup Material | City_Hall_Security_Enhancement_Bid_Summary_Sheet.docx |

CONSTRUCTION AGREEMENT

THIS AGREEMENT is made as of this **Tuesday, December 14, 2021** by the **CITY OF GARDEN GROVE**, a municipal corporation, ("CITY"), and **Thomco Construction, Inc.** hereinafter referred to as ("CONTRACTOR").

RECITALS:

The following recitals are a substantive part of this Agreement:

1. This Agreement is entered into pursuant to Garden Grove City Council Authorization dated **December 14, 2021.**
2. CITY desires to utilize the services of CONTRACTOR to furnish material, equipment, and labor for the **GARDEN GROVE CITY HALL SECURITY ENHANCEMENT CONSTRUCTION PROJECT, CITY PROJECT NO. 5031021280**
3. CONTRACTOR is qualified by virtue of experience, training, education, and expertise to accomplish services.

AGREEMENT

THE PARTIES MUTUALLY AGREE AS FOLLOWS:

- 5.1 General Conditions.** CONTRACTOR certifies and agrees that all the terms, conditions and obligations of the Contract Documents as hereinafter defined, the location of the job site, and the conditions under which the work is to be performed have been thoroughly reviewed, and enters into this Contract based upon CONTRACTOR'S investigation of all such matters and is in no way relying upon any opinions or representations of CITY. It is agreed that this Contract represents the entire agreement. It is further agreed that the Contract Documents including the Notice Inviting Bids, Special Instructions to Bidders, if any, Plans, Specifications, and CONTRACTOR's Proposal, are incorporated in this Contract by reference, with the same force and effect as if the same were set forth at length herein, and that CONTRACTOR and its subcontractors, if any, will be and are bound by any and all of said Contract Documents insofar as they relate in any part or in any way, directly or indirectly, to the work covered by this Contract.

"Project" as used herein defines the entire scope of the work covered by all the Contract Documents. Anything mentioned in the Specifications and not indicated in the Plans, or indicated in the Plans and not mentioned in the Specifications, shall be of like effect as if indicated and mentioned in both. In case of discrepancy in the Plans or Specifications, the matter shall be immediately submitted to CITY'S Engineer, without whose decision CONTRACTOR shall not adjust said discrepancy save only at CONTRACTOR'S own risk and expense. The decision of the Engineer shall be final.

5.2 Materials and Labor. CONTRACTOR shall furnish, under the conditions expressed in the Plans and Specifications, at CONTRACTOR'S own expense, all labor and materials necessary, except such as are mentioned in the Specifications to be furnished by the CITY, to construct and complete the project, in good workmanlike and substantial order. If CONTRACTOR fails to pay for labor or materials when due, CITY may settle such claims by making demand upon the surety to this Agreement. In the event of the failure or refusal of the surety to satisfy said claims, CITY may settle them directly and deduct the amount of payments from the Contract price and any amounts due to CONTRACTOR. In the event CITY receives a stop notice from any laborer or material supplier alleging non-payment by CONTRACTOR, CITY shall be entitled to deduct all of its costs and expenses incurred relating thereto, including but not limited to administrative and legal fees.

5.3 Project. The PROJECT is described as: **GARDEN GROVE CITY HALL SECURITY ENHANCEMENT CONSTRUCTION PROJECT, CITY PROJECT NO. 5031021280**

5.4 Plans and Specifications. The work to be done is shown in a set of detailed Plans and Specifications entitled: **GARDEN GROVE CITY HALL SECURITY ENHANCEMENT CONSTRUCTION PROJECT, CITY PROJECT NO. 5031021280**. Said Plans and Specifications and any revision, amendments or addenda thereto are attached hereto and incorporated herein as part of this Contract and referred to by reference. The work to be done must also be in accordance with the General Provisions, Standard Specifications and Standard Plans of the CITY, which are also incorporated herein and referred to by reference.

5.5 Time of Commencement and Completion. CONTRACTOR shall have **ten (10) working days from the award of the Contract** to execute the Contract and supply the CITY with all the documents and information required by the Instructions to Bidders and the other Contract Documents, including but not limited to, the necessary bonds and insurance certificates and endorsements. Once the CITY receives the executed contract and all of the other properly drafted and executed documents and information, it may issue a Notice to Proceed to the CONTRACTOR. If CONTRACTOR refuses or fails to provide the required documents and information within the ten (10) city working days, the CITY may then rescind the award of the Contract and then award the Contract to the next lowest responsive and responsible bidder.

The Contract time shall commence on the fifteenth (15th) calendar day following the Notice to Proceed issued by the City and the CONTRACTOR agrees to submit shop drawings **within fourteen (14) calendar days**. Further, upon receipt of the Notice to Proceed, the CONTRACTOR shall diligently prosecute the work within **150 (one hundred and fifty) working days** to completion as required per the plans and specifications excluding delays caused or authorized by the CITY as set forth in Sections 5.7, 5.8 and 5.9 hereof.

5.6 Time is of the Essence. Time is of the essence of this Contract.

Contractor shall have **fourteen (14) calendar days from the award of the Contract** to execute the Contract and supply CITY with all of the documents and information required by the Instruction to Bidders and the other Contract Documents, including but not limited to, the necessary bonds and insurance certificates and endorsements. Once the CITY receives the executed Contract and all of the other properly drafted and executed documents and information, it may issue a Notice to Proceed to the CONTRACTOR. If

CONTRACTOR refuses or fails to execute the Contract or refuses or fails to provide the required documents and information within the fourteen (14) calendar days, the CITY may then rescind the award of the Contract and then award the Contract to the next lowest responsible and responsive bidder.

As required by the Contract Documents, CONTRACTOR shall prepare and obtain approval of all shop drawings, details and samples, and do all other things necessary and incidental to the prosecution of CONTRACTOR'S work in conformance with an approved construction progress schedule. CONTRACTOR shall coordinate the work covered by this Contract with that of all other CONTRACTORS, subcontractors and of the CITY, in a manner that will facilitate the efficient completion of the entire work in accordance with Section 5.5 herein. CITY shall have complete control of the premises on which the work is to be performed and shall have the right to decide the time or order in which the various portions of the work shall be installed or the priority of the work of other subcontractors, and, in general, all matters representing the timely and orderly conduct of the work of CONTRACTOR on the premises.

- 5.7 Excusable Delays.** CONTRACTOR shall be excused for any delay in the prosecution or completion of the Project caused by acts of God; inclement weather; damages caused by fire or other casualty for which CONTRACTOR is not responsible; any act of negligence or default of CITY; failure of CITY to make timely payments to CONTRACTOR; late delivery of materials required by this CONTRACT to be furnished by CITY; combined action of the workers in no way caused by or resulting from default or collusion on the part of CONTRACTOR; a lockout by CITY; or any other delays unforeseen by CONTRACTOR and beyond CONTRACTOR'S reasonable control.

CITY shall extend the time fixed in Section 5.5 herein for completion of the Project by the number of days CONTRACTOR has thus been delayed, provided that CONTRACTOR presents a written request to CITY for such time extension within fifteen (15) days of the commencement of such delay and CITY finds that the delay is justified. CITY'S decision will be conclusive on the parties to this Contract. Failure to file such request within the time allowed shall be deemed a waiver of the claim by CONTRACTOR.

No claims by CONTRACTOR for additional compensation or damages for delays will be allowed unless CONTRACTOR satisfies CITY that such delays were unavoidable and not the result of any action or inaction of CONTRACTOR and that CONTRACTOR took all available measures to mitigate such damages. Extensions of time and extra compensation as a result of incurring undisclosed utilities would be determined in accordance with SPECIAL PROVISIONS and Section 3-3 of the Standard Specifications for Public Works Construction 2006 Edition (GREEN BOOK). The CITY'S decision will be conclusive on all parties to this Contract.

- 5.8 Extra Work.** The Contract price includes compensation for all work performed by CONTRACTOR, unless CONTRACTOR obtains a written change order signed by a designated representative of CITY specifying the exact nature of the extra work and the amount of extra compensation to be paid all as more particularly set forth in Section 5.9 hereof.

CITY shall extend the time fixed in Section 5.5 for completion of the Project by the number of days reasonably required for CONTRACTOR to perform the extra work, as determined by CITY'S Engineer. The decision of the Engineer shall be final.

5.9 Changes in Project.

5.9.1 CITY may at any time, without notice to any surety, by written order designated or indicated to be a change order, make any change in the work within the general scope of the Contract, including but not limited to changes:

- a. In the Specifications (including drawings and designs);
- b. In the time, method or manner of performance of the work;
- c. In the CITY -furnished facilities, equipment, materials, services or site;
or
- d. Directing acceleration in the performance of the work.

If CONTRACTOR believes that the written order issued as part of this Section 5.9.1 has caused an increase in costs or time, the CONTRACTOR shall submit a written request for equitable adjustment to the CITY that includes a detailed cost breakdown and time impact analysis in sufficient detail to allow the CITY to analyze the request. Said notice shall be submitted via certified mail within twenty (20) days of the CONTRACTOR'S receipt of the written order. CONTRACTOR'S failure to submit the written request for equitable adjustment within the required twenty (20) days shall constitute a waiver of any potential change order or claim for said alleged change. The CITY shall review CONTRACTOR'S request and shall provide a written response within thirty (30) days of receipt of the request either approving or denying the request.

5.9.2 A change may also be any other conflict, difficulty or issue which the CONTRACTOR believes caused any change to the CONTRACTOR'S costs or project schedule, provided CONTRACTOR gives the CITY written notice and a request for equitable adjustment that includes a detailed cost breakdown and time impact analysis in sufficient detail to allow the CITY to analyze the request. The notice shall also state the date the CONTRACTOR became aware of the issue, circumstances and source of the issue and that CONTRACTOR regards the issue as a change order. Said written notice shall be delivered to the CITY via certified mail within twenty (20) days of CONTRACTOR'S first notice of the issue. CONTRACTOR'S failure to submit the notice, which includes the written request for equitable adjustment within the required twenty (20) days shall constitute a waiver of any potential change order or claim for said alleged change. The CITY shall review CONTRACTOR'S request and shall provide a written response within thirty (30) days of receipt of the request either approving or denying the request.

5.9.3 Except as provided in this Section 5.9, no order, statement or conduct of the CITY or its representatives shall be treated as a change under this Section 5.9 or entitle CONTRACTOR to an equitable adjustment.

5.9.4 Except for claims based on defective specifications, no claim for any change under paragraph 5.9.1 or 5.9.2 above shall be allowed for any work performed

more than 20 days before the CONTRACTOR gives written notice as required in paragraphs 5.9.1 and 5.9.2. In the case of defective specifications for which the CITY is responsible, the equitable adjustment shall include any increased direct cost CONTRACTOR reasonably incurred in attempting to comply with those defective specifications.

5.9.5 If CONTRACTOR intends to assert a claim for an equitable adjustment under this Section 5.9, it must, within thirty (30) days after receipt of a denial of a request for equitable adjustment under paragraphs 5.9.1 and 5.9.2, submit a written statement to the CITY setting forth the general nature and monetary extent of such claim. The CITY may extend the 30-day period. CONTRACTOR'S failure to submit the notice of a claim, within the required thirty (30) days shall constitute a waiver of the claim by the CONTRACTOR.

5.9.6 No claim by CONTRACTOR for an equitable adjustment shall be allowed if made after final payment under this Agreement.

5.9.7 CONTRACTOR hereby agrees to make any and all changes, furnish the materials and perform the work that CITY may require without nullifying this Contract. CONTRACTOR shall adhere strictly to the Plans and Specifications unless a change there from is authorized in writing by the CITY. Under no condition shall CONTRACTOR make any changes to the Project, either in additions or deductions, without the written order of the CITY and the CITY shall not pay for any extra charges made by CONTRACTOR that have not been agreed upon in advance in writing by the CITY. CONTRACTOR shall submit immediately to the CITY written copies of its firm's cost or credit proposal for change in the work. Disputed work shall be performed as ordered in writing by the CITY and the proper cost or credit breakdowns therefore shall be submitted without delay by CONTRACTOR to CITY.

5.10 Liquidated Damages for Delay. The parties agree that if the total work called for under this Contract, in all parts and requirements, is not completed within the time specified in Section 5.5 herein, plus the allowance made for delays or extensions authorized under Sections 5.7, 5.8 and 5.9 herein, the CITY will sustain damage which would be extremely difficult and impractical to ascertain. The parties therefore agree that CONTRACTOR will pay to CITY the sum of **One Thousand Dollars (\$1,000.00) per day** for each and every calendar day during which completion of the Project is so delayed. CONTRACTOR agrees to pay such liquidated damages and further agrees that CITY may offset the amount of liquidated damages from any monies due or that may become due CONTRACTOR under the Contract.

5.11 Contract Price and Method of Payment. CITY agrees to pay and the CONTRACTOR agrees to accept as full consideration for the faithful performance of this Contract, subject to any subsequent additions or deductions as provided in approved change orders, the sum of **Seven Hundred Ninety Five Thousand Two Hundred Fifteen Dollars and Cents (\$ 795,215.00)** as itemized in the bid proposal.

Progress payments shall be made to the CONTRACTOR on a monthly basis for each successive month as the work progresses. The CONTRACTOR shall be paid such sum as will bring the total payments received since the commencement of the work up to ninety-five percent (95%) of the value of the work completed, less all previous payments, provided that the CONTRACTOR submits the request for payment prior to the end of the

day required to meet the payment schedule. The CITY will retain five percent (5%) of the amount of each such progress estimate and material cost until 30 days after the recordation of the Notice of Completion.

Payments shall be made on demands drawn in the manner required by law, accompanied by a certificate signed by the CITY'S Engineer, stating that the work for which payment is demanded has been performed in accordance with the terms of the Contract. Partial payments of the Contract price shall not be considered as an acceptance of any part of the work.

5.12 Substitution of Securities in Lieu of Retention of Funds. Pursuant to California Public Works Contract Code § 22300, the CONTRACTOR will be entitled to post approved securities with the CITY or an approved financial institution in order to have the CITY release funds retained by the CITY to ensure performance of the Contract. CONTRACTOR shall be required to execute an addendum to this Contract together with escrow instructions and any other documents in order to effect this substitution.

