AGENDA

Tuesday, May 6, 2025 **5:00 P.M. Closed Session**
6:30 P.M. Open Session

REGULAR MEETING

CITY COUNCIL, AIRPORT COMMISSION, MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER SUSTAINABILITY AGENCY

THIS MEETING WILL BE HELD IN PERSON AND VIRTUALLY (HYBRID).

Council Chambers
211 Hillcrest Avenue
Marina, California

AND

Zoom Meeting URL: https://zoom.us/j/730251556
Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

PARTICIPATION

You may participate in the City Council meeting in person or in real-time by calling Zoom Meeting via the weblink and phone number provided at the top of this agenda. Instructions on how to access, view and participate in remote meetings are provided by visiting the City's home page at https://cityofmarina.org/. Attendees can make oral comments during the meeting by using the "Raise Your Hand" feature in the webinar or by pressing *9 on your telephone keypad if joining by phone only.

The most effective method of communication with the City Council is by sending an email to marina@cityofmarina.org Comments will be reviewed and distributed before the meeting if received by 5:00 p.m. on the day of the meeting. All comments received will become part of the record. Council will have the option to modify their action on items based on comments received.

AGENDA MATERIALS

Agenda materials, staff reports and background information related to regular agenda items are available on the City of Marina's website www.cityofmarina.org. Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet will be made available on the City of Marina website www.cityofmarina.org subject to City staff's ability to post the documents before the meeting.

VISION STATEMENT

Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. **(Resolution No. 2006-112 - May 2, 2006)**

MISSION STATEMENT

The City Council will provide the leadership in protecting Marina's natural setting while developing the City in a way that provides a balance of housing, jobs and business opportunities that will result in a community characterized by a desirable quality of life, including recreation and cultural opportunities, a safe environment and an economic viability that supports a high level of municipal services and infrastructure. **(Resolution No. 2006-112 - May 2, 2006)**

LAND ACKNOWLEDGEMENT

The City recognizes that it was founded and is built upon the traditional homelands and villages first inhabited by the Indigenous Peoples of this region - the Esselen and their ancestors and allies - and honors these members of the community, both past and present.

1. CALL TO ORDER 

2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

   Jenny McAdams, Brian McCarthy, Kathy Biala, Mayor Pro-Tem/Vice Chair Liesbeth Visscher, Mayor/Chair Bruce C. Delgado

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS: None

4. CLOSED SESSION:

   a. Conference with Legal Counsel: Anticipated Litigation (Govt. Code § 54956.9(d)(2)), 2 potential case(s). Based on existing facts and circumstances, there is significant exposure to litigation. Such facts and circumstances creating significant exposure to litigation are not known to potential plaintiff(s).

   b. Real Property Negotiation (Govt. Code Section 54956.8)
      i. Property: 3306 Del Monte Blvd. Scenic Easement Vacation
         Negotiating Party:
         Negotiator(s): City Manager
         Terms: Price and Terms

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

5. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)

6. SPECIAL PRESENTATIONS:

   a. Poppy Month Proclamation

   b. Presentation on Izunokuni Friendship City Delegation Visit

7. COUNCIL AND STAFF ANNOUNCEMENTS:

8. PUBLIC COMMENT**:** *Any member of the public may comment on any matter within the City Council's jurisdiction that is not on the agenda. This is the appropriate place to comment on items on the Consent Agenda. Action will not be taken on items not on the agenda. Comments are limited to a maximum of three (3) minutes. General public comment may be limited to thirty (30) minutes and/or continued to the end of the agenda. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council. Whenever possible, written correspondence should be submitted to the Council in advance of the meeting, to provide adequate time for its consideration.*

9. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine and non-controversial. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, the Council may remove an item from the Consent Agenda for individual consideration. If an item is pulled for discussion, it will be placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.*

10. CONSENT AGENDA: *These items are considered to be routine and non-controversial. All items under the Consent Agenda may be approved by one motion. Prior to such a motion being made, any member of City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, Council may remove the item from the Consent Agenda and it will be placed at the end of Other Action Items.*

    a. ACCOUNTS PAYABLE: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) Accounts Payable Check Numbers 106739-106851, totaling $3,467,353.20.

    b. MINUTES: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) April 15, 2025, Regular City Council Meeting

        (2) April 22, 2025, Special City Council Meeting

    c. CLAIMS AGAINST THE CITY:

        (1) Staff recommends that the City Council reject the following claim and direct sending appropriate notice of rejection to claimant: Emily Torres for a claim received on April 26, 2025.

    d. AWARD OF BID: None

    e. CALL FOR BIDS:

        (1) Adopting Resolution No. 2025-, authorizing staff to proceed with the public bidding process for the Marina Municipal Airport Taxilane Rehabilitation Project.

f. ADOPTION OF RESOLUTIONS: *(Not a Project under CEQA per Article 20, Section 15378)*

(1) Adopting Resolution No. 2025-, receiving the Fiscal Year 2025-26 Engineer's Report for the Cypress Cove II Landscape Maintenance Assessment District; declaring its intention to form the overlay assessment district and to levy an assessment in Fiscal Year 2025-26 in each district (existing and Overlay); and calling a public hearing and assessment ballot proceeding.

(2) Adopting Resolution No. 2025-, receiving the Fiscal Year 2025-26 Engineer's Report for the Seabreeze Landscape Maintenance Assessment District; declaring its intention to levy an assessment in fiscal year 2025-26 in that district; and calling a public hearing for May 20, 2025.

(3) Adopting Resolution No. 2025, receiving the Fiscal Year 2025-26 Engineer's Report for the Monterey Bay Estates Lighting & Landscape Maintenance Assessment District; declaring its intention to levy an assessment in fiscal year 2025-26 in that district; and calling a public hearing for May 20, 2025.

g. APPROVAL OF AGREEMENTS: *(Not a Project under CEQA per Article 20, Section 15378)*

(1) Adopting Resolution No. 2025-, authorizing a professional services agreement with Wallace Group of San Luis Obispo, CA for engineering and land surveying services beginning May 6, 2025, in an amount not to exceed $573,078.00 for the design of a City Park at the Dunes.

(2) Adopting Resolution No. 2025-, approving an agreement with HdL ECONSolutions to provide economic development services in an amount not to exceed $60,750.

(3) Adopting Resolution No. 2025-, approving Amendment No. 2 to Agreement No. A-15987 with the County of Monterey for Animal Services, authorizing the City Manager to execute the agreement, and appropriating funds not to exceed $50,000 for FY 2025–2026.

(4) Adopting Resolution No. 2025-, authorizing a professional services agreement with Wallace Group of San Luis Obispo, CA for program management services beginning July 1, 2025, in an amount not to exceed $855,169.00 for various projects in the Capital Improvement Program (CIP) and the Airport Capital Improvement Program (ACIP).

h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None

i. MAPS: None

j. REPORTS: (RECEIVE AND FILE):

(1) Receive Monterey-Salinas Transit April 14, 2025, Board Meeting Highlights.

(2) Receive Community Human Services April 17, 2025, Board Meeting Highlights.

k. FUNDING & BUDGET MATTERS: None

l. APPROVE ORDINANCES (WAIVE SECOND READING): None

m. APPROVE APPOINTMENTS: None

11. PUBLIC HEARINGS: *In the Council's discretion, the applicant/proponent of an item may be given up to ten (10) minutes to speak. All other persons may be given up to three (3) minutes to speak on the matter.*

a. Open a public hearing, take public testimony and consider introducing Ordinance No. 2025-, amending Title 15 of the Marina Municipal Code by adding Chapter 15.07, the State Fire Hazard Severity Zone map.

b. Open a public hearing, take public testimony and consider introducing Ordinance No. 2025-, amending Title 15, Chapter 15. 32 entitled "Adoption of the California Fire Code (CFC), Section 15.32.890, Subsection 5609.1.4-r of the marina municipal code.

12. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

13. OTHER ACTION ITEMS: *Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

a. Adopting Resolution No. 2025-, receiving Marina Police Department's 2024-2025 Annual Military Equipment Report.

b. Adopting Resolution No. 2025-, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and authorize staff to review comments from the City Council and return the Survey recommendations for final acceptance on May 20, 2025.

c. Reservation presentation from Kimley-Horn Engineering on the results of the Reservation Road Corridor Study. The study evaluates the feasibility of replacing traffic signalized intersections with roundabouts along Reservation Road, supporting the City's downtown revitalization efforts.

d. City Council to provide direction to staff on several items discussed at the April 29, 2025, joint meeting with the Monterey Peninsula Regional Parks District (MPRPD) board. This presentation is exempt from environmental review per Sec. 15378 of the CEQA guidelines.

14. COUNCIL & STAFF INFORMATIONAL REPORTS:

a. Monterey County Mayor's Association [Mayor Bruce Delgado]

b. Council reports on meetings and conferences attended (Gov't Code Section 53232).

15. ADJOURNMENT:

CERTIFICATION

I, Anita Sharp, Deputy City Clerk, of the City of Marina, do hereby certify that a copy of the foregoing agenda was posted at City Hall and Council Chambers Bulletin Board at 211 Hillcrest Avenue, Monterey County Library Marina Branch at 190 Seaside Circle, City Bulletin Board at the corner of Reservation Road and Del Monte Boulevard on or before 6:30 p.m., Friday, May 2, 2025.

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ANITA SHARP, DEPUTY CITY CLERK

City Council, Airport Commission and Redevelopment Agency meetings are recorded on tape and available for public review and listening at the Office of the City Clerk and kept for a period of 90 days after the formal approval of MINUTES.

City Council meetings may be viewed live on the meeting night and at 12:30 p.m. and 3:00 p.m. on Cable Channel 25 on the Sunday following the Regular City Council meeting date. In addition, Council meetings can be viewed at 6:30 p.m. every Monday, Tuesday and Wednesday. For more information about viewing the Council Meetings on Channel 25, you may contact Access Monterey Peninsula directly at 831-333-1267.

Agenda items and staff reports are public record and are available for public review on the City's website (www.ciytofmarina.org), at the Monterey County Marina Library Branch at 190 Seaside Circle and at the Office of the City Clerk at 211 Hillcrest Avenue, Marina between the hours of 10:00 a.m. 5:00 p.m., on the Monday preceding the meeting.

Supplemental materials received after the close of the final agenda and through noon on the day of the scheduled meeting will be available for public review at the City Clerk's Office during regular office hours and in a 'Supplemental Binder' at the meeting.

ALL MEETINGS ARE OPEN TO THE PUBLIC. THE CITY OF MARINA DOES NOT DISCRIMINATE AGAINST PERSONS WITH DISABILITIES. Council Chambers are wheelchair accessible. Meetings are broadcast on cable channel 25 and recordings of meetings can be provided upon request. To request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please call (831) 884-1278 or e-mail: marina@cityofmarina.org. Requests must be made at least **48 hours** in advance of the meeting.

Upcoming 2025 Meetings of the City Council, Airport Commission, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Community Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency and Marina Groundwater Sustainability Agency
Regular Meetings: 5:00 p.m. Closed Session;
6:30 p.m. Regular Open Sessions

Tuesday, May 20, 2025	***Wednesday, September 3, 2025**
Tuesday, May 20, 2025	Tuesday, September 16, 2025
Tuesday, June 3, 2025	Tuesday, October 7, 2025
Tuesday, June 17, 2025	Tuesday, October 21, 2025
Tuesday, July 1, 2025	Tuesday, November 4, 2025
Tuesday, July 15, 2025 (Cancelled)	Tuesday, November 18, 2025

****Wednesday, August 6, 2025**
Tuesday, August 19, 2025 (Cancelled)
Tuesday, December 2, 2025
Tuesday, December 16, 2025

*** Regular Meeting rescheduled due to Monday Holiday**
**** Regular Meeting rescheduled due to National Night Out**
***** Regular Meeting rescheduled due to General Election Day**

C I T Y H A L L 2 0 2 5 H O L I D A Y S
(City Hall Closed)

Memorial Day ---------- Monday, May 26, 2025
Juneteenth Day---------- Thursday, June 19, 2025
Independence Day (City Offices Closed) ----------Friday, July 4, 2025
Labor Day ---------- Monday, September 1, 2025
Veterans Day (City Offices Closed)----------Tuesday, November 11, 2025
Thanksgiving Day----------Thursday, November 27, 2025
Thanksgiving Break---------- Friday, November 28, 2025
Winter Break----------Wednesday, December 24, 2025-Wednesday, December 31, 2025

2025 COMMISSION DATES

U p c o m i n g 2 0 2 5 M e e t i n g s o f P l a n n i n g C o m m i s s i o n
2nd and 4th Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

May 8, 2025	July 10, 2025 July 24, 2025	October 9, 2025
May 22, 2025	August 14, 2025	October 23, 2025
June 12, 2025	August 28, 2025	November 13, 2025
June 26, 2025	September 11, 2025	November 27, 2025 (Cancelled)
	September 25,2025	December 11, 2025

U p c o m i n g 2 0 2 5 M e e t i n g s o f P u b l i c W o r k s C o m m i s s i o n
3rd Thursday of every month. Meetings are held at the Council Chambers at 6:30 P.M.

May 1, 2025	August 7, 2025	November 6, 2025
July 3, 2025	September 4, 2025	October 2, 2025 December 4, 2025

U p c o m i n g 2 0 2 5 M e e t i n g s o f R e c r e a t i o n & C u l t u r a l S e r v i c e s C o m m i s s i o n
1st Wednesday of every second month. Meetings are held at the Council Chambers at 6:30 P.M.

May 7, 2025	July 2, 2025 September 10, 2025	November 5, 2025

U p c o m i n g 2 0 2 5 M e e t i n g s o f M a r i n a T r e e C o m m i t t e e
2nd Wednesday of every quarter month as needed. Meetings are held at the Council Chambers at 6:30 P.M.

July 9, 2025 October 8, 2025

Proclamation

May 23, 2025
National Poppy Day in Marina

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WHEREAS, America is the land of freedom, preserved and protected willingly and freely by citizen soldiers; and

WHEREAS, Millions who have answered the call to arms have died on the field of battle; and

WHEREAS, A nation at peace must be reminded of the price of war and the debt owed to those who have died in war; and

WHEREAS, The red poppy has been designated as a symbol of sacrifice of lives in all wars; and

WHEREAS, The American Legion Auxiliary has pledged to remind America annually of this debt through the distribution of the memorial flower.

THEREFORE, I, Bruce Delgado, Mayor, of the City of Marina, County of Monterey, California do hereby proclaim the month of May 2025, as POPPY MONTH and ask that all citizens pay tribute to those who have made the ultimate sacrifice in the name of freedom by wearing the Memorial Poppy on this day.

Dated this 6th day of May 2025

CITY OF MARINA INCORPORATED NOVEMBER 13, 1975 CALIFORNIA

Bruce C. Delgado, Mayor

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **110 - City Council**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6600.630 - Other Charges Promotional Activities**										
12226 - Dan Landrum	03-12-25	Professional Services - Izunokuni Japan Video Production	Paid by Check # 106744		03/12/2025	04/14/2025	04/14/2025		04/18/2025	2,210.00
Account **6600.630 - Other Charges Promotional Activities** Totals								Invoice Transactions 1		$2,210.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 1		$2,210.00
Division **000 - Non-Div** Totals								Invoice Transactions 1		$2,210.00
Department **110 - City Council** Totals								Invoice Transactions 1		$2,210.00
Department **120 - City Mgr/HR/Risk**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10315 - Keyser Marston Associates	0039653	Professional Financial Services - Auto Dealership Financials	Paid by EFT # 6030		04/10/2025	04/16/2025	04/16/2025		04/18/2025	3,300.00
Account **6300.570 - Prof Svc Other** Totals								Invoice Transactions 1		$3,300.00
Account **6400.565 - Material & Suppl Office Supplies**										
10732 - Office Depot-General Account	419530413001	Office Supplies	Paid by Check # 106760		04/15/2025	04/14/2025	04/14/2025		04/18/2025	39.07
Account **6400.565 - Material & Suppl Office Supplies** Totals								Invoice Transactions 1		$39.07
Account **6500.700 - Training & Travel Training & Travel**										
11953 - Belinda Varela - Employee	FEB 2025 700-1	Reimbursement - PARMA 2025	Paid by Check # 106739		04/14/2025	04/14/2025	04/14/2025		04/18/2025	623.50
Account **6500.700 - Training & Travel Training & Travel** Totals								Invoice Transactions 1		$623.50
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 3		$3,962.57
Division **000 - Non-Div** Totals								Invoice Transactions 3		$3,962.57
Department **120 - City Mgr/HR/Risk** Totals								Invoice Transactions 3		$3,962.57
Department **125 - I. T.**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.076 - Maint & Repairs Copier**										
10406 - Monterey Bay Systems	489691	City Hall Copier Maintenance Contract-Apr-Jun 2025 plus Freight	Paid by EFT # 6035		04/07/2025	04/07/2025	04/07/2025		04/18/2025	768.45
10406 - Monterey Bay Systems	490154	CDD Copier Maintenance Contract and Overage	Paid by EFT # 6035		04/15/2025	04/16/2025	04/16/2025		04/18/2025	981.61

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **125 - I. T.**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.076 - Maint & Repairs Copier**										
10592 - U.S. Bank Equipment Finance-USbancorp	552310286	CDD Copier Lease - April 2025	Paid by Check # 106770		03/30/2025	04/07/2025	04/07/2025		04/18/2025	225.06
Account **6360.076 - Maint & Repairs Copier** Totals								Invoice Transactions 3		$1,975.12
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 3		$1,975.12
Division **000 - Non-Div** Totals								Invoice Transactions 3		$1,975.12
Department **125 - I. T.** Totals								Invoice Transactions 3		$1,975.12
Department **150 - City Attorney**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.450 - Prof Svc Legal - City Attorney Other Svc**										
10257 - Goldfarb & Lipman	482183	General - March 2025	Paid by EFT # 6028		04/11/2025	04/14/2025	04/14/2025		04/18/2025	401.50
10257 - Goldfarb & Lipman	482184	The Dunes - March 2025	Paid by EFT # 6028		04/11/2025	04/14/2025	04/14/2025		04/18/2025	255.50
Account **6300.450 - Prof Svc Legal - City Attorney Other Svc** Totals								Invoice Transactions 2		$657.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 2		$657.00
Division **000 - Non-Div** Totals								Invoice Transactions 2		$657.00
Department **150 - City Attorney** Totals								Invoice Transactions 2		$657.00
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10274 - Hinderliter, de Llamas & Associates (HDL)	SIN049186	Economic Development Svc-Qrtr 1 2025 (Jan-Mar 2025) Ord Market	Paid by EFT # 6029		03/31/2025	04/16/2025	04/16/2025		04/18/2025	3,500.00
10315 - Keyser Marston Associates	0039664	Prof Svc - utility user tax, property transfer tax	Paid by EFT # 6030		04/15/2025	04/15/2025	04/15/2025		04/18/2025	5,561.25
Account **6300.570 - Prof Svc Other** Totals								Invoice Transactions 2		$9,061.25
Account **6360.570 - Maint & Repairs Other Svc Agr**										
10129 - Cintas Corporation	4227133335	Mat Service City Hall	Paid by Check # 106742		04/11/2025	04/15/2025	04/15/2025		04/18/2025	61.72
Account **6360.570 - Maint & Repairs Other Svc Agr** Totals								Invoice Transactions 1		$61.72

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6370.175 - Shared Svc EOC**										
10174 - CSUMB	615457	Account Number: 1000015 Annual Maintenance Fee	Paid by Check # 106743		03/31/2025	04/11/2025	04/11/2025		04/18/2025	5,000.00
				Account **6370.175 - Shared Svc EOC** Totals			Invoice Transactions	1		$5,000.00
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 562-0	PG&E - 4758891562-0	Paid by Check # 106762		04/09/2025	04/15/2025	04/15/2025		04/18/2025	1,594.43
				Account **6380.300 - Utilities Gas & Electric** Totals			Invoice Transactions	1		$1,594.43
Account **6380.500 - Utilities Water & Sewer**										
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-0009	208 Palm Ave	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	257.20
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-1627	211 Hillcrest Ave	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	257.20
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-1092	3200 Del Monte Blvd	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	64.30
10432 - Monterey One Water - former MRWPCA	Mar 2025 13-2930	3200 Imjin Rd	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	1,286.00
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-1708	304 Hillcrest Ave	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	64.30
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-3451	0 Seaside Ave & Reservation Rd	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	64.30
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-3245	3254 Abdy Way	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	64.30
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-4675	306 Reservation Rd	Paid by Check # 106758		03/31/2025	04/08/2025	04/08/2025		04/18/2025	101.90
				Account **6380.500 - Utilities Water & Sewer** Totals			Invoice Transactions	8		$2,159.50
Account **6400.565 - Material & Suppl Office Supplies**										
10540 - Sierra Springs & Alhambra	7266038 041125	Water Cooler Rentals and Replacement Water	Paid by Check # 106767		04/11/2025	04/14/2025	04/14/2025		04/18/2025	145.89
				Account **6400.565 - Material & Suppl Office Supplies** Totals			Invoice Transactions	1		$145.89
Account **6400.635 - Material & Suppl Postage Shipping**										
10509 - Reserve Account - Pitney Bowes	04-14-25	Postage Meter Refill	Paid by Check # 106763		04/14/2025	04/14/2025	04/14/2025		04/18/2025	1,500.00
				Account **6400.635 - Material & Suppl Postage Shipping** Totals			Invoice Transactions	1		$1,500.00
Account **6600.452 - Other Charges Leased Copier**										
11451 - Monterey Bay Office Products - US Bank	552754210	City Hall Copier Lease Payment - April 2025	Paid by Check # 106754		04/04/2025	04/07/2025	04/07/2025		04/18/2025	380.20
				Account **6600.452 - Other Charges Leased Copier** Totals			Invoice Transactions	1		$380.20

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	16		$19,902.99
				Division **000 - Non-Div** Totals			Invoice Transactions	16		$19,902.99
				Department **190 - Citywide Non-Dept** Totals			Invoice Transactions	16		$19,902.99
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10326 - Language Line, LLC	11559211	Translation	Paid by Check # 106752		03/31/2025	04/11/2025	04/11/2025		04/18/2025	172.02
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	1		$172.02
Account **6360.570 - Maint & Repairs Other Svc Agr**										
10981 - Sentry Alarm Systems of America, Inc.	2280854	Sentry Burglar Alarms Cust # 1840 5/1 - 7/31/25 - South Field	Paid by Check # 106765		04/15/2025	04/15/2025	04/11/2025		04/18/2025	150.00
10981 - Sentry Alarm Systems of America, Inc.	2280853	Burglar Alarm Systems Cust # 1840 5/01 - 7/31/25 - East Field	Paid by Check # 106765		04/15/2025	04/15/2025	04/11/2025		04/18/2025	540.90
				Account **6360.570 - Maint & Repairs Other Svc Agr** Totals			Invoice Transactions	2		$690.90
Account **6400.800 - Material & Suppl Uniform**										
10309 - Salinas Valley Pro Squad	155	Uniform - Bains (Sew star, patch, name)	Paid by Check # 106764		03/27/2025	04/11/2025	04/11/2025		04/18/2025	25.66
10309 - Salinas Valley Pro Squad	154	Uniform - Morozova (Sew star, patch, name)	Paid by Check # 106764		03/27/2025	04/11/2025	04/11/2025		04/18/2025	25.66
10309 - Salinas Valley Pro Squad	189	Uniform - Morozova (class A long sleeves shirt)	Paid by Check # 106764		04/08/2025	04/11/2025	04/11/2025		04/18/2025	218.48
				Account **6400.800 - Material & Suppl Uniform** Totals			Invoice Transactions	3		$269.80
Account **6500.620 - Training & Travel POST**										
12222 - Ekaterina Morozova - Employee	4-29-25	Per Diem Morozova - Foundations of Parking Enforcement 4/29	Paid by Check # 106747		04/11/2025	04/11/2025	04/11/2025		04/18/2025	10.00
12172 - Kirandeep Bains - Employee	4-29-25	Per Diem Bains - Foundations of Parking Enforcement class	Paid by Check # 106775		04/11/2025	04/11/2025	04/11/2025		04/18/2025	10.00
				Account **6500.620 - Training & Travel POST** Totals			Invoice Transactions	2		$20.00
Account **6600.465 - Other Charges Live Scan**										
10193 - California Department of Justice	806649	Livescans	Paid by Check # 106740		04/03/2025	04/11/2025	04/11/2025		04/18/2025	401.00
				Account **6600.465 - Other Charges Live Scan** Totals			Invoice Transactions	1		$401.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6600.625 - Other Charges Printing Svc**										
12091 - MP EXPRESS, INC.	77434	Watson Advisement Forms	Paid by Check # 106759		04/14/2025	04/14/2025	04/11/2025		04/18/2025	382.52
Account **6600.625 - Other Charges Printing Svc** Totals								Invoice Transactions	1	$382.52
Account **6600.850 - Other Charges K9 / Animal Supplies & Vet Svc**										
10899 - Monterey County Animal Services	Apr 2025 5750	Animal Services: 3rd Qt FY 2024-25	Paid by Check # 106755		04/08/2025	04/10/2025	04/10/2025		04/18/2025	8,230.00
Account **6600.850 - Other Charges K9 / Animal Supplies & Vet Svc** Totals								Invoice Transactions	1	$8,230.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	11	$10,166.24
Division **000 - Non-Div** Totals								Invoice Transactions	11	$10,166.24
Department **210 - Police** Totals								Invoice Transactions	11	$10,166.24
Department **250 - Fire**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10841 - Carmel Fire Protection Associates - Art Black	125131	Fire Inspection and Sprinkler System 2405 Ocean Bluff Avenue	Paid by Check # 106741		04/04/2025	04/10/2025	04/10/2025		04/18/2025	230.00
10841 - Carmel Fire Protection Associates - Art Black	125130	Fire Inspection and Sprinkler System 2403 Ocean Bluff Avenue	Paid by Check # 106741		04/04/2025	04/10/2025	04/10/2025		04/18/2025	230.00
10841 - Carmel Fire Protection Associates - Art Black	125129	Fire Inspection and Sprinkler System 2401 Ocean Bluff Avenue	Paid by Check # 106741		04/04/2025	04/10/2025	04/10/2025		04/18/2025	230.00
Account **6300.570 - Prof Svc Other** Totals								Invoice Transactions	3	$690.00
Account **6360.070 - Maint & Repairs Bdg Public Safety**										
10459 - Overhead Door Company	149398	Station 1 Bay Door Repair	Paid by Check # 106761		04/08/2025	04/10/2025	04/10/2025		04/18/2025	526.38
Account **6360.070 - Maint & Repairs Bdg Public Safety** Totals								Invoice Transactions	1	$526.38
Account **6400.795 - Material & Suppl Turnout Equip-Structure Fires**										
10323 - L.N. Curtis & Sons	INV936316	Regular Fire Navy Quarter Zip - Westerterp	Paid by EFT # 6032		04/10/2025	04/11/2025	04/11/2025		04/18/2025	100.38
10323 - L.N. Curtis & Sons	INV936687	Wildland Boots - Isola	Paid by EFT # 6032		04/14/2025	04/14/2025	04/14/2025		04/18/2025	520.15
Account **6400.795 - Material & Suppl Turnout Equip-Structure Fires** Totals								Invoice Transactions	2	$620.53
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	6	$1,836.91
Division **000 - Non-Div** Totals								Invoice Transactions	6	$1,836.91
Department **250 - Fire** Totals								Invoice Transactions	6	$1,836.91

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.065 - Maint & Repairs Bdg NonFlagship**										
10538 - Sherwin-Williams	1806-0	Community Center	Paid by Check # 106766		04/02/2025	04/08/2025	04/08/2025		04/18/2025	394.32
10538 - Sherwin-Williams	0781-6	Community Center	Paid by Check # 106766		03/31/2025	04/08/2025	04/08/2025		04/18/2025	8.82
				Account **6360.065 - Maint & Repairs Bdg NonFlagship** Totals				Invoice Transactions	2	$403.14
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Mar 2025 56-061	Reservation/Locke Paddon Park	Paid by Check # 106753		03/20/2025	04/08/2025	04/08/2025		04/18/2025	126.65
10349 - Marina Coast Water District	Mar 2025 56-090	Locke Paddon Park	Paid by Check # 106753		03/20/2025	04/08/2025	04/08/2025		04/18/2025	122.01
10349 - Marina Coast Water District	Mar 2025 56-094	2660 5th Ave	Paid by Check # 106753		03/20/2025	04/08/2025	04/08/2025		04/18/2025	358.10
10349 - Marina Coast Water District	Mar 2025 56-099	9th Street West of 2nd Ave	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	982.94
10349 - Marina Coast Water District	Mar 2025 56-100	9th Street Irrigation Parcels L&M	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	274.24
10349 - Marina Coast Water District	Mar 2025 56-102	9th St & 4th St	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	100.51
10349 - Marina Coast Water District	Mar 2025 56-103	2840 Fifth Ave	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	139.81
				Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions	7	$2,104.26
Account **6500.700 - Training & Travel Training & Travel**										
12195 - DKF SOLUTIONS GROUP LLC	22755	Training Course	Paid by Check # 106746		04/09/2025	04/09/2025	04/09/2025		04/18/2025	1,681.32
				Account **6500.700 - Training & Travel Training & Travel** Totals				Invoice Transactions	1	$1,681.32
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	10	$4,188.72
				Division **311 - Buildings & Grounds** Totals				Invoice Transactions	10	$4,188.72
Division **313 - Vehicle Maint**										
Sub-Division **00 - Non-Subdiv**										
Account **6500.700 - Training & Travel Training & Travel**										
12195 - DKF SOLUTIONS GROUP LLC	22755	Training Course	Paid by Check # 106746		04/09/2025	04/09/2025	04/09/2025		04/18/2025	129.36
				Account **6500.700 - Training & Travel Training & Travel** Totals				Invoice Transactions	1	$129.36
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	1	$129.36
				Division **313 - Vehicle Maint** Totals				Invoice Transactions	1	$129.36
				Department **310 - Public Works** Totals				Invoice Transactions	11	$4,318.08

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **420 - Engineering**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.180 - Prof Svc Eng Svc- Rev Funded Inspection**										
10171 - CSG Consultants	60402	Permits/Development	Paid by EFT # 6026		03/12/2025	03/31/2025	03/31/2025		04/18/2025	15,945.00
10171 - CSG Consultants	60408	PWD Services	Paid by EFT # 6026		03/12/2025	03/31/2025	03/31/2025		04/18/2025	17,640.00
				Account **6300.180 - Prof Svc Eng Svc- Rev Funded Inspection** Totals				Invoice Transactions	2	$33,585.00
Account **6330.200 - Fee Agr Costs - Engineering**										
10171 - CSG Consultants	60418	Marina Station Inspections Phase 1 and 2	Paid by EFT # 6026		03/12/2025	03/31/2025	03/31/2025		04/18/2025	12,681.00
				Account **6330.200 - Fee Agr Costs - Engineering** Totals				Invoice Transactions	1	$12,681.00
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	3	$46,266.00
				Division **000 - Non-Div** Totals				Invoice Transactions	3	$46,266.00
				Department **420 - Engineering** Totals				Invoice Transactions	3	$46,266.00
Department **440 - Economic Dev**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10274 - Hinderliter, de Llamas & Associates (HDL)	SIN049185	Economic Development Services - Quarter 1 2025 (Jan-March 2025)	Paid by EFT # 6029		03/31/2025	04/16/2025	04/16/2025		04/18/2025	19,500.00
				Account **6300.570 - Prof Svc Other** Totals				Invoice Transactions	1	$19,500.00
Account **6600.497 - Other Charges Membership MCCVB**										
10378 - Monterey County Convention & Visitors Bureau - TID	2025 Q4 TOT	TOT Destination Marketing Jurisdiction Investment Q4	Paid by Check # 106756		04/01/2025	04/11/2025	04/11/2025		04/18/2025	28,750.00
				Account **6600.497 - Other Charges Membership MCCVB** Totals				Invoice Transactions	1	$28,750.00
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	2	$48,250.00
				Division **000 - Non-Div** Totals				Invoice Transactions	2	$48,250.00
				Department **440 - Economic Dev** Totals				Invoice Transactions	2	$48,250.00
Department **510 - Recreation & Culture**										
Division **100 - Admin**										
Sub-Division **00 - Non-Subdiv**										
Account **6600.740 - Other Charges Special Event**										
10420 - Monterey County Weekly	04/03/25CCM	Earth Day Advertisement	Paid by Check # 106757		04/03/2025	04/07/2025	04/07/2025		04/18/2025	1,416.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **510 - Recreation & Culture**										
Division **100 - Admin**										
Sub-Division **00 - Non-Subdiv**										
Account **6600.740 - Other Charges Special Event**										
11904 - SMG-Monterey, LLC / Stephens Media Group KWAV	R-41425	Earth Day Radio Announcements - April 7th -April 11th	Paid by Check # 106768		04/14/2025	04/07/2025	04/07/2025		04/18/2025	2,000.00
				Account **6600.740 - Other Charges Special Event** Totals			Invoice Transactions	2		$3,416.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	2		$3,416.00
				Division **100 - Admin** Totals			Invoice Transactions	2		$3,416.00
				Department **510 - Recreation & Culture** Totals			Invoice Transactions	2		$3,416.00
				Fund **100 - General Fund** Totals			Invoice Transactions	60		$142,960.91

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **110 - Vehicle and Equipment**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6600.450 - Other Charges Leases & Rents**										
11491 - Enterprise FM Trust - Fleet Lease payments only	FBN5299886	PW Payment/April 25	Paid by EFT # 6027		04/03/2025	04/08/2025	04/08/2025		04/18/2025	28,345.12
Account **6600.450 - Other Charges Leases & Rents** Totals							Invoice Transactions	1		$28,345.12
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions	1		$28,345.12
Division **000 - Non-Div** Totals							Invoice Transactions	1		$28,345.12
Department **000 - Non-Dept** Totals							Invoice Transactions	1		$28,345.12
Fund **110 - Vehicle and Equipment** Totals							Invoice Transactions	1		$28,345.12

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **220 - Gas Tax**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 085-2	PG&E - 5434906085-2	Paid by Check # 106762		04/10/2025	04/15/2025	04/15/2025		04/18/2025	128.13
10463 - Pacific Gas & Electric	April 2025 202-3	PG&E - 6594070202-3	Paid by Check # 106762		04/09/2025	04/15/2025	04/15/2025		04/18/2025	140.44
10463 - Pacific Gas & Electric	April 2025 720-0	PG&E - 0167505720-0	Paid by Check # 106762		04/09/2025	04/15/2025	04/15/2025		04/18/2025	1,219.84
10463 - Pacific Gas & Electric	April 2025 582-7	PG&E - 8161432582-7	Paid by Check # 106762		04/08/2025	04/15/2025	04/15/2025		04/18/2025	151.53
10463 - Pacific Gas & Electric	April 2025 353-7	PG&E - 9930567353-7	Paid by Check # 106762		04/08/2025	04/15/2025	04/15/2025		04/18/2025	22.26
10463 - Pacific Gas & Electric	April 2025 943-2	PG&E - 6150212943-2	Paid by Check # 106762		04/08/2025	04/15/2025	04/15/2025		04/18/2025	44.79
10463 - Pacific Gas & Electric	April 2025 535-3	PG&E - 6161832535-3	Paid by Check # 106762		04/11/2025	04/16/2025	04/16/2025		04/18/2025	330.96
10463 - Pacific Gas & Electric	April 2025 827-8	PG&E - 0423929827-8	Paid by Check # 106762		04/11/2025	04/16/2025	04/16/2025		04/18/2025	176.34
			Account **6380.300 - Utilities Gas & Electric** Totals				Invoice Transactions	8		$2,214.29
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Mar 2025 56-036	2nd Ave/Divarty & Intergarrison	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	223.14
10349 - Marina Coast Water District	Mar 2025 56-037	2nd Ave	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	223.14
10349 - Marina Coast Water District	Mar 2025 56-049	Imjin Rd (Irrigation/Backflow Accts)	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	2,995.14
10349 - Marina Coast Water District	Mar 2025 56-095	2nd Ave	Paid by Check # 106753		03/27/2025	04/09/2025	04/09/2025		04/18/2025	223.14
			Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions	4		$3,664.56
Account **6500.700 - Training & Travel Training & Travel**										
12195 - DKF SOLUTIONS GROUP LLC	22755	Training Course	Paid by Check # 106746		04/09/2025	04/09/2025	04/09/2025		04/18/2025	646.32
			Account **6500.700 - Training & Travel Training & Travel** Totals				Invoice Transactions	1		$646.32
			Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	13		$6,525.17
			Division **000 - Non-Div** Totals				Invoice Transactions	13		$6,525.17
			Department **000 - Non-Dept** Totals				Invoice Transactions	13		$6,525.17
			Fund **220 - Gas Tax** Totals				Invoice Transactions	13		$6,525.17

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Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **422 - Capital Projects - Measure X**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
12055 - Ghirardelli Associates, Inc	22084.003-4	Citywide Street Repair Phase 1: Residental Streets Reconst	Paid by Check # 106749		03/24/2025	04/09/2025	04/09/2025		04/18/2025	64,230.36
10189 - Denise Duffy & Associates	9686	Marina Pavement Management Program	Paid by Check # 106745		03/21/2025	04/09/2025	04/09/2025		04/18/2025	8,785.00
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	2		$73,015.36
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	2		$73,015.36
				Division **000 - Non-Div** Totals			Invoice Transactions	2		$73,015.36
				Department **000 - Non-Dept** Totals			Invoice Transactions	2		$73,015.36
				Fund **422 - Capital Projects - Measure X** Totals			Invoice Transactions	2		$73,015.36

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **462 - City Capital Projects**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10316 - Kimley-Horn & Associates, Inc.	31535759	Marina Imjin & 3rd	Paid by Check # 106751		03/31/2025	04/15/2025	04/15/2025		04/18/2025	29,766.43
11266 - Verde Design, Inc.	22-2207300	Gloyra Jean Tate Park Improvements	Paid by Check # 106772		03/12/2025	04/09/2025	04/09/2025		04/18/2025	10,633.75
10316 - Kimley-Horn & Associates, Inc.	31264961	Imjin & 3rd	Paid by Check # 106751		02/28/2025	04/09/2025	04/09/2025		04/18/2025	5,045.81
10316 - Kimley-Horn & Associates, Inc.	31264966	Del Monte and Reservation PS&E	Paid by Check # 106751		02/28/2025	04/09/2025	04/09/2025		04/18/2025	6,564.80
11489 - Wallace Group, Inc.	64629	Del Monte Medians	Paid by Check # 106773		03/26/2025	04/09/2025	04/09/2025		04/18/2025	1,155.00
				Account **6300.570 - Prof Svc Other** Totals				Invoice Transactions 5		$53,165.79
Account **6700.105 - Capital Outlay Construction**										
10831 - Kompan, Inc.	INV128830	Windy Hill Park	Paid by EFT # 6031		04/15/2025	04/16/2025	04/16/2025		04/18/2025	88,684.62
				Account **6700.105 - Capital Outlay Construction** Totals				Invoice Transactions 1		$88,684.62
Account **6700.110 - Capital Outlay Equipment**										
12136 - Honeywell International Inc.	5269655805	Fire Station Alerting Project Bay Outdoor Speaker	Paid by Check # 106750		04/10/2025	04/11/2025	04/11/2025		04/18/2025	772.97
				Account **6700.110 - Capital Outlay Equipment** Totals				Invoice Transactions 1		$772.97
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions 7		$142,623.38
				Division **000 - Non-Div** Totals				Invoice Transactions 7		$142,623.38
				Department **000 - Non-Dept** Totals				Invoice Transactions 7		$142,623.38
				Fund **462 - City Capital Projects** Totals				Invoice Transactions 7		$142,623.38

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **555 - Marina Airport**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.280 - Maint & Repairs Habitat Management Svc**										
10250 - Gavilan Pest Control	0168631	Bldg 520 Squirrels	Paid by Check # 106748		03/25/2025	04/25/2025	04/09/2025		04/18/2025	1,150.00
Account **6360.280 - Maint & Repairs Habitat Management Svc** Totals							Invoice Transactions	1		$1,150.00
Account **6360.360 - Maint & Repairs Janitorial**										
12140 - Eagle Hauling & Recycling, Inc	909191	Airport Tower Clean up Floors 1-4	Paid by Check # 106774		04/08/2025	05/08/2025	04/09/2025		04/18/2025	975.00
12140 - Eagle Hauling & Recycling, Inc	909192	Airport Tower Clean up Floors 5-7	Paid by Check # 106774		04/08/2025	05/08/2025	04/09/2025		04/18/2025	975.00
Account **6360.360 - Maint & Repairs Janitorial** Totals							Invoice Transactions	2		$1,950.00
Account **6380.500 - Utilities Water & Sewer**										
10432 - Monterey One Water - former MRWPCA	March 2025 0148	781 Neeson Rd (13-000148)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	64.30
10432 - Monterey One Water - former MRWPCA	March 2025 0152	741 Neeson Rd (13-000152)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	38.70
10432 - Monterey One Water - former MRWPCA	March 2025 0142	3261 Imjin Rd (13-000142)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	64.30
10432 - Monterey One Water - former MRWPCA	March 2025 0143	3230 Imjin Rd (13-000143)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	38.70
10432 - Monterey One Water - former MRWPCA	Jan 2025 0143	3230 Imjin Rd (13-000143)	Paid by Check # 106758		01/31/2025	02/24/2025	04/07/2025		04/18/2025	38.70
10432 - Monterey One Water - former MRWPCA	March 2025 0145	3260 Imjin Rd (13-000145)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	64.30
10432 - Monterey One Water - former MRWPCA	March 2025 0144	3200 Imjin Rd (13-000144)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	38.70
10432 - Monterey One Water - former MRWPCA	March 2025 0153	771 Neeson Rd (13-000153)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	3,900.00
10432 - Monterey One Water - former MRWPCA	March 2025 0149	791 Neeson Rd (13-000149)	Paid by Check # 106758		03/31/2025	04/24/2025	04/07/2025		04/18/2025	38.70
Account **6380.500 - Utilities Water & Sewer** Totals							Invoice Transactions	9		$4,286.40
Account **6400.231 - Material & Suppl Fuel - Aviation 100LL**										
12099 - Ascent Aviation Group Inc	1103456	100LL fuel	Paid by EFT # 6025		04/08/2025	05/07/2025	04/11/2025		04/18/2025	41,492.14
Account **6400.231 - Material & Suppl Fuel - Aviation 100LL** Totals							Invoice Transactions	1		$41,492.14
Account **6400.232 - Material & Suppl Fuel - Aviation Jet A**										
12099 - Ascent Aviation Group Inc	1086546	Jet A rebill	Paid by EFT # 6025		01/01/2025	04/11/2025	04/11/2025		04/18/2025	22,965.94
12099 - Ascent Aviation Group Inc	1086545	Jet A rebill	Paid by EFT # 6025		01/28/2025	04/11/2025	04/11/2025		04/18/2025	24,208.32
12099 - Ascent Aviation Group Inc	1085242	Jet A rebill	Paid by EFT # 6025		01/01/2025	04/11/2025	04/11/2025		04/18/2025	(25,370.90)

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **555 - Marina Airport**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.232 - Material & Suppl Fuel - Aviation Jet A**										
12099 - Ascent Aviation Group Inc	1085243	Jet A rebill	Paid by EFT # 6025		01/01/2025	04/11/2025	04/11/2025		04/18/2025	(23,985.33)
Account **6400.232 - Material & Suppl Fuel - Aviation Jet A** Totals							Invoice Transactions	4		($2,181.97)
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions	17		$46,696.57
Division **000 - Non-Div** Totals							Invoice Transactions	17		$46,696.57
Department **000 - Non-Dept** Totals							Invoice Transactions	17		$46,696.57
Fund **555 - Marina Airport** Totals							Invoice Transactions	17		$46,696.57

Accounts Payable by G/L Distribution Report

Payment Date Range 04/18/25 - 04/18/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **556 - Preston Park NonProfit Corp**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10315 - Keyser Marston Associates	0039657	Professional Services - Preston Park - March 2025	Paid by EFT # 6030		04/10/2025	04/16/2025	04/16/2025		04/18/2025	1,220.00
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	1		$1,220.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	1		$1,220.00
				Division **000 - Non-Div** Totals			Invoice Transactions	1		$1,220.00
				Department **000 - Non-Dept** Totals			Invoice Transactions	1		$1,220.00
				Fund **556 - Preston Park NonProfit Corp** Totals			Invoice Transactions	1		$1,220.00
				Grand Totals			Invoice Transactions	101		$441,386.51

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **120 - City Mgr/HR/Risk**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.305 - Prof Svc HR - Citywide Recruit/Background**										
11869 - Agile Occupational Medicine PC	EM041843	Agile Occupational Medicine - Pre Emp Px	Paid by EFT # 6044		04/01/2025	04/09/2025	04/09/2025		04/25/2025	905.00
11869 - Agile Occupational Medicine PC	EM042619	Agile Occupational Medicine - Pre Emp Px	Paid by EFT # 6044		04/09/2025	04/21/2025	04/21/2025		04/25/2025	410.00
10074 - Bob Murray & Associates	11060	ACM Recruitment	Paid by Check # 106780		04/15/2025	04/21/2025	04/21/2025		04/25/2025	863.75
				Account **6300.305 - Prof Svc HR - Citywide Recruit/Background** Totals				Invoice Transactions	3	$2,178.75
Account **6300.570 - Prof Svc Other**										
11618 - Tripepi, Smith & Associates, Inc.	14438	Public Relations Services - Community Outreach CalAm $3Million	Paid by Check # 106820		03/31/2025	04/17/2025	04/17/2025		04/25/2025	25,052.09
12040 - Boucher Law, PC	2565	Boucher Law Professional Services - Other	Paid by Check # 106829		04/07/2025	04/08/2025	04/08/2025		04/25/2025	1,963.50
12040 - Boucher Law, PC	2610	Boucher Law Professional Services - Other	Paid by Check # 106829		04/08/2025	04/09/2025	04/09/2025		04/25/2025	707.50
				Account **6300.570 - Prof Svc Other** Totals				Invoice Transactions	3	$27,723.09
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	169.12
				Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals				Invoice Transactions	1	$169.12
Account **6400.565 - Material & Suppl Office Supplies**										
10732 - Office Depot-General Account	419530412001	4 Port USB Hub	Paid by Check # 106805		04/15/2025	04/21/2025	04/21/2025		04/25/2025	23.04
				Account **6400.565 - Material & Suppl Office Supplies** Totals				Invoice Transactions	1	$23.04
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	8	$30,094.00
				Division **000 - Non-Div** Totals				Invoice Transactions	8	$30,094.00
				Department **120 - City Mgr/HR/Risk** Totals				Invoice Transactions	8	$30,094.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **130 - Finance**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.215 - Prof Svc Fin - Audit**										
11476 - Chavan & Associates LLP	C&A-18632	FY23-24 Casino AUP/GANN/Abrams&Preston Park Audit/SCO AFTR & PFA	Paid by Check # 106783		04/21/2025	04/21/2025	04/21/2025		04/25/2025	3,000.00
Account **6300.215 - Prof Svc Fin - Audit** Totals								Invoice Transactions	1	$3,000.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	1	$3,000.00
Division **000 - Non-Div** Totals								Invoice Transactions	1	$3,000.00
Department **130 - Finance** Totals								Invoice Transactions	1	$3,000.00
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.230 - Prof Svc Fin - Tax Reporting & Audit**										
11476 - Chavan & Associates LLP	C&A-18632	FY23-24 Casino AUP/GANN/Abrams&Preston Park Audit/SCO AFTR & PFA	Paid by Check # 106783		04/21/2025	04/21/2025	04/21/2025		04/25/2025	500.00
Account **6300.230 - Prof Svc Fin - Tax Reporting & Audit** Totals								Invoice Transactions	1	$500.00
Account **6300.570 - Prof Svc Other**										
12208 - RAYA AUTOMOTIVE	2177	2016 Ford Taurus	Paid by Check # 106812		04/17/2025	04/16/2025	04/16/2025		04/25/2025	50.00
Account **6300.570 - Prof Svc Other** Totals								Invoice Transactions	1	$50.00
Account **6380.150 - Utilities Comm Phone System**										
10758 - AT & T CALNET3	000023341681	CALNET3-9391023490 (884-9568)	Paid by Check # 106779		04/15/2025	04/22/2025	04/22/2025		04/25/2025	60.19
10758 - AT & T CALNET3	000023341682	CALNET3-9391023491 (884-9654)	Paid by Check # 106779		04/15/2025	04/22/2025	04/22/2025		04/25/2025	92.65
10758 - AT & T CALNET3	000023341674	CALNET3-9391023482 (884-0985)	Paid by Check # 106779		04/15/2025	04/22/2025	04/22/2025		04/25/2025	31.65
10758 - AT & T CALNET3	000023341676	CALNET3-9391023485 (884-2573)	Paid by Check # 106779		04/15/2025	04/22/2025	04/22/2025		04/25/2025	32.91
Account **6380.150 - Utilities Comm Phone System** Totals								Invoice Transactions	4	$217.40
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 683-2	PG&E 6217294683-2	Paid by Check # 106808		04/16/2025	04/22/2025	04/22/2025		04/25/2025	133.24
Account **6380.300 - Utilities Gas & Electric** Totals								Invoice Transactions	1	$133.24
Account **6380.500 - Utilities Water & Sewer**										
10432 - Monterey One Water - former MRWPCA	Mar 2025 12-3949	209 Cypress Ave	Paid by Check # 106802		03/31/2025	04/08/2025	04/08/2025		04/25/2025	128.60

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.500 - Utilities Water & Sewer**										
10432 - Monterey One Water - former MRWPCA	Mar 2025 13-0325	2800 2nd Ave	Paid by Check # 106802		03/31/2025	04/08/2025	04/08/2025		04/25/2025	64.30
10349 - Marina Coast Water District	Mar 2025 56-041	3260 Imjin Road	Paid by Check # 106798		03/27/2025	04/24/2025	04/24/2025		04/25/2025	324.27
				Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions	3	$517.17
Account **6400.565 - Material & Suppl Office Supplies**										
10140 - City Of Marina Petty Cash	04.15.25	Replenish Petty Cash	Paid by Check # 106784		04/15/2025	04/15/2025	04/15/2025		04/25/2025	17.19
				Account **6400.565 - Material & Suppl Office Supplies** Totals				Invoice Transactions	1	$17.19
Account **6600.010 - Other Charges Alarm**										
10239 - First Alarm	880241	Alarm Monitoring - City Hall - May-Jul 2025	Paid by EFT # 6049		04/15/2025	04/21/2025	04/21/2025		04/25/2025	138.00
10239 - First Alarm	881245	Alarm Monitoring - 327 Reindollar Ave - May-Jul 2025	Paid by EFT # 6049		04/15/2025	04/21/2025	04/21/2025		04/25/2025	170.97
				Account **6600.010 - Other Charges Alarm** Totals				Invoice Transactions	2	$308.97
Account **6600.340 - Other Charges Insur - Liability**										
12233 - XS/Group, Inc.	12311	CITYOFM-05	Paid by Check # 106827		03/21/2025	04/22/2025	04/22/2025		04/25/2025	689.05
				Account **6600.340 - Other Charges Insur - Liability** Totals				Invoice Transactions	1	$689.05
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	14	$2,433.02
				Division **000 - Non-Div** Totals				Invoice Transactions	14	$2,433.02
				Department **190 - Citywide Non-Dept** Totals				Invoice Transactions	14	$2,433.02
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
12040 - Boucher Law, PC	2525	Boucher Law Professional Services - Other	Paid by Check # 106829		04/03/2025	04/07/2025	04/07/2025		04/25/2025	3,023.50
12065 - Hasco Stations, LLC	HCL-019404-25	Car Wash	Paid by Check # 106793		04/15/2025	04/17/2025	04/17/2025		04/25/2025	76.50
				Account **6300.570 - Prof Svc Other** Totals				Invoice Transactions	2	$3,100.00
Account **6360.342 - Maint & Repairs IT - System Annual Maint**										
10905 - Taygeta Scientific, Inc.	001239	Solar Winds Security Annual Subscription	Paid by Check # 106818		04/15/2025	04/17/2025	04/17/2025		04/25/2025	8,186.00
				Account **6360.342 - Maint & Repairs IT - System Annual Maint** Totals				Invoice Transactions	1	$8,186.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.570 - Maint & Repairs Other Svc Agr**										
10981 - Sentry Alarm Systems of America, Inc.	132117	Batteries for alarms	Paid by Check # 106813		03/31/2025	04/17/2025	04/17/2025		04/25/2025	293.91
Account **6360.570 - Maint & Repairs Other Svc Agr** Totals								Invoice Transactions	1	$293.91
Account **6380.150 - Utilities Comm Phone System**										
10758 - AT & T CALNET3	0023341670	Acct # 9391023478	Paid by Check # 106779		04/15/2025	04/17/2025	04/17/2025		04/25/2025	61.75
Account **6380.150 - Utilities Comm Phone System** Totals								Invoice Transactions	1	$61.75
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	6,426.67
10140 - City Of Marina Petty Cash	04.15.25	Replenish Petty Cash	Paid by Check # 106784		04/15/2025	04/15/2025	04/15/2025		04/25/2025	54.49
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals								Invoice Transactions	2	$6,481.16
Account **6400.565 - Material & Suppl Office Supplies**										
10498 - Quill Corporation	43579952	Office Supplies	Paid by Check # 106811		04/03/2025	04/17/2025	04/17/2025		04/25/2025	86.12
Account **6400.565 - Material & Suppl Office Supplies** Totals								Invoice Transactions	1	$86.12
Account **6400.720 - Material & Suppl Safety Equip**										
10330 - LC ACTION POLICE SUPPLY LTD/LC ACTION POLICE SUPPL	475143	Vest - Morozova	Paid by Check # 106796		04/16/2025	04/17/2025	04/17/2025		04/25/2025	1,147.13
Account **6400.720 - Material & Suppl Safety Equip** Totals								Invoice Transactions	1	$1,147.13
Account **6500.620 - Training & Travel POST**										
10380 - MCCLEOA	WKSHP-2025-4-MP	Registration - Annual MCCLEOA POST Training Symposium/Workshop	Paid by Check # 106799		03/10/2025	03/25/2025	03/25/2025		04/25/2025	200.00
Account **6500.620 - Training & Travel POST** Totals								Invoice Transactions	1	$200.00
Account **6600.455 - Other Charges Leased Parking**										
12070 - Open Road Investors, LLC	1044	Monthly Parking Lot Rent	Paid by Check # 106807		04/21/2025	04/21/2025	04/21/2025		04/25/2025	1,600.00
Account **6600.455 - Other Charges Leased Parking** Totals								Invoice Transactions	1	$1,600.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	11	$21,156.07
Division **000 - Non-Div** Totals								Invoice Transactions	11	$21,156.07
Department **210 - Police** Totals								Invoice Transactions	11	$21,156.07

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **250 - Fire**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10841 - Carmel Fire Protection Associates - Art Black	125163	Plan Review and Fire Inspection for 920 Second Avenue	Paid by Check # 106782		04/21/2025	04/21/2025	04/21/2025		04/25/2025	215.00
10841 - Carmel Fire Protection Associates - Art Black	125158	Plan Review and Fire Inspection for 391-399 Reservation Road	Paid by Check # 106782		04/20/2025	04/21/2025	04/21/2025		04/25/2025	215.00
				Account **6300.570 - Prof Svc Other** Totals				Invoice Transactions	2	$430.00
Account **6360.570 - Maint & Repairs Other Svc Agr**										
10623 - Xerox Financial Services	40408174	Contract Payment	Paid by Check # 106826		04/13/2025	04/21/2025	04/21/2025		04/25/2025	257.13
				Account **6360.570 - Maint & Repairs Other Svc Agr** Totals				Invoice Transactions	1	$257.13
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	1,404.63
				Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals				Invoice Transactions	1	$1,404.63
Account **6400.740 - Material & Suppl Special Dept Suppl**										
10967 - Monterey Signs, Inc.	26061	Printed Graphic Vinyl	Paid by EFT # 6052		02/17/2025	04/22/2025	04/22/2025		04/25/2025	344.14
10560 - Suburban Propane	April 2025 3924	Bulk Tank Rent 1 Year	Paid by Check # 106816		04/14/2025	04/21/2025	04/21/2025		04/25/2025	1.00
				Account **6400.740 - Material & Suppl Special Dept Suppl** Totals				Invoice Transactions	2	$345.14
Account **6400.796 - Material & Suppl Turnout Equip-Wildland Fires**										
10780 - Allstar Fire Equipment Inc.	263689	Station Boots - Suich	Paid by EFT # 6045		04/14/2025	04/21/2025	04/21/2025		04/25/2025	368.41
				Account **6400.796 - Material & Suppl Turnout Equip-Wildland Fires** Totals				Invoice Transactions	1	$368.41
Account **6600.455 - Other Charges Leased Parking**										
12070 - Open Road Investors, LLC	1044	Monthly Parking Lot Rent	Paid by Check # 106807		04/21/2025	04/21/2025	04/21/2025		04/25/2025	400.00
				Account **6600.455 - Other Charges Leased Parking** Totals				Invoice Transactions	1	$400.00
Account **6700.130 - Capital Outlay Vehicles**										
10780 - Allstar Fire Equipment Inc.	263660	New Truck Equipment	Paid by EFT # 6045		04/14/2025	04/21/2025	04/21/2025		04/25/2025	10,970.70
				Account **6700.130 - Capital Outlay Vehicles** Totals				Invoice Transactions	1	$10,970.70
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	9	$14,176.01
				Division **000 - Non-Div** Totals				Invoice Transactions	9	$14,176.01
				Department **250 - Fire** Totals				Invoice Transactions	9	$14,176.01

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.065 - Maint & Repairs Bdg NonFlagship**										
10728 - Ace Hardware-Public Works	091155	REservation condo	Paid by Check # 106776		04/11/2025	04/16/2025	04/16/2025		04/25/2025	28.38
10250 - Gavilan Pest Control	0169571	211 Hillcrest Ave	Paid by Check # 106790		04/01/2025	04/08/2025	04/08/2025		04/25/2025	82.00
10250 - Gavilan Pest Control	0169380	2660 5th Ave	Paid by Check # 106790		04/07/2025	04/14/2025	04/14/2025		04/25/2025	105.00
10250 - Gavilan Pest Control	0169572	120 Seaside Circle	Paid by Check # 106790		04/07/2025	04/14/2025	04/14/2025		04/25/2025	80.00
12014 - Pueblo Construction, Inc.	240101-10	Marina Animal Shelter-Water Heater Only	Paid by Check # 106810		04/08/2025	04/08/2025	04/08/2025		04/25/2025	9,900.00
10035 - Ruth Maria Milla-Leon/Andersen's Lock & Safe, Inc.	21411251	Rekey/key and knob	Paid by EFT # 6054		04/15/2025	04/14/2025	04/14/2025		04/25/2025	346.75
12207 - SUNBELT RENTALS, INC.	167214263-0001	Manlift	Paid by Check # 106817		04/10/2025	04/16/2025	04/16/2025		04/25/2025	580.16
			Account **6360.065 - Maint & Repairs Bdg NonFlagship** Totals					Invoice Transactions	7	$11,122.29
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Mar 2025 56-088	Marina Backflow Accounts	Paid by Check # 106798		03/20/2025	04/14/2025	04/14/2025		04/25/2025	2,244.00
10349 - Marina Coast Water District	Mar 2025 56-110	9th St & 4th Ave	Paid by Check # 106798		03/27/2025	04/16/2025	04/16/2025		04/25/2025	215.63
10349 - Marina Coast Water District	Mar 2025 56-108	Imjin Pkwy & Marina Heights	Paid by Check # 106798		03/27/2025	04/16/2025	04/16/2025		04/25/2025	19.24
10349 - Marina Coast Water District	Mar 2025 56-109	8th Street	Paid by Check # 106798		03/27/2025	04/16/2025	04/16/2025		04/25/2025	553.71
			Account **6380.500 - Utilities Water & Sewer** Totals					Invoice Transactions	4	$3,032.58
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	253.70
			Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals					Invoice Transactions	1	$253.70
Account **6400.630 - Material & Suppl Portable Toilet**										
10588 - United Site Services	INV-5263995	Beach & Deforest Rd Windy Hill Park	Paid by Check # 106821		04/17/2025	04/23/2025	04/23/2025		04/25/2025	260.35
			Account **6400.630 - Material & Suppl Portable Toilet** Totals					Invoice Transactions	1	$260.35
Account **6400.737 - Material & Suppl Tools & Equip**										
10470 - Peninsula Welding & Medical Supply	276806	Non-Liquid Cylinders	Paid by Check # 106809		03/31/2025	04/08/2025	04/08/2025		04/25/2025	12.90
10470 - Peninsula Welding & Medical Supply	277205	Oxygen	Paid by Check # 106809		04/04/2025	04/16/2025	04/16/2025		04/25/2025	142.53
			Account **6400.737 - Material & Suppl Tools & Equip** Totals					Invoice Transactions	2	$155.43

Accounts Payable by G/L Distribution Report

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.800 - Material & Suppl Uniform**										
10043 - VESTIS GROUP, INC./(f/k/a ARAMARK UNIFORM & C	5110674151	PW Uniforms	Paid by Check # 106824		04/11/2025	04/14/2025	04/14/2025		04/25/2025	1,069.18
10043 - VESTIS GROUP, INC./(f/k/a ARAMARK UNIFORM & C	5110674152	PW Shop Supplies	Paid by Check # 106824		04/11/2025	04/14/2025	04/14/2025		04/25/2025	73.51
				Account **6400.800 - Material & Suppl Uniform** Totals				Invoice Transactions	2	$1,142.69
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	17	$15,967.04
				Division **311 - Buildings & Grounds** Totals				Invoice Transactions	17	$15,967.04
Division **313 - Vehicle Maint**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.850 - Maint & Repairs Vehicle**										
10825 - East Bay Tire Co.	2131014	532 Bandit Trailer 250XP	Paid by Check # 106788		04/11/2025	04/23/2025	04/23/2025		04/25/2025	718.91
11230 - Golden State Truck & Trailer Repair, Inc.	W 49986	2004 Workstar 74	Paid by Check # 106791		03/21/2025	04/16/2025	04/16/2025		04/25/2025	9,784.82
12208 - RAYA AUTOMOTIVE	2177	2016 Ford Taurus	Paid by Check # 106812		04/17/2025	04/16/2025	04/16/2025		04/25/2025	122.46
				Account **6360.850 - Maint & Repairs Vehicle** Totals				Invoice Transactions	3	$10,626.19
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	3	$10,626.19
				Division **313 - Vehicle Maint** Totals				Invoice Transactions	3	$10,626.19
				Department **310 - Public Works** Totals				Invoice Transactions	20	$26,593.23
Department **410 - Planning**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6330.100 - Fee Agr Costs - Planning**										
10316 - Kimley-Horn & Associates, Inc.	097789125-0325	Marina Station COA	Paid by Check # 106795		03/31/2025	04/11/2025	04/11/2025		04/25/2025	44,254.50
10316 - Kimley-Horn & Associates, Inc.	31451827	Marina Station Traffic	Paid by Check # 106795		03/31/2025	04/11/2025	04/11/2025		04/25/2025	12,128.50
				Account **6330.100 - Fee Agr Costs - Planning** Totals				Invoice Transactions	2	$56,383.00
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	169.12
				Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals				Invoice Transactions	1	$169.12
				Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	3	$56,552.12
				Division **000 - Non-Div** Totals				Invoice Transactions	3	$56,552.12
				Department **410 - Planning** Totals				Invoice Transactions	3	$56,552.12

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Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **420 - Engineering**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.180 - Prof Svc Eng Svc- Rev Funded Inspection**										
10171 - CSG Consultants	60868	Project Management	Paid by EFT # 6048		04/11/2025	04/11/2025	04/11/2025		04/25/2025	19,502.50
Account **6300.180 - Prof Svc Eng Svc- Rev Funded Inspection** Totals								Invoice Transactions 1		$19,502.50
Account **6300.190 - Prof Svc Engineering Svc Interagency**										
12227 - Standen Cook	001	FORA	Paid by Check # 106815		04/01/2025	04/14/2025	04/14/2025		04/25/2025	2,612.50
Account **6300.190 - Prof Svc Engineering Svc Interagency** Totals								Invoice Transactions 1		$2,612.50
Account **6330.200 - Fee Agr Costs - Engineering**										
10316 - Kimley-Horn & Associates, Inc.	31507964	Marina Dev Review	Paid by Check # 106795		03/31/2025	04/14/2025	04/14/2025		04/25/2025	3,472.20
Account **6330.200 - Fee Agr Costs - Engineering** Totals								Invoice Transactions 1		$3,472.20
Account **6400.350 - Material & Suppl IT-Computer & Hardware (non-cap)**										
10897 - TechRx Technology Services	12703	Corp Yard	Paid by EFT # 6055		03/31/2025	04/08/2025	04/08/2025		04/25/2025	1,970.74
Account **6400.350 - Material & Suppl IT-Computer & Hardware (non-cap)** Totals								Invoice Transactions 1		$1,970.74
Account **6400.565 - Material & Suppl Office Supplies**										
10734 - Office Depot-Public Works Dept.	418204016001	Dry Erase Boards	Paid by Check # 106806		04/02/2025	04/08/2025	04/08/2025		04/25/2025	182.46
Account **6400.565 - Material & Suppl Office Supplies** Totals								Invoice Transactions 1		$182.46
Account **6500.700 - Training & Travel Training & Travel**										
12223 - Ismael Hernandez - Employee	03-31-25	Reimbursement for Travel	Paid by Check # 106794		03/31/2025	04/08/2025	04/08/2025		04/25/2025	565.20
Account **6500.700 - Training & Travel Training & Travel** Totals								Invoice Transactions 1		$565.20
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 6		$28,305.60
Division **000 - Non-Div** Totals								Invoice Transactions 6		$28,305.60
Department **420 - Engineering** Totals								Invoice Transactions 6		$28,305.60
Department **430 - Building Inspection**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.565 - Material & Suppl Office Supplies**										
10734 - Office Depot-Public Works Dept.	418725713001	Building Dept	Paid by Check # 106806		04/01/2025	04/08/2025	04/08/2025		04/25/2025	16.16
Account **6400.565 - Material & Suppl Office Supplies** Totals								Invoice Transactions 1		$16.16
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 1		$16.16
Division **000 - Non-Div** Totals								Invoice Transactions 1		$16.16
Department **430 - Building Inspection** Totals								Invoice Transactions 1		$16.16

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Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **510 - Recreation & Culture**										
Division **100 - Admin**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.150 - Utilities Comm Phone System**										
10053 - AT & T	April 2025 520 5	AT&T 831-582-9957 520 5	Paid by Check # 106778		04/13/2025	04/22/2025	04/22/2025		04/25/2025	468.23
Account **6380.150 - Utilities Comm Phone System** Totals								Invoice Transactions 1		$468.23
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	422.81
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals								Invoice Transactions 1		$422.81
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 2		$891.04
Division **100 - Admin** Totals								Invoice Transactions 2		$891.04
Division **511 - Youth**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.660 - Material & Suppl Recr Youth Progr**										
10420 - Monterey County Weekly	#04/04/25CCM	Advertising	Paid by Check # 106801		04/04/2025	04/17/2025	04/17/2025		04/25/2025	1,200.00
Account **6400.660 - Material & Suppl Recr Youth Progr** Totals								Invoice Transactions 1		$1,200.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 1		$1,200.00
Division **511 - Youth** Totals								Invoice Transactions 1		$1,200.00
Division **512 - Teen**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.652 - Material & Suppl Recr Special Progr / Events**										
10140 - City Of Marina Petty Cash	04.15.25	Replenish Petty Cash	Paid by Check # 106784		04/15/2025	04/15/2025	04/15/2025		04/25/2025	69.13
Account **6400.652 - Material & Suppl Recr Special Progr / Events** Totals								Invoice Transactions 1		$69.13
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions 1		$69.13
Division **512 - Teen** Totals								Invoice Transactions 1		$69.13
Department **510 - Recreation & Culture** Totals								Invoice Transactions 4		$2,160.17
Fund **100 - General Fund** Totals								Invoice Transactions 77		$184,486.38

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Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **130 - Library Maintenance**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.440 - Maint & Repairs Landscape General**										
10446 - New Image Landscape Co.	150279	Landscape Maintenance for March 2025	Paid by Check # 106804		03/31/2025	04/14/2025	04/14/2025		04/25/2025	894.00
				Account **6360.440 - Maint & Repairs Landscape General** Totals			Invoice Transactions	1		$894.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	1		$894.00
				Division **000 - Non-Div** Totals			Invoice Transactions	1		$894.00
				Department **000 - Non-Dept** Totals			Invoice Transactions	1		$894.00
				Fund **130 - Library Maintenance** Totals			Invoice Transactions	1		$894.00

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Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **220 - Gas Tax**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.780 - Maint & Repairs Traffic Signals**										
10159 - Consolidated Electrical Distributors, Inc	4914-1056838	Midget TD Fuse	Paid by Check # 106785		04/07/2025	04/08/2025	04/08/2025		04/25/2025	616.17
10159 - Consolidated Electrical Distributors, Inc	4914-1056823	Streets	Paid by Check # 106785		04/11/2025	04/14/2025	04/14/2025		04/25/2025	838.49
10159 - Consolidated Electrical Distributors, Inc	4914-1056826	Streets	Paid by Check # 106785		04/11/2025	04/14/2025	04/14/2025		04/25/2025	67.12
			Account **6360.780 - Maint & Repairs Traffic Signals** Totals				Invoice Transactions		3	$1,521.78
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 683-2	PG&E 6217294683-2	Paid by Check # 106808		04/16/2025	04/22/2025	04/22/2025		04/25/2025	710.12
10463 - Pacific Gas & Electric	April 2025 851-0	PG&E - 3440977851-0	Paid by Check # 106808		04/14/2025	04/22/2025	04/22/2025		04/25/2025	223.27
			Account **6380.300 - Utilities Gas & Electric** Totals				Invoice Transactions		2	$933.39
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Mar 2025 56-104	2850 5th Ave	Paid by Check # 106798		03/27/2025	04/08/2025	04/08/2025		04/25/2025	72.89
			Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions		1	$72.89
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	695.62
			Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals				Invoice Transactions		1	$695.62
Account **6400.740 - Material & Suppl Special Dept Suppl**										
10540 - Sierra Springs & Alhambra	14225799 041325	209 Cypress Ave	Paid by Check # 106814		04/13/2025	04/16/2025	04/16/2025		04/25/2025	152.38
			Account **6400.740 - Material & Suppl Special Dept Suppl** Totals				Invoice Transactions		1	$152.38
Account **6400.752 - Material & Suppl Street Paint & Legends**										
10108 - Capitol Barricade, Inc.	176505	"School Speed Limit"	Paid by Check # 106781		04/17/2025	04/16/2025	04/16/2025		04/25/2025	750.45
10108 - Capitol Barricade, Inc.	176504	"Civic Center RT Arrow"	Paid by Check # 106781		04/17/2025	04/16/2025	04/16/2025		04/25/2025	174.04
10108 - Capitol Barricade, Inc.	176503	Stop signs	Paid by Check # 106781		04/17/2025	04/23/2025	04/23/2025		04/25/2025	897.63
10108 - Capitol Barricade, Inc.	176502	R3-4 No U-Turn Symbol	Paid by Check # 106781		04/17/2025	04/23/2025	04/23/2025		04/25/2025	1,025.18
			Account **6400.752 - Material & Suppl Street Paint & Legends** Totals				Invoice Transactions		4	$2,847.30
			Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions		12	$6,223.36
			Division **000 - Non-Div** Totals				Invoice Transactions		12	$6,223.36
			Department **000 - Non-Dept** Totals				Invoice Transactions		12	$6,223.36
			Fund **220 - Gas Tax** Totals				Invoice Transactions		12	$6,223.36

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **223 - FORA Dissolution**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
11489 - Wallace Group, Inc.	64684	Program Management	Paid by Check # 106825		03/26/2025	04/11/2025	04/11/2025		04/25/2025	3,272.50
11489 - Wallace Group, Inc.	64623	Blight removal	Paid by Check # 106825		03/26/2025	04/11/2025	04/11/2025		04/25/2025	12,770.40
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions 2			$16,042.90
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions 2			$16,042.90
				Division **000 - Non-Div** Totals			Invoice Transactions 2			$16,042.90
				Department **000 - Non-Dept** Totals			Invoice Transactions 2			$16,042.90
				Fund **223 - FORA Dissolution** Totals			Invoice Transactions 2			$16,042.90

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Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **225 - National Park Service**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.500 - Utilities Water & Sewer**										
10432 - Monterey One Water - former MRWPCA	Mar 2025 13-0183	4th Ave Dy Dr	Paid by Check # 106802		03/31/2025	04/08/2025	04/08/2025		04/25/2025	385.80
Account **6380.500 - Utilities Water & Sewer** Totals							Invoice Transactions 1			$385.80
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions 1			$385.80
Division **000 - Non-Div** Totals							Invoice Transactions 1			$385.80
Department **000 - Non-Dept** Totals							Invoice Transactions 1			$385.80
Fund **225 - National Park Service** Totals							Invoice Transactions 1			$385.80

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **232 - Seabreeze AD**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.440 - Maint & Repairs Landscape General**										
10446 - New Image Landscape Co.	422161	Tree Trimming 3 Cypress Pines By Beach Street	Paid by Check # 106804		03/31/2025	04/14/2025	04/14/2025		04/25/2025	1,600.00
10446 - New Image Landscape Co.	150279	Landscape Maintenance for March 2025	Paid by Check # 106804		03/31/2025	04/14/2025	04/14/2025		04/25/2025	226.00
				Account **6360.440 - Maint & Repairs Landscape General** Totals			Invoice Transactions 2			$1,826.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions 2			$1,826.00
				Division **000 - Non-Div** Totals			Invoice Transactions 2			$1,826.00
				Department **000 - Non-Dept** Totals			Invoice Transactions 2			$1,826.00
				Fund **232 - Seabreeze AD** Totals			Invoice Transactions 2			$1,826.00

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **233 - Monterey Bay Estates AD**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.440 - Maint & Repairs Landscape General**										
10446 - New Image Landscape Co.	150279	Landscape Maintenance for March 2025	Paid by Check # 106804		03/31/2025	04/14/2025	04/14/2025		04/25/2025	485.00
				Account **6360.440 - Maint & Repairs Landscape General** Totals			Invoice Transactions	1		$485.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	1		$485.00
				Division **000 - Non-Div** Totals			Invoice Transactions	1		$485.00
				Department **000 - Non-Dept** Totals			Invoice Transactions	1		$485.00
				Fund **233 - Monterey Bay Estates AD** Totals			Invoice Transactions	1		$485.00

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Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **235 - Cypress Cove II AD**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.440 - Maint & Repairs Landscape General**										
10446 - New Image Landscape Co.	150279	Landscape Maintenance for March 2025	Paid by Check # 106804		03/31/2025	04/14/2025	04/14/2025		04/25/2025	549.00
				Account **6360.440 - Maint & Repairs Landscape General** Totals			Invoice Transactions 1			$549.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions 1			$549.00
				Division **000 - Non-Div** Totals			Invoice Transactions 1			$549.00
				Department **000 - Non-Dept** Totals			Invoice Transactions 1			$549.00
				Fund **235 - Cypress Cove II AD** Totals			Invoice Transactions 1			$549.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **251 - CFD - Locke Paddon**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.440 - Maint & Repairs Landscape General**										
10446 - New Image Landscape Co.	150279	Landscape Maintenance for March 2025	Paid by Check # 106804		03/31/2025	04/14/2025	04/14/2025		04/25/2025	258.00
Account **6360.440 - Maint & Repairs Landscape General** Totals							Invoice Transactions 1			$258.00
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions 1			$258.00
Division **000 - Non-Div** Totals							Invoice Transactions 1			$258.00
Department **000 - Non-Dept** Totals							Invoice Transactions 1			$258.00
Fund **251 - CFD - Locke Paddon** Totals							Invoice Transactions 1			$258.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **422 - Capital Projects - Measure X**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
11847 - BKF Engineers	25011021	Slurry Seal and Microsurfacing Streets	Paid by EFT # 6046		01/21/2025	04/11/2025	04/11/2025		04/25/2025	76,615.50
11847 - BKF Engineers	25030894	Slurry Seal and Microsurfacing Streets	Paid by EFT # 6046		03/28/2025	04/11/2025	04/11/2025		04/25/2025	23,334.75
11847 - BKF Engineers	25030850	Marina Pavement Management program	Paid by EFT # 6046		03/28/2025	04/16/2025	04/16/2025		04/25/2025	3,890.75
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	3		$103,841.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	3		$103,841.00
				Division **000 - Non-Div** Totals			Invoice Transactions	3		$103,841.00
				Department **000 - Non-Dept** Totals			Invoice Transactions	3		$103,841.00
				Fund **422 - Capital Projects - Measure X** Totals			Invoice Transactions	3		$103,841.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **462 - City Capital Projects**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
11364 - COAR Design Group	22701	Marina Aquatic & Sports Center	Paid by EFT # 6047		01/31/2025	04/10/2025	04/10/2025		04/25/2025	23,323.87
11364 - COAR Design Group	22734	Marina Aquatic & Sports Center	Paid by EFT # 6047		02/28/2025	04/10/2025	04/10/2025		04/25/2025	16,005.00
11364 - COAR Design Group	22762	Marina Aquatic & Sports Center	Paid by EFT # 6047		03/31/2025	04/10/2025	04/10/2025		04/25/2025	61,683.75
10268 - Harris & Associates	67027	Imjin Parkway Improvement Plan	Paid by Check # 106792		04/08/2025	04/11/2025	04/11/2025		04/25/2025	131,263.22
10425 - Monterey Peninsula Engineering	01-35 20	Imjin Parkway	Paid by Check # 106803		03/06/2025	04/22/2025	04/22/2025		04/25/2025	762,208.21
10425 - Monterey Peninsula Engineering	25-02-07 21	Imjin Parkway	Paid by Check # 106803		03/06/2025	04/22/2025	04/22/2025		04/25/2025	1,500,285.83
12156 - Trimble, Inc.	60335847	Subs.	Paid by Check # 106819		04/23/2025	04/23/2025	04/23/2025		04/25/2025	20,976.00
11489 - Wallace Group, Inc.	64684	Program Management	Paid by Check # 106825		03/26/2025	04/11/2025	04/11/2025		04/25/2025	13,246.60
10046 - ARC (Former San Jose Blue)	12776930	GJT Approved Plans	Paid by Check # 106777		04/08/2025	04/08/2025	04/08/2025		04/25/2025	1,303.87
10189 - Denise Duffy & Associates	9725	Windy Hill Park	Paid by Check # 106787		03/31/2025	04/16/2025	04/16/2025		04/25/2025	1,002.48
11266 - Verde Design, Inc.	23-2207300	Glorya Jean Tate Park Improvement Project	Paid by Check # 106823		04/09/2025	04/14/2025	04/14/2025		04/25/2025	4,260.00
11084 - EMC Planning Group	24-074-4	Ft Ord Dunes State Park Improvements	Paid by Check # 106789		03/31/2024	04/17/2025	04/17/2025		04/25/2025	3,697.33
12217 - LEATHERS & ASSOCIATES INC	12276	All Inclusive Park	Paid by Check # 106797		01/07/2025	04/21/2025	04/21/2025		04/25/2025	7,283.13
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	13		$2,546,539.29
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	13		$2,546,539.29
				Division **000 - Non-Div** Totals			Invoice Transactions	13		$2,546,539.29
				Department **000 - Non-Dept** Totals			Invoice Transactions	13		$2,546,539.29
				Fund **462 - City Capital Projects** Totals			Invoice Transactions	13		$2,546,539.29

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **555 - Marina Airport**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.050 - Maint & Repairs Building**										
10728 - Ace Hardware-Public Works	091144	Fasteners for Hangars	Paid by Check # 106776		04/09/2025	04/17/2025	04/17/2025		04/25/2025	27.61
10728 - Ace Hardware-Public Works	091174	Hangar inspection Supplies	Paid by Check # 106776		04/14/2025	04/17/2025	04/17/2025		04/25/2025	45.83
10728 - Ace Hardware-Public Works	091199	Airport Maintenance Supplies	Paid by Check # 106776		04/17/2025	04/30/2025	04/17/2025		04/25/2025	41.48
10728 - Ace Hardware-Public Works	091210	Airport Maintenance Supplies	Paid by Check # 106776		04/18/2025	04/24/2025	04/22/2025		04/25/2025	34.91
			Account **6360.050 - Maint & Repairs Building** Totals				Invoice Transactions	4		$149.83
Account **6360.440 - Maint & Repairs Landscape General**										
10446 - New Image Landscape Co.	150279	Landscape Maintenance for March 2025	Paid by Check # 106804		03/31/2025	04/14/2025	04/14/2025		04/25/2025	2,340.00
			Account **6360.440 - Maint & Repairs Landscape General** Totals				Invoice Transactions	1		$2,340.00
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 608-2	3260 Imjin Ave Bldg 514 (7383993608-2)	Paid by Check # 106808		04/09/2025	04/28/2025	04/17/2025		04/25/2025	1,468.22
10463 - Pacific Gas & Electric	April 2025 288-5	781 Neeson Rd Bldg 520 (7175660288-5)	Paid by Check # 106808		04/09/2025	04/28/2025	04/17/2025		04/25/2025	279.75
10463 - Pacific Gas & Electric	April 2025 347-0	3263 Imji Rd Bldg 519 (6258961347-0)	Paid by Check # 106808		04/08/2025	04/25/2025	04/17/2025		04/25/2025	770.59
10463 - Pacific Gas & Electric	April 2025 103-6	3200 Imjin Rd Bldg 507 (8030427103-6)	Paid by Check # 106808		04/08/2025	04/25/2025	04/17/2025		04/25/2025	3,375.37
10463 - Pacific Gas & Electric	April 2025 451-7	3271 Imjin Rd (8600650451-7)	Paid by Check # 106808		04/08/2025	04/25/2025	04/17/2025		04/25/2025	290.48
10463 - Pacific Gas & Electric	Feb 2025 451-7	3271 Imjin Rd (8600650451-7)	Paid by Check # 106808		02/06/2025	02/24/2025	04/17/2025		04/25/2025	425.67
10463 - Pacific Gas & Electric	April 2025 683-2	PG&E 6217294683-2	Paid by Check # 106808		04/16/2025	04/22/2025	04/22/2025		04/25/2025	346.24
			Account **6380.300 - Utilities Gas & Electric** Totals				Invoice Transactions	7		$6,956.32
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Mar 2025 56-097	3200 Imjin Rd (000056 097)	Paid by Check # 106798		03/27/2025	04/17/2025	04/17/2025		04/25/2025	854.54
10349 - Marina Coast Water District	Mar 2025 56-096	3271 Imjin Rd (000056 096)	Paid by Check # 106798		03/27/2025	04/17/2025	04/17/2025		04/25/2025	231.16
10349 - Marina Coast Water District	Mar 2025 56-051	721 Neeson Rd Bldg 533 (000056 051)	Paid by Check # 106798		03/27/2025	04/17/2025	04/17/2025		04/25/2025	221.46
			Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions	3		$1,307.16

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **555 - Marina Airport**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel**										
10416 - Monterey County Petroleum-Sturdy Oil Co.	269950	City Fuel	Paid by Check # 106800		03/28/2025	04/16/2025	04/16/2025		04/25/2025	253.68
Account **6400.230 - Material & Suppl Fuel - Gas and Diesel** Totals								Invoice Transactions	1	$253.68
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	16	$11,006.99
Division **000 - Non-Div** Totals								Invoice Transactions	16	$11,006.99
Department **000 - Non-Dept** Totals								Invoice Transactions	16	$11,006.99
Fund **555 - Marina Airport** Totals								Invoice Transactions	16	$11,006.99

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **556 - Preston Park NonProfit Corp**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.215 - Prof Svc Fin - Audit**										
11476 - Chavan & Associates LLP	C&A-18632	FY23-24 Casino AUP/GANN/Abrams&Preston Park Audit/SCO AFTR & PFA	Paid by Check # 106783		04/21/2025	04/21/2025	04/21/2025		04/25/2025	2,475.00

Account **6300.215 - Prof Svc Fin - Audit** Totals	Invoice Transactions 1	$2,475.00
Sub-Division **00 - Non-Subdiv** Totals	Invoice Transactions 1	$2,475.00
Division **000 - Non-Div** Totals	Invoice Transactions 1	$2,475.00
Department **000 - Non-Dept** Totals	Invoice Transactions 1	$2,475.00
Fund **556 - Preston Park NonProfit Corp** Totals	Invoice Transactions 1	$2,475.00

Accounts Payable by G/L Distribution Report

Payment Date Range 04/25/25 - 04/25/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **557 - Abrams B NonProfit Corp**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.215 - Prof Svc Fin - Audit**										
11476 - Chavan & Associates LLP	C&A-18632	FY23-24 Casino AUP/GANN/Abrams&Preston Park Audit/SCO AFTR & PFA	Paid by Check # 106783		04/21/2025	04/21/2025	04/21/2025		04/25/2025	2,775.00
				Account **6300.215 - Prof Svc Fin - Audit** Totals			Invoice Transactions	1		$2,775.00
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	1		$2,775.00
				Division **000 - Non-Div** Totals			Invoice Transactions	1		$2,775.00
				Department **000 - Non-Dept** Totals			Invoice Transactions	1		$2,775.00
				Fund **557 - Abrams B NonProfit Corp** Totals			Invoice Transactions	1		$2,775.00
				Grand Totals			Invoice Transactions	132		$2,877,787.72

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **120 - City Mgr/HR/Risk**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6110645582	Monthly Verizon Bill-308174766	Paid by EFT # 6111		04/10/2025	04/29/2025	04/29/2025		05/02/2025	343.28
Account **6380.120 - Utilities Comm Mobile & Pager** Totals								Invoice Transactions	1	$343.28
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	1	$343.28
Division **000 - Non-Div** Totals								Invoice Transactions	1	$343.28
Department **120 - City Mgr/HR/Risk** Totals								Invoice Transactions	1	$343.28
Department **130 - Finance**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6110645582	Monthly Verizon Bill-308174766	Paid by EFT # 6111		04/10/2025	04/29/2025	04/29/2025		05/02/2025	103.28
Account **6380.120 - Utilities Comm Mobile & Pager** Totals								Invoice Transactions	1	$103.28
Account **6400.350 - Material & Suppl IT-Computer & Hardware (non-cap)**										
10897 - TechRx Technology Services	12708	34 Inch Monitor New (Finance)	Paid by EFT # 6110		03/31/2025	04/30/2025	04/30/2025		05/02/2025	409.69
Account **6400.350 - Material & Suppl IT-Computer & Hardware (non-cap)** Totals								Invoice Transactions	1	$409.69
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	2	$512.97
Division **000 - Non-Div** Totals								Invoice Transactions	2	$512.97
Department **130 - Finance** Totals								Invoice Transactions	2	$512.97
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
11710 - HdL Coren & Cone	SIN049792	Contract Services Property Tax 04/25-06/25	Paid by EFT # 6107		04/28/2025	04/29/2025	04/29/2025		05/02/2025	2,273.13
Account **6300.570 - Prof Svc Other** Totals								Invoice Transactions	1	$2,273.13
Account **6360.570 - Maint & Repairs Other Svc Agr**										
10129 - Cintas Corporation	4228601006	Mat Service City Hall	Paid by Check # 106833		04/25/2025	04/29/2025	04/29/2025		05/02/2025	62.27
Account **6360.570 - Maint & Repairs Other Svc Agr** Totals								Invoice Transactions	1	$62.27
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 795-7	PG&E - 4467294795-7	Paid by Check # 106844		04/18/2025	04/29/2025	04/29/2025		05/02/2025	586.21

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **190 - Citywide Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 172-2	PG&E - 5618207172-2	Paid by Check # 106844		04/17/2025	04/29/2025	04/29/2025		05/02/2025	710.56
Account **6380.300 - Utilities Gas & Electric** Totals							Invoice Transactions	2		$1,296.77
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions	4		$3,632.17
Division **000 - Non-Div** Totals							Invoice Transactions	4		$3,632.17
Department **190 - Citywide Non-Dept** Totals							Invoice Transactions	4		$3,632.17
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10342 - Monterey County Peace Officers Association-MCPOA	202502R	Shooting Range	Paid by Check # 106842		04/27/2025	04/28/2025	04/28/2025		05/02/2025	945.00
10342 - Monterey County Peace Officers Association-MCPOA	202503D	Shooting Range 3/14/25	Paid by Check # 106842		04/28/2025	04/28/2025	04/28/2025		05/02/2025	315.00
10456 - Shred-it USA - Stericycle, Inc.	8010492457	Shredding - Onsite	Paid by Check # 106847		04/18/2025	04/18/2025	04/17/2025		05/02/2025	172.61
Account **6300.570 - Prof Svc Other** Totals							Invoice Transactions	3		$1,432.61
Account **6360.344 - Maint & Repairs IT - Office Equip & PC Upgrades**										
10623 - Xerox Financial Services	40433632	Printer Paper Tray 550 sheet non-serialized 4/20/25	Paid by Check # 106851		04/20/2025	04/20/2025	04/17/2025		05/02/2025	2.04
Account **6360.344 - Maint & Repairs IT - Office Equip & PC Upgrades** Totals							Invoice Transactions	1		$2.04
Account **6360.570 - Maint & Repairs Other Svc Agr**										
12146 - MRC Smart Tech. Solutions/MR COPY INC DBA:XBS-WEST	IN4756984	Meter Read	Paid by Check # 106843		04/17/2025	04/17/2025	04/17/2025		05/02/2025	1,976.68
10623 - Xerox Financial Services	40433633	Svc Payment 4/10 - 5/09/25	Paid by Check # 106851		04/20/2025	04/20/2025	04/17/2025		05/02/2025	1,293.17
Account **6360.570 - Maint & Repairs Other Svc Agr** Totals							Invoice Transactions	2		$3,269.85
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6111286616	Department Cell Phones 272493672-0001	Paid by EFT # 6111		04/18/2025	04/28/2025	04/28/2025		05/02/2025	2,412.54
Account **6380.120 - Utilities Comm Mobile & Pager** Totals							Invoice Transactions	1		$2,412.54

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.150 - Utilities Comm Phone System**										
10053 - AT & T	Apr 2025 0676	Acct # 325820676	Paid by Check # 106831		04/13/2025	04/23/2025	04/23/2025		05/02/2025	204.94
10057 - Avaya, Inc.	2221967066	Acct # 100828859	Paid by EFT # 6105		04/03/2025	04/28/2025	04/28/2025		05/02/2025	2.19
10057 - Avaya, Inc.	2221971034	Acct # 100828859	Paid by EFT # 6105		04/28/2025	04/28/2025	04/28/2025		05/02/2025	10.30
			Account **6380.150 - Utilities Comm Phone System** Totals				Invoice Transactions	3		$217.43
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Mar 2025 74-000	Acct # 014874-000	Paid by Check # 106841		03/27/2025	04/17/2025	04/17/2025		05/02/2025	382.07
10349 - Marina Coast Water District	Mar 2025 56-091	Acct # 000056-091	Paid by Check # 106841		03/27/2025	04/17/2025	04/17/2025		05/02/2025	164.86
			Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions	2		$546.93
Account **6400.565 - Material & Suppl Office Supplies**										
12236 - Blueberry Ink Corporation	23492687	Office Supplies - Padfolios	Paid by Check # 106832		04/23/2025	04/23/2025	04/23/2025		05/02/2025	784.91
10582 - Uline Shipping Supply	192140212	Cust # 18038297	Paid by Check # 106849		04/25/2025	04/28/2025	04/28/2025		05/02/2025	610.56
			Account **6400.565 - Material & Suppl Office Supplies** Totals				Invoice Transactions	2		$1,395.47
Account **6400.635 - Material & Suppl Postage Shipping**										
10235 - FedEx	8-841-57258	Acct # 3995-9218-6	Paid by Check # 106836		04/25/2025	04/28/2025	04/28/2025		05/02/2025	52.79
			Account **6400.635 - Material & Suppl Postage Shipping** Totals				Invoice Transactions	1		$52.79
Account **6500.620 - Training & Travel POST**										
10629 - Anthony Aiello - Employee	5/04/25	Per Diem Aiello - Driver Training Instructor Course 5/04/25	Paid by Check # 106830		04/21/2025	04/21/2025	04/21/2025		05/02/2025	253.00
11830 - Eduardo Gamboa - Employee	5-05-25	Per Diem Gamboa - Science Based Interviewing 5.05.25	Paid by EFT # 6106		04/21/2025	04/21/2025	04/21/2025		05/02/2025	105.00
11768 - Ivan Santana - Employee	5-05-25	Per Diem Santana - Science Based Interviewing 5/05/25	Paid by EFT # 6108		04/21/2025	04/21/2025	04/21/2025		05/02/2025	54.00
11781 - K'Shante Dela Cuadra - Employee	5-04-25	Per Diem Dela Cuadra - ICI Course 5/04/25	Paid by Check # 106838		04/21/2025	04/21/2025	04/21/2025		05/02/2025	506.00
11760 - Rachel Shimabukuro - Employee	5-04-25	Per Diem Shimabukuro - ICI Course 5/04/25	Paid by Check # 106845		04/21/2025	04/21/2025	04/21/2025		05/02/2025	506.00
			Account **6500.620 - Training & Travel POST** Totals				Invoice Transactions	5		$1,424.00

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **210 - Police**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6500.700 - Training & Travel Training & Travel**										
12167 - Desiree Matadamas - Employee	05-04-2025	Per Diem - Executive Assistant Course	Paid by Check # 106835		04/21/2025	04/21/2025	04/21/2025		05/02/2025	161.00
Account **6500.700 - Training & Travel Training & Travel** Totals								Invoice Transactions	1	$161.00
Account **6600.485 - Other Charges Medical Svc - Investigations**										
10157 - Community Hospital of the Monterey Peninsula	04-08-25	Guarantor: 12252	Paid by Check # 106834		04/08/2025	04/17/2025	04/17/2025		05/02/2025	54.00
Account **6600.485 - Other Charges Medical Svc - Investigations** Totals								Invoice Transactions	1	$54.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	22	$10,968.66
Division **000 - Non-Div** Totals								Invoice Transactions	22	$10,968.66
Department **210 - Police** Totals								Invoice Transactions	22	$10,968.66
Department **310 - Public Works**										
Division **311 - Buildings & Grounds**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.065 - Maint & Repairs Bdg NonFlagship**										
10035 - Ruth Maria Milla-Leon/Andersen's Lock & Safe, Inc.	46387	Keys	Paid by EFT # 6109		04/23/2025	04/23/2025	04/23/2025		05/02/2025	22.94
Account **6360.065 - Maint & Repairs Bdg NonFlagship** Totals								Invoice Transactions	1	$22.94
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Apr 2025 56-106	306 Reservation Rd	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	65.35
10349 - Marina Coast Water District	Apr 2025 56-098	3254 Abdy Way (Tate Park-Building)	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	72.62
10349 - Marina Coast Water District	Apr 2025 56-034	3240 De Forest Road	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	122.01
10349 - Marina Coast Water District	Apr 2025 56-014	3200 Del Monte Blvd	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	1,011.04
10349 - Marina Coast Water District	Apr 2025 56-011	3254 Abdy Way (Tate Park-Irrigation)	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	909.54
Account **6380.500 - Utilities Water & Sewer** Totals								Invoice Transactions	5	$2,180.56
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	6	$2,203.50
Division **311 - Buildings & Grounds** Totals								Invoice Transactions	6	$2,203.50

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **100 - General Fund**										
Department **310 - Public Works**										
Division **313 - Vehicle Maint**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.850 - Maint & Repairs Vehicle**										
12181 - Sound Billing, LLC / MyFleetCenter	45424462	2024 Ford Explorer	Paid by Check # 106848		04/23/2025	04/23/2025	04/23/2025		05/02/2025	104.41
Account **6360.850 - Maint & Repairs Vehicle** Totals								Invoice Transactions	1	$104.41
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	1	$104.41
Division **313 - Vehicle Maint** Totals								Invoice Transactions	1	$104.41
Department **310 - Public Works** Totals								Invoice Transactions	7	$2,307.91
Department **410 - Planning**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6330.100 - Fee Agr Costs - Planning**										
10316 - Kimley-Horn & Associates, Inc.	30364357	Marina Station Traffic	Paid by Check # 106839		11/30/2024	04/22/2025	04/22/2025		05/02/2025	27,259.50
10316 - Kimley-Horn & Associates, Inc.	31264963	Marina Station Traffic	Paid by Check # 106839		02/28/2025	03/31/2025	03/31/2025		05/02/2025	7,487.00
Account **6330.100 - Fee Agr Costs - Planning** Totals								Invoice Transactions	2	$34,746.50
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6110645582	Monthly Verizon Bill-308174766	Paid by EFT # 6111		04/10/2025	04/29/2025	04/29/2025		05/02/2025	103.33
Account **6380.120 - Utilities Comm Mobile & Pager** Totals								Invoice Transactions	1	$103.33
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	3	$34,849.83
Division **000 - Non-Div** Totals								Invoice Transactions	3	$34,849.83
Department **410 - Planning** Totals								Invoice Transactions	3	$34,849.83
Fund **100 - General Fund** Totals								Invoice Transactions	39	$52,614.82

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **220 - Gas Tax**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.300 - Utilities Gas & Electric**										
10463 - Pacific Gas & Electric	April 2025 483-6	PG&E - 3982644483-6	Paid by Check # 106844		04/18/2025	04/29/2025	04/29/2025		05/02/2025	17,524.25
10463 - Pacific Gas & Electric	April 2025 362-9	PG&E - 5996678362-9	Paid by Check # 106844		04/17/2025	04/29/2025	04/29/2025		05/02/2025	171.28
			Account **6380.300 - Utilities Gas & Electric** Totals				Invoice Transactions	2		$17,695.53
Account **6380.500 - Utilities Water & Sewer**										
10349 - Marina Coast Water District	Apr 2025 56-087	Crescent Ave/Costa Del Mar Irrigation	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	42.29
10349 - Marina Coast Water District	Apr 2025 56-086	Crescent Ave/Sirena Del Mar Irrigation	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	42.29
10349 - Marina Coast Water District	Apr 2025 56-084	Crescent/Shuler/Irrigation	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	42.29
10349 - Marina Coast Water District	Apr 2025 56-032	Crescent Ave/Costa Del Mar East Side	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	122.01
10349 - Marina Coast Water District	Apr 2025 56-030	Crescent Ave/Reser Rd/Ramada Inn	Paid by Check # 106841		04/07/2025	04/23/2025	04/23/2025		05/02/2025	65.06
			Account **6380.500 - Utilities Water & Sewer** Totals				Invoice Transactions	5		$313.94
			Sub-Division **00 - Non-Subdiv** Totals				Invoice Transactions	7		$18,009.47
			Division **000 - Non-Div** Totals				Invoice Transactions	7		$18,009.47
			Department **000 - Non-Dept** Totals				Invoice Transactions	7		$18,009.47
			Fund **220 - Gas Tax** Totals				Invoice Transactions	7		$18,009.47

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **252 - CFD - Dunes No. 2015-1**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6360.700 - Maint & Repairs Roadways**										
12081 - VSS International, Inc.	20020253	Slurry Phase 2	Paid by Check # 106850		02/14/2025	04/23/2025	04/23/2025		05/02/2025	4,596.48
Account **6360.700 - Maint & Repairs Roadways** Totals							Invoice Transactions 1			$4,596.48
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions 1			$4,596.48
Division **000 - Non-Div** Totals							Invoice Transactions 1			$4,596.48
Department **000 - Non-Dept** Totals							Invoice Transactions 1			$4,596.48
Fund **252 - CFD - Dunes No. 2015-1** Totals							Invoice Transactions 1			$4,596.48

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **422 - Capital Projects - Measure X**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
12081 - VSS International, Inc.	20020294	Slurry Phase 2	Paid by Check # 106850		03/05/2025	04/23/2025	04/23/2025		05/02/2025	30,339.58
12081 - VSS International, Inc.	20020253	Slurry Phase 2	Paid by Check # 106850		02/14/2025	04/23/2025	04/23/2025		05/02/2025	989.06
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions 2			$31,328.64
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions 2			$31,328.64
				Division **000 - Non-Div** Totals			Invoice Transactions 2			$31,328.64
				Department **000 - Non-Dept** Totals			Invoice Transactions 2			$31,328.64
				Fund **422 - Capital Projects - Measure X** Totals			Invoice Transactions 2			$31,328.64

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **462 - City Capital Projects**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.570 - Prof Svc Other**										
10316 - Kimley-Horn & Associates, Inc.	30684341	Del Monte Reservation PS&E	Paid by Check # 106839		12/31/2024	04/23/2025	04/23/2025		05/02/2025	40,508.23
				Account **6300.570 - Prof Svc Other** Totals			Invoice Transactions	1		$40,508.23
				Sub-Division **00 - Non-Subdiv** Totals			Invoice Transactions	1		$40,508.23
				Division **000 - Non-Div** Totals			Invoice Transactions	1		$40,508.23
				Department **000 - Non-Dept** Totals			Invoice Transactions	1		$40,508.23
				Fund **462 - City Capital Projects** Totals			Invoice Transactions	1		$40,508.23

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **555 - Marina Airport**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6380.120 - Utilities Comm Mobile & Pager**										
10603 - Verizon Wireless	6110645582	Monthly Verizon Bill-308174766	Paid by EFT # 6111		04/10/2025	04/29/2025	04/29/2025		05/02/2025	103.33
Account **6380.120 - Utilities Comm Mobile & Pager** Totals							Invoice Transactions	1		$103.33
Sub-Division **00 - Non-Subdiv** Totals							Invoice Transactions	1		$103.33
Division **000 - Non-Div** Totals							Invoice Transactions	1		$103.33
Department **000 - Non-Dept** Totals							Invoice Transactions	1		$103.33
Fund **555 - Marina Airport** Totals							Invoice Transactions	1		$103.33

Accounts Payable by G/L Distribution Report

Payment Date Range 05/02/25 - 05/02/25

Vendor	Invoice No.	Invoice Description	Status	Held Reason	Invoice Date	Due Date	G/L Date	Received Date	Payment Date	Invoice Amount
Fund **557 - Abrams B NonProfit Corp**										
Department **000 - Non-Dept**										
Division **000 - Non-Div**										
Sub-Division **00 - Non-Subdiv**										
Account **6300.218 - Prof Svc Fin - Debt Admin/Issuance**										
10948 - Fieldman, Rolapp & Associates, Inc/Applied Best Pr	30245	Abrams B - Continuing Disclosure Annual Report	Paid by Check # 106837		01/17/2025	04/23/2025	04/23/2025		05/02/2025	1,200.00
Account **6300.218 - Prof Svc Fin - Debt Admin/Issuance** Totals								Invoice Transactions	1	$1,200.00
Sub-Division **00 - Non-Subdiv** Totals								Invoice Transactions	1	$1,200.00
Division **000 - Non-Div** Totals								Invoice Transactions	1	$1,200.00
Department **000 - Non-Dept** Totals								Invoice Transactions	1	$1,200.00
Fund **557 - Abrams B NonProfit Corp** Totals								Invoice Transactions	1	$1,200.00
Grand Totals								Invoice Transactions	52	$148,360.97

DRAFT

Agenda Item: **10b(1)**
City Council Meeting of
April 15, 2025

ACTION
MINUTES

Tuesday, April 15, 2025

5:00 P.M. Closed Session
6:30 P.M. Open Session

REGULAR MEETING
CITY COUNCIL, AIRPORT COMMISSION, MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER SUSTAINABILITY AGENCY

THIS MEETING WILL BE HELD IN PERSON AND VIRTUALLY (HYBRID).

Council Chambers
211 Hillcrest Avenue
Marina, California

AND

Zoom Meeting URL: https://zoom.us/j/730251556
Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

1. CALL TO ORDER: 5:00 p.m.

2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

   MEMEBRS PRESENT: Jenny McAdams, Brian McCarthy, Kathy Biala, Mayor Pro-Tem/Vice Chair Liesbeth Visscher, Mayor/Chair Bruce C. Delgado

   MEMBERS ABSENT: Mayor Pro-Tem/Vice Chair Liesbeth Visscher (Excused)

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS: None

4. CLOSED SESSION:

   a. Conference with Legal Counsel, Existing Litigation (§ 54956.9(d)) (2 cases)

      i. *City of Marina, et. al. v. California Coastal Commission, et al.*, 22-CV004063, Monterey Superior Court

      ii. *City of Marina, et al. v. RMC Lonestar, et. al.*, 20-CV-001387, Monterey Superior Court

6:30 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

5. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand) by Scouts of America Troop 134.

6. SPECIAL PRESENTATIONS:

   a. Joy P. Junsay Proclamation

7. COUNCIL AND STAFF ANNOUNCEMENTS: None

8. PUBLIC COMMENT**:** *Any member of the public may comment on any matter within the City Council's jurisdiction that is not on the agenda. This is the appropriate place to comment on items on the Consent Agenda. Action will not be taken on items not on the agenda. Comments are limited to a maximum of three (3) minutes. General public comment may be limited to thirty (30) minutes and/or continued to the end of the agenda. Any member of the public may comment on any matter listed on this agenda at the time the matter is being considered by the City Council. Whenever possible, written correspondence should be submitted to the Council in advance of the meeting, to provide adequate time for its consideration.*

- Lisa Rike spoke about Design Day and noted they had about 460 people in attendance to help plan for Marina's future parks.
- Denise Turley not anti-children. Reminded everyone, there is still a budget that needs to be adopted.

9. CONSENT AGENDA FOR THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Background information has been provided to the Successor Agency of the former Redevelopment Agency on all matters listed under the Consent Agenda, and these items are considered to be routine and non-controversial. All items under the Consent Agenda are normally approved by one motion. Prior to such a motion being made, any member of the public or City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, the Council may remove an item from the Consent Agenda for individual consideration. If an item is pulled for discussion, it will be placed at the end of Other Action Items Successor Agency to the former Marina Redevelopment Agency.*

10. CONSENT AGENDA: *These items are considered to be routine and non-controversial. All items under the Consent Agenda may be approved by one motion. Prior to such a motion being made, any member of City Council may ask a question or make a comment about an agenda item and staff may provide a response. If discussion or a lengthy explanation is required, Council may remove the item from the Consent Agenda and it will be placed at the end of Other Action Items.*

    a. ACCOUNTS PAYABLE: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) Accounts Payable Check Numbers 106631-106738, totaling $709,278.32. Accounts Payable Successor Agency EFT Number 119, totaling $456.88.

    b. MINUTES: *(Not a Project under CEQA per Article 20, Section 15378)*

        (1) April 1, Regular City Council Meeting

    c. CLAIMS AGAINST THE CITY:

        (1) Staff recommends that the City Council reject the following claim and direct sending appropriate notice of rejection to claimant: Janya Kursh for a claim received on April 1, 2025.

(2) Staff recommends that the City Council reject the following claim and direct sending appropriate notice of rejection to claimant: Charles Steppes for a claim received on April 8, 2025.

d. AWARD OF BID: None

e. CALL FOR BIDS: None

f. ADOPTION OF RESOLUTIONS: *(Not a Project under CEQA per Article 20, Section 15378)*

(1) Adopting **Resolution No. 2025-21**, authorizing the reclassification of the Code Enforcement Officer position and salary.

g. APPROVAL OF AGREEMENTS: *(Not a Project under CEQA per Article 20, Section 15378)*

(1) Adopting **Resolution No. 2025-22**, authorizing a grant writing services agreement with California Consulting, Inc. of El Segundo, CA for full grant writing and management services for a one-year term beginning May 1, 2025, in an amount not to exceed $60,000.00.

(2) Adopting **Resolution No. 2025-23**, approving an agreement with Kimley-Horn for the Airport Economic Impact Study at the Marina Municipal Airport for a grand total of $55,000.

(3) Adopting **Resolution No. 2025-24**, authorizing a professional services agreement with Yamabe & Horn Engineering, Inc. of Fresno, CA for engineering and land surveying services beginning May 1, 2025, in an amount not to exceed $49,000.00.

(4) Adopting **Resolution No. 2025-25**, approving an agreement with Rincon Consulting to provide geographic information system (GIS) and grant writing services in an amount not to exceed $50,000.

(5) Adopting **Resolution No. 2025-26**, approving an agreement with Peckham and McKenney to provide recruitment services to the City of Marina for the Fire Chief recruitment.

h. ACCEPTANCE OF PUBLIC IMPROVEMENTS: None

i. MAPS: None

j. REPORTS: (RECEIVE AND FILE):

(1) Community Human Services March 20, 2025, Board Meeting Highlights

k. FUNDING & BUDGET MATTERS: None

l. APPROVE ORDINANCES (WAIVE SECOND READING): None

m. APPROVE APPOINTMENTS: None

BIALA/MCCARTHY: TO APPROVE THE CONSENT AGENDA. 4-0-1(Visscher)-0 Motion Passes

11. PUBLIC HEARINGS: *In the Council's discretion, the applicant/proponent of an item may be given up to ten (10) minutes to speak. All other persons may be given up to three (3) minutes to speak on the matter.*

12. OTHER ACTIONS ITEMS OF THE SUCCESSOR AGENCY TO THE FORMER MARINA REDEVELOPMENT AGENCY: *Action listed for each Agenda item is that which is requested by staff. The Successor Agency may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

13. OTHER ACTION ITEMS: *Action listed for each Agenda item is that which is requested by staff. The City Council may, at its discretion, take action on any items. Members of the public may be given up to three (3) minutes to speak.*

Note: No additional major projects or programs should be undertaken without review of the impacts on existing priorities (Resolution No. 2006-79 – April 4, 2006).

a. Receiving a Community Engagement Report/Plan from Tripepi Smith including the community outreach conducted; and adopt **Resolution No. 2025-27,** directing the City Manager to send to the California Coastal Commission the City of Marina's Community Engagement Plan.

Public Comments:

- Jeff Markham asked if tonight's slide could be made available to the public. Asked when these recommendations go to the Coastal Commission, who actually makes the breakdown of how the specific dollar amounts are going to be spent?

The City Council discussed who would be monitoring the $3million payout, looking at possible projects that could be done for 3 million. Paragraph in letter stating strong objections to Cal-Am use of monies and emphasis on the public wanting better beach access, Locke Paddon Park trail systems and pond restoration.

DELGADO/BIALA: THAT WE SPEND UP TO $150,000 ON INTERPRETIVE PANELS DESCRIBING THE HISTORY OF THE PROJECT AND ENVIRONMENTAL HARM AND THE DISREGARD FOR ENVIRONMENTAL JUSTICE, THE NON-HUMAN ASPECT OF HARM AND THE HUMAN ASPECT OF HARM; AND THEN THE REMAINDER TWO PROJECTS, ACCESSIBLE TRAILS AND PATHWAYS AT DUNES DRIVE AND LAKE COURT AND SECONDLY, LOCK PATTON PARK POND RESTORATION AND OR TRAIL NETWORK IMPROVEMENTS. TO POND RESTORATION, I WOULD SAY, FOR EXAMPLE VEGETATION MANAGEMENT AND WATER FILTRATION AERATION TO IMPROVE WATER QUALITY. 4-0-1(Visscher)-0 Motion Passes

b. Receiving the City of Marina Real Estate Market Analysis & Site Assessment Report and provide direction to city staff.

Public Comments:

- Jeff Markham commented that the owners of Marina Landing were speaking of the collapse of retail due to online and why they were having difficulty developing there, wondering if this analysis factors in this trend? Seems like this report and the gaps that are identified suggest that we should really consider reconstructing the Economic Development Commission. Suggested consulting with the Chamber of Commerce for their concurrence of this analysis. Was Seaside's Campus town factored into this?
- Denise Turley commented on the statement on the average household income being $113,000.

The city Council discussed the importance of the Economic Development Coordinator and the Economic Development Commission, current leakage, no mention of Joby in the report terminology of special retail, special food, special eating. Stability of chain stores vs. Mom and Pops. Dunes site 2 and Marina Landing site1. Horizontal mixed use and attraction of big boxed stores.

c. Adopting **Resolution No. 2025-28**, authorizing a lease agreement between Las Animas Concrete and Building Supply, Inc. (dba Las Animas Concrete, Marina).

Public Comments:

- Daryl Stanford supports the city's recommendation to end the lease in December 2025. Concerned about the public's safety.
- Tom Zahiralis supports the city's recommendation to end the lease in December 2025.
- Jennfier Brooks supports the city's recommendation to end the lease in December 2025.
- Robert Richmond supports the city's recommendation to end the lease in December 2025.
- Mr. Chan supports the city's recommendation to end the lease in December 2025.
- Irene Anakin spoke about having a place that is safe for everybody without the constant noise.
- Carmen Zahiralis supports the city's recommendation to end the lease in December 2025.
- Gary Redenbacher read an email from a city staff member from 2024 regarding the lease.
- Jeff noted there have been no incidents/accidents involving Las Animas and pedestrians, animals or vehicles. Aked that Las Animas be allowed to lease area for 3-years.
- Felicia Rogers supports the city's recommendation to end the lease in December 2025.
- Willam supports the city's recommendation to end the lease in December 2025. Noted there are no sidewalk between 9th and California Ave.
- Cason French provided a history of Las Animas and its current location, and states if Las Animas closes then all the tax money paid to Marina will go to another city. Opposes the city's recommendation
- Andre Mora spoke of having to drive on narrow streets, some without sidewalks and always having safety in mind while driving. Opposes the city's recommendation.
- James trains Las Animas drivers in vehicle safety. Opposes recommendation.
- Vecente indicated that shutting down Las Animas will affect a lot of families. Opposes the city's recommendation.
- Alfredo noted he's the mechanic and oversees the maintenance of each vehicle before it leaves the lot making sure the truck is safe to drive. Opposes the city's recommendation.
- Fred Nelson commented on the number of years Las Animas has been operating in Marina and does not feel they should be pushed out by residents that have only been here less than 2 years.
- Francisco stated the company follows the rules set by the city. Noise comes from other vehicles, not just Las Animas. Opposes the city's recommendation
- Mr. Juvenito Perez noted there is a huge sign stating that Las Animas is located on 9th Street reminding new residents of what they moved into. Opposes the city's recommendation.

- Carol Eng supports the city's recommendation to end the lease in December 2025.
- Scott French owner of Las Animas. Commented about the leakage study and how it would be affected if Las Animas was to move. Commented about some surrounding businesses that frequently use Las Animas for concrete. Opposes city the city's recommendation
- Min Chan spoke about the constant noise from the trucks
- Tyler French noted concrete trucks are louder than normal cars and the city performed a noise study for roughly 2-week and indicated we are within the legal limit of noise. Opposes the city's recommendation.
- Tom Lubowe supports the city's recommendation to end the lease in December 2025.
- Denise Turley commented on damage to her vehicle from one cement truck and asked whom from Las Animas does she complain to.
- Marie Weiner supports the city's recommendation to end the lease in December 2025.
- Bree Lavoe supports the city's recommendation to end the lease in December 2025.

The city council discussed whether there was any vehicle vs. pedestrians along California Ave., did homeowners sign any disclosures acknowledging there was a concrete plant nearby, future noise and traffic when concrete plant vacates, original lease and lease amendment termination dates, CUP termination date, lack of rent increases, contract management system.

DELGADO/MCCARTHY: TO ADOPT RESOLUTION NO. 2025-28, AUTHORIZING A LEASE AGREEMENT BETWEEN LAS ANIMAS CONCRETE AND BUILDING SUPPLY, INC. (DBA LAS ANIMAS CONCRETE, MARINA). 4-0-1(Visscher)-0 Motion Passes

14. COUNCIL & STAFF INFORMATIONAL REPORTS:
    a. Monterey County Mayor's Association [Mayor Bruce Delgado]
    b. Council reports on meetings and conferences attended (Gov't Code Section 53232).

15. ADJOURNMENT: The meeting adjourned at 11:27 P.M.

_____
Anita Sharp, Deputy City Clerk

ATTEST:

_____
Bruce C. Delgado, Mayor

DRAFT

Agenda Item: **10b(2)**
City Council Meeting of
May 6, 2025

ACTION
MINUTES

Tuesday, April 22, 2025

5:00 P.M. Closed Session
6:00 P.M. Open Session

SPECIAL MEETING

CITY COUNCIL, AIRPORT COMMISSION, MARINA ABRAMS B NON-PROFIT CORPORATION, PRESTON PARK SUSTAINABLE COMMUNITY NON-PROFIT CORPORATION, SUCCESSOR AGENCY OF THE FORMER MARINA REDEVELOPMENT AGENCY AND MARINA GROUNDWATER SUSTAINABILITY AGENCY

Council Chambers
211 Hillcrest Avenue
Marina, California

Zoom Meeting URL: https://zoom.us/j/730251556
Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556

1. CALL TO ORDER

2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)

   MEMBERS PRESENT: Jenny McAdams, Brian McCarthy, Kathy Biala, Mayor/Chair Bruce C. Delgado
   MEMBERS ABSENT: Mayor Pro-Tem/Vice Chair Liesbeth Visscher (Excused)

3. PUBLIC COMMENT ON CLOSED SESSION ITEMS: None

4. CLOSED SESSION:

   a. Conference with Legal Counsel, Existing Litigation (§ 54956.9(d)(1)) (2 cases)

      i. *TAMC v. City of Marina, Museum of Handcar Technology, et al.*, 24-CV-005108, Monterey Superior Court

      ii. *Museum of Handcar Technology v. TAMC and City of Marina*, 5:24CV-08598-EKL, United States District Court, Northern District of California

6:00 PM - RECONVENE OPEN SESSION AND REPORT ON ANY ACTIONS TAKEN IN CLOSED SESSION

City Attorney reported out Closed Session: Council provided direction and no reportable action was taken.

5. MOMENT OF SILENCE & PLEDGE OF ALLEGIANCE (Please stand)

6. BUDGET STUDY SESSION:

    a. Budget Study Session Discussion: Fiscal Year 2025-2026 and 2026-2027 Operating and Capital Improvement Budget.

Public Comments:

- Matt David ambassador for the Spay and Neuter Imperative Project of Monterey County (SNIP). Explained what SNIP is about and asked council to consider sponsoring SNIP clinics Buses
- Julie spoke about the SNIP clinics and asked council to consider finding the program
- Alison David stated we are fortunate that we have the Spay and Neuter Imperative Project, which offers the SNP bus, a mobile spay-neuter clinic that can come to your community. Request that you fund accessible and affordable spay-neuter for dogs, cats, and feral cats in your community.
- Lisa Sears spoke about the SNIP program and noted Seaside has been involved since 2019. Also spoke about the overcrowding at the Hitchcock Shelter. Noted the bare minimum to consider today is to fund three to four spay-neuter clinics a year at a cost of $15,000 to $20,000.
- Regina Mason provided background information on the Village Project and how they are planning a trip to Gana, Africa and will be taking students to visit. Requesting $5,000 from surrounding cities to help fund the trip.
- Mel Mason spoke about the Village Project and requested help with funding.
- Isa Nelson respectfully asked that the council prioritize funding for our city fields and spaces for our young people.
- LJ commented on supporting the Village Project but came to ask for funding for the SNIP Clinic Buses.
- Fred Nelson was encouraged to see some measures aimed at reducing homelessness on this budget and employee home buying programs. Hopes monies will be set aside for protecting our immigrant population.
- Charles Johnson council needs to invest more into the youth programs and sports fields and facilities. Not much for the youths.
- Steven Bailey council should support funding for young people with special needs.
- Carrie council should consider more funding for sports fields. Residents have been waiting over a decade for the promised sports fields and they have not arrived.
- Jeff Smith spoke about volunteering at Los Arboles Middle School with painting the backstop because nobody else was doing it. Marina children need clean sports fields and facilities to play. Asked council to start funding the youths of Marina via sports fields and facilities.
- Hugo Cortez believes the council is doing a disservice to the youths by focusing on the new housing and the new community trying to make them happy. Need to focus on the youths and building more sports fields and facilities.
- Grace Silva-Santella asked who is responsible for sidewalk maintenance? Asked about Del Monte/Reservation Rd. Intersection Plan and its approval. Commented on the sand sifting equipment for the parks; agrees there is the need of more sports fields. Asked council to move up the Civic Center on the list.
- Jeff Markham stated he is having a hard time mapping the consolidated project list to the citizens' priorities. There's a lot of unconsolidated items in the list that should be chunked together. List needs to be better organized.

- Denise Turley stated the need for additional restrooms and parking be included in the development of all future parks/sports fields.
- Billie Matthews commented that he passed promises of more ball fields in Marina. Asking for safe, well-maintained spaces for our children where they can grow. Play and learn the values of teamwork. Asked if it's still financially viable to include the ball field at the Dunes.

Council discussed sidewalk repair ordinance, improvement of the consolidated list, police officer positions, communications position, IT Master plan, Vehicle Fleet Management, funding for the Equestrian Center repairs, 3% CIP increases on pricing, SNIP Bus funding, Village Project, list showing accomplishments at budget meetings, funding for All Inclusive Playground Steering Committee, Fire Station #2 funding, Duplex renovation project funding, tennis courts, Hwy 1 Interchange, allocation of future funding for special projects under council budget.

DELGADO/MCCARTHY: THAT WE:

1. **CREATE A SUBCOMMITTEE TO IMPROVE THE CONSOLIDATED PROJECT LIST, CONSISTING OF COUNCILMEMBER BIALA AND MAYOR DELGADO; and**
2. **ALLOCATE $7,500 TO THE VILLAGE PROJECT. VILLAGE PROJECT IS REQUESTED TO REPORT BACK TO COUNCIL AFTER TRIP TO AFRICA; and**
3. **ALLOCATE $15,000 TO THE SNIP BUS. SNIP ADVOCATES ARE REQUESTED TO REPORT BACK TO COUNCIL AFTER EACH MOBILE CLINIC IN MARINA; and**
4. **ADD RESERVATION ROAD MEDIAN POWER SUPPLY FOR USE WITH HOLIDAY AND 50TH ANNIVERSARY DECORATION TO THE CONSOLIDATED PROJECT LIST AS #20; and**
5. **ADD DESIGN AND CONSTRUCTION OF AQUATIC/SPORTS CENTER TO THE CONSOLIDATED PROJECT LIST AS #3 AND BUMP ALL OTHER LISTED PROJECTS DOWN ONE ROW; and**
6. **ADD INCLUSIVE DUNES CITY PARK TO THE CONSOLIDATED PROJECT LIST AS #4 AND BUMP ALL OTHER LISTED PROJECTS DOWN ONE ROW; and**
7. **USE THE 3% CPI FOR ANNUAL INCREASE TO SET ASIDE FUNDS FOR ALL CIP-LISTED PROJECTS; and**
8. **DEFUND THE HIGHWAY 1 INTERCHANGE PROJECT ($1M); and**
9. **TEMPORARILY DON'T DEFUND $75K FOR THE TENNIS COURTS; and**
10. **KEEP $420,000 FUNDING FOR HOUSING DUPLEX PROJECT ON HAYES CIR; and**
11. **CREATE POLICY FOR FUNDING NON-PROFITS THROUGH THE CITY COUNCIL BUDGET; and**
12. **KEEP $100,000 FUNDING FOR THE ALL-INCLUSIVE PARK STEERING COMMITTEE; and**
13. **ADD OUTAGE PREPAREDNESS REPORT TO CONSOLIDATED PROJECT LIST AS #25; and**
14. **ESTABLISH A SPAY AND NEUTER ORDINANCE; and**
15. **ESTABLISH SIDEWALK REPAIR ORDINANCE; and**
16. **PROVIDE A LIST OF PROJECTS COMPLETED SO FAR DURING THE CURRENT BUDGET CYCLE AND A PHOTO PRESENTATION OF COMPLETED AND ONGOING PARKS AND RECREATION PROJECTS DURING THE CURRENT BUDGET CYCLE AT EACH BUDGET SESSION; and**

17. FOR EACH CIP PROJECT THAT HAS ALLOCATED FUNDS, PROVIDE THE DATE IT WAS PLACED ON THE LIST AND THE YEAR OF ITS EXPECTED COMPLETION. 4-0-1(Visscher)-0 Motion Passes.

7. ADJOURNMENT: The meeting adjourned at 10:15 P.M.

_____
Anita Sharp, Deputy City Clerk

ATTEST:

_____
Bruce C. Delgado, Mayor

CITY OF MARINA
HUMAN RESOURCES & RISK DEPARTMENT
211 Hillcrest Avenue
Marina, CA 93933
Phone 831 884 1283
Fax 831 384 0960

CLAIM FORM

This form is provided pursuant to Government Code Section 910.4 and shall be used by any person presenting a claim to the City of Marina under Government Code Section 810 et seq., except as provided in Government Code Sections 905 and 905.1. If additional space is needed for any of the required information, please attach additional sheets.

SECTION 1: CLAIMANT INFORMATION

Emily Torres
Name of Claimant

[redacted]
Telephone Number (include area code)

[redacted]
Mailing Address

City CA Zip Code

SECTION 2: NOTICES

The person presenting this claim desires that notices be sent to the following address:

Emily Torres
Name of Claimant

[redacted]
Telephone Number (include area code)

[redacted]
Mailing Address

City CA Zip Code

SECTION 3: CLAIM INFORMATION

Date of the occurrence/transaction which gave rise to the claim: 4/21/2025
Month, Day & Year

Provide the location of the occurrence/transaction which gave rise to the claim. If applicable, include street address, city or county, highway number, mile post number and direction of travel.

New Marina dog park, located at the corner of 9th Street and Sandy Gulch Drive

Explain the circumstances of the occurrence or transaction which gave rise to the claim. State all facts that support your claim against the City of Marina and why you believe the City of Marina is responsible for the alleged damage or injury.

My dog recieved an injury at this dog park where his coat got caught on an exposed screw on the sign post where the dog poop bag dispenser and trash is mounted

Provide a general description of the indebtedness, obligation, injury, damage, or loss incurred so far as it may be known at the time of presentation of the claim.

My dog recieved a large gash on the right side of his shoulder resulting in 7 stiches

Provide the name(s) of the City of Marina employee(s) causing the injury, damage or lost, if known.

N/A

Provide the amount claimed if said amount totals less than ten thousand dollars ($10,000.00) as of the date presentation of the claim (including the estimated amount of any prospective injury, damage, or lost , insofar as it may be known at the time of the presentation of the claim), together with the basis of computation of the amount claim.

Amount Claimed: $1,274.26

Basis for computation: The total vet bill for treatment of the injury includes examination, sedation, stitches, etc. Note: Additional cost for stich removal is pending

If the amount claimed exceeds ten thousand dollars ($10,000.00), do not provide the dollar amount of the claim. However, please indicate below whether the claim would be a limited civil case. A limited civil case is one where the amount claimed does not exceed twenty-five thousand dollars ($25,000.00).

_____ Limited Civil Case _____ Non-Limited Civil Case

SECTION 4: INSURANCE INFORMATION (OPTIONAL – MAY BE COMPLETE IF CLAIM INVOLVES A MOTOR VEHICLE)

Has a claim for the alleged damage/injury been filled or will it be filed with your insurance carrier?

☐ Yes (If marked, please provide information below. ☐ No

_____ ( ) _____

Name of Insurance Carrier Telephone Number (include area code)

_____

Mailing Address City State Zip Code

Policy Number: _____ Deductible: $_____

Name of registered owner(s) of the vehicle: _____

Vehicle Make: _____ Model: _____ Year: _____

SECTION 5: REPRESENTATIVE INFORMATION (OPTIONAL – MAY BE COMPLETED IF FILED BY ATTORNEY OR REPRESENTATIVE)

_____ ( ) _____

Name of Attorney/Representative Telephone Number (include area code)

_____

Mailing Address City State Zip Code

Is the claim filed on behalf of minor? ☐ Yes ☐ No If yes, please indicate:

Relationship to minor: _____ Minor's date of birth: _____

Month, Day & Year

SECTION 6: ADVISORY

Section 72 of the Penal Code provides that "every person who, with intent to defraud, presents for allowance or for payment to any State Board or Officer, or to any county, town, city, district, ward, or village, board or officer, authorized to allow or pay the same if genuine, any false or fraudulent claim, bill, account, voucher, or writing, is guilty of a felony."

SECTION 7: SIGNATURE

Signature of Claimant or Claimant's Attorney /Representative

4/26/2025
Date

SECTION 8: SUBMISSION OF CLAIM FORM

Completed claim forms must be submitted by personal delivery or by United States mail, postage paid, to the following address:

City of Marina
Marina City Hall
Attention: Catrina Scharf
Human Resources & Risk Department
211 Hillcrest Avenue
Marina, CA 93933

Office: (831) 884-1283
Fax: (831) 384-0860
HR@cityofmarina.org

Incomplete and un-signed claim forms will not be processed and will be returned to the claimant's address indicated on this form.

Once your completed and signed claim form is received in the City's Risk Management Department it may require placement on the City Council agenda for consideration to deny your claim. This action to deny your claim is required by law for public entities and does not mean the City will not process your claim. Rather, your claim will be researched by the City's Risk Management process, or it will be referred to the City's Risk Management Authority, MBASIA (Monterey Bay Area Self Insurance Authority) for investigation by the Claims Adjuster, Georg Hills.

Mr. Maiolini will handle your claim through settlement or resolution. You will be notified in writing by MBASIA of any actions pertaining to the status of your claim and if additional information in required. You may also contact our Risk Management Services at (707)602-3149, if you wish to discuss your claim.

Thank you.

May 3, 2025 Item No. **10e(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 6, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, AUTHORIZING STAFF TO PROCEED WITH THE PUBLIC BIDDING PROCESS FOR THE MARINA MUNICIPAL AIRPORT CAPITAL IMPROVEMENT PROJECT TAXILANE REHABILITATION

REQUEST:
It is requested that the City Council consider:

1. Adopt Resolution No. 2025-, authorizing staff to proceed with the public bidding process for the Marina Municipal Airport Taxilane Rehabilitation Project.

BACKGROUND:
At a regular meeting of April 6, 2024, the City Council adopted Resolution No. 2024-10, adopting the five (5) year Airport Capital Improvement Plan (ACIP) for Federal Aviation Administration (FAA) grant funded airport improvement projects and the grant agreement between the City of Marina and the Federal Aviation Administration (FAA) for the Airport Improvement Program (AIP) designated project- Rehabilitation Taxilane- Design Only, in the amount of $133,200 which included a $6,600 State match grant.

ANALYSIS:
The taxilane represents the only remaining airfield pavement that has not received any rehabilitation effort since the city acquired the airport in 1995. The Airports Pavement Maintenance Management Plan identifies a Pavement Condition Index (PCI) of 66 for this area of the airfield pavement due to numerous pavement distresses such as block cracking, shoving, and surface weathering. The rehabilitation of the taxilane is essential to assure the safe, long-term use and functionality of the element.

FISCAL IMPACT:
A 2.5% match is required from the Airport Fund which is approximately, $3,330.

CONCLUSION:
This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____
Adarian “AJ” Lawson
Airport Services Manager
City of Marina

REVIEWED/CONCUR:

_____
Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA AUTHORIZING STAFF TO PROCEED WITH THE PUBLIC BIDDING PROCESS FOR THE MARINA MUNICIPAL AIRPORT TAXILANE REHABILITATION PROJECT

WHEREAS, at a regular meeting of April 6, 2024, the City Council adopted Resolution No. 2024-10, Accepting and authorizing submission of the revised five (5) year Airport Capital Improvement Plan (ACIP) for Federal Aviation Administration (FAA) grant funded airport improvement projects, and;

WHEREAS, City Council approved a grant agreement between City of Marina and Federal Aviation Administration (FAA) for the Airport Improvement Program (AIP) 2023 designated project – Rehabilitate Taxilane – Design Only, in the amount of $133,200, and;

WHREREAS, authorized application for and acceptance of a State match grant in the amount of $6,660, and;

WHEREAS, authorized Finance Director to make necessary accounting and budgetary entries as necessary, and;

WHEREAS, authorized City Manager to execute grant application and grant agreement documents, contract documents, and professional services agreement documents on behalf of the City, subject to final review and approval by City Attorney.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Authorize staff to proceed with the public bidding process for the Marina Municipal Airport taxilane rehabilitation project.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

April 30, 2025 Item No. **10f(1)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of May 6, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, RECEIVING THE FISCAL YEAR 2025-26 ENGINEER'S REPORT FOR THE CYPRESS COVE II LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT; DECLARING ITS INTENTION TO FORM THE OVERLAY ASSESSMENT DISTRICT AND TO LEVY AN ASSESSMENT IN FISCAL YEAR 2025-26 IN EACH DISTRICT (EXISTING AND OVERLAY); AND CALLING A PUBLIC HEARING AND ASSESSMENT BALLOT PROCEEDING

REQUEST:

It is requested that the City Council to consider:

1. Adopting Resolution No. 2025-, receiving the Fiscal Year 2025-26 Engineer's Report for the Cypress Cove II Landscape Maintenance Assessment District; declaring its intention to form the overlay assessment district and to levy an assessment in Fiscal Year 2025-26 in each district (existing and Overlay); and calling a public hearing and assessment ballot proceeding.

BACKGROUND:

At the regular meeting of June 16, 1987, the City Council adopted Resolution 1987-23, ordering the formation of the Cypress Cove II Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals.

The Landscaping and Lighting Act of 1972 requires an annual update report to be prepared, which includes the costs to maintain the improvements of the Cypress Cove II Landscape Maintenance Assessment District and what the proposed assessments will be to provide for that maintenance.

The first step in the annual update process is for the City Council to initiate the process by adopting a resolution ordering the City Engineer to prepare and file an Engineer's Report for the District. After initiation of the update process and preparation of the update report, the City Council will be requested to adopt a resolution of intention to set a Public Hearing. Lastly, a Public Hearing will be held at a subsequent City Council meeting where the Assessment District's levy amount is approved and confirmed, resulting in the adoption of a resolution confirming the levy of assessment pursuant to the provisions of the Landscape and Lighting Act of 1972 of Part 2 of Division 15 of the Streets and Highways Code of the State of California.

At the regular meeting of February 19, 2025, the City Council adopted Resolution No. 2025-12, ordering the City Engineer to prepare and to file a report related to maintenance of the existing Cypress Cove II Landscape Maintenance Assessment District for Fiscal Year 2025-26. The report has been included as "**EXHIBIT A**".

ANALYSIS:

The current maximum assessment for the Assessment District was set in 2004 by ballot at $180.79 per parcel by City Council Resolution 2004-131. This rate generates $19,886.90 in revenues per year from the 110 parcels in the Assessment District. However, the cost for maintenance has progressively increased over the last 20 years without a corresponding revenue increase. This has led to reduction in services including the regular maintenance of the District-defining Cypress Trees surrounding the subdivision.

Staff held two community outreach meetings with District Residents on March 22 and 27, 2024, receiving residents' dissatisfaction with tree maintenance due to a low assessment rate and their unanimous desire to evaluate the health of the Cypress Trees in the District. Since the District's Cypress Trees were planted back in 1987, a general lack of adequate maintenance due to poor funding has led to several trees dying or being uprooted during unprecedented weather events. Residents have a vested interest in the health of existing trees and the best management practices necessary to care for them.

Staff retained the City's on-call consultant arborist Denise Duffy & Associates to provide a tree health evaluation report requested by the Residents to help answer questions directly from the District regarding how to better care for the trees moving forward. The cost of this report was captured in FY 24/25 extraordinary maintenance budget.

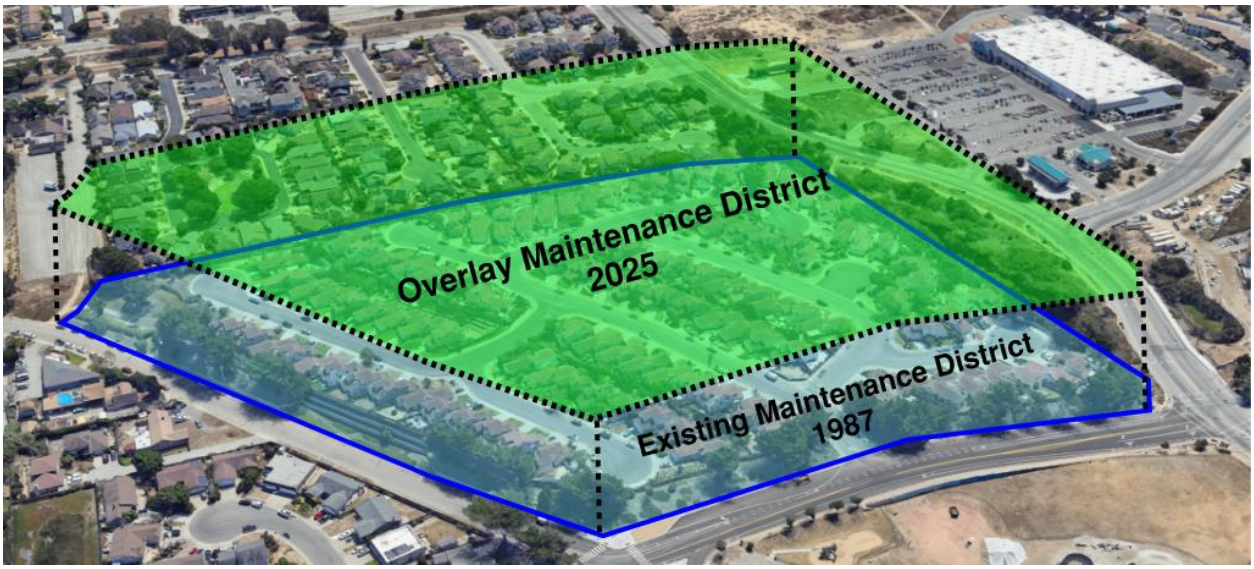
Staff held two community outreach meetings with District Residents on April 16 and 18, 2025, summarizing the Arborist Report and providing two Maintenance Plans with budget scenarios to Residents for their decision on whether to move forward with an assessment increase or proceed with District dissolution. The Arborist Report has been attached as **"EXHIBIT B"** with the Maintenance Plans and budget scenarios as **"EXHIBIT C".** Residents who attended agreed with Maintenance Option 1 which will require an initial Maintenance Budget of $123,044.30 for the first 5 years with an annual ongoing budget of $34,400 afterwards. Since the existing assessment cannot sustain this maintenance, an increase in the maximum assessment is required.

Pursuant to Proposition 218 (Articles XIII C and XIII D of the California Constitution), which was adopted in 1996, the rate cannot be increased without conducting a mail-ballot proceeding at which property owners have an opportunity to block any increase to the assessment.

Staff has prepared an Engineer's Report for the Cypress Cove II Maintenance Assessment District for FY 2025-26 and filed the report with the City Clerk. Staff is proposing assessment amounts as follows:

	Current FY 2024-25	Proposed FY 2025-26
Cypress Cove II (110 parcels)	$180.78	$180.78 + $**336.82(Overlay District)**

Because the existing assessment predates Proposition 218 and therefore is "grandfathered" with respect to Proposition 218's requirements, the $336.82 per parcel increase in the assessment shall be assessed through a separate "Overlay" Assessment District (which would be subject to Proposition 218) rather than as an increase to the assessment levied in connection with the existing Assessment District. If approved, this structure would result in each homeowner paying a total of $517.60 per year; $180.78 to the existing district and $336.82 to the new district. The property-owner approval requirement for the overlay structure is the same as it would be for an increase to the existing assessment.



In order to impose the overlay assessment, the City Council must hold a public hearing on the proposed overlay assessment. Notice of the hearing, along with an assessment ballot, must be mailed to each property owner no less than 45 days prior to the hearing. To meet this requirement, the Public Hearing shall be held on July 1, 2025 at the regular City Council meeting.

Property owners must return the assessment ballots to the City no later than the close of the public input portion of the hearing. The City Council can levy the overlay assessment if the number of returned ballots supporting the assessment is equal to or greater than the number of returned ballots opposing the assessment. Since the proposed assessment rate is the same for every parcel, every ballot will have the same weight. Procedures for the ballot process are attached as **"Exhibit D**".

If the overlay district is approved, the new levy will be submitted to the County Tax Assessor for inclusion on the Tax Roll by August 1, 2025.

CEQA Findings:

The City of Marina has determined that this action is not a "project" as defined in Section 15378(b)(5) of the CEQA Guidelines (California Code of Regulations, title 14, section 15000 et seq.) because the action constitutes an organizational or administrative activity that will not result in a physical change in the environment. That is because the activities funded by the overlay assessment are a continuation of previously approved ongoing activities. Therefore, no environmental review is required.

This activity was generally anticipated and analyzed in the Environmental Impact Report (EIR) prepared for the project and certified by the City Council through its adoption of Council Resolution No. 1987-40 on August 1, 1978.

FISCAL IMPACT:

Due to the years of inadequate funding for maintenance of the District, the remaining fund balance will not allow the sustainability of the District should the ballot measure fail. A summary of next steps is included in Exhibit B.

Adequate funding for providing notices for the public hearing has been appropriated in the FY 24/25 budget account for Cypress Cove II. There is no fiscal impact to receiving the Engineer's Report and setting a public hearing. The effects on the reserve will vary depending upon the actions taken in regards to the ballot results. Increasing the rate above the approved rate for this district of $180.78 will be subject to the voting requirements of Proposition 218.

CONCLUSION:

This request is submitted for City Council discussion and possible action.

Respectfully submitted,

_____

Edrie Delos Santos, PE
Public Works Department
City of Marina

REVIEWED/CONCUR:

_____

Ismael Hernandez
Public Works Director
City of Marina

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA RECEIVING THE FISCAL YEAR 2025-26 ENGINEER'S REPORT FOR THE CYPRESS COVE II LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT; DECLARING ITS INTENTION TO FORM THE OVERLAY ASSESSMENT DISTRICT AND TO LEVY AN ASSESSMENT IN FISCAL YEAR 2025-26 IN EACH DISTRICT (EXISTING AND OVERLAY); AND CALLING A PUBLIC HEARING AND ASSESSMENT BALLOT PROCEEDING

WHEREAS, at the regular meeting of June 16, 1987, the City Council adopted Resolution 1987-23, ordering the formation of the Cypress Cove II Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals; and

WHEREAS, the landscape maintenance activities funded by the District have been ongoing since 1987, and;

WHEREAS, the City Engineer, on the direction of the City Council, has filed with the City Clerk a report with respect to the Fiscal Year 2025-26 levy of the assessment in connection with the Assessment District (the "Report"); and

WHEREAS, the existing annual assessment rate of $180.78 per parcel is insufficient to fully fund the activities of the Assessment District; and

WHEREAS, the Report also describes the formation of the Cypress Cove II Landscape Maintenance Overlay Assessment District (the "Overlay Assessment District") and the Fiscal Year 2025-26 levy of an assessment in connection with the Overlay Assessment District; and

WHEREAS, the Overlay Assessment District has identical boundaries to the Assessment District, and has been designed to levy an additional $336.82 per parcel annual assessment that will fill the funding shortfall in the existing assessment; and

WHEREAS, the Report is on file in the Office of the City Clerk, available for public inspection, and incorporated herein by reference; and

WHEREAS, the City Council desires to proceed with the process for forming the Overlay Assessment District and levying the Fiscal Year 2025-26 assessments in connection with the Assessment District and the Overlay Assessment District (collectively, the "Districts") prior to the August 1, 2025 deadline with the Monterey County Auditor-Controller.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that:

1. The Report is hereby approved as filed.

2. The Council declares its intention to order the formation of the Overlay Assessment District and to levy and collect assessments in both Districts (existing and Overlay) for Fiscal Year 2025-26 as described in the Report.

3. Reference is made to the Report for a full and detailed description of (i) the improvements to be operated and maintained in connection with the Districts; (ii) the boundaries of the Districts; and (iii) the proposed assessments upon assessable lots and parcels of land within the Districts. The Report describes, among other things, each affected parcel of real property and the amount of the assessments for each such affected parcel for Fiscal Year 2025-26. The general nature of the improvements is not proposed to change.

4. A public hearing on the formation of the Overlay Assessment District and the levy of assessments in Fiscal Year 2025-26 in connection with each of the Districts is scheduled for Tuesday, July 1, 2025, at 6:30 P.M. or as soon thereafter as the matter may be heard in the City Council Chambers located at 211 Hillcrest Avenue, City of Marina, California.

5. Staff is directed to give notice of the public hearing as required by law. With respect to the Assessment District, such notice shall be given pursuant to Section 22626(a) of the Act. With respect to the Overlay Assessment District, such notice shall include an assessment ballot and shall otherwise be compliant with the requirements of Article XIII D, Section 4 of the California Constitution.

6. The City will accept and tabulate assessment ballots with respect to the Overlay Assessment District pursuant to the City's Procedures for the Completion, Return and Tabulation of Assessment Ballots, which is attached hereto as "Exhibit D" and incorporated herein by reference. If, upon tabulation, it is determined that the number of ballots returned (and not withdrawn) in opposition to the proposed assessment is in excess of the number of ballots returned (and not withdrawn) in support of the proposed assessment, then the City Council will not proceed with the formation of the Overlay Assessment District.

7. The assessment proposed in connection with the Overlay Assessment District is an annual assessment, which is intended to be perpetual and without sunset so long as the services funded by the Districts are required.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

CITY OF MARINA
MONTEREY COUNTY
CALIFORNIA

CYPRESS COVE II
LANDSCAPE MAINTENANCE
ASSESSMENT DISTRICT
AND
OVERLAY ASSESSMENT DISTRICT

ENGINEER'S REPORT

FY 2025-2026

Council Members:

B. DELGADO, MAYOR

B. MCCARTHY	L. VISSCHER
K. BIALA	J. MCADAMS

LAYNE LONG	City Manager
ANITA SHEPHERD-SHARP	Deputy City Clerk
RENÉ ORTEGA	City Attorney
ISMAEL HERNANDEZ	Public Works Director

Prepared By
City of Marina
Public Works Department

CYPRESS COVE II
LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
&
CYPRESS COVE II
LANDSCAPE MAINTENANCE OVERLAY ASSESSMENT DISTRICT
FY 2025-2026

This report concerns the Cypress Cove II Landscape Maintenance Assessment District ("Original Assessment District") and the Cypress Cove II Landscape Maintenance Overlay Assessment District ("Overlay Assessment District"), collectively "the Districts".

The Districts have identical boundaries, and each consist of the Cypress Cove II Subdivision located in the westerly portion of the City of Marina just east of the Highway I and Reservation Road interchange. The subdivision is bounded on three sides by Abdy Way, Cardoza Avenue, and Beach Road, contains 110 lots, a percolation pond parcel (Parcel B), and an emergency access road (Parcel C).

The subdivision consists of 110 single family homes complete with underground utilities, water and wastewater facilities, street and drainage improvements, and landscaping. The Districts have been formed for the purpose of maintaining the exterior boundary landscaping and retaining walls, installed and paid for by the developer.

This report has been prepared pursuant to Sections 22565 through 22574 of the Streets and Highways Code (Landscaping and Lighting Act of 1972).

The improvements to be maintained which are the subject of this report, are briefly described as follows:

> All exterior landscaping elements located adjacent to the subdivision boundaries along Abdy Way, Cardoza Avenue, and Beach Road and outside the chain link fence on Parcel B are considered as the improvements included in the Assessment District. Landscaping elements consist of hydroseeded areas, groundcover, shrubs, trees, irrigation pipelines, controllers, valves, sprinklers, masonry retaining walls, and electrical service. Plans and specifications showing these existing improvements which are to be maintained are on file in the City of Marina Public Works Division.

The Original Assessment District was formed in 1987 and the rate of the assessment in connection with the Original Assessment District has not been increased since 2004. Therefore, the Original Assessment District is "grandfathered" with respect to the requirements of Proposition 218 (Articles XIII C and XIII D of the California Constitution).

The Overlay Assessment District is designed to finance the maintenance of the trees in the landscaping areas noted in the description above. The cost estimate contained in this report is a determination of the cost of the special benefit to each parcel within the Overlay Assessment District from the operation, maintenance and servicing of the landscaping that provides aesthetic benefits to the adjacent and nearby parcels.

There is no general benefit from the facilities because the assessed parcels constitute all of the residential parcels within the geographically distinct subdivision that constitutes the Overlay Assessment District. It is unlikely that persons not associated with assessed parcels will make use of the facilities because the Overlay Assessment District is an isolated residential subdivision which has no pass-through traffic. Parcels outside of the Overlay Assessment District are in a different geographically distinct area and served by different facilities. Furthermore, the landscaping is geographically disbursed within the District and each assessed parcel has essentially equal proximity to (and special benefit from) improvements regardless of the parcel's location within the Overlay Assessment District.

All residential parcels in the Overlay Assessment District receive equal special benefits from the improvements. The only non-residential parcels in the Overlay Assessment District are a percolation pond and a park. These parcels do not receive special benefit from the improvements because they are themselves public landscaped areas of a nature similar to the landscaping funded by the Overlay Assessment District.

This report includes the following attached exhibits:

EXHIBIT A - An assessment diagram and boundary map showing all of the parcels of the real property within the Assessment District. The diagram is keyed to Exhibit C by the separate "Assessment Number".

EXHIBIT B - Spreadsheet showing estimated costs for FY 2024-2025 and estimated costs for FY 2025-2026 and FY 2026-2027.

EXHIBIT C - An assessment roll showing the amount proposed to be assessed against each parcel of real property within this Assessment District. In addition to the Assessor's Parcel Number each parcel has been assigned a separate "Assessment Number" which corresponds to that parcels lot number.

EXHIBIT D - Method of determination of assessment spread.

Respectfully Submitted,

_____
Nourdin Khayata, PE
Interim City Engineer

April 2025

Boundary and Landscaped Area Map

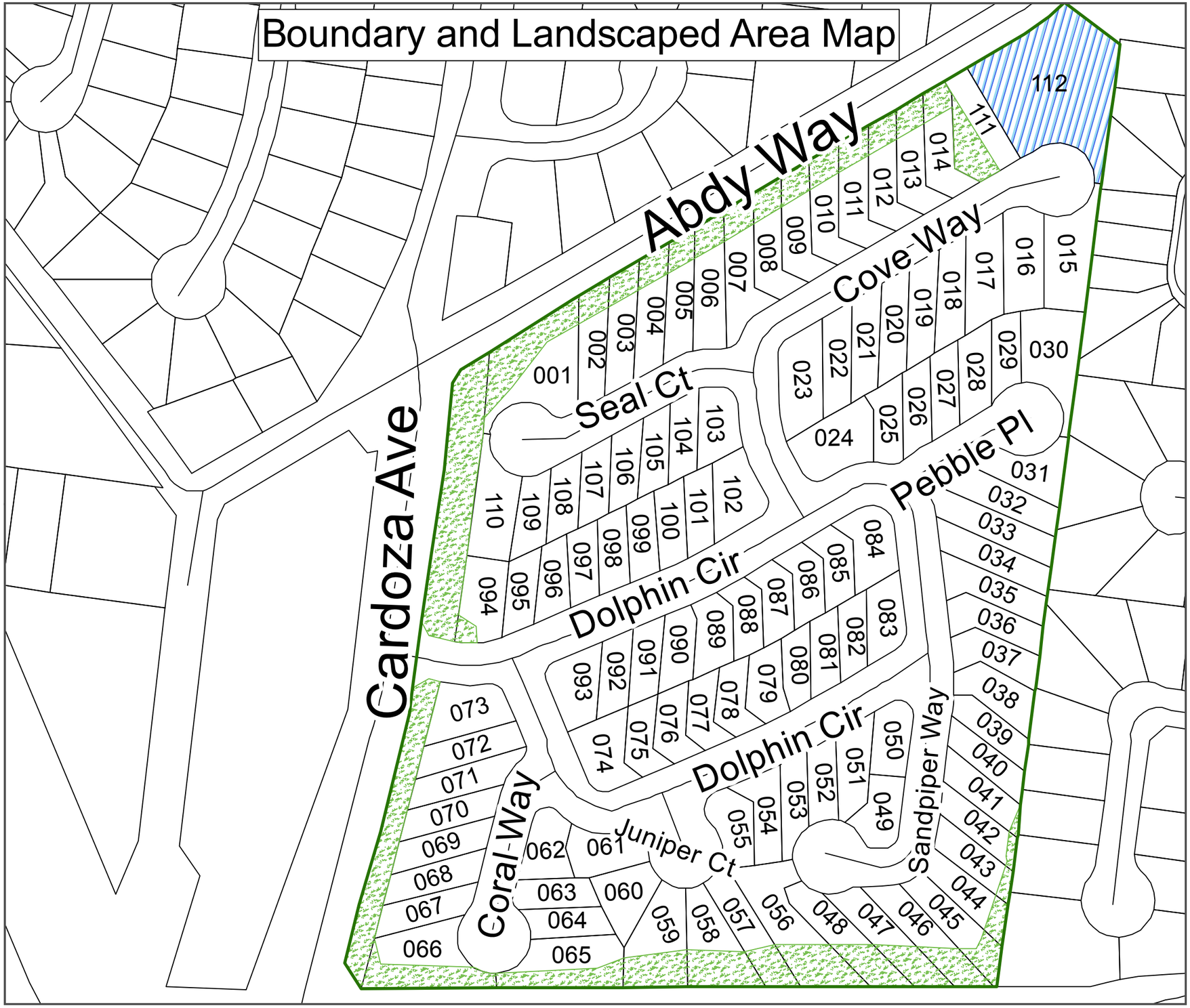
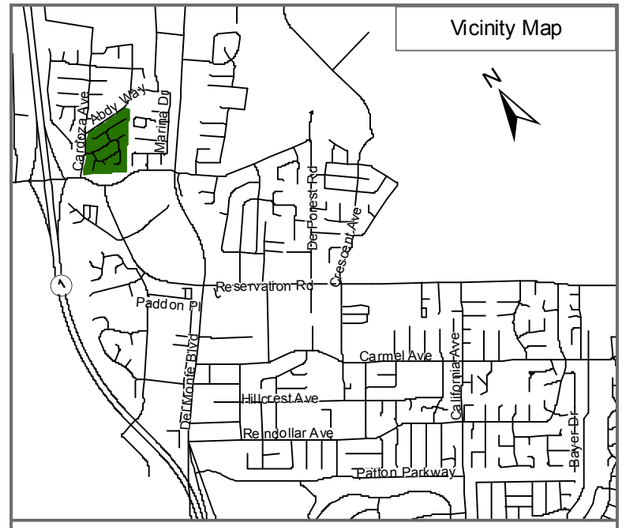


EXHIBIT A

Cypress Cove II
Landscape Maintenance District



Legend

Cypress Cove II

- Boundary
- Landscaped Area **2.00 Acres**
- Parcels
- Percolation Lot
- Roads

Date: April 15th, 2009

Notes: The City of Marina assume no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates/modifications and may not be complete or appropriate for all purposes. The City of Marina and Monterey County GIS should be queried for the most current information. Parcel data is of mapping grade only and does not represent reliable locations or legal boundaries.

Sources: Monterey County GIS, City of Marina CDD
Map Projection: California State Plane Zone IV, NAD 83 (Feet)

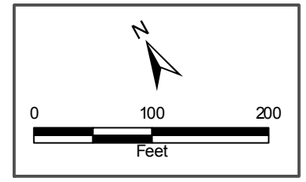


EXHIBIT B

CYPRESS COVE II LANDSCAPE MAINTENANCE DISTRICT

Summary	Estimates FY 2024-2025	Estimates FY 2025-2026	Estimates FY 2026-2027
Existing District Beginning Cash Balance, July 1st	$ 3,775	$ 393	$ 12,326
[a] Existing Assessment Revenues (110 Parcels)	$ 19,886	$ 19,886	$ 19,886
Overlay District Beginning Cash Balance, July 1st	$ -	$ -	$ -
[a] Overlay District Assessment Revenues (110 Parcels)	$ -	**$ 37,050**	**$ 37,050**
Total Available Funds	**$ 23,661**	**$ 57,330**	**$ 69,263**
Expenditures			
Contractor Services			
[b] Landscape Maintenance Contract	$ 6,439	$ 6,632	$ 6,831
Utilities	$ 644	$ 644	$ 644
Large Tree Trimming	$ -	$ 31,120	$ 37,050
Extraordinary Maintenance	$ 9,684	$ -	$ -
Tree/Plant Replacement			
Administrative Services			
Supervision	$ -	$ -	$ -
Administration (Incl. Engineers Report)	$ 3,500	$ 4,000	$ 4,000
Cost Allocation Plan Charges	$ 2,750	$ 2,750	$ 2,750
Legal Advertising	$ 250	$ 250	$ 250
Total Expenditures	**$ 23,267**	**$ 45,396**	**$ 51,525**
[c] Net Change in Fund Balance	**$ (3,381)**	**$ 11,933**	**$ 17,737**
[d] Ending Fund Balance, June 30th	**$ 393**	**$ 12,326**	**$ 30,064**

[a] The current District's Maximum Assessment per Prop 218 is $180.78 per parcel. The proposed assessment amount for FY 25/26 is $187.78 (Original District) + $336.82 (Overlay District).

[b] Maintenance Costs are shown as increasing per fiscal year by an estimated Consumer Cost Index (CPI) of 3% as allowed by the Contract Specifications.

[c] Net Change in Fund Balance equals the Total Expenditures subtracted from Total Assessment Revenue for that Fiscal Year.

[d] End Fund Balance equals the Net Change in Fund Balance plus the Beginning Cash Balance of that Fiscal Year. The FY 25/26 end fund balance will carry over to help finance the continuous work scheduled through the next 5-years.

EXHIBIT C
CYPRESS COVE II
LANDSCAPE MAINTENANCE DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

Diagram & Assessment No.	Assessor's Parcel Number	Original District Assessment	Overlay District Assessment
1	033-076-001	$ 180.78	$ 336.82
2	033-076-002	$ 180.78	$ 336.82
3	033-076-003	$ 180.78	$ 336.82
4	033-076-004	$ 180.78	$ 336.82
5	033-076-005	$ 180.78	$ 336.82
6	033-076-006	$ 180.78	$ 336.82
7	033-076-007	$ 180.78	$ 336.82
8	033-076-008	$ 180.78	$ 336.82
9	033-076-009	$ 180.78	$ 336.82
10	033-076-010	$ 180.78	$ 336.82
11	033-076-011	$ 180.78	$ 336.82
12	033-076-012	$ 180.78	$ 336.82
13	033-076-013	$ 180.78	$ 336.82
14	033-076-014	$ 180.78	$ 336.82
15	033-076-015	$ 180.78	$ 336.82
16	033-076-016	$ 180.78	$ 336.82
17	033-076-017	$ 180.78	$ 336.82
18	033-076-018	$ 180.78	$ 336.82
19	033-076-019	$ 180.78	$ 336.82
20	033-076-020	$ 180.78	$ 336.82
21	033-076-021	$ 180.78	$ 336.82
22	033-076-022	$ 180.78	$ 336.82
23	033-076-023	$ 180.78	$ 336.82
24	033-076-024	$ 180.78	$ 336.82
25	033-076-025	$ 180.78	$ 336.82
26	033-076-026	$ 180.78	$ 336.82

EXHIBIT C
CYPRESS COVE II
LANDSCAPE MAINTENANCE DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

Diagram & Assessment No.	Assessor's Parcel Number	Original District Assessment	Overlay District Assessment
27	033-076-027	$ 180.78	$ 336.82
28	033-076-028	$ 180.78	$ 336.82
29	033-076-029	$ 180.78	$ 336.82
30	033-076-030	$ 180.78	$ 336.82
31	033-076-031	$ 180.78	$ 336.82
32	033-076-032	$ 180.78	$ 336.82
33	033-076-033	$ 180.78	$ 336.82
34	033-076-034	$ 180.78	$ 336.82
35	033-076-035	$ 180.78	$ 336.82
36	033-076-036	$ 180.78	$ 336.82
37	033-076-037	$ 180.78	$ 336.82
38	033-076-038	$ 180.78	$ 336.82
39	033-076-039	$ 180.78	$ 336.82
40	033-076-040	$ 180.78	$ 336.82
41	033-076-041	$ 180.78	$ 336.82
42	033-076-042	$ 180.78	$ 336.82
43	033-076-043	$ 180.78	$ 336.82
44	033-076-044	$ 180.78	$ 336.82
45	033-076-045	$ 180.78	$ 336.82
46	033-076-046	$ 180.78	$ 336.82
47	033-076-047	$ 180.78	$ 336.82
48	033-076-048	$ 180.78	$ 336.82
49	033-076-049	$ 180.78	$ 336.82
50	033-076-050	$ 180.78	$ 336.82
51	033-076-051	$ 180.78	$ 336.82
52	033-076-052	$ 180.78	$ 336.82

EXHIBIT C
CYPRESS COVE II
LANDSCAPE MAINTENANCE DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

Diagram & Assessment No.	Assessor's Parcel Number	Original District Assessment	Overlay District Assessment
53	033-076-053	$ 180.78	$ 336.82
54	033-076-054	$ 180.78	$ 336.82
55	033-076-055	$ 180.78	$ 336.82
56	033-076-056	$ 180.78	$ 336.82
57	033-076-057	$ 180.78	$ 336.82
58	033-076-058	$ 180.78	$ 336.82
59	033-076-059	$ 180.78	$ 336.82
60	033-076-060	$ 180.78	$ 336.82
61	033-076-061	$ 180.78	$ 336.82
62	033-076-062	$ 180.78	$ 336.82
63	033-076-063	$ 180.78	$ 336.82
64	033-076-064	$ 180.78	$ 336.82
65	033-076-065	$ 180.78	$ 336.82
66	033-076-066	$ 180.78	$ 336.82
67	033-076-067	$ 180.78	$ 336.82
68	033-076-068	$ 180.78	$ 336.82
69	033-076-069	$ 180.78	$ 336.82
70	033-076-070	$ 180.78	$ 336.82
71	033-076-071	$ 180.78	$ 336.82
72	033-076-072	$ 180.78	$ 336.82
73	033-076-073	$ 180.78	$ 336.82
74	033-076-074	$ 180.78	$ 336.82
75	033-076-075	$ 180.78	$ 336.82
76	033-076-076	$ 180.78	$ 336.82
77	033-076-077	$ 180.78	$ 336.82
78	033-076-078	$ 180.78	$ 336.82

EXHIBIT C
CYPRESS COVE II
LANDSCAPE MAINTENANCE DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

Diagram & Assessment No.	Assessor's Parcel Number	Original District Assessment	Overlay District Assessment
79	033-076-079	$ 180.78	$ 336.82
80	033-076-080	$ 180.78	$ 336.82
81	033-076-081	$ 180.78	$ 336.82
82	033-076-082	$ 180.78	$ 336.82
83	033-076-083	$ 180.78	$ 336.82
84	033-076-084	$ 180.78	$ 336.82
85	033-076-085	$ 180.78	$ 336.82
86	033-076-086	$ 180.78	$ 336.82
87	033-076-087	$ 180.78	$ 336.82
88	033-076-088	$ 180.78	$ 336.82
89	033-076-089	$ 180.78	$ 336.82
90	033-076-090	$ 180.78	$ 336.82
91	033-076-091	$ 180.78	$ 336.82
92	033-076-092	$ 180.78	$ 336.82
93	033-076-093	$ 180.78	$ 336.82
94	033-076-094	$ 180.78	$ 336.82
95	033-076-095	$ 180.78	$ 336.82
96	033-076-096	$ 180.78	$ 336.82
97	033-076-097	$ 180.78	$ 336.82
98	033-076-098	$ 180.78	$ 336.82
99	033-076-099	$ 180.78	$ 336.82
100	033-076-100	$ 180.78	$ 336.82
101	033-076-101	$ 180.78	$ 336.82
102	033-076-102	$ 180.78	$ 336.82
103	033-076-103	$ 180.78	$ 336.82
104	033-076-104	$ 180.78	$ 336.82

EXHIBIT C
CYPRESS COVE II
LANDSCAPE MAINTENANCE DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

Diagram & Assessment No.	Assessor's Parcel Number	Original District Assessment	Overlay District Assessment
105	033-076-105	$ 180.78	$ 336.82
106	033-076-106	$ 180.78	$ 336.82
107	033-076-107	$ 180.78	$ 336.82
108	033-076-108	$ 180.78	$ 336.82
109	033-076-109	$ 180.78	$ 336.82
110	033-076-110	$ 180.78	$ 336.82
111		Exempt	
112		Exempt	

E X H I B I T D

METHOD OF DETERMINATION OF ASSESSMENT SPREAD

The maintenance of the subdivision exterior boundary landscaping benefits the Assessment District as a whole. Therefore, the assessment spread should be based on the number of building sites or lots contained within the district.

Assessments shall be spread over the 110 lots indicated on the Assessment Diagram (Exhibit A).

Tree Assessment and Forest Management Plan for the Cypress Cove II Landscape Maintenance District

March 2025

Prepared for

The City of Marina
and the
Residents of
Cypress Cove II Landscape Maintenance District

Prepared by

Denise Duffy & Associates, Inc.
947 Cass Street, Suite 5
Monterey, California 93940
Contact: Patric Krabacher

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APPENDIX B. Photo Log
APPENDIX C. Recommended Best Management Practices
APPENDIX D. PRC Section 4291 Defensible Space Zones

1. INTRODUCTION

Denise Duffy & Associates, Inc. (DD&A) is contracted by the City of Marina (City) and the residents of the Cypress Cove II Landscape Maintenance District (District) to provide arboricultural consulting services for the trees within the District, located in the City of Marina, California (**Figure 1**).

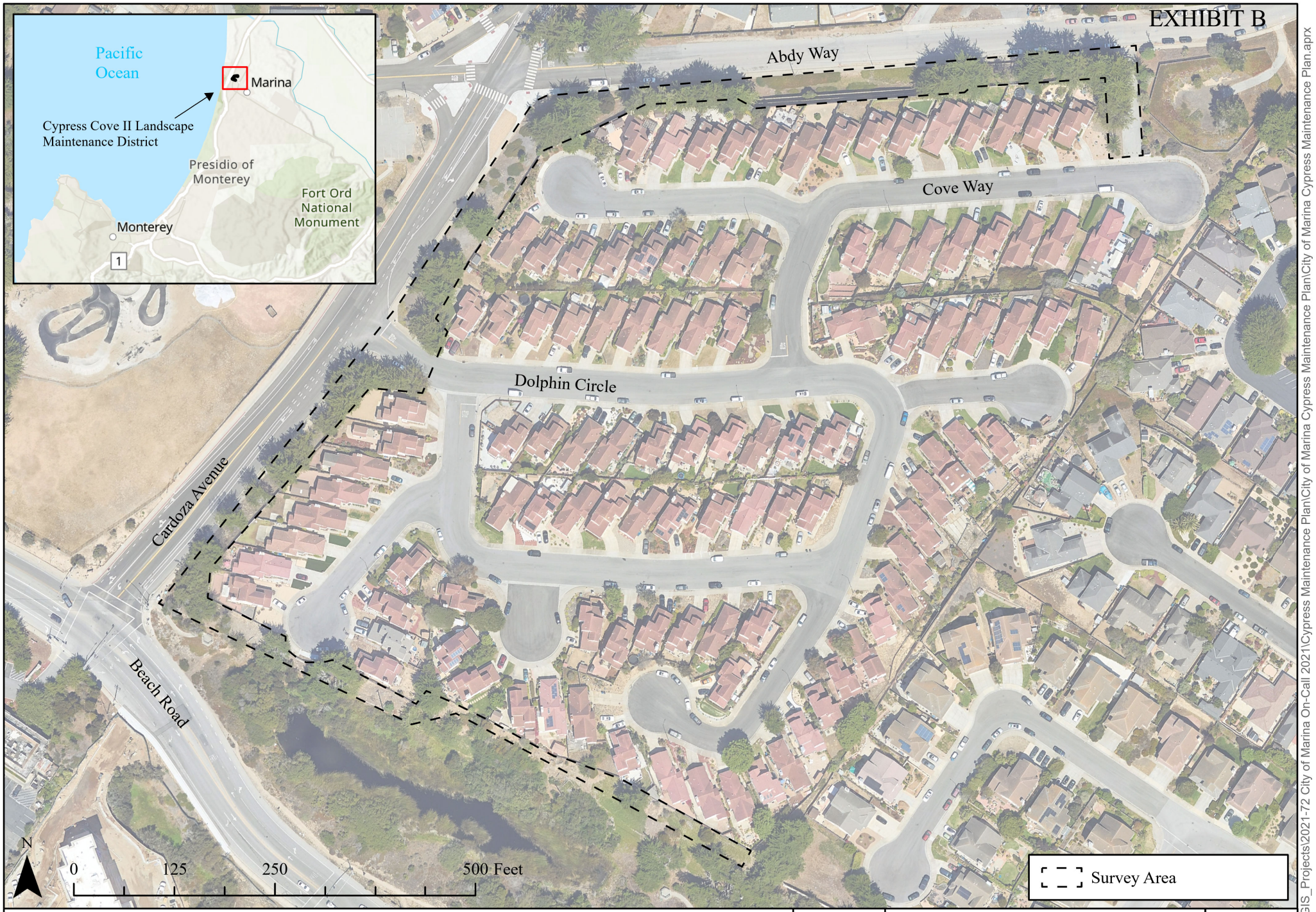
Trees within the project site are regulated by Marina Municipal Code (MMC or City Code) Chapter 17.62 (Tree Removal, Preservation, and Protection). Removal of any living tree, as defined by the City, requires a tree removal permit. DD&A conducted a tree survey within the project site to determine trees which are recommended for maintenance or removal. The survey included a tree inventory and brief assessment of each tree. This Tree Assessment and Forest Management Plan (FMP) documents the results of the tree survey and provides recommended maintenance options and measures to avoid, minimize, or mitigate potential adverse impacts of tree removal.

1.1 Project Description

In 1987, the District was formed to fund the maintenance of all exterior landscaping elements along Abdy Way, Cardoza Avenue, and Beach Road, as well as the landscaping surrounding the percolation lot. Any areas of groundcover, shrubs, trees, irrigation pipelines, controllers, valves, sprinklers, masonry retaining walls, and associated electrical services are considered landscaping elements and are maintained and serviced by this assessment District (City, 2025).

The District is named after the 70+ Monterey cypress (*Hesperocyparis macrocarpa*) surrounding the Subdivision that were present at the time of District creation (City, 2025). Monterey cypress is an evergreen tree in the Cupressaceae family, found in closed-cone coniferous forest at elevations of 10-30 meters. This species' native range occurs only in California at Cypress Point in Pebble Beach and Point Lobos State Natural Reserve. The genetic origin of the individuals within the District is not known, and they are very likely from planted stock or volunteers from planted nursery stock (pacificchorticulture.org, 2025). Due to the size and age of the trees, the city conducts an annual tree maintenance program for the health and safety of the trees and the District.

Each year, the District is assessed a special tax through the County to fund the Assessment District's landscape maintenance. The processes to set the assessment amount and levy the tax are through Marina City Council action. A public hearing (usually between April and May) is held for the residents of the District to voice their opinions on District maintenance or improvements they would like to see. All residents are notified by mail of the meeting time and place (City, 2025).



City of Marina Cypress Cove II Landscape Maintenance District Location Map

Date
3/6/2025

Scale
1 in = 95 ft

DENISE DUFFY & ASSOCIATES, INC.
Planning and Environmental Consulting

Figure
1
21

Path: D:\GIS\GIS_Projects\2021-72 City of Marina On-Call 2021\Cypress Maintenance Plan\City of Marina Cypress Maintenance Plan\City of Marina Cypress Maintenance Plan.aprx

2. METHODS

2.1 Assignment

DD&A was contracted by the City to prepare a tree assessment and forest management plan (maintenance plan) for the City and District to agree on (provided Options below in **Section 4**) to manage the remaining 64 Monterey cypress trees surrounding the District. DD&A was assigned to conduct a tree survey, which included a brief assessment of each individual tree to identify species, tree location, size, health and condition, management considerations, and potential risks (please note a formal risk assessment was not conducted for each individual tree).

2.2 Limitations

It is not the intent of this report to provide a monetary valuation of the trees or provide a risk assessment for any tree on this parcel, as any tree can fail at any time. The inspection of these trees consisted solely of a visual inspection from the ground due to budget limitations. While more thorough techniques are available for inspection and evaluation, they were neither requested nor considered necessary or appropriate at this time. No clinical diagnosis was performed on soils on-site, or on any pest or pathogen that may or may not be present within the site. Soil types within the site were evaluated using the U.S. Department of Agriculture – Natural Resources Conservation Service (NRCS) 2025 Web Soil Survey (NRCS, 2025). In addition to an inspection of the property, DD&A relied on information provided by the City and the District (e.g., survey boundaries, property boundaries, project description) to prepare this report, and must reasonably rely on the accuracy of the information provided.

Trees can be managed but not controlled. To live near trees, regardless of their condition, is to accept some degree of risk. The only way to eliminate all risks associated with trees is to eliminate all trees. DD&A shall not be responsible for another's means, methods, techniques, schedules, or procedures, or for contractor safety or any other related programs, or for another's failure to complete work in accordance with approved plans and specifications.

2.3 Regulatory Setting

2.3.1 City of Marina Municipal Code

MCC Section 17.62.030 requires a tree removal permit to remove, damage, or relocate, or cause to be removed, damaged, or relocated any tree on any property within City limits, unless exempted by MMC Sections 17.62.040 or 17.62.050. MMC Section 17.62.030 also prohibits construction activities within the dripline of any tree, unless these activities are conducted in compliance with tree protection guidelines adopted by resolution of the planning commission.

MMC Section 17.62.060 requires replacement trees and/or payment based upon the replacement of the healthy trees to be removed on a minimum two-for-one (2:1) basis or multiplied by three for each tree removed in violation of City Code.

MMC defines “tree” as any living woody perennial plant having a single stem of six (6) inches or more diameter at breast height (DBH; measured at 4.5 feet above ground) or a multi-stemmed plant having an aggregate diameter of 10 inches or more measured at DBH, and any living woody perennial plant which was planted in accordance with requirements of an approved compensation plan or was planted as part of a landscaping plan approved by the City. MMC defines “Dripline” as the greater of the outermost edge of the tree’s canopy, or 15 times DBH measured from the center point of the tree. Saplings which do not meet MMC’s definition of a tree (i.e., are less than six [6] inches DBH) are not protected by City Code.

2.3.2 California Public Resource Code

California Public Resource Code Chapter 3, Section 4291, requires compliance with certain fuel reduction and vegetation management objectives within 100 feet of a dwelling.

2.3.3 Nesting Birds

Raptors (e.g., eagles, hawks, and owls) and their nests are protected in California under the federal Migratory Bird Treaty Act (MBTA) and California Fish and Game Code Section 3503.5. Section 3503.5 states that it is "unlawful to take, possess, or destroy the nest or eggs of any such bird except otherwise provided by this code or any regulation adopted pursuant thereto." In addition, fully protected species under the Fish and Game Code Section 3511 (birds), Section 4700 (mammals), Section 5515 (fish), and Section 5050 (reptiles and amphibians) are also considered special-status animal species. Species with no formal special-status designation but thought by experts to be rare or in serious decline may also be considered special-status animal species in some cases, depending on project-specific analysis and relevant, localized conservation needs or precedence.

2.4 Survey Methods

DD&A International Society of Arboriculture (ISA) Certified Arborist Patric Krabacher conducted an tree survey within the project site on January 21, 22, and 23, 2025. The survey area encompasses the northern, western and southern borders of the District, which includes all surrounding large trees (**Figure 1**). Trees were inventoried in accordance with the following protocol, which was designed to meet the requirements of MMC Chapter 17.62:

- All trees were mapped with Global Positioning System (GPS) and assigned an identification number. Trees that may be considered for removal (see **Section 4** below) were tagged with a corresponding physical marker.
- Tree diameter was recorded at breast height (4.5 feet above ground) or (for multi-stemmed trees) at the most representable location.
- Multi-stemmed trees were recorded as one tree if the root crown (the point where the trunk meets natural grade) was contiguous. Multi-stemmed tree DBH was calculated by taking the square root of the squared sum of all stems measured (√[Stem 1 DHB2+ Stem 2 DBH2+ Stem 3 DBH2...]). This equation returns the diameter at the base of the tree (Chojnacky, 1999).
- Species, size, and health class were recorded for each tree. Tree health was recorded based on the following definitions:
  - *Good.* Trees with good health and structural stability that have the potential for longevity at the site. Tree is healthy and vigorous, as indicated by foliage color and density, and has no apparent signs of insect, disease, structural defects, or mechanical injury. Tree has good form and structure.
  - *Fair.* Trees in somewhat declining health and/or exhibits structural defects that cannot be abated with treatment. Trees will require more intense management and will have a shorter lifespan than those in the 'Good' category. Tree is in average condition and vigor for the area, but may show minor insect, disease, or physiological problems. Trees in fair condition may be improved with correctional pruning.
  - *Poor.* Trees in poor health or with significant structural defects that are not recommended to be mitigated for. Tree is in a general state of decline. Tree may show severe structural or mechanical defects which may lead to failure, and may have insect or disease damage, but is not dead.

Tree health was evaluated by visually inspecting each tree from its root crown to its foliar canopy for signs of decay, disease, or insect infestations. Differing with MMC's definition of a "tree," dead trees were inventoried for this survey.

Trees were also given a maintenance rating to determine the priority at which maintenance should be provided. The maintenance ratings are as follows:

1. Trees that are in violation of Public Resource Code, have significant dead wood, hanging limbs, and are located within 10 feet of a fence line or structure.
2. Trees that have significant deadwood, hanging limbs, but are located beyond 10 feet of a fence line or structure; however, if they were to fail would still damage persons or property.
3. Trees that do not have any targets of concern (i.e. fence lines or structures).
4. Trees are well outside the zone of impacting a fence line or structure but do fall within the maintenance zone.
5. No maintenance necessary

In addition to MMC dripline calculation, Critical Root Zones (CRZ) were also calculated per American National Standard Institute (ANSI) A300, Part 5 (ANSI, 2023). CRZ can be calculated as a 1.5-feet of radius for every one (1) inch of DBH. The CRZ is defined by ANSI Part 5 (ANSI, 2023) and ISA Standards (ISA Standards, 2025) as the area that includes the outermost extent of the root system of a tree. It is essential for protecting the tree's roots from compaction, disruption, or damage during construction or other activities.

Trimble® Geo 7 Series GPS units were utilized to collect data, which were then digitized using Trimble® GPS Pathfinder and ESRI® ArcGIS 10.4. GPS data were collected using geographic coordinate system Universal Transverse Mercator (UTM) Zone 10 North and the World Geodetic System 1984 (WGS84) datum.

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3. RESULTS/OBSERVATIONS

3.1 Site Conditions

The District is located in an urban-forested residential area in the northwestern portion of the City which also falls within the County of Monterey's (County's) Wildland Urban Interface (WUI) (County, 2025). The tree canopy within the District is dominated by Monterey cypress in fair to poor health, with a manicured understory that appeared to have been recently mowed. The understory is managed by a maintenance regime which includes regular mowing and pruning of the understory by a landscape contractor. All Monterey cypress trees have been unmaintained, excluding some minor hedging to keep them off adjacent fence lines, and topping of trees beneath powerlines.

3.2 Trees Inventoried

DD&A assessed and inventoried 67 trees within the survey area (see **Figure 2** and **Appendix A**). Trees observed and documented include 64 Monterey cypress, two (2) Australian blackwood[1] (*Acacia melanoxylon*), and one (1) Chinese elm (*Ulmus parvifolia*).

3.3 Tree Health Ratings

The tree assessment identified that 67% or 55 trees surveyed were in fair health, 13% or nine (9) trees were in poor health, 2% or two (2) trees were dead, and 1% or one (1) tree was in good health (**Table 1** and **Appendix A**). 31 Trees were found to have a maintenance rating of one (1) and should be a priority with the options below (**Table 1**, **Figure 3**, and **Appendix A**). Trees in fair condition are in average vigor for the area but have a lot of dead wood that will require removal, have been improperly cut or topped, have hanging limbs that require removal, are leaning, have exposed heartwood or missing bark, or are showing signs of either abiotic or biotic stress.

Table 1. Summary of Tree Assessment Results

Species	Total # of Trees	Maintenance Rating					Health Rating			
		1	*2*	*3*	*4*	*5*	*Good*	*Fair*	*Poor*	*Dead*
Monterey cypress	64	31	10	4	19	0		55	8	1
Australian blackwood	2	1			1	0			1	1
Chinese elm	1				1	0	1			

3.4 Abiotic Stressors

Abiotic stressors are non-living stressors that can negatively impact trees (Dunster, 1996). There is significant evidence that poor pruning techniques were used to keep trees off of structures and away from fence lines (**Appendix A**), including pruning between branch nodes, heading cuts, and topping of trees. Hanging limbs, missing bark, crown dieback, and wind exposure were also observed results of abiotic stressors.

3.5 Biotic Stressors

Biotic stressors are living factors that can negatively impact trees (Dunster, 1996). Minor evidence of a boring beetle was noted; however, no clinical diagnosis was performed. Typical boring beetles for this species include the cypress tip moth (*Argyresthia cupressella*) and the cypress bark beetle (*Phloeosinus* sp.). The main disease of concern is cypress canker, that can be spread with movement from beetle or moth

[1] This species is recommended for removal whenever found, as it is nonnative and has shown to be locally invasive.

activity; however further investigation and clinical diagnosis would be recommended to determine presence of these species. No symptoms of sudden oak death were observed.

3.6 Soils

The District is located on soil classified by the NRCS as "Baywood sand" over 80 inches deep. Drainage is defined as "somewhat excessively drained", and permeability ranges from 5.95 to 19.98 in/hr. The available water capacity is low (about 4.8 inches) (NRCS, 2025). Roots can penetrate to a depth of over 60 inches. Monterey cypress trees prefer well-drained soil with pH levels ranging from acidic to slightly alkaline (NC State, 2025). To improve soil composition, it is recommended to incorporate organic materials to enhance soil fertility and structure. This can help improve declining or stressed Monterey cypress trees within the District.



City of Marina Cypress Cove II Landscape Maintenance District
Tree Survey Results

Date
3/14/2025

Scale
1 in = 95 ft

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Figure
2
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Path: D:\GIS\GIS_Projects\2021-72 City of Marina On-Call 2021\Cypress Maintenance Plan\City of Marina Cypress Maintenance Plan\City of Marina Cypress Maintenance Plan.aprx

Trees were also given a maintenance rating to determine the priority at which maintenance should be provided. The maintenance ratings are as follows:

1. Trees that are in violation of Public Resource Code, have significant dead wood, hanging limbs, and are located within 10 feet of a fence line or structure.

2. Trees that have significant deadwood, hanging limbs, but are located beyond 10 feet of a fence line or structure; however, if they were to fail would still damage persons or property.

EXHIBIT B



City of Marina Cypress Cove II Landscape Maintenance District Maintenance Ratings for Priority Trees

Date 3/14/2025

Scale 1 in = 95 ft

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Figure 3

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4. MANAGEMENT AND MONITORING RECOMMENDATIONS

4.1 Management Options

The following provides two (2) options for management of the trees within the District. Regular maintenance and management, in combination with monitoring, will improve the health of all trees within this District and reduce the likelihood of failure. **Section 4.2** provides maintenance recommendations that should be implemented regardless of which option is chosen.

4.1.1 Option 1. Maintenance and Monitoring Program

Option 1 involves implementing maintenance of the trees based on the results of the tree assessment provided herein, followed by annual monitoring. Regular maintenance, designed to promote plant health and vigor, will ensure the longevity of the existing trees. Additional monitoring and maintenance recommendations can be found below in **Section 4.2**, and should be implemented in conjunction with this Option. The top maintenance issues found throughout all the trees were an overabundance of dead wood and poor pruning practices (**Appendix A**). Removal of deadwood and correcting the poorly pruned limbs would lower the risk of these trees to failing on a person or property and increase most of their health conditions to a "good" health rating. Maintenance of trees should be implemented in the order based on the maintenance rating (see **Section 2**) as follows:

1. Dead trees are recommended for immediate removal.
2. Trees are recommended for immediate pruning. These trees are in violation of Public Resource Code, have significant dead wood, hanging limbs, and are located within 10 feet of a fence line or structure.
3. Trees are recommended for pruning after the "1 rated" trees have been addressed. These trees also have significant deadwood, hanging limbs, but are located beyond 10 feet of a fence line or structure.
4. Trees are recommended for pruning when time permits, as they do not have any targets of concern (i.e. fence lines or structures).
5. Trees are well outside the zone of impacting a fence line or structure but do fall within the maintenance zone.

4.1.2 Option 2. Removal of Maintenance Rating 1 Trees

Option 2 includes removal of trees identified during the tree assessment with a maintenance rating of 1 (**Table 1** and **Appendix A**). This option is recommended as a last resort as the existing trees create a windbreak for the residents of the District. Removal is typically only recommended when a tree:

1. Is dead, dying, or considered irreparably hazardous;
2. Is causing an obstruction or is crowding and causing harm to other trees and the situation is impossible to correct through pruning;
3. Is to be replaced by a more suitable specimen, and;
4. Should be removed to allow for construction.

Removal of trees is only recommended if trees with a maintenance rating of 1 can't be properly maintained due to funding or timing. If removal is chosen, it is recommended that required replanting's be off site at a City approved location. See **Section 4.2.2** for additional mitigation recommendations and requirements.

4.2 Monitoring and Maintenance Recommendations

4.2.1 Monitoring Recommendations

Annual monitoring of each tree and preparation of a monitoring report that outlines which trees require maintenance is recommended regardless of the management option chosen. Regular inspections of the trees at least once a year can prevent or reduce the severity of future disease, insect, and environmental problems, and can help correct these problems before they become damaging to persons or property.

During the recommended annual tree inspection, characteristics of tree vigor should be examined as well as document and record other data including:

1. Health rating can be subjective but should always be considered to track the health of a tree.
2. New leaves or buds, leaf size, twig growth, and absence of crown dieback (gradual death of the upper part of the tree).
3. A reduction in the extension of shoots (new growing parts), such as buds or new leaves, is a fairly reliable cue that the tree's health has recently changed. Growth of the shoots over the past three (3) years may be compared to determine whether there is a reduction in the tree's typical growth pattern.
4. Signs of poor tree health or trunk decay, crown dieback, or both. These symptoms often indicate problems that began several years earlier.
5. Loose bark or deformed growths, such as trunk conks (mushrooms), are common signs of stem or root decay.
6. Structural defects including: large cracks, hanging limbs, uprooting or root plate lifting, included bark, codominance in stems, or abnormal leans.
7. Size including DBH, height, and calculate CRZ and Dripline.

Any abnormalities found during these inspections, including insect activity and spotted, deformed, discolored, or dead leaves and twigs, should be noted and observed closely. If abnormality is documented it is also recommended to further investigate with Level 1-3 (whichever Arborist deems appropriate) Tree Risk Assessment.

4.2.2 Maintenance Recommendations

Mulching

Mulch, or decomposed organic material, placed over the root zone of a tree reduces environmental stress by providing a root environment that is cooler and contains more moisture than the surrounding soil. Mulch can also prevent mechanical damage by keeping machines such as lawn mowers and string trimmers away from the tree's base. Furthermore, mulch reduces competition from surrounding weeds and turf. To be most effective, mulch should be placed 2 to 4 inches deep and cover the entire root system, which may be as far as 2 or 3 times the diameter of the branch spread of the tree (UMass, 2025). It is recommended that as much of the area under the drip line of the tree be mulched as possible (**Figure 2**). When placing mulch, care should be taken not to cover the root flare or base of the tree. This mulch-free area, 1 to 2 inches wide at the base, is sufficient to avoid moist bark conditions and prevent trunk decay. An organic mulch layer 2 to 4 inches deep of loosely packed shredded leaves, pine straw, peat moss, or composted wood chips is adequate. Plastic should not be used, as it interferes with the exchange of gases between soil and air, which inhibits root growth. Thicker mulch layers, 5 to 6 inches deep or greater, may also inhibit gas exchange.

Fertilization

Trees require certain nutrients (essential elements) to function and grow. These urban landscape trees may be growing in soils that do not contain sufficient available nutrients for satisfactory growth and development. In certain situations, it may be necessary to fertilize to improve plant vigor. Fertilizing a tree can improve growth; however, if fertilizer is not applied correctly, it may not benefit the tree at all and may even adversely affect the tree (Morton, 2025). When considering supplemental fertilizer, it is important to consider nutrient deficiencies and how and when to amend the deficiencies. Soil conditions, especially pH and organic matter content, vary greatly, making the proper selection and use of fertilizer a somewhat complex process. A clinical test of the soil is recommended for soil nutrients if fertilizer is recommended. A soil testing laboratory can give advice on application rates, timing, and the best blend of fertilizer for each tree and other landscape plants on site. Always follow manufacturer recommendations for use and application.

Pruning

Pruning of trees is recommended and may be necessary for some trees on site, especially those with a maintenance rating of 1 and/or those along or near fence lines, roads or driveways. Pruning is to be minimal but performed only when necessary in accordance with ANSI A300 pruning Standards (ANSI, 2023). Pruning should prioritize deadwood removal and trees that are exhibiting some minor structural defect or minor disease that must be compensated for. Should the health and vigor of any tree decline it should be treated as appropriately recommended by a certified arborist or qualified forester. Work should be timed to avoid the breeding and nesting season for raptors and other protected avian species. If work must occur during the avian breeding and nesting season (approximately February 1 through September 15), surveys for nesting birds shall be conducted no more than 15 days prior to maintenance activities.

The following are offered as guidelines when pruning

- In general, trees will be assessed and pruned first for safety, next for health, and finally for aesthetics. No more than 25% of the tree overall crown will be pruned in one season.
- Type of pruning is determined by the size of branches to be removed. General guidelines for branch removal are:
    1. Fine Detail pruning – limbs under 2 inch diameter are removed.
    2. Medium Detail Pruning – limbs between 2 and 4 inch diameter.
    3. Structural Enhancement – limbs greater than 4 inch diameter.
    4. Broken and cracked limbs – removed in high traffic areas of concern.
- Crown thinning is the cleaning out of or removal of dead diseased, weakly attached, or low vigor branches from a tree crown and consist of the following steps:
    - All trees will be pre-assessed on how the tree will be pruned from the top down.
    - Tree trimmers will favor branches with strong, U- shaped angles of attachment and where possible remove branches with weak, V-shaped angles of attachment and/or included bark.
    - Lateral branches will be evenly spaced on the main stem of young trees and areas of fine pruning.
    - Branches that rub or cross another branch will be removed where possible.

- Lateral branches will be no more than one-half to three-quarters of the diameter of the stem to discourage the development of co-dominant stems where feasible.

Tree Removal

In accordance with City Code and California Fish and Game Code, the following measures are recommended to avoid or minimize impacts resulting from tree removal, if implemented:

1. Work should be timed to avoid the breeding and nesting season for raptors and other protected avian species. If work must occur during the avian breeding and nesting season (approximately February 1 through September 15), surveys for nesting birds shall be conducted no more than 15 days prior to project activities in all areas of the project footprint that may provide suitable nesting habitat. If nesting birds are identified during surveys, an appropriate buffer shall be imposed within which no work or disturbance will take place (generally 300 feet in all directions). A qualified biologist shall be on-site during work re-initiation in the vicinity of the nest offset to ensure that the buffer is adequate and that the nest is not stressed and/or abandoned. No work shall proceed in the vicinity of an active nest until such time as all young are fledged, or until after September 16, when young are assumed fledged.
2. MMC requires a 2:1 replacement ratio for removal of healthy trees. A Replanting Plan shall be prepared to satisfy the requirements of a removal permit per MMC outlining the locations of all replacement trees. Correct species should be chosen for the planting location, and all tree species should be approved by City or be chosen from the preapproved City planting list. DD&A recommends the replacement plantings be fifteen-gallon trees in locations with the greatest openings to minimize competition and maximum sunlight. (If fifteen-gallon sizes are unavailable, smaller sizes may be substituted.) The spacing between trees shall be at least eight (8) feet. Watering for establishment within the first two (2) months shall be at least once (1) per week, then every two (2) weeks during the late spring, summer, and fall for two (2) years. Due to the lack of water within the District, it is recommended replacement plantings be offsite in a City approved location.
3. Following construction and installation of replacement plantings, replacement plantings shall be monitored annually by a qualified arborist for a period of no less than five (5) years. If any noticeable decline in the health of any tree is observed, additional trees shall be planted onsite at a 1:1 ratio in a suitable location as determined by a qualified arborist or forester.

Defensible Space

This District lies within the WUI per Monterey County but has not been given a hazard rating yet (WUI, 2025). The WUI is the area where houses meet or intermingle with undeveloped wildland vegetation (V.C Randeloff, 2005). A WUI is a potential treatment zone in which projects could be conducted to reduce wildland fire threats to people (WUI, 2025, **Figure 4**). This section for maintenance is included in this report because many limbs were observed hanging over chimneys or structures. These trees can be references as they were given a maintenance rating of 1. Defensible space is divided into zones measured from the edge of structures/fences or road edges (**Appendix D**), each with specific guidelines. The zoned approach for defensible space scales the intensity of wildfire fuel reduction based on the proximity to the structure. In each zone, the intensity of vegetation management increases as the distance to the home decreases. The zones outlined in detail in **Appendix D** are recognized in PRC Section 4291.



City of Marina Cypress Cove II Landscape Maintenance District
Monterey County Wildland Urban Interface

Date
3/6/2025

Scale
1 in = 95 ft

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Figure
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APPENDIX A

Tree Table

Tag	Species	Common	Total DBH	Dripline (ft) Per MMC	CRZ (ft)	Maintenance Rating	Health	Comment
927	Hesperocyparis macrocarpa	Monterey Cypress	10	13	8	4	Fair	ST, IB
928	Hesperocyparis macrocarpa	Monterey Cypress	19	24	14	3	Fair	DW
929	Hesperocyparis macrocarpa	Monterey Cypress	24	30	18	3	Fair	DW
930	Hesperocyparis macrocarpa	Monterey Cypress	26	33	20	4	Fair	DW, CD
931	Hesperocyparis macrocarpa	Monterey Cypress	29	36	22	1	Fair	DW, HD
932	Hesperocyparis macrocarpa	Monterey Cypress	34	43	26	1	Fair	DW, HL, HD, ML
933	Hesperocyparis macrocarpa	Monterey Cypress	44	55	33	1	Fair	S-DW, S-HD, HL, PRC, GR, ML
934	Ulmus parvifolia	Chinese Elm	8	10	6	4	Good	DW
935	Hesperocyparis macrocarpa	Monterey Cypress	41	51	31	1	Fair	DW, HD, GR
936	Hesperocyparis macrocarpa	Monterey Cypress	28	35	21	4	Fair	HD
937	Hesperocyparis macrocarpa	Monterey Cypress	33	41	25	1	Fair	HD, ML
938	Hesperocyparis macrocarpa	Monterey Cypress	24	30	18	1	Fair	HD, HL
939	Hesperocyparis macrocarpa	Monterey Cypress	24	30	18	1	Fair	DW, HD
940	Hesperocyparis macrocarpa	Monterey Cypress	28	35	21	1	Fair	DW, HD
941	Hesperocyparis macrocarpa	Monterey Cypress	44	55	33	1	Fair	DW, HD
942	Hesperocyparis macrocarpa	Monterey Cypress	39	49	29	1	Fair	DW, HD
943	Hesperocyparis macrocarpa	Monterey Cypress	6	8	5	4	Fair	ST, LN
944	Hesperocyparis macrocarpa	Monterey Cypress	46	58	35	1	Fair	DW, HD, ML
945	Hesperocyparis macrocarpa	Monterey Cypress	48	60	36	3	Fair	DW, HD
946	Hesperocyparis macrocarpa	Monterey Cypress	18	23	14	2	Fair	DW, HD
947	Acacia melanoxylon	Australian Blackwood	6	8	5	1	Dead	D, Tree recommended for removal
948	Hesperocyparis macrocarpa	Monterey Cypress	49	61	37	4	Fair	HL, HD, IB
949	Hesperocyparis macrocarpa	Monterey Cypress	11	14	8	4	Fair	ML
950	Hesperocyparis macrocarpa	Monterey Cypress	15	19	11	2	Poor	HD, HL, Recommended for removal
951	Hesperocyparis macrocarpa	Monterey Cypress	39	49	29	2	Fair	DW, HD, GR
952	Hesperocyparis macrocarpa	Monterey Cypress	24	30	18	2	Fair	DW, HD, EH
953	Hesperocyparis macrocarpa	Monterey Cypress	32	40	24	4	Poor	HD, CDB
954	Hesperocyparis macrocarpa	Monterey Cypress	12	15	9	4	Fair	CDB, DW, recommended to raise canopy
955	Hesperocyparis macrocarpa	Monterey Cypress	11	14	8	2	Fair	DW, S-SD, EH, ML
956	Hesperocyparis macrocarpa	Monterey Cypress	8	10	6	4	Poor	CDB
957	Hesperocyparis macrocarpa	Monterey Cypress	23	29	17	1	Fair	HD
958	Hesperocyparis macrocarpa	Monterey Cypress	40	50	30	1	Fair	S-DW, S-HD
959	Hesperocyparis macrocarpa	Monterey Cypress	35	44	26	1	Fair	DW, HD
960	Hesperocyparis macrocarpa	Monterey Cypress	6	8	5	1	Poor	DW, HD, SD, LN
961	Hesperocyparis macrocarpa	Monterey Cypress	18	23	14	1	Fair	DW, HD, LN
962	Hesperocyparis macrocarpa	Monterey Cypress	17	21	13	1	Fair	DW, HD, Tree is approx. 2 feet from fence line
963	Hesperocyparis macrocarpa	Monterey Cypress	18	23	14	1	Fair	DW, HD, Tree is approx. 2 feet from fence line
964	Hesperocyparis macrocarpa	Monterey Cypress	33	41	25	1	Fair	DW, HD
965	Hesperocyparis macrocarpa	Monterey Cypress	20	25	15	4	Fair	DW, HD

Tag	Species	Common	Total DBH	Dripline (ft) Per MMC	CRZ (ft)	Maintenance Rating	Health	Comment
966	Hesperocyparis macrocarpa	Monterey Cypress	31	39	23	1	Fair	DW, HD
967	Hesperocyparis macrocarpa	Monterey Cypress	13	16	10	2	Poor	DW, HD, D
968	Hesperocyparis macrocarpa	Monterey Cypress	28	35	21	2	Fair	DW, HD
969	Hesperocyparis macrocarpa	Monterey Cypress	14	18	11	4	Fair	DW
970	Hesperocyparis macrocarpa	Monterey Cypress	38	48	29	1	Fair	DW, HD
971	Hesperocyparis macrocarpa	Monterey Cypress	49	61	37	1	Fair	DW, HD
972	Hesperocyparis macrocarpa	Monterey Cypress	21	26	16	1	Fair	DW, HL, HD
973	Hesperocyparis macrocarpa	Monterey Cypress	24	30	18	2	Fair	DW, HD
974	Hesperocyparis macrocarpa	Monterey Cypress	37	46	28	1	Fair	DW, HD
975	Hesperocyparis macrocarpa	Monterey Cypress	16	20	12	1	Poor	DW, HD
976	Hesperocyparis macrocarpa	Monterey Cypress	15	19	11	2	Fair	DW, HD
977	Hesperocyparis macrocarpa	Monterey Cypress	14	18	11	4	Fair	DW
978	Hesperocyparis macrocarpa	Monterey Cypress	16	20	12	4	Fair	DW
979	Hesperocyparis macrocarpa	Monterey Cypress	20	25	15	1	Fair	DW, HD
980	Hesperocyparis macrocarpa	Monterey Cypress	9	11	7	1	Dead	Recommended for removal
981	Hesperocyparis macrocarpa	Monterey Cypress	14	18	11	4	Poor	LN, SR
982	Hesperocyparis macrocarpa	Monterey Cypress	33	41	25	2	Fair	DW, HD
983	Acacia melanoxylon	Australian Blackwood	11	13	8	3	Poor	D, Tree recommended for removal
984	Hesperocyparis macrocarpa	Monterey Cypress	18	23	14	4	Fair	SL-DW
985	Hesperocyparis macrocarpa	Monterey Cypress	30	38	23	4	Fair	LN, SR
986	Hesperocyparis macrocarpa	Monterey Cypress	6	8	5	2	Fair	DW, HD
987	Hesperocyparis macrocarpa	Monterey Cypress	48	60	36	4	Poor	D, HD
988	Hesperocyparis macrocarpa	Monterey Cypress	6	8	5	1	Fair	DW, HD, PRC
989	Hesperocyparis macrocarpa	Monterey Cypress	20	25	15	1	Fair	DW, HD, PRC
990	Hesperocyparis macrocarpa	Monterey Cypress	26	32	19	4	Fair	HL, DW
991	Hesperocyparis macrocarpa	Monterey Cypress	50	63	38	1	Fair	DW, HD, HL, PRC
992	Hesperocyparis macrocarpa	Monterey Cypress	13	16	10	1	Fair	DW, HD, PRC
993	Hesperocyparis macrocarpa	Monterey Cypress	60	75	45	3	Fair	DW, HD, SR

Suitability for Preservation/ Health

Good - Trees with good health and structural stability that have the potential for longevity at the site.

Moderate -Trees in somewhat declining health and/or exhibit structural defects that cannot be abated with treatment. Trees will require more intense management and will have a shorter lifespan than those in the 'Good' category.

Poor - Trees in poor health or with significant structural defects that are not recommended to be mitigated for. Trees are expected to decline, regardless of treatment.

Maintenance Rating

1	Trees are recommended for immediate trimming. These trees are in violation of Public Resource Code, have significant dead wood, hanging limbs, and are located within 10 feet of a fence line or structure.
2	Trees are recommended for trimming after the "1 rated" trees have been addressed. These trees have significant deadwood, hanging limbs, and are located beyond 10 feet of a fence line or structure.
3	Trees are recommended for trimming , but do not have any targets of concern (i.e. fence lines, or structures). These trees will require trimming when time permits.
4	Trees are well outside the zone of impacting a fence line or structure but do fall within the maintenance zone.

Abbreviations and Definitions

CD	Codominant branches	Forked branches nearly the same size in diameter, arising from a common junction an lacking a normal branch union.
CDB	Dieback in Crown	Condition where branches in the tree crown die from the tips toward the center.
DW	Dead Wood	Dead limbs in canopy of tree that are recommended for removal.
DBH	Diameter at Breast	Measurement of tree diameter in inches. Measured in accordance with MMC
EG	Epicormic Growth	Water sprouting on trunk and main leaders. Typically indicative of tree stress.
EH	Exposed Heartwood	Exposure of the tree's heartwood is typically seen as an open wound that leaves a tree more susceptible to pathogens, disease or infection.
GR	Girdling Roots	Roots are visibly girdling the tree suffocating it from nutrients intake. These roots are recommended for removal.
H	Hazardous	A tree that in it's current condition, presents a hazard.
HD	Headed (Topped)	Poor pruning practice of cutting back branches. Often practiced under utility lines to limit tree height.
HL	Hanging Limbs	Broken hanging limbs that are recommended for removal
IB	Included Bark	Structural defect where bark is included between the branch attachment so the wood can't join. Such defect can have a higher probability of failure.
LN	Leaning Tree	Tree leaning, see notes for severity.
ML	Multiple Leaders	More than one upright primary stem
PRC	Public Resource Code	Tree is in violation of California Public Resources Code (PRC) Chapter 3,Section 4291
PT	Phototropism	Tree exhibits phototropic growth habits. Reduced trunk taper, misshapen trunk and canopy growth are examples of this growth habit.
SD	Structural Defects	Naturally or secondary conditions including cavities, poor branch attachments, cracks, or decayed wood in any part of the tree that may contribute to structural failure.
SE	Severe	Indicates the severity of the following term.
SL	Slight	Indicates the mildness of the following term.
SR	Surface Roots	Roots visible at finished grade.
ST	Stress	Environmental factor inhibiting regular tree growth. Includes drought, salty soils, nitrogen and other nutrient deficiencies in the soil.
WU	Weak Union	Weak union or fork in tree branching structure.

APPENDIX B

Photo Log



Tree 927.



Tree 929.



Tree 930.



Tree 931.



Tree 932.



Tree 933.



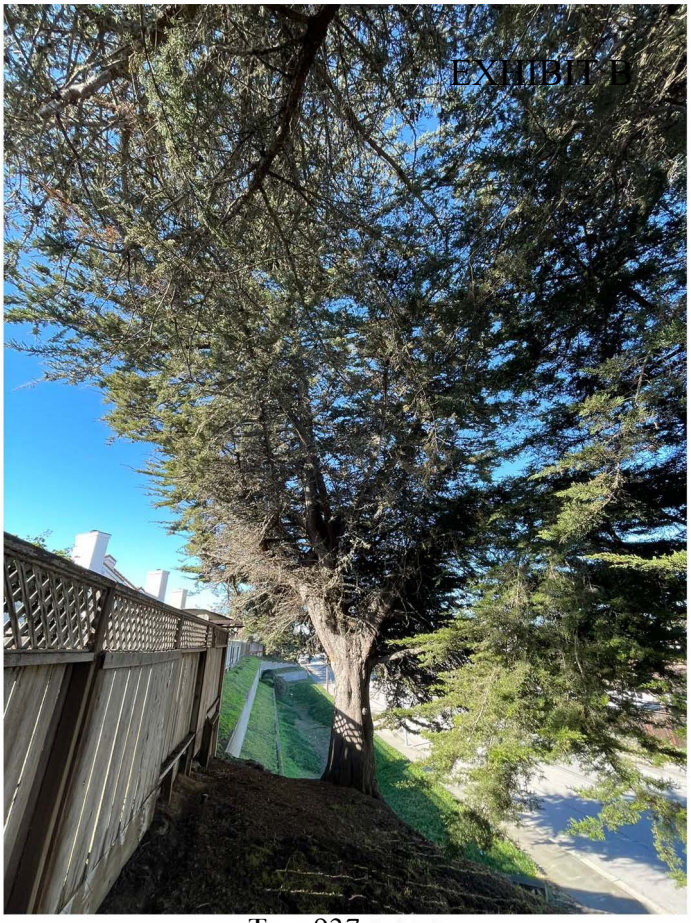
Tree 934.



Tree 935.



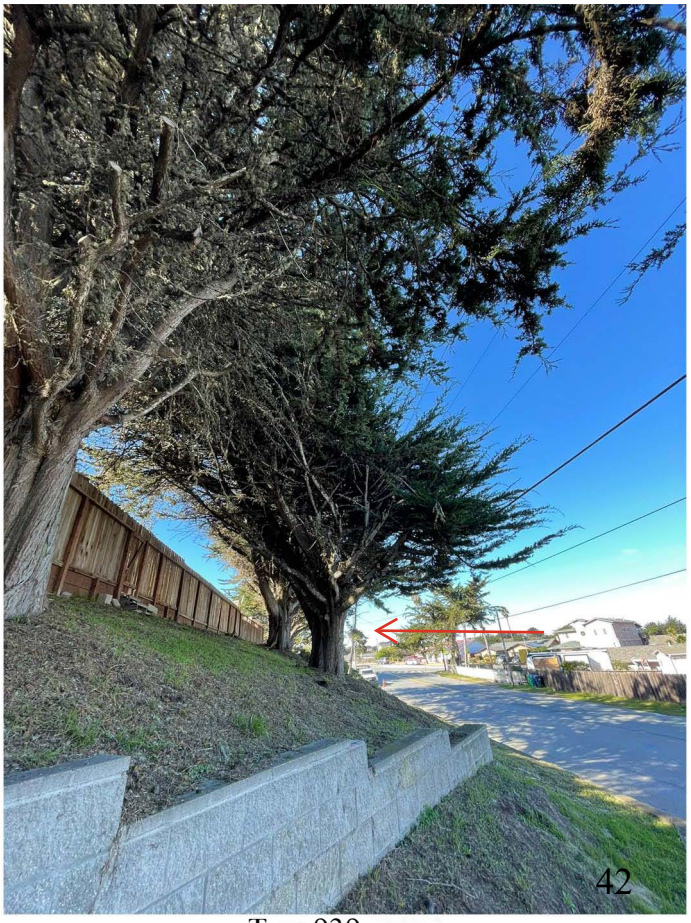
Tree 936.



Tree 937.



Tree 938.



Tree 939.



Tree 940.



Tree 941.



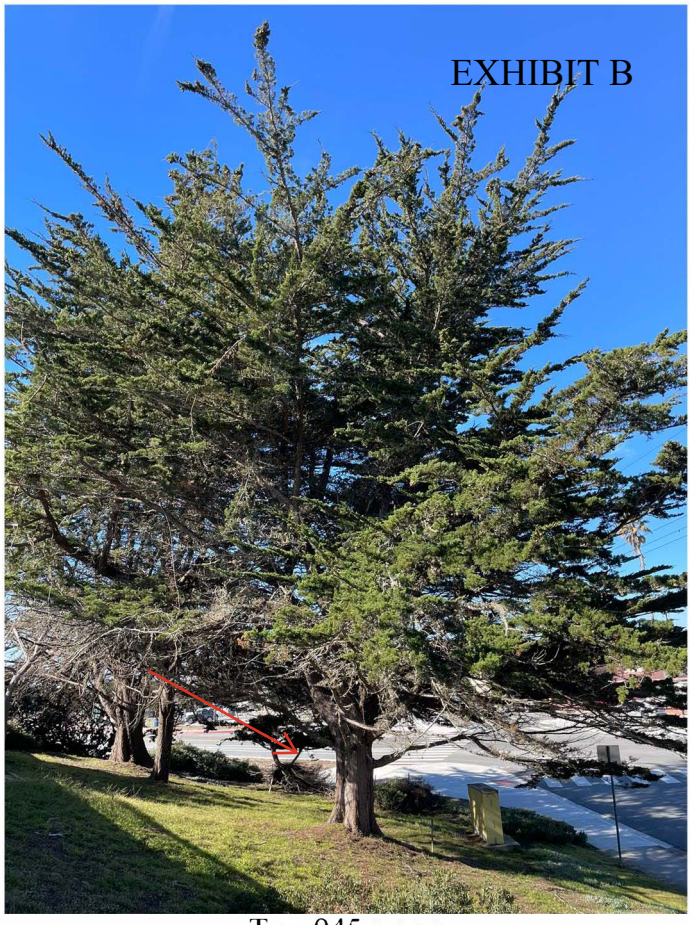
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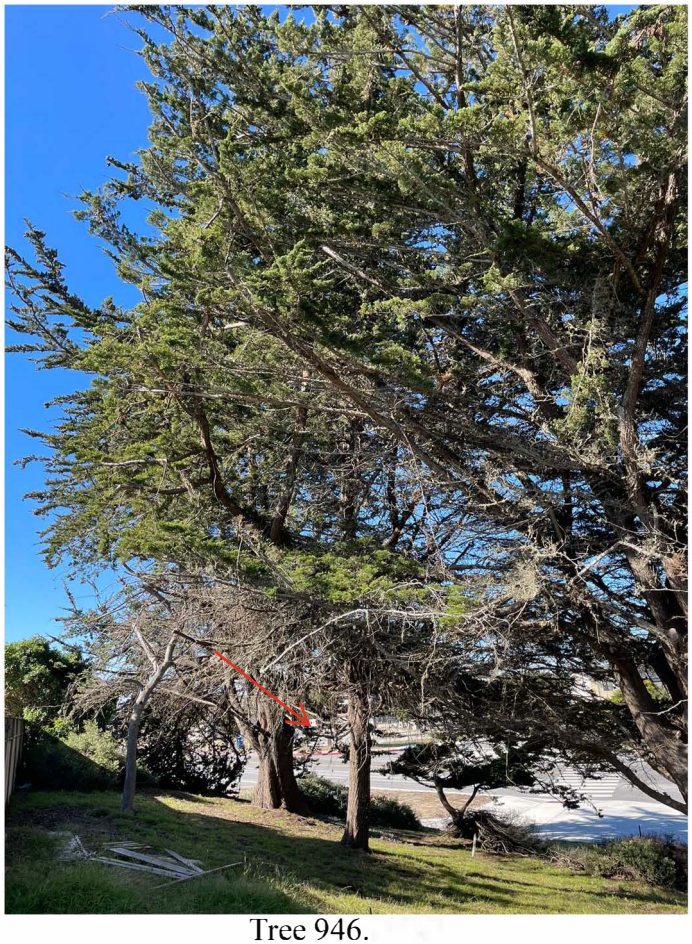
Tree 943.



Tree 944.



Tree 945.



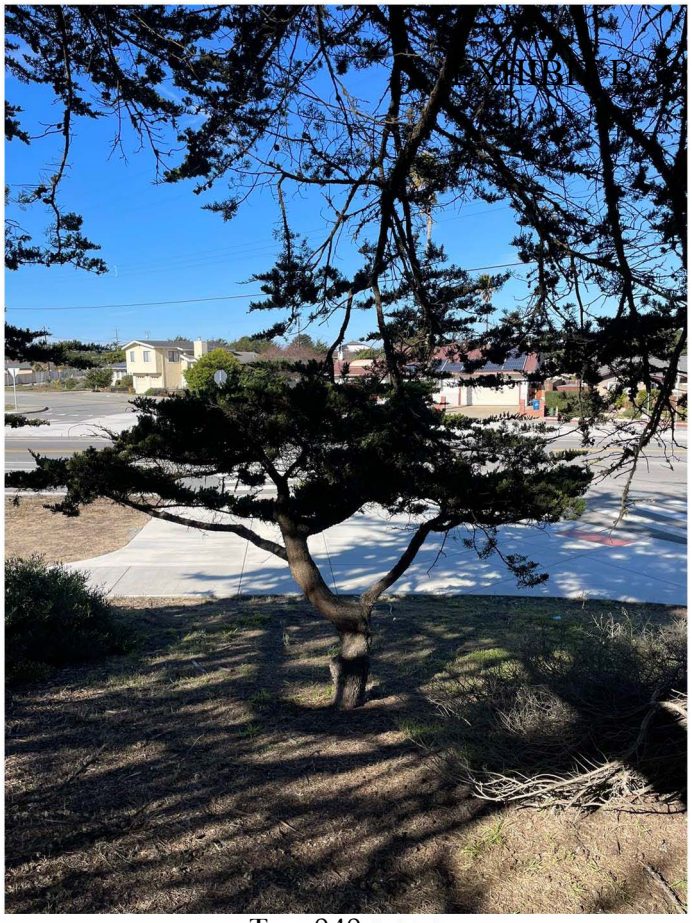
Tree 946.



Tree 947.



Tree 948.



Tree 949.



Tree 950.



Tree 951.



Tree 952.



Tree 953.



Tree 954.



Tree 955.



Tree 956.



Tree 957.



Tree 958.



Tree 959.



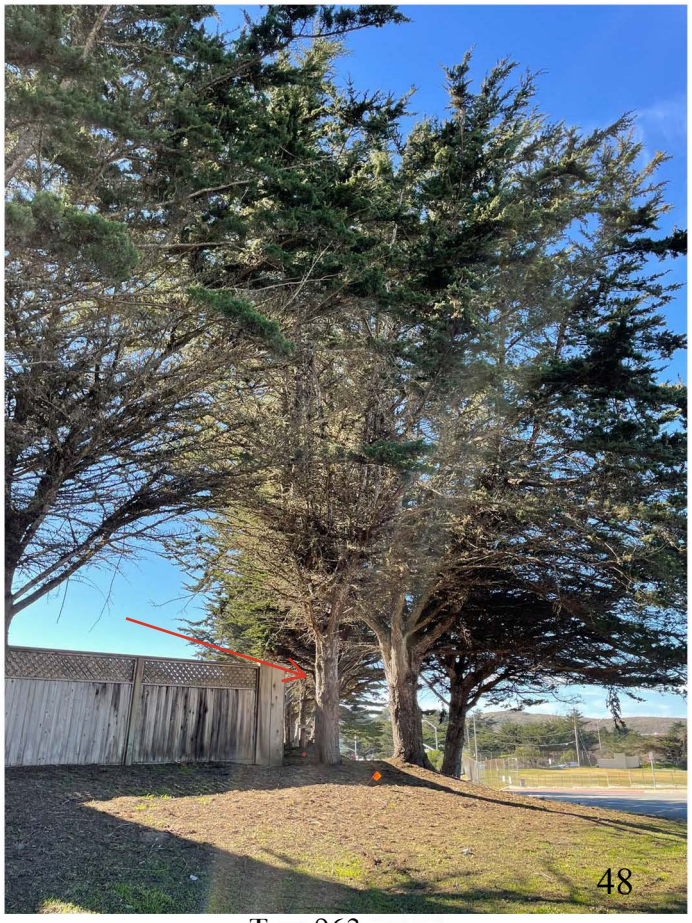
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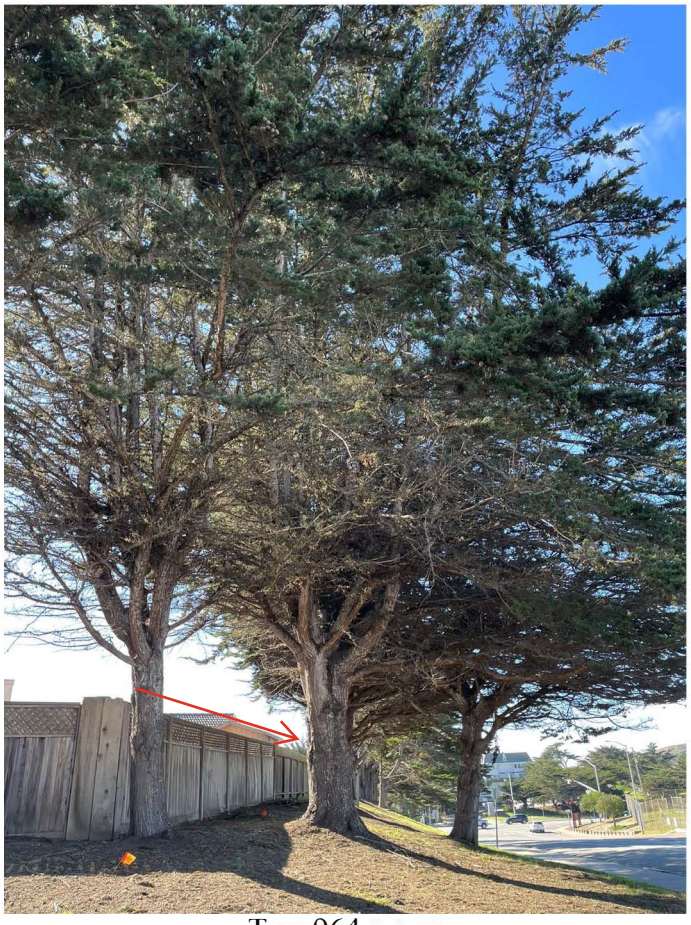
Tree 961.



Tree 962.



Tree 963.



Tree 964.



Tree 965.



Tree 966.



Tree 967.



Tree 968.



Tree 969.

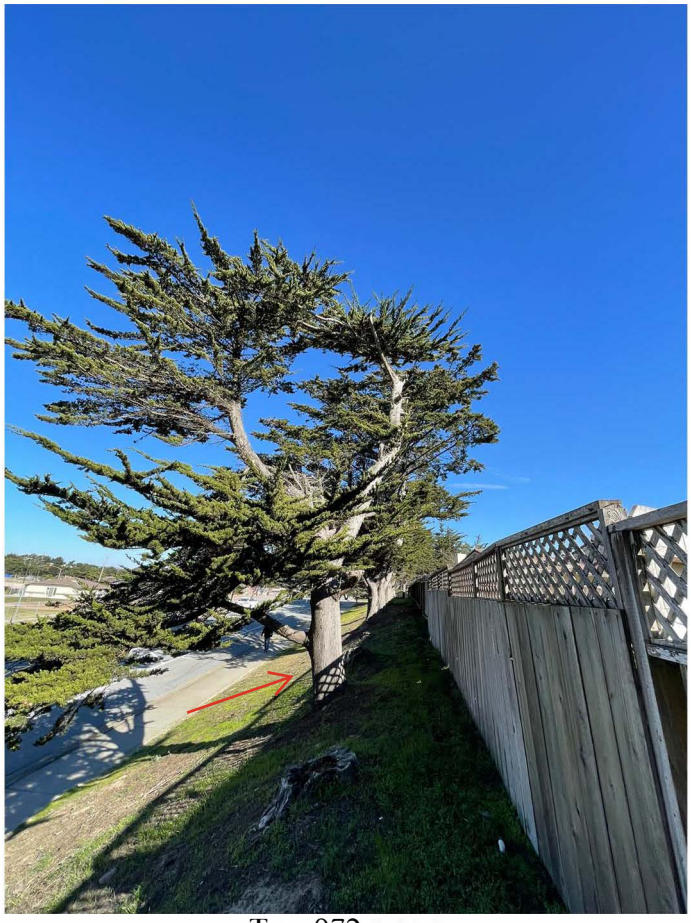


Tree 970.



Tree 971.

EXHIBIT B



Tree 972.



Tree 973.



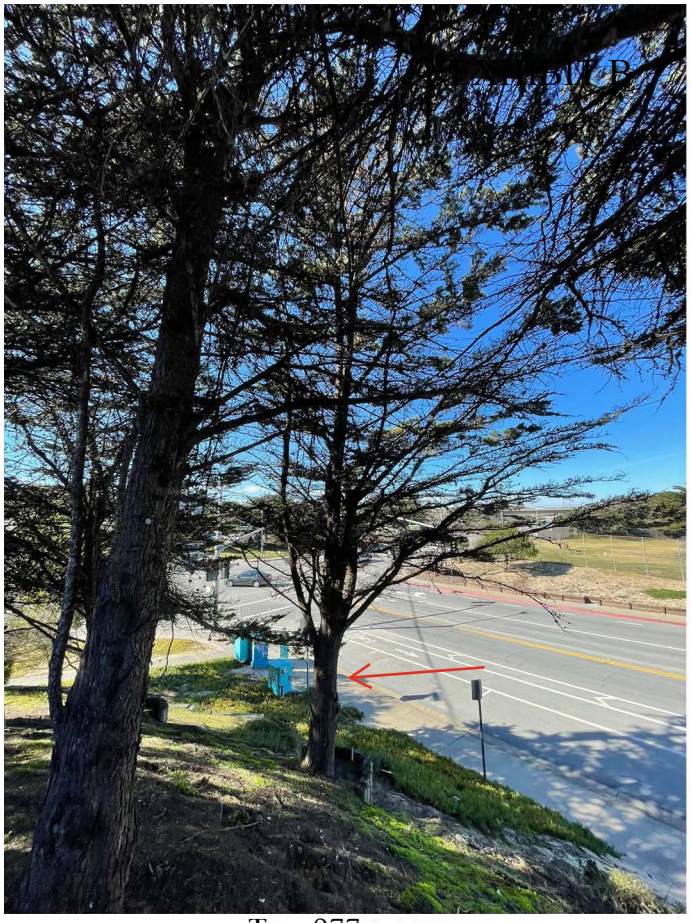
Tree 974.



Tree 975.



Tree 976.



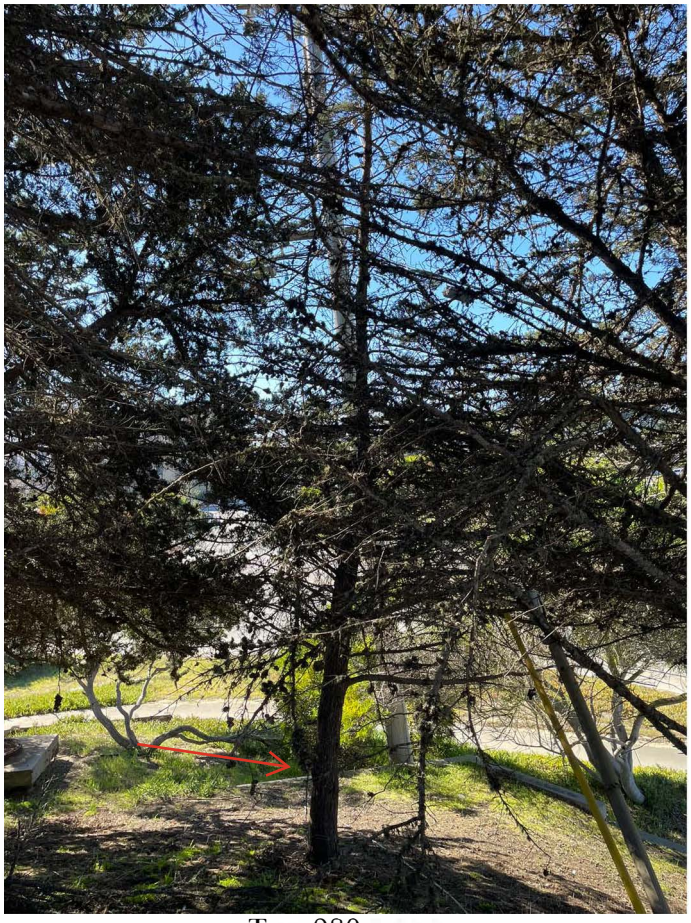
Tree 977.



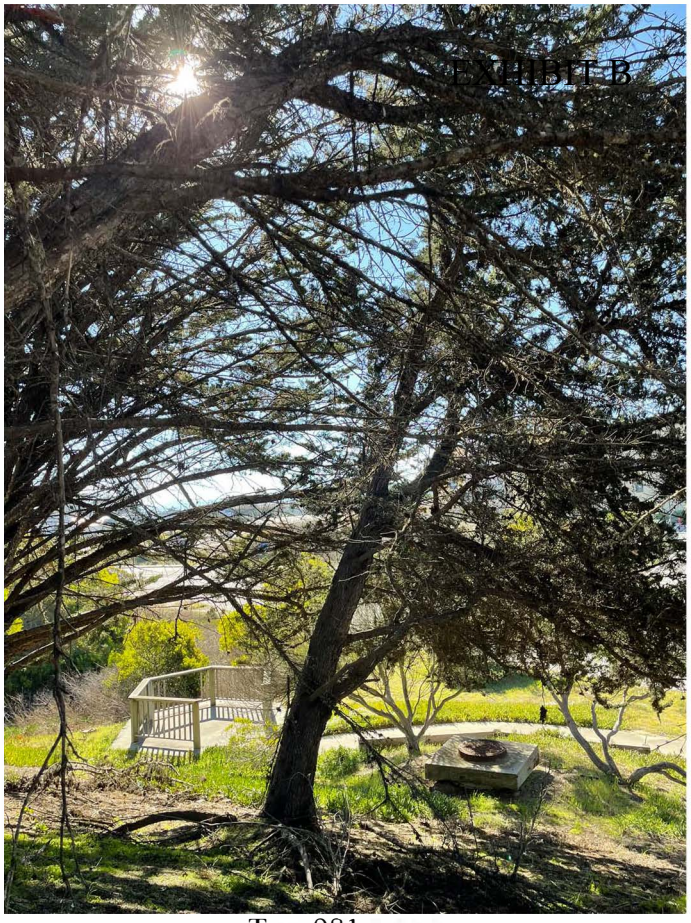
Tree 978.



Tree 979.



Tree 980.



Tree 981.



Tree 982.



Tree 983.



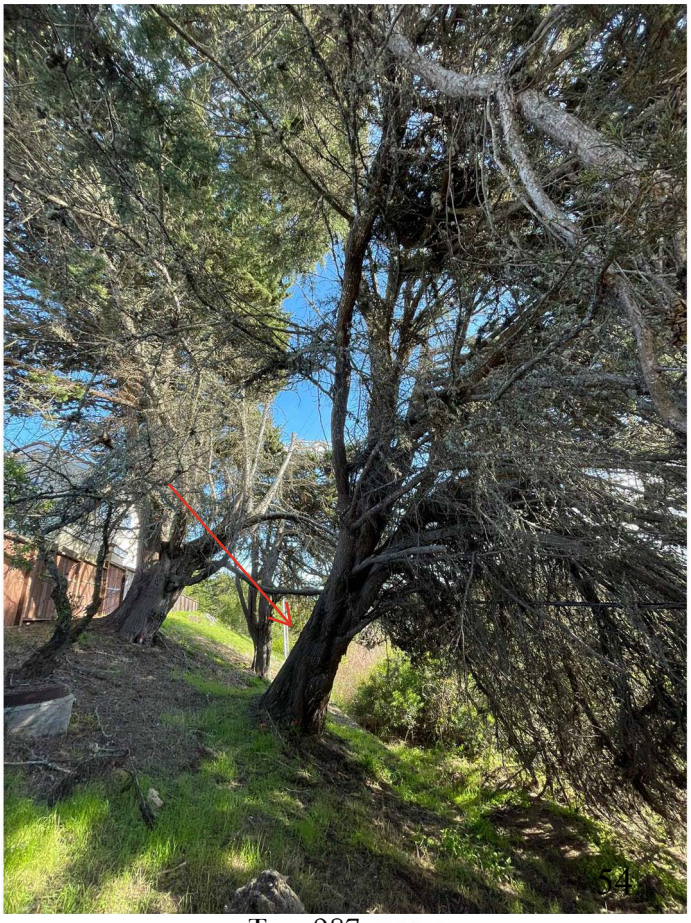
Tree 984.



Tree 985.



Tree 986.



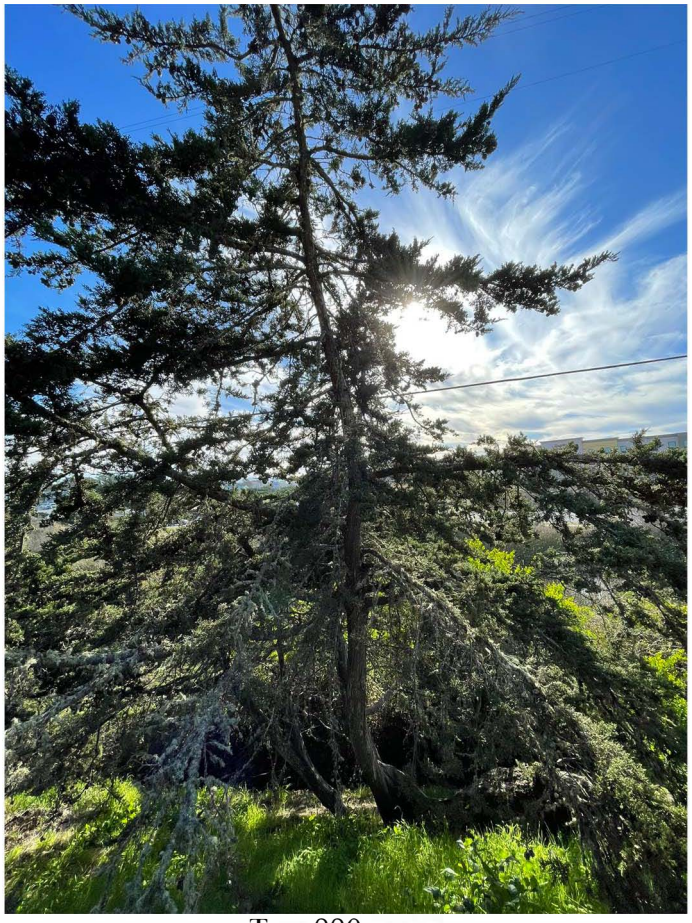
Tree 987.



Tree 988.



Tree 989.



Tree 990.



Tree 991.



Tree 992.



Tree 993.

APPENDIX C

Recommended Best Management Practices

Tree Protection and Best Management Practices (BMPs)

Prior to the commencement of project related activities, the following tree BMPs shall be implemented and approved by a qualified arborist or forester:

- Trees located adjacent to the construction area shall be protected from damage by construction through the use of temporary fencing and wrapping of trunks with protective materials.
- Fencing shall consist of chain link, supported snowdrift or plastic mesh, hay bales, or field fence. Fencing shall have cross bracing (typically 2x4 material) on both the top and lower edges of the fencing material to prevent sagging and provide lateral support. Fencing shall stand a minimum height of four feet above grade and be placed to the farthest extent possible from the base of the trees, protecting the trees drip line area (typically 10-12 feet away from the base of a tree).
- In the cases where access or space is limited it is permissible to protect trees within the 10-12-foot distance after determination and approval are made by a qualified forester or arborist.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials is not permitted adjacent to trees on the property, especially within fenced areas.
- Fenced areas and the trunk protection materials shall remain in place during the entire construction period. Torn or damaged roots shall be cleanly cut to sound wood wherever possible to minimize decay entry points. Any roots found that must be cut should be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment. No tree seals shall be used as the seal material only promotes decay.
- A mulch layer up to approximately 4 inches deep should be applied to the ground under-protected trees following construction. Only 1 to 2 inches of mulch should be applied within 1 to 2 feet of the trunk, and under no circumstances should any soil or mulch be placed against the root crown (base) of trees. The best source of mulch would be from chipped material generated on-site.
- Irrigation should be that of normal for exterior planting. Normal watering means that soil should be kept evenly moist and watered regularly, as conditions require. Most plants prefer one (1) inch of water a week during the growing season, but care needs to be taken not to over water. It is better to water once (1) a week and water deeply (over 24 inches), than to water frequently for a few minutes.

Tree Pruning

It is to be understood that the pruning of retained trees is expected for this site. Pruning shall conform to the following standards:

- Clear the crown of diseased, crossing, weak, and dead wood to a general minimum size of 1-1/2 inch in diameter.
- Remove stubs, cutting outside the wound wood tissue that has formed around the branch.
- Interior branches shall not be stripped out.

- Reduce end weight on heavy, horizontal branches by selectively removing small- diameter branches, no greater than three (3) inches, near the ends of the scaffolds. In some cases, larger diameters may be removed depending on the situation (where critical for safety).
- Pruning cuts larger than four (4) inches in diameter, except for deadwood, shall be avoided, unless deemed crucial for safety (broken, cracked, crossing, rubbing, etc.). Pruning cuts that expose heartwood shall be avoided whenever possible.
- Pruning shall not be performed during periods of flight of adult boring insects because fresh wounds attract pests (generally spring). Pruning shall be performed only when the danger of infestation has passed.
- All pruning shall be performed by a qualified arborist or under the supervision of an ISA Certified Arborist or Tree Worker. Arborists are required to have a State of California Contractors License for Tree Service (C-61/D49) and provide proof of worker's compensation and general liability insurance.
- All pruning shall be following the Tree Pruning Guidelines (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of ANSI Z133.1.
- No more than 20 percent of live foliage shall be removed within the trees.
- Brush shall be chipped, and chips shall be spread underneath trees within the tree protection zone to a maximum depth of 6 inches, leaving the trunk clear of mulch.

Following construction, a qualified arborist should monitor trees adjacent to the area of the improvements and if any decline in health that is attributable to the construction is noted, additional trees should be planted on the site.

Root Barriers

Severe pruning of tree roots may lead to a major decline or tree death. The best solution is to select trees that are less likely to become a problem or to plant further away from foundations, curbs, gutters, parking lots, sidewalks, and driveways to reduce tree growth or to allow them to grow in another direction. Place barriers in the soil to a depth of 18 to 24 inches (see landscape details) by trenching along the area to be protected at a distance of five (5) times the trunk diameter. In the cases where access or space is limited, it is permissible to reduce the distance after determination and approval are made by a qualified forester or arborist.

APPENDIX D

PRC Section 4291 Defensible Space Zones

Zone 0: Ember Resistant Zone.

This is the ember resistant zone, which extends 5 feet from buildings, structures, stairs, decks, etc. A properly managed Zone 0 reduces the likelihood of structure ignition by reducing the potential for flame contact. Flames can be generated from embers that accumulate at the base of a wall and ignite vegetation, vegetative debris, or other combustible materials located close to the structure. Zone 0 is a critical component of structure defense and, when coupled with Zone 1 and Zone 2, is essential to defensible space. This zone includes the area under and around all attached decks and requires the most stringent wildfire fuel reduction. The ember-resistant zone is designed to keep fire or embers from igniting materials that can spread the fire to the home. Backyards are considered Zone 0. The following provides maintenance guidance for this zone.

- Use hardscape like gravel, pavers, concrete, and other noncombustible mulch materials. No synthetic lawns, combustible bark, woodchips, or mulch. No lumber or round logs, railroad ties, or creosote-treated or pressure-treated wood.
- No combustible attached trellis, pergola, shade covering, planters, privacy wall, etc.; no combustible storage structures (e.g., woodsheds, potting bench, etc.); and replace combustible fencing, gates, and arbors attached to the home with noncombustible alternatives.
- The site plan for the project proposes two new 6-foot horizontal board wooden fences that are attached to the structure. Wooden fences should not be directly attached to the residence, and a 10-foot non-combustible section (e.g., metal gate) should be placed between the wooden section of the fence and the house.
- Potted plants should not exceed two (2) feet in vegetation height and must be contained in non-combustible containers (no wooden planter boxes, wine barrels, etc.).
- Remove all dead and dying weeds, grass, plants, shrubs, trees, branches, and vegetative debris (i.e., leaves, needles, cones, bark, etc.).
- Check roofs, gutters, decks, porches, stairways, etc. for accumulated debris, leaf litter, and other flammable materials; clean regularly.
- Remove all branches within 10 feet of any chimney or stovepipe outlet.
- Limit plants in this area to low-growing, nonwoody, properly maintained plants.
- Limit combustible items (e.g., outdoor furniture, planters, etc.) on top of decks.
- Trim and prune woody vegetation that extends into Zone 0. No trees should be planted if their canopy at maturity can be expected to extend closer than 5 feet to the structure's roof, balcony, decks, or exterior wall (10 feet from any chimney or stovepipe outlet).
- Consider relocating garbage and recycling containers, woodsheds, and BBQs (propane) outside this zone.

Zones 1: Lean, Clean, and Green.

Zone 1 is the second layer of a defensible fire perimeter around a residential structure in wildfire prone areas. It is designed to provide an additional level of protection for the building or structure, extending from 5 feet to 30 feet away from the structure and any attached balconies, patios, or outbuildings. The goal of fuel management in Zone 1 is to remove excess vegetation and to maintain the landscaping in a way that reduces ignition of the structure via heat transfer from burning vegetation. It also provides firefighters with space and access to protect the structure in case of wildfire.

Fuel management in Zone 1 involves mowing, removing dead or dying plants, ladder fuels, pruning vegetation, and hauling away all materials. Remove branches that overlap with the roof or are closer than 10 feet from windows and chimneys. Dead vegetation removal includes fallen leaves, needles, twigs, bark, cones, and small branches. Cut and mow annual grass and herbaceous plants down to a height of 4 inches. Mow before 10:00 a.m. and never on a hot or windy day. String trimmers are a safer option (versus lawnmowers) for clearing vegetation. Avoid removing all vegetation to bare soil, as this may cause erosion.

An important aspect of vegetation management in Zone 1 is vertical spacing of trees, shrubs, and grasses (**Figure 5**). Large trees do not need to be cut and removed as long as they fulfill the horizontal spacing requirement (see below) and all of the plants beneath them are managed to remove vertical fuel ladders. Healthy trees should be pruned (i.e., limbed) at least 6 feet from the ground. Allow extra vertical space between shrubs and trees. Lack of vertical space can allow a fire to move from the ground to the brush to the treetops like a ladder. This leads to more intense fires closer to your home. To create vertical spacing and reduce fuel ladders created by shrubs under trees, tree branches should be limbed to a height of at least three times the height of the shrub.

Figure 7: Minimum Vertical Clearance



Source: California Department of Forestry and Fire Protection (CAL FIRE).

Horizontal spacing is the distance between trees and shrubs (**Figure 6**) and is managed to reduce the likelihood of fire spreading from one plant to the next. It is recommended to create a horizontal space between shrubs equal to twice the height of the shrubs by removing trees and shrubs that are within this distance. Trees should be trimmed to maintain a gap of at least 10 feet from the next tree. Where canopies overlap, selective removal of smaller trees can maintain the desired horizontal spacing of trees.

Figure 8: Minimum Horizontal Clearance



Source: California Department of Forestry and Fire Protection (CAL FIRE).

Other considerations:

> Place any woodpiles in Zone 2; establish a 10-foot clearance down to bare mineral soil around woodpiles.
>
> Wood mulch is acceptable in Zone 1 if there is a transition from Zone 1 to Zone 0 and if the vegetation in Zone 1 is grouped/clumped with the required horizontal distance.

Zone 2: Fuel Reduction Zone

Fuel management in this zone aims at reducing the potential behavior of an oncoming fire to prevent rapid spread of wildfire from plant to plant and to reduce flame lengths. Zone 2 actions reduce the number of fuels, especially dead vegetation (e.g., leaves, needles, twigs, bark, cones, and small branches). Grass and herbaceous vegetation should be mowed to a height of 4 inches. Mowing should occur before 10:00 a.m. and never on a hot or windy day. String trimmers are preferred because they pose a low risk of sparking.

Spacing of trees and shrubs is similar to that of Zone 1, with a greater focus on vertical spacing (i.e., no ladder fuels). Horizontal space between trees should maintain a gap of at least 10 feet from the next tree. Where canopies overlap, selective removal of smaller trees can maintain the desired horizontal and vertical spacing of trees. Overlapping tree canopies should be avoided. Shrubs may be aggregated in clumps or islands that are well isolated from the surrounding shrubs and tree canopies. Spacing of shrubs and trees along fences should be managed according to the requirements of Zone 0 (i.e., 5-foot clearance to all structures).

EXHIBIT C

Cypress Cove II Management Plans

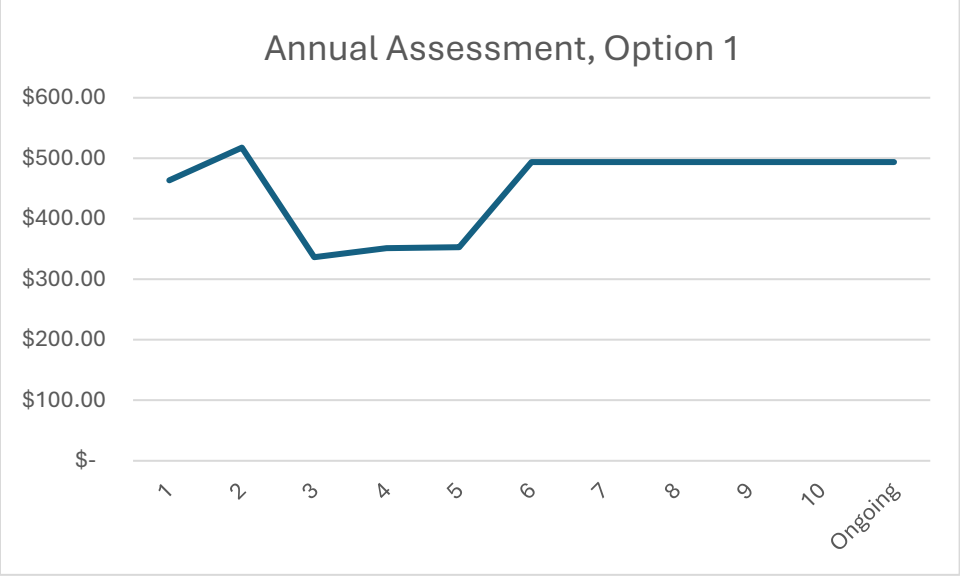
(pg. 10 of Tree Assessment & Forest Management Plan)

Management Option 1 – Maintenance and Monitoring Program

- **Year 1-2**: Dead/Invasive Trees (4) will be removed. All remaining Maintenance Rated-1 trees (28) will be prioritized for immediate pruning.
- **Year 2-3**: Rated-2 trees (10) will be next prioritized for pruning.
- **Year 3-5**: Maintenance Rated-3 and 4 trees (25) will be pruned as needed.
- **Ongoing**: All 63 remaining trees will be maintained on a three-year cycle (±21 trees per year).

Cost Associated with Option 1

- Total Cost, Years 1-5: $123,044.30
- Ongoing Annual Cost: $ 34,400.00
- Overlay District Maximum Assessment : $ 336.82 per Parcel, per Year
- **Final Max. Assessment (Regular + Overlay): $ 517.60 per Parcel, per Year**
- *Assessment after initial Maintenance: $ 493.51 per Parcel, per Year*



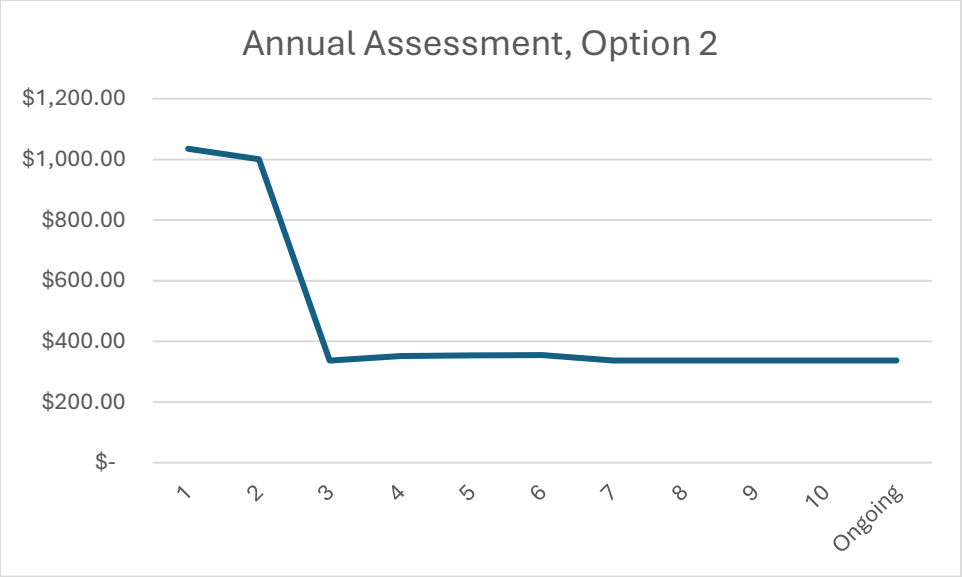
Management Option 2 – Removal of Maintenance Rated-1 Trees

- **Year 1-2**: Dead/Invasive Trees (4) and all Rated-1 (28) trees will be removed.
  - This will trigger a Tree Removal Permit per Marina Municipal Code (MMC) 17.62 and a one-time replacement cost for the 28 trees removed.

- **Year 3-4**: Rated-2 and 3 trees (14) will be next prioritized for immediate pruning.
- **Year 5-6**: Maintenance 4 trees (21) will be pruned as needed.
- Ongoing: All 35 remaining trees will be maintained on a three-year cycle (±10 trees per year).

Cost Associated with Option 2

• Maintenance Plan Cost, Years 1-6:	$229,037.90
• One-time Replacement Cost: (MMC 17.62.060, 56 trees @ $520/tree)	$ 29,120.00
• Ongoing Annual Cost:	$ 17,200.00
• Overlay District Maximum Rate :	$ 854.36
• **Final Max. Assessment (Regular + Overlay):**	**$ 1,035.14**
• *Assessment after initial Maintenance:*	*$ 337.14*



Management Option 3 – Dissolving the District

- Should the ballot measure fail at the Public Hearing, the City will move to dissolve the District and set another Public Hearing.
- At the next Hearing, the City will adopted a Resolution for the Maintenance District to be dissolved.
- Homeowners of properties with yards facing Abdy Way, Beach Road and Dolphin Circle will be responsible for the maintenance areas previously within the District (See below in Green).
- The City will be responsible for the maintenance areas within the City Right-of-Way along Cardoza Avenue (See below in Blue).


Abdy Way
Cardoza Ave
Seal Ct
Cove Way


Cardoza Ave
Coral Way
033076069000
033076068000
033076067000
033076066000
033076062000
033076061000
033076063000
033076064000
033076060000
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033076057000
033076056000
033076042000
033076043000
033076044000
033076045000
033076046000
033076047000
033076048000


Beach Rd
Cardoza Ave
Cardoza Ave
Abdy Way
033076074000
033076090000

Exhibit "D"

CITY OF MARINA

PROCEDURES FOR THE COMPLETION, RETURN, AND TABULATION OF ASSESSMENT BALLOTS

I. Completion of Ballots

- **Who may complete a ballot**

An assessment ballot may be completed by the owner of the parcel to be assessed. As used in these Procedures, the term "owner" includes the owner's authorized representative. If the owner of the parcel is a partnership, joint tenancy, or tenancy in common, a ballot may be completed by any of the general partners, joint tenants, or tenants in common. Except as set forth below, only one ballot may be completed for each parcel.

- **Proportional assessment ballots**

If a parcel has multiple owners, any owner may request a proportional assessment ballot. If the ownership interest of the owner is not shown on the last equalized secured property tax assessment roll, such request must include evidence, satisfactory to the City, of the owner's proportional rights in the parcel. The City will provide the proportional ballot to the owner at the address shown on the assessment roll. Any request for a ballot to be mailed to another location must be made in writing and must include evidence, satisfactory to the City, of the identity of the person requesting the ballot. Each proportional ballot will be marked to show the date on which the ballot was provided, to identify it as a proportional ballot and to indicate the owner's proportional rights in the parcel. The City will keep a record of each proportional ballot provided to an owner.

- **Duplicate ballots**

If an assessment ballot is lost, withdrawn, destroyed or never received, the City will mail or otherwise provide a duplicate ballot to the owner upon request. The duplicate ballot will be marked to show the date on which the ballot was mailed or provided and to identify it as a duplicate ballot or a duplicate proportional ballot. The same procedure applies to duplicate ballots or duplicate proportional ballots which are lost, withdrawn, destroyed, or never received.

- **Marking and signing the ballot**

To complete an assessment ballot, the owner of the parcel must (1) stamp or mark the appropriate box supporting or opposing the proposed assessment, and (2) sign, under penalty of perjury, the statement on the ballot that the person completing the ballot is the owner of the parcel or the owner's authorized representative. Only one box may be stamped or marked on each ballot. Ballots must be completed in ink and include the original signature of the signer.

- **Only assessment ballots provided by the City will be accepted**

The City will only accept ballots mailed or otherwise provided to owners by the City. Photoduplicated, facsimile, and electronic copies of completed ballots will not be accepted.

II. Return of Ballots

- **Who may return ballots**

An assessment ballot may be returned by the owner of the parcel or by anyone authorized by the owner to return the ballot.

- **Where to return ballots**

Ballots may be mailed to the address indicated on the ballot.

Ballots may also be delivered in person to the Office of the City Clerk or delivered to the City Clerk at the public hearing on the proposed assessment.

The City will not accept ballots returned to the City via email, facsimile machine, or other electronic method.

- **When to return ballots**

All returned ballots must be *received* by the City prior to the time the City Council closes the public input portion of the public hearing on the proposed assessment. The public input portion of the public hearing may be continued from time to time.

- **Withdrawal of assessment ballots**

After returning an assessment ballot to the City, the person who signed the ballot may withdraw the ballot by submitting a written statement to the City directing the City to withdraw the ballot. Such statement must be received by the City prior to the close of the public input portion of the public hearing on the proposed assessment. When ballots for the assessment are tabulated, the City will segregate withdrawn ballots from all other returned ballots. The City will retain all withdrawn ballots and will indicate on the face of such withdrawn ballots that they have been withdrawn.

If any ballot has been withdrawn, the person withdrawing the ballot may request a duplicate ballot.

- **Changes to assessment ballots**

In order to change the contents of a ballot that has been submitted, the person who has signed that ballot may (1) request that such ballot be withdrawn, (2) request that a duplicate ballot be issued, and (3) return the duplicate ballot fully completed. Each of these steps must be completed according to the procedures set forth above.

III. Tabulation of Ballots

- **Which assessment ballots will be counted**

Only ballots which are completed and returned in compliance with these procedures will be counted. Ballots received by the City after the close of the public input portion of the public hearing on the proposed assessment will not be counted. Ballots which are not signed by the owner will not be counted. Ballots with no boxes marked, or with more than one box marked, will not be counted. Ballots withdrawn in accordance with these procedures will not be counted.

The City will keep a record of each proportional or duplicate ballot mailed or otherwise provided to an owner and will ensure that only one ballot is tabulated for the parcel (or for the owner in the case of proportional ballots).

The following rules will apply if more than one countable ballot for a parcel (or owner) has been returned. If a non-duplicate ballot has been returned, the City will count the non-duplicate ballot and disregard all duplicate ballots. If only duplicate ballots have been returned, the City will count the last duplicate ballot and disregard the earlier duplicate ballots. If an owner returns both a non-proportional ballot and a proportional ballot, the City will count the proportional ballot and disregard the non-proportional ballot.

- **When and where ballots will be tabulated**

The tabulation of ballots will be performed, in view of those present, at the public hearing following the close of the public input portion of the public hearing. The public hearing may be continued from time to time for the purpose of tabulating ballots. Ballots will not be unsealed until the tabulation begins.

- **How ballots will be tabulated**

Ballots may be counted by hand, by computer or by any other tabulating device.

Ballots will be tabulated by adding the ballots submitted in opposition to the assessment and adding the ballots submitted in favor of the assessment. Ballots shall be weighted according to the proportional financial obligation of the affected property; provided, however, that proportional ballots shall be weighted in accordance with the respective ownership interests of each proportional ballot submitted. If one or more proportional ballots are returned for a parcel and a non-proportional ballot is returned for the parcel, the non-proportional ballot will either be disregarded (if the same owner has returned a proportional ballot) or treated as a proportional ballot (if the same owner has not returned a proportional ballot).

- **Who will tabulate ballots**

Ballots will be tabulated by an employee of the City or by some other impartial person designated by the City Council who does not have a vested interest in the outcome of the proposed assessment. The tabulator may be assisted by any of the staff and consultants of the City.

- **Results of tabulation**

The results of the tabulation will be announced following the completion of the tabulation and entered in the minutes of a City Council meeting. If ballots submitted in opposition to the

proposed assessment exceed the ballots submitted in favor of the proposed assessment (as tabulated above), the assessment will not be imposed.

IV. Resolution of Disputes

In the event of a dispute regarding whether the signer of a ballot is the owner of the parcel to which the ballot applies, the City will make such determination from the last equalized assessment roll and any evidence of ownership submitted to the City prior to the conclusion of the public hearing. The City will be under no duty to obtain or consider any other evidence as to ownership of property and its determination of ownership will be final and conclusive.

In the event of a dispute regarding whether the signer of a ballot is an authorized representative of the owner of the parcel, the City may rely on the statement on the ballot signed under penalty of perjury that the person completing the ballot is the owner's authorized representative and any evidence submitted to the City prior to the conclusion of the public hearing. The City will be under no duty to obtain or consider any other evidence as to whether the signer of the ballot is an authorized representative of the owner and its determination will be final and conclusive.

V. Public Record

During and after tabulation, all ballots are public records.

VI. Further Information

For further information, contact the City of Marina Public Works Division at (831) 884-1212.

1911646.2

April 29, 2025 Item No. **10f(2)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of May 6, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, RECEIVING THE FISCAL YEAR 2025-26 ENGINEER'S REPORT FOR THE SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT; DECLARING ITS INTENTION TO LEVY AN ASSESSMENT IN FISCAL YEAR 2025-26 IN THAT DISTRICT; AND CALLING A PUBLIC HEARING FOR MAY 20, 2025

REQUEST:

It is requested that the City Council to consider:

1. Adopting Resolution No. 2025-, receiving the Fiscal Year 2025-26 Engineer's Report for the Seabreeze Landscape Maintenance Assessment District; declaring its intention to levy an assessment in fiscal year 2025-26 in that district; and calling a public hearing for May 20, 2025.

BACKGROUND:

At the regular meeting of June 4, 1996, the City Council adopted Resolution No. 1996-62, ordering the formation of the Seabreeze Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals.

The Landscaping and Lighting Act of 1972 requires an annual update report to be prepared which includes the costs to maintain the improvements of the Districts and what the proposed assessments will be to provide for that maintenance.

The first step in the annual update process is for the City Council to initiate the process by adopting a resolution ordering the City Engineer to prepare and file an Engineer's Report for the District. After initiation of the update process and preparation of the update report, the City Council will be requested to adopt a resolution of intention to set a Public Hearing. Lastly, a Public Hearing will be held at a subsequent City Council meeting where the Assessment District is approved and confirmed, resulting in the adoption of a resolution confirming the levy of assessment pursuant to the provisions of the Landscape and Lighting Act of 1972 of Part 2 of Division 15 of the Streets and Highways Code of the State of California.

At the regular meeting of February 19, 2025, the City Council adopted Resolution No. 2025-13, ordering the City Engineer to prepare and to file a report related to maintenance of the Seabreeze Landscape Maintenance Assessment District for Fiscal Year 2025-26.

ANALYSIS:

Staff has prepared an Engineer's Report for the maintenance district for FY 2025-26 and filed the report with the City Clerk. Staff is proposing assessment amounts as follows:

	Current FY 2024-25	Proposed 2025-26
Seabreeze (37 parcels)	$182.42	$182.42

Staff is requesting that the City Council to approve setting a public hearing for May 20, 2025 to hear concerns on levying and collection of the proposed assessment on this district. Staff will mail notices to all affected property owners upon City Council approval of the public hearing.

Once the hearing is completed and the levy approved, the City has until August 1, 2025 to file a certified copy of the diagram and assessment with the Monterey County Auditor-Controller.

CEQA Findings:
The City of Marina has determined that this action is Categorically Exempt per Article 19, Section 15378(b)(5) of the CEQA Guidelines as the action constitutes an organizational or administrative activity that will not result in a physical change in the environment.

FISCAL IMPACT:
Adequate funding for providing notices for the public hearing has been appropriated in the FY 24/25 budget account for the Seabreeze Landscape Maintenance Assessment District. There is no fiscal impact to receive the Engineer's Report and setting a public hearing.

CONCLUSION:
This request is submitted for City Council discussion and possible action.

Respectfully submitted,

_____
Edrie Delos Santos, PE
Public Works Department
City of Marina

REVIEWED/CONCUR:

_____
Ismael Hernandez
Public Works Director
City of Marina

_____
Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA RECEIVING THE FISCAL YEAR 2025-26 ENGINEER'S REPORT FOR THE SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT; DECLARING ITS INTENTION TO LEVY AN ASSESSMENT IN FISCAL YEAR 2025-26 IN THAT DISTRICT; AND CALLING A PUBLIC HEARING FOR MAY 20, 2025

WHEREAS, at the regular meeting of June 4, 1996, the City Council adopted Resolution No. 1996-62, ordering the formation of the Seabreeze Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals; and

WHEREAS, the City Engineer, on the direction of the City Council, has filed with the City Clerk a report with respect to the Fiscal Year 2025-26 levy of the assessment in connection with the Assessment District (the "Report"); and

WHEREAS, the Report is on file in the Office of the City Clerk, available for public inspection, and incorporated herein by reference; and

WHEREAS, the Report recommends that the assessment rate remain at $182.42 per parcel; and

WHEREAS, the City Council desires to proceed with the process for levying the Fiscal Year 2025-26 levy of assessments in connection with the Assessment District prior to the August 1, 2025 deadline with the Monterey County Auditor-Controller.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that:

1. The Report is hereby received as filed.

2. The Council declares its intention to levy and collect assessments in the Assessment District for Fiscal Year 2025-26 as described in the Report.

3. Reference is made to the Report for a full and detailed description of (i) the improvements to be operated and maintained in connection with the Assessment District; (ii) the boundaries of the Assessment District; and (iii) the proposed assessments upon assessable lots and parcels of land within the Assessment District. The Report describes, among other things, each affected parcel of real property and the amount of the assessments for each such affected parcel for Fiscal Year 2025-26. The Assessment District generally includes all residential parcels in the Seabreeze subdivision. The amount of the assessment and the general nature of the improvements are not proposed to change from the prior year.

4. A public hearing on the levy of assessments in Fiscal Year 2025-26 in connection with each of the Districts is scheduled for Tuesday, May 20, 2025, at 6:30 P.M. or as soon thereafter as the matter may be heard.

5. Staff is directed to give notice of the public hearing pursuant to Section 22626(a) of the Act.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

CITY OF MARINA
MONTEREY COUNTY
CALIFORNIA

SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT

ENGINEER'S REPORT

FY 2025-2026

Council Members:

B. DELGADO, MAYOR

L. VISSCHER
K. BIALA
B. MCCARTHY
J. MCADAMS

LAYNE LONG	City Manager
ANITA SHEPHERD-SHARP	Deputy City Clerk
RENÉ ORTEGA	City Attorney
ISMAEL HERNANDEZ	Public Works Director

Prepared By
City of Marina
Public Works Department

SEABREEZE
LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT

FY 2025-2026

This report concerns the Seabreeze Landscape Maintenance Assessment District.

This report has been prepared pursuant to Section 22265 through 22574 of the Streets and Highway Code (Landscaping and Landscaping Act 1972).

The Assessment District encompasses the Seabreeze subdivision located on the north side of Beach Road and west of Marina Drive in the City of Marina, County of Monterey, State of California.

The subdivision consists of 37 residential lots, with all underground utilities (water, sewer, gas and electric) street and drainage improvements. The Assessment District has been formed for the purpose of maintaining the proposed landscape areas including the street scape along the Northerly side of Beach Road adjacent to Seabreeze Subdivision, Tract No. 1251 and the buffer along the westerly side of the Southern Pacific Railroad within the rear portion of Lots 18 through 21 of the Seabreeze subdivision. Lot 38 is dedicated to the City for the maintenance of the drainage percolation basin. These improvements were installed and paid for by the developer.

A brief description of the improvements that are to be maintained by the Assessment District are:

> All landscaping elements, irrigation systems and services thereto located along the Northerly side of Beach Road, the westerly of Southern Pacific Railroad and the easterly of the percolation pond. Also included is the maintenance, repair and replacement of the sound walls. Landscaping elements consist of ground cover, shrubs, trees, irrigation pipelines, controllers, valves, emitters, sprinklers and appurtenant improvements all as delineated on the plans with the City of Marina and titled Seabreeze Streetscape and Buffer Plans prepared by Isaacson Wood & Associates, Landscape Architecture.

This report includes the following attached exhibits:

EXHIBIT A - An Assessment Diagram and Boundary Map showing all the parcels of the real property within the Assessment District and location of the landscaped areas to be maintained by the Assessment District. The Diagram is keyed to Exhibit C by the separate “Assessment District”.

EXHIBIT B - Spreadsheet showing estimated costs for FY 2024-2025, FY 2025-2026 and FY 2026-2027.

EXHIBIT C - An assessment roll showing the amount proposed to be assessed against each parcel of real property within this Assessment District. In addition to the Assessors Parcel Number each parcel has been assigned a separate “Assessment Number” which corresponds to the lot number of each parcel.

EXHIBIT D - Method of determination of assessment spread.

Respectfully submitted

_____
Nourdin Khayata, PE
Interim City Engineer

April 2025

Boundary and Landscaped Area Map

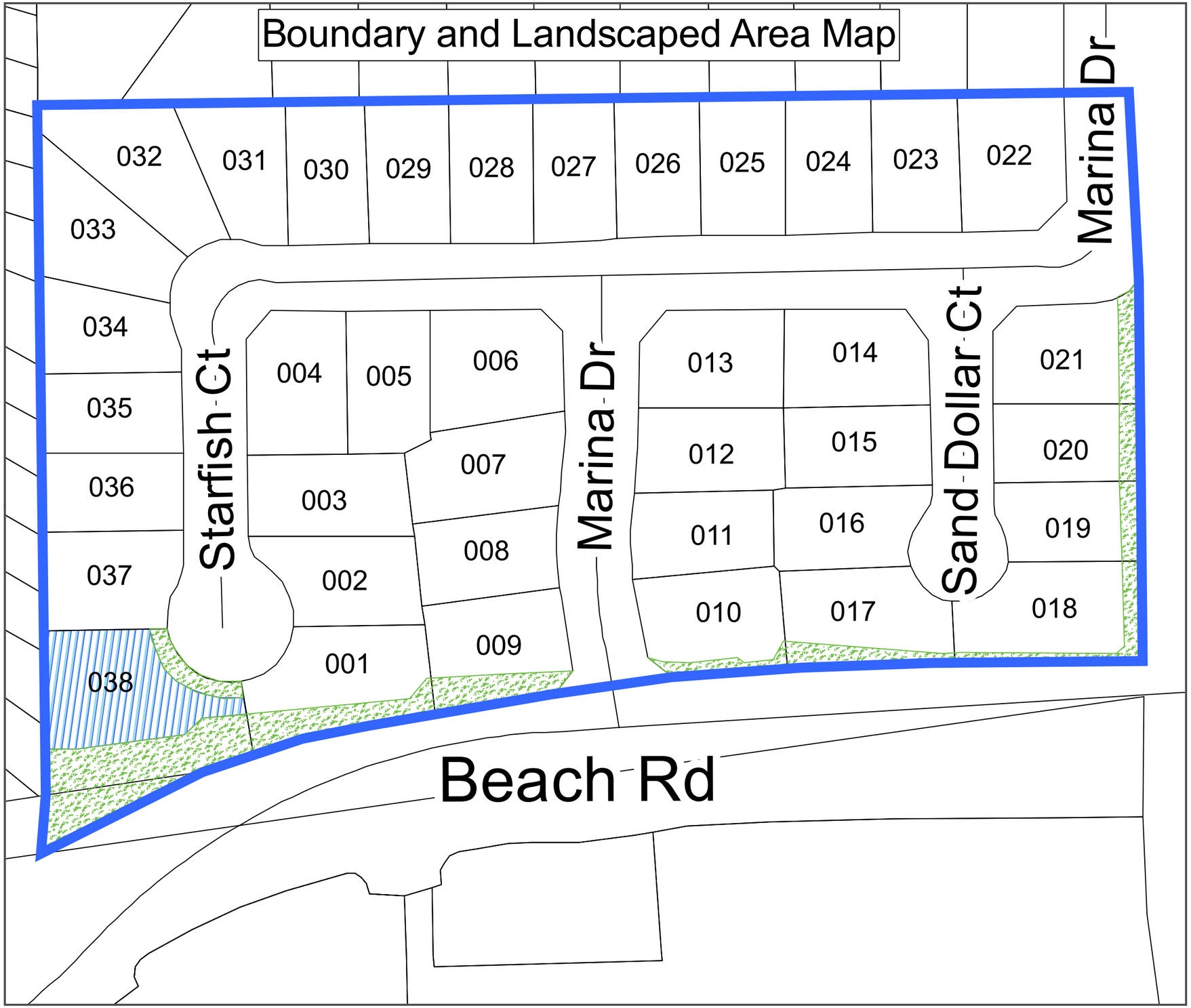
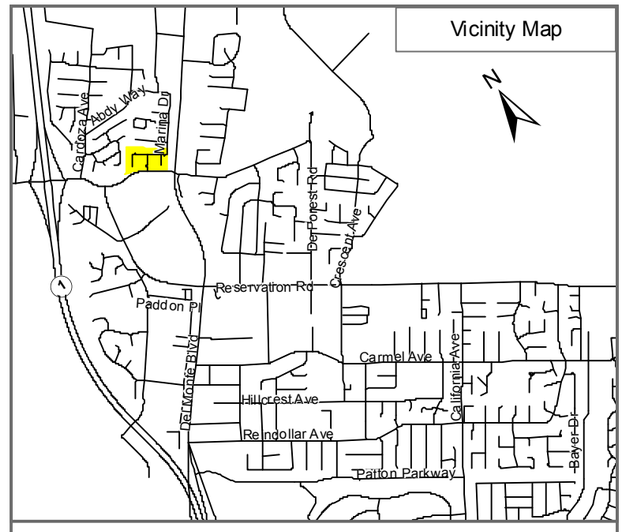


EXHIBIT A

Seabreeze
Landscape Maintenance District



Legend

Seabreeze

- Boundary
- Landscaped Area **20,470 SQ FT**
- Parcels
- Percolation Lot
- Roads

Date: April 15th, 2009

Notes: The City of Marina assume no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates/modifications and may not be complete or appropriate for all purposes. The City of Marina and Monterey County GIS should be queried for the most current information. Parcel data is of mapping grade only and does not represent reliable locations or legal boundaries.

Sources: Monterey County GIS, City of Marina CDD
Map Projection: California State Plane Zone IV, NAD 83 (Feet)

N

0 50 100
Feet

EXHIBIT B

SEABREEZE LANDSCAPE MAINTENANCE DISTRICT

Summary	Estimates FY 2024-2025	Estimates FY 2025-2026	Estimates FY 2026-2027
Beginning Cash Balance, July 1st	**$ 3,867**	**$ 4,130**	**$ 4,312**
[(a)]Total Assessment Revenues (37 Parcels)	**$ 6,750**	**$ 6,750**	**$ 6,750**
Expenditures			
Contractor Services			
[(b)] Landscape Maintenance Contract	$ 2,712	$ 2,793	$ 2,877
Utilities	$ -	$ -	$ -
Large Tree Trimming	$ -	$ -	$ -
Extraordinary Maintenance	$ -	$ -	$ -
Plant Replacement	$ -	$ -	$ -
Administrative Services			
Administration (Incl. Engineers Report)	$ 1,800	$ 1,800	$ 1,800
Cost Allocation Plan Charges	$ 1,740	$ 1,740	$ 1,740
Legal Advertising	$ 235	$ 235	$ 235
Total Expenditures	**$ 6,487**	**$ 6,568**	**$ 6,652**
[(c)]Net Change in Fund Balance	**$ 263**	**$ 182**	**$ 98**
[(d)]Ending Fund Balance, June 30th	**$ 4,130**	**$ 4,312**	**$ 4,410**

[(a)] Maximum Assessment per Prop 218 is $182.42 per parcel. The assessment amount for FY25-26 is consistent with FY24-25 at $182.42 per parcel.

[(b)] Maintenance Costs are shown as increasing per fiscal year by an estimated Consumer Cost Index (CPI) of 3% as allowed by the Contract Specifications.

[(c)] Net Change in Fund Balance equals the Total Expenditures subtracted from Total Assessment Revenue for that Fiscal Year.

[(d)] End Fund Balance equals the Net Change in Fund Balance plus the Beginning Cash Balance of that Fiscal Year.

EXHIBIT C

SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
1	033-082-001	$182.42
2	033-082-002	$182.42
3	033-082-003	$182.42
4	033-082-004	$182.42
5	033-082-005	$182.42
6	033-082-006	$182.42
7	033-082-007	$182.42
8	033-082-008	$182.42
9	033-082-009	$182.42
10	033-082-010	$182.42
11	033-082-011	$182.42
12	033-082-012	$182.42
13	033-082-013	$182.42
14	033-082-014	$182.42
15	033-082-015	$182.42
16	033-082-016	$182.42
17	033-082-017	$182.42

SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
18	033-082-018	$182.42
19	033-082-019	$182.42
20	033-082-020	$182.42
21	033-082-021	$182.42
22	033-082-022	$182.42
23	033-082-023	$182.42
24	033-082-024	$182.42
25	033-082-025	$182.42
26	033-082-026	$182.42
27	033-082-027	$182.42
28	033-082-028	$182.42
29	033-082-029	$182.42
30	033-082-030	$182.42
31	033-082-031	$182.42
32	033-082-032	$182.42
33	033-082-033	$182.42
34	033-082-034	$182.42

SEABREEZE LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
35	033-082-035	$182.42
36	033-082-036	$182.42
37	033-082-037	$182.42

EXHIBIT D

METHOD OF DETERMINATION OF ASSESSMENT SPREAD

The maintenance of the landscaped areas within the Assessment District benefits the Assessment District as a whole. Therefore, the assessment should be equally apportioned over the 37 residential building sites or lots contained within the district as indicated on the Assessment Diagram (Exhibit A).

April 29, 2025 Item No. **10f(3)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 6, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, RECEIVING THE FISCAL YEAR 2025-26 ENGINEER'S REPORT FOR THE MONTEREY BAY ESTATES LIGHTING & LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT; DECLARING ITS INTENTION TO LEVY AN ASSESSMENT IN FISCAL YEAR 2025-26 IN THAT DISTRICT; AND CALLING A PUBLIC HEARING FOR MAY 20, 2025

REQUEST:
It is requested that the City Council to consider:

1. Adopting Resolution No. 2025-, receiving the Fiscal Year 2025-26 Engineer's Report for the Monterey Bay Estates Lighting & Landscape Maintenance Assessment District; declaring its intention to levy an assessment in fiscal year 2025-26 in that district; and calling a public hearing for May 20, 2025.

BACKGROUND:
At the regular meeting of October 3, 1989, the City Council adopted Resolution No. 1989-62, ordering the formation of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals.

The Landscaping and Lighting Act of 1972 requires an annual update report to be prepared which includes the costs to maintain the improvements of the Districts and what the proposed assessments will be to provide for that maintenance.

The first step in the annual update process is for the City Council to initiate the process by adopting a resolution ordering the City Engineer to prepare and file an Engineer's Report for the District. After initiation of the update process and preparation of the update report, the City Council will be requested to adopt a resolution of intention to set a Public Hearing. Lastly, a Public Hearing will be held at a subsequent City Council meeting where the Assessment District is approved and confirmed, resulting in the adoption of a resolution confirming the levy of assessment pursuant to the provisions of the Landscape and Lighting Act of 1972 of Part 2 of Division 15 of the Streets and Highways Code of the State of California.

At the regular meeting of February 19, 2025, the City Council adopted Resolution No. 2025-14, ordering the City Engineer to prepare and to file a report related to maintenance of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District Fiscal Year 2025-26.

ANALYSIS:
Staff has prepared an Engineer's Report for the Monterey Bay Estates Lighting & Landscape Maintenance Assessment District for FY 2025-26 and filed the report with the City Clerk. Staff is proposing assessment amounts as follows:

	Current FY 2024-25	Proposed FY 2025-26
Monterey Bay Estates (162 parcels)	$77.14	$77.14

Staff is requesting that the City Council approve setting a public hearing for May 20, 2025 to hear concerns on levying and collection of the proposed assessment on this district. Staff will mail notices to all affected property owners upon City Council approval of the public hearing.

Once the hearing is completed and the levy approved, the City has until August 1, 2025 to file a certified copy of the diagram and assessment with the Monterey County Auditor-Controller.

CEQA Findings:

The City of Marina has determined that this action is Categorically Exempt per Article 19, Section 15378(b)(5) of the CEQA Guidelines as the action constitutes an organizational or administrative activity that will not result in a physical change in the environment.

FISCAL IMPACT:

Adequate funding for providing notices for the public hearing has been appropriated in the FY 24/25 budget account for the Monterey Bay Estates Lighting & Landscape Maintenance Assessment District. There is no fiscal impact to receiving the Engineer's Report and setting a public hearing.

CONCLUSION:

This request is submitted for City Council discussion and possible action.

Respectfully submitted,

_____

Edrie Delos Santos, P.E.
Public Works Department
City of Marina

REVIEWED/CONCUR:

_____

Ismael Hernandez
Public Works Director
City of Marina

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF CITY COUNCIL OF THE CITY OF MARINA RECEIVING THE FISCAL YEAR 2025-26 ENGINEER'S REPORT FOR THE MONTEREY BAY ESTATES LIGHTING & LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT; DECLARING ITS INTENTION TO LEVY AN ASSESSMENT IN FISCAL YEAR 2025-26 IN THAT DISTRICT; AND CALLING A PUBLIC HEARING FOR MAY 20, 2025

WHEREAS, at the regular meeting of October 3, 1989, the City Council adopted Resolution No. 1989-62, ordering the formation of the Monterey Bay Estates Lighting and Landscape Maintenance Assessment District pursuant to Streets and Highway Code §22594 and the Landscaping and Lighting Act of 1972 to maintain certain improvements required of new development as a condition of the subdivision approvals; and

WHEREAS, the City Engineer, on the direction of the City Council, has filed with the City Clerk a report with respect to the Fiscal Year 2025-26 levy of the assessment in connection with the Assessment District (the "Report"); and

WHEREAS, the Report is on file in the Office of the City Clerk, available for public inspection, and incorporated herein by reference; and

WHEREAS, the Report recommends that the assessment rate remain at $77.14 per parcel; and

WHEREAS, the City Council desires to proceed with the process for levying the Fiscal Year 2025-26 levy of assessments in connection with the Assessment District prior to the August 1, 2025 deadline with the Monterey County Auditor-Controller.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Marina that:

1. The Report is hereby received as filed.

2. The Council declares its intention to levy and collect assessments in the Assessment District for Fiscal Year 2025-26 as described in the Report.

3. Reference is made to the Report for a full and detailed description of (i) the improvements to be operated and maintained in connection with the Assessment District; (ii) the boundaries of the Assessment District; and (iii) the proposed assessments upon assessable lots and parcels of land within the Assessment District. The Report describes, among other things, each affected parcel of real property and the amount of the assessments for each such affected parcel for Fiscal Year 2025-26. The Assessment District generally includes all residential parcels in the Monterey Bay Estates subdivision. The general nature of the improvements is not proposed to change from the prior year.

4. A public hearing on the levy of assessments in Fiscal Year 2025-26 in connection with each of the Districts is scheduled for Tuesday, May 20, 2025, at 6:30 P.M. or as soon thereafter as the matter may be heard.

5. Staff is directed to give notice of the public hearing pursuant to Section 22626(a) of the Act.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

CITY OF MARINA
MONTEREY COUNTY
CALIFORNIA

MONTEREY BAY ESTATES LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT

ENGINEER'S REPORT

FY 2025-2026

Council Members:

B. DELGADO, MAYOR

L. VISSCHER	B. MCCARTHY
K. BIALA	J. MCADAMS

LAYNE LONG	City Manager
ANITA SHEPHERD-SHARP	Deputy City Clerk
RENÉ ORTEGA	City Attorney
ISMAEL HERNANDEZ	Public Works Director

Prepared By
City of Marina
Public Works Department

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT

FY 2025-2026

This report concerns the Monterey Bay Estates Lighting and Landscape Maintenance District.

The Assessment District consists of the Monterey Bay Estates Subdivision located in the northeasterly portion of the City of Marina. The subdivision contains 162 lots, a percolation pond parcel, and a park parcel.

The subdivision consists of 162 single family homes complete with underground utilities, water and wastewater facilities, public lighting facilities, street and drainage improvements, and landscaping. The Assessment District has been formed for the purpose of maintaining and servicing both the landscaping areas and public lighting facilities within the subdivision. The landscaping areas to be maintained and serviced are those in the percolation pond parcel and the street rights-of-way of De Forest Road and Quebrada Del Mar adjacent thereto; in and adjacent to the Crescent Avenue right-of-way, installed and paid for by the developer. The public lighting facilities to be maintained and serviced include all the public lighting facilities within the subdivision installed and paid for by the developer.

This report has been prepared pursuant to Sections 22500 through 22679 of the Streets and Highway Code (Landscaping and Lighting Act of 1972).

The improvements to be maintained which are the subject of this report, are briefly described as follows:

> Landscaping elements within the percolation pond parcel and the street rights-of-way of De Forest Road and Quebrada Del Mar adjacent thereto, and landscaping elements within and adjacent to the Crescent Avenue right-of-way (See Exhibit A) are considered as the landscaping improvements included in the Assessment District. Landscaping elements consist of hydroseeded areas, groundcover, shrubs, trees, irrigation pipelines, controllers, valves, sprinklers, water and electrical service, and freestanding concrete block walls.

Public Lighting facilities within the street right-of-way of De Forest Road, Costa Del Mar Road, Sirena Del Mar Road, Tallmon Street, Quebrada Del Mar Road, Isla Del Sol Way, Estrella Del Mar Way and Crescent Avenue all within the boundary of the Monterey Bay Estates Subdivision (Tract no. 1102) are considered as the public lighting improvements included in the Assessment District, see Exhibit A. The public lighting facilities consist of electroliers, mast arm, ballast, electrical service, wiring and lamps.

This report includes the following exhibits:

EXHIBIT A - An assessment diagram and boundary map showing all of the parcels of the real property within the Assessment District. The diagram is keyed to Exhibit C by the separate "Assessment Number".

EXHIBIT B - Spreadsheet showing estimated maintenance costs for FY 2024-2025, FY 2025-2026 and FY 2026-2027.

EXHIBIT C - An assessment roll showing the amount proposed to be assessed against each parcel of real property within this Assessment District. In addition to the Assessor's Parcel Number each parcel has been assigned a separate "Assessment Number" which corresponds to that parcel's lot number.

EXHIBIT D- A statement of the method by which the undersigned determined the amount to be assessed against each parcel based on the benefits to be derived by each parcel, respectively, from the improvements.

Respectfully submitted,

_____
Nourdin Khayata, PE
Interim City Engineer

April 2025

Boundary and Landscaped Area Map

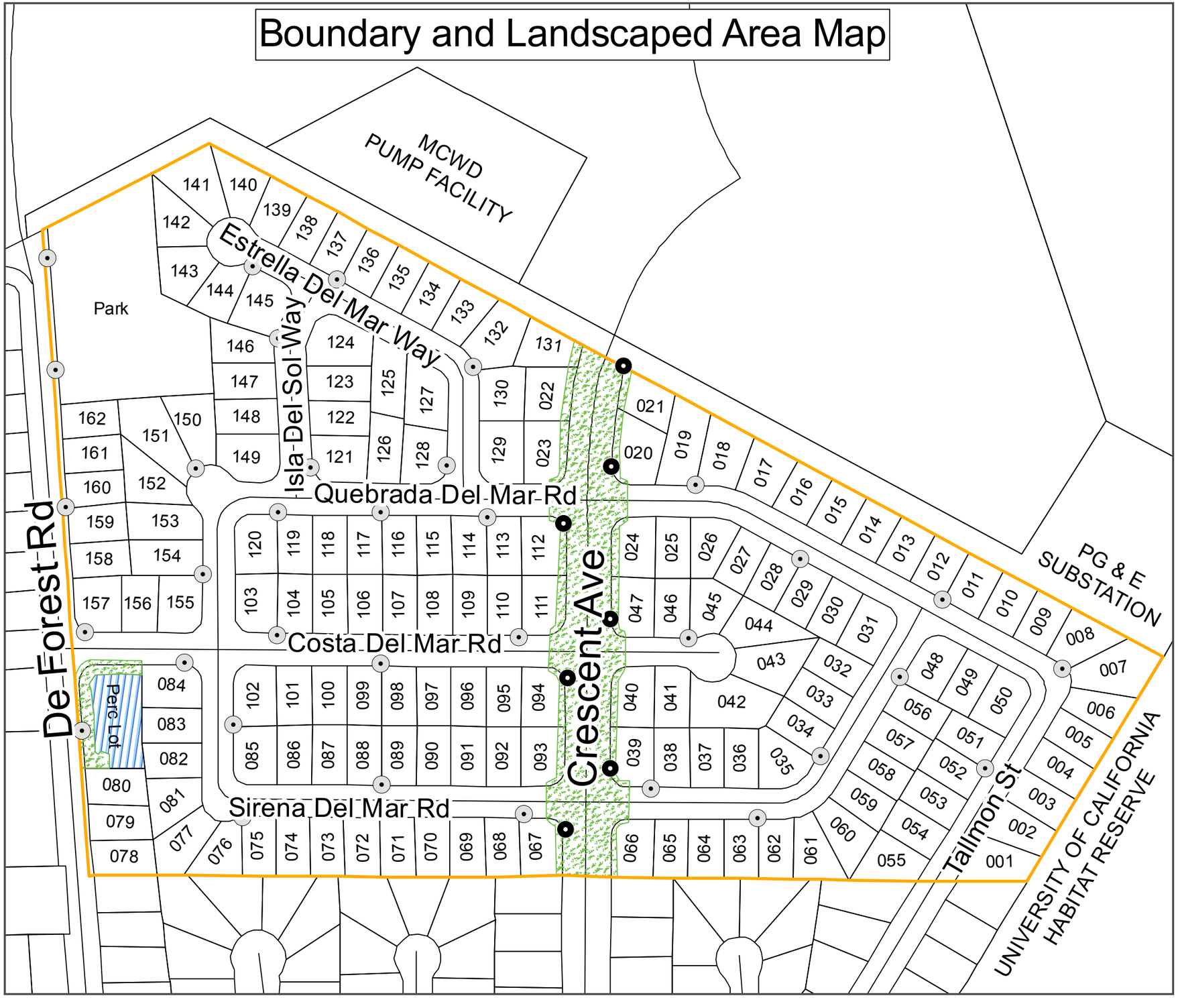
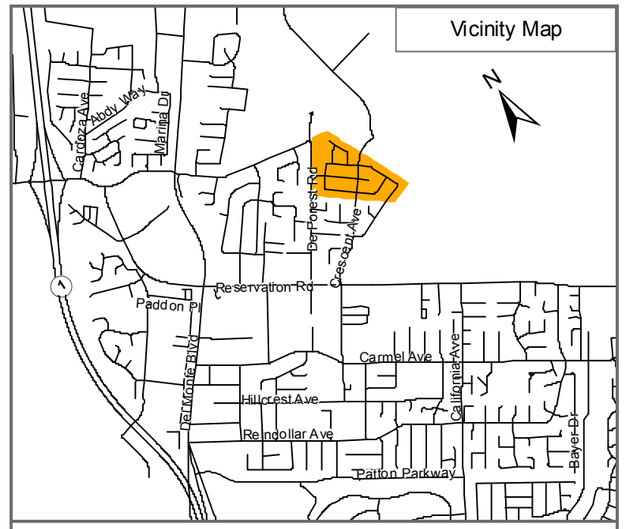


EXHIBIT A

Monterey Bay Estates
Lighting and Landscape
Maintenance District



Legend

Monterey Bay Estates

- Boundary
- Landscaped Area **2.14 Acres**
- Parcels
- Percolation Lot
- Roads

Maintained Street Lights

- Total 34 - 100W
- Total 7 - 200W

Date: April 15th, 2009

Notes: The City of Marina assume no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to updates/modifications and may not be complete or appropriate for all purposes. The City of Marina and Monterey County GIS should be queried for the most current information. Parcel data is of mapping grade only and does not represent reliable locations or legal boundaries.

Sources: Monterey County GIS, City of Marina CDD
Map Projection: California State Plane Zone IV, NAD 83 (Feet)

N

0 100 200
Feet

CITY OF MARINA

EXHIBIT B

MONTEREY BAY ESTATES LIGHTING & LANDSCAPE MAINTENANCE DISTRICT

Summary	Estimates FY 2024-2025	Estimates FY 2025-2026	Estimates FY 2026-2027
Beginning Cash Balance, July 1st	**$ 7,141**	**$ 8,618**	**$ 9,920**
[a] Total Assessment Revenues (162 Parcels)	**$ 12,497**	**$ 12,497**	**$ 12,497**
Expenditures			
Contractor Services			
[b] Landscape Maintenance Contract	$ 5,820	$ 5,995	$ 6,174
Utilities	$ 120	$ 120	$ 120
Large Tree Trimming	$ -	$ -	$ -
Extraordinary Maintenance	$ -	$ -	$ -
Plant/Tree Removal/Replacement	$ -	$ -	$ -
Administrative Services			
Administration (Incl. Engineers Report)	$ 2,000	$ 2,000	$ 2,000
Cost Allocation Plan Charges	$ 2,871	$ 2,871	$ 2,871
Legal Advertising	$ 209	$ 209	$ 209
Total Expenditures	**$ 11,020**	**$ 11,195**	**$ 11,375**
[c] Net Change in Fund Balance	**$ 1,476**	**$ 1,302**	**$ 1,122**
[d] Ending Fund Balance, June 30th	**$ 8,618**	**$ 9,920**	**$ 11,042**

[a] Maximum Assessment per Prop 218 is $77.14 per parcel. The assessment amount for FY25-26 is consistent with FY24-25 at $77.14 per parcel.

[b] Maintenance Costs are shown as increasing per fiscal year by an estimated Consumer Cost Index (CPI) of 3% as allowed by the Contract Specifications.

[c] Net Change in Fund Balance equals the Total Expenditures subtracted from Total Assessment Revenue for that Fiscal Year.

[d] End Fund Balance equals the Net Change in Fund Balance plus the Beginning Cash Balance of that Fiscal Year.

EXHIBIT C

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
1	032-541-01	$77.14
2	032-541-02	$77.14
3	032-541-03	$77.14
4	032-541-04	$77.14
5	032-541-05	$77.14
6	032-541-06	$77.14
7	032-541-07	$77.14
8	032-541-08	$77.14
9	032-541-09	$77.14
10	032-541-10	$77.14
11	032-541-11	$77.14
12	032-541-12	$77.14
13	032-541-13	$77.14
14	032-541-14	$77.14
15	032-541-15	$77.14
16	032-541-16	$77.14
17	032-541-17	$77.14
18	032-541-18	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
19	032-541-19	$77.14
20	032-541-20	$77.14
21	032-541-21	$77.14
22	032-555-38	$77.14
23	032-555-02	$77.14
24	032-542-01	$77.14
25	032-542-02	$77.14
26	032-542-03	$77.14
27	032-542-04	$77.14
28	032-542-05	$77.14
29	032-542-06	$77.14
30	032-542-07	$77.14
31	032-542-08	$77.14
32	032-542-09	$77.14
33	032-542-10	$77.14
34	032-542-11	$77.14
35	032-542-12	$77.14
36	032-542-13	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
37	032-542-14	$77.14
38	032-542-15	$77.14
39	032-542-16	$77.14
40	032-542-17	$77.14
41	032-542-18	$77.14
42	032-542-25	$77.14
43	032-542-26	$77.14
44	032-542-21	$77.14
45	032-542-22	$77.14
46	032-542-23	$77.14
47	032-542-24	$77.14
48	032-543-01	$77.14
49	032-543-02	$77.14
50	032-543-03	$77.14
51	032-543-04	$77.14
52	032-543-05	$77.14
53	032-543-06	$77.14
54	032-543-07	$77.14
55	032-543-08	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
56	032-543-09	$77.14
57	032-543-10	$77.14
58	032-543-11	$77.14
59	032-543-12	$77.14
60	032-543-13	$77.14
61	032-543-14	$77.14
62	032-543-15	$77.14
63	032-543-16	$77.14
64	032-543-17	$77.14
65	032-543-18	$77.14
66	032-543-19	$77.14
67	032-551-01	$77.14
68	032-551-02	$77.14
69	032-551-03	$77.14
70	032-551-04	$77.14
71	032-551-05	$77.14
72	032-551-06	$77.14
73	032-551-07	$77.14
74	032-551-08	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
75	032-551-09	$77.14
76	032-551-10	$77.14
77	032-551-11	$77.14
78	032-551-12	$77.14
79	032-551-13	$77.14
80	032-551-14	$77.14
81	032-551-15	$77.14
82	032-551-16	$77.14
83	032-551-17	$77.14
84	032-551-18	$77.14
85	032-552-01	$77.14
86	032-552-02	$77.14
87	032-552-03	$77.14
88	032-552-04	$77.14
89	032-552-05	$77.14
90	032-552-06	$77.14
91	032-552-07	$77.14
92	032-552-08	$77.14
93	032-552-09	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
94	032-552-10	$77.14
95	032-552-11	$77.14
96	032-552-12	$77.14
97	032-552-13	$77.14
98	032-552-14	$77.14
99	032-552-15	$77.14
100	032-552-16	$77.14
101	032-552-17	$77.14
102	032-552-18	$77.14
103	032-553-01	$77.14
104	032-553-02	$77.14
105	032-553-03	$77.14
106	032-553-04	$77.14
107	032-553-05	$77.14
108	032-553-06	$77.14
109	032-553-07	$77.14
110	032-553-08	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
111	032-553-09	$77.14
112	032-553-10	$77.14
113	032-553-11	$77.14
114	032-553-12	$77.14
115	032-553-13	$77.14
116	032-553-14	$77.14
117	032-553-15	$77.14
118	032-553-16	$77.14
119	032-553-17	$77.14
120	032-553-18	$77.14
121	032-554-01	$77.14
122	032-554-02	$77.14
123	032-554-03	$77.14
124	032-554-04	$77.14
125	032-554-05	$77.14
126	032-554-06	$77.14
127	032-554-07	$77.14
128	032-554-08	$77.14
129	032-555-03	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
130	032-555-39	$77.14
131	032-555-05	$77.14
132	032-555-06	$77.14
133	032-555-07	$77.14
134	032-555-08	$77.14
135	032-555-09	$77.14
136	032-555-10	$77.14
137	032-555-11	$77.14
138	032-555-12	$77.14
139	032-555-13	$77.14
140	032-555-14	$77.14
141	032-555-15	$77.14
142	032-555-16	$77.14
143	032-555-17	$77.14
144	032-555-18	$77.14
145	032-555-19	$77.14
146	032-555-20	$77.14
147	032-555-21	$77.14

MONTEREY BAY ESTATES
LIGHTING AND LANDSCAPE MAINTENANCE ASSESSMENT DISTRICT
ASSESSMENT ROLL FOR
FISCAL YEAR 2025-2026

DIAGRAM AND ASSESSMENT NO.	ASSESSOR'S NET PARCEL NUMBER	ASSESSMENT
148	032-555-22	$77.14
149	032-555-23	$77.14
150	032-555-24	$77.14
151	032-555-25	$77.14
152	032-555-26	$77.14
153	032-555-27	$77.14
154	032-555-28	$77.14
155	032-555-29	$77.14
156	032-555-30	$77.14
157	032-555-31	$77.14
158	032-555-32	$77.14
159	032-555-33	$77.14
160	032-555-34	$77.14
161	032-555-35	$77.14
162	032-555-36	$77.14

EXHIBIT D

METHOD OF DETERMINATION OF ASSESSMENT SPREAD

The maintenance of the landscaping surrounding percolation pond and Crescent Avenue landscaping together with maintenance and service of the public lighting facilities benefits the Assessment District as a whole. The tentative subdivision map approval was conditioned on the formation of this Maintenance District. Since the creation of the lots was so conditioned, each lot equally benefits from the District. Therefore, the assessment spread is based on the number of building sites or lots contained within the district as indicated on the Assessment Diagram (Exhibit A).

May 1, 2025 Item No. **10g(1)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 6, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT TO WALLACE GROUP OF SAN LUIS OBISPO, CA FOR ENGINEERING AND LAND SURVEYING SERVICES FOR DESIGN OF THE CITY PARK AT THE DUNES; AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE CONTRACT DOCUMENTS SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY; AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUGETARY ENTRIES.

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025- authorizing a professional services agreement with Wallace Group of San Luis Obispo, CA for engineering and land surveying services beginning May 6, 2025, in an amount not to exceed $573,078.00 for the design of a City Park at the Dunes.
2. Authorize the City Manager or designee to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.
3. Authorize the Finance Director to make necessary accounting and budgetary entries.

BACKGROUND:

The City of Marina has long sought to enhance its public park offerings, with the City Park at the Dunes being a focal point of this initiative. Planned as a 13.5-acre public park, it will feature a wide range of amenities including adequate restroom facilities, walking paths, tennis and pickleball courts, beach volleyball, a multi-sport court, a fitness court, and an inclusive playground designed to serve children of all abilities. This playground will provide a sensory-rich environment, ensuring that all children can play and learn together in a welcoming space.

The City Council has previously approved a Capital Improvement Project (QLP 2017) with a budget of $22,600,000 for all phases of construction related to the City Park at the Dunes.

City staff initially engaged Verde Landscape Architecture for design services on May 6, 2024. However, several challenges arose during the collaboration requiring a shift to a firm better suited to the unique challenges with this project. Among these challenges are existing utilities that run through the park land and coordination with the development of our Sports and Aquatics Center.

ANALYSIS:

To ensure the timely and effective completion of the City Park at the Dunes, it is essential to secure a new partner with the expertise and resources necessary to fulfill the project's ambitious goals. The proposed agreement with Wallace Group aims to efficiently complete the full engineering and landscape design for the park while ensuring compliance with the established budget. **("EXHIBIT A")**

Wallace Group has assembled a dedicated design team adept in managing the complexities of park development. Their commitment to adhere to project schedules and collaborate closely with the City promises to yield a successful outcome for the park. **("EXHIBIT B")**

FISCAL IMPACT:

The total fiscal impact for the staff report is estimated at $573,078. This amount will be financed through funds already allocated in the Capital Improvement Project QLP 2017. This ensures no additional financial burden on the city budget, allowing the project to progress as intended.

Respectfully submitted,

_____

Ismael Hernandez
Public Works Director
City of Marina

_____

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF MARINA AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT TO WALLACE GROUP OF SAN LUIS OBISPO, CA FOR ENGINEERING AND LAND SURVEYING SERVICES FOR DESIGN OF THE CITY PARK AT THE DUNES; AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE CONTRACT DOCUMENTS SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY; AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUGETARY ENTRIES

WHEREAS, the City of Marina has long prioritized the enhancement of public parks for the benefit of its community; and

WHEREAS, the City Park at the Dunes is envisioned as a 13.5-acre park featuring a variety of amenities, including restroom facilities, walking paths, tennis and pickleball courts, beach volleyball, a multi-sport court, a fitness court, and an inclusive playground designed to accommodate children of all abilities; and

WHEREAS, the City Council has previously approved Capital Improvement Project QLP 2017 in the amount of $22,600,000 to fund all phases of construction for the City Park at the Dunes; and

WHEREAS, the City initially engaged Verde Landscape Architecture for design services but encountered significant challenges, leading to the termination of the agreement on March 31, 2025; and

WHEREAS, it is imperative that the City secures a professional services agreement with a new engineering and land surveying partner to ensure the successful completion of the park's development; and

WHEREAS, Wallace Group, a California Corporation, has expressed a commitment to deliver comprehensive engineering and landscape design services for the City Park at the Dunes while adhering to the project's budget and timeline;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Adopt Resolution No. 2025- authorizing a professional services agreement with Wallace Group of San Luis Obispo, CA for engineering and land surveying services beginning May 6, 2025, in an amount not to exceed $573,078.00 for the design of the City Park at the Dunes.
2. Authorize the City Manager or designee to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.
3. Authorize the Finance Director to make necessary accounting and budgetary entries.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025 by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

CITY OF MARINA
AGREEMENT FOR ENGINEERING AND LAND SURVEYING SERVICES

THIS AGREEMENT is made and entered into on May 6, 2025, by and between the City of Marina, a California charter city, hereinafter referred to as the "City," and *Wallace Group,* a *California corporation,* hereinafter referred to as the "Contractor." City and Contractor are sometimes individually referred to as "party" and collectively as "parties" in this Agreement.

Recitals

A. City desires to retain Contractor to:

Provide engineering and land surveying services for the City Park at the Dunes Project, hereinafter referred to as the "Project."

B. Contractor represents and warrants that it has the qualifications, experience and personnel necessary to properly perform the services as set forth herein.

C. City desires to retain Contractor to provide such services.

Terms and Conditions

For of good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and in consideration of the mutual promises contained herein, City and Contractor agree to the following terms and conditions:

1. Scope of Work.

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in Exhibit "A" attached hereto ("Scope of Work") and by this reference made a part hereof. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion.

(b) Contractor shall perform all such work with skill and diligence and pursuant to generally accepted standards of practice in effect at the time of performance. Contractor shall provide corrective services without charge to the City for work which fails to meet these standards and which is reported to Contractor in writing within sixty days of discovery. Should Contractor fail or refuse to perform promptly its obligations under this Agreement, the City may render or undertake the performance thereof and the Contractor shall be liable for any expenses thereby incurred.

(c) If services under this Agreement are to be performed by a design professional, as that term is defined in California Civil Code §2782.8(b)(2), design

professional certifies that all design professional services shall be provided by a person or persons duly licensed by the State of California to provide the type of services described in Section 1(a). By delivery of completed work, design professional certifies that the work conforms to the requirements of this Agreement and all applicable federal, state and local laws, and the professional standard of care in California.

(d) Contractor is responsible for making an independent evaluation and judgment of all relevant conditions affecting performance of the work, including without limitation site conditions, existing facilities, seismic, geologic, soils, hydrologic, geographic, climatic conditions, applicable federal, state and local laws and regulations and all other contingencies or considerations.

(e) City shall cooperate with Contractor and will furnish all information data, records and reports existing and available to City to enable Contractor to carry out work outlined in Exhibit “A." Contractor shall be entitled to reasonably rely on information, data, records and reports furnished by the City, however, the City makes no warranty as to the accuracy or completeness of any such information, data, records or reports available to it and provided to Contractor which were furnished to the City by a third party. Contractor shall have a duty to bring to the City's attention any deficiency or error it may discover in any information provided to the Contractor by the City or a third party.

2. Term of Agreement & Commencement of Work.

(a) Unless otherwise provided, the term of this Agreement shall begin on May 6, 2025 and shall expire on June 30, 2027, unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:

(i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval; and

(ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form; and

(iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto; and.

(iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk.

(b) Contractor shall commence work on the Project on or by May 7, 2025. This Agreement may be extended upon written agreement of both parties. Contractor may be required to prepare a written schedule for the work to be performed, which schedule shall be approved by the City and made a part of Exhibit A, and to perform the work in accordance with the approved schedule.

3. Compensation.

(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be

provided under this Agreement City shall compensate Contractor in an amount not to exceed Five Hundred Seventy-Three Thousand and Seventy-Eight Dollars ($573,078.00) in accordance with the provisions of this Section and the Fee Schedule attached hereto as Exhibit B and incorporated herein by this reference.

(b) Invoice(s) in a format and on a schedule acceptable to the City shall be submitted to and be reviewed and verified by the Project Administrator (see Section 5(a)) and forwarded to the City's Finance Department for payment. City shall notify Contractor of exceptions or disputed items and their dollar value within fifteen days of receipt. Payment of the undisputed amount of the invoice will typically be made approximately thirty days after the invoice is submitted to the Finance Department.

(c) Contractor will maintain clearly identifiable, complete and accurate records with respect to all costs incurred under this Agreement on an industry recognized accounting basis. Contractor shall make available to the representative of City all such books and records related to this Agreement, and the right to examine, copy and audit the same during regular business hours upon 24-hour's notice for a period of four years from the date of final payment under this Agreement.

(d) Contractor shall not receive any compensation for Extra Work without the prior written authorization of City. As used herein, "Extra Work" means any work that is determined by the City to be necessary for the proper completion of the Project but which is not included within the Scope of Work and which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Compensation for any authorized Extra Work shall be paid in accordance with Exhibit B.

(e) Expenses not otherwise addressed in the Scope of Services or the Fee Schedule incurred by Contractor in performing services under this Agreement shall be reviewed and approved in advance by the Project Administrator (Section 5(a)), be charged at cost and reimbursed to Contractor.

(f) There shall be no charge for transportation within Monterey, Santa Cruz and San Benito Counties required for the performance of the services under this Agreement; travel to other locations must be approved in writing and in advance by the City, mileage will be charged at the then current standard rate for business travel as set by the U.S. Internal Revenue Service for such approved travel.

4. <u>Termination or Suspension</u>.

(a) This Agreement may be terminated in whole or in part in writing by either party in the event of a substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten days written notice of intent to terminate, and (2) provided an opportunity for consultation with the terminating party prior to termination.

(b) If termination for default is effected by the City, an equitable adjustment in the price provided for in this Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due the Contractor at the time of termination may be adjusted to cover any additional costs to the City because of the Contractor's default. If after the termination for failure of

Contractor to fulfill its contractual obligations, it is determined that the Contractor had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the City.

(c) The City may terminate or suspend this Agreement at any time for its convenience upon not less than thirty days prior written notice to Contractor. Not later than the effective date of such termination or suspension, Contractor shall discontinue all affected work and deliver all work product and other documents, whether completed or in progress, to the City.

(d) If termination for default is effected by the Contractor or if termination for convenience is effected by the City, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for termination shall provide for payment to the Contractor for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by Contractor relating to written commitments that were executed prior to the termination.

5. Project Administrator, Project Manager & Key Personnel.

(a) City designates as its Project Administrator, Ismael Hernandez, who shall have the authority to act for the City under this Agreement. The Project Administrator or his/her authorized representative shall represent the City in all matters pertaining to the work to be performed pursuant to this Agreement.

(b) Contractor designates, Kari Wagner, as its Project Manager who shall coordinate all phases of the Project. The Project manager shall be available to City at all reasonable times during the Agreement term.

(c) Contractor warrants that it will continuously furnish the necessary personnel to complete the Project on a timely basis as contemplated by this Agreement. Contractor, at the sole discretion of City, shall remove from the Project any of its personnel assigned to the performance of services upon written request of City. Contractor has represented to City that certain key personnel will perform and coordinate the work under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of the City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause.

6. Delegation of Work.

(a) If Contractor utilizes any subcontractors, consultants, persons, employees or firms having applicable expertise to assist Contractor in performing the services under this Agreement, Contractor shall obtain City's prior written approval to such employment. Contractor's contract with any subcontractor shall contain a provision making the subcontract subject to all provisions of this Agreement. Contractor will be fully responsible and liable for payment for, administration, completion, presentation, and quality of all work performed. If such persons are utilized, they shall be charged at cost. City reserves its right to employ other contractors in connection with this Project.

(b) If the work hereunder is performed by a design professional, design professional shall be directly involved with performing the work or shall work through his, her or its employees. The design professional's responsibilities under this Agreement shall not be delegated. The design professional shall be responsible to the City for acts, errors or omissions of his, her or its subcontractors. Negligence of subcontractors or agents retained by the design professional is conclusively deemed to be the negligence of the design professional if not adequately corrected by the design professional. Use of the term subcontractor in any other provision of this Agreement shall not be construed to imply authorization for a design professional to use subcontractors for performance of any professional service under this Agreement.

(c) The City is an intended beneficiary of any work performed by a subcontractor for purposes of establishing a duty of care between the subcontractor and the City.

7. **Skill of Employees**. Contractor shall ensure that any employees or agents providing services under this Agreement possess the requisite skill, training and experience to properly perform such services.

8. **Confidential and Proprietary Information**. In the course of performing services under this Agreement Contractor may obtain, receive, and review confidential or proprietary documents, information or materials that are and shall remain the exclusive property of the City. Should Contractor undertake the work on behalf of other agencies, entities, firms or persons relating to the matters described in the Scope of Work, it is expressly agreed by Contractor that any such confidential or proprietary information or materials shall not be provided or disclosed in any manner to any of Contractor's other clients, or to any other third party, without the City's prior express written consent.

9. **Ownership of Data**. Unless otherwise provided for herein, all documents, material, data, drawings, plans, specifications, computer data files, basis for design calculations, engineering notes, and reports originated and prepared by Contractor, or any subcontractor of any tier, under this Agreement shall be and remain the property of the City for its use in any manner it deems appropriate. Contractor agrees that all copyrights which arise from creation of the work pursuant to this Agreement shall be vested in the City and waives and relinquishes all claims to copyright or intellectual property rights in favor of the City. Contractor shall provide two (2) sets of reproducible of the above-cited items, except for the computer data files which shall consist of one (1) set. Contractor shall use all reasonable efforts to ensure that any electronic files provided to the City will be compatible with the City's computer hardware and software. Contractor makes no representation as to long-term compatibility, usability or readability of the format resulting from the use of software application packages, operating systems or computer hardware differing from those in use by the City at the commencement of this Agreement. Contractor shall be permitted to maintain copies of all such data for its files. City acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work and, should City use these products or data in connection with additions to the work required under this Agreement or for new work without consultation with and without additional compensation to Contractor, Contractor makes no representation as to the suitability of the work product for use in or application to circumstances not contemplated by the Scope of Work and shall have no liability or responsibility whatsoever in connection with such use which shall be at the City's sole risk. Any and all liability arising out of changes made by the City to Contractor's

deliverables is waived against Contractor unless City has given Contractor prior written notice of the changes and has received Contractor's written consent to such changes.

10. Conflict of Interest.

(a) Contractor covenants that neither it, nor any officer or principal of its firm has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of the City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of the City in the performance of this Agreement. Contractor shall represent the interest of the City in any discussion or negotiation.