5.13 Completion. Within 10 days after the contract completion date of the Project, CONTRACTOR shall file with the CITY'S Engineer its affidavit stating that all workers and persons employed, all firms supplying materials, and all subcontractors upon the Project have been paid in full, and that there are no claims outstanding against the Project for either labor or material, except those certain items, if any, to be set forth in an affidavit covering disputed claims, or items in connection with Stop Notices which have been filed under the provisions of the statutes of the State of California. CITY may require affidavits or certificates of payment and/or releases from any subcontractor, laborer or material supplier.

5.14 CONTRACTOR 's Employees Compensation

5.14.1 General Prevailing Rate. CITY has ascertained CONTRACTOR shall comply with all applicable requirements of Division 2, Part 7, Chapter 1 of the California Labor Code and all applicable federal requirements respecting the payment of prevailing wages. If there is a difference between the minimum wage rates predetermined by the Secretary of Labor and the prevailing wage rates determined by the Director of the Department of Industrial Relations (DIR) for similar classifications of labor, the CONTRACTOR and its Subcontractors shall pay not less than the higher wage rate. The DIR will not accept lower State wage rates not specifically included in the Federal minimum wage determinations. This includes "helper" (or other classifications based on hours of experience) or any other classification not appearing in the Federal Wage determinations. Where Federal wage determinations do not contain the State wage rate determination otherwise available for use by the CONTRACTOR and Subcontractors, the CONTRACTOR and its Subcontractors shall pay not less than the Federal Minimum wage rate which most closely approximates the duties of the employees in question."

5.14.2 Forfeiture for Violation. CONTRACTOR shall, as a penalty to the CITY, forfeit one hundred dollars (\$100.00) for each calendar day or portion thereof for each worker paid (either by the CONTRACTOR or any subcontractor under it) less than the prevailing rate of per diem wages as set by the Director of Industrial Relations, in accordance with Sections 1770-1780 of the California

Labor Code for the work provided for in this Contract, all in accordance with Section 1775 of the Labor Code of the State of California.

5.14.3 Apprentices. Section 1777.5, 1777.6 and 1777.7 of the Labor Code of the State of California, regarding the employment of apprentices is applicable to this Contract and the CONTRACTOR shall comply therewith; provided, however, that this requirement shall not apply if and/or to the extent that the Contract of the general CONTRACTOR, or the contracts of specialty contractors not bidding for work through a general or prime contractor involve less than thirty thousand dollars (\$30,000.00).

5.14.4 Workday. In the performance of this Contract, not more than eight (8) hours shall constitute a day's work, and CONTRACTOR shall not require more than eight (8) hours of labor in a day from any person employed by him hereunder except as provided in paragraph (5.14.2) above. CONTRACTOR shall conform to Article 3, Chapter 1, Part 7 (Sections 1810 et seq.) of the Labor Code of the State of California and shall forfeit to the CITY as a penalty, the sum of twenty-five Dollars (\$25.00) for each worker employed in the execution of this Contract by CONTRACTOR or any subcontractor for each calendar day during which any worker is required or permitted to labor more than eight (8) hours in any one calendar day and forty (40) hours in any one week in violation of said Article. CONTRACTOR shall keep an accurate record showing the name and actual hours worked each calendar day and each calendar week by each worker employed by CONTRACTOR in connection with the Project.

5.14.5 Record of Wages: Inspection. CONTRACTOR agrees to maintain accurate payroll records showing the name, address, social security number, work classification, straight-time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker or other employee employed by it in connection with the Project and agrees to require that each of its subcontractors does the same. The applicable CONTRACTOR or subcontractor or its agent having authority over such matters shall certify all payroll records as accurate. CONTRACTOR further agrees that its payroll records and those of its subcontractors shall be available to the employee or employee's representative, the Division of Labor Standards Enforcement, and the Division of Apprenticeship Standards and shall comply with all of the provisions of Labor Code Section 1776, in general. CONTRACTOR shall comply with all of the provisions of Labor Code Section 1776, and shall submit payroll records to the Labor Commissioner pursuant to Labor Code section 1771.4(a)(3). The CONTRACTOR shall submit copies of certified payroll reports **and cancelled checks** for labors, every two weeks to the Engineer. Certified payroll and cancelled checks submittals are due one month after start of construction and every two weeks thereafter. *If the certified payroll and cancelled checks are not submitted, the CONTRACTOR will be notified that compliance is required within five (5) working days or contract work must cease. The CITY will not be responsible for any delay or acceleration charges or any incurred costs or damages as a result of the work stoppage due to CONTRACTOR's failure to comply.* Work shall be ceased in an orderly, safe fashion with all vehicle access restored. Should this not occur, CITY will correct the deficiencies and deduct the cost from funds due to the CONTRACTOR. In

addition, no progress payment shall be made until the copies of certified payroll reports and cancelled checks are submitted.

5.14.6 Contractor Registration. CONTRACTOR and its subcontractors must be registered with the California Department of Industrial Relations pursuant to Labor Code Section 1725.5. This Agreement shall not be effective until CONTRACTOR provides proof of registration to the CITY.

5.14.7 Posting of Job Site Notices. CONTRACTOR shall comply with the job site notices posting requirements established by the Labor Commissioner pursuant to Title 8, California Code of Regulations Section 16461(e) or other regulation promulgated pursuant to Labor Code Section 1771.4(a) (2).

5.14.8 Notice of DIR Compliance Monitoring and Enforcement. Pursuant to Labor Code Section 1771.4, this Project is subject to compliance monitoring and enforcement by the California Department of Industrial Relations.

5.15 Surety Bonds. CONTRACTOR shall, prior to entering into performance of this Agreement, furnish a performance bond, on the CITY's bond form in the amount of one hundred percent (100%) of the Contract price, to guarantee the faithful performance of the work, and a payment bond, on the CITY's form in the amount of one hundred percent (100%) of the Contract price, to guarantee payment of all claims for labor and materials furnished. Bonds submitted on any form other than the CITY's form will be rejected. The required bonds shall be from a surety licensed to do business in the State of California and with a current A.M. Best's rating of A-, VII. This Contract shall not become effective until such bonds are supplied and approved by the CITY."

5.16 Insurance.

5.16.1 COMMENCEMENT OF WORK. CONTRACTOR shall not commence work under this Agreement until all certificates and endorsements have been received and approved by the CITY. All insurance required by this Agreement shall contain a statement of obligation on the part of the carrier to notify the city of any material change, cancellation, or termination at least **thirty (30) days** in advance. A **waiver of subrogation** shall be provided by the insurer for **each policy** waiving subrogation against CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, Claims **made** and **modified occurrence** policies **shall not be accepted** for any policy. All Subcontractors shall be required to provide and maintain the same insurances as required of CONTRACTOR under this contract. CONTRACTOR shall be required to collect and maintain all required insurances from all Subcontractors.

5.16.2 CONTRACTOR is aware of the provisions of Section 3700 of the Labor Code, which requires every employer to be insured against liability for Workers' Compensation or undertake self-insurance in accordance with the provisions of that Code, and will comply with such provisions before commencing the performance of the work of this Contract.

5.16.3 CONTRACTOR and all Subcontractors shall carry workers' compensation insurance for the protection of its employees during the progress

of the work. The insurer shall waive its rights of subrogation against the CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, and shall issue a waiver of subrogation.

5.16.4 Before CONTRACTOR performs any work at, or prepares or delivers materials to, the site of construction, CONTRACTOR shall furnish:

Additional Insured Endorsements, **ongoing and products-completed operations**, for the **Commercial General Liability policy**, including mobile equipment and not excluding XCU. Endorsements shall designate CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, as additional insureds for liability arising out of work or operations performed by or on behalf of the CONTRACTOR. CONTRACTOR shall provide to CITY proof of insurance and endorsement forms that conform to CITY's requirements, as approved by the CITY. (**Form CG 20 26 07 04 & Form CG 20 37 07 04** or equivalent) (**Claims made and modified occurrence policies are not acceptable**; Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

An Additional Insured Endorsement for an **Automobile Liability** policy and shall designate CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, as additional insureds for automobiles owned, leased, hired, or borrowed by the CONTRACTOR. CONTRACTOR shall provide to CITY proof of insurance and endorsement forms that conform to CITY's requirements, as approved by the CITY. (**Form CA 20 48 02 99** or equivalent) (**Claims made and modified occurrence policies are not acceptable**; Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

A Loss Payee Endorsement for the **Course of Construction** policy designating the City of Garden Grove as Loss Payee. (**Claims made and modified occurrence policies are not acceptable**; Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

In the event any of CONTRACTOR'S underlying policies do not meet policy limits as required here in, CONTRACTOR shall provide the schedule of underlying policies for a **follows form excess liability** policy, state that the excess policy follows form on the insurance certificate, and an additional insured endorsement for the excess liability policy designating CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, as additional insureds. (**Claims made and modified occurrence policies are not**

acceptable; Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

For any claims related to this Project, the CONTRACTOR's insurance coverage shall be primary insurance as respects CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY. Any insurance or self-insurance maintained by the CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, shall be excess of the CONTRACTOR's insurance and not contribute with it.

5.16.5 Before CONTRACTOR performs any work at, or prepares or delivers materials to, the site of construction, CONTRACTOR shall furnish:

CONTRACTOR shall maintain all of the foregoing insurance coverage in force until the work under this Contract is fully completed. The requirement for carrying the foregoing insurance shall not derogate from the provisions for indemnification of CITY by CONTRACTOR under Section 5.17 of this Contract. Notwithstanding nor diminishing the obligations of CONTRACTOR with respect to the foregoing, CONTRACTOR shall subscribe for and maintain in full force and effect during the life of this Contract, the following insurance in amounts not less than the amounts specified and issued by a company admitted and licensed in California and having a Best's Guide Rating of A-Class VII or better (claims made and modified occurrence policies are not acceptable):

| | |
|---|--|
| Workers' Compensation | As required by the State of California. |
| Employer's Liability | Not less than \$1,000,000 per accident for bodily injury or disease. |
| Commercial General Liability
(including on-going operations, products
- completed operations, and mobile
equipment, and not excluding XCU) | Not less than \$5,000,000 per occurrence for bodily injury, personal injury and property damage. |

Automobile Liability, for all automobiles including non-owned and hired vehicles

Not less than \$2,000,000 combined single limit for bodily injury and property damage.

Follows Form Excess Liability

Required for any underlying policy that does not meet the underlying policy limits required herein.

If contractor maintains higher insurance limits than the minimums shown above, CONTRACTOR shall provide coverage for the higher limits otherwise maintained by the CONTRACTOR.

CITY or its representatives shall at all times have the right to inspect and receive a certified copy of all said policies of insurance, including certificates and endorsements at CONTRACTORS sole cost and expense. CONTRACTOR shall pay the premiums on the insurance hereinabove required.

- 5.17 **Risk and Indemnification.** All work covered by this Contract done at the site of construction or in preparing or delivering materials to the site shall be at the risk of CONTRACTOR alone. CONTRACTOR agrees to save, indemnify and keep the CITY, its Officers, Agents, Employees, Engineers, and Consultants for this Contract, and all public agencies from whom permits will be obtained and their directors, Officers, Agents and Employees harmless against any and all liability, claims, judgments, costs and demands, including demands arising from injuries or death of persons (CONTRACTOR'S employees included) and damage to property, arising directly or indirectly out of the obligations herein undertaken or out of the operations conducted by CONTRACTOR, save and except claims or litigation arising through the sole negligence or sole willful misconduct of CITY and will make good to reimburse CITY for any expenditures, including reasonable attorneys' fees CITY may incur by reason of such matters, and if requested by CITY, will defend any such suits at the sole cost and expense of CONTRACTOR.

5.18 **Termination.**

5.18.1 This Contract may be terminated in whole or in part in writing by the CITY for its convenience, provided that the CONTRACTOR is given (1) not less than ten (10) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate, and (2) an opportunity for consultation with the terminating party prior to termination.

5.18.2 If termination for default or convenience is effected by the CITY, an equitable adjustment in the price provided for in this Contract shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due to the CONTRACTOR at the time of termination may be adjusted to cover any additional costs to the CITY because of the CONTRACTOR'S default.

5.18.3 Upon receipt of a termination action under paragraph (5.18.1) or (5.18.2) above, the CONTRACTOR shall (1) promptly discontinue all affected work (unless the notice directs otherwise), and (2) deliver or otherwise make available to the CITY all data, drawings, specifications, reports, estimates,

summaries and such other information and materials as may have been accumulated by the CONTRACTOR in performing this Contract whether completed or in process.

5.18.4 Upon termination under paragraphs (5.18.1) and (5.18.2) above, the CITY may take over the work and may award another party an agreement to complete the work under this Contract.

5.19 Warranty. The CONTRACTOR agrees to perform all work under this Contract in accordance with the CITY's designs, drawings and specifications.

The CONTRACTOR guarantees for a period of one (1) year from the date of the notice of completion of the work that the completed work is free from all defects due to faulty materials, equipment or workmanship and that he shall promptly make whatever adjustments or corrections which may be necessary to cure any defects, including repairs or any damage to other parts of the system resulting from such defects. The CITY shall promptly give notice to the CONTRACTOR of observed defects. In the event that the CONTRACTOR fails to make adjustments, repairs, corrections or other work made necessary by such defects, the CITY may do so and charge the CONTRACTOR the cost incurred. The performance bond shall remain in full force and effect through the guarantee period.

The CONTRACTOR'S obligations under this clause are in addition to the CONTRACTOR'S other express or implied assurances of this Contract or state law and in no way diminish any other rights that the CITY may have against the CONTRACTOR for faulty materials, equipment or work.

5.20 Attorneys' Fees. If any action at law or in equity is necessary to enforce or interpret the terms of this Contract, each shall bear its own attorneys' fees, costs and necessary disbursements. Notwithstanding the foregoing, if any action is brought against the CONTRACTOR or any subcontractor to enforce a Stop Notice or Notice to Withhold, which named the CITY as a party to said action, the CITY shall be entitled to reasonable attorneys' fees, costs and necessary disbursements arising out of the defense of such action by the CITY. The CITY shall be entitled to deduct its costs for any Stop Notice filed, whether court action is involved or not.