(b) City understands and acknowledges that Contractor may be, as of the date of commencement of services under this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of the City relative to such projects. Any future position of the City on such projects may result in a conflict of interest for purposes of this section.

11. Disclosure. Contractor may be subject to the appropriate disclosure requirements of the California Fair Political Practices Act, as determined by the City Manager.

12. Non-Discrimination.

(a) During the performance of this Agreement the Contractor and its subcontractors shall comply with the applicable laws of the United States of America, the State of California and the City prohibiting discrimination and harassment. In performing this Agreement, Contractor shall not discriminate, harass, or allow harassment, against any employee or applicant for employment because of gender, gender expression, gender identity, genetic characteristics, sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (including cancer), mental disability, age, marital status, denial of family and medical care leave and denial of pregnancy disability leave, sexual orientation, military/veteran status and any other characteristics protected by state or federal law. Contractor shall give written notice of its obligations under this clause to labor organizations with which it has a collective bargaining or other agreement.

(b) Contractor shall include the provisions of this Section 12(a) in all subcontracts related to this Agreement.

13. Indemnification.

(a) Other than in the performance of design professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, immediately defend (with

independent counsel reasonably acceptable to the City) and hold harmless the City, its Council, boards, commissions, employees, officials and agents (collectively "Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative expenses, and defense costs including but not limited to reasonable attorney's fees, court costs, expert witness fees and costs of alternate dispute resolution (collectively "Liabilities"), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors. The duty to defend is a separate and distinct obligation from the Contractor's duty to indemnify and Contractor shall be obligated to defend in all legal, equitable, administrative or special proceedings upon tender to the Contractor of any claim in any form or at any stage of an action or proceeding, whether or not liability is established and the obligation extends through final judgment including exhaustion of any appeals.. The Contractor's obligation to indemnify applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an indemnified party. If it is finally determined that liability is caused by the comparative active negligence or willful misconduct of an Indemnified Party, the Contractor's indemnification obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(b) To the fullest extent permitted by law (including without limitation California Civil Code Sections 2782.8), when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined by said section 2782.8(c)(2) ("Design Professional") Design Professional shall indemnify, protect and hold harmless any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Design Professional, or such acts or omissions of an officer, employee, agent or subcontractor of the Design Professional. Design Professional shall not have an immediate duty to defend an Indemnified Party, however, Design Professional's obligation to indemnify (including reimbursing the cost to defend) and hold the Indemnified Parties harmless applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an Indemnified Party. If it is finally determined that liability was caused by the comparative active negligence or willful misconduct of an Indemnified Party the Design Professional's indemnification obligation shall be reduced in direct proportion to the indemnified party's proportionate percentage of fault. Within 30 days following Design Professional's receipt of a properly presented written invoice Design Professional shall satisfy its indemnification obligations and reimburse the Indemnified Party for the cost of reasonable attorney's fees and defense costs incurred by the Indemnified Party to the same extent of Design Professional's indemnity obligation herein. In no event shall the cost to defend charged to the Design Professional exceed the Design Professional's proportionate percentage of fault.

(c) The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials. An allegation or determination of comparative active negligence or willful misconduct by an Indemnified Party unrelated to design professional services does not relieve Contractor from its separate and distinct obligation to defend City. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or

on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to provide an immediate defense to any Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend the Indemnified Party at Contractor's expense by independent counsel reasonably acceptable to the City. Unless otherwise provided above, an Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended. Contractor may submit a claim to the City for reasonable defense costs (including attorney's and expert fees) incurred in providing a defense of any Indemnified Party to the extent such defense costs arise under principals of comparative fault from the Indemnified Party's active negligence, recklessness or willful misconduct.

(e) This obligation to indemnify and defend, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

14. <u>Insurance</u>.

(a) As a condition precedent to the effectiveness of this Agreement and without limiting Contractor's indemnification of the City, Contractor agrees to obtain and maintain in full force and effect at its own expense the insurance policies set forth in Exhibit "B" "Insurance" attached hereto and made a part hereof. Contractor shall furnish the City with original certificates of insurance, executed by a person authorized by that insurer to bind coverage on its behalf, along with copies of all required endorsements. All certificates and endorsements must be received and approved by the City before any work commences. All insurance policies shall be subject to approval by the City Attorney and Risk Manager as to form and content. Specifically, such insurance shall: (1) be endorsed to protect City as an additional insured for commercial general and business auto liability; (2) provide City prior notice of cancellation; and (3) be primary with respect to City's insurance program. Contractor's insurance is not expected to respond to claims that may arise from the acts or omissions of the City.

(b) City reserves the right at any time during the term of this Agreement to change the amounts and types of insurance required herein by giving Contractor ninety days advance written notice of such change. If such change should result in substantial additional cost of the Contractor, City agrees to negotiate additional compensation proportional to the increased benefit to City.

(c) All required insurance must be submitted and approved the City Attorney and Risk Manager prior to the inception of any operations by Contractor.

(d) The required coverage and limits are subject to availability on the open market at reasonable cost as determined by the City. Non availability or non affordability must be documented by a letter from Contractor's insurance broker or agency indicating a good faith effort to place the required insurance and showing as a minimum the names

of the insurance carriers and the declinations or quotations received from each. Within the foregoing constraints, Contractor's failure to procure or maintain required insurance during the entire term of this Agreement shall constitute a material breach of this Agreement under which City may immediately suspend or terminate this Agreement or, at its discretion, procure or renew such insurance to protect City's interests and pay any and all premium in connection therewith and recover all monies so paid from Contractor.

(e) By signing this Agreement, Contractor hereby certifies that it is aware of the provisions of Section 3700 *et seq*., of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provision of that Code, and that it will comply with such provisions at all such times as they may apply during the performance of the work pursuant to this Contract. Unless otherwise agreed, a waiver of subrogation in favor of the City is required.

15. Independent Contractor. The parties agree that Contractor, its officers, employees and agents, if any, shall be independent contractors with regard to the providing of services under this Agreement, and that Contractor's employees or agents shall not be considered to be employees or agents of the City for any purpose and will not be entitled to any of the benefits City provides for its employees. City shall make no deductions for payroll taxes or Social Security from amounts due Contractor for work or services provided under this Agreement.

This Agreement shall not constitute, and it is not intended to constitute, either party as an employer, employee, agent, partner or legal representative of the other party for any purpose, or give either party any right to supervise or direct the functions of the other party. Except as specifically provided herein, neither party shall have authority to act for or obligate the other party in any way or to extend any representation on behalf of the other party. Each party agrees to perform under this Agreement solely as an independent contractor and neither party shall have any right, power, or authority, nor shall they represent themselves as having any authority to assume, create, or incur any expense, liability or obligation, express or implied, on behalf of the other party for any purpose. Each party agrees not to permit its employees or agents to do anything that might be construed or interpreted as acts of the other party.

16. Claims for Labor and Materials. Contractor shall promptly pay when due all amounts payable for labor and materials furnished in the performance of this Agreement, so as to prevent any lien or other claim under any provision of law from arising against any City property (including reports, documents, and other tangible matter produced by the Contractor hereunder), against the Contractor's rights to payments hereunder, or against the City, and shall pay all amounts due under the Unemployment Insurance Act with respect to such labor.

17. Discounts. Contractor agrees to offer the City any discount terms that are offered to its best customers for the goods and services to be provided herein, and apply such discounts to payment made under this Agreement which meet the discount terms.

18. Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

19. **Dispute Resolution**. If any dispute arises between the parties as to proper interpretation or application of this Agreement, the parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the parties. If the dispute is not or cannot be resolved by mediation, the parties may mutually agree (but only as to those issues of the matter not resolved by mediation) to submit their dispute to arbitration. Before commencement of the arbitration, the parties may elect to have the arbitration proceed on an informal basis; however, if the parties are unable so to agree, then the arbitration shall be conducted in accordance with the rules of the American Arbitration Association. The decision of the arbitrator shall be binding, unless within thirty days after issuance of the arbitrator's written decision, any party files an action in court. Venue and jurisdiction for any such action between the parties shall lie in the Superior Court for the County of Monterey.

20. **Compliance with Laws**.

(a) Each party's performance hereunder shall comply with all applicable laws of the United States of America, the State of California and the City including but not limited to laws regarding health and safety, labor and employment, wage and hours and licensing laws which affect employees. This Agreement shall be governed by, enforced and interpreted under the laws of the State of California. Contractor must be in good standing and registered with the California Department of Industrial Relations in accordance with California labor Code section 1725.5 and shall comply with new, amended or revised laws, regulations or procedures that apply to the performance of this Agreement.

(b) If the Project is a "public work," or prevailing wages are otherwise required, Contractor shall comply with all provision of California Labor Code section 1720 *et seq.*, as applicable, and laws dealing with prevailing wages, apprentices and hours of work.

(c) Contractor represents that it has obtained and presently holds all permits and licenses necessary for performance hereunder, including a Business License required by the City's Business License Ordinance (Title 5 of the Marina Municipal Code) for which a business license tax is prescribed and assessed at the rate of two-tenths percent of gross receipts, in accordance with the provisions therein. For the term covered by this Agreement, the Contractor shall maintain or obtain as necessary, such permits and licenses and shall not allow them to lapse, be revoked or suspended.

21. **Assignment or Transfer**. This Agreement or any interest herein may not be assigned, hypothecated or transferred, either directly or by operation of law, without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

22. **Notices**. All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, sent by facsimile ("fax") or certified mail, postage prepaid with return receipt requested, addressed as follows:

To City: City Manager
City of Marina City Hall

211 Hillcrest Avenue
Marina, California 93933
Fax: (831) 384-9148

To Contractor:

Fax (___) _____

The parties my agree in writing to receive notice by email. Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three days after deposit in the custody of the U.S. Postal Service. A copy of any notice sent as provided herein shall also be delivered to the Project Administrator and Project Manager.

23. **Amendments, Changes or Modifications**. This Agreement is not subject to amendment, change or modification except by a writing signed by the authorized representatives of City and Contractor.

24. **Force Majeure**. Notwithstanding any other provisions hereof, neither Contractor nor City shall be held responsible or liable for failure to meet their respective obligations under this Agreement if such failure shall be due to causes beyond Contractor's or the City's control except that an economic downturn of any type shall not be a justifiable cause for the failure to meet their respective obligations under this Agreement. Such causes include but are not limited to: strike, fire, flood, civil disorder, act of God or of the public enemy, act of the federal government, or any unit of state of local government in either sovereign or contractual capacity, epidemic, quarantine restriction, or delay in transportation to the extent that they are not caused by the party's willful or negligent acts or omissions, and to the extent that they are beyond the party's reasonable control.

25. **Attorney's Fees**. In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

26. **Successors and Assigns**. All of the terms, conditions and provisions of this Agreement shall apply to and bind the respective heirs, executors, administrators, successors, and assigns of the parties. Nothing in this paragraph is intended to affect the limitation on assignment

27. **Authority to Enter Agreement**. Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right and authority to make this Agreement and bind each respective party.

28. **Waiver**. A waiver of a default of any term of this Agreement shall not be construed as a waiver of any succeeding default or as a waiver of the provision itself. A party's performance after the other party's default shall not be construed as a waiver of that default.

29. **Severability**. Should any portion of this Agreement be determined to be void or unenforceable, such shall be severed from the whole and the Agreement will continue as modified.

30. **Construction, References, Captions**. Since the parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. The captions of the various sections are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, content or intent of this Agreement.

31. **Advice of Counsel.** The parties agree that they are aware that they have the right to be advised by counsel with respect to the negotiations, terms and conditions of this Agreement, and that the decision of whether or not to seek the advice of counsel with respect to this Agreement is a decision which is the sole responsibility of each of the parties hereto. This Agreement shall not be construed in favor or against either party by reason of the extent to which each party participated in the drafting of this Agreement.

32. **Counterparts**. This Agreement may be signed in counterparts, each of which shall constitute an original.

33. **Time.** Time is of the essence in this contract.

34. **Entire Agreement**. This Agreement contains the entire agreement of the parties with respect to the matters as set forth in this Agreement, and no other agreement, statement or promise made by or to any party or by or to any employee, officer or agent of any party, which is not contained in this Agreement shall be binding or valid.

IN WITNESS WHEREOF, Contractor and the City by their duly authorized representatives, have executed this Agreement, on the date first set forth above, at Marina, California.

CITY OF MARINA	**CONTRACTOR**
By: _____	By: _____
Name: _____	Name: _____
Its: _____	Its: _____
Date: _____	Date: _____

Attest: (Pursuant to Reso: 20___ - _____)

By: _____
City Clerk

Approved as to form:

By: _____
City Attorney

12

INSERT EXHIBIT A

Section 1 (a)

- SCOPE OF WORK -

[Include Work Schedule if required.]

EXHIBIT B - INSURANCE

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by Contractor, its agents, representatives, or employees.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Contractor has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than **$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **$1,000,000** per accident for bodily injury or disease. (Not required if Contractor provides written verification it has no employees)
4. **Professional Liability (Errors and Omissions):** Insurance appropriates to Contractor's profession, with limit no less than **$2,000,000** per occurrence or claim, $2,000,000 aggregate.

If Contractor maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Other Insurance Provisions
The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status
City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

Primary Coverage
For any claims related to this contract, Contractor's insurance coverage shall be primary and non-contributory and at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Umbrella or Excess Policy
Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, Self-Insured Retentions (SIRs), indemnity, and defense requirements. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General Liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until Contractor's primary and excess liability policies are exhausted.

Notice of Cancellation
Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

Waiver of Subrogation
Contractor hereby grants to City a waiver of any right to subrogation which any insurer of said Contractor may acquire against the City by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions
Self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City. The CGL and any policies, including Excess liability policies, may not be subject to a self-insured retention (SIR) or deductible that exceeds $25,000 unless approved in writing by City. Any and all deductibles and SIRs shall be the sole responsibility of Contractor or subcontractor who procured such insurance and shall not apply to the Indemnified Additional Insured Parties. City may deduct from any amounts otherwise due Contractor to fund the SIR/deductible. Policies shall NOT contain any self-insured retention (SIR) provision that limits the satisfaction of the SIR to the City. The policy must also provide that Defense costs, including the Allocated Loss Adjustment Expenses, will satisfy the SIR or deductible. City reserves the right to obtain a copy of any policies and endorsements for verification.

Acceptability of Insurers
Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City.

Claims Made Policies
If any of the required policies provide claims-made coverage:

1. The Retroactive Date must be shown, and must be before the date of the contract or the beginning of contract work.
2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.
3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of work.

Verification of Coverage
Contractor shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsements Pages of the CGL and any Excess policies listing all policy endorsements. All certificates and endorsements and copies of the Declarations & Endorsements pages are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time. City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Subcontractors
Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors.

Duration of Coverage
CGL & Excess liability policies for any construction related work, including, but not limited to, maintenance, service, or repair work, shall continue coverage for a minimum of five (5) years for Completed Operations liability coverage. Such Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

Special Risks or Circumstances
City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

April 25, 2025

Ismael Hernandez
City of Marina
211 Hillcrest Avenue
Marina, California 93933

Subject: Dunes Park

Dear Ismael Hernandez:

Wallace Group appreciates the opportunity to provide you with our proposal for Civil Engineering and Landscape Architecture services for the above referenced project. The City recently terminated their contract for this project with Verde Design, Inc. Verde completed the project to a 60% level and has provided the AutoCAD files to the City. The City has requested Wallace Group complete the design based on the design provided by Verde. Based on our discussion, the following Scope of Services has been prepared for your consideration:

I. PROJECT UNDERSTANDING

The Dunes Park is located at 2nd Avenue and 8th Street (see figure 1 below). The City contracted with Verde Design, Inc. to prepare concept plans and Construction Documents. Verde Design has prepared 60% Construction Documents for the Dunes City Park – Phase I improvements that were submitted to the City of Marina in January 2025. Although a 60% PSE set was submitted, per our review of the materials, we believe that additional work will be needed due to the potentially inaccurate survey data that Verde's 60% plans were built from. Furthermore, we will need to refine the CAD linework and develop files to fit Wallace Group's standards and techniques. Based on discussions with the City, the City is satisfied with the design intent shown in the 60% submittal and Wallace Group can use this design to go straight to 95% final design. This will help streamline our process, however additional budget is needed for the 95% submittal but not to the level of re-doing a full 60% PSE submittal.

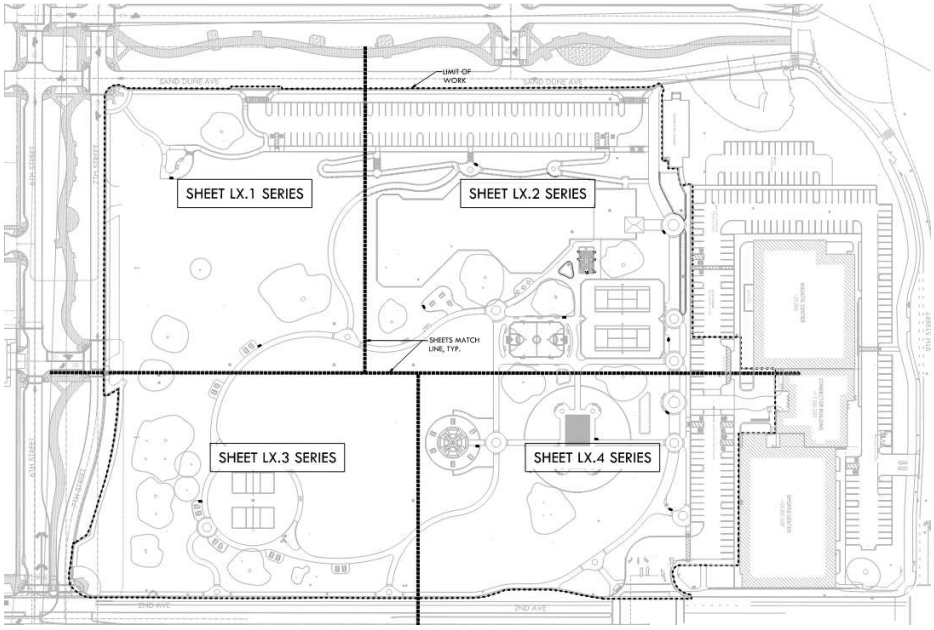


Figure 1 – 60% Design Plan Prepared by Verde Design, Inc.

Wallace Group will provide Construction Documents and provide Bid Support for the remaining duration of the project. The current site includes a playground, one (1) prefabricated restroom, various sports/tennis courts, fitness court, parking lot,

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CALIFORNIA 93401
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F 805 544-4294
www.wallacegroup.us

pathways and jogging loop, a promenade, lighting within the park and parking lots, park furnishings (i.e. benches, picnic tables, drinking fountains, bike racks, waste receptacles), and landscaping and irrigation. The playground is to include an accessible children's park to be completed by Playgrounds by Leathers (Leathers).

Leathers will be responsible for the selection of the playground equipment. Wallace Group will coordinate with Leathers to identify various playground areas (i.e. tot lot, etc.) and provide fencing, furnishings, and walkways needed to provide an aesthetic, safe, and beautiful playground.

We will coordinate with COAR Design Group who will be designing the sports building facilities and parking lot north of the park. We will also review any requirements by MIRA concerning the dark sky issues and work with the City with solutions that can help to accommodate their needs.

ASSUMPTIONS:

- Wallace Group assumes that there will be no major design changes to the current layout as indicated on the Construction Plans dated January 22, 2025 from Verde Design Inc.
- Prefabricated Shade Structures manufacturer will be available to assist foundation design.
- Prefabricated Restroom Manufacturer will be selected to assist with structural design and will design.
- Sports courts are assumed to not be post tensioned.
- Photometric exhibit approximates anticipated lighting levels. Topology, trees, and structures may result in different values.
- PG&E application has not been started.

II. SCOPE OF SERVICES

Task 1: Project Management, QA/QC, Coordination and Meetings

Task 1.1 - Project Management and Administration

We approach project management and quality control as an integral and continuous thread from kick-off through implementation. This task includes project management for internal team coordination needs and coordination with the City of Marina. This task includes project setup, coordination, budget/schedule monitoring, and invoicing. This task is budgeted based on a design and bid phase schedule of 18 months.

Task 1.2 - Meetings

Wallace Group will attend one (1) kick-off meeting in-person with City staff and the Project team to establish mutual understanding of the project goals and objectives. We will attend one (1) in-person progress meeting and two (2) web conference progress meetings with City staff and the Project Team to review the project progress and to discuss project status via phone or web conference for each submittal phase (95% and 100%). An additional three (3) web conference meetings with Leathers, one (1) web conference meeting with MIRA, and one (1) City Council Meeting has been budgeted.

Task 1.3 – Quality Assurance / Quality Control (QA/QC)

Our team will provide QA/QC will be provided following the 95% and 100% Construction Documents including Plans, Specifications and Engineer's Estimate (PS&E).

Task 1 Deliverables:

- Attend one (1) in-person kick-off meeting

- Attend two (2) web conference meetings with City at 95% and 100% milestones
- Attend one (1) in-person meetings with City at 95% and 100% milestones
- Attend three (3) web conference meetings with Leathers
- Attend one (1) web conference meetings with MIRA.
- Attend one (1) City Council meeting

Task 2: Survey

2.1 Survey

Wallace Group will conduct a topographic field survey. The field survey will include features such as existing fences, power poles, edge of pavement, concrete curbs, concrete walkways and ramps, building footprints, trees 4-inches in diameter or greater (size and species), large stumps, overhead utilities, fire hydrants, water valves, water meters, manholes (type, rim elevation and inverts), drop inlets and catch basins (with approximate pipe sizes and direction of pipes), cleanout, irrigation control boxes, hose bib risers, utility boxes and vaults, USA paint markings indicating the presence of underground utilities. The topographic field survey will include the limits of mapping as shown in Figure 2 (found on the following page).

The mapping will be compiled from aerial and field mapping techniques, with significant features located and labeled within the internal portion of the site to assist and inform the design team's approach for demolition and grading needs in that area. Greater elevation details will be collected around the perimeter of the site to provide the design team with conform elevation information. This will be completed along the perimeter road prism of the project site, with elevation collected along a half road width cross section, collected at an approximate interval of every 25 feet. At curb returns and accessible ramp locations, greater detail will be collected, including cross section interval of approximately 10 feet, and more detail of horizontal and vertical geometry changes in the curb return and accessible ramps. For budgeting purposes, this includes approximately 3,200 feet of half road width, 25-foot interval, cross sections and up to 13 curb return/accessible ramp level detail surveys.

The mapping will be constrained horizontally to the 2011 adjustment of the California Coordinate System of 1983, CCS83 (2011), Zone 5 projection, EPOCH date 2010.00, and vertically (elevations) to the North American Vertical Datum of 1988 (NAVD88) tied to the City of Marina's benchmark system, unless otherwise directed. The points will include a semi-permanent survey control set around the perimeter and interior of the project area and can be used for survey control for future phases of the project. These control points will be shown on the base map, along with any found survey markers.

We anticipate locating sufficient monuments to plot the location of the property boundary for APN 031-221-008, the project property, based on the information and monuments shown on the map of Tract No. 1566, The Dunes of Monterey Bay, filed in Volume 24 of Cities and Towns at page 89. We will also purchase a preliminary title report for use in easement research for the property. For budgeting purposes, we assume the following:

1. No material discrepancies will be discovered and that the monuments located as part of this survey do not require resetting, and that no Record of Survey will be required to be filed as part of this project and survey in order to comply with California State Law.
2. The preliminary title report will have a fee of no more than $3,500.
3. There will be no more than four easements that need to reviewed in the title report and/or plotted.

This information will be compiled into a Civil 3d, 2024 or newer, drawing file for use by the design and engineering team.

Access to the project site will be coordinated by our Engineering team.

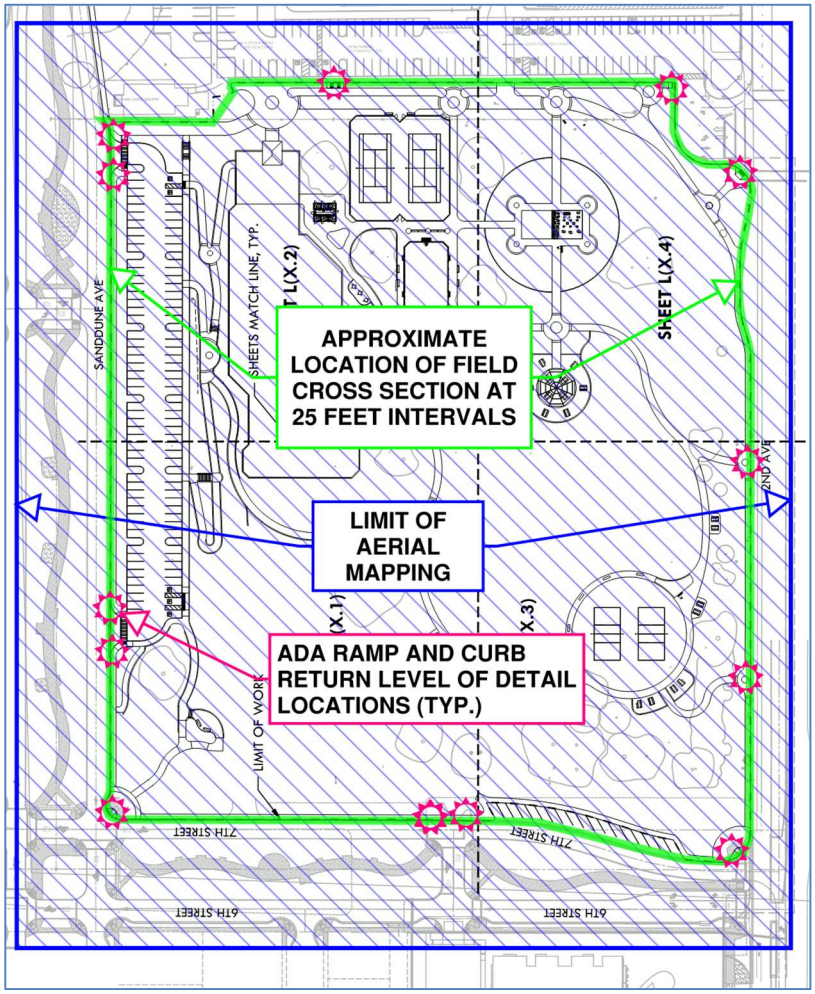


FIGURE 2

Task 2 Deliverables:

- AutoCAD Civil 3D 2024 or newer, survey map (.dwg format)

Task 3: Construction Documents

3.1 Construction Plans (95%)

Based on the City's acceptance of the 60% Construction Plans by Verde Landscape, Wallace Group will provide the following improvement plans for 95% submittal. We anticipate approximately 69 sheets. Improvement Plans are estimated to consist of (24"x36", PDF). Plans will be submitted to the City of Marina. The following sheets are assumed to be needed for the project:

- Cover Sheet (1-sheet)
- General Notes (1-sheet)
- Survey Topographic Plan (4-sheets)

- Demolition Plan (4-sheets)
- Site Plan (4-sheets)
- Horizontal Control Plan (4-sheets)
- Grading and Drainage Plan (4-sheets)
- Site Cross Sections (4-sheets)
- Utility Plan (4-sheets)
- Sediment and Erosion Control Plan & Details (5-sheets)
- Construction Details (2-sheets)
- Site Amenities Plan and Details (8-sheets)
- Planting Plan and Details (5-sheets)
- Irrigation Plan and Details (7-sheets)
- Electrical Plans and Details (7-sheets)
- Architectural Plans and Details (2-sheets)
- Structural Plans and Details (5-sheet)

Below is a description of each of the anticipated plans in more detail:

Cover Sheet:
The cover sheet will include general project information, vicinity map, phase map, sheet index, and design team contact information.

General Notes Sheet:
The general notes sheet will include notes related to general site construction, site grading, utilities, and erosion/dust control. As appropriate, the general notes sheet will also include the County of City of Marina standard notes. Building codes applicable to the civil-related elements of the project will be identified on this sheet.

Survey Topographic Plan:
The survey topographic plan set will show all existing features and survey monuments for the project site.

Demolition Plan:
The demolition plan set will call out items to be demolished, protected in place, and other provisions as needed to successfully guide the contractor in the demolition and preparation of the project site for construction.

Site Plan:
The site plan set will show the location of surface improvements, such as asphalt, concrete, sidewalks, ramps, site amenities, etc. Vehicular and pedestrian access will be shown on the site plan. Wallace Group will show the ADA path of travel based on coordination with the City of Marina. Signage and striping will be included as a part of the Site Plan.

Horizontal Control Plan:
The horizontal control plan set will provide line and curve data for the curbs and site improvements. Site dimensions and reference to survey coordinates and/or monuments will be included.

Grading and Drainage Plan:
The grading and drainage plan set will utilize the topographic survey data to create a finish grade surface. Plans will show elevations and slopes of sidewalks, flatwork, and landscape areas. We assume the grading strategy demonstrated on the 30% Construction Documents by Verde Landscape is acceptable and will not substantially change during the construction document phase. The proposed storm

drainage system will be shown including inlets, storm drain pipes and applicable drainage features. Grades and indications for an accessible path of travel will be provided to the buildings and accessible amenities.

Site Cross Sections:
The site cross sections will be provided and will show proposed grading across the site and conformance to existing grades at the property lines. Retaining wall profiles will be provided where needed.

Utility Plan:
The utility plan set will provide the layout for the proposed sanitary sewer and water needed to serve the project. We anticipate the existing water and sewer lines within the right of way and on site are available for connection if needed. No main line extensions within the right of way will be required. Design of other dry utilities including but limited to gas, telephone, cable, tv, internet, etc. are not anticipated.

Sediment and Erosion Control Plan & Details:
The sediment and erosion control plan set & details will include the location and implementation of best management practices (BMPs) to reduce the spread of sediment from the project site during construction. Details will be provided for the selected site BMPs. Construction Details will include City standard improvement drawings for curbs, sidewalks, ramps, site utilities and other site improvements as appropriate.

Construction Details:
The construction details will include City of Marina standard details along with other agency specified details applicable to the project. Project specific details will be included as well.

Site Amenities Plan:
The site amenities plan set will include site amenities showing the location of surface improvements such as concrete jointing, concrete finishes, and site amenities (i.e. restroom, playground, pavilion, fitness court, tennis court, volleyball court, multi-use court, drinking fountains, benches, picnic tables, trash receptacles, etc.) as per the 30% Construction Plans.

Planting Plan:
The planting plan set will include planting layouts, notes, and details for all planting areas within the site per City of Marina standards.

Irrigation Plan:
The irrigation plan set will include irrigation equipment types, layout, and water demand calculations as required for landscape water efficiency ordinances, City review, and per MCWD requirements. The system will be designed for connections to the nearby recycled water source and notes and equipment will be added to accommodate recycled water service. The irrigation plans assume that the recycled water point of connection is available for use with adequate pressure. MWELO calculations and forms will be provided.

3.2 Engineer's Estimate of Probable Construction Costs (95%)

Based on consolidated written comments from the City of Marina and MCWD on the 60% Engineer's Estimate, we will update the engineer's estimate of probable construction costs. This will include project quantities and estimated unit costs in PDF and Excel file format. Wallace Group will recommend additive alternatives if the estimated costs exceed the available funding.

3.3 Specifications (95%)

Based on consolidated written comments from the City of Marina and MCWD on the 60% Specifications, we will update specifications for the work based on using CSI MasterSpec format to be incorporated as Technical Provisions with the City's standard front-end documents.

3.4 Stormwater Control Plan

A stormwater control plan (SWCP) will be prepared in accordance with the City of Marina requirements and the Regional Water Quality Control Board Post Construction Stormwater Requirements (PCRs). The site will be divided into preliminary drainage management areas and stormwater control measures will be implemented to manage post-developed runoff. The project is located in Water Management Zone 4 and we anticipate the project will require PR-1 through PR-3. We anticipate the project will not require peak flow management (PR-4) performance requirements as it is not located in WMZ 1-3, 6 & 9.

Flood control design (storms larger than PCR requirements) are not included in the stormwater design. The SWCP will be provided with the 95% Construction Documents.

3.5 Drainage Report

Wallace Group will prepare the drainage report prepared to include the storm drain infrastructure and drainage features in accordance with the City of Marina Public Works standards. The project is located outside of the flood area in Area X as shown by Panel 06053C0191H of the FEMA Flood Insurance Rate Map. The project will detain runoff captured within the street sections. Individual residential lots will require each lot to detain runoff within the lot to be detained, which is not part of this scope.

3.6 Stormwater Pollution Prevention Plan

Wallace Group will prepare a Stormwater Pollution Prevention Plan (SWPPP) for the project. The Erosion Control Plans and the Drainage Design Report prepared in Tasks 3.1 and 3.3 will be the basis for the SWPPP Site Map, Stormwater Run-on and Run-off Calculations, and Risk Level Assessment.

Wallace Group will assist with preparation of the Notice of Intent (NOI) via SMARTS. Wallace Group anticipates that the project will be a Risk Level 1 project and will prepare a SWPPP appropriate for the assumed Risk Level.

3.7 Stormwater Operations and Maintenance Manual

Preparation of an Operations and Maintenance Manual addressing Storm Water facilities management, monitoring and inspections, landscape and irrigation maintenance, inspection requirements for common areas and site-specific information regarding the Homeowner's Association responsibilities.

3.8 Electrical Design & PG&E Coordination

Otto Electrical will provide Electrical Design Plans, which shall include complete detailed design drawings and photometrics analysis and exhibit of initial phase site lighting for installation of parking lot lighting, lighting along pathways, new service equipment, electric power provisions to the new prefabricated restroom building and site receptacles, and power provisions to electric vehicle charging stations (level 2). Electrical plans will be included in the construction document sets for 95% and Final design. Division 26 Specifications, Title 24 Compliance Forms, Probable Cost Estimate for electrical infrastructure and Bid and Construction support are included.

New electrical service planning and coordination with PG&E. New service and infrastructure to account for initial and future phases. Provisions and infrastructure to accommodate for future phases of work including breaker provisions and conduit for future loads such as additional restrooms, amphitheater, sports court lighting.

Bid and Construction support Time and Material estimate only, but does not include time and travel cost for on-site engineering observations.

3.9 Structural Design

Murphy Structural Engineers will provide structural scope for various site retaining walls, foundation and anchorage design for light poles, 10-foot-tall fencing details, foundation design for prefabricated pavilion shade structure and entry gazebo structure, and foundation design and anchorage for pre-engineering/prefabricated manufactured restroom. The restroom building will be designed by a licensed engineer and reactions will be provided for design of the foundation and anchorage including reactions for individual load cases, conventional slab on grade with shallow foundations will be an acceptable foundation system in accordance with geotechnical investigations.

Murphy Structural Engineers will produce design drawings, calculations and related specifications for the structural design elements as required. Structural plans will be included in the construction document sets for the 95% and Final design and will include an Overall Site Plan, Shade Structure Foundation Plan, Restroom Foundation Plan, Structural Details and General Structural Notes.

Bid and Construction support not included, if needed support to be provided on a Time and Material estimate only.

3.10 Construction Plans (100%)

After receiving consolidated written comments from the City of Marina and MCWD on the 95% Plans, Wallace Group will finalize the plan set for the submittal of the 100% Construction Document package. The plan set will include the same sheet count as described in the 95% submittal.

3.11 Engineer's Estimate of Probable Construction Costs (100%)

Based on consolidated written comments from the City of Marina on the 95% Engineer's Estimate, we will finalize the engineer's estimate of probable construction costs. This will include project quantities and estimated unit costs in PDF and Excel file format. Wallace Group will recommend additive alternatives if the estimated costs exceed the available funding.

3.12 Specifications (100%)

Based on consolidated written comments from the City of Marina on the 95% Specifications, we will finalize for the work based on using CSI MasterSpec format to be incorporated as Technical Provisions with the City's standard front-end documents.

3.13 Recycled Water (Optional - $7,000; does not include additional survey time, if required)

Per the Marina Coast Water District's 2020 Recycled Water Master Plan there is a proposed recycled water extension to be installed on 9th Street. This future recycled water main would require a future expansion of the recycled water line to extend approximately 425-feet south on 2nd Avenue allowing recycled water to serve the park when the future recycled water main is installed. Design of a recycled water system, main extension or on-site irrigation system to comply with Title 22 Recycled water requirements is included in the scope of work.

Task 3 Deliverables:

- Construction Documents, Specifications, and Estimates at:
  - 95%
  - 100%
- Drainage Report
- SWCP (PDF)
- SWPPP (PDF)
- Stormwater Operations & Maintenance Manual (PDF)

Task 4: Bid Support

4.1 Pre-Bid Meeting

Wallace Group will attend one (1) virtual Pre-Bid Meeting.

4.2 Bid Phase Services

Included in this proposal, Wallace Group will provide up to forty (40) hours of technical and design support services for the project during the Bidding Phase of the Construction Package:

- Assist with preparing a bid package including the bidder's list and descriptions, plans, and specifications.
- Respond to questions during the bidding process as well as supporting City lead addendums.

Task 4 Deliverables:

- Respond to contractor questions and RFI's (up to 16 hours)
- Assist the City with the preparation of addenda (up to 1 total)
- Prepare minor plan and/or specification revisions (up to 1 total)
- Attend one (1) virtual pre-bid meeting, as required

Task 5: Geotechnical Services

Task 5.1: Geotechnical Investigation (Optional)

Wallace Group can provide geotechnical investigations through a subconsultant. The geotechnical investigation would provide subsurface exploration at the proposed site. The exploration would include drilling boring(s) to obtain soil samples and determine subsurface conditions. Field and laboratory data will be reviewed by a Professional Engineer and evaluated with respect to the geotechnical recommendations for the development of the project. The Geotechnical Report would include recommendations for various project aspects including pavement design, wall design, and infiltration testing if needed.

Task 5 Deliverables:

- Geotechnical Report

Task 6: Construction Support

Task 6.1: Construction Support (Optional)

Wallace Group can provide construction support services. Construction support services include:

- Attending Construction Meetings
- Submittal Review
- Contractor RFIs
- Site Observations and Reports

Task 6 Deliverables:

- Submittal review responses
- RFI responses

III. SCHEDULE

Wallace Group proposes the following general timeline:

- Site Surveying – 6 weeks from NTP
- 95% Submittal – 20 Weeks from NTP
- 100% Bid ready – 4 Weeks from receipt of comments from City

The timeline above does not include the City's staff review time for each submittal. Estimated 100% submittal October 2025.

IV. TO BE PROVIDED BY THE CLIENT

- Preliminary Title Report, if applicable
- Geotechnical Report, if available
    - Retaining wall design criteria
    - Infiltration tests for design of stormwater facilities
    - Borings for depth to groundwater, if applicable
- Preliminary Drainage and Stormwater Reports
- 30% Construction Documents Plans – CAD drawings (.dwg format)
- Engineering services during construction
- As-built drawings
- Dry utility plan coordination (Cable, phone, gas, etc.)
- Studies prepared for (Traffic, Biological, etc.), if applicable
- Legally Responsible Person (LRP) to set up an account on SMARTS (https://smarts.waterboards.ca.gov/smarts/faces/SwSmartsLogin.jsp) and link Wallace Group as Data Submitters
- Construction Schedule (start and end dates by phase of construction)
- Payment of all permit and processing fees
- Environmental Permitting, if applicable
- Front-end Specifications
- Client shall provide the DIR Project Number for this project. To do so, the Client will need to complete the PWC-100 form and submit to the DIR prior to the commencement of the field survey. This is required to be in compliance with State of California Prevailing Wage laws.

V. ITEMS NOT INCLUDED IN SCOPE OF SERVICES

The following services are not included in this Scope of Services or estimate of fees:

- Geotechnical Engineering
- Additional Land Surveying such as Construction Staking
- Qualified SWPPP Practitioner Services (SWPPP Sampling and Monitoring)
- Construction Management Services
- Construction Inspections
- Offsite Street lighting or electrical improvements
- Design or coordinating site security systems such as cameras or wireless access points
- Future provisions will provide main infrastructure, but exact sizing or details of future equipment/lighting layout is excluded as part of initial design.
- Any items not specifically identified in the above scope of work

VI. PROJECT FEES

Wallace Group will perform the services denoted in Task 1-4 of the proposed Scope of Services in accordance with the attached Standard Billing Rates (Exhibit A). These services will be invoiced monthly on an accrued cost basis, and our total fees, including reimbursables will not exceed our estimated fee of **$573,078** without receiving written authorization from the Client.

The estimated fees denoted in Task 2 above are based on prevailing wage rates. If the Client and the California Department of Labor determines that prevailing wage payments are not required, the fees for Task 2 for the tasks above will be adjusted and billed according to the per hour rate of the Standard Wage column on the Standard Billing Rates provided.

At your request, additional services to the Scope of Services will be performed by Wallace Group following the signature of our Contract Amendment or the initiation of a new contract.

VII. TERMS AND CONDITIONS

In order to convey a clear understanding of the matters related to our mutual responsibilities regarding this proposal, our master services agreement with the City of Marina dated February 20, 2025 is considered a part of our proposal agreement. If this proposal meets with your approval, please sign where indicated and return to our office, which will serve as our notice-to-proceed.

We want to thank you for this opportunity to present our proposal for professional services. If you would like to discuss this proposal in greater detail, please feel free to contact me or Project Manager, Jamie Platz.

Sincerely,

WALLACE GROUP, a California Corporation

Kari E. Wagner, PE C66026
Principal/Director of Water Resources
612 Clarion Court
San Luis Obispo
California 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

TERMS AND CONDITIONS ACCEPTED:

_____
Signature

_____
Printed Name

_____
Title

_____
Date

Attachments
GGM: PP25-8379, 2025
Exhibit A
Exhibit B

THIS PROPOSAL IS VALID FOR 60 DAYS FROM THE DATE OF THIS DOCUMENT.

WALLACE GROUP®

Exhibit A

Standard Billing Rates

Engineering, Design & Support Services:

Assistant Designer/Technician	$128
Designer/Technician I – IV	$132/$142/$152/$162
Senior Designer/Technician I – III	$172/$179/$186
GIS Technical Specialist	$167
Senior GIS Technical Specialist	$178
Associate Engineer I – III	$140/$150/$160
Engineer I – IV	$178/$183/$188/$193
Senior Engineer I - III	$210/$218/$225
Director	$228
Principal Engineer/Consulting Engineer	$255
Principal	$280

Surveying Services:

Party Chief	$190
Party Chief (*Prevailing Wage)	$250
Instrument Person	$133
Instrument Person (*Prevailing Wage)	$150
Associate Survey Technician	$125
Survey Technician I – IV	$140/$145/$155/$160
Land Surveyor I – III	$170/$180/$190
Senior Land Surveyor I - III	$198/$203/$208
Director	$228
Principal Surveyor	$255
Principal	$280

Landscape Architecture Services:

Associate Landscape Designer I – II	$110/$120
Designer I – IV	$125/$130/$135/$140
Landscape Architect I - IV	$148/$153/$158/$163
Senior Landscape Architect I - III	$168/$173/$178
Director	$195
Principal Landscape Architect	$215
Principal	$280

Construction/Program Management and Inspection Services:

Construction Office Tech I-III	$125/$135/$145
Construction Inspector I-IV	$150/$155/$160/$165
Senior Construction Inspector	$170
Construction Inspector (*Prevailing Wage)	$185
Assistant Construction/ Program Manager I - II	$165/$170
Construction/ Program Manager I-III	$175/$180/$185
Senior Construction/ Program Manager I - II	$195/$200
Assistant Resident Engineer I - II	$175/$180
Resident Engineer I-III	$185/$190/$195
Senior Resident Engineer I-II	$205/$210
Director	$228
Principal Construction Manager	$253
Principal	$280

Support Services:

Office Assistant	$120
Project Assistant I – III	$130/$135/$145

***Prevailing Wage:**

State established prevailing wage rates will apply to some services based on state law, prevailing wage rates are subject to change over time and geographic location.

Right to Revisions:

Wallace Group reserves the right to revise our standard billing rates on an annual basis, personnel classifications may be added as necessary.

Additional Professional Services:

Fees for expert witness preparation, testimony, court appearances, or depositions will be billed at the rate of $400 an hour. If required to meet schedule requests, overtime on a project will be billed at 1.5 times the employee's typical hourly rate.

Direct Expenses:

Direct expenses will be invoiced to the client and a handling charge of 15% may be added. Sample direct expenses include, but are not limited to the following:

- travel expenses
- delivery/copy services
- sub-consultant services
- mileage (per IRS rates)
- agency fees
- other direct expenses

Invoicing and Interest Charges:

Invoices are submitted monthly on an accrued cost basis. A finance charge of 1.5% per month may be assessed on all balances that are thirty days past due.

Exhibit B
Standard Terms and Conditions
Wallace Group Proposal No. PP25-8379
Contract Agreement Date: April 25, 2025

CLIENT: **CITY OF MARINA**
211 Hillcrest Avenue, Marina, California 93933

CONSULTANT: **WALLACE GROUP, A CALIFORNIA CORPORATION**
612 Clarion Court, San Luis Obispo, California 93401

CLIENT and CONSULTANT agree that these Standard Terms and Conditions, comprised of pages 1 through 6, and the associated written Scope of Services and budget constitute the entire Agreement between the CLIENT and the CONSULTANT. It supersedes all prior communications, understandings and agreements, whether oral or written. Amendments to this Agreement must be in writing and signed by both the CLIENT and the CONSULTANT.

ARTICLE 1. GENERAL PROVISIONS

1.1 Preamble
This Agreement is based upon a mutual obligation of good faith and fair dealing between the parties in its performance and enforcement. Accordingly, the CLIENT and the CONSULTANT, with a positive commitment to honesty and integrity, agree to the following:

That each will function within the laws and statutes that apply to its duties and responsibilities; that each will assist in the other's performance; that each will avoid hindering the other's performance; that each will work diligently to fulfill its obligations; and each will cooperate in the common endeavor of the contract.

1.2 Governing Law and Jurisdiction
The CLIENT and the CONSULTANT agree that this Agreement and any legal actions concerning its validity, interpretation and performance shall be governed by the laws of the State of California. It is further agreed that any legal action between the CLIENT and the CONSULTANT arising out of this Agreement or the performance of the services shall be brought in a court of competent jurisdiction in San Luis Obispo, California.

1.3 Precedence of Conditions
Should any conflict exist between the terms herein and the form of any purchase order or confirmation issued, the Terms and Conditions herein shall prevail in the absence of CONSULTANT'S express written consent of others conditions.

1.4 Standard of Care
In providing services under this Agreement, the CONSULTANT will endeavor to perform said services in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances.

1.5 Corporate Protection
It is intended by the parties to this Agreement that the CONSULTANT'S services in connection with the Project shall not subject the CONSULTANT'S individual employees, officers or directors to any personal legal exposure for the risks associated with this Project. Therefore, and notwithstanding anything to the contrary contained herein, the CLIENT agrees that as the CLIENT'S sole and exclusive remedy, any claim, demand or suit shall be directed and/or asserted only against the CONSULTANT, a California corporation, and not against any of the CONSULTANT'S individual employees, officers or directors.

1.6 Confidentiality
The CONSULTANT agrees to keep confidential and not to disclose to any person or entity, other than the CONSULTANT'S employees, Subconsultants and the general Contractor and Subcontractors, if appropriate, any data or information not previously known to and generated by the CONSULTANT or furnished to the CONSULTANT and marked CONFIDENTIAL by the CLIENT. These provisions shall not apply to information in whatever form that is in the public domain, nor shall it restrict the CONSULTANT from giving notices required by law or complying with an order to provide information or data when such order is issued by a court, administrative agency or other legitimate authority, or if disclosure is reasonably necessary for the CONSULTANT to defend itself from any legal action or claim.

1.7 Third-Party Beneficiaries
Nothing contained in this Agreement shall create a contractual relationship with or a cause of action in favor of a third party against either the CLIENT or the CONSULTANT. The CONSULTANT'S services under this Agreement are being performed solely for the CLIENT'S benefit, and no other party or entity shall have any claim against the CONSULTANT because of this Agreement or the performance or nonperformance of services hereunder. The CLIENT and CONSULTANT agree to require a similar provision in all contracts with Contractors, Subcontractors, Subconsultants, vendors and other entities involved in this Project to carry out the intent of this provision.

1.8 Timeliness of Performance
The CLIENT and CONSULTANT are aware that many factors outside the CONSULTANT'S control may affect the CONSULTANT'S ability to complete the services to be provided under this Agreement. The CONSULTANT will perform these services with reasonable diligence and expediency consistent with sound professional practices.

1.9 Severability
Any term or provision of this Agreement found to be invalid under any applicable statute or rule of law shall be deemed omitted and the remainder of this Agreement shall remain in full force and effect.

1.10 Survival
Notwithstanding completion or termination of this Agreement for any reason, all rights, duties and obligations of the parties to this Agreement shall survive such completion or termination and remain in full force and effect until fulfilled.

1.11 Statutes of Repose and Limitation
All legal causes of action between the parties to this Agreement shall accrue and any applicable statutes of repose or limitation shall begin to run not later than the date of Substantial Completion. If the act or failure to act complained of occurs after the date of Substantial Completion, then the date of final completion shall be used, but in no event shall any statute of repose or limitation begin to run any later than the date the CONSULTANT'S services are completed or terminated.

1.12 Defects in Service
The CLIENT shall promptly report to the CONSULTANT any defects or suspected defects in the CONSULTANT'S services of which the CLIENT becomes aware, so that the CONSULTANT may take measures to minimize the consequences of such a defect. The CLIENT further agrees to impose a similar notification requirement on all Contractors in its CLIENT/Contractor contract and shall require all subcontracts at any level to contain a like requirement. Failure by the CLIENT and the CLIENT'S Contractors or Subcontractors to notify the CONSULTANT shall relieve the CONSULTANT of the costs or remedying the defects above the sum such remedy would have cost had prompt notification been given when such defects were first discovered.

1.13 Jobsite Safety
Neither the professional activities of the CONSULTANT, nor the presence of the CONSULTANT or its employees or Subconsultants at a construction/project site, shall relieve the General Contractor of its obligations, duties and responsibilities including, but not limited to, constructions means, methods, sequence, techniques or procedures necessary for performing, superintending and coordinating the Work in accordance with contract documents and any health or safety precautions required by any regulatory agencies. The CONSULTANT and its personnel have no authority to exercise any control over any construction Contractor or its employees in connection with their work or any health or safety programs or procedures. The CLIENT agrees that the General Contractor shall be solely responsible for jobsite safety, and warrants that this intent shall be carried out in the CLIENT'S contract with the General Contractor. The CLIENT also agrees that the CLIENT, the CONSULTANT and the CONSULTANT'S Subconsultants shall be indemnified by the General Contractor and shall be made additional insured under the General Contractor's policies of general liability insurance.

1.14 Assignment: Subcontracting
Neither CLIENT nor CONSULTANT shall assign its interest in this agreement without the written consent of the other. CONSULTANT may not subcontract any portion of the work to be performed hereunder without such consent.

1.15 Force Majeure
Any delay or default in the performance of any obligation of CONSULTANT under this agreement resulting from any cause(s) beyond CONSULTANT'S reasonable control shall not be deemed a breach of this agreement. The occurrence of any such event shall suspend the obligations of CONSULTANT as long as performance is delayed or prevented thereby, and the fees due hereunder shall be equitably adjusted.

1.16 Disputes
(a) Not withstanding any other provision of this Agreement and except for the provisions of (b) and (c), if a dispute arises regarding CONSULTANT'S fees pursuant to this contract, and if the fee dispute cannot be settled by discussions between CLIENT and CONSULTANT, both the CLIENT and CONSULTANT agree to attempt to settle the fee dispute by mediation through the American Arbitration Association (or other mediation service) before recourse to arbitration. If mediation does not resolve the fee dispute, such dispute shall be settled by binding arbitration in accordance with the Construction Industry Arbitration Rules of the American Arbitration Association, and judgment upon the award rendered by the Arbitrator(s) may be entered in any court having jurisdiction thereof.

(b) Subdivision (a) does not preclude or limit CONSULTANT'S right to elect to file an action for collection of fees if the amount in dispute is within the jurisdiction of the small claims court.

(c) Subdivision (a) does not preclude or limit CONSULTANT'S right to elect to perfect or enforce applicable mechanics lien remedies.

1.17 Attorneys' Fees
In the event of any litigation arising from or related to this Agreement or the services provided under this Agreement, the prevailing party shall be entitled to recover from the non-prevailing party all reasonable costs incurred, including staff time, court costs, attorneys' fees and all other related expenses in such litigation.

1.18 Services by CLIENT
CLIENT shall pay all other charges not specifically covered by the terms of this agreement, unless specifically included in the Scope of Services. The CLIENT shall furnish, at the CLIENT'S expense, all information required by this Agreement. The CONSULTANT may use such information, requirements, reports, data, surveys and instructions in performing its services and is entitled to rely upon the accuracy and completeness thereof.

1.19 Retention
If any portion of CONSULTANT'S fee is held in retention, such amount shall be released within thirty days after invoicing for completion of corresponding services. Interest shall be paid at the rate of 1.5% per month on any retention amounts not paid within this thirty-day period.

ARTICLE 2. DEFINITIONS

2.1 Burdened Labor Costs
Burdened labor costs shown on the Standard Billing Rates include payroll taxes, worker's compensation insurance, and other overhead costs applicable to the typical standard of care.

2.2 Direct Expenses
Expenditures made by the CONSULTANT, its employees or its Subconsultants in the interest of the Project. Applicable reimbursable direct expenses are defined on the Standard Billing Rates.

ARTICLE 3. COMPENSATION

3.1 Payment Due
Invoices shall be submitted by the CONSULTANT monthly, are due upon presentation and shall be considered past due if not paid in full within thirty (30) days of the invoice date.

3.2 Interest
If payment in full is not received by the CONSULTANT within thirty (30) calendar days of the invoice date, the invoices shall bear interest at one-and-one-half (1.5) percent (or the maximum rate allowable by law, whichever is less) of the past due amount per month, which shall be calculated from the invoice due date. Payment thereafter shall first be applied to accrued interest and then to the unpaid principal.

3.3 Collection Costs
If the CLIENT fails to make payments when due and the CONSULTANT incurs any costs in order to collect overdue sums from the CLIENT, the CLIENT agrees that all such collection costs incurred shall immediately become due and payable to the CONSULTANT. Collection costs shall include, without limitation, legal fees, collection agency fees and expenses, court costs, collection bonds and reasonable CONSULTANT staff costs at Standard Billing Rates for the CONSULTANT'S time spent in efforts to collect. This obligation of the CLIENT to pay the CONSULTANT'S collection costs shall survive the term of this Agreement or any earlier termination by either party.

3.4 Termination or Suspension of Services
This agreement may be terminated or suspended by either party effective seven (7) days from the date of written notice, or if the CLIENT suspends the work for three (3) months. Upon receipt of a notice of termination or suspension, CONSULTANT will stop or suspend its work and provide same direction for the work of all its Subcontractors and suppliers. Failure of CLIENT to make payments when due shall be cause for suspension of services or ultimately, termination, unless and until CONSULTANT has been paid in full all amounts due for services, expenses and other approved related charges. CONSULTANT shall have no liability whatsoever to the CLIENT for any costs or damages as a result of such suspension or termination caused by any breach of this Agreement by the CLIENT. Upon payment-in-full by the CLIENT, CONSULTANT shall resume services under this Agreement, and the time schedule and compensation shall be equitably adjusted to compensate for the period of suspension plus any reasonable time and expense necessary for the CONSULTANT to resume performance.

3.5 Retention Discounts
Payment of invoices shall not be subject to any discounts or retention by the CLIENT, unless agreed to in writing by the CONSULTANT. Payment to the CONSULTANT for services rendered and expenses incurred shall be due and payable regardless of any subsequent suspension or termination of this Agreement by either party.

3.6 Satisfaction with Services
Payment of any invoice by the CLIENT to the CONSULTANT shall be taken to mean that the CLIENT is satisfied with the CONSULTANT'S services to the date of payment and is not aware of any deficiencies in those services.

3.7 Disputed Invoices
If the CLIENT objects to any portion of any invoice, the CLIENT shall so notify the CONSULTANT in writing within ten (10) days of receipt of the invoice. The CLIENT shall identify in writing the specific cause of the disagreement and the amount in dispute and shall pay that portion of the invoice not in dispute in accordance with the other payment terms of this Agreement. Any dispute over invoiced amounts due which cannot be resolved within thirty (30) calendar days after presentation of invoice by direct negotiation between the parties shall be resolved within forty-five (45) calendar days in accordance with the Dispute Resolution provision of this Agreement. Interest as stated above shall be paid by the CLIENT on all disputed invoice amounts that are subsequently resolved in the CONSULTANT'S favor and shall be calculated on the unpaid balance from the invoice date.

3.8 Payments to the CONSULTANT
Payments to the CONSULTANT shall not be withheld, postponed or made contingent on the construction, completion or success of the project or upon receipt by the CLIENT of offsetting reimbursement or credit from other parties who may have caused additional services or expenses. No withholdings, deductions or offsets shall be made from the CONSULTANT'S compensation for any reason unless the CONSULTANT has been found to be legally liable for such amounts.

3.9 Advance Payment: Withholding Work Product
CONSULTANT reserves the right to require payment in advance for work estimated to be done during a given billing period. CONSULTANT, without any liability to CLIENT, reserves the right to withhold any services and work products herein contemplated pending payment of CLIENT'S outstanding indebtedness or advance payment as required by CONSULTANT. Where work is performed on a reimbursable basis, budget may be increased by amendment to complete the Scope of Services. CONSULTANT is not obligated to provide services in excess of the authorized budget.

ARTICLE 4. SERVICES, ADDITIONAL SERVICES, AND AMENDMENTS

4.1 Definitions
Services and work products not expressly included with those specified in this agreement, as determined by CONSULTANT, are not covered by this agreement. Such services and work products will be provided only upon compliance with the procedures set forth in Article 4.5 of this Agreement.

4.2 Services During Construction
Any construction inspection or testing provided by CONSULTANT is for the purpose of determining the Contractor's compliance with the functional provisions of the project specifications only. CONSULTANT in no way guarantees or insures Contractor's work nor assumes responsibility for methods or appliances used by the Contractor for job site safety or for Contractor's compliance with laws and regulations. CLIENT agrees that in accordance with generally accepted construction practices the construction Contractor will be required to assume sole and complete responsibility for job site conditions during the course of construction of the project including safety of all persons and property and that this responsibility shall be continuous and not be limited to normal working hours.

4.3 Soil Testing
CONSULTANT makes no representations concerning soil conditions, and is not responsible for any liability that may arise out of the making or failure to make soil surveys, or sub-surface soil tests, or general soil testing. It is the CLIENT'S responsibility to obtain a soils report upon which report CONSULTANT can rely.

4.4 Opinion of Probable Construction Costs
In providing opinions of probable construction cost, the CLIENT understands that the CONSULTANT has no control over cost or availability of labor, equipment or materials, or over market conditions or the Contractor's method of pricing, and that the CONSULTANT'S opinions of probable construction costs are made on the basis of the CONSULTANT'S professional judgment and experience. CONSULTANT makes no warranty, express or implied, that bids or negotiated cost of the Work will not vary from the CONSULTANT'S opinion of probable construction cost.

4.5 Additional Services
Additional services or work products requiring an adjustment of CONSULTANT'S original estimated budget or fixed fee will be provided at CLIENT'S request upon execution of a written amendment to this agreement expressly referring to the same and signed by both parties.

ARTICLE 5. TERMINATION OF AGREEMENT

5.1 Due to Default
This agreement may be terminated by either party upon seven (7) days written notice should the other party fail to substantially perform in accordance with this agreement through no fault of the party initiating the termination.

5.2 Without Cause
This agreement may be terminated by CLIENT upon at least fourteen (14) days written notice to CONSULTANT in the event that the project is abandoned.

5.3 Termination Adjustment: Payment

If this agreement is terminated through no fault of the CONSULTANT, CONSULTANT shall be paid for services performed and costs incurred to the termination notice date, including reimbursable expenses due, plus an additional amount not to exceed ten percent (10%) of charges incurred to the termination notice date to cover services to orderly close the work and prepare project files and documentation, plus any additional direct expenses incurred by CONSULTANT including but limited to cancellation fees or charges. CONSULTANT will use reasonable efforts to minimize such additional charges.

ARTICLE 6. LIMITATION OF LIABILITY: WAIVER: WARRANTY

6.1 Limitation of Liability

In recognition of the relative risks and benefits of the project to both the CLIENT and the CONSULTANT, the risks have been allocated such that the CLIENT agrees, to the fullest extent permitted by law, to limit the liability of the CONSULTANT to the CLIENT for any and all claims, losses, costs, damages of any nature whatsoever or claims expenses from any cause or causes, including attorneys' fees and costs and expert-witness fees and costs, so that the total aggregate liability of the CONSULTANT to the CLIENT shall not exceed $50,000.00, or the CONSULTANT'S total fee for services rendered on this project, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law. CONSULTANT retains a current professional liability insurance policy that covers the licensed professional in responsible charge of the services provided under this contract.

6.2 Contractor and Subcontractor Claims

The CLIENT further agrees, to the fullest extent permitted by law, to limit the liability of the CONSULTANT and the CONSULTANT's officers, directors, partners, employees and Subconsultants to all construction Contractors and Subcontractors on the Project for any and all claims, losses, damages of any nature whatsoever or claims expenses from any cause or causes, including attorneys' fees and costs and expert witness fees and costs, so that the total aggregate liability of the CONSULTANT and the CONSULTANT's Subconsultants to all those named shall not exceed $50,000.00, or the CONSULTANT's total fee for services rendered on this Project, whichever is greater. It is intended that this limitation apply to any and all liability or cause of action however alleged or arising, unless otherwise prohibited by law.

6.3 Warranty

CONSULTANT makes no warranty, either express or implied, as to CONSULTANT'S findings, recommendations, specifications, or professional advice, except that the work was performed pursuant to generally accepted standards of practice in effect at the time of performance.

If, during the term of this Agreement, circumstances or conditions that were not originally contemplated by or known to the CONSULTANT are revealed, to the extent that they affect the Scope of Services, compensation, schedule, allocation of risks or other material terms of this Agreement, the CONSULTANT may call for renegotiation of appropriate portions of this Agreement. The CONSULTANT shall notify the CLIENT of the changed conditions necessitating renegotiation, and the CONSULTANT and the CLIENT shall promptly and in good faith enter into renegotiations of this Agreement to address the changed conditions. If terms cannot be agreed to, the parties agree that either party has the absolute right to terminate this Agreement, in accordance with the Termination Provision hereof.

If the Scope of Services pursuant to this agreement does not include on-site construction review, construction management, or other construction supervision for this project, or if subsequent to this agreement CLIENT retains other persons or entities to provide such services, CLIENT acknowledges that such services will be performed by others and CLIENT will defend, indemnify and hold CONSULTANT harmless from any and all claims arising from or resulting from the performance of such services by other persons or entities except claims caused by the sole negligence or willful misconduct of CONSULTANT; and from any and all claims arising from or resulting from clarifications, adjustments, modifications, discrepancies or other changes necessary to reflect changed field or other conditions, except claims caused by the sole negligence or willful misconduct of CONSULTANT.

6.4 Interpretation

Limitations on liability, waivers and indemnities in this Agreement are business understandings between the parties and shall apply to all legal theories of recovery, including breach of contract or warranty, breach of fiduciary responsibility, tort (including negligence), strict or statutory liability, or any other cause of action, provided that these limitations on liability, waivers and indemnities will not apply to any losses or damages that may be found by a trier of fact to have been caused by the CONSULTANT'S sole or gross negligence or the CONSULTANT'S willful misconduct. The parties also agree that the CLIENT will not seek damages in excess of the contractually agreed-upon limitations directly or indirectly through suites against other parties who may join the CONSULTANT as a third-party defendant. "Parties" means the CLIENT and the CONSULTANT, and their officers, directors, partners, employees, Subcontractors and Subconsultants.

6.5 Delays

The CLIENT agrees that the CONSULTANT is not responsible for damages arising directly or indirectly from any delays for causes beyond the CONSULTANT'S control. For purposes of this Agreement, such causes include, but are not limited to, strikes or other labor disputes; severe weather disruptions or other natural disasters; fires, riots, war or other emergencies or acts of God; failure of any government agency to act in a timely manner; failure of performance by the CLIENT of the CLIENT'S Contractors or CONSULTANT'S; or discovery of any hazardous substances or differing site conditions.

ARTICLE 7. HAZARDOUS WASTE MATERIALS

7.1 Liability

CONSULTANT hereby states and CLIENT hereby acknowledges that CONSULTANT has no professional liability insurance for claims arising out of the performance of or failure to perform professional services, including, but not limited to the preparation of reports, designs, drawings and specifications, related to the investigation, detection, abatement, replacement, use or specification, or removal of products, materials or processes containing substances including, but not limited to asbestos, toxic or hazardous waste, PCBs, combustible gases and materials, petroleum or radioactive materials (as each of these is defined in applicable federal statues) or any other substances under any conditions and in such quantities as would pose a substantial danger to persons or property exposed to such substances at or near the Project site. Accordingly, the CLIENT hereby agrees to bring no claim for negligence, breach of contract indemnity or otherwise against the CONSULTANT, its principals, employees, and agents if such claim, in any way, would involve the CONSULTANT'S services for the investigation, detection, abatement, replacement, use or specification, or removal of products, materials or processes containing asbestos, asbestos cement pipe, and/or hazardous waste materials. CLIENT further agrees to defend, indemnify and hold harmless CONSULTANT, its officers, directors, principals, employees and agents from any asbestos and/or hazardous waste material related claims that may be brought by third parties as a result of the services provided by the CONSULTANT pursuant to this agreement except claims caused by the sole negligence or willful misconduct of the CONSULTANT.

ARTICLE 8. OWNERSHIP AND REUSE OF DOCUMENTS

8.1 CONSULTANT Ownership

All original papers, documents, drawings, electronic media and other work product of CONSULTANT, and copies thereof, produced by CONSULTANT pursuant to this agreement shall remain the property of CONSULTANT and may be used by CONSULTANT without the consent of CLIENT. Upon request and payment of the costs involved, CLIENT is entitled to a copy of all papers, documents and drawings provided CLIENT'S account is paid current.

8.2 Document Reuse

In the event the CLIENT, the CLIENT'S Contractors or Subcontractors, or anyone for whom the CLIENT is legally liable makes or permits to be made any changes to any reports, plans specifications or other construction documents prepared by the CONSULTANT without obtaining the CONSULTANT'S prior written consent, the CLIENT shall assume full responsibility for the results of such changes. Therefore the CLIENT agrees to waive any claim against the CONSULTANT and to release the CONSULTANT from any liability arising directly or indirectly from such changes. In addition, the CLIENT agrees, to the fullest extent permitted by law, to indemnify and hold harmless the CONSULTANT from any damages, liabilities or costs, including reasonable attorneys' fees and costs of defense, arising from such changes. In addition, the CLIENT agrees to include in any contracts for construction appropriate language that prohibits the Contractor or any Subcontractors of any tier from making any changes or modifications to the CONSULTANT'S construction documents without the prior written approval of the CONSULTANT and further requires the Contractor to indemnify both the CONSULTANT and the CLIENT from any liability or cost arising from such changes made without proper authorization.

8.3 Electronic Media Alteration and Reuse

Because CADD information stored in electronic form can be modified by other parties, intentionally or otherwise, without notice or indication of said modifications, CONSULTANT reserves the right to remove all indicia of its ownership and/or involvement in the material from each electronic medium not held in its possession. CLIENT shall retain copies of the work performed by CONSULTANT in CADD form only for information and use by CLIENT for the specific purpose for which CONSULTANT was engaged. Said materials shall not be used by CLIENT, or transferred to any other party, for use in other projects, additions to the current project, or any other purpose for which the material was not strictly intended by CONSULTANT without CONSULTANT'S express written permission. Unauthorized modification or reuse of the materials shall be at CLIENT'S sole risk, and CLIENT agrees to defend, indemnify, and hold CONSULTANT harmless, from all claims, injuries, damages, losses, expenses, and attorney's fees arising out of the unauthorized modification or use of these materials.

ARTICLE 9. CONDOMINIUM PROJECTS

9.1 Condominium Conversion

The CLIENT does not now expect this project will be converted into condominiums. Because this project will not be designed for condominium ownership, the CLIENT agrees that if, the CLIENT decides to convert the project into condominiums in the future, the CLIENT will, to the fullest extent permitted by law, indemnify and hold harmless the CONSULTANT, its officers, directors, employees, and sub-consultants (collectively, CONSULTANT) against all damages, liabilities or costs, including reasonable attorneys fees and defense costs, arising out of or in any way connected with the conversion to condominium ownership, except for the sole negligence or willful misconduct of the CONSULTANT.

April 30, 2025 Item No. **10g(2)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of May 6, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING AN AGREEMENT WITH HDL ECONSOLUTIONS FOR ECONOMIC DEVELOPMENT SERVICES IN AN AMOUNT NOT TO EXCEED $60,750

RECOMMENDATION: It is recommended that the City Council consider:

1. Adopting Resolution No. 2025-, approving an agreement with HdL ECONSolutions to provide economic development services in an amount not to exceed $60,750; and
2. Authorizing the City Manager to execute the agreement subject to final review and approval by the City Attorney; and
3. Authorizing the Finance Director to make necessary accounting and budgetary entries.

BACKGROUND

The City retained HdL ECONSolutions to provide an economic assessment and a retail void analysis for the City of Marina. This report was initiated to assist with the City's economic development efforts, as well as provide a resource for the General Plan Update. The resulting Real Estate Market Analysis & Site Assessment was presented at the City Council Meeting on April 15, 2025 **(EXHIBIT A).** The document included a comprehensive analysis of Marina's retail landscape and discussed opportunities for attracting national and regional retailers; expanding local businesses; leveraging student and tourism markets; and enhancing retail infrastructure.

The assessment concluded that Marina has significant retail expansion opportunities, with clear evidence of an unmet demand in multiple sectors. When compared to Monterey County and the State of California, Marina's population growth, income levels, and existing retail gaps position the city as a prime market for new business. To capitalize on these advantages, the report recommended addressing retail leakage through targeted business attraction and development strategies; enhancing tourism appeal, supporting local businesses, leveraging educational institutions, and promoting outdoor recreation. The report also suggested creating a unique identity for Marina to assist in attracting visitors and businesses, while also differentiating Marina from the surrounding cities.

ANALYSIS

To assist in moving forward the City's economic development efforts and build upon the Assessment's recommendations, staff is proposing the following four initiatives:

I. Retail Recruitment and Outreach Services

The Real Estate Market Analysis and Site Assessment identified a list of businesses that are expanding and have marketplace and location criteria that closely align with areas in Marina. To assist in reaching out to aligned retailers, HdL can be retained to facilitate relationships with retailers, developers, site selectors, and real estate professionals to promote opportunities in Marina. HdL also regularly attends the International Council of Shopping Centers Conference (ICSC), with the next conference in May. At the last ICSC conference in Monterey, Raising Cane's and Sprouts expressed interest in establishing a location on the peninsula. Marina's demographics are compatible with both of their business models. Retaining HdL services at this time, could assist in promoting Marina as a potential site. This initiative also includes assistance to prepare materials to market Marina.

II. Downtown Vitalization Work

The Downtown Vitalization Specific Plan (DVSP) provides guidance in the future development and transformation of the City's downtown. The goal of the DVSP is to create a unique and identifiable downtown core that is vibrant and pedestrian orientated. While the plan provides the regulatory framework for land use and other governing elements, the emphasis on business development in the downtown area is limited. The proposed peer review would assess the DVSP for applicability to the current and planned business landscape, identify any challenges with implementation; and assess based on market conditions, which zoning and development standards need to be modified to accelerate the development of infill housing. The Downtown Vitalization Work would also include building an implementation strategy to assist in activating the DVSP. This would be accomplished through community engagement with stakeholders; and providing recommendations based on what other cities have done to successfully revitalize, redevelop, or position a downtown center.

III. Website – Economic Development

The City's current economic development webpages need to be updated and contain limited information to promote the City. HdL offers webpage design services that take into consideration the needs of current and prospective businesses. The proposed microsite would serve as hub for economic development information, including communications on the City's vision; locations for potential business sites, information on key initiatives, including the Downtown Vitalization Plan; statistical/demographic data; and links to community development services. The proposed microsite would be seamlessly integrated with the City's website and optimized for internet search capabilities. HdL will assist with developing the initial content, along with potential assistance from the City's public outreach consultant, Tripepi Smith. City staff would be responsible for the on-going maintenance of the site. The annual costs associated with hosting the site are estimated to be minimal at approximately $200 annually.

Examples of sites developed by HdL and their website development partners, include the following:

- City of Moreno Valley
- City of Eastvale
- City of Pacific Grove

IV. Marketing and Branding Economic Development

The Assessment report indicated that the City could benefit from establishing a unique identity to assist in attracting visitors and business; and encourage residents to take pride in the city. HdL offers assistance in developing a "brand" narrative to showcase the City's unique strengths, such as its strategic location, diverse community, and opportunity for growth. This narrative would be developed by engaging local businesses, stakeholders, and civic leaders to ensure the new identity resonates with those who work or live in Marina. The resulting brand narrative or any economic development logos could be used on the City's website, communications, and any promotional materials.

A copy of the complete proposal is included in **EXHIBIT B.**

FISCAL IMPACT

There is no fiscal impact to the General Fund. These initiatives would be funded through the Fiscal Year 2024-25 Economic Development budget.

CONCLUSION

City staff are recommending approval of the contract to assist in moving forward the City's economic development efforts.

Respectfully submitted

_____

Tori A. Hannah
Finance Director
City of Marina

REVIEWED BY:

_____

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA CITY APPROVING AN AGREEMENT WITH HdL ECONSOLUTIONS TO PROVIDE ECONOMIC DEVELOPMENT SERVICES IN AN AMOUNT NOT TO EXCEED $60,750.

WHEREAS, on April 15, 2025, the City Council received a presentation from HdL ECONSolutions regarding a Real Estate Market Analysis and Site Assessment; and

WHEREAS, the city is interested in expanding economic development efforts through marketing, activating the Downtown Vitalization Specific Plan, and branding; and

WHEREAS, HdL has provided a proposal to assist with retail recruitment, downtown vitalization work, development of a website to promote economic development in Marina, and providing branding to assist with these efforts (Exhibit B); and

WHEREAS, the city would like to engage HdL EconSolutions to assist in moving forward the City's economic development programs

NOW THEREFORE BE IS RESOLVED that the City Council of the City of Marina does hereby:

1. Approve an agreement with HdL EconSolutions to provide economic development services in an amount not to exceed $60,750
2. Authorizing the City Manager to execute the agreement subject to final review and approval by the City Attorney; and
3. Authorizing the Finance Director to make necessary accounting and budgetary entries.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting held on the 6th day of May 2025, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

APRIL 11, 2025

City of Marina

Real Estate Market Analysis & Site Assessment

Prepared by:

HdL ECONSolutions
120 S. State College Blvd, Suite 200
Brea, CA 92821
www.hdlcompanies.com



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Executive Summary

The City of Marina is undergoing significant retail and economic growth, driven by rising household numbers, increasing consumer demand, and strategic development projects. This market study evaluates Marina's retail landscape, identifying strengths, challenges, and opportunities for expansion. Marina's retail market benefits from stable occupancy rates (97.6%), a low vacancy rate (2.4%), and strong demand for retail space, as reflected in a 383.9% increase in net absorption over the past year. However, retail leakage to neighboring cities such as Monterey, Seaside and Salinas underscore the need for a diversified retail mix to capture local spending, as well as attracting consumer spending of residents of nearby communities (Monterey, Seaside and Salinas).

This report analyzes the city's overall retail environment, along better understanding two prime retail development sites—Marina Landing (anchored by a Walmart Supercenter) and The Dunes (6.15-acre property)—to determine their best use and economic viability. Additionally, it examines Marina's dining scene, sales tax revenue distribution, and competitive position relative to nearby cities. With strategic planning, investment, and a focus on retail diversification, experiential shopping, and destination retail, along with better understanding gap analysis possibilities. Marina can strengthen its local economy, reduce sales leakage, and enhance its appeal as a commercial hub.

Introduction

This Market Study, prepared by HdL ECONSolutions, provides a comprehensive analysis of the City of Marina's retail landscape, examining market demand, competitive positioning, development opportunities, and economic trends. The goal is to provide data-driven insights and strategic recommendations that support business attraction, investment decisions, and long-term commercial growth.

The study includes:

- Retail Gap Analysis: Identifying sectors with unmet consumer demand.
- Site Assessments: Evaluating two prime retail development locations.
- Competitive Market Comparison: Benchmarking Marina's retail sector against Monterey County and California.
- Sales Tax Revenue Distribution: Analyzing Marina's economic reliance on top businesses.
- Dining and Consumer Behavior Trends: Understanding the role of food and beverage establishments in local economic activity.

By leveraging these insights, Marina can implement targeted strategies to attract retailers, improve commercial offerings, and enhance its economic sustainability.

Purpose of Market and Site Assessment

A Market and Site Assessment evaluates economic and demographic factors that influence the viability and best use of commercial, retail, or mixed-use development sites. This analysis provides critical insights for investors, developers, and city planners to determine market demand, competitive positioning, and potential returns.

Key Areas of Analysis

1. Retail Market Performance
    - Evaluating sales trends and consumer demand in Marina.
    - Comparing sales tax revenue distribution among Marina, Monterey, Salinas, and Seaside.
    - Identifying opportunities for retail expansion.
2. Demographic and Economic Trends
    - Assessing population growth, household income levels, and spending behavior.
    - Understanding how workforce and student populations impact consumer demand.
    - Examining infrastructure improvements and their effect on retail accessibility.
3. Retail Void Analysis
    - Identifying underrepresented retail categories and market gaps.
    - Comparing Marina's retail mix to Monterey County and California.
    - Recommending businesses and retail concepts that fulfill unmet consumer demand.
4. Site-Specific Considerations
    - Marina Landing (Adjacent to Walmart): High-traffic location with opportunities for fast-casual dining, personal services, and convenience retail.
    - The Dunes (6.15-Acre Site): Prime mixed-use development opportunity with demand for boutique retail, specialty grocery, and student-focused good and services.
    - Downtown/Central Marina: Create a town Center environment for Marina through Downtown Vitalization Specific Plan by redeveloping, repositioning and/or enhancing long-time established shopping centers, as well as developing new residential opportunities and mixed-use projects in the city's central core area.
5. Competitive Market Positioning
    - Analyzing how Marina competes with neighboring cities in retail, dining, and entertainment offerings.
    - Evaluating the role of Cal State Monterey Bay (CSUMB) students (over 7,700 students) in local spending patterns.
    - Providing strategies to strengthen Marina's commercial identity and reduce retail leakage.

Strategic Importance

By understanding these market dynamics, developers can make informed investment decisions, and city planners can implement policies that attract a balanced retail mix to support long-term economic sustainability.

Trade Area Overview

When performing a retail assessment, it is important to define the area you are evaluating. While this study is focused on the City of Marina marketplace, it is also important to remember that a retail market extends beyond municipal boundaries and spills into nearby communities.

Developers, real estate professionals, and potential new businesses place value on factors like population density, demographics, traffic volume & traffic flow patterns, and competition from other retail locations when looking to expand and/or invest in new locations or to develop new projects. This market study will examine the make-up of the consumers and the retail marketplace within Marina and its trade area.

Retail Real Estate Market Analysis

The retail real estate market in Marina continues to demonstrate stability and growth, with key indicators reflecting strong occupancy rates and increasing lease rates. The demand for retail space remains consistent, driven by new residential developments and a growing population. Data from CoStar provides a detailed overview of market performance, highlighting trends in inventory, vacancy, absorption, and sales.

Inventory and Vacancy Rates

The total retail inventory in Marina exceeds 1 million square feet, marking a 2.9% increase from the prior period. This growth reflects ongoing development and the city's ability to attract new retailers. The current vacancy rate stands at 2.4%, slightly higher than the previous rate of 2.0% but still below the regional average. This suggests that demand remains strong, with businesses actively seeking retail locations in Marina. The overall occupancy rate remains solid at 97.6%, with 98.2% of retail space currently leased, indicating minimal underutilized space in the market.

Available Space and Lease Rates

Retail space availability in Marina remains relatively limited, with approximately 25,400 square feet of vacant retail space and an overall availability rate of 2.0%. This low availability suggests that Marina's retail market is competitive, with new businesses facing limited options for entry. Lease rates have continued to climb, with the average asking lease rate now at $2.95 per square foot, reflecting a 2.4% increase from the previous period. This rise in lease rates signals growing confidence in the market and the willingness of retailers to pay premium prices for prime locations.

Demand and Absorption Trends

Absorption rates provide insight into the demand for retail space. Over the past 12 months, Marina has experienced net absorption of 23,300 square feet, representing a significant 383.9% increase from the prior period. This surge in absorption indicates strong demand for retail space, as new businesses continue to enter the market and existing businesses expand. Lease renewals remain high, with an average 24-month renewal rate of 88.2%, reinforcing the long-term stability of Marina's retail sector.

The average time required to lease a retail space in Marina is 4.6 months, while properties typically remain vacant for an average of 6.8 months before securing a new tenant. These metrics suggest that while demand is strong, there is still room for improvement in reducing vacancy durations through targeted leasing strategies and business attraction efforts.

Sales and Market Trends

Retail property sales in Marina continue to perform steadily. The average sale price per square foot is currently $305, reflecting a slight decrease of 0.6% from the prior period. Despite this minor dip, the overall sales market remains active, with a total sales volume of $16.2 million recorded over the past year. During this period, 10 retail properties changed ownership, demonstrating continued investor interest in Marina's commercial real estate market.

The market capitalization rate, which measures investor returns, has increased to 6.0%. This upward trend suggests a favorable environment for investors seeking stable, long-term returns on retail properties. With increasing lease rates and strong absorption trends, Marina's retail market presents opportunities for both investors and businesses looking to establish a presence in the city.

Is There a Demand for Additional Retail?

Given Marina's low vacancy rates, rising lease prices, and strong absorption trends, there is clear demand for additional retail development. The influx of new residents from ongoing housing projects and the economic influence of CSUMB (over 7,700 students) contribute to a growing consumer base in need of expanded retail and dining options.



To meet this demand, Marina could benefit from the development of additional shopping centers, specialty retail districts, and entertainment hubs. Expanding the variety of retail offerings—such as higher-end dining, experiential retail, and lifestyle brands—would enhance Marina's competitiveness and reduce retail leakage to neighboring cities.

Furthermore, mixed-use developments that integrate retail, and entertainment components could provide a dynamic and sustainable approach to future commercial growth. Strategic planning will be crucial in ensuring that Marina's retail expansion aligns with consumer demand and economic sustainability goals.

Strategic Recommendations

1. Attract experiential and lifestyle retail to differentiate from competing centers.
2. Develop student and workforce-serving retail to leverage CSUMB's influence.
3. Optimize site design for mixed-use potential while maintaining retail viability.
4. Encourage anchor tenants or destination retailers to establish strong demand.

By implementing these strategies, Marina can strengthen its retail landscape, increase tax revenue, and enhance economic vitality.

Source: Costar

Overview of Marina's Dining Experience



Marina, California, offers a diverse and evolving dining scene that caters to a variety of tastes, ranging from outdoor dining spots to chef-owned restaurants and fast-casual eateries. The city's coastal climate makes outdoor dining a popular option, with establishments like Salt Wood Kitchen & Oysterette, Coffee Mia, and Ticos Breakfast & Lunch offering al fresco seating. Chef-owned restaurants, such as Aki Fresh Mex, introduce unique flavors and health-conscious menus, enhancing the local dining culture.

For fast-casual dining, options like Dametra Fresh Mediterranean and Michael's Grill and Taqueria provide quick yet high-quality meals for those on the go. Marina also boasts a variety of cuisines, including Asian, American, Mexican, and seafood specialties, ensuring that both residents and visitors have ample choices. While fine dining options within Marina are somewhat limited, nearby cities offer upscale culinary experiences. The fast-casual sector remains strong, offering a balance between convenience and quality.

- Outdoor dining is a highlight, taking advantage of Marina's coastal weather, with several restaurants offering patio seating.
- Chef-owned restaurants introduce specialty and health-conscious options, enriching the city's dining landscape.
- Fast-casual dining is well-represented, catering to those looking for quick and flavorful meals.
- Marina's dining scene is diverse, spanning multiple cuisines and accommodating a wide range of preferences and dining styles.
- While fine dining is limited, nearby cities provide additional upscale options for those seeking high-end culinary experiences.

Marina's dynamic food scene continues to grow, with opportunities for expanding upscale dining and attracting more diverse eateries to enhance the city's appeal as a dining destination.

Overview of Marina's Retail Environment

Marina's retail scene is evolving to serve a diverse local community that includes residents, college students, and visitors attracted by the city's coastal amenities. Retail centers in Marina are positioned not only as places for everyday shopping but also as community hubs that foster social interaction, outdoor dining, and local events. The retail mix ranges from neighborhood convenience centers to redeveloped mixed-use retail districts that aim to capture the dynamic lifestyle of the region.

A. Marina Landing Shopping Center



Overview & Redevelopment:
Marina Landing is a retail center located on 150 Beach Road. Initially developed from a vacant former K-Mart site to a Walmart Supercenter, it has been repositioned through a strategic redevelopment process. The redevelopment has included negotiating key entitlements, updating design features, and securing a long-term ground lease with a major national retailer.

Key Features:

- **Anchor Tenant:** The center's anchor is Walmart, which was one of the first expedited openings in California under the new redevelopment strategy.
- **Redevelopment Phases:**
  - *Phase 1:* Focused on achieving key entitlements and securing the Walmart lease.
  - *Phase 2:* Envisions a mix of retail pads (for instance, leasing space to prominent chains such as a Starbucks drive-thru).
- **Ownership/Investment:** The project was initially acquired and redeveloped by Tallen Capital Partners, whose strategic vision was to transform a blighted site into a vibrant community resource.

Source: Tallen Capital Partners

B. Downtown/Central Marina Shopping Area (Marina Village Shopping Center, Seacrest Plaza, Marina Square & Cypress Plaza)



Overview & Tenant Mix:
Located at the corner of Reservation Road and Del Monte Blvd, there are 4 shopping areas envisioned as Marina's downtown area. It primarily serves the local community and residents in Central Marina.

Key Features:

- **Tenant Profile:**
  - National chains such as Lucky Market, CVS, Auto Zone, Goodwill, Ace Hardware, McDonald's, O'Reily Auto, Grocery Outlet, Walgreens, Taco Bell, Dollar Tree, Jack in the Box, and Wells Fargo are situated here.
  - A variety of smaller retail and service tenants fill in the remaining spaces. PDF materials highlight tenants with long-term leases, with some businesses having been in place since the late 1960s or 1980s.
- **Traffic & Demographics:**
  - The four centers benefit from significant vehicular traffic, with reports indicating average daily counts of approximately 19,000 vehicles along Reservation Road and 24,000 on adjacent roads. While these counts refer to vehicular flow, they are indicative of strong shopper presence on weekends and during peak shopping times.
  - The surrounding demographic data (a population of about 22,000 with a median age in the mid-30s and average household incomes around $73,000) suggests a steady base of local consumers whose needs are met by the center.

Source: Marina Village

C. The Dunes Promenade



Overview & Concept:
A new retail concept in Marina is emerging with The Dunes Promenade—a mixed-use, open-air district that is under construction as part of a larger live-work-play community. Developed by Shea Homes, this project is set on land that was once part of the Fort Ord military base and is being transformed into a walkable retail and dining destination. Existing uses here include Target, REI, Five Below, Michaels, Ross, Best Buy, Kohl's, Old Navy, Brass Tap, Smashburger, Chipotle and Starbucks.

Key Features:

- **Design and Layout:**
  - The design emphasizes outdoor community spaces, including tree-lined paths, a village square for gatherings, and landscaped areas that invite leisure and social activity.
- **Tenant Opportunities:**
  - Trader Joe's recently opened and here with additional tenants likely to include shops, restaurants, and service businesses.
  - The development includes "live-work" units above the retail spaces, providing flexibility for small business operators.

- **Market Positioning:**
  - Located within a dynamic, master-planned community with nearly 1,900 new homes and additional residential projects on the way, the Promenade is poised to capture both local demand and visitor interest from the region.

Source: The Dunes Promenade

Shopper Demographics and Traffic Patterns

While explicit "average weekend" shopper counts are not always publicly detailed, several indicators provide useful context:

- **Traffic Data:**
  - For example, the Downtown-Central Marina shopping area benefits from reported average daily traffic counts of approximately 19,000 vehicles along Reservation Road and 24,000 on Del Monte Blvd. These figures, especially during weekends, suggest robust exposure to potential shoppers.
- **Community Profile:**
  - Demographic information from surrounding areas (e.g., a local population of around 22,000, median age in the mid-30s, and average household incomes in the low-to-mid $70,000 range) supports the likelihood of steady weekend patronage for neighborhood centers.
- **Retail Trends:**
  - According to national studies from the International Council of Shopping Centers (ICSC), most shopping centers see frequent visits from local consumers, often with many households visiting at least once per week for convenience, dining, or community events. These trends likely mirror shopper behavior in Marina, particularly in centers that blend traditional retail with community gathering spaces.

Additional Pertinent Information:

- **Community Integration:**
  Many retail centers in Marina are designed not just for shopping but to serve as community focal points. The design of The Dunes Promenade, for instance, integrates green spaces and communal plazas that encourage extended visits and community events.
- **Redevelopment and Investment Trends:**
  The recent investments in Marina Landing and The Dunes Promenade reflect a broader trend in the region toward redeveloping underutilized sites into vibrant, mixed-use environments. Such projects are intended to stimulate local economies, increase job opportunities, and generate additional tax revenue for the city.

- **Historical Context:**
  Some centers, like Marina Village, and Seacrest Plaza in central Marina have longstanding tenant relationships that date back several decades, underscoring their importance as neighborhood staples that have adapted over time to changing consumer demands.

Marina's retail landscape is a blend of established neighborhood centers and innovative new developments. Together, these centers reflect a strategic approach to redevelopment and community engagement in the city of Marina, ensuring that retail continues to play a vital role in the local economy and social life.

Sales Tax Comparison

In examining the sales tax revenue across various cities, it becomes evident that the economic stability and growth potential of a city can be significantly influenced by the diversity of its business base. This comparison highlights the varying degrees of reliance on top businesses for sales tax revenue in Marina, Monterey, Salinas, and Seaside, and underscores the implications of such dependencies.

City	Total Sales Tax ($) Calendar Year 2024	Sales Tax Per Capita ($)	Top 25 Contribution (%)
Marina	$2,560,705	$112.32	69.50%
Salinas	$32,630,511	$199.61	41%
Seaside	$8,553,153	$246.91	74%
Monterey	$7,910,508	$264.46	36%

Marina's heavy reliance on its top 25 businesses for nearly 70% of its total sales tax revenue presents a high concentration risk. This lack of diversification means that the city is vulnerable to economic downturns if any of these key businesses were to relocate or shut down. To mitigate this risk, Marina could benefit from strategies aimed at attracting a broader mix of businesses, including expanding its retail, entertainment, and service sectors.

In contrast, Monterey boasts the highest sales tax per capita at $264.46, driven by strong retail activity per resident, likely fueled by tourism and high consumer spending. This robust per capita figure reflects a healthy and dynamic economic environment.

Salinas, while generating the highest total sales tax revenue, has the lowest dependency on its top 25 businesses at 41%. This indicates a well-balanced retail economy with contributions from a diverse mix of businesses, reducing the city's economic vulnerability.

Meanwhile, Seaside's 74% concentration of sales tax from its top 25 businesses suggests a higher susceptibility to shifts in large business activity. This reliance on a few major contributors makes Seaside more vulnerable to economic fluctuations.

Overall, this comparison underscores the importance of a diversified business base in ensuring economic resilience and sustainable growth for cities.

Retail Gap Analysis and Market Comparison: City of Marina, Monterey County, and California

Overview

This report delves into the retail landscape of the City of Marina, offering a comprehensive analysis of the existing retail gaps. By examining the findings from the gap analysis, the report identifies key areas where local demand significantly surpasses supply. Additionally, it compares these findings with market conditions in Monterey County and the state of California to uncover business opportunities and potential avenues for retail expansion.

Key Findings from the Gap Analysis

The analysis indicates several retail sectors in Marina have significant demand that exceeds local supply. The most notable gaps include:

- Furniture Stores: A deficit of over $5.3 million in local spending suggests the need for furniture retailers to serve the growing residential base.
- Jewelry, Luggage, and Leather Goods: A shortfall of $2.5 million represents an opportunity for specialty retailers.
- Electronics and Appliance Stores: The current market shows a $3.9 million gap, signaling potential for consumer electronics and home appliance stores.
- Clothing Stores: A $11.8 million gap suggests high demand for apparel retailers.
- Shoe Stores: A $2.2 million deficit indicates an unmet need for footwear retailers.
- Grocery Stores: A $27.2 million gap reflects a strong need for additional grocery options.
- General Merchandise Stores: A shortfall of $25.4 million, indicating demand for department store-style retailers.
- Automotive Dealers: A gap or shortfall of $63.7 million, indicating a demand for auto dealers to open in Marina.

By addressing these gaps, Marina can attract a broader mix of businesses, enhance its retail offerings, and reduce economic risk associated with over-reliance on a few major contributors. This strategic approach will not only meet the needs of the local community but also foster a more resilient and diversified economic base.

Source: Consumer Demand & Market Supply Assessment from INSIGHT Market Analytics report (Appendix 2)

Retail Landscape Comparison: Marina vs. Monterey County and California

When compared to broader regional and state markets, Marina exhibits unique retail deficiencies but also significant growth potential. This comparison is valuable for several reasons:
Benchmarking Performance: Comparing Marina's retail landscape to that of Monterey County and the state of California provides a benchmark to measure its performance. It helps identify areas where Marina is lagging and where it is excelling, offering a clearer picture of its economic health.

Identifying Opportunities: By understanding how Marina's retail environment stacks up against regional and state averages, stakeholders can pinpoint specific sectors with unmet demand. This insight is crucial for attracting new businesses and guiding existing ones on where to expand.

Understanding Market Dynamics: Regional and statewide comparisons shed light on broader market trends and consumer behaviors. This understanding helps local businesses and policymakers make informed decisions that align with these trends, ensuring they remain competitive.



Assessing Growth Potential: Marina's unique retail deficiencies highlight areas with significant growth potential. For instance, gaps in sectors like grocery stores, general merchandise, and clothing stores indicate opportunities for new entrants to capture unmet demand.

Mitigating Risks: A high concentration of sales tax revenue from a few top businesses poses a risk to Marina's economic stability. Comparing this with other regions helps illustrate the importance of diversifying the business base to mitigate such risks.

Strategic Planning: Regional and statewide comparisons provide valuable data for strategic planning. They help city planners and economic developers create targeted strategies to attract a diverse mix of businesses, enhance retail offerings, and foster sustainable growth.

Key Findings

Population Growth and Retail Demand

- Marina's population grew by 7.8% over five years, surpassing Monterey County (3.7%) and California (3.5%).
- The number of households in Marina is projected to increase by 8.4%, further increasing the demand for retail.
- Daytime population (23,406 people) includes commuters and students, enhancing potential retail foot traffic.

Income and Spending Power

- The average household income in Marina is $113,854, which is competitive within the county but slightly below the state average.
- Monterey County, with a higher average income of $130,408, provides additional retail opportunities from residents shopping in Marina.
- Retail spending per capita remains high in Marina, yet a significant portion of spending is occurring outside the city due to supply constraints.

Retail Leakage and Opportunity

- Many Marina residents leave the city to shop in Monterey, Seaside, or Salinas, resulting in significant retail leakage.
- The gap in grocery and general merchandise stores suggests that major retailers and specialty grocers could thrive in Marina.
- Marina has an opportunity to attract more local-serving retailers to capture sales that currently leave the market.

By leveraging these insights, Marina can develop strategies to address its retail deficiencies, capitalize on growth opportunities, and build a more resilient and diversified economic base.

Source: INSIGHT Market Analytics report

Implications for Retail Development and Investment

1. **Attracting National and Regional Retailers**
    - The large deficit in general merchandise and grocery categories makes Marina an ideal candidate for major chain retailers.
    - National brands could establish strong footholds due to minimal direct competition in some key categories.
2. **Expansion of Local Businesses**
    - Encouraging local entrepreneurs to expand into clothing, electronics, and furniture would address significant demand gaps.

    - Incubating small specialty businesses can enhance the city's commercial mix.
3. **Leveraging Student and Tourism Markets**
    - The presence of Cal State Monterey Bay (CSUMB) contributes to strong demand for dining, entertainment, and affordable shopping options.
    - Expansion of fast casual restaurants, bookstores, and lifestyle retailers would align with student spending habits.
4. **Enhancing Retail Infrastructure**
    - The city's current retail vacancy rate of 2.4% is below county and state averages, indicating limited available space for new businesses.
    - Future planning should consider mixed-use developments that integrate retail and residential to support sustainable growth.

The City of Marina presents significant retail expansion opportunities, with clear evidence of unmet demand in multiple sectors. When compared to Monterey County and the state of California, Marina's rapid population growth, strong income levels, and existing retail gaps position it as a prime market for new business investment. Addressing these gaps through targeted retail attraction and development strategies will enhance local economic activity and improve consumer convenience while reducing sales leakage to nearby markets.

Comparative Market Analysis: Marina vs. Seaside, Monterey, and Salinas

The City of Marina is situated within Monterey County and is in close proximity to several neighboring cities, each with its own unique economic landscape. This section provides a comparative analysis of Marina, Seaside, Monterey, and Salinas, examining their economic development, demographics, major employers, visitor attractions, and competitive positioning. The goal is to understand Marina's strengths, challenges, and opportunities in relation to these nearby communities and to outline strategies for enhancing its competitive edge.

Geographic Proximity

Marina's location provides a strategic advantage, as it is within short driving distances to key economic hubs in the region:

- Marina is approximately six miles from Seaside, a drive of about seven to nine minutes.
- The city is about nine miles from Monterey, taking roughly 10 to 16 minutes by car.
- Salinas is located approximately 11 miles from Marina, with an average drive time of 25 minutes.

These short distances mean that Marina is directly influenced by the economic and commercial activities of these neighboring cities, and vice versa. Understanding the regional interconnectivity is essential to identifying Marina's positioning in the local economy.

Demographic Comparison

Each of the four cities has distinct demographic characteristics that shape their economic landscape:

- Marina has a population of approximately 22,359.
- Seaside has a larger population, with around 32,366 residents.
- Marina is slightly smaller than Monterey, which has a population of about 30,218.
- Salinas is the largest among them, with 163,542 residents.

While Monterey and Seaside are comparable in size, Salinas dwarfs them all in population, which directly impacts workforce availability, economic output, and retail demand. Marina, in contrast, is a smaller city that has room to grow but must develop its economic strategy to compete effectively.

Economic Overview

Marina is undergoing significant development, with projects such as The Dunes, a mixed-use community featuring retail, dining, and residential spaces. The presence of California State University, Monterey Bay, provides an economic boost by contributing to the local job market and student-driven commerce. Seaside is similarly positioned with its proximity to CSU Monterey Bay, as well as ongoing redevelopment efforts on former military land from the Fort Ord base.

Monterey, in contrast, relies heavily on tourism, with attractions such as Cannery Row and the Monterey Bay Aquarium driving its economy. The hospitality sector is a major employer, and the city has a well-established visitor economy that benefits from both domestic and international tourists. Salinas has a vastly different economic base, as it is the agricultural hub of Monterey County, known as the "Salad Bowl of the World." The city's economy is driven by agribusiness, food production, and an expanding industrial sector.

Retail, Dining, and Entertainment

Each of the four cities has distinct offerings in terms of retail, dining, and entertainment. Marina's retail sector is growing, with developments such as The Dunes Promenade adding new businesses and dining establishments. However, it still lacks the robust shopping districts found in Monterey and Salinas.

Seaside has a diverse mix of local businesses and national retailers, offering a balance between convenience shopping and unique dining experiences. Monterey's retail and dining sectors are heavily influenced by tourism, featuring high-end boutiques, seafood restaurants, and waterfront dining. The entertainment options in Monterey are among the strongest in the region, with theaters, music festivals, and cultural attractions catering to both visitors and residents.

Salinas provides a mix of retail and dining that reflects its population's diversity, with a strong presence of Mexican cuisine and family-owned establishments. Major shopping centers and annual events such as the California Rodeo Salinas contribute to the city's economic vibrancy.

Major Employers

Each city's economic strengths are reflected in its largest employers. Marina's job market is driven by educational institutions and retail developments, with the growth of The Dunes providing additional employment opportunities. Seaside's economy is supported by California State University, Monterey

Bay, and the retail sector. Monterey's key employers include tourism-related businesses, the Defense Language Institute, and local government agencies. Salinas is dominated by agricultural employers such as Dole Fresh Vegetables and Taylor Farms, in addition to healthcare and industrial sectors.

Visitor Attractions

Marina's tourism appeal is rooted in its natural beauty, with Marina State Beach serving as a popular location for hang gliding and outdoor recreation. The city is also a gateway to Fort Ord National Monument, which offers hiking and biking trails. However, compared to Monterey, Marina lacks large-scale attractions that draw significant numbers of visitors.

Seaside benefits from its proximity to beaches and golf courses, including the Bayonet and Black Horse Golf Courses. Monterey, by contrast, is the regional leader in tourism, with world-renowned attractions such as Cannery Row, Fisherman's Wharf, and the Monterey Bay Aquarium. Salinas attracts visitors to the National Steinbeck Center, Toro County Park, and its annual events, but does not have the same level of tourism appeal as Monterey.

Competitive Positioning

Marina has several strengths that can be leveraged for economic growth. Its affordability compared to Monterey makes it attractive for residential and commercial development. The city is also well-positioned to benefit from outdoor recreation tourism, with opportunities to expand its brand as a destination for nature lovers and eco-tourism.

However, Marina faces challenges in differentiating itself from Seaside and Monterey. While Monterey dominates the tourism industry, Marina must carve out a unique identity to draw visitors and businesses. Seaside's redevelopment projects may also create additional competition for retail and housing developments.

Salinas presents a different type of competition, as its strong industrial and agricultural economies provide employment opportunities that attract residents who may otherwise consider living in Marina.

Recommendations for Marina's Economic Development

To strengthen its position, Marina should focus on the following strategies:

1. **Enhance Tourism Appeal:** The city should develop unique attractions and events that can draw visitors, such as outdoor festivals, eco-tourism initiatives, and adventure sports competitions.
2. **Support Local Businesses:** Providing incentives and business support programs can help create a vibrant local economy and attract innovative startups.
3. **Leverage Educational Institutions:** Partnerships with CSU Monterey Bay can foster business development, workforce training programs, and entrepreneurship opportunities.
4. **Promote Outdoor Recreation:** Marketing Marina's natural assets, such as the beach, trails, and open spaces, can attract outdoor enthusiasts and position the city as a destination for adventure tourism.

5. **Future Hotel Development:** Pursue the development of an additional mid-price limited-service hotel. Another hotel could build upon the success of the two newer hotels in Marina – the Marriott SpringHill Suites and the Home2 Suites by Hilton.

Marina is at a pivotal stage in its economic development. With strategic planning and investment, it can strengthen its competitive edge against neighboring cities. By leveraging its affordability, natural resources, and educational institutions, Marina can create a dynamic economic environment that attracts businesses, visitors, and new residents alike.

Competitive Positioning		
City	**Strengths**	**Challenges**
Marina	- Affordable housing options compared to neighboring cities	- Developing a distinct identity amidst neighboring tourist-centric cities
	- Ongoing development projects	
	- Proximity to natural attractions	
Seaside	- Central location with access to educational institutions	- Redevelopment of former military land
	- Redevelopment opportunities	- Attracting new businesses
Monterey	- Established tourism industry	- Dependence on tourism makes it vulnerable to economic fluctuations
	- World-renowned attractions	
Salinas	- Strong agricultural base	- Economic diversification beyond agriculture
	- Growing industrial sector	- Addressing social challenges

Recommendations for Marina:

- **Enhance Tourism Appeal:** Develop unique attractions or events to draw visitors, differentiating Marina from neighboring cities.
- **Support Local Businesses:** Provide incentives and support for small businesses to create a vibrant local economy.
- **Leverage Educational Institutions:** Collaborate with nearby universities to foster innovation and attract a skilled workforce.
- **Promote Outdoor Recreation:** Capitalize on natural assets by promoting outdoor activities like hiking, biking, and water sports.
- **Target Gap Analysis Possibilities:** Better understand sales leakage out of Marina to surrounding cities, as well as gap and new retail possibilities.

By focusing on these strategies, Marina can strengthen its economic position and compete effectively with neighboring communities.

Residential Developments

1. **The Dunes at Monterey Bay**: This master-planned community has introduced four new neighborhoods—Sky House, Light House, Bay House, and Rooftops—offering luxurious homes with modern amenities. The Promenade at The Dunes integrates parks, entertainment, dining, and a contemporary "Main Street" experience, attracting residents from the Bay Area, including tech professionals and retirees. SFGate

2. **Sea Haven**: Located near Monterey Bay, Sea Haven features neighborhoods like Layia and Villosa, offering single-family homes with diverse architectural styles and state-of-the-art features. Residents enjoy proximity to the beach, parks, and walking trails, enhancing the coastal living experience. Trumark
3. **Marina Station**: A significant mixed-use development project, Marina Station is transforming a large parcel of land situated within the North end of Marina's city limits. The project provides over 1,300 new homes, parks, and open space, 60,000 Square foot of retail, along with 143,000 sq. ft. of office space and 650,000 sq. ft. of flex/industrial space along Highway 1.

Commercial Developments

1. **The Dunes (University Village)**: Part of Marina's specific plans, The Dunes is a mixed-use development combining residential, retail, and recreational spaces. It aims to create a vibrant community hub with shopping centers, dining options, and entertainment facilities.
2. **Airport Business Park**: This development focuses on creating commercial opportunities near the Marina Municipal Airport, aiming to attract businesses and stimulate economic growth in the area.
3. **Marina Landing**: Contains a Wal-Mart supercenter and pad opportunities, plus 5.1-acre development opportunity.
4. **Downtown/Central Marina Area**: Home to numerous established shopping centers that serve the daily needs of Marina residents.

Summary of Void Analysis Reports

The void analyses conducted for two sites located in the City of Marina—Site 1 (Beach & Del Monte Blvd) and Site 2 (10th St & 1st St), and the City of Marina as a whole to provide a comprehensive look at retail gaps, market potential, and opportunities for business attraction. While each analysis presents location-specific insights, there are several key similarities and trends across all three of Void Analysis reports. The suggested possibilities are not all- encompassing, but rather HdL recommendations based on Marina's market analytics and HdL's understand of what expanding retailers are looking for in certain trade areas.

Key Findings:

1. **Retail Market Gaps:**
    - Common retail categories with opportunities include clothing stores, furniture stores, grocery stores, general merchandise, and restaurants.
    - The demand for home improvement, fitness centers, and specialty food services is evident in all three analyses.

2. **Demographic and Economic Overview:**
    - Each location benefits from a growing population within a 5- to 15-minute drive-time trade area.
    - The average household income remains relatively strong, ranging between $107,000 and $116,000, making the area attractive for retailers.
    - The workforce composition reflects a predominantly white-collar population, with a significant percentage of residents holding college degrees.
3. **Sales Tax Revenue Potential:**
    - Each site is projected to generate significant sales tax revenue, indicating strong spending potential from residents and visitors.
    - The City's Center location, given its proximity to major shopping centers, exhibits the highest consumer activity.
4. **Commercial and Business Opportunities:**
    - National brands and retailers such as Dunkin' Donuts, Dutch Bros Coffee, Sprouts Farmers Market, Aldi, and Chick-fil-A have been identified as potential tenants.
    - There is a notable demand for fitness centers (e.g., UFC Gym, 24 Hour Fitness), and home furnishing stores.
5. **Strategic Location Advantages:**
    - The city benefits from easy access to major roads (e.g., Pacific Coast Highway 1, Del Monte Blvd).
    - Proximity to existing retail hubs enhances the potential for new businesses.

The void analyses collectively demonstrate that the City of Marina has significant market potential for retail expansion, hospitality growth, and enhanced consumer offerings. While each location presents unique characteristics, they share a strong retail demand, solid income levels, and strategic positioning for development.

The full void analysis reports for each location are attached at the end of this document (Appendix 1) for reference. The Software used for a void analysis utilizes a data base with over 1,200 retailers and users. Additionally, HdL uses its significant knowledge and industry experience in California on who is expanding and where they want to be, as well as their preferred site attributes and marketplace requirements.

Market & Site Assessment

The City of Marina is actively evaluating opportunities for retail expansion and commercial development. This market assessment focuses on two prime sites:

Site 1 – Marina Landing



Site 2 – Dune Area



- **Site 1:** Undeveloped land adjacent to the Marina Landing Shopping Center and Walmart Supercenter, owned by Tallen Capital Partners, LLC
- **Site 2:** A 6.15-acre property in The Dunes area, owned by Marina Community Partners LLC (Shea Homes)

Both sites present opportunities for economic growth, given their strategic locations, existing traffic patterns, and market demand for retail, dining, and service-oriented businesses. This report evaluates the retail market conditions, site viability, and development potential while identifying challenges that need to be addressed for long-term success.

OVERVIEW OF MARKET & SITE ASSESSMENT

A Market & Site Assessment provides a data-driven evaluation of a property's economic potential based on local demographics, trade area characteristics, competitive retail positioning, and regional growth trends.

For Marina, the assessment considers:

- Retail Sales Performance: Identifying strong and weak retail categories.
- Demographics & Consumer Demand: Understanding household spending power and population trends.
- Competitive Positioning: Comparing the site's strengths relative to regional competitors.
- Development Feasibility: Evaluating tenant mix, lease rates, and investor interest.

SITE 1: MARINA LANDING (Walmart Supercenter Adjacent Site of 5.1 acres)

Market Positioning

The Marina Landing Shopping Center, anchored by a Walmart Supercenter, serves as one of the retail hubs in Marina. This center benefits from high foot traffic, a nice existing tenant mix, and easy access from major roadways. The undeveloped property adjacent to Walmart offers an opportunity to expand retail offerings and complement existing businesses.

Retail Demand & Highest and Best Use Analysis

Current Market Performance:

- The site is in an established trade area with a mix of national retailers and local businesses.
- Strong consumer demand for grocery, convenience, and dining options.
- Walmart acts as an anchor tenant, driving daily traffic to surrounding retailers.

Development Potential:

- Ideal tenants include fast-casual dining, quick-serve restaurants, personal services, and additional convenience retail.
- Potential for drive-thru businesses, given high vehicle traffic patterns.
- The site could support multi-tenant retail pads with shared parking agreements.

Competitive Landscape

- The surrounding area includes several retails centers but limited full-service dining and specialty retail.
- Monterey and Salinas draw away some retail sales, emphasizing the need for a stronger commercial identity for Marina.
- Lease rates are rising in the region, making this site attractive for development.

Development Opportunities & Challenges

Opportunities:

- Strong existing traffic from Walmart
- High retail demand in key categories
- Available land for new construction

Challenges:

- High construction costs could impact feasibility.
- Need for tenant mix that complements Walmart without direct competition.
- Ensuring sufficient parking and traffic flow

SITE 2: THE DUNES (6.15-ACRE PROPERTY)

Market Positioning

The 6.15-acre property at The Dunes is positioned within a rapidly developing mixed-use district, integrating residential, retail, and entertainment spaces. The site's strategic location near major roads and California State University Monterey Bay (CSUMB) makes it a prime candidate for commercial and lifestyle-oriented retail development.

Retail Demand & Highest and Best Use Analysis

Projected Growth & Demand:

- Population growth and new housing at The Dunes and Sea Haven create a demand for everyday retail, services, and dining.
- Proximity to CSUMB (over 7,700 students) student housing provides a market for quick-service restaurants, cafes, and entertainment.
- The site should be able to support a multi-tenant center or an anchor retail use.

Development Potential:

- Ideal tenants: Health & wellness businesses, boutique retail, specialty grocery, and family dining.
- The site could benefit from an experiential retail approach, including outdoor dining, entertainment venues, and local artisan markets.

Competitive Landscape

- The nearest major retail hubs are in Sand City, Monterey, and Salinas, offering Marina an opportunity to fill gaps in the local retail mix.
- The Dunes Promenade, a nearby commercial project, is also expanding, requiring this site to have a unique positioning.
- Lease rates are competitive in this submarket, with a growing investor interest in retail properties.

Development Opportunities & Challenges

Opportunities:

- Integration with The Dunes mixed-use community
- Growing demand from both residents and students
- Opportunity for destination-oriented retail

Challenges:

- Needs a strong anchor tenant to drive foot traffic.
- Competitive development landscape with other regional projects
- Balancing retail and residential use to optimize site value.

Conclusion

The City of Marina presents strong economic and retail growth opportunities, supported by a rising population, stable lease rates, and high consumer demand. However, the city must address retail leakage and business diversification to remain competitive. Key development sites, including Marina Landing and The Dunes, offer significant potential for commercial expansion, particularly in fast-casual dining, boutique retail, and entertainment sectors.

Site 1: Marina Landing (anchored by Walmart) is a high-traffic location that benefits from Walmart's strong customer base, making it an ideal site for fast-casual dining, convenience retail, and service-oriented businesses. The site's proximity to a major anchor retailer creates an opportunity to capture impulse and convenience-driven shoppers, while strategic tenant placement can enhance Marina's overall retail mix.

Site 2: The Dunes (6.15-Acre Property) is positioned within a rapidly growing mixed-use community and presents an opportunity for destination retail, boutique shops, and student-focused services. Its proximity to new housing developments and Cal State Monterey Bay (CSUMB) makes it an attractive location for businesses catering to residents, students, and visitors. A well-planned retail and entertainment hub at The Dunes could help reduce sales leakage to neighboring cities while strengthening Marina's identity as a retail and lifestyle destination.

Overall, this study highlights the strong demand for additional retail development in Marina, with both sites playing critical roles in meeting this demand. Strategic investments in these locations, combined with efforts to diversify Marina's retail mix and attract experiential shopping and dining options, will help strengthen the city's economic foundation, create job opportunities, and enhance Marina's long-term viability as a commercial hub in the Monterey Bay region.

Appendix 1 – Void Analysis Reports

VOID ANALYSIS SUMMARY & MARKET PROFILE

City of Marina - City's Center
March 2025

EXHIBIT A

HdL ECONSolutions

Market Profile

The City of Marina is a beach city located in Monterey County along California's central coast. The population triples from the trade area within a 15-minute drive. This growth is fueled by travelers and tourists passing through on their way to destinations like Monterey, Santa Cruz, and San Francisco. Marina boasts several shopping centers, including the Dunes at Monterey Bay, Marina Village Shopping Center, Marina Landing, and Marina Square Shopping Center. You'll find a variety of stores such as Trader Joe's, Target, Best Buy, REI, Kohl's, Old Navy, Ross, and Five Below. Dining options include choices like McDonald's, Jack in the Box, Chipotle, Teriyaki Madness, Blaze Pizza, Taco Bell, Noodle Bar, and Smashburger.



Opportunities

	City	10 Min	15 Min
Population	22,914	36,400	77,221
Daytime Population	22,378	34,280	72,881
Households	7,824	12,135	25,371
Average HH Income	$111,592	$116,907	$111,751
Average Age	40	37.3	39
White Collar	65.7%	68%	57%
College Degree	42.4%	48.2%	38%

- Automotive Parts/Accessories/Tires
- Clothing stores
- Building Material/Supplies Dealers
- Furnitures/Home Furnishing Stores
- Lawn /Garden Equipment/Supplies Stores
- General Merchandise Stores
- Grocery Stores

Retailer	Retail Class	Nearest Locatio	Est. Annual Sales Tax ($)	Size (SF)	Contact	Email
Les Schwab	Automotive	24.9	$38,000 - $61,000	12,000 - 15,000	Dietrich Haar	dietrich.haar@lesschwab.com
Big O Tires	Automotive	24.5	$10,000 - $20,000	7,500 - 8,000	John Leffler	jleffler@w-retail.com
American Tire Depot	Automotive	45.4	$9,000 - $15,000	3,500 - 7,000	Tina Akhian	takhian801@gmail.com
Mister Car Wash	Car Wash	59.1	N/A	5,500 - 6,800	Matt Lai	mlai@mistercarwash.com
Tommy's Express Car Wash	Car Wash	136.9	N/A	6,500 - 10,000	Tim Hammond	TImH@tommys-express.com
Nordstrom Rack	Clothing and Apparel	26.1	$143,000 - $223,000	35,000 - 40,000	Elliot Cundiff	elliot.cundiff@nordstrom.com
85 Degrees C Bakery Cafe	Coffee Shop	41.8	$2,500 - $5,000	3,000 - 3,500	Simone Davis	simone_davis@85cbakerycafe.com
Dutch Bros Coffee	Coffee Shop	25.0	$2,000 - $3,000	375 - 950	Kelli Sparkman	kelli.sparkman@dutchbros.com
Dunkin' Donuts	Coffee Shop	40.1	$2,000 - $7,000	1,500 - 1,800	Brain Alkema	brian.alkema@inspirebrands.com
Philz Coffee	Coffee Shop	40.0	$1,000 - $2,000	1,500 - 2,400	Phil Fontes	phil.fontes@asuassociates.com
T.J. Maxx	Department Store	24.9	$113,000 - $167,000	20,000 - 30,000	Kurt Conley	kconley@gallellire.com
Burlington Coat Factory	Department Store	34.2	$70,000 - $109,000	18,000 - 30,000	Kent DeSpain	kdespain@retailwestinc.com
24 Hour Fitness	Fitness And Gyms	24.5	N/A	28,000 - 42,000	Sharon Wilkins	swilkins@24hourfit.com
UFC Gym	Fitness And Gyms	40.2	N/A	30,000 - 40,000	Jim Manarino	jmanarino@manarinoassociates.com
Fitness 19	Fitness And Gyms	31.6	N/A	15,000 - 25,000	Thomas Graves	thomas@rainiercommercial.com
Crunch	Fitness And Gyms	44.2	N/A	18,000 - 45,000	Matt Sweeney	msweeney@theeconiccompany.com
WSS	Footwear/Shoes	43.8	$39,000 - $55,000	10,000 - 12,000	Lizette Sifuentes	realestate@shopwss.com
Rotton Robbie	Fuel /Convenience Store	11	$89,000 - $113,000	5,000 - 20,000	Mark Salma	msalma@rottenrobbie.com
Sprouts Farmers Market	Grocery Store	41.0	$22,000 - $35,000	22,000 - 25,000	Gary Gallelli	gary@gallellire.com
ALDI	Grocery Store	109.1	$12,000 - $16,000	22,000 - 23,000	Connor Verdell	conner.verdell@aldi.us
Floor & Decor	Home Improvement	54.3	$132,000 - $211,000	40,000 - 60,000	Colleen Darwin	Colleen.Darwin@flooranddecor.com
Arizona Tile	Home Improvement	70.9	$58,000 - $142,000	80,000 - 120,000	Beth Gaughan	(303)574-2990
Mor Furniture for Less	Home Specialty	84.5	$75,000 - $132,000	10,000 - 20,000	Mike Zeller	mzeller@morfurniture.com
Bob's Discount Furniture	Home Specialty	81.1	$63,000 - $84,000	20,000 - 40,000	Will Bryson	wbryson@atlanticretail.com
Homewood Suites by Hilton	Hotel	48.8	N/A	100,000 - 500,000	Sean Tan	sean.tan@hilton.com
TownePlace Suites by Marriott	Hotel	43.1	N/A	100,000 - 500,000	Robert Sanger	robert.sanger@marriott.com
Fairfield Inn & Suites by Marriott	Hotel	22.6	N/A	100,000 - 500,000	Robert Sanger	robert.sanger@marriott.com
Hawthorn Suites by Wyndham	Hotel	70.8	N/A	30,000 - 75,000	Jake Forte	Jake.forte@wyndham.com
Tru by Hilton	Hotel	84.4	N/A	47,000 - 60,000	Angela Rodriguez	development.americas@hilton.com
Staybridge Suites	Hotel	52.7	N/A	82,000 - 87,000	Mike Castro	mike.castro@ihg.com
Cafe Rio	Restaurant - Casual	111.7	$10,000 - $17,000	1,000 - 2,500	Doug Branigan	dbranigan@caferio.com
L&L Hawaiian Barbecue	Restaurant - Casual	23.3	$8,000 - $12,000	1,700 - 2,400	Chase Harvey	charvey@catalystretail.com
Luna Grill	Restaurant - Casual	191.2	$15,000 - $20,000	1,500 - 2,600	Stephanie Otto	sotto@lunagrill.com
Dickey's Barbecue Pit	Restaurant - Casual	60.0	$3,000 - $6,000	1,500 - 2,200	Jeffrey Gruber	contractus@dickeys.com
California Fish Grill	Restaurant - Casual	40.7	$19,000 - $24,000	2,800 - 3,000	Dani Mayer	dani@urbanecafe.com
Mendocino Farms	Restaurant - Casual	43.2	$26,000 - $40,000	2,500 - 3,500	Reid Tussing	reid@mendocinofarms.com
Farmer Boys	Restaurant - Casual	77.0	$19,000 - $26,000	2,800 - 3,200	John Lucas	jlucas@farmerboys.com

VOID ANALYSIS SUMMARY & MARKET PROFILE

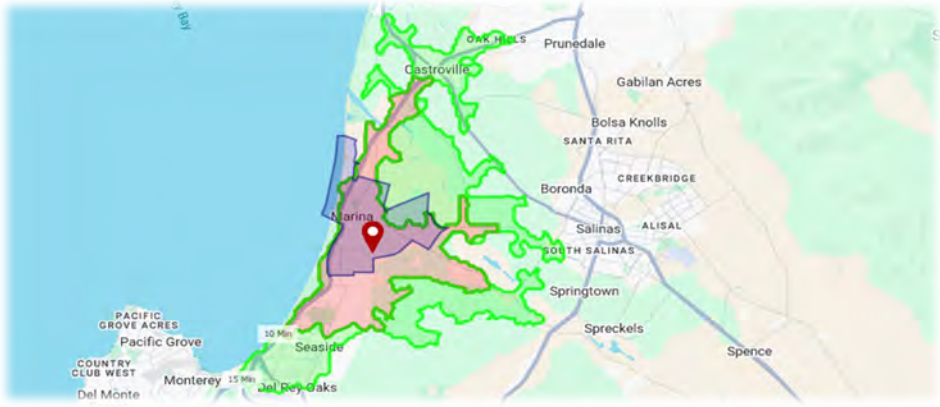
City of Marina - City's Center
March 2025

EXHIBIT A

HdL ECONSolutions

Market Profile

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Opportunities

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White Collar	65.7%	68%	57%
College Degree	42.4%	48.2%	38%

Automotive Parts/Accessories/Tires
Clothing stores
Building Material/Supplies Dealers
Furnitures/Home Furnishing Stores
Lawn /Garden Equipment/Supplies Stores
General Merchandise Stores
Grocery Stores

Retailer	Retail Class	Nearest Locatio	Est. Annual Sales Tax ($)	Size (SF)	Contact	Email
Noodles & Company	Restaurant - Fast Casual	40.7	$7,000 - $13,000	2,400 - 2,800	Greg Burnthorn	gburnthorn@noodles.com
Dave's Hot Chicken	Restaurant - Fast Casual	44.2	$18,000 - $28,000	2,000 - 2,700	Dannon Shiff	info@daveshotchicken.com
Chick-fil-A	Restaurant - Quick Service	8.0	$75,000 - $127,000	4,000 - 4,800	Tyler Chester	tyler.chester@cfacorp.com
Krispy Kreme Doughnuts	Restaurant - Quick Service	43.6	$200 - $800	1,800 - 3,500	Casey Metcalf	casey.metcalf@cbre.com
Jersey Mike's	Restaurant - Quick Service	8.1	$2,000 - $3,000	1,200 - 1,600	Christine Crane	ccrane@jerseymikes.com
El Pollo Loco	Restaurant - Quick Service	7.0	$18,000 - $25,000	2,300 - 3,200	Tim Seiler	tim@cumbelich.com
Ono Hawaiian BBQ	Restaurant - Quick Service	34.2	$14,000 - $22,000	650 - 2,000	Nicole Key	nkey@theeconomiccompany.com
Jimmy John's	Restaurant - Quick Service	71.8	$500 - $900	600 - 1,500	Ross Holland	rholland@inspirebrands.com
Arby's	Restaurant - Quick Service	9.5	$9,000 - $15,000	1,800 - 2,100	Scott Laeber	Scott@Epic-REA.com
Hibbett Sports	Sports And Recreation	73.4	$8,000 - $15,000	4,000 - 6,000	Paul Barlett	paul@axiomra.com

VOID ANALYSIS SUMMARY & MARKET PROFILE

City of Marina
Beach Road & Del Monte Blvd
March 2025

EXHIBIT A

HdL ECONSolutions

Market Profile

The vacant property is located at the intersection of Beach Road & Del Monte Blvd in the City of Marina. The 5.1 acre site is ready for development! The Marina Landing includes a broad spectrum of businesses including a Walmart Supercenter, Quick Quack Car Wash, 7-11, Holiday Inn Express Marina & Suites, as well as the Marina Library. The property is also located near Hampton Inn & Suites Marina, Comfort Inn Marina on the Monterey Bay, and Motel 6 Marina. It is adjacent to the Pacific Coast Highway and conveniently accessible from Main Street and Del Monte Blvd. Other major shopping areas nearby include Marina Village Shopping Center (South), Marina Square Shopping Center (Southeast) and Seacrest Plaza (Southeast). The 10-minute Drive Time trade area encompasses over 42,200 residents with many business opportunities.



Opportunities

Building Material/Supplies Dealers
Clothing Stores
Furniture Stores
Grocery Stores
General Merchandise Stores
Lawn/Garden Equipment /Supplies Stores
Used Merchandise Stores

	5 Min	10 Min	15 Min
Population	19,738	42,216	74,462
Daytime Population	17,598	40,667	72,491
Households	7,209	13,177	23,800
Average HH Income	$114,650	$113,935	$112,960
Average Age	41.1	36.7	38.2
White Collar	62.6%	60.5%	56.3%
College Degree	41%	39%	37%

Retailer	Retail Class	Nearest Location	Est. Annual Sales Tax ($)	Size (SF)	Contact	Email
America's Tire	Automotive	8.2	$38,000 - $61,000	5,000 - 10,000	Townsand Cropsey	Townsand.Cropsey@SRSRE.com
Les Schwab	Automotive	24.7	$24,000 - $36,000	12,000 - 15,000	Haar Dietrich	dietrich.haar@lesschwab.com
Western Dental	Dental	8.0	$100 - $250	3,500 - 4,500	Michael Walls	mwalls@westerndental.com
Primrose Schools	Education	41.9	N/A	10,000 - 15,000	Tim Godsey	tgodsey@primroseschools.com
The Goddard School	Education	74.0	N/A	9,000 - 14,000	Lizzie Croyle	ecroyle@goddardsystems.com
24 Hour Fitness	Fitness And Gyms	23.1	N/A	28,000 - 42,000	Sharon Wilkins	swilkins@24hourfit.com
Planet Fitness	Fitness And Gyms	7.9	N/A	15,000 - 30,000	Troy Volkel	troy.volkel@pfhq.com
UFC Gym	Fitness And Gyms	38.8	N/A	30,000 - 40,000	Jim Manarino	jmanarino@manarinoassociates.com
WSS	Footwear/Shoes	42.4	$39,000 - $55,000	10,000 - 12,000	Llizette Sifuentes	realestate@shopwss.com
Rotton Robbie	Fuel /Convenience Store	11.0	$89,000 - $113,000	5,000 - 20,000	Mark Salma	msalma@rottenrobbie.com
Great Clips	Hair, Skin And Nails	8.0	$50 - $200	900 - 1,200	Tricia Delgallego	tricia.delgallego@greatclips.com
Phenix Salon Suites	Hair, Skin And Nails	38.7	$50 - $150	5,000 - 7,000	Robert Aertker	rca@landmark-cs.com
Harbor Freight Tools	Home Improvement	8.0	$45,000 - $64,000	15,000 - 16,500	Tom Kuhn	Thomas.kuhn@nmrk.com
True Value	Home Improvement	23.6	$7,000 - $28,000	10,000 - 10,000	Cassandra Dye	(773) 695-5000
At Home	Home Specialty	45.8	$46,000 - $67,000	80,000 - 120,000	Will Bryson	wbryson@atlanticretail.com
Mor Furniture for Less	Home Specialty	84.1	$75,000 - $132,000	10,000 - 20,000	Mike Zeller	mzeller@morfurniture.com
Cafe Rio Mexican Grill	Restaurant - Casual	112.0	$10,000 - $17,000	1,000 - 2,500	Doug Branigan	dbranigan@caferio.com
Dickey's Barbecue Pit	Restaurant - Casual	58.5	$3,000 - $6,000	1,500 - 2,200	Jeffrey Gruber	contactus@dickeys.com
L&L Hawaiian Barbecue	Restaurant - Casual	21.9	$8,000 - $12,000	1,700 - 2,400	Chase Harvey	charvey@catalystretail.com
Pollo Campero	Restaurant - Casual	45.8	$25,000 - $31,000	2,500 - 2,500	Shari Dorenkamp	shari@dkcproperty.com
Dave's Hot Chicken	Restaurant - Fast Casual	42.8	$18,000 - $28,000	2,000 - 2,700	Dannon Shiff	info@daveshotchicken.com
Panda Express	Restaurant - Fast Casual	5.7	$21,000 - $31,000	800 - 2,700	Michael Seigel	mseigel@lockehouse.com
Arby's	Restaurant - Quick Service	10.2	$10,000 - $15,000	1,800 - 2,100	Scott Laeber	Scott@Epic-REA.com
Chick-fil-A	Restaurant - Quick Service	8.0	$74,000 - $127,000	4,000 - 4,800	Tyler Chester	tyler.chester@cfacorp.com
Jersey Mike's Sub	Restaurant - Quick Service	8.2	$2,000 - $3,000	1,200 - 1,600	Christine Crane	ccrane@jerseymikes.com
Jimmy John's	Restaurant - Quick Service	70.5	$500 - $900	600 - 1,500	Russ Holland	rholland@inspirebrands.com
Mr. Pickle's Sandwich Shop	Restaurant - Quick Service	33.0	$5,000 - $8,000	1,500 - 2,000	Michael Nelson	Michael@mrpickles.com
Ono Hawaiian BBQ	Restaurant - Quick Service	32.9	$14,000 - $22,000	650 - 2,000	Nicole Key	nkey@theeconiccompany.com

VOID ANALYSIS SUMMARY & MARKET PROFILE

City of Marina
10th Street & 1st Street
March 2025

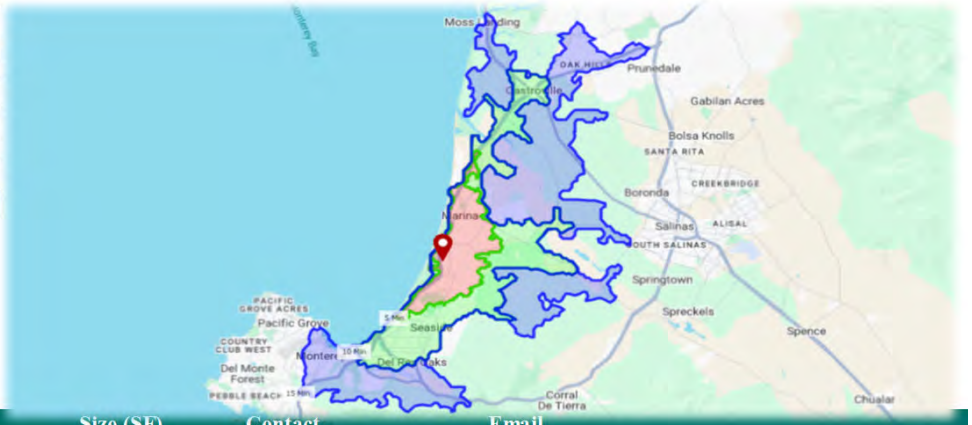
Market Profile

The property is situated at the intersection of 10th and 1st Street on the southwest side of the City of Marina. This 6.1-acre site is for development! Nearby, you'll find a variety of entertainment and stores such as Cinemark Century, Best Buy, Old Navy, Kohl's, REI, Michaels, Target, Ross and Trader Joe's. For travelers, SpringHill Suites and Home2 Suites offer convenient and comfortable accommodations for as long as needed. To the left of the property is the Pacific Coast Highway 1, providing easy access to Ford Ord Dunes State Park and Indian Head Beach. And when it comes to dining, there are restauarants including Brass Tap, Blaze Pizza, Teriyaki Madness, Moon Scoops, Deli Delicious, Dametra, MaxFit Market, Health Café, Smashburger, Poke Bar, and Dunes Market. The 10-minute drive time trade area includes over 57,000 residents, offering numerous business opportunities.

Opportunities

- Clothing Stores
- Furniture Stores
- Grocery Stores
- General Merchandise Stores
- Lawn/Garden Equipment /Supplies Stores
- Jewelry/Luggage/Leather Goods

	5 Min	10 Min	15 Min
Population	24,671	57,199	87,263
Daytime Population	26,340	53,147	111,804
Households	7,963	18,518	29,705
Average HH Income	$112,894	$107,562	$119,514
Average Age	38	38	39
White Collar	65%	57%	59%
College Degree	44%	39%	40%



Retailer	Retail Class	Nearest Location	Est. Annual Sales Tax ($)	Size (SF)	Contact	Email
Mister Car Wash	Car Wash	60.6	N/A	5,500 - 6,800	Matt Lai	mlai@mistercarwash.com
Tommy's Express Car Wash	Car Wash	138.1	N/A	6,500 - 10,000	Tim Hammond	TImH@tommys-express.com
Casual Male XL	Clothing and Apparel	40.5	$11,000 - $24,000	3,500 - 4,000	Chris Teeter	CTeeter@DXLG.com
The North Face	Clothing and Apparel	28.4	$10,000 - $33,000	2,800 - 10,000	Viji Cook	viji_cook@vfc.com
Calvin Klein	Clothing and Apparel	28.4	$22,000 - $40,000	2,000 - 5,000	Lauren Kinder	laurenkinder@pvh.com
Dunkin' Donuts	Coffee Shop	40.6	$2,000 - $7,000	1,100 - 2,600	Matt Sweeney	msweeney@theeconiccompany.com
Dutch Bros Coffee	Coffee Shop	26.5	$2,000 - $3,000	375 - 950	Zack Hayes	zack.hayes@capitalrivers.com
7 Leaves Café	Coffee Shop	40.6	$1,000 - $2,500	1,500 - 2,500	Chris Kehl	chris.kehl@srsre.com
Philz Coffee	Coffee Shop	40.3	$1,000 - $2,000	1,500 - 2,400	Phil Fontes	phil.fontes@asuassociates.com
Merle Norman Cosmetics	Cosmetics and Beauty	44.0	$700 - $2,900	400 - 1,200	Jeff Ross	jross@merlenorman.com
Burlington Coat Factory	Department Store	35.1	$70,000 - $109,000	18,000 - 30,000	Kent DeSpain	kdespain@retailwestinc.com
T.J. Maxx	Department Store	26.4	$113,000 - $167,000	20,000 - 30,000	Kurt Conley	kconley@gallellire.com
UFC Gym	Fitness And Gyms	40.7	N/A	30,000 - 40,000	Jim Manarino	jmanarino@manarinoassociates.com
24 Hour Fitness	Fitness And Gyms	24.4	N/A	28,000 - 42,000	Shaon Wilkins	swilkins@24hourfit.com
Crunch	Fitness And Gyms	44.6	N/A	18,000 - 45,000	Sean O'Carroll	socarroll@theeconiccompany.com
Fitness 19	Fitness And Gyms	32.6	N/A	15,000 - 25,000	Thomas Graves	thomas@rainiercommercial.com
WSS	Footwear/Shoes	44.3	$39,000 - $54,000	-	Sam Kangavari	skangavari@naicapital.com
Rotten Robbie	Fuel/Convenience Store	11.0	$89,000 - $113,000	5,000 - 20,000	Mark Salma	msalma@robinsonoilcorp.com
ALDI	Grocery Store	110.6	$12,000 - $16,000	22,000 - 23,000	Connor Verdell	conner.verdell@aldi.us
Sprouts Farmers Market	Grocery Store	41.4	$24,000 - $35,000	28,000 - 30,000	Gary Gallelli	gary@gallellire.com
Hobby Lobby Stores	Hobby/Toys/Crafts/Books	9.4	$59,000 - $89,000	50,000 - 60,000	Solomon Ets-Hokin	sol@ehcre.com
Floor & Decor	Home Improvement	54.7	$132,000 - $211,000	40,000 - 60,000	Colleen Darwin	Colleen.Darwin@flooranddecor.com
Mor Furniture for Less	Home Specialty	86.0	$75,000 - $132,000	10,000 - 20,000	Mike Zeller	mzeller@morfurniture.com
Living Spaces	Home Specialty	40.7	$223,000 - $348,000	80,000 - 100,000	Karla MacEachern	karla.maceachern@livingspaces.com
Lazy Dog Cafe	Restaurant - Casual	40.8	$80,000 - $96,000	8,000 - 9,000	Nicole Kalmikov- Cromie	nkalmikov@lazydogrestaurants.com
Red Robin Gourmet Burgers	Restaurant - Casual	35.1	$27,000 - $39,000	4,500 - 5,800	Mark Dubberly	mdubberly@redrobin.com
Texas Roadhouse	Restaurant - Casual	66.2	$92,000 - $120,000	6,500 - 7,800	Doug Druen	doug.druen@texasroadhouse.com
Mendocino Farms	Restaurant - Casual	43.6	$26,000 - $40,000	2,500 - 3,500	Reid Tussing	reid@mendocinofarms.com
Shake Shack	Restaurant - Fast Casual	40.7	$22,000 - $39,000	3,000 - 3,500	Andrew McCaughan	andrew@festiveandco.com
Ono Hawaiian BBQ	Restaurant - Quick Service	35.1	$14,000 - $22,000	650 - 2,000	Nicole Key	nkey@theeconiccompany.com
Raising Cane's	Restaurant - Quick Service	69.6	$57,000 - $95,000	3,000 - 37,000	Bob Berndt	bberndt@gallellire.com
Sportsman's Warehouse	Sports And Recreation	89.6	$64,000 - $28,000	18,000 - 24,000	Matt Harlin	matt.harlin@legendllp.com
Hibbett Sports	Sports And Recreation	73.6	$8,000 - $15,000	4,000 - 6,000	Paul Barlett	paul@axiomra.com

Appendix 2 – INSIGHT Market Analytics Reports

CITY OF Marina, CA

INSIGHT

MARKET ANALYTICS

HdL ECONSolutions

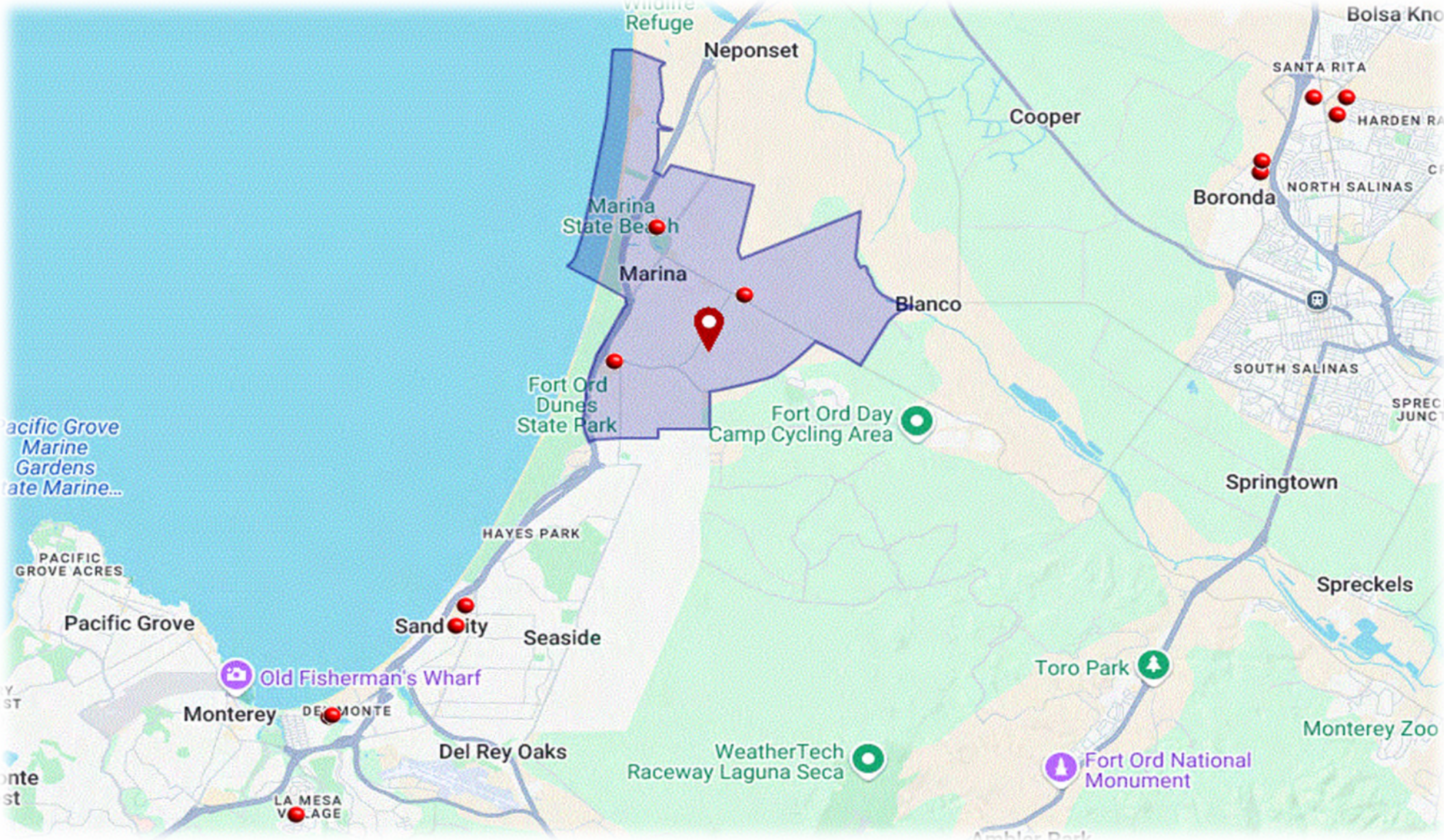
Submitted by:
ECONSolutions by HdL
120 S. State College Blvd., Suite 200
Brea, CA 92821
www.hdlcompanies.com

Contact:
Barry Foster
714-879-5000
bfoster@hdlcompanies.com

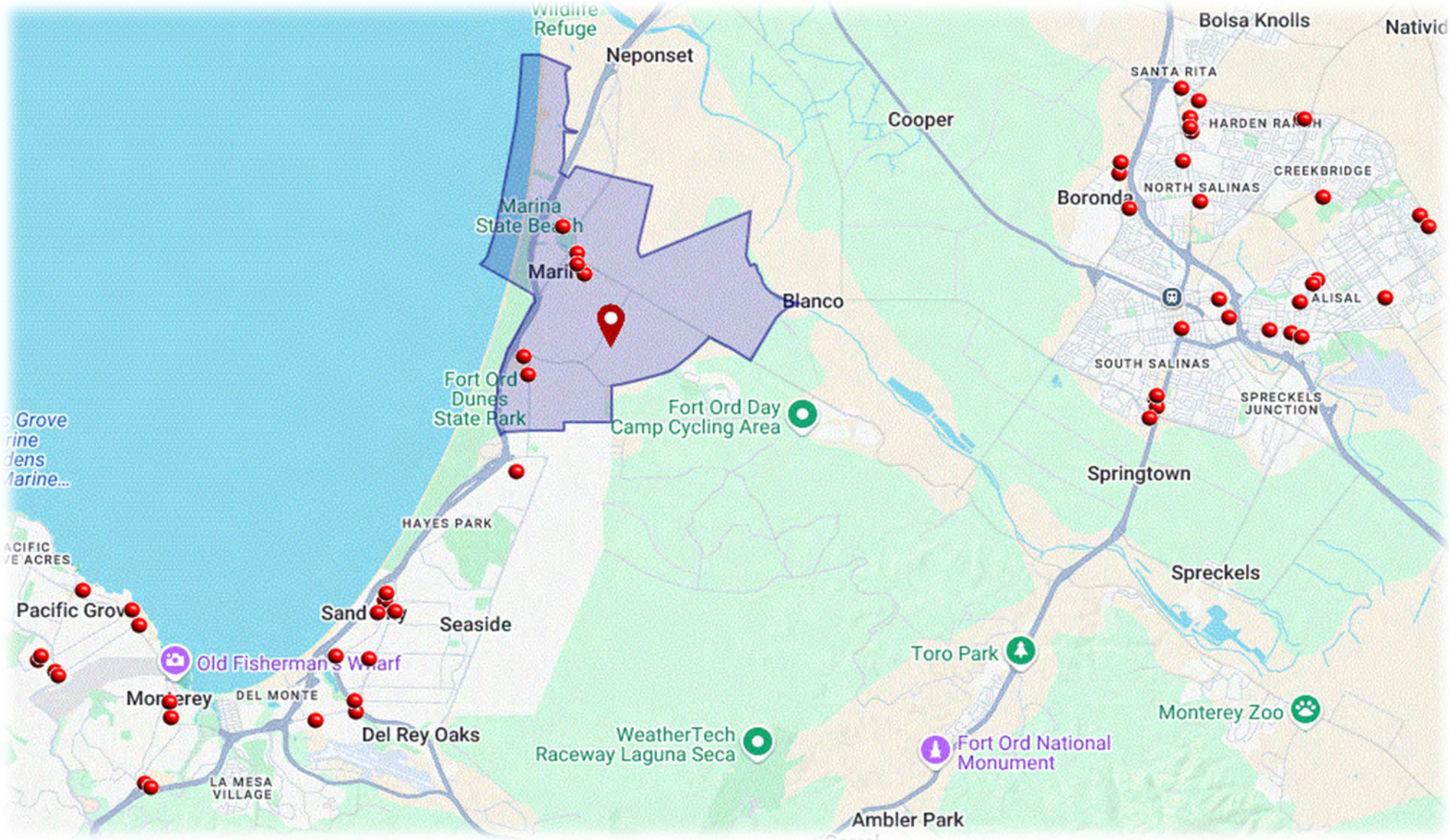


	City of Marina
Population	22,804
Households	7,787
Average HH Income	$113,854
White Collar (Residents)	63%
Some College or Degree	37%

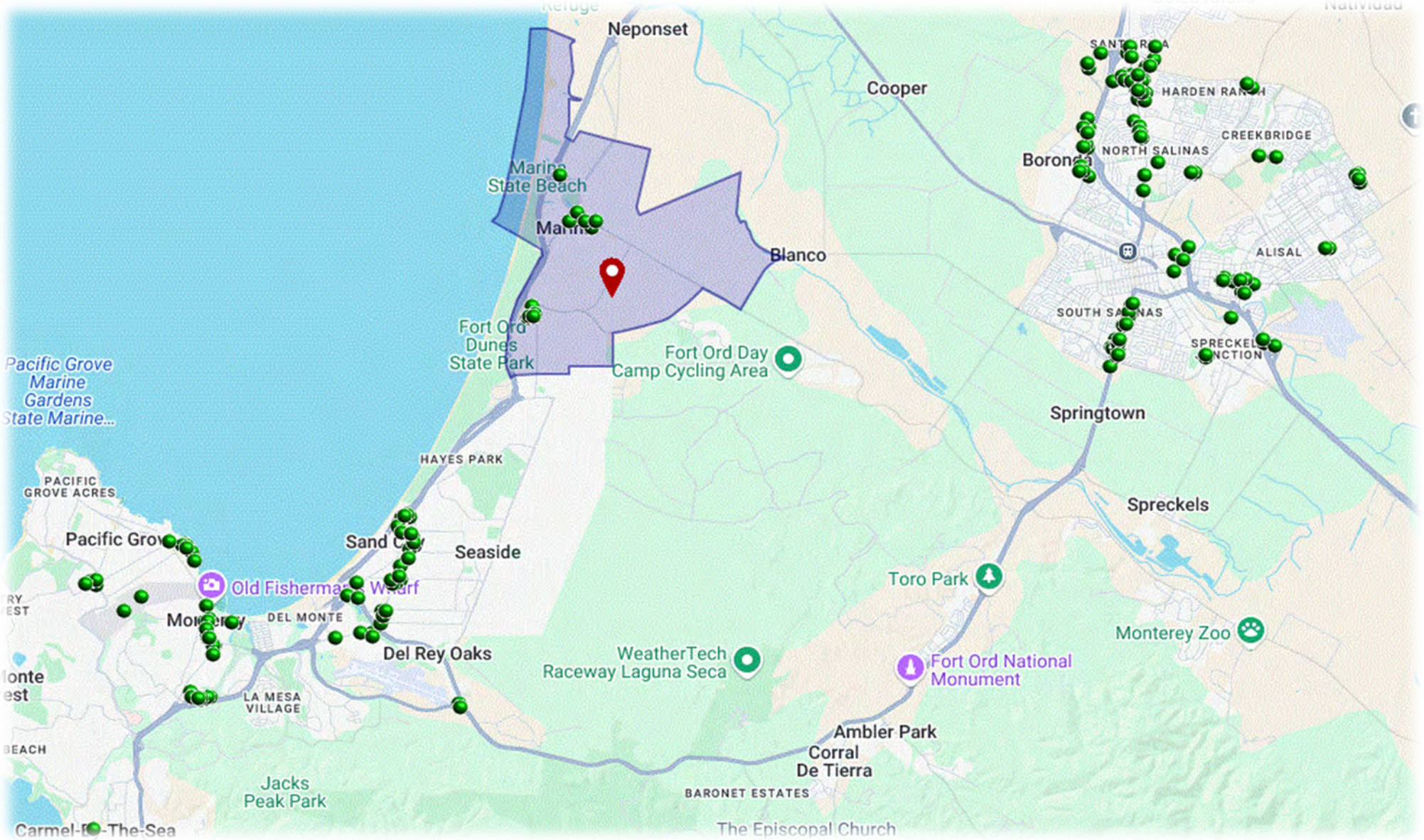
Major Retail Areas
1 Beach Road & Del Monte Blvd



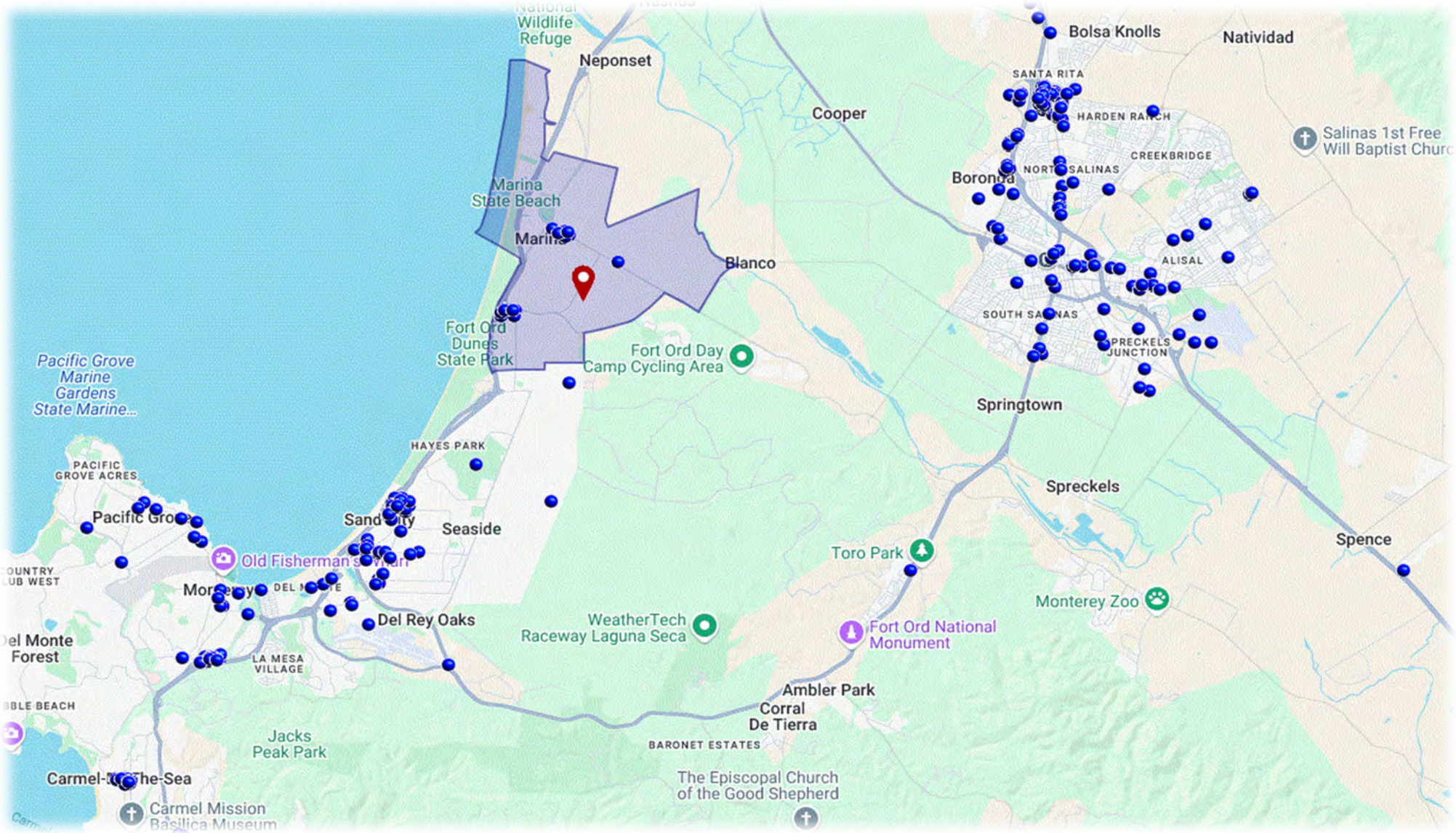
GENERAL MERCHANDISE *refers to general stores and super centers*



MARKETS *refers to Grocery Stores and Pharmacy stores*



RESTAURANTS *refer to Fast Casual, Casual Dining, Fine Dining, Restaurnats and Quick Services restaurants.*



***Retail** refers to the following concepts types: Clothing, Consumer Electronics Store, Cosemetics & Beauty, Department Stores, Footware/Shoes Stores, Hobbies/ Toys/Crafts/Books., Home Improvement Stores, Home Specialty Retail Stores, Sports & Recreational*



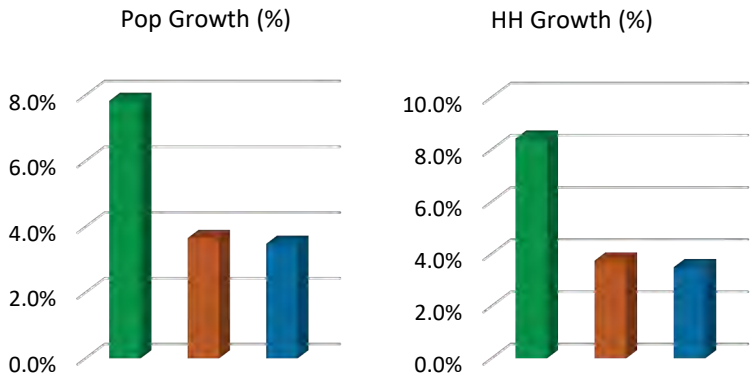
	Marina
Population	22,804
Daytime Population	23,406
Households	7,787
Average Age	39.4
Average HH Income	$113,854
White Collar (Residents)	63.2%
College Degree & Above	41.4%

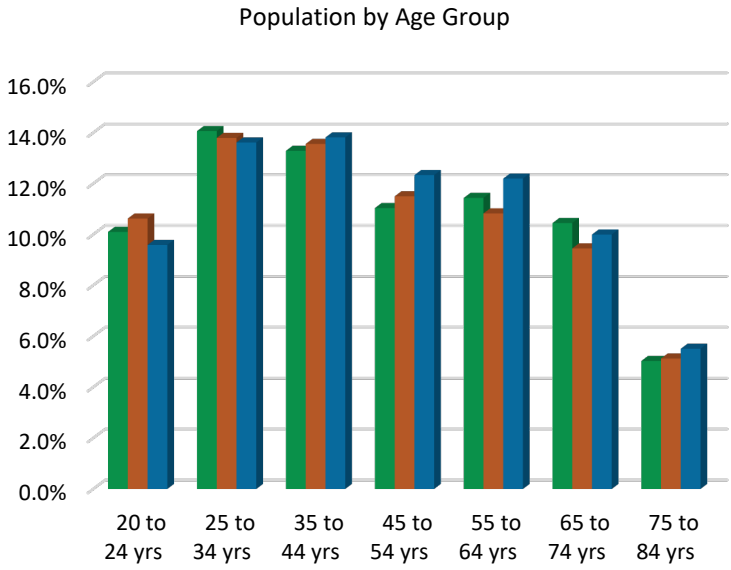
Consumer Demographic Profile

Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Market Stats						
Population	22,804	---	433,074	---	39,752,612	---
5 Year Projected Pop	24,590	---	448,916	---	41,137,567	---
Pop Growth (%)	7.8%	---	3.7%	---	3.5%	---
Households	7,787	---	130,226	---	13,544,923	---
5 Year Projected HHs	8,442	---	135,100	---	14,017,681	---
HH Growth (%)	8.4%	---	3.7%	---	3.5%	---
Census Stats						
2000 Population	19,566	---	396,276	---	33,859,150	---
2010 Population	22,293	---	439,035	---	39,538,223	---
Pop Growth (%)	13.9%	---	10.8%	---	16.8%	---
2000 Households	6,724	---	121,233	---	11,501,888	---
2010 Households	7,584	---	131,789	---	13,475,623	---
HH Growth (%)	12.8%	---	8.7%	---	17.2%	---
Total Population by Age						
Average Age	39.4		38.9		40.6	
19 yrs & under	5,190	22.8%	100,286	23.2%	8,278,537	20.8%
20 to 24 yrs	2,303	10.1%	46,013	10.6%	3,810,783	9.6%
25 to 34 yrs	3,208	14.1%	59,749	13.8%	5,412,679	13.6%
35 to 44 yrs	3,031	13.3%	58,724	13.6%	5,492,593	13.8%
45 to 54 yrs	2,517	11.0%	49,805	11.5%	4,903,398	12.3%
55 to 64 yrs	2,608	11.4%	46,893	10.8%	4,849,214	12.2%
65 to 74 yrs	2,383	10.4%	40,927	9.5%	3,973,999	10.0%
75 to 84 yrs	1,147	5.0%	22,198	5.1%	2,189,841	5.5%
85 + yrs	418	1.8%	8,479	2.0%	841,568	2.1%
Population Bases						
20-34 yrs	5,511	24.2%	105,762	24.4%	9,223,462	23.2%
45-64 yrs	5,125	22.5%	96,698	22.3%	9,752,612	24.5%
16 yrs +	18,763	82.3%	346,686	80.1%	32,521,476	81.8%
25 yrs +	15,311	67.1%	286,775	66.2%	27,663,292	69.6%
65 yrs +	3,947	17.3%	71,604	16.5%	7,005,408	17.6%
75 yrs +	1,565	6.9%	30,677	7.1%	3,031,409	7.6%
85 yrs +	418	1.8%	8,479	2.0%	841,568	2.1%





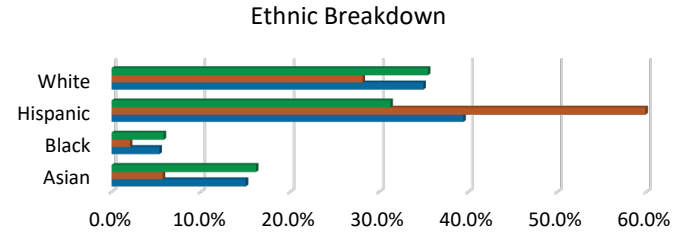
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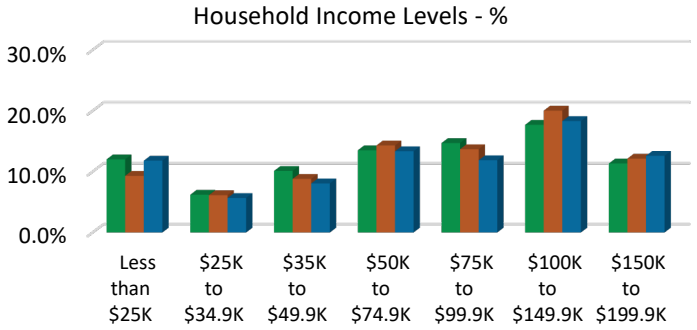
Consumer Demographic Profile

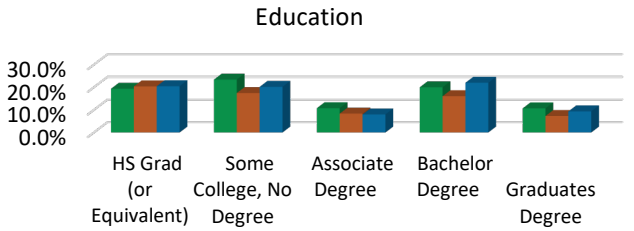
Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Population by Race						
White	8,089	35.5%	121,875	28.1%	13,901,202	35.0%
Hispanic	7,131	31.3%	259,405	59.9%	15,683,510	39.5%
Black	1,331	5.8%	8,891	2.1%	2,131,637	5.4%
Asian	3,693	16.2%	24,848	5.7%	5,983,430	15.1%
Ancestry						
American Indian (ancestry)	69	0.3%	1,168	0.3%	146,693	0.4%
Hawaiin (ancestry)	481	2.1%	1,779	0.4%	134,290	0.3%
Household Income						
Per Capita Income	$38,877	---	$39,214	---	$46,947	---
Average HH Income	$113,854	---	$130,408	---	$137,785	---
Median HH Income	$88,101	---	$95,478	---	$98,061	---
Less than $25K	936	12.0%	12,128	9.3%	1,600,205	11.8%
$25K to $34.9K	484	6.2%	8,000	6.1%	768,111	5.7%
$35K to $49.9K	789	10.1%	11,475	8.8%	1,093,303	8.1%
$50K to $74.9K	1,053	13.5%	18,631	14.3%	1,809,587	13.4%
$75K to $99.9K	1,145	14.7%	17,831	13.7%	1,608,697	11.9%
$100K to $149.9K	1,379	17.7%	26,092	20.0%	2,481,556	18.3%
$150K to $199.9K	884	11.3%	15,821	12.1%	1,707,712	12.6%
$200K +	1,118	14.4%	20,248	15.5%	2,475,752	18.3%
Education	15,311		286,775		27,663,292	
Less than 9th Grade	903	5.9%	50,182	17.5%	2,420,648	8.8%
Some HS, No Diploma	1,038	6.8%	27,063	9.4%	1,910,177	6.9%
HS Grad (or Equivalent)	2,964	19.4%	58,434	20.4%	5,657,916	20.5%
Some College, No Degree	3,581	23.4%	50,046	17.5%	5,585,135	20.2%
Associate Degree	1,645	10.7%	23,985	8.4%	2,205,075	8.0%
Bachelor Degree	3,060	20.0%	46,064	16.1%	6,087,578	22.0%
Graduates Degree	1,633	10.7%	20,959	7.3%	2,585,555	9.3%







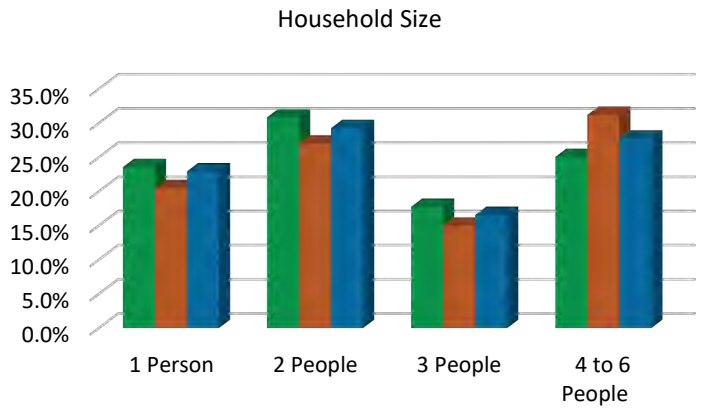
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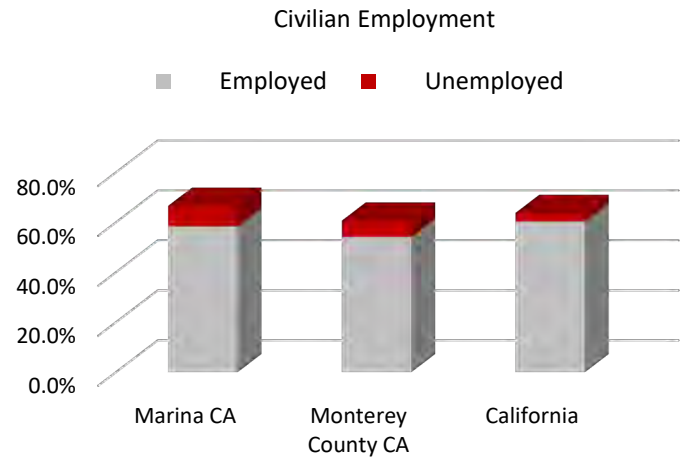
Consumer Demographic Profile

Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Family Structure	5,109		95,127		9,360,885	
Single - Male	299	5.9%	4,456	4.7%	503,548	5.4%
Single - Female	494	9.7%	8,539	9.0%	964,676	10.3%
Single Parent - Male	89	1.7%	4,250	4.5%	343,108	3.7%
Single Parent - Female	578	11.3%	9,177	9.6%	796,760	8.5%
Married w/ Children	1,374	26.9%	29,352	30.9%	2,838,458	30.3%
Married w/out Children	2,276	44.5%	39,353	41.4%	3,914,335	41.8%
Household Size						
1 Person	1,834	23.6%	26,682	20.5%	3,107,272	22.9%
2 People	2,402	30.9%	35,165	27.0%	3,965,242	29.3%
3 People	1,382	17.7%	19,517	15.0%	2,242,673	16.6%
4 to 6 People	1,950	25.0%	40,650	31.2%	3,757,425	27.7%
7+ People	218	2.8%	8,212	6.3%	472,311	3.5%
Home Ownership	7,787		130,226		13,544,923	
Owners	3,185	40.9%	67,704	52.0%	7,504,441	55.4%
Renters	4,602	59.1%	62,522	48.0%	6,040,482	44.6%
Components of Change						
Births	232	1.0%	4,380	1.0%	400,553	1.0%
Deaths	155	0.7%	2,946	0.7%	290,937	0.7%
Migration	176	0.8%	-3,719	-0.9%	-76,565	-0.2%
Employment (Pop 16+)	18,763		346,686		32,521,476	
Armed Services	149	0.8%	6,658	1.9%	173,781	0.5%
Civilian	12,499	66.6%	210,431	60.7%	20,741,304	63.8%
Employed	10,969	58.5%	188,169	54.3%	19,636,654	60.4%
Unemployed	1,531	8.2%	22,262	6.4%	1,104,650	3.4%
Not in Labor Force	6,263	33.4%	136,255	39.3%	11,780,172	36.2%
Employed Population	10,969		188,169		19,636,654	
White Collar	6,932	63.2%	103,365	54.9%	12,852,721	65.5%
Blue Collar	4,037	36.8%	84,804	45.1%	6,783,933	34.5%





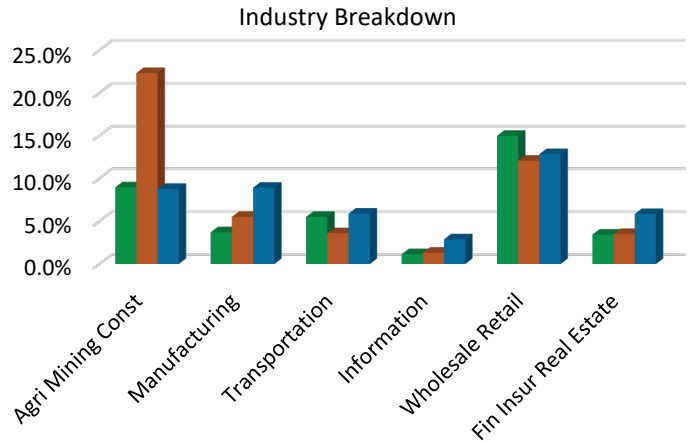
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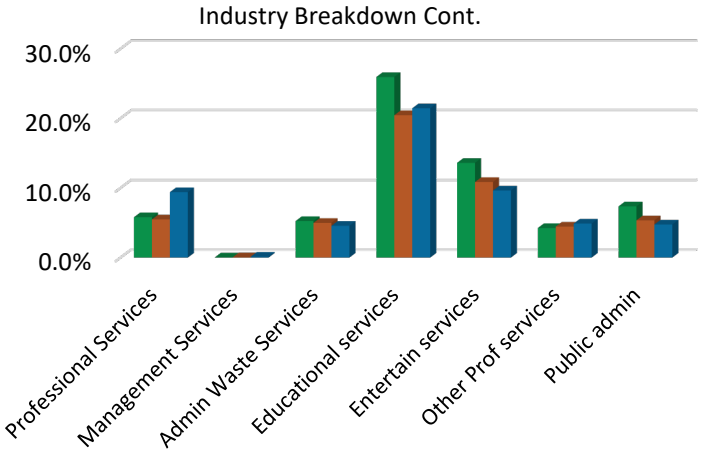
Consumer Demographic Profile

Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Employment By Occupation	10,969		188,169		19,636,654	
White Collar	6,932	63.2%	103,365	54.9%	12,852,721	65.5%
Managerial executive	1,141	10.4%	25,943	13.8%	3,345,021	17.0%
Prof specialty	3,028	27.6%	35,380	18.8%	4,866,657	24.8%
Healthcare support	332	3.0%	7,309	3.9%	724,352	3.7%
Sales	1,239	11.3%	16,925	9.0%	1,854,677	9.4%
Office Admin	1,192	10.9%	17,808	9.5%	2,062,014	10.5%
Blue Collar	4,037	36.8%	84,804	45.1%	6,783,933	34.5%
Protective	327	3.0%	4,259	2.3%	411,189	2.1%
Food Prep Serving	835	7.6%	10,805	5.7%	1,042,220	5.3%
Bldg Maint/Cleaning	623	5.7%	8,814	4.7%	726,532	3.7%
Personal Care	405	3.7%	4,584	2.4%	532,745	2.7%
Farming/Fishing/Forestry	99	0.9%	18,962	10.1%	271,430	1.4%
Construction	1,011	9.2%	15,602	8.3%	1,453,286	7.4%
Production Transp	736	6.7%	21,778	11.6%	2,346,531	11.9%
Employment By Industry	10,969		188,169		19,636,654	
Agri Mining Const	982	9.0%	42,021	22.3%	1,725,662	8.8%
Manufacturing	407	3.7%	10,373	5.5%	1,750,963	8.9%
Transportation	605	5.5%	6,772	3.6%	1,156,535	5.9%
Information	125	1.1%	2,472	1.3%	565,876	2.9%
Wholesale Retail	1,644	15.0%	22,725	12.1%	2,523,885	12.9%
Fin Insur Real Estate	376	3.4%	6,602	3.5%	1,148,026	5.8%
Professional Services	637	5.8%	10,327	5.5%	1,845,606	9.4%
Management Services	4	0.0%	108	0.1%	25,738	0.1%
Admin Waste Services	576	5.3%	9,388	5.0%	896,645	4.6%
Educational services	2,845	25.9%	38,478	20.4%	4,211,517	21.4%
Entertain services	1,493	13.6%	20,433	10.9%	1,892,131	9.6%
Other Prof services	466	4.2%	8,389	4.5%	960,313	4.9%
Public admin	807	7.4%	10,081	5.4%	933,757	4.8%





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INSIGHT MARKET ANALYTICS
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Employment Profile
Site: City / County / State

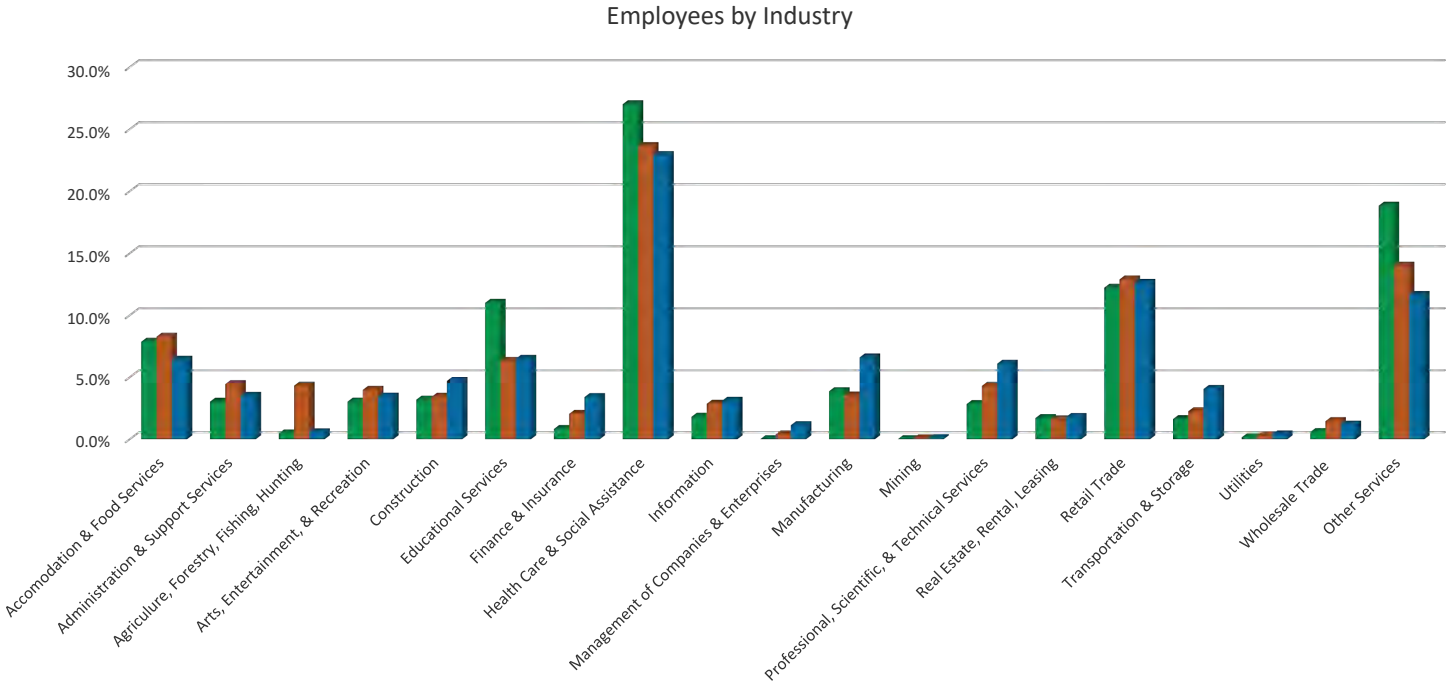
Date Report Created: 1/15/2025

EXHIBIT A

	Marina CA	Monterey County CA	California
Daytime Population	23,406	507,374	43,851,789
Student Population	5,961	141,292	11,501,391
Median Employee Salary	57,393	54,217	64,142
Average Employee Salary	67,983	63,891	71,087

Wages	#		#		#	
Salary/Wage per Employee per Annum						
Under $15,000 CrYr	201	2.5%	5,423	3.1%	327,547	2.1%
15,000 to 30,000 CrYr	72	0.9%	1,700	1.0%	124,392	0.8%
30,000 to 45,000 CrYr	2,321	28.9%	53,717	30.2%	2,811,244	17.6%
45,000 to 60,000 CrYr	1,794	22.4%	43,050	24.2%	3,349,392	21.0%
60,000 to 75,000 CrYr	1,024	12.8%	21,768	12.3%	3,046,418	19.1%
75,000 to 90,000 CrYr	905	11.3%	20,477	11.5%	2,846,912	17.9%
90,000 to 100,000 CrYr	174	2.2%	4,796	2.7%	1,084,911	6.8%
Over 100,000 CrYr	1,533	19.1%	26,725	15.0%	2,348,654	14.7%

Industry Groups



	Establishments		Employee's		Establishments		Employee's		Establishments		Employee's	
	#	%	#	%	#	%	#	%	#	%	#	%
Total	**693**	**100%**	**8,023**	**100%**	**15,166**	**100%**	**177,656**	**100%**	**1,661,059**	**100%**	**15,939,470**	**100%**
Accomodation & Food Services	59	8.5%	630	7.9%	1,023	6.7%	14,689	8.3%	100,274	6.0%	1,021,203	6.4%
Administration & Support Services	22	3.2%	243	3.0%	505	3.3%	7,884	4.4%	53,833	3.2%	556,715	3.5%
Agriculture, Forestry, Fishing, Hunting	2	0.3%	37	0.5%	276	1.8%	7,660	4.3%	12,823	0.8%	87,484	0.5%
Arts, Entertainment, & Recreation	24	3.5%	243	3.0%	417	2.7%	7,074	4.0%	48,145	2.9%	546,659	3.4%
Construction	45	6.5%	256	3.2%	850	5.6%	6,072	3.4%	99,314	6.0%	748,493	4.7%
Educational Services	17	2.4%	883	11.0%	399	2.6%	11,213	6.3%	42,562	2.6%	1,033,378	6.5%
Finance & Insurance	25	3.6%	66	0.8%	799	5.3%	3,630	2.0%	99,201	6.0%	541,215	3.4%
Health Care & Social Assistance	144	20.7%	2,168	27.0%	3,332	22.0%	41,997	23.6%	354,613	21.3%	3,652,854	22.9%
Information	10	1.4%	145	1.8%	322	2.1%	5,069	2.9%	38,648	2.3%	493,819	3.1%
Management of Companies & Enterprises	0	0.0%	0	0.0%	19	0.1%	677	0.4%	5,481	0.3%	179,858	1.1%
Manufacturing	25	3.6%	310	3.9%	488	3.2%	6,260	3.5%	69,449	4.2%	1,051,538	6.6%
Mining	0	0.0%	0	0.0%	9	0.1%	110	0.1%	1,019	0.1%	13,023	0.1%
Professional, Scientific, & Technical Services	33	4.8%	227	2.8%	1,326	8.7%	7,645	4.3%	176,409	10.6%	970,190	6.1%
Real Estate, Rental, Leasing	48	6.9%	137	1.7%	643	4.2%	2,834	1.6%	76,256	4.6%	285,048	1.8%
Retail Trade	90	13.1%	980	12.2%	2,075	13.7%	22,895	12.9%	218,563	13.2%	2,010,692	12.6%
Transportation & Storage	16	2.3%	130	1.6%	284	1.9%	4,001	2.3%	31,898	1.9%	645,483	4.0%
Utilities	1	0.1%	12	0.1%	24	0.2%	493	0.3%	1,799	0.1%	60,487	0.4%
Wholesale Trade	12	1.7%	46	0.6%	362	2.4%	2,580	1.5%	40,899	2.5%	186,165	1.2%
Other Services	120	17.3%	1,511	18.8%	2,013	13.3%	24,873	14.0%	189,873	11.4%	1,855,166	11.6%

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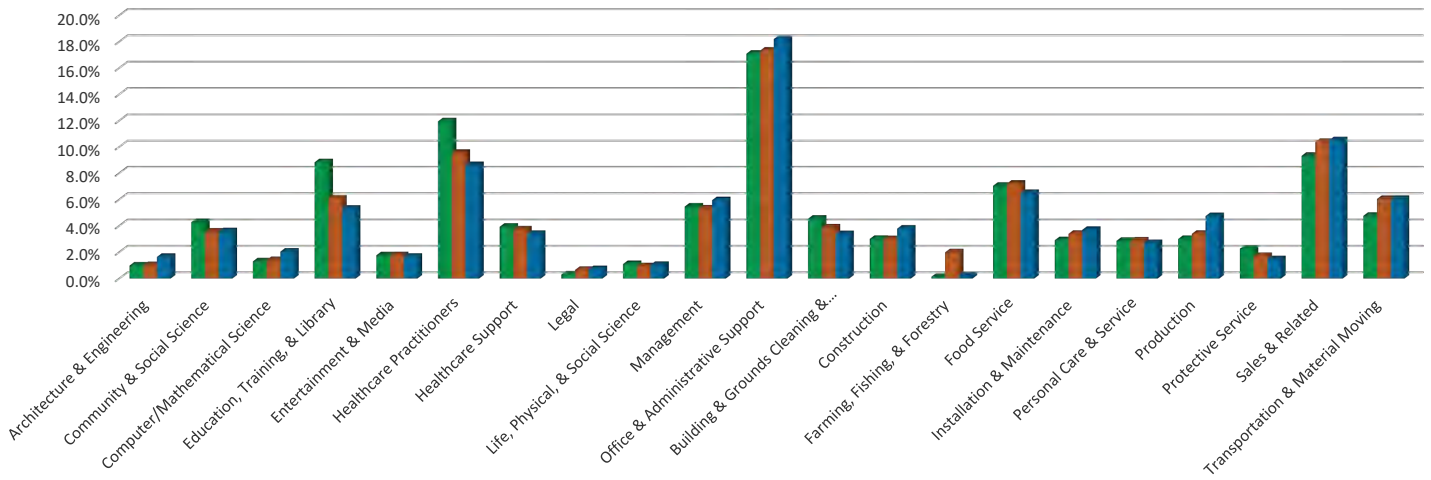
Employment Profile
Site: City / County / State

Date Report Created: 1/15/2025

EXHIBIT A

Occupations	Marina CA # of Employee's		Monterey County CA # of Employee's		California # of Employee's	
White Collar	4,790	59.7%	96,335	54.2%	8,848,565	55.5%
Architecture & Engineering	79	1.0%	1,804	1.0%	262,012	1.6%
Community & Social Science	344	4.3%	6,325	3.6%	571,899	3.6%
Computer/Mathematical Science	104	1.3%	2,486	1.4%	325,075	2.0%
Education, Training, & Library	708	8.8%	10,829	6.1%	845,092	5.3%
Entertainment & Media	141	1.8%	3,141	1.8%	262,991	1.6%
Healthcare Practitioners	958	11.9%	16,952	9.5%	1,373,037	8.6%
Healthcare Support	315	3.9%	6,613	3.7%	540,039	3.4%
Legal	25	0.3%	1,157	0.7%	113,379	0.7%
Life, Physical, & Social Science	88	1.1%	1,654	0.9%	164,314	1.0%
Management	438	5.5%	9,448	5.3%	947,898	5.9%
Office & Administrative Support	1,370	17.1%	30,763	17.3%	2,900,570	18.2%
Blue Collar	3,196	39.8%	77,893	43.8%	6,856,843	43.0%
Building & Grounds Cleaning & Maintenance	364	4.5%	6,891	3.9%	537,137	3.4%
Construction	241	3.0%	5,310	3.0%	603,196	3.8%
Farming, Fishing, & Forestry	11	0.1%	3,534	2.0%	37,003	0.2%
Food Service	565	7.0%	12,794	7.2%	1,035,321	6.5%
Installation & Maintenance	233	2.9%	6,022	3.4%	588,508	3.7%
Personal Care & Service	229	2.9%	5,117	2.9%	428,237	2.7%
Production	241	3.0%	6,022	3.4%	755,486	4.7%
Protective Service	182	2.3%	3,033	1.7%	233,494	1.5%
Sales & Related	747	9.3%	18,431	10.4%	1,673,948	10.5%
Transportation & Material Moving	382	4.8%	10,739	6.0%	964,513	6.1%
Military Services	37	0.5%	3,428	1.9%	234,062	1.5%

Employees by Occupation



Employee Totals and History	#	#	#
Current	8,023	177,656	15,939,470
2024 Q1	7,759	169,381	15,886,735
2023 Q4	8,047	180,950	15,260,061
2023 Q3	8,138	177,368	15,949,873
2023 Q2	6,786	145,842	15,524,033
2023 Q1	7,760	165,763	15,930,351
2022 Q4	7,728	180,391	15,415,044
2022 Q3	7,925	180,123	15,997,006
2022 Q2	6,930	149,265	15,503,003

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INSIGHT MARKET ANALYTICS
HdL ECONSolutions

Consumer Demand & Market Supply Assessment

Site: City / County / State

Date Report Created: 1/15/2025

EXHIBIT A

	Marina CA	Monterey County CA	California
Demographics			
Population	22,804	433,074	39,752,612
5-Year Population estimate	24,590	448,916	41,137,567
Population Households	21,208	415,394	38,855,764
Group Quarters Population	1,596	17,680	896,848
Households	7,787	130,226	13,544,923
5-Year Households estimate	8,442	135,100	14,017,681
WorkPlace Establishments	693	15,166	1,661,059
Workplace Employees	8,023	177,656	15,939,470
Median Household Income	$88,101	$95,478	$98,061

By Establishments	Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus
Furniture Stores	$5,356,461	$0	($5,356,461)	-100%	$100,204,781	$30,585,285	($69,619,496)	-69%	$9,695,295,234	$9,102,722,136	($592,573,098)
Lawn/Garden Equipment/Supplies Stores	$3,078,101	$0	($3,078,101)	-100%	$57,256,171	$161,424,672	$104,168,501	182%	$5,507,419,858	$5,637,419,034	$129,999,176
Jewelry/Luggage/Leather Goods	$2,562,263	$0	($2,562,263)	-100%	$47,851,954	$34,855,670	($12,996,284)	-27%	$4,591,395,681	$4,443,034,923	($148,360,759)
Used Merchandise Stores	$1,503,156	$0	($1,503,156)	-100%	$27,919,201	$26,906,003	($1,013,198)	-4%	$2,685,345,558	$2,293,137,055	($392,208,502)
Electronic Shopping/Mail Order Houses	$101,096,314	$0	($101,096,314)	-100%	$1,930,613,143	$552,239,132	($1,378,374,011)	-71%	$188,095,278,054	$142,288,100,483	($45,807,177,571)
Vending Machine Operators (Non-Store)	$3,509,482	$0	($3,509,482)	-100%	$65,765,553	$12,336,888	($53,428,665)	-81%	$6,284,888,129	$5,576,919,003	($707,969,126)
Other Motor Vehicle Dealers	$6,188,185	$708,981	($5,479,204)	-89%	$115,448,876	$21,801,194	($93,647,682)	-81%	$10,981,122,604	$10,607,693,994	($373,428,610)
Other Misc. Store Retailers	$7,864,058	$1,032,835	($6,831,223)	-87%	$145,510,315	$87,171,459	($58,338,856)	-40%	$13,999,030,645	$14,220,339,824	$221,309,179
Shoe Stores	$2,641,243	$427,947	($2,213,296)	-84%	$49,311,999	$40,013,184	($9,298,815)	-19%	$4,740,553,788	$4,761,524,793	$20,971,005
Book/Periodical/Music Stores	$1,137,062	$251,489	($885,573)	-78%	$21,241,935	$10,814,041	($10,427,894)	-49%	$2,037,759,776	$2,039,908,614	$2,148,838
Home Furnishing Stores	$4,490,639	$1,014,375	($3,476,264)	-77%	$83,415,528	$31,273,812	($52,141,716)	-63%	$7,964,482,185	$7,898,825,255	($65,656,930)
Building Material/Supplies Dealers	$28,125,775	$8,049,542	($20,076,233)	-71%	$522,233,803	$284,535,618	($237,698,185)	-46%	$49,741,634,582	$54,197,057,245	$4,455,422,663
Automotive Dealers	$90,014,951	$26,287,063	($63,727,888)	-71%	$1,681,733,970	$789,223,699	($892,510,271)	-53%	$159,089,544,690	$151,646,856,124	($7,442,688,566)
Electronics/Appliance	$5,900,201	$1,921,324	($3,978,877)	-67%	$119,393,621	$33,535,872	($85,857,749)	-72%	$12,144,376,389	$10,890,343,292	($1,254,033,097)
Bar/Drinking Places (Alcoholic Beverages)	$1,190,436	$411,751	($778,685)	-65%	$28,326,858	$19,352,327	($8,974,531)	-32%	$3,140,067,545	$3,318,545,352	$178,477,807
Clothing Stores	$18,211,721	$6,367,985	($11,843,736)	-65%	$338,247,259	$239,153,596	($99,093,663)	-29%	$32,413,924,136	$33,463,002,889	$1,049,078,752
Office Supplies/Stationary/Gift	$1,984,935	$715,237	($1,269,698)	-64%	$37,806,661	$23,145,355	($14,661,306)	-39%	$3,698,628,865	$3,629,310,598	($69,318,267)
Florists/Misc. Store Retailers	$759,195	$284,332	($474,863)	-63%	$14,122,824	$12,036,741	($2,086,082)	-15%	$1,357,585,688	$1,387,585,995	$30,000,308
Beer/Wine/Liquor Stores	$4,296,338	$1,642,305	($2,654,033)	-62%	$79,816,660	$42,700,001	($37,116,659)	-47%	$7,576,732,965	$7,664,870,491	$88,137,526
Grocery Stores	$49,245,245	$21,996,854	($27,248,391)	-55%	$913,400,624	$656,522,408	($256,878,215)	-28%	$86,588,090,250	$80,384,105,276	($6,203,984,974)
Other General Merchandise Stores	$51,226,504	$25,727,219	($25,499,285)	-50%	$951,401,164	$531,520,069	($419,881,095)	-44%	$90,454,411,636	$96,023,513,620	$5,569,101,984
Automotive Parts/Accessories/Tire	$7,831,625	$4,379,466	($3,452,159)	-44%	$144,990,029	$104,481,366	($40,508,663)	-28%	$13,664,785,557	$13,568,570,730	($96,214,826)
Sporting Goods/Hobby/Musical Instrument	$6,027,276	$3,641,444	($2,385,832)	-40%	$112,222,654	$55,892,023	($56,330,631)	-50%	$10,722,103,693	$10,714,580,685	($7,523,008)
Direct Selling Establishments	$2,779,122	$1,837,521	($941,601)	-34%	$51,520,465	$28,175,360	($23,345,105)	-45%	$4,889,493,748	$3,656,533,604	($1,232,960,144)
Health/Personal Care Stores	$25,020,936	$16,886,025	($8,134,911)	-33%	$461,638,328	$317,566,597	($144,071,731)	-31%	$43,668,433,467	$44,559,365,414	$890,931,947
Department Stores	$8,375,365	$6,120,029	($2,255,336)	-27%	$155,576,206	$142,635,343	($12,940,863)	-8%	$14,861,079,296	$18,341,402,981	$3,480,323,685
Special Food Services	$3,744,803	$2,782,657	($962,146)	-26%	$77,499,334	$103,439,339	$25,940,005	33%	$8,002,371,779	$7,901,300,473	($101,071,306)
Full-Service Restaurants	$20,752,283	$16,160,783	($4,591,500)	-22%	$452,335,107	$434,166,427	($18,168,680)	-4%	$48,047,696,825	$50,955,718,020	$2,908,021,195
Gasoline Stations	$38,270,511	$33,589,526	($4,680,985)	-12%	$710,011,451	$895,721,689	$185,710,239	26%	$66,767,868,146	$92,733,512,238	$25,965,644,092
Limited-Service Eating Places	$21,858,452	$20,240,337	($1,618,115)	-7%	$452,008,813	$415,337,103	($36,671,710)	-8%	$46,657,116,040	$49,552,946,342	$2,895,830,302
Specialty Food Stores	$2,702,502	$5,962,320	$3,259,818	121%	$50,160,411	$148,335,323	$98,174,912	196%	$4,753,743,034	$4,268,438,476	($485,304,559)
Consumer Demand/Market Supply Index	**$527,745,139**	**$208,439,348**	**253**		**$9,998,985,698**	**$6,286,897,599**	**159**		**$964,822,259,845**	**$947,727,184,958**	**102**

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INSIGHT MARKET ANALYTICS
HdL ECONSolutions

Consumer Demand & Market Supply Assessment

Site: City / County / State

Date Report Created: 1/15/2025

EXHIBIT A

By Major Product Lines	Marina CA				Monterey County CA				California		
	Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus
Computer Hardware/Software/Supplies	$10,734,124	$503,376	($10,230,748)	-95%	$268,076,221	$50,924,530	($217,151,691)	-81%	$30,556,708,531	$22,850,995,175	($7,705,713,356)
Furniture/Sleep/Outdoor/Patio Furniture	$15,834,469	$1,040,238	($14,794,231)	-93%	$296,283,638	$89,705,083	($206,578,555)	-70%	$28,681,501,144	$21,587,199,297	($7,094,301,848)
Jewelry (including Watches)	$4,356,406	$462,747	($3,893,659)	-89%	$81,450,708	$55,251,903	($26,198,804)	-32%	$7,812,690,272	$8,259,216,756	$446,526,484
All Other Merchandise	$23,028,231	$2,902,613	($20,125,618)	-87%	$426,984,377	$174,018,807	($252,965,570)	-59%	$41,104,695,988	$38,330,839,384	($2,773,856,604)
Audio Equipment/Musical Instruments	$3,413,364	$439,216	($2,974,148)	-87%	$63,182,676	$18,857,076	($44,325,600)	-70%	$6,032,095,634	$6,082,920,158	$50,824,524
Books/Periodicals	$1,982,376	$282,027	($1,700,349)	-86%	$36,801,347	$18,028,704	($18,772,643)	-51%	$3,512,924,944	$3,794,237,881	$281,312,937
Lawn/Garden/Farm Equipment/Supplies	$8,555,706	$1,489,561	($7,066,144)	-83%	$159,154,076	$199,986,435	$40,832,359	26%	$15,306,102,045	$15,340,512,635	$34,410,590
Pets/Pet Foods/Pet Supplies	$4,725,655	$900,758	($3,824,897)	-81%	$87,753,392	$48,810,534	($38,942,858)	-44%	$8,565,116,430	$6,126,354,124	($2,438,762,307)
Kitchenware/Home Furnishings	$6,903,868	$1,345,322	($5,558,546)	-81%	$128,313,177	$60,062,211	($68,250,966)	-53%	$12,187,071,038	$11,922,289,162	($264,781,876)
Footwear, including Accessories	$7,357,252	$1,510,338	($5,846,915)	-79%	$137,404,904	$80,558,663	($56,846,241)	-41%	$13,212,025,270	$11,850,088,815	($1,361,936,455)
Small Electric Appliances	$1,304,149	$286,774	($1,017,375)	-78%	$24,161,214	$11,376,227	($12,784,987)	-53%	$2,342,196,063	$2,378,291,983	$36,095,920
Major Household Appliances	$1,957,782	$449,563	($1,508,219)	-77%	$36,729,625	$12,606,720	($24,122,905)	-66%	$3,613,144,749	$3,902,344,725	$289,199,976
Automotive Lubricants (incl Oil, Greases)	$1,957,782	$449,563	($1,508,219)	-77%	$36,729,625	$12,606,720	($24,122,905)	-66%	$3,613,144,749	$3,902,344,725	$289,199,976
Floor/Floor Coverings	$3,949,906	$958,372	($2,991,535)	-76%	$73,119,806	$34,407,958	($38,711,848)	-53%	$6,913,654,665	$7,156,128,686	$242,474,020
Photographic Equipment/Supplies	$505,387	$125,780	($379,607)	-75%	$9,341,308	$3,502,915	($5,838,394)	-63%	$883,797,625	$1,279,879,245	$396,081,620
Televisions/VCR/Video Cameras/DVD etc	$3,186,597	$805,790	($2,380,807)	-75%	$59,571,719	$23,881,527	($35,690,192)	-60%	$5,673,107,665	$7,926,097,890	$2,252,990,225
Drugs/Health Aids/Beauty Aids/Cosmetics	$72,835,789	$18,982,794	($53,852,995)	-74%	$1,343,327,330	$539,022,232	($804,305,097)	-60%	$126,885,215,218	$98,012,504,874	($28,872,710,344)
Retailer Services	$15,770,118	$4,214,701	($11,555,417)	-73%	$294,161,487	$137,594,851	($156,566,636)	-53%	$28,221,569,509	$28,107,394,569	($114,174,941)
Womens/Juniors/Misses Wear	$17,951,008	$5,126,071	($12,824,937)	-71%	$332,212,900	$209,675,892	($122,537,008)	-37%	$31,819,106,169	$31,731,244,620	($87,861,550)
Hardware/Tools/Plumbing/Electrical Supplies	$8,196,233	$2,374,486	($5,821,747)	-71%	$151,639,963	$88,287,027	($63,352,936)	-42%	$14,311,171,334	$16,035,634,466	$1,724,463,133
Autos/Cars/Vans/Trucks/Motorcycles	$79,578,222	$23,098,067	($56,480,155)	-71%	$1,488,088,105	$695,375,642	($792,712,463)	-53%	$140,606,993,148	$134,494,858,664	($6,112,134,484)
Dimensional Lumber/Other Building Materials	$11,339,895	$3,504,549	($7,835,345)	-69%	$210,859,036	$125,011,481	($85,847,555)	-41%	$20,104,708,743	$22,725,459,498	$2,620,750,755
Curtains/Draperies/Slipcovers/Bed/Coverings	$2,430,240	$756,192	($1,674,048)	-69%	$45,204,061	$28,353,472	($16,850,589)	-37%	$4,413,148,643	$5,370,680,441	$957,531,798
Paints/Sundries/Wallpaper/Wall Coverings	$2,055,440	$654,145	($1,401,295)	-68%	$38,074,537	$22,887,911	($15,186,626)	-40%	$3,599,140,287	$4,151,730,866	$552,590,579
Automotive Tires/Tubes/Batteries/Parts	$16,604,263	$5,511,538	($11,092,725)	-67%	$307,242,034	$155,451,517	($151,790,517)	-49%	$28,923,289,891	$24,818,975,591	($4,104,314,300)
Mens Wear	$7,002,520	$2,347,203	($4,655,317)	-66%	$130,714,985	$91,878,040	($38,836,946)	-30%	$12,549,205,818	$14,052,582,048	$1,503,376,229
Sporting Goods (incl Bicycles/Sports Vehicles)	$5,306,224	$2,118,482	($3,187,742)	-60%	$99,342,384	$57,982,479	($41,359,905)	-42%	$9,477,265,767	$11,260,818,135	$1,783,552,368
Toys/Hobby Goods/Games	$2,813,397	$1,155,725	($1,657,672)	-59%	$52,348,554	$34,449,928	($17,898,626)	-34%	$4,951,405,553	$6,388,916,732	$1,437,511,179
Packaged Liquor/Wine/Beer	$9,570,693	$3,953,060	($5,617,632)	-59%	$177,335,213	$107,984,201	($69,351,012)	-39%	$16,796,421,649	$16,717,134,344	($79,287,305)
Groceries/Other Food Items (Off Premises)	$77,255,064	$38,127,268	($39,127,796)	-51%	$1,430,204,321	$1,003,939,396	($426,264,925)	-30%	$135,228,920,123	$125,602,539,712	($9,626,380,411)
Childrens Wear/Infants/Toddlers Clothing	$2,651,428	$1,362,526	($1,288,902)	-49%	$49,628,385	$46,424,006	($3,204,379)	-6%	$4,771,354,512	$6,407,173,823	$1,635,819,312
Cigars/Cigarettes/Tobacco/Accessories	$6,040,830	$3,244,628	($2,796,202)	-46%	$110,082,682	$90,800,918	($19,281,763)	-18%	$10,317,429,352	$12,185,520,674	$1,868,091,322
Sewing/Knitting Materials/Supplies	$280,830	$164,318	($116,511)	-41%	$4,991,819	$3,128,739	($1,863,080)	-37%	$479,676,181	$563,533,017	$83,856,836
Soaps/Detergents/Household Cleaners	$2,277,168	$1,379,032	($898,136)	-39%	$42,050,458	$35,156,236	($6,894,222)	-16%	$4,034,747,173	$5,105,897,568	$1,071,150,395
Alcoholic Drinks Served at the Establishment	$8,366,491	$5,321,707	($3,044,784)	-36%	$202,478,376	$149,403,345	($53,075,031)	-26%	$22,621,625,197	$19,714,439,710	($2,907,185,487)
Paper/Related Products	$2,000,054	$1,333,182	($666,872)	-33%	$36,789,751	$31,826,003	($4,963,748)	-13%	$3,499,361,440	$4,607,335,209	$1,107,973,769
Optical Goods (incl Eyeglasses, Sunglasses)	$1,084,611	$921,009	($163,602)	-15%	$20,085,287	$19,222,854	($862,433)	-4%	$1,979,434,128	$2,489,490,530	$510,056,402
Meats/Nonalcoholic Beverages	$41,520,640	$35,474,516	($6,046,123)	-15%	$857,356,682	$854,547,081	($2,809,601)	0%	$88,437,611,143	$96,555,267,352	$8,117,656,208
Automotive Fuels	$35,171,127	$32,014,472	($3,156,655)	-9%	$652,375,347	$840,845,358	$188,470,012	29%	$61,202,584,268	$87,655,167,478	$26,452,583,210
Household Fuels (incl Oil, LP gas, Wood, Coal)	$992,914	$1,351,808	$358,893	36%	$18,264,438	$23,766,646	$5,502,208	30%	$1,715,218,448	$2,557,929,777	$842,711,329

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Data for this report is provided via the Market Outlook database from Synergos Technologies, Inc (STI).

Market Outlook is based on the following -

- the Consumer Expenditure Survey (CE), a program of the Bureau of Labor Statistics (BLS);
- the U.S. Census Bureau's monthly and annual Retail Trade (CRT) reports;
- the Census Bureau's Economic Census; with supporting demographic data from STI: PopStats data and STI: WorkPlace.

Market Outlook data covers 31 leading retail segments and 40 major product and service lines.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet cited on the Market Outlook report for the specified trade area or reporting geography. When the demand is greater than (or less than) the supply, there is an opportunity gap (or surplus) for that retail outlet. In other words, a negative value signifies an opportunity gap where the Consumer Demand is higher than the Market Supply, while a positive value signifies a surplus.

Consumer Demand/Market Supply Index:

n = 100 (Equilibrium)
n > 100 suggests demand is not being fully met within the market, consumers are leaving the area to shop
n < 100 suggests supply exceeds demand, attracting consumers from outside the defined area

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Household Segmentation Profile

Site: Site 1 - Beach Road & Del Monte Blvd

Date: 1/16/2025

INSIGHT MARKET ANALYTICS
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	5 Min Drive		10 Min Drive		15 Min Drive	
Total Households	**7,080**	**100%**	**13,382**	**100%**	**23,872**	**100%**

Rank *	Cluster	Lifestage Group	Households	%	Households	%	Households	%
1	28 Coastal Diversity	6B Blue Collar Urbanites	4,084	57.7%	5,608	41.9%	8,647	36.2%
2	11 West Coast Affluence	4A Rising Middle Income Families	1,682	23.8%	1,706	12.7%	3,141	13.2%
3	13 Cowboy Country	3A Mid-Income Rural	542	7.6%	660	4.9%	911	3.8%
4	21 New Suburban Style	2A New Suburban Families	191	2.7%	191	1.4%	448	1.9%
5	10 Emerging Leaders	4A Rising Middle Income Families	176	2.5%	893	6.7%	1,612	6.8%
6	59 Hardworking Latino Families	6A Ethnic and Small Town Groups	149	2.1%	164	1.2%	389	1.6%
7	07 Upscale Diversity	4A Rising Middle Income Families	80	1.1%	80	0.6%	112	0.5%
8	31 Latino Workforce	6A Ethnic and Small Town Groups	66	0.9%	1,380	10.3%	3,121	13.1%
9	42 Rising Fortunes	2A New Suburban Families	40	0.6%	41	0.3%	41	0.2%
10	24 Remote Latino Neighborhoods	7B Rural Working Blues	39	0.5%	407	3.0%	1,136	4.8%

**** Rank is based on Trade Area 1 cluster size***

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from the originals.

EXHIBIT A

INSIGHT MARKET ANALYTICS

Household Segmentation Profile

Date: 1/16/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
TOTAL HOUSEHOLDS	**7,080**	**100%**	**13,382**	**100%**	**23,872**	**100%**
1A Top Shelf	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
01 One Percenters	0	0.0%	0	0.0%	0	0.0%
02 Peak Performers	0	0.0%	0	0.0%	0	0.0%
03 Second City Achievers	0	0.0%	0	0.0%	0	0.0%
1B Affluent Suburbia	**0**	**0.0%**	**0**	**0.0%**	**7**	**0.0%**
04 Young Success	0	0.0%	0	0.0%	0	0.0%
05 Affluent Parents	0	0.0%	0	0.0%	0	0.0%
06 Best of Both Worlds	0	0.0%	0	0.0%	7	0.0%
09 Successful Urban Commuters	0	0.0%	0	0.0%	0	0.0%
2A New Suburban Families	**231**	**3.3%**	**232**	**1.7%**	**541**	**2.3%**
17 New American Dreams	0	0.0%	0	0.0%	0	0.0%
21 New Suburban Style	191	2.7%	191	1.4%	448	1.9%
34 Midwestern Comforts	0	0.0%	0	0.0%	53	0.2%
42 Rising Fortunes	40	0.6%	41	0.3%	41	0.2%
2B Older Empty Nest Families	**0**	**0.0%**	**3**	**0.0%**	**68**	**0.3%**
12 Mainstream Established Suburb	0	0.0%	3	0.0%	18	0.1%
15 Comfortable Retirement	0	0.0%	0	0.0%	35	0.1%
18 Small Town Middle Managers	0	0.0%	0	0.0%	0	0.0%
33 Noreasters	0	0.0%	0	0.0%	10	0.0%
41 All-American	0	0.0%	0	0.0%	5	0.0%
3A Mid-Income Rural	**542**	**7.6%**	**660**	**4.9%**	**911**	**3.8%**
13 Cowboy Country	542	7.6%	660	4.9%	911	3.8%
16 Spacious Suburbs	0	0.0%	0	0.0%	0	0.0%
20 Strong Individualists	0	0.0%	0	0.0%	0	0.0%
51 Low Cost Rural	0	0.0%	0	0.0%	0	0.0%
3B Urbanites	**0**	**0.0%**	**381**	**2.8%**	**1,136**	**4.8%**
38 Middle America	0	0.0%	0	0.0%	0	0.0%
44 Pacific Second City	0	0.0%	49	0.4%	597	2.5%
45 Northern Perseverance	0	0.0%	0	0.0%	0	0.0%
58 Urban Crowd	0	0.0%	332	2.5%	539	2.3%
3C Older Mid-Income Households	**30**	**0.4%**	**30**	**0.2%**	**30**	**0.1%**
46 Individual Singles	0	0.0%	0	0.0%	0	0.0%
49 Retirement	30	0.4%	30	0.2%	30	0.1%
4A Rising Middle Income Families	**1,938**	**27.4%**	**2,678**	**20.0%**	**4,869**	**20.4%**
07 Upscale Diversity	80	1.1%	80	0.6%	112	0.5%
08 Living the Dream	0	0.0%	0	0.0%	4	0.0%
10 Emerging Leaders	176	2.5%	893	6.7%	1,612	6.8%
11 West Coast Affluence	1,682	23.8%	1,706	12.7%	3,141	13.2%
4B Young Aspirations	**0**	**0.0%**	**192**	**1.4%**	**781**	**3.3%**
14 American Playgrounds	0	0.0%	0	0.0%	29	0.1%
19 Outer Suburban Affluence	0	0.0%	0	0.0%	0	0.0%
22 Up and Coming Suburban Divers	0	0.0%	0	0.0%	25	0.1%
35 Generational Dreams	0	0.0%	192	1.4%	665	2.8%
40 Beltway Commuters	0	0.0%	0	0.0%	61	0.3%

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from originals.

EXHIBIT A

INSIGHT MARKET ANALYTICS

Household Segmentation Profile

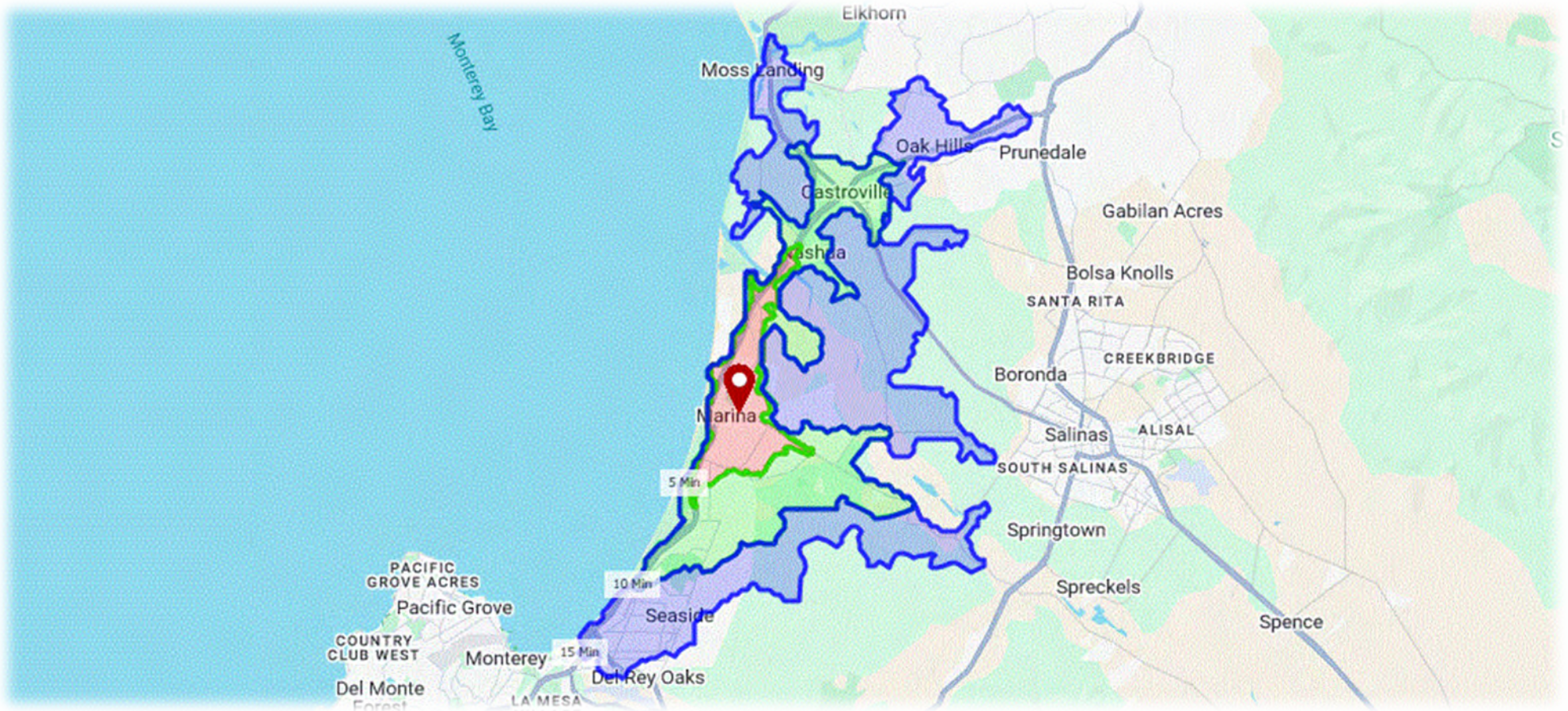
Date: 1/16/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
TOTAL HOUSEHOLDS	**7,080**	**100%**	**13,382**	**100%**	**23,872**	**100%**
Segment Group / Cluster Name						
5A College Students and Recent Graduates	**0**	**0.0%**	**1,543**	**11.5%**	**1,543**	**6.5%**
57 College Towns	0	0.0%	17	0.1%	17	0.1%
67 Starting Out	0	0.0%	1,526	11.4%	1,526	6.4%
5B Middle America	**0**	**0.0%**	**0**	**0.0%**	**463**	**1.9%**
26 High Density Diversity	0	0.0%	0	0.0%	305	1.3%
36 Olde New England	0	0.0%	0	0.0%	20	0.1%
39 Second City Beginnings	0	0.0%	0	0.0%	1	0.0%
43 Classic Interstate Suburbia	0	0.0%	0	0.0%	137	0.6%
5C Upscale Young Singles and Couples	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
25 Tech-Savy Group	0	0.0%	0	0.0%	0	0.0%
27 Young Coastal Technocrats	0	0.0%	0	0.0%	0	0.0%
6A Ethnic and Small Town Groups	**215**	**3.0%**	**1,637**	**12.2%**	**3,637**	**15.2%**
31 Latino Workforce	66	0.9%	1,380	10.3%	3,121	13.1%
59 Hardworking Latino Families	149	2.1%	164	1.2%	389	1.6%
60 Immigrant	0	0.0%	52	0.4%	52	0.2%
64 Southern Cities	0	0.0%	0	0.0%	9	0.0%
65 Small Towns	0	0.0%	41	0.3%	66	0.3%
6B Blue Collar Urbanites	**4,084**	**57.7%**	**5,608**	**41.9%**	**8,647**	**36.2%**
28 Coastal Diversity	4,084	57.7%	5,608	41.9%	8,647	36.2%
30 True Grit	0	0.0%	0	0.0%	0	0.0%
32 Apartment Dwellers	0	0.0%	0	0.0%	0	0.0%
6C Industrial Remnants	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
63 Southern Small Towns	0	0.0%	0	0.0%	0	0.0%
66 Metropolitan Blue Collar	0	0.0%	0	0.0%	0	0.0%
68 Rust Belt	0	0.0%	0	0.0%	0	0.0%
7A Military and Blue Collar	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
61 Communal Living	0	0.0%	0	0.0%	0	0.0%
62 Blue Collar Diversity	0	0.0%	0	0.0%	0	0.0%
7B Rural Working Blues	**39**	**0.6%**	**417**	**3.1%**	**1,231**	**5.2%**
24 Remote Latino Neighborhoods	39	0.5%	407	3.0%	1,136	4.8%
29 Metropolitan	0	0.0%	0	0.0%	0	0.0%
47 Simply Southern	0	0.0%	0	0.0%	0	0.0%
48 Tex-Mex	0	0.0%	10	0.1%	95	0.4%
53 Classic Southerners	0	0.0%	0	0.0%	0	0.0%
56 Blue Collar	0	0.0%	0	0.0%	0	0.0%
7C Ageing Small Town America	**0**	**0.0%**	**0**	**0.0%**	**7**	**0.0%**
23 Long-Lasting Heartland	0	0.0%	0	0.0%	0	0.0%
37 Industrial Town	0	0.0%	0	0.0%	0	0.0%
50 Small Town	0	0.0%	0	0.0%	0	0.0%
52 Great Open Country	0	0.0%	0	0.0%	0	0.0%
54 Agricultural Areas	0	0.0%	0	0.0%	7	0.0%
55 Mining Areas	0	0.0%	0	0.0%	0	0.0%

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from originals.

Beach Rd & Del Monte Blvd, Marina, CA

INSIGHT MARKET ANALYTICS
HdL ECONSolutions



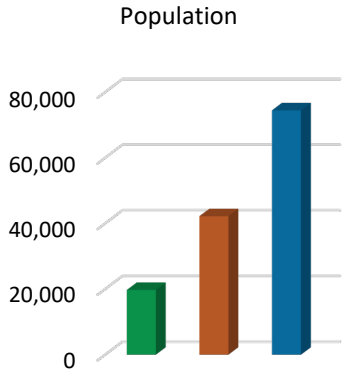
	5 Minutes	10 Minutes	15 Minutes
Population	19,738	42,216	74,462
Daytime Population	17,598	40,667	72,491
Households	7,209	13,177	23,800
Average Age	41.1	36.7	38.2
Average HH Income	$114,650	$113,935	$112,960
White Collar (Residents)	62.6%	60.5%	56.3%
College Degree & Above	41.3%	39.1%	36.8%

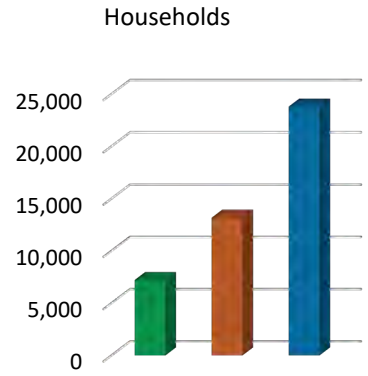
Consumer Demographic Profile

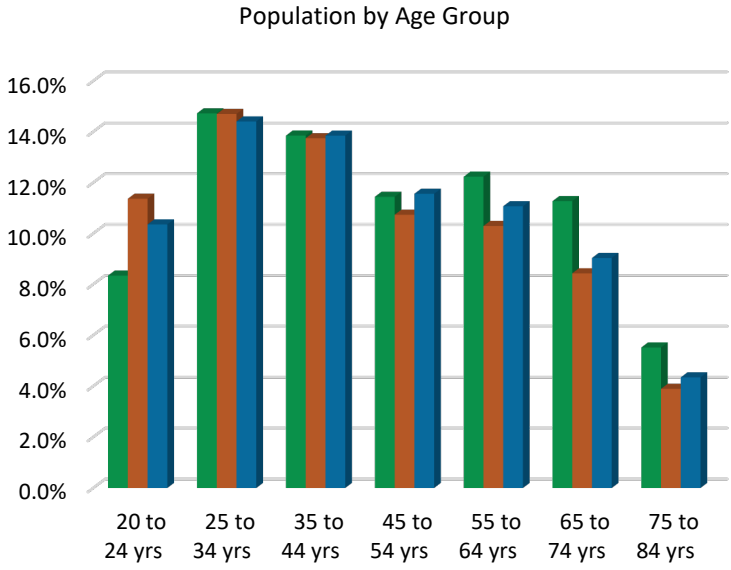
Site: Site 1 - Beach Road & Del Monte Blvd

Date Report Created: 1/15/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
	#	%	#	%	#	%
Market Stats						
Population	19,738	---	42,216	---	74,462	---
5 Year Projected Pop	21,306	---	44,846	---	78,078	---
Pop Growth (%)	7.9%	---	6.2%	---	4.9%	---
Households	7,209	---	13,177	---	23,800	---
5 Year Projected HHs	7,792	---	14,107	---	25,056	---
HH Growth (%)	8.1%	---	7.1%	---	5.3%	---
Census Stats						
2000 Population	18,614	---	32,710	---	64,971	---
2010 Population	19,352	---	41,576	---	73,944	---
Pop Growth (%)	4.0%	---	27.1%	---	13.8%	---
2000 Households	6,436	---	10,538	---	20,797	---
2010 Households	7,055	---	12,922	---	23,582	---
HH Growth (%)	9.6%	---	22.6%	---	13.4%	---
Total Population by Age						
Average Age	41.1		36.7		38.2	
19 yrs & under	4,061	20.6%	10,758	25.5%	17,694	23.8%
20 to 24 yrs	1,647	8.3%	4,798	11.4%	7,711	10.4%
25 to 34 yrs	2,906	14.7%	6,206	14.7%	10,727	14.4%
35 to 44 yrs	2,733	13.8%	5,802	13.7%	10,311	13.8%
45 to 54 yrs	2,258	11.4%	4,532	10.7%	8,609	11.6%
55 to 64 yrs	2,415	12.2%	4,346	10.3%	8,242	11.1%
65 to 74 yrs	2,225	11.3%	3,559	8.4%	6,728	9.0%
75 to 84 yrs	1,089	5.5%	1,645	3.9%	3,237	4.3%
85 + yrs	403	2.0%	570	1.4%	1,202	1.6%
Population Bases						
20-34 yrs	4,553	23.1%	11,003	26.1%	18,437	24.8%
45-64 yrs	4,673	23.7%	8,878	21.0%	16,851	22.6%
16 yrs +	16,146	81.8%	33,688	79.8%	59,837	80.4%
25 yrs +	14,030	71.1%	26,661	63.2%	49,057	65.9%
65 yrs +	3,717	18.8%	5,774	13.7%	11,167	15.0%
75 yrs +	1,493	7.6%	2,215	5.2%	4,439	6.0%
85 yrs +	403	2.0%	570	1.4%	1,202	1.6%







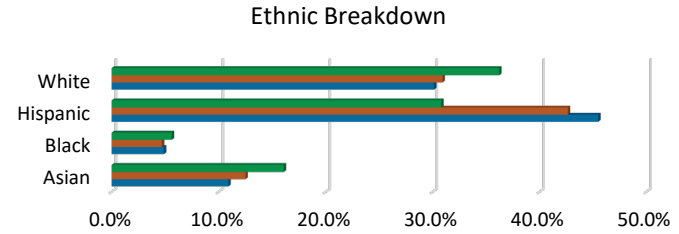
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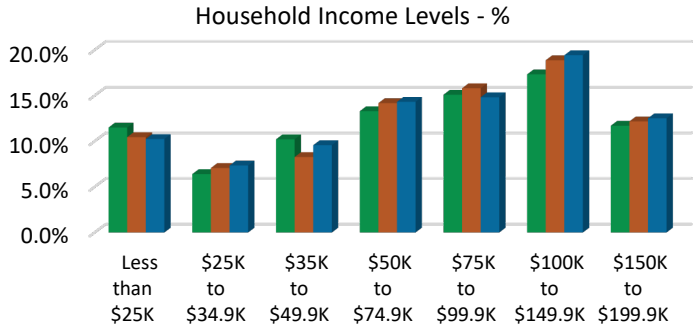
Consumer Demographic Profile

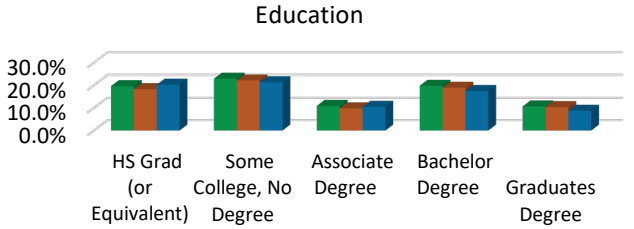
Site: Site 1 - Beach Road & Del Monte Blvd

Date Report Created: 1/15/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
	#	%	#	%	#	%
Population by Race						
White	7,151	36.2%	13,055	30.9%	22,440	30.1%
Hispanic	6,079	30.8%	18,003	42.6%	33,871	45.5%
Black	1,109	5.6%	1,982	4.7%	3,636	4.9%
Asian	3,174	16.1%	5,280	12.5%	8,122	10.9%
Ancestry						
American Indian (ancestry)	65	0.3%	108	0.3%	233	0.3%
Hawaiin (ancestry)	421	2.1%	585	1.4%	1,043	1.4%
Household Income						
Per Capita Income	$41,877	---	$35,564	---	$36,105	---
Average HH Income	$114,650	---	$113,935	---	$112,960	---
Median HH Income	$88,597	---	$90,656	---	$89,034	---
Less than $25K	829	11.5%	1,377	10.4%	2,438	10.2%
$25K to $34.9K	462	6.4%	932	7.1%	1,748	7.3%
$35K to $49.9K	736	10.2%	1,090	8.3%	2,278	9.6%
$50K to $74.9K	958	13.3%	1,868	14.2%	3,409	14.3%
$75K to $99.9K	1,088	15.1%	2,083	15.8%	3,527	14.8%
$100K to $149.9K	1,250	17.3%	2,488	18.9%	4,623	19.4%
$150K to $199.9K	844	11.7%	1,604	12.2%	2,979	12.5%
$200K +	1,042	14.5%	1,735	13.2%	2,797	11.8%
Education	14,030		26,661		49,057	
Less than 9th Grade	807	5.8%	2,924	11.0%	5,823	11.9%
Some HS, No Diploma	980	7.0%	1,702	6.4%	3,349	6.8%
HS Grad (or Equivalent)	2,753	19.6%	4,872	18.3%	9,939	20.3%
Some College, No Degree	3,219	22.9%	5,910	22.2%	10,478	21.4%
Associate Degree	1,532	10.9%	2,611	9.8%	5,156	10.5%
Bachelor Degree	2,775	19.8%	5,048	18.9%	8,586	17.5%
Graduates Degree	1,494	10.6%	2,768	10.4%	4,301	8.8%







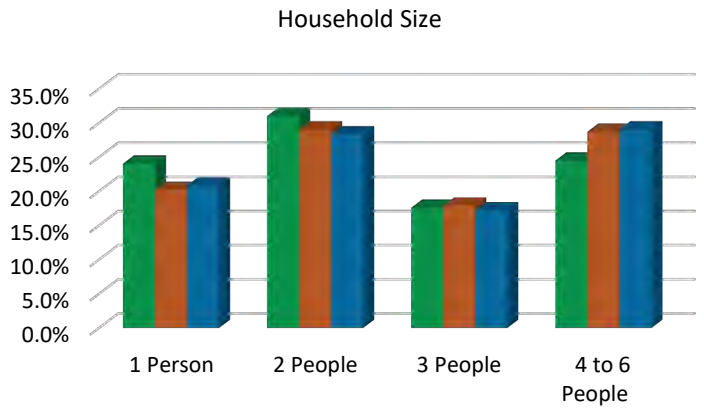
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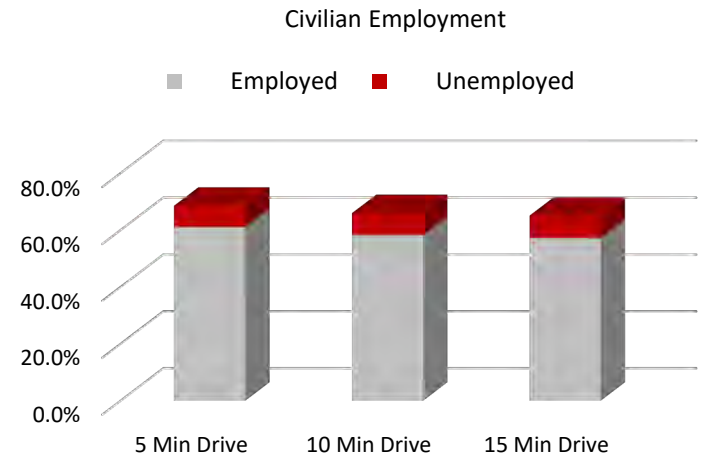
Consumer Demographic Profile

Site: Site 1 - Beach Road & Del Monte Blvd

Date Report Created: 1/15/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
	#	%	#	%	#	%
Family Structure	4,725		9,085		16,451	
Single - Male	284	6.0%	404	4.4%	780	4.7%
Single - Female	470	10.0%	685	7.5%	1,601	9.7%
Single Parent - Male	89	1.9%	285	3.1%	646	3.9%
Single Parent - Female	482	10.2%	1,118	12.3%	1,794	10.9%
Married w/ Children	1,277	27.0%	2,890	31.8%	5,148	31.3%
Married w/out Children	2,122	44.9%	3,704	40.8%	6,481	39.4%
Household Size						
1 Person	1,735	24.1%	2,662	20.2%	4,970	20.9%
2 People	2,238	31.0%	3,831	29.1%	6,746	28.3%
3 People	1,269	17.6%	2,359	17.9%	4,098	17.2%
4 to 6 People	1,767	24.5%	3,787	28.7%	6,920	29.1%
7+ People	200	2.8%	540	4.1%	1,067	4.5%
Home Ownership	7,209		13,177		23,800	
Owners	3,121	43.3%	5,003	38.0%	10,043	42.2%
Renters	4,088	56.7%	8,174	62.0%	13,757	57.8%
Components of Change						
Births	212	1.1%	466	1.1%	798	1.1%
Deaths	147	0.7%	234	0.6%	460	0.6%
Migration	180	0.9%	92	0.2%	29	0.0%
Employment (Pop 16+)	16,146		33,688		59,837	
Armed Services	120	0.7%	684	2.0%	1,043	1.7%
Civilian	11,066	68.5%	22,216	65.9%	38,949	65.1%
Employed	9,868	61.1%	19,625	58.3%	34,265	57.3%
Unemployed	1,198	7.4%	2,591	7.7%	4,684	7.8%
Not in Labor Force	5,080	31.5%	11,472	34.1%	20,888	34.9%
Employed Population	9,868		19,625		34,265	
White Collar	6,174	62.6%	11,874	60.5%	19,289	56.3%
Blue Collar	3,694	37.4%	7,751	39.5%	14,977	43.7%





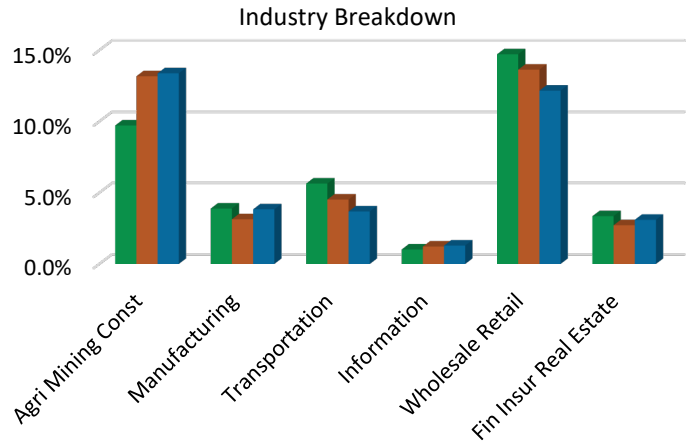
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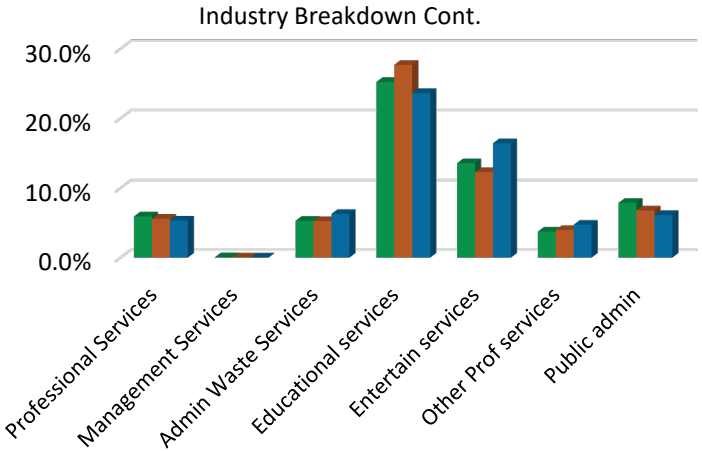
Consumer Demographic Profile

Site: Site 1 - Beach Road & Del Monte Blvd

Date Report Created: 1/15/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
	#	%	#	%	#	%
Employment By Occupation	9,868		19,625		34,265	
White Collar	6,174	62.6%	11,874	60.5%	19,289	56.3%
Managerial executive	1,062	10.8%	2,185	11.1%	4,043	11.8%
Prof specialty	2,698	27.3%	4,960	25.3%	7,414	21.6%
Healthcare support	258	2.6%	816	4.2%	1,501	4.4%
Sales	1,121	11.4%	1,849	9.4%	2,971	8.7%
Office Admin	1,035	10.5%	2,065	10.5%	3,360	9.8%
Blue Collar	3,694	37.4%	7,751	39.5%	14,977	43.7%
Protective	306	3.1%	390	2.0%	685	2.0%
Food Prep Serving	749	7.6%	1,395	7.1%	3,203	9.3%
Bldg Maint/Cleaning	583	5.9%	907	4.6%	2,480	7.2%
Personal Care	349	3.5%	762	3.9%	1,312	3.8%
Farming/Fishing/Forestry	88	0.9%	775	3.9%	1,094	3.2%
Construction	984	10.0%	1,699	8.7%	3,198	9.3%
Production Transp	636	6.4%	1,824	9.3%	3,005	8.8%
Employment By Industry	9,868		19,625		34,265	
Agri Mining Const	959	9.7%	2,586	13.2%	4,586	13.4%
Manufacturing	384	3.9%	616	3.1%	1,314	3.8%
Transportation	557	5.6%	888	4.5%	1,263	3.7%
Information	100	1.0%	240	1.2%	443	1.3%
Wholesale Retail	1,452	14.7%	2,677	13.6%	4,169	12.2%
Fin Insur Real Estate	331	3.4%	534	2.7%	1,063	3.1%
Professional Services	585	5.9%	1,098	5.6%	1,823	5.3%
Management Services	4	0.0%	4	0.0%	8	0.0%
Admin Waste Services	522	5.3%	1,031	5.3%	2,150	6.3%
Educational services	2,489	25.2%	5,434	27.7%	8,099	23.6%
Entertain services	1,338	13.6%	2,411	12.3%	5,629	16.4%
Other Prof services	369	3.7%	778	4.0%	1,620	4.7%
Public admin	777	7.9%	1,329	6.8%	2,099	6.1%





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INSIGHT MARKET ANALYTICS
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Employment Profile
Site: Site 1 - Beach Road & Del Monte Blvd

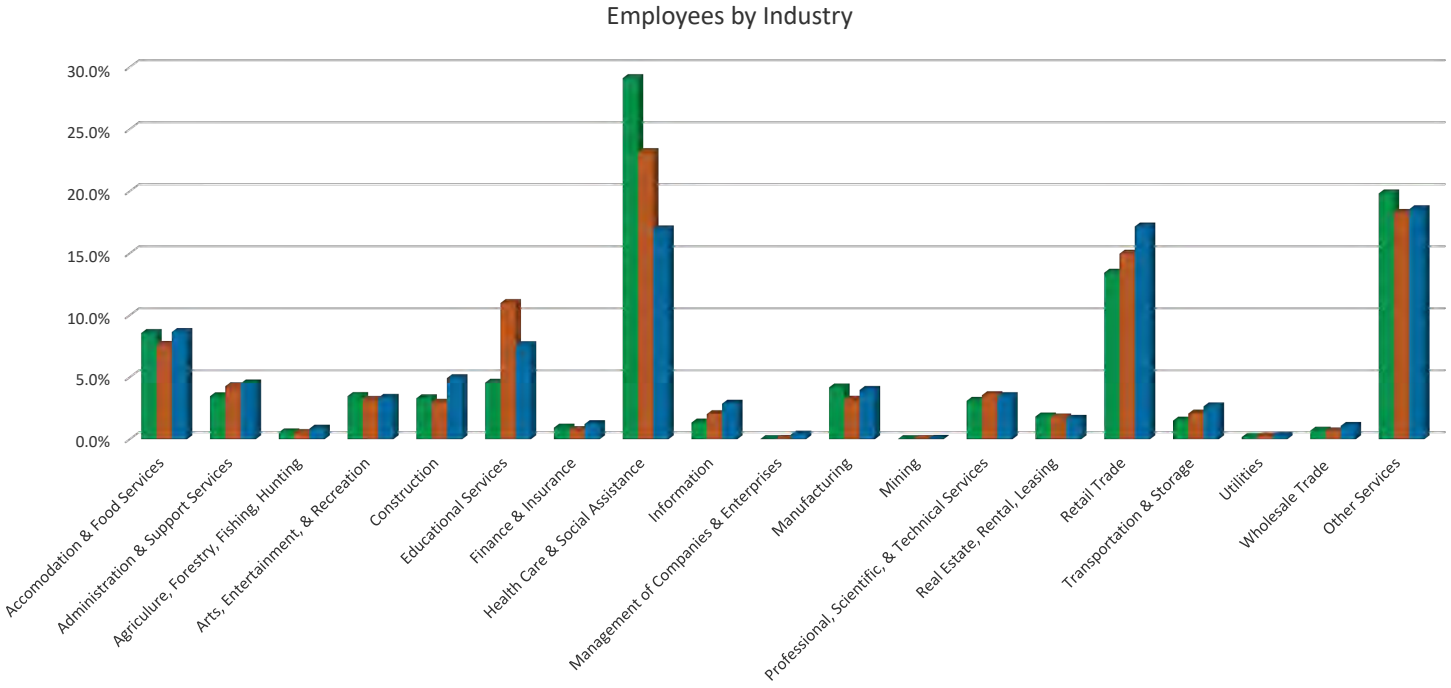
Date Report Created: 1/15/2025

EXHIBIT A

	5 Min Drive	10 Min Drive	15 Min Drive
Daytime Population	17,598	40,667	72,491
Student Population	3,128	11,856	17,523
Median Employee Salary	55,624	55,542	54,230
Average Employee Salary	65,290	65,372	63,229

Wages	#		#		#	
Salary/Wage per Employee per Annum						
Under $15,000 CrYr	185	2.7%	349	3.2%	823	3.5%
15,000 to 30,000 CrYr	66	1.0%	113	1.1%	228	1.0%
30,000 to 45,000 CrYr	2,064	30.2%	3,285	30.5%	7,294	31.4%
45,000 to 60,000 CrYr	1,559	22.8%	2,388	22.2%	5,399	23.2%
60,000 to 75,000 CrYr	841	12.3%	1,364	12.7%	2,967	12.8%
75,000 to 90,000 CrYr	768	11.2%	1,194	11.1%	2,507	10.8%
90,000 to 100,000 CrYr	143	2.1%	241	2.2%	587	2.5%
Over 100,000 CrYr	1,205	17.6%	1,832	17.0%	3,446	14.8%

Industry Groups



	Establishments		Employee's		Establishments		Employee's		Establishments		Employee's	
	#	%	#	%	#	%	#	%	#	%	#	%
Total	**633**	**100%**	**6,831**	**100%**	**897**	**100%**	**10,767**	**100%**	**2,010**	**100%**	**23,250**	**100%**
Accomodation & Food Services	55	8.7%	585	8.6%	74	8.2%	819	7.6%	162	8.1%	2,010	8.6%
Administration & Support Services	21	3.3%	237	3.5%	27	3.0%	460	4.3%	79	3.9%	1,045	4.5%
Agriculture, Forestry, Fishing, Hunting	2	0.3%	37	0.5%	5	0.5%	53	0.5%	14	0.7%	197	0.8%
Arts, Entertainment, & Recreation	24	3.7%	237	3.5%	31	3.5%	342	3.2%	59	3.0%	774	3.3%
Construction	38	6.1%	225	3.3%	55	6.1%	316	2.9%	168	8.4%	1,144	4.9%
Educational Services	14	2.2%	311	4.6%	25	2.7%	1,183	11.0%	48	2.4%	1,764	7.6%
Finance & Insurance	24	3.8%	64	0.9%	28	3.1%	79	0.7%	75	3.7%	282	1.2%
Health Care & Social Assistance	125	19.8%	1,989	29.1%	177	19.7%	2,493	23.2%	306	15.2%	3,934	16.9%
Information	7	1.2%	92	1.3%	15	1.7%	218	2.0%	42	2.1%	665	2.9%
Management of Companies & Enterprises	0	0.0%	0	0.0%	0	0.0%	2	0.0%	2	0.1%	85	0.4%
Manufacturing	23	3.6%	285	4.2%	28	3.1%	342	3.2%	76	3.8%	923	4.0%
Mining	0	0.0%	0	0.0%	0	0.0%	1	0.0%	0	0.0%	7	0.0%
Professional, Scientific, & Technical Services	31	4.9%	211	3.1%	54	6.0%	382	3.5%	131	6.5%	807	3.5%
Real Estate, Rental, Leasing	44	6.9%	125	1.8%	60	6.7%	188	1.7%	96	4.8%	381	1.6%
Retail Trade	87	13.8%	918	13.4%	125	13.9%	1,611	15.0%	304	15.1%	3,990	17.2%
Transportation & Storage	14	2.3%	102	1.5%	20	2.2%	222	2.1%	48	2.4%	615	2.6%
Utilities	1	0.1%	11	0.2%	2	0.2%	24	0.2%	3	0.1%	64	0.3%
Wholesale Trade	12	1.9%	47	0.7%	15	1.7%	67	0.6%	44	2.2%	249	1.1%
Other Services	111	17.5%	1,354	19.8%	156	17.4%	1,965	18.3%	353	17.6%	4,313	18.6%

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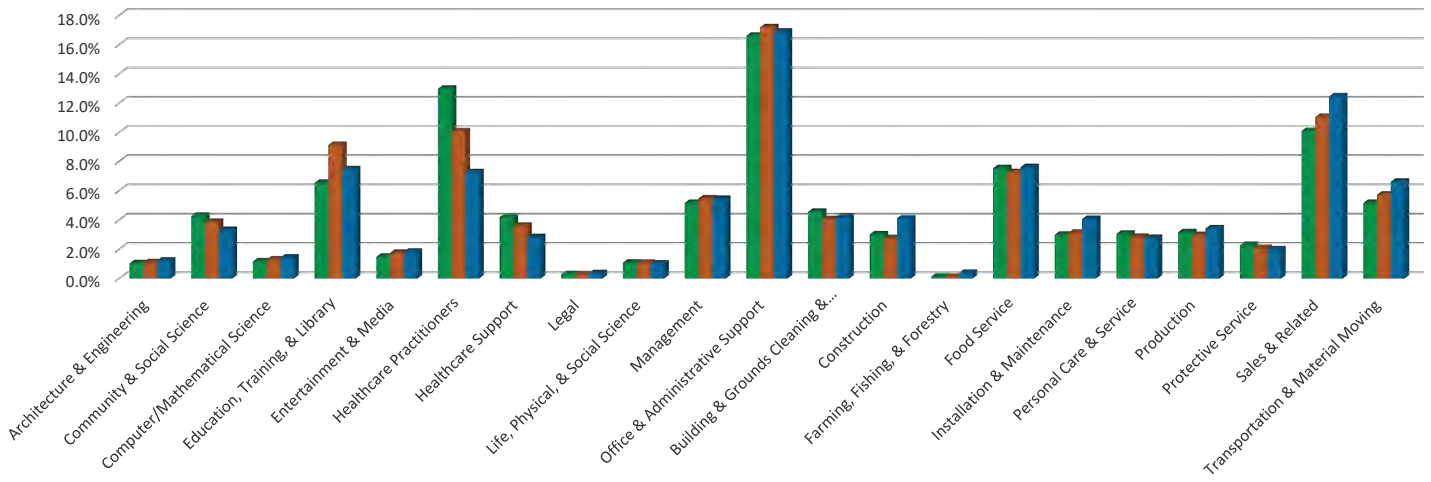
Employment Profile
Site: Site 1 - Beach Road & Del Monte Blvd

Date Report Created: 1/15/2025

EXHIBIT A

Occupations	5 Min Drive # of Employee's		10 Min Drive # of Employee's		15 Min Drive # of Employee's	
White Collar	3,926	57.5%	6,195	57.5%	12,069	51.9%
Architecture & Engineering	71	1.0%	119	1.1%	284	1.2%
Community & Social Science	292	4.3%	416	3.9%	770	3.3%
Computer/Mathematical Science	80	1.2%	139	1.3%	331	1.4%
Education, Training, & Library	446	6.5%	982	9.1%	1,733	7.5%
Entertainment & Media	101	1.5%	188	1.7%	424	1.8%
Healthcare Practitioners	886	13.0%	1,084	10.1%	1,688	7.3%
Healthcare Support	287	4.2%	387	3.6%	656	2.8%
Legal	20	0.3%	30	0.3%	84	0.4%
Life, Physical, & Social Science	74	1.1%	115	1.1%	235	1.0%
Management	353	5.2%	589	5.5%	1,264	5.4%
Office & Administrative Support	1,134	16.6%	1,849	17.2%	3,926	16.9%
Blue Collar	2,868	42.0%	4,521	42.0%	11,073	47.6%
Building & Grounds Cleaning & Maintenance	311	4.6%	437	4.1%	979	4.2%
Construction	206	3.0%	297	2.8%	959	4.1%
Farming, Fishing, & Forestry	10	0.1%	13	0.1%	88	0.4%
Food Service	515	7.5%	782	7.3%	1,769	7.6%
Installation & Maintenance	204	3.0%	336	3.1%	947	4.1%
Personal Care & Service	209	3.1%	305	2.8%	644	2.8%
Production	216	3.2%	319	3.0%	795	3.4%
Protective Service	156	2.3%	226	2.1%	462	2.0%
Sales & Related	689	10.1%	1,189	11.0%	2,894	12.4%
Transportation & Material Moving	353	5.2%	616	5.7%	1,536	6.6%
Military Services	37	0.5%	51	0.5%	107	0.5%

Employees by Occupation



Employee Totals and History	#	#	#
Current	6,831	10,767	23,250
2024 Q1	6,586	10,366	22,252
2023 Q4	7,120	10,698	23,520
2023 Q3	6,948	10,864	23,334
2023 Q2	5,717	9,083	19,472
2023 Q1	6,529	10,346	22,214
2022 Q4	6,877	10,398	23,674
2022 Q3	6,815	10,737	23,946
2022 Q2	5,831	9,269	19,819

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INSIGHT MARKET ANALYTICS
HdL ECONSolutions

Consumer Demand & Market Supply Assessment

Site: Site 1 - Beach Road & Del Monte Blvd

Date Report Created: 1/15/2025

EXHIBIT A

	5 Min Drive	10 Min Drive	15 Min Drive
Demographics			
Population	19,738	42,216	74,462
5-Year Population estimate	21,306	44,846	78,078
Population Households	19,503	39,453	71,608
Group Quarters Population	235	2,763	2,853
Households	7,209	13,177	23,800
5-Year Households estimate	7,792	14,107	25,056
WorkPlace Establishments	633	897	2,010
Workplace Employees	6,831	10,767	23,250
Median Household Income	$88,597	$90,656	$89,034

By Establishments	5 Min Drive Consumer Demand	5 Min Drive Market Supply	5 Min Drive Opportunity Gap/Surplus		10 Min Drive Consumer Demand	10 Min Drive Market Supply	10 Min Drive Opportunity Gap/Surplus		15 Min Drive Consumer Demand	15 Min Drive Market Supply	15 Min Drive Opportunity Gap/Surplus	
Furniture Stores	$4,850,484	$0	($4,850,484)	-100%	$9,141,716	$0	($9,141,716)	-100%	$17,087,981	$7,555,748	($9,532,233)	-56%
Lawn/Garden Equipment/Supplies Stores	$2,789,484	$0	($2,789,484)	-100%	$5,204,146	$1,625,079	($3,579,067)	-69%	$9,765,454	$7,361,464	($2,403,989)	-25%
Jewelry/Luggage/Leather Goods	$2,319,984	$0	($2,319,984)	-100%	$4,375,317	$0	($4,375,317)	-100%	$8,174,282	$1,100,367	($7,073,914)	-87%
Used Merchandise Stores	$1,362,319	$0	($1,362,319)	-100%	$2,549,768	$510,873	($2,038,895)	-80%	$4,768,923	$1,532,618	($3,236,305)	-68%
Electronic Shopping/Mail Order Houses	$91,470,302	$0	($91,470,302)	-100%	$170,850,558	$58,044,302	($112,806,255)	-66%	$324,051,409	$117,269,985	($206,781,424)	-64%
Vending Machine Operators (Non-Store)	$3,177,385	$0	($3,177,385)	-100%	$5,942,824	$0	($5,942,824)	-100%	$11,181,531	$777,851	($10,403,680)	-93%
Other Motor Vehicle Dealers	$5,596,267	$708,981	($4,887,286)	-87%	$10,554,989	$708,981	($9,846,008)	-93%	$19,714,564	$3,773,251	($15,941,313)	-81%
Other Misc. Store Retailers	$7,124,696	$1,047,689	($6,077,007)	-85%	$13,349,804	$2,738,332	($10,611,471)	-79%	$24,953,430	$9,032,543	($15,920,887)	-64%
Shoe Stores	$2,388,030	$378,844	($2,009,186)	-84%	$4,528,707	$427,947	($4,100,760)	-91%	$8,453,470	$3,396,089	($5,057,381)	-60%
Book/Periodical/Music Stores	$1,028,208	$251,489	($776,719)	-76%	$1,942,297	$251,489	($1,690,808)	-87%	$3,632,211	$1,320,128	($2,312,083)	-64%
Home Furnishing Stores	$4,065,163	$1,014,375	($3,050,788)	-75%	$7,647,431	$1,014,375	($6,633,056)	-87%	$14,292,180	$2,391,665	($11,900,516)	-83%
Building Material/Supplies Dealers	$25,453,950	$8,107,969	($17,345,981)	-68%	$47,864,872	$14,468,434	($33,396,437)	-70%	$89,476,267	$57,035,030	($32,441,237)	-36%
Automotive Dealers	$81,306,112	$26,462,908	($54,843,205)	-67%	$154,054,019	$47,087,802	($106,966,217)	-69%	$287,354,295	$328,000,508	$40,646,213	14%
Office Supplies/Stationary/Gift	$1,797,820	$648,423	($1,149,397)	-64%	$3,348,914	$715,683	($2,633,231)	-79%	$6,342,342	$3,619,851	($2,722,491)	-43%
Electronics/Appliance	$5,333,328	$1,927,604	($3,405,724)	-64%	$9,828,856	$1,943,715	($7,885,141)	-80%	$19,186,932	$7,525,534	($11,661,398)	-61%
Clothing Stores	$16,473,083	$6,124,429	($10,348,654)	-63%	$31,091,112	$10,613,308	($20,477,804)	-66%	$58,004,955	$20,930,507	($37,074,448)	-64%
Bar/Drinking Places (Alcoholic Beverages)	$1,072,318	$411,751	($660,567)	-62%	$1,893,146	$411,751	($1,481,395)	-78%	$4,057,883	$1,647,005	($2,410,878)	-59%
Florists/Misc. Store Retailers	$688,090	$284,332	($403,758)	-59%	$1,282,836	$852,996	($429,840)	-34%	$2,407,879	$1,527,847	($880,032)	-37%
Beer/Wine/Liquor Stores	$3,887,133	$1,642,305	($2,244,828)	-58%	$7,295,944	$2,580,765	($4,715,179)	-65%	$13,666,441	$4,470,399	($9,196,041)	-67%
Grocery Stores	$44,592,166	$21,996,854	($22,595,312)	-51%	$83,559,317	$33,841,314	($49,718,003)	-60%	$156,492,452	$102,854,618	($53,637,834)	-34%
Other General Merchandise Stores	$46,375,133	$25,727,219	($20,647,914)	-45%	$87,010,713	$27,583,822	($59,426,891)	-68%	$162,955,043	$116,121,509	($46,833,534)	-29%
Automotive Parts/Accessories/Tire	$7,085,105	$4,349,206	($2,735,899)	-39%	$13,354,497	$15,244,164	$1,889,667	14%	$24,953,666	$21,638,330	($3,315,336)	-13%
Sporting Goods/Hobby/Musical Instrument	$5,452,784	$3,543,332	($1,909,452)	-35%	$10,304,048	$4,111,540	($6,192,507)	-60%	$19,238,495	$8,764,205	($10,474,290)	-54%
Health/Personal Care Stores	$22,654,616	$16,509,149	($6,145,467)	-27%	$42,519,090	$16,990,768	($25,528,323)	-60%	$79,495,128	$47,979,262	($31,515,866)	-40%
Direct Selling Establishments	$2,516,765	$1,837,521	($679,244)	-27%	$4,711,925	$2,858,366	($1,853,559)	-39%	$8,824,977	$4,018,073	($4,806,904)	-54%
Department Stores	$7,579,493	$5,677,189	($1,902,304)	-25%	$14,263,297	$9,648,694	($4,614,603)	-32%	$26,665,418	$45,905,012	$19,239,594	72%
Special Food Services	$3,381,503	$2,723,530	($657,973)	-19%	$6,220,622	$3,847,624	($2,372,998)	-38%	$12,271,384	$18,718,525	$6,447,141	53%
Full-Service Restaurants	$18,721,929	$16,160,783	($2,561,146)	-14%	$33,956,136	$18,025,489	($15,930,647)	-47%	$68,981,287	$50,762,416	($18,218,871)	-26%
Gasoline Stations	$34,620,088	$33,294,655	($1,325,433)	-4%	$65,277,230	$80,103,797	$14,826,567	23%	$122,043,210	$113,498,058	($8,545,152)	-7%
Limited-Service Eating Places	$19,737,260	$20,132,943	$395,683	2%	$36,323,578	$33,109,916	($3,213,662)	-9%	$71,619,138	$60,365,036	($11,254,101)	-16%
Specialty Food Stores	$2,447,356	$5,939,293	$3,491,936	143%	$4,584,104	$8,076,539	$3,492,436	76%	$8,587,948	$19,032,851	$10,444,903	122%
Consumer Demand/Market Supply Index	**$477,348,354**	**$206,902,773**	**231**		**$894,831,811**	**$397,437,866**	**225**		**$1,688,700,575**	**$1,189,926,286**	**142**	

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INSIGHT MARKET ANALYTICS
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Consumer Demand & Market Supply Assessment

Site: Site 1 - Beach Road & Del Monte Blvd

Date Report Created: 1/15/2025

EXHIBIT A

By Major Product Lines	5 Min Drive				10 Min Drive				15 Min Drive			
	Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus	
Computer Hardware/Software/Supplies	$9,654,511	$500,748	($9,153,763)	-95%	$16,807,524	$4,854,869	($11,952,655)	-71%	$37,185,352	$10,845,902	($26,339,450)	-71%
Furniture/Sleep/Outdoor/Patio Furniture	$14,338,820	$1,018,206	($13,320,614)	-93%	$27,031,599	$4,940,790	($22,090,808)	-82%	$50,523,126	$19,349,679	($31,173,447)	-62%
Jewelry (including Watches)	$3,943,788	$443,040	($3,500,748)	-89%	$7,449,348	$1,763,305	($5,686,043)	-76%	$13,913,954	$5,483,359	($8,430,595)	-61%
All Other Merchandise	$20,882,506	$2,845,441	($18,037,065)	-86%	$38,974,545	$10,650,636	($28,323,909)	-73%	$72,911,691	$28,159,001	($44,752,690)	-61%
Audio Equipment/Musical Instruments	$3,088,032	$431,600	($2,656,432)	-86%	$5,824,381	$1,567,082	($4,257,299)	-73%	$10,866,317	$3,891,923	($6,974,394)	-64%
Books/Periodicals	$1,791,331	$279,535	($1,511,796)	-84%	$3,404,818	$1,077,593	($2,327,225)	-68%	$6,336,214	$2,979,651	($3,356,563)	-53%
Lawn/Garden/Farm Equipment/Supplies	$7,754,550	$1,490,172	($6,264,377)	-81%	$14,448,310	$5,339,485	($9,108,825)	-63%	$27,130,445	$17,586,440	($9,544,005)	-35%
Pets/Pet Foods/Pet Supplies	$4,279,911	$899,846	($3,380,066)	-79%	$8,043,177	$1,919,314	($6,123,863)	-76%	$15,030,080	$6,505,720	($8,524,359)	-57%
Kitchenware/Home Furnishings	$6,245,243	$1,318,846	($4,926,398)	-79%	$11,777,848	$3,957,033	($7,820,816)	-66%	$22,002,567	$10,606,164	($11,396,403)	-52%
Footwear, including Accessories	$6,651,829	$1,422,840	($5,228,989)	-79%	$12,619,421	$3,472,286	($9,147,135)	-72%	$23,558,366	$10,701,990	($12,856,376)	-55%
Small Electric Appliances	$1,179,667	$281,519	($898,147)	-76%	$2,198,296	$845,488	($1,352,808)	-62%	$4,123,580	$2,439,070	($1,684,510)	-41%
Major Household Appliances	$1,772,964	$447,696	($1,325,269)	-75%	$3,298,631	$739,772	($2,558,859)	-78%	$6,195,464	$2,735,457	($3,460,006)	-56%
Automotive Lubricants (incl Oil, Greases)	$1,772,964	$447,696	($1,325,269)	-75%	$3,298,631	$739,772	($2,558,859)	-78%	$6,195,464	$2,735,457	($3,460,006)	-56%
Floor/Floor Coverings	$3,575,344	$960,741	($2,614,604)	-73%	$6,731,362	$1,649,065	($5,082,297)	-76%	$12,573,759	$5,358,760	($7,214,999)	-57%
Photographic Equipment/Supplies	$457,506	$124,948	($332,557)	-73%	$863,218	$247,190	($616,028)	-71%	$1,612,231	$777,179	($835,051)	-52%
Televisions/VCR/Video Cameras/DVD etc	$2,878,335	$800,967	($2,077,368)	-72%	$5,478,381	$1,707,660	($3,770,721)	-69%	$10,210,491	$5,348,796	($4,861,694)	-48%
Drugs/Health Aids/Beauty Aids/Cosmetics	$65,943,581	$18,592,209	($47,351,372)	-72%	$123,804,365	$37,122,497	($86,681,868)	-70%	$231,448,573	$98,429,250	($133,019,323)	-57%
Retailer Services	$14,294,061	$4,212,572	($10,081,489)	-71%	$26,711,038	$8,702,491	($18,008,547)	-67%	$50,092,766	$39,870,461	($10,222,305)	-20%
Womens/Juniors/Misses Wear	$16,248,771	$4,914,718	($11,334,053)	-70%	$30,517,999	$12,602,359	($17,915,640)	-59%	$56,966,672	$31,083,310	($25,883,363)	-45%
Hardware/Tools/Plumbing/Electrical Supplies	$7,410,091	$2,384,123	($5,025,968)	-68%	$13,993,683	$4,851,486	($9,142,197)	-65%	$26,085,033	$17,604,140	($8,480,893)	-33%
Autos/Cars/Vans/Trucks/Motorcycles	$71,843,914	$23,249,790	($48,594,124)	-68%	$136,377,922	$41,227,758	($95,150,164)	-70%	$254,207,100	$285,598,999	$31,391,898	12%
Curtains/Draperies/Slipcovers/Bed/Coverings	$2,201,910	$741,734	($1,460,176)	-66%	$4,124,008	$1,906,495	($2,217,513)	-54%	$7,705,886	$5,732,276	($1,973,609)	-26%
Dimensional Lumber/Other Building Materials	$10,262,702	$3,529,920	($6,732,782)	-66%	$19,297,752	$6,303,195	($12,994,557)	-67%	$36,091,916	$24,804,061	($11,287,856)	-31%
Paints/Sundries/Wallpaper/Wall Coverings	$1,859,848	$658,397	($1,201,450)	-65%	$3,515,481	$1,165,429	($2,350,052)	-67%	$6,559,953	$4,574,754	($1,985,199)	-30%
Mens Wear	$6,323,719	$2,254,870	($4,068,849)	-64%	$12,009,996	$5,628,109	($6,381,887)	-53%	$22,357,221	$14,628,106	($7,729,116)	-35%
Automotive Tires/Tubes/Batteries/Parts	$15,019,615	$5,490,044	($9,529,571)	-63%	$28,325,501	$17,866,355	($10,459,146)	-37%	$52,917,245	$40,128,485	($12,788,761)	-24%
Sporting Goods (incl Bicycles/Sports Vehicles)	$4,798,286	$2,064,367	($2,733,919)	-57%	$9,109,878	$4,674,851	($4,435,027)	-49%	$17,005,747	$10,918,070	($6,087,677)	-36%
Toys/Hobby Goods/Games	$2,544,073	$1,123,977	($1,420,095)	-56%	$4,826,678	$2,539,388	($2,287,290)	-47%	$9,000,450	$6,903,845	($2,096,605)	-23%
Packaged Liquor/Wine/Beer	$8,658,492	$3,939,291	($4,719,200)	-55%	$16,268,566	$6,680,857	($9,587,709)	-59%	$30,424,046	$15,955,154	($14,468,892)	-48%
Groceries/Other Food Items (Off Premises)	$69,966,074	$38,015,837	($31,950,236)	-46%	$131,104,244	$54,686,444	($76,417,800)	-58%	$245,327,801	$168,118,578	($77,209,223)	-31%
Childrens Wear/Infants/Toddlers Clothing	$2,390,475	$1,306,189	($1,084,285)	-45%	$4,617,376	$2,696,821	($1,920,555)	-42%	$8,581,207	$7,836,631	($744,576)	-9%
Cigars/Cigarettes/Tobacco/Accessories	$5,466,413	$3,225,929	($2,240,484)	-41%	$10,267,057	$5,746,718	($4,520,339)	-44%	$19,148,132	$13,225,760	($5,922,372)	-31%
Sewing/Knitting Materials/Supplies	$255,093	$160,527	($94,566)	-37%	$464,390	$224,592	($239,798)	-52%	$871,956	$568,392	($303,564)	-35%
Soaps/Detergents/Household Cleaners	$2,062,693	$1,369,487	($693,206)	-34%	$3,854,450	$1,909,327	($1,945,123)	-50%	$7,221,718	$6,978,873	($242,845)	-3%
Alcoholic Drinks Served at the Establishment	$7,533,621	$5,318,904	($2,214,717)	-29%	$13,230,538	$6,055,410	($7,175,128)	-54%	$28,665,864	$17,235,982	($11,429,882)	-40%
Paper/Related Products	$1,811,042	$1,321,986	($489,056)	-27%	$3,384,886	$1,717,948	($1,666,938)	-49%	$6,325,759	$6,393,894	$68,135	1%
Optical Goods (incl Eyeglasses, Sunglasses)	$983,836	$903,182	($80,654)	-8%	$1,835,123	$1,089,126	($745,997)	-41%	$3,435,471	$3,258,528	($176,943)	-5%
Meats/Nonalcoholic Beverages	$37,491,529	$35,305,523	($2,186,006)	-6%	$69,033,125	$51,220,235	($17,812,889)	-26%	$135,994,961	$119,621,159	($16,373,802)	-12%
Automotive Fuels	$31,811,641	$31,759,360	($52,281)	0%	$60,069,412	$72,765,613	$12,696,201	21%	$112,227,726	$111,563,560	($664,166)	-1%
Household Fuels (incl Oil, LP gas, Wood, Coal)	$899,668	$1,350,381	$450,712	50%	$1,676,659	$2,226,919	$550,260	33%	$3,138,372	$3,358,742	$220,369	7%

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Data for this report is provided via the Market Outlook database from Synergos Technologies, Inc (STI).

Market Outlook is based on the following -

- the Consumer Expenditure Survey (CE), a program of the Bureau of Labor Statistics (BLS);
- the U.S. Census Bureau's monthly and annual Retail Trade (CRT) reports;
- the Census Bureau's Economic Census; with supporting demographic data from STI: PopStats data and STI: WorkPlace.

Market Outlook data covers 31 leading retail segments and 40 major product and service lines.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet cited on the Market Outlook report for the specified trade area or reporting geography. When the demand is greater than (or less than) the supply, there is an opportunity gap (or surplus) for that retail outlet. In other words, a negative value signifies an opportunity gap where the Consumer Demand is higher than the Market Supply, while a positive value signifies a surplus.

Consumer Demand/Market Supply Index:

n = 100 (Equilibrium)
n > 100 suggests demand is not being fully met within the market, consumers are leaving the area to shop
n < 100 suggests supply exceeds demand, attracting consumers from outside the defined area

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Household Segmentation Profile

Site: Site 1 - Beach Road & Del Monte Blvd

Date: 1/15/2025

INSIGHT MARKET ANALYTICS
HdlP ECONSolutions



	5 Min Drive		10 Min Drive		15 Min Drive	
Total Households	**7,080**	**100%**	**13,382**	**100%**	**23,872**	**100%**

Rank *	Cluster	Lifestage Group	Households	%	Households	%	Households	%
1	28 Coastal Diversity	6B Blue Collar Urbanites	4,084	57.7%	5,608	41.9%	8,647	36.2%
2	11 West Coast Affluence	4A Rising Middle Income Families	1,682	23.8%	1,706	12.7%	3,141	13.2%
3	13 Cowboy Country	3A Mid-Income Rural	542	7.6%	660	4.9%	911	3.8%
4	21 New Suburban Style	2A New Suburban Families	191	2.7%	191	1.4%	448	1.9%
5	10 Emerging Leaders	4A Rising Middle Income Families	176	2.5%	893	6.7%	1,612	6.8%
6	59 Hardworking Latino Families	6A Ethnic and Small Town Groups	149	2.1%	164	1.2%	389	1.6%
7	07 Upscale Diversity	4A Rising Middle Income Families	80	1.1%	80	0.6%	112	0.5%
8	31 Latino Workforce	6A Ethnic and Small Town Groups	66	0.9%	1,380	10.3%	3,121	13.1%
9	42 Rising Fortunes	2A New Suburban Families	40	0.6%	41	0.3%	41	0.2%
10	24 Remote Latino Neighborhoods	7B Rural Working Blues	39	0.5%	407	3.0%	1,136	4.8%

**** Rank is based on Trade Area 1 cluster size***

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from the originals.

EXHIBIT A

INSIGHT MARKET ANALYTICS

Household Segmentation Profile

Date: 1/15/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
TOTAL HOUSEHOLDS	**7,080**	**100%**	**13,382**	**100%**	**23,872**	**100%**
1A Top Shelf	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
01 One Percenters	0	0.0%	0	0.0%	0	0.0%
02 Peak Performers	0	0.0%	0	0.0%	0	0.0%
03 Second City Achievers	0	0.0%	0	0.0%	0	0.0%
1B Affluent Suburbia	**0**	**0.0%**	**0**	**0.0%**	**7**	**0.0%**
04 Young Success	0	0.0%	0	0.0%	0	0.0%
05 Affluent Parents	0	0.0%	0	0.0%	0	0.0%
06 Best of Both Worlds	0	0.0%	0	0.0%	7	0.0%
09 Successful Urban Commuters	0	0.0%	0	0.0%	0	0.0%
2A New Suburban Families	**231**	**3.3%**	**232**	**1.7%**	**541**	**2.3%**
17 New American Dreams	0	0.0%	0	0.0%	0	0.0%
21 New Suburban Style	191	2.7%	191	1.4%	448	1.9%
34 Midwestern Comforts	0	0.0%	0	0.0%	53	0.2%
42 Rising Fortunes	40	0.6%	41	0.3%	41	0.2%
2B Older Empty Nest Families	**0**	**0.0%**	**3**	**0.0%**	**68**	**0.3%**
12 Mainstream Established Suburb	0	0.0%	3	0.0%	18	0.1%
15 Comfortable Retirement	0	0.0%	0	0.0%	35	0.1%
18 Small Town Middle Managers	0	0.0%	0	0.0%	0	0.0%
33 Noreasters	0	0.0%	0	0.0%	10	0.0%
41 All-American	0	0.0%	0	0.0%	5	0.0%
3A Mid-Income Rural	**542**	**7.6%**	**660**	**4.9%**	**911**	**3.8%**
13 Cowboy Country	542	7.6%	660	4.9%	911	3.8%
16 Spacious Suburbs	0	0.0%	0	0.0%	0	0.0%
20 Strong Individualists	0	0.0%	0	0.0%	0	0.0%
51 Low Cost Rural	0	0.0%	0	0.0%	0	0.0%
3B Urbanites	**0**	**0.0%**	**381**	**2.8%**	**1,136**	**4.8%**
38 Middle America	0	0.0%	0	0.0%	0	0.0%
44 Pacific Second City	0	0.0%	49	0.4%	597	2.5%
45 Northern Perseverance	0	0.0%	0	0.0%	0	0.0%
58 Urban Crowd	0	0.0%	332	2.5%	539	2.3%
3C Older Mid-Income Households	**30**	**0.4%**	**30**	**0.2%**	**30**	**0.1%**
46 Individual Singles	0	0.0%	0	0.0%	0	0.0%
49 Retirement	30	0.4%	30	0.2%	30	0.1%
4A Rising Middle Income Families	**1,938**	**27.4%**	**2,678**	**20.0%**	**4,869**	**20.4%**
07 Upscale Diversity	80	1.1%	80	0.6%	112	0.5%
08 Living the Dream	0	0.0%	0	0.0%	4	0.0%
10 Emerging Leaders	176	2.5%	893	6.7%	1,612	6.8%
11 West Coast Affluence	1,682	23.8%	1,706	12.7%	3,141	13.2%
4B Young Aspirations	**0**	**0.0%**	**192**	**1.4%**	**781**	**3.3%**
14 American Playgrounds	0	0.0%	0	0.0%	29	0.1%
19 Outer Suburban Affluence	0	0.0%	0	0.0%	0	0.0%
22 Up and Coming Suburban Divers	0	0.0%	0	0.0%	25	0.1%
35 Generational Dreams	0	0.0%	192	1.4%	665	2.8%
40 Beltway Commuters	0	0.0%	0	0.0%	61	0.3%

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from originals.

EXHIBIT A

INSIGHT MARKET ANALYTICS

Household Segmentation Profile

Date: 1/15/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
TOTAL HOUSEHOLDS	**7,080**	**100%**	**13,382**	**100%**	**23,872**	**100%**
Segment Group / Cluster Name						
5A College Students and Recent Graduates	**0**	**0.0%**	**1,543**	**11.5%**	**1,543**	**6.5%**
57 College Towns	0	0.0%	17	0.1%	17	0.1%
67 Starting Out	0	0.0%	1,526	11.4%	1,526	6.4%
5B Middle America	**0**	**0.0%**	**0**	**0.0%**	**463**	**1.9%**
26 High Density Diversity	0	0.0%	0	0.0%	305	1.3%
36 Olde New England	0	0.0%	0	0.0%	20	0.1%
39 Second City Beginnings	0	0.0%	0	0.0%	1	0.0%
43 Classic Interstate Suburbia	0	0.0%	0	0.0%	137	0.6%
5C Upscale Young Singles and Couples	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
25 Tech-Savy Group	0	0.0%	0	0.0%	0	0.0%
27 Young Coastal Technocrats	0	0.0%	0	0.0%	0	0.0%
6A Ethnic and Small Town Groups	**215**	**3.0%**	**1,637**	**12.2%**	**3,637**	**15.2%**
31 Latino Workforce	66	0.9%	1,380	10.3%	3,121	13.1%
59 Hardworking Latino Families	149	2.1%	164	1.2%	389	1.6%
60 Immigrant	0	0.0%	52	0.4%	52	0.2%
64 Southern Cities	0	0.0%	0	0.0%	9	0.0%
65 Small Towns	0	0.0%	41	0.3%	66	0.3%
6B Blue Collar Urbanites	**4,084**	**57.7%**	**5,608**	**41.9%**	**8,647**	**36.2%**
28 Coastal Diversity	4,084	57.7%	5,608	41.9%	8,647	36.2%
30 True Grit	0	0.0%	0	0.0%	0	0.0%
32 Apartment Dwellers	0	0.0%	0	0.0%	0	0.0%
6C Industrial Remnants	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
63 Southern Small Towns	0	0.0%	0	0.0%	0	0.0%
66 Metropolitan Blue Collar	0	0.0%	0	0.0%	0	0.0%
68 Rust Belt	0	0.0%	0	0.0%	0	0.0%
7A Military and Blue Collar	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
61 Communal Living	0	0.0%	0	0.0%	0	0.0%
62 Blue Collar Diversity	0	0.0%	0	0.0%	0	0.0%
7B Rural Working Blues	**39**	**0.6%**	**417**	**3.1%**	**1,231**	**5.2%**
24 Remote Latino Neighborhoods	39	0.5%	407	3.0%	1,136	4.8%
29 Metropolitan	0	0.0%	0	0.0%	0	0.0%
47 Simply Southern	0	0.0%	0	0.0%	0	0.0%
48 Tex-Mex	0	0.0%	10	0.1%	95	0.4%
53 Classic Southerners	0	0.0%	0	0.0%	0	0.0%
56 Blue Collar	0	0.0%	0	0.0%	0	0.0%
7C Ageing Small Town America	**0**	**0.0%**	**0**	**0.0%**	**7**	**0.0%**
23 Long-Lasting Heartland	0	0.0%	0	0.0%	0	0.0%
37 Industrial Town	0	0.0%	0	0.0%	0	0.0%
50 Small Town	0	0.0%	0	0.0%	0	0.0%
52 Great Open Country	0	0.0%	0	0.0%	0	0.0%
54 Agricultural Areas	0	0.0%	0	0.0%	7	0.0%
55 Mining Areas	0	0.0%	0	0.0%	0	0.0%

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from originals.

CITY OF Marina, CA

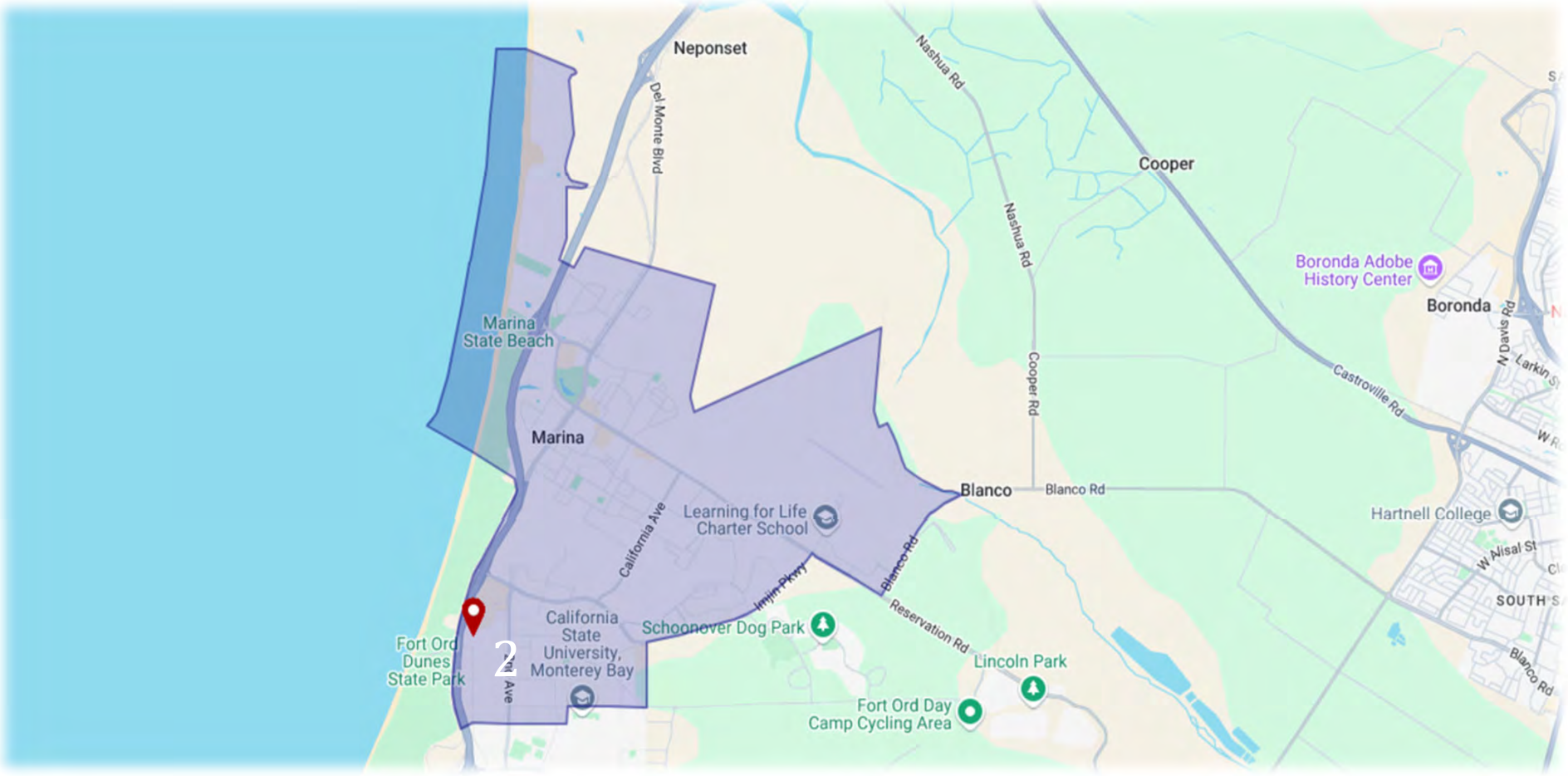
INSIGHT

MARKET ANALYTICS

HdL ECONSolutions

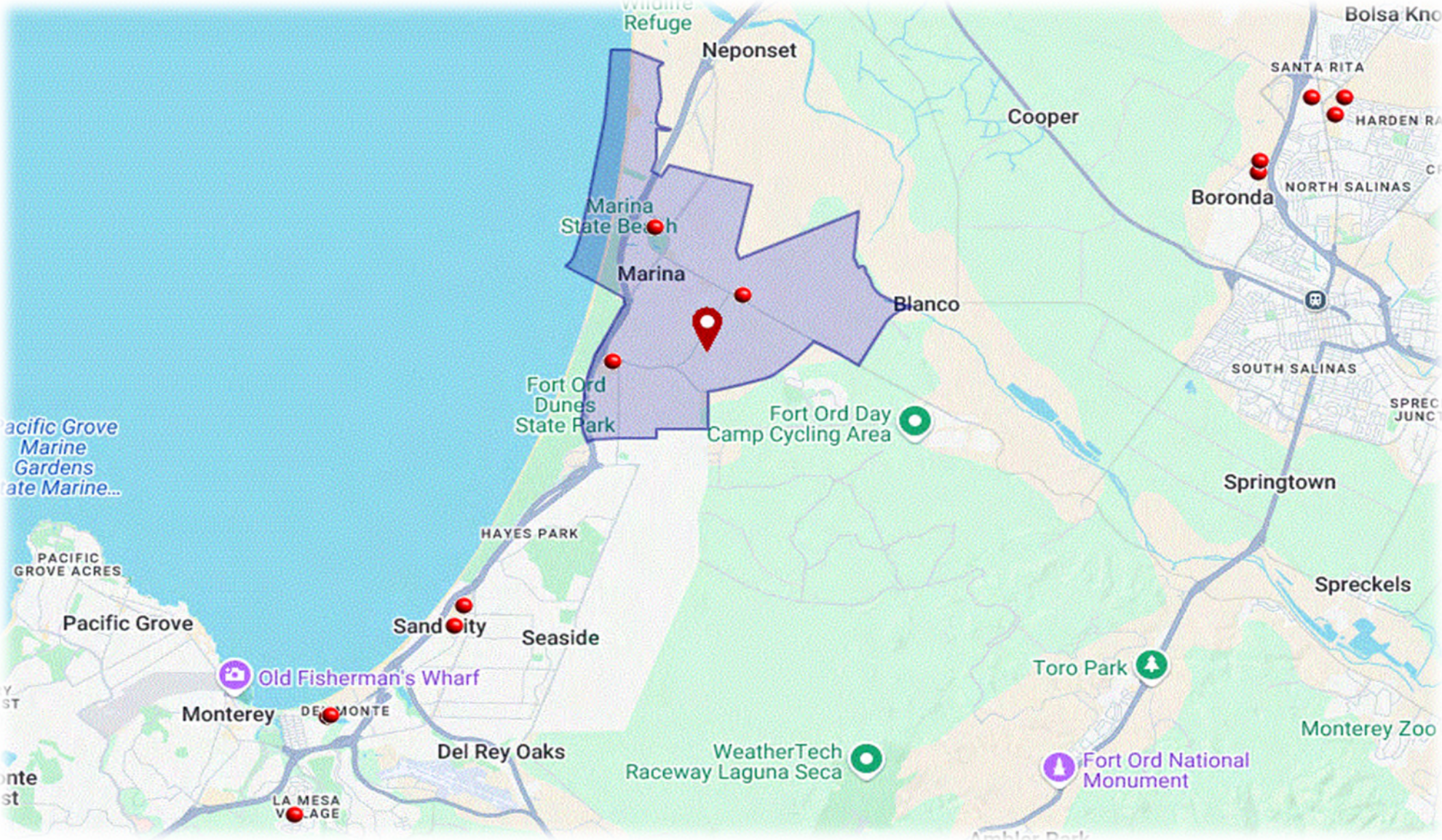
Submitted by:
ECONSolutions by HdL
120 S. State College Blvd., Suite 200
Brea, CA 92821
www.hdlcompanies.com

Contact:
Barry Foster
714-879-5000
bfoster@hdlcompanies.com

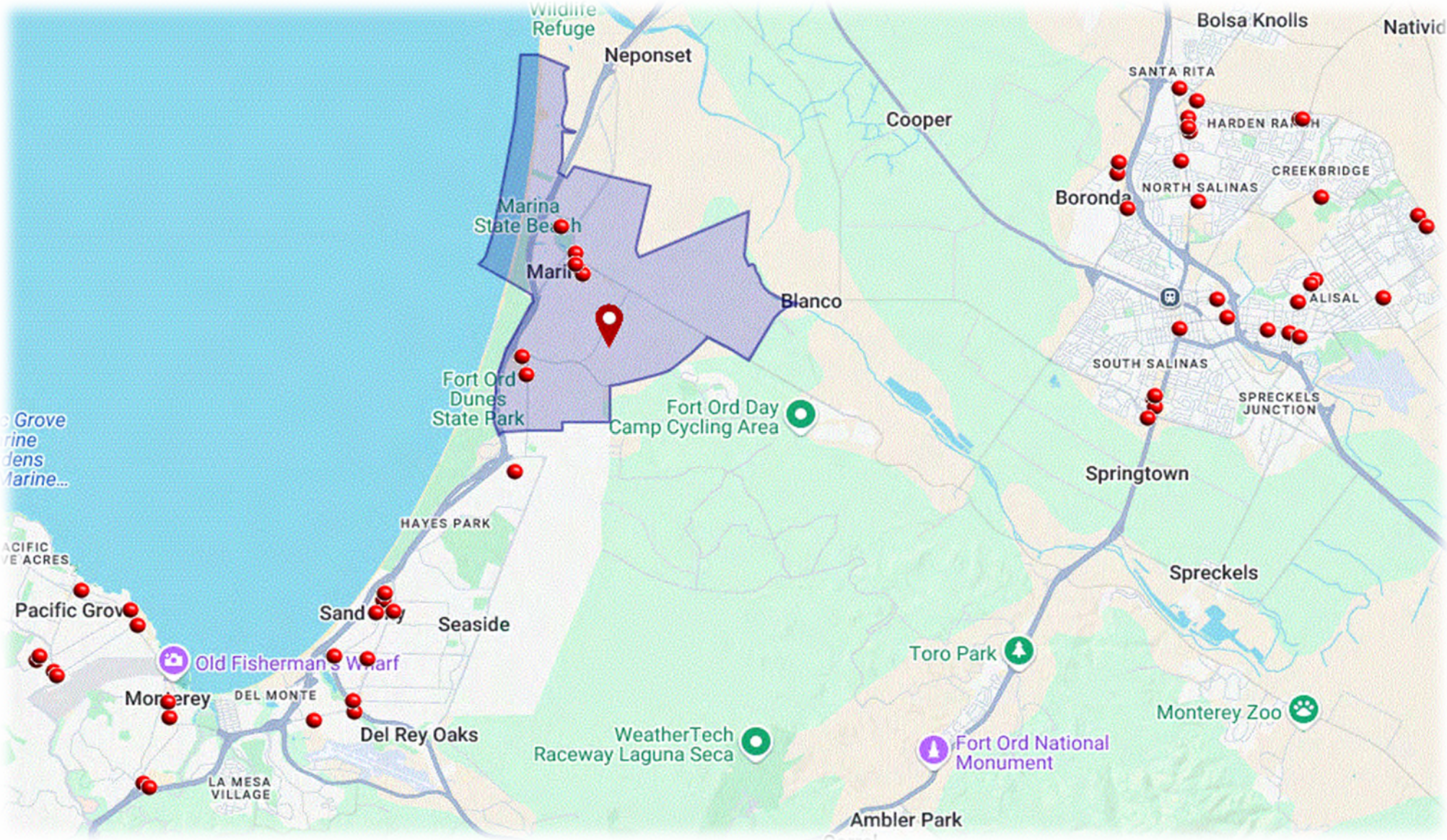


	City of Marina
Population	22,804
Households	7,787
Average HH Income	$113,854
White Collar (Residents)	63%
Some College or Degree	37%

Major Retail Areas
2 10th Street & 1st Ave.

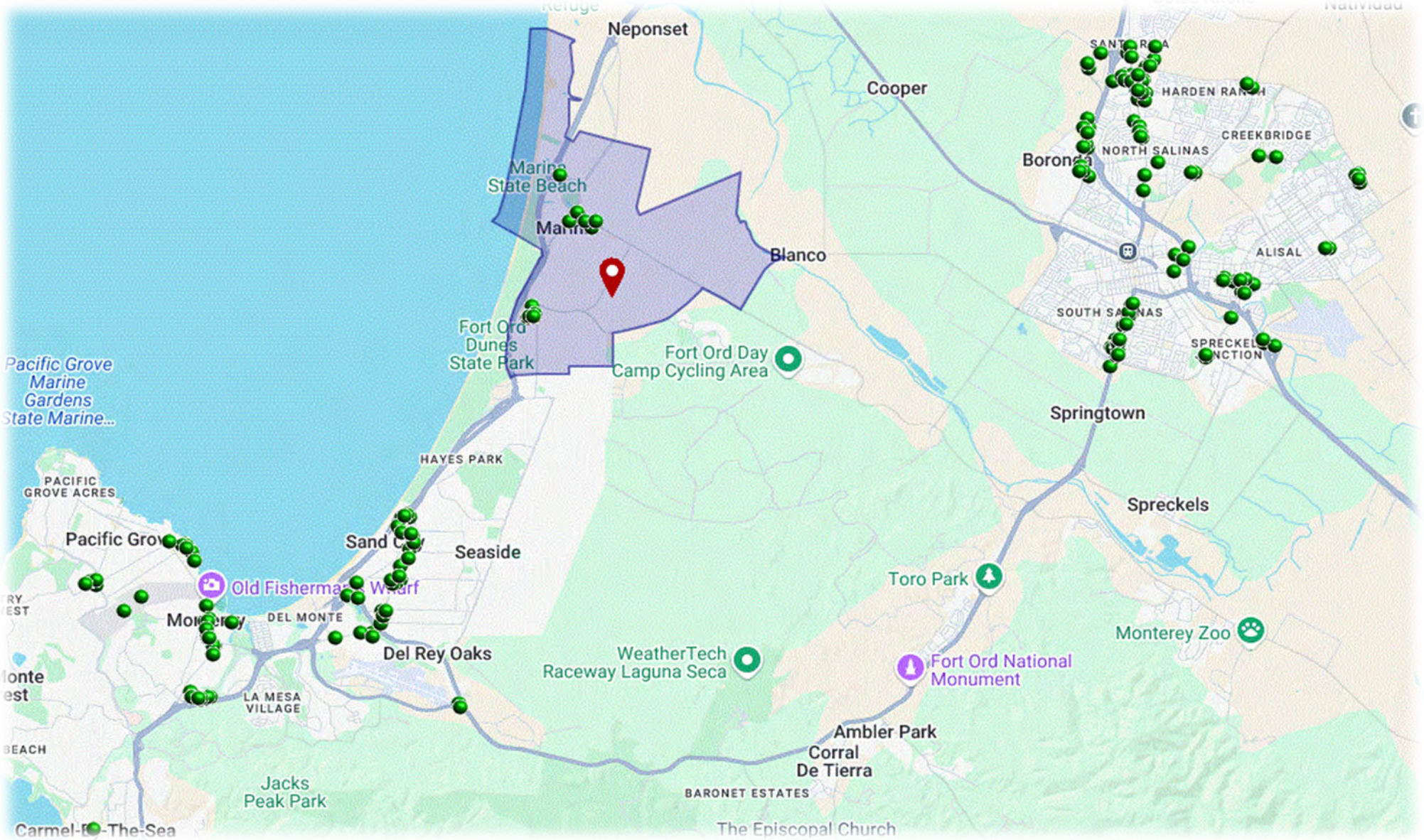


GENERAL MERCHANDISE *refers to general stores and super centers*

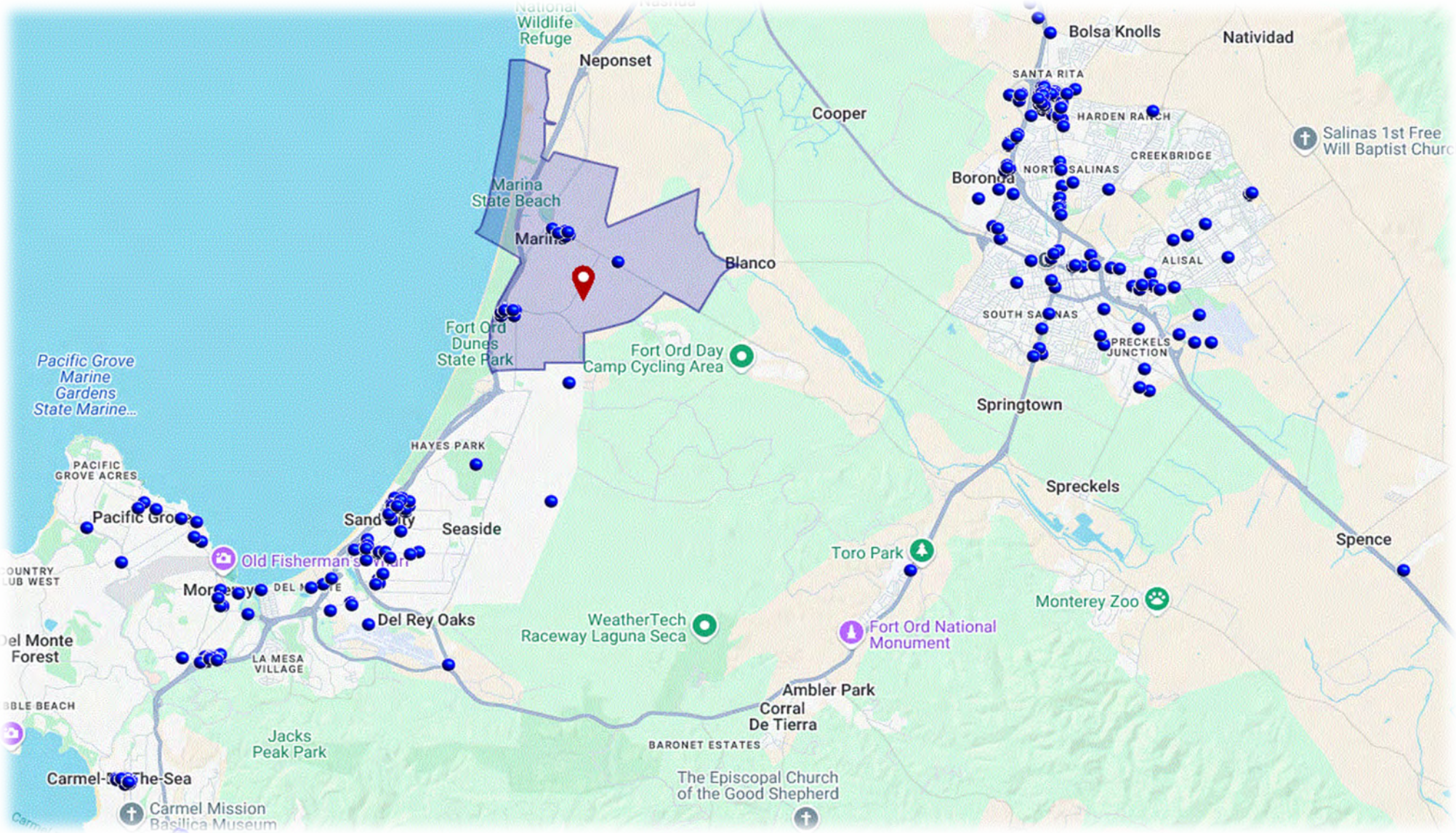


MARKETS *refers to Grocery Stores and Pharmacy stores*

CITY OF MARINA
Restaurants



RESTAURANTS *refer to Fast Casual, Casual Dining, Fine Dining, Restaurnats and Quick Services restaurants.*



Retail *refers to the following concepts types: Clothing, Consumer Electronics Store, Cosemetics & Beauty, Department Stores, Footware/Shoes Stores, Hobbies/ Toys/Crafts/Books., Home Improvement Stores, Home Specialty Retail Stores, Sports & Recreational*



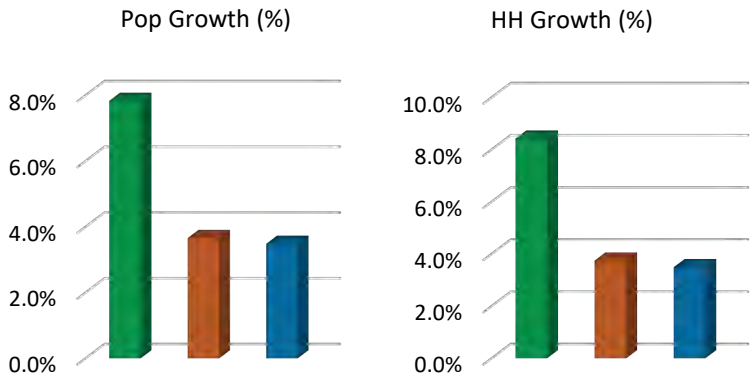
	Marina
Population	22,804
Daytime Population	23,406
Households	7,787
Average Age	39.4
Average HH Income	$113,854
White Collar (Residents)	63.2%
College Degree & Above	41.4%

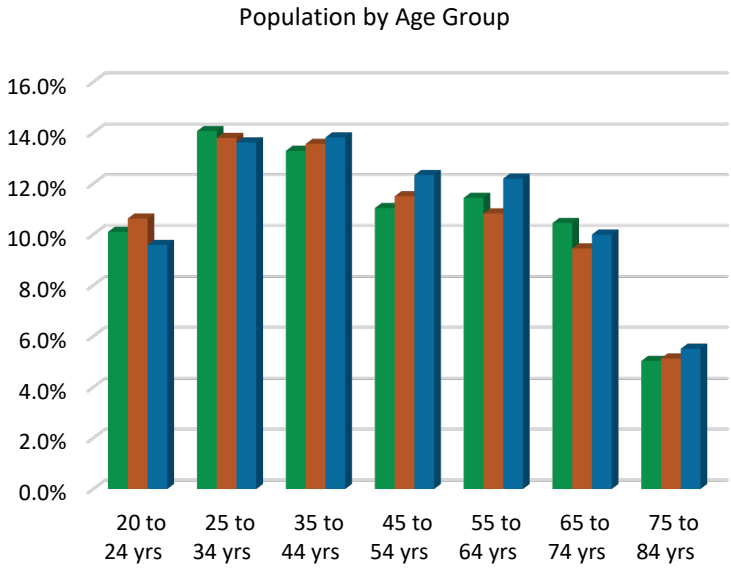
Consumer Demographic Profile

Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Market Stats						
Population	22,804	---	433,074	---	39,752,612	---
5 Year Projected Pop	24,590	---	448,916	---	41,137,567	---
Pop Growth (%)	7.8%	---	3.7%	---	3.5%	---
Households	7,787	---	130,226	---	13,544,923	---
5 Year Projected HHs	8,442	---	135,100	---	14,017,681	---
HH Growth (%)	8.4%	---	3.7%	---	3.5%	---
Census Stats						
2000 Population	19,566	---	396,276	---	33,859,150	---
2010 Population	22,293	---	439,035	---	39,538,223	---
Pop Growth (%)	13.9%	---	10.8%	---	16.8%	---
2000 Households	6,724	---	121,233	---	11,501,888	---
2010 Households	7,584	---	131,789	---	13,475,623	---
HH Growth (%)	12.8%	---	8.7%	---	17.2%	---
Total Population by Age						
Average Age	39.4		38.9		40.6	
19 yrs & under	5,190	22.8%	100,286	23.2%	8,278,537	20.8%
20 to 24 yrs	2,303	10.1%	46,013	10.6%	3,810,783	9.6%
25 to 34 yrs	3,208	14.1%	59,749	13.8%	5,412,679	13.6%
35 to 44 yrs	3,031	13.3%	58,724	13.6%	5,492,593	13.8%
45 to 54 yrs	2,517	11.0%	49,805	11.5%	4,903,398	12.3%
55 to 64 yrs	2,608	11.4%	46,893	10.8%	4,849,214	12.2%
65 to 74 yrs	2,383	10.4%	40,927	9.5%	3,973,999	10.0%
75 to 84 yrs	1,147	5.0%	22,198	5.1%	2,189,841	5.5%
85 + yrs	418	1.8%	8,479	2.0%	841,568	2.1%
Population Bases						
20-34 yrs	5,511	24.2%	105,762	24.4%	9,223,462	23.2%
45-64 yrs	5,125	22.5%	96,698	22.3%	9,752,612	24.5%
16 yrs +	18,763	82.3%	346,686	80.1%	32,521,476	81.8%
25 yrs +	15,311	67.1%	286,775	66.2%	27,663,292	69.6%
65 yrs +	3,947	17.3%	71,604	16.5%	7,005,408	17.6%
75 yrs +	1,565	6.9%	30,677	7.1%	3,031,409	7.6%
85 yrs +	418	1.8%	8,479	2.0%	841,568	2.1%





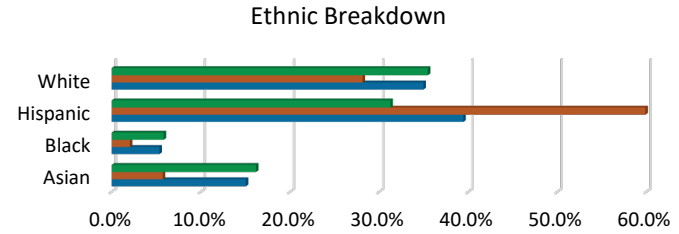
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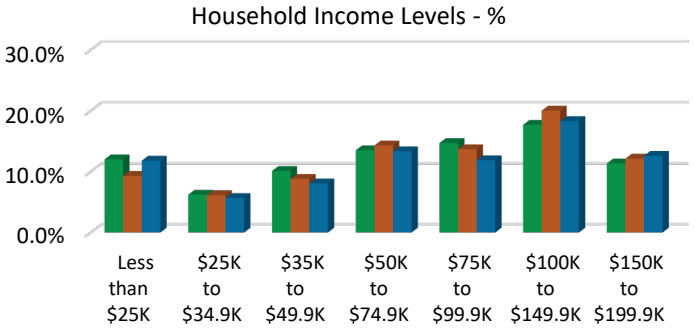
Consumer Demographic Profile

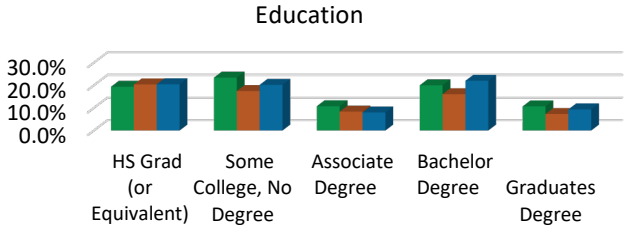
Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Population by Race						
White	8,089	35.5%	121,875	28.1%	13,901,202	35.0%
Hispanic	7,131	31.3%	259,405	59.9%	15,683,510	39.5%
Black	1,331	5.8%	8,891	2.1%	2,131,637	5.4%
Asian	3,693	16.2%	24,848	5.7%	5,983,430	15.1%
Ancestry						
American Indian (ancestry)	69	0.3%	1,168	0.3%	146,693	0.4%
Hawaiin (ancestry)	481	2.1%	1,779	0.4%	134,290	0.3%
Household Income						
Per Capita Income	$38,877	---	$39,214	---	$46,947	---
Average HH Income	$113,854	---	$130,408	---	$137,785	---
Median HH Income	$88,101	---	$95,478	---	$98,061	---
Less than $25K	936	12.0%	12,128	9.3%	1,600,205	11.8%
$25K to $34.9K	484	6.2%	8,000	6.1%	768,111	5.7%
$35K to $49.9K	789	10.1%	11,475	8.8%	1,093,303	8.1%
$50K to $74.9K	1,053	13.5%	18,631	14.3%	1,809,587	13.4%
$75K to $99.9K	1,145	14.7%	17,831	13.7%	1,608,697	11.9%
$100K to $149.9K	1,379	17.7%	26,092	20.0%	2,481,556	18.3%
$150K to $199.9K	884	11.3%	15,821	12.1%	1,707,712	12.6%
$200K +	1,118	14.4%	20,248	15.5%	2,475,752	18.3%
Education	15,311		286,775		27,663,292	
Less than 9th Grade	903	5.9%	50,182	17.5%	2,420,648	8.8%
Some HS, No Diploma	1,038	6.8%	27,063	9.4%	1,910,177	6.9%
HS Grad (or Equivalent)	2,964	19.4%	58,434	20.4%	5,657,916	20.5%
Some College, No Degree	3,581	23.4%	50,046	17.5%	5,585,135	20.2%
Associate Degree	1,645	10.7%	23,985	8.4%	2,205,075	8.0%
Bachelor Degree	3,060	20.0%	46,064	16.1%	6,087,578	22.0%
Graduates Degree	1,633	10.7%	20,959	7.3%	2,585,555	9.3%







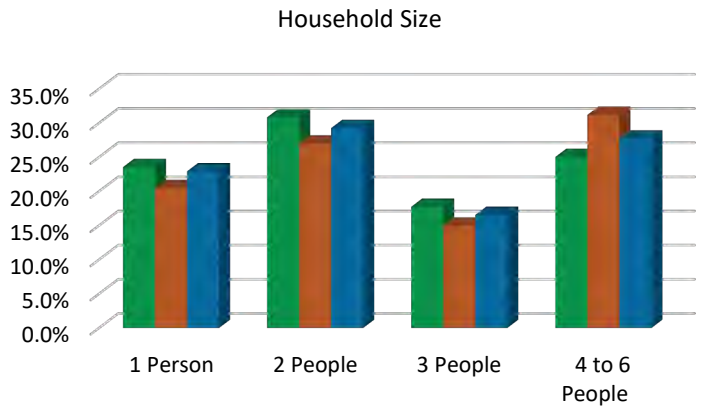
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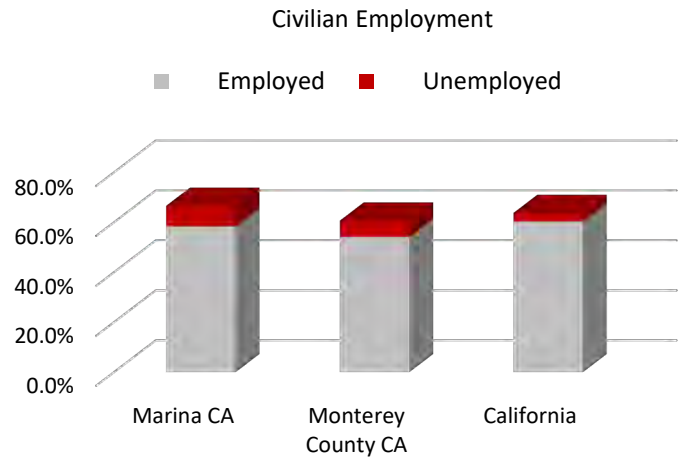
Consumer Demographic Profile

Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Family Structure	5,109		95,127		9,360,885	
Single - Male	299	5.9%	4,456	4.7%	503,548	5.4%
Single - Female	494	9.7%	8,539	9.0%	964,676	10.3%
Single Parent - Male	89	1.7%	4,250	4.5%	343,108	3.7%
Single Parent - Female	578	11.3%	9,177	9.6%	796,760	8.5%
Married w/ Children	1,374	26.9%	29,352	30.9%	2,838,458	30.3%
Married w/out Children	2,276	44.5%	39,353	41.4%	3,914,335	41.8%
Household Size						
1 Person	1,834	23.6%	26,682	20.5%	3,107,272	22.9%
2 People	2,402	30.9%	35,165	27.0%	3,965,242	29.3%
3 People	1,382	17.7%	19,517	15.0%	2,242,673	16.6%
4 to 6 People	1,950	25.0%	40,650	31.2%	3,757,425	27.7%
7+ People	218	2.8%	8,212	6.3%	472,311	3.5%
Home Ownership	7,787		130,226		13,544,923	
Owners	3,185	40.9%	67,704	52.0%	7,504,441	55.4%
Renters	4,602	59.1%	62,522	48.0%	6,040,482	44.6%
Components of Change						
Births	232	1.0%	4,380	1.0%	400,553	1.0%
Deaths	155	0.7%	2,946	0.7%	290,937	0.7%
Migration	176	0.8%	-3,719	-0.9%	-76,565	-0.2%
Employment (Pop 16+)	18,763		346,686		32,521,476	
Armed Services	149	0.8%	6,658	1.9%	173,781	0.5%
Civilian	12,499	66.6%	210,431	60.7%	20,741,304	63.8%
Employed	10,969	58.5%	188,169	54.3%	19,636,654	60.4%
Unemployed	1,531	8.2%	22,262	6.4%	1,104,650	3.4%
Not in Labor Force	6,263	33.4%	136,255	39.3%	11,780,172	36.2%
Employed Population	10,969		188,169		19,636,654	
White Collar	6,932	63.2%	103,365	54.9%	12,852,721	65.5%
Blue Collar	4,037	36.8%	84,804	45.1%	6,783,933	34.5%





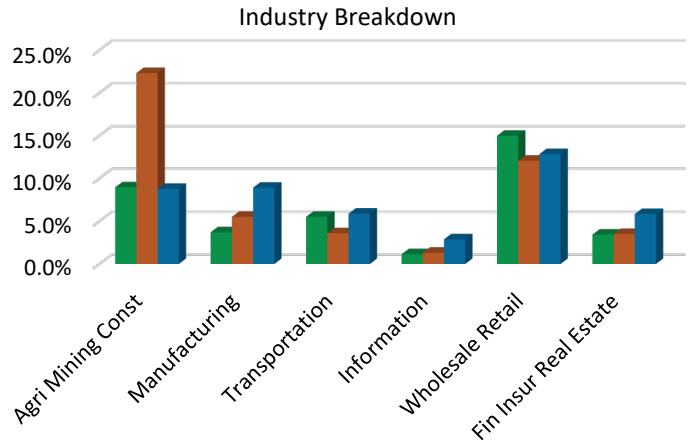
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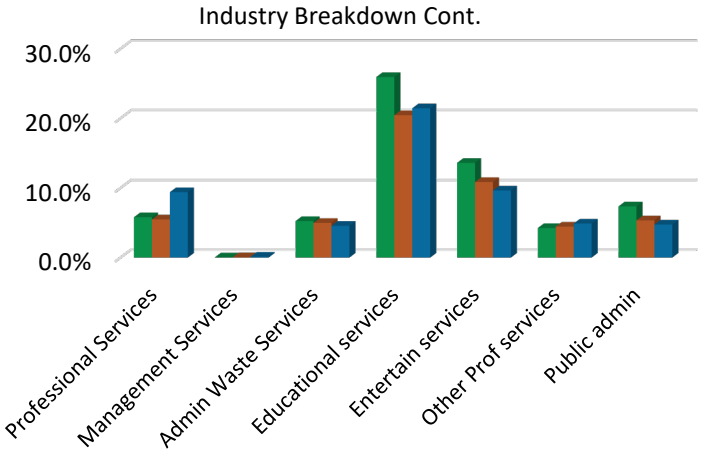
Consumer Demographic Profile