5.21 Notices. Any notice required or permitted under this Contract may be given by ordinary mail at the address set forth below. Any party whose address changes shall notify the other party in writing.

TO CITY:

*City of Garden Grove.
City Manager's Office
Attention: Shawn Park
11222 Acacia Parkway
Garden Grove, CA 92842
(714) 741-5371*

TO CONTRACTOR:

*Thomco Construction, Inc.
Attention: Diana Thompson
1279 N. Pratt Street
Anaheim, CA 92801
(714) 447-0010*

[SIGNATURES ON NEXT PAGE]

IN WITNESS THEREOF, these parties have executed this Construction Agreement on the day and year shown below.

Date: _____

"CITY"
CITY OF GARDEN GROVE

By: _____
Scott C. Stiles
City Manager

ATTEST:

City Clerk

Date: _____

"CONTRACTOR"

CONTRACTOR'S State License No. _____
(Expiration Date: _____)

CONTRACTOR'S DIR No. _____
Attach Copy of your DIR Certificate.

By:

Title: _____

Date: _____

APPROVED AS TO FORM:

Garden Grove City Attorney

Date: _____

If CONTRACTOR is a corporation, a Corporate Resolution and/or Corporate Seal is required.

**CITY OF GARDEN GROVE
CITY MANAGER'S OFFICE**

BID SUMMARY SHEET

FOR

**PROJECT: - GARDEN GROVE CITY HALL SECURITY ENHANCEMENT
CONSTRUCTION PROJECT**

PROJECT NO. 5031021280

BID OPENING: DATE: November 15, 2021

TIME: 11:00 A.M.

ENGINEER'S ESTIMATE: \$ 683,597.00

| <i>Bidder's Name</i> | <i>Total Bid</i> | <i>% Under/Over
Engrs. Est</i> |
|--|-------------------------------|---|
| | | |
| <i>Thomco Construction, Inc., Anaheim</i> | <i>\$ 795,215.00</i> | <i>16.33% Over</i> |
| <i>Dalke & Sons Construction, Inc., Riverside</i> | <i>\$ 1,045,943.00</i> | <i>53.01% Over</i> |

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

| | | | |
|----------|---|--------|-------------------|
| To: | Scott C. Stiles | From: | William E. Murray |
| Dept.: | City Manager | Dept.: | Public Works |
| Subject: | Award a Contract to Vasilj Inc., for Project No. CP-1007000 Acacia-Josephine Storm Drain Improvements. (Cost: \$3,197,655) (<i>Action Item</i>) | Date: | 12/14/2021 |

OBJECTIVE

For City Council to award a contract to Vasilj Inc. for Project No. CP-1007000–Acacia-Josephine Storm Drain Improvements.

BACKGROUND

Under current conditions, flooding occurs on various streets and yards of homes fronting the streets between Dale Street and Josephine Street and between Garden Grove Boulevard and Stanford Avenue. Engineering staff analyzed the conditions and prepared plans and specifications for the construction of a storm drain to address the flooding concerns.

DISCUSSION

Staff solicited bids for this project pursuant to Municipal Code Section 2.50.100. The project was advertised for the third time on October 1, 2021, and the bid opening occurred on November 23, 2021, at 11:00 a.m.

Five (5) bids were received by the City Clerk's office. The lowest bidder, Cedro Construction, was disqualified as nonresponsive due to incomplete document submittal. More specifically, they did not include a Letter of Assent with their bid documents for compliance with the Community Workforce Agreement (CWA). Also the Disadvantaged Business Enterprise commitment and Good Faith Effort forms were incomplete or improperly completed by the contractor as necessary to comply with federal requirements. As a result, the lowest qualified bidder is Vasilj Inc., with a total bid amount of \$ 3,197,655. While the bid exceeds the Engineer's Estimate it is within the project budget. Vasilj Inc. licenses, references, and all other documentation have been reviewed and verified by staff, and found to be in order.

FINANCIAL IMPACT

There is no impact to the General Fund. This improvement is included in the 2021 2022 Capital Improvement Budget, and it is funded by Community Development Block Grant funds, gas tax, drainage fees, and Water Capital funds.

RECOMMENDATION

It is recommended that the City Council:

- Award a Contract to Vasilj Inc, in the amount of \$3,197,655, for Project No. CP-1007000, Acacia-Josephine Storm Drain Improvements; and
- Authorize the City Manager to execute the agreement, and make minor modifications as appropriate thereto on behalf of the City.

By: Mike Santos, P.E., Associate Engineer

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|--------------------|--------------------|-------------|--|
| AGREEMENT | 11/30/2021 | Agreement | CP1007000_Construction_Agreement_(with_Vasilj).pdf |

SECTION 5 - AGREEMENT

CONSTRUCTION AGREEMENT

Vasilj, Inc.

THIS AGREEMENT is made this 14th day of December, 2021 by the CITY OF GARDEN GROVE, a municipal corporation, ("CITY"), and Vasilj, Inc, hereinafter referred to as ("CONTRACTOR").

CITY desires to utilize the services of CONTRACTOR to furnish material, equipment, and labor for the **ACACIA-JOSEPHINE STORM DRAIN IMPROVEMENT, CITY PROJECT NO. CP - 1007000.**

CONTRACTOR is qualified by virtue of experience, training, education, and expertise to accomplish services.

WHEREAS, the Federal Department of Housing and Urban Development is providing partial funding for this Contract to CITY through a Community Development Block Grant;

WHEREAS, CITY has solicited bids for a public works project, hereinafter referred to as "PROJECT," more fully described as ACACIA-JOSEPHINE STORM DRAIN IMPROVEMENT, CITY PROJECT NO. CP - 1007000., in the City of Garden Grove; and

CONTRACTOR has been selected to perform said services,

NOW, THEREFORE, in consideration of the promises and agreements hereinafter made and exchanged, the parties covenant and agree as follows:

1. STATEMENT OF WORK ACCEPTANCE OF RISK

CONTRACTOR shall complete and construct the PROJECT pursuant to this Agreement and the Contract Documents (as hereinafter defined) and furnish, at its own cost and expense, all labor, plans, tools, equipment, supplies, transportation, utilities and all other items, services and facilities necessary to complete and construct the PROJECT in a good and workmanlike manner.

CONTRACTOR agrees to fully assume the risk of all loss or damage arising out of the nature of the PROJECT, during its progress or prior to acceptance by CITY, from the action of the elements, from any unforeseen difficulties which may arise or be encountered in the prosecution of work, and for all other risks of any description in connection with the work, including, but not limited to, all expenses incurred by or in consequence of the suspension or discontinuance of work, except such as are herein expressly stipulated to be borne by CITY, and for well and faithfully completing the work within the stipulated time and in the manner shown and described in this Agreement, and in accordance with the requirements of CITY for the compensation set forth in the accepted bid proposal.

2. ACCEPTANCE OF CONDITIONS OF WORK• PLANS AND SPECIFICATIONS

CONTRACTOR acknowledges that it is fully familiar with all the terms, conditions and obligations of this Agreement and the Contract Documents (as defined below in this Section), the location of the job site, and the conditions under which the work is to be performed, and that it

SECTION 5 - AGREEMENT (Continued)

enters into this Agreement based upon its thorough investigation of all such matters and is relying in no way upon any opinions or representations of CITY.

It is agreed that the Contract Documents are incorporated into this Agreement by this reference, with the same force and effect as if the same were set forth at length herein, and that CONTRACTOR and its subcontractors, if any, shall be bound by the Contract Documents insofar as they relate in part or in any way, directly or indirectly, to the work covered by this Agreement.

"Contract Documents" as defined herein mean and include:

- A. This Agreement;
- B. Bonds covering the work herein agreed upon;
- C. The CITY's standard Plans and Specifications and special contractual provisions, including those on file in the office of the Director of Public Works of CITY and adopted by the City Council, and any revisions, amendments or addenda thereto;
- D. The edition of Standard Specifications for Public Works Construction, published by Builders' News, Inc., 10801 National Boulevard, Los Angeles, CA 90064, and all amendments thereto, written and promulgated by the Southern California chapter of the American Public Works Association and the Southern California District Associated General Contractors of the California Joint Cooperative Committee as specified in the particular Plans, Specifications, Special Provisions and Addenda applicable to the Project;
- E. All bid documents, including the Notice Inviting Bids, the Special Instructions to Bidders, the CONTRACTOR's proposal, (attached as Exhibit "A"), "Form HUD-4010," the Federal Labor Standards Provision of the United States (attached as Exhibit "B"), and "Standard Federal Equal Employment Opportunity Construction Contract Specifications," as established by Federal Executive Order 11246 (attached as Exhibit "C").
- F. The particular Plans, Specifications, Special Provisions and Addenda applicable to the PROJECT. Anything mentioned in the Specifications and not indicated in the Plans or indicated in the Plans and not mentioned in the Specifications, shall be of like effect as if indicated and mentioned in both. In case of a discrepancy between any Plans, Specifications, Special provisions, or Addenda, the matter shall be immediately submitted by CONTRACTOR to the Department of Public Works of CITY (hereinafter referred to as "DPW"), and CONTRACTOR shall not attempt to resolve or adjust the discrepancy without the decision of DPW, save only at its own risk and expense.

Should there be any conflict between the terms of this Agreement and the bid or proposal of CONTRACTOR, then this Agreement shall control and nothing herein shall be considered as an acceptance of the terms of the bid or proposal which is in conflict herewith.

3. COMPENSATION

CITY agrees to pay and CONTRACTOR agrees to accept as full compensation for the faithful performance of this Agreement, subject to any additions or deductions made under the provisions of this Agreement or the Contract Documents, a sum not to exceed

SECTION 5 - AGREEMENT (Continued)

\$ Three Million, One Hundred Ninety Seven Thousand, Six Hundred Fifty Five Dollars and Zero Cents (\$ 3,197,655.00), as set forth in the Contract Documents, to be paid as provided in this Agreement.

4. **COMMENCEMENT OF PROJECT**

CONTRACTOR agrees to commence the PROJECT within ten (10) working days after the Notice to Proceed is issued and diligently prosecute the PROJECT to completion within **One Hundred Twenty (120) working days** from the day the Notice to Proceed is issued by DPW, excluding delays provided for in this Agreement.

5. **TIME OF THE ESSENCE**

The parties hereto recognize and agree that time is of the essence in the performance of this Agreement and each and every provision of the Contract Documents.

CONTRACTOR shall prepare and obtain approval as required by the Contract Documents for all shop drawings, details and samples, and do all other things necessary and incidental to the prosecution of its work in conformance with the progress schedule set forth in the Contract Documents. CONTRACTOR shall coordinate its work with the work of all other contractors, subcontractors, and CITY forces working on the PROJECT in a manner that will facilitate the efficient completion of the PROJECT and in accordance with the terms and provisions of this Agreement. CITY shall have complete control of the premises on which the work is to be performed and shall have the right to decide the time and order in which the various portions of the work shall be performed and the priority of the work of other contractors, subcontractors and CITY forces and, in general, all matters concerning the timely and orderly conduct of the work of CONTRACTOR on the premises.

6. **CHANGES**

CONTRACTOR shall adhere strictly to the plans and specifications set forth in the Contract Documents unless a change therefrom is authorized in writing by DPW. CONTRACTOR agrees to make any and all changes, furnish materials and perform all work necessary within the scope of the PROJECT as DPW may require in writing. Under no condition shall CONTRACTOR make any changes without the prior written order or acceptance of DPW, and CITY shall not pay any extra charges made by CONTRACTOR that have not been agreed upon in writing by DPW.

When directed to change the work, CONTRACTOR shall submit immediately to DPW a written cost proposal reflecting the effect of the change. Should DPW not agree to such cost proposal, the work shall be performed according to the changes ordered in writing by DPW and the proper cost thereof shall be negotiated by the parties upon cost and pricing data submitted by CONTRACTOR; thereupon, CITY will promptly issue an adjusted change order to CONTRACTOR and the Agreement price will be adjusted upward or downward accordingly.

7. **NOTICE TO PROCEED**

No work, services, material, or equipment shall be performed or furnished under this Agreement unless and until a Notice to Proceed has been given to CONTRACTOR by CITY. CITY does not warrant that the work will be available on the date the Notice to Proceed is issued. In the event of a delay in commencement of the work due to unavailability of the job site, for any reason,

SECTION 5 - AGREEMENT (Continued)

relief to CONTRACTOR shall be limited to a time extension equal to the delay due to such unavailability.

8. BONDS

CONTRACTOR shall, prior to entering into performance of this Agreement, furnish a performance bond, on the CITY's bond form in the amount of one hundred percent (100%) of the Contract price, to guarantee the faithful performance of the work, and a payment bond, on the CITY's form in the amount of one hundred percent (100%) of the Contract price, to guarantee payment of all claims for labor and materials furnished. Bonds submitted on any form other than the CITY's form will be rejected. The required bonds shall be from a surety licensed to do business in the State of California and with a current A.M. Best's rating of A-, VII. This Contract shall not become effective until such bonds are supplied and approved by the CITY.

In addition, CONTRACTOR shall submit to CITY a bond in the amount of one hundred percent (100%) of the final Agreement price, including all change orders, to warrant such performance for a period of one (1) year after CITY's acceptance thereof within ten (10) days of filing of the Notice of Completion.

9. WARRANTIES

The CONTRACTOR agrees to perform all work under this Contract in accordance with the CITY's designs, drawings and specifications.

The CONTRACTOR guarantees for a period of one (1) year from the date of the notice of completion of the work that the completed work is free from all defects due to faulty materials, equipment or workmanship and that he shall promptly make whatever adjustments or corrections which may be necessary to cure any defects, including repairs or any damage to other parts of the system resulting from such defects. The CITY shall promptly give notice to the CONTRACTOR of observed defects. In the event that the CONTRACTOR fails to make adjustments, repairs, corrections or other work made necessary by such defects, the CITY may do so and charge the CONTRACTOR the cost incurred. The performance bond shall remain in full force and effect through the guarantee period.