Site: City / County / State

Date Report Created: 1/15/2025

	Marina CA		Monterey County CA		California	
	#	%	#	%	#	%
Employment By Occupation	10,969		188,169		19,636,654	
White Collar	6,932	63.2%	103,365	54.9%	12,852,721	65.5%
Managerial executive	1,141	10.4%	25,943	13.8%	3,345,021	17.0%
Prof specialty	3,028	27.6%	35,380	18.8%	4,866,657	24.8%
Healthcare support	332	3.0%	7,309	3.9%	724,352	3.7%
Sales	1,239	11.3%	16,925	9.0%	1,854,677	9.4%
Office Admin	1,192	10.9%	17,808	9.5%	2,062,014	10.5%
Blue Collar	4,037	36.8%	84,804	45.1%	6,783,933	34.5%
Protective	327	3.0%	4,259	2.3%	411,189	2.1%
Food Prep Serving	835	7.6%	10,805	5.7%	1,042,220	5.3%
Bldg Maint/Cleaning	623	5.7%	8,814	4.7%	726,532	3.7%
Personal Care	405	3.7%	4,584	2.4%	532,745	2.7%
Farming/Fishing/Forestry	99	0.9%	18,962	10.1%	271,430	1.4%
Construction	1,011	9.2%	15,602	8.3%	1,453,286	7.4%
Production Transp	736	6.7%	21,778	11.6%	2,346,531	11.9%
Employment By Industry	10,969		188,169		19,636,654	
Agri Mining Const	982	9.0%	42,021	22.3%	1,725,662	8.8%
Manufacturing	407	3.7%	10,373	5.5%	1,750,963	8.9%
Transportation	605	5.5%	6,772	3.6%	1,156,535	5.9%
Information	125	1.1%	2,472	1.3%	565,876	2.9%
Wholesale Retail	1,644	15.0%	22,725	12.1%	2,523,885	12.9%
Fin Insur Real Estate	376	3.4%	6,602	3.5%	1,148,026	5.8%
Professional Services	637	5.8%	10,327	5.5%	1,845,606	9.4%
Management Services	4	0.0%	108	0.1%	25,738	0.1%
Admin Waste Services	576	5.3%	9,388	5.0%	896,645	4.6%
Educational services	2,845	25.9%	38,478	20.4%	4,211,517	21.4%
Entertain services	1,493	13.6%	20,433	10.9%	1,892,131	9.6%
Other Prof services	466	4.2%	8,389	4.5%	960,313	4.9%
Public admin	807	7.4%	10,081	5.4%	933,757	4.8%





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Employment Profile
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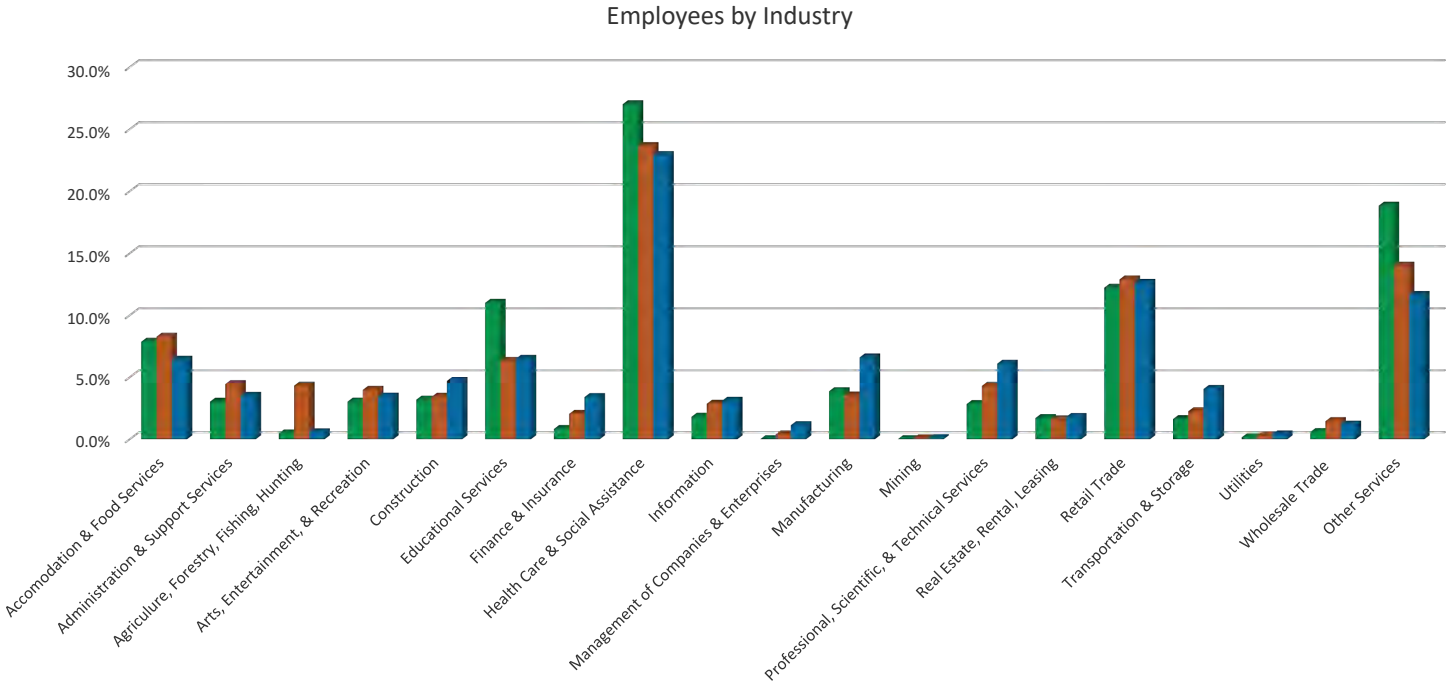
Date Report Created: 1/15/2025

EXHIBIT A

	Marina CA	Monterey County CA	California
Daytime Population	23,406	507,374	43,851,789
Student Population	5,961	141,292	11,501,391
Median Employee Salary	57,393	54,217	64,142
Average Employee Salary	67,983	63,891	71,087

Wages	#		#		#	
Salary/Wage per Employee per Annum						
Under $15,000 CrYr	201	2.5%	5,423	3.1%	327,547	2.1%
15,000 to 30,000 CrYr	72	0.9%	1,700	1.0%	124,392	0.8%
30,000 to 45,000 CrYr	2,321	28.9%	53,717	30.2%	2,811,244	17.6%
45,000 to 60,000 CrYr	1,794	22.4%	43,050	24.2%	3,349,392	21.0%
60,000 to 75,000 CrYr	1,024	12.8%	21,768	12.3%	3,046,418	19.1%
75,000 to 90,000 CrYr	905	11.3%	20,477	11.5%	2,846,912	17.9%
90,000 to 100,000 CrYr	174	2.2%	4,796	2.7%	1,084,911	6.8%
Over 100,000 CrYr	1,533	19.1%	26,725	15.0%	2,348,654	14.7%

Industry Groups



	Establishments		Employee's		Establishments		Employee's		Establishments		Employee's	
	#	%	#	%	#	%	#	%	#	%	#	%
Total	**693**	**100%**	**8,023**	**100%**	**15,166**	**100%**	**177,656**	**100%**	**1,661,059**	**100%**	**15,939,470**	**100%**
Accomodation & Food Services	59	8.5%	630	7.9%	1,023	6.7%	14,689	8.3%	100,274	6.0%	1,021,203	6.4%
Administration & Support Services	22	3.2%	243	3.0%	505	3.3%	7,884	4.4%	53,833	3.2%	556,715	3.5%
Agriculture, Forestry, Fishing, Hunting	2	0.3%	37	0.5%	276	1.8%	7,660	4.3%	12,823	0.8%	87,484	0.5%
Arts, Entertainment, & Recreation	24	3.5%	243	3.0%	417	2.7%	7,074	4.0%	48,145	2.9%	546,659	3.4%
Construction	45	6.5%	256	3.2%	850	5.6%	6,072	3.4%	99,314	6.0%	748,493	4.7%
Educational Services	17	2.4%	883	11.0%	399	2.6%	11,213	6.3%	42,562	2.6%	1,033,378	6.5%
Finance & Insurance	25	3.6%	66	0.8%	799	5.3%	3,630	2.0%	99,201	6.0%	541,215	3.4%
Health Care & Social Assistance	144	20.7%	2,168	27.0%	3,332	22.0%	41,997	23.6%	354,613	21.3%	3,652,854	22.9%
Information	10	1.4%	145	1.8%	322	2.1%	5,069	2.9%	38,648	2.3%	493,819	3.1%
Management of Companies & Enterprises	0	0.0%	0	0.0%	19	0.1%	677	0.4%	5,481	0.3%	179,858	1.1%
Manufacturing	25	3.6%	310	3.9%	488	3.2%	6,260	3.5%	69,449	4.2%	1,051,538	6.6%
Mining	0	0.0%	0	0.0%	9	0.1%	110	0.1%	1,019	0.1%	13,023	0.1%
Professional, Scientific, & Technical Services	33	4.8%	227	2.8%	1,326	8.7%	7,645	4.3%	176,409	10.6%	970,190	6.1%
Real Estate, Rental, Leasing	48	6.9%	137	1.7%	643	4.2%	2,834	1.6%	76,256	4.6%	285,048	1.8%
Retail Trade	90	13.1%	980	12.2%	2,075	13.7%	22,895	12.9%	218,563	13.2%	2,010,692	12.6%
Transportation & Storage	16	2.3%	130	1.6%	284	1.9%	4,001	2.3%	31,898	1.9%	645,483	4.0%
Utilities	1	0.1%	12	0.1%	24	0.2%	493	0.3%	1,799	0.1%	60,487	0.4%
Wholesale Trade	12	1.7%	46	0.6%	362	2.4%	2,580	1.5%	40,899	2.5%	186,165	1.2%
Other Services	120	17.3%	1,511	18.8%	2,013	13.3%	24,873	14.0%	189,873	11.4%	1,855,166	11.6%

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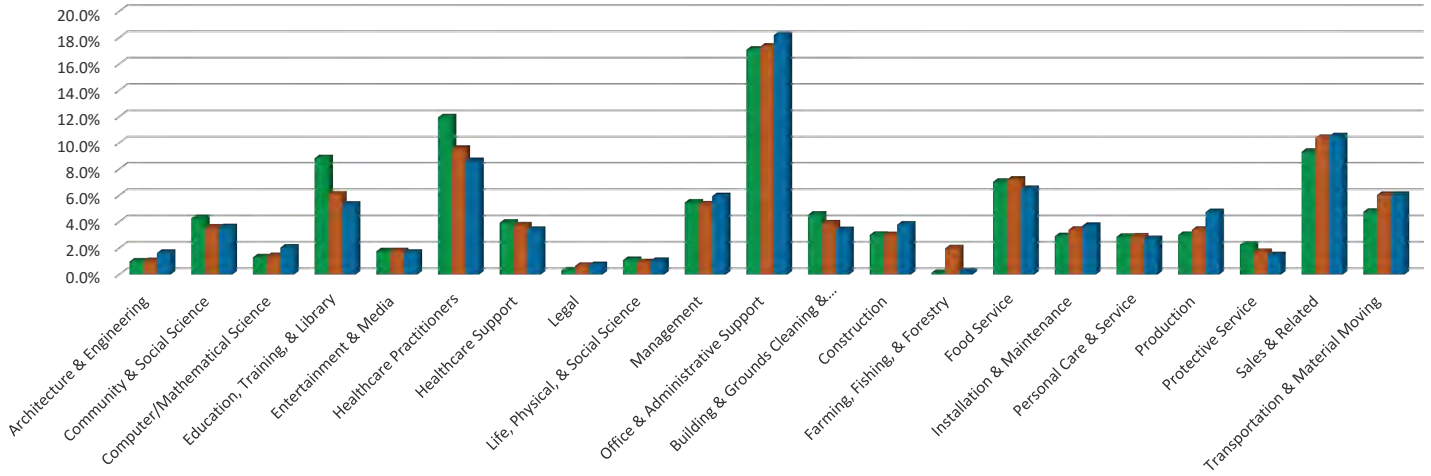
Employment Profile
Site: City / County / State

Date Report Created: 1/15/2025

EXHIBIT A

Occupations	Marina CA # of Employee's		Monterey County CA # of Employee's		California # of Employee's	
White Collar	4,790	59.7%	96,335	54.2%	8,848,565	55.5%
Architecture & Engineering	79	1.0%	1,804	1.0%	262,012	1.6%
Community & Social Science	344	4.3%	6,325	3.6%	571,899	3.6%
Computer/Mathematical Science	104	1.3%	2,486	1.4%	325,075	2.0%
Education, Training, & Library	708	8.8%	10,829	6.1%	845,092	5.3%
Entertainment & Media	141	1.8%	3,141	1.8%	262,991	1.6%
Healthcare Practitioners	958	11.9%	16,952	9.5%	1,373,037	8.6%
Healthcare Support	315	3.9%	6,613	3.7%	540,039	3.4%
Legal	25	0.3%	1,157	0.7%	113,379	0.7%
Life, Physical, & Social Science	88	1.1%	1,654	0.9%	164,314	1.0%
Management	438	5.5%	9,448	5.3%	947,898	5.9%
Office & Administrative Support	1,370	17.1%	30,763	17.3%	2,900,570	18.2%
Blue Collar	3,196	39.8%	77,893	43.8%	6,856,843	43.0%
Building & Grounds Cleaning & Maintenance	364	4.5%	6,891	3.9%	537,137	3.4%
Construction	241	3.0%	5,310	3.0%	603,196	3.8%
Farming, Fishing, & Forestry	11	0.1%	3,534	2.0%	37,003	0.2%
Food Service	565	7.0%	12,794	7.2%	1,035,321	6.5%
Installation & Maintenance	233	2.9%	6,022	3.4%	588,508	3.7%
Personal Care & Service	229	2.9%	5,117	2.9%	428,237	2.7%
Production	241	3.0%	6,022	3.4%	755,486	4.7%
Protective Service	182	2.3%	3,033	1.7%	233,494	1.5%
Sales & Related	747	9.3%	18,431	10.4%	1,673,948	10.5%
Transportation & Material Moving	382	4.8%	10,739	6.0%	964,513	6.1%
Military Services	37	0.5%	3,428	1.9%	234,062	1.5%

Employees by Occupation



Employee Totals and History	#	#	#
Current	8,023	177,656	15,939,470
2024 Q1	7,759	169,381	15,886,735
2023 Q4	8,047	180,950	15,260,061
2023 Q3	8,138	177,368	15,949,873
2023 Q2	6,786	145,842	15,524,033
2023 Q1	7,760	165,763	15,930,351
2022 Q4	7,728	180,391	15,415,044
2022 Q3	7,925	180,123	15,997,006
2022 Q2	6,930	149,265	15,503,003

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Consumer Demand & Market Supply Assessment

Site: City / County / State

Date Report Created: 1/15/2025

EXHIBIT A

	Marina CA	Monterey County CA	California
Demographics			
Population	22,804	433,074	39,752,612
5-Year Population estimate	24,590	448,916	41,137,567
Population Households	21,208	415,394	38,855,764
Group Quarters Population	1,596	17,680	896,848
Households	7,787	130,226	13,544,923
5-Year Households estimate	8,442	135,100	14,017,681
WorkPlace Establishments	693	15,166	1,661,059
Workplace Employees	8,023	177,656	15,939,470
Median Household Income	$88,101	$95,478	$98,061

By Establishments	Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus
Furniture Stores	$5,356,461	$0	($5,356,461)	-100%	$100,204,781	$30,585,285	($69,619,496)	-69%	$9,695,295,234	$9,102,722,136	($592,573,098)
Lawn/Garden Equipment/Supplies Stores	$3,078,101	$0	($3,078,101)	-100%	$57,256,171	$161,424,672	$104,168,501	182%	$5,507,419,858	$5,637,419,034	$129,999,176
Jewelry/Luggage/Leather Goods	$2,562,263	$0	($2,562,263)	-100%	$47,851,954	$34,855,670	($12,996,284)	-27%	$4,591,395,681	$4,443,034,923	($148,360,759)
Used Merchandise Stores	$1,503,156	$0	($1,503,156)	-100%	$27,919,201	$26,906,003	($1,013,198)	-4%	$2,685,345,558	$2,293,137,055	($392,208,502)
Electronic Shopping/Mail Order Houses	$101,096,314	$0	($101,096,314)	-100%	$1,930,613,143	$552,239,132	($1,378,374,011)	-71%	$188,095,278,054	$142,288,100,483	($45,807,177,571)
Vending Machine Operators (Non-Store)	$3,509,482	$0	($3,509,482)	-100%	$65,765,553	$12,336,888	($53,428,665)	-81%	$6,284,888,129	$5,576,919,003	($707,969,126)
Other Motor Vehicle Dealers	$6,188,185	$708,981	($5,479,204)	-89%	$115,448,876	$21,801,194	($93,647,682)	-81%	$10,981,122,604	$10,607,693,994	($373,428,610)
Other Misc. Store Retailers	$7,864,058	$1,032,835	($6,831,223)	-87%	$145,510,315	$87,171,459	($58,338,856)	-40%	$13,999,030,645	$14,220,339,824	$221,309,179
Shoe Stores	$2,641,243	$427,947	($2,213,296)	-84%	$49,311,999	$40,013,184	($9,298,815)	-19%	$4,740,553,788	$4,761,524,793	$20,971,005
Book/Periodical/Music Stores	$1,137,062	$251,489	($885,573)	-78%	$21,241,935	$10,814,041	($10,427,894)	-49%	$2,037,759,776	$2,039,908,614	$2,148,838
Home Furnishing Stores	$4,490,639	$1,014,375	($3,476,264)	-77%	$83,415,528	$31,273,812	($52,141,716)	-63%	$7,964,482,185	$7,898,825,255	($65,656,930)
Building Material/Supplies Dealers	$28,125,775	$8,049,542	($20,076,233)	-71%	$522,233,803	$284,535,618	($237,698,185)	-46%	$49,741,634,582	$54,197,057,245	$4,455,422,663
Automotive Dealers	$90,014,951	$26,287,063	($63,727,888)	-71%	$1,681,733,970	$789,223,699	($892,510,271)	-53%	$159,089,544,690	$151,646,856,124	($7,442,688,566)
Electronics/Appliance	$5,900,201	$1,921,324	($3,978,877)	-67%	$119,393,621	$33,535,872	($85,857,749)	-72%	$12,144,376,389	$10,890,343,292	($1,254,033,097)
Bar/Drinking Places (Alcoholic Beverages)	$1,190,436	$411,751	($778,685)	-65%	$28,326,858	$19,352,327	($8,974,531)	-32%	$3,140,067,545	$3,318,545,352	$178,477,807
Clothing Stores	$18,211,721	$6,367,985	($11,843,736)	-65%	$338,247,259	$239,153,596	($99,093,663)	-29%	$32,413,924,136	$33,463,002,889	$1,049,078,752
Office Supplies/Stationary/Gift	$1,984,935	$715,237	($1,269,698)	-64%	$37,806,661	$23,145,355	($14,661,306)	-39%	$3,698,628,865	$3,629,310,598	($69,318,267)
Florists/Misc. Store Retailers	$759,195	$284,332	($474,863)	-63%	$14,122,824	$12,036,741	($2,086,082)	-15%	$1,357,585,688	$1,387,585,995	$30,000,308
Beer/Wine/Liquor Stores	$4,296,338	$1,642,305	($2,654,033)	-62%	$79,816,660	$42,700,001	($37,116,659)	-47%	$7,576,732,965	$7,664,870,491	$88,137,526
Grocery Stores	$49,245,245	$21,996,854	($27,248,391)	-55%	$913,400,624	$656,522,408	($256,878,215)	-28%	$86,588,090,250	$80,384,105,276	($6,203,984,974)
Other General Merchandise Stores	$51,226,504	$25,727,219	($25,499,285)	-50%	$951,401,164	$531,520,069	($419,881,095)	-44%	$90,454,411,636	$96,023,513,620	$5,569,101,984
Automotive Parts/Accessories/Tire	$7,831,625	$4,379,466	($3,452,159)	-44%	$144,990,029	$104,481,366	($40,508,663)	-28%	$13,664,785,557	$13,568,570,730	($96,214,826)
Sporting Goods/Hobby/Musical Instrument	$6,027,276	$3,641,444	($2,385,832)	-40%	$112,222,654	$55,892,023	($56,330,631)	-50%	$10,722,103,693	$10,714,580,685	($7,523,008)
Direct Selling Establishments	$2,779,122	$1,837,521	($941,601)	-34%	$51,520,465	$28,175,360	($23,345,105)	-45%	$4,889,493,748	$3,656,533,604	($1,232,960,144)
Health/Personal Care Stores	$25,020,936	$16,886,025	($8,134,911)	-33%	$461,638,328	$317,566,597	($144,071,731)	-31%	$43,668,433,467	$44,559,365,414	$890,931,947
Department Stores	$8,375,365	$6,120,029	($2,255,336)	-27%	$155,576,206	$142,635,343	($12,940,863)	-8%	$14,861,079,296	$18,341,402,981	$3,480,323,685
Special Food Services	$3,744,803	$2,782,657	($962,146)	-26%	$77,499,334	$103,439,339	$25,940,005	33%	$8,002,371,779	$7,901,300,473	($101,071,306)
Full-Service Restaurants	$20,752,283	$16,160,783	($4,591,500)	-22%	$452,335,107	$434,166,427	($18,168,680)	-4%	$48,047,696,825	$50,955,718,020	$2,908,021,195
Gasoline Stations	$38,270,511	$33,589,526	($4,680,985)	-12%	$710,011,451	$895,721,689	$185,710,239	26%	$66,767,868,146	$92,733,512,238	$25,965,644,092
Limited-Service Eating Places	$21,858,452	$20,240,337	($1,618,115)	-7%	$452,008,813	$415,337,103	($36,671,710)	-8%	$46,657,116,040	$49,552,946,342	$2,895,830,302
Specialty Food Stores	$2,702,502	$5,962,320	$3,259,818	121%	$50,160,411	$148,335,323	$98,174,912	196%	$4,753,743,034	$4,268,438,476	($485,304,559)
Consumer Demand/Market Supply Index	**$527,745,139**	**$208,439,348**	**253**		**$9,998,985,698**	**$6,286,897,599**	**159**		**$964,822,259,845**	**$947,727,184,958**	**102**

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INSIGHT MARKET ANALYTICS
HdL ECONSolutions

Consumer Demand & Market Supply Assessment

Site: City / County / State

Date Report Created: 1/15/2025

EXHIBIT A

By Major Product Lines	Marina CA				Monterey County CA				California			
	Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus	
Computer Hardware/Software/Supplies	$10,734,124	$503,376	($10,230,748)	-95%	$268,076,221	$50,924,530	($217,151,691)	-81%	$30,556,708,531	$22,850,995,175	($7,705,713,356)	
Furniture/Sleep/Outdoor/Patio Furniture	$15,834,469	$1,040,238	($14,794,231)	-93%	$296,283,638	$89,705,083	($206,578,555)	-70%	$28,681,501,144	$21,587,199,297	($7,094,301,848)	
Jewelry (including Watches)	$4,356,406	$462,747	($3,893,659)	-89%	$81,450,708	$55,251,903	($26,198,804)	-32%	$7,812,690,272	$8,259,216,756	$446,526,484	
All Other Merchandise	$23,028,231	$2,902,613	($20,125,618)	-87%	$426,984,377	$174,018,807	($252,965,570)	-59%	$41,104,695,988	$38,330,839,384	($2,773,856,604)	
Audio Equipment/Musical Instruments	$3,413,364	$439,216	($2,974,148)	-87%	$63,182,676	$18,857,076	($44,325,600)	-70%	$6,032,095,634	$6,082,920,158	$50,824,524	
Books/Periodicals	$1,982,376	$282,027	($1,700,349)	-86%	$36,801,347	$18,028,704	($18,772,643)	-51%	$3,512,924,944	$3,794,237,881	$281,312,937	
Lawn/Garden/Farm Equipment/Supplies	$8,555,706	$1,489,561	($7,066,144)	-83%	$159,154,076	$199,986,435	$40,832,359	26%	$15,306,102,045	$15,340,512,635	$34,410,590	
Pets/Pet Foods/Pet Supplies	$4,725,655	$900,758	($3,824,897)	-81%	$87,753,392	$48,810,534	($38,942,858)	-44%	$8,565,116,430	$6,126,354,124	($2,438,762,307)	
Kitchenware/Home Furnishings	$6,903,868	$1,345,322	($5,558,546)	-81%	$128,313,177	$60,062,211	($68,250,966)	-53%	$12,187,071,038	$11,922,289,162	($264,781,876)	
Footwear, including Accessories	$7,357,252	$1,510,338	($5,846,915)	-79%	$137,404,904	$80,558,663	($56,846,241)	-41%	$13,212,025,270	$11,850,088,815	($1,361,936,455)	
Small Electric Appliances	$1,304,149	$286,774	($1,017,375)	-78%	$24,161,214	$11,376,227	($12,784,987)	-53%	$2,342,196,063	$2,378,291,983	$36,095,920	
Major Household Appliances	$1,957,782	$449,563	($1,508,219)	-77%	$36,729,625	$12,606,720	($24,122,905)	-66%	$3,613,144,749	$3,902,344,725	$289,199,976	
Automotive Lubricants (incl Oil, Greases)	$1,957,782	$449,563	($1,508,219)	-77%	$36,729,625	$12,606,720	($24,122,905)	-66%	$3,613,144,749	$3,902,344,725	$289,199,976	
Floor/Floor Coverings	$3,949,906	$958,372	($2,991,535)	-76%	$73,119,806	$34,407,958	($38,711,848)	-53%	$6,913,654,665	$7,156,128,686	$242,474,020	
Photographic Equipment/Supplies	$505,387	$125,780	($379,607)	-75%	$9,341,308	$3,502,915	($5,838,394)	-63%	$883,797,625	$1,279,879,245	$396,081,620	
Televisions/VCR/Video Cameras/DVD etc	$3,186,597	$805,790	($2,380,807)	-75%	$59,571,719	$23,881,527	($35,690,192)	-60%	$5,673,107,665	$7,926,097,890	$2,252,990,225	
Drugs/Health Aids/Beauty Aids/Cosmetics	$72,835,789	$18,982,794	($53,852,995)	-74%	$1,343,327,330	$539,022,232	($804,305,097)	-60%	$126,885,215,218	$98,012,504,874	($28,872,710,344)	
Retailer Services	$15,770,118	$4,214,701	($11,555,417)	-73%	$294,161,487	$137,594,851	($156,566,636)	-53%	$28,221,569,509	$28,107,394,569	($114,174,941)	
Womens/Juniors/Misses Wear	$17,951,008	$5,126,071	($12,824,937)	-71%	$332,212,900	$209,675,892	($122,537,008)	-37%	$31,819,106,169	$31,731,244,620	($87,861,550)	
Hardware/Tools/Plumbing/Electrical Supplies	$8,196,233	$2,374,486	($5,821,747)	-71%	$151,639,963	$88,287,027	($63,352,936)	-42%	$14,311,171,334	$16,035,634,466	$1,724,463,133	
Autos/Cars/Vans/Trucks/Motorcycles	$79,578,222	$23,098,067	($56,480,155)	-71%	$1,488,088,105	$695,375,642	($792,712,463)	-53%	$140,606,993,148	$134,494,858,664	($6,112,134,484)	
Dimensional Lumber/Other Building Materials	$11,339,895	$3,504,549	($7,835,345)	-69%	$210,859,036	$125,011,481	($85,847,555)	-41%	$20,104,708,743	$22,725,459,498	$2,620,750,755	
Curtains/Draperies/Slipcovers/Bed/Coverings	$2,430,240	$756,192	($1,674,048)	-69%	$45,204,061	$28,353,472	($16,850,589)	-37%	$4,413,148,643	$5,370,680,441	$957,531,798	
Paints/Sundries/Wallpaper/Wall Coverings	$2,055,440	$654,145	($1,401,295)	-68%	$38,074,537	$22,887,911	($15,186,626)	-40%	$3,599,140,287	$4,151,730,866	$552,590,579	
Automotive Tires/Tubes/Batteries/Parts	$16,604,263	$5,511,538	($11,092,725)	-67%	$307,242,034	$155,451,517	($151,790,517)	-49%	$28,923,289,891	$24,818,975,591	($4,104,314,300)	
Mens Wear	$7,002,520	$2,347,203	($4,655,317)	-66%	$130,714,985	$91,878,040	($38,836,946)	-30%	$12,549,205,818	$14,052,582,048	$1,503,376,229	
Sporting Goods (incl Bicycles/Sports Vehicles)	$5,306,224	$2,118,482	($3,187,742)	-60%	$99,342,384	$57,982,479	($41,359,905)	-42%	$9,477,265,767	$11,260,818,135	$1,783,552,368	
Toys/Hobby Goods/Games	$2,813,397	$1,155,725	($1,657,672)	-59%	$52,348,554	$34,449,928	($17,898,626)	-34%	$4,951,405,553	$6,388,916,732	$1,437,511,179	
Packaged Liquor/Wine/Beer	$9,570,693	$3,953,060	($5,617,632)	-59%	$177,335,213	$107,984,201	($69,351,012)	-39%	$16,796,421,649	$16,717,134,344	($79,287,305)	
Groceries/Other Food Items (Off Premises)	$77,255,064	$38,127,268	($39,127,796)	-51%	$1,430,204,321	$1,003,939,396	($426,264,925)	-30%	$135,228,920,123	$125,602,539,712	($9,626,380,411)	
Childrens Wear/Infants/Toddlers Clothing	$2,651,428	$1,362,526	($1,288,902)	-49%	$49,628,385	$46,424,006	($3,204,379)	-6%	$4,771,354,512	$6,407,173,823	$1,635,819,312	
Cigars/Cigarettes/Tobacco/Accessories	$6,040,830	$3,244,628	($2,796,202)	-46%	$110,082,682	$90,800,918	($19,281,763)	-18%	$10,317,429,352	$12,185,520,674	$1,868,091,322	
Sewing/Knitting Materials/Supplies	$280,830	$164,318	($116,511)	-41%	$4,991,819	$3,128,739	($1,863,080)	-37%	$479,676,181	$563,533,017	$83,856,836	
Soaps/Detergents/Household Cleaners	$2,277,168	$1,379,032	($898,136)	-39%	$42,050,458	$35,156,236	($6,894,222)	-16%	$4,034,747,173	$5,105,897,568	$1,071,150,395	
Alcoholic Drinks Served at the Establishment	$8,366,491	$5,321,707	($3,044,784)	-36%	$202,478,376	$149,403,345	($53,075,031)	-26%	$22,621,625,197	$19,714,439,710	($2,907,185,487)	
Paper/Related Products	$2,000,054	$1,333,182	($666,872)	-33%	$36,789,751	$31,826,003	($4,963,748)	-13%	$3,499,361,440	$4,607,335,209	$1,107,973,769	
Optical Goods (incl Eyeglasses, Sunglasses)	$1,084,611	$921,009	($163,602)	-15%	$20,085,287	$19,222,854	($862,433)	-4%	$1,979,434,128	$2,489,490,530	$510,056,402	
Meats/Nonalcoholic Beverages	$41,520,640	$35,474,516	($6,046,123)	-15%	$857,356,682	$854,547,081	($2,809,601)	0%	$88,437,611,143	$96,555,267,352	$8,117,656,208	
Automotive Fuels	$35,171,127	$32,014,472	($3,156,655)	-9%	$652,375,347	$840,845,358	$188,470,012	29%	$61,202,584,268	$87,655,167,478	$26,452,583,210	
Household Fuels (incl Oil, LP gas, Wood, Coal)	$992,914	$1,351,808	$358,893	36%	$18,264,438	$23,766,646	$5,502,208	30%	$1,715,218,448	$2,557,929,777	$842,711,329	

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Data for this report is provided via the Market Outlook database from Synergos Technologies, Inc (STI).

Market Outlook is based on the following -

- the Consumer Expenditure Survey (CE), a program of the Bureau of Labor Statistics (BLS);
- the U.S. Census Bureau's monthly and annual Retail Trade (CRT) reports;
- the Census Bureau's Economic Census; with supporting demographic data from STI: PopStats data and STI: WorkPlace.

Market Outlook data covers 31 leading retail segments and 40 major product and service lines.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet cited on the Market Outlook report for the specified trade area or reporting geography. When the demand is greater than (or less than) the supply, there is an opportunity gap (or surplus) for that retail outlet. In other words, a negative value signifies an opportunity gap where the Consumer Demand is higher than the Market Supply, while a positive value signifies a surplus.

Consumer Demand/Market Supply Index:

n = 100 (Equilibrium)
n > 100 suggests demand is not being fully met within the market, consumers are leaving the area to shop
n < 100 suggests supply exceeds demand, attracting consumers from outside the defined area

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EXHIBIT A

INSIGHT MARKET ANALYTICS

Household Segmentation Profile

Market: City/County/State

Date: 1/23/2025

Segment Group	Cluster Name	Marina CA		Monterey County CA		California	
TOTAL HOUSEHOLDS		**7,941**	**100%**	**132,952**	**100%**	**13,579,479**	**100%**
1A Top Shelf		**434**	**5.5%**	**5,620**	**4.2%**	**1,000,983**	**7.4%**
	01 One Percenters	0	0.0%	3,572	2.7%	236,771	1.7%
	02 Peak Performers	434	5.5%	2,037	1.5%	703,612	5.2%
	03 Second City Achievers	0	0.0%	11	0.0%	60,600	0.4%
1B Affluent Suburbia		**0**	**0.0%**	**10**	**0.0%**	**819,810**	**6.0%**
	04 Young Success	0	0.0%	0	0.0%	494,775	3.6%
	05 Affluent Parents	0	0.0%	10	0.0%	142,515	1.0%
	06 Best of Both Worlds	0	0.0%	0	0.0%	126,442	0.9%
	09 Successful Urban Commuters	0	0.0%	0	0.0%	56,078	0.4%
2A New Suburban Families		**0**	**0.0%**	**35**	**0.0%**	**543,548**	**4.0%**
	17 New American Dreams	0	0.0%	35	0.0%	78,657	0.6%
	21 New Suburban Style	0	0.0%	0	0.0%	384,570	2.8%
	34 Midwestern Comforts	0	0.0%	0	0.0%	21,369	0.2%
	42 Rising Fortunes	0	0.0%	0	0.0%	58,952	0.4%
2B Older Empty Nest Families		**0**	**0.0%**	**270**	**0.2%**	**283,031**	**2.1%**
	12 Mainstream Established Suburb	0	0.0%	1	0.0%	84,248	0.6%
	15 Comfortable Retirement	0	0.0%	263	0.2%	128,028	0.9%
	18 Small Town Middle Managers	0	0.0%	3	0.0%	7,077	0.1%
	33 Noreasters	0	0.0%	3	0.0%	55,788	0.4%
	41 All-American	0	0.0%	0	0.0%	7,890	0.1%
3A Mid-Income Rural		**1**	**0.0%**	**2,771**	**2.1%**	**690,941**	**5.1%**
	13 Cowboy Country	0	0.0%	2,737	2.1%	509,954	3.8%
	16 Spacious Suburbs	1	0.0%	20	0.0%	22,089	0.2%
	20 Strong Individualists	0	0.0%	9	0.0%	142,083	1.0%
	51 Low Cost Rural	0	0.0%	5	0.0%	16,815	0.1%
3B Urbanites		**29**	**0.4%**	**2,387**	**1.8%**	**731,269**	**5.4%**
	38 Middle America	0	0.0%	0	0.0%	10,723	0.1%
	44 Pacific Second City	29	0.4%	926	0.7%	548,236	4.0%
	45 Northern Perseverance	0	0.0%	3	0.0%	22,203	0.2%
	58 Urban Crowd	0	0.0%	1,458	1.1%	150,107	1.1%
3C Older Mid-Income Households		**0**	**0.0%**	**173**	**0.1%**	**206,610**	**1.5%**
	46 Individual Singles	0	0.0%	1	0.0%	22,483	0.2%
	49 Retirement	0	0.0%	172	0.1%	184,127	1.4%
4A Rising Middle Income Families		**4,546**	**57.2%**	**36,467**	**27.4%**	**2,885,817**	**21.3%**
	07 Upscale Diversity	0	0.0%	7	0.0%	288,262	2.1%
	08 Living the Dream	3	0.0%	411	0.3%	192,745	1.4%
	10 Emerging Leaders	24	0.3%	28,578	21.5%	1,014,276	7.5%
	11 West Coast Affluence	4,519	56.9%	7,471	5.6%	1,390,534	10.2%
4B Young Aspirations		**1,848**	**23.3%**	**76,841**	**57.8%**	**2,031,442**	**15.0%**
	14 American Playgrounds	1	0.0%	113	0.1%	155,237	1.1%
	19 Outer Suburban Affluence	0	0.0%	0	0.0%	6,368	0.0%
	22 Up and Coming Suburban Diver	2	0.0%	2	0.0%	79,898	0.6%
	35 Generational Dreams	1,170	14.7%	74,850	56.3%	1,361,342	10.0%
	40 Beltway Commuters	676	8.5%	1,876	1.4%	428,597	3.2%

Uses the Personicx household life stage segmentation system. More information about each cluster and lifestage group is available by clicking on the respective category.

EXHIBIT A

INSIGHT MARKET ANALYTICS

Household Segmentation Profile

Market: City/County/State

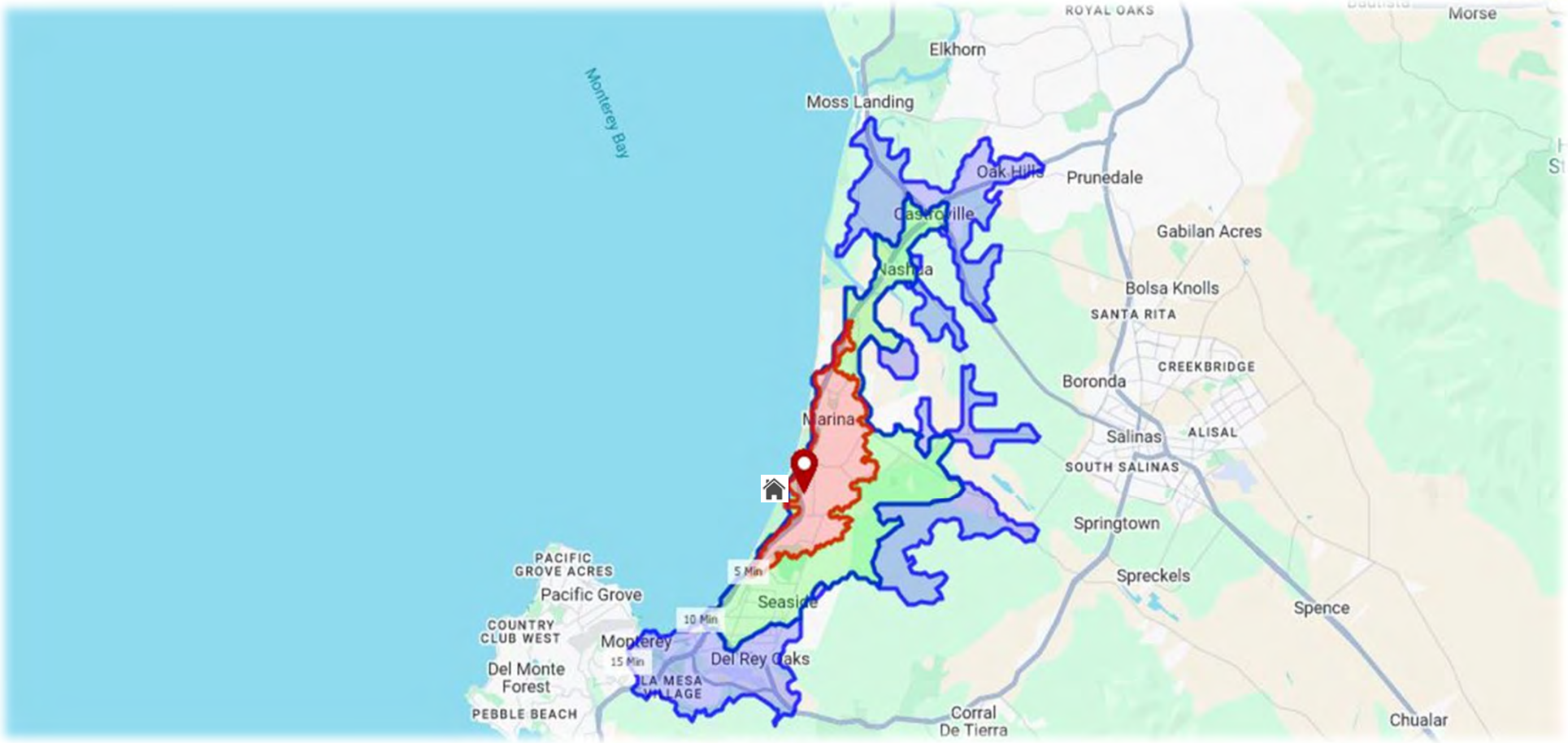
Date: 1/23/2025

Segment Group / Cluster Name	Marina CA		Monterey County CA		California	
TOTAL HOUSEHOLDS	**7,941**	**100%**	**132,952**	**100%**	**13,579,479**	**100%**
5A College Students and Recent Graduates	**87**	**1.1%**	**600**	**0.5%**	**147,028**	**1.1%**
57 College Towns	87	1.1%	357	0.3%	35,651	0.3%
67 Starting Out	0	0.0%	243	0.2%	111,377	0.8%
5B Middle America	**0**	**0.0%**	**901**	**0.7%**	**354,524**	**2.6%**
26 High Density Diversity	0	0.0%	0	0.0%	167,059	1.2%
36 Olde New England	0	0.0%	0	0.0%	16,770	0.1%
39 Second City Beginnings	0	0.0%	890	0.7%	119,291	0.9%
43 Classic Interstate Suburbia	0	0.0%	11	0.0%	51,404	0.4%
5C Upscale Young Singles and Couples	**0**	**0.0%**	**1,641**	**1.2%**	**798,106**	**5.9%**
25 Tech-Savy Group	0	0.0%	33	0.0%	153,650	1.1%
27 Young Coastal Technocrats	0	0.0%	1,608	1.2%	644,456	4.7%
6A Ethnic and Small Town Groups	**0**	**0.0%**	**2,322**	**1.7%**	**1,214,907**	**8.9%**
31 Latino Workforce	0	0.0%	1,075	0.8%	770,557	5.7%
59 Hardworking Latino Families	0	0.0%	0	0.0%	312,044	2.3%
60 Immigrant	0	0.0%	1,225	0.9%	97,553	0.7%
64 Southern Cities	0	0.0%	20	0.0%	9,494	0.1%
65 Small Towns	0	0.0%	2	0.0%	25,259	0.2%
6B Blue Collar Urbanites	**991**	**12.5%**	**1,139**	**0.9%**	**1,016,025**	**7.5%**
28 Coastal Diversity	991	12.5%	1,110	0.8%	739,617	5.4%
30 True Grit	0	0.0%	0	0.0%	22,871	0.2%
32 Apartment Dwellers	0	0.0%	29	0.0%	253,537	1.9%
6C Industrial Remnants	**0**	**0.0%**	**4**	**0.0%**	**56,551**	**0.4%**
63 Southern Small Towns	0	0.0%	0	0.0%	27,048	0.2%
66 Metropolitan Blue Collar	0	0.0%	0	0.0%	1,169	0.0%
68 Rust Belt	0	0.0%	4	0.0%	28,334	0.2%
7A Military and Blue Collar	**0**	**0.0%**	**12**	**0.0%**	**94,433**	**0.7%**
61 Communal Living	0	0.0%	12	0.0%	33,163	0.2%
62 Blue Collar Diversity	0	0.0%	0	0.0%	61,270	0.5%
7B Rural Working Blues	**5**	**0.1%**	**1,431**	**1.1%**	**576,527**	**4.2%**
24 Remote Latino Neighborhoods	3	0.0%	1,149	0.9%	369,476	2.7%
29 Metropolitan	0	0.0%	0	0.0%	77,302	0.6%
47 Simply Southern	0	0.0%	42	0.0%	52,751	0.4%
48 Tex-Mex	2	0.0%	195	0.1%	70,298	0.5%
53 Classic Southerners	0	0.0%	4	0.0%	2,493	0.0%
56 Blue Collar	0	0.0%	41	0.0%	4,207	0.0%
7C Ageing Small Town America	**0**	**0.0%**	**328**	**0.2%**	**127,927**	**0.9%**
23 Long-Lasting Heartland	0	0.0%	22	0.0%	10,489	0.1%
37 Industrial Town	0	0.0%	7	0.0%	14,998	0.1%
50 Small Town	0	0.0%	4	0.0%	2,004	0.0%
52 Great Open Country	0	0.0%	270	0.2%	23,796	0.2%
54 Agricultural Areas	0	0.0%	24	0.0%	65,254	0.5%
55 Mining Areas	0	0.0%	1	0.0%	11,386	0.1%

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from originals.

10th Street & 1st Ave. Marina, CA

INSIGHT MARKET ANALYTICS
HdL ECONSolutions



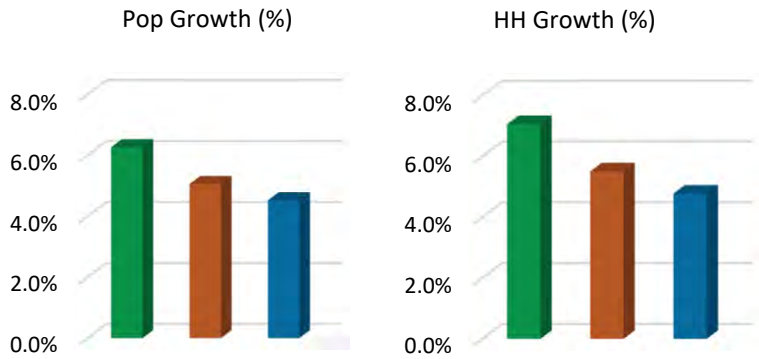
	5 Minutes	10 Minutes	15 Minutes
Population	24,598	57,036	87,446
Daytime Population	27,660	56,522	117,342
Households	7,938	18,470	29,862
Average Age	37.6	38	39
Average HH Income	$114,850	$108,842	$117,626
White Collar (Residents)	63.8%	57.0%	58.7%
College Degree & Above	30.7%	27.1%	29.4%

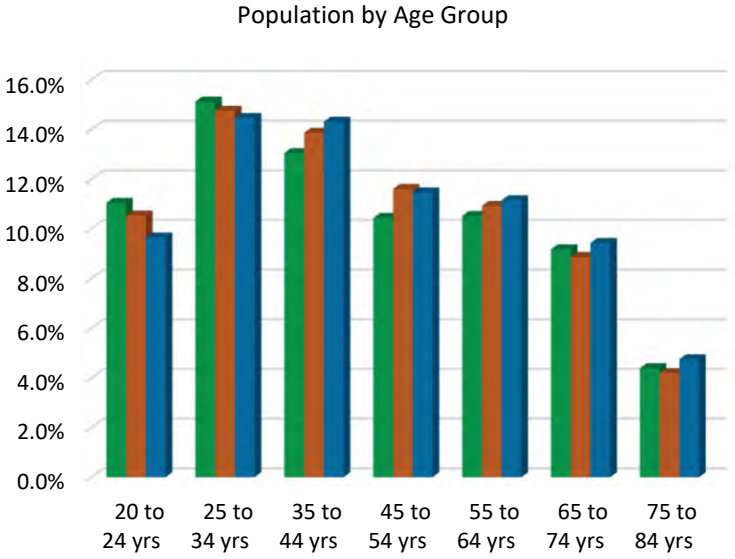
Consumer Demographic Profile

Site: Site 2 - 10th Street & Ist Ave.
Date Report Created: 1/21/2025

INSIGHT MARKET ANALYTICS
HdL ECONSolutions

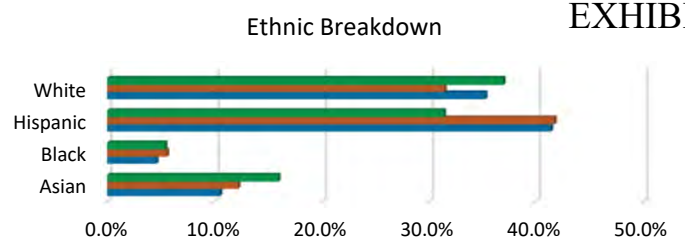
	5 Min Drive		10 Min Drive		15 Min Drive	
	#	%	#	%	#	%
Market Stats						
Population	24,598	---	57,036	---	87,446	---
5 Year Projected Pop	26,139	---	59,921	---	91,402	---
Pop Growth (%)	6.3%	---	5.1%	---	4.5%	---
Households	7,938	---	18,470	---	29,862	---
5 Year Projected HHs	8,499	---	19,487	---	31,288	---
HH Growth (%)	7.1%	---	5.5%	---	4.8%	---
Census Stats						
2000 Population	19,573	---	50,428	---	77,804	---
2010 Population	24,335	---	56,644	---	86,999	---
Pop Growth (%)	24.3%	---	12.3%	---	11.8%	---
2000 Households	6,747	---	16,282	---	26,609	---
2010 Households	7,828	---	18,305	---	29,668	---
HH Growth (%)	16.0%	---	12.4%	---	11.5%	---
Total Population by Age						
Average Age	37.6		38.0		39.0	
19 yrs & under	6,054	24.6%	13,502	23.7%	20,041	22.9%
20 to 24 yrs	2,718	11.1%	6,008	10.5%	8,441	9.7%
25 to 34 yrs	3,720	15.1%	8,414	14.8%	12,650	14.5%
35 to 44 yrs	3,210	13.1%	7,908	13.9%	12,514	14.3%
45 to 54 yrs	2,568	10.4%	6,619	11.6%	10,032	11.5%
55 to 64 yrs	2,588	10.5%	6,230	10.9%	9,753	11.2%
65 to 74 yrs	2,258	9.2%	5,056	8.9%	8,249	9.4%
75 to 84 yrs	1,079	4.4%	2,390	4.2%	4,151	4.7%
85 + yrs	402	1.6%	909	1.6%	1,615	1.8%
Population Bases						
20-34 yrs	6,439	26.2%	14,422	25.3%	21,091	24.1%
45-64 yrs	5,156	21.0%	12,848	22.5%	19,784	22.6%
16 yrs +	20,166	82.0%	46,106	80.8%	70,686	80.8%
25 yrs +	15,826	64.3%	37,525	65.8%	58,964	67.4%
65 yrs +	3,739	15.2%	8,355	14.6%	14,016	16.0%
75 yrs +	1,481	6.0%	3,299	5.8%	5,767	6.6%
85 yrs +	402	1.6%	909	1.6%	1,615	1.8%

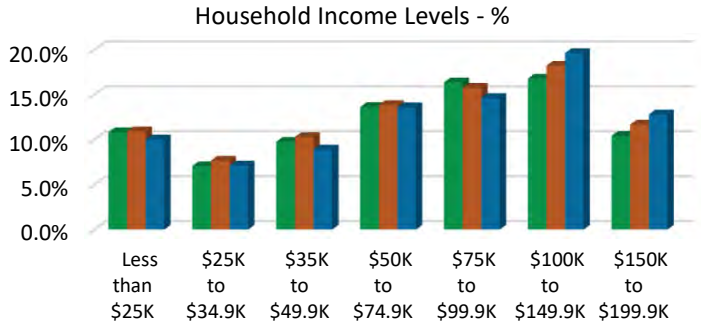


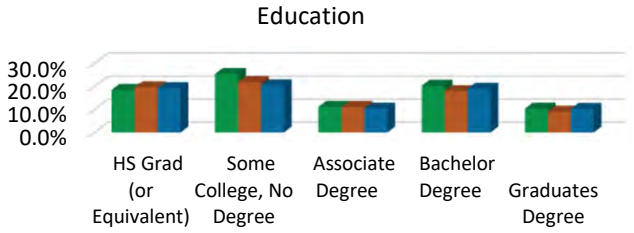


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Population by Race						
White	9,088	36.9%	17,939	31.5%	30,828	35.3%
Hispanic	7,718	31.4%	23,788	41.7%	36,190	41.4%
Black	1,326	5.4%	3,170	5.6%	4,005	4.6%
Asian	3,926	16.0%	6,961	12.2%	9,189	10.5%
Ancestry						
American Indian (ancestry)	70	0.3%	185	0.3%	281	0.3%
Hawaiin (ancestry)	430	1.7%	927	1.6%	1,113	1.3%
Household Income						
Per Capita Income	$37,063	---	$35,245	---	$40,168	---
Average HH Income	$114,850	---	$108,842	---	$117,626	---
Median HH Income	$87,785	---	$86,156	---	$92,294	---
Less than $25K	859	10.8%	2,017	10.9%	2,997	10.0%
$25K to $34.9K	561	7.1%	1,415	7.7%	2,128	7.1%
$35K to $49.9K	774	9.8%	1,900	10.3%	2,662	8.9%
$50K to $74.9K	1,082	13.6%	2,558	13.8%	4,064	13.6%
$75K to $99.9K	1,299	16.4%	2,913	15.8%	4,371	14.6%
$100K to $149.9K	1,333	16.8%	3,365	18.2%	5,859	19.6%
$150K to $199.9K	827	10.4%	2,157	11.7%	3,820	12.8%
$200K +	1,203	15.2%	2,144	11.6%	3,960	13.3%
Education	15,826		37,525		58,964	
Less than 9th Grade	859	5.4%	3,890	10.4%	6,162	10.5%
Some HS, No Diploma	905	5.7%	2,506	6.7%	3,806	6.5%
HS Grad (or Equivalent)	2,933	18.5%	7,396	19.7%	11,376	19.3%
Some College, No Degree	4,036	25.5%	8,238	22.0%	12,133	20.6%
Associate Degree	1,768	11.2%	4,166	11.1%	6,137	10.4%
Bachelor Degree	3,218	20.3%	6,759	18.0%	11,246	19.1%
Graduates Degree	1,643	10.4%	3,398	9.1%	6,064	10.3%

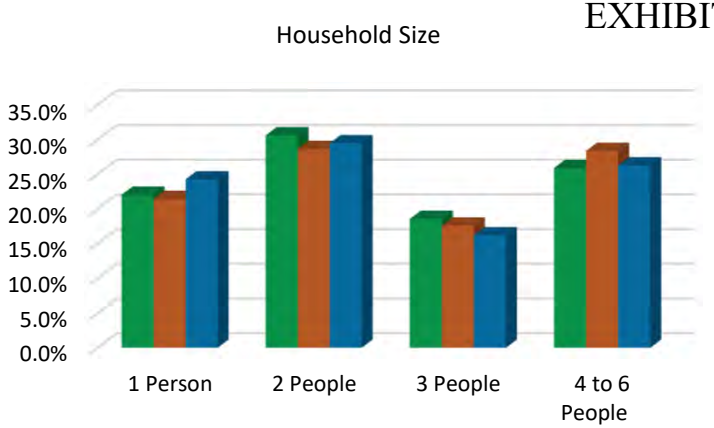


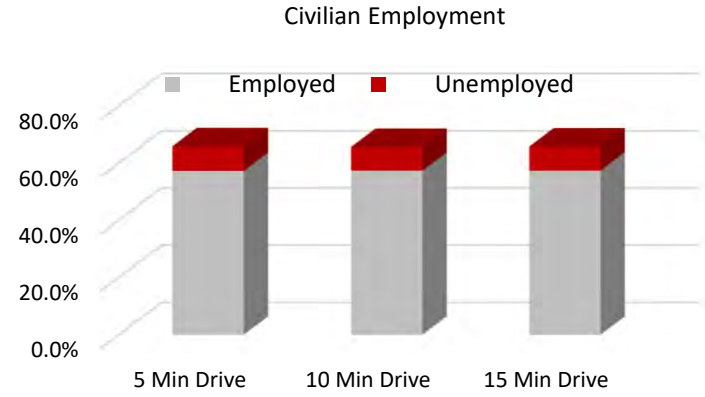




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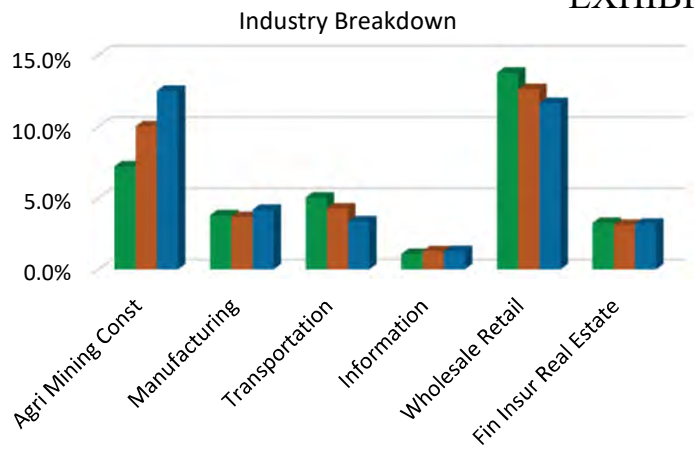
Family Structure	5,298		12,562		19,442	
Single - Male	302	5.7%	612	4.9%	958	4.9%
Single - Female	476	9.0%	1,293	10.3%	1,886	9.7%
Single Parent - Male	112	2.1%	497	4.0%	676	3.5%
Single Parent - Female	490	9.3%	1,379	11.0%	1,876	9.7%
Married w/ Children	1,570	29.6%	3,785	30.1%	6,104	31.4%
Married w/out Children	2,347	44.3%	4,997	39.8%	7,942	40.8%
Household Size						
1 Person	1,750	22.0%	3,964	21.5%	7,248	24.3%
2 People	2,429	30.6%	5,293	28.7%	8,801	29.5%
3 People	1,474	18.6%	3,250	17.6%	4,842	16.2%
4 to 6 People	2,057	25.9%	5,240	28.4%	7,844	26.3%
7+ People	229	2.9%	722	3.9%	1,126	3.8%
Home Ownership	7,938		18,470		29,862	
Owners	3,010	37.9%	6,991	37.9%	12,062	40.4%
Renters	4,928	62.1%	11,479	62.1%	17,799	59.6%
Components of Change						
Births	257	1.0%	615	1.1%	925	1.1%
Deaths	150	0.6%	344	0.6%	584	0.7%
Migration	228	0.9%	99	0.2%	17	0.0%
Employment (Pop 16+)	20,166		46,106		70,686	
Armed Services	450	2.2%	871	1.9%	1,536	2.2%
Civilian	13,280	65.9%	30,259	65.6%	46,520	65.8%
Employed	11,546	57.3%	26,429	57.3%	40,569	57.4%
Unemployed	1,735	8.6%	3,830	8.3%	5,951	8.4%
Not in Labor Force	6,886	34.1%	15,846	34.4%	24,166	34.2%
Employed Population	11,546		26,429		40,569	
White Collar	7,371	63.8%	15,058	57.0%	23,826	58.7%
Blue Collar	4,175	36.2%	11,371	43.0%	16,743	41.3%

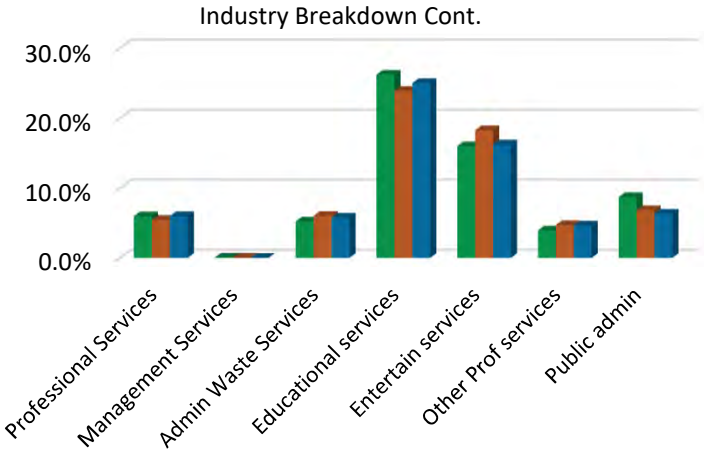




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Employment By Occupation	11,546		26,429		40,569		
White Collar	7,371	63.8%	15,058	57.0%	23,826	58.7%	
Managerial executive	1,291	11.2%	2,956	11.2%	5,297	13.1%	
Prof specialty	3,270	28.3%	6,025	22.8%	9,683	23.9%	
Healthcare support	349	3.0%	1,168	4.4%	1,650	4.1%	
Sales	1,200	10.4%	2,430	9.2%	3,365	8.3%	
Office Admin	1,261	10.9%	2,480	9.4%	3,831	9.4%	
Blue Collar	4,175	36.2%	11,371	43.0%	16,743	41.3%	
Protective	337	2.9%	575	2.2%	930	2.3%	
Food Prep Serving	1,064	9.2%	2,855	10.8%	3,703	9.1%	
Bldg Maint/Cleaning	636	5.5%	2,125	8.0%	2,636	6.5%	
Personal Care	462	4.0%	1,055	4.0%	1,500	3.7%	
Farming/Fishing/Forestry	83	0.7%	415	1.6%	1,177	2.9%	
Construction	849	7.4%	2,236	8.5%	3,496	8.6%	
Production Transp	743	6.4%	2,111	8.0%	3,301	8.1%	
Employment By Industry	11,546		26,429		40,569		
Agri Mining Const	833	7.2%	2,650	10.0%	5,078	12.5%	
Manufacturing	437	3.8%	970	3.7%	1,694	4.2%	
Transportation	581	5.0%	1,128	4.3%	1,360	3.4%	
Information	124	1.1%	335	1.3%	516	1.3%	
Wholesale Retail	1,591	13.8%	3,341	12.6%	4,729	11.7%	
Fin Insur Real Estate	376	3.3%	824	3.1%	1,296	3.2%	
Professional Services	685	5.9%	1,434	5.4%	2,414	6.0%	
Management Services	4	0.0%	6	0.0%	8	0.0%	
Admin Waste Services	598	5.2%	1,583	6.0%	2,338	5.8%	
Educational services	3,021	26.2%	6,301	23.8%	10,127	25.0%	
Entertain services	1,842	16.0%	4,817	18.2%	6,571	16.2%	
Other Prof services	451	3.9%	1,237	4.7%	1,879	4.6%	
Public admin	1,002	8.7%	1,803	6.8%	2,558	6.3%	





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INSIGHT MARKET ANALYTICS

HdL ECONSolutions

Employment Profile

Site: Site 2 - 1oth Street & Ist Ave.

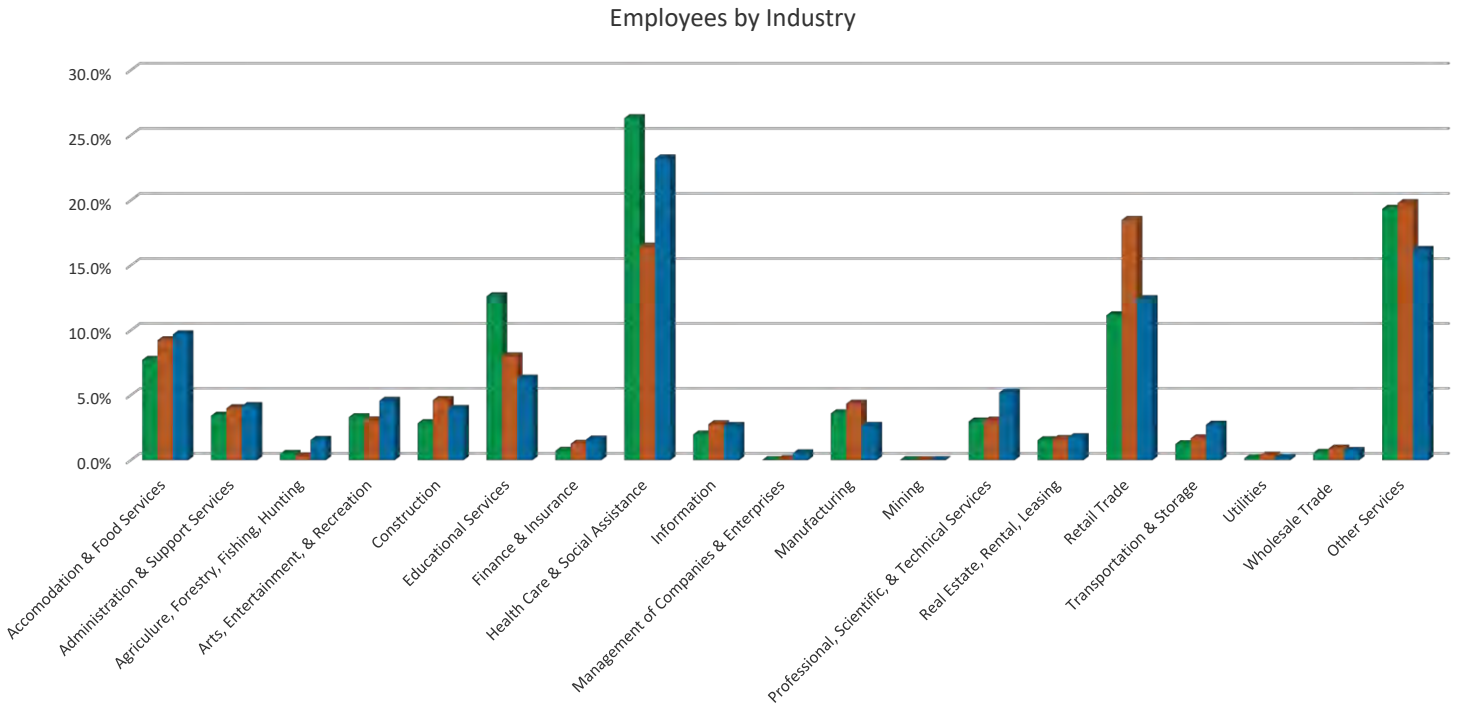
Date Report Created: 1/21/2025

EXHIBIT A

	5 Min Drive	10 Min Drive	15 Min Drive
Daytime Population	27,660	56,522	117,342
Student Population	9,041	13,829	34,973
Median Employee Salary	57,729	54,070	54,947
Average Employee Salary	68,682	63,486	65,156

Wages	#		#		#	
Salary/Wage per Employee per Annum						
Under $15,000 CrYr	190	2.4%	559	3.1%	1,323	3.0%
15,000 to 30,000 CrYr	71	0.9%	186	1.0%	342	0.8%
30,000 to 45,000 CrYr	2,299	28.8%	5,793	32.2%	13,626	30.8%
45,000 to 60,000 CrYr	1,741	21.8%	4,106	22.8%	10,250	23.1%
60,000 to 75,000 CrYr	1,028	12.9%	2,301	12.8%	5,475	12.4%
75,000 to 90,000 CrYr	924	11.6%	1,903	10.6%	4,781	10.8%
90,000 to 100,000 CrYr	177	2.2%	426	2.4%	1,136	2.6%
Over 100,000 CrYr	1,558	19.5%	2,706	15.0%	7,344	16.6%

Industry Groups



	Establishments		Employee's		Establishments		Employee's		Establishments		Employee's	
	#	%	#	%	#	%	#	%	#	%	#	%
Total	**671**	**100%**	**7,988**	**100%**	**1,597**	**100%**	**17,980**	**100%**	**3,540**	**100%**	**44,277**	**100%**
Accomodation & Food Services	58	8.7%	617	7.7%	139	8.7%	1,660	9.2%	273	7.7%	4,289	9.7%
Administration & Support Services	21	3.2%	274	3.4%	59	3.7%	718	4.0%	129	3.7%	1,843	4.2%
Agriculture, Forestry, Fishing, Hunting	2	0.4%	38	0.5%	6	0.4%	52	0.3%	21	0.6%	692	1.6%
Arts, Entertainment, & Recreation	26	3.8%	265	3.3%	48	3.0%	551	3.1%	110	3.1%	2,025	4.6%
Construction	39	5.8%	228	2.8%	130	8.1%	832	4.6%	237	6.7%	1,747	3.9%
Educational Services	17	2.5%	1,008	12.6%	37	2.3%	1,437	8.0%	83	2.3%	2,780	6.3%
Finance & Insurance	22	3.3%	58	0.7%	62	3.9%	228	1.3%	155	4.4%	703	1.6%
Health Care & Social Assistance	137	20.4%	2,102	26.3%	242	15.1%	2,956	16.4%	721	20.4%	10,280	23.2%
Information	11	1.7%	158	2.0%	33	2.1%	498	2.8%	71	2.0%	1,165	2.6%
Management of Companies & Enterprises	0	0.0%	0	0.0%	1	0.0%	15	0.1%	6	0.2%	233	0.5%
Manufacturing	24	3.5%	288	3.6%	67	4.2%	782	4.3%	100	2.8%	1,169	2.6%
Mining	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	5	0.0%
Professional, Scientific, & Technical Services	36	5.3%	238	3.0%	88	5.5%	549	3.1%	358	10.1%	2,306	5.2%
Real Estate, Rental, Leasing	44	6.6%	123	1.5%	79	4.9%	294	1.6%	171	4.8%	781	1.8%
Retail Trade	89	13.2%	891	11.2%	252	15.8%	3,325	18.5%	422	11.9%	5,492	12.4%
Transportation & Storage	14	2.1%	99	1.2%	34	2.1%	302	1.7%	68	1.9%	1,209	2.7%
Utilities	1	0.1%	11	0.1%	3	0.2%	62	0.3%	4	0.1%	75	0.2%
Wholesale Trade	12	1.8%	45	0.6%	33	2.1%	161	0.9%	53	1.5%	314	0.7%
Other Services	118	17.5%	1,546	19.3%	286	17.9%	3,557	19.8%	560	15.8%	7,168	16.2%

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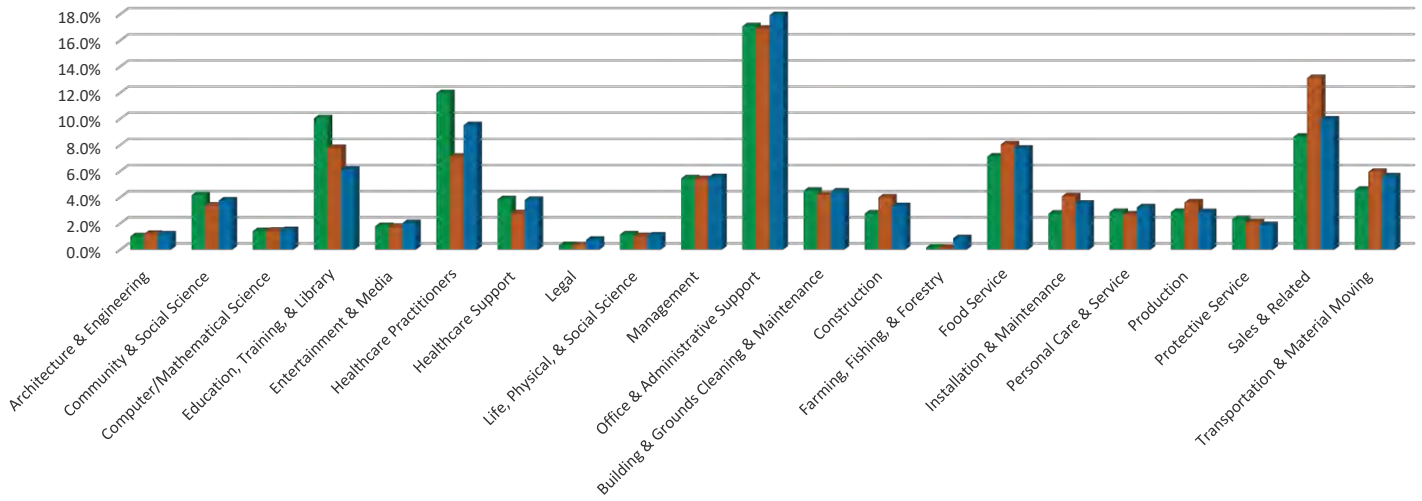
INSIGHT MARKET ANALYTICS
HdL ECONSolutions

Employment Profile
Site: Site 2 - 1oth Street & Ist Ave.
Date Report Created: 1/21/2025

EXHIBIT A

Occupations	5 Min Drive # of Employee's		10 Min Drive # of Employee's		15 Min Drive # of Employee's	
White Collar	4,874	61.0%	9,331	51.9%	24,856	56.1%
Architecture & Engineering	81	1.0%	214	1.2%	511	1.2%
Community & Social Science	332	4.2%	605	3.4%	1,661	3.8%
Computer/Mathematical Science	113	1.4%	259	1.4%	656	1.5%
Education, Training, & Library	802	10.0%	1,397	7.8%	2,712	6.1%
Entertainment & Media	143	1.8%	313	1.7%	895	2.0%
Healthcare Practitioners	956	12.0%	1,276	7.1%	4,215	9.5%
Healthcare Support	308	3.9%	498	2.8%	1,681	3.8%
Legal	27	0.3%	58	0.3%	330	0.7%
Life, Physical, & Social Science	92	1.2%	184	1.0%	473	1.1%
Management	435	5.4%	969	5.4%	2,452	5.5%
Office & Administrative Support	1,365	17.1%	3,036	16.9%	7,940	17.9%
Blue Collar	3,078	38.5%	8,602	47.8%	19,194	43.3%
Building & Grounds Cleaning & Maintenance	359	4.5%	751	4.2%	1,964	4.4%
Construction	221	2.8%	716	4.0%	1,470	3.3%
Farming, Fishing, & Forestry	12	0.1%	23	0.1%	384	0.9%
Food Service	568	7.1%	1,446	8.0%	3,416	7.7%
Installation & Maintenance	219	2.7%	734	4.1%	1,553	3.5%
Personal Care & Service	229	2.9%	482	2.7%	1,429	3.2%
Production	230	2.9%	648	3.6%	1,265	2.9%
Protective Service	186	2.3%	375	2.1%	828	1.9%
Sales & Related	689	8.6%	2,359	13.1%	4,405	9.9%
Transportation & Material Moving	365	4.6%	1,068	5.9%	2,479	5.6%
Military Services	37	0.5%	46	0.3%	227	0.5%

Employees by Occupation



Employee Totals and History	#	#	#
Current	7,988	17,980	44,277
2024 Q1	7,714	17,237	42,236
2023 Q4	7,884	18,182	45,415
2023 Q3	8,097	18,073	44,377
2023 Q2	6,796	15,095	36,966
2023 Q1	7,683	17,203	42,380
2022 Q4	7,616	18,200	46,489
2022 Q3	7,941	18,429	46,331
2022 Q2	6,935	15,384	37,459

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INSIGHT MARKET ANALYTICS
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Consumer Demand & Market Supply Assessment

Site: Site 2 - 10th St & 1st Ave
Date Report Created: 1/21/2025

EXHIBIT A

	5 Min Drive	10 Min Drive	15 Min Drive
Demographics			
Population	24,598	57,036	87,446
5-Year Population estimate	26,139	59,921	91,402
Population Households	22,114	54,222	84,388
Group Quarters Population	2,484	2,814	3,058
Households	7,938	18,470	29,862
5-Year Households estimate	8,499	19,487	31,288
WorkPlace Establishments	671	1,597	3,540
Workplace Employees	7,988	17,980	44,277
Median Household Income	$87,785	$86,156	$92,294

By Establishments	Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus	
Furniture Stores	$5,399,326	$0	($5,399,326)	-100%	$13,228,724	$7,555,748	($5,672,976)	-43%	$20,194,576	$12,573,223	($7,621,352)	-38%
Lawn/Garden Equipment/Supplies Stores	$3,086,357	$0	($3,086,357)	-100%	$7,558,017	$3,791,851	($3,766,166)	-50%	$11,534,088	$9,734,438	($1,799,650)	-16%
Jewelry/Luggage/Leather Goods	$2,582,395	$0	($2,582,395)	-100%	$6,327,564	$847,970	($5,479,594)	-87%	$9,650,805	$4,017,362	($5,633,442)	-58%
Used Merchandise Stores	$1,507,828	$0	($1,507,828)	-100%	$3,697,351	$1,021,745	($2,675,606)	-72%	$5,630,669	$5,513,156	($117,513)	-2%
Electronic Shopping/Mail Order Houses	$101,393,124	$0	($101,393,124)	-100%	$251,222,842	$0	($251,222,842)	-100%	$397,180,918	$179,715,630	($217,465,288)	-55%
Vending Machine Operators (Non-Store)	$3,515,776	$0	($3,515,776)	-100%	$8,671,558	$45,462	($8,626,096)	-99%	$13,377,698	$6,168,444	($7,209,254)	-54%
Other Motor Vehicle Dealers	$6,219,334	$708,981	($5,510,353)	-89%	$15,261,215	$2,843,762	($12,417,453)	-81%	$23,255,498	$6,689,862	($16,565,635)	-71%
Other Misc. Store Retailers	$7,880,316	$1,032,835	($6,847,481)	-87%	$19,334,526	$6,046,065	($13,288,461)	-69%	$29,395,924	$13,399,092	($15,996,832)	-54%
Shoe Stores	$2,657,409	$412,479	($2,244,930)	-84%	$6,547,709	$2,995,631	($3,552,078)	-54%	$9,976,773	$7,371,529	($2,605,244)	-26%
Automotive Dealers	$90,499,510	$19,606,865	($70,892,645)	-78%	$222,395,133	$300,991,899	$78,596,766	35%	$338,716,680	$358,189,909	$19,473,230	6%
Book/Periodical/Music Stores	$1,141,268	$251,489	($889,779)	-78%	$2,817,342	$1,089,786	($1,727,556)	-61%	$4,314,398	$3,279,696	($1,034,701)	-24%
Home Furnishing Stores	$4,506,450	$1,014,375	($3,492,075)	-77%	$11,080,513	$2,322,843	($8,757,670)	-79%	$16,848,247	$4,973,865	($11,874,382)	-70%
Clothing Stores	$18,295,912	$5,260,369	($13,035,543)	-71%	$44,970,655	$15,969,618	($29,001,037)	-64%	$68,383,553	$39,860,551	($28,523,002)	-42%
Electronics/Appliance	$5,935,095	$1,887,690	($4,047,405)	-68%	$14,849,099	$6,544,780	($8,304,318)	-56%	$25,263,892	$9,103,470	($16,160,422)	-64%
Bar/Drinking Places (Alcoholic Beverages)	$1,202,840	$411,751	($791,089)	-66%	$3,126,581	$1,647,005	($1,479,576)	-47%	$6,439,569	$10,609,022	$4,169,453	65%
Building Material/Supplies Dealers	$28,209,233	$9,696,647	($18,512,586)	-66%	$69,385,945	$40,689,056	($28,696,889)	-41%	$105,392,807	$60,454,573	($44,938,233)	-43%
Office Supplies/Stationary/Gift	$1,992,250	$685,680	($1,306,570)	-66%	$4,915,366	$3,593,855	($1,321,511)	-27%	$7,741,599	$5,684,754	($2,056,845)	-27%
Florists/Misc. Store Retailers	$761,140	$284,332	($476,808)	-63%	$1,863,811	$911,926	($951,885)	-51%	$2,844,506	$3,156,529	$312,023	11%
Beer/Wine/Liquor Stores	$4,308,807	$1,642,305	($2,666,502)	-62%	$10,592,748	$3,608,407	($6,984,341)	-66%	$16,184,286	$7,830,945	($8,353,340)	-52%
Grocery Stores	$49,303,651	$21,996,854	($27,306,797)	-55%	$121,404,922	$70,959,777	($50,445,144)	-42%	$184,888,338	$142,938,806	($41,949,532)	-23%
Other General Merchandise Stores	$51,303,538	$25,727,219	($25,576,319)	-50%	$126,405,261	$110,614,100	($15,791,160)	-12%	$192,741,322	$129,125,864	($63,615,458)	-33%
Automotive Parts/Accessories/Tire	$7,841,323	$4,323,438	($3,517,886)	-45%	$19,371,830	$15,370,300	($4,001,530)	-21%	$29,341,484	$26,902,893	($2,438,591)	-8%
Department Stores	$8,400,975	$5,474,444	($2,926,531)	-35%	$20,678,411	$43,490,852	$22,812,441	110%	$31,482,450	$67,850,536	$36,368,087	116%
Sporting Goods/Hobby/Musical Instrument	$6,059,346	$3,948,643	($2,110,702)	-35%	$14,907,135	$6,856,272	($8,050,863)	-54%	$22,672,738	$15,516,559	($7,156,180)	-32%
Direct Selling Establishments	$2,780,197	$1,837,521	($942,676)	-34%	$6,847,594	$3,649,226	($3,198,368)	-47%	$10,428,255	$4,185,464	($6,242,791)	-60%
Health/Personal Care Stores	$25,006,708	$16,758,052	($8,248,656)	-33%	$61,716,814	$44,081,418	($17,635,397)	-29%	$93,498,048	$98,471,122	$4,973,074	5%
Special Food Services	$3,772,751	$2,613,873	($1,158,878)	-31%	$9,483,849	$16,001,512	$6,517,663	69%	$16,536,405	$56,247,285	$39,710,879	240%
Full-Service Restaurants	$20,929,090	$16,160,783	($4,768,307)	-23%	$53,253,775	$44,254,383	($8,999,392)	-17%	$98,965,774	$109,336,690	$10,370,915	10%
Gasoline Stations	$38,349,616	$30,108,026	($8,241,590)	-21%	$94,599,544	$88,235,534	($6,364,010)	-7%	$143,784,691	$164,019,480	$20,234,790	14%
Limited-Service Eating Places	$22,020,794	$19,295,647	($2,725,147)	-12%	$55,353,111	$47,328,572	($8,024,539)	-14%	$96,413,507	$102,478,351	$6,064,844	6%
Specialty Food Stores	$2,705,912	$5,008,531	$2,302,619	85%	$6,662,344	$15,507,736	$8,845,391	133%	$10,152,945	$25,568,835	$15,415,890	152%
Consumer Demand/Market Supply Index	**$529,568,268**	**$196,148,829**	**270**		**$1,308,531,287**	**$908,867,092**	**144**		**$2,043,232,438**	**$1,690,967,937**	**121**	

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INSIGHT MARKET ANALYTICS
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Consumer Demand & Market Supply Assessment

Site: Site 2 - 10th St & 1st Ave
Date Report Created: 1/21/2025

EXHIBIT A

By Major Product Lines	5 Min Drive				10 Min Drive				15 Min Drive			
	Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus		Consumer Demand	Market Supply	Opportunity Gap/Surplus	
Computer Hardware/Software/Supplies	$10,841,411	$494,283	($10,347,128)	-95%	$28,702,130	$1,863,028	($26,839,103)	-94%	$62,584,045	$16,018,496	($46,565,549)	-74%
Furniture/Sleep/Outdoor/Patio Furniture	$15,964,742	$1,016,632	($14,948,111)	-94%	$39,111,137	$11,647,691	($27,463,446)	-70%	$59,702,189	$29,771,540	($29,930,649)	-50%
Jewelry (including Watches)	$4,394,832	$418,110	($3,976,722)	-90%	$10,767,638	$2,876,202	($7,891,435)	-73%	$16,428,167	$10,605,646	($5,822,521)	-35%
All Other Merchandise	$23,075,704	$2,862,106	($20,213,598)	-88%	$56,545,783	$12,848,357	($43,697,426)	-77%	$86,042,163	$44,398,732	($41,643,431)	-48%
Audio Equipment/Musical Instruments	$3,426,404	$443,371	($2,983,033)	-87%	$8,431,044	$1,548,520	($6,882,524)	-82%	$12,802,687	$5,822,417	($6,980,269)	-55%
Books/Periodicals	$1,990,744	$280,484	($1,710,261)	-86%	$4,915,943	$1,258,407	($3,657,536)	-74%	$7,455,297	$5,433,481	($2,021,816)	-27%
Lawn/Garden/Farm Equipment/Supplies	$8,575,345	$1,617,057	($6,958,288)	-81%	$20,998,295	$9,693,985	($11,304,310)	-54%	$32,051,865	$23,522,440	($8,529,425)	-27%
Pets/Pet Foods/Pet Supplies	$4,750,675	$897,062	($3,853,613)	-81%	$11,603,511	$4,579,981	($7,023,529)	-61%	$17,724,327	$8,946,878	($8,777,449)	-50%
Footwear, including Accessories	$7,403,219	$1,415,703	($5,987,517)	-81%	$18,245,312	$6,742,408	($11,502,904)	-63%	$27,806,577	$18,752,594	($9,053,983)	-33%
Kitchenware/Home Furnishings	$6,922,627	$1,323,903	($5,598,725)	-81%	$17,064,097	$5,480,522	($11,583,574)	-68%	$25,917,445	$15,898,161	($10,019,283)	-39%
Small Electric Appliances	$1,307,834	$281,883	($1,025,951)	-78%	$3,196,184	$1,337,650	($1,858,533)	-58%	$4,869,761	$3,435,499	($1,434,261)	-29%
Autos/Cars/Vans/Trucks/Motorcycles	$80,029,205	$17,332,688	($62,696,517)	-78%	$196,707,466	$261,414,292	$64,706,827	33%	$299,603,248	$313,517,977	$13,914,729	5%
Retailer Services	$15,863,302	$3,633,592	($12,229,710)	-77%	$38,739,613	$33,247,280	($5,492,333)	-14%	$59,240,551	$48,461,862	($10,778,689)	-18%
Major Household Appliances	$1,979,540	$472,828	($1,506,712)	-76%	$4,787,630	$2,027,702	($2,759,928)	-58%	$7,362,229	$3,339,590	($4,022,640)	-55%
Automotive Lubricants (incl Oil, Greases)	$1,979,540	$472,828	($1,506,712)	-76%	$4,787,630	$2,027,702	($2,759,928)	-58%	$7,362,229	$3,339,590	($4,022,640)	-55%
Photographic Equipment/Supplies	$504,718	$123,434	($381,284)	-76%	$1,252,166	$502,002	($750,164)	-60%	$1,894,684	$1,028,872	($865,812)	-46%
Womens/Juniors/Misses Wear	$18,007,652	$4,447,201	($13,560,451)	-75%	$44,169,481	$18,616,643	($25,552,838)	-58%	$67,173,758	$50,632,164	($16,541,593)	-25%
Televisions/VCR/Video Cameras/DVD etc	$3,199,620	$791,680	($2,407,940)	-75%	$7,909,267	$3,399,406	($4,509,861)	-57%	$12,016,296	$7,056,943	($4,959,353)	-41%
Drugs/Health Aids/Beauty Aids/Cosmetics	$72,774,442	$18,735,884	($54,038,558)	-74%	$179,712,337	$59,249,878	($120,462,459)	-67%	$272,125,995	$165,206,696	($106,919,299)	-39%
Floor/Floor Coverings	$3,954,766	$1,054,381	($2,900,385)	-73%	$9,760,113	$3,762,564	($5,997,549)	-61%	$14,792,852	$7,020,313	($7,772,539)	-53%
Mens Wear	$7,042,798	$2,107,160	($4,935,638)	-70%	$17,341,165	$8,940,154	($8,401,011)	-48%	$26,347,895	$23,305,932	($3,041,963)	-12%
Curtains/Draperies/Slipcovers/Bed/Coverings	$2,448,024	$742,291	($1,705,733)	-70%	$5,959,311	$3,521,255	($2,438,056)	-41%	$9,122,854	$8,132,548	($990,306)	-11%
Automotive Tires/Tubes/Batteries/Parts	$16,619,786	$5,131,734	($11,488,052)	-69%	$41,091,535	$29,668,597	($11,422,938)	-28%	$62,199,142	$48,543,337	($13,655,805)	-22%
Hardware/Tools/Plumbing/Electrical Supplies	$8,210,642	$2,775,337	($5,435,305)	-66%	$20,240,293	$11,883,076	($8,357,217)	-41%	$30,621,169	$19,744,269	($10,876,901)	-36%
Dimensional Lumber/Other Building Materials	$11,377,341	$4,216,569	($7,160,771)	-63%	$27,999,337	$17,694,056	($10,305,281)	-37%	$42,539,746	$26,360,708	($16,179,037)	-38%
Paints/Sundries/Wallpaper/Wall Coverings	$2,060,766	$781,200	($1,279,566)	-62%	$5,087,261	$3,292,717	($1,794,545)	-35%	$7,711,548	$4,878,141	($2,833,407)	-37%
Packaged Liquor/Wine/Beer	$9,604,494	$3,897,105	($5,707,389)	-59%	$23,573,854	$11,712,037	($11,861,818)	-50%	$35,881,790	$23,680,282	($12,201,508)	-34%
Toys/Hobby Goods/Games	$2,827,605	$1,172,113	($1,655,492)	-59%	$6,978,106	$4,095,846	($2,882,260)	-41%	$10,587,634	$10,367,474	($220,161)	-2%
Sporting Goods (incl Bicycles/Sports Vehicles)	$5,349,164	$2,246,119	($3,103,045)	-58%	$13,169,022	$5,376,052	($7,792,970)	-59%	$20,043,981	$17,134,193	($2,909,788)	-15%
Childrens Wear/Infants/Toddlers Clothing	$2,686,216	$1,212,418	($1,473,798)	-55%	$6,651,879	$5,774,639	($877,239)	-13%	$10,099,012	$12,168,037	$2,069,025	20%
Groceries/Other Food Items (Off Premises)	$77,340,951	$36,945,249	($40,395,702)	-52%	$190,338,143	$132,233,247	($58,104,895)	-31%	$289,093,918	$226,247,529	($62,846,390)	-22%
Cigars/Cigarettes/Tobacco/Accessories	$6,008,206	$3,099,019	($2,909,187)	-48%	$14,910,975	$10,863,507	($4,047,469)	-27%	$22,390,911	$18,528,825	($3,862,086)	-17%
Soaps/Detergents/Household Cleaners	$2,273,220	$1,384,472	($888,748)	-39%	$5,614,283	$5,792,517	$178,233	3%	$8,506,081	$8,854,974	$348,893	4%
Alcoholic Drinks Served at the Establishment	$8,457,157	$5,304,555	($3,152,602)	-37%	$22,078,703	$15,129,120	($6,949,584)	-31%	$46,343,732	$43,365,329	($2,978,404)	-6%
Sewing/Knitting Materials/Supplies	$277,107	$174,238	($102,869)	-37%	$674,522	$415,834	($258,688)	-38%	$1,019,737	$884,356	($135,382)	-13%
Paper/Related Products	$1,996,740	$1,318,382	($678,358)	-34%	$4,917,877	$5,564,656	$646,779	13%	$7,442,125	$8,150,884	$708,760	10%
Meats/Nonalcoholic Beverages	$41,829,223	$34,330,329	($7,498,894)	-18%	$105,110,400	$98,419,050	($6,691,350)	-6%	$182,733,232	$241,510,292	$58,777,060	32%
Automotive Fuels	$35,260,133	$28,999,890	($6,260,243)	-18%	$86,961,325	$88,390,302	$1,428,977	2%	$132,004,883	$157,476,860	$25,471,976	19%
Optical Goods (incl Eyeglasses, Sunglasses)	$1,087,909	$912,388	($175,521)	-16%	$2,659,212	$2,776,048	$116,836	4%	$4,059,699	$5,692,216	$1,632,517	40%
Household Fuels (incl Oil, LP gas, Wood, Coal)	$989,511	$1,340,034	$350,524	35%	$2,438,064	$2,942,186	$504,122	21%	$3,690,133	$3,751,350	$61,217	2%

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Data for this report is provided via the Market Outlook database from Synergos Technologies, Inc (STI).

Market Outlook is based on the following -

- the Consumer Expenditure Survey (CE), a program of the Bureau of Labor Statistics (BLS);
- the U.S. Census Bureau's monthly and annual Retail Trade (CRT) reports;
- the Census Bureau's Economic Census; with supporting demographic data from STI: PopStats data and STI: WorkPlace.

Market Outlook data covers 31 leading retail segments and 40 major product and service lines.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet cited on the Market Outlook report for the specified trade area or reporting geography. When the demand is greater than (or less than) the supply, there is an opportunity gap (or surplus) for that retail outlet. In other words, a negative value signifies an opportunity gap where the Consumer Demand is higher than the Market Supply, while a positive value signifies a surplus.

Consumer Demand/Market Supply Index:

n = 100 (Equilibrium)
n > 100 suggests demand is not being fully met within the market, consumers are leaving the area to shop
n < 100 suggests supply exceeds demand, attracting consumers from outside the defined area

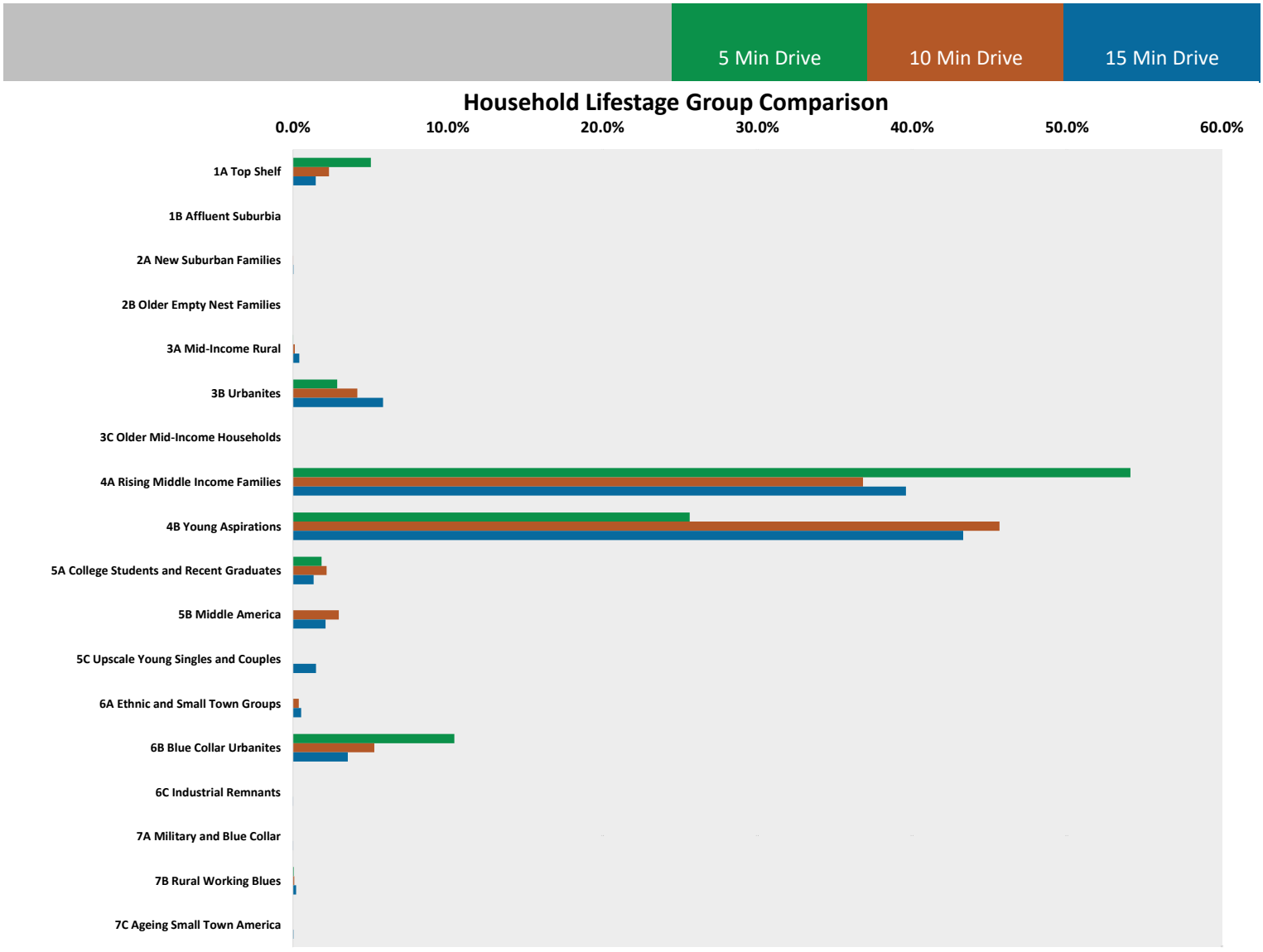
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Household Segmentation Profile

Site: Site 2 - 10th Street & 1st Ave.

Date: 1/21/2025

INSIGHT MARKET ANALYTICS
HdL ECONSolutions



	5 Min Drive		10 Min Drive		15 Min Drive	
Total Households	**8,174**	**100%**	**18,621**	**100%**	**30,071**	**100%**

Rank *	Cluster	Lifestage Group	Households	%	Households	%	Households	%
1	11 West Coast Affluence	4A Rising Middle Income Families	3,662	44.8%	5,339	28.7%	6,228	20.7%
2	35 Generational Dreams	4B Young Aspirations	1,357	16.6%	7,381	39.6%	11,123	37.0%
3	28 Coastal Diversity	6B Blue Collar Urbanites	853	10.4%	981	5.3%	1,065	3.5%
4	10 Emerging Leaders	4A Rising Middle Income Families	756	9.3%	1,489	8.0%	5,590	18.6%
5	40 Beltway Commuters	4B Young Aspirations	707	8.7%	1,065	5.7%	1,840	6.1%
6	02 Peak Performers	1A Top Shelf	412	5.0%	435	2.3%	435	1.4%
7	58 Urban Crowd	3B Urbanites	195	2.4%	644	3.5%	1,293	4.3%
8	57 College Towns	5A College Students and Recent Graduates	151	1.9%	164	0.9%	164	0.5%
9	44 Pacific Second City	3B Urbanites	39	0.5%	133	0.7%	461	1.5%
10	14 American Playgrounds	4B Young Aspirations	30	0.4%	53	0.3%	54	0.2%

**** Rank is based on Trade Area 1 cluster size***

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from the originals.

EXHIBIT A

Household Segmentation Profile

Date: 1/21/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
TOTAL HOUSEHOLDS	**8,174**	**100%**	**18,621**	**100%**		
Segment Group / **Cluster Name**						
1A Top Shelf	**412**	**5.0%**	**435**	**2.3%**	**447**	**1.5%**
01 One Percenters	0	0.0%	0	0.0%	12	0.0%
02 Peak Performers	412	5.0%	435	2.3%	435	1.4%
03 Second City Achievers	0	0.0%	0	0.0%	0	0.0%
1B Affluent Suburbia	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
04 Young Success	0	0.0%	0	0.0%	0	0.0%
05 Affluent Parents	0	0.0%	0	0.0%	0	0.0%
06 Best of Both Worlds	0	0.0%	0	0.0%	0	0.0%
09 Successful Urban Commuters	0	0.0%	0	0.0%	0	0.0%
2A New Suburban Families	**0**	**0.0%**	**0**	**0.0%**	**13**	**0.0%**
17 New American Dreams	0	0.0%	0	0.0%	13	0.0%
21 New Suburban Style	0	0.0%	0	0.0%	0	0.0%
34 Midwestern Comforts	0	0.0%	0	0.0%	0	0.0%
42 Rising Fortunes	0	0.0%	0	0.0%	0	0.0%
2B Older Empty Nest Families	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
12 Mainstream Established Suburl	0	0.0%	0	0.0%	0	0.0%
15 Comfortable Retirement	0	0.0%	0	0.0%	0	0.0%
18 Small Town Middle Managers	0	0.0%	0	0.0%	0	0.0%
33 Noreasters	0	0.0%	0	0.0%	0	0.0%
41 All-American	0	0.0%	0	0.0%	0	0.0%
3A Mid-Income Rural	**2**	**0.0%**	**24**	**0.1%**	**126**	**0.4%**
13 Cowboy Country	1	0.0%	23	0.1%	124	0.4%
16 Spacious Suburbs	1	0.0%	1	0.0%	1	0.0%
20 Strong Individualists	0	0.0%	0	0.0%	0	0.0%
51 Low Cost Rural	0	0.0%	0	0.0%	1	0.0%
3B Urbanites	**234**	**2.9%**	**777**	**4.2%**	**1,754**	**5.8%**
38 Middle America	0	0.0%	0	0.0%	0	0.0%
44 Pacific Second City	39	0.5%	133	0.7%	461	1.5%
45 Northern Perseverance	0	0.0%	0	0.0%	0	0.0%
58 Urban Crowd	195	2.4%	644	3.5%	1,293	4.3%
3C Older Mid-Income Households	**0**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**
46 Individual Singles	0	0.0%	0	0.0%	0	0.0%
49 Retirement	0	0.0%	0	0.0%	0	0.0%
4A Rising Middle Income Families	**4,422**	**54.1%**	**6,859**	**36.8%**	**11,911**	**39.6%**
07 Upscale Diversity	0	0.0%	0	0.0%	0	0.0%
08 Living the Dream	3	0.0%	31	0.2%	92	0.3%
10 Emerging Leaders	756	9.3%	1,489	8.0%	5,590	18.6%
11 West Coast Affluence	3,662	44.8%	5,339	28.7%	6,228	20.7%
4B Young Aspirations	**2,096**	**25.6%**	**8,501**	**45.7%**	**13,019**	**43.3%**
14 American Playgrounds	30	0.4%	53	0.3%	54	0.2%
19 Outer Suburban Affluence	0	0.0%	0	0.0%	0	0.0%
22 Up and Coming Suburban Diver	1	0.0%	2	0.0%	2	0.0%
35 Generational Dreams	1,357	16.6%	7,381	39.6%	11,123	37.0%
40 Beltway Commuters	707	8.7%	1,065	5.7%	1,840	6.1%

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from originals.

EXHIBIT A

Household Segmentation Profile

Date: 1/21/2025

	5 Min Drive		10 Min Drive		15 Min Drive	
TOTAL HOUSEHOLDS	**8,174**	**100%**	**18,621**	**100%**		
Segment Group / Cluster Name						
5A College Students and Recent Graduates	**151**	**1.9%**	**406**	**2.2%**	**406**	**1.4%**
57 College Towns	151	1.9%	164	0.9%	164	0.5%
67 Starting Out	0	0.0%	242	1.3%	242	0.8%
5B Middle America	**0**	**0.0%**	**553**	**3.0%**	**634**	**2.1%**
26 High Density Diversity	0	0.0%	0	0.0%	0	0.0%
36 Olde New England	0	0.0%	0	0.0%	0	0.0%
39 Second City Beginnings	0	0.0%	547	2.9%	623	2.1%
43 Classic Interstate Suburbia	0	0.0%	6	0.0%	11	0.0%
5C Upscale Young Singles and Couples	**0**	**0.0%**	**0**	**0.0%**	**448**	**1.5%**
25 Tech-Savy Group	0	0.0%	0	0.0%	0	0.0%
27 Young Coastal Technocrats	0	0.0%	0	0.0%	448	1.5%
6A Ethnic and Small Town Groups	**0**	**0.0%**	**70**	**0.4%**	**161**	**0.5%**
31 Latino Workforce	0	0.0%	0	0.0%	0	0.0%
59 Hardworking Latino Families	0	0.0%	0	0.0%	0	0.0%
60 Immigrant	0	0.0%	66	0.4%	145	0.5%
64 Southern Cities	0	0.0%	4	0.0%	14	0.0%
65 Small Towns	0	0.0%	0	0.0%	2	0.0%
6B Blue Collar Urbanites	**853**	**10.4%**	**981**	**5.3%**	**1,069**	**3.6%**
28 Coastal Diversity	853	10.4%	981	5.3%	1,065	3.5%
30 True Grit	0	0.0%	0	0.0%	0	0.0%
32 Apartment Dwellers	0	0.0%	0	0.0%	4	0.0%
6C Industrial Remnants	**0**	**0.0%**	**0**	**0.0%**	**2**	**0.0%**
63 Southern Small Towns	0	0.0%	0	0.0%	0	0.0%
66 Metropolitan Blue Collar	0	0.0%	0	0.0%	0	0.0%
68 Rust Belt	0	0.0%	0	0.0%	2	0.0%
7A Military and Blue Collar	**0**	**0.0%**	**0**	**0.0%**	**1**	**0.0%**
61 Communal Living	0	0.0%	0	0.0%	1	0.0%
62 Blue Collar Diversity	0	0.0%	0	0.0%	0	0.0%
7B Rural Working Blues	**5**	**0.1%**	**16**	**0.1%**	**65**	**0.2%**
24 Remote Latino Neighborhoods	3	0.0%	7	0.0%	49	0.2%
29 Metropolitan	0	0.0%	0	0.0%	0	0.0%
47 Simply Southern	0	0.0%	0	0.0%	0	0.0%
48 Tex-Mex	2	0.0%	8	0.0%	15	0.1%
53 Classic Southerners	0	0.0%	1	0.0%	1	0.0%
56 Blue Collar	0	0.0%	0	0.0%	0	0.0%
7C Ageing Small Town America	**0**	**0.0%**	**0**	**0.0%**	**15**	**0.0%**
23 Long-Lasting Heartland	0	0.0%	0	0.0%	0	0.0%
37 Industrial Town	0	0.0%	0	0.0%	0	0.0%
50 Small Town	0	0.0%	0	0.0%	0	0.0%
52 Great Open Country	0	0.0%	0	0.0%	13	0.0%
54 Agricultural Areas	0	0.0%	0	0.0%	2	0.0%
55 Mining Areas	0	0.0%	0	0.0%	0	0.0%

Uses the AGS Panorama Segmentation system. More information is available by clicking on the respective cluster. Cluster names have been modified from originals.

City of Marina, CA

Proposal-Economic Development Services



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Submitted by:
HdL ECONSolutions
120 S. State College Blvd., Suite 200
Brea, CA 92821
www.hdlcompanies.com

Contact:
Barry Foster
951.233.0414
bfoster@hdlcompanies.com

COVER LETTER

April 29, 2025

City of Marina
Tori Hannah, Finance Director
THannah@cityofmarina.org

Tori:

HdL Companies, is pleased to submit this proposal to provide Economic Development Services for the City of Marina

Hinderliter de Llamas Associates (HdL) is a 41-year-old consulting firm with corporate offices in Brea California and a Bay Area office in Pleasanton, plus another California office in Fresno, along with offices in Texas and North Carolina. HdL is a highly respected consulting firm working in sales tax, property tax, tax & fee administration, revenue analysis, economic development and cannabis management.

In responding to the City of Marina's request we are providing a proposal to conduct some Economic Development related services including Retail Recruitment Support Services, a Peer Review of the Downtown Vitalization Specific Plan (SP), Implementation Strategy for Activating the SP and creation of a website and branding for the economic function in Marina. We believe our team is well-equipped to contribute valuable insights and proven expertise for what you want for economic development in Marina.

With HdL ECONSolutions currently working for 35 cities in California on a variety of economic development services including Retail Attraction Support Services for a number of California cities, our Team is perfect for Marina. We truly understand the needs and methodology that retailers use in examining a new location possibility, along with assessing the highest & best use for a property. We also understand the importance of having a quality and easy to navigate website, along with brand recognition. We also have significant experience in what makes a successful downtown or town center, as well as understanding what is market relevant and realistic today. Unlike some competitors, we are a California based company and truly understand the California marketplace that can be challenging for out of state consultants-especially with retail recruitment. With a proven track record, we are committed to delivering quality economic development consulting services

Your primary point of contact will be me - Barry Foster, Principal and Managing Director of HdL's ECONSolutions Division, by phone at 951.233.0414 or email at bfoster@hdlcompanies.com. If you have any questions, please feel free to reach out directly to me.

Barry Foster
Principal/Managing Director
120 S. State College Blvd, Suite 200
Brea, CA 92821
bfoster@hdlcompanies.com

PROPOSAL

Scope of Work

Task 1. Retail Recruitment Outreach Support Services

HdL shall support Marina with retail recruitment services including:

- Work with the City to create customized materials and marketing packets.
- Facilitate establishing meaningful relationships with retailer, developers, site selectors and real estate professionals to promote retail opportunities in Marina.
- HdL utilizes a data base of more than 500 leading retailers, as well as Barry Foster having significant long-term relationships and a data base of with more than 1,500 people active in the retail development industry.
- Manage meetings and participate on behalf of Marina at a variety of key retail trade events including ICSC RECON-Las Vegas, ICSC Monterey, and ICSC Western Regional Conference in Palm Springs. Barry Foster has been a member of ICSC for 32 years.

Compensation for Task 1= $15,000 (not-to-exceed based on hourly rates)

Hourly rates for the work include the following:

Principal/Managing Director	***$250/hour***
Senior Advisor	***$180/hour***
Analyst	***$100/hour***

Task 2. Downtown Vitalization Work

Peer Review of the Downtown Vitalization Specific Plan (SP)

- Assess the SP for its market relevance, along identifying strong points and potential challenges in successfully implementing the SP.
- Review the Development Code within the Downtown Specific Plan and assess based on market conditions which zoning, and development standards need to modify to accelerate the development of infill housing within the Core of Marina.
- Evaluate the Land Use and Development Goals, Policies and Programs of the SP.

Compensation for Peer Review of the Downtown Vitalization Specific Plan = $14,000 (fixed fee)

Implementation Strategy to Activate the SP

- Utilize HdL's significant experience in development and/or redevelopment, along with the many relationships HdL established with quality developers.
- Meet with major property owners, businesses and major stakeholders within the SP area.
- Look at what other cities have done to successfully revitalize, redevelop or reposition a downtown or town center area.
- The HdL Team that would work on the project has successfully worked with several downtowns or town centers including Covina, Menlo Park, Monrovia, Pasadena and Walnut Creek.

Compensation for Implementation Strategy to Activate the SP = $15,750 (fixed fee)

Compensation for Task 2= **$29,750 (fixed fee)**

Task 3. Website – Economic Development

Develop a professional Economic Development microsite accessible from the City of Marina's main website that is also a stand-alone site. It will be designed for easy navigation, attractiveness, mobile friendly, and have SEO optimization for visibility on Google and Bing.

Website Microsite Build Out and Basic SEO:

- **Hosting Setup:**
  - Set up a secure hosting environment.
  - Install SSL certificate for secure HTTPS access.
  - Enable daily automated backups.
  - Implement malware detection and protection.
- **Website Development:**
  - Develop a microsite with up to 6 custom-designed pages built on a WordPress (CMS) platform. (Eastvale, CA is a great reference)
  - Mobile-responsive design across all devices.
  - Custom, modern graphic design with scrolling, simple navigation, and subtle animations.
  - ReCAPTCHA integration on any contact forms to prevent spam.
  - ADA and CCPA Accessibility Compliance
  - SEO-friendly URL structure and meta tags setup (titles, descriptions).
  - Basic SEO (keyword research for meta tags and headings).
  - Image compression and site speed optimization.
  - Google Analytics and Google Search Console setup.
  - Site submission to Google and Bing for indexing.
- **Basic Training:**
  - Provide 1-hour training session to client's staff on how to make basic edits within WordPress.

Hosting Setup and Web Development Costs = $6,500

- **Website Content Development/ Copy/ Editing**
  - We'll develop compelling content for the website that effectively communicates the City's vision, economic development services, and opportunities. This includes drafting engaging copy that aligns with the City's branding and tone, incorporates relevant keywords for search engine optimization (SEO), and is structured for accessibility and mobile responsiveness. We start with content planning, drafting, internal review, and will provide up to 2 rounds of revisions based on stakeholder feedback.

Copywriting Website Content / Editing Costs: TBD- Estimated between $2,500 – $3,500
(cost will be based on the final content scope and how much content Marina can supply).

Project Management and Website Design Oversight by HdL = $2,500

Compensation for Task 3= $12,500(not to exceed)

Please note the costs NOT Included in this proposal:

- Hosting service fees (annual), Domain registration (if applicable), Email services (e.g., Google Workspace or Microsoft 365 setup, Stock photography purchases, Professional photography or video and premium plugin licenses (if needed for extended functionality).

Client Responsibilities:

- Client will supply all photos, video content, branding elements, and major copy points and any written content to McLaughlin Marketing before work commencement.
- Project turnaround time is approximately **6 weeks** after receipt of all assets and approval to proceed.

Task 4. Marketing & Branding Economic Development

Develop a cohesive, modern brand identity for Marina's Economic Development program that integrates with the City's current identity. This package provides the essential tools needed to unify the city's image across all platforms — from economic development initiatives to resident communications.

Package Includes: logo (if appropriate), brand color palette, typography guidelines, simple brand style guide, tagline and key messaging, photography style direction and social media graphic templates.

Consideration will be given to:

- Crafting a compelling brand narrative (storytelling the true Marina brand will sell and get the impact and results you desire) that showcases the City's unique strengths—such as its strategic location, diverse community, and opportunity for economic growth. This narrative will be woven into all marketing materials, public communications, and community engagement efforts.
- Engaging local stakeholders, including businesses, community members, and civic leaders, in the rebranding process to ensure that the new identity resonates with those who live and work in Marina. Their insights and feedback will be instrumental in shaping a brand that authentically represents the City's values and growth aspirations.
- Position Marina's current local initiatives, events, and success stories that demonstrate the City's vibrant business climate and community spirit. This focus will attract new businesses and encourage existing residents to take pride in their city and contribute to its ongoing growth and development.

Compensation for Task 4= $3,500

Optional Projects to Consider for a Later Date:

- Custom video intro/outro animation
- Additional print materials (business cards, brochures, banners)
- Branded merchandise (shirts, hats, pens)
- Launch a comprehensive marketing campaign to promote economic development initiatives using digital platforms, social media, PR, networking, HDL well-established contacts, and traditional advertising channels to reach target audiences effectively. This campaign will highlight Marina as an important destination for investment, living, and recreation.

TOTAL COST for Task 1, 2, 3 & 4 = $60,750 (not to exceed)

Consultant's Prior Experience & Qualifications

The HdL ECONSolutions Teamhas over 130 years of experience working in economic and community development in both the public and private sectors. HdL has significant experience with retail attraction support services, along with providing a variety of economic development related consulting services.

HdL has established a solid reputation in economic development consulting, especially in California. Hdl is based in Brea, along with offices in Fresno and Pleasanton, as well as North Carolina and Texas.

Hdl ECONSolutions has done Retail Attraction Support Services for many California cities including Apple Valley, Desert Hot Springs, Diamond Bar, Duarte, Eastvale, Fowler, Grand Terrace, Glendora, Indio, Lake Forest, Marina, Menlo Park, National City, Ontario, Pacific Grove, Patterson, Placerville, Port Hueneme, Rancho Cordova, Rancho Santa Margarita, Ridgecrest, Upland, Vallejo and Watsonville.

Additional Capabilities: Our proprietary sales tax/software system not only ensures a thorough examination of the current retail environment but also opens numerous opportunities to prepare detailed economic development reports. These reports will be instrumental in providing Retail Attraction Support Services.

References

The following are a sampling of our public-sector references:

CITY OF EASTVALE Henry Garcia, former City Manager 951.999.1617	**CITY OF FOUNTAIN VALLEY** Omar Dadaboy, Assistant City Manager 10200 Slater Ave Fountain Valley, Ca 92780 714.593.4402
CITY OF RIDGECREST Ronald Strand, City Manager 100 W. California Avenue Ridgecrest, CA 93555 760.499.5002	**CITY OF PACIFIC GROVE** Ben Harvey, former City Manager 213.364.2699

Additional References

The following are a sample of our private sector references:

BURLINGTON STORES Chris Kiehler, Director of Real Estate 13341 Mount Hood Drive Tustin, CA 92705 714.322.2545	**PANDA RESTAURANTS** Lucy Gan, Sr. Director of Real Estate-West 1683 Walnut Grove Ave. Rosemead, CA 91770 626.202.3116
CHIPOTLE Amber Reed, Sr. Real Estate Manager-West 610 Newport Center Drive, Suite 1300 Newport Beach, CA 92660 650.422.0612	**SMART & FINAL** Casey Lynch, Vice President-Real estate 600 Citadel Dr. Commerce, CA 90040 323.869.7746

HOPKINS REAL ESTATE GROUP Steve Hopkins, CEO & President 4340 Von Karman, Suite 200 Newport Beach, CA 92660 949.370.9696	**SAGE INVESTCO** Patrick Charriou, Senior Partner 4350 Von Karman Ave., #200 Newport Beach, CA 92660 949.954.6100
LEWIS RETAIL CENTERS **Richard Lewis & Randall Lewis** 1156 N. Mountain Ave Upland, CA 91785 909.946.7518	**WABA GRILL** Steven Wang, Real Estate Director 181 S. Old Springs Road, 2nd Floor Anaheim Hills, CA 92808 562.908.9222
PANERA BREAD Tim O'Kane, Sr. Real Estate Director 9105 N. 105th Place Scottsdale, AZ 98258 714.316.4296	**WOOD INVESTMENTS INC.** Patrick Wood, President/CEO 2950 Airway Ave., Suite A-9 Costa Mesa, Ca 92627 949.300.0553
Gelson's Market Michael Smith, Director of Real Estate msmith@gelsons.com	**Albertsons** Sam Shink, Director of Real Estate 1421 S. Manhattan Avenue Fullerton CA 92831 714.300.6727

HdL Companies Key Personnel

HdL Companies is proposing a team of four for Santa Cruz. Barry Foster will be the Project Manager. The proposed Senior Advisors will be involved in the client interface, public interface and project analysis. The Analyst will be responsible for the data gathering and analysis.

BARRY FOSTER – PRINCIPAL/MANAGING DIRECTOR, HDL COMPANIES (BFOSTER@HDLCOMPANIES.COM)
Barry Foster has more than 36 years of local government experience including 33 years in Southern California working for the cities of Moreno Valley, Rancho Mirage, Monrovia, and Loma Linda, as well as over 10 years with the HdL Companies. As a Principal & Managing Director with HdL, Barry Foster started the ECONSolutions Division for HdL and has worked with 230 local governments in a variety of economic development related services. Additionally, he worked as a Development Consultant with five developers and retail advisors in Southern California. Over the years, he has helped facilitate more than 32 million square feet of new development projects including logistics-distribution, shopping centers, commercial retail/office, medical-healthcare, hotels, and auto centers. Mr. Foster is member of the International Council of Shopping Centers, as well as being a past President of the Municipal Management Assistants of Southern California (MMSASC). He holds a Bachelor of Science degree from Minnesota State University- Mankato and a Master of Public Administration from the University of Kansas.

RUTH MARTINEZ-BAENEN – SENIOR ADVISOR, HDL COMPANIES (RMARTINEZ@HDLCOMPANIES.COM**)**
Ms. Martinez-Baenen is an experienced Economic Development Manager with a demonstrated history of working in the government administration industry. Ruth has worked in local government for over 30 years, and 23 years as the Economic Development Project Manager for the City of Pasadena, providing business outreach, assistance, retention and attraction services for the City of Pasadena. Ruth is skilled in Nonprofit Organizations, Urban Planning, Government, Leadership, and CEQA. She has strong program and project management professional with a Master of Public Administration (M.P.A.) focused in Public Policy and Administration from California State University-Long Beach.

SANDRA METER—SENIOR ADVISOR HDL COMPANIES (SMEYER@HDLCOMPANIES.COM)
Sandra Meyer is an experienced professional in communicyt development, planning and economic development. She worked for 35 years for the City of Walnut Creek including 12 years as the Community & Economic Development Director. Ms. Meyer was very involved in making downtown Walnut Creek one of the best downtowns in California. Sandra has bachelor's for the University of California Davis.

FIENNA CHENG – ANALYST (FCHENG@HDLCOMPANIES,COM)
Fienna Cheng joined HdL early in 2020 as an Analyst and works on a variety of analytics and revenue analysis projects, as well as supporting the administrative needs of the Division. Ms. Cheng has experience in the private sector in the healthcare and insurance industries. Fienna received a Bachelor of Arts in Economics from the University of California Irvine.

MICHELLE MCLAUGHLIN (SUB-CONTRACTOR)
Michell McLaughlin is the founder and owner of McLaughlin Marketing based in Oceanside. She has over 35 years of experience in Marketing and communications.

HDL ECONSOLUTIONS CLIENTS

HdL ECONSolutions has quickly become a premier partner providing economic development services for many California cities. HdL ECONSolutions has worked with the following cities and local governments:



Hdl ECONSolutions is ***Driven BY RESULTS***

HdL ECONSolutions provides business attraction support services for number of cities in California. Success with retail attraction has resulted in the following new retail uses for our client cities.

HdL ECONSolutions has helped facilitate 75 retail/restaurant placements that generate more than $4.10 million annually in new sales tax revenue for our clients!

HDL ECONSOLUTIONS RETAIL PLACEMENTS



HdL ECONSolutions

120 S. State College Blvd.
Suite 200
Brea, CA 92821

Mobile 714.879.5000
www.ECONSolutionsbyHdL.com
www.hdlcompanies.com

Travel and Work Expense

- If travel is required, HdL shall be compensated for any travel or expenses related to attending any meetings or work activities in Marina.
- Actual receipts shall be provided for documentation.
- This compensation will be the actual cost and be above fixed fee cost of $29,750.

STAFF	HOURLY RATE
Managing Director	*$250*
Senior Advisor	*$180*

Representatives

The consultant representing dL shall be Barry Foster, Principal/Managing Director for ECONSolutions. The staff representative for the City of Marina will be Tori Hannah, Finance Director

About Us

HdL started ECONSolutions in 2015, a new division of the company, to focus on economic development related services. HdL ECONSolutions has done a variety of work for over 240 local governments and is presently working for 30 cities. Barry Foster is the Principal/Managing Director for HdL ECONSolutions, he has worked for four California cities with more than 23 years' experience in economic development, as well as the past twelve years in private sector consulting, including 11 years with HdL. Barry Foster has helped facilitate more than 35 million square feet of development in California including logistics/distribution, commercial retail, professional office, medical/healthcare, auto dealerships numerous mixed-use developments.

Accepted by HdL:

5/29/202

Barry Foster, Principal/Managing Director Date

Accepted by City of Marina:

_____

Date

May 1, 2025 Item No. **10g(3)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 6, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING AMENDMENT NO. 2 TO AGREEMENT NO. A-15987 WITH THE COUNTY OF MONTEREY FOR ANIMAL SERVICES, AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT, AND APPROPRIATING FUNDS NOT TO EXCEED $50,000 FOR FY 2025–2026.

REQUEST:
It is requested that the City Council consider:

1. Adopting Resolution No. 2025-, approving Amendment No. 2 to Agreement No. A-15987 between the City of Marina and the County of Monterey (Hitchcock Road Animal Services); and
2. Appropriating funds not to exceed $50,000 in the Marina Police Department's FY 2025–2026 operating budget to fund related animal sheltering and emergency veterinary service
3. Authorizing the City Manager to execute the amendment and all related documents subject to review and approval by the City Attorney; and

BACKGROUND:
The City of Marina has contracted with the County of Monterey for animal sheltering and related services through Hitchcock Road Animal Services (HRAS) under Agreement No. A-15987 since July 1, 2022. In 2024, the City approved Amendment No. 1, which extended the agreement to June 30, 2025, and applied a 16% increase to service fees. **("EXHIBIT A")**

Amendment No. 2 proposes to further extend the agreement through June 30, 2026, and applies an 8% increase in service fees. These adjustments align with HRAS's operational needs and efforts to ensure long-term fiscal sustainability as part of a regional Joint Powers Agency. **("EXHIBIT B")**

ANALYSIS:
Amendment No. 2 includes an 8% increase in all base service categories, including stray and surrendered animal holding, carcass disposal, and emergency medical treatment transportation. The following is a comparison of key rates:

Service	FY 2024–2025 Rate	FY 2025–2026 Rate	Increase
Stray/Surrendered Animal (5 days)	$275.00	$297.00	+$22.00
Extended Holding (10 days)	$505.00	$545.00	+$40.00
Additional Holding (per day)	$46.00	$48.00	+$2.00
Carcass Disposal	$29.00	$31.00	+$2.00
Emergency Medical Transport (per hour)	$129.00	$139.00	+$10.00

In FY 2023–2024, the City spent approximately $37,200 on animal services. After the 16% increase in FY 2024–2025, the projected cost rose to $43,152. With the proposed 8% increase, the estimated cost for FY 2025–2026 is $46,604.16.

Due to natural fluctuations in the number of animals requiring services, staff recommends authorizing a not-to-exceed budget of $50,000 to cover any potential increase in demand. In-house provision of these services would require significant investment in staff, infrastructure, and facilities, far exceeding the current contract costs.

CONCLUSION:

Approval of Amendment No. 2 will ensure continued access to high-quality, regional animal care services while preserving fiscal efficiency. The proposed increase is modest and necessary to maintain service continuity through HRAS. Funding up to $50,000 will provide appropriate flexibility for potential increases in service demand.

Respectfully submitted:

_____

Randy Hopkins
Chief of Police
City of Marina

REVIEW/CONCUR:

_____

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING AMENDMENT NO. 2 TO AGREEMENT NO. A-15987 WITH THE COUNTY OF MONTEREY FOR ANIMAL SERVICES, AUTHORIZING THE CITY MANAGER TO EXECUTE THE AGREEMENT, AND APPROPRIATING FUNDS NOT TO EXCEED $50,000 FOR FY 2025–2026

WHEREAS, the City of Marina entered into Agreement No. A-15987 with the County of Monterey for the provision of animal sheltering and related services through Hitchcock Road Animal Services (HRAS); and

WHEREAS, on June 7, 2024, the City approved Amendment No. 1 to extend the term through June 30, 2025 and apply a 16% fee increase; and

WHEREAS, the County has proposed Amendment No. 2 to extend the agreement through June 30, 2026 and apply an additional 8% increase in service fees; and

WHEREAS, the Marina Police Department projects the FY 2025–2026 cost of services to be approximately $46,604.16, and recommends authorizing a not-to-exceed budget of $50,000 to accommodate potential fluctuations in service volume;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Approve Amendment No. 2 to Agreement No. A-15987 with the County of Monterey for the provision of animal services from July 1, 2025, through June 30, 2026;
2. Authorize the City Manager, or designee, to execute the amendment and all related documents subject to review and approval by the City Attorney; and
3. Appropriate funds not to exceed $50,000 from the FY 2025–2026 operating budget of the Marina Police Department to fund animal sheltering and related services.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

AMENDMENT NO. 1
TO AGREEMENT BY AND BETWEEN
COUNTY OF MONTEREY AND
THE CITY OF MARINA

THIS AMENDMENT NO. 1 to AGREEMENT No. A-15987 is made by and between the County of Monterey, a political subdivision of the State of California and the Lead Agency of Hitchcock Road Animal Services (HRAS), (hereinafter referred to as "COUNTY"), and the City of Marina (hereinafter referred to as "CITY") with respect to the following.

WHEREAS, the COUNTY established the Health Department Animal Services Center, located at 160 Hitchcock Road, Salinas, to shelter animals within the unincorporated areas of the Monterey County; and

WHEREAS, on September 7, 2022, COUNTY and CITY entered into AGREEMENT NO. A-15987 for the term July 1, 2022 through June 30, 2024, for the use of the Animal Services Center and the provision of other animal services; and

WHEREAS, on January 1, 2023, Hitchcock Road Animal Services was established with the objective of merging the City of Salinas and the County of Monterey entities, for the betterment of all animals in our communities' requiring services, as well as the residents and taxpayers of both entities, with the ability to utilize shared equipment, resources, and personnel; and

WHEREAS, COUNTY serves as the Lead Agency for Hitchcock Road Animal Services, encompassing the contracting parties: County of Monterey and City of Salinas; and

WHEREAS, CITY desired to contract with COUNTY for the provision of services at Hitchcock Road Animal Services; and

WHEREAS, COUNTY and CITY wish to amend AGREEMENT No. A-15987 to replace EXHIBIT A, and extend the AGREEMENT Term by one (1) additional year for a revised AGREEMENT Term of July 1, 2022 – June 30, 2025, as Agency's entities work together to find an Agreement to plan for fiscal substantiality and accountability via the newly formed Hitchcock Road Animal Services Joint Powers Agency.

NOW THEREFORE, COUNTY and CITY hereby agree to amend the AGREEMENT as follows:

1. **Section 5.0, "TERM AND TERMINATION", Section 5.A, shall be amended by removing** "This Agreement shall be effective July 1, 2022 and shall terminate on June 30, 2024, unless sooner terminated pursuant to the terms of this Agreement," **and replacing it with** "This Agreement shall be effective July 1, 2022 and shall terminate on June 30, 2025, unless sooner terminated pursuant to the terms of this Agreement."

2. **EXHIBIT A, "Fees for Services", shall be amended by** removing EXHIBIT A of this AGREEMENT **and replacing it with** "EXHIBIT A-1". All references in AMENDMENT NO. 1 to EXHIBIT A shall be construed to refer to EXHIBIT A-1.

3. Except as provided herein, all remaining terms, conditions, and provisions of the AGREEMENT are unchanged and unaffected by this AMENDMENT NO. 1 and shall continue in full forces and effect as set forth in the AGREEMENT.

4. The recitals to this Amendment No. 1 are hereby incorporated by this reference.

5. A copy of the Amendment No. 1 shall be attached to the original AGREEMENT executed by COUNTY on September 7, 2024.

6. This Amendment No. 1 is effective July 1, 2024.

************SIGNATURE PAGE TO FOLLOW************

EXHIBIT A

IN WITNESS WHEREOF, COUNTY and CITY have executed this AMENDMENT NO. 1 as of the day and year written below.

COUNTY OF MONTEREY

By: _____
Contracts/Purchasing Officer

Date: _____

By: DocuSigned by: Elsa Jimenez
C7A30BA59CA4429...
Department Head (if applicable)

Date: 6/17/2024 | 7:30 AM PDT

By: _____
Board of Supervisors (if applicable)

Date: _____

Approved as to Form[1]

By: DocuSigned by: Robert I. Brayer Robert I. Brayer
6D0AC6C2AA4A4A8...
County Counsel

Date: County of Monterey
6/13/2024 | 10:07 AM PDT

Approved as to Fiscal Provisions[2]

By: DocuSigned by: Jennifer Forsyth fer Forsyth
457E657875454AE...
Auditor/Controller
Auditor-Controller Analyst II

Date: 6/13/2024 | 11:22 AM PDT

Approved as to Liability Provisions[3]

By: _____
Risk Management

Date: _____

THE CITY OF MARINA

THE CITY OF MARINA
Business Name*

By: DocuSigned by: Randy Hopkins
D1C136B34B9E454...
(Signature of Chair, President, or Vice-President) *

Randy Hopkins Marina Chief of Police
Name and Title

Date: 6/7/2024 | 4:56 PM PDT

By: _____
(Signature of Secretary, Asst. Secretary, CFO, Treasurer or Assistant Treasurer)*

_____
Name and Title

Date: _____

*INSTRUCTIONS: If CITY is a corporation, including limited liability and non-profit corporations, the full legal name of the corporation shall be set forth above together with the signatures of two specified officers. If CITY is a partnership, the name of the partnership shall be set forth above together with the signature of a partner who has authority to execute this AGREEMENT on behalf of the partnership. If CITY is contracting in an individual capacity, the individual shall set forth the name of the business, if any, and shall personally sign the AGREEMENT.

[1]Approval by County Counsel is required [2]Approval by Auditor-Controller is required

1. Fees for Services

The CITY shall be billed the fees listed below for stray or surrendered animals found within the incorporated boundaries of the CITY and admitted to the Animal Services Center.

Where an animal is returned to the owner and owner pays fees related to the board/care of the animal, CITY shall not be charged for duplicate fees collected for services provided to the animal and will be issued a credit for the fees paid by owner to reduce overall invoice.

Fees for Services

Stray/Surrendered animal holding (up to 5 days):	$275.00 per animal *

**In the event that a pregnant stray animal admitted to the shelter subsequently deliver its litter while in custody of the COUNTY, CITY will be billed only the rate of $275.00 and COUNTY will assume responsibility of the litter at no additional cost to CITY. However, in the event that a stray animal is brought in with its live litter, CITY will be billed $275.00 for each live stray animal brought in.*

Extended holding (up to 10 days):	$505.00 per animal
Additional holding over 10 days:	$46.00 per day
Domestic Animal Carcass disposal:	$29.00 per animal
Animal Control Officer Assist (dog/cat) or Emergency Medical Treatment Transportation	$129.00/officer/hour

Rabies testing:

1. Head Removal

i. Small Dog/Cat	$ 93.00 each
ii. Medium Dog	$ 136.00 each
iii. Large Dog	$ 179.00 each
iv. X-Large Dog	$ 352.00 each

2. Rabies testing (not including head removal)

i. Bats, wildlife, human exposure, rush test @ MCHD	$ 165.00 each
ii. Non-human exposure @ Santa Clara + shipping	$Actual Cost pass thru

Veterinary Clinic Services

DocuSign Envelope ID: F1427022-FFB4-4CD9-8604-FEA54718962F

1. Cat spay	$116.00	each
2. Cat neuter	$104.00	each
3. Additional fee if animal is in heat	$ 58.00	each
4. Additional fee if animal is pregnant	$ 69.00	each
5. Dewclaw removal (attached)	$ 127.00	each
6. Dewclaw removal (pair-attached)	$ 179.00	each
7. Dewclaw removal (unattached)	$ 57.00	each
8. Dewclaw removal (pair-unattached)	$ 92.00	each
9. Umbilical hernia	$ 56.00	each
10. FIV/FELV test	$ 30.00	each
11. Pain medication	$ 9.00	per dose
12. Obese animal fee	$ 69.00	each
13. Fvrcp	$ 11.00	each
14. Da2pp	$ 13.00	each
15. Tooth extraction	$ 47.00	each
16. Heartworm testing	$ 26.00	each
17. Grooming/shaving	$ 2.00	per minute
18. Unilateral retained testicle removal	$ 69.00	each
19. Unilateral retained monorchid crypt	$110.00	each
20. Bilateral crypt	$163.00	each
21. Miscellaneous surgery (e.g., biopsy, bump removal), determined at time of surgery based on time and extent.	$ 5.00 $ 87.00	per minute plus lab fees
22. Feral Cat Spay		each
23. Feral Cat Neuter	$ 53.00	each
24. Rabbit Spay	$ 127.00	each
25. Rabbit Neuter	$ 88.00	each
26. Dog Neuters	$ 155.00	each
i. Small up to 15 lbs		
ii. Medium 16-40 lbs	$ 165.00	each
iii. Large 41 lbs and over	$ 186.00	each
27. Dog Spays		
i. Small up to 15 lbs	$ 180.00	each
ii. Medium 16-40 lbs	$ 188.00	each
iii. Large 41 lbs and over	$ 210.00	each
28. Bordatella	$ 20.00	each
29. Flea Treatment	$ 4.00	each
i. Cat		
ii. Dog up to 25 lbs	$ 6.00	each
iii. Dog 26-100 lbs	$ 16.00	each
30. Felv only test	$ 32.00	each
31. Antibiotics	$ 63.00	per mL
i. Convenia		
ii. Penicilin	$ 20.00	per mL
iii. Enrofloxacin	$ 21.00	per mL
32. Pain Medication (specific)	$ 26.00	per mL
i. Meloxicam		

i. Buprenorphine	$ 29.00	per mL
iii. Butorphanol	$ 24.00	per mL
iv. Onisor	$ 28.00	per mL
v. Carprofen	$ 20.00	per mL
33. Health Certificate	$ 46.00	per animal
34. Foreign Body (foxtail)Probe (with sedation)		
i. Cat	$ 86.00	per animal
ii. Dog up to 25 lbs	$ 79.00	per animal
iii. Dog up to 50 lbs	$ 98.00	per animal
iv. Dog up to 100 lbs	$132.00	per animal
35. Sedation		
i. Cat	$ 60.00	per animal
ii. Dog up to 22 lbs	$ 72.00	per animal
iii. Dog 23-45 lbs	$ 87.00	per animal
iv. Dog 46-100 lbs	$113.00	per animal
36. Abscess Treatment		
i. Cat	$ 92.00	per animal
ii. Dog up to 25 lbs	$ 84.00	per animal
iii. Dog 26-50 lbs	$103.00	per animal
iv. Dog 51-100 lbs	$137.00	per animal
37. Wound Care (Sedation excluded)		
i. Cat	$ 78.00	per animal
ii. Dog up to 25 lbs	$ 59.00	per animal
iii. Dog 26-50 lbs	$ 63.00	per animal
iv. Dog 51-100 lbs	$ 69.00	per animal
38. Laceration Repair (Sedation included)		
i. Cat	$ 98.00	per animal
ii. Dog up to 25 lbs	$ 91.00	per animal
iii. Dog 26-50 lbs	$110.00	per animal
iv. Dog 51-100 lbs	$143.00	per animal
39. Enucleation (Eye Removal) (Excludes e-collar and species specific pain medication)		
i. Up to 15 lbs	$ 296.00	per animal
ii. 16 lbs and over	$ 306.00	per animal
40. Mass Removal (Excludes e-collar and species specific pain medication)		
i. Up to 15 lbs	$ 278.00	per animal
ii. 16 lbs and over	$ 288.00	per animal
41. Tail Amputation (Excludes e-collar and species specific pain medication)		
i. Up to 15 lbs	$ 245.00	per animal
ii. 16 lbs and over	$ 255.00	per animal
42. Parvo Test	$ 48.00	each
43. Ear mite treatment (Cats)	$ 60.00	each
44. Ear cleaning and treatment (dogs) (sedation excluded)	$ 29.00	each
45. Bandage/Splint Application (sedation excluded)	$ 127.00	each
46. E-Collar	$ 14.00	each
47. X-Ray (Exam, sedation excluded)	$125	each view
48. Exam fee	$58.00	per animal

AMENDMENT NO. 2
TO AGREEMENT BY AND BETWEEN
COUNTY OF MONTEREY AND
THE CITY OF MARINA

THIS AMENDMENT NO. 2 to AGREEMENT No. A-15987 is made by and between the County of Monterey, a political subdivision of the State of California and the Lead Agency of Hitchcock Road Animal Services (HRAS)**,** (hereinafter referred to as "COUNTY"), and the City of Marina (hereinafter referred to as "CITY") with respect to the following.

WHEREAS, the COUNTY established the Health Department Animal Services Center, located at 160 Hitchcock Road, Salinas, to shelter animals within the unincorporated areas of the Monterey County; and

WHEREAS, on September 7, 2022, COUNTY and CITY entered into AGREEMENT NO. A-15987 for the term July 1, 2022 through June 30, 2024, for the use of the Animal Services Center and the provision of other animal services; and

WHEREAS, on January 1, 2023, Hitchcock Road Animal Services was established with the objective of merging the City of Salinas and the County of Monterey entities, for the betterment of all animals in our communities' requiring services, as well as the residents and taxpayers of both entities, with the ability to utilize shared equipment, resources, and personnel; and

WHEREAS, COUNTY serves as the Lead Agency for Hitchcock Road Animal Services, encompassing the contracting parties: County of Monterey and City of Salinas; and

WHEREAS, CITY desired to contract with COUNTY for the provision of services at Hitchcock Road Animal Services; and

WHEREAS, COUNTY and CITY entered into AMENDMENT NO. 1 to replace EXHIBIT A, and extend the AGREEMENT Term by one (1) additional year for a revised AGREEMENT Term of July 1, 2022 – June 30, 2025, as Agency's entities work together to find an Agreement to plan for fiscal sustainability and accountability via the newly formed Hitchcock Road Animal Services Joint Powers Agency; and

WHEREAS, COUNTY and CITY wish to amend AGREEMENT No. A-15987 to replace EXHIBIT A to apply an eight percent (8%) fee increase, and extend the AGREEMENT Term by one (1) additional year for a revised AGREEMENT Term of July 1, 2022 – June 30, 2026, as Agency's entities work together to find an Agreement to plan for fiscal sustainability and accountability via the newly formed Hitchcock Road Animal Services Joint Powers Agency.

NOW THEREFORE, COUNTY and CITY hereby agree to amend the AGREEMENT as follows:

1. **Section 5.0, "TERM AND TERMINATION", Section 5.A, shall be amended by removing** "This Agreement shall be effective July 1, 2022 and shall terminate on June 30, 2025, unless sooner terminated pursuant to the terms of this Agreement," **and replacing it**

with "This Agreement shall be effective July 1, 2022 and shall terminate on June 30, 2026, unless sooner terminated pursuant to the terms of this Agreement."

2. **EXHIBIT A**, **"Fees for Services", shall be amended by** removing EXHIBIT A of this AGREEMENT **and replacing it with** "EXHIBIT A-2". All references in AMENDMENT NO. 2 to EXHIBIT A shall be construed to refer to EXHIBIT A-2.

3. Except as provided herein, all remaining terms, conditions, and provisions of the AGREEMENT are unchanged and unaffected by this AMENDMENT NO. 2 and shall continue in full forces and effect as set forth in the AGREEMENT.

4. The recitals to this Amendment No. 2 are hereby incorporated by this reference.

5. A copy of the Amendment No. 2 shall be attached to the original AGREEMENT executed by COUNTY on September 7, 2024.

6. This Amendment No. 2 is effective July 1, 2025.

************SIGNATURE PAGE TO FOLLOW************

IN WITNESS WHEREOF, COUNTY and CITY have executed this AMENDMENT NO. 2 as of the day and year written below.

COUNTY OF MONTEREY

By: _____
Contracts/Purchasing Officer

Date: _____

By: _____
Department Head (if applicable)

Date: _____

By: _____
Board of Supervisors (if applicable)

Date: _____

Approved as to Form[1]

By: _____
County Counsel

Date: _____

Approved as to Fiscal Provisions[2]

By: _____
Auditor/Controller

Date: _____

Approved as to Liability Provisions[3]

By: _____
Risk Management

Date: _____

THE CITY OF MARINA

THE CITY OF MARINA
Business Name*

By: _____
(Signature of Chair, President, or Vice-President) *

_____
Name and Title

Date: _____

By: _____

(Signature of Secretary, Asst. Secretary, CFO, Treasurer or Assistant Treasurer)*

_____
Name and Title

Date: _____

*INSTRUCTIONS: If CITY is a corporation, including limited liability and non-profit corporations, the full legal name of the corporation shall be set forth above together with the signatures of two specified officers. If CITY is a partnership, the name of the partnership shall be set forth above together with the signature of a partner who has authority to execute this AGREEMENT on behalf of the partnership. If CITY is contracting in an individual capacity, the individual shall set forth the name of the business, if any, and shall personally sign the AGREEMENT.

[1]Approval by County Counsel is required [2]Approval by Auditor-Controller is required

Exhibit B-2

1. Fees for Services

The CITY shall be billed the fees listed below for stray or surrendered animals found within the incorporated boundaries of the CITY and admitted to the Animal Services Center.

Where an animal is returned to the owner and owner pays fees related to the board/care of the animal, CITY shall not be charged for duplicate fees collected for services provided to the animal and will be issued a credit for the fees paid by owner to reduce overall invoice.

Fees for Services

Stray/Surrendered animal holding (up to 5 days): $297.00 per animal *

**In the event that a pregnant stray animal admitted to the shelter subsequently deliver its litter while in custody of the COUNTY, CITY will be billed only the rate of $297.00 and COUNTY will assume responsibility of the litter at no additional cost to CITY. However, in the event that a stray animal is brought in with its live litter, CITY will be billed $297.00 for each live stray animal brought in.*

Extended holding (up to 10 days): $545.00 per animal

Additional holding over 10 days: $48.00 per day

Domestic Animal Carcass disposal: $31.00 per animal

Animal Control Officer Assist (dog/cat) or Emergency Medical Treatment Transportation $139.00/officer/hour

Rabies testing:

1. Head Removal
    i. Small Dog/Cat $ 100.00 each
    ii. Medium Dog $ 146.00 each
    iii. Large Dog $ 193.00 each
    iv. X-Large Dog $ 380.00 each
2. Rabies testing (not including head removal)
    i. Bats, wildlife, human exposure, rush test @ MCHD: $165.00 each
    ii. Non-human exposure @ Santa Clara + shipping: $Actual Cost pass thru

Veterinary Clinic Services

A. Clinic Fees:

1. Exam Fee (15 minutes)	$62.00	each
2. X-Ray (Per view, minus exam or sedation)	$135.00	per view
3. Cat spay	$125.00	each
4. Cat neuter	$112.00	each
5. Additional fee if animal is in heat	$ 62.00	each
6. Additional fee if animal is pregnant	$ 74.00	each
7. Dewclaw removal (attached)	$ 137.00	each
8. Dewclaw removal (pair-attached)	$ 193.00	each
9. Dewclaw removal (unattached)	$ 61.00	each
10. Dewclaw removal (pair-unattached)	$ 99.00	each
11. Umbilical hernia	$ 60.00	each
12. FIV/FELV test	$ 32.00	each
13. Pain medication	$ 9.00	per dose
14. Obese animal fee	$ 74.00	each
15. Fvrcp	$ 11.00	each
16. Da2pp	$ 14.00	each
17. Tooth extraction	$ 50.00	each
18. Heartworm testing	$ 28.00	each
19. Grooming/shaving	$ 2.00	per minute
20. Unilateral retained testicle removal	$ 74.00	each
21. Unilateral retained monorchid crypt	$118.00	each
22. Bilateral crypt	$176.00	each
23. Miscellaneous surgery (e.g., biopsy, bump removal), determined at time of surgery based on time and extent.	$ 5.00	per minute plus lab fees
24. Feral Cat Spay	$ 93.00	each
25. Feral Cat Neuter	$ 57.00	each
26. Rabbit Spay	$ 137.00	each
27. Rabbit Neuter	$ 95.00	each
28. Dog Neuters		
i. Small up to 15 lbs	$ 167.00	each
ii. Medium 16-40 lbs	$ 178.00	each
iii. Large 41 lbs and over	$ 200.00	each
29. Dog Spays		
i. Small up to 15 lbs	$ 194.00	each
ii. Medium 16-40 lbs	$ 203.00	each
iii. Large 41 lbs and over	$ 226.00	each
30. Bordatella	$ 21.00	each
31. Flea Treatment		
i. Cat	$ 4.00	each
ii. Dog up to 25 lbs	$ 6.00	each
iii. Dog 26-100 lbs	$ 1700	each
32. Felv only test	$ 34.00	each
33. Antibiotics		
i. Convenia	$ 68.00	per mL
ii. Penicilin	$ 21.00	per mL
iii. Enrofloxacin	$ 22.00	per Ml

34. Pain Medication (specific)		
i. Meloxicam	$ 30.00	per mL
ii. Buprenorphine	$ 31.00	per mL
iii. Butorphanol	$ 25.00	per mL
iv. Onisor	$ 28.00	per mL
v. Carprofen	$ 2200	per mL
35. Health Certificate	$ 49.00	per animal
36. Foreign Body (foxtail)Probe (with sedation)		
i. Cat	$ 92.00	per animal
ii. Dog up to 25 lbs	$ 85.00	per animal
iii. Dog up to 50 lbs	$ 105.00	per animal
iv. Dog up to 100 lbs	$142.00	per animal
37. Sedation		
i. Cat	$ 64.00	per animal
ii. Dog up to 22 lbs	$ 77.00	per animal
iii. Dog 23-45 lbs	$ 93.00	per animal
iv. Dog 46-100 lbs	$122.00	per animal
38. Abscess Treatment		
i. Cat	$ 99.00	per animal
ii. Dog up to 25 lbs	$ 90.00	per animal
iii. Dog 26-50 lbs	$111.00	per animal
iv. Dog 51-100 lbs	$14700	per animal
39. Wound Care (Sedation excluded)		
i. Cat	$ 84.00	per animal
ii. Dog up to 25 lbs	$ 63.00	per animal
iii. Dog 26-50 lbs	$ 68.00	per animal
iv. Dog 51-100 lbs	$ 74.00	per animal
40. Laceration Repair (Sedation included)		
i. Cat	$ 105.00	per animal
ii. Dog up to 25 lbs	$ 98.00	per animal
iii. Dog 26-50 lbs	$118.00	per animal
iv. Dog 51-100 lbs	$154.00	per animal
41. Enucleation (Eye Removal) (Excludes e-collar and species specific pain medication)		
i. Up to 15 lbs	$ 319.00	per animal
ii. 16 lbs and over	$ 330.00	per animal
42. Mass Removal (Excludes e-collar and species specific pain medication)		
i. Up to 15 lbs	$ 300.00	per animal
ii. 16 lbs and over	$ 311.00	per animal
43. Tail Amputation (Excludes e-collar and species specific pain medication)		
i. Up to 15 lbs	$ 264.00	per animal
ii. 16 lbs and over	$ 275.00	per animal
44. Parvo Test	$ 51.00	each
45. Ear mite treatment (Cats)	$ 64.00	each
46. Ear cleaning and treatment (dogs) (sedation excluded)	$ 31.00	each
47. Bandage/Splint Application (sedation excluded)	$ 137.00	each
48. E-Collar	$ 15.00	each

May 1, 2025 Item No. **10g(4)**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of May 6, 2025

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2025-, AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT TO WALLACE GROUP OF SAN LUIS OBISPO, CA FOR PROGRAM MANAGEMENT SERVICES FOR VARIOUS PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM (CIP) AND AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP); AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE CONTRACT DOCUMENTS SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY; AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUGETARY ENTRIES.

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, authorizing a professional services agreement with Wallace Group of San Luis Obispo, CA for program management services beginning July 1, 2025, in an amount not to exceed $855,169.00 for various projects in the Capital Improvement Program (CIP) and the Airport Capital Improvement Program (ACIP).
2. Authorize the City Manager or designee to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.
3. Authorize the Finance Director to make necessary accounting and budgetary entries.

BACKGROUND:

The City of Marina has maintained a successful partnership with Wallace Group since May 18, 2020, when the initial 3-year contract was executed. This contract has been extended twice, resulting in a total duration of 5 years, with the current extension set to expire on June 30, 2025. Throughout this period, Wallace Group has played a pivotal role in managing and executing numerous capital improvement projects within the city.

Notable projects completed under this partnership include:

- Glorya Jean Tate Improvements Phase 1
- Two large blight removal projects
- Preston Park Improvements Phase 1

Wallace Group is currently engaged in multiple ongoing projects, including Preston Park Phase 2 Improvements, Glorya Jean Tate Phase 2 Improvements, City Park at the Dunes, and the Sportsplex & Aquatics Center Project. Continued collaboration with Wallace Group is essential to ensure the successful completion of Marina's Capital Improvements Programs.

ANALYSIS:

The remaining projects outlined in the Scope of Work for the current agreement with Wallace Group are estimated at a budget of $1,444,879. In an effort to reduce costs, Public Works staff have been actively working to bring many of these projects in-house. This proactive approach not only promotes efficiency but also represents a significant opportunity for financial savings for the City.

The proposed extension of the agreement will extend the contract term to June 30, 2026, while implementing a total contract deduction of $589,710. This reduction reflects the ongoing efforts to scale back the scope of services provided by Wallace Group, facilitating an even further minimization of expenses to the City.

FISCAL IMPACT:

The financial implications of extending the partnership with Wallace Group include the proposed deduction of $589,710 from the total contract value, resulting in a revised project budget of $855,169 for the remaining work. This strategic adjustment will positively impact the City's financial resources, allowing for the effective allocation of funds to other priority areas and projects.

In summary, the extension of the professional services agreement with Wallace Group is not only aligned with the City's commitment to enhancing infrastructure and public spaces but is also structured to achieve cost-effectiveness and project efficiency. By continuing to work with Wallace Group, the City of Marina ensures the successful advancement of critical projects while maintaining fiscal responsibility.

EXHIBITS:

Exhibit A – Professional Services Agreement with Wallace Group.
Exhibit B – Wallace Group Proposal for Program Management Services
Exhibit C – Original and Subsequent Agreements with Wallace Group for Program Management Services

Respectfully submitted,

_____

Ismael Hernandez
Public Works Director
City of Marina

_____

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF MARINA AUTHORIZING A PROFESSIONAL SERVICES AGREEMENT TO WALLACE GROUP OF SAN LUIS OBISPO, CA FOR PROGRAM MANAGEMENT SERVICES FOR VARIOUS PROJECTS IN THE CAPITAL IMPROVEMENT PROGRAM (CIP) AND AIRPORT CAPITAL IMPROVEMENT PROGRAM (ACIP); AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE CONTRACT DOCUMENTS SUBJECT TO FINAL REVIEW AND APPROVAL BY THE CITY ATTORNEY; AND AUTHORIZING THE FINANCE DIRECTOR TO MAKE NECESSARY ACCOUNTING AND BUGETARY ENTRIES

WHEREAS, the City of Marina has engaged with Wallace Group for program management services since May 18, 2020, under an initial 3-year contract which has been extended twice, resulting in a total agreement duration of 5 years, with the current extension set to expire on June 30, 2025; and

WHEREAS, this partnership has been instrumental in the successful completion of various capital improvement projects that have benefitted the City, including but not limited to Glorya Jean Tate Improvements Phase 1, two large blight removal projects, and Preston Park Improvements Phase 1; and

WHEREAS, Wallace Group is currently managing ongoing projects such as Preston Park Phase 2 Improvements, Glorya Jean Tate Phase 2 Improvements, City Park at the Dunes, and the Sportsplex & Aquatics Center Project; and

WHEREAS, the continued partnership with Wallace Group is essential for the successful implementation of the City's Capital Improvements Programs and the effective execution of remaining projects identified in the Scope of Work; and

WHEREAS, the City's Public Works staff have worked diligently to bring many projects in-house, resulting in a proposed contract deduction of $589,710, which will allow for a revised budget of $855,169 for the remaining work; and

WHEREAS, the extension of the professional services agreement from July 1, 2025, to June 30, 2026, will ensure the continued support and oversight necessary for the completion of vital projects while fostering cost-effective management;

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Adopt Resolution No. 2025- authorizing a professional services agreement with Wallace Group of San Luis Obispo, CA for program management services beginning July 1, 2025, in an amount not to exceed $855,169.00 for various projects in the Capital Improvement Program (CIP) and the Airport Capital Improvement Program (ACIP).
2. Authorize the City Manager or designee to execute the agreement on behalf of the City subject to final review and approval by the City Attorney.
3. Authorize the Finance Director to make necessary accounting and budgetary entries.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025 by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: OUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

1904224.1

CITY OF MARINA
AGREEMENT FOR PROGRAM MANAGEMENT SERVICES

THIS AGREEMENT is made and entered into on July 1, 2025, by and between the City of Marina, a California charter city, hereinafter referred to as the "City," and *Wallace Group*, a *California corporation,* hereinafter referred to as the "Contractor." City and Contractor are sometimes individually referred to as "party" and collectively as "parties" in this Agreement.

Recitals

A. City desires to retain Contractor for:

Program Management Services for various projects in the Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP), hereinafter referred to as the "Project."

B. Contractor represents and warrants that it has the qualifications, experience and personnel necessary to properly perform the services as set forth herein.

C. City desires to retain Contractor to provide such services.

Terms and Conditions

For of good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and in consideration of the mutual promises contained herein, City and Contractor agree to the following terms and conditions:

1. Scope of Work.

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in Exhibit "A" attached hereto ("Scope of Work") and by this reference made a part hereof. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion.