The CONTRACTOR'S obligations under this clause are in addition to the CONTRACTOR'S other express or implied assurances of this Contract or state law and in no way diminish any other rights that the CITY may have against the CONTRACTOR for faulty materials, equipment or work.

10. INDEPENDENT CONTRACTOR

It is understood and agreed that CONTRACTOR is, and shall be, acting at all times hereunder as an independent contractor and not an employee of CITY. CONTRACTOR shall secure at its own cost and expense, and be responsible for any and all payment of all taxes, social security, state disability insurance compensation, unemployment compensation and other payroll deductions for CONTRACTOR and its officers, agents and employees and all business licenses, if any, in connection with the PROJECT and/or the services performed hereunder.

11. LIQUIDATED DAMAGES/DELAYS

It is agreed by the parties hereto that in case the total work called for hereunder is not in all parts and requirements finished or completed within the number of calendar days as set forth herein, damage will be sustained by CITY; and that it is, and would be, impractical and

SECTION 5 - AGREEMENT (Continued)

extremely difficult to ascertain and determine the actual damage which CITY would sustain in the event of and by reason of such delay. It is, therefore, agreed that CONTRACTOR will pay to CITY, as liquidated damages and not as a penalty, the sum of **Twenty Five Hundred Dollars (\$ 2,500.00)** per each calendar days delay in completing the work in excess of the number of working/calendar days set forth herein, which represents a reasonable endeavor by the parties hereto to estimate a fair compensation for the foreseeable damages CITY would sustain in the event of and by reason of such delay; and CONTRACTOR agrees to pay these damages herein provided, and further agrees that CITY may deduct the amount thereof from any monies due or that may become due to CONTRACTOR hereunder. For projects on the National Highway System (NHS), the local formula for liquidated damages will be provided.

CONTRACTOR will be granted an extension of time and will not be assessed damages for any portion of the delay in the completion of the work due to unforeseeable causes beyond the control and without the fault or negligence of CONTRACTOR, including, but not limited to, acts of God or of the public enemy, fire, floods, epidemics, quarantine restrictions, strikes, unsuitable weather, or delays of subcontractors due to such causes.

CONTRACTOR shall, within fifteen (15) days from the beginning of any such delay (unless DPW shall grant a further period of time), notify DPW in writing of the cause of the delay and CITY shall extend the time for completing the work if, in its judgment, the findings of fact thereon justify the delay; and the decision of DPW shall be conclusive on the parties hereto.

Should CONTRACTOR be delayed in the prosecution or completion of the work by the act, neglect or default of CITY, or should CONTRACTOR be delayed by waiting for materials required by this Agreement to be furnished by CITY, or by damage caused by fire or other casualty at the job site for which CONTRACTOR is not responsible, or by the combined action of the workers, in no way caused by or resulting from default or collusion on the part of CONTRACTOR, or in the event of a lockout by CITY, then the time herein fixed for the completion of the work shall be extended by the number of days CONTRACTOR has thus been delayed, but no allowance or extension shall be made unless a claim therefor is presented in writing to CITY within fifteen (15) days of the commencement of such delay.

No claims for additional compensation or damages for delays, irrespective of the cause thereof, and including without limitation the furnishing of materials by CITY or delays by other contractors or subcontractors, will be allowed and an extension of time for completion shall be the sole remedy of CONTRACTOR.

12. DEMANDS FOR ADDITIONAL TIME OR MONEY

A. Definitions.

(1) "Change Order" means a document signed by the CONTRACTOR and CITY which authorizes an addition, deletion or revision in the work, or an adjustment in the Compensation under Section 3, or the Completion Time specified at Section 4.

(2) "Demand" means a written demand for a Change Order by the CONTRACTOR for any of the following:

(a) A time extension;

(b) Payment of money or damages arising from work done by, or on behalf of, the CONTRACTOR pursuant to this Agreement and payment of which is not expressly permitted pursuant to Section 3 of this Agreement;

SECTION 5 - AGREEMENT (Continued)

(c) Payment of an amount the CITY disputes;

(d) Any disputes and other matters relating to the acceptability of the work performed or the interpretation of the Contract Documents;

(e) A request for a time extension or additional payment based upon differing site conditions, such as subsurface or latent physical conditions at the job site differing materially from those indicated in this Agreement or the Contract Documents, or unknown physical conditions at the job site, of an unusual nature, differing materially from those ordinarily encountered and generally recognized as inherent to work of the PROJECT; or

(f) A request for a time extension or additional payment based upon acts of neglect by CITY or due to fires, floods, labor disputes, epidemics, abnormal weather conditions or acts of God.

B. A Demand for a time extension or payment of money or damages may only be granted by a Change Order.

C. No Change Order may be granted except where the Contractor has submitted a Demand to the DPW (or his or her written designee). All Demands shall be submitted promptly, but in no event later than thirty (30) days after the occurrence of the event giving rise to the Demand. The Demand shall be in writing and include all documents necessary to substantiate the Demand. The DPW shall act on the Demand within fifteen (15) days after receipt, including by requesting additional information from the CONTRACTOR to determine whether to approve the Change Order the Demand seeks. The DPW shall act on the Demand within fifteen (15) days after receipt of the additional information or within a period of time no greater than the time the CONTRACTOR took to produce the additional information requested, whichever is greater.

D. Notwithstanding the thirty (30) days to submit a Demand under Subparagraph C, in the case of differing or unknown site conditions, immediately upon encountering the conditions, CONTRACTOR shall notify the DPW in writing of the conditions, so that the CITY may promptly investigate the conditions.

E. If the CONTRACTOR disputes the DPW's written response on the Demand, or the CITY fails to respond within the time prescribed, the CONTRACTOR may so notify the City Engineer, in writing, either within fifteen (15) days of receipt of the City Engineer's response or within fifteen (15) days of the DPW's failure to respond within the time prescribed, respectively, and request an informal conference to meet and confer for settlement of the Demand. Upon the CONTRACTOR's request, the DPW shall schedule a meet and confer conference within thirty (30) days to seek to resolve.

F. CITY and CONTRACTOR shall execute appropriate Change Orders covering changes to the time or price by executing the Change Order by mutual agreement. If the CITY and CONTRACTOR are unable to reach a mutual agreement, then the City Engineer shall issue a written decision on the claim within a reasonable time.

G. Following the meet and confer conference, if the Demand remains in dispute, the CONTRACTOR may file a claim with the City as provided in Chapter 1 (commencing with Section 900) and Chapter 2 (commencing with Section 910) of Part 3 of Division 3.6 of Title 1 of the Government Code. For purposes of those provisions, the running of the period of time within which a claim must be filed shall be tolled from the time the time the CONTRACTOR submits his or her Demand until the Demand is denied as a result of the meet and confer process, including any period of time utilized by the meet and confer process.

13. VARIATIONS IN ESTIMATED QUANTITIES

SECTION 5 - AGREEMENT (Continued)

The quantities listed in the bid schedule will not govern final payment. Payment to CONTRACTOR will be made only for the actual quantities of Agreement items used in construction of the PROJECT, in accordance with the plans and specifications. Upon completion of the PROJECT, if the actual quantities used are either more than or less than the quantities listed in the bid schedule, the bid price shall prevail subject to the provisions of this Section. DPW may, at its sole discretion, when warranted by the facts and circumstances, order an equitable adjustment, upwards or downwards, in payment to CONTRACTOR where the actual quantities used in construction of the PROJECT are in variation to the quantities listed in the bid schedule. No claim by CONTRACTOR for an equitable adjustment in price or time for completion shall be allowed if asserted after final payment under this Agreement. If the quantity variation is such as to cause an increase in the time necessary for completion, DPW shall ascertain the facts and circumstances and make such adjustment for extending the completion date as in its sole judgment the findings warrant.

14. PROGRESS PAYMENTS

Each month DPW will make an estimate in writing of the work performed by CONTRACTOR and the value thereof. From each progress estimate, five percent (5%) will be deducted and retained by CITY and the remainder of the progress estimate, less the amount of all previous payments since commencement of the work, will be paid to CONTRACTOR.

When CONTRACTOR has, in the judgment of DPW, faithfully executed fifty percent (50%) or more of the value of the work as determined from the bid schedule, and if DPW finds that satisfactory progress has been and is being made, CONTRACTOR may be paid such sum as will bring the payments of each month up to one hundred percent (100%) of the value of the work completed since the commencement of the PROJECT, as determined in its sole discretion by DPW, less all previous payments and less all previous retained amounts.

CITY's final payment to CONTRACTOR, if unencumbered, or any part thereof unencumbered, shall be made thirty (30) days after the acceptance of the work and the filing of a Notice of Completion by CITY. Provided, however, that in the event of a dispute between CITY and CONTRACTOR, CITY may withhold from the final payment an amount not to exceed 150 percent of the value of any disputed amount of work. Payments shall be made on demands drawn in the manner required by law, each payment to be accompanied by a certificate signed by DPW, affirming that the work for which payment is demanded has been performed in accordance with the terms of the Agreement and that the amount stated in the certificate is due under the terms of the Agreement. Partial payments on the contract price shall not be considered as an acceptance of any part of the work.

15. WITHHELD CONTRACT FUNDS SUBSTITUTION OF SECURITIES

At the request and at the sole cost and expense of CONTRACTOR, who shall retain beneficial ownership and receive interest, if any thereon, CITY shall permit the substitution and deposit therewith of securities equivalent to the amount of any monies withheld by CITY to ensure performance under the terms of this Agreement.

16. AFFIDAVITS OF SATISFACTION OF CLAIMS

After the completion of the work contemplated by this Agreement, CONTRACTOR shall file with DPW its affidavit stating that all workers and persons employed, all firms supplying materials and all subcontractors working upon the PROJECT have been paid in full and that there are no claims outstanding against the PROJECT for either labor or material, except certain items, if

SECTION 5 - AGREEMENT (Continued)

any, to be set forth in CONTRACTOR's affidavit covering disputed claims, or items in connection with Notices to Withhold, which have been filed under the provisions of the statutes of the State of California.

17. WAIVER OF CLAIMS

The acceptance by CONTRACTOR of the payment of the final certificate shall constitute a waiver of all claims against CITY under or arising out of this Agreement.

18. RISK AND INDEMNIFICATION

All work covered by this Contract done at the site of construction or in preparing or delivering materials to the site shall be at the risk of CONTRACTOR alone. CONTRACTOR agrees to save, indemnify and keep the CITY, its Officers, Agents, Employees, Engineers, and Consultants for this Contract, and all public agencies from whom permits will be obtained and their directors, Officers, Agents and Employees harmless against any and all liability, claims, judgments, costs and demands, including demands arising from injuries or death of persons (CONTRACTOR'S employees included) and damage to property, arising directly or indirectly out of the obligations herein undertaken or out of the operations conducted by CONTRACTOR, save and except claims or litigation arising through the active negligence or willful misconduct of CITY and will make good to reimburse CITY for any expenditures, including reasonable attorneys' fees CITY may incur by reason of such matters, and if requested by CITY, will defend any such suits at the sole cost and expense of CONTRACTOR.

19. INSURANCE

COMMENCEMENT OF WORK. CONTRACTOR shall not commence work under this Agreement until all certificates and endorsements have been received and approved by the CITY. All insurance required by this Agreement shall contain a statement of obligation on the part of the carrier to notify the city of any material change, cancellation, or termination at least **thirty (30) days** in advance. A **waiver of subrogation** shall be provided by the insurer for **each policy** waiving subrogation against CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, Claims **made and modified occurrence** policies **shall not be accepted** for any policy. All Subcontractors shall be required to provide and maintain the same insurances as required of CONTRACTOR under this contract. CONTRACTOR shall be required to collect and maintain all required insurances from all Subcontractors.

CONTRACTOR is aware of the provisions of Section 3700 of the Labor Code, which requires every employer to be insured against liability for Workers' Compensation or undertake self-insurance in accordance with the provisions of that Code, and will comply with such provisions before commencing the performance of the work of this Contract.

CONTRACTOR and all Subcontractors shall carry workers' compensation insurance for the protection of its employees during the progress of the work. The insurer shall waive its rights of subrogation against the CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, and shall issue a waiver of subrogation.

Before CONTRACTOR performs any work at, or prepares or delivers materials to, the site of construction, CONTRACTOR shall furnish:

Additional Insured Endorsements, **ongoing and products-completed operations**, for the **Commercial General Liability policy**, including mobile equipment and not excluding XCU.

SECTION 5 - AGREEMENT (Continued)

Endorsements shall designate CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, as additional insureds for liability arising out of work or operations performed by or on behalf of the CONTRACTOR. CONTRACTOR shall provide to CITY proof of insurance and endorsement forms that conform to CITY's requirements, as approved by the CITY. **(Form CG 20 26 07 04 & Form CG 20 37 07 04 or equivalent)** **(Claims made and modified occurrence policies are not acceptable;** Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

An Additional Insured Endorsement for an **Automobile Liability** policy and shall designate CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, as additional insureds for automobiles owned, leased, hired, or borrowed by the CONTRACTOR. CONTRACTOR shall provide to CITY proof of insurance and endorsement forms that conform to CITY's requirements, as approved by the CITY. **(Form CA 20 48 02 99 or equivalent)** **(Claims made and modified occurrence policies are not acceptable;** Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

A Loss Payee Endorsement for the **Course of Construction** policy designating the City of Garden Grove as Loss Payee. **(Claims made and modified occurrence policies are not acceptable;** Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

In the event any of CONTRACTOR'S underlying policies do not meet policy limits as required here in, CONTRACTOR shall provide the schedule of underlying policies for a **follows form excess liability** policy, state that the excess policy follows form on the insurance certificate, and an additional insured endorsement for the excess liability policy designating CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, as additional insureds. **(Claims made and modified occurrence policies are not acceptable;** Insurance companies must be acceptable to CITY and have a minimum A.M. Best Guide rating of A-, class VII or better, as approved by CITY).

For any claims related to this Project, the CONTRACTOR's insurance coverage shall be primary insurance as respects CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY. Any insurance or self-insurance maintained by the CITY, its officers, officials, employees, agents, and volunteers for this contract and all public agencies from whom permits will be obtained and their directors, officers, agents, and employees, as determined by the CITY, shall be excess of the CONTRACTOR's insurance and not contribute with it.

Before CONTRACTOR performs any work at, or prepares or delivers materials to, the site of construction, CONTRACTOR shall furnish:

CONTRACTOR shall maintain all of the foregoing insurance coverage in force until the work under this Contract is fully completed. The requirement for carrying the foregoing insurance shall not derogate from the provisions for indemnification of CITY by CONTRACTOR under this Contract. Notwithstanding nor diminishing the obligations of CONTRACTOR with respect to the foregoing, CONTRACTOR shall subscribe for and maintain in full force and effect during the life of this Contract,

SECTION 5 - AGREEMENT (Continued)

the following insurance in amounts not less than the amounts specified and issued by a company admitted and licensed in California and having a Best's Guide Rating of A-Class VII or better (claims made and modified occurrence policies are not acceptable):

| | |
|---|---|
| Workers' Compensation | As required by the State of California. |
| Employer's Liability | Not less than \$1,000,000 per accident for bodily injury or disease. |
| Commercial General Liability
(including on-going operations, products
- completed operations, and mobile
equipment, and not excluding XCU) | Not less than \$5,000,000 per occurrence for bodily injury, personal injury and property damage. |
| Automobile Liability, for all automobiles
including non-owned and hired vehicles | Not less than \$2,000,000 combined single limit for bodily injury and property damage. |
| Course of Construction | Completed value of the project with no coinsurance penalty provisions. |
| Follows Form Excess Liability | Required for any underlying policy that does not meet the underlying policy limits required herein. |

If contractor maintains higher insurance limits than the minimums shown above, CONTRACTOR shall provide coverage for the higher limits otherwise maintained by the CONTRACTOR.

CITY or its representatives shall at all times have the right to inspect and receive a certified copy of all said policies of insurance, including certificates and endorsements at CONTRACTORS sole cost and expense. CONTRACTOR shall pay the premiums on the insurance hereinabove required.

20. CALIFORNIA PREVAILING WAGE LAW AND FEDERAL DAVISBACON ACT.

A. General Prevailing Rate. CITY has ascertained CONTRACTOR shall comply with all applicable requirements of Division 2, Part 7, Chapter 1 of the California Labor Code and all applicable federal requirements respecting the payment of prevailing wages. If there is a difference between the minimum wage rates predetermined by the Secretary of Labor and the prevailing wage rates determined by the Director of the Department of Industrial Relations (DIR) for similar classifications of labor, the CONTRACTOR and its Subcontractors shall pay not less than the higher wage rate. The DIR will not accept lower State wage rates not specifically included in the Federal minimum wage determinations. This includes "helper" (or other classifications based on hours of experience) or any other classification not appearing in the Federal Wage determinations. Where Federal wage determinations do not contain the State wage rate determination otherwise available for use by the CONTRACTOR and Subcontractors, the CONTRACTOR and its Subcontractors shall

SECTION 5 - AGREEMENT (Continued)

pay not less than the Federal Minimum wage rate which most closely approximates the duties of the employees in question."

B. Forfeiture for Violation. CONTRACTOR shall, as a penalty to the CITY, forfeit one hundred dollars (\$100.00) for each calendar day or portion thereof for each worker paid (either by the CONTRACTOR or any subcontractor under it) less than the prevailing rate of per diem wages as set by the Director of Industrial Relations, in accordance with Sections 1770 1780 of the California Labor Code for the work provided for in this Contract, all in accordance with Section 1775 of the Labor Code of the State of California.

C. Apprentices. Section 1777.5, 1777.6 and 1777.7 of the Labor Code of the State of California, regarding the employment of apprentices is applicable to this Contract and the CONTRACTOR shall comply therewith; provided, however, that this requirement shall not apply if and/or to the extent that the Contract of the general CONTRACTOR, or the contracts of specialty contractors not bidding for work through a general or prime contractor involve less than thirty thousand dollars (\$30,000.00).

D. Workday. In the performance of this Contract, not more than eight (8) hours shall constitute a day's work, and CONTRACTOR shall not require more than eight (8) hours of labor in a day from any person employed by him hereunder except as provided in paragraph (5.14.2) above. CONTRACTOR shall conform to Article 3, Chapter 1, Part 7 (Sections 1810 et seq.) of the Labor Code of the State of California and shall forfeit to the CITY as a penalty, the sum of twenty five Dollars (\$25.00) for each worker employed in the execution of this Contract by CONTRACTOR or any subcontractor for each calendar day during which any worker is required or permitted to labor more than eight (8) hours in any one

E. Calendar day and forty (40) hours in any one week in violation of said Article. CONTRACTOR shall keep an accurate record showing the name and actual hours worked each calendar day and each calendar week by each worker employed by CONTRACTOR in connection with the Project.

F. Record of Wages: Inspection. CONTRACTOR agrees to maintain accurate payroll records showing the name, address, social security number, work classification, straight time and overtime hours worked each day and week, and the actual per diem wages paid to each journeyman, apprentice, worker or other employee employed by it in connection with the Project and agrees to require that each of its subcontractors does the same. The applicable CONTRACTOR or subcontractor or its agent having authority over such matters shall certify all payroll records as accurate. CONTRACTOR further agrees that its payroll records and those of its subcontractors shall be available to the employee or employee's representative, the Division of Labor Standards Enforcement, and the Division of Apprenticeship Standards and shall comply with all of the provisions of Labor Code Section 1776, in general. CONTRACTOR shall comply with all of the provisions of Labor Code Section 1776, and shall submit payroll records to the Labor Commissioner pursuant to Labor Code section 1771.4(a)(3). The CONTRACTOR shall submit copies of certified payroll reports and cancelled checks for labors, every two weeks to the Engineer. Certified payroll and cancelled checks submittals are due one month after start of construction and every two weeks thereafter. If the certified payroll and cancelled checks are not submitted, the CONTRACTOR will be notified that compliance is required within five (5) working days or contract work must cease. The CITY will not be responsible for any delay or acceleration charges or any incurred costs or damages as a result of the work stoppage due to CONTRACTOR's failure to comply. Work shall be ceased in an orderly, safe fashion with all vehicle access restored. Should this not occur, CITY will correct the deficiencies and deduct the cost from funds due to the CONTRACTOR. In addition, no progress payment shall be made until the copies of certified payroll reports and cancelled checks are submitted.

SECTION 5 - AGREEMENT (Continued)

G. Contractor Registration. CONTRACTOR and its subcontractors must be registered with the California Department of Industrial Relations pursuant to Labor Code Section 1725.5. This Agreement shall not be effective until CONTRACTOR provides proof of registration to the CITY.

H. Posting of Job Site Notices. CONTRACTOR shall comply with the job site notices posting requirements established by the Labor Commissioner pursuant to Title 8, California Code of Regulations Section 16461(e) or other regulation promulgated pursuant to Labor Code Section 1771.4(a) (2).

I. Notice of DIR Compliance Monitoring and Enforcement. Pursuant to Labor Code Section 1771.4, this Project is subject to compliance monitoring and enforcement by the California Department of Industrial Relations.

21. TERMINATION

This Contract may be terminated in whole or in part in writing by the CITY for its convenience, provided that the CONTRACTOR is given (1) not less than ten (10) calendar days written notice (delivered by certified mail, return receipt requested) of intent to terminate, and (2) an opportunity for consultation with the terminating party prior to termination.

If termination for default or convenience is effected by the CITY, an equitable adjustment in the price provided for in this Contract shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due to the CONTRACTOR at the time of termination may be adjusted to cover any additional costs to the CITY because of the CONTRACTOR'S default.

Upon receipt of a termination action, the CONTRACTOR shall (1) promptly discontinue all affected work (unless the notice directs otherwise), and (2) deliver or otherwise make available to the CITY all data, drawings, specifications, reports, estimates, summaries and such other information and materials as may have been accumulated by the CONTRACTOR in performing this Contract whether completed or in process.

Upon termination, the CITY may take over the work and may award another party an agreement to complete the work under this Contract.

22. DISPOSITION OF PLANS ESTIMATES AND OTHER DOCUMENTS

CONTRACTOR agrees that upon completion of the work to be performed hereunder, or upon expiration or earlier termination of this Agreement, all original plans, specifications, drawings, reports, calculations, maps and other documents pertaining to this Agreement shall be delivered to CITY and become its sole property at no further cost.

23. NONASSIGNABILITY

CONTRACTOR shall not sell, assign, transfer, convey or encumber this Agreement, or any part hereof, or any right or duty created herein, without the prior written consent of CITY and the surety.

24. CITY EMPLOYEES AND OFFICIALS

SECTION 5 - AGREEMENT (Continued)

CONTRACTOR shall employ no CITY official nor any regular CITY employee in the work performed pursuant to this Agreement. No officer or employee of CITY shall have any financial interest in this Agreement in violation of the California Government Code.

25. STOP NOTICES• RECOVERY OF ADMINISTRATIVE COSTS

CITY shall be entitled to all reasonable administrative costs and necessary disbursements arising out of the processing of Stop Notices, Notices to Withhold, or any similar legal document. This obligation shall be provided for in the labor and materials payment bond required of CONTRACTOR. CITY may charge an administrative fee of One Hundred Dollars (\$100) for every Stop Notice filed in excess of two (2), regardless of whether or not CITY is named in an action to enforce such stop notices. CITY may set off any unreimbursed cost or expense so incurred against any sum or sums owed by CITY to CONTRACTOR under this Agreement.

26. NOTICES

Any notices, certificates, or other communications hereunder shall be given either by personal delivery or by enclosing the same in a sealed envelope, postage prepaid, and depositing the same in the United States Postal Service, to the addresses specified below; provided that CITY and CONTRACTOR, by notice given hereunder, may designate different addresses to which subsequent notices, certificates or other communications will be sent:

TO CITY:

City of Garden Grove
ATTN: Mike Santos
11222 Acacia Parkway
Garden Grove, CA 92840
(714) 741-5179 Phone
(714) 741-5578 Fax

TO CONTRACTOR:

Vasilj, Inc.
ATTN: Tanja Burleson
15531 Arrow Hwy
Irwindale, CA 91706
(626) 480-1442 Phone
(626) 480-1610 Fax

27. SECTION HEADINGS

The titles, captions, section, paragraph, and subject headings, and descriptive phrases at the beginning of the various sections in this Agreement are merely descriptive and are included solely for convenience of reference only and are not representative of matters included or excluded from such provisions, and do not interpret, define, limit or describe, or construe the intent of the parties or affect the construction or interpretation of any provision of this Agreement.

28. IMMIGRATION

CONTRACTOR shall be responsible for full compliance with the immigration and naturalization laws of the United States and shall, in particular, comply with the provisions of the Immigration Reform and Control Act of 1978 (8 USC Section 1324a) regarding employment verification.

29. ATTORNEY'S FEES

If any action at law or in equity is necessary to enforce or interpret the terms of this Contract, each shall bear its own attorneys' fees, costs and necessary disbursements. Notwithstanding the foregoing, if any action is brought against the CONTRACTOR or any subcontractor to enforce a Stop Notice or Notice to Withhold, which named the CITY as a party to

SECTION 5 - AGREEMENT (Continued)

said action, the CITY shall be entitled to reasonable attorneys' fees, costs and necessary disbursements arising out of the defense of such action by the CITY. The CITY shall be entitled to deduct its costs for any Stop Notice filed, whether court action is involved or not.

30. INTERPRETATION OF THIS AGREEMENT

The language of all parts of this Agreement shall in all cases be construed as a whole, according to its fair meaning, and not strictly for or against any of the parties. If any provision of this Agreement is held by an arbitrator or court of competent jurisdiction to be unenforceable, void, illegal or invalid, such holding shall not invalidate or affect the remaining covenants and provisions of this Agreement. No covenant or provision shall be deemed dependent upon any other unless so expressly provided here. As used in this Agreement, the masculine or neuter gender and singular or plural number shall be deemed to include the other whenever the context so indicates or requires. Nothing contained herein shall be construed so as to require the commission of any act contrary to law, and wherever there is any conflict between any provision contained herein and any present or future statute, law, ordinance or regulation contrary to which the parties have no right to contract, then the latter shall prevail, and the provision of this Agreement which is hereby affected shall be curtailed and limited only to the extent necessary to bring it within the requirements of the law.

31. GOVERNING LAW

This Agreement shall be governed and construed in accordance with the laws of the State of California and venue shall be in Orange County.

32. DUPLICATE ORIGINAL

The original of this Agreement and one or more copies hereto have been prepared and signed in counterparts as duplicate originals, each of which so executed shall, irrespective of the date of its execution and delivery, be deemed an original. Each duplicate original shall be deemed an original instrument as against any party who has signed it.

33. CONSENT

Where CITYs consent/approval is required under this Agreement, its consent/approval for one transaction or event shall not be deemed to be consent/approval to any subsequent occurrence of the same or any other transaction or event.

34. CALIFORNIA FAIR EMPLOYMENT AND HOUSING ACT

CONTRACTOR agrees to comply with all requirements and utilize fair employment practices in accordance with California Government Code Sections 12900 et seq.

35. SIGNATORIES

Each undersigned represents and warrants that its signature herein below has the power, authority and right to bind their respective parties to each of the terms of this Agreement, and shall indemnify CITY fully for any injuries or damages to CITY in the event that such authority or power is not, in fact, held by the signatory or is withdrawn.

36. ENTIRETY

SECTION 5 - AGREEMENT (Continued)

The foregoing, and Exhibits "A" through "C" attached hereto, set forth the entire Agreement between the parties. No waiver or modification of this Agreement shall be valid unless in writing duly executed by both parties. .