(b) Contractor shall perform all such work with skill and diligence and pursuant to generally accepted standards of practice in effect at the time of performance. Contractor shall provide corrective services without charge to the City for work which fails to meet these standards and which is reported to Contractor in writing within sixty days of discovery. Should Contractor fail or refuse to perform promptly its obligations under this Agreement, the City may render or undertake the performance thereof and the Contractor shall be liable for any expenses thereby incurred.

(c) If services under this Agreement are to be performed by a design professional, as that term is defined in California Civil Code §2782.8(b)(2), design professional certifies that all design professional services shall be provided by a person

or persons duly licensed by the State of California to provide the type of services described in Section 1(a). By delivery of completed work, design professional certifies that the work conforms to the requirements of this Agreement and all applicable federal, state and local laws, and the professional standard of care in California.

(d) Contractor is responsible for making an independent evaluation and judgment of all relevant conditions affecting performance of the work, including without limitation site conditions, existing facilities, seismic, geologic, soils, hydrologic, geographic, climatic conditions, applicable federal, state and local laws and regulations and all other contingencies or considerations.

(e) City shall cooperate with Contractor and will furnish all information data, records and reports existing and available to City to enable Contractor to carry out work outlined in Exhibit "A." Contractor shall be entitled to reasonably rely on information, data, records and reports furnished by the City, however, the City makes no warranty as to the accuracy or completeness of any such information, data, records or reports available to it and provided to Contractor which were furnished to the City by a third party. Contractor shall have a duty to bring to the City's attention any deficiency or error it may discover in any information provided to the Contractor by the City or a third party.

2. Term of Agreement & Commencement of Work.

(a) Unless otherwise provided, the term of this Agreement shall begin on July 1, 2025 and shall expire on June 30, 2026, unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:

(i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval; and

(ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form; and

(iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto; and.

(iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk.

(b) Contractor shall commence work on the Project on or by July 1, 2025. This Agreement may be extended upon written agreement of both parties. Contractor may be required to prepare a written schedule for the work to be performed, which schedule shall be approved by the City and made a part of Exhibit A, and to perform the work in accordance with the approved schedule.

3. Compensation.

(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement City shall compensate Contractor in an amount not to

exceed Eight Hundred Fifty-Five Thousand, One Hundred Sixty-Nine Dollars ($855,169.00) in accordance with the provisions of this Section.

(b) Invoice(s) in a format and on a schedule acceptable to the City shall be submitted to and be reviewed and verified by the Project Administrator (see Section 5(a)) and forwarded to the City's Finance Department for payment. City shall notify Contractor of exceptions or disputed items and their dollar value within fifteen days of receipt. Payment of the undisputed amount of the invoice will typically be made approximately thirty days after the invoice is submitted to the Finance Department.

(c) Contractor will maintain clearly identifiable, complete and accurate records with respect to all costs incurred under this Agreement on an industry recognized accounting basis. Contractor shall make available to the representative of City all such books and records related to this Agreement, and the right to examine, copy and audit the same during regular business hours upon 24-hour's notice for a period of four years from the date of final payment under this Agreement.

(d) Contractor shall not receive any compensation for Extra Work without the prior written authorization of City. As used herein, "Extra Work" means any work that is determined by the City to be necessary for the proper completion of the Project but which is not included within the Scope of Work and which the parties did not reasonably anticipate would be necessary at the execution of this Agreement.

(e) Expenses not otherwise addressed in the Scope of Services or the Fee Schedule incurred by Contractor in performing services under this Agreement shall be reviewed and approved in advance by the Project Administrator (Section 5(a)), be charged at cost and reimbursed to Contractor.

(f) There shall be no charge for transportation within Monterey, Santa Cruz and San Benito Counties required for the performance of the services under this Agreement; travel to other locations must be approved in writing and in advance by the City, mileage will be charged at the then current standard rate for business travel as set by the U.S. Internal Revenue Service for such approved travel.

4. <u>Termination or Suspension</u>.

(a) This Agreement may be terminated in whole or in part in writing by either party in the event of a substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten days written notice of intent to terminate, and (2) provided an opportunity for consultation with the terminating party prior to termination.

(b) If termination for default is effected by the City, an equitable adjustment in the price provided for in this Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due the Contractor at the time of termination may be adjusted to cover any additional costs to the City because of the Contractor's default. If after the termination for failure of Contractor to fulfill its contractual obligations, it is determined that the Contractor had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the City.

(c) The City may terminate or suspend this Agreement at any time for its convenience upon not less than thirty days prior written notice to Contractor. Not later than the effective date of such termination or suspension, Contractor shall discontinue all affected work and deliver all work product and other documents, whether completed or in progress, to the City.

(d) If termination for default is effected by the Contractor or if termination for convenience is effected by the City, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for termination shall provide for payment to the Contractor for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by Contractor relating to written commitments that were executed prior to the termination.

5. Project Administrator, Project Manager & Key Personnel.

(a) City designates as its Project Administrator, Ismael Hernandez, who shall have the authority to act for the City under this Agreement. The Project Administrator or his/her authorized representative shall represent the City in all matters pertaining to the work to be performed pursuant to this Agreement.

(b) Contractor designates, Kari Wagner, as its Project Manager who shall coordinate all phases of the Project. The Project manager shall be available to City at all reasonable times during the Agreement term.

(c) Contractor warrants that it will continuously furnish the necessary personnel to complete the Project on a timely basis as contemplated by this Agreement. Contractor, at the sole discretion of City, shall remove from the Project any of its personnel assigned to the performance of services upon written request of City. Contractor has represented to City that certain key personnel will perform and coordinate the work under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of the City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause.

6. Delegation of Work.

(a) If Contractor utilizes any subcontractors, consultants, persons, employees or firms having applicable expertise to assist Contractor in performing the services under this Agreement, Contractor shall obtain City's prior written approval to such employment. Contractor's contract with any subcontractor shall contain a provision making the subcontract subject to all provisions of this Agreement. Contractor will be fully responsible and liable for payment for, administration, completion, presentation, and quality of all work performed. If such persons are utilized, they shall be charged at cost. City reserves its right to employ other contractors in connection with this Project.

(b) If the work hereunder is performed by a design professional, design professional shall be directly involved with performing the work or shall work through his, her or its employees. The design professional's responsibilities under this Agreement

shall not be delegated. The design professional shall be responsible to the City for acts, errors or omissions of his, her or its subcontractors. Negligence of subcontractors or agents retained by the design professional is conclusively deemed to be the negligence of the design professional if not adequately corrected by the design professional. Use of the term subcontractor in any other provision of this Agreement shall not be construed to imply authorization for a design professional to use subcontractors for performance of any professional service under this Agreement.

(c) The City is an intended beneficiary of any work performed by a subcontractor for purposes of establishing a duty of care between the subcontractor and the City.

7. Skill of Employees. Contractor shall ensure that any employees or agents providing services under this Agreement possess the requisite skill, training and experience to properly perform such services.

8. Confidential and Proprietary Information. In the course of performing services under this Agreement Contractor may obtain, receive, and review confidential or proprietary documents, information or materials that are and shall remain the exclusive property of the City. Should Contractor undertake the work on behalf of other agencies, entities, firms or persons relating to the matters described in the Scope of Work, it is expressly agreed by Contractor that any such confidential or proprietary information or materials shall not be provided or disclosed in any manner to any of Contractor's other clients, or to any other third party, without the City's prior express written consent.

9. Ownership of Data. Unless otherwise provided for herein, all documents, material, data, drawings, plans, specifications, computer data files, basis for design calculations, engineering notes, and reports originated and prepared by Contractor, or any subcontractor of any tier, under this Agreement shall be and remain the property of the City for its use in any manner it deems appropriate. Contractor agrees that all copyrights which arise from creation of the work pursuant to this Agreement shall be vested in the City and waives and relinquishes all claims to copyright or intellectual property rights in favor of the City. Contractor shall provide two (2) sets of reproducible of the above-cited items, except for the computer data files which shall consist of one (1) set. Contractor shall use all reasonable efforts to ensure that any electronic files provided to the City will be compatible with the City's computer hardware and software. Contractor makes no representation as to long-term compatibility, usability or readability of the format resulting from the use of software application packages, operating systems or computer hardware differing from those in use by the City at the commencement of this Agreement. Contractor shall be permitted to maintain copies of all such data for its files. City acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work and, should City use these products or data in connection with additions to the work required under this Agreement or for new work without consultation with and without additional compensation to Contractor, Contractor makes no representation as to the suitability of the work product for use in or application to circumstances not contemplated by the Scope of Work and shall have no liability or responsibility whatsoever in connection with such use which shall be at the City's sole risk. Any and all liability arising out of changes made by the City to Contractor's deliverables is waived against Contractor unless City has given Contractor prior written notice of the changes and has received Contractor's written consent to such changes.

10. Conflict of Interest.

(a) Contractor covenants that neither it, nor any officer or principal of its firm has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of the City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of the City in the performance of this Agreement. Contractor shall represent the interest of the City in any discussion or negotiation.

(b) City understands and acknowledges that Contractor may be, as of the date of commencement of services under this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of the City relative to such projects. Any future position of the City on such projects may result in a conflict of interest for purposes of this section.

11. Disclosure. Contractor may be subject to the appropriate disclosure requirements of the California Fair Political Practices Act, as determined by the City Manager.

12. Non-Discrimination.

(a) During the performance of this Agreement the Contractor and its subcontractors shall comply with the applicable laws of the United States of America, the State of California and the City prohibiting discrimination and harassment. In performing this Agreement, Contractor shall not discriminate, harass, or allow harassment, against any employee or applicant for employment because of gender, gender expression, gender identity, genetic characteristics, sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (including cancer), mental disability, age, marital status, denial of family and medical care leave and denial of pregnancy disability leave, sexual orientation, military/veteran status and any other characteristics protected by state or federal law. Contractor shall give written notice of its obligations under this clause to labor organizations with which it has a collective bargaining or other agreement.

(b) Contractor shall include the provisions of this Section 12(a) in all subcontracts related to this Agreement.

13. Indemnification.

(a) Other than in the performance of design professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, immediately defend (with independent counsel reasonably acceptable to the City) and hold harmless the City, its Council, boards, commissions, employees, officials and agents (collectively "Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative

expenses, and defense costs including but not limited to reasonable attorney's fees, court costs, expert witness fees and costs of alternate dispute resolution (collectively "Liabilities"), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors. The duty to defend is a separate and distinct obligation from the Contractor's duty to indemnify and Contractor shall be obligated to defend in all legal, equitable, administrative or special proceedings upon tender to the Contractor of any claim in any form or at any stage of an action or proceeding, whether or not liability is established and the obligation extends through final judgment including exhaustion of any appeals.. The Contractor's obligation to indemnify applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an indemnified party. If it is finally determined that liability is caused by the comparative active negligence or willful misconduct of an Indemnified Party, the Contractor's indemnification obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(b) To the fullest extent permitted by law (including without limitation California Civil Code Sections 2782.8), when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined by said section 2782.8(c)(2) ("Design Professional") Design Professional shall indemnify, protect and hold harmless any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Design Professional, or such acts or omissions of an officer, employee, agent or subcontractor of the Design Professional. Design Professional shall not have an immediate duty to defend an Indemnified Party, however, Design Professional's obligation to indemnify (including reimbursing the cost to defend) and hold the Indemnified Parties harmless applies unless it is finally determined that the liability was caused by the sole active negligence or sole willful misconduct of an Indemnified Party. If it is finally determined that liability was caused by the comparative active negligence or willful misconduct of an Indemnified Party the Design Professional's indemnification obligation shall be reduced in direct proportion to the indemnified party's proportionate percentage of fault. Within 30 days following Design Professional's receipt of a properly presented written invoice Design Professional shall satisfy its indemnification obligations and reimburse the Indemnified Party for the cost of reasonable attorney's fees and defense costs incurred by the Indemnified Party to the same extent of Design Professional's indemnity obligation herein. In no event shall the cost to defend charged to the Design Professional exceed the Design Professional's proportionate percentage of fault.

(c) The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials. An allegation or determination of comparative active negligence or willful misconduct by an Indemnified Party unrelated to design professional services does not relieve Contractor from its separate and distinct obligation to defend City. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure

of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to provide an immediate defense to any Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend the Indemnified Party at Contractor's expense by independent counsel reasonably acceptable to the City. Unless otherwise provided above, an Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended. Contractor may submit a claim to the City for reasonable defense costs (including attorney's and expert fees) incurred in providing a defense of any Indemnified Party to the extent such defense costs arise under principals of comparative fault from the Indemnified Party's active negligence, recklessness or willful misconduct.

(e) This obligation to indemnify and defend, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

14. <u>Insurance</u>.

(a) As a condition precedent to the effectiveness of this Agreement and without limiting Contractor's indemnification of the City, Contractor agrees to obtain and maintain in full force and effect at its own expense the insurance policies set forth in Exhibit "B" "Insurance" attached hereto and made a part hereof. Contractor shall furnish the City with original certificates of insurance, executed by a person authorized by that insurer to bind coverage on its behalf, along with copies of all required endorsements. All certificates and endorsements must be received and approved by the City before any work commences. All insurance policies shall be subject to approval by the City Attorney and Risk Manager as to form and content. Specifically, such insurance shall: (1) be endorsed to protect City as an additional insured for commercial general and business auto liability; (2) provide City prior notice of cancellation; and (3) be primary with respect to City's insurance program. Contractor's insurance is not expected to respond to claims that may arise from the acts or omissions of the City.

(b) City reserves the right at any time during the term of this Agreement to change the amounts and types of insurance required herein by giving Contractor ninety days advance written notice of such change. If such change should result in substantial additional cost of the Contractor, City agrees to negotiate additional compensation proportional to the increased benefit to City.

(c) All required insurance must be submitted and approved the City Attorney and Risk Manager prior to the inception of any operations by Contractor.

(d) The required coverage and limits are subject to availability on the open market at reasonable cost as determined by the City. Non availability or non affordability must be documented by a letter from Contractor's insurance broker or agency indicating a good faith effort to place the required insurance and showing as a minimum the names of the insurance carriers and the declinations or quotations received from each. Within the foregoing constraints, Contractor's failure to procure or maintain required insurance during the entire term of this Agreement shall constitute a material breach of this

Agreement under which City may immediately suspend or terminate this Agreement or, at its discretion, procure or renew such insurance to protect City's interests and pay any and all premium in connection therewith and recover all monies so paid from Contractor.

(e) By signing this Agreement, Contractor hereby certifies that it is aware of the provisions of Section 3700 *et seq*., of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provision of that Code, and that it will comply with such provisions at all such times as they may apply during the performance of the work pursuant to this Contract. Unless otherwise agreed, a waiver of subrogation in favor of the City is required.

15. Independent Contractor. The parties agree that Contractor, its officers, employees and agents, if any, shall be independent contractors with regard to the providing of services under this Agreement, and that Contractor's employees or agents shall not be considered to be employees or agents of the City for any purpose and will not be entitled to any of the benefits City provides for its employees. City shall make no deductions for payroll taxes or Social Security from amounts due Contractor for work or services provided under this Agreement.

This Agreement shall not constitute, and it is not intended to constitute, either party as an employer, employee, agent, partner or legal representative of the other party for any purpose, or give either party any right to supervise or direct the functions of the other party. Except as specifically provided herein, neither party shall have authority to act for or obligate the other party in any way or to extend any representation on behalf of the other party. Each party agrees to perform under this Agreement solely as an independent contractor and neither party shall have any right, power, or authority, nor shall they represent themselves as having any authority to assume, create, or incur any expense, liability or obligation, express or implied, on behalf of the other party for any purpose. Each party agrees not to permit its employees or agents to do anything that might be construed or interpreted as acts of the other party.

16. Claims for Labor and Materials. Contractor shall promptly pay when due all amounts payable for labor and materials furnished in the performance of this Agreement, so as to prevent any lien or other claim under any provision of law from arising against any City property (including reports, documents, and other tangible matter produced by the Contractor hereunder), against the Contractor's rights to payments hereunder, or against the City, and shall pay all amounts due under the Unemployment Insurance Act with respect to such labor.

17. Discounts. Contractor agrees to offer the City any discount terms that are offered to its best customers for the goods and services to be provided herein, and apply such discounts to payment made under this Agreement which meet the discount terms.

18. Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

19. Dispute Resolution. If any dispute arises between the parties as to proper interpretation or application of this Agreement, the parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not

resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the parties. If the dispute is not or cannot be resolved by mediation, the parties may mutually agree (but only as to those issues of the matter not resolved by mediation) to submit their dispute to arbitration. Before commencement of the arbitration, the parties may elect to have the arbitration proceed on an informal basis; however, if the parties are unable so to agree, then the arbitration shall be conducted in accordance with the rules of the American Arbitration Association. The decision of the arbitrator shall be binding, unless within thirty days after issuance of the arbitrator's written decision, any party files an action in court. Venue and jurisdiction for any such action between the parties shall lie in the Superior Court for the County of Monterey.

20. Compliance with Laws.

(a) Each party's performance hereunder shall comply with all applicable laws of the United States of America, the State of California and the City including but not limited to laws regarding health and safety, labor and employment, wage and hours and licensing laws which affect employees. This Agreement shall be governed by, enforced and interpreted under the laws of the State of California. Contractor must be in good standing and registered with the California Department of Industrial Relations in accordance with California labor Code section 1725.5 and shall comply with new, amended or revised laws, regulations or procedures that apply to the performance of this Agreement.

(b) If the Project is a "public work," or prevailing wages are otherwise required, Contractor shall comply with all provision of California Labor Code section 1720 *et seq.*, as applicable, and laws dealing with prevailing wages, apprentices and hours of work.

(c) Contractor represents that it has obtained and presently holds all permits and licenses necessary for performance hereunder, including a Business License required by the City's Business License Ordinance (Title 5 of the Marina Municipal Code) for which a business license tax is prescribed and assessed at the rate of two-tenths percent of gross receipts, in accordance with the provisions therein. For the term covered by this Agreement, the Contractor shall maintain or obtain as necessary, such permits and licenses and shall not allow them to lapse, be revoked or suspended.

21. Assignment or Transfer. This Agreement or any interest herein may not be assigned, hypothecated or transferred, either directly or by operation of law, without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

22. Notices. All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, sent by facsimile ("fax") or certified mail, postage prepaid with return receipt requested, addressed as follows:

To City: City Manager
City of Marina City Hall
211 Hillcrest Avenue
Marina, California 93933
Fax: (831) 384-9148

To Contractor:

Fax (___) _____

The parties my agree in writing to receive notice by email. Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three days after deposit in the custody of the U.S. Postal Service. A copy of any notice sent as provided herein shall also be delivered to the Project Administrator and Project Manager.

23. **Amendments, Changes or Modifications**. This Agreement is not subject to amendment, change or modification except by a writing signed by the authorized representatives of City and Contractor.

24. **Force Majeure**. Notwithstanding any other provisions hereof, neither Contractor nor City shall be held responsible or liable for failure to meet their respective obligations under this Agreement if such failure shall be due to causes beyond Contractor's or the City's control except that an economic downturn of any type shall not be a justifiable cause for the failure to meet their respective obligations under this Agreement. Such causes include but are not limited to: strike, fire, flood, civil disorder, act of God or of the public enemy, act of the federal government, or any unit of state of local government in either sovereign or contractual capacity, epidemic, quarantine restriction, or delay in transportation to the extent that they are not caused by the party's willful or negligent acts or omissions, and to the extent that they are beyond the party's reasonable control.

25. **Attorney's Fees**. In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

26. **Successors and Assigns**. All of the terms, conditions and provisions of this Agreement shall apply to and bind the respective heirs, executors, administrators, successors, and assigns of the parties. Nothing in this paragraph is intended to affect the limitation on assignment

27. **Authority to Enter Agreement**. Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right and authority to make this Agreement and bind each respective party.

28. **Waiver**. A waiver of a default of any term of this Agreement shall not be construed as a waiver of any succeeding default or as a waiver of the provision itself. A party's performance after the other party's default shall not be construed as a waiver of that default.

29. **Severability**. Should any portion of this Agreement be determined to be void or unenforceable, such shall be severed from the whole and the Agreement will continue as modified.

30. **Construction, References, Captions**. Since the parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any party. Any term referencing time, days or period for performance shall be deemed calendar days and not work days. The captions of the various sections are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, content or intent of this Agreement.

31. **Advice of Counsel.** The parties agree that they are aware that they have the right to be advised by counsel with respect to the negotiations, terms and conditions of this Agreement, and that the decision of whether or not to seek the advice of counsel with respect to this Agreement is a decision which is the sole responsibility of each of the parties hereto. This Agreement shall not be construed in favor or against either party by reason of the extent to which each party participated in the drafting of this Agreement.

32. **Counterparts**. This Agreement may be signed in counterparts, each of which shall constitute an original.

33. **Time.** Time is of the essence in this contract.

34. **Entire Agreement**. This Agreement contains the entire agreement of the parties with respect to the matters as set forth in this Agreement, and no other agreement, statement or promise made by or to any party or by or to any employee, officer or agent of any party, which is not contained in this Agreement shall be binding or valid.

IN WITNESS WHEREOF, Contractor and the City by their duly authorized representatives, have executed this Agreement, on the date first set forth above, at Marina, California.

CITY OF MARINA	**CONTRACTOR**
By: _____	By: _____
Name: _____	Name: _____
Its: _____	Its: _____
Date: _____	Date: _____

Attest: (Pursuant to Reso: 20___ - _____)

By: _____
City Clerk

Approved as to form:

By: _____
City Attorney

INSERT EXHIBIT A

Section 1 (a)

- SCOPE OF WORK -

[Include Work Schedule if required.]

EXHIBIT B - INSURANCE

Contractor shall procure and maintain for the duration of the contract insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by Contractor, its agents, representatives, or employees.

MINIMUM SCOPE AND LIMIT OF INSURANCE

Coverage shall be at least as broad as:

1. **Commercial General Liability (CGL):** Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **$1,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.
2. **Automobile Liability:** Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if Contractor has no owned autos, Code 8 (hired) and 9 (non-owned), with limit no less than **$1,000,000** per accident for bodily injury and property damage.
3. **Workers' Compensation** insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **$1,000,000** per accident for bodily injury or disease. (Not required if Contractor provides written verification it has no employees)
4. **Professional Liability (Errors and Omissions):** Insurance appropriates to Contractor's profession, with limit no less than **$2,000,000** per occurrence or claim, $2,000,000 aggregate.

If Contractor maintains broader coverage and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverage and/or the higher limits maintained by Contractor. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

Other Insurance Provisions
The insurance policies are to contain, or be endorsed to contain, the following provisions:

Additional Insured Status
City, its officers, officials, employees, and volunteers are to be covered as additional insureds on the CGL policy with respect to liability arising out of work or operations performed by or on behalf of Contractor including materials, parts, or equipment furnished in connection with such work or operations. General liability coverage can be provided in the form of an endorsement to Contractor's insurance (at least as broad as ISO Form CG 20 10 11 85 or if not available, through the addition of both CG 20 10, CG 20 26, CG 20 33, or CG 20 38; and CG 20 37 if a later edition is used).

Primary Coverage
For any claims related to this contract, Contractor's insurance coverage shall be primary and non-contributory and at least as broad as ISO CG 20 01 04 13 as respects the City, its officers, officials, employees, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, or volunteers shall be excess of Contractor's insurance and shall not contribute with it. This requirement shall also apply to any Excess or Umbrella liability policies.

Umbrella or Excess Policy
Contractor may use Umbrella or Excess Policies to provide the liability limits as required in this agreement. This form of insurance will be acceptable provided that all of the Primary and Umbrella or Excess Policies shall provide all of the insurance coverages herein required, including, but not limited to, primary and non-contributory, additional insured, Self-Insured Retentions (SIRs), indemnity, and defense requirements. The Umbrella or Excess policies shall be provided on a true "following form" or broader coverage basis, with coverage at least as broad as provided on the underlying Commercial General Liability insurance. No insurance policies maintained by the Additional Insureds, whether primary or excess, and which also apply to a loss covered hereunder, shall be called upon to contribute to a loss until Contractor's primary and excess liability policies are exhausted.

Notice of Cancellation
Each insurance policy required above shall provide that coverage shall not be canceled, except with notice to the City.

Waiver of Subrogation
Contractor hereby grants to City a waiver of any right to subrogation which any insurer of said Contractor may acquire against the City by virtue of the payment of any loss under such insurance. Contractor agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

Self-Insured Retentions
Self-insured retentions must be declared to and approved by the City. The City may require Contractor to purchase coverage with a lower retention or provide proof of ability to pay losses and related investigations, claim administration, and defense expenses within the retention. The policy language shall provide, or be endorsed to provide, that the self-insured retention may be satisfied by either the named insured or City. The CGL and any policies, including Excess liability policies, may not be subject to a self-insured retention (SIR) or deductible that exceeds $25,000 unless approved in writing by City. Any and all deductibles and SIRs shall be the sole responsibility of Contractor or subcontractor who procured such insurance and shall not apply to the Indemnified Additional Insured Parties. City may deduct from any amounts otherwise due Contractor to fund the SIR/deductible. Policies shall NOT contain any self-insured retention (SIR) provision that limits the satisfaction of the SIR to the City. The policy must also provide that Defense costs, including the Allocated Loss Adjustment Expenses, will satisfy the SIR or deductible. City reserves the right to obtain a copy of any policies and endorsements for verification.

Acceptability of Insurers
Insurance is to be placed with insurers authorized to conduct business in the state with a current A.M. Best's rating of no less than A:VII, unless otherwise acceptable to the City.

Claims Made Policies
If any of the required policies provide claims-made coverage:

1. The Retroactive Date must be shown, and must be before the date of the contract or the beginning of contract work.
2. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.
3. If coverage is canceled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the contract effective date, Contractor must purchase "extended reporting" coverage for a minimum of five (5) years after completion of work.

Verification of Coverage
Contractor shall furnish the City with original certificates and amendatory endorsements or copies of the applicable policy language effecting coverage required by this clause and a copy of the Declarations and Endorsements Pages of the CGL and any Excess policies listing all policy endorsements. All certificates and endorsements and copies of the Declarations & Endorsements pages are to be received and approved by the City before work commences. However, failure to obtain the required documents prior to the work beginning shall not waive Contractor's obligation to provide them. The City reserves the right to require complete, certified copies of all required insurance policies, including endorsements required by these specifications, at any time. City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

Subcontractors
Contractor shall require and verify that all subcontractors maintain insurance meeting all the requirements stated herein, and Contractor shall ensure that City is an additional insured on insurance required from subcontractors.

Duration of Coverage
CGL & Excess liability policies for any construction related work, including, but not limited to, maintenance, service, or repair work, shall continue coverage for a minimum of five (5) years for Completed Operations liability coverage. Such Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the contract of work.

Special Risks or Circumstances
City reserves the right to modify these requirements, including limits, based on the nature of the risk, prior experience, insurer, coverage, or other special circumstances.

CONTRACT AMENDMENT

Project Name: CIP Program Management Services	**CA No.** 4
Client Name: City of Marina	**Project/Phase No.** 1585-0001-00
Attention: Ismael Hernandez	**Date:** March 17, 2025
Address: 211 Hillcrest Avenue, Marina, California, 93933	

WALLACE GROUP®

CIVIL AND TRANSPORTATION ENGINEERING

CONSTRUCTION MANAGEMENT

LANDSCAPE ARCHITECTURE

MECHANICAL ENGINEERING

PLANNING

PUBLIC WORKS ADMINISTRATION

SURVEYING / GIS SOLUTIONS

WATER RESOURCES

Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above-referenced project as described herein. Approval below incorporates this document as a part of the original contract signed May 18, 2020. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

This amendment No. 4 includes the following changes:

This deductive contract amendment is for a reduction in scope resulting from numerous City of Marina projects that are completed, on hold, or transferred to alternate sources of management per City direction, so that the remaining funds may be unencumbered and returned to the City.

Attachment A is a list of all projects included in the Program Management services contract. Per Attachment A, projects marked with an X in the Close out column have been reconciled, and the projects will be closed out. These projects are no longer actively managed by Wallace Group under this contract unless directed by the City to reopen.

Conversely, projects not marked with an X in the Close out column remain under active Wallace Group Program Management. Budgets have been updated to allow for adequate support for the City for the upcoming year. We have also created a new phase 9999 that will include $150,000 contingency. This contingency will only be accessed under approved written direction from the City.

Additionally, this contract amendment will extend the current Program Management Services contract one year to June 30, 2026.

WALLACE GROUP
A California Corporation

612 CLARION CT
SAN LUIS OBISPO
CALIFORNIA 93401

T 805 544-4011
F 805 544-4294

www.wallacegroup.us

WALLACE GROUP®

Contract Budget Summary:

		Total Contract	Program Management	Airport PM
Original Contract	5/8/2020	$ 703,696	$ 592,853	$ 110,843
CA #1	6/15/2021	$ 609,550		
CA #2	3/22/2022	$ 1,288,548	$ 1,098,000	$ 190,548
CA #3	2/9/2024	$ 599,738		
Contract Total		**$ 3,201,532**		
Airport PM Contract		**$ 301,391**		
Program Management Contract		**$ 2,900,141**		
Subsequent to CA #4				
CA #4 (Deductive)	3/2025	$ (589,710)		
Contract Total		**$ 2,611,822**		
Airport PM Contract		**$ 301,391**		
Program Management Contract		**$ 2,310,431**		

Revision(s) Represent:
( ) a change in previous instructions
(**x**) a change in Scope of Services
( ) other: Additional work and funding

Revision(s) Fee:
( ) hourly (time & materials)
( ) progress billing: $
(**x**) not-to-exceed w/o authorization: ($589,710)

Revision(s) will be invoiced as:
(**x**) decrease to an item within the existing contract
( ) a new item added to existing contract

Issued by,

WALLACE GROUP, a California Corporation

Kari E. Wagner, PE C66026
Principal
612 Clarion Court
San Luis Obispo
California 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

APPROVED BY CLIENT:

_____
Signature

_____
Printed Name

_____
Title

_____
Date

1585-0001-00 Program Management Contract Details						
City Project #	WG Project Name	Total Budget	Budget Spent To Date	Updated Deltek Budget	Remaining Available Budget	Close out
	0001 Do Not Use		$ 9,595	$ 9,595	$ -	X
APR1801	1801 Annual Street Resurfacing	$ 230,558	$ 230,551	$ 230,551	$ -	X
EDP1809	1809 Entry Sign and Landscaping	$ 25,000	$ 22,862	$ 32,862	$ 10,000	
EDF 1810	1810 City Hall Annex Permit Cnt Recon	$ 475	$ 475	$ 475	$ -	X
QLP1901	1901 Del Monte Blvd. Median	$ 2,500	$ 2,850	$ 2,850	$ -	X
QLF1902	1902 Pool Rehabilitation	$ 40,000	$ 238	$ 238	$ -	X
EDR1904	1904 Salinas Ave. Widening	$ 263,706	$ 52,808	$ 52,808	$ -	X
QLF2002	2002 City Council Chambers ADA	$ 6,067	$ 6,067	$ 6,067	$ -	X
APF2003	2003 Vince DiMaggio Bldg Rain Gutter	$ 1,847	$ 2,611	$ 2,611	$ -	X
QLF2004	2004 Sports Center Rehabilitation	$ 221,100	$ 35,161	$ 221,100	$ 185,939	
HSR2005	2005 CA Ave Pedestrian Crossing	$ 33,742	$ 33,741	$ 33,741	$ -	X
QLP2006	2006 Glorya Jean Tate Park Restroom &PT	$ 98,204	$ 98,349	$ 98,349	$ -	X
QLP2007	2007 Dunes Barracks Stabilization	$ 15,625	$ 15,625	$ 15,625	$ -	X
EDF2008	2008 Arts Village Bldng Stabailization	$ 110,833	$ 13,779	$ 110,883	$ 97,104	
EDF2010	2010 Duplex Housing Renovation	$ 33,250	$ 1,500	$ 1,500	$ -	X
HSR2011	2011 Streetlight Replacement	$ 31,500	$ 17,981	$ 17,981	$ -	X
HSR2012	2012 Traffic Signal Maintenance	$ 32,000	$ 16,198	$ 32,000	$ 15,802	
QLP2016	2016 Sea Haven Community Park	$ 41,056	$ 520	$ 41,056	$ 40,536	
QLP2017	2017 Dunes Park Development	$ 200,000	$ 87,987	$ 200,000	$ 112,013	
QLP2018	2018 Equastrian Center Development	$ 71,778	$ 108,544	$ 108,544	$ -	X
QLP2020	2020 Preston Park Planning	$ 5,803	$ 6,634	$ 6,634	$ -	X
APF2021	2021 Fire Station 3 Reroof & Cleanup	$ 3,981	$ 3,981	$ 3,981	$ -	X
HSF2101	2101 Stockade Demolition	$ 81,317	$ 81,685	$ 81,685	$ -	X
HSF2102	2102 Blight Removal	$ 460,000	$ 328,537	$ 328,537	$ -	X
HSR2106	2106 Traffic Signal ADA	$ 90,000	$ 15,399	$ 15,399	$ -	X
	2109 Cardoza Neigborhood Storm Drain	$ 12,000	$ 1,574	$ 1,574	$ -	X
	2112 Windy Hill Park Playground	$ 110,000	$ 19,771	$ 19,771	$ -	X
QLP2113	2113 Preston Park Upgrade	$ 131,000	$ 60,098	$ 131,000	$ 70,902	
	2115 Imjin Parkway & California Intersection	$ 145,800	$ -	$ -	$ -	X
	2116 Reindollar Ave/California Avenue	$ 120,000	$ 184	$ 184	$ -	X
QLP2119	2119 Glorya Jean Tate Park Improvements	$ 66,000	$ 128,717	$ 150,000	$ 21,283	
QLP2122	2122 Locke Paddon Park & Pond	$ 35,000	$ 22,832	$ 22,832	$ -	X
	2126 Downtown Vitalization Implementation	$ 180,000	$ 28,410	$ 180,000	$ 151,590	
New Phase 9999	Contingency			$ 150,000	$ 150,000	
Proposed Deductive Change Order				$ 589,710		
		$ 2,900,141	$ 1,455,263	**$ 2,900,141**	**$ 855,169**	
				CA #4 TOTAL	**$ (589,710)**	

CITY OF MARINA
AGREEMENT FOR PROGRAM MANAGEMENT SERVICES

THIS AGREEMENT is made and entered into on May 18 2020, by and between the City of Marina, a California charter city, hereinafter referred to as the "City," and Wallace Group, A California Corporation, a California corporation hereinafter referred to as the "Contractor." City and Contractor are sometimes individually referred to as "party" and collectively as "parties" in this Agreement.

Recitals

A. City desires to retain Contractor for program management services for various projects in the Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP), hereinafter referred to as the "Project."

B. Contractor represents that it has the qualifications, experience and personnel necessary to properly perform the services as set forth herein.

C. Consultant represents that it has the degree of specialized expertise contemplated within California Government Codes §§37103 and 53060 and holds all necessary licenses to practice and perform the services herein contemplated.

D. City desires to retain Contractor to provide such services.

Terms and Conditions

For of good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and in consideration of the mutual promises contained herein, City and Contractor agree to the following terms and conditions:

1. Scope of Work.

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in **Exhibit "A"** attached hereto ("Scope of Work") and by this reference made a part hereof. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion.

(b) Contractor shall perform all such work with skill and diligence and pursuant to generally accepted standards of practice in effect at the time of performance. Contractor shall provide corrective services without charge to the City for work which fails to meet these standards and which is reported to Contractor in writing within sixty days of discovery. Should Contractor fail or refuse to perform promptly its obligations under this Agreement, the City may render or undertake the performance thereof and the Contractor shall be liable for any expenses thereby incurred.

(c) If services under this Agreement are to be performed by a design professional, as that term is defined in California Civil Code §2782.8(b)(2), design professional certifies that all design

professional services shall be provided by a person or persons duly licensed by the State of California to provide the type of services described in Section 1(a). By delivery of completed work, design professional certifies that the work conforms to the requirements of this Agreement and all applicable federal, state and local laws, and the professional standard of care in California.

(d) Contractor is responsible for making an independent evaluation and judgment of all relevant conditions affecting performance of the work.

(e) City shall cooperate with Contractor and will furnish all information data, records and reports existing and available to City to enable Contractor to carry out work outlined in **Exhibit "A."** Contractor shall be entitled to reasonably rely on information, data, records and reports furnished by the City, including those of the City's consultants and contractors, however, the City makes no warranty as to the accuracy or completeness of any such information, data, records or reports available to it and provided to Contractor which were furnished to the City by a third party. Contractor shall have a duty to bring to the City's attention any deficiency or error it may discover in any information provided to the Contractor by the City or a third party.

2. Term of Agreement & Commencement of Work.

(a) Unless otherwise provided, the term of this Agreement shall begin on the date of its full execution and shall expire on June 30, 2023, unless extended by amendment or terminated earlier as provided herein. The date of full execution is defined as the date when all of the following events have occurred:

(i) This Agreement has been approved by the City's Council or by the board, officer or employee authorized to give such approval; and

(ii) The office of the City Attorney has indicated in writing its approval of this Agreement as to form; and

(iii) This Agreement has been signed on behalf of Contractor by the person or persons authorized to bind the Contractor hereto; and

(iv) This Agreement has been signed on behalf of the City by the person designated to so sign by the City's Council or by the officer or employee authorized to enter into this Contract and is attested to by the Marina City Clerk.

(b) Contractor shall commence work on the Project on or by _____, 2020. This Agreement may be extended upon written agreement of both parties. Contractor may be required to prepare a written schedule for the work to be performed, which schedule shall be approved by the City and made a part of **Exhibit A**, and to perform the work in accordance with the approved schedule.

3. Compensation.

(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement

City shall compensate Contractor on a time and materials basis in an amount not to exceed Seven Hundred Three Thousand Six Hundred Ninety-Six ($703,696.00). in accordance with the provisions of this Section and the Hourly Rates and Reimbursables Schedule attached hereto as **Exhibit B** and incorporated herein by this reference

(b) Invoice(s) in a format and on a schedule acceptable to the City shall be submitted to and be reviewed and verified by the Project Administrator (see Section 5(a)) and forwarded to the City's Finance Department for payment. City shall notify Contractor of exceptions or dispute items and their dollar value within fifteen days of receipt. Payment of the undisputed amount of the invoice will typically be made approximately thirty days after the invoice is submitted to the Finance Department.

(c) Contractor will maintain clearly identifiable, complete and accurate records with respect to all costs incurred under this Agreement on an industry recognized accounting basis. Contractor shall make available to the representative of City all such books and records related to this Agreement, and the right to examine, copy and audit the same during regular business hours upon 24-hour's notice for a period of four years from the date of final payment under this Agreement.

(d) Contractor shall not receive any compensation for Extra Work without the prior written authorization of City. As used herein, "Extra Work" means any work that is determined by the City to be necessary for the proper completion of the Project but which is not included within the Scope of Work and which the parties did not reasonably anticipate would be necessary at the execution of this Agreement. Compensation for any authorized Extra Work shall be paid in accordance with the prior written authorization.

(e) Expenses not otherwise addressed in the Scope of Services or the Fee Schedule incurred by Contractor in performing services under this Agreement shall be reviewed and approved in advance by the Project Administrator (Section 5(a)), be charged at cost and reimbursed to Contractor.

4. Termination or Suspension.

(a) This Agreement may be terminated in whole or in part in writing by either party in the event of a substantial failure by the other party to fulfill its obligations under this Agreement through no fault of the terminating party, provided that no termination may be effected unless the other party is given (1) not less than ten days written notice of intent to terminate, and (2) provided an opportunity for consultation with the terminating party prior to termination.

(b) If termination for default is effected by the City, an equitable adjustment in the price provided for in this Agreement shall be made, but (1) no amount shall be allowed for anticipated profit on unperformed services or other work, and (2) any payment due the Contractor at the time of termination may be adjusted to cover any additional costs to the City because of the Contractor's default. If after the termination for failure of Contractor to fulfill its contractual obligations, it is determined that the Contractor had not failed to fulfill contractual obligations, the termination shall be deemed to have been for the convenience of the City.

(c) The City may terminate or suspend this Agreement at any time for its convenience upon not less than thirty days prior written notice to Contractor. Not later than the effective date of such termination or suspension, Contractor shall discontinue all affected work and deliver all work product

and other documents, whether completed or in progress, to the City.

(d) If termination for default is effected by the Contractor or if termination for convenience is effected by the City, the equitable adjustment shall include a reasonable profit for services or other work performed. The equitable adjustment for termination shall provide for payment to the Contractor for services rendered and expenses incurred prior to the termination, in addition to termination settlement costs reasonably incurred by Contractor relating to written commitments that were executed prior to the termination.

5. Project Administrator, Project Manager & Key Personnel.

(a) City designates as its Project Administrator Public Works Director/City Engineer Mr. Brian McMinn who shall have the authority to act for the City under this Agreement. The Project Administrator or his/her authorized representative shall represent the City in all matters pertaining to the work to be performed pursuant to this Agreement.

(b) Contractor designates Kari Wagner, P.E., A.M., ASCE, Principal, as its Project Manager who shall coordinate all phases of the Project. The Project manager shall be available to City at all reasonable times during the Agreement term.

(c) Contractor warrants that it will continuously furnish the necessary personnel to complete the Project on a timely basis as contemplated by this Agreement. Contractor, at the sole discretion of City, shall remove from the Project any of its personnel assigned to the performance of services upon written request of City. Contractor has represented to City that certain key personnel will perform and coordinate the work under this Agreement. Should one or more of such personnel become unavailable, Contractor may substitute other personnel of at least equal competence upon written approval of the City. In the event that City and Contractor cannot agree as to the substitution of key personnel, City shall be entitled to terminate this Agreement for cause. The key personnel for performance of this Agreement are as follows: Ms. Kari Wagner (Project Manager)

6. Delegation of Work.

(a) If Contractor utilizes any subcontractors other than those set forth in **Exhibit A** section 2, consultants, persons, employees or firms having applicable expertise to assist Contractor in performing the services under this Agreement, Contractor shall obtain City's prior written approval to such employment. Contractor's contract with any subcontractor shall contain a provision making the subcontract subject to all provisions of this Agreement. Contractor will be fully responsible and liable for the payment, administration, completion, presentation and quality of all work performed. City reserves its right to employ other contractors in connection with this Project.

(b) If the work hereunder is performed by a design professional, design professional shall be directly involved with performing the work or shall work through his, her or its employees. The design professional's responsibilities under this Agreement shall not be delegated. The design professional shall be responsible to the City for acts, errors or omissions of his, her or its subcontractors. Negligence of subcontractors or agents retained by the design professional is conclusively deemed to be the negligence of the design professional if not adequately corrected by the design professional. Use of the term subcontractor in any other provision of this Agreement shall not be construed to imply authorization

for a design professional to use subcontractors for performance of any professional service under this Agreement.

(c) The City is an intended beneficiary of any work performed by a subcontractor for purposes of establishing a duty of care between the subcontractor and the City.

7. Skill of Employees. Contractor shall ensure that any employees or agents providing services under this Agreement possess the requisite skill, training and experience to properly perform such services.

8. Confidential and Proprietary Information. In the course of performing services under this Agreement Contractor may obtain, receive, and review confidential or proprietary documents, information or materials that are and shall remain the exclusive property of the City. Should Contractor undertake the work on behalf of other agencies, entities, firms or persons relating to the matters described in the Scope of Work, it is expressly agreed by Contractor that any such confidential or proprietary information or materials shall not be provided or disclosed in any manner to any of Contractor's other clients, or to any other third party, without the City's prior express written consent.

9. Ownership of Data. Unless otherwise provided for herein, all documents, material, data, drawings, plans, specifications, computer data files, basis for design calculations, engineering notes, and reports originated and prepared by Contractor, or any subcontractor of any tier, under this Agreement shall be and remain the property of the City for its use in any manner it deems appropriate. Contractor agrees that all copyrights which arise from creation of the work pursuant to this Agreement shall be vested in the City and waives and relinquishes all claims to copyright or intellectual property rights in favor of the City. Contractor shall provide two (2) sets of reproducible of the above-cited items, except for the computer data files which shall consist of one (1) set. Contractor shall use all reasonable efforts to ensure that any electronic files provided to the City will be compatible with the City's computer hardware and software. Contractor makes no representation as to long-term compatibility, usability or readability of the format resulting from the use of software application packages, operating systems or computer hardware differing from those in use by the City at the commencement of this Agreement. Contractor shall be permitted to maintain copies of all such data for its files. City acknowledges that its use of the work product is limited to the purposes contemplated by the Scope of Work and, should City use these products or data in connection with additions to the work required under this Agreement or for new work without consultation with and without additional compensation to Contractor, Contractor makes no representation as to the suitability of the work product for use in or application to circumstances not contemplated by the Scope of Work and shall have no liability or responsibility whatsoever in connection with such use which shall be at the City's sole risk. Any and all liability arising out of changes made by the City to Contractor's deliverables is waived against Contractor unless City has given Contractor prior written notice of the changes and has received Contractor's written consent to such changes.

10. Conflict of Interest.

(a) Contractor covenants that neither it, nor any officer or principal of its firm has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of the City or which would in any way hinder Contractor's performance of services under this Agreement. Contractor further covenants that in the performance of this Agreement, no person having any such interest shall

be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of the City in the performance of this Agreement. Contractor shall represent the interest of the City in any discussion or negotiation.

(b) City understands and acknowledges that Contractor may be, as of the date of commencement of services under this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of the City relative to such projects. Any future position of the City on such projects may result in a conflict of interest for purposes of this section.

(c) No official or employee of the City who is authorized in such capacity on behalf of the City to negotiate, make, accept, or approve, or take part in negotiating, making accepting or approving this Agreement, during the term of his or her tenure or service with City and for one year thereafter, shall have any interest, direct or indirect, in this Agreement or the proceeds thereof or obtain any present or anticipated material benefit arising therefrom.

11. Disclosure. Contractor may be subject to the appropriate disclosure requirements of the California Fair Political Practices Act, as determined by the City Manager.

12. Non-Discrimination.

(a) During the performance of this Agreement the Contractor shall comply with the applicable nondiscrimination and affirmative action provisions of the laws of the United States of America, the State of California and the City. In performing this Agreement, Contractor shall not discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), medical condition (including cancer), age, marital status, denial of family and medical care leave and denial of pregnancy disability leave. Contractor shall give written notice of its obligations under this clause to labor organizations with which it has a collective bargaining or other agreement.

(b) Contractor shall include the nondiscrimination and compliance provisions of this Section in all subcontracts.

13. Indemnification & Hold Harmless.

(a) Other than in the performance of professional services by a design professional, which shall be solely as addressed by subsection (b) below, and to the full extent permitted by law, Contractor shall indemnify, defend (with independent counsel reasonably acceptable to the City) and hold harmless City, its Council, boards, commissions, employees, officials and agents ("Indemnified Parties" or in the singular "Indemnified Party") from and against any claims, losses, damages, penalties, fines and judgments, associated investigation and administrative expenses, and defense costs including but not limited to reasonable attorney's fees, court costs, expert witness fees and costs of alternate dispute resolution (collectively "Liabilities"), where same arise out of the performance of this Agreement by Contractor, its officers, employees, agents and sub-contractors. The Contractor's obligation to indemnify applies unless it is adjudicated that its liability was caused by the sole active negligence or willful misconduct of an indemnified party. If it is finally adjudicated that liability is caused by the

comparative active negligence or willful misconduct of an indemnified party, the Contractor's obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(b) To the fullest extent permitted by law and subject to the limitations California Civil Code Sections 2782.8, when the services to be provided under this Agreement are design professional services to be performed by a design professional, as that term is defined under said section 2782.8, Contractor shall indemnify, protect, defend (with independent counsel reasonably acceptable to the City) and hold harmless City and any Indemnified Party for all Liabilities regardless of nature or type that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of Contractor, or the acts or omissions of an officer, employee, agent or subcontractor of the Contractor. The Contractor's obligation to indemnify applies unless it is adjudicated that its liability was caused by the sole active negligence or willful misconduct of an indemnified party. If it is finally adjudicated that liability is caused by the comparative active negligence or willful misconduct of an indemnified party, the Contractor's obligation shall be reduced in proportion to the established comparative liability of the indemnified party.

(c) All obligations under this section are to be paid by Contractor as incurred by City, provided, however, in no event shall the cost to defend charged to a design professional exceed the design professional's proportionate percentage of fault. The provisions of this Section are not limited by the provisions of sections relating to insurance including provisions of any worker's compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, sub tier contractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this Agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder.

(d) If any action or proceeding is brought against any Indemnified Party by reason of any of the matters against which the Contractor has agreed to defend the Indemnified Party, as provided above, Contractor, upon notice from the City, shall defend any Indemnified Party at Contractor's expense by counsel reasonably acceptable to the City. An Indemnified Party need not have first paid for any of the matters to which it is entitled to indemnification in order to be so defended.

(e) This obligation to indemnify and defend City, as set forth herein, is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this Agreement or this Section.

(f) The act of the City in furnishing inaccurate information or City's omission by failing to furnish material information in the possession of or subject to the control of the City to Contractor which act or omission is reasonably relied upon by Contractor shall be deemed "active" for purposes of this section 13.

14. Insurance.

(a) As a condition precedent to the effectiveness of this Agreement and without limiting Contractor's indemnification of the City, Contractor agrees to obtain and maintain in full force and effect at its own expense the insurance policies set forth in **Exhibit "C"** "Insurance" attached hereto and

made a part hereof. Contractor shall furnish the City with original certificates of insurance, manually autographed in ink by a person authorized by that insurer to bind coverage on its behalf, along with copies of all required endorsements. All certificates and endorsements must be received and approved by the City before any work commences. All insurance policies shall be subject to approval by the City Attorney and Risk Manager as to form and content. Specifically, such insurance shall: (1) protect City as an additional insured for commercial general and business auto liability; (2) provide City at least thirty days written notice of cancellation, material reduction in coverage or reduction in limits and ten days written notice for non-payment of premium; and (3) be primary with respect to City's insurance program. Contractor's insurance is not expected to respond to claims that may arise from the acts or omissions of the City.

(b) City reserves the right at any time during the term of this Agreement to change the amounts and types of insurance required herein by giving Contractor ninety days advance written notice of such change. If such change should result in substantial additional cost of the Contractor, City agrees to negotiate additional compensation proportional to the increased benefit to City.

(c) All required insurance must be submitted and approved the City Attorney and Risk Manager prior to the inception of any operations by Contractor.

(d) The required coverage and limits are subject to availability on the open market at reasonable cost as determined by the City. Non availability or non-affordability must be documented by a letter from Contractor's insurance broker or agency indicating a good faith effort to place the required insurance and showing as a minimum the names of the insurance carriers and the declinations or quotations received from each. Within the foregoing constraints, Contractor's failure to procure or maintain required insurance during the entire term of this Agreement shall constitute a material breach of this Agreement under which City may immediately suspend or terminate this Agreement or, at its discretion, procure or renew such insurance to protect City's interests and pay any and all premium in connection therewith and recover all monies so paid from Contractor.

(e) By signing this Agreement, Contractor hereby certifies that it is aware of the provisions of Section 3700 *et seq*., of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance in accordance with the provision of that Code, and that it will comply with such provisions at all such times as they may apply during the performance of the work pursuant to this Contract. Unless otherwise agreed, a waiver of subrogation in favor of the City is required.

15. Independent Contractor. The parties agree that Contractor, its officers, employees and agents, if any, shall be independent contractors with regard to the providing of services under this Agreement, and that Contractor's employees or agents shall not be considered to be employees or agents of the City for any purpose and will not be entitled to any of the benefits City provides for its employees. City shall make no deductions for payroll taxes or Social Security from amounts due Contractor for work or services provided under this Agreement.

16. Claims for Labor and Materials. Contractor shall promptly pay when due all amounts payable for labor and materials furnished in the performance of this Agreement, so as to prevent any lien or other claim under any provision of law from arising against any City property (including reports, documents, and other tangible matter produced by the Contractor hereunder), against the Contractor's rights to payments hereunder, or against the City, and shall pay all amounts due under the Unemployment

Insurance Act with respect to such labor.

17. Discounts. Contractor agrees to offer the City any discount terms that are offered to its best customers for the goods and services to be provided herein, and apply such discounts to payment made under this Agreement which meet the discount terms.

18. Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate or convenient to attain the purposes of this Agreement.

19. Dispute Resolution. If any dispute arises between the parties as to proper interpretation or application of this Agreement, the parties shall first meet and confer in a good faith attempt to resolve the matter between themselves. If the dispute is not resolved by meeting and conferring, the matter shall be submitted for formal mediation to a mediator selected mutually by the parties. The expenses of such mediation shall be shared equally between the parties. If the dispute is not or cannot be resolved by mediation, the parties may mutually agree (but only as to those issues of the matter not resolved by mediation) to submit their dispute to arbitration. Before commencement of the arbitration, the parties may elect to have the arbitration proceed on an informal basis; however, if the parties are unable so to agree, then the arbitration shall be conducted in accordance with the rules of the American Arbitration Association. The decision of the arbitrator shall be binding, unless within thirty days after issuance of the arbitrator's written decision, any party files an action in court. Venue and jurisdiction for any such action between the parties shall lie in the Superior Court for the County of Monterey.

20. Compliance With Laws.

(a) Each party's performance hereunder shall comply with all applicable laws of the United States of America, the State of California and the City including but not limited to laws regarding health and safety, labor and employment, wage and hours and licensing laws which affect employees. This Agreement shall be governed by, enforced and interpreted under the laws of the State of California. Contractor shall comply with new, amended or revised laws, regulations or procedures that apply to the performance of this Agreement.

(b) If the Project is a "public work," or prevailing wages are otherwise required, Contractor shall comply with all provision of California Labor Code section 1720 *et seq.*, as applicable, and laws dealing with contractor registration, prevailing wages, apprentices and hours of work., etc.

(c) Contractor represents that it has obtained and presently holds all permits and licenses necessary for performance hereunder, including a Business License required by the City's Business License Ordinance. For the term covered by this Agreement, the Contractor shall maintain or obtain as necessary, such permits and licenses and shall not allow them to lapse, be revoked or suspended.

21. Assignment or Transfer. This Agreement or any interest herein may not be assigned, hypothecated or transferred, either directly or by operation of law, without the prior written consent of the City. Any attempt to do so shall be null and void, and any assignees, hypothecates or transferees shall acquire no right or interest by reason of such attempted assignment, hypothecation or transfer.

22. Notices. All notices required or permitted to be given under this Agreement shall be in writing

and shall be personally delivered, sent by facsimile ("fax") or certified mail, postage prepaid with return receipt requested, addressed as follows:

To City: City Manager
City of Marina City Hall
211 Hillcrest Avenue
Marina, California 93933
Fax: (831) 384-9148

To Contractor: The Wallace Group, a California Corporation, Inc.

612 Clarion Court
San Luis Obispo, California 9340`
Fax: (805) 544-4294

Notice shall be deemed effective on the date personally delivered or transmitted by facsimile or, if mailed, three days after deposit in the custody of the U.S. Postal Service. A copy of any notice sent as provided herein shall also be delivered to the Project Administrator and Project Manager.

23. Amendments, Changes or Modifications. This Agreement is not subject to amendment, change or modification except by a writing signed by the authorized representatives of City and Contractor.

24. Force Majeure. Notwithstanding any other provisions hereof, neither Contractor nor City shall be held responsible or liable for failure to meet their respective obligations under this Agreement if such failure shall be due to causes beyond Contractor's or the City's control. It is understood and agreed to by the Contractor and the City that they cannot, and will not, claim Force Majeure based on an economic downturn of any type. Such causes include but are not limited to: strike, fire, flood, civil disorder, act of God or of the public enemy, act of the federal government, or any unit of state of local government in either sovereign or contractual capacity, epidemic, quarantine restriction, or delay in transportation to the extent that they are not caused by the party's willful or negligent acts or omissions, and to the extent that they are beyond the party's reasonable control.

25. Attorney's Fees. In the event of any controversy, claim or dispute relating to this Agreement, or the breach thereof, the prevailing party shall be entitled to recover from the losing party reasonable expenses, attorney's fees and costs.

26. Successors and Assigns. All of the terms, conditions and provisions of this Agreement shall apply to and bind the respective heirs, executors, administrators, successors, and assigns of the parties. Nothing in this paragraph is intended to affect the limitation on assignment.

27. Authority to Enter Agreement. Contractor has all requisite power and authority to conduct its business and to execute, deliver and perform the Agreement. Each party warrants that the individuals who have signed this Agreement have the legal power, right and authority to make this Agreement and bind each respective party.

28. **Waiver.** A waiver of a default of any term of this Agreement shall not be construed as a waiver of any succeeding default or as a waiver of the provision itself. A party's performance after the other party's default shall not be construed as a waiver of that default.

29. **Severability.** Should any portion of this Agreement be determined to be void or unenforceable, such shall be severed from the whole and the Agreement will continue as modified.

30. **Construction, References, Captions.** Since the parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any party. Any term referencing time, days or period for performance shall be deemed calendar days and not workdays. The captions of the various sections are for convenience and ease of reference only, and do not define, limit, augment or describe the scope, content or intent of this Agreement.

31. **Advice of Counsel.** The parties agree that they are aware that they have the right to be advised by counsel with respect to the negotiations, terms and conditions of this Agreement, and that the decision of whether or not to seek the advice of counsel with respect to this Agreement is a decision which is the sole responsibility of each of the parties hereto. This Agreement shall not be construed in favor or against either party by reason of the extent to which each party participated in the drafting of this Agreement.

32. **Counterparts.** This Agreement may be signed in counterparts, each of which shall constitute an original.

33. **Time.** Time is of the essence in this contract.

34. **Entire Agreement.** This Agreement contains the entire agreement of the parties with respect to the matters as set forth in this Agreement, and no other agreement, statement or promise made by or to any party or by or to any employee, officer or agent of any party, which is not contained in this Agreement shall be binding or valid.

IN WITNESS WHEREOF, Contractor and the City by their duly authorized representatives, have executed this Agreement, on the dates set forth below.

CITY OF MARINA

By: _____
Name: Layne P. Long
Its: City Manager
Date: 5/11/20

Attest:
Per Resolution 2020 - 30

By: _____
Anita Shepherd-Sharp
Deputy City Clerk

CONTRACTOR
The Wallace Group, A California Corporation

By: _____
Name: Kari Wagner, PE C66026
Its: Principal
Date: May 8, 2020

By: _____
Name: Tom Zehnder, PE C72702
Its: Principal
Date: May 8, 2020

Approved as to form:

By: _____
City Attorney

EXHIBIT A

SCOPE OF WORK FOR PROJECT MANAGEMENT

(Section 1.(a))

Include list of subcontractors to be utilized in Section 2 of Exhibit A.

- To be provided -

EXHIBIT B

HOURLY RATES and REIMBURSABLES SCHEDLE

(Section 3.(a.)

-To be provided-

EXHIBIT C – Insurance
(Section 14.(a)

Contractor agrees to provide insurance in accordance with the requirements set forth herein. If Contractor uses existing coverage to comply with these requirements and that coverage does not meet the requirements set forth herein, Contractor agrees to amend, supplement or endorse the existing coverage to do so. Contractor shall furnish the City with original certificates of insurance, manually autographed in ink by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by the City before any work commences. The City reserves its right to require complete, certified copies of all required insurance policies at any time. The following coverage will be provided by Contractor and maintained on behalf of the City and in accordance with the requirements set forth herein.

Commercial General Liability (primary). Commercial general liability insurance covering Contractor's operations (and products where applicable) is required whenever the City is at risk of third party claims which may arise out of Contractor's work or presence on City premises. Contractual liability coverage is a required inclusion in this insurance.

Primary insurance shall be provided on ISO-CGL form No. CG 00 01 11 85 or 88 or on an ISO or ACORD form providing coverage at least as broad as ISO form CG 00 01 10 01 and approved in advance by the City Attorney and Risk Manager. Total limits shall be no less than one million dollars ($1,000,000) combined single limit per occurrence for all coverages. If commercial general liability insurance or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to this Project or the general aggregate limit shall be two million dollars ($2,000,000). Contractor must give written notice to the City of any pending claim, action or lawsuit which has or may diminish the aggregate. If any such claim or lawsuit exists, Contractor shall be required, prior to commencing work under this Agreement, to restore the impaired aggregate or prove it has replacement insurance protection to the satisfaction of the City Attorney and Risk Manager.

City, its Council, boards and commissions, officers, employees, agents and volunteers shall be added as additional insureds using ISO additional insured endorsement form CG 20 10 11 85 or forms CG 20 10 10 01 and CG 20 37 10 01. Coverage shall apply on a primary, non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to the City or any agent of City. Coverage is not expected to respond to the claims which may arise from the acts or omissions of the City. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall contain no contractors' limitation endorsement. There shall be no endorsement or modification limiting the scope of coverage for liability arising from pollution, explosion, collapse, underground property damage or employment-related practices.

Umbrella Liability Insurance. Umbrella liability insurance (over primary) shall apply to bodily injury/property damage, personal injury/advertising injury, contractual liability and completed operations at a minimum, and shall be in an amount of not less than two mission dollars ($2,000,000), and include a "drop down" provision providing primary coverage above a maximum $25,000.00 self-insured retention for liability not covered by primary policies but covered by the umbrella policy. Coverage shall be

following form to any underlying coverage.

Coverage shall be provided on a "pay on behalf" basis, with defense costs payable in addition to policy limits. There shall be no cross liability exclusion and no contractor's limitation endorsement. Policies limits shall be not less than one million dollars ($1,000,000) per occurrence and in the aggregate, above any limits required in the underlying policies shall have starting and ending dates concurrent with the underlying coverage.

Business Auto. Automobile liability insurance is required where vehicles are used in performing the work under this Agreement or where vehicles are driven off-road on City premises, it is not required for simple commuting unless City is paying mileage. However, compliance with California law requiring auto liability insurance is a contractual requirement.

If automobile insurance is required for work under this Agreement, primary coverage shall be written on ISO Business Auto Coverage form CA 00 01 06 92 including symbol 1 (Any Auto) or on an ISO or ACORD form providing coverage at least as broad as CA 00 01 10 01 approved by the City Attorney and Risk Manager. Coverage shall be endorsed to stated that the City, its Council, boards and commissions, officers, employees, agents and volunteers shall be added as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Contractor or for which the Contractor is responsible. Limits shall be no less than one million dollars ($1,000,000) combined single limit per accident for bodily injury and property damage. Starting and ending dates shall be concurrent. If Contractor owns no autos, a non-owned auto endorsement to the commercial general liability policy described above is acceptable.

Workers' Compensation/Employers' Liability. Workers' Compensation and Employer's Liability insurance are not required for single-person contractors. However, under California law these coverages (or a copy of the State's Consent to Self-Insure) must be provided if Contractor has any employees at any time during the period of this Agreement. Policy(s) shall be written on a policy form providing workers' compensation statutory benefits as required by law. Employers' liability limits shall be no less than one million dollars ($1,000,000) per accident or disease and shall be scheduled under any umbrella policy described above. Unless otherwise agreed, policy(s) shall be endorsed to waive any right of subrogation as respects the City, its Council, boards and commissions, officers, employees, agents and volunteers.

Property Insurance. Property insurance, in a form and amount approved by the City Attorney and Risk Manager, is required for Contractors having exclusive use of premises or equipment owned or controlled by the City. City is to be named a Loss Payee As Its Interest May Appear in property insurance in which the City has an interest, e.g., as a lien holder. Fire damage legal liability is required for persons occupying a portion of City premises.

Errors and Omissions/Professional Liability. Errors and Omissions or professional liability coverage appropriate to Contractor's profession is required, in a form and amount approved by the City Attorney and Risk Manager. Such insurance shall be in an amount of not less than one million dollars ($1,000,000) per claim and in annual aggregate. Contractor shall maintain such insurance in place for a period of five years following completion of work or services provided under this Agreement. Such continuation coverage may be provided by one of the following: (1) renewal of the existing policy; (2) an extended reporting period endorsement; or (3) replacement insurance with a retroactive date no later than commencement of the work or services under this Agreement.

Contractor and City further agree as follows:

a) This Exhibit supersedes all other sections and provisions of this Agreement to the extent that any other section or provision conflicts with or impairs the provisions of this Exhibit.

b) Nothing contained in this Exhibit is to be construed as affecting or altering the legal status of the parties to this Agreement. The insurance requirements set forth in this Exhibit are intended to be separate and distinct from any other provision in this Agreement and shall be interpreted as such.

c) All insurance coverage and limits provided pursuant to this Agreement shall apply to the full extent of the policies involved, available or applicable. Nothing contained in this Agreement or any other agreement relating to the City or its operations limits the application of such insurance coverage.

d) Requirements of specific coverage features or limits contained in this Exhibit are not intended as a limitation on coverage, limits or other requirements, or a waiver of any coverage normally provided by any insurance. Specific reference to a given coverage feature is for purposes of clarification only and is not intended by any party to be all inclusive, or to the exclusion of other coverage, or a waiver of any type.

e) For purposes of insurance coverage only, this Agreement will be deemed to have been executed immediately upon any party hereto taking any steps that can be deemed to be in furtherance of or toward performance of this Agreement.

f) All general or auto liability insurance coverage provided pursuant to this Agreement, or any other agreements pertaining to the performance of this Agreement, shall not prohibit Contractor, Contractor's employees, or agents from waiving the right of subrogation prior to a loss. Contractor hereby waives all rights of subrogation against the City.

g) Unless otherwise approved by City, Contractor's insurance shall be written by insurers authorized and admitted to do business in the State of California with a minimum "Best's" Insurance Guide Rating of "A:VII." Self-insurance will not be considered to comply with these insurance specifications.

h) In the event any policy of insurance required under this Agreement does not comply with these requirements or is canceled and not replaced, City has the right but not the duty to obtain the insurance it deems necessary and any premium paid by City will be promptly reimbursed by Contractor.

i) Contractor agrees to provide evidence of the insurance required herein, satisfactory to City Attorney and Risk Manager, consisting of certificate(s) of insurance evidencing all of the coverages required and an additional endorsement to Contractor's general liability and umbrella liability policies using ISO form CG 20 10 11 85. Certificate(s) are to reflect that the insurer will provide at least thirty days written notice of cancellation, material reduction in coverage or reduction in limits and ten days written notice for non-payment of premium. Contractor agrees to require its insurer to modify such certificates to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions. Contractor agrees to provide complete copies of policies to City within ten days of City's

request for said copies.

j) Contractor shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Such proof will be furnished at least two weeks prior to the expiration of the coverages.

k) Any actual or alleged failure on the part of the City or any other additional insured under these requirements to obtain proof of insurance required under this Agreement in no way waives any right or remedy of City or any additional insured, in this or any other regard.

l) Contractor agrees to require all subcontractors or other parties hired for this Project to provide workers' compensation insurance as required herein and general liability insurance naming as additional insureds all parties to this Agreement. Contractor agrees to obtain certificates evidencing such coverage and make reasonable efforts to ensure that such coverage is provided as required here. Contractor agrees to require that no contract used by any subcontractor, or contracts Contractor enters into on behalf of City, will reserve the right to charge back to City the cost of insurance required by this Agreement. Contractor agrees that upon request, all agreements with subcontractors or others with whom Contractor contracts with on behalf of City, will be submitted to City for review. Contractor acknowledges that such contracts or agreements may require modification if the insurance requirements do not reflect the requirements herein. Failure of City to request copies of such agreements will not impose any liability on City, its Council, boards and commissions, officers, employees, agents and volunteers.

m) If Contractor is a Limited Liability Company, general liability coverage must be amended so that the Limited Liability Company and its Managers, Affiliates, employees, agents and other persons necessary or incidental to its operation are insureds.

n) Contractor agrees to provide immediate notice to City of any claim or loss against Contractor that includes City as a defendant. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve the City.

o) Coverage will not be limited to the specific location or individual entity designated as the address of the Project. Contractor agrees to have its coverage endorsed so that all coverage limits required pursuant to this requirement are available separately for each and every location at which Contractor conducts operations of any type on behalf of City. Contractor warrants that these limits will not be reduced or exhausted except for losses attributable to those specific locations and not by losses attributable to any other operations of Contractor.

p) Contractor agrees not to attempt to avoid its defense and indemnity obligations to City, its Council, boards and commissions, officers, employees, agents and volunteers by using as a defense Contractor's statutory immunity under workers' compensation or similar statutes.

r) Contractor agrees to ensure that coverage provided to meet these requirements is applicable separately to each insured and that there will be no cross liability exclusions that preclude coverage for suits between Contractor and City or between City and any other insured or Named Insured under the policy, or between City and any party associated with City or its employees.

s) Contractor shall maintain commercial general liability, and if necessary, commercial umbrella liability insurance, with a limit of not less than two million dollars ($2,000,000) each occurrence for at least three years following substantial completion of the work.

u) City reserves the right to modify the insurance requirements set forth herein in accordance with the terms of any specific Service Order issued as provided by the Agreement.

March 31, 2020

Brian McMinn
Public Works Department
City of Marina
211 Hillcrest Avenue
Marina, California 93933

Subject: City of Marina Program Management Services

Dear Mr. McMinn:

Wallace Group appreciates the selection of our company to provide the City of Marina Program Management, Design, Construction Management and Inspection Services for the FY '19 - '20 and FY '20 - '21 Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP).

Based on March 14, 2020 meeting discussion, cost proposal for Design, Construction Management and Inspection will be submitted on a project by project basis, therefore are not included in this scope of work. Attached are Wallace Group's cost proposals (Exhibits 1 and 2) for the Program Management Services for your consideration.

The following provides an overview of our program management approach to implement the delivery of CIP and ACIP projects listed in Exhibits 1 and 2.

SCOPE OF SERVICES FOR PROGRAM MANAGEMENT

Wallace Group is able to provide the following program management services based on the various phases of a project, and on the specific needs of each project. Note, each project will be unique and may or may not require all items identified and additional tasks may be identified based on other project specifics. Wallace Group will work with the City to confirm the specific tasks for each project that are desired by the City prior to proceeding.

Wallace Group will open up a new phase for each project, and task for each of the five phases identified below to track budgets separately. Budgets will be based on a percentage of the construction contract to start, but may be required to be adjusted based on the complexity of the project as the project moves through the various phases. Wallace Group will alert the City on specific projects when the program management budget reaches 75% of the estimated task value.

Phase 1 - Program Management Set up and Pre-Bid phase:

1.1 Project document management set up.
1.2 Project review and evaluation, scope refinement, project prioritization and cost Control.
1.3 City kick-off and update meetings with the City.
1.4 RFQ / RFP writing. Projects identified by the City to be designed by current City on-call consultants, request for cost proposal will be issued.
1.5 Review design consultant and/or professional services cost proposals.
1.6 Prepare notice to proceed and coordinate with the City for administration and project accounting.

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CONSTRUCTION MANAGEMENT
LANDSCAPE ARCHITECTURE
MECHANICAL ENGINEERING
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SURVEYING / GIS SOLUTIONS
WATER RESOURCES

WALLACE GROUP
A California Corporation

612 CLARION CT
SAN LUIS OBISPO
CALIFORNIA 93401

T 805 544-4011
F 805 544-4294

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Phase 2 - Project Design Phase

2.1 Coordinate meeting with design consultants and /or professional services contractors.
2.2 Coordination and meetings with City and stakeholders.
2.3 Environmental review acquisition.
2.4 Permit preparation and acquisition.
2.5 Review design submittals at 30%, 60% and 90%.
2.6 Review 100% bidding documents and acquire City signatures and approval for Bidding.
2.7 Review and process consultant progress payments.

Phase 3 - Bidding Phase

3.1 Prepare bidder's list.
3.2 Upload bidding documents to the ebidboard and send bidding documents to Builders Exchange.
3.3 Conduct pre-bid meetings.
3.4 Coordinate with design consultant for RFI response.
3.5 Prepare and distribute Addendum.
3.6 Follow up phone calls to bidders.
3.7 Review and evaluate bids and notify the City.
3.8 Assist the City in evaluating bid protest.
3.9 Write staff report for award of construction contract.
3.10 Prepare notice to proceed/award and coordinate with the City for administration and project accounting.

Phase 4 - Construction Phase

4.1 Acquire cost proposal for Construction Management and Inspections (CM&I).
4.2 Review and evaluate CM&I proposal.
4.3 Prepare notice to proceed/award and coordinate with the City for administration and project accounting.
4.4 Attend pre-construction meeting.
4.5 Process contractor progress payments in coordination with CM.
4.6 Evaluate change orders in coordination with CM and make recommendations to the City.
4.7 Attend final inspection.
4.8 Coordinate ribbon cutting ceremony, if needed.

Phase 5- Close-out Phase

5.1 Prepare project record close out.
5.2 Prepare and file Notice of Completion.

Project tracking will be updated weekly and update meetings with the City is every two weeks or as required. Project tracking updates will include relevant project status, cost estimates update, schedule, permitting updates and construction updates. Assist City staff and attend City Council and Commission meetings as needed. WG will assist in providing documents for City website updates by the others.

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Deliverables: Project by project basis, example of deliveries are follows.

- Preparation of agenda minutes from meetings
- Staff Reports
- Notice to Proceed or Notice of Award
- Final plans and specifications and record drawings, completed by others.
- Notice of completion

SCHEDULE

- Project tracking spreadsheet will include a target completion dates for design and construction.
- Detailed schedule for design for each project will be submitted.
- Construction timeline for each project will be submitted.

TO BE PROVIDED BY THE CLIENT

- Record Drawings.
- Library of City documents, design standards, specifications and other project related documents.

ITEMS NOT INCLUDED IN SCOPE OF SERVICES

The following services are not included in this proposal:

- Project Design (to be provided under separate contract, or by others)
- Environmental study and review
- Construction Management and Inspection (to be provided under separate contract, or by others)

PROJECT FEES:

Wallace Group will perform the Program Management services for the City of Marina FY '19 - '20 and FY '20 - '21 Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP) of the proposed Scope of Services in accordance with the attached Standard Billing Rates (Exhibit A). These services will be invoiced monthly on an accrued cost basis, and our total fees, including reimbursables will not exceed our estimated fee of $592,853 and $110,843 for the City of Marina CIP and ACIP, respectively, without receiving written authorization from the Client.

At your request, additional services to the Scope of Services will be performed by Wallace Group following the signature of our Contract Amendment or the initiation of a new contract.

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TERMS AND CONDITIONS

In order to convey a clear understanding of the matters related to our mutual responsibilities regarding this proposal, we will perform the work in accordance with mutually agreed terms based on the December 2019 provided sample contract. If this proposal meets with your approval, please let us know, and we will facilitate conforming the provided sample contract to the project. Please sign where indicated and return to our office, which will serve as our notice-to-proceed.

We want to thank you for this opportunity to present our proposal for professional services. If you would like to discuss this proposal in greater detail, please feel free to contact me or Elvie Camacho.

Sincerely,

WALLACE GROUP, a California Corporation

Kari E. Wagner, PE C66026
Principal
612 Clarion Court
San Luis Obispo
California 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

Attachments
kc: PP20-6871, 2019, std
Exhibits 1 & 2
Exhibit A

TERMS AND CONDITIONS ACCEPTED:

_____
Signature

_____
Printed Name

_____
Title

_____
Date

THIS PROPOSAL IS VALID FOR 60 DAYS FROM THE DATE OF THIS DOCUMENT.

Exhibit A
CIP and ACIP projects to be Consultant Managed

	Project Name	Proj Code (Finance)	Program Amount (1)
	CIP		
1	Annual Street Resurfacing	APR1801	$6,320,000
2	Community Center Playground Seating and Amenities	HSP1803	$15,000
3	Vince DiMaggio Building Rain Gutter Replacement	APF 2003	$25,000
4	California Avenue Pedestrian Crossing Installation	HSR 2005	$75,000
5	Glorya Jean Tate Park Pump Track and Restroom Improvements	QLP 2006	$350,000
6	Dunes Barracks Stabilization	QLP 2007	$330,000
7	Arts Village Building Stabilization	EDF 2008	$1,500,000
8	Duplex Housing Renovation	EDF 2010	$450,000
9	Streetlight Replacement	HSR 2011	$125,000
10	Equestrian Center Development	QLP 2018	$850,000
11	Fire Station 3 Reroof and Cleanup	APF 2021	$350,000
12	Salinas Avenue Widening	EDR 1904	$490,000
13	Traffic Signal Maintenance	HSR 2012	$200,000
14	Sea Haven Communit Park	QLP 2016	$50,000
15	Preston Park Planning	QLP 2020	$50,000
16	Stockade Demolition	TBD	$2,050,000
	CIP Totals		**$13,230,000**
	Wallace Group, Inc. Program Management Total		**$592,853**

	ACIP		
1	Airport Building 504 Improvements	461	$345,000
2	Airport Fuel Farm - Fuel Tank Replacement	480 / HSA18D4	$300,000
3	Airport Pavement Maintenance	2003	$274,000
4	Airport Building 533 Improvements	2004	$175,000
5	Airport Building 524 Improvements	2006	$140,000
6	Backup Power to Airport Fuel Farm	2008	$36,000
7	Airport Building 510 New Roof	2102	$105,000
8	Airport Gateway Sign	2103	$35,000
9	Airport Storm Drain Mitigation	403	$74,701
	ACIP Totals		**$1,484,701**
	Wallace Group, Inc. Program Management Total		**$110,843**

Exhibit B - Rate Schedule

Exhibit A
Standard Billing Rates



		Prevailing Wage*
Engineering, Design & Support Services:		
Assistant Designer/Technician	$ 90	
Designer/Technician I - IV	$ 95 - $125	
Senior Designer I - III	$138 - $148	
GIS Technical Specialist	$135	
Senior GIS Technical Specialist	$145	
Associate Engineer I - III	$ 115 - $135	
Engineer I - IV	$145 - $160	
Senior Engineer I - III	$170 - $180	
Director	$185	
Principal Engineer/Consulting Engineer	$215	
Principal	$230	
Surveying Services:		
Associate Survey Technician	$ 95	
One-Person Survey Crew	$160	$195
Two-Person Survey Crew	$215	$290
Three-Person Survey Crew	$275	$370
Survey Technician I - IV	$115 - $139	
Land Surveyor I - III	$145 - $155	
Senior Land Surveyor I - III	$160 - $170	
Director	$185	
Planning Services:		
Associate Planner I - II	$ 95 - $105	
Planner I - IV	$128 - $152	
Senior Planner I - III	$155 - $165	
Director	$175	
Landscape Architecture Services:		
Associate Landscape Designer I - II	$ 90 - $100	
Designer I - IV	$110 - $128	
Landscape Architect I - IV	$130 - $145	
Senior Landscape Architect I - III	$147 - $161	
Director	$165	
Construction Management / Field Inspection Services:		
Construction Office Tech I-III	$ 95 - $115	
Construction Inspector I - II	$120 - $135	$155 - 160
Senior Construction Inspector	$145	$165
Assistant Resident Engineer I - II	$140 - $145	
Resident Engineer I - III	$150 - $160	
Senior Resident Engineer	$170	
Director	$180	

Public Works Administration Services:

Project Analyst I - IV	$110 - $140
Senior Project Analyst I - III	$145 - $155
Senior Environmental Compliance Specialist I - III	$160 - $170

Support Services:

Office Assistant	$ 85
Project Assistant I - III	$ 90 - $100

Additional Professional Services:

Fees for expert witness preparation, testimony, court appearances, or depositions will be billed at the rate of $300 an hour. As authorized in advance by the Client, overtime on a project will be billed at 1.5 times the employee's typical hourly rate.

Direct Expenses:

Direct expenses will be invoiced to the client and a handling charge of 15% may be added. Sample direct expenses include, but are not limited to the following:

- travel expenses
- delivery/copy services
- sub-consultant services
- mileage (per IRS rates)
- agency fees
- other direct expenses

Invoicing and Interest Charges:

Invoices are submitted monthly on an accrued cost basis in accordance with this Fee Schedule. A finance charge of 1.5% per month may be assessed on all balances that are thirty days past due.

Right to Revisions:

Wallace Group reserves the right to revise this Schedule of Fees on an annual basis, personnel classifications may be added as necessary.

***Prevailing Wage:**

State established prevailing wage rates may apply to some services and those rates are subject to change.

AMENDMENT No. 1 TO AGREEMENT BETWEEN CITY OF MARINA AND WALLACE GROUP FOR PROGRAM MANAGEMENT SERVICES

THIS FIRST AMENDMENT ("Amendment No. 1") to the Agreement for Program Management Services pertaining to City projects and to provide on-call support services for the City on an as-needed basis as determined by the City Engineer is made this June 15, 2021 2021, by and between the City of Marina, a California charter city ("CITY") and Wallace Group Inc., a California Corporation ("CONTRACTOR"). CITY and CONTRACTOR are sometimes referred to herein collectively as the "Parties."

Recitals

A. On May 18, 2020, CITY and CONTRACTOR entered into the Agreement for Program Management Services (the "Agreement") to provide program management services pertaining to various City projects. including, but not necessarily limited to, the Capital Improvement Program and the Airport Capital Improvement Program, for the City. The term of the Agreement ends on June 30, 2023, and compensation to the CONTRACTOR under the Agreement was provided on a time and materials basis not to exceed $703,696.

B. The Agreement provides it may only be amended or modified by written agreement of the Parties. Both Parties now desire to amend the Agreement to increase the total annual compensation limit to provide additional compensation for program management services related to hazardous material abatement and removal of blighted buildings.

C. Only the numbered Articles of the Agreement which are being amended are set forth in this Amendment No. 1.

Terms & Conditions Amended

Now, therefore, the Parties agree to amend the Agreement as follows:

1. Article 1 "Scope of Work" Section (a) is deleted and replaced to read in its entirety:

"(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in **Exhibit "A"** and **Exhibit "A-1""** attached hereto ("Scope of Work") and by this reference made a part hereof. The Contractor shall be available to perform services under this Agreement as needed during the term of the Agreement. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Work at its sole discretion."

2. Article 3 "Compensation" Section (a) is deleted and replaced to read in its entirety:

"(a) City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement City shall compensate Contractor on a time and materials basis in an amount not to exceed One Million Three Hundred Thirteen Thousand Two Hundred and Forty-Six Dollars ($1,313,246.00). in accordance with the provisions of this Section and the attached hereto as **Exhibit B** and incorporated herein by this reference."

All other terms and conditions of the Agreement shall remain in full force and effect.

This Amendment No. 1 may be executed in two (2) counterparts, each of which shall be deemed an original, but both of which together shall constitute one and the same instrument. Counterpart may be delivered by facsimile, electronic mail (including pdf. or any electronic signature complying with the U.S. ESIGN Act of 2000, California's Uniform Electronic Transactions Act (Cal. Civil Code 1633.1 et seq.) or other applicable law) or other transmission method and any counterpart so delivered shall be deemed to have been validly delivered and be valid and effective for all purposes. This Amendment No. 1consists of two (2) pages.

IN WITNESS WHEREOF, the Parties hereto have executed this Amendment No. 1 to the Agreement for CONTRACTOR to provide program management services pertaining to City projects and development, including hazardous material abatement and blighted building removal, and to continue to provide support services for the CITY on an as-needed basis as determined by the City Engineer on the date(s) and year written below.

CITY OF MARINA

By: _____
Layne Long
City Manager

Date: JUNE 15, 2021

Wallace Group, a California Corporation

By: _____
Name: Kari Wagner, PE C66026
Its: Principal

Date: May 10, 2021

(Attestation & Approval follow)

ATTEST:

By: _____
Deputy City Clerk

APPROVED AS TO FORM:

By: _____
City Attorney

CONTRACT AMENDMENT

Project Name: Program Management Services	**CA No.** 1
Client Name: City of Marina	**Project/Phase No.** 1585-0001
Attention: Brian McMinn	**Date:** March 26, 2021
Address: 211 Hillcrest Avenue, Marina, California, 93933	

Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above referenced project as herein described. Approval below incorporates this document as a part of the original contract signed May 18, 2020. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

This amendment to the City of Marina Program Management Services is for managing the project delivery for the abatement and demolition of Phase 1: 47 wood barracks buildings and 31 duplex buildings, Phase 2: Six (6) wood barracks buildings and Phase 3: 13 barracks buildings. These buildings are at four areas in the City located at the former Fort Ord.

Also included is the preparation of plans, specifications and estimates, project bidding, engineering services during construction and closeout.

Below is the cost breakdown for this amendment:

PHASE 1:

1. Area 1 (City Park) ,47 buildings:	$292,350.00
2. Area 4 (Cypress Knoll), 31 duplex buildings:	$148,050.00
Total Phase 1:	**$440,400.00**

PHASE 2:

3. Area 2 (So of PBC Parcel) ,6 buildings:	$ 62,300.00

PHASE 3:

4. Area 3 (Eleventh Street), 13 buildings:	$106,850.00
Grand Total	**$609,550.00**

Proposal is based on the four areas to be delivered separately. If areas are bundled together cost will reduced. Cost breakdown is as shown Attachment A.

Revision(s) Represent:
( ) a change in previous instructions
( ) a change in Scope of Services
(x) other: Additional Work and Additional Funding

Revision(s) Fee:
(x) hourly (time & materials) $609,550.00
( ) progress billing: $
( ) not-to-exceed w/o authorization: $

Revision(s) will be invoiced as:
( ) increase to an item within the existing contract
(x) a new item added to existing contract

Issued by,
WALLACE GROUP, a California Corporation

Kari E. Wagner, PE C66026
Principal
612 Clarion Court
San Luis Obispo
California 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

APPROVED BY CLIENT:

_____
Signature

_____
Printed Name

_____
Title

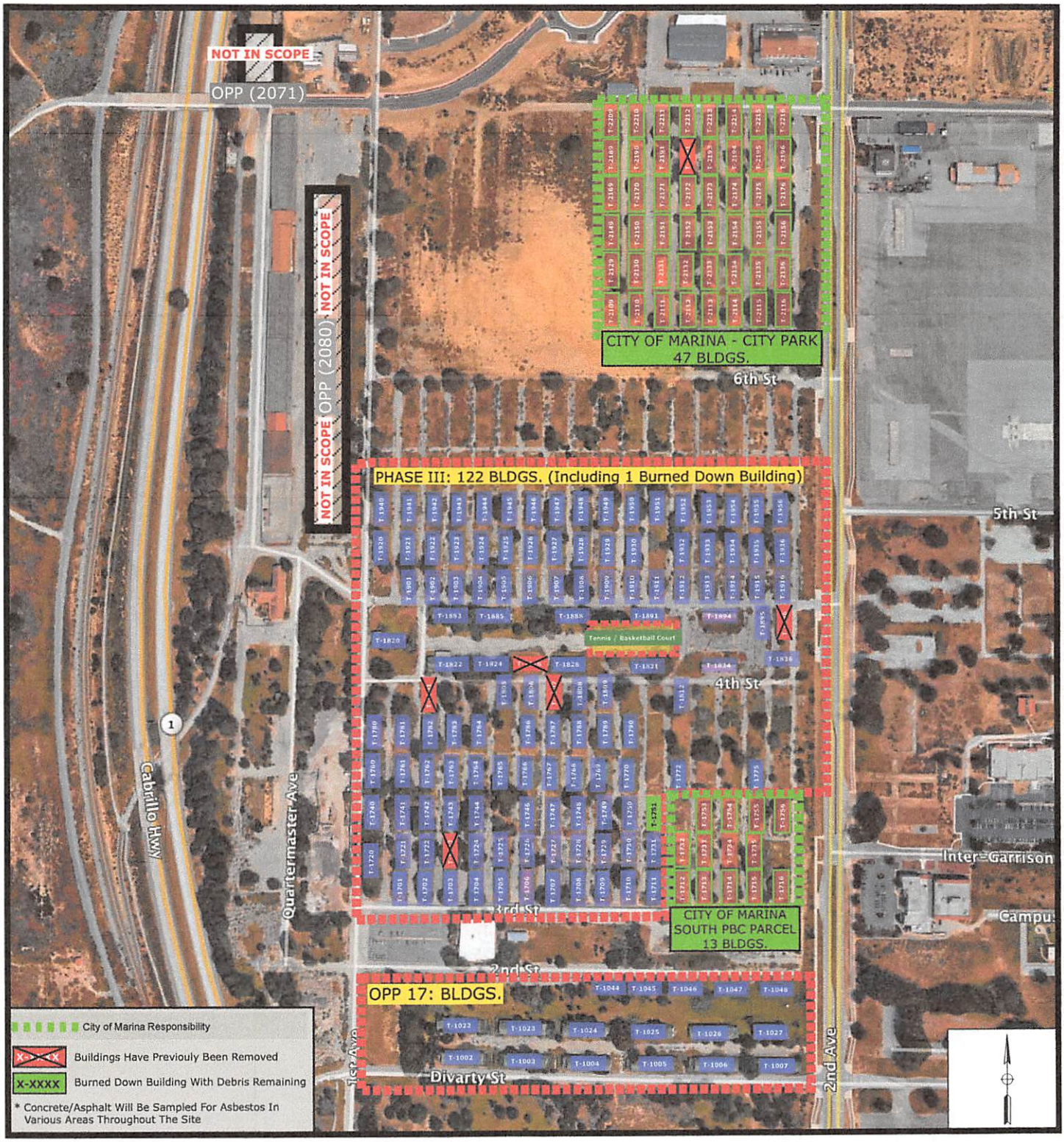
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Date

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WATER RESOURCES

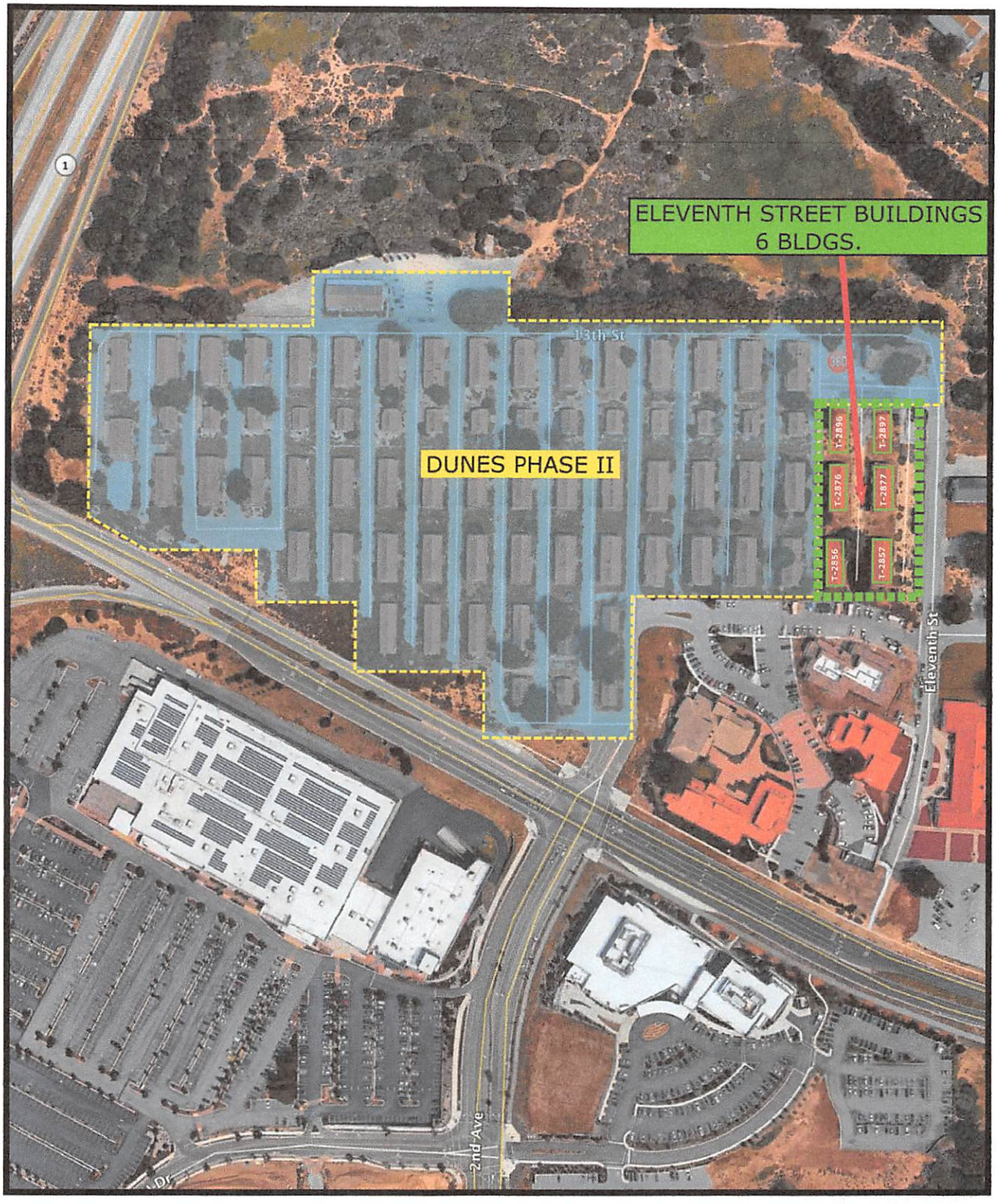
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ATTACHMENT A



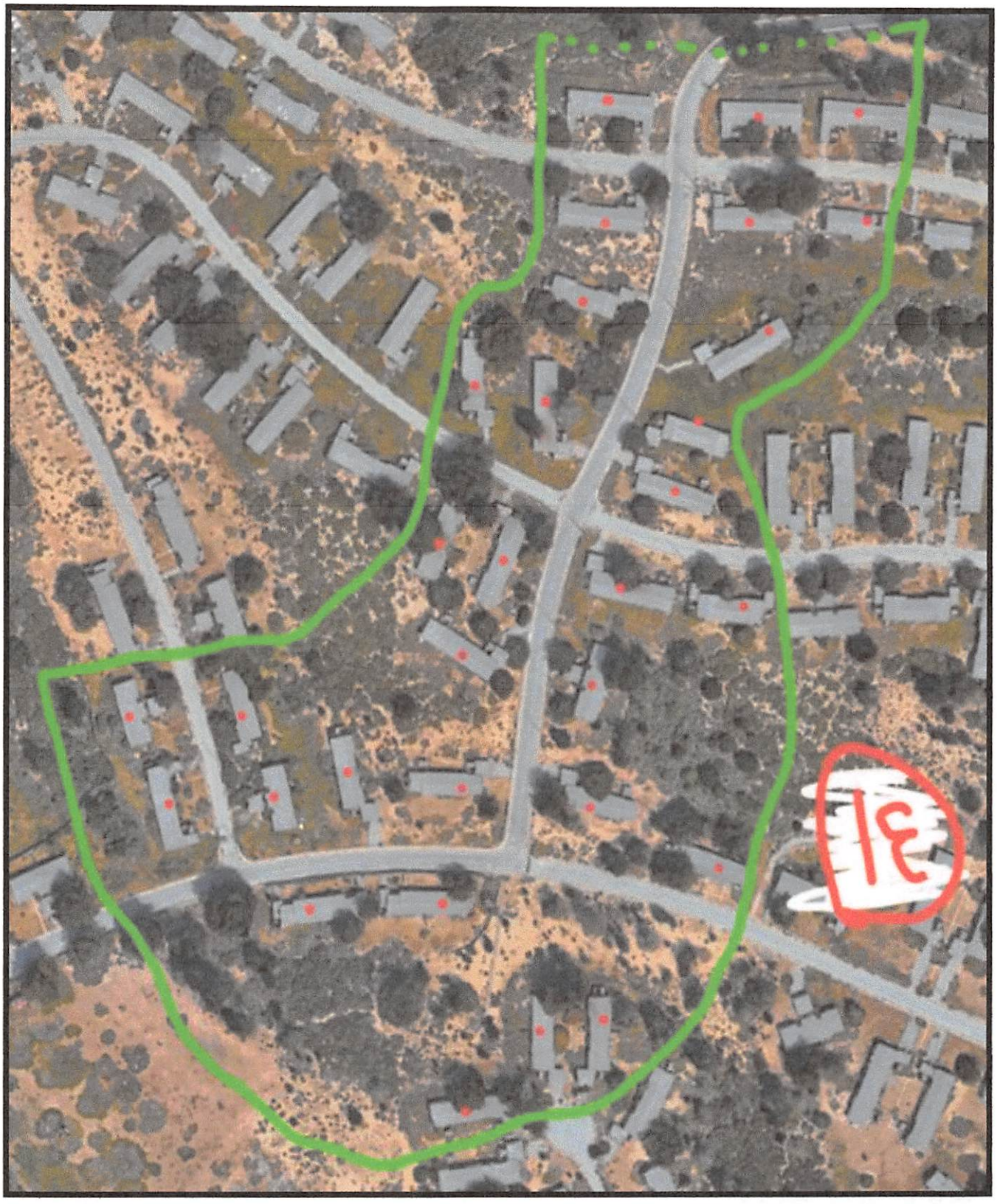
WALLACE GROUP®	DATE PREPARED: 3/8/21	SOURCE: Google Earth
	REVISION:	DRAWN BY: PKM
	PROJECT NO: 1585-001-00 and 1585-003	SCALE: NTS

City of Marina
Building (Blight) Removal



WALLACE GROUP®	DATE PREPARED: 3/8/21	SOURCE: Google Earth
	REVISION:	DRAWN BY: PKM
	PROJECT NO: 1585-001-00 and 1585-003	SCALE: NTS

City of Marina
Building (Blight) Removal



WALLACE GROUP®	DATE PREPARED: 3/23/21	SOURCE: Google Earth
	REVISION:	DRAWN BY: PKM
	PROJECT NO: 1585-001-00 and 1585-003	SCALE: NTS

City of Marina
Building (Blight) Removal
Duplex Buildings (31)
Cypress Knoll

**SECOND AMENDMENT TO AGREEMENT
WITH CITY OF MARINA
AND WALLACE GROUP FOR
PROGRAM MANAGEMENT SERVICES**

THIS SECOND AMENDMENT ("Second Amendment") to the Agreement for Program Management Services pertaining to City projects and to provide on-call services for the City on an as-needed basis as determined by the City Engineer is made this March 22, 2022, by and between the City of Marina, a California charter city ("CITY") and Wallace Group, a California Corporation ("CONTRACTOR"). CITY and CONTRACTOR are sometimes referred to herein collectively as the "Parties."

Recitals

A. On May 18, 2020, CITY and CONTRACTOR entered into the Agreement for Program Management Services (the "Agreement") to provide program management services pertaining to various City projects including, but not necessarily limited to, the Capital Improvement Program and the Airport Capital Improvement Program, for the City. The term of the Agreement ends on June 30, 2023, and compensation to the CONTRACTOR under the Agreement was provided on a time and materials basis not to exceed $703,696.

B. On June 15, 2021 the First Amendment was issued to provide further Program Management Services related to hazardous material abatement and removal of blighted buildings. In the First Amendment, the Section (A) of the Article 1 "Scope of Work" and the Section (a) of the Article 3 "Compensation" from the Agreement were deleted and replaced to increase the compensation cap into $1,313,246.00.

B. The Agreement provides it may only be amended or modified by written agreement of the Parties. Both Parties now desire to amend the Agreement to increase the total annual compensation cap to provide additional compensation for program management and inspection services related to multiple projects under Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP), described in "Exhibit A."

C. Only the numbered Articles of the Agreement which are being amended are set forth in this Second Amendment.

Terms & Conditions Amended

Now, therefore, the Parties agree to amend the Agreement as follows:

1. Article 1 "Scope of Work" Section (a) is deleted and replaced to read in its entirely:

   (a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in "Exhibit A", "Exhibit A-1", and "Exhibit A-2" attached hereto ("Scope of

Work") and by this reference made a part hereof. The Contractor shall be available to perform services under this Agreement as needed during the term of the Agreement. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Works at its sole direction.

2. Article 3 "Compensation" Section (a) is amended to read in its entirety:

(a) "City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement, City shall compensate Contractor on a time and materials basis in an amount not to exceed **Two Million Six Hundred And One Thousand Seven Hundred And Ninety-Four Dollars And Four Cents ($2,601,794.04)** in accordance with the provisions of this Section and the attached hereto as "Exhibit B" and incorporated herein by this reference."

All other terms and conditions of the Agreement shall remain in full force and effect.

This Second Amendment may be executed in two (2) counterparts, each of which shall be deemed an original, but both of which together shall constitute one and the same instrument. Counterpart may be delivered by facsimile, electronic mail (including pdf. or any electronic signature complying with the U.S.ESIGN Act of 2000, California's Uniform Electronic Transactions Act (Cal. Civil Code 1633.1 et seq.) or other applicable law) or other transmission method and any counterpart so delivered shall be deemed to have been validly delivered and be valid and effective for all purposes. This Second Amendment consists of three (3) pages.

IN WITNESS WHEREOF, the Parties hereto have executed this First Amendment to the Agreement for CONTRACTOT to provide engineering and building permit services pertaining to City projects and development and to provide support services for the CITY on an as-needed basis as determined by the City Engineer on the date(s) and year written below.

CITY OF MARINA

By: _____
Layne Long
City Manager

Date: March 22, 2022

Wallace Group, a California Corporation

By: _____
Name: Kari Wagner, PE C66026
Its: Principal

Date: March 21, 2022

(Attestation & Approval follow)

ATTEST:

By: _____
Deputy City Clerk

APPROVED AS TO FORM:

By: _____

~~City Attorney~~ COUNSEL FOR THE CITY

Exhibit A
CIP and ACIP projects to be Consultant Managed

	Project Name	Proj Code (Finance)	Program Amount (1)
	CIP		
1	Annual Street Resurfacing	APR1801	$6,320,000
2	Community Center Playground Seating and Amenities	HSP1803	$15,000
3	Vince DiMaggio Building Rain Gutter Replacement	APF 2003	$25,000
4	California Avenue Pedestrian Crossing Installation	HSR 2005	$75,000
5	Gloria Jean Tate Park Pump Track and Restroom Improvements	CLP 2006	$350,000
6	Dunes Barracks Stabilization	CLP 2007	$330,000
7	Arts Village Building Stabilization	EDF 2008	$1,500,000
8	Duplex Housing Renovation	EDF 2010	$450,000
9	Streetlight Replacement	HSR 2011	$125,000
10	Equestrian Center Development	CLP 2018	$850,000
11	Fire Station 3 Reroof and Cleanup	APF 2021	$350,000
12	Salinas Avenue Widening	EDR 1904	$490,000
13	Traffic Signal Maintenance	HSR 2012	$200,000
14	Sea Haven Community Park	CLP 2016	$50,000
15	Preston Park Planning	CLP 2020	$50,000
16	Stockade Demolition	TBD	$2,050,000
	CIP Totals		$13,230,000
	Wallace Group, Inc. Program Management Total		$592,853
	ACIP		
1	Airport Building 504 Improvements	461	$345,000
2	Airport Fuel Farm - Fuel Tank Replacement	480 / HSA18D4	$300,000
3	Airport Pavement Maintenance	2003	$274,000
4	Airport Building 533 Improvements	2004	$175,000
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8	Airport Gateway Sign	2103	$35,000
9	Airport Storm Drain Mitigation	403	$74,701
	ACIP Totals		$1,484,701
	Wallace Group, Inc. Program Management Total		$110,843

Exhibit B - Rate Schedule

Exhibit A
Standard Billing Rates

		Prevailing Wage*
Engineering, Design & Support Services:		
Assistant Designer/Technician	$ 90	
Designer/Technician I - IV	$ 95 - $125	
Senior Designer I - III	$138 - $148	
GIS Technical Specialist	$135	
Senior GIS Technical Specialist	$145	
Associate Engineer I - III	$ 115 - $135	
Engineer I - IV	$145 - $160	
Senior Engineer I - III	$170 - $180	
Director	$185	
Principal Engineer/Consulting Engineer	$215	
Principal	$230	
Surveying Services:		
Associate Survey Technician	$ 95	
One-Person Survey Crew	$160	$195
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Survey Technician I - IV	$115 - $139	
Land Surveyor I - III	$145 - $155	
Senior Land Surveyor I - III	$160 - $170	
Director	$185	
Planning Services:		
Associate Planner I - II	$ 95 - $105	
Planner I - IV	$128 - $152	
Senior Planner I - III	$155 - $165	
Director	$175	
Landscape Architecture Services:		
Associate Landscape Designer I - II	$ 90 - $100	
Designer I - IV	$110 - $128	
Landscape Architect I - IV	$130 - $145	
Senior Landscape Architect I - III	$147 - $161	
Director	$165	
Construction Management / Field Inspection Services:		
Construction Office Tech I-III	$ 95 - $115	
Construction Inspector I - II	$120 - $135	$155 - 160
Senior Construction Inspector	$145	$165
Assistant Resident Engineer I - II	$140 - $145	
Resident Engineer I - III	$150 - $160	
Senior Resident Engineer	$170	
Director	$180	

Public Works Administration Services:

Project Analyst I - IV	$110 - $140
Senior Project Analyst I - III	$145 - $155
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Support Services:

Office Assistant	$ 85
Project Assistant I - III	$ 90 - $100

Additional Professional Services:

Fees for expert witness preparation, testimony, court appearances, or depositions will be billed at the rate of $300 an hour. As authorized in advance by the Client, overtime on a project will be billed at 1.5 times the employee's typical hourly rate.

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Direct expenses will be invoiced to the client and a handling charge of 15% may be added. Sample direct expenses include, but are not limited to the following:

- travel expenses
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- sub-consultant services
- mileage (per IRS rates)
- agency fees
- other direct expenses

Invoicing and Interest Charges:

Invoices are submitted monthly on an accrued cost basis in accordance with this Fee Schedule. A finance charge of 1.5% per month may be assessed on all balances that are thirty days past due.

Right to Revisions:

Wallace Group reserves the right to revise this Schedule of Fees on an annual basis, personnel classifications may be added as necessary.

***Prevailing Wage:**

State established prevailing wage rates may apply to some services and those rates are subject to change.

"Exhibit A-1"

CONTRACT AMENDMENT

Project Name: Program Management Services	**CA No.** 1
Client Name: City of Marina	**Project/Phase No.** 1585-0001
Attention: Brian McMinn	**Date:** March 26, 2021
Address: 211 Hillcrest Avenue, Marina, California, 93933	

Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above referenced project as herein described. Approval below incorporates this document as a part of the original contract signed May 18, 2020. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

This amendment to the City of Marina Program Management Services is for managing the project delivery for the abatement and demolition of Phase 1: 47 wood barracks buildings and 31 duplex buildings, Phase 2: Six (6) wood barracks buildings and Phase 3: 13 barracks buildings. These buildings are at four areas in the City located at the former Fort Ord.

Also included is the preparation of plans, specifications and estimates, project bidding, engineering services during construction and closeout.

Below is the cost breakdown for this amendment:

PHASE 1:

1. Area 1 (City Park) ,47 buildings: $292,350.00
2. Area 4 (Cypress Knoll), 31 duplex buildings: $148,050.00

Total Phase 1: $440,400.00

PHASE 2:

3. Area 2 (So of PBC Parcel) ,6 buildings: $ 62,300.00

PHASE 3:

4. Area 3 (Eleventh Street), 13 buildings: $106,850.00

Grand Total $609,550.00

Proposal is based on the four areas to be delivered separately. If areas are bundled together cost will reduced. Cost breakdown is as shown Attachment A.

Revision(s) Represent:
( ) a change in previous instructions
( ) a change in Scope of Services
(x) other: Additional Work and Additional Funding

Revision(s) Fee:
(x) hourly (time & materials) $609,550.00
( ) progress billing: $
( ) not-to-exceed w/o authorization: $

Revision(s) will be invoiced as:
( ) increase to an item within the existing contract
(x) a new item added to existing contract

Issued by,
WALLACE GROUP, a California Corporation

Kari E. Wagner, PE C66026
Principal
612 Clarion Court
San Luis Obispo
California 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

APPROVED BY CLIENT:

Signature

Printed Name

Title

Date

WALLACE GROUP

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CALIFORNIA 93401
T 805 544-4011
F 805 544-4294
www.wallacegroup.us

"EXHIBIT A-2-00"

CONTRACT AMENDMENT

Project Name: CIP Program Management Services	**CA No.** 2
Client Name: City of Marina	**Project/Phase No.** 1585-0001-00
Attention: Brian McMinn	**Date:** March 17, 2022
Address: 211 Hillcrest Avenue, Marina, California, 93933	

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Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above referenced project as herein described. Approval below incorporates this document as a part of the original contract signed May 18, 2020. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

Program Management Services for CIP FY2021-2023 projects, See Attachment 1, list of projects in the amount of $1,098,000.

Revision(s) Represent:
( ) a change in previous instructions
(x) a change in Scope of Services
(x) other: Additional work and funding

Revision(s) Fee:
(x) hourly (time & materials) $1,098,000.00
( ) progress billing: $
( ) not-to-exceed w/o authorization: $

Revision(s) will be invoiced as:
(x) increase to an item within the existing contract
(x) a new item added to existing contract

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Attachment 1
1585-0001-00

No.	Project Name	Proj Code (Finance)	Program Amount FY2019-2021	Program Amount FY2021-2023	Approved WG PMS Amount	PROPOSED PMS AMENDMENT CIP FY 2021-2023
1	Annual Street Resurfacing	APR1801	$6,320,000.00	$6,980,000.00	$100,067.00	$25,000.00
2	California Avenue Pedestrian Crossing Installation	HSR 2005	$75,000	$370,000	$7,125.00	$25,900.00
3	Glorya Jean Tate Park Pump Track and Restroom Improvements	QLP 2006	$477,952	$1,100,000	$25,861.00	$44,000.00
4	Salinas Avenue Widening(*)	EDR 1904	$50,000	$3,250,000	$36,206.00	$227,500.00
5	Sea Haven Community Park (*)	QLP 2016	$750,000	$400,000	$1,056.00	$40,000.00
6	Preston Park Upgrade	QLP 2113		$1,500,000		$90,000.00
7	Sports Center Rehabilitation	QLF2004	$185,000	$3,500,000		$221,100.00
8	City of Marina Entry sign and Landscaping	EDP1809		$250,000		$25,000.00
9	Pool Rehabilitation	QLF 1902		$7,045,000		$40,000.00
10	City Council Chambers ADA and Media Broadcast Improvements	QLF 2002	$425,000	$60,000		$48,500.00
11	Dunes Park Development	QLP 2017	$500,000	$9,400,000		$200,000.00
12	Traffic signal ADA Upgrade	HSR2106		$100,000		$10,000.00
13	Glorya Jean Tate Park Improvements	QLP2119		$660,000		$66,000.00
14	Locke Paddon Park Maintenance & Pond Management	EDP1809		$350,000		$35,000.00
CIP Program Amount Total			**$8,782,952**	**$34,965,000**	**$170,315**	**$1,098,000**

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CONTRACT AMENDMENT

Project Name: Airport CIP Project Management	**CA No.** 2
Client Name: City of Marina	**Project/Phase No.** 1585-0001-01
Attention: Brian McMinn	**Date:** March 18, 2022
Address: 211 Hillcrest Avenue, Marina, California, 93933	

Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above referenced project as herein described. Approval below incorporates this document as a part of the original contract signed May 18, 2020. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

Amend for additional funding for Program Management Services for Airport CIP FY2019-2021 projects, See Attachment 2, list of projects in the amount of $26,189.97

Program Management Services for Airport CIP FY2021-2023 projects, See Attachment 2, list of projects in the amount of $164,358.07 for a total amount of $190,548.04

Revision(s) Represent:
( ) a change in previous instructions
( ) a change in Scope of Services
(x) other: Additional funding for PMS for FY2019-2021.

Revision(s) Fee:
(x) hourly (time & materials) $190,548.04
( ) progress billing: $
( ) not-to-exceed w/o authorization: $

Revision(s) will be invoiced as:
( ) increase to an item within the existing contract
(x) a new item added to existing contract FY2021-2023

Issued by,
WALLACE GROUP, a California Corporation

Kari E. Wagner, PE C66026
Principal
612 Clarion Court
San Luis Obispo
California 93401
T 805 544-4011
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APPROVED BY CLIENT:

Signature

Printed Name

Title

Date

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Attachment 2
1585-0001-01

CITY OF MARINA AIRPORT CAPITAL IMPROVEMENT PROGRAM							
No.	Project Name	Proj Code (Finance)	Program Amount FY2019-2021	Program Amount FY 2021-2023	WG PMS Approved Amount	TOTAL PMS AMENDMENT CIP FY 2019-2021	TOTAL PMS AMENDMENT CIP FY 2021-2023
	CIP						
1	Airport Pavement Maintenance	2003	$275,334	$179,000	$20,246		$14320 *
2	Airport Building 533 Improvements	2004		$175,000	$12,931		
3	Airport Building 533 Improvements	2004	$175,925	$475,000	$12,931		$46,358.07
4	Airport Building 524 Improvements	2006		$140,000	$10,344		
5	Airport Building 510 New Roof	2102	$220,243		$7,758	$23,958.68	
6	Airport Storm Drain Mitigation	403		$74,701	$5,520	$2,231.29	
7	Airport Bldg 507 Improvement	2201		$115,000			$23,000
8	Aiport Bldg 510 Improvements	2202		$75,000			$15,000
9	Airport Bldg 520 Improvement	2203		$65,000			$13,000
10	Airport Airfield Safety Improvements	2205		$100,000			$20,000
11	Airport Bldg 514 Improvement	2301		$25,000			$5,000
12	Airport Bldg 518 Improvement	2302		$30,000			$15,000
13	Airport Bldg 526 Improvement	2303		$30,000			$15,000
14	Airport Landscape Improvement	2304		$80,000			$12,000
Airport CIP Program Amount Total				**$689,701.00**		**$26,189.97**	**$164,358.07**
Total Amendment							**$190,548.04**
Note * this amount is inadvertently omitted on the Total Amount. Should additional funding to manage the project, a request for additional funding will be submitted							

THIRD AMENDMENT TO AGREEMENT WITH CITY OF MARINA AND WALLACE GROUP FOR PROGRAM MANAGEMENT SERVICES

THIS THIRD AMENDMENT ("Third Amendment") to the Agreement for Program Management Services pertaining to City projects and to provide on-call services for the City on an as-needed basis as determined by the City Engineer is made this 9th day of February 2024, by and between the City of Marina, a California charter city ("CITY") and Wallace Group, a California Corporation ("CONTRACTOR"). CITY and CONTRACTOR are sometimes referred to herein collectively as the "Parties."

Recitals

A. On May 18, 2020, CITY and CONTRACTOR entered into the Agreement for Program Management Services (the "Agreement") to provide program management services pertaining to various City projects including, but not necessarily limited to, the Capital Improvement Program and the Airport Capital Improvement Program, for the City. The term of the Agreement ends on June 30, 2023, and compensation to the CONTRACTOR under the Agreement was provided on a time and materials basis not to exceed $703,696.

B. On June 15, 2021 the First Amendment was issued to provide further Program Management Services related to hazardous material abatement and removal of blighted buildings. In the First Amendment, the Section (a) of the Article 1 "Scope of Work" and the Section (a) of the Article 3 "Compensation" from the Agreement were deleted and replaced to increase the compensation cap to $1,313,246.

C. On March 22, 2022 the Second Amendment was issued to provide further Program Management Services for management of projects approved in the fiscal year 2021-2023 Capital Improvement and Airport Capital Improvement budgets. In the Second Amendment, the Section (a) of the Article 1 "Scope of Work" and the Section (a) of the Article 3 "Compensation" from the Agreement were deleted and replaced to increase the compensation cap to $2,601,794.

D. Parties now desire to further amend the Agreement through a Third Amendment to: (1) to provide further Program Management Services for management of projects approved in the fiscal year 2023-2025 Capital Improvement and Airport Capital Improvement budgets; (2) ratify performance from July 1, 2023 to the date of the execution of the amendment; (3) extend the term of the Agreement from July 1, 2023, through June 30, 2025; (4) replace Section (a) of the Article 1 "Scope of Work" and the Section (a) of the Article 3 "Compensation" of the Agreement to increase the compensation cap to $3,201,532; and (5) otherwise, to continue the Agreement, as amended.

E. The Agreement provides that it may only be amended or modified by written agreement of the Parties. Both Parties now desire to amend the Agreement to increase the total

annual compensation cap to provide additional compensation for program management and inspection services related to multiple projects under Capital Improvement Program (CIP) and Airport Capital Improvement Program (ACIP), described in "Exhibit A-3."

F. Only the numbered Articles of the Agreement which are being amended are set forth in this Third Amendment.

Terms & Conditions Amended

Now, therefore, the Parties agree to amend the Agreement as follows:

1. Article 1 "Scope of Work" Section (a) is deleted and replaced to read in its entirely:

(a) Contractor is hereby hired and retained by the City to work in a cooperative manner with the City to fully and adequately perform those services set forth in "Exhibit A", "Exhibit A-1", "Exhibit A-2", and "Exhibit A-3" attached hereto ("Scope of Work") and by this reference made a part hereof. The Contractor shall be available to perform services under this Agreement as needed during the term of the Agreement. With prior written notice to Contractor, City may elect to delete certain tasks of the Scope of Works at its sole direction.

2. Article 2 - Term of Agreement

The Term of Agreement is amended to extend its term through June 30, 2025.

2. Article 3 "Compensation" Section (a) is amended to read in its entirety:

(a) "City liability for compensation to Contractor under this Agreement shall only be to the extent of the present appropriation to fund this Agreement. For services to be provided under this Agreement, City shall compensate Contractor on a time and materials basis in an amount not to exceed **Three Million Two Hundred And One Thousand Five Hundred And Thirty-Two Dollars ($3,201,532)** in accordance with the provisions of this Section and the attached hereto as "Exhibit B" and incorporated herein by this reference."

All other terms and conditions of the Agreement shall remain in full force and effect.

This Second Amendment may be executed in two (2) counterparts, each of which shall be deemed an original, but both of which together shall constitute one and the same instrument. Counterpart may be delivered by facsimile, electronic mail (including pdf. or any electronic signature complying with the U.S.ESIGN Act of 2000, California's Uniform Electronic Transactions Act (Cal. Civil Code 1633.1 et seq.) or other applicable law) or other transmission method and any counterpart so delivered shall be deemed to have been validly delivered and be valid and effective for all purposes. This Second Amendment consists of three (3) pages.

IN WITNESS WHEREOF, the Parties hereto have executed this Third Amendment to the Agreement for CONTRACTOT to provide engineering and building permit services pertaining to City projects and development and to provide support services for the CITY on an as-needed basis as determined by the City Engineer on the date(s) and year written below.

CITY OF MARINA

By: _____
Layne Long
City Manager

Date: 2/9/ 2024

Wallace Group, a California Corporation

By _____
Name: Kari Wagner, PE C66026
Its: Principal

Date: February 8, 2024

(Attestation & Approval follow)

Council Authorization (date): February 6, 2024
Resolution No. 2024-10

ATTEST:

By _____
Deputy City Clerk

APPROVED AS TO FORM:

By: _____
City Attorney

Exhibit A
CIP and ACIP projects to be Consultant Managed

	Project Name	Proj Code (Finance)	Program Amount (1)
	CIP		
1	Annual Street Resurfacing	APR1801	$6,320,000
2	Community Center Playground Seating and Amenities	HSP1803	$15,000
3	Vince DiMaggio Building Rain Gutter Replacement	APF 2003	$25,000
4	California Avenue Pedestrian Crossing Installation	HSR 2005	$75,000
5	Glorya Jean Tate Park Pump Track and Restroom Improvements	QLP 2006	$350,000
6	Dunes Barracks Stabilization	QLP 2007	$330,000
7	Arts Village Building Stabilization	EDF 2008	$1,500,000
8	Duplex Housing Renovation	EDF 2010	$450,000
9	Streetlight Replacement	HSR 2011	$125,000
10	Equestrian Center Development	QLP 2018	$850,000
11	Fire Station 3 Reroof and Cleanup	APF 2021	$350,000
12	Salinas Avenue Widening	EDR 1904	$490,000
13	Traffic Signal Maintenance	HSR 2012	$200,000
14	Sea Haven Communit Park	QLP 2016	$50,000
15	Preston Park Planning	QLP 2020	$50,000
16	Stockade Demolition	TBD	$2,050,000
	CIP Totals		**$13,230,000**
	Wallace Group, Inc. Program Management Total		**$592,853**

	ACIP		
1	Airport Building 504 Improvements	461	$345,000
2	Airport Fuel Farm - Fuel Tank Replacement	480 / HSA18D4	$300,000
3	Airport Pavement Maintenance	2003	$274,000
4	Airport Building 533 Improvements	2004	$175,000
5	Airport Building 524 Improvements	2006	$140,000
6	Backup Power to Airport Fuel Farm	2008	$36,000
7	Airport Building 510 New Roof	2102	$105,000
8	Airport Gateway Sign	2103	$35,000
9	Airport Storm Drain Mitigation	403	$74,701
	ACIP Totals		**$1,484,701**
	Wallace Group, Inc. Program Management Total		**$110,843**

"Exhibit A-1"

CONTRACT AMENDMENT

Project Name: Program Management Services	**CA No.** 1
Client Name: City of Marina	**Project/Phase No.** 1585-0001
Attention: Brian McMinn	**Date:** March 26, 2021
Address: 211 Hillcrest Avenue, Marina, California, 93933	

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Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above referenced project as herein described. Approval below incorporates this document as a part of the original contract signed May 18, 2020. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

This amendment to the City of Marina Program Management Services is for managing the project delivery for the abatement and demolition of Phase 1: 47 wood barracks buildings and 31 duplex buildings, Phase 2: Six (6) wood barracks buildings and Phase 3: 13 barracks buildings. These buildings are at four areas in the City located at the former Fort Ord.

Also included is the preparation of plans, specifications and estimates, project bidding, engineering services during construction and closeout.

Below is the cost breakdown for this amendment:

PHASE 1:

1. Area 1 (City Park) ,47 buildings:	$292,350.00
2. Area 4 (Cypress Knoll), 31 duplex buildings:	$148,050.00
Total Phase 1:	**$440,400.00**

PHASE 2:

3. Area 2 (So of PBC Parcel) ,6 buildings:	$ 62,300.00

PHASE 3:

4. Area 3 (Eleventh Street), 13 buildings:	$106,850.00
Grand Total	**$609,550.00**

Proposal is based on the four areas to be delivered separately. If areas are bundled together cost will reduced. Cost breakdown is as shown Attachment A.

Revision(s) Represent:
( ) a change in previous instructions
( ) a change in Scope of Services
(x) other: Additional Work and Additional Funding

Revision(s) Fee:
(x) hourly (time & materials) $609,550.00
( ) progress billing: $
( ) not-to-exceed w/o authorization: $

Revision(s) will be invoiced as:
( ) increase to an item within the existing contract
(x) a new item added to existing contract

Issued by,
WALLACE GROUP, a California Corporation

Kari E. Wagner, PE C66026
Principal
612 Clarion Court
San Luis Obispo
California 93401
T 805 544-4011
F 805 544-4294
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APPROVED BY CLIENT:

_____
Signature

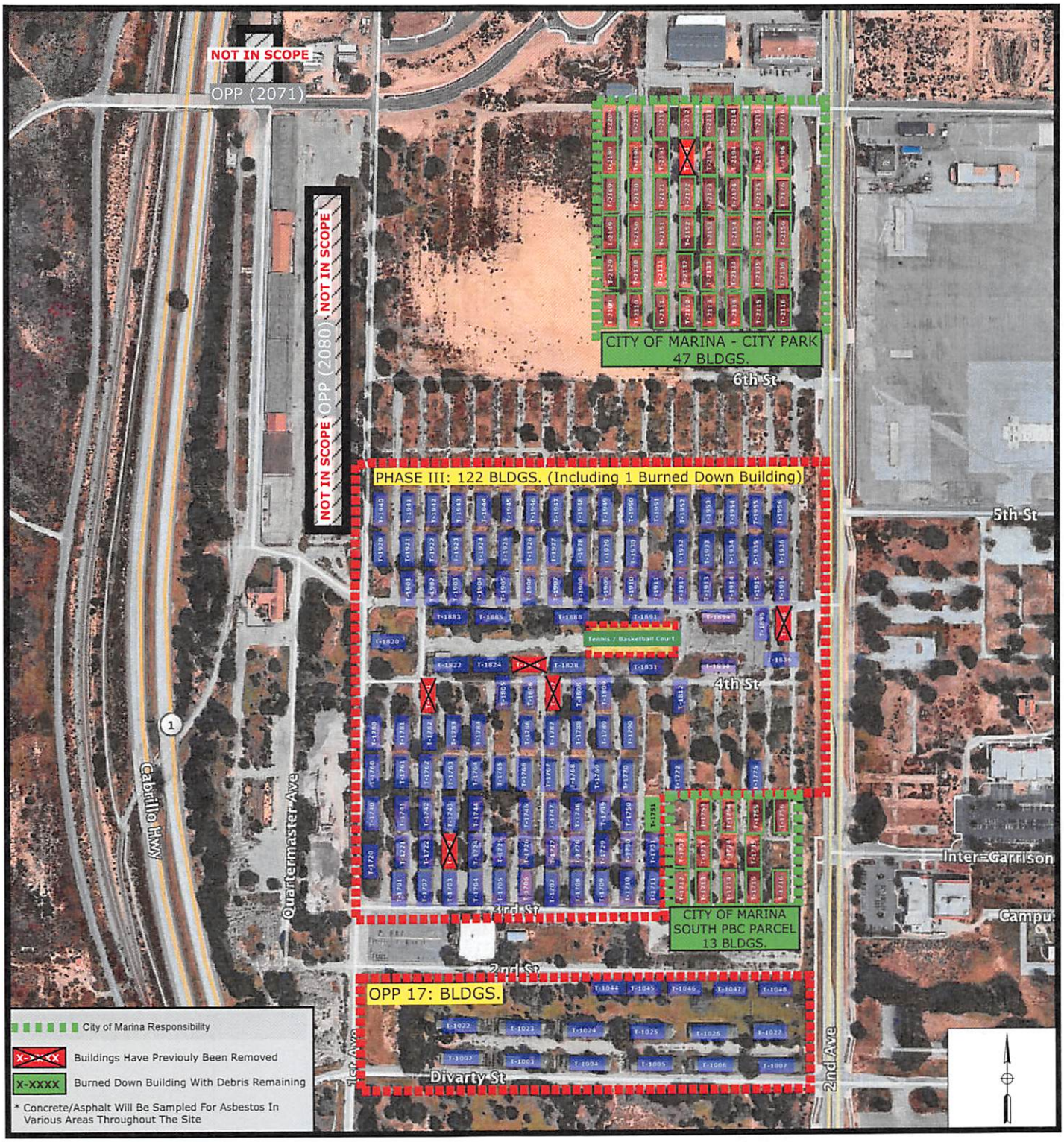
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Printed Name

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Title

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Date

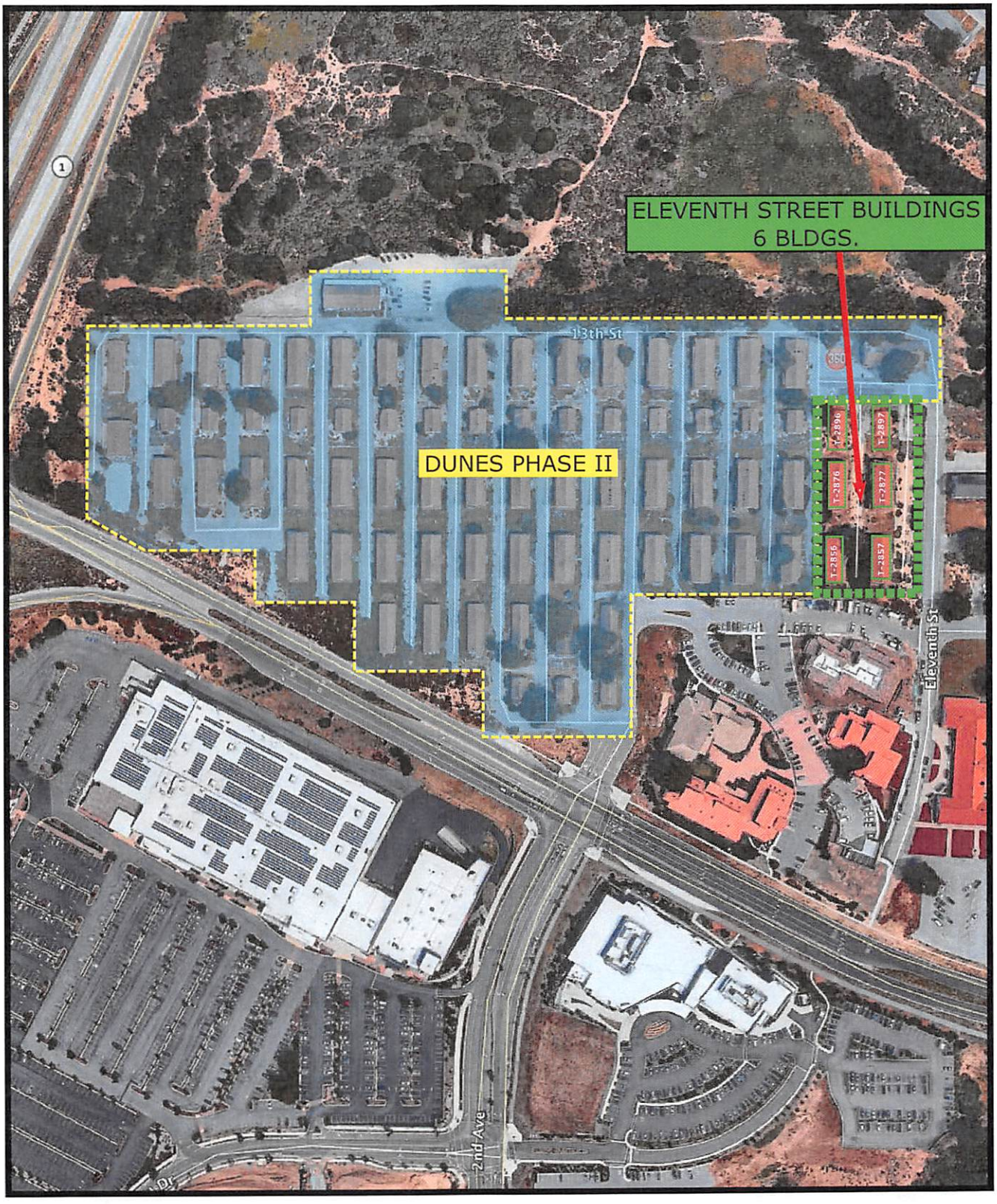
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ATTACHMENT A



WALLACE GROUP®	DATE PREPARED: 3/8/21	SOURCE: Google Earth
	REVISION:	DRAWN BY: PKM
	PROJECT NO: 1585-001-00 and 1585-003	SCALE: NTS

City of Marina
Building (Blight) Removal



WALLACE GROUP®	DATE PREPARED: 3/8/21	SOURCE: Google Earth
	REVISION:	DRAWN BY: PKM
	PROJECT NO: 1585-001-00 and 1585-003	SCALE: NTS

City of Marina
Building (Blight) Removal



WALLACE GROUP®	DATE PREPARED: 3/23/21	SOURCE: Google Earth
	REVISION:	DRAWN BY: PKM
	PROJECT NO: 1585-001-00 and 1585-003	SCALE: NTS

City of Marina
Building (Blight) Removal
Duplex Buildings (31)
Cypress Knoll

"Exhibit A-2"

No.	Project Name	Proj Code (Finance)	Program Amount FY2019-2021	Program Amount FY2021-2023	Approved WG PMS Amount	PROPOSED PMS AMENDMENT CIP FY 2021-2023
1	Annual Street Resurfacing	APR1801	$6,320,000.00	$6,980,000.00	$100,067.00	$25,000.00
2	California Avenue Pedestrian Crossing Installation	HSR 2005	$75,000	$370,000	$7,125.00	$25,900.00
3	Glorya Jean Tate Park Pump Track and Restroom Improvements	QLP 2006	$477,952	$1,100,000	$25,861.00	$44,000.00
4	Salinas Avenue Widening(*)	EDR 1904	$50,000	$3,250,000	$36,206.00	$227,500.00
5	Sea Haven Community Park (*)	QLP 2016	$750,000	$400,000	$1,056.00	$40,000.00
6	Preston Park Upgrade	QLP 2113		$1,500,000		$90,000.00
7	Sports Center Rehabilitation	QLF2004	$185,000	$3,500,000		$221,100.00
8	City of Marina Entry sign and Landscaping	EDP1809		$250,000		$25,000.00
9	Pool Rehabilitation	QLF 1902		$7,045,000		$40,000.00
10	City Council Chambers ADA and Media Broadcast Improvements	QLF 2002	$425,000	$60,000		$48,500.00
11	Dunes Park Development	QLP 2017	$500,000	$9,400,000		$200,000.00
12	Traffic signal ADA Upgrade	HSR2106		$100,000		$10,000.00
13	Glorya Jean Tate Park Improvements	QLP2119		$660,000		$66,000.00
14	Locke Paddon Park Maintenance & Pond Management	EDP1809		$350,000		$35,000.00
CIP Program Amount Total			**$21,177,952**	**$35,430,000**	**$1,202,409**	**$1,098,000**

"Exhibit A-2"

CITY OF MARINA AIRPORT CAPITAL IMPROVEMENT PROGRAM							
No.	Project Name	Proj Code (Finance)	Program Amount FY2019-2021	Program Amount FY 2021-2023	WG PMS Approved Amount	TOTAL PMS AMENDMENT CIP FY 2019-2021	TOTAL PMS AMENDMENT CIP FY 2021-2023
1	Airport Pavement Maintenance	2003	$275,334	$179,000	$20,246		$14,320
2	Airport Building 533 Improvements	2004	$175,925	$475,000	$12,931		$46,358
5	Airport Building 510 New Roof	2102	$220,243		$7,758	$23,958.68	
6	Airport Storm Drain Mitigation	403		$74,701	$5,520	$2,231.29	
7	Airport Bldg 507 Improvement	2201		$115,000			$23,000
8	Aiport Bldg 510 Improvements	2202		$75,000			$15,000
9	Airport Bldg 520 Improvement	2203		$65,000			$13,000
10	Airport Airfield Safety Improvements	2205		$100,000			$20,000
11	Airport Bldg 514 Improvement	2301		$25,000			$5,000
12	Airport Bldg 518 Improvement	2302		$30,000			$15,000
13	Airport Bldg 526 Improvement	2303		$30,000			$15,000
14	Airport Landscape Improvement	2304		$80,000			$12,000
Airport CIP Program Amount Total				**$1,283,701.00**		**$26,189.97**	**$164,358.07**

"EXHIBIT A-3"

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CONTRACT AMENDMENT

Project Name: CIP Program Management Services	**CA No.** 3
Client Name: City of Marina	**Project/Phase No.** 1585-0001-00
Attention: Brian McMinn	**Date:** January 4, 2024
Address: 211 Hillcrest Avenue, Marina, California, 93933	

For your information and use, Attachment 2 is the status report of all projects included in the project management services contract with Wallace Group.

Wallace Group requests the Client's authorization to proceed with revisions to the contract agreement for the above-referenced project as described herein. Approval below incorporates this document as a part of the original contract signed May 18, 2020. If approved, please return one signed original Contract Amendment to Wallace Group.

Description and Purpose of the Revision(s)

This amendment No. 3 is for following changes:

1. For additional and reduction of funding for previously funded projects. See Attachment 1 for cost adjustments and justifications.

2. For inclusion of additional seven new projects (Blight Removal,18 bldgs., Del Monte Blvd. Median Landscape Demonstration, Downtown Vitalization Implementation, Cardoza Neighborhood Storm Drain Assessment, Windy Hill Park Playground Upgrade, Imjin Parkway & California Avenue Intersection Improvements and Reindollar Avenue & California avenue Improvements.) See Attachment 1 for fee proposal.

Revision(s) Represent:
( ) a change in previous instructions
(x) a change in Scope of Services
( ) other: Additional work and funding

Revision(s) Fee:
(x) hourly (time & materials) $599,738.00
( ) progress billing: $
( ) not-to-exceed w/o authorization: $

Revision(s) will be invoiced as:
(x) increase to an item within the existing contract
(x) a new item added to existing contract

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APPROVED BY CLIENT:

_____
Signature

_____
Printed Name

_____
Title

_____
Date

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Attachment 1

CITY OF MARINA CIP PROJECT PROGRAM MANAGEMENT SERVICES AMENDMENT NO. 3

No.	Project Name	Proj Code (Finance)	Program Amount Prior Years	Program Amount FY2023-2025	Approved WG PMS Amount FY 2019-2021 (Original Contract) (C)	Approved PMS AMENDMENT 1 CIP FY 2019-2021 (C)	Approved PMS AMENDMENT 2 CIP FY 2021-2023 (C)	Proposed PMS AMENDMENT 3 CIP PREVIOUS FISCAL YEARS (A)	Proposed PMS AMENDMENT 3 CIP FY 2023-2025 (B)	NOTES
1	Annual Street Resurfacing	APR1801	$6,980,000.00		$100,061.00		$25,000.00	$105,491.00		1
2	City Hall and Annex Permit Center Reconfiguration	EDF 1810			$41,800.00			($41,325.50)		
3	California Avenue Pedestrian Crossing Installation	HSR 2005	$445,000		$7,125.00		$25,900.00	$717.00		2
4	Glorya Jean Tate Park Pump Track and Restroom Improvements	QLP 2006	$1,577,952		$25,861.00		$44,000.00	$28,344.00		3
5	Dunes Barracks Stabilization	QLP 2007	$330,000		$34,833.00			($19,208.00)		
6	Fire Station 3 Reroof and Cleanup	APF 2021	$550,000		$25,861.00			($21,880.00)		
7	Salinas Avenue Widening(*)	EDR 1904	$50,000	$500,000	$36,206.00		$227,500.00			4
8	Traffic Signal Maintenance (*)	HSR 2012	$200,000	$120,000	$14,778.00			$17,222.00		5
9	Streetlight Replacement	HSR 2011	$250,000	$200,000	$9,236.00			$22,264.00		6
10	Preston Park Planning (*)	QLP 2020	$50,000		$50,000.00			($44,197.00)		
11	Preston Park Upgrade	QLP 2113	$1,050,000	$5,500,000			$90,000.00	$41,000.00		7
12	Blight Removal Project 2023 (City Park and Cypress Knolls)	HSF2101	$4,100,000			$609,550		($149,550.00)		10
13	Barracks Blight Removal (18 Bldg)	HSF2101	$1,700,000							9,10
14	Stockade Demolition(**)	EDF2102	$2,050,000		$28,328.00			$52,994.00		8
15	City Council Chambers ADA and Media Broadcast Improvements	QLF 2002	$485,000				$48,500.00	($42,433.32)		
16	Traffic signal ADA Upgrade	HSR2106	$150,000	$850,000			$10,000.00	$80,000.00		
17	Del Monte Boulevard Median Landscape Demonstration	QLP1901	$25,000						$2,500.00	9
18	Downtown Vitalizaton Impementation	EDC2126	$1,300,000	$500,000					$180,000.00	9
19	Cardoza Neighborhood Storm Drain Assessment	*APR2109	$120,000						$12,000.00	9
20	Windy Hill Park Playground Upgrade	QLP2112	$750,000	$350,000					$110,000.00	9
21	Imjin Parkway & California Ave Intersectio Improvements EDR 2115	EDR 2115	$1,300,000	$500,000					$145,800.00	9
22	Reindollar Avenue & California Avenue Intersection Improvements	EDR2116		$1,200,000					$120,000.00	9
	Sub total							$29,438.18	$570,300.00	
	TOTAL Amendment No. 3								$599,738	

NOTES:
WG Contract (CIP only) includes: Original contract: $592,853 , Amendment 1: $609,550 and Amendment 2: $1,098,000

A - This amendment is for additional scope of work and associated compensation of prior year approved projects

B- This amendment is for additional new propjects

C- Only projects affected by the proposed Amendment No. 3 are shown on the list

1- This amendmend is for additional scope of work and associated compensation. Additional work directed by the City included development of PS&E for slurry sealing, construction management and bidding and management of the Municipal Improvements OnCall Contracts

2- This amendmend is for additional scope of work and associated compensation. The additional work is for coordination and procurement of arts for the controller cabinet.

3- This amendmend is for additional scope of work and associated compensation.Additional compensation is due to grant application and longer construction due to delays (weather and additional work)

4- No additional compensation, reflects revised scope of work

5- This amendmend is for additional scope of work and associated compensation. Additional funding FY2023-2025. The additional work includes preparation of bidding documents for an On Call Traffic Maintenance contractor.

6- This amendmend is for additional scope of work and associated compensation. Additional funding FY2023-2025. The additional work includes construction management for the installation of poles and street lights assemby.

7- This amendmend is for additional scope of work and associated compensation Additional funding FY2023-2025. The additional work includes project management during bidding, construction and close out phases.

8- This amendmend is for additional scope of work and associated compensation. Additional work directed by the City included revision to the bidding documents, and construction management.

9- This amendmend is for additional new projects and associated compensation. Funde FY 2023-2025

10- Cost for project management and preparation of bidding documents for the remaining 18 buildings is included on the original project HSF2101.

"EXHIBIT B"

WALLACE GROUP®

Standard Billing Rates

Engineering, Design & Support Services:

Assistant Designer/Technician	$120
Designer/Technician I - IV	$125/$135/$145/$155
Senior Designer/Technician I - III	$165/$172/$179
GIS Technical Specialist	$160
Senior GIS Technical Specialist	$170
Associate Engineer I - III	$135/$145/$155
Engineer I - IV	$170/$175/$180/$185
Senior Engineer I - III	$200/$205/$210
Director	$220
Principal Engineer/Consulting Engineer	$245
Principal	$270

Surveying Services:

Party Chief	$182
Party Chief (*Prevailing Wage)	$250
Instrument Person	$125
Instrument Person (*Prevailing Wage)	$150
Associate Survey Technician	$120
Survey Technician I - IV	$135/$140/$150/$155
Land Surveyor I - III	$160/$170/$180
Senior Land Surveyor I - III	$185/$190/$195
Director	$220
Principal Surveyor	$245
Principal	$270

Planning Services:

Associate Planner I - II	$110/$120
Planner I - IV	$140/$150/$160/$170
Senior Planner I - III	$175/$180/$185
Director	$200
Principal Planner	$210
Principal	$270

Landscape Architecture Services:

Associate Landscape Designer I - II	$105/$115
Designer I - IV	$120/$125/$130/$135
Landscape Architect I - IV	$140/$145/$150/$155
Senior Landscape Architect I - III	$160/$165/$170
Director	$185
Principal Landscape Architect	$210
Principal	$270

Construction Management / Field Inspection Services:

Construction Inspector I - II	$140/$155
Senior Construction Inspector	$160
Construction Inspector (*Prevailing Wage)	$180
Construction Office Tech I-III	$115/$125/$135
Assistant Resident Engineer I - II	$165/$170
Resident Engineer I - III	$175/$180/$185
Senior Resident Engineer	$195
Director	$220
Principal Construction Manager	$245
Principal	$270

Public Works Administration Services:

Project Analyst I - IV	$120/$130/$140/$150
Senior Project Analyst I - III	$155/$160/$165
Senior Environmental Compliance Specialist I - III	$170/$175/$185

Support Services:

Office Assistant	$110
Project Assistant I - III	$120/$125/$135

***Prevailing Wage:**

State established prevailing wage rates will apply to some services based on state law, prevailing wage rates are subject to change over time and geographic location.

Right to Revisions:

Wallace Group reserves the right to revise our standard billing rates on an annual basis, personnel classifications may be added as necessary.

Additional Professional Services:

Fees for expert witness preparation, testimony, court appearances, or depositions will be billed at the rate of $400 an hour. If required to meet schedule requests, overtime on a project will be billed at 1.5 times the employee's typical hourly rate.

Direct Expenses:

Direct expenses will be invoiced to the client and a handling charge of 15% may be added. Sample direct expenses include, but are not limited to the following:

- travel expenses
- delivery/copy services
- sub-consultant services
- mileage (per IRS rates)
- agency fees
- other direct expenses

Invoicing and Interest Charges:

Invoices are submitted monthly on an accrued cost basis. A finance charge of 1.5% per month may be assessed on all balances that are thirty days past due.

MST HIGHLIGHTS
Board of Directors Meeting
April 14, 2025

RECOGNIZED APRIL EMPLOYEE OF THE MONTH

The MST Board adopted Resolution 2025-19 recognizing Kaleb Aquino, Mobility Specialist, as the April 2025 Employee of the Month for his outstanding contribution to MST and the entire community.

25 YEARS OF SERVICE

The MST Board recognized Coach Operator Ernie Sanchez for 25 years of service and his outstanding dedication and contribution to MST and to the entire community.

MST BOARD SERVICE RECOGNITION AND APPRECIATION

The MST Board adopted Resolution 2025-20 in recognition and appreciation of Sid Williams on the Measure Q Oversight Committee and for his dedication to Monterey-Salinas Transit and its vision of connecting communities, creating opportunity, and being kind to our planet.

FORT ORD TRAIL GREENWAY PROJECT

The MST Board authorized the General Manager/CEO or their designee to execute an agreement granting the Transportation Agency for Monterey County an access easement, slope easement, and temporary construction easement on MST real property located on Imjin Road in Marina to construct the California Avenue segment of the Fort Ord Regional Trail and Greenway Project.

LOW CARBON TRANSIT OPERATIONS PROGRAM RESOLUTION 2025-21

The MST Board adopted Resolution 2025-21, authorizing the certification and assurances, authorized agent forms, and execution of the Low Carbon Transit Operations Program projects for FY 2024/25.

RECEIVED MEASURE Q OVERSIGHT COMMITTEE LETTER

The MST Board received a letter from the Measure Q Oversight Committee reporting that FY 2023 funds were spent on eligible expenses.

AUTHORIZED PURCHASE OF FOUR FORD TRUCKS

The MST Board authorized the General Manager/CEO to purchase four (4) Ford trucks at the lowest price/best options at the time of purchase utilizing the CA Department of General Services (DGS) Contract #1-22-23-20F in an amount not to exceed $380,940.

10 YEAR ANNIVERSARY OF MEASURE Q AND ACCOMPLISHMENTS
The MST Board received a presentation on the 10-year anniversary of Measure Q accomplishments.

GREENFIELD LINE 33 BUS STOP AND CIRCULATOR SERVICE IMPLEMENTATION
The MST Board provided staff direction to continue with implementation of Line 33 and continue On Call service to the end of the service contract with MV Transportation, Inc. on June 30, 2025; and, further directed staff to continue to work with Greenfield to educate and communicate with residents about the new circulator service and MST RIDES; and, further directed staff to continue to look for opportunities to provide other mobility options.

SURF! BUSWAY AND BUS RAPID TRANSIT PROJECT
The MST Board authorized the General Manager/CEO or their designee to execute a construction contract with Graniterock-Myers JV (GRM) for the SURF! Busway and Bus Rapid Transit Project in a Guaranteed Maximum Price (GMP) amount of not more than $59,200,000; authorized the General Manager/CEO or their designee to execute contract change orders up to $250,000 each for this Project but not to exceed the maximum budget; and, allocated $11,100,000 in project contingency funding as required by the Federal Transit Administration to pay for unanticipated costs during construction.

EAST ALISAL BUS RAPID TRANSIT FEASIBILITY STUDY AND SALINAS TRANSIT CENTER RELOCATION STUDY
The MST Board authorized the General Manager/CEO or their designee to enter into a contract with Kimley-Horn and Associates, Inc. to conduct an East Alisal Bus Rapid Transit Feasibility Study and Salinas Transit Center Relocation Study in an amount not to exceed $547,420 for the required scope of work, and a total of $79,119 in optional tasks, of which not all may be conducted, with a total contract value not to exceed $626,539.

NEXT MST BOARD MEETING
The next regular MST Board meeting is scheduled for May 12, 2025.

HIGHLIGHTS OF
REGULAR BOARD MEETING
April 17, 2025

1. MaryAnn Carbone, Board Chair, called the meeting to order at 11:10 a.m. at City Hall in Sand City.

2. The Board approved adding an emergency item for just cause to allow Board Member Alex Miller to attend the meeting via phone.

3. The Board Approved routine consent items, including minutes of the March 20, 2025 Board meeting and disbursements for the period of March 1-31, 2025 in the amount of $1,250,364.07.

4. From the CEO report:
    - Total donations for March 2025 were $13,276.
    - Significant donations were as follows:
        - $5,000 Montage Health (event sponsorship)
        - $1,000 Monterey Peninsula Volunteer Services (event sponsorship)
        - $2,000 Pinnacle Bank (event sponsorship)
        - 27 monetary donations (including 9 recurring "Friends and Neighbors" donations)
    - Grant applications were submitted to:
        - Dogs of Carmel Charity Benefactor, proceeds to support Shuman HeartHouse
        - City of Carmel-by-the-Sea Discretionary Grant, $3,000 for Shuman HeartHouse
        - HHAP Round 5, $450,000 for Shelter Operations at Shuman HeartHouse
        - HHAP Round 5, $300,000 for Shelter Operations at Safe Place Youth Shelter
        - HHAP Round 5, $449,992 for Shelter Operations at Casa de Noche Buena
        - Kaiser Permanente, $25,000 for Housing Stability Service at Casa de Noche Buena.
    - Grant Received:
        - Salinas Valley Health Foundation, $5,000 for General Support of Mental Health and Substance Use Services
        - Montage Health, $5,000 for event sponsorship of Solving Homelessness
    - Negotiations for our two largest contracts, Behavioral Health drug and alcohol and mental health services, are under way and going smoothly. The County has expressed the desire to achieve are mutually beneficial agreement with amounts and rates that more than cover our costs, leaving small net profits if we reach our target goals. The discussions have been polite and transparent, and we are hopeful for positive outcomes.
    - The Agency reserved a table for the Monterey Peninsula Chamber of Commerce Annual Awards Dinner to honor our board chair Mary Ann Carbone who was awarded Elected Official of the Year. The Mayor's reception was marked by the loudest cheers and most applause of the evening, which was most fitting given her long career in local politics and her amazing record of achievements. Congratulations, Mary Ann.
    - Human Resources Director A. Miller's last day of employment with CHS was this month. We are recruiting; in the meantime, R. Angulo is once again performing our HR functions in addition to her Executive Assistant functions.
    - The preliminary Agency budget was prepared this month by CFO T. Allen, with input from the COO S. Stone, Senior Program Officer M. Sullivan and the CEO. A budget study session was held at 10 a.m. on 4/17. The budget will be adopted on 5/15 at the regular board meeting.
    - Off Main Clinic is creating an admissions office next door in the Outpatient Treatment suite to accommodate new patients more comfortably during the often-difficult admissions process

and planned growth of the patient census. That space is currently not utilized in the morning when admissions occur. Outpatient groups will still be offered in the afternoon.

- We received the Adolescent Outpatient Treatment license for our Monterey Outpatient Treatment Center this month. CHOMP Recovery Center already has a few patients to refer to us. We plan to open our doors to youth starting Monday, May 5.
- The CEO, Communications Manager G. James, Sr. Program Officer M. Sullivan and the CEO are developing an advertising and outreach plan and collateral materials to market our SUD services with a focus on the new adolescent program and medication-assisted treatment services. The goal is to reach more people and increase the level of services provided.
- The CFO T. Louis and the CEO attended the Monterey Museum of Art's Patron dinner as guests of our IT services provider Rayne Tech. It was a great opportunity to strengthen that relationship and meet a few prospective new supporters of CHS.
- After a thorough RFP process, CFO T. Louis, Finance Chair A. Yee Steck and the CEO met with the Audit Committee to interview 3 auditing firms for a new 3-year engagement.

5. From the COO report:
    - The Senior Program Officer position for Mental Health Services remains vacant due to challenges in finding qualified candidates. Despite this, all programs are running smoothly, with particularly high productivity in FSC's largest program, the Outpatient Mental Health Program. Additionally, kudos to the OPMH team at FSC Salinas for successfully completing the Monterey County Behavioral Health site visit and having their corrective action plan approved.
    - We currently have several key construction projects underway: Genesis House Bathroom Improvement Project – Genesis House continues to operate at full capacity during construction. The project is approximately 90% complete. Safe Passage Facility Improvements Project – Safe Passage is also fully operational during construction. This project is approximately 40% complete. FSC Seaside Mainline Plumbing Project – We have finalized the contract with JD Underground and are currently in the permitting and planning stages. We are aiming for project completion by the end of April.
    - The SHARE Center is performing well and is fully staffed, with a current census of 85, putting capacity at 91%. This is a significant success. To track this more efficiently, the COO developed a bed-count tracking log that calculates current capacity by dividing the number of available beds (minus unavailable family beds) by the census. This provides an up-to-date snapshot of our capacity in real time. The log has been invaluable, as it allows us to clearly communicate our capacity to stakeholders—without needing to explain the nuances of vacant versus unavailable beds. Given its user-friendly design, we've also rolled out this log at both Casa de Noche Buena and Shuman HeartHouse.
    - Last month, Evangelina Ochoa, Senior Program Officer of Homeless Services, and the COO developed a new Progress Report to assess engagement and progress at the SHARE Center. The report has been successfully rolled out. Given the unique nature of a low-barrier navigation center and shelter at the SHARE Center, parameters like length of stay and progress can be subjective. This new report streamlines the process, enhances objectivity, and helps staff stay aligned with the targeted goals of supporting guests in securing housing and achieving greater self-sufficiency. To further boost engagement and positive outcomes, we have also introduced this report at Casa de Noche Buena and Shuman HeartHouse. This will be a significant benefit across all our short-term shelters, as it provides a standardized guideline for 30-day progress checks, eliminating the need for separate procedures for progress reports.
    - Lastly, the COO has had multiple meetings with Meals on Wheels, and is in the process of developing an agreement for them to provide food services to programs like Genesis House,

Casa de Noche Buena, and Shuman HeartHouse when kitchen operations are interrupted. Currently, when there is a planned or unplanned staff absence or kitchen closure, food services are handled on a case-by-case basis, often involving ordering outside food or using non-kitchen staff as needed. Having a contract with Meals on Wheels will not only be more cost-effective but will also ensure more nutritious and delicious meals when needed.