The parties acknowledge and agree that they are entering into this Agreement freely and voluntarily following extensive arm's length negotiations, and that each has had the opportunity to consult with legal counsel prior to executing this Agreement. The parties also acknowledge and agree that no representations, inducements, promises, agreements or warranties, oral or otherwise, have been made by that party or anyone acting on that party's behalf, which are not embodied in this Agreement, and that that party has not executed this Agreement in reliance on any representation, inducement, promise, agreement, warranty, fact or circumstance not expressly set forth in this Agreement.

SECTION 5 - AGREEMENT

IN WITNESS THEREOF, these parties have executed this Construction Agreement on the day and year shown below.

Date: _____

"CITY"
CITY OF GARDEN GROVE

By: _____
Scott C. Stiles
City Manager

ATTEST:

City Clerk

Date: _____

"CONTRACTOR"

CONTRACTOR'S State License No. 711040
(Expiration Date: 08/31/2023)

By: _____
Title: _____
Date: _____

APPROVED AS TO FORM:

Garden Grove City Attorney
Date _____

If CONTRACTOR is a corporation, a Corporate Resolution and/or Corporate Seal is required.

City of Garden Grove

INTER-DEPARTMENT MEMORANDUM

To: Scott C. Stiles From: Teresa Pomeroy
Dept.: City Manager Dept.: City Clerk
Subject: Second reading and adoption Date: 12/14/2021
of Ordinance No. 2925

Attached is Ordinance No. 2925 introduced for second reading and recommended for adoption.

ATTACHMENTS:

| Description | Upload Date | Type | File Name |
|--------------------|--------------------|-------------|---|
| Ordinance No. 2925 | 11/24/2021 | Ordinance | 2925_GG_Ordinance_(A-031-2021).pdf |
| Exhibits | 11/18/2021 | Ordinance | 2925_GG_Ordinance_(A-031-2021)_Exhibits_A-G.pdf |

ORDINANCE NO. 2925

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GARDEN GROVE APPROVING ZONING AMENDMENT NO. A-031-2021 MAKING FOCUSED AMENDMENTS TO TITLE 9 OF THE GARDEN GROVE MUNICIPAL CODE AND THE ZONING MAP TO IMPLEMENT THE GENERAL PLAN HOUSING ELEMENT AND LAND USE ELEMENT UPDATES BY INCREASING THE MAXIMUM PERMITTED RESIDENTIAL DENSITY IN MIXED USE ZONES, IMPLEMENTING A MIXED-USE OVERLAY ZONE ALLOWING RESIDENTIAL AND MIXED-USE DEVELOPMENT ON SPECIFIED PARCELS, AND REZONING SPECIFIED PARCELS TO ALLOW MULTIPLE-FAMILY RESIDENTIAL USES

City Attorney Summary

This Ordinance makes focused amendments to Title 9 of the Garden Grove Municipal Code (Land Use Code) and the Zoning Map consistent with the General Plan Housing Element and Land Use Element Updates to implement and comply with the 6th Cycle (2021-29) of the Regional Housing Needs Assessment (RHNA). Specifically, this Ordinance (1) revises the Development Standards tables in Sections 9.18.090.020, 9.18.090.030, 9.18.090.070, and 9.18.090.080 of the Land Use Code to increase the maximum permitted residential densities in the Garden Grove Boulevard Mixed Use Zones, the Civic Center Mixed Use Zones, the Neighborhood Mixed Use Zone, and the Adaptive Reuse Zone by an average of 25 percent; (2) amends the Zoning Map to change the zoning designation of specified parcels identified in the General Plan Housing Element Sites Inventory to allow for multiple-family uses on these parcels; and (3) adds new Section 9.18.190 to the Land Use Code to establish a Mixed Use Overlay Zone allowing the development of residential and mixed-use projects on identified properties within the International West Mixed Use, the Industrial/Residential Mixed Use 1, and the Residential/Commercial Mixed Use 2 Land Use designations of the General Plan Land Use Element; and (4) amends the Zoning Map to apply the Mixed Use Overlay Zone to specified parcels identified in the General Plan Housing Element Sites Inventory.

THE CITY COUNCIL OF THE CITY OF GARDEN GROVE FINDS AND DETERMINES AS FOLLOWS:

WHEREAS, Government Code 65584 requires local jurisdictions to encourage, promote, and facilitate the development of housing to accommodate its regional housing need; and

WHEREAS, the State-mandated 6th Cycle of the Regional Housing Needs Assessment (RHNA) requires the City of Garden Grove to plan for 19,168 dwelling units for all income level during the 2021-2029 planning period; and

WHEREAS, the City of Garden Grove has initiated a Focused General Plan Update and Zoning Amendments project (collectively, the "FGPUZA" or "Project"). The FGPUZA includes (1) General Plan Amendment No. GPA-003-2021, consisting of updates to the General Plan Housing Element, Land Use Element, and the Safety Element, and adoption of a new General Plan Environmental Justice Element to

comply with State law provisions, including complying with the 6th Cycle (2021-2029) of the Regional Housing Needs Assessment (RHNA) that requires the City to plan for 19,168 residential dwelling units for all income levels during the 2021-2029 planning period; and (2) Zoning Amendment No. A-031-2021, consisting of text/map amendments to Title 9 of the Municipal Code and to the Zoning Map to implement the Housing Element and Land Use Element Updates; and

WHEREAS, in compliance with the California Environmental Quality Act, California Public Resources Code Section 21000 *et seq.* ("CEQA") and CEQA's implementing Guidelines, California Code of Regulations, Title 14, Section 15000 *et seq.* (CEQA Guidelines), a Program Environmental Impact Report (Program EIR) has been prepared for the FGPUZA that analyzes its potential environmental impacts and recommends mitigation measures to reduce impacts to a less than significant level, where feasible; and

WHEREAS, the Planning Commission of the City of Garden Grove held a duly noticed public hearing on October 21, 2021 and considered all oral and written testimony presented regarding the proposed Project; and,

WHEREAS, on October 21, 2021, following the public hearing, the Planning Commission adopted (i) Resolution No. 6031-21 recommending that the City Council certify the EIR for the FGPUZA and approve General Plan Amendment No. GPA-003-2021, and (ii) Resolution No. 6032-21 recommending that the City Council approve Zoning Amendment No. A-031-2021; and

WHEREAS, on November 9, 2021, the City Council adopted Resolution No. 9714-21 (i) adopting a Mitigation Monitoring and Reporting Program, (ii) adopting a Statement of Overriding Considerations, and (ii) certifying the Program EIR for the FGPUZA; and

WHEREAS, on November 9, 2021, the City Council adopted Resolution No. 9713-21, approving General Plan Amendment No. GPA-003-2021; and,

WHEREAS, a duly noticed public hearing regarding Amendment No. A-031-2021 was held by the City Council on November 9, 2021, and all interested persons were given an opportunity to be heard; and,

WHEREAS, the City Council gave due and careful consideration to the matter; and

WHEREAS, the City Council hereby makes the following findings regarding Amendment No. A-031-2021:

A. The proposed zoning text and map amendments are internally consistent with the goals, policies, and elements of the General Plan. Pursuant to General Plan Amendment No. GPA-003-2021, the City Council has adopted updates to the Housing Element and the Land Use Element to comply with the state law's 6th Cycle (2021-2029) of the Regional Housing Needs Assessment (RHNA) that requires the

City to plan for 19,168 additional residential dwelling units for all incomes levels during the planning period. Zoning Amendment No. A-031-2021 implements the Housing Element and Land Use Element Updates by increasing the maximum permitted residential densities within the City's Mixed Use Zones to be consistent with the mixed-use land use densities identified in the updated Land Use Element; creating a Mixed-Use Overlay Zone for properties located in the International West Mixed Use, the Industrial/Residential Mixed Use 1, and the Residential/Commercial Mixed Use 2 General Plan land use designations to promote housing production on selected parcels identified in the updated Housing Element Sites Inventory; and rezoning selected parcels identified in the updated Housing Element Sites Inventory to permit the development of multiple-family residential uses.

B. The proposed text and map amendments will promote the public interest, health, safety, and welfare of the surrounding community. Zoning Amendment No. A-031-2021 will implement the goals and policies of the Housing Element and Land Use Element Updates to promote housing production for all income levels in conformance with state law's 6th Cycle (2021-2029) of the Regional Housing Needs Assessment (RHNA) that requires the City to plan for 19,168 residential dwelling units during the 2021-2029 planning period.

C. The parcels subject to the proposed Zoning Map amendments are physically suitable for the requested land use designations, compatible with surrounding land uses, and consistent with the General Plan. The parcels proposed to be rezoned and the parcels to which the new Mixed Use Overlay Zone is proposed to be applied were evaluated in conjunction with the FGPUZA project and determined to be suitable for the development of housing and identified in the Housing Element Sites Inventory. In addition, the proposed zoning designation of each subject parcel is consistent with the land use designation of each parcel under the Land Use Element.

D. The change of zoning classification of the subject parcels identified in the proposed amendments to the Zoning Map is consistent with the City's General Plan and will ensure a degree of compatibility with surrounding properties and uses. The zone change amendments will rezone properties to be internally consistent with the goals and policies of the Land Use Element Update for promoting housing production for all income levels in conformance with State law and the 6th Cycle (2021-2029) Regional Housing Needs Assessment and will apply the new Mixed-Use Overlay Zone to specific properties located in the International West Mixed Use, the Industrial/Residential Mixed Use 1, and the Residential/Commercial Mixed Use 2 land use designations to promote housing production on selected parcels identified in the updated Housing Element Sites Inventory. The subject rezoned parcels will have a similar zoning designation as surrounding parcels, which will ensure that the parcels are developed to a similar density as the surrounding parcels with the same zoning designation.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF GARDEN GROVE DOES ORDAIN AS FOLLOWS:

SECTION 1. The City Council finds that the above recitals are true and correct.

SECTION 2. Zoning Amendment No. A-031-2021 is hereby approved pursuant to the findings set forth herein and the facts and reasons stated in Planning Commission Resolution No. 6032-21, a copy of which is on file in the Office of the City Clerk, and which is incorporated herein by reference with the same force and effect as if set forth in full.

SECTION 3. Table 9.18-2 (Development Standards for the Garden Grove Boulevard Mixed Use Zone) of Section 9.18.090.020 (Garden Grove Boulevard Mixed Use Zone (GGMU) Development Standards) of Section 9.18.090 (Development Standards Specific to Individual Mixed Use Zones) of Chapter 9.18 (Mixed Use Regulations and Development Standards) is hereby amended as follows to increase the maximum permitted residential density in the GGMU-1, GGMU-2, and GGMU-3 Zones (additions shown in ***bold/italics***; deletions shown in ~~strikethrough~~):

| Development Standards | Garden Grove Boulevard Mixed Use Zones | | |
|--|---|---|---|
| | GGMU-1 | GGMU-2 | GGMU-3 |
| Maximum Residential Density (units/acre) | 42 <i>60</i> units/acre | 21 <i>24</i> units/acre | 32 <i>48</i> units/acre |

SECTION 4. Table 9.18-4 (Development Standards for the Civic Center Mixed Use Zones) of Section 9.18.090.030 (Civic Center Zone Development Standards) of Section 9.18.090 (Development Standards Specific to Individual Mixed Use Zones) of Chapter 9.18 (Mixed Use Regulations and Development Standards) is hereby amended as follows to increase the maximum permitted residential density in the CC-1, CC-2, and CC-3 Zones (additions shown in ***bold/italics***; deletions shown in ~~strikethrough~~):

| Development Standards | Civic Center Mixed Use Zones | | | |
|--|---|---|---|---|
| | CC-1 | CC-2 | CC-3 | CC-OS |
| Maximum Residential Density (units/acre) | 21 <i>24</i> units/acre | 32 <i>48</i> units/acre | 42 <i>60</i> units/acre | Development standards per site plan review process. |

SECTION 5. Table 9.18-5 (Development Standards for the Neighborhood Mixed Use Zone) of Section 9.18.090.070 (Neighborhood Mixed Use Zone (NMU) Development Standards) of Section 9.18.090 (Development Standards Specific to Individual Mixed Use Zones) of Chapter 9.18 (Mixed Use Regulations and Development Standards) is hereby amended as follows to increase the maximum permitted residential density in the Neighborhood Mixed Use Zone (additions shown in ***bold/italics***; deletions shown in ~~strikethrough~~):

| Development Standards | Neighborhood Mixed Use Zone |
|--|------------------------------------|
| Maximum Residential Density (units/acre) | 24 24 units/acre |

SECTION 6. Table 9.18-7 (Development Standards for the Adaptive Reuse Zone) of Section 9.18.090.080 (Adaptive Reuse Zone (AR) Development Standards) of Section 9.18.090 (Development Standards Specific to Individual Mixed Use Zones) of Chapter 9.18 (Mixed Use Regulations and Development Standards) is hereby amended as follows to increase the maximum permitted residential density in the Adaptive Reuse (AR) Zone (additions shown in ***bold/italics***; deletions shown in ~~strikethrough~~):

| Development Standards | Adaptive Reuse Zone (AR) |
|--|------------------------------------|
| Maximum Residential Density (units/acre) | 32 48 units/acre |

SECTION 7. Section 9.18.190 is added to Title 9 of the Municipal Code to read:

Section 9.18.190. Mixed Use Overlay Zone (MU)

9.18.190.010. Intent

The Mixed Use Overlay zone is established to implement the General Plan Land Use Element and the Community Design Element directives applicable to the International West Mixed Use, Industrial/Residential Mixed Use 1, and Residential/Commercial Mixed Use 2 General Plan land use designations, where the overlay zone has been applied on the Zoning Map. The purpose of the Mixed Use Overlay Zone is to allow for residential and mixed-use developments as set forth in this section in addition to those uses regulated by the underlying zone. The use regulations and development and design standards set forth in this section establish minimum standards for the use and development of land within the Mixed Use Overlay Zone. Where the standards may conflict with those of the underlying zone, the standards in this section shall prevail. Where this section is silent with regard to a particular development standard or standards, the standards of the underlying zone shall apply.

9.18.190.020. International West Mixed Use Overlay

- A. **Applicability.** This subsection shall apply to properties within the International West Mixed Use General Plan land use designation to which the Mixed Use Overlay zone has been applied as shown on the Zoning Map.

- B. **Intent.** The International West Mixed Use Overlay is intended to create a transit-oriented development district around the OC Transit line station at Harbor Boulevard and Westminster Avenue. It is intended that new developments will consist of a complementary mix of uses that benefit from ready access to rail transit, anchored by multi-family residential with commercial services and retail uses along pedestrian-friendly street frontages.
- C. **Allowed Uses.** For projects utilizing the International West Mixed Use Overlay, allowed uses shall be the same as those allowed in the Garden Grove Boulevard Mixed Use 1 (GGMU-1) zone pursuant to Table 9.18-1 of Section 9.18.020.030, subject to the conditions and standards set forth in Section 9.18.030 (Specific Uses- Special Operating Conditions and Development Standards), with exception that Adult Entertainment uses shall not be permitted.
- D. **Development Standards.** For projects utilizing the International West Mixed Use Overlay, the development standards shall be the same as those applicable to the GGMU-1 zone as set forth in Chapter 9.18, except as otherwise expressly provided herein. The following exceptions shall apply:
1. **Residential Density.** A maximum of 70 dwelling units per acre is permitted.
 2. **Stand-alone Residential.** Stand-alone residential projects are permitted with no commercial component or minimum floor area ratio required.
 3. **Landscaping and Streetscape.**
 - a. For sites north of the SR-22 Freeway, and located along a major arterial, all landscape and hardscape treatments (i.e., street trees and sidewalk improvements) within the front and side street setback areas, including the public right-of-way, shall conform with the landscape treatment of the Harbor Boulevard Resort Area, with exception that sites not located along a major arterial shall comply with the landscape requirements of Chapter 9.18. For projects located on a major arterial, the landscape treatment shall include two rows of Date Palm Trees (minimum brown trunk height of 25 feet), canopy trees (minimum 24-inch box), shrubs, and ground cover. Landscape materials shall match the landscape materials used within the existing project located on the southwest corner of Harbor Boulevard and Chapman Avenue, as well as match the existing public right-of-way landscape improvements located along Harbor Boulevard between Chapman Avenue and Garden Grove Boulevard. The landscape area shall include up-lighting on the trees. The sidewalk pattern shall be consistent with the Harbor Boulevard Decorative Sidewalk Improvements standard of the Public Works Department.
 - b. For sites located south of the SR-22 Freeway, all landscaping shall comply with the landscape requirements of Chapter 9.18.

4. **Signage.** Signage shall comply with Chapter 9.20 as applicable to the GGMU-1 zone, with exception that projects located north of the SR-22 Freeway shall comply with the sign requirements of Section 9.20.045 (Overlay Design Standards for the International West Report Area) if the project site is located within the boundary area of said sign overlay.
5. **Mixed Use Projects.** For mixed-use projects, the public plaza requirements of Section 9.18.090.020.F shall apply to projects abutting a major arterial, including Harbor Boulevard, Garden Grove Boulevard, Trask Avenue, and Westminster Avenue.

9.18.190.020. Industrial/Residential Mixed Use 1 Overlay

- A. **Purpose.** This subsection shall apply to properties within the Industrial/Residential Mixed Use 1 General Plan land use designation where the overlay zone has been applied as shown on the Zoning Map.
- B. **Intent.** The Industrial/Residential Mixed Use 1 Overlay is intended to accommodate residential development on properties located within the existing Industrial/Residential Mixed Use 1 land use designation..
- C. **Allowed Uses.** For projects utilizing the Industrial/Residential Mixed Use 1 Overlay, allowed uses shall be the same as those allowed in the Garden Grove Boulevard Mixed Use 1 (GGMU-1) zone pursuant to Table 9.18-1 of Section 9.18.020.030, subject to the conditions and standards set forth in Section 9.18.030 (Specific Uses - Special Operating Conditions and Development Standards), with exception that Adult Entertainment uses shall not be permitted. In addition, Live-Work and Work-Live uses are allowed subject to Conditional Use Permit approval.
- D. **Development Standards.** For projects utilizing the Industrial/Residential Mixed Use 1 Overlay, the development standards shall be the same as those applicable to the GGMU-1 zone set forth in Chapter 9.18, except as otherwise expressly provided herein. The following exceptions shall apply:
 1. **Residential Density.** A maximum of 60 dwelling units per acre is permitted.
 2. **Stand-alone Residential.** Stand-alone residential projects are permitted with no commercial component or minimum floor area ratio required.
 3. **Plaza Requirements.** There shall be no plaza requirement for mixed-use or stand-alone residential projects.
 4. **Signage.** Signage shall comply with Chapter 9.20 as applicable to the GGMU-1 zone.

5. **Landscaping.** All landscaping shall comply with the landscape requirements of Chapter 9.18.

9.18.190.030. Residential/Commercial Mixed Use 2 Residential Overlay

- E. **Purpose.** This subsection shall apply to properties within the Residential/Commercial Mixed Use 2 General Plan land use designation located along Westminster Avenue where the overlay zone has been applied as shown on the Zoning Map.
- F. **Intent.** The intent of the Residential/Commercial Mixed Use 2 Residential Overlay is to facilitate the development of stand-alone residential development along Westminster Avenue.
- G. **Allowed Uses.** For projects utilizing the Residential/Commercial Mixed Use 2 Residential Overlay, only residential uses shall be permitted, and shall be the same residential uses as those allowed in the Garden Grove Boulevard Mixed Use 2 (GGMU-2) zone pursuant to Table 9.18-1 of Section 9.18.020.030, subject to the conditions and standards set forth in Section 9.18.030 (Specific Uses - Special Operating Conditions and Development Standards). No commercial uses or Residential/Commercial Mixed Use Development shall be permitted with implementation of this residential overlay.
- H. **Development Standards.** For projects utilizing the Residential/Commercial Mixed Use 2 Residential Overlay, the R-3 (Multiple-Family Residential) zone development standards of Chapter 9.12 shall apply except as otherwise expressly provided herein. The following exceptions shall apply:
1. **Residential Density.** A maximum of 24 dwelling units per acre is permitted.
 2. **Signage.** Signage shall comply with Chapter 9.20 as applicable to the R-3 zone.
 3. **Landscaping.** All landscaping shall comply with the landscape requirements of Chapter 9.12.

SECTION 8. The properties shown on the attached Exhibit A, Exhibit B, Exhibit C, and Exhibit D maps, and accompanying Exhibit E with corresponding Assessor's Parcel Numbers, shall be included in the Mixed-Use Overlay Zone, as specified on Exhibits A, B, C, D, and E. The Zoning Map shall be amended accordingly.

SECTION 9. The properties shown on the attached Exhibit F map, and the accompanying Exhibit G with corresponding addresses and Assessor's Parcel Numbers are hereby rezoned to Multiple-Family Residential (R-3), Neighborhood Mixed Use (NMU), Garden Grove Boulevard Mixed Use 2 (GGMU-2), Garden Grove

Mixed Use 3 (GGMU-3) and Civic Center Core (CC-3), as specified on Exhibits F and G. The Zoning Map shall be amended accordingly.

SECTION 10: If any section, subsection, subdivision, sentence, clause, phrase, word, or portion of this Ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, subdivision, sentence, clause, phrase, word, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, words or portions thereof be declared invalid or unconstitutional.

SECTION 11: The Mayor shall sign and the City Clerk shall certify to the passage and adoption of this Ordinance and shall cause the same, or the summary thereof, to be published and posted pursuant to the provisions of law and this Ordinance shall take effect thirty (30) days after adoption.

The foregoing Ordinance was passed by the City Council of the City of Garden Grove on the ____ day of _____.

MAYOR

ATTEST:

CITY CLERK

STATE OF CALIFORNIA)
COUNTY OF ORANGE) SS:
CITY OF GARDEN GROVE)

I, LIZABETH VASQUEZ, Deputy City Clerk of the City of Garden Grove, do hereby certify that the foregoing Ordinance was introduced for first reading and passed to second reading on November 9, 2021, with a vote as follows:

| | | | |
|---------|------------------|-----|--|
| AYES: | COUNCIL MEMBERS: | (6) | BRIETIGAM, O'NEILL, NGUYEN D.,
KLOPFENSTEIN, NGUYEN K., JONES |
| NOES: | COUNCIL MEMBERS: | (0) | NONE |
| ABSENT: | COUNCIL MEMBERS: | (1) | BUI |