6. The Finance Committee meeting was held prior to the board meeting. The financial dashboard showed that cash went up and correspondingly accounts receivable went down. The Balance Sheet did not show anything unusual. The committee also reviewed action items for Selection of Auditor and Acceptance of 990 Tax Return and CA Tax Return that were on the agenda for approval.

7. The Board approved auditor Chavan and Associates, LLP, as recommended by the Audit Committee.

8. The Board accepted the 990 Tax Return, as presented by the Audit Committee.

9. The Board Member Alex Miller thanked the Board for allowing him to join the meeting.

10. Board Chair MaryAnn Carbone appointed board members Lori McDonnell & Anita Crawley to an Ad-Hoc Nominating Committee to bring a slate of officers for FY 2025-26 to the May board meeting for approval.

11. Board Chair MaryAnn Carbone also reminded the board that the CHS Board Meeting & Retreat will be held on Thursday, May 15th from 10 a.m. to 3 p.m. at Shoreline Church.

12. Board Chair MaryAnn Carbone adjourned the meeting at 12:14p.m.

The next regular board meeting & board retreat is scheduled for Thursday, May 15th from 10:00 a.m. to 3:00 p.m. at the Shoreline Church, Monterey CA.

May 15, 2025 Item No. **11a**

Mayor and Members of the City Council

City Council Meeting of May 6, 2025

CITY COUNCIL TO CONSIDER OPENING A PUBLIC HEARING, TAKING PUBLIC TESTIMONY, AND INTRODUCING ORDINANCE 2025-, AN ORDINANCE AMENDING TITLE 15 OF THE MARINA MUNICIPAL CODE, BY ADDING CHAPTER 15.07, "FIRE HAZARD SEVERITY ZONES," TO THE MARINA MUNICIPAL CODE; THE PROPOSED ORDINANCE IS EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO SECTION 15061(b)(3) OF THE CEQA GUIDELINES

RECOMMENDATION:

Staff is recommending that the City Council:

1. Open a public hearing, take public testimony and consider introducing Ordinance No. 2025-, (**EXHIBIT A**), amending Title 15 of the Marina Municipal Code by adding Chapter 15.07, the State Fire Hazard Severity Zone map (**EXHIBIT B**)

BACKGROUND

Fire Hazard Severity Zone maps arose from major destructive fires, prompting the recognition of these areas and strategies to reduce wildfire risks. Legislative response led to mandated mapping across California under the California Public Resources Code sections 4201-4204, encompassing all State Responsibility Areas (SRA). The State Fire Marshal is mandated to classify lands within State Responsibility Areas into Fire Hazard Severity Zones (FHSZ). Fire Hazard Severity Zones fall into one of the following classifications: "Moderate" "High" and "Very High". California laws that require Fire Hazard Severity Zones are in the California Public Resources Code Sections 4201-4204, California Code of Regulations Title 14, Section 1280 and California Government Code Sections 51175-89.

Recent mandates from the State required the State Fire Marshal to identify fire hazard severity zones that fall within the Local Responsibility Area (LRA). The City of Marina is an example of an LRA that the State Fire Marshal has identified Fire Hazard Severity Zones. See excerpts from the applicable Government Code:

Government Code 51178 states in part:

> …"The State Fire Marshal shall identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather, and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread…."

Government Code 51178.5 states in part:

> …"Within 30 days after receiving a transmittal from the State Fire Marshal that identifies fire hazard severity zones pursuant to Section 51178, a local agency shall make the information available for public review and comment. The information shall be presented in a format that is understandable and accessible to the general public, including, but not limited to, maps…"

Government Code 51179 states in part:

> (a) A local agency shall designate, by ordinance, moderate, high, and very high fire hazard severity zones in its jurisdiction within 120 days of receiving recommendations from the State Fire Marshal pursuant to Section 51178.
>
> (b) (1) A local agency may, at its discretion, include areas within the jurisdiction of the local agency, not identified as very high fire hazard severity zones by the State Fire Marshal, as very high fire hazard severity zones following a finding supported by substantial evidence in the record that the requirements of Section 51182 are necessary for effective fire protection within the area.
>
> (2) A local agency may, at its discretion, include areas within the jurisdiction of the local agency, not identified as moderate and high fire hazard severity zones by the State Fire Marshal, as moderate and high fire hazard severity zones, respectively.
>
> (3) A local agency shall not decrease the level of fire hazard severity zone as identified by the State Fire Marshal for any area within the jurisdiction of the local agency, and, in exercising its discretion pursuant to paragraph (2), may only increase the level of fire hazard severity zone as identified by the State Fire Marshal for any area within the jurisdiction of the local agency…

Discussion:

The City of Marina received the FHSZ map on March 10, 2025. At the April 6, 2025 City Council meeting, the FHSZ maps were presented to the Council and to the public. The maps were also made available in print and are available on the City's Web site.

The City is mandated to adopt, by ordinance, the FHSZ zones within the City boundaries and the ordinance must be adopted within 120 days. Within 30 days of ordinance adoption, a copy of the adopted ordinance must be sent to the State Board of Forestry and Fire Protection.

The Fire Hazard Severity Zone (FHSZ) maps were developed from a geospatial model designed to describe relative wildland and urban-interface fire hazard potential over the long-term for all areas of the state. Different steps are taken for modeling FHSZ in wildland areas, defined as those where a fuel model can be applied, and non-wildland areas. Non-wildland areas include urban, agricultural and barren lands, and water or wetlands. Wildland areas are scored directly based on data inputs within the wildland, and non-wildland areas are scored using a buffering routine that builds zones based on proximity to wildland as well as factors that reflect how conducive the non-wildland area is to fire spread. In addition, slightly different rules apply for zoning in State Responsibility Area (SRA) vs Local Responsibility Area (LRA) and Federal Responsibility Area (FRA).

To evaluate the fire hazard in a LRA area, CAL FIRE uses an extension of the State Responsibility Area Fire Hazard Severity Zone model as the basis for evaluating the fire hazard within an LRA. The LRA hazard rating reflects flame and ember intrusion from adjacent wildlands and from flammable vegetation in the urban area.

Per the FHSZ Map from the State of California, the City of Marina has Moderate and High Fire Hazard Zones. The City of Marina does not have any Very High Hazard Zones. The hazard maps are available to view on the Cities website. Residents can look up their property and determine what zone, if any, they are in by going to the Cities GIS viewer and looking up their parcel.

CONCLUSION

Government Code section 51179 requires a local agency to designate, by ordinance, moderate, high, and very high FHSZ within 120 days of receiving the identified FHSZ map from the State Fire Marshal. We received the FHSZ map on March 10, 2025.

The law does not allow for a local jurisdiction to request changes or provide comments to the State Fire Marshal on the FHSZ designations, and a local agency is not allowed to reduce the designation of a FHSZ classification from the State Fire Marshal FHSZ map.

The proposed Ordinance brings the City's municipal code into compliance with state laws. This request is submitted for City Council consideration and action.

FISCAL IMPACT

There is no fiscal impact.

ENVIRONMENTAL REVIEW

The proposed ordinance is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) of the State CEQA Guidelines. Staff has determined that the exemption applies in this case because the proposed procedural changes would not result in a direct or a reasonably foreseeable indirect physical change in the environment and the proposed ordinance is covered by the general rule that CEQA applies only to projects which have potential for causing significant effect on the environment. Therefore, the adoption of this ordinance is exempt from

Respectfully submitted,

_____

Doug McCoun
Fire Chief
City of Maria

REVIEWED/CONCUR:

_____

Layne Long
City Manager
City of Marina

ORDINANCE 2025-

AN ORDINANCE OF THE CITY OF MARINA AMENDING TITLE 15 ENTITLED "BUILDINGS AND CONSTRUCTION", BY ADDING CHAPTER 15.07, "FIRE HAZARD SEVERITY ZONES" , TO THE MARINA MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF MARINA DOES ORDAIN AS FOLLOWS:

1. Title 15 amended. Title 15, entitled "Buildings and Construction" is hereby amended by adding a new section, Chapter 15.07 "Fire Hazard Severity Zones", to the Municipal Code to read as set forth on the attached Exhibit "A" and incorporated herein by this reference thereto.

2. Effective Date. This ordinance shall take effect and be in force thirty (30) days from and after its final passage.

3. Posting of Ordinance. Within fifteen (15) days after the passage of this ordinance, the City Clerk shall cause it to be posted in the three (3) public places designated by resolution of the City Council.

The foregoing ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on May 6, 2025, and was passed and adopted at a regular meeting duly held on May 20, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

CHAPTER 15.07

Section-15.07.00-Adoption of Fire Hazard Safety Zone Map

A. The City of Marina hereby designates the Fire Hazard Severity Zones as recommended by the California Department of Forestry and Fire Protection pursuant to Government Code Section 51178.

B. The City hereby adopts by reference the Fire Hazard Safety Zone Map from the Office of the State Fire Marshal (OSFM) for the California Department of Forestry and Fire Protection into the Marina Municipal Code for the parcels that are within the City of Marina boundaries as defined by the Local Agency Formation Commission (LAFCO).

The map, approved by the city, is hereby incorporated by reference, and entitled "City of Marina Fire Hazard Severity Zones," dated March 10, 2023.

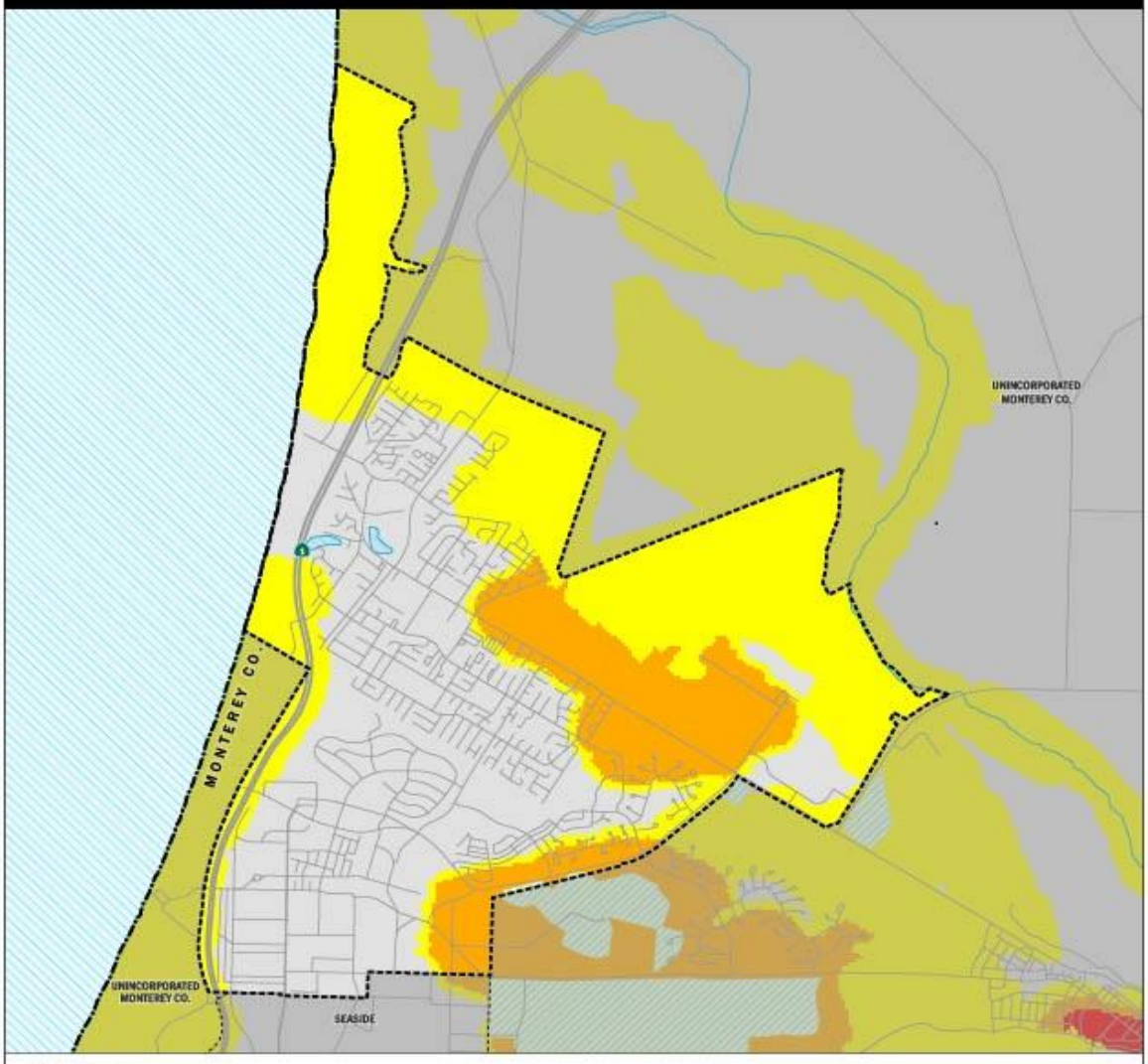
The official map is also located electronically on the following website:
https://cityofmarina.org/107/Community-Development

CITY OF MARINA – MONTEREY COUNTY

Local Responsibility Area Fire Hazard Severity Zones

As Identified by the State Fire Marshal

March 10, 2025





Fire Hazard Severity Zones (FHSZ) in Local Responsibility Area (LRA), as Identified by the State Fire Marshal

Very High | High | Moderate

Mi 0 1
Km 0 1 2 3

Projection: NAD 83 California Teale Albers
Scale: 1:37,000 at 11" x 17"

Incorporated City | Waterbody
Unzoned LRA | Federal Responsibility Area (FRA)

Government Code section 51178 requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones based on consistent statewide criteria and based on the severity of fire hazard that is expected to prevail in those areas. Moderate, high, and very high fire hazard severity zones shall be based on fuel loading, slope, fire weather, and other relevant factors including areas where winds have been identified by the Office of the State Fire Marshal as a major cause of wildfire spread.

The State of California and the Department of Forestry and Fire Protection make no representations or warranties regarding the accuracy of data or maps. Neither the State nor the Department shall be liable under any circumstances for any direct, special, incidental, or consequential damages with respect to any claim by any user or third party on account of, or arising from, the use of data or maps.

Gavin Newsom, Governor, State of California
Wade Crowfoot, Secretary for Natural Resources, CA Natural Resources Agency
Joe Tyler, Director/Fire Chief, CA Department of Forestry and Fire Protection
Daniel Berlant, State Fire Marshal, CA Department of Forestry and Fire Protection

Data Sources:
CAL FIRE Fire Hazard Severity Zones (FHSZSRA23_3, FHSZLRA_25_1)
CAL FIRE State Responsibility Areas (SRA25_1)
City and County boundaries as of 10/22/24 (CA Board of Equalization)

May 15, 2025 Item No. **11b**

Mayor and Members of the City Council

City Council Meeting of May 6, 2025

CITY COUNCIL TO CONSIDER OPENING A PUBLIC HEARING, TAKING PUBLIC TESTIMONY, AND INTRODUCING ORDINANCE 2025-, AN ORDINANCE OF THE CITY OF MARINA AMENDING TITLE 15, CHAPTER 15. 32, ENTITLED "ADOPTION OF THE CALIFORNIA FIRE CODE (CFC)" SECTION 15.32.890, SUBSECTION 5609.1.4-r OF THE MARINA MUNICIPAL CODE; THE PROPOSED ORDINANCE IS EXEMPT FROM ENVIRONMENTAL REVIEW PURSUANT TO SECTION 15061(b)(3) OF THE CEQA GUIDELINES

RECOMMENDATION:

Staff is recommending that the City Council:

1. Open a public hearing, take public testimony and consider introducing Ordinance No. 2025-, amending Title 15, Chapter 15. 32 entitled "Adoption of the California Fire Code (CFC), Section 15.32.890, Subsection 5609.1.4-r of the marina municipal code. **(EXHIBIT A)**

BACKGROUND

Currently Chapter 15.32, Section 15.32.890 Subsection 5609.1.4. r) of the Marina Municipal Code currently reads; "No fireworks shall be sold or discharged on the Marina Municipal Airport property."

Discussion:

The City of Marina has been searching for a location to sponsor a City Wide Fourth of July Celebration, a place where families can come together to enjoy live bands, food and to use their Safe and Sane fireworks. Staff has identified a site at the airport that gives the City ample space to facilitate live bands, food trucks and a space for families to use their safe and sane fireworks.

"Safe and Sane" means that the fireworks are less likely to cause injury and generally means that the fireworks do not explode or fly. Fireworks that include rockets, aerial missiles and spinners, roman candle-types and any other devices (combination or novelty) that are structurally or functionally like any of these designs are not considered "Safe and Sane" and are not allowed to be used anywhere within the City of Marina.

Our current ordinance does not allow Safe and Sane fireworks to be used at the airport. For the City to facilitate this event, the current ordinance needs to be amended. The proposed amendment will allow the City to facilitate the proposed event.

The Airport Manager has been involved in the planning and supports the Fourth of July celebration at the Airport with the use of Safe and Sane fireworks. There will not be any aerial fireworks which can be a hazard to pilots flying into and out of the Airport.

CONCLUSION
The proposed Ordinance allows for a City Sponsored event allowing families to use Safe and Sane fireworks at the Airport. This request is submitted for City Council consideration and action.

FISCAL IMPACT
There is no fiscal impact.

ENVIRONMENTAL REVIEW
The proposed ordinance is exempt from the California Environmental Quality Act (CEQA) under Section 15061(b)(3) of the State CEQA Guidelines. Staff has determined that the exemption applies in this case because the proposed procedural changes would not result in a direct or a reasonably foreseeable indirect physical change in the environment and the proposed ordinance is covered by the general rule that CEQA applies only to projects which have potential for causing significant effect on the environment. Therefore, the adoption of this ordinance is exempt from

Respectfully submitted,

_____
Doug McCoun
Fire Chief
City of Maria

REVIEWED/CONCUR:

_____
Layne Long
City Manager
City of Marina

ORDINANCE NO. 2025-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MARINA AMENDING TITLE 15, CHAPTER 15. 32 ENTITLED "ADOPTION OF THE CALIFORNIA FIRE CODE (CFC), SECTION 15.32.890, SUBSECTION 5609.1.4-r OF THE MARINA MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF MARINA DOES ORDAIN AS FOLLOWS:

1. Title 15, Chapter 15.32 amended. Title 15, Chapter 15.32 entitled "Adoption of the California Fire Code" Section 15.32.890, Subsection 5609.1.4-r is hereby amended to read, "No Fireworks shall be sold or discharged on the Marina Municipal Airport property, except by approval of the City's Fire Chief during a City-sponsored event in an area designated by the Chief. Such fireworks must be certified as "safe and sane" by the State Fire Marshal's Office."

2. Effective Date. This Ordinance shall be in full force and effect on thirty (30) days after its final passage and adoption.

3. Posting of Ordinance. Within fifteen (15) days after the passage of this Ordinance, the City Clerk shall cause it to be posted in the three (3) public places designated by resolution of the City Council.

The foregoing Ordinance was introduced at a regular meeting of the City Council of the City of Marina duly held on March 6, 2025, and was passed and adopted at a regular meeting duly held on May 20, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
Bruce C. Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

Section 15.32.890, Subsection 5609.1.4-r is hereby amended to read, “No Fireworks shall be sold or discharged on the Marina Municipal Airport property, except by approval of the City’s Fire Chief during a City-sponsored event in an area designated by the Chief. Such fireworks must be certified as “safe and sane” by the State Fire Marshal's Office.”

April 29, 2025 Item No. **13a**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 6, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, RECEIVING MARINA POLICE DEPARTMENT'S 2024-2025 ANNUAL REPORT

REQUEST:
It is requested that the City Council consider:

1. Adopting Resolution No. 2025-, receiving Marina Police Department's 2024-2025 Annual Military Equipment Report; and
2. Approve the proposed addition of four (4) new drones to the department's inventory:
    - Three (3) drones to be funded by the City at an estimated cost of $20,000 each, totaling $60,000.
    - One (1) drone to be funded using opioid settlement proceeds at no cost to the general fund.

BACKGROUND:
On September 30, 2021, California Assembly Bill 481 (AB 481) was signed into law. California Government Code §§ 7070, 7071, and 7072 codify the requirements established by AB 481 for law enforcement's acquisition, use, and funding of "military equipment." The Marina City Council previously approved Marina Police Department Policy #707 – Military Equipment, and the associated Military Equipment use by ordinance 2022-02 on April 19, 2022.

ANALYSIS:
In enacting AB 481, the Legislature stated the public has a right to know about any funding, acquisition, or use of military equipment by state or local government officials to increase transparency, accountability, and oversight. The same applies to the public's right to participate in any government agency's decision to fund, acquire, or use such equipment. The current policy and inventory list are located on the Marina Police Department's website – www.marinapolice.com

The 2025–2026 Annual Military Equipment Report includes the following components:

- A full inventory audit and equipment accountability summary
- Usage statistics (20 drone deployments; no use of force incidents involving firearms or less-lethal tools
- Public engagement feedback (no complaints or concerns reported)
- Annual operational cost estimates
- Documentation of mandated training and operational protocols

Four additional drones are requested due to aging drone technology and increased operational demand. These new units will enhance Marina PD's capabilities for tactical response, search and rescue, disaster monitoring, and real-time situational awareness. The current drone inventory will be retained as backup to ensure continuity of operations in the event of technical failure or simultaneous deployments.

CONCLUSION:

Approval of this report and the proposed drone acquisitions will ensure that the Marina Police Department remains in full compliance with AB 481, continues to uphold transparency with the public, and responsibly modernizes its aerial capabilities. One drone will be fully funded through opioid lawsuit proceeds, while three additional drones will be acquired using budgeted city funds.

Respectfully submitted:

_____

Randy Hopkins
Chief of Police
City of Marina

REVIEW/CONCUR

_____

Layne Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA ACCEPTING MARINA POLICE DEPARTMENT'S 2024-2025 ANNUAL MILITARY EQUIPMENT REPORT PURSUANT TO AB481

WHEREAS, the Marina Police Department has submitted its 2024-2025 Annual Military Equipment Report, Pursuant to California Assembly Bill 481 (AB 481) which was signed into law on September 30, 2021. California Government Code §§ 7070, 7071, and 7072 codify the requirements established by AB 481 for law enforcement's acquisition, use, and funding of "military equipment"; and

WHEREAS, the Marina Police Department has presented the Marina Police Department's 2024-2025 Annual Report (**"EXHIBIT A**") to the City Council to review, accept and file.

NOW, THEREFORE, BE IT RESOLVED, the Council of the City of Marina does hereby:

1. Receive the Marina Police Department's 2024-2025 Annual Military Equipment Report; and
2. Approve the proposed addition of four (4) new drones to the department's inventory:
    - Three (3) drones to be funded by the City at an estimated cost of $20,000 each, totaling $60,000.
    - One (1) drone to be funded using opioid settlement proceeds at no cost to the general fund.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of May 2025, by the following vote:

AYES, COUNCIL MEMBERS:
NOES, COUNCIL MEMBERS:
ABSENT, COUNCIL MEMBERS:
ABSTAIN, COUNCIL MEMBERS:

_____
Bruce Delgado, Mayor

ATTEST:

_____
Anita Sharp, Deputy City Clerk

EXHIBIT A

Marina Police Department Annual Military Equipment Report
2024-2025

California Government Code §§ 7070, 7071, and 7072

On September 30, 2021, California Assembly Bill 481 (AB 481) was signed into law. California Government Code §§ 7070, 7071, and 7072 codify the requirements established by AB 481 for law enforcement's acquisition, use, and funding of "military equipment."

In enacting AB 481, the Legislature stated the public has a right to know about any funding, acquisition, or use of military equipment by state or local government officials to increase transparency, accountability, and oversight. The same applies to the public's right to participate in any government agency's decision to fund, acquire, or use such equipment.

The bill required law enforcement agencies that seek to continue the use of military equipment acquired prior to January 1, 2022, to receive approval from their governing body prior to May 1, 2022. The Marina City Council previously approved Marina Police Department Policy #707 – Military Equipment, and the associated Military Equipment Inventory by ordinance 2022-02 on April 19, 2022. The current policy and inventory list are located on the Marina Police Department's website – www.marinapolice.com

California Government Code § 7072 requires law enforcement agencies to prepare annually, a Military Equipment Report. The annual Military Equipment Report is required to contain the following information:

- A summary of how the military equipment was used and the purpose of its use;
- A summary of any complaints or concerns received concerning the military equipment;
- The results of any internal audits, any information about violations of the military equipment use policy, and any actions taken in response;
- The total annual cost for each type of military equipment, including acquisition, personnel, training, transportation, maintenance, storage, upgrade, and other ongoing costs, and from what source funds will be provided for the military equipment in the calendar year following submission of the annual military equipment report;
- The quantity possessed for each type of military equipment; and,
- If the law enforcement agency intends to acquire additional military equipment in the next year, the quantity sought for each type of military equipment.

This annual Military Equipment Report satisfies the reporting requirements outlined in California Government Code § 7072.

A complaint, concern or question related to Military Equipment utilization by the Marina Police Department can be made through any of the below listed methods:

Email: militaryequipment@cityofmarina.org Web:
https://www.marinapolice.com
By phone: (831) 884-1210
By mail: Marina Police Department
Attn: Military Equipment Use Coordinator 211 Hillcrest Avenue,
Marina, CA 93933

The following is a summary of the Military Equipment owned and maintained by the Marina Police Department as defined by California Government Code §7070:

Item	Quantity Owned	Gov't Code Subsection
Semi-Automatic Rifles	23	7070(c)(10)
Bolt-Action Precision Rifles	2	7070(c)(10)
Mavic Mini 2, Mavic Enterprise, Mavic Air 2	4	7070(c)(1)
40mm Less Lethal Launchers - Single	6	7070(c)(14)
40mm Less Lethal Launchers - Multi	1	7070(c)(14)

The following is a summary of the Military Equipment used by the Monterey Peninsula Regional Special Response Unit. The Marina Police Department does not own or maintain this equipment; however, the military equipment may be used by members of the MPRSRU (SWAT) during a critical incident in the City of Marina. (California Government Code §7071(a)(1)(D))

Item	Gov't Code Subsection
Unmanned, Remotely Piloted, Powered Ground Vehicle	7070(c)(1) 7071(a)(1)(D)
Rescue Vehicle (Lenco Bearcat Armored Vehicle)	7070(c)(3) 7071(a)(1)(D)
Workhorse Commercial Van	7070(c)(5) 7071(a)(1)(D)
Flashbang Grenades, Explosive Breaching Tools, Tear Gas, and Pepper Balls	7070(c)(12) 7071(a)(1)(D)
Remington 870 Breaching Shotgun	7070(c)(10) 7071(a)(1)(D)
37mm Less lethal Launcher	7070(c)(10) 7071(a)(1)(D)
BolaWrap 150 Restraint Device – Qty 4	7070(c)(14)

QUALIFYING EQUIPMENT OWNED/UTILIZED BY THE MARINA POLICE DEPARTMENT GOVERNMENT CODE §7070(c)(1)	
Description:	Unmanned, remotely piloted, powered arial and ground vehicles
Quantity:	2-Mavic Mini 2, 1-Mavic Enterprise, 1-Mavic Air 2.
Intention to Acquire More:	Yes (4) More Drones))
Capabilities:	Vehicles are capable of being remotely navigated to provide scene information and intelligence in the form of video and still images transmitted to first responders.
Expected lifespan:	5-Years
Manufacturer's description:	Unmanned Aircraft System (UAS) comprises an unmanned aircraft and the equipment necessary for the safe and efficient operation of that aircraft. The system generally includes a fixed or rotary-wing (tethered or non-thethered) aircraft and a ground control station.
Purpose(s)/Authorized Use:	To enhance the safety of potentially dangerous situations by providing first responders with the ability to monitor video feed from vehicle cameras of hazardous areas prior to, or in lieu of, sending in personnel. UAS/Drone/Aerial platforms may be used for search and rescue; suspect apprehension crime scene documentation; tactical operations; scene security; hazard monitoring; identification and mitigation; response to emergency calls; crisis communications; legally authorized surveillance.
Initial costs:	Approximately $16,000
Annual costs:	Approximately $1,000 (ammunition, repair parts, batteries, etc.)
Legal:	All applicable State, Federal and Local laws. Any use of UAS/Drone platforms will be in strict accordance with constitutional and privacy rights and Federal Aviation Administration (FAA) regulations.
Procedural:	Marina PD Policies - 612 (UAS Operations)
Required training:	Marina PD provides internal training for staff members prior to allowing them to operate the UAS(s). Prior to piloting any UAS/Drone, a staff members must secure an FAA Remote Pilot License and complete training required by the FAA Certificate of Authorization (COA).
Other notes:	The Marina PD operates under a Certificate of Authorization (COA) granted by the FAA.
Summary of how the military equipment was used and the purpose of its use:	The UAS/Drone/Aerial platforms were deployed and used a total of 20 times in the past year for law enforcement activity related to the following: UAS/Drone/Aerial platforms may be used for search and rescue; suspect apprehension crime scene documentation; tactical operations; scene security; hazard monitoring; identification and mitigation; response to emergency calls; crisis communications; legally
Complaints of Concerns:	authorized surveillance. No complaints or concerns received
Audits, violations, actions:	During a training flight the Mavic Enterprise was damaged and repaired with budget operating funds. Marina PD conducted an audit of the equipment and accounted for all unmanned, remotely piloted, powered aerial and ground vehicles were accounted for in the inventory. There were no violations of related departmental policies regarding use of this equipment. No additional actions needed.

QUALIFYING EQUIPMENT OWNED/UTILIZED BY THE MARINA POLICE DEPARTMENT GOVERNMENT CODE §7070(c)(3)	
Description:	MPRSRU Rescue Vehicle (Lenco Bearcat Armored Vehicle)
Quantity:	1 (owned by collaborating law enforcement agency for MPRSRU SWAT Team)
Intention to Acquire More:	No
Capabilities:	Unit is capable of transporting personnel and equipment while providing them with armored protection. It also has a breaching apparatus that can be attached
Expected lifespan:	10-Years
Manufacturer's description:	The Lenco BearCat is the standard tactical armored vehicle for special operations units within the US Law Enforcement community. Since the early 2000s, agencies such as LAPD, LASD SEB, NYPD ESU, Boston PD and hundreds of Federal, State and Local Law Enforcement agencies have made the BearCat part of their standard operating procedure. The Bearcat has excellent on-road driving characteristics and maneuverability in tight urban settings. The large floor plan seats 10 – 12 fully equipped officers.
Purpose(s)/Authorized Use:	The SRU Rescue Vehicle (Lenco Bearcat Armored Vehicle) is intended for use during critical incidents including, but not limited to: (a) Hostage situations; (b) Barricaded subject incidents; (c) Active shooter situations; (d) High risk arrest and search warrants; (e) Any threat of explosive devices; (f) Other situations where ballistic protection is necessary for the protection of personnel. The SRU Rescue Vehicle will not be deployed for situations such as peaceful protests or demonstrations where violence is not threatened toward the public, property, or law enforcement personnel. When deploying the vehicle, one must consider how its use or misuse could create fear or distrust in the community and take steps to mitigate those negative effects. The SRU Rescue vehicle may be deployed for exhibition at community-based events for the purpose of educating and familiarizing the public with its use and purpose.
Initial costs:	$400K through UASI grant (MPRSU)
Annual costs:	No cost to the Marina Police Department
Legal:	All applicable State, Federal and Local laws.
Procedural:	Marina PD Policies - 614 (High Risk Operations)
Required training:	The SRU Rescue Vehicle is driven by approved personnel who have received training in the vehicle's operation. The training includes both classroom and practical driving exercises. Operators also receive scenario-based training to include the decision-making process as to how it should and should not be deployed. Scenario based training includes constitutional and community policing principles as it relates to SRU Rescue Vehicle deployment. All MPRSRU members are required to complete an initial POST Certified 80-hour basic SWAT course, 120 hours of annual training, and 24 hours of SWAT update training bi-annually.
Other notes:	The Marina Police Department participates in the Monterey Peninsula Regional Special Response Unit (MPRSRU) SWAT Team. This equipment is registered to the Marina Police Department and utilized by MPRSU. While the Marina Police Department does not own this equipment, it could be used in Marina by MPRSRU if they are deployed to an incident within city limits. It may also be used in Marina at community events for educational and familiarization purposes.

Summary of how the military equipment was used and the purpose of its use:	The SRU Rescue Vehicle (Lenco Bearcat Armored Vehicle) is intended for use during critical incidents including, but not limited to: (a) Hostage situations; (b) Barricaded subject incidents; (c) Active shooter situations; (d) High risk arrest and search warrants; (e) Any threat of explosive devices; (f) Other situations where ballistic protection is necessary for the protection of personnel. This unit was utilized several times during high risk SRU missions and utilized for crew transport and safety. Most recently providing protection to officers from a person firing a high-powered Rifle in the county Monterey.
Complaints of Concerns:	No complaints or concerns received
Audits, violations, actions:	This equipment is registered (DMV) to the City of Marina, but it was paid for by a grant awarded to the MPRSRU. It is maintained and operated by the member agencies of the MPRSRU. There were no violations of related departmental policies regarding use of this equipment. No additional actions needed.

QUALIFYING EQUIPMENT OWNED/UTILIZED BY THE MARINA POLICE DEPARTMENT GOVERNMENT CODE §7070(c)(10)	
Description:	Bolt-Action Precision and Semiautomatic Rifles and Ammunition
Quantity:	25 (existing)
Intention to Acquire More:	No
Capabilities:	Rifles are capable of firing a .223 caliber or .556 projectile bullet
Expected lifespan:	15 years
Manufacturer's description:	(8)-The Bushmaster XM15-E2S The Bushmaster XM15-E2S is a lightweight, magazine-fed, gas-operated semi-automatic rifle, chambered in .223 cal. It is a semi-automatic version of the M16 rifle sold for the civilian and law enforcement markets. (6)- The Colt AR-15 is a lightweight, magazine-fed, gas-operated semi-automatic rifle, chambered in 5.56/.223 cal. It is a semi- automatic version of the M16 rifle sold for the civilian and law enforcement markets. (2)- Colt M4 Carbine is a lightweight, magazine-fed, gas-operated semi- automatic rifle, chambered in 5.56/.223 cal. It is a semi-automatic version of the M16 rifle sold for the civilian and law enforcement markets. (2)- The Colt LE6940 is a lightweight, magazine-fed, gas-operated semi- automatic rifle, chambered in 5.56/.223 cal. It is a semi-automatic version of the M16 rifle sold for the civilian and law enforcement markets. (5)- The Colt CR6933-EPR (SBR) is a lightweight, magazine-fed, gas-operated, short barreled, semi- automatic rifle. It is a semi-automatic, short-barreled version of the AR-15 rifle sold for the law enforcement market. (1)-The Desert Tech SRS-M2 is a magazine fed, "Bullpup" style, bolt action precision rifle. It is sold for use in the military, law enforcement and the civilian markets. The barrel can be changed out to accommodate different calibers, such as .308 Win, 6.5 CM and .338 LM. (1)-The FN SPR is a magazine fed, bolt action, precision rifle, chambered in .308. It is sold for use in the military, law enforcement and the civilian markets.
Purpose(s)/Authorized Use:	Officers may deploy the patrol rifle in any circumstance where the officer can articulate a reasonable expectation that the rifle may be needed. Examples of some general guidelines for deploying the patrol rifle may include but are not limited to: (1) Situations where the member reasonably anticipates an armed encounter. 2) When a member is faced with a situation that may require accurate and effective fire at long range. 3) Situations where a member reasonably expects the need to meet or exceed a suspect's firepower. 4) When a member reasonably believes that there may be a need to fire on a barricaded person or a person with a hostage. (5) When a member reasonably believes that a suspect may be wearing body armor. (6) When authorized or requested by a supervisor. When needed to euthanize an animal.
Initial costs:	Approximately $52,500
Annual costs:	Approximately $3000 (ammunition, repair parts, batteries, etc.)
Legal:	CA Penal Code 33220(b). All other applicable State, Federal and Local laws governing short- barreled rifles and police use of force.

Procedural:	Marina PD Policies - 300 (Use of Force), 312 (Firearms), 424 (Rapid Response and Deployment),
Required training:	CA POST certified 16-hour patrol rifle course & 4 hours annually / qualification annually
Other notes:	These rifles are standard issue service weapons for Marina PD officers and as a result exempted from the Military Equipment Use Policy per CA Gov't Code §7070 (c)(10). They have been included in this document for transparency.
Summary of how the military equipment was used and the purpose of its use:	The rifles were deployed within the guidelines. Over the past 12 months, Marina officers have deployed the rifle, but not fired, in the following circumstances: (1) Situations where the member reasonably anticipates an armed encounter. 2) When a member is faced with a situation that may require accurate and effective fire at long range. 3) Situations where a member reasonably expects the need to meet or exceed a suspect's firepower. 4) When a member reasonably believes that there may be a need to fire on a barricaded person or a person with a hostage. (5) When a member reasonably believes that a suspect may be wearing body armor. When authorized or requested by a supervisor.
Complaints of Concerns:	No Complaints or concerns were received
Audits, violations, actions:	Marina PD conducted an audit of equipment and accounted for all the rifles. There were no violations of related departmental policies regarding use of this equipment. No additional actions needed.

QUALIFYING EQUIPMENT OWNED/UTILIZED BY THE MARINA POLICE DEPARTMENT GOVERNMENT CODE §7070(c)(14)	
Description:	40mm Less Lethal Launchers and Kinetic Energy Munitions
Quantity (existing/sought):	6 (one for each police vehicle)
Intention to Acquire More:	No
Capabilities:	The 40mm Less Lethal Launcher is capable of firing 40mm Kinetic Energy Munitions, known as sponge projectiles.
Expected lifespan:	15 years
Manufacturer's description:	Penn Arms 40MM Single Shot Launcher with collapsing stock. The L140-3/4 – is a 40mm single-shot break-open action launcher with a rifled barrel, collapsible stock, and combo rail. It's features include: Double-action trigger, trigger lock push button, and hammer lock safeties.
Purpose(s)/Authorized Use:	The 40mm Less Lethal Launchers and Kinetic Energy Munitions are intended for use as a less-lethal use of force option to subdue violent and/or resistive individuals.
Initial costs:	$7900
Annual costs:	$200 (includes sponge projectiles for training)
Legal:	All applicable State, Federal and Local laws governing police use of force.
Procedural:	Marina PD Policies - 312 (Firearms), 308 (Control Devices and Techniques)
Required training:	Two (2) hours of initial training and (2) hours every (2) years (includes qualification)
Other notes:	(4) additional single shot launchers will replace the current aged-out less lethal shotguns.
Summary of how the military equipment was used and the purpose of its use:	The 40mm Less Lethal Launchers and Kinetic Energy Munitions are intended for use as a less-lethal use of force option to subdue violent and/or resistive individuals. While the launcher has deployed in the field during active incidents, no actual field use on a person was reported.
Complaints of Concerns:	No Complaints or concerns were received.
Audits, violations, actions:	Marina PD conducted an audit of the equipment and accounted for all 40mm Less Lethal Launchers in inventory. There were no violations of related departmental policies regarding the use of this equipment. No additional actions needed.

QUALIFYING EQUIPMENT OWNED/UTILIZED BY THE MARINA POLICE DEPARTMENT GOVERNMENT CODE §7070(c)(14)	
Description:	40mm Less Lethal Launchers and Kinetic Energy Munitions
Quantity:	1
Intention to Acquire More:	No
Capabilities:	The 40mm Less Lethal Multi-Launcher is capable of firing 40mm Kinetic Energy Munitions, known as sponge projectiles.
Expected lifespan:	15 years
Manufacturer's description:	Penn Arms 40MM Pump Action, Multi Shot Launcher. PGL65-40 – A 40mm, pump action, multi launcher with a rifled barrel, collapsible stock and combo rail. Features include: Double-action trigger, trigger lock push button and hammer lock safeties.
Purpose(s)/Authorized Use:	The 40mm Less Lethal Launchers and Kinetic Energy Munitions are intended for use as a less-lethal use of force option to subdue violent and/or resistive individuals.
Initial cost:	$2,000
Annual costs:	$200 (includes sponge projectiles for training)
Legal:	All applicable State, Federal and Local laws governing police use of force.
Procedural:	Marina PD Policies - 312 (Firearms), 308 (Control Devices and Techniques)
Required training:	Two (2) hours of initial training and (2) hours every (2) years (includes qualification)
Other:	(4) additional single shot launchers will replace the current aged-out less lethal shotguns
Summary of how the equipment was used and the purpose of its use:	The 40mm Less Lethal Launchers and Kinetic Energy Munitions are intended for use as a less-lethal use of force option to subdue violent and/or resistive individuals. While the launcher has deployed in the field during active incidents, no actual field use on a person was reported.
Complaints or Concerns:	No Complaints or concerns were received.
Audits, violations, Actions:	Marina PD conducted an audit of the equipment and the 40mm Less Lethal Multi-Launcher was accounted for in inventory. There were no violations of related departmental policies regarding use of this equipment. No additional actions needed.

QUALIFYING EQUIPMENT OWNED/UTILIZED BY THE MARINA POLICE DEPARTMENT GOVERNMENT CODE §7070(c)(14	
Description:	BolaWrap® 150 Kenetic Energy Munitions Device
Quantity:	1
Intention to Acquire More:	No
Capabilities:	The BolaWrap® 150 is a remote restraint device that discharges a Kevlar® cord to restrain non-compliant individuals from a range of 10-25 feet.
Expected lifespan:	15 years
Manufacturer's description:	The BolaWrap® 150 is a remote restraint device that discharges a Kevlar® cord to restrain non-compliant individuals from a range of 10-25 feet.
Purpose(s)/Authorized Use:	The BolaWrap® is a remote restraint device and **Kinetic Energy Munitions** are intended for use as a less-lethal use of force option to subdue violent and/or resistive individuals.
Initial cost:	$5,200
Annual costs:	$160 (projectiles for training)
Legal:	All applicable State, Federal and Local laws governing police use of force.
Procedural:	Marina PD Policies - 312 (Firearms), 308 (Control Devices and Techniques)
Required training:	Two (2) hours of initial training and (2) hours every (2) years (includes qualification)
Other:	Assigned and stored in SRU vehicles, as a use of force option for Monterey Peninsula Regional SRU operators.
Summary of how the equipment was used and the purpose of its use:	The BolaWrap® is a remote restraint device and **Kinetic Energy Munitions** are intended for use as a less-lethal use of force option to be used to subdue violent and/or resistive individuals. This device is assigned to MPRSRU and has not been deployed within our jurisdiction.
Complaints or Concerns:	No Complaints or concerns were received.
Audits, violations, Actions:	This device is assigned to MPRSRU vehicles and is not maintained within the Marina Police Department. It's inclusion in this report is for transparency purposes as a Marina Police officer potentially could deploy this device, and/or it could potentially be deployed by the MPRSRU, within the city limits of Marina The item has been accounted for during equipment audits. There were no violations of the military equipment use policy concerning this device. No action needed.

MPRSRU Equipment Acquisition Request

QUALIFYING EQUIPMENT ACQUISITION REQUEST GOVERNMENT CODE §7070(c)(1)	
Description:	LDV Inc. Custom Specialty Vehicles - Crisis Negotiation Team Command Vehicle
Quantity:	0 (Approved in 2022, purchased through grant cycle for 2024, to be owned by Monterey PD and utilized by MPRSRU – CNT)
Capabilities:	Vehicles modified to act as Negotiations Operations Center at critical incidents
Expected lifespan:	20 years
Manufacturer's description:	2022 Ford E-450 Cutaway - Emergency Response Vehicle - Mobile Command Vehicle
Purpose(s)/Authorized Use:	This vehicle will provide a designated Negotiations Operations Center (NOC) in a constant state of operational readiness for the MPRSRU Crisis Negotiations Team (CNT) that will aid in the resolution of crisis incidents. Also utilized for community outreach events such as National Night Out, Public Safety Outreach, etc.
Initial cost:	$200,000 initial outlay to be reimbursed through the Homeland Security Grant Program - Urban Areas Security Initiative. Will not be procured until October 2023 in FY 24. *Note: Item was approved by the Monterey City Council by Ordinance 3649 in 2022.
Annual costs:	$2,500 / year maintenance and upkeep
Legal:	All applicable State, Federal and Local laws governing police use of force
Procedural:	Marina PD Policies - 614 (High Risk Operations)
Required training:	All MPRSRU members are required to complete an initial POST certified 80-hour basic SWAT Course, 120 hours of annual training, and 24 hours of SWAT update training bi- annually. MPRSRU members train on this piece of equipment 4 hours annually.
Other:	The Marina Police Department participates in the Monterey Peninsula Regional Special Response Unit CNT Team (MPRSRU). This equipment will be registered to the Monterey Police and operated by MPRSRU CNT. This equipment could be used in the city of Marina by MPRSRU/CNT if they are deployed to an incident within city limits. This is being included in the Marina annual report for transparency purposes.

May 2, 2025 Item No. **13b**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of May 6, 2025

CITY COUNCIL CONSIDER ADOPTING RESOLUTION NO. 2025-, APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH RECOMMENDED SPEED LIMITS, AND; AUTHORIZE STAFF TO REVIEW COMMENTS FROM CITY COUNCIL AND RETURN THE SURVEY RECOMMENDATIONS FOR FINAL ACCEPTANCE ON MAY 20, 2025

REQUEST:
It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, approving the 2025 Engineering and Traffic Survey with recommended speed limits; and
2. Authorize staff to review comments from the City Council and return the Survey recommendations for final acceptance on May 20, 2025

BACKGROUND:
California Vehicle Code (CVC) section 40802b requires that Engineering and Traffic Surveys for speed limits must be conducted once every five years by governing municipalities.

In order for the speed limit on a collector or arterial street to be enforceable by the Police Department through the use of radar or other electronic device to measure speed, the speed limit must be set in accordance with an Engineering and Traffic Survey. The California Vehicle Code states that if a posted speed limit is not justified by a traffic and engineering survey, the City may not prove a violation of the posted limit by the use of radar or any other electronic device (CVC 40802).

On November 20, 2024, the City entered into a Service Agreement with the on-call traffic engineering firm Kimley Horn to conduct and draft an Engineering and Traffic Survey. This Engineering and Traffic Survey (E&TS) is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina.

ANALYSIS:
Engineering and traffic surveys (E&TS) for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria are met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC*).

In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

The California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety.

Previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The draft speed limit recommendations for the 45 roadway segments are summarized in "**EXHIBIT A**"**.** The entire report has been attached as "**EXHIBIT B**".

At the regular meeting of May 1, 2025 the Public Works Commission received an information update on the 2025 Engineering & Traffic Survey. The Commission passed a 3 to 1 motion to recommend a further reduction of 5 mph for Street #4 (Del Monte – from Reservation to Beach) and to re-evaluate Streets #9 and 10 (Reservation – from Crescent to Salinas) for possibly a third segment between them.

FISCAL IMPACT:

The CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately $300 per location and approximately $800 per road marking location. The estimated cost for new speed limit signs and road markings will be generated once the final speed limits are adopted into the Municipal Code and financed from Gas Tax/Street Funds for signs & supplies.

CONCLUSION:

The recommendations in Exhibit A shall be brought back to Council on May 20th for proposed adoption into the City's Municipal Code Section 10.60. This request is submitted for City Council consideration and possible action.

Respectfully submitted,

_____

Ismael Hernandez
Public Works Director
City of Marina

_____

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2025-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING THE 2025 ENGINEERING AND TRAFFIC SURVEY WITH RECOMMENDED SPEED LIMITS; AND AUTHORIZE STAFF TO REVIEW COMMENTS FROM CITY COUNCIL AND RETURN THE SURVEY RECOMMENDATIONS FOR FINAL ACCEPTANCE ON MAY 20, 2025

WHEREAS, California Vehicle Code (CVC) section 40802b requires that Engineering and Traffic Surveys for speed limits must be conducted once every five years by governing municipalities, and;

WHEREAS, in order for the speed limit on a collector or arterial street to be enforceable by the Police Department through the use of radar or other electronic device to measure speed, the speed limit must be set in accordance with an Engineering and Traffic Survey. The California Vehicle Code states that if a posted speed limit is not justified by a traffic and engineering survey, the City may not prove a violation of the posted limit by the use of radar or any other electronic device (CVC 40802) , and;

WHEREAS, on November 20, 2024, the City entered into a Service Agreement with the on-call traffic engineering firm Kimley Horn to conduct and draft an Engineering and Traffic Survey. This Engineering and Traffic Survey (E&TS) is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina, and;

WHEREAS, Engineering and traffic surveys (E&TS) for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria are met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC*), and;

WHEREAS, in addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years, and;.

WHEREAS, the California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety, and;

WHEREAS, previous E&TS study was conducted in the Year 2020 and included 43 roadway segments. This current E&TS study includes a total of 45 roadway segments. The draft speed limit recommendations for the 45 roadway segments are summarized in "**Exhibit A**"**.** The entire report has been attached as "**Exhibit B**", and;

WHEREAS, at the regular meeting of May 1, 2025 the Public Works Commission received an information update on the 2025 Engineering & Traffic Survey. The Commission passed a 3 to 1 motion to recommend a further reduction of 5 mph for Street #4 (Del Monte – from Reservation to Beach) and to re-evaluate Streets #9 and 10 (Reservation – from Crescent to Salinas) for possibly a third segment between them, and;

WHEREAS, the CVC provides that the new speed limit is enforceable when signs are erected giving notice of the new limits. The cost to purchase and install a new speed limit sign is approximately $300 per location and approximately $800 per road marking location. The estimated cost for new speed limit signs and road markings will be generated once the final speed limits are adopted into the Municipal Code and financed from Gas Tax/Street Funds for signs & supplies, and;

WHEREAS, the recommendations in Exhibit A shall be brought back to Council on May 20th for proposed adoption into the City's Municipal Code Section 10.60. This request is submitted for City Council consideration and possible action.

NOW THEREFORE, BE IT RESOLVED that the City Council of the City of Marina does hereby:

1. Approve the 2025 Engineering and Traffic Survey with recommended speed limits, and;

2. Authorize staff to review comments from City Council and return the Survey recommendations for final acceptance on May 20, 2025

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on May 6, 2025, by the following vote:

AYES: COUNCIL MEMBERS:
NOES: COUNCIL MEMBERS:
ABSENT: COUNCIL MEMBERS:
ABSTAIN: COUNCIL MEMBERS:

_____
ATTEST: Bruce C. Delgado, Mayor

_____
Anita Sharp, Deputy City Clerk

Table 1: City of Marina – Draft Speed Limit Recommendations

#	Street Name	Segment		Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Initial Recommended Speed Limit (MPH)	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)
		Limit 1	Limit 2									
1	**Imjin Parkway**	**State Route 1**	**California Avenue**	0.83	0.99	No	50	50	50	**Yes**	**45**	**-5**
2	Imjin Parkway	California Avenue	Reservation Road	0.44	1.07	No	25	39.15	N/A (See Note 1)	No	N/A (See Note 1)	
3	**Del Monte Boulevard**	**SR1/Reindollar Avenue**	**Reservation Road**	0.41	0.99	No	40	45.10	40	**Yes**	**35**	
4	**Del Monte Boulevard**	**Reservation Road**	**Beach Road**	0.00	0.99	No	40	42	35	No	**35**	**-5**
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	0.00	1.07	No	40	45.15	40	No	40	
6	Reservation Road	Dunes Drive	Beach Road	0.00	1.07	No	35	34	35	No	35	
7	Beach Road	Reservation Road	Del Monte Boulevard	0.46	1.07	No	30	33.15	30	No	30	
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	0.69	0.99	No	35	39	35	No	35	
9	Reservation Road	Crescent Avenue	California Avenue	0.21	0.99	No	40	43	40	No	40	
10	Reservation Road	California Avenue	Salinas Avenue	0.00	0.99	No	45	51	45	No	45	
11	Reservation Road	Salinas Avenue	Imjin Parkway	0.50	1.33	No	55	57	55	No	55	
12	Reservation Road	Imjin Parkway	Blanco Road	0.39	0.99	No	55	60.15	55	No	55	
13	8th Street	2nd Avenue	3rd Avenue	0.00	1.07	No	25	32.60	25	No	25	
14	**8th Street**	**5th Avenue**	**Inter-Garrison Road**	0.00	1.07	No	40	41	35	No	**35**	**-5**
15	**9th Street**	**1st Avenue**	**2nd Avenue**	0.00	1.07	No	30	31	25	No	**25**	**-5**
16	**2nd Avenue**	**Divarty Street**	**8th Street**	0.20	1.07	No	45	46	40	No	**40**	**-5**
17	2nd Avenue	8th Street	Imjin Parkway	0.27	1.07	No	35	36	35	No	35	
18	**Beach Road**	**Reservation Road**	**Del Monte Boulevard**	2.03	1.07	**Yes**	35	35	30	No	**30**	**-5**
19	De Forest Road	Beach Road	Reservation Road	2.09	1.07	**Yes**	30	36	30	No	30	
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	0.00	1.07	No	25	32	25	No	25	
21	Crescent Avenue	Reservation Road	Carmel Aveneue	0.86	1.07	No	30	36	30	No	30	
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	0.00	1.07	No	30	35	30	No	30	
23	**Beach Road**	**Del Monte Boulevard**	**De Forest Road**	0.00	1.07	No	30	28	25	No	**25**	**-5**
24	California Avenue	Reservation Road	Carmel Aveneue	0.52	1.07	No	30	37	30	No	30	
25	**California Avenue**	**Carmel Avenue**	**Reindollar Avenue**	0.00	1.07	No	25	32	30	No	**30**	**5**

#	Street Name	Segment		Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Initial Recommended Speed Limit (MPH)	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)
		Limit 1	Limit 2									
26	California Avenue	Reindollar Avenue	Imjin Parkway	0.30	1.07	No	40	45	40	No	40	
27	California Avenue	Imjin Parkway	8th Street	0.00	1.07	No	30	28	30	No	30	
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	0.00	1.07	No	25	34	25	No	25	
29	**Reindollar Avenue/Bostick Avenue**	**California Avenue**	**Carmel Aveneue**	0.00	1.07	No	30	33	25	No	**25**	**-5**
30	Carmel Avenue	Del Monte Boulevard	California Avenue	0.70	1.07	No	25	31	25	No	25	
31	Carmel Avenue	California Avenue	Salinas Avenue	0.00	1.07	No	25	29	25	No	25	
32	Salinas Avenue	Carmel Avenue	Reservation Road	0.00	1.07	No	25	24	25	No	25	
33	**Paul Davis Drive**	**Healy Avenue**	**Marina Greens Drive**	0.00	1.07	No	30	25	25	No	**25**	**-5**
34	**Patton Parkway**	**Marina High School**	**California Avenue**	2.30	1.07	**Yes**	40	41	35	No	**35**	**-5**
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	0.00	1.07	No	25	30	25	No	25	
36	Vaughan Avenue	Reindollar Avenue	Carmel Aveneue	0.00	1.07	No	25	29	25	No	25	
37	Seacrest Avenue	Carmel Avenue	Reservation Road	1.53	1.07	**Yes**	30	31.15	30	No	30	
38	Sunset Avenue	Reindollar Avenue	Carmel Aveneue	0.00	1.07	No	25	31	25	No	25	
39	Lake Drive	Palm Avenue	Reservation Road	1.50	1.07	**Yes**	25	36	25	No	25	
40	Palm Avenue	Lake Drive	Del Monte Boulevard	0.00	1.07	No	25	28	25	No	25	
41	Abrams Drive	Preston Drive	Imjin Parkway	1.93	1.07	**Yes**	30	34	30	No	30	
42	Preston Drive	Abrams Drive	Imjin Parkway	0.00	1.07	No	30	29.15	30	No	30	
43	3rd Avenue	Imjin Parkway	8th Street	0.00	1.07	No	25	27	25	No	25	
44	**Abrams Drive**	**Imjin Parkway (West)**	**Preston Drive**	0.00	1.07	No	25	35.15	30	No	**30**	**5**
45	**Marina Heights Drive**	**California Avenue**	**Imjin Parkway**	0.00	1.07	No	25	34	30	No	**30**	**5**

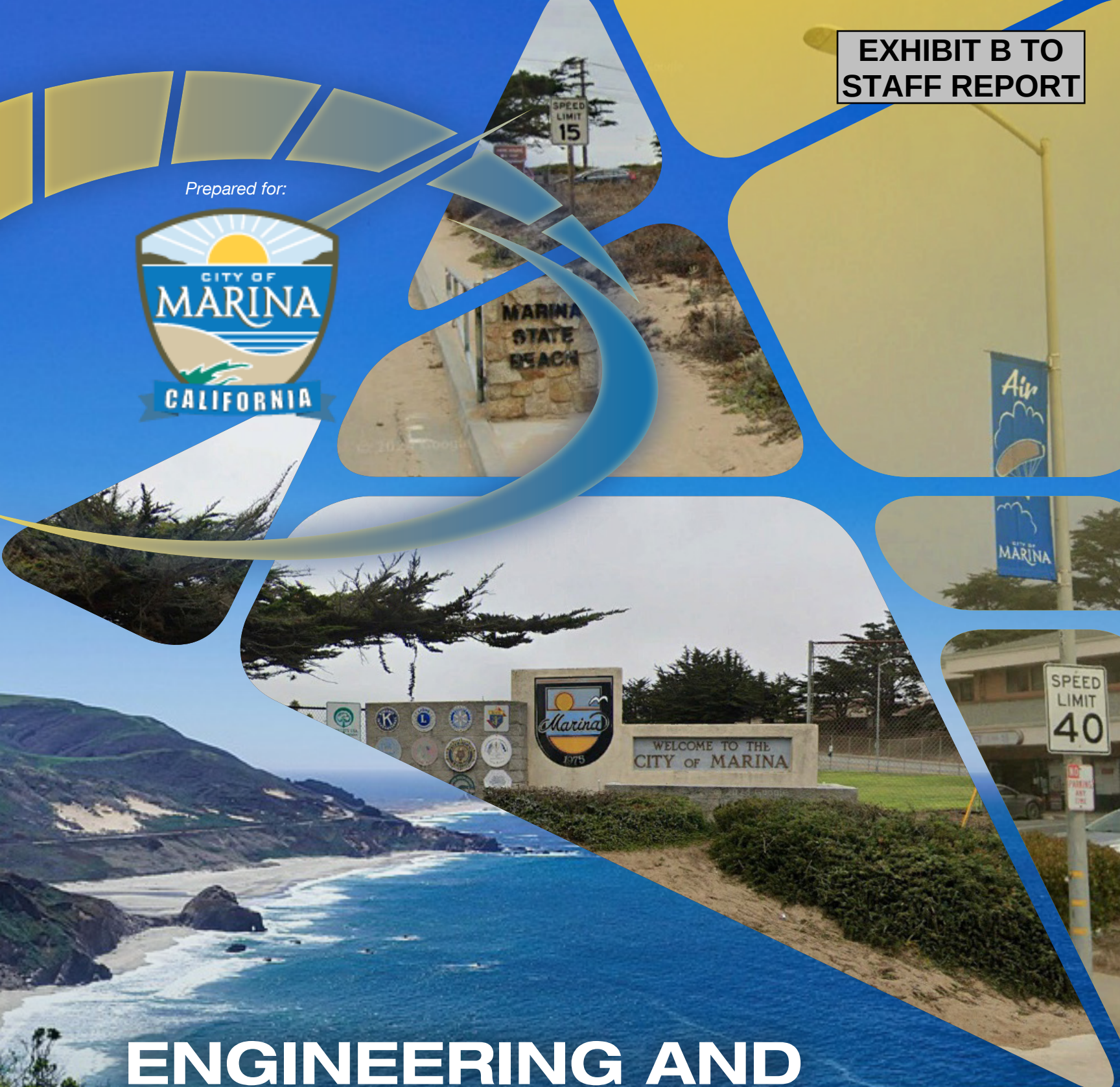
Notes

1. Roadway segment was under construction at the time of speed data collection. Therefore, no recommendations are made for this segment

EXHIBIT B TO STAFF REPORT

Prepared for:

CITY OF MARINA CALIFORNIA



ENGINEERING AND TRAFFIC SURVEY

FOR *Speed Limits*

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1.0 INTRODUCTION

This Engineering and Traffic Survey is intended to serve as the basis for the establishment and enforcement of speed limits for selected streets within the City of Marina. This survey was authorized by the City and independently conducted by the private consulting firm Kimley-Horn and Associates, Inc (Kimley-Horn).

Engineering and traffic surveys for speed limits are regularly conducted once every five (5) years by governing municipalities for the purpose of complying with Section 40802(a) of the *California Vehicle Code (CVC)* and the national *Uniform Vehicle Code*. Engineering and traffic surveys may be extended to every seven (7) years if criteria is met, or every ten (10) years if a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred as specified in Section 40802(c) of the *California Vehicle Code (CVC*). In addition, an engineering and traffic survey should be conducted on newly constructed roadways or roadways where the roadway conditions have significantly changed. The latest Assembly Bill (AB)-43-Traffic Safety would extend the period that a speed limit justified by a traffic and engineering survey conducted more the 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

The California Governor's office approved AB 43 on 8 October 2021, which included amendments to Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the California Vehicle Code (CVC), relating to traffic safety.

1.1 Regulations and Guidelines

Division 11, Chapter 7, of the 2023 California Vehicle Code defines the California Speed Laws. Section 22352 of the CVC indicates that prima facie speed limits are as follows and 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 the railway. This subdivision does not apply in the case of any

railway grade crossing where a human flag person is on duty or a clearly visible electrical or 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, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation 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. The 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

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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.

Division 1 of the CVC defines a business district and residence district in Section 235 and 515, respectively.

> 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 sides 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 distances specified in this section if the above ratio of buildings in use for business to the length of the highway exists."[1]

> 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 sides 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 houses 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."[2]

Section 22357(a) permits the establishment of speed limits greater than 25 mph upon street other than state highway, based on the following text:

> "(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 speed limit of 30, 35, 40, 45, 50, 55, or 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

[1] California Legislative Information, California Law, Vehicle Code, Division 1, Section 235, 2023.
[2] California Legislative Information, California Law, Vehicle Code, Division 1, Section 515, 2023.

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."[3]

Therefore, the CVC allows local authorities to increase or decrease the prima facie limits by ordinance or resolution to appropriate limits as determined by an engineering and traffic survey. Posted speed limits not defined in the CVC or established by ordinance are not valid. The CVC requires that speed surveys must be performed with the use of radar or other electronic devices at locations where speed limits are to be enforced with the use of radar. The current survey must be completed within five years as specified in Section 40802(a); seven years as specified in Section 40802(c), or fourteen years as specified in Section 40802(c), of the date of the preceding survey. A survey allowed to expire passed the valid duration of the previous survey would constitute a speed trap as defined in Sections 40802(a) and 40802(b) of the CVC (with added amendments as per AB-43):

"(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 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 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 device that measures the speed of moving objects. This paragraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8.

(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

[3] California Legislative Information, California Law, Vehicle Code, Division 11. Chapter 7, Section 22357(a), 2023.

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the Federal Highway Administration and maintained by the Department of Transportation. 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 of a mile of uninterrupted length. Interruptions shall include official traffic control signals 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."

(3) For purposes of this section, "senior zone" means that area approaching or passing a senior center building or other facility primarily used by senior citizens, or the grounds thereof that is contiguous to a highway and on which is posted a standard "SENIOR" warning sign, pursuant to Section 22352.

(4) For purposes of this section, "business activity district" means a section of highway described in subdivision(b) of Section 22358.9 in which a standard 25 miles per hour or 20 miles per hour speed limit sign has been posted pursuant to paragraph (1) of subdivision (a) of that section.

"(c) (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

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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, 14 years.

(ii)This subparagraph does not apply to a local street, road, or school zone, senior zone, business activity district, or speed limit adopted under Section 22358.7 or 22358.8."[4]

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

12af Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

12ag Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.

12ah If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).

Excerpts from the CVC are attached in the **Appendix A**.

[4] California Legislative Information, California Law, Vehicle Code, Division 17. Chapter 3, Section 40802, 2023.

1.2 Requirements and Methodology of an Engineering and Traffic Study

Speed zones are primarily established to protect the public from the unreasonable behavior of reckless, unreliable, or otherwise dangerous drivers. Speed limits are generally established at or near the 85th percentile speed, which is defined as the speed at or below which 85 percent of traffic is moving. Speed limits established on this basis conform to the consensus of those who drive on the roadways as to what speed is reasonable and safe and are not dependent on the judgment of one or a few individuals.

The Engineering and Traffic Survey, as defined in Section 627 of the CVC, must consider the prevailing speeds, collision records, pedestrian and bicycle activity, and roadway traffic and roadside conditions not readily apparent to the driver. Speed zones are also established to advise motorists of road conditions or hazards, which may not be readily apparent to a reasonable driver. For this reason, a field review of related road/traffic variables is conducted which is considered in combination with the statistical data and collision history of a particular roadway segment to determine a safe and reasonable speed limit. The specific procedures used in the performance of an Engineering and Traffic Study are outlined in the *2014 California MUTCD*. The statistical factors used to analyze the collected speed survey data and additional factors as noted in the *2014 California MUTCD* to consider are defined in the following section.

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2.0 SPEED SURVEY EVALUATION

Forty-five (45) locations were evaluated by Kimley-Horn and included in this report. These roadway sections and limits of the sections are listed in **Table 1**. Also, Error! Reference source not found. shows the location of survey locations with their existing posted speed limits.

Table 1: Survey Locations and Limits Evaluated

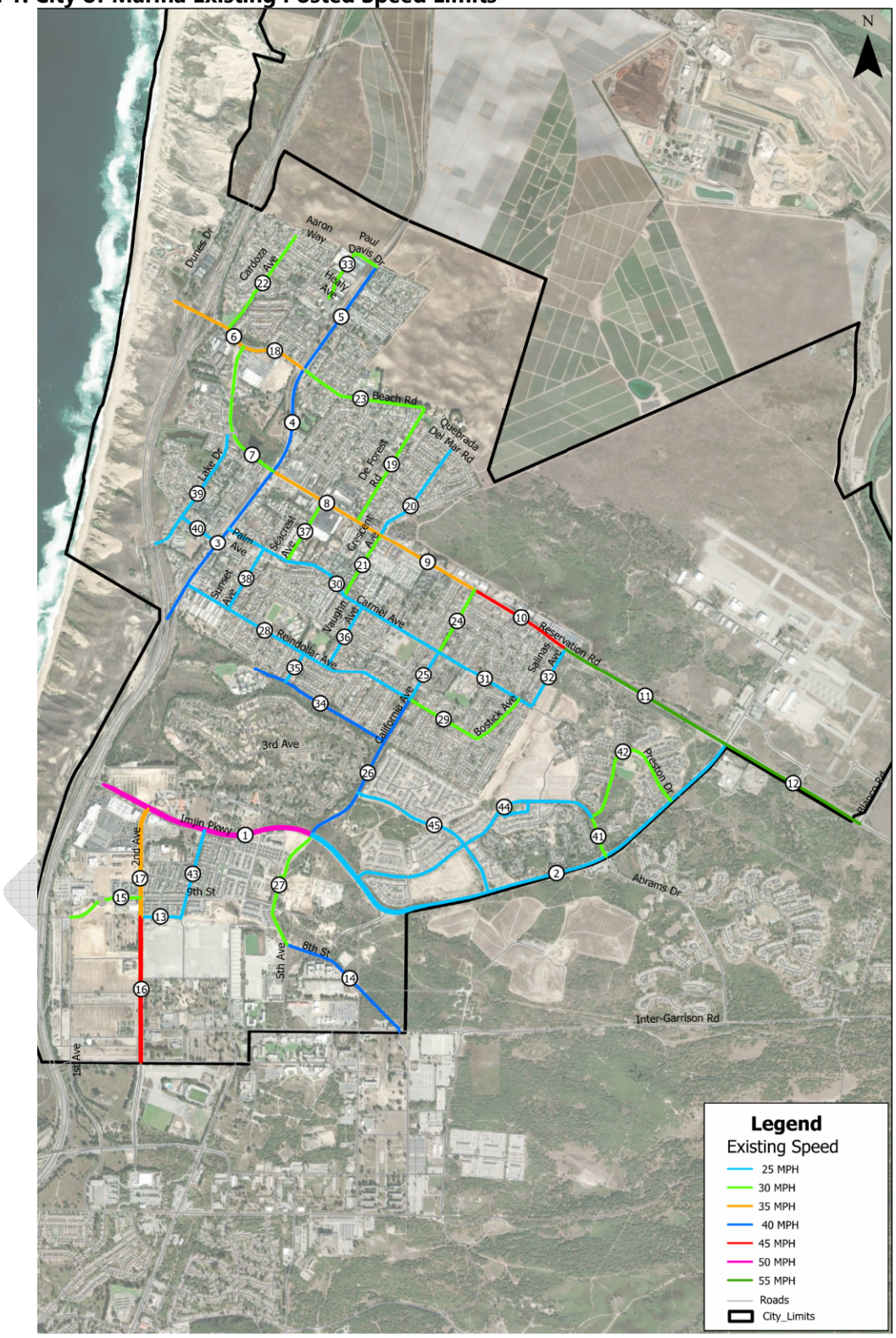
S. No.	Street	Limit 1	Limit 2	Posted Speed Limit (mph)	85th Percentile Speed (mph)
1	Imjin Parkway	State Route 1	California Avenue	50	50
2**	Imjin Parkway	California Avenue	Reservation Road	25	39.15
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	40	45.10
4	Del Monte Boulevard	Reservation Road	Beach Road	40	42
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	40	45.15
6	Reservation Road	Dunes Drive	Beach Road	35	34
7	Reservation Road	Beach Road	Del Monte Boulevard	30	33.15
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	35	39
9	Reservation Road	Crescent Avenue	California Avenue	45	43
10	Reservation Road	California Avenue	Salinas Avenue	45	51
11	Reservation Road	Salinas Avenue	Imjin Parkway	55	57
12	Reservation Road	Imjin Parkway	Blanco Road	55	60.15
13	8th Street	2nd Avenue	3rd Avenue	25	32.60
14	8th Street	5th Avenue	Inter-Garrison Road	40	41
15	9th Street	1st Avenue	2nd Avenue	30	31
16	2nd Avenue	Divarty Street	8th Street	45	46
17	2nd Avenue	8th Street	Imjin Parkway	35	36
18*	Beach Road	Reservation Road	Del Monte Boulevard	35	35
19	De Forest Road	Beach Road	Reservation Road	30	36
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	25	32
21	Crescent Avenue	Reservation Road	Carmel Avenue	30	36
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	30	35
23	Beach Road	Del Monte Boulevard	De Forest Road	30	28
24	California Avenue	Reservation Road	Carmel Avenue	30	37
25	California Avenue	Carmel Avenue	Reindollar Avenue	25	32
26	California Avenue	Reindollar Avenue	Imjin Parkway	40	45
27*	California Avenue	Imjin Parkway	8th Street	30	28
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	25	34

S. No.	Street	Limit 1	Limit 2	Posted Speed Limit (mph)	85th Percentile Speed (mph)
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	30	33
30*	Carmel Avenue	Del Monte Boulevard	California Avenue	25	31
31*	Carmel Avenue	California Avenue	Salinas Avenue	25	29
32	Salinas Avenue	Carmel Avenue	Reservation Road	25	24
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	30	25
34	Patton Parkway	Marina High School	California Avenue	40	41
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	25	30
36*	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	25	29
37	Seacrest Avenue	Carmel Avenue	Reservation Road	30	31.15
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	25	31
39*	Lake Drive	Palm Avenue	Reservation Road	25	36
40*	Palm Avenue	Lake Drive	Del Monte Boulevard	25	28
41	Abrams Drive	Preston Drive	Imjin Parkway	30	34
42	Preston Drive	Abrams Drive	Imjin Parkway	30	29.15
43	3rd Avenue	Imjin Parkway	8th Street	25	27
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	25	35.15
45	Marina Heights Drive	California Avenue	Imjin Parkway	25	34

Notes:
*- No posted speed limit sign exists in the field. Existing posted speed limit is per City Resolution No. 2020-54
**- Posted speed limit is 25 MPH due to on-going construction

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Figure 1: City of Marina Existing Posted Speed Limits



2.1 Field Review

Speed data was collected using manual radar surveys performed by a sub-consultant to Kimley-Horn, IDAX Data Solutions (IDAX). Each of the radar speed checks were made from an inconspicuously parked, unmarked vehicle or by a technician standing on the side of the road. An effort was made to ensure that the presence of the vehicle or technician in no way affected the speed of the traffic being surveyed. Field information from these speed surveys and other roadway characteristics were recorded on field data forms and later coded into engineering software for analysis purposes. Chapter 2B of the *2014 California MUTCD* indicates that it is desirable to have a minimum sample of 100 vehicles for a speed zone survey for an arterial street. This may result in excessive survey periods for low volume roadways, but a survey should not contain less than 50 vehicles. In addition, average daily traffic volumes (ADT) and roadway widths were collected at all the locations.

Examples of the field data collected for the purposes of analyzing related roadway characteristics as they pertain to the determination of appropriate speed limits are listed below. The results of the field review for related roadway and traffic variables are summarized in the Engineering and Traffic Survey forms included in the **Appendix C.**

1. Segment length, width and alignment;
2. Level of pedestrian, bicycle, and truck activity
3. Traffic flow characteristics;
4. Number of lanes and other channelization/striping factors;
5. Frequency of intersections, driveways, on-street parking, bike lanes;
6. Locations of stop signs, traffic signals, and other regulatory traffic control devices;
7. Pavement condition;
8. Obstructions to driver/pedestrian visibility;
9. Land use and proximity of schools, parks/recreation areas and senior centers;
10. Uniformity with existing speed zones in adjacent jurisdictions; and,
11. Any other unusual conditions or hazards not readily apparent to the driver.

In addition to speed data collected by IDAX, field visit has been done by Kimley-Horn engineers at all forty-five locations to familiarize with the exiting conditions and better judgment for speed recommendations.

2.2 Statistical Analysis Factors

Significant factors used to analyze the collected survey data are summarized below:

1. **85th Percentile Speed**. The Critical Speed, or the 85th percentile speed, is defined as that speed at or below which 85 percent of the traffic is moving. This factor is the primary guide in determining what speeds the majority of safe and reasonable drivers are traveling. Therefore, the practice is to set the speed limit to the nearest 5 mph increment from the critical speed unless other factors require a lower limit. Speed limits set on this basis provide law enforcement officials with a means of controlling reckless or unreliable drivers who will not conform to what the majority finds reasonable.

2. **The 10-mph Pace.** The 10-mph Pace is the 10-mph increment range, which contains the largest number of recorded vehicles. The pace is a measure of the dispersion of speeds within the sample surveyed. Speed limits should normally be set to fall within the 10-mph pace. However, conditions not readily apparent to the driver or adhering to State mandated limits such as in Residence Districts may require setting speed limits below the 10-mph pace.

3. **50th Percentile Speed**. The Median Speed, or 50th Percentile Speed, represents the mid-point value within the range of recorded speeds for a particular roadway location. In other words, 50 percent of the vehicles travel faster than and 50 percent travel slower than, the median speed. This value is another measure of the central tendency of the vehicle speed distribution. Typically speed limits should not be set below the 50th Percentile Speed, since it would result in greater than 50-percent of the drivers exceeding the speed limit.

4. **15th Percentile Speed**. The 15th Percentile Speed is that speed at or below which 15 percent of the vehicles are traveling. This value is important in determining the minimum allowable speed limit, given that the vehicles traveling below this speed tend to obstruct the flow of traffic, thereby increasing the collision potential.

5. **Percent of Vehicles in Pace Speed**. The percent of vehicles in the 10-mph pace speed is an indication of the grouping of vehicular speeds. Ideally, if all vehicles were traveling at or about the same speed, there would be a reduced likelihood of vehicular collisions. In speed limit analysis, the higher the percent of vehicles within the pace speed, the more favorable the speed distribution. The percent of the 10-mph pace is often between 60 and 90 percent.

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2.3 2014 California MUTCD and CVC Guidance

Based on the *2014 California MUTCD*, "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 (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2))"[5].

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, 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.

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.

Table 2B-104 (CA) in the MUTCD shows an example of rounding and additional speed reduction[6].

In matching existing conditions with the traffic safety needs of the community, engineering judgment may indicate the need for a reduction of the posted speed limit by 5 mph due to specific factors such as road characteristics, the pace speed, roadside development and environment, pedestrian activity, and collision history. The following are some other factors to consider when establishing speed limits between adjacent street segments:

1. **Avoid Short Segments.** Short speed zones of less than ½ mile should be avoided, except in transition areas.
2. **Change in Roadway Conditions or Roadside Development.** Speed zone changes should be coordinated with changes in roadway conditions or roadside development.

[5] California Department of Transportation, 2014 California MUTCD, Chapter 2B, page 134, Revised January 6, 2023.

[6] California Department of Transportation, 2014 California MUTCD, Chapter 2B, page 259, Revised February 6, 2023.

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3. **Minimize Change in Speed between Adjacent Segments.** Speed zoning should be in 10 mph increments except in urban areas where 5 mph increments are preferable.
4. **Coordinate Speed Zoning with Adjacent Jurisdictions.**

Excerpts from the MUTCD are attached in the **Appendix B**.

2.4 Data Collection

Average Daily Traffic (ADT) data and radar speed surveys with calibrated radar gun were conducted by IDAX, during the month of December 2024 at all forty-five (45) study segments. An effort was made to ensure that the radar speed data is collected without affecting the speed of the vehicles traveling along the study segments. The radar speed data was collected on a typical day with fair-weather conditions. Kimley-Horn conducted field visits along each study segments to gather roadway characteristics, including but not limited to number of lanes in each direction, presence of uncontrolled crosswalk, on-street parking, sidewalks, driveways, horizontal/vertical curves, adjacent land uses, etc.

The ADT data was used to determine the accident rates and recommended speed limit for each study segments. Radar Speed Survey data and Average Daily Traffic (ADT) data is attached in **Appendix D** and **Appendix F**. The calibration certificate for the radar gun is attached in **Appendix E**.

2.5 Collision History

The Engineering and Traffic Survey forms summarize the available collision information for each of the street segments. The collision information was obtained from the City from January 2019 to December 2021. The collisions were reviewed and corridor related collisions, those not related to signalized intersections, signs, or alcohol and drug influence, were summarized for each segment. Based on the number of total collisions studied over the 3-year period and ADT counts, a collision rate per million vehicle miles was calculated for each segment. To provide a general comparison of the collision rates on the segments to expected collisions rates for similar types of local roadways, the collision rates for each segment were compared to the statewide average rate listed in the *2021 Crash Data on California State Highways* (road miles, travel, collisions, collision rates) as listed in **Table 2**.

Table 2: 2022 California State Highways Collision Rates

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Lane Type	Total Collision Rate Per Million Vehicle Miles (3-year rates for 2020, 2021, and 2022)
2&3 Lanes	1.07
4 lanes (undivided highway)	1.33
4 lanes (divided highway)	0.99

Because of the urban area of the City's Street network, crash rates for Urban (Inside City) from the *2021 Crash Data on California State Highways* was used.

The current collision rate for each segment was calculated using the formula below:

$$CR = \frac{N \times 10^6}{ADT \times 365 \times Y \times L}$$

- N – Total number of collisions along the study segment
- ADT – Average Daily Traffic along study segment
- L – Length of segment in miles
- Y – Number of years of collision data

The collision history for the Years 2020, 2021, and 2022 at the study segments is summarized in Error! Reference source not found. below:

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Table 3: Collision History Summary at Study Segments (2020-2022)

#	Street Name	Limit 1	Limit 2	2020						2021						2022						2020, 2021, 2022 Collisions
				PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	
1	Imjin Parkway	State Route 1	California Avenue		4	2		1	7		2	1	1		4		9	1			10	21
2	Imjin Parkway	California Avenue	Reservation Road		4				4		3	4			7		3	3			6	17
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road		2				2		4				4		1	1	1		3	9
4	Del Monte Boulevard	Reservation Road	Beach Road						0						0						0	0
5	Del Monte Boulevard	Beach Road	Marina Greens Drive						0						0						0	0
6	Reservation Road	Dunes Drive	Beach Road						0						0						0	0
7	Reservation Road	Beach Road	Del Monte Boulevard						0						0		1				1	1
8	Reservation Road	Del Monte Boulevard	Crescent Avenue		2				2			1			1		2	1			3	6
9	Reservation Road	Crescent Avenue	California Avenue						0						0						0	0
10	Reservation Road	California Avenue	Salinas Avenue						0						0						0	0
11	Reservation Road	Salinas Avenue	Imjin Parkway						0						0		5				5	5
12	Reservation Road	Imjin Parkway	Blanco Road						0						0						0	0
13	8th Street	2nd Avenue	3rd Avenue						0						0						0	0
14	8th Street	5th Avenue	Inter-Garrison Road						0						0						0	0
15	9th Street	1st Avenue	2nd Avenue						0						0						0	0
16	2nd Avenue	Divarty Street	8th Street						0						0		1				1	1
17	2nd Avenue	8th Street	Imjin Parkway						0						0						0	0
18	Beach Road	Reservation Road	Del Monte Boulevard						0						0		1				1	1
19	De Forest Road	Beach Road	Reservation Road						0						0						0	0
20	Crescent Avenue	Quebrada Del Mar	Reservation Road						0						0						0	0
21	Crescent Avenue	Reservation Road	Carmel Avenue						0						0						0	0
22	Cardoza Avenue	Reservation Road	Aaron Way (End)						0						0						0	0
23	Beach Road	Del Monte Boulevard	De Forest Road						0						0						0	0
24	California Avenue	Reservation Road	Carmel Avenue						0						0						0	0
25	California Avenue	Carmel Avenue	Reindollar Avenue						0						0						0	0
26	California Avenue	Reindollar Avenue	Imjin Parkway						0						0		1				1	1
27	California Avenue	Imjin Parkway	8th Street						0						0						0	0
28	Reindollar Avenue	Del Monte Boulevard	California Avenue						0						0						0	0
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue						0						0						0	0
30	Carmel Avenue	Del Monte Boulevard	California Avenue						0						0			1			1	1
31	Carmel Avenue	California Avenue	Salinas Avenue						0						0						0	0
32	Salinas Avenue	Carmel Avenue	Reservation Road						0						0						0	0
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive						0						0						0	0
34	Patton Parkway	Marina High School	California Avenue						0						0						0	0
35	Crescent Avenue	Patton Parkway	Reindollar Avenue						0						0						0	0
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue						0						0						0	0
37	Seacrest Avenue	Carmel Avenue	Reservation Road						0						0			1			1	1
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue						0						0						0	0

#	Street Name	Limit 1	Limit 2	2020						2021						2022						2020, 2021, 2022 Collisions
				PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	PDO	COP	VIS	SEV	FAT	TOTAL	
39	Lake Drive	Palm Avenue	Reservation Road						0						0						0	0
40	Palm Avenue	Lake Drive	Del Monte Boulevard						0						0						0	0
41	Abrams Drive	Preston Drive	Imjin Parkway						0						0						0	0
42	Preston Drive	Abrams Drive	Imjin Parkway						0						0						0	0
43	3rd Avenue	Imjin Parkway	8th Street						0						0						0	0
44	Abrams Drive	Imjin Parkway (West)	Preston Drive						0						0						0	0
45	Marina Heights Drive	California Avenue	Imjin Parkway						0						0						0	0

Notes:
PDO - Property Damage Only, COP - Complaint of Pain, VIS - Visible Injury, SEV - Severe Injury, FAT – Fatal

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Table 4: Collision Rate Summary at Study Segments

#	Street Name	Segment		2019, 2020, 2021 Collisions	ADT/Avg ADT	Distance (Ft)	Distance (Mi)	Segment CR	Expected CR	Segment CR > Expected CR?
		Limit 1	Limit 2							
1	Imjin Parkway	State Route 1	California Avenue	21	25,688	4,752	0.9	0.83	0.99	No
2	Imjin Parkway	California Avenue	Reservation Road	17	20,534	10,560	2.00	0.44	1.07	No
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	9	22,304	4,752	0.9	0.41	0.99	No
4	Del Monte Boulevard	Reservation Road	Beach Road	0	9,121	2,640	0.5	0.00	0.99	No
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	0	5,302	2,640	0.5	0.00	1.07	No
6	Reservation Road	Dunes Drive	Beach Road	0	7,348	1,584	0.3	0.00	1.07	No
7	Reservation Road	Beach Road	Del Monte Boulevard	1	6,596	3,168	0.6	0.46	1.07	No
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	6	18,593	2,640	0.5	0.69	0.99	No
9	Reservation Road	Crescent Avenue	California Avenue	0	17,187	2,640	0.5	0.21	0.99	No
10	Reservation Road	California Avenue	Salinas Avenue	0	14,699	2,112	0.4	0.00	0.99	No
11	Reservation Road	Salinas Avenue	Imjin Parkway	5	16,027	4,224	0.8	0.50	1.33	No
12	Reservation Road	Imjin Parkway	Blanco Road	0	30,285	3,696	0.7	0.39	0.99	No
13	8th Street	2nd Avenue	3rd Avenue	0	1,037	1,056	0.2	0.00	1.07	No
14	8th Street	5th Avenue	Inter-Garrison Road	0	4,295	3,168	0.6	0.00	1.07	No
15	9th Street	1st Avenue	2nd Avenue	0	2,528	1,584	0.3	0.00	1.07	No
16	2nd Avenue	Divarty Street	8th Street	1	7,573	3,168	0.6	0.20	1.07	No
17	2nd Avenue	8th Street	Imjin Parkway	0	8,306	2,112	0.4	0.27	1.07	No
18	Beach Road	Reservation Road	Del Monte Boulevard	1	6,012	1,584	0.3	2.03	1.07	**Yes**
19	De Forest Road	Beach Road	Reservation Road	0	1,749	2,640	0.5	2.09	1.07	**Yes**
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	0	1,353	2,112	0.4	0.00	1.07	No
21	Crescent Avenue	Reservation Road	Carmel Avenue	0	3,528	1,584	0.3	0.86	1.07	No
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	0	2,458	2,640	0.5	0.00	1.07	No
23	Beach Road	Del Monte Boulevard	De Forest Road	0	2,598	2,640	0.5	0.00	1.07	No
24	California Avenue	Reservation Road	Carmel Avenue	0	5,842	1,584	0.3	0.52	1.07	No
25	California Avenue	Carmel Avenue	Reindollar Avenue	0	6,430	1,056	0.2	0.00	1.07	No
26	California Avenue	Reindollar Avenue	Imjin Parkway	1	8,725	3,696	0.7	0.30	1.07	No
27	California Avenue	Imjin Parkway	8th Street	0	851	2,640	0.5	0.00	1.07	No
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	0	3,372	5,280	1.0	0.00	1.07	No
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	0	1,690	1,584	0.3	0.00	1.07	No
30	Carmel Avenue	Del Monte Boulevard	California Avenue	1	3,704	7,392	1.4	0.70	1.07	No
31	Carmel Avenue	California Avenue	Salinas Avenue	0	812	2,112	0.4	0.00	1.07	No
32	Salinas Avenue	Carmel Avenue	Reservation Road	0	264	1,584	0.3	0.00	1.07	No
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	0	657	1,056	0.2	0.00	1.07	No
34	Patton Parkway	Marina High School	California Avenue	0	661	3,168	0.6	2.30	1.07	**Yes**
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	0	1,304	528	0.1	0.00	1.07	No
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	0	1,515	1,584	0.3	0.00	1.07	No
37	Seacrest Avenue	Carmel Avenue	Reservation Road	1	3,992	1,584	0.3	1.53	1.07	**Yes**
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	0	2,854	528	0.1	0.00	1.07	No
39	Lake Drive	Palm Avenue	Reservation Road	0	1,521	2,112	0.4	1.50	1.07	**Yes**

#	Street Name	Segment		2019, 2020, 2021 Collisions	ADT/Avg ADT	Distance (Ft)	Distance (Mi)	Segment CR	Expected CR	Segment CR > Expected CR?
		Limit 1	Limit 2							
40	Palm Avenue	Lake Drive	Del Monte Boulevard	0	2,878	1,056	0.2	0.00	1.07	No
41	Abrams Drive	Preston Drive	Imjin Parkway	0	2,360	1,056	0.2	1.93	1.07	**Yes**
42	Preston Drive	Abrams Drive	Imjin Parkway	0	2,110	3,168	0.6	0.00	1.07	No
43	3rd Avenue	Imjin Parkway	8th Street	0	981	2,112	0.4	0.00	1.07	No
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	0	2,667	5,808	1.1	0.00	1.07	No
45	Marina Heights Drive	California Avenue	Imjin Parkway	0	2,407	5,808	1.1	0.00	1.07	No

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3.0 RESULTS AND RECOMMENDATIONS

The recommendations contained in this report are intended to establish prima facie speed limits. Prima facie limits attempt to advise the motorist and enforcement of the reasonable speed for a particular section of roadway for the prevailing conditions. In many cases, the recommendations made produce a uniform speed limit along the road.

The Engineering and Traffic Survey (ET&S) forms, presented in the **Appendix C**, illustrate the results of a thorough evaluation of the available data and indicate a recommended speed limit for each of the street segments surveyed. A summary of the data analysis, along with recommended speed limits can be found in . The recommended speed limit for each segment is shown in **Figure 1**.

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Table 5: Speed Survey Recommendations

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
1	Imjin Parkway	State Route 1	California Avenue	50	50	0.83	0.99	No	Yes	**45**	**-5**	Imjin Parkway is classified as a 4-lane Expressway with divided median and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 21 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. The 85th percentile speed of 50 mph observed is equal to the existing posted speed limit. With one fatal and one serious injury crash involving pedestrian/bicyclists, the crash density is higher than other segments. The segment meets the definition of safety corridor and the 85th percentile speed can be further lowered by 5 mph to 45 mph.
2	Imjin Parkway	California Avenue	Reservation Road	25	39.15	0.44	1.07	No	No	N/A (See Note 1)		*Imjin Parkway is classified as a 4-lane Expressway and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 20 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide.*
3	Del Monte Boulevard	SR1/Reindollar Avenue	Reservation Road	40	45.10	0.41	0.99	No	Yes	**35**	**-5**	*Del Monte Boulevard between SR1/Reindollar Avenue and Reservation Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 to 40 mph, if no further reductions are used.* *Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, vulnerable population, and crash severity. Therefore it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 35 mph.*
4	Del Monte Boulevard	Reservation Road	Beach Road	40	42	0.00	0.99	No	No	**35**	**-5**	*Del Monte Boulevard between Reservation Road and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 42 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify further reducing the observed 85th percentile*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												speed. *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.*
5	Del Monte Boulevard	Beach Road	Marina Greens Drive	40	45.15	0.00	1.07	No	No	40		*Del Monte Boulevard between Beach Road and Marina Greens Drive is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking , bike route, and multiple driveways justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.*
6	Reservation Road	Dunes Drive	Beach Road	35	34	0.00	1.07	No	No	35		*Reservation Road between Dunes Drive and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking , Class II bike lanes, and vertical/horizontal curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
7	Reservation Road	Beach Road	Del Monte Boulevard	30	33.15	0.46	1.07	No	No	30		*Reservation Road between Beach Road and Del Monte Boulevard is classified as an Arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									*rate for similar facilities statewide.* *The presence of Class II bike lanes, uncontrolled crosswalks, driveways, and horizontal curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
8	Reservation Road	Del Monte Boulevard	Crescent Avenue	35	39	0.69	0.99	No	No	35		*Reservation Road between Del Monte Boulevard and Crescent Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 39 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
9	Reservation Road	Crescent Avenue	California Avenue	40	43	0.21	0.99	No	No	40		*Reservation Road between Crescent Avenue and California Avenue is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 43 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
10	Reservation Road	California Avenue	Salinas Avenue	45	51	0.00	0.99	No	No	45		*Reservation Road between California Avenue and Salinas Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 51 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 50 mph. The collision rate is lower than the expected*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												collision rate for similar facilities statewide. *The presence of on-street parking , Class II bike lanes, Two-Way Left Turn (TWLT) lane, multiple driveways, and horizontal/vertical curve justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 45 mph, in compliance with CVC Section 627 and 22358.5.*
11	Reservation Road	Salinas Avenue	Imjin Parkway	55	57	0.50	1.33	No	No	55		*Reservation Road between Salinas Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 57 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 55 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *To maintain the street characteristics, it is recommended that the existing posted speed limit is retained. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 55 mph is retained.*
12	Reservation Road	Imjin Parkway	Blanco Road	55	60.15	0.39	0.99	No	No	55		*Reservation Road between Imjin Parkway and and Blanco Road is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 60.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 60 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 55 mph, in compliance with CVC Section 627 and 22358.5.*
13	8th Street	2nd Avenue	3rd Avenue	25	32.60	0.00	1.07	No	No	25		*8th Street between 2nd Avenue and 3rd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32.6 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												facilities statewide. *The presence of Class II bike lane and surrounding residential land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
14	8th Street	5th Avenue	Inter-Garrison Road	40	41	0.00	1.07	No	No	**35**	**-5**	*8th Street between 5th Avenue and Inter-Garrison Road is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of driveways, limited visibility, and horizontal curve further justify reducing the resulting 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.*
15	9th Street	1st Avenue	2nd Avenue	30	31	0.00	1.07	No	No	**25**	**-5**	*9th Street between 1st Avenue and 2nd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, Class II bike lanes, uncontrolled crosswalk, nature of surrounding land uses, and horizontal curve further justify reducing the resulting 85th percentile speed.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
16	2nd Avenue	Divarty Street	8th Street	45	46	0.20	1.07	No	No	**40**	**-5**	*2nd Avenue between Divarty Street and 8th Street is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data*

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		Limit 1	Limit 2									*collected shows the 85th-percentile speed as 46 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *2nd Avenue from 8th Avenue to Imjin Parkway, has a posted speed limit of 35 mph. It is recommended that adjacent sections of a corridor do not have a posted speed limit difference of more than 5 mph. Therefore, it is recommended that the resulting 85th percentile speed is further reduced.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.*
17	2nd Avenue	8th Street	Imjin Parkway	35	36	0.27	1.07	No	No	35		*2nd Avenue between 8th Street and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 35 mph is retained.*
18	Beach Road	Reservation Road	Del Monte Boulevard	35	35	2.03	1.07	Yes	No	**30**	**-5**	*Beach Road between Reservation Road and Del Monte Boulevard is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.* *Higher collision rate than statewide average (involving 1 severe injury), presence on uncontrolled crosswalks, horizontal/vertical curves, and merge/diverge lanes justify further reduction in the resulting 85th percentile speed limit . Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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*

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		Limit 1	Limit 2									
												percentile speed, if no further reductions are used. It is therefore recommended that the existing posted speed limit of 35 mph is reduced to 30 mph.
19	De Forest Road	Beach Road	Reservation Road	30	36	2.09	1.07	Yes	No	30		*Del Forest Road between Beach Road and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph with a 10-mph pace range of 29 mph to 38 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.* *The presence of uncontrolled crosswalk, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.*
20	Crescent Avenue	Quebrada Del Mar	Reservation Road	25	32	0.00	1.07	No	No	25		*Crescent Avenue between Quebrada Del Mar and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
21	Crescent Avenue	Reservation Road	Carmel Avenue	30	36	0.86	1.07	No	No	30		*Crescent Avenue between Reservation Road and Carmel Avenue is classified as a collector per the General Plan. There speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.*

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		Limit 1	Limit 2									*The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.*
22	Cardoza Avenue	Reservation Road	Aaron Way (End)	30	35	0.00	1.07	No	No	30		*Cardoza Avenue between Reservation Road and Aaron Way is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used. It is therefore recommended that the existing posted speed limit of 30 mph is retained.*
23	Beach Road	Del Monte Boulevard	De Forest Road	30	28	0.00	1.07	No	No	**25**	**-5**	*Beach Road between Del Monte Boulevard and De Forest Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of elementary school, multiple driveways, and horizontal curves justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
24	California Avenue	Reservation Road	Carmel Avenue	30	37	0.52	1.07	No	No	30		*California Avenue between Reservation Road and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 37 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.*

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#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit. *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.*
25	California Avenue	Carmel Avenue	Reindollar Avenue	25	32	0.00	1.07	No	No	**30**	**5**	*California Avenue between Carmel Avenue and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *California Avenue is classified as a Collector Street under the General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 24 (California Avenue – from Reservation Road to Carmel Avenue), it is recommended that the speed limit is increased to 30 mph.*
26	California Avenue	Reindollar Avenue	Imjin Parkway	40	45	0.30	1.07	No	No	40		*California Avenue between Reindollar Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of Class II Bike Lanes, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used. It is therefore recommended that the existing posted speed limit of 40 mph is retained.*
27	California Avenue	Imjin Parkway	8th Street	30	28	0.00	1.07	No	No	30		*California Avenue between Imjin Parkway and 8th Street is classified as an arterial per the General Plan. The existing speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.
28	Reindollar Avenue	Del Monte Boulevard	California Avenue	25	34	0.00	1.07	No	No	25		*Reindollar Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
29	Reindollar Avenue/Bostick Avenue	California Avenue	Carmel Avenue	30	33	0.00	1.07	No	No	**25**	**-5**	*Reindollar Avenue between California Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, vertical and horizontal curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
30	Carmel Avenue	Del Monte Boulevard	California Avenue	25	31	0.70	1.07	No	No	25		*Carmel Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.*

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#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												The presence of on-street parking, multiple driveways, vertical curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit. *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
31	Carmel Avenue	California Avenue	Salinas Avenue	25	29	0.00	1.07	No	No	25		*Carmel Avenue between California Avenue and Salinas Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, uncontrolled crosswalk, and vertical curve justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
32	Salinas Avenue	Carmel Avenue	Reservation Road	25	24	0.00	1.07	No	No	25		*Salinas Avenue between Carmel Avenue and Reservation Road is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 24 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
33	Paul Davis Drive	Healy Avenue	Marina Greens Drive	30	25	0.00	1.07	No	No	**25**	**-5**	*Paul Davis Drive between Healy Avenue and Marina Greens Drive is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 25 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												facilities statewide. *Presence of on-street parking, multiple driveways, and horizontal curves justifies lowering the speed limit. It is recommended that the observed 85th percentile speed limit of 25 mph is adopted for this segment.*
34	Patton Parkway	Marina High School	California Avenue	40	41	2.30	1.07	Yes	No	**35**	**-5**	*Patton Parkway between Marina High School and California Avenue is classified as a Collector as per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph.* *The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of bike routes, horizontal/vertical curves, and residential/school land uses justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.*
35	Crescent Avenue	Patton Parkway	Reindollar Avenue	25	30	0.00	1.07	No	No	25		*Crescent Street between Patton Parkway and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 30 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
36	Vaughan Avenue	Reindollar Avenue	Carmel Avenue	25	29	0.00	1.07	No	No	25		*Vaughan Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, and vertical curve justify*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												further reducing the observed 85th percentile speed. *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
37	Seacrest Avenue	Carmel Avenue	Reservation Road	30	31.15	1.53	1.07	Yes	No	30		*Seacrest Avenue between Carmel Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, vertical curve, and residential/commercial land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.*
38	Sunset Avenue	Reindollar Avenue	Carmel Avenue	25	31	0.00	1.07	No	No	25		*Sunset Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, vertical curve, and residential/commercial land uses justify reducing the 85th percentile speed limit.* *Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.*
39	Lake Drive	Palm Avenue	Reservation Road	25	36	1.50	1.07	Yes	No	25		*Lake Drive between Palm Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph.* *Higher than the expected collision rate, presence of on-street parking, driveways*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												and surrounding residential land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.
40	Palm Avenue	Lake Drive	Del Monte Boulevard	25	28	0.00	1.07	No	No	25		*Palm Avenue between Lake Drive and Del Monte Boulevard is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *The presence of on-street parking, multiple driveways, vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
41	Abrams Drive	Preston Drive	Imjin Parkway	30	34	1.93	1.07	Yes	No	30		*Abrams Drive between Preston Drive and Imjin Parkway is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph..* *Higher than the expected collision rate, presence of horizontal and vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.* *Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.*
42	Preston Drive	Abrams Drive	Imjin Parkway	30	29.15	0.00	1.07	No	No	30		*Preston Drive between Abrams Drive and Imjin Parkway is classified as a Collector as per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 29.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.*

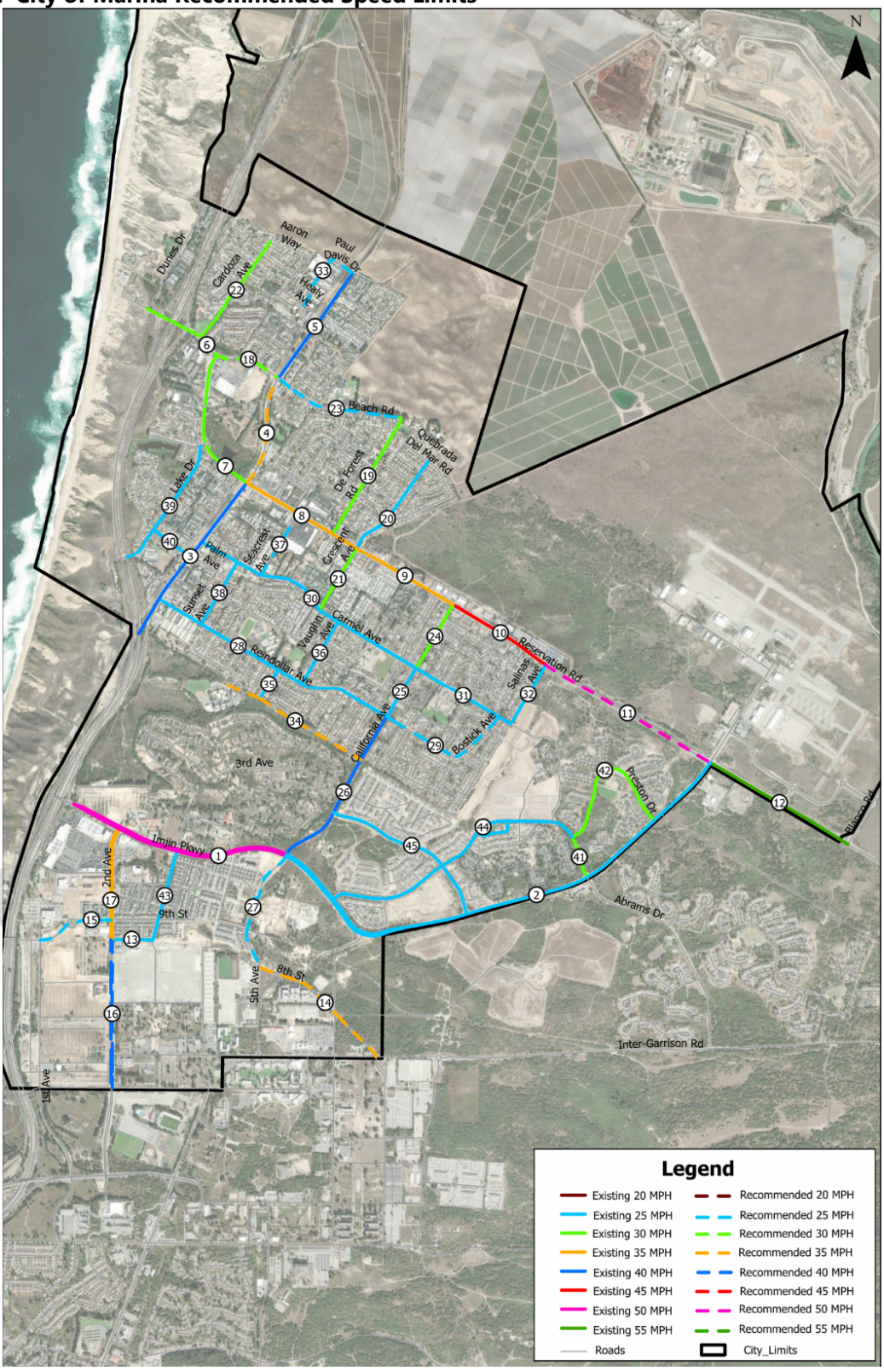
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#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of driveways, park, residential land uses, horizontal and vertical curves further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.
43	3rd Avenue	Imjin Parkway	8th Street	25	27	0.00	1.07	No	No	25		*3rd Avenue between Imjin Parkway and 8th Street is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 27 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of on-street parking, vertical curve, residential and commercial land uses further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.*
44	Abrams Drive	Imjin Parkway (West)	Preston Drive	25	35.15	0.00	1.07	No	No	**30**	**5**	*Abrams Drive between Imjin Parkway and Preston Drive is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 35.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.* *Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.*
45	Marina Heights Drive	California Avenue	Imjin Parkway	25	34	0.00	1.07	No	No	**30**	**5**	*Marina Heights Drive between California Avenue and Imjin Pakrway is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the*

#	Street Name	Segment		Posted Speed Limit (MPH)	85th Percentile Speed (MPH)	Segment Collision Rate (CR)	Expected Collision Rate (CR)	Segment CR > Expected CR	Safety Corridor Or Area of High Concentration of Bicyclists or Pedestrians	Draft Recommended Speed Limit (MPH)	Change Speed Limit (MPH)	Justifications
		Limit 1	Limit 2									
												85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide. *Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.*
Notes: *1. None. Imjin Parkway from California Avenue to Reservation Road is currently under construction.*												

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Figure 2: City of Marina Recommended Speed Limits



Appendix A

California Vehicle Code (CVC) - Applicable Sections

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Cal. Veh. Code § 627

Section 627 - "Engineering and traffic survey" defined

(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 state and local authorities.
(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of 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) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

Ca. Veh. Code § 627

Amended by Stats 2021 ch 690 (AB 43),s 1, eff. 1/1/2022.
Amended by Stats 2000 ch 45 (AB 2767), s 1, eff. 1/1/2001.

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Cal. Veh. Code § 21400

Section 21400 - Uniform standards and specifications for official traffic control devices

(a) 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.
(b) 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.
(c) 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.
(d) 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.

Ca. Veh. Code § 21400

Amended by Stats 2021 ch 690 (AB 43),s 2, eff. 1/1/2022.
Amended by Stats 2011 ch 528 (AB 529),s 2, eff. 1/1/2012.

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Cal. Veh. Code § 22352

Section 22352 - Prima facie limits

The prima facie limits are as follows and 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 the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or 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, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation 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. The 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.

Ca. Veh. Code § 22352

Amended by Stats 2021 ch 690 (AB 43),s 3, eff. 1/1/2022.
Amended by Stats 2015 ch 12 (AB 95),s 15, eff. 6/24/2015.
Amended by Stats 2013 ch 240 (AB 707),s 1, eff. 1/1/2013.

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Cal. Veh. Code § 22358.6

Section 22358.6 - Rounding speed limits in relation to free-flowing traffic

(a) The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices 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.
(b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.
(c) 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. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).
(d) In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.
(e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.
(f) Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

Ca. Veh. Code § 22358.6

Amended by Stats 2022 ch 406 (AB 1938),s 2, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 6, eff. 1/1/2022.

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Cal. Veh. Code § 22358.7

Section 22358.7 - Reducing speed limits

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b)

(1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c)A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.7

Added by Stats 2021 ch 690 (AB 43),s 7, eff. 1/1/2022.

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Cal. Veh. Code § 22358.8

Section 22358.8 - Retaining or restoring speed limit

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.
(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.
(c)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.8

Amended by Stats 2022 ch 406 (AB 1938),s 3, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 8, eff. 1/1/2022.

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Cal. Veh. Code § 627

Section 627 - "Engineering and traffic survey" defined

(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 state and local authorities.
(b) An engineering and traffic survey shall include, among other requirements deemed necessary by the department, consideration of all of 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) Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

Ca. Veh. Code § 627

Amended by Stats 2021 ch 690 (AB 43),s 1, eff. 1/1/2022.
Amended by Stats 2000 ch 45 (AB 2767), s 1, eff. 1/1/2001.

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Cal. Veh. Code § 21400

Section 21400 - Uniform standards and specifications for official traffic control devices

(a) 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.
(b) 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.
(c) 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.
(d) 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.

Ca. Veh. Code § 21400

Amended by Stats 2021 ch 690 (AB 43),s 2, eff. 1/1/2022.
Amended by Stats 2011 ch 528 (AB 529),s 2, eff. 1/1/2012.

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Cal. Veh. Code § 22352

Section 22352 - Prima facie limits

The prima facie limits are as follows and 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 the railway. This subdivision does not apply in the case of any railway grade crossing where a human flagperson is on duty or a clearly visible electrical or 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, in any business or residence district unless a different speed is determined by local authority or the Department of Transportation 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. The 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.

Ca. Veh. Code § 22352

Amended by Stats 2021 ch 690 (AB 43),s 3, eff. 1/1/2022.
Amended by Stats 2015 ch 12 (AB 95),s 15, eff. 6/24/2015.
Amended by Stats 2013 ch 240 (AB 707),s 1, eff. 1/1/2013.

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Cal. Veh. Code § 22358.6

Section 22358.6 - Rounding speed limits in relation to free-flowing traffic

(a) The Department of Transportation shall, in the next scheduled revision, revise and thereafter maintain the California Manual on Uniform Traffic Control Devices 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.
(b) In cases in which the speed limit needs to be rounded down to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may lower the speed limit by five miles per hour from the nearest five mile per hour increment of the 85th-percentile speed, in compliance with Sections 627 and 22358.5 and the California Manual on Uniform Traffic Control Devices, as it read on March 30, 2021, if the reasons for the lower speed limit are documented in an engineering and traffic survey. The Department of Transportation or a local authority may also take into consideration Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, if applicable.
(c) 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. If the speed limit is rounded down pursuant to this subdivision, the speed limit shall not be reduced any further pursuant to subdivision (b).
(d) In addition to subdivisions (b) and (c), a local authority may additionally lower the speed limit as provided in Section 22358.7.
(e) The total reduction in the speed limit pursuant to subdivisions (a) to (d), inclusive, shall not exceed 12.4 miles per hour from the 85th percentile speed.
(f) Notwithstanding subdivisions (a) to (e), inclusive, a local authority may retain the currently adopted speed limit as provided in Section 22358.8 without further reduction, or restore the immediately prior adopted speed limit as provided in Section 22358.8 without further reduction.

Ca. Veh. Code § 22358.6

Amended by Stats 2022 ch 406 (AB 1938),s 2, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 6, eff. 1/1/2022.

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Cal. Veh. Code § 22358.7

Section 22358.7 - Reducing speed limits

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, determine and declare a prima facie speed limit that has been reduced an additional five miles per hour for either of the following reasons:

(1) The portion of highway has been designated as a safety corridor. A local authority shall not deem more than one-fifth of their streets as safety corridors.

(2) The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

(b)

(1) As used in this section, "safety corridor" shall be defined by the Department of Transportation in the next revision of the California Manual on Uniform Traffic Control Devices. In making this determination, the department shall consider highways that have the highest number of serious injuries and fatalities based on collision data that may be derived from, but not limited to, the Statewide Integrated Traffic Records System.

(2) The Department of Transportation shall, in the next revision of the California Manual on Uniform Traffic Control Devices, determine what constitutes land or facilities that generate high concentrations of bicyclists and pedestrians, as used in paragraph (2) of subdivision (a). In making this determination, the department shall consider density, road use type, and bicycle and pedestrian infrastructure present on a section of highway.

(c)A local authority may not lower a speed limit as authorized by this section until June 30, 2024, or until the Judicial Council has developed an online tool for adjudicating infraction violations statewide as specified in Article 7 (commencing with Section 68645) of Chapter 2 of Title 8 of the Government Code, whichever is sooner.

(d)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.7

Added by Stats 2021 ch 690 (AB 43),s 7, eff. 1/1/2022.

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Cal. Veh. Code § 22358.8

Section 22358.8 - Retaining or restoring speed limit

(a) If a local authority, after completing an engineering and traffic survey, finds that the speed limit is still more than is reasonable or safe, the local authority may, by ordinance, retain the currently adopted speed limit or restore the immediately prior adopted speed limit if that speed limit was established with an engineering and traffic survey and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established that speed limit.
(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the currently adopted speed limit nor below the immediately prior speed limit.
(c)A local authority shall issue only warning citations for violations of exceeding the speed limit by 10 miles per hour or less for the first 30 days that a lower speed limit is in effect as authorized by this section.

Ca. Veh. Code § 22358.8

Amended by Stats 2022 ch 406 (AB 1938),s 3, eff. 1/1/2023.
Added by Stats 2021 ch 690 (AB 43),s 8, eff. 1/1/2022.

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Appendix B

Manual of Uniform Traffic Control Devices (MUTCD) – Applicable Sections

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~~ controlled approaches.**

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. Artificially low speed limits can lead to poor compliance as well as large variations in speed within the traffic stream. Increased speed variance can also create more conflicts and passing maneuvers.

00a The most effective way to reduce speeds is through a combination of strategies using traffic control devices related to speed management, roadway design and engineering solutions, traffic calming techniques and measures, public education, and enforcement efforts. Effectively managing road user speed relies on numerous factors, which include enforcement, roadway characteristics, surrounding environment, adjacent land use, and traffic control devices. Many studies find that engineering changes, such as change a road's infrastructure, are one of the most important factors in reducing vehicle operating speeds. Engineering changes are also one of the most effective interventions at reducing pedestrian injury and

fatality rates. Potential street engineering changes, such as curb extensions, median islands, raised crosswalks, roundabouts, and speed bumps or speed humps, naturally result in lower speeds. It is realized that these engineering changes can be costly and time-consuming to implement.

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 14 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.*~~

CVC Section 22358.6 – 85th-Percentile, Rounding, 5 mph Increment, 5 mph speed reduction and Maximum Speed Reduction

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 (CVC Section 22358.6(a)), except as shown in the two Options below for rounding down and using 5 mph speed reduction (CVC Section 22358.6(b)), or rounding up (CVC Section 22358.6(c)), or if using additional 5 mph speed reduction on local agency roadways for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)).**

Option:

1. For cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, 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. CVC Sections 22353, 22353.2, 22353.3, 22353.4, and 22353.5, may also be considered, if applicable. See Standard below for documentation requirements. Refer to CVC Section 22358.6(b).
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). Refer to CVC Section 22358.6(c).

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. Refer to Section 22358.6(b).**

12c **The total reduction in the speed limit using the nearest 5 mph increment (CVC Section 22358.6(a)), rounding up (CVC Section 22358.6(c)), rounding down and using 5 mph speed reduction (CVC Section22358.6(b)), additional 5 mph speed reduction for safety corridor designation (CVC Section 22358.7(a)(1)) or adjacent to land or facility generating high concentrations of bicyclists and pedestrians (CVC Section 22358.7(a)(2)), this speed reduction shall not exceed 12.4 mph from the 85th-percentile speed. Refer to CVC Section 22358.6(e).**

Support:

12d Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85th-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

12e Any existing E&TS that was performed before January 1, 2022 in accordance with previous traffic control device standards is not required to be updated until it is due for reevaluation per the 5, 7 or 14 year criteria.

CVC Sections 22358.7, 22358.8 and 22358.9 – Applicability on State Highway System & Local Agency Roadways

Standard:

12f **CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies shall not be applicable to roadways on the State Highway System.**

Support:

12g CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

12h CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are also applicable on any privately owned and maintained roads or commercial establishments, if the private road or private property has been subjected to the CVC application by the private property owner or a particular city or county enacts an ordinance or resolution to this effect. Refer to CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7.

Standard:

12i **The additional 5 mph speed reduction allowed by CVC Section 22358.7 on designated safety corridors or on portions of highway adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, shall not be applicable on any roadway segment that is on the State Highway System**

12j **The option allowed by CVC Section 22358.8 to retain the currently adopted speed limit or restore the immediately prior adopted speed limit, shall not be applicable on any roadway segment that is on the State Highway System.**

12k **Declaring prima facie speed limits of 25 mph or 20 mph on a highway contiguous to a business activity district allowed by CVC Section 22358.9 shall not be applicable on any roadway segment that is on the State Highway System.**

CVC Section 22358.7 – Safety corridor and Land or Facilities Generating High Concentrations of Bicyclists and Pedestrians

Standard:

12l **Additional lowering of the speed limits from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b), as included in paragraph 12a, and Options #1 and #2 processes, is prohibited, except for the local agency roadway segments designated as "safety corridor" or "land or facilities that generate high concentrations of bicyclists and pedestrians" in compliance with CVC Sections 22358.6(d) and 22358.7.**

Option:

12m Local agencies may additionally lower the speed limits by 5 mph from those calculated using rounding (up or down) per CVC Section 22358.6(b) and 22358.6(c) and 5 mph speed reduction using CVC Section 22358.6(b) if, after completing an E&TS, find that the speed limit is still more than is reasonable or safe, for either of the following reasons:

1. The portion of a highway has been designated as a safety corridor.
2. The portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians, especially those from vulnerable groups such as children, seniors, persons with disabilities, and the unhoused.

CVC Section 22358.7(a)(1) – "Safety Corridor" Definition

Standard:

12n **A safety corridor shall be defined as a roadway segment within an overall roadway network where the highest number of serious injury and fatality crashes occur.**

12o **One or more of the required crash weighting factors listed in the Table 2B-105(CA) shall be used to prioritize the locations of fatal and serious injury crashes in developing the "Safety Corridor".**

Option:

12p Data used to determine a safety corridor may be from the most recent Engineering and Traffic Survey (E&TS) performed. The crash data source may include, but is not limited to, California Highway Patrol's (CHP) Statewide Integrated Traffic Records System (SWITRS).

Standard:

12q **The prioritized subset of safety corridors shall:**

1. **Identify specific locations with high crash occurrences.**
2. **Identify corridor-level segments with a pattern of crash reoccurrence.**
3. **Be able to be stratified by mode.**

12r **Safety corridors shall represent a prioritized subset of the overall roadway network within an authority's responsibilities and shall not exceed one-fifth of the overall roadway network.**

Guidance:

12s *A jurisdiction should use three to five years of the most recent crash data to determine a safety corridor based on Fatal and Serious Injury data.*

Option:

12t For crash coverage, safety corridors may identify the subset of the overall roadway network where a minimum of 25% of the Fatal + Serious Injury (F+SI) crashes occur.

12u To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

Standard:

12v **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

12w Crash/Volume rate may be used to provide additional locations to be included in the safety corridor. Local agencies may use proactive measures as indicators.

CVC Section 22358.7(a)(2) – "Land or facility that generates high concentrations of bicyclists or pedestrians" definition

Standard:

12x **Except for the Option in first paragraph below, a land or facility that generates high concentrations of bicyclists or pedestrians shall be defined as the portion of the highway where one or more of any of the generators listed in Table 2B-106(CA) are present within a distance of 1320 feet.**

Option:

12y Crash data that demonstrates a highway segment is within the top twenty percent of pedestrian and/or bicyclist fatalities or serious injuries over a three-to-five-year period may be used in lieu of one of the generators listed in Table 2B-106(CA).

Standard:

12z **A highway segment shall be defined as the portion of the highway where a location that meets the aforementioned criteria is present within a distance of 1320 feet.**

Option:

12aa A highway segment may be longer than 1320 feet provided that a minimum of one location within the top twenty percent of fatal and serious injury pedestrian and/or bicyclist crashes within a three-to-five-year period is present for every 1320 feet.

Standard:

12ab **The top twenty percent of pedestrian and/or bicyclist fatalities or serious injury crashes within a three to five year period shall be based on the geographic area within the jurisdiction of the Engineer performing the E&TS.**

Option:

12ac A high concentration of pedestrians and bicyclists may be longer than 1320 feet provided that a minimum of one generator is present for every 1320 feet.

12ad Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

Standard:

12ae **The provisions of CVC Section 22358.7 to additionally lower the speed limit (by designating safety corridor or on portion of highway is adjacent to any land or facility that generates high concentrations of bicyclists or pedestrians), shall not be applicable until actions required per CVC Section 22358.7 by Department of Transportation and Judicial Council are completed or June 30, 2024, whichever is sooner.**

CVC Section 22358.8 (Retain currently adopted or restore immediately prior speed limit)

Option:

12af Local agency may retain the currently adopted speed limit without further reduction or restore the immediately prior adopted speed limit without further reduction as provided in CVC Section 22358.8.

Standard:

12ag **Currently adopted speed limit or immediately prior adopted speed limit shall only be retained, by ordinance, if after completing an E&TS, local agency finds that the speed limit is still more than reasonable or safe, and that speed limit was established with an E&TS and if a registered engineer has evaluated the section of highway and determined that no additional general purpose lanes have been added to the roadway since completion of the traffic survey that established the prior speed limit.**

12ah **If local agency decides to use lower speed limit based on CVC Section 22358.8, after completing an E&TS and finding that the speed limit is still more than is reasonable or safe, it shall not be reduced by any more than 5 mph from the currently adopted speed limit not below the immediately prior speed limit. Refer to CVC Section 22358.8(b).**

CVC Section 22358.9 – Business Activity District

Option:

12ai A local authority may, by ordinance, determine and declare a 25 or 20 mph prima facie speed limit on a highway contiguous to a business activity district when posted with a sign that indicates a speed limit of 25 or 20 mph if the highway segment meets all of the following conditions:

1. A maximum of four traffic lanes.
2. A maximum posted 30 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 mph speed limit.
3. A maximum posted 25 mph prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 mph speed limit.

12aj A "business activity district" is that portion of a highway and the property contiguous thereto that includes central or neighborhood downtowns, urban villages, or zoning designations that prioritize commercial land uses at the downtown or neighborhood scale and meets a least three of the following four requirements:

4. No less than 50 percent of the contiguous property fronting the highway consists of retail or dining commercial uses, including outdoor dining, that open directly onto sidewalks adjacent to the highway.
5. Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.
6. Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.
7. Marked crosswalks not controlled by a traffic control device.

Standard:

12ak **A local authority shall not declare a prima facie speed limit on a portion of a highway where the local authority has already lowered the speed limit as permitted for designated safety corridors (CV Section 22358.7) or using the land or facility adjacent to high concentration of pedestrians and bicyclists (CVC Section 22358.7) or retained the currently adopted speed limit (CVC Section 22358.8) or have restored the immediately prior adopted speed limit (CVC Section 22358.8). Refer to CVC Section 22358.9(c).**

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. Safety of bicyclists and pedestrians, with increased consideration for vulnerable pedestrian groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused.

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.

32 Any agency may lower the speed limit below the prima facie speed limit after performing, and based on the results of an E&TS.

Guidance:

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.*

Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System

85th-Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	No
45.1-47.4	45	No	40
42.5-45.0	45	40	No
40.1-42.4	40	No	35

Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and public properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

Table 2B-104(CA). Examples showing applicability of rounding and additional speed reduction on Local Agency's Roadways & Private Property Subjected to CVC

85th-Percentile Speed (mph)	Rounding to nearest 5 mph increment (CVC 22358.6(a))	If rounding to nearest is up, may round down (CVC 22358.6(c))	If rounding to nearest if down, may additionally lower by 5 mph (CVC 22358.6(b))	If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph (CVC 22358.7)*
47.5-50.0	50	45	No	40
45.1-47.4	45	No	40	35
42.5-45.0	45	40	No	35
40.1-42.4	40	No	35	30

* Note – CVC Sections 22358.7, 22358.8 & 22358.9 are applicable to local agency roadways and private properties subjected to CVC, they are not applicable to the State Highway System. Refer to Section 2B.13 for more details.

DRAFT

Appendix C

Engineering and Traffic Survey Forms

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

STREET: Imjin Parkway **SURVEY DATE:** 12/5/2024

FROM: State Route 1 **TO:** California Avenue

SPEED DATA

Location of Speed Survey	450 ft West of Imjin Pkwy and 3rd Ave	**Posted Speed Limit**	50 MPH
Time of Speed Survey	11:22 AM - 12:00 PM	**Recommended Speed Limi**	45 MPH
50th Percentile Speed (Mean Spee	46.5 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	50 MPH		
10 mph Pace Speed	42 - 51 MPH		
Percentage of Vehicles in Pace	83.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	21
Collision Rate (ACC/MVM)	0.83
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	25,688 Vehicles
Type of Traffic Control	Stop controlled at 4th Ave, 3rd Ave, and State Route Ramps
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.9 mi
Width	70 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Expressway
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Public facilities, Commercial, and Residental

COMMENTS & JUSTIFICATION

Imjin Parkway is classified as a 4-lane Expressway with divided median and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 21 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. The 85th percentile speed of 50 mph observed is equal to the existing posted speed limit.
With one fatal and one serious injury crash involving pedestrian/bicyclists, the crash density is higher than other segments. The segment meets the definition of safety corridor and the 85th percentile speed can be further lowered by 5 mph to 45 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

STREET: Imjin Parkway **SURVEY DATE:** 12/19/2024

FROM: California Ave **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	200 ft West of Imjin Pkwy and Abrams Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	11:27 AM - 11:53 AM	**Recommended Speed Limit**	NA
50th Percentile Speed (Mean Spee	36.5 MPH	**Speed Limit Change**	NA
85th Percentile Speed	39 MPH		
10 mph Pace Speed	32 - 41 MPH		
Percentage of Vehicles in Pace	92.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	20
Collision Rate (ACC/MVM)	0.44
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	20,534
Type of Traffic Control	Stop controlled at Abrams Dr and 3rd Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	2 mi					
Width	52 - 72 ft (Approx.)					
Number of Lanes	EB-1	WB-1	Imjin Rd to California Ave		EB - 2	WB-2
Street Classification	4-Lane Expressway					
Divided Median?	No	There is a median between Imjin Rd and California Ave				
Designated Bike Route?	No					
Bike Lanes?	Yes (Class II)					
Uncontrolled Crosswalks	No					
On-Street Parking?	No					
Sidewalks?	Unidentified - under construction					
Driveways?	No					
Vertical Curve	Yes - Slight					
Horizontal Curve	Yes					
Visibility	Good					
Pavement Condition	Fair					
Adjacent Land Use	Mostly Parks and Open Space, Public facilities and Commercial					

COMMENTS & JUSTIFICATION

Imjin Parkway is classified as a 4-lane Expressway and is a major travel route in and out of the City carrying significant traffic volumes. Even though a total of 20 collisions were reported (2020-2022), the collision rate is lower than the expected collision rate for similar facilities statewide. Imjin Parkway from California Avenue to Reservation Road is currently under construction.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

3

STREET: Del Monte Boulevard **SURVEY DATE:** ########

FROM: SR1/Reindollar Ave **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	105 ft south of Del Monte Blvd and Cypress	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:23 AM - 9:46 AM	**Recommended Speed Limit**	35 MPH
			Reduced by 5 MPH
50th Percentile Speed (Mean Spee	40.5 MPH	**Speed Limit Change**	
85th Percentile Speed	45 MPH		
10 mph Pace Speed	36 - 45 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	9
Collision Rate (ACC/MVM)	0.41
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	22,304 Vehicles
Type of Traffic Control	Stop controlled at Cypress Ave, Carmel Ave, and Mortimer Ln
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.9 mi
Width	88 ft (Approx.)
Number of Lanes	NB-2 SB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	Yes (Class I)
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Residential and Public facilities

COMMENTS & JUSTIFICATION

Del Monte Boulevard between SR1/Reindollar Avenue and Reservation Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 to 40 mph, if no further reductions are used.

Additionally, the segment meets the Safety Corridor requirements related to crash density, school proximity, downtown core, vulnerable population, and crash severity. Therefore it is recommended that the resulting 85th percentile speed is further reduced by 5 mph to 35 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

4

STREET: Del Monte Boulevard **SURVEY DATE:** 12/11/2024

FROM: Reservation Road **TO:** Beach Road

SPEED DATA

Location of Speed Survey	0.2 mile south of Del Monte Rd and Beach R	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:35 AM - 9:50 AM	**Recommended Speed Limit**	35 MPH
50th Percentile Speed (Mean Spee	39 MPH	**Speed Limit Change**	Reduced by 5 MPH
85th Percentile Speed	42 MPH		
10 mph Pace Speed	35 - 44 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	9,121	Vehicles
Type of Traffic Control	Roundabout at Beach Rd	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	64 ft (Approx.)
Number of Lanes	NB-2 SB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Commercial, Public facilities and Parks and open spaces

COMMENTS & JUSTIFICATION

Del Monte Boulevard between Reservation Road and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 42 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class I bike route, residential/commercial land uses, multiple driveways and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

5

STREET: Del Monte Boulevard **SURVEY DATE:** 12/11/2024

FROM: Beach Road **TO:** Marina Greens Drive

SPEED DATA

Location of Speed Survey	240 ft south of Cosky Dr	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:05 AM - 9:30 AM	**Recommended Speed Limit**	40 MPH
50th Percentile Speed (Mean Spee	41 MPH	**Speed Limit Change**	-
85th Percentile Speed	45.15 MPH		
10 mph Pace Speed	36 - 45 MPH		
Percentage of Vehicles in Pace	70.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	5,302 Vehicles
Type of Traffic Control	Roundabout at Beach Rd, stop controlled at Marina Green Dr, Cosky Dr, and Cypress Knolls
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	60 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	Yes - On west side
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Residential and Industrial

COMMENTS & JUSTIFICATION

Del Monte Boulevard between Beach Road and Marina Greens Drive is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking , bike route, and multiple driveways justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

6

STREET: Reservation Road
SURVEY DATE: ########
FROM: Dunes Drive
TO: Beach Road

SPEED DATA

Location of Speed Survey	120 ft west of Cardoza Ave	**Posted Speed Limit**	35 MPH
Time of Speed Survey	2:27 AM - 2:50 AM	**Recommended Speed Limit**	35 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	7,348 Vehicles
Type of Traffic Control	Stop controlled at Dunes Dr, Hwy 1 off -ramp and on-ramp
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	43-69 ft (Approx.)
Number of Lanes	EB-1 WB-1 EB-2 and WB-2 at Cardoza Ave
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (One-side from Dunes Dr to Off-Ramp)
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Commercial

COMMENTS & JUSTIFICATION

Reservation Road between Dunes Drive and Beach Road is classified as an Arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking , Class II bike lanes, and vertical/horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

7

STREET: Reservation Road **SURVEY DATE:** 12/11/2024

FROM: Beach Road **TO:** Del Monte Boulevard

SPEED DATA

Location of Speed Survey	410 ft north of Seaside Cir & Seaside Ct	**Posted Speed Limit**	30 MPH
Time of Speed Survey	2:52 PM - 3:05 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	29.5 MPH	**Speed Limit Change**	-
85th Percentile Speed	33.15 MPH		
10 mph Pace Speed	26 - 35 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	0.46
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	6,596 Vehicles
Type of Traffic Control	Roundabout at Seaside Cir and Robin Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	80 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	Yes at roundabouts
On-Street Parking?	No (Only one-side right before Del Monte Blvd)
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Beach Road and Del Monte Boulevard is classified as an Arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II bike lanes, uncontrolled crosswalks, driveways, and horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

8

STREET: Reservation Road
SURVEY DATE: 12/18/2024
FROM: Del Monte Boulevard
TO: Crescent Avenue

SPEED DATA

Location of Speed Survey	At Eucalyptus St	**Posted Speed Limit**	35 MPH
Time of Speed Survey	11:52 AM - 12:40 PM	**Recommended Speed Limit**	35 MPH
50th Percentile Speed (Mean Spee	35 MPH	**Speed Limit Change**	-
85th Percentile Speed	39 MPH		
10 mph Pace Speed	32 - 41 MPH		
Percentage of Vehicles in Pace	89.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	7
Collision Rate (ACC/MVM)	0.69
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	18,593 Vehicles
Type of Traffic Control	Stop controlled at Eucalyptus St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	92 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (right before Crescent Avenue and few other segments)
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial and Residential

COMMENTS & JUSTIFICATION

Reservation Road between Del Monte Boulevard and Crescent Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 39 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

9

STREET: Reservation Road
FROM: Crescent Avenue

SURVEY DATE: 12/18/2024
TO: California Avenue

SPEED DATA

Location of Speed Survey	290 ft east of Crescent Ave	**Posted Speed Limit**	40 MPH
Time of Speed Survey	11:15 AM - 11:48 AM	**Recommended Speed Limit**	40 MPH
50th Percentile Speed (Mean Spee	39 MPH	**Speed Limit Change**	-
85th Percentile Speed	43 MPH		
10 mph Pace Speed	35 - 44 MPH		
Percentage of Vehicles in Pace	90.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	17,187 Vehicles
Type of Traffic Control	Stop controlled at Crestview Ct and Ocean Terrace
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	89 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes - TWLT Before California Ave
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (2 Hr Parking)
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial, Residential, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Crescent Avenue and California Avenue is classified as an Arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 43 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of Class II bike lanes, on-street parking, driveways, and vertical curves justify further reducing the observed 85th percentile speed.
Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

10

STREET: Reservation Road
FROM: California Avenue
SURVEY DATE: 12/10/2024
TO: Salinas Avenue

SPEED DATA

Location of Speed Survey	At Lynscott Dr	**Posted Speed Limit**	45 MPH
Time of Speed Survey	1:28 PM - 1:57 PM	**Recommended Speed Limit**	45 MPH
50th Percentile Speed (Mean Spee	46 MPH	**Speed Limit Change**	-
85th Percentile Speed	51 MPH		
10 mph Pace Speed	41 - 50 MPH		
Percentage of Vehicles in Pace	80.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	14,699 Vehicles
Type of Traffic Control	Stop controlled at Lynscott Dr, Bayer St, and Salinas Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	88 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	Yes - TWLT
Designated Bike Route?	No
Bike Lanes?	Yes (Class II ends at Salinas Ave)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Commercial and Residential

COMMENTS & JUSTIFICATION

Reservation Road between California Avenue and Salinas Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 51 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 50 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of on-street parking , Class II bike lanes, Two-Way Left Turn (TWLT) lane, multiple driveways, and horizontal/vertical curve justify further reducing the observed 85th percentile speed.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 45 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

11

STREET: Reservation Road **SURVEY DATE:** 12/10/2024

FROM: Salinas Avenue **TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	640 ft west of Imjin Rd and Imjin Pkwy	**Posted Speed Limit**	55 MPH
Time of Speed Survey	1:02 PM - 1:26 PM	**Recommended Speed Limit**	55 MPH
50th Percentile Speed (Mean Spee	50 MPH	**Speed Limit Change**	-
85th Percentile Speed	57 MPH		
10 mph Pace Speed	46 - 55 MPH		
Percentage of Vehicles in Pace	69.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	5
Collision Rate (ACC/MVM)	0.36
Expected Collisions (ACC/MVM)	1.33

TRAFFIC FACTORS

Average Daily Traffic	16,027 Vehicles
Type of Traffic Control	Stop controlled at Salinas Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.8 mi
Width	63 ft (Approx.)
Number of Lanes	EB-2 WB-2
Street Classification	4-Lane Arterial
Divided Median?	No
Designated Bike Route?	Yes (One-side and starts at Salinas Ave)
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	No
Driveways?	No
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Public facilitites, Parks and open spaces

COMMENTS & JUSTIFICATION

Reservation Road between Salinas Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 57 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 55 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

To maintain the street characteristics, it is recommended that the existing posted speed limit is retained. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 55 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

12

STREET: Reservation Road **SURVEY DATE:** ########

FROM: Imjin Parkway **TO:** Blanco Road

SPEED DATA

Location of Speed Survey	975 ft east of Imjin Pkwy	**Posted Speed Limit**	55 MPH
Time of Speed Survey	12:39 PM - 12:58 PM	**Recommended Speed Limit**	55 MPH
50th Percentile Speed (Mean Spee	55 MPH	**Speed Limit Change**	-
85th Percentile Speed	60.15 MPH		
10 mph Pace Speed	50 - 59 MPH		
Percentage of Vehicles in Pace	68.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	9
Collision Rate (ACC/MVM)	0.39
Expected Collisions (ACC/MVM)	0.99

TRAFFIC FACTORS

Average Daily Traffic	30,285	Vehicles
Type of Traffic Control	All Signalized	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.7 mi		
Width	94 ft (Approx.)		
Number of Lanes	EB-3	WB-3	2 lanes from Imjin to Blanco and 3 lanes from Blanco to Imjin Pkwy
Street Classification	4-Lane Arterial		
Divided Median?	Yes		
Designated Bike Route?	No		
Bike Lanes?	Yes (From Mbest Dr to Imjin Pkwy and from Imjin Pkwy to Blanco Rd)		
Uncontrolled Crosswalks	No		
On-Street Parking?	No		
Sidewalks?	No		
Driveways?	No		
Vertical Curve	No		
Horizontal Curve	No		
Visibility	Good		
Pavement Condition	Fair		
Adjacent Land Use	Industrial, Commercial, Parks and open spaces		

COMMENTS & JUSTIFICATION

Reservation Road between Imjin Parkway and and Blanco Road is classified as an arterial per the General Plan. The existing posted speed limit is 55 mph. The radar speed data collected shows the 85th-percentile speed as 60.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 60 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 55 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

13

STREET: 8th Street
FROM: 2nd Avenue
SURVEY DATE: 12/19/2024
TO: 3rd Avenue

SPEED DATA

Location of Speed Survey	At Bluewater Ct	**Posted Speed Limit**	25 MPH
Time of Speed Survey	9:18 AM - 11:18 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	28 MPH	**Speed Limit Change**	-
85th Percentile Speed	32.6 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	94.7%		
Number of Survey Samples	57		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,037 Vehicles
Type of Traffic Control	Stop controlled at 2nd Ave, Bluewater Ct, Lighthouse Ln, Sandy Clay Ln, and 3rd Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	48 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	No
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential and public facilities

COMMENTS & JUSTIFICATION

8th Street between 2nd Avenue and 3rd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32.6 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II bike lane and surrounding residential land uses, multiple driveways and vertical curve justify reducing the observed 85th percentile speed. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

14

STREET: 8th Street **SURVEY DATE:** 12/5/2024

FROM: 5th Avenue **TO:** Inter-Garrison Road

SPEED DATA

Location of Speed Survey	0.1 mile west of Inter-Garrison Rd	**Posted Speed Limit**	40 MPH
Time of Speed Survey	2:50 PM - 3:52 PM	**Recommended Speed Limit**	35 MPG
50th Percentile Speed (Mean Spe	36 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	41 MPH		
10 mph Pace Speed	30 - 39 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	4,295 Vehicles
Type of Traffic Control	Stop controlled at 5th St, Imjin Rd, Engineering Equipment Rd, and Inter-Garrison Rd
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	31 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk	No
On-Street Parking?	No
Sidewalks?	No
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Limited along certain sections
Pavement Condition	Fair
Adjacent Land Use	Residential, Public facilities and Commerical

COMMENTS & JUSTIFICATION

8th Street between 5th Avenue and Inter-Garrison Road is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of driveways, limited visibility, and horizontal curve further justify reducing the resulting 85th percentile speed.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

15

STREET: 9th Street
SURVEY DATE: #######
FROM: 1st Avenue
TO: 2nd Avenue

SPEED DATA

Location of Speed Survey	380 ft west of 2nd Ave	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:04 PM - 12:41 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	27 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	31 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	95.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,528 Vehicles
Type of Traffic Control	Stop controlled at 1st Ave and 2nd Ave and a Roundabout
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	41 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	At Roundabout
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Hospital, public facilities and open spaces

COMMENTS & JUSTIFICATION

9th Street between 1st Avenue and 2nd Avenue is classified as an arterial per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.
The presence of on-street parking, Class II bike lanes, uncontrolled crosswalk, nature of surrounding land uses, and horizontal curve further justify reducing the resulting 85th percentile speed.
Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

16

STREET: 2nd Avenue
SURVEY DATE: 12/5/2024
FROM: Divarty Street
TO: 8th Street

SPEED DATA

Location of Speed Survey	At 5th Street	**Posted Speed Limit**	45 MPH
Time of Speed Survey	9:00 AM - 9:42 AM	**Recommended Speed Limit**	40 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spe	42 MPH		
85th Percentile Speed	46 MPH		
10 mph Pace Speed	38 - 47 MPH		
Percentage of Vehicles in Pace	94.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.20
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	7,573 Vehicles
Type of Traffic Control	Stop controlled at 8th street, 6th street, 5th street, Inter-Garrison Rd, and Divarty Street
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	64 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Arterial
Divided Median?	Yes
Designated Bike Route?	Yes
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalk	No
On-Street Parking?	Yes
Sidewalks?	Yes - Not Connected
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Public facilities, and Open spaces

COMMENTS & JUSTIFICATION

2nd Avenue between Divarty Street and 8th Street is classified as an arterial per the General Plan. The existing posted speed limit is 45 mph. The radar speed data collected shows the 85th-percentile speed as 46 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

2nd Avenue from 8th Avenue to Imjin Parkway, has a posted speed limit of 35 mph. It is recommended that adjacent sections of a corridor do not have a posted speed limit difference of more than 5 mph. Therefore, it is recommended that the resulting 85th percentile speed is further reduced.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 40 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

17

STREET: 2nd Avenue
SURVEY DATE: 12/5/2024
FROM: 8th Street
TO: Imjin Parkway

SPEED DATA

Location of Speed Survey	305 ft north of 9th Street	**Posted Speed Limit**	35 MPH
Time of Speed Survey	9:45 AM - 10:26 AM	**Recommended Speed Limit**	35 MPH
50th Percentile Speed (Mean Spee	33 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	29 - 38 MPH		
Percentage of Vehicles in Pace	95.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	8,306 Vehicles
Type of Traffic Control	Stop controlled at Jetty Street, 10th Street, 9th Street , and 8th Street
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	64 ft (Approx.)
Number of Lanes	NB-2 SB-2 NB-1 and SB-1 after General Stilwell Drive
Street Classification	Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes (Only one-side and after 9th Street on both-side)
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

2nd Avenue between 8th Street and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 35 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

18

STREET: Beach Road
FROM: Reservation Road
TO: Del Monte Boulevard
SURVEY DATE: 12/11/2024

SPEED DATA

Location of Speed Survey	350 ft east of Reservation Road	**Posted Speed Limit**	35 MPH
Time of Speed Survey	9:55 AM - 10:20 AM	**Recommended Speed Limit**	30 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spe	30 MPH		
85th Percentile Speed	35 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	74.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	4
Collision Rate (ACC/MVM)	2.03
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	6,012 Vehicles
Type of Traffic Control	Roundabout at Del Monte Blvd and Stop Controlled at Marina Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	54 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Arterial
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalk	Yes at roundbaout
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Beach Road between Reservation Road and Del Monte Boulevard is classified as an arterial per the General Plan. The existing posted speed limit is 35 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.

Higher collision rate than statewide average (involving 1 severe injury), presence on uncontrolled crosswalks, horizontal/vertical curves, and merge/diverge lanes justify further reduction in the resulting 85th percentile speed limit . Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used. It is therefore recommended that the existing posted speed limit of 35 mph is reduced to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

19

STREET: De Forest Road **SURVEY DATE:** ########

FROM: Beach Road **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	50 FT north of George Way	**Posted Speed Limit**	30 MPH
Time of Speed Survey	9:17 AM - 10:24 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	33 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	29 - 38 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,749 Vehicles
Type of Traffic Control	Stop controlled at George Way, Oak Cir, and Costa Del Mar Rd
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	37 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	RRFB
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Del Forest Road between Beach Road and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph with a 10-mph pace range of 29 mph to 38 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.

The presence of uncontrolled crosswalk, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

20

STREET: Crescent Avenue
SURVEY DATE: ########
FROM: Quebrada Del Mar
TO: Reservation Road

SPEED DATA

Location of Speed Survey	115 ft south of Tallmon St	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:28 AM - 11:06 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	32 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	97.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,353 Vehicles
Type of Traffic Control	Stop controlled at Shuler Cir, Tallmon St, Whitney Pl & Quebrada Del Mar Rd, Roundabout at Costa & Sirena D
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	63 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	Yes - Small Median
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Crescent Avenue between Quebrada Del Mar and Reservation Road is classified as a collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

21

STREET: Crescent Avenue
SURVEY DATE: ########
FROM: Reservation Road
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	0.1 mile north of Carmel Ave	**Posted Speed Limit**	30 MPH
Time of Speed Survey	10:22 AM - 10:44 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	31 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	27 - 36 MPH		
Percentage of Vehicles in Pace	75.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,528 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	48 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Crescent Avenue between Reservation Road and Carmel Avenue is classified as a collector per the General Plan. There speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

22

STREET: Cardoza Avenue **SURVEY DATE:** 12/11/2024

FROM: Reservation Road **TO:** Aaron Way (End)

SPEED DATA

Location of Speed Survey	125 ft south of Abdy Way	**Posted Speed Limit**	30 MPH
Time of Speed Survey	11:30 AM - 12:05 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	35 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	67.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,458 Vehicles
Type of Traffic Control	Stop controlled at Dolphin Cir, Abdy Way, Ora Ct, Belle Dr, Redondo Ct, Brookside Pl, Lakewood Dr, and Aaron Way
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	62 ft (Approx.)
Number of Lanes	NB-1 SB-1 Wide lanes
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II - South of Belle Dr to Reservation Rd)
Uncontrolled Crosswalks	Yes At Abdy Way
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Cardoza Avenue between Reservation Road and Aaron Way is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

23

STREET: Beach Road **SURVEY DATE:** 12/11/2024

FROM: Del Monte Boulevard **TO:** De Forest Road

SPEED DATA

Location of Speed Survey	205 ft west of Melanie Rd	**Posted Speed Limit**	30 MPH
Time of Speed Survey	10:23 AM - 11:13 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spe	24 MPH	**Speed Limit Change**	Reduced by 5 MPH
85th Percentile Speed	28 MPH		
10 mph Pace Speed	18 - 27 MPH		
Percentage of Vehicles in Pace	77.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,598 Vehicles
Type of Traffic Control	Roundabout at Del Monte Blvd, Stop controlled at Michael Dr, Fitzgerald Cir, and Villa Cir
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi
Width	37 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk	Yes - Infront of Lone Olson Elementary School with RRFB
On-Street Parking?	Yes
Sidewalks?	Yes - Missing at short segments
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and School

COMMENTS & JUSTIFICATION

Beach Road between Del Monte Boulevard and De Forest Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of elementary school, multiple driveways, and horizontal curves justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

24

STREET: California Avenue
FROM: Reservation Road
SURVEY DATE: 12/11/2024
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	At O'Sullivan Ct	**Posted Speed Limit**	30 MPH
Time of Speed Survey	10:19 AM - 10:43 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	32 MPH	**Speed Limit Change**	-
85th Percentile Speed	37 MPH		
10 mph Pace Speed	28 - 37 MPH		
Percentage of Vehicles in Pace	84.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.52
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	5,842 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	52 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes - One the east side
Sidewalks?	Yes
Driveways?	No
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and commercial

COMMENTS & JUSTIFICATION

California Avenue between Reservation Road and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 37 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, Class II bike lanes, multiple driveways, vertical and horizontal curve, and residential land use justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 30 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

25

STREET: California Avenue **SURVEY DATE:** 12/11/2024

FROM: Carmel Avenue **TO:** Reindollar Avenue

SPEED DATA

Location of Speed Survey	At Helena Way	**Posted Speed Limit**	25 MPH
Time of Speed Survey	9:50 AM - 10:16 AM	**Recommended Speed Limit**	30 MPH
		Speed Limit Change	Increased by 5 MPH
50th Percentile Speed (Mean Spee	29 MPH		
85th Percentile Speed	32 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	84.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	6,430 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave, Karen Ct, Helena Way, Tamara Ct, and Reindollar Avenue
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	30 - 62 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes - Slight
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and School

COMMENTS & JUSTIFICATION

California Avenue between Carmel Avenue and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 32 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

California Avenue is classified as a Collector Street under the General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 24 (California Avenue – from Reservation Road to Carmel Avenue), it is recommended that the speed limit is increased to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

26

STREET: California Avenue **SURVEY DATE:** 12/11/2024

FROM: Reindollar Ave **TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	128 ft north of 3rd Ave	**Posted Speed Limit**	40 MPH
Time of Speed Survey	9:23 AM - 9:46 AM	**Recommended Speed Limit**	40 MPH
50th Percentile Speed (Mean Spee	40 MPH	**Speed Limit Change**	-
85th Percentile Speed	45 MPH		
10 mph Pace Speed	37 - 46 MPH		
Percentage of Vehicles in Pace	79.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	0.30
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	8,725 Vehicles
Type of Traffic Control	Stop controlled at Reindollar Ave, Patton Pkwy, 3rd Ave, and Marina Hts Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.7 mi
Width	35 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Arterial
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	Yes (Class II and ends before Patton Pkwy)
Uncontrolled Crosswalks	Yes at Marina Hts Dr with HAWK
On-Street Parking?	No
Sidewalks?	Yes - On west side
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Public facilities , Open spaces and Park

COMMENTS & JUSTIFICATION

California Avenue between Reindollar Avenue and Imjin Parkway is classified as an arterial per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 45 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of Class II Bike Lanes, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used. It is therefore recommended that the existing posted speed limit of 40 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

27

STREET: California Avenue **SURVEY DATE:** 12/5/2024

FROM: Imjin Parkway **TO:** 8th Street

SPEED DATA

Location of Speed Survey	320 ft north of 9th St	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:48 PM - 2:48 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	28 MPH		
10 mph Pace Speed	20 - 29 MPH		
Percentage of Vehicles in Pace	87.9%		
Number of Survey Samples	58		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	851 Vehicles
Type of Traffic Control	Stop controlled at Beacon Dr, 5th Ave, 9th St, and 8th St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.5 mi	
Width	27 ft (Approx.)	
Number of Lanes	NB-1 SB-1	
Street Classification	2 -Lane Arterial	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalks	No	There is a horse crossing sign
On-Street Parking?	Yes - One side only	
Sidewalks?	Yes - One side only	
Driveways?	Few	
Vertical Curve	No	
Horizontal Curve	Yes	
Visibility	Good	
Pavement Condition	Poor	
Adjacent Land Use	Residential, Public facilities , Open spaces, and Commercial	

COMMENTS & JUSTIFICATION

California Avenue between Imjin Parkway and 8th Street is classified as an arterial per the General Plan. The existing speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

28

STREET: Reindollar Avenue **SURVEY DATE:** 12/19/2024

FROM: Del Monte Boulevard **TO:** California Avenue

SPEED DATA

Location of Speed Survey	65 ft west of Vera Ln	**Posted Speed Limit**	25 MPH
Time of Speed Survey	11:24 AM - 11:47 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,372 Vehicles
Type of Traffic Control	Stop controlled at Sunset Ave, Owen Ave, Zanetta Dr, Talcott Ave, Max Cir, Vera Ln, Crescent St, Vaughan Ave, Ellen St, Kennedy Ct, King Cir, Redwood Dr, and Independence Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.0 mi
Width	42 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Grant St
On-Street Parking?	Yes (2 Hr Parking)
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, School, and Park

COMMENTS & JUSTIFICATION

Reindollar Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

29

STREET: Reindollar Avenue
SURVEY DATE: 12/11/2024
FROM: California Avenue
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	At Sunrise Cir and Sunrise Ave	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:44 PM - 1:26 PM	**Recommended Speed Limit**	25 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spe	29 MPH		
85th Percentile Speed	33 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	90.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,690 Vehicles
Type of Traffic Control	Stop Controlled at California Ave, Westwood Ct, Eddy St, Phillips Cir, Sunrise Ave, and Mildred Ct
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	38 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalk	Yes - At Sunrise Ave
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Reindollar Avenue between California Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 33 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical and horizontal curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

30

STREET: Carmel Avenue
SURVEY DATE: 12/18/2024
FROM: Del Monte Boulevard
TO: California Avenue

SPEED DATA

Location of Speed Survey	155 ft east of Vaughan Ave	**Posted Speed Limit**	25 MPH
Time of Speed Survey	3:27 PM - 4:10 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	27 MPH	**Speed Limit Change**	-
85th Percentile Speed	31 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	98.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	1
Collision Rate (ACC/MVM)	0.18
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,704 Vehicles
Type of Traffic Control	Stop controlled at Del Monte Blvd, Elm Ave, Sunset Ave, Seacrest Ave, Zanetta Dr, Crescent Ave, Vaughan Ave, Everett Dr, Pleasant Cir, Redwood Dr, and Califronia Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.4 mi
Width	38 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Pleasant Cir
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Marina Vista Elementary School

COMMENTS & JUSTIFICATION

Carmel Avenue between Del Monte Boulevard and California Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical curve, uncontrolled crosswalks, and residential land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

31

STREET: Carmel Avenue **SURVEY DATE:** 12/11/2024

FROM: California Avenue **TO:** Salinas Avenue

SPEED DATA

Location of Speed Survey	165 ft east of Lynscott Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:49 AM - 12:39 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	25 MPH	**Speed Limit Change**	-
85th Percentile Speed	29 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	812 Vehicles
Type of Traffic Control	Stop controlled at California Ave, Bradley Cir, Carmelo Cir, Lynscott Dr, Barrett Ln, Bayer Ave, and Salinas Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi	
Width	39 ft (Approx.)	
Number of Lanes	EB-1 WB-1	
Street Classification	2 -Lane Collector	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalks	Yes - At Lynscott Dr	There is a bus pick-up/Drop-off zone sign
On-Street Parking?	Yes	
Sidewalks?	Yes	
Driveways?	Few	
Vertical Curve	Yes	
Horizontal Curve	No	
Visibility	Good	
Pavement Condition	Fair	
Adjacent Land Use	Residential and Crumpton Elementary School	

COMMENTS & JUSTIFICATION

Carmel Avenue between California Avenue and Salinas Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, uncontrolled crosswalk, and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

32

STREET: Salinas Avenue
FROM: Carmel Avenue

SURVEY DATE: 12/10/2024
TO: Reservation Road

SPEED DATA

Location of Speed Survey	90 ft south of Lavell Ct	**Posted Speed Limit**	25 MPH
Time of Speed Survey	2:05 PM - 4:05 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	19 MPH	**Speed Limit Change**	-
85th Percentile Speed	24 MPH		
10 mph Pace Speed	16 - 25 MPH		
Percentage of Vehicles in Pace	93.4%		
Number of Survey Samples	91		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	264 Vehicles
Type of Traffic Control	Stop controlled at Reservation Rd, Ellis Ct, and Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	18 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2 -Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	Yes - At Lynscott Dr
On-Street Parking?	Yes - No Sign
Sidewalks?	Yes - on one side only
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Poor
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Salinas Avenue between Carmel Avenue and Reservation Road is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 24 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

33

STREET: Paul Davis Drive **SURVEY DATE:** 12/11/2024

FROM: Healy Avenue **TO:** Marina Greens Drive

SPEED DATA

Location of Speed Survey	370 ft south of Marina Green Dr	**Posted Speed Limit**	30 MPH
Time of Speed Survey	12:10 PM - 2:10 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spe	21 MPH	**Speed Limit Change**	Reduced by 5
85th Percentile Speed	25 MPH		
10 mph Pace Speed	17 - 26 MPH		
Percentage of Vehicles in Pace	85.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	657	Vehicles
Type of Traffic Control	Stop controlled at Healy Avenue	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi	
Width	38 ft (Approx.)	
Number of Lanes	NB-1	SB-1
Street Classification	Local	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalk	No	
On-Street Parking?	Yes	
Sidewalks?	Yes	
Driveways?	Multiple	
Vertical Curve	No	
Horizontal Curve	Yes	
Visibility	Good	
Pavement Condition	Fair	
Adjacent Land Use	Residential	

COMMENTS & JUSTIFICATION

Paul Davis Drive between Healy Avenue and Marina Greens Drive is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 25 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

Presence of on-street parking, multiple driveways, and horizontal curves justifies lowering the speed limit. It is recommended that the observed 85th percentile speed limit of 25 mph is adopted for this segment.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

34

STREET: Patton Parkway
SURVEY DATE: 12/18/2024
FROM: Marina High School
TO: California Avenue

SPEED DATA

Location of Speed Survey	0.2 mi west of California Ave	**Posted Speed Limit**	40 MPH
Time of Speed Survey	1:25 PM - 3:25 PM	**Recommended Speed Limit**	35 MPH
		Speed Limit Change	Reduced by 5 MPH
50th Percentile Speed (Mean Spee	37 MPH		
85th Percentile Speed	41 MPH		
10 mph Pace Speed	34 - 43 MPH		
Percentage of Vehicles in Pace	83.1%		
Number of Survey Samples	59		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	661 Vehicles
Type of Traffic Control	Stop controlled at California Ave and Crescent St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	29 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	Yes
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	New
Adjacent Land Use	Residential and Marina High School

COMMENTS & JUSTIFICATION

Patton Parkway between Marina High School and California Avenue is classified as a Collector as per the General Plan. The existing posted speed limit is 40 mph. The radar speed data collected shows the 85th-percentile speed as 41 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 40 mph.