EXHIBIT A
MIXED USE OVERLAY ZONE
INTERNATIONAL WEST MIXED USE OVERLAY
SITE AREA MAP 1



LEGEND



NOTES

1. LAND USE DESIGNATION – INTERNATIONAL WEST MIXED USE
2. ZONING: C-1, C-2, C-3, M-1, HCSP-TS, HCSP-SDS, HCSP-OP

EXHIBIT B
MIXED USE OVERLAY ZONE
INTERNATIONAL WEST MIXED USE OVERLAY
SITE AREA MAP 2



LEGEND

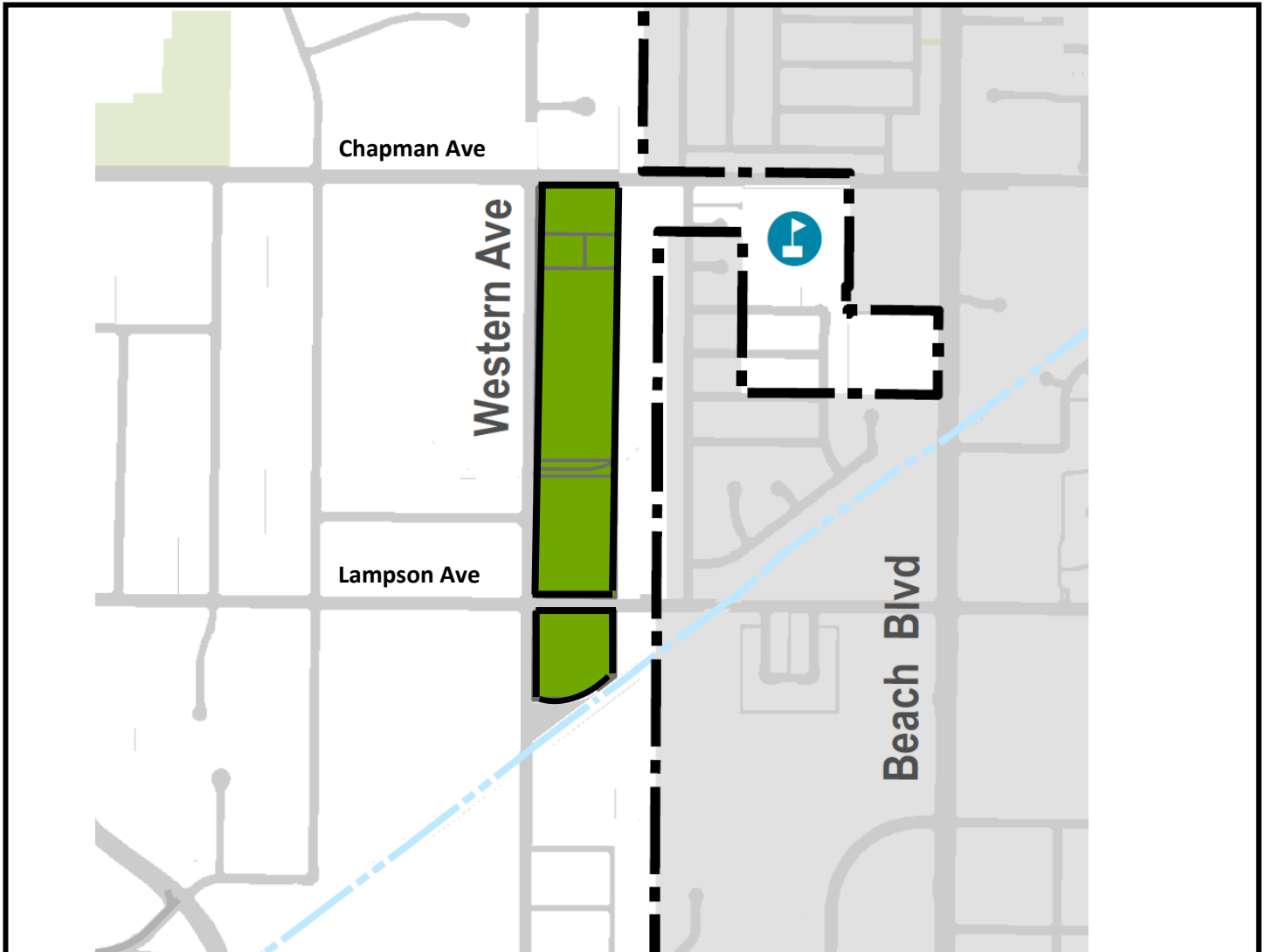


SUBJECT PROPERTIES – MIXED USE OVERLAY ZONE - INTERNATIONAL WEST MIXED USE OVERLAY

NOTES

1. LAND USE DESIGNATION – INTERNATIONAL WEST MIXED USE
2. ZONING: HCSP-TS, HCSP-SDS, PUD-103-72, PUD-121-98, PUD-128-12

EXHIBIT C
MIXED USE OVERLAY ZONE
INDUSTRIAL/RESIDENTIAL MIXED USE 1 OVERLAY



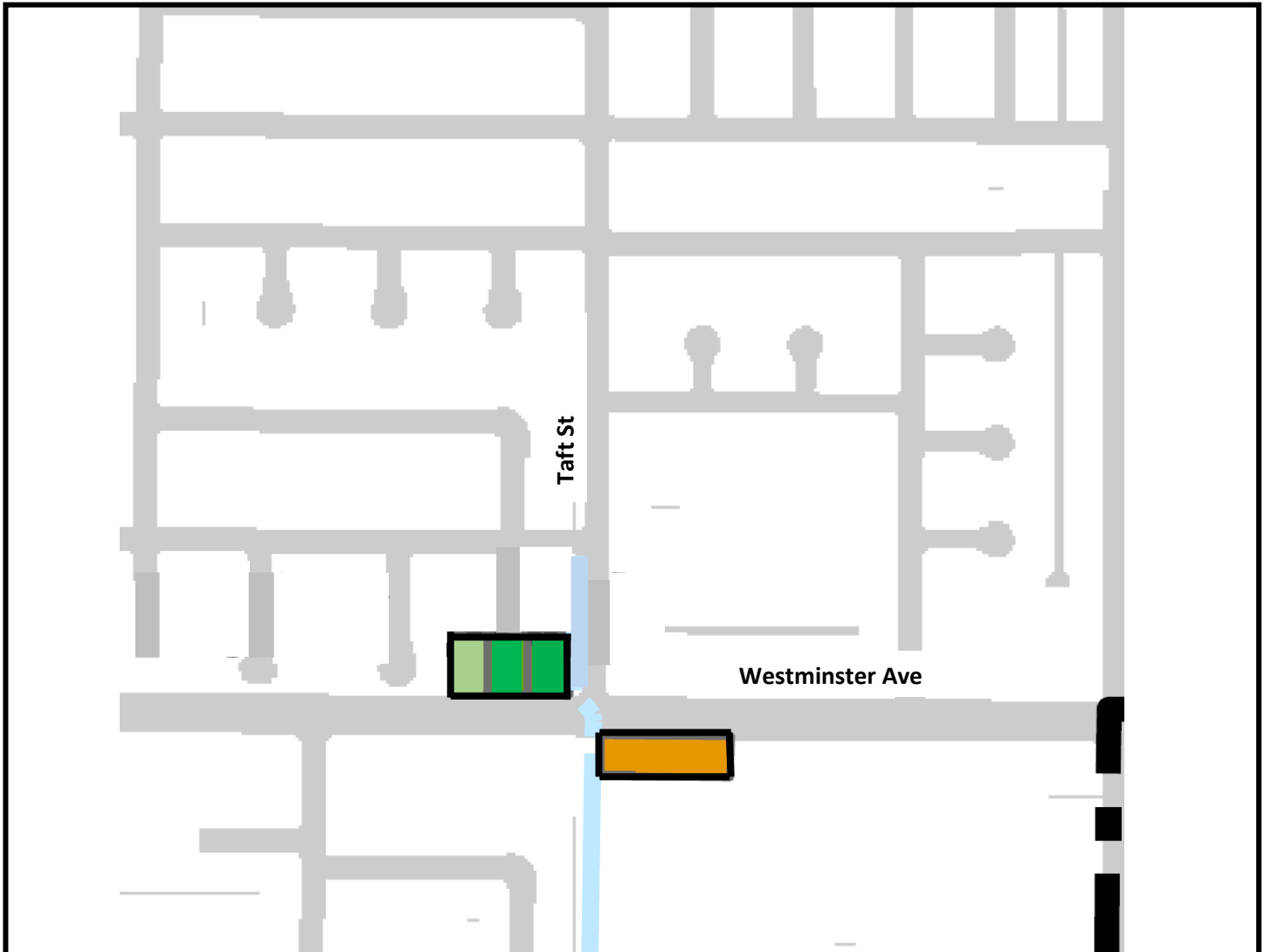
LEGEND

-  SUBJECT PROPERTIES – MIXED USE OVERLAY ZONE - INDUSTRIAL/RESIDENTIAL MIXED USE 1 OVERLAY

NOTES

1. LAND USE DESIGNATION – INDUSTRIAL/RESIDENTIAL MIXED USE 1
2. ZONING: M-P (INDUSTRIAL PARK)

EXHIBIT D
MIXED USE OVERLAY ZONE
RESIDENTIAL/COMMERCIAL MIXED USE 2
RESIDENTIAL OVERLAY



LEGEND

-  SUBJECT PROPERTIES – MIXED USE OVERLAY ZONE – RESIDENTIAL/COMMERCIAL MIXED USE 2
 RESIDENTIAL OVERLAY

NOTES

1. LAND USE DESIGNATION – RESIDENTIAL/COMMERCIAL MIXED USE 2
2. ZONING: C-1 (NEIGHBORHOOD COMMERCIAL)

EXHIBIT E

MIXED USE OVERLAY SITES

THE FOLLOWING PARCELS WILL BE INCLUDED IN THE INTERNATIONAL WEST MIXED USE OVERLAY:

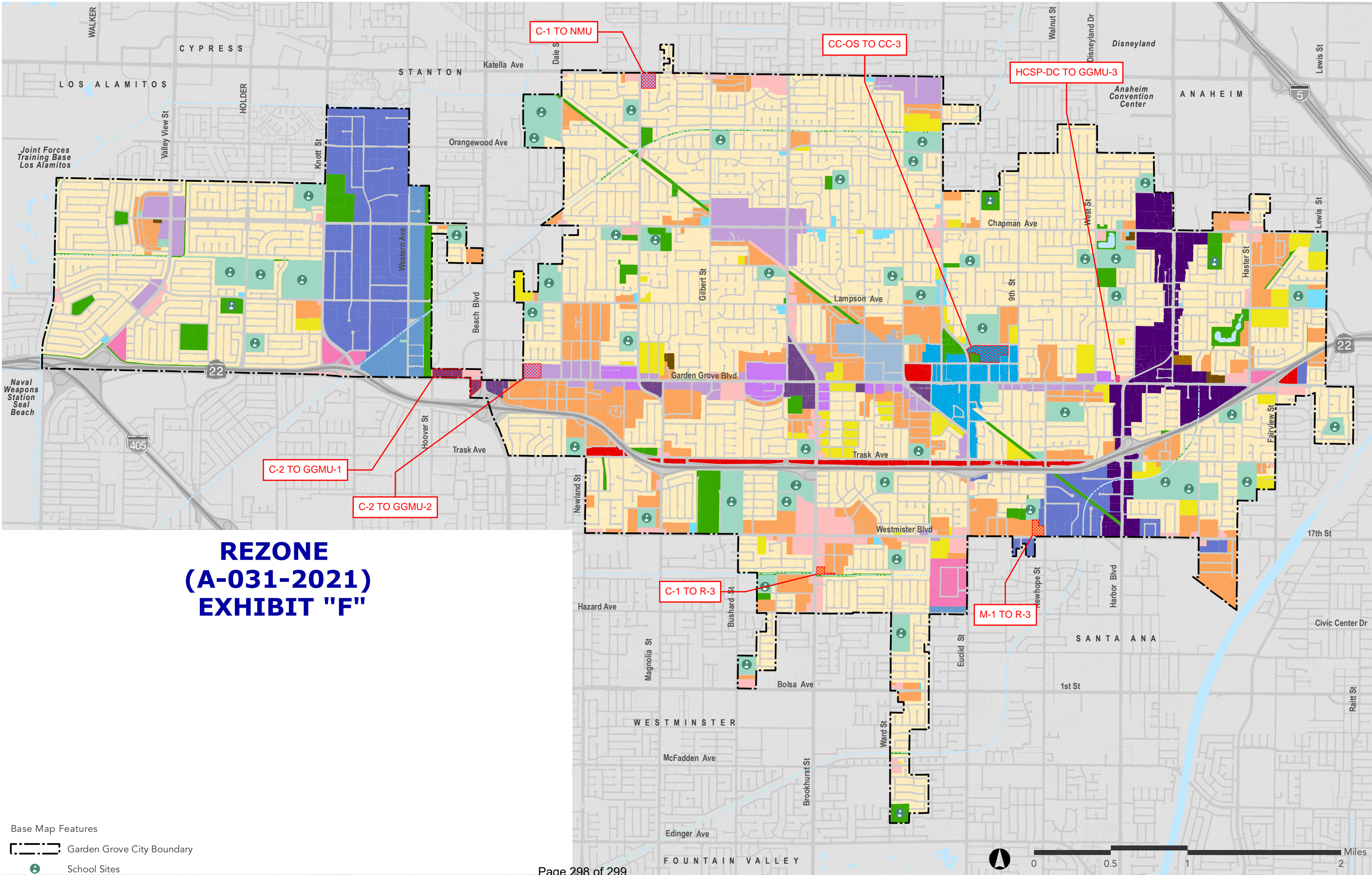
| | | | |
|------------------|-----------------|-----------------|-----------------|
| APN # 101-011-06 | APN# 231-561-14 | APN# 101-080-63 | APN# 100-352-20 |
| APN# 101-080-68 | APN# 101-080-64 | APN# 100-130-67 | APN# 100-130-66 |
| APN# 231-491-12 | APN# 231-491-13 | APN# 231-491-14 | APN# 231-491-15 |
| APN# 231-451-40 | APN# 231-451-38 | APN# 231-451-37 | APN# 231-451-36 |
| APN# 100-130-56 | APN# 101-611-78 | APN# 100-130-71 | APN# 100-345-23 |
| APN# 101-681-22 | APN# 101-642-02 | APN# 101-452-02 | APN# 100-335-25 |
| APN# 101-611-02 | APN# 100-335-34 | APN# 100-335-37 | APN# 100-130-72 |
| APN# 100-335-30 | APN# 100-130-74 | APN# 100-130-73 | APN# 101-642-01 |
| APN# 101-080-71 | APN# 101-080-73 | APN# 101-080-74 | APN# 231-441-36 |
| APN# 100-347-15 | APN# 231-405-01 | APN# 100-122-33 | APN# 101-080-76 |
| APN# 100-345-21 | APN# 101-311-25 | APN# 101-343-65 | APN# 231-441-35 |
| APN# 101-011-02 | APN# 101-315-33 | APN# 231-422-14 | APN# 231-422-07 |
| APN# 231-422-12 | APN# 231-422-15 | APN# 231-423-09 | APN# 231-422-09 |
| APN# 231-423-08 | APN# 231-422-08 | APN# 231-422-22 | APN# 231-422-21 |
| APN# 231-422-20 | APN# 231-422-19 | APN# 231-422-18 | APN# 231-422-17 |
| APN# 231-422-16 | APN# 231-422-11 | APN# 231-423-15 | APN# 231-423-16 |
| APN# 231-423-14 | APN# 231-423-13 | APN# 231-423-12 | APN# 231-423-11 |
| APN# 231-423-10 | APN# 231-422-10 | APN# 231-423-02 | APN# 231-423-01 |
| APN# 231-423-03 | APN# 231-423-04 | APN# 231-423-05 | APN# 231-423-06 |
| APN# 231-423-07 | APN# 101-311-17 | APN# 101-011-03 | APN# 101-311-19 |
| APN# 101-311-24 | APN# 101-311-21 | APN# 101-311-20 | |

THE FOLLOWING PARCELS WILL BE INCLUDED IN THE INDUSTRIAL/RESIDENTIAL 1 MIXED USE OVERLAY:

| | | | |
|-----------------|-----------------|-----------------|-----------------|
| APN# 131-671-11 | APN# 131-671-09 | APN# 131-671-10 | APN# 131-671-08 |
| APN# 215-032-01 | | | |

THE FOLLOWING PARCELS WILL BE INCLUDED IN THE RESIDENTIAL/COMMERCIAL MIXED 2 RESIDENTIAL OVERLAY:

| | |
|---------------------------------------|---------------------------------------|
| 10721 WESTMINSTER AVE APN# 099-504-47 | 10711 WESTMINSTER AVE APN# 099-504-45 |
| 10691 WESTMINSTER AVE APN# 099-504-44 | 10742 WESTMINSTER AVE APN# 099-181-12 |



**REZONE
(A-031-2021)
EXHIBIT "F"**

EXHIBIT G

ZONE CHANGE

ZONE CHANGE FROM C-1 (NEIGHBORHOOD COMMERCIAL) TO R-3 (MULTIPLE FAMILY RESIDENTIAL):

10081 13TH ST APN# 099-173-20

14202 BROOKHURST ST APN# 099-173-08

14212 BROOKHURST ST APN# 099-173-10,
APN# 099-173-45

ZONE CHANGE FROM C-1 (NEIGHBORHOOD COMMERCIAL) TO NMU (NEIGHBORHOOD MIXED USE):

11092 MAGNOLIA ST APN# 132-06-132

11072 MAGNOLIA ST APN# 132-061-31

11052 MAGNOLIA ST APN# 132-061-28

11012 MAGNOLIA ST APN# 132-061-29

11002 MAGNOLIA ST APN# 132-061-18

ZONE CHANGE FROM C-2 (COMMUNITY COMMERCIAL) TO GGMU-1 (GARDEN GROVE BOULEVARD MIXED USE 1):

7861 GARDEN GROVE BLVD APN# 131-682-62

7761 GARDEN GROVE BLVD APN # 131-682-61

7701 GARDEN GROVE BLVD APN# 131-682-05

7900 GARDEN GROVE BLVD APN # 096-281-09

7942 GARDEN GROVE BLVD APN# 096-281-14

7942 GARDEN GROVE BLVD APN # 096-281-14

7912 GARDEN GROVE BLVD APN# 096-281-11,
APN# 096-281-13

ZONE CHANGE FROM C-2 (COMMUNITY COMMERCIAL) TO GGMU-2 (GARDEN GROVE BOULEVARD MIXED USE 2):

8301 GARDEN GROVE BLVD APN# 131-541-20

ZONE CHANGE FROM M-1 (LIMITED INDUSTRIAL) TO R-3 (MULTIPLE-FAMILY RESIDENTIAL):

11461 WESTMINSTER AVE APN# 100-141-10

13931 NEWHOPE ST APN# 100-141-09

11431 WESTMINSTER AVE APN# 100-141-11

ZONE CHANGE FROM HCSP-DC (HARBOR CORRIDOR SPECIFIC PLAN-DISTRICT COMMERCIAL) TO GGMU-3 (GARDEN GROVE MIXED USE 3):

12141 GARDEN GROVE BLVD APN# 231-404-13

ZONE CHANGE FROM CC-OS (CIVIC CENTER- OPEN SPACE) TO CC-3 (CIVIC CENTER CORE):

11390 AND 11400 STANDARD AVE APN# 090-154-57

11261 ACACIA PKWY APN# 090-154-58

11200 STANDARD AVE APN# 090-143-27

12772 5TH ST APN# 090-154-49

APN# 090-154-56