The collision rate is higher than the expected collision rate for similar facilities statewide. The presence of bike routes, horizontal/vertical curves, and residential/school land uses justify reducing the 85th percentile speed limit.

Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 35 mph, in compliance with CVC Section 627 and 22358.5.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

35

STREET: Crescent Street **SURVEY DATE:** 12/11/2024

FROM: Patton Parkway **TO:** Reindollar Avenue

SPEED DATA

Location of Speed Survey	405 ft south of Reindollar Avenue	**Posted Speed Limit**	25 MPH
Time of Speed Survey	3:06 PM - 4:09 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	30 MPH		
10 mph Pace Speed	22 - 31 MPH		
Percentage of Vehicles in Pace	88.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,304 Vehicles
Type of Traffic Control	Stop controlled at Patton Pkwy and Reindollar Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.1 mi
Width	37 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Crescent Street between Patton Parkway and Reindollar Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 30 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, horizontal and vertical curves justify further reducing the observed 85th percentile speed. Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

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ENGINEERING AND TRAFFIC SURVEY

36

STREET: Vaughn Avenue **SURVEY DATE:** 12/19/2024

FROM: Reindollar Avenue **TO:** Carmel Avenue

SPEED DATA

Location of Speed Survey	390 ft north of Reindollar Avenue	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:47 AM - 11:19 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	29 MPH		
10 mph Pace Speed	21 - 30 MPH		
Percentage of Vehicles in Pace	94.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,515 Vehicles
Type of Traffic Control	Stop controlled at Reindollar Ave, Hillcrest Ave, and Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	33 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Vaughan Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 29 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, and vertical curve justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

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ENGINEERING AND TRAFFIC SURVEY

37

STREET: Seacrest Avenue
FROM: Carmel Avenue

SURVEY DATE: 12/19/2024
TO: Reservation Road

SPEED DATA

Location of Speed Survey	535 ft south of Reservation Rd	**Posted Speed Limit**	30 MPH
Time of Speed Survey	9:50 AM - 10:19 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	28 MPH	**Speed Limit Change**	-
85th Percentile Speed	31.15 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	81.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	2
Collision Rate (ACC/MVM)	1.53
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	3,992 Vehicles
Type of Traffic Control	Stop controlled at Carmel Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.3 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Seacrest Avenue between Carmel Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 31.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is higher than the expected collision rate for similar facilities statewide.
The presence of on-street parking, vertical curve, and residential/commercial land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

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ENGINEERING AND TRAFFIC SURVEY

38

STREET: Sunset Avenue
FROM: Reindollar Avenue
SURVEY DATE: 12/18/2024
TO: Carmel Avenue

SPEED DATA

Location of Speed Survey	175 ft south of Hillcrest Ave	**Posted Speed Limit**	25 MPH
Time of Speed Survey	12:45 PM - 1:18 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	28 MPH	**Speed Limit Change**	-
85th Percentile Speed	31 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	94.1%		
Number of Survey Samples	101		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,854 Vehicles
Type of Traffic Control	Stop controlled at Hillcrest Ave, Cypress Ave, and Reindollar Ave
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.1 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

Sunset Avenue between Reindollar Avenue and Carmel Avenue is classified as a Collector per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 31 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, vertical curve, and residential/commercial land uses justify reducing the 85th percentile speed limit. Per CVC 22358.6 (b) [MUTCD Section 2B.13 Paragraph 12a Option 1], for cases in which the nearest 5 mph increment of the 85th-percentile speed would require a rounding down, the posted speed limit may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed to 25 mph, in compliance with CVC Section 627 and 22358.5.

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ENGINEERING AND TRAFFIC SURVEY

39

STREET: Lake Drive **SURVEY DATE:** 12/19/2024

FROM: Palm Avenue **TO:** Reservation Road

SPEED DATA

Location of Speed Survey	100 ft north of Messinger Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	11:56 AM - 12:31 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	32.5 MPH	**Speed Limit Change**	-
85th Percentile Speed	36 MPH		
10 mph Pace Speed	27 - 36 MPH		
Percentage of Vehicles in Pace	86.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	1,521 Vehicles
Type of Traffic Control	Stop controlled at Palm Ave, Messinger Dr, Paddon Pl, and Robin Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	38 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Multiple
Vertical Curve	No
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential

COMMENTS & JUSTIFICATION

Lake Drive between Palm Avenue and Reservation Road is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 36 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph.

Higher than the expected collision rate, presence of on-street parking, driveways and surrounding residential land uses justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

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ENGINEERING AND TRAFFIC SURVEY

40

STREET: Palm Avenue
FROM: Lake Drive
TO: Del Monte Boulevard
SURVEY DATE: 12/19/2024

SPEED DATA

Location of Speed Survey	510 ft east of Lake Drive	**Posted Speed Limit**	25 MPH
Time of Speed Survey	12:00 PM - 12:48 PM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	26 MPH	**Speed Limit Change**	-
85th Percentile Speed	28 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	100.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,878	Vehicles
Type of Traffic Control	Stop controlled at Lake Dr and Marina Dr	
Pedestrian Traffic	Low	
Truck Traffic	Low	

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi	
Width	40 ft (Approx.)	
Number of Lanes	EB-1	WB-1
Street Classification	2-Lane Collector	
Divided Median?	No	
Designated Bike Route?	No	
Bike Lanes?	No	
Uncontrolled Crosswalks	No	
On-Street Parking?	Yes	
Sidewalks?	Yes	
Driveways?	Few	
Vertical Curve	No	
Horizontal Curve	No	
Visibility	Good	
Pavement Condition	Fair	
Adjacent Land Use	Residential	

COMMENTS & JUSTIFICATION

Palm Avenue between Lake Drive and Del Monte Boulevard is classified as a Collector as per the General Plan. The existing posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 28 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

The presence of on-street parking, multiple driveways, vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

41

STREET: Abrams Drive **SURVEY DATE:** 12/10/2024

FROM: Preston Drive **TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	60 ft south of Brostorm Drive	**Posted Speed Limit**	30 MPH
Time of Speed Survey	9:49 AM - 11:06 AM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	29 MPH	**Speed Limit Change**	-
85th Percentile Speed	34 MPH		
10 mph Pace Speed	24 - 33 MPH		
Percentage of Vehicles in Pace	77.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,360 Vehicles
Type of Traffic Control	Stop controlled at Preston Dr, Lexington Ct, and Brostorm Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.2 mi
Width	33 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No - Red curb
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Abrams Drive between Preston Drive and Imjin Parkway is classified as a Collector per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph..

Higher than the expected collision rate, presence of horizontal and vertical curve, and residential land uses justify further reducing the observed 85th percentile speed.

Per CVC 22358.6 (c) [MUTCD Section 2B.13 Paragraph 12a Option 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 reductions are used.

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ENGINEERING AND TRAFFIC SURVEY

42

STREET: Preston Drive **SURVEY DATE:** 12/10/2024

FROM: Abrams Drive **TO:** Imjin Parkway

SPEED DATA

Location of Speed Survey	85 ft west of Wahl Ct	**Posted Speed Limit**	30 MPH
Time of Speed Survey	11:09 AM - 12:24 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spee	27 MPH	**Speed Limit Change**	-
85th Percentile Speed	29.15 MPH		
10 mph Pace Speed	23 - 32 MPH		
Percentage of Vehicles in Pace	97.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,110 Vehicles
Type of Traffic Control	Stop controlled at Abrams Dr, Barth Ct, Horn Ct, Wahl Ct, Wittenmyer Ct, Bandholtz Ct, Brown Ct, Landrum Ct, and Ready Ct
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.6 mi
Width	22 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	No
Designated Bike Route?	No
Bike Lanes?	No
Uncontrolled Crosswalks	No
On-Street Parking?	No - Red curb
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Preston Drive between Abrams Drive and Imjin Parkway is classified as a Collector as per the General Plan. The posted speed limit is 30 mph. The radar speed data collected shows the 85th-percentile speed as 29.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 30 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of driveways, park, residential land uses, horizontal and vertical curves further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 30 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

43

STREET: 3rd Avenue **SURVEY DATE:** 12/5/2024

FROM: Imjin Parkway **TO:** 8th Street

SPEED DATA

Location of Speed Survey	195 ft north of 10th St	**Posted Speed Limit**	25 MPH
Time of Speed Survey	10:30 AM - 11:18 AM	**Recommended Speed Limit**	25 MPH
50th Percentile Speed (Mean Spee	24 MPH	**Speed Limit Change**	-
85th Percentile Speed	27 MPH		
10 mph Pace Speed	20 - 29 MPH		
Percentage of Vehicles in Pace	97.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	981 Vehicles
Type of Traffic Control	Stop controlled at Imjin Pkwy, Telegraph Blvd, 10th St, Boardwalk Ave, 9th St, and 8th St
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	0.4 mi
Width	31 ft (Approx.)
Number of Lanes	NB-1 SB-1
Street Classification	2-Lane Collector
Divided Median?	No - Just small segment near Imjin Pkwy had median
Designated Bike Route?	Yes - There is a sign
Bike Lanes?	No
Uncontrolled Crosswalks	No There is a horse crossing sign
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	No
Vertical Curve	Yes
Horizontal Curve	No
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential and Commercial

COMMENTS & JUSTIFICATION

3rd Avenue between Imjin Parkway and 8th Street is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 27 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 25 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

No further reduction in existing posted speed limit is recommended to maintain the existing street characteristics. Presence of on-street parking, vertical curve, residential and commercial land uses further justify maintaining the existing posted speed limit. Per CVC 22358.8, local agency may retain the currently adopted speed without further reduction, by Ordinance. It has been verified that no additional general-purpose lanes have been added to the roadway segment since the previous E&TS. It is therefore recommended that the existing posted speed limit of 25 mph is retained.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

44

STREET: Abrams Drive **SURVEY DATE:** 12/11/2024

FROM: Imjin Pkwy (west) **TO:** Preston Drive

SPEED DATA

Location of Speed Survey	130 ft west of Inchon Ct	**Posted Speed Limit**	25 MPH
Time of Speed Survey	2:26 PM - 3:02 PM	**Recommended Speed Limit**	30 MPH
50th Percentile Speed (Mean Spe	30 MPH	**Speed Limit Change**	Increased by 5 MPH
85th Percentile Speed	35.15 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	74.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,667 Vehicles
Type of Traffic Control	Stop controlled at Imjin Pkwy, Brostorm Dr, Wilson Ct, Bayonet Ct, and Preston Dr. Traffic circles at MacArthur Dr, 3rd Ave, and Denall Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.1 mi
Width	49 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	No - Just small segment near Imjin Pkwy had median
Designated Bike Route?	Yes - There is a sign
Bike Lanes?	Yes (Class II)
Uncontrolled Crosswalk	Yes - At Bluffs Dr There is a horse crossing sign
On-Street Parking?	Yes
Sidewalks?	Yes
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Abrams Drive between Imjin Parkway and Preston Drive is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 35.15 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding down the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.

CITY OF MARINA

ENGINEERING AND TRAFFIC SURVEY

45

STREET: Marina Heights Drive **SURVEY DATE:** 12/11/2024

FROM: California Ave **TO:** Imjin Pkwy

SPEED DATA

Location of Speed Survey	450 ft west of Arroyo Dr	**Posted Speed Limit**	25 MPH
Time of Speed Survey	1:39 PM - 2:21 PM	**Recommended Speed Limit**	30 MPH
		Speed Limit Change	Increased by 5 MPH
50th Percentile Speed (Mean Spe	29 MPH		
85th Percentile Speed	34 MPH		
10 mph Pace Speed	25 - 34 MPH		
Percentage of Vehicles in Pace	84.0%		
Number of Survey Samples	100		

COLLISION HISTORY

Number of Years Studied	3
Total Collisions	0
Collision Rate (ACC/MVM)	0.00
Expected Collisions (ACC/MVM)	1.07

TRAFFIC FACTORS

Average Daily Traffic	2,407 Vehicles
Type of Traffic Control	Stop controlled at California Ave, Arroyo Dr, and Imjin Pkwy. Traffic circle at Abrams Dr and Bonte Dr
Pedestrian Traffic	Low
Truck Traffic	Low

ROADWAY CHARACTERISTICS

Length of Segment	1.1 mi
Width	37 ft (Approx.)
Number of Lanes	EB-1 WB-1
Street Classification	2-Lane Collector
Divided Median?	Yes
Designated Bike Route?	No
Bike Lanes?	No - After Bluffs Dr there is bike lane on both side
Uncontrolled Crosswalk	No
On-Street Parking?	Yes - After Bonte Dr on both side
Sidewalks?	Yes - Only one side
Driveways?	Few
Vertical Curve	Yes
Horizontal Curve	Yes
Visibility	Good
Pavement Condition	Fair
Adjacent Land Use	Residential, Open spaces, Park and recreation

COMMENTS & JUSTIFICATION

Marina Heights Drive between California Avenue and Imjin Pakrway is classified as a Collector as per the General Plan. The posted speed limit is 25 mph. The radar speed data collected shows the 85th-percentile speed as 34 mph. The CVC 22358.6(a) requires rounding speed limit to the nearest 5 mph increment of the 85th percentile speed of free-flowing traffic, which results in rounding up the 85th percentile speed to 35 mph. The collision rate is lower than the expected collision rate for similar facilities statewide.

Abrams Drive is classified as Collector Street per the City's General Plan. The primary purpose of Collector streets is to collect traffic from residential streets and link to higher classification streets such as Arterials. They are intended to move the traffic in an efficient manner. To maintain the street characteristics and to be consistent with speed limit recommended for adjacent Segment # 41 (Abrams Drive – from Preston to Imjin Parkway), it is recommended that the speed limit is increased to 30 mph.

DRAFT

Appendix D

Radar Speed Survey Data

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Imjin Parkway**	LOCATION:	1
SURVEY LIMITS:	**State Route 1 to California Avenue**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:22:00 AM		
SURVEY END TIME:	12:00:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	50 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 42 MPH	TO	51 MPH
50 MPH	46.5 MPH	42 MPH	Below Pace 10.0%	In Pace 83.0%	Above Pace 7.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	50 MPH
0.0% COMPLYING	86.0% COMPLYING

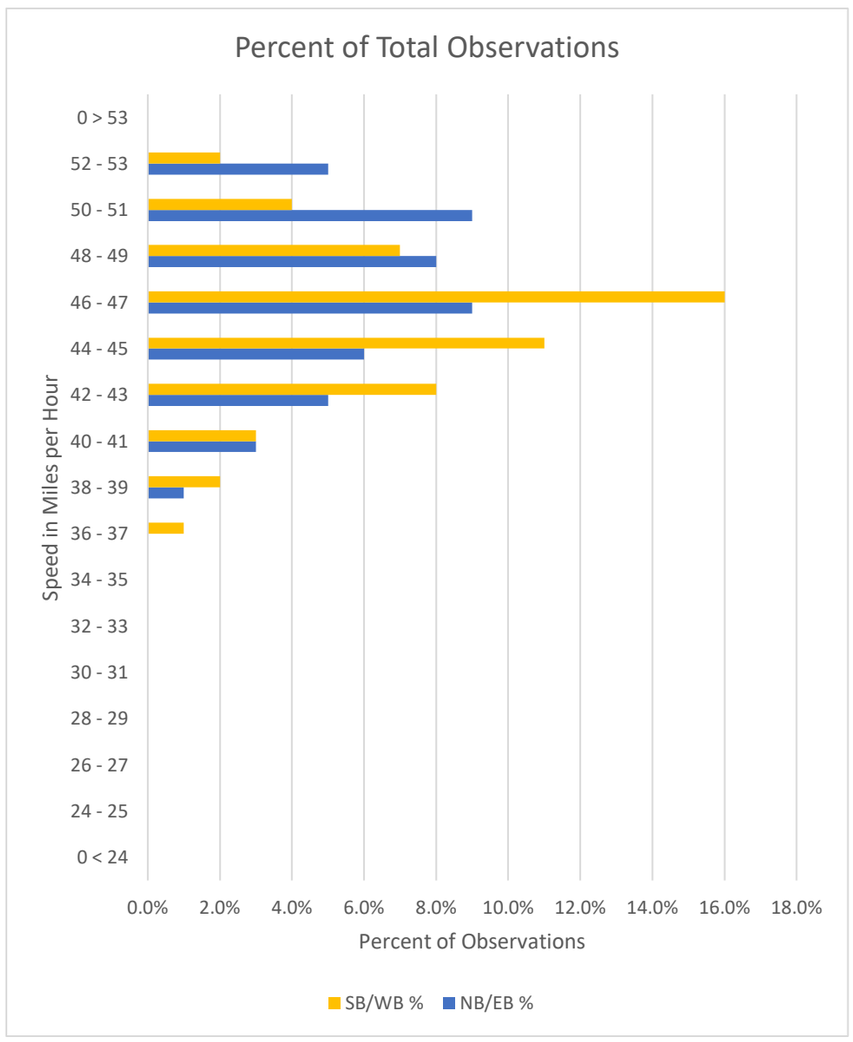
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **50 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 24	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	0	0.0%	0	0%	0.0%	0	0.0%
30 - 31	0	0.0%	0	0%	0.0%	0	0.0%
32 - 33	0	0.0%	0	0%	0.0%	0	0.0%
34 - 35	0	0.0%	0	0%	0.0%	0	0.0%
36 - 37	0	0.0%	1	1%	1.0%	1	1.0%
38 - 39	1	1.0%	2	2%	3.0%	4	4.0%
40 - 41	3	3.0%	3	3%	6.0%	10	10.0%
42 - 43	5	5.0%	8	8%	13.0%	23	23.0%
44 - 45	6	6.0%	11	11%	17.0%	40	40.0%
46 - 47	9	9.0%	16	16%	25.0%	65	65.0%
48 - 49	8	8.0%	7	7%	15.0%	80	80.0%
50 - 51	9	9.0%	4	4%	13.0%	93	93.0%
52 - 53	5	5.0%	2	2%	7.0%	100	100.0%
0 > 53	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Imjin Parkway**	LOCATION:	2
SURVEY LIMITS:	**California Avenue to Reservation Road**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:27:00 AM		
SURVEY END TIME:	11:53:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			32 MPH	TO	41 MPH
39.15 MPH	36.5 MPH	33 MPH	Below Pace	In Pace	Above Pace
			5.0%	92.0%	3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
0.0% COMPLYING	34.0% COMPLYING

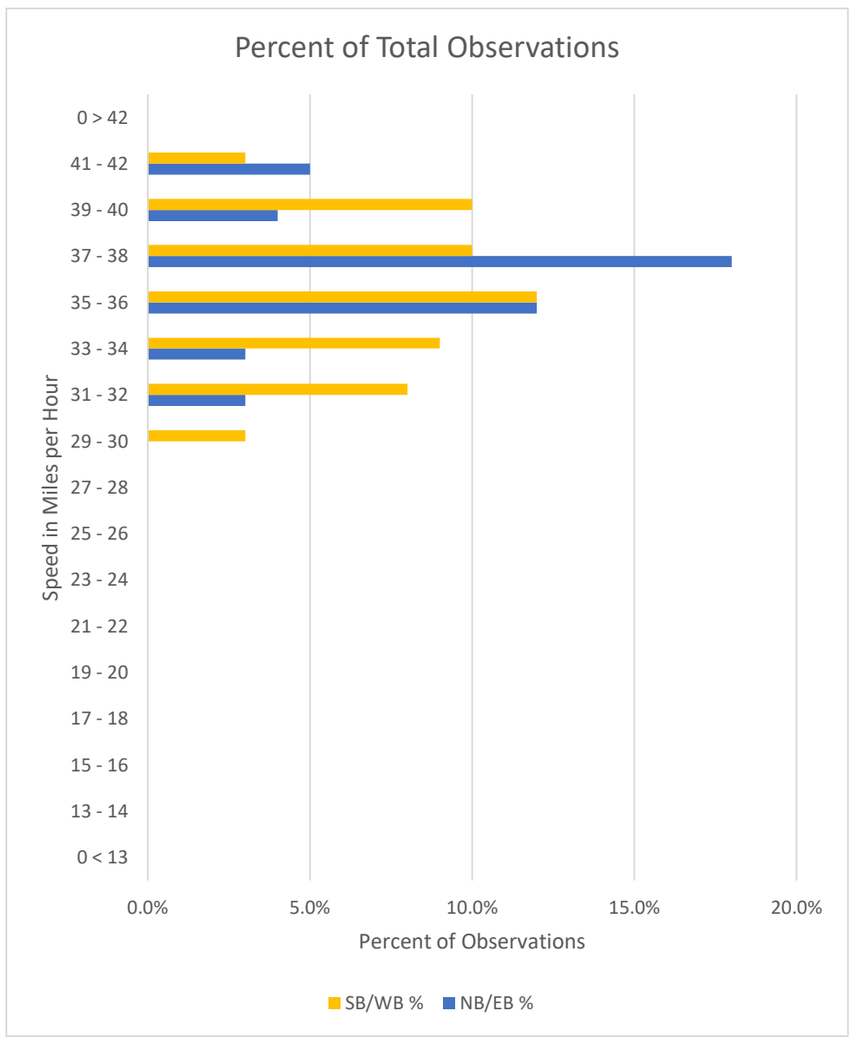
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	45	45.0%
SB/WB	55	55.0%

UNUSUAL CONDITIONS: **WB lane closure due to long-term construction. Traffic is still free flowing.**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	3	3%	3.0%	3	3.0%
31 - 32	3	3.0%	8	8%	11.0%	14	14.0%
33 - 34	3	3.0%	9	9%	12.0%	26	26.0%
35 - 36	12	12.0%	12	12%	24.0%	50	50.0%
37 - 38	18	18.0%	10	10%	28.0%	78	78.0%
39 - 40	4	4.0%	10	10%	14.0%	92	92.0%
41 - 42	5	5.0%	3	3%	8.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Del Monte Boulevard**	LOCATION:	3
SURVEY LIMITS:	**SR1/Reindollar Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	9:23:00 AM		
SURVEY END TIME:	9:46:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 36 MPH TO 45 MPH
45 MPH	40.5 MPH	37 MPH	Below Pace 6.0% / In Pace 81.0% / Above Pace 13.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	50.0% COMPLYING

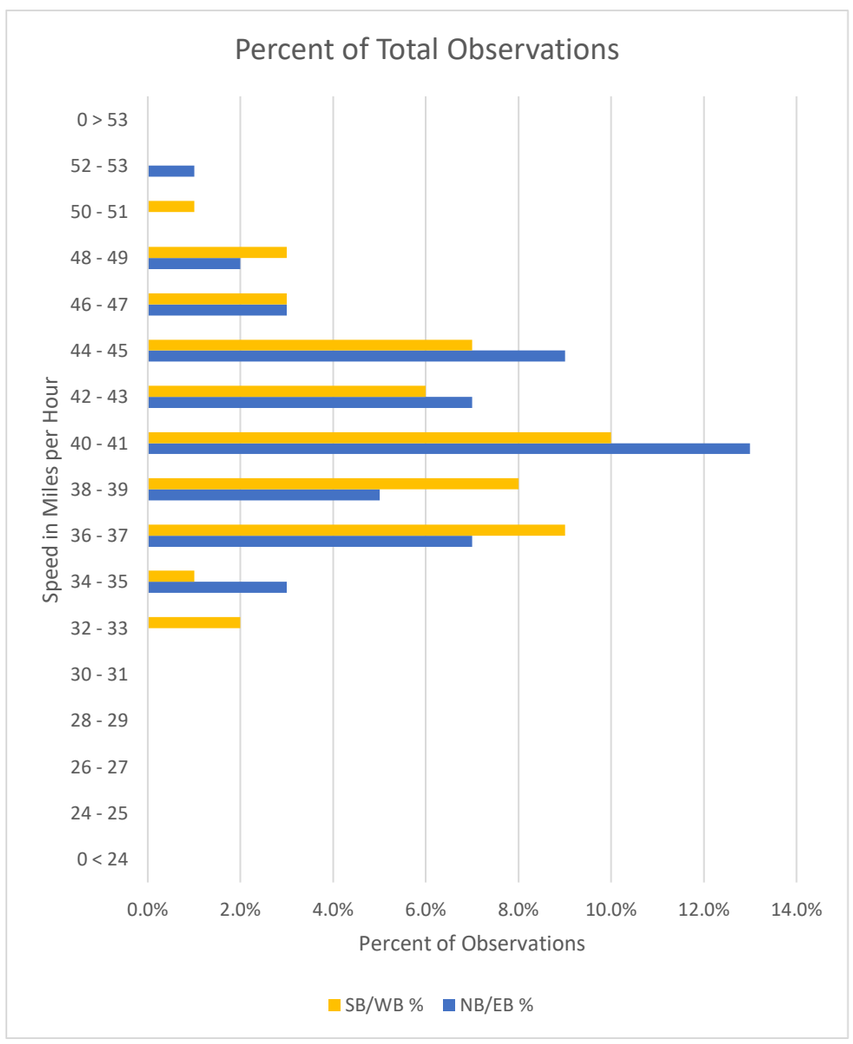
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 24	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	0	0.0%	0	0%	0.0%	0	0.0%
30 - 31	0	0.0%	0	0%	0.0%	0	0.0%
32 - 33	0	0.0%	2	2%	2.0%	2	2.0%
34 - 35	3	3.0%	1	1%	4.0%	6	6.0%
36 - 37	7	7.0%	9	9%	16.0%	22	22.0%
38 - 39	5	5.0%	8	8%	13.0%	35	35.0%
40 - 41	13	13.0%	10	10%	23.0%	58	58.0%
42 - 43	7	7.0%	6	6%	13.0%	71	71.0%
44 - 45	9	9.0%	7	7%	16.0%	87	87.0%
46 - 47	3	3.0%	3	3%	6.0%	93	93.0%
48 - 49	2	2.0%	3	3%	5.0%	98	98.0%
50 - 51	0	0.0%	1	1%	1.0%	99	99.0%
52 - 53	1	1.0%	0	0%	1.0%	100	100.0%
0 > 53	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Del Monte Boulevard**	LOCATION:	4
SURVEY LIMITS:	**Reservation Road to Beach Road**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	4
SURVEY START TIME:	9:35:00 AM		
SURVEY END TIME:	9:50:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 35 MPH TO 44 MPH
42 MPH	39 MPH	35 MPH	Below Pace 10.0% / In Pace 85.0% / Above Pace 5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	70.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	35	35.0%
SB/WB	65	65.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 25	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	2	2.0%	0	0%	2.0%	2	2.0%
31 - 32	5	5.0%	0	0%	5.0%	7	7.0%
33 - 34	3	3.0%	0	0%	3.0%	10	10.0%
35 - 36	10	10.0%	8	8%	18.0%	28	28.0%
37 - 38	6	6.0%	14	14%	20.0%	48	48.0%
39 - 40	6	6.0%	16	16%	22.0%	70	70.0%
41 - 42	2	2.0%	14	14%	16.0%	86	86.0%
43 - 44	1	1.0%	8	8%	9.0%	95	95.0%
45 - 46	0	0.0%	1	1%	1.0%	96	96.0%
47 - 48	0	0.0%	1	1%	1.0%	97	97.0%
49 - 50	0	0.0%	1	1%	1.0%	98	98.0%
51 - 52	0	0.0%	1	1%	1.0%	99	99.0%
53 - 54	0	0.0%	1	1%	1.0%	100	100.0%
0 > 54	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Del Monte Boulevard**	LOCATION:	5
SURVEY LIMITS:	**Beach Road to Marina Greens Drive**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	2
SURVEY START TIME:	9:05:00 AM		
SURVEY END TIME:	9:30:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 36 MPH	TO	45 MPH
45.15 MPH	**41 MPH**	**35.85 MPH**	Below Pace 15.0%	In Pace 70.0%	Above Pace 15.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**40 MPH**
0.0% COMPLYING	47.0% COMPLYING

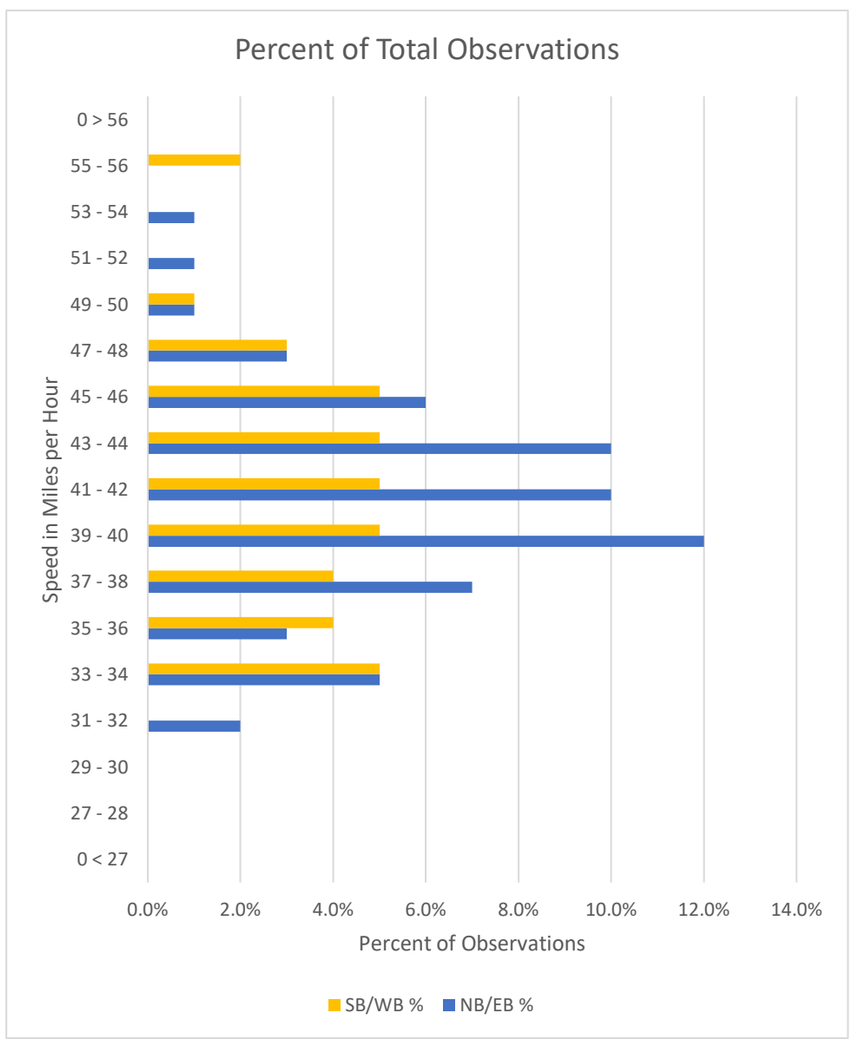
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	61	61.0%
SB/WB	39	39.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 27	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	2	2.0%	0	0%	2.0%	2	2.0%
33 - 34	5	5.0%	5	5%	10.0%	12	12.0%
35 - 36	3	3.0%	4	4%	7.0%	19	19.0%
37 - 38	7	7.0%	4	4%	11.0%	30	30.0%
39 - 40	12	12.0%	5	5%	17.0%	47	47.0%
41 - 42	10	10.0%	5	5%	15.0%	62	62.0%
43 - 44	10	10.0%	5	5%	15.0%	77	77.0%
45 - 46	6	6.0%	5	5%	11.0%	88	88.0%
47 - 48	3	3.0%	3	3%	6.0%	94	94.0%
49 - 50	1	1.0%	1	1%	2.0%	96	96.0%
51 - 52	1	1.0%	0	0%	1.0%	97	97.0%
53 - 54	1	1.0%	0	0%	1.0%	98	98.0%
55 - 56	0	0.0%	2	2%	2.0%	100	100.0%
0 > 56	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	6
SURVEY LIMITS:	**Dunes Drive to Beach Road**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	5
SURVEY START TIME:	2:27:00 AM		
SURVEY END TIME:	2:50:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH	TO	34 MPH
34 MPH	29 MPH	26 MPH	Below Pace 5.0%	In Pace 81.0%	Above Pace 14.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
13.0% COMPLYING	90.0% COMPLYING

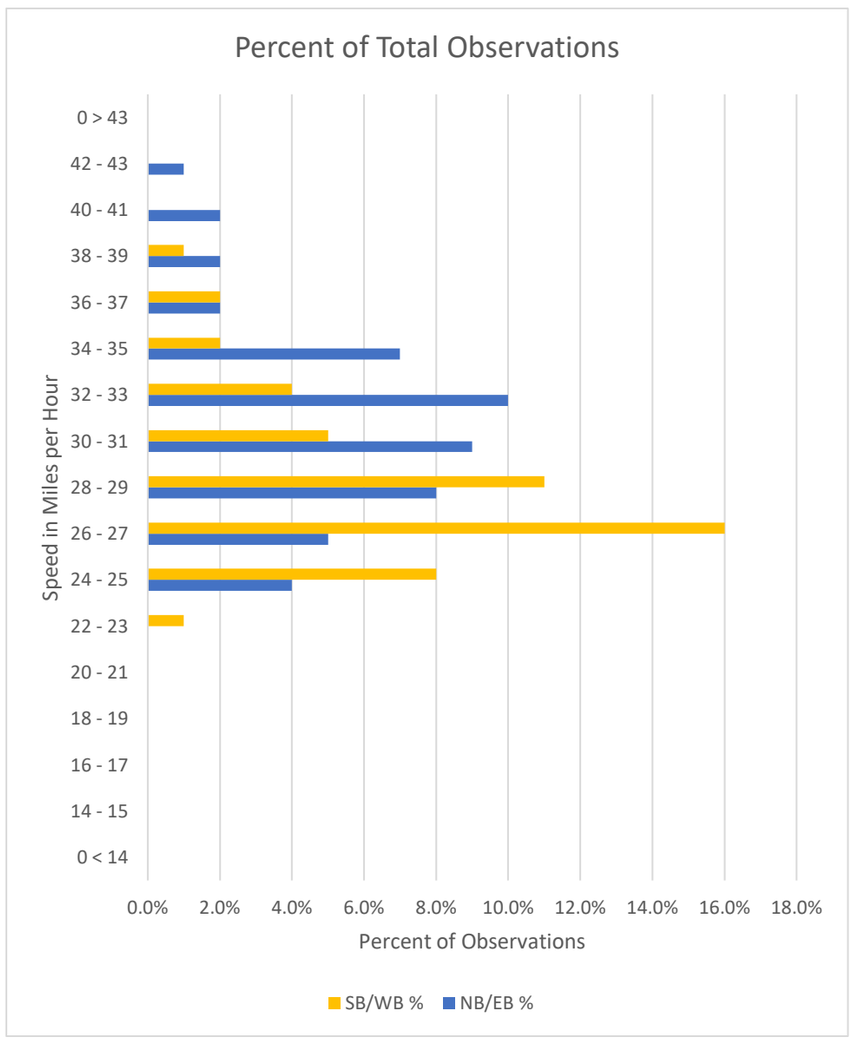
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	4	4.0%	8	8%	12.0%	13	13.0%
26 - 27	5	5.0%	16	16%	21.0%	34	34.0%
28 - 29	8	8.0%	11	11%	19.0%	53	53.0%
30 - 31	9	9.0%	5	5%	14.0%	67	67.0%
32 - 33	10	10.0%	4	4%	14.0%	81	81.0%
34 - 35	7	7.0%	2	2%	9.0%	90	90.0%
36 - 37	2	2.0%	2	2%	4.0%	94	94.0%
38 - 39	2	2.0%	1	1%	3.0%	97	97.0%
40 - 41	2	2.0%	0	0%	2.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	7
SURVEY LIMITS:	**Beach Road to Del Monte Boulevard**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	3
SURVEY START TIME:	2:52:00 PM		
SURVEY END TIME:	3:05:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 26 MPH	TO	35 MPH
33.15 MPH	**29.5 MPH**	**26 MPH**	Below Pace	In Pace	Above Pace
			11.0%	86.0%	3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
11.0% COMPLYING	60.0% COMPLYING

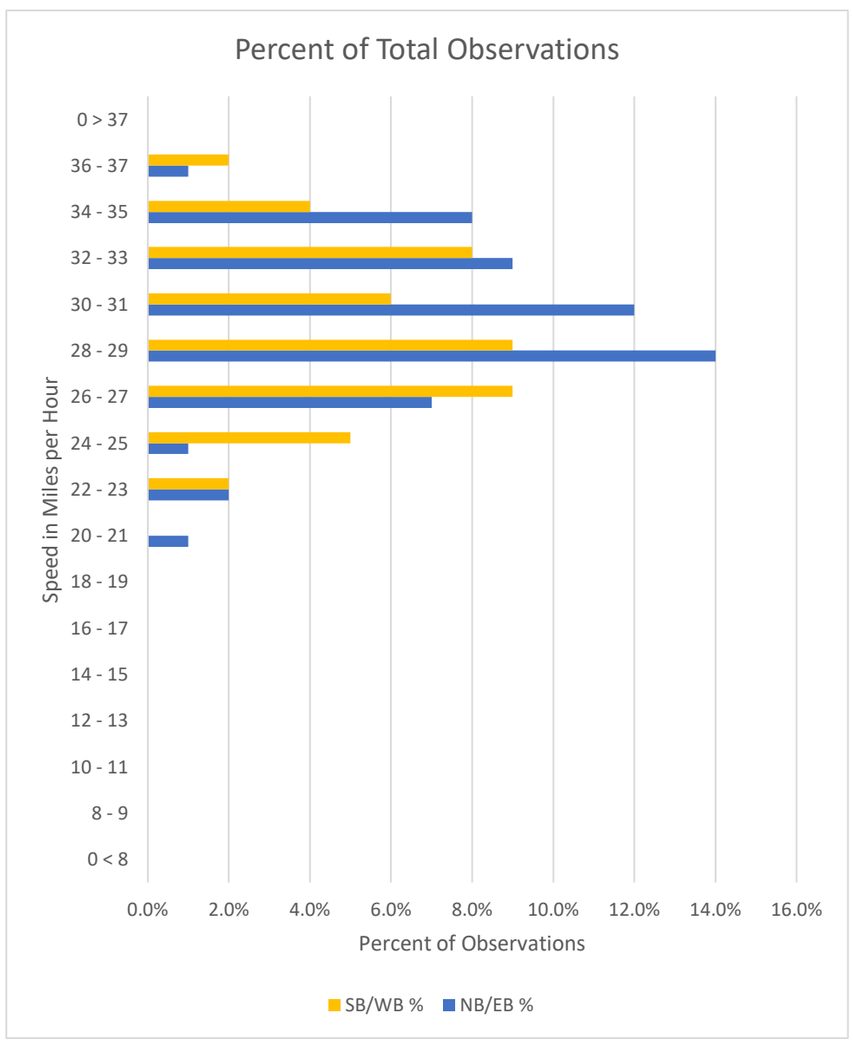
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	55	55.0%
SB/WB	45	45.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 8	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	0	0%	1.0%	1	1.0%
22 - 23	2	2.0%	2	2%	4.0%	5	5.0%
24 - 25	1	1.0%	5	5%	6.0%	11	11.0%
26 - 27	7	7.0%	9	9%	16.0%	27	27.0%
28 - 29	14	14.0%	9	9%	23.0%	50	50.0%
30 - 31	12	12.0%	6	6%	18.0%	68	68.0%
32 - 33	9	9.0%	8	8%	17.0%	85	85.0%
34 - 35	8	8.0%	4	4%	12.0%	97	97.0%
36 - 37	1	1.0%	2	2%	3.0%	100	100.0%
0 > 37	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	8
SURVEY LIMITS:	**Del Monte Boulevard to Crescent Avenue**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:52:00 AM		
SURVEY END TIME:	12:40:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			32 MPH	TO	41 MPH
39 MPH	35 MPH	32 MPH	Below Pace	In Pace	Above Pace
			10.0%	89.0%	1.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
0.0% COMPLYING	52.0% COMPLYING

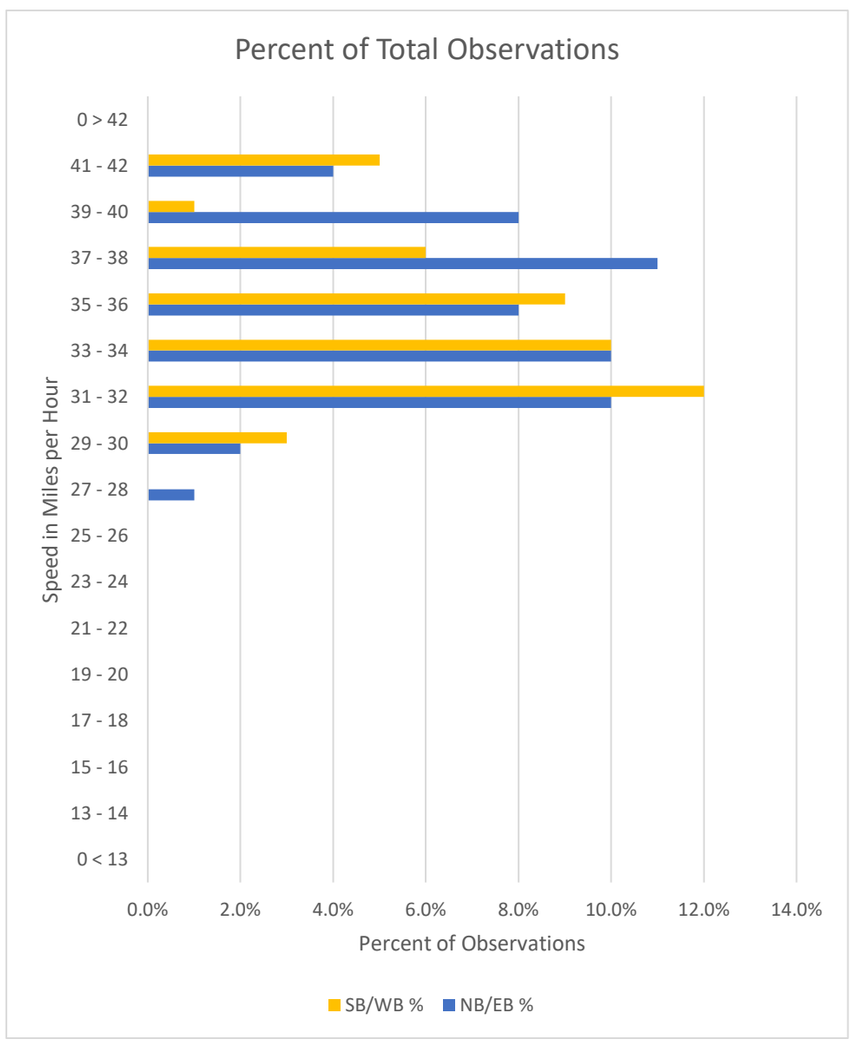
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	54	54.0%
SB/WB	46	46.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	1	1.0%	0	0%	1.0%	1	1.0%
29 - 30	2	2.0%	3	3%	5.0%	6	6.0%
31 - 32	10	10.0%	12	12%	22.0%	28	28.0%
33 - 34	10	10.0%	10	10%	20.0%	48	48.0%
35 - 36	8	8.0%	9	9%	17.0%	65	65.0%
37 - 38	11	11.0%	6	6%	17.0%	82	82.0%
39 - 40	8	8.0%	1	1%	9.0%	91	91.0%
41 - 42	4	4.0%	5	5%	9.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	9
SURVEY LIMITS:	**Crescent Avenue to California Avenue**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	11:15:00 AM		
SURVEY END TIME:	11:48:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 35 MPH TO 44 MPH		
			Below Pace	In Pace	Above Pace
43 MPH	39 MPH	36 MPH	6.0%	90.0%	4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	54.0% COMPLYING

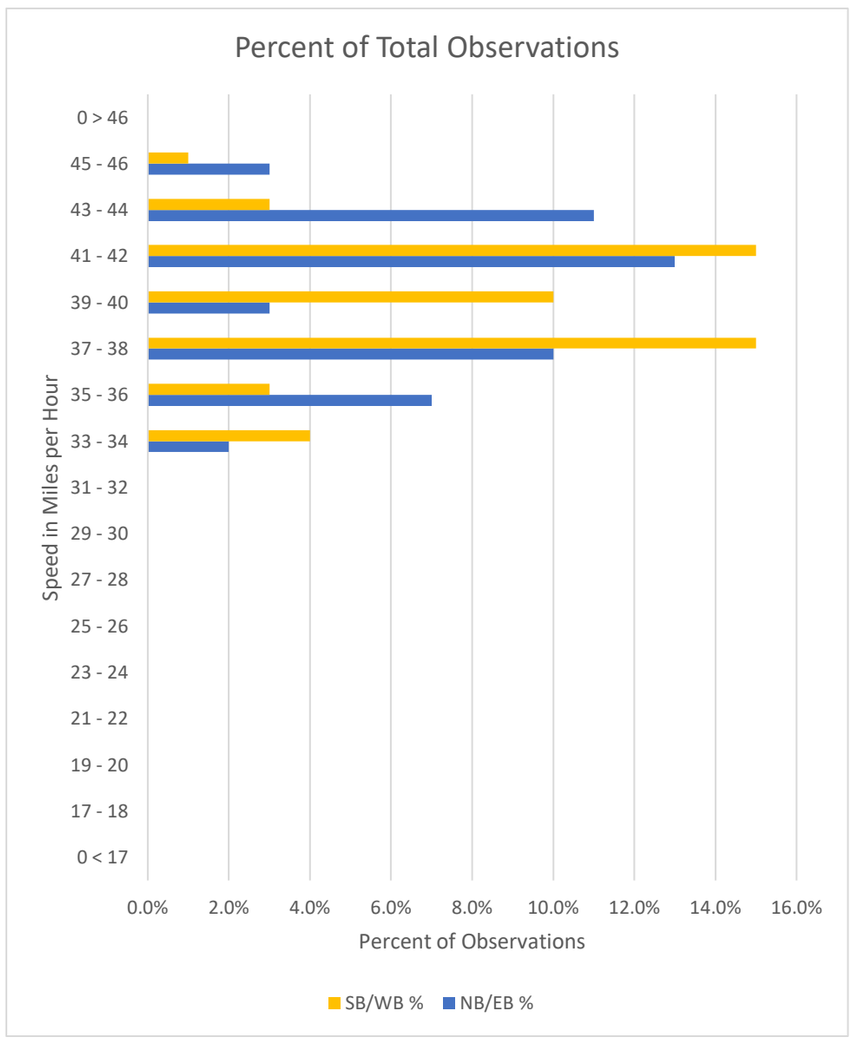
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	49	49.0%
SB/WB	51	51.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 17	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	2	2.0%	4	4%	6.0%	6	6.0%
35 - 36	7	7.0%	3	3%	10.0%	16	16.0%
37 - 38	10	10.0%	15	15%	25.0%	41	41.0%
39 - 40	3	3.0%	10	10%	13.0%	54	54.0%
41 - 42	13	13.0%	15	15%	28.0%	82	82.0%
43 - 44	11	11.0%	3	3%	14.0%	96	96.0%
45 - 46	3	3.0%	1	1%	4.0%	100	100.0%
0 > 46	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	10
SURVEY LIMITS:	**California Avenue to Salinas Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	1:28:00 PM		
SURVEY END TIME:	1:57:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	45 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 41 MPH	TO	50 MPH
51 MPH	46 MPH	42 MPH	Below Pace 3.0%	In Pace 80.0%	Above Pace 17.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	45 MPH
0.0% COMPLYING	45.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **45 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 31	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	0	0.0%	0	0%	0.0%	0	0.0%
35 - 36	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	0	0.0%	0	0%	0.0%	0	0.0%
39 - 40	2	2.0%	1	1%	3.0%	3	3.0%
41 - 42	7	7.0%	9	9%	16.0%	19	19.0%
43 - 44	9	9.0%	8	8%	17.0%	36	36.0%
45 - 46	7	7.0%	8	8%	15.0%	51	51.0%
47 - 48	6	6.0%	5	5%	11.0%	62	62.0%
49 - 50	11	11.0%	10	10%	21.0%	83	83.0%
51 - 52	4	4.0%	2	2%	6.0%	89	89.0%
53 - 54	2	2.0%	4	4%	6.0%	95	95.0%
55 - 56	1	1.0%	2	2%	3.0%	98	98.0%
57 - 58	0	0.0%	1	1%	1.0%	99	99.0%
59 - 60	1	1.0%	0	0%	1.0%	100	100.0%
0 > 60	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	11
SURVEY LIMITS:	**Salinas Avenue to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	4
SURVEY START TIME:	1:02:00 PM		
SURVEY END TIME:	1:26:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	55 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			46 MPH	TO	55 MPH
57 MPH	50 MPH	46 MPH	Below Pace	In Pace	Above Pace
			13.0%	69.0%	18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	55 MPH
0.0% COMPLYING	82.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **55 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 37	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	0	0.0%	0	0%	0.0%	0	0.0%
39 - 40	0	0.0%	0	0%	0.0%	0	0.0%
41 - 42	2	2.0%	1	1%	3.0%	3	3.0%
43 - 44	3	3.0%	2	2%	5.0%	8	8.0%
45 - 46	4	4.0%	6	6%	10.0%	18	18.0%
47 - 48	7	7.0%	8	8%	15.0%	33	33.0%
49 - 50	11	11.0%	10	10%	21.0%	54	54.0%
51 - 52	2	2.0%	6	6%	8.0%	62	62.0%
53 - 54	7	7.0%	4	4%	11.0%	73	73.0%
55 - 56	6	6.0%	5	5%	11.0%	84	84.0%
57 - 58	3	3.0%	3	3%	6.0%	90	90.0%
59 - 60	3	3.0%	2	2%	5.0%	95	95.0%
61 - 62	1	1.0%	2	2%	3.0%	98	98.0%
63 - 64	0	0.0%	1	1%	1.0%	99	99.0%
65 - 66	1	1.0%	0	0%	1.0%	100	100.0%
0 > 66	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reservation Road**	LOCATION:	12
SURVEY LIMITS:	**Imjin Parkway to Blanco Road**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	5
SURVEY START TIME:	12:39:00 PM		
SURVEY END TIME:	12:58:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	55 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			50 MPH	TO	59 MPH
60.15 MPH	55 MPH	50 MPH	Below Pace	In Pace	Above Pace
			12.0%	68.0%	20.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	55 MPH
0.0% COMPLYING	58.0% COMPLYING

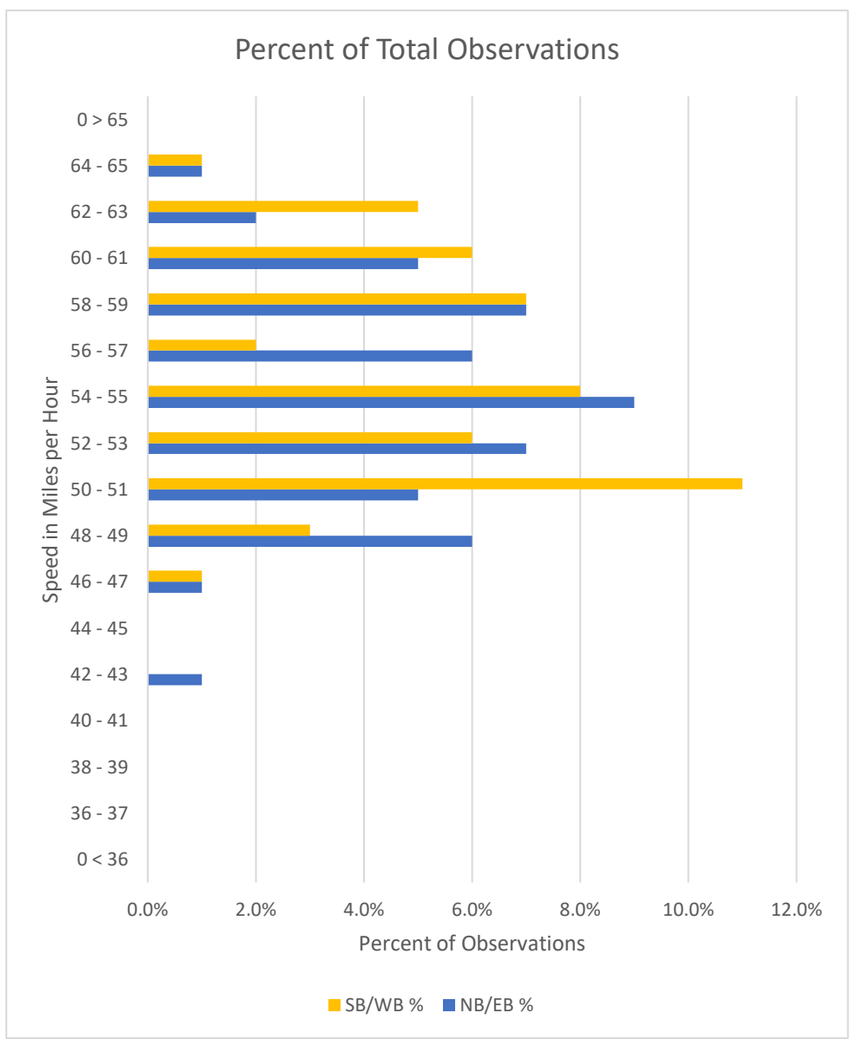
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **55 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 36	0	0.0%	0	0%	0.0%	0	0.0%
36 - 37	0	0.0%	0	0%	0.0%	0	0.0%
38 - 39	0	0.0%	0	0%	0.0%	0	0.0%
40 - 41	0	0.0%	0	0%	0.0%	0	0.0%
42 - 43	1	1.0%	0	0%	1.0%	1	1.0%
44 - 45	0	0.0%	0	0%	0.0%	1	1.0%
46 - 47	1	1.0%	1	1%	2.0%	3	3.0%
48 - 49	6	6.0%	3	3%	9.0%	12	12.0%
50 - 51	5	5.0%	11	11%	16.0%	28	28.0%
52 - 53	7	7.0%	6	6%	13.0%	41	41.0%
54 - 55	9	9.0%	8	8%	17.0%	58	58.0%
56 - 57	6	6.0%	2	2%	8.0%	66	66.0%
58 - 59	7	7.0%	7	7%	14.0%	80	80.0%
60 - 61	5	5.0%	6	6%	11.0%	91	91.0%
62 - 63	2	2.0%	5	5%	7.0%	98	98.0%
64 - 65	1	1.0%	1	1%	2.0%	100	100.0%
0 > 65	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED: **8th Street**
SURVEY LIMITS: **2nd Avenue to 3rd Avenue**
SURVEY DATE: Thursday, December 19, 2024
ROAD CONDITION: New
SURVEY START TIME: 9:18:00 AM
SURVEY END TIME: 11:18:00 AM
STREET CLASSIFICATION: Residential
POSTED SPEED: 25 MPH
DIRECTION OF TRAFFIC: EB WB

LOCATION: 13
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 2

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH	TO	33 MPH
32.6 MPH	28 MPH	26 MPH	Below Pace 5.3%	In Pace 94.7%	Above Pace 0.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
14.0% COMPLYING	14.0% COMPLYING

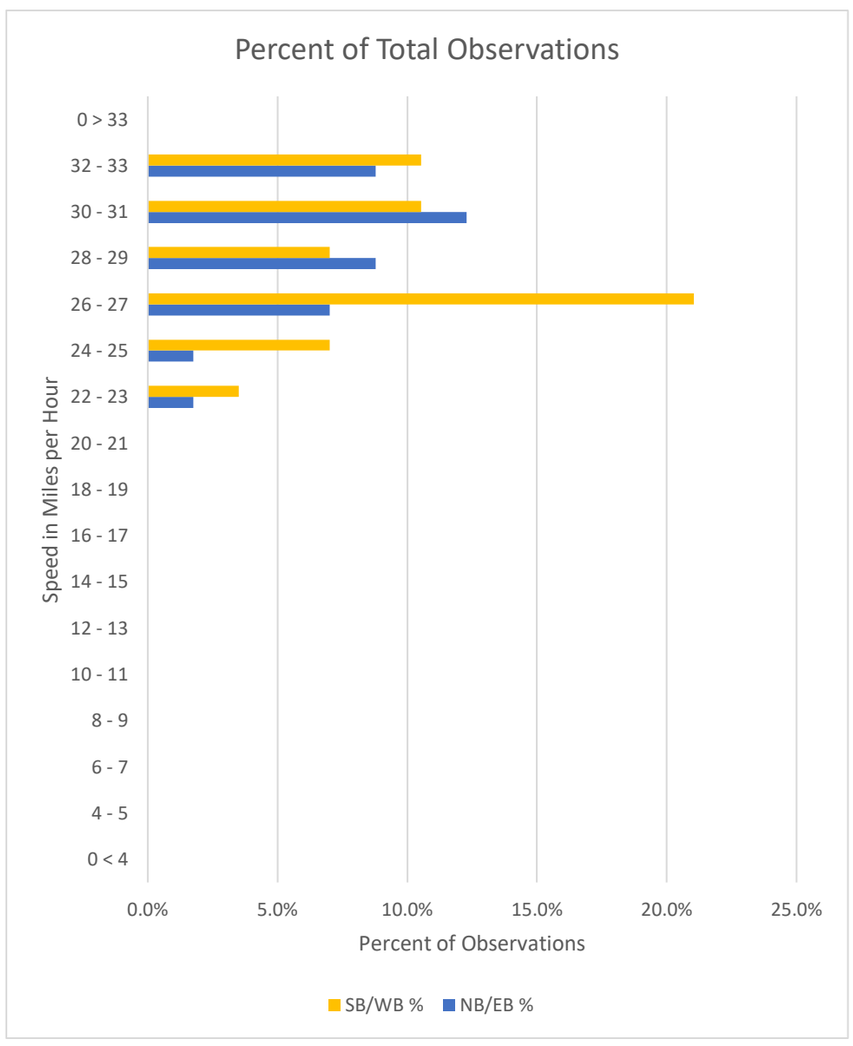
DIRECTION OF COLLECTION

#Entries	57	
NB/EB	23	40.4%
SB/WB	34	59.6%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 4	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	1	1.8%	2	4%	5.3%	3	5.3%
24 - 25	1	1.8%	4	7%	8.8%	8	14.0%
26 - 27	4	7.0%	12	21%	28.1%	24	42.1%
28 - 29	5	8.8%	4	7%	15.8%	33	57.9%
30 - 31	7	12.3%	6	11%	22.8%	46	80.7%
32 - 33	5	8.8%	6	11%	19.3%	57	100.0%
0 > 33	0	0.0%	0	0%	0.0%	57	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**8th Street**	LOCATION:	14
SURVEY LIMITS:	**5th Avenue to Inter-Garrison Road**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	2:50:00 PM		
SURVEY END TIME:	3:52:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 30 MPH	TO	39 MPH
41 MPH	36 MPH	32 MPH	Below Pace 1.0%	In Pace 81.0%	Above Pace 18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	84.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	48	48.0%
SB/WB	52	52.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 18	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.0%	0	0%	1.0%	1	1.0%
30 - 31	9	9.0%	2	2%	11.0%	12	12.0%
32 - 33	10	10.0%	10	10%	20.0%	32	32.0%
34 - 35	3	3.0%	6	6%	9.0%	41	41.0%
36 - 37	16	16.0%	16	16%	32.0%	73	73.0%
38 - 39	3	3.0%	6	6%	9.0%	82	82.0%
40 - 41	2	2.0%	8	8%	10.0%	92	92.0%
42 - 43	1	1.0%	0	0%	1.0%	93	93.0%
44 - 45	2	2.0%	2	2%	4.0%	97	97.0%
46 - 47	1	1.0%	2	2%	3.0%	100	100.0%
0 > 47	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**9th Street**	LOCATION:	15
SURVEY LIMITS:	**1st Avenue to 2nd Avenue**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:04:00 PM		
SURVEY END TIME:	12:41:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH	TO	31 MPH
31 MPH	27 MPH	24 MPH	Below Pace 1.0%	In Pace 95.0%	Above Pace 4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
31.0% COMPLYING	84.0% COMPLYING

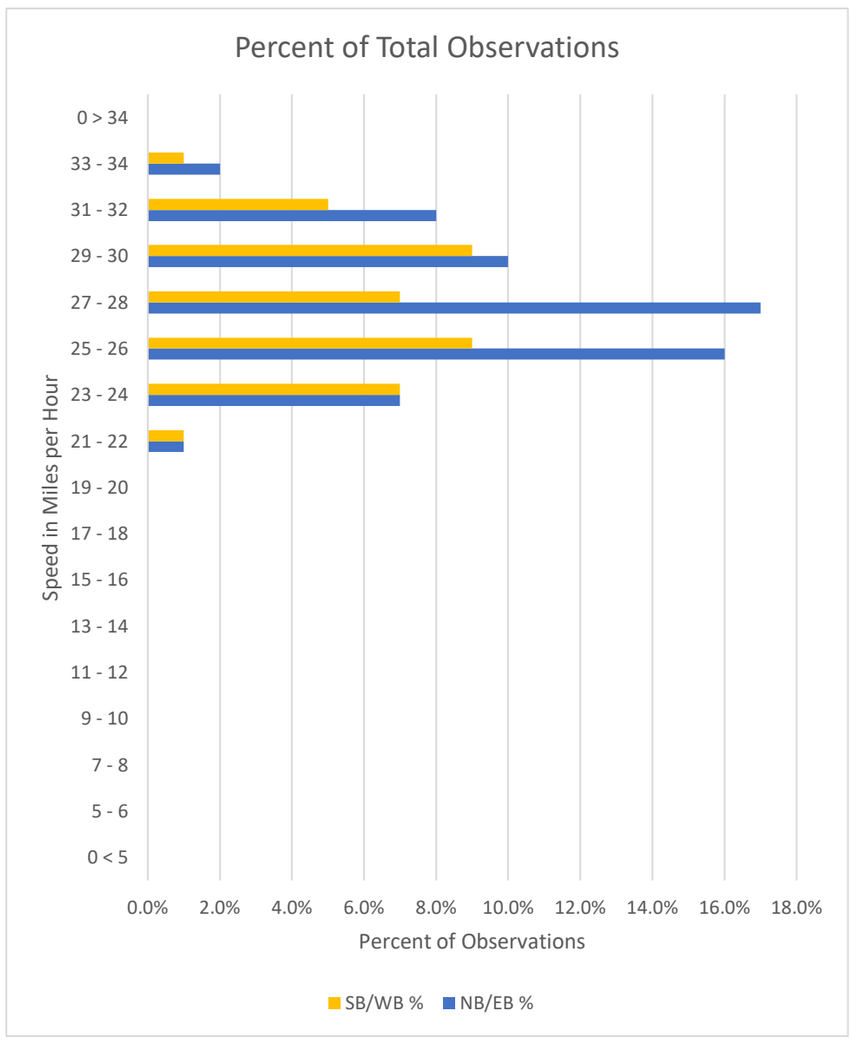
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	61	61.0%
SB/WB	39	39.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	1	1.0%	1	1%	2.0%	2	2.0%
23 - 24	7	7.0%	7	7%	14.0%	16	16.0%
25 - 26	16	16.0%	9	9%	25.0%	41	41.0%
27 - 28	17	17.0%	7	7%	24.0%	65	65.0%
29 - 30	10	10.0%	9	9%	19.0%	84	84.0%
31 - 32	8	8.0%	5	5%	13.0%	97	97.0%
33 - 34	2	2.0%	1	1%	3.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED: **2nd Avenue**
SURVEY LIMITS: **Divarty Street to 8th Street**
SURVEY DATE: Thursday, December 5, 2024
ROAD CONDITION: Fair
SURVEY START TIME: 9:00:00 AM
SURVEY END TIME: 9:42:00 AM
STREET CLASSIFICATION: Arterial
POSTED SPEED: 45 MPH
DIRECTION OF TRAFFIC: NB SB

LOCATION: 16
COLLECTOR: Jesus Nunez
WEATHER: Sunny
OF LANES: 4

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			38 MPH	TO	47 MPH
46 MPH	42 MPH	40 MPH	Below Pace	In Pace	Above Pace
			1.0%	94.0%	5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	45 MPH
0.0% COMPLYING	82.0% COMPLYING

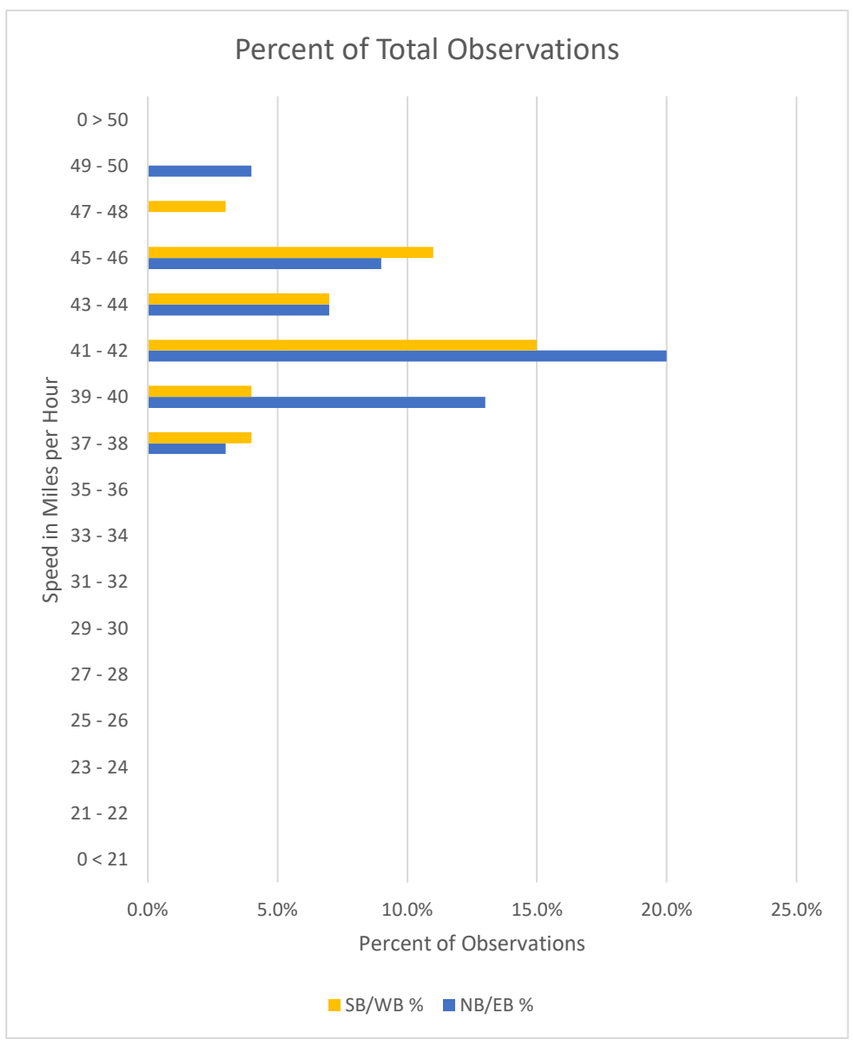
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	56	56.0%
SB/WB	44	44.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **45 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 21	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	0	0.0%	0	0%	0.0%	0	0.0%
31 - 32	0	0.0%	0	0%	0.0%	0	0.0%
33 - 34	0	0.0%	0	0%	0.0%	0	0.0%
35 - 36	0	0.0%	0	0%	0.0%	0	0.0%
37 - 38	3	3.0%	4	4%	7.0%	7	7.0%
39 - 40	13	13.0%	4	4%	17.0%	24	24.0%
41 - 42	20	20.0%	15	15%	35.0%	59	59.0%
43 - 44	7	7.0%	7	7%	14.0%	73	73.0%
45 - 46	9	9.0%	11	11%	20.0%	93	93.0%
47 - 48	0	0.0%	3	3%	3.0%	96	96.0%
49 - 50	4	4.0%	0	0%	4.0%	100	100.0%
0 > 50	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**2nd Avenue**	LOCATION:	17
SURVEY LIMITS:	**8th Street to Imjin Parkway**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	3
SURVEY START TIME:	9:45:00 AM		
SURVEY END TIME:	10:26:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			29 MPH	TO	38 MPH
36 MPH	33 MPH	31 MPH	Below Pace	In Pace	Above Pace
			1.0%	95.0%	4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
0.0% COMPLYING	83.0% COMPLYING

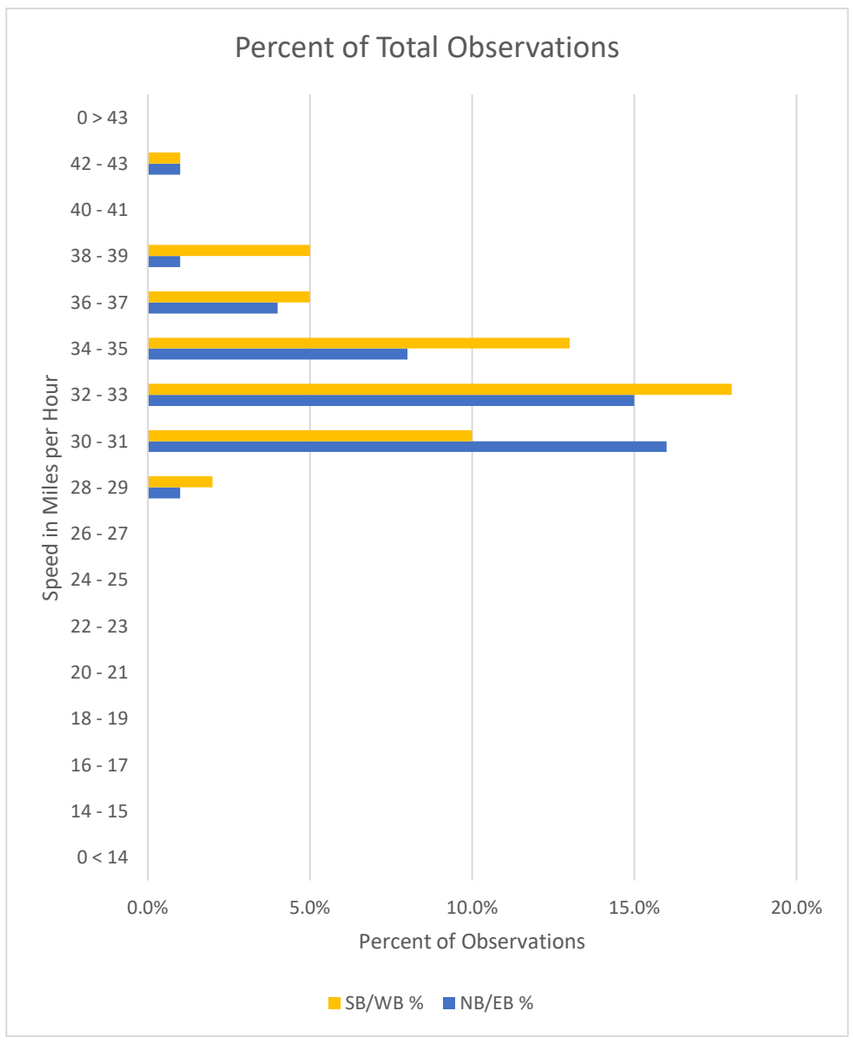
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.0%	2	2%	3.0%	3	3.0%
30 - 31	16	16.0%	10	10%	26.0%	29	29.0%
32 - 33	15	15.0%	18	18%	33.0%	62	62.0%
34 - 35	8	8.0%	13	13%	21.0%	83	83.0%
36 - 37	4	4.0%	5	5%	9.0%	92	92.0%
38 - 39	1	1.0%	5	5%	6.0%	98	98.0%
40 - 41	0	0.0%	0	0%	0.0%	98	98.0%
42 - 43	1	1.0%	1	1%	2.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Beach Road**	LOCATION:	18
SURVEY LIMITS:	**Reservation Road to Del Monte Boulevard**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	3
SURVEY START TIME:	9:55:00 AM		
SURVEY END TIME:	10:20:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH	TO	34 MPH
35 MPH	30.5 MPH	25.85 MPH	Below Pace 6.0%	In Pace 74.0%	Above Pace 20.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
15.0% COMPLYING	87.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	40	40.0%
SB/WB	60	60.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	0	0%	1.0%	1	1.0%
22 - 23	2	2.0%	0	0%	2.0%	3	3.0%
24 - 25	7	7.0%	5	5%	12.0%	15	15.0%
26 - 27	7	7.0%	9	9%	16.0%	31	31.0%
28 - 29	6	6.0%	10	10%	16.0%	47	47.0%
30 - 31	6	6.0%	6	6%	12.0%	59	59.0%
32 - 33	7	7.0%	8	8%	15.0%	74	74.0%
34 - 35	3	3.0%	10	10%	13.0%	87	87.0%
36 - 37	1	1.0%	5	5%	6.0%	93	93.0%
38 - 39	0	0.0%	5	5%	5.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	0	0.0%	1	1%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**De Forest Road**	LOCATION:	19
SURVEY LIMITS:	**Beach Road to Reservation Road**	COLLECTOR:	Jesus
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:17:00 AM		
SURVEY END TIME:	10:24:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			29 MPH	TO	38 MPH
36 MPH	33 MPH	29.85 MPH	Below Pace	In Pace	Above Pace
			10.0%	86.0%	4.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
2.0% COMPLYING	23.0% COMPLYING

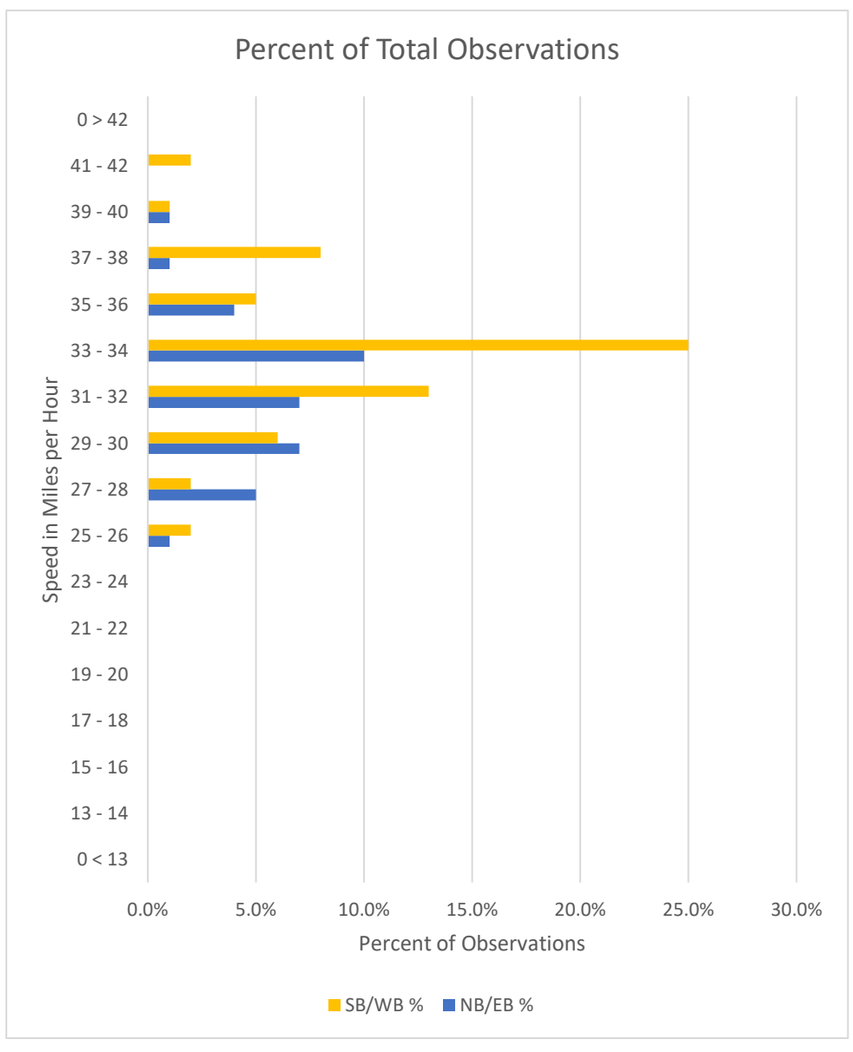
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	36	36.0%
SB/WB	64	64.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 13	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	1	1.0%	2	2%	3.0%	3	3.0%
27 - 28	5	5.0%	2	2%	7.0%	10	10.0%
29 - 30	7	7.0%	6	6%	13.0%	23	23.0%
31 - 32	7	7.0%	13	13%	20.0%	43	43.0%
33 - 34	10	10.0%	25	25%	35.0%	78	78.0%
35 - 36	4	4.0%	5	5%	9.0%	87	87.0%
37 - 38	1	1.0%	8	8%	9.0%	96	96.0%
39 - 40	1	1.0%	1	1%	2.0%	98	98.0%
41 - 42	0	0.0%	2	2%	2.0%	100	100.0%
0 > 42	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Crescent Avenue**	LOCATION:	20
SURVEY LIMITS:	**Quebrada Del Mar to Reservation Road**	COLLECTOR:	Jesus
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:28:00 AM		
SURVEY END TIME:	11:06:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH	TO	33 MPH
32 MPH	29 MPH	26 MPH	Below Pace 0.0%	In Pace 97.0%	Above Pace 3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
10.0% COMPLYING	10.0% COMPLYING

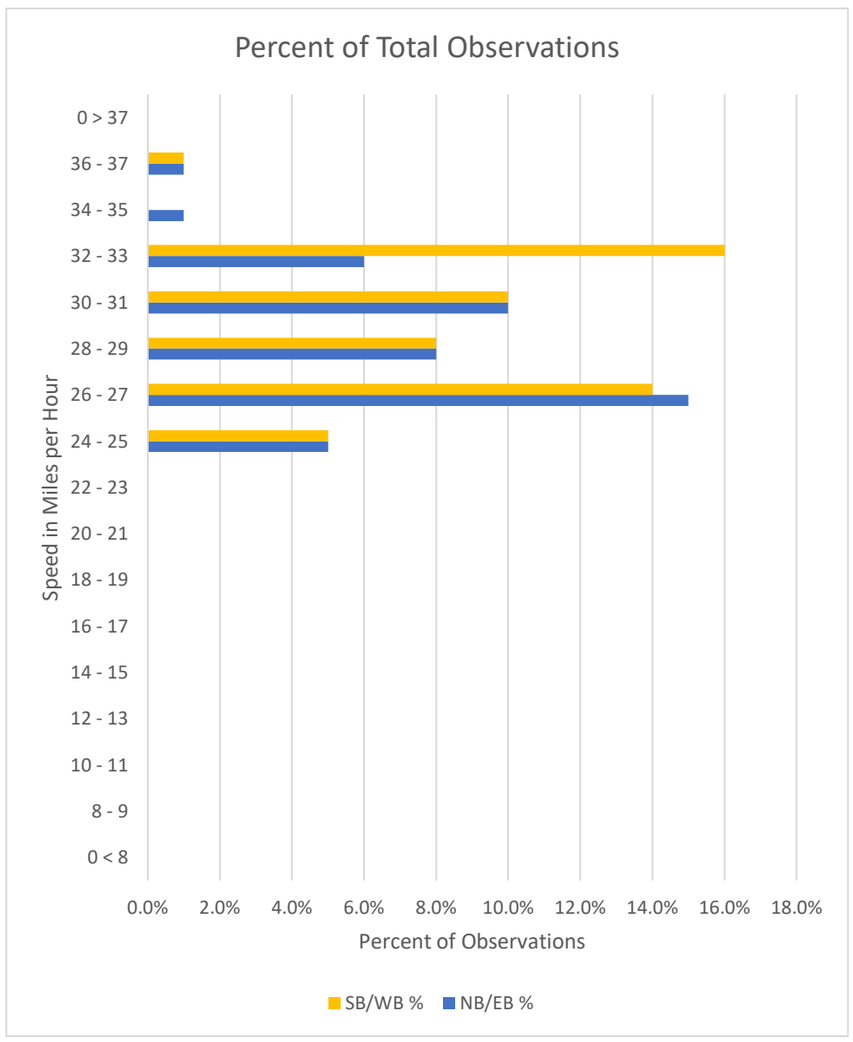
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 8	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	5	5.0%	5	5%	10.0%	10	10.0%
26 - 27	15	15.0%	14	14%	29.0%	39	39.0%
28 - 29	8	8.0%	8	8%	16.0%	55	55.0%
30 - 31	10	10.0%	10	10%	20.0%	75	75.0%
32 - 33	6	6.0%	16	16%	22.0%	97	97.0%
34 - 35	1	1.0%	0	0%	1.0%	98	98.0%
36 - 37	1	1.0%	1	1%	2.0%	100	100.0%
0 > 37	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Crescent Avenue**	LOCATION:	21
SURVEY LIMITS:	**Reservation Road to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:22:00 AM		
SURVEY END TIME:	10:44:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 27 MPH TO 36 MPH		
			Below Pace	In Pace	Above Pace
36 MPH	31 MPH	27 MPH	12.0%	75.0%	13.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
8.0% COMPLYING	44.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 16	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	5	5.0%	2	2%	7.0%	8	8.0%
26 - 27	7	7.0%	4	4%	11.0%	19	19.0%
28 - 29	10	10.0%	7	7%	17.0%	36	36.0%
30 - 31	8	8.0%	12	12%	20.0%	56	56.0%
32 - 33	5	5.0%	5	5%	10.0%	66	66.0%
34 - 35	4	4.0%	8	8%	12.0%	78	78.0%
36 - 37	5	5.0%	9	9%	14.0%	92	92.0%
38 - 39	0	0.0%	1	1%	1.0%	93	93.0%
40 - 41	2	2.0%	2	2%	4.0%	97	97.0%
42 - 43	0	0.0%	1	1%	1.0%	98	98.0%
44 - 45	0	0.0%	2	2%	2.0%	100	100.0%
0 > 45	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Cardoza Avenue**	LOCATION:	22
SURVEY LIMITS:	**Reservation Road to Aaron Way (End)**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	New	# OF LANES:	3
SURVEY START TIME:	11:30:00 AM		
SURVEY END TIME:	12:05:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH	TO	31 MPH
35 MPH	29 MPH	23 MPH	Below Pace 4.0%	In Pace 67.0%	Above Pace 29.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
27.0% COMPLYING	64.0% COMPLYING

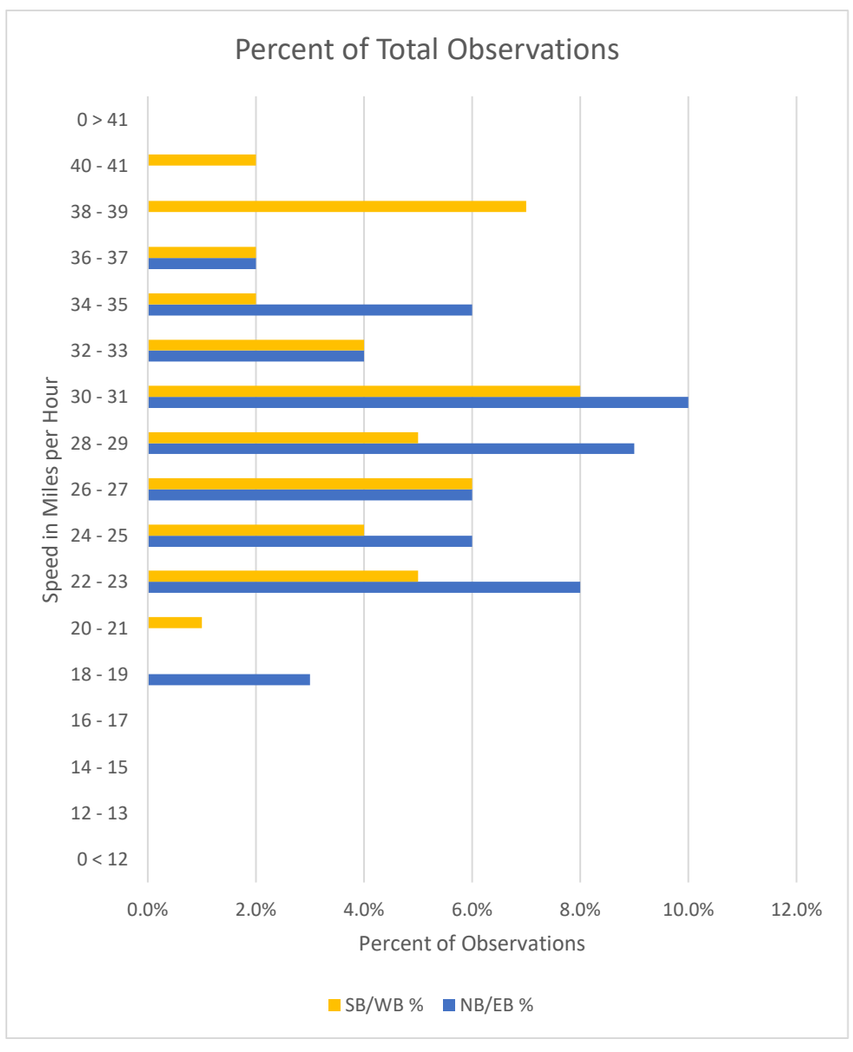
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	54	54.0%
SB/WB	46	46.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	3	3.0%	0	0%	3.0%	3	3.0%
20 - 21	0	0.0%	1	1%	1.0%	4	4.0%
22 - 23	8	8.0%	5	5%	13.0%	17	17.0%
24 - 25	6	6.0%	4	4%	10.0%	27	27.0%
26 - 27	6	6.0%	6	6%	12.0%	39	39.0%
28 - 29	9	9.0%	5	5%	14.0%	53	53.0%
30 - 31	10	10.0%	8	8%	18.0%	71	71.0%
32 - 33	4	4.0%	4	4%	8.0%	79	79.0%
34 - 35	6	6.0%	2	2%	8.0%	87	87.0%
36 - 37	2	2.0%	2	2%	4.0%	91	91.0%
38 - 39	0	0.0%	7	7%	7.0%	98	98.0%
40 - 41	0	0.0%	2	2%	2.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Beach Road**	LOCATION:	23
SURVEY LIMITS:	**Del Monte Boulevard to De Forest Road**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:23:00 AM		
SURVEY END TIME:	11:13:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			18 MPH	TO	27 MPH
28 MPH	24 MPH	19 MPH	Below Pace	In Pace	Above Pace
			5.0%	77.0%	18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
69.0% COMPLYING	69.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	51	51.0%
SB/WB	49	49.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	3	3.0%	0	0%	3.0%	3	3.0%
17 - 18	2	2.0%	5	5%	7.0%	10	10.0%
19 - 20	6	6.0%	6	6%	12.0%	22	22.0%
21 - 22	12	12.0%	5	5%	17.0%	39	39.0%
23 - 24	13	13.0%	7	7%	20.0%	59	59.0%
25 - 26	7	7.0%	11	11%	18.0%	77	77.0%
27 - 28	4	4.0%	5	5%	9.0%	86	86.0%
29 - 30	2	2.0%	6	6%	8.0%	94	94.0%
31 - 32	2	2.0%	3	3%	5.0%	99	99.0%
33 - 34	0	0.0%	1	1%	1.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	24
SURVEY LIMITS:	**Reservation Road to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:19:00 AM		
SURVEY END TIME:	10:43:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	35 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			28 MPH	TO	37 MPH
37 MPH	32 MPH	29 MPH	Below Pace	In Pace	Above Pace
			5.0%	84.0%	11.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	35 MPH
2.0% COMPLYING	76.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **35 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	2	2%	2.0%	2	2.0%
26 - 27	0	0.0%	3	3%	3.0%	5	5.0%
28 - 29	7	7.0%	11	11%	18.0%	23	23.0%
30 - 31	9	9.0%	12	12%	21.0%	44	44.0%
32 - 33	11	11.0%	7	7%	18.0%	62	62.0%
34 - 35	7	7.0%	7	7%	14.0%	76	76.0%
36 - 37	9	9.0%	4	4%	13.0%	89	89.0%
38 - 39	0	0.0%	2	2%	2.0%	91	91.0%
40 - 41	4	4.0%	1	1%	5.0%	96	96.0%
42 - 43	3	3.0%	1	1%	4.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	25
SURVEY LIMITS:	**Carmel Avenue to Reindollar Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:50:00 AM		
SURVEY END TIME:	10:16:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			23 MPH	TO	32 MPH
32 MPH	29 MPH	25 MPH	Below Pace	In Pace	Above Pace
			3.0%	84.0%	13.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
21.0% COMPLYING	21.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 16	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	1	1.0%	3	3%	4.0%	4	4.0%
24 - 25	9	9.0%	8	8%	17.0%	21	21.0%
26 - 27	8	8.0%	7	7%	15.0%	36	36.0%
28 - 29	10	10.0%	8	8%	18.0%	54	54.0%
30 - 31	12	12.0%	13	13%	25.0%	79	79.0%
32 - 33	4	4.0%	5	5%	9.0%	88	88.0%
34 - 35	3	3.0%	2	2%	5.0%	93	93.0%
36 - 37	1	1.0%	3	3%	4.0%	97	97.0%
38 - 39	1	1.0%	1	1%	2.0%	99	99.0%
40 - 41	0	0.0%	0	0%	0.0%	99	99.0%
42 - 43	0	0.0%	0	0%	0.0%	99	99.0%
44 - 45	1	1.0%	0	0%	1.0%	100	100.0%
0 > 45	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	26
SURVEY LIMITS:	**Reindollar Avenue to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:23:00 AM		
SURVEY END TIME:	9:46:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 37 MPH TO 46 MPH		
			Below Pace	In Pace	Above Pace
45 MPH	**40 MPH**	**37 MPH**	13.0%	79.0%	8.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**40 MPH**
0.0% COMPLYING	54.0% COMPLYING

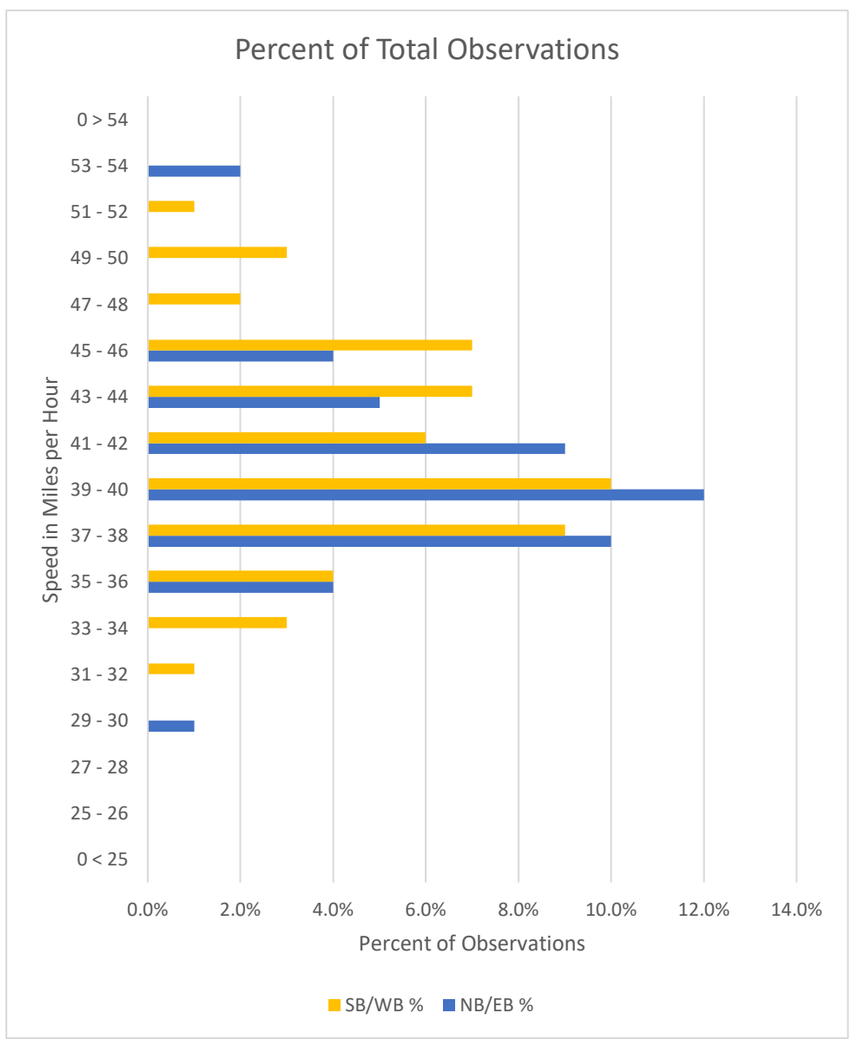
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	47	47.0%
SB/WB	53	53.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 25	0	0.0%	0	0%	0.0%	0	0.0%
25 - 26	0	0.0%	0	0%	0.0%	0	0.0%
27 - 28	0	0.0%	0	0%	0.0%	0	0.0%
29 - 30	1	1.0%	0	0%	1.0%	1	1.0%
31 - 32	0	0.0%	1	1%	1.0%	2	2.0%
33 - 34	0	0.0%	3	3%	3.0%	5	5.0%
35 - 36	4	4.0%	4	4%	8.0%	13	13.0%
37 - 38	10	10.0%	9	9%	19.0%	32	32.0%
39 - 40	12	12.0%	10	10%	22.0%	54	54.0%
41 - 42	9	9.0%	6	6%	15.0%	69	69.0%
43 - 44	5	5.0%	7	7%	12.0%	81	81.0%
45 - 46	4	4.0%	7	7%	11.0%	92	92.0%
47 - 48	0	0.0%	2	2%	2.0%	94	94.0%
49 - 50	0	0.0%	3	3%	3.0%	97	97.0%
51 - 52	0	0.0%	1	1%	1.0%	98	98.0%
53 - 54	2	2.0%	0	0%	2.0%	100	100.0%
0 > 54	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**California Avenue**	LOCATION:	27
SURVEY LIMITS:	**Imjin Parkway to 8th Street**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:48:00 PM		
SURVEY END TIME:	2:48:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 20 MPH	TO	29 MPH
28 MPH	26 MPH	22 MPH	Below Pace 0.0%	In Pace 87.9%	Above Pace 12.1%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
48.3% COMPLYING	91.4% COMPLYING

DIRECTION OF COLLECTION

#Entries	58	
NB/EB	40	69.0%
SB/WB	18	31.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 4	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	2	3.4%	5	9%	12.1%	7	12.1%
22 - 23	12	20.7%	2	3%	24.1%	21	36.2%
24 - 25	6	10.3%	1	2%	12.1%	28	48.3%
26 - 27	13	22.4%	7	12%	34.5%	48	82.8%
28 - 29	2	3.4%	1	2%	5.2%	51	87.9%
30 - 31	4	6.9%	2	3%	10.3%	57	98.3%
32 - 33	1	1.7%	0	0%	1.7%	58	100.0%
0 > 33	0	0.0%	0	0%	0.0%	58	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reindollar Avenue**	LOCATION:	28
SURVEY LIMITS:	**Del Monte Boulevard to California Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:24:00 AM		
SURVEY END TIME:	11:47:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH	TO	33 MPH
34 MPH	29 MPH	25 MPH	Below Pace 3.0%	In Pace 81.0%	Above Pace 16.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
18.0% COMPLYING	18.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	48	48.0%
SB/WB	52	52.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	3	3%	3.0%	3	3.0%
24 - 25	7	7.0%	8	8%	15.0%	18	18.0%
26 - 27	10	10.0%	12	12%	22.0%	40	40.0%
28 - 29	9	9.0%	9	9%	18.0%	58	58.0%
30 - 31	8	8.0%	7	7%	15.0%	73	73.0%
32 - 33	7	7.0%	4	4%	11.0%	84	84.0%
34 - 35	3	3.0%	5	5%	8.0%	92	92.0%
36 - 37	2	2.0%	2	2%	4.0%	96	96.0%
38 - 39	0	0.0%	1	1%	1.0%	97	97.0%
40 - 41	2	2.0%	1	1%	3.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Reindollar Avenue**	LOCATION:	29
SURVEY LIMITS:	**California Avenue to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:44:00 PM		
SURVEY END TIME:	1:26:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH	TO	34 MPH
33 MPH	29 MPH	25 MPH	Below Pace 7.0%	In Pace 90.0%	Above Pace 3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
16.0% COMPLYING	71.0% COMPLYING

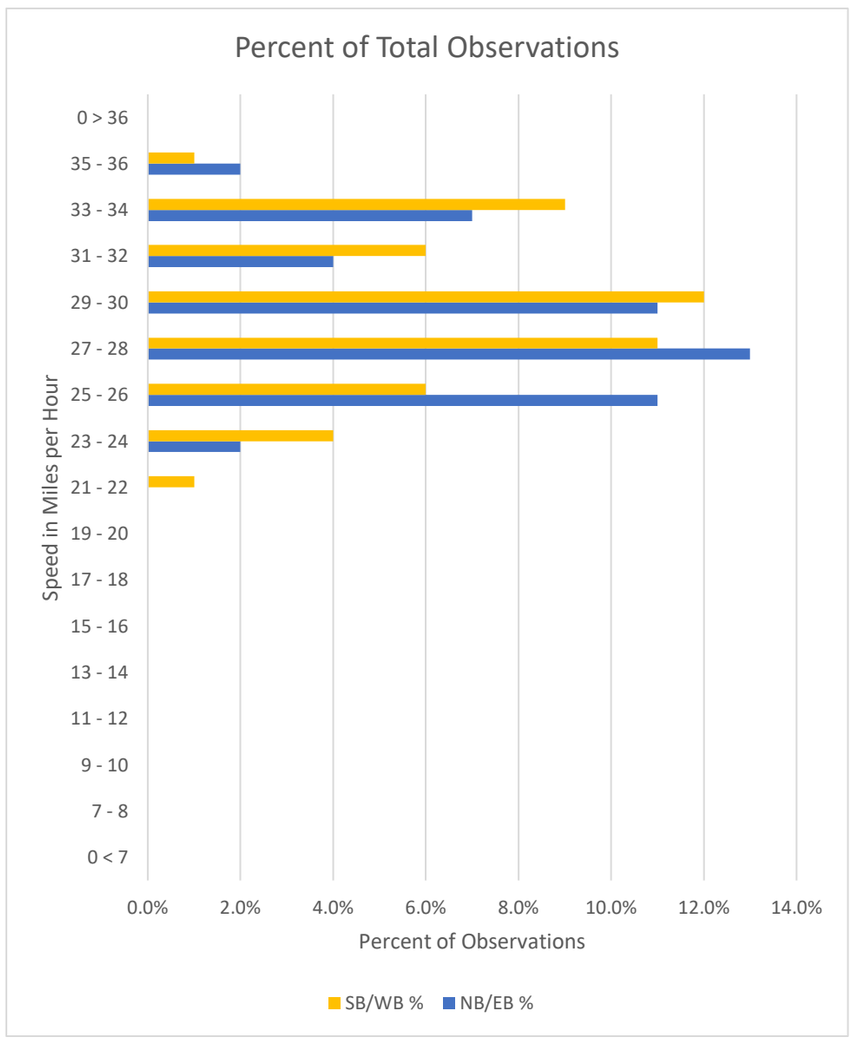
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	1	1%	1.0%	1	1.0%
23 - 24	2	2.0%	4	4%	6.0%	7	7.0%
25 - 26	11	11.0%	6	6%	17.0%	24	24.0%
27 - 28	13	13.0%	11	11%	24.0%	48	48.0%
29 - 30	11	11.0%	12	12%	23.0%	71	71.0%
31 - 32	4	4.0%	6	6%	10.0%	81	81.0%
33 - 34	7	7.0%	9	9%	16.0%	97	97.0%
35 - 36	2	2.0%	1	1%	3.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Carmel Avenue**	LOCATION:	30
SURVEY LIMITS:	**Del Monte Boulevard to California Avenue**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	3:27:00 PM		
SURVEY END TIME:	4:10:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
31 MPH	27 MPH	24 MPH	Below Pace 0.0%	In Pace 98.0%	Above Pace 2.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
23.0% COMPLYING	23.0% COMPLYING

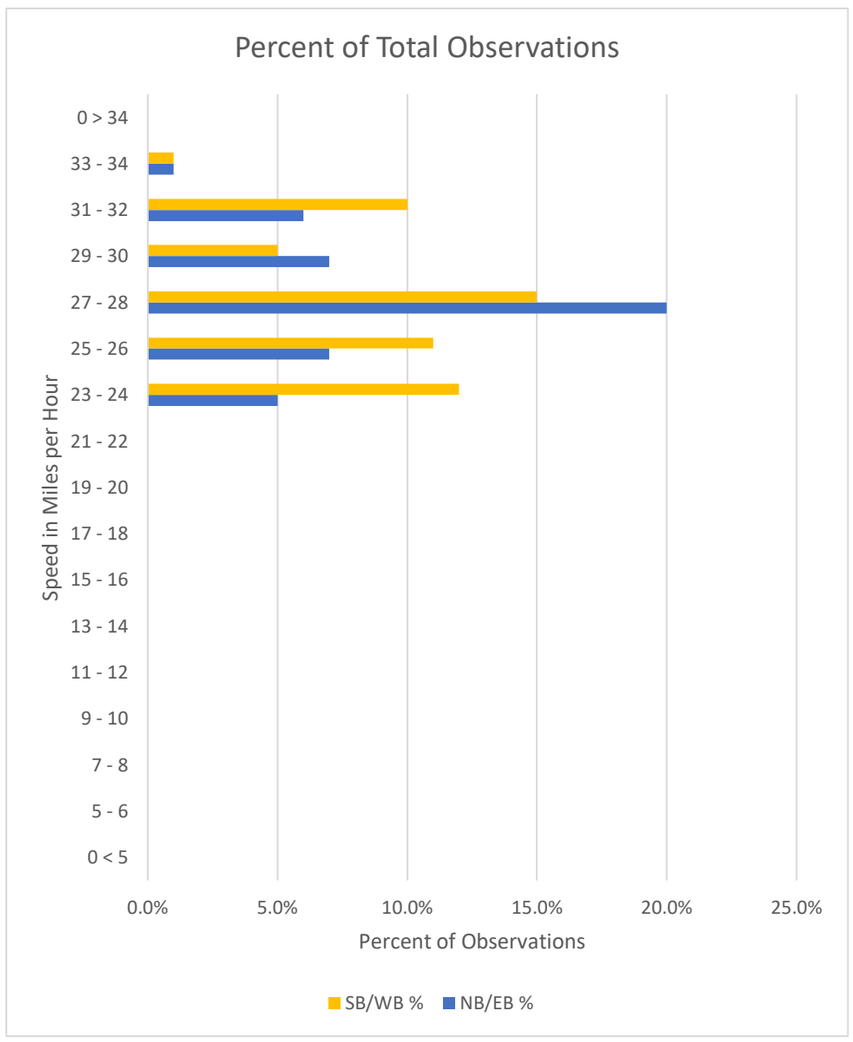
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	46	46.0%
SB/WB	54	54.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 5	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	5	5.0%	12	12%	17.0%	17	17.0%
25 - 26	7	7.0%	11	11%	18.0%	35	35.0%
27 - 28	20	20.0%	15	15%	35.0%	70	70.0%
29 - 30	7	7.0%	5	5%	12.0%	82	82.0%
31 - 32	6	6.0%	10	10%	16.0%	98	98.0%
33 - 34	1	1.0%	1	1%	2.0%	100	100.0%
0 > 34	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Carmel Avenue**	LOCATION:	31
SURVEY LIMITS:	**California Avenue to Salinas Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:49:00 AM		
SURVEY END TIME:	12:39:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH	TO	31 MPH
29 MPH	25 MPH	22 MPH	Below Pace 13.0%	In Pace 85.0%	Above Pace 2.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH 56.0% COMPLYING	25 MPH 56.0% COMPLYING

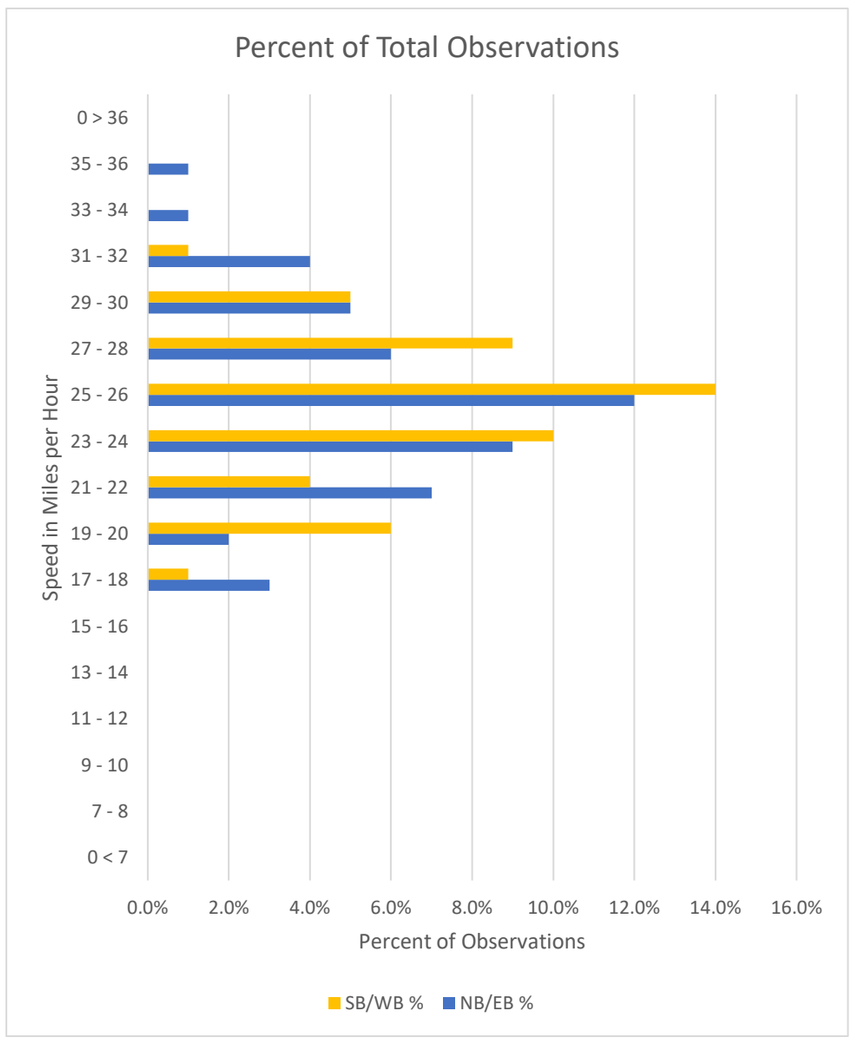
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	3	3.0%	1	1%	4.0%	4	4.0%
19 - 20	2	2.0%	6	6%	8.0%	12	12.0%
21 - 22	7	7.0%	4	4%	11.0%	23	23.0%
23 - 24	9	9.0%	10	10%	19.0%	42	42.0%
25 - 26	12	12.0%	14	14%	26.0%	68	68.0%
27 - 28	6	6.0%	9	9%	15.0%	83	83.0%
29 - 30	5	5.0%	5	5%	10.0%	93	93.0%
31 - 32	4	4.0%	1	1%	5.0%	98	98.0%
33 - 34	1	1.0%	0	0%	1.0%	99	99.0%
35 - 36	1	1.0%	0	0%	1.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Salinas Avenue**	LOCATION:	32
SURVEY LIMITS:	**Carmel Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Poor	# OF LANES:	2
SURVEY START TIME:	2:05:00 PM		
SURVEY END TIME:	4:05:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			16 MPH	TO	25 MPH
24 MPH	19 MPH	17 MPH	Below Pace	In Pace	Above Pace
			4.4%	93.4%	2.2%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
97.8% COMPLYING	97.8% COMPLYING

DIRECTION OF COLLECTION

#Entries	91	
NB/EB	61	67.0%
SB/WB	30	33.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 0	0	0.0%	0	0%	0.0%	0	0.0%
0 - 1	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	2	2.2%	2	2%	4.4%	4	4.4%
16 - 17	8	8.8%	6	7%	15.4%	18	19.8%
18 - 19	21	23.1%	10	11%	34.1%	49	53.8%
20 - 21	11	12.1%	6	7%	18.7%	66	72.5%
22 - 23	7	7.7%	1	1%	8.8%	74	81.3%
24 - 25	11	12.1%	4	4%	16.5%	89	97.8%
26 - 27	1	1.1%	0	0%	1.1%	90	98.9%
28 - 29	0	0.0%	1	1%	1.1%	91	100.0%
0 > 29	0	0.0%	0	0%	0.0%	91	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Paul Davis Drive**	LOCATION:	33
SURVEY LIMITS:	**Healy Avenue to Marina Greens Drive**	COLLECTOR:	Josh
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:10:00 PM		
SURVEY END TIME:	2:10:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			17 MPH	TO	26 MPH
25 MPH	21 MPH	18 MPH	Below Pace	In Pace	Above Pace
			4.0%	85.0%	11.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
86.0% COMPLYING	99.0% COMPLYING

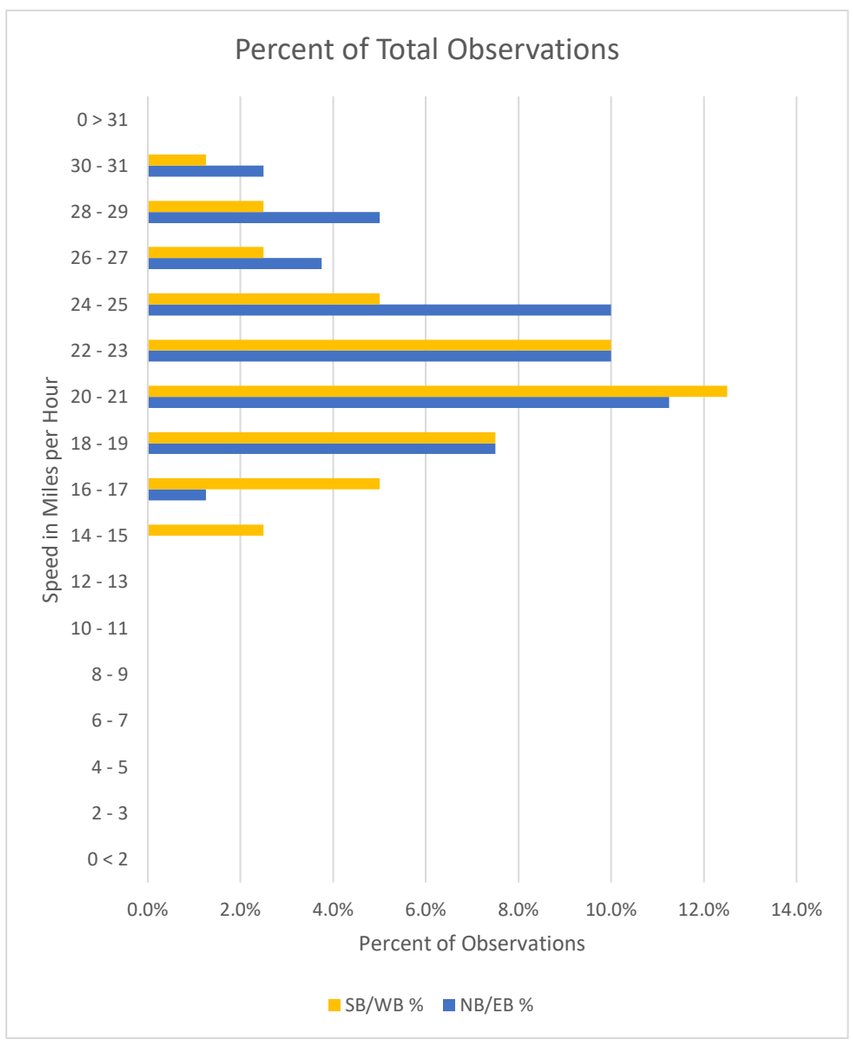
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	41	41.0%
SB/WB	59	59.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 2	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	2	3%	2.5%	2	2.5%
16 - 17	1	1.3%	4	5%	6.3%	7	8.8%
18 - 19	6	7.5%	6	8%	15.0%	19	23.8%
20 - 21	9	11.3%	10	13%	23.8%	38	47.5%
22 - 23	8	10.0%	8	10%	20.0%	54	67.5%
24 - 25	8	10.0%	4	5%	15.0%	66	82.5%
26 - 27	3	3.8%	2	3%	6.3%	71	88.8%
28 - 29	4	5.0%	2	3%	7.5%	77	96.3%
30 - 31	2	2.5%	1	1%	3.8%	80	100.0%
0 > 31	0	0.0%	0	0%	0.0%	80	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Patton Parkway**	LOCATION:	34
SURVEY LIMITS:	**Marina High School to California Avenue**	COLLECTOR:	Jesus
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	New	# OF LANES:	2
SURVEY START TIME:	1:25:00 PM		
SURVEY END TIME:	3:25:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	40 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			34 MPH	TO	43 MPH
41 MPH	37 MPH	33.7 MPH	Below Pace	In Pace	Above Pace
			15.3%	83.1%	1.7%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	40 MPH
0.0% COMPLYING	78.0% COMPLYING

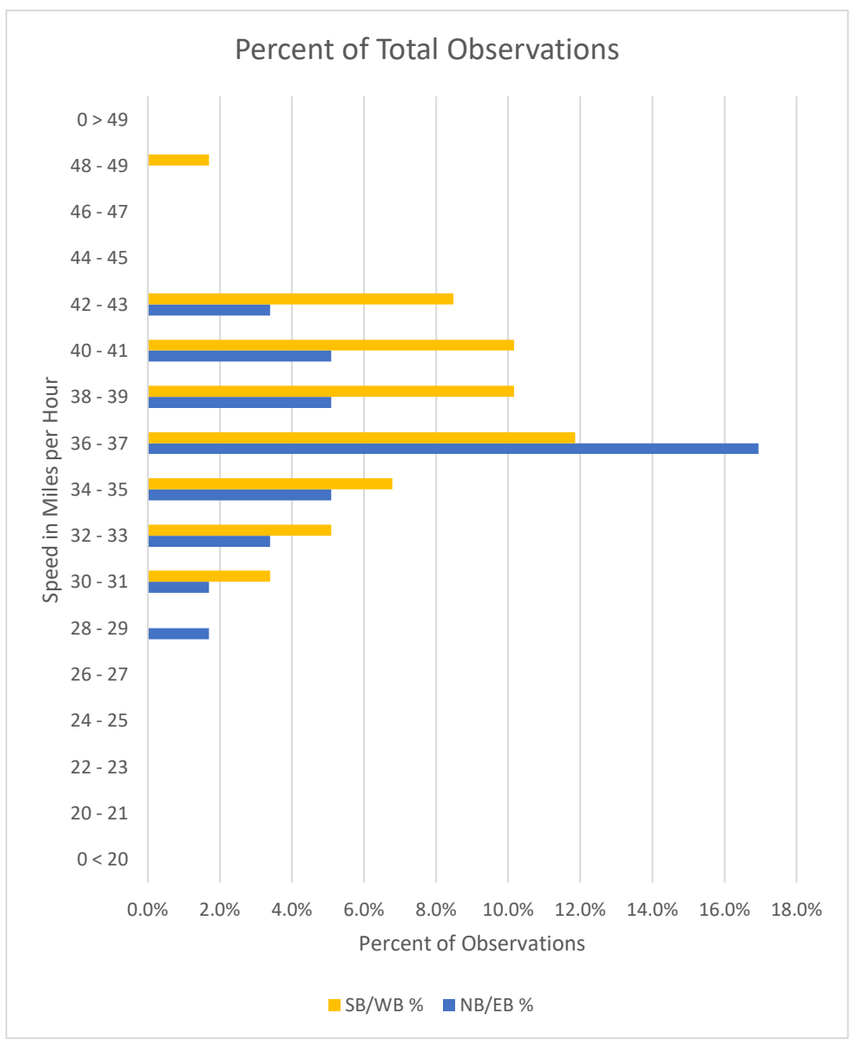
DIRECTION OF COLLECTION

#Entries	59	
NB/EB	25	42.4%
SB/WB	34	57.6%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **40 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 20	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	0	0%	0.0%	0	0.0%
24 - 25	0	0.0%	0	0%	0.0%	0	0.0%
26 - 27	0	0.0%	0	0%	0.0%	0	0.0%
28 - 29	1	1.7%	0	0%	1.7%	1	1.7%
30 - 31	1	1.7%	2	3%	5.1%	4	6.8%
32 - 33	2	3.4%	3	5%	8.5%	9	15.3%
34 - 35	3	5.1%	4	7%	11.9%	16	27.1%
36 - 37	10	16.9%	7	12%	28.8%	33	55.9%
38 - 39	3	5.1%	6	10%	15.3%	42	71.2%
40 - 41	3	5.1%	6	10%	15.3%	51	86.4%
42 - 43	2	3.4%	5	8%	11.9%	58	98.3%
44 - 45	0	0.0%	0	0%	0.0%	58	98.3%
46 - 47	0	0.0%	0	0%	0.0%	58	98.3%
48 - 49	0	0.0%	1	2%	1.7%	59	100.0%
0 > 49	0	0.0%	0	0%	0.0%	59	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Crescent Street**	LOCATION:	35
SURVEY LIMITS:	**Patton Parkway to Reindollar Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	3:06:00 PM		
SURVEY END TIME:	4:09:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 22 MPH	TO	31 MPH
30 MPH	26 MPH	23 MPH	Below Pace 4.0%	In Pace 88.0%	Above Pace 8.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
40.0% COMPLYING	40.0% COMPLYING

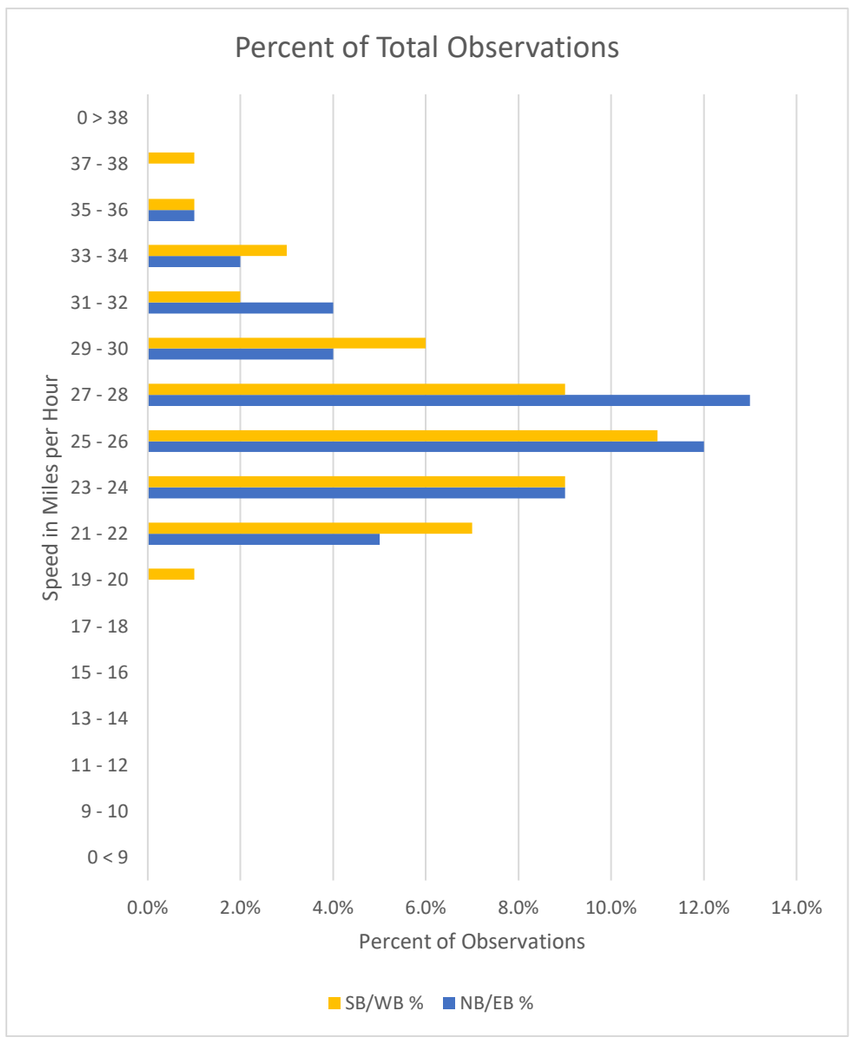
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY				CUMULATIVE		
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 9	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	1	1%	1.0%	1	1.0%
21 - 22	5	5.0%	7	7%	12.0%	13	13.0%
23 - 24	9	9.0%	9	9%	18.0%	31	31.0%
25 - 26	12	12.0%	11	11%	23.0%	54	54.0%
27 - 28	13	13.0%	9	9%	22.0%	76	76.0%
29 - 30	4	4.0%	6	6%	10.0%	86	86.0%
31 - 32	4	4.0%	2	2%	6.0%	92	92.0%
33 - 34	2	2.0%	3	3%	5.0%	97	97.0%
35 - 36	1	1.0%	1	1%	2.0%	99	99.0%
37 - 38	0	0.0%	1	1%	1.0%	100	100.0%
0 > 38	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Vaughn Avenue**	LOCATION:	36
SURVEY LIMITS:	**Reindollar Avenue to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:47:00 AM		
SURVEY END TIME:	11:19:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 21 MPH	TO	30 MPH
29 MPH	26 MPH	23 MPH	Below Pace 1.0%	In Pace 94.0%	Above Pace 5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
38.0% COMPLYING	38.0% COMPLYING

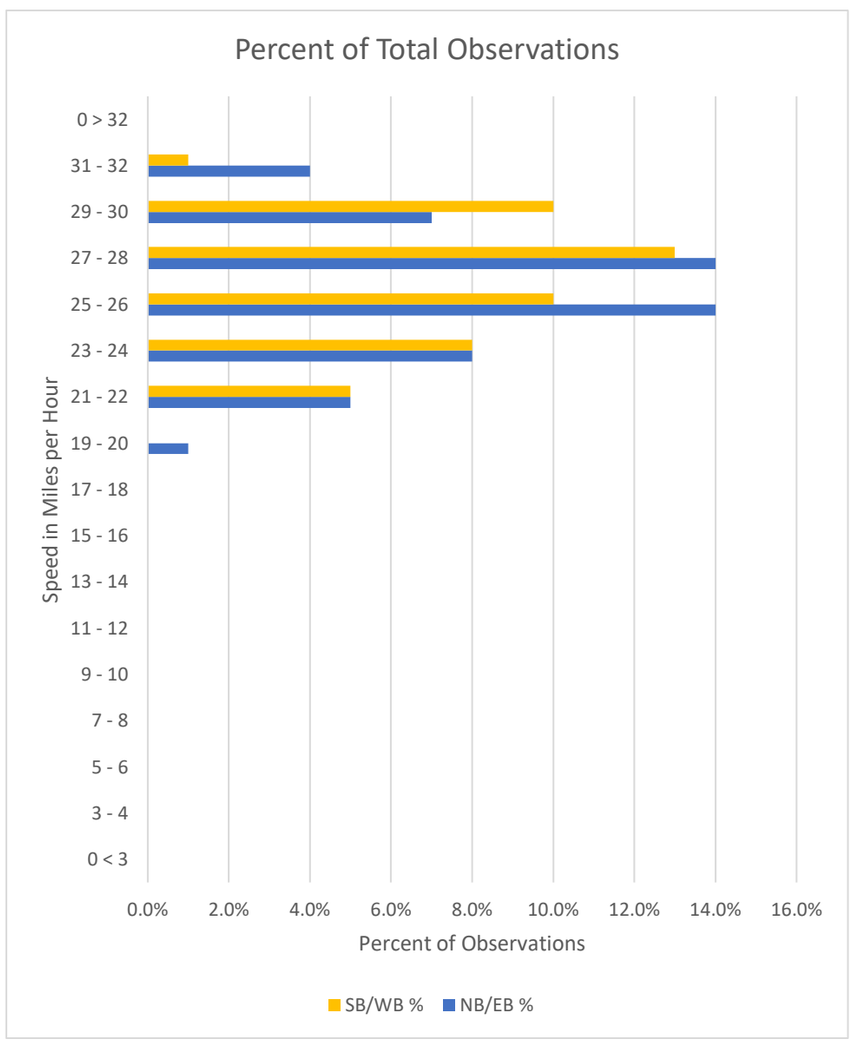
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	53	53.0%
SB/WB	47	47.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 3	0	0.0%	0	0%	0.0%	0	0.0%
3 - 4	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	1	1.0%	0	0%	1.0%	1	1.0%
21 - 22	5	5.0%	5	5%	10.0%	11	11.0%
23 - 24	8	8.0%	8	8%	16.0%	27	27.0%
25 - 26	14	14.0%	10	10%	24.0%	51	51.0%
27 - 28	14	14.0%	13	13%	27.0%	78	78.0%
29 - 30	7	7.0%	10	10%	17.0%	95	95.0%
31 - 32	4	4.0%	1	1%	5.0%	100	100.0%
0 > 32	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Seacrest Avenue**	LOCATION:	37
SURVEY LIMITS:	**Carmel Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:50:00 AM		
SURVEY END TIME:	10:19:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
31.15 MPH	**28 MPH**	**24 MPH**	Below Pace 11.0%	In Pace 81.0%	Above Pace 8.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
34.0% COMPLYING	76.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 10	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	1	1%	1.0%	1	1.0%
20 - 21	5	5.0%	1	1%	6.0%	7	7.0%
22 - 23	3	3.0%	3	3%	6.0%	13	13.0%
24 - 25	12	12.0%	9	9%	21.0%	34	34.0%
26 - 27	7	7.0%	7	7%	14.0%	48	48.0%
28 - 29	9	9.0%	12	12%	21.0%	69	69.0%
30 - 31	7	7.0%	9	9%	16.0%	85	85.0%
32 - 33	4	4.0%	5	5%	9.0%	94	94.0%
34 - 35	2	2.0%	2	2%	4.0%	98	98.0%
36 - 37	0	0.0%	1	1%	1.0%	99	99.0%
38 - 39	1	1.0%	0	0%	1.0%	100	100.0%
0 > 39	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Sunset Avenue**	LOCATION:	38
SURVEY LIMITS:	**Reindollar Avenue to Carmel Avenue**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 18, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:45:00 PM		
SURVEY END TIME:	1:18:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
31 MPH	28 MPH	25 MPH	Below Pace 1.0%	In Pace 94.1%	Above Pace 5.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
16.8% COMPLYING	16.8% COMPLYING

DIRECTION OF COLLECTION

#Entries	101	
NB/EB	51	50.5%
SB/WB	50	49.5%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	1	1.0%	0	0%	1.0%	1	1.0%
23 - 24	3	3.0%	6	6%	8.9%	10	9.9%
25 - 26	9	8.9%	8	8%	16.8%	27	26.7%
27 - 28	16	15.8%	19	19%	34.7%	62	61.4%
29 - 30	12	11.9%	8	8%	19.8%	82	81.2%
31 - 32	7	6.9%	7	7%	13.9%	96	95.0%
33 - 34	3	3.0%	1	1%	4.0%	100	99.0%
35 - 36	0	0.0%	1	1%	1.0%	101	100.0%
0 > 36	0	0.0%	0	0%	0.0%	101	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Lake Drive**	LOCATION:	39
SURVEY LIMITS:	**Palm Avenue to Reservation Road**	COLLECTOR:	Randy
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:56:00 AM		
SURVEY END TIME:	12:31:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED		
			27 MPH	TO	36 MPH
36 MPH	32.5 MPH	29 MPH	Below Pace	In Pace	Above Pace
			2.0%	86.0%	12.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	30 MPH
2.0% COMPLYING	31.0% COMPLYING

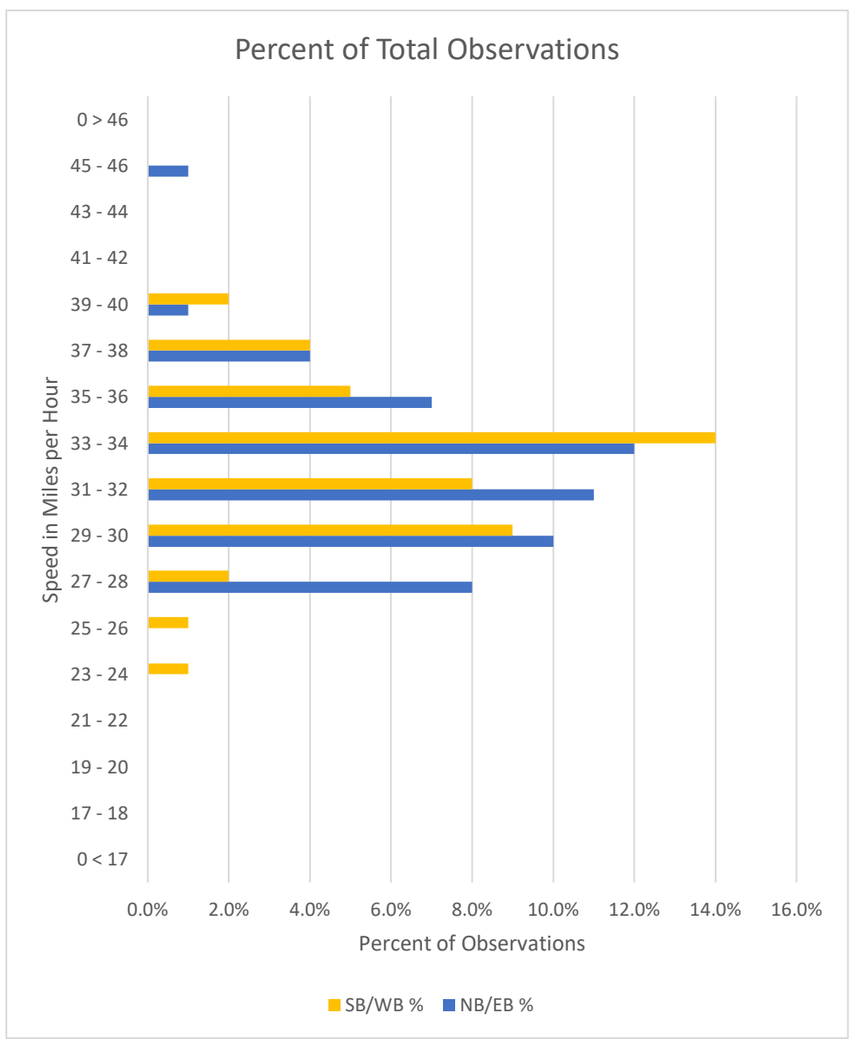
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	54	54.0%
SB/WB	46	46.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 17	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	0	0.0%	1	1%	1.0%	1	1.0%
25 - 26	0	0.0%	1	1%	1.0%	2	2.0%
27 - 28	8	8.0%	2	2%	10.0%	12	12.0%
29 - 30	10	10.0%	9	9%	19.0%	31	31.0%
31 - 32	11	11.0%	8	8%	19.0%	50	50.0%
33 - 34	12	12.0%	14	14%	26.0%	76	76.0%
35 - 36	7	7.0%	5	5%	12.0%	88	88.0%
37 - 38	4	4.0%	4	4%	8.0%	96	96.0%
39 - 40	1	1.0%	2	2%	3.0%	99	99.0%
41 - 42	0	0.0%	0	0%	0.0%	99	99.0%
43 - 44	0	0.0%	0	0%	0.0%	99	99.0%
45 - 46	1	1.0%	0	0%	1.0%	100	100.0%
0 > 46	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Palm Avenue**	LOCATION:	40
SURVEY LIMITS:	**Lake Drive to Del Monte Boulevard**	COLLECTOR:	Jesus Nunez
SURVEY DATE:	Thursday, December 19, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	12:00:00 PM		
SURVEY END TIME:	12:48:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
28 MPH	26 MPH	24 MPH	Below Pace 0.0%	In Pace 100.0%	Above Pace 0.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
40.0% COMPLYING	40.0% COMPLYING

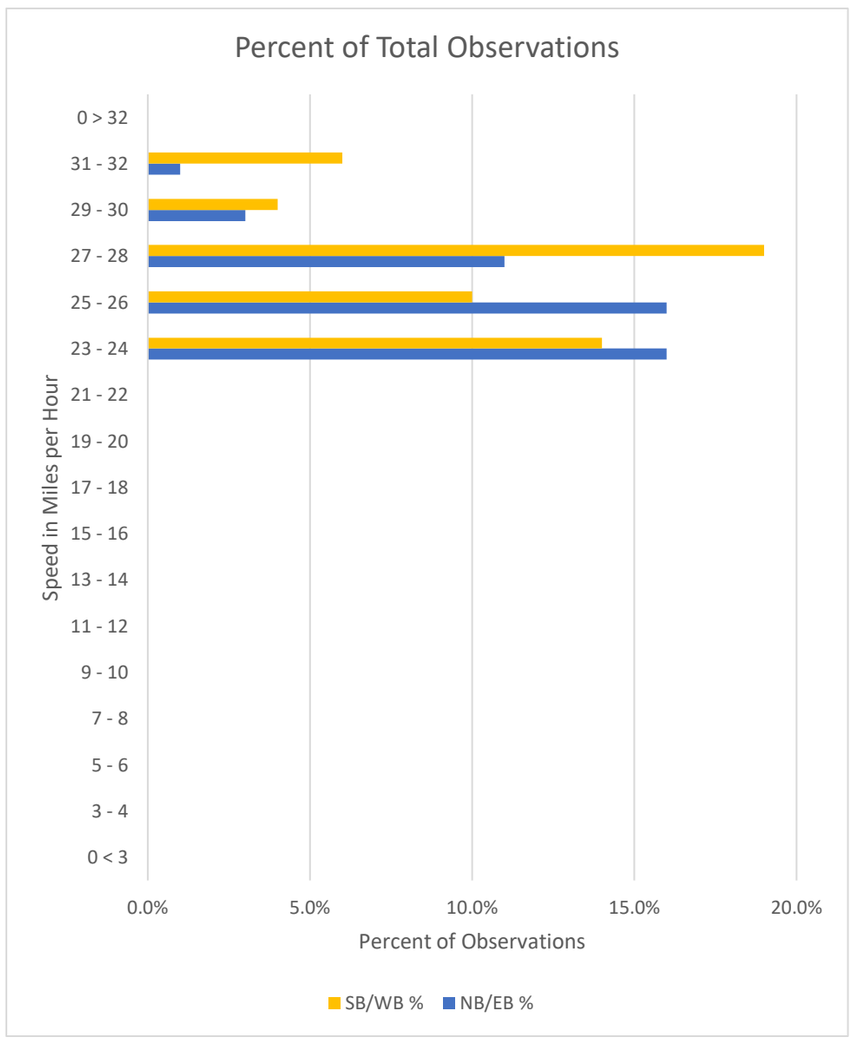
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	47	47.0%
SB/WB	53	53.0%

UNUSUAL CONDITIONS: **None**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 3	0	0.0%	0	0%	0.0%	0	0.0%
3 - 4	0	0.0%	0	0%	0.0%	0	0.0%
5 - 6	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	0	0%	0.0%	0	0.0%
23 - 24	16	16.0%	14	14%	30.0%	30	30.0%
25 - 26	16	16.0%	10	10%	26.0%	56	56.0%
27 - 28	11	11.0%	19	19%	30.0%	86	86.0%
29 - 30	3	3.0%	4	4%	7.0%	93	93.0%
31 - 32	1	1.0%	6	6%	7.0%	100	100.0%
0 > 32	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Abrams Drive**	LOCATION:	41
SURVEY LIMITS:	**Preston Drive to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	9:49:00 AM		
SURVEY END TIME:	11:06:00 AM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 24 MPH TO 33 MPH		
			Below Pace	In Pace	Above Pace
34 MPH	**29 MPH**	**25 MPH**	5.0%	77.0%	18.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
20.0% COMPLYING	65.0% COMPLYING

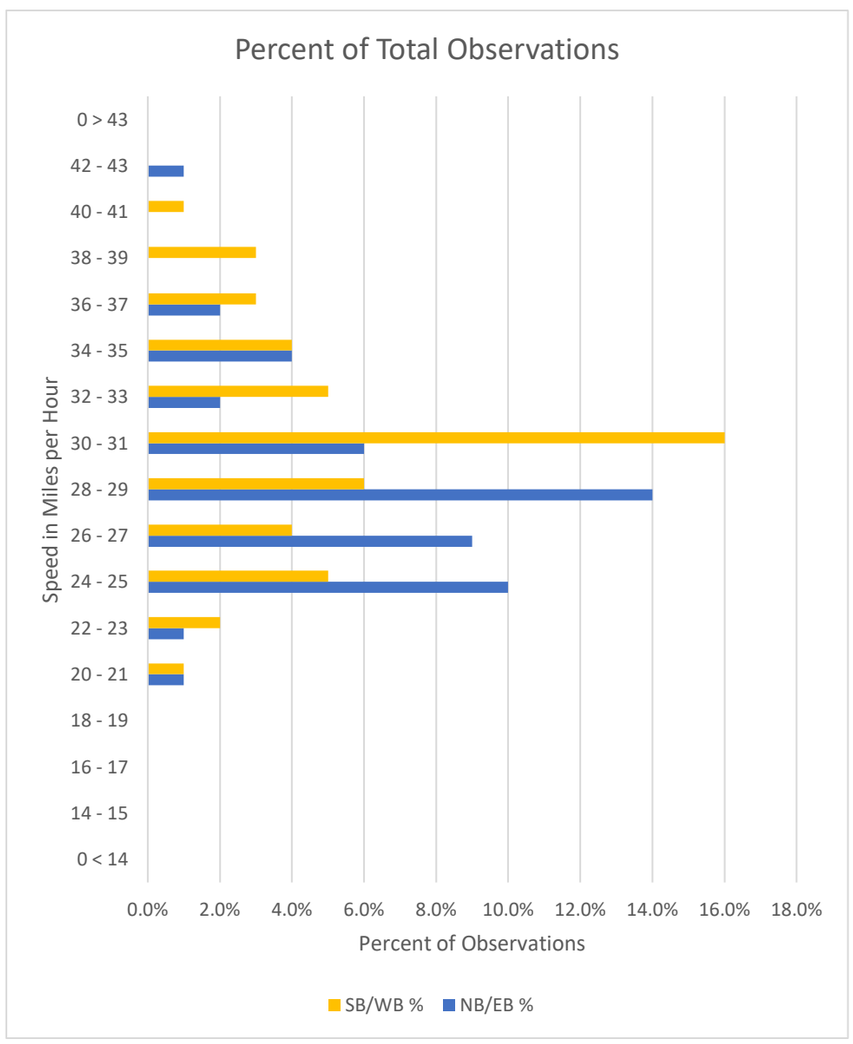
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	1	1.0%	1	1%	2.0%	2	2.0%
22 - 23	1	1.0%	2	2%	3.0%	5	5.0%
24 - 25	10	10.0%	5	5%	15.0%	20	20.0%
26 - 27	9	9.0%	4	4%	13.0%	33	33.0%
28 - 29	14	14.0%	6	6%	20.0%	53	53.0%
30 - 31	6	6.0%	16	16%	22.0%	75	75.0%
32 - 33	2	2.0%	5	5%	7.0%	82	82.0%
34 - 35	4	4.0%	4	4%	8.0%	90	90.0%
36 - 37	2	2.0%	3	3%	5.0%	95	95.0%
38 - 39	0	0.0%	3	3%	3.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Preston Drive**	LOCATION:	42
SURVEY LIMITS:	**Abrams Drive to Imjin Parkway**	COLLECTOR:	Randy
SURVEY DATE:	Tuesday, December 10, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	11:09:00 AM		
SURVEY END TIME:	12:24:00 PM		
STREET CLASSIFICATION:	Arterial		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 23 MPH	TO	32 MPH
29.15 MPH	**27 MPH**	**24 MPH**	Below Pace 2.0%	In Pace 97.0%	Above Pace 1.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
26.0% COMPLYING	93.0% COMPLYING

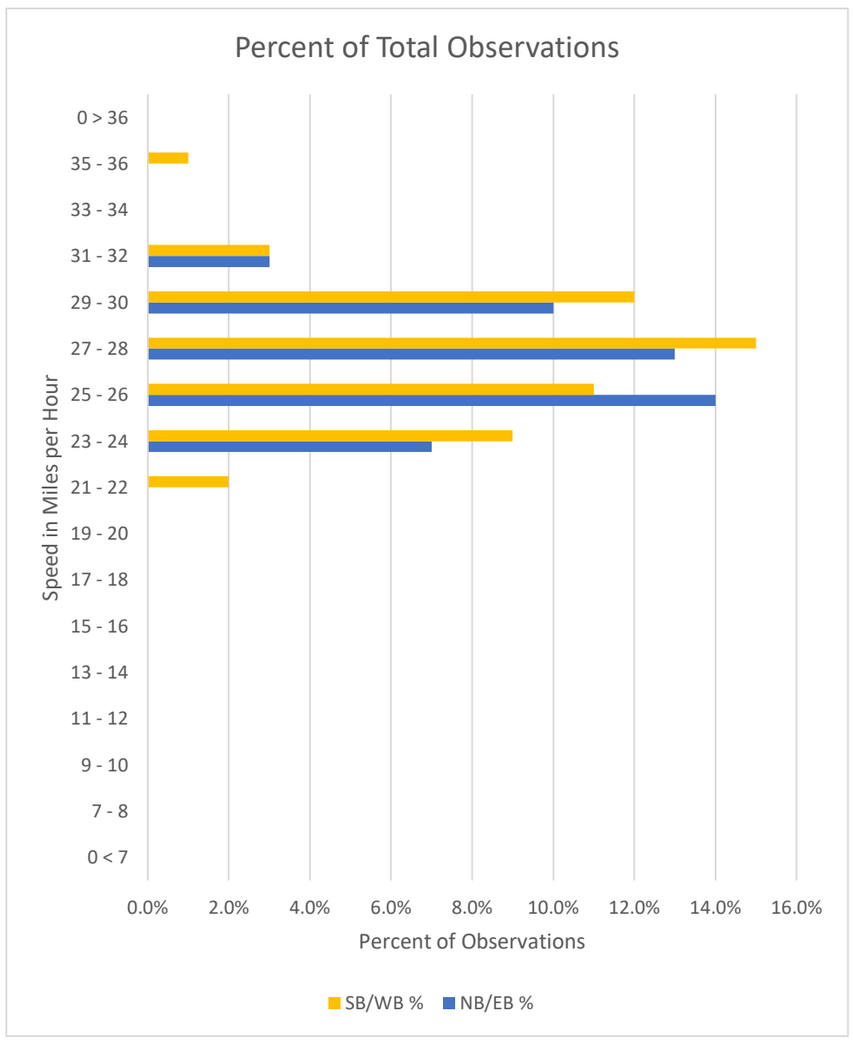
DIRECTION OF COLLECTION

#Entries	100	
NB/EB	47	47.0%
SB/WB	53	53.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**



	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 7	0	0.0%	0	0%	0.0%	0	0.0%
7 - 8	0	0.0%	0	0%	0.0%	0	0.0%
9 - 10	0	0.0%	0	0%	0.0%	0	0.0%
11 - 12	0	0.0%	0	0%	0.0%	0	0.0%
13 - 14	0	0.0%	0	0%	0.0%	0	0.0%
15 - 16	0	0.0%	0	0%	0.0%	0	0.0%
17 - 18	0	0.0%	0	0%	0.0%	0	0.0%
19 - 20	0	0.0%	0	0%	0.0%	0	0.0%
21 - 22	0	0.0%	2	2%	2.0%	2	2.0%
23 - 24	7	7.0%	9	9%	16.0%	18	18.0%
25 - 26	14	14.0%	11	11%	25.0%	43	43.0%
27 - 28	13	13.0%	15	15%	28.0%	71	71.0%
29 - 30	10	10.0%	12	12%	22.0%	93	93.0%
31 - 32	3	3.0%	3	3%	6.0%	99	99.0%
33 - 34	0	0.0%	0	0%	0.0%	99	99.0%
35 - 36	0	0.0%	1	1%	1.0%	100	100.0%
0 > 36	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**3rd Avenue**	LOCATION:	43
SURVEY LIMITS:	**Imjin Parkway to 8th Street**	COLLECTOR:	Jesus
SURVEY DATE:	Thursday, December 5, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	10:30:00 AM		
SURVEY END TIME:	11:18:00 AM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	NB SB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 20 MPH	TO	29 MPH
27 MPH	24 MPH	22 MPH	Below Pace	In Pace	Above Pace
			0.0%	97.0%	3.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
64.0% COMPLYING	64.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	55	55.0%
SB/WB	45	45.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 2	0	0.0%	0	0%	0.0%	0	0.0%
2 - 3	0	0.0%	0	0%	0.0%	0	0.0%
4 - 5	0	0.0%	0	0%	0.0%	0	0.0%
6 - 7	0	0.0%	0	0%	0.0%	0	0.0%
8 - 9	0	0.0%	0	0%	0.0%	0	0.0%
10 - 11	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	2	2.0%	3	3%	5.0%	5	5.0%
22 - 23	22	22.0%	14	14%	36.0%	41	41.0%
24 - 25	11	11.0%	12	12%	23.0%	64	64.0%
26 - 27	13	13.0%	10	10%	23.0%	87	87.0%
28 - 29	5	5.0%	5	5%	10.0%	97	97.0%
30 - 31	2	2.0%	1	1%	3.0%	100	100.0%
0 > 31	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Abrams Drive**	LOCATION:	44
SURVEY LIMITS:	**Imjin Pkwy (west) to Preston Drive**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	2:26:00 PM		
SURVEY END TIME:	3:02:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	30 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH TO 34 MPH		
			Below Pace	In Pace	Above Pace
35.15 MPH	**30 MPH**	**26 MPH**	5.0%	74.0%	21.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	**30 MPH**
13.0% COMPLYING	55.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **30 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 14	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	7	7.0%	5	5%	12.0%	13	13.0%
26 - 27	7	7.0%	9	9%	16.0%	29	29.0%
28 - 29	10	10.0%	8	8%	18.0%	47	47.0%
30 - 31	6	6.0%	11	11%	17.0%	64	64.0%
32 - 33	5	5.0%	5	5%	10.0%	74	74.0%
34 - 35	6	6.0%	5	5%	11.0%	85	85.0%
36 - 37	5	5.0%	3	3%	8.0%	93	93.0%
38 - 39	3	3.0%	2	2%	5.0%	98	98.0%
40 - 41	0	0.0%	1	1%	1.0%	99	99.0%
42 - 43	1	1.0%	0	0%	1.0%	100	100.0%
0 > 43	0	0.0%	0	0%	0.0%	100	100.0%

IDAX RADAR SAMPLE SPEED SURVEY

ROADWAY SURVEYED:	**Marina Heights Drive**	LOCATION:	45
SURVEY LIMITS:	**California Ave to Imjin Pkwy**	COLLECTOR:	Randy
SURVEY DATE:	Wednesday, December 11, 2024	WEATHER:	Sunny
ROAD CONDITION:	Fair	# OF LANES:	2
SURVEY START TIME:	1:39:00 PM		
SURVEY END TIME:	2:21:00 PM		
STREET CLASSIFICATION:	Residential		
POSTED SPEED:	25 MPH		
DIRECTION OF TRAFFIC:	EB WB		

CRITICAL SPEED (85TH PERCENTILE)	50TH PERCENTILE	15TH PERCENTILE	PACE SPEED 25 MPH	TO	34 MPH
34 MPH	29 MPH	26 MPH	Below Pace 5.0%	In Pace 84.0%	Above Pace 11.0%

PRIMA FACIE SPEED LIMIT	EXISTING SPEED LIMIT
25 MPH	25 MPH
10.0% COMPLYING	10.0% COMPLYING

DIRECTION OF COLLECTION

#Entries	100	
NB/EB	50	50.0%
SB/WB	50	50.0%

UNUSUAL CONDITIONS: **NONE**

RECOMMENDED SPEED LIMIT: **TBD MPH**

SPEED ZONE LIMITS: **25 MPH**

	FREQUENCY					CUMULATIVE	
	NB/EB #	NB/EB %	SB/WB #	SB/WB %	Total %	#	%
0 < 12	0	0.0%	0	0%	0.0%	0	0.0%
12 - 13	0	0.0%	0	0%	0.0%	0	0.0%
14 - 15	0	0.0%	0	0%	0.0%	0	0.0%
16 - 17	0	0.0%	0	0%	0.0%	0	0.0%
18 - 19	0	0.0%	0	0%	0.0%	0	0.0%
20 - 21	0	0.0%	0	0%	0.0%	0	0.0%
22 - 23	0	0.0%	1	1%	1.0%	1	1.0%
24 - 25	4	4.0%	5	5%	9.0%	10	10.0%
26 - 27	9	9.0%	10	10%	19.0%	29	29.0%
28 - 29	7	7.0%	16	16%	23.0%	52	52.0%
30 - 31	11	11.0%	7	7%	18.0%	70	70.0%
32 - 33	8	8.0%	2	2%	10.0%	80	80.0%
34 - 35	6	6.0%	6	6%	12.0%	92	92.0%
36 - 37	3	3.0%	2	2%	5.0%	97	97.0%
38 - 39	1	1.0%	1	1%	2.0%	99	99.0%
40 - 41	1	1.0%	0	0%	1.0%	100	100.0%
0 > 41	0	0.0%	0	0%	0.0%	100	100.0%

DRAFT

Appendix E

Radar Gun Calibration Certificate

CERTIFICATE OF ACCURACY

I hereby certify this STALKER® Speed Measuring Device.

Computing Unit: S.N. AS018043 Frequency 34.7 GHz Power Density 0.7 mw/cm²

Under my supervision, this Speed Measuring Device has been checked for accuracy and correct operation.

This STALKER® Speed Measuring Device is certified accurate within ±1 mph (±2 km/h) in stationary mode, and/or ±2 mph (±3 km/h) in moving mode.

The transmitter frequency of this speed measuring radar device has been tested and found to be within the prescribed limits as established by the Federal Communications Commission.

The measured Power Density of this speed measuring device has been tested and found to be below the ANSI Standard of 5.0 mw/cm² for this device.

All test instruments are traceable to NIST.

Date: 08/19/2022

Technician (signature) _____

Technician: Shawn Kendrick

Technician overseen by: Roland Rickerd

Applied Concepts, Inc. | Richardson, Texas 75081

006-0147-00 Rev P

134080

TUNING FORK CERTIFICATE

This Tuning Fork has been tested and found to oscillate at 4,166 ±5 Hertz at 70°F (21°C) resulting in a calibration signal of 40mph (64 km/h) when used with a Ka-Band Radar operating at 34.7 GHz. The instrument used to calibrate the tuning fork is traceable to NIST.

Operation from -22 to +140°F (-30°C to 60°C) will result in a speed error of less than 0.5 mph, -0.0040 mph/°F (0.8 km/h, -0.0065 km/h/°C).

Date AUG 15 2022 Technician (signature) Todd L. Gardner

Todd L. Gardner

Technician (name) _____

Serial # 413509

Applied Concepts, Inc.

Richardson, Texas 75081

006-0411-00 Rev F

200077000

NEW METRO

CERTIFICATE OF ACCURACY

I hereby certify this STALKER® Speed Measuring Device.

Computing Unit: S.N. AS020472 Frequency 34.69 GHz Power Density 0.6 mw/cm²

Under my supervision, this Speed Measuring Device has been checked for accuracy and correct operation.

This STALKER® Speed Measuring Device is certified accurate within ±1 mph (±2 km/h) in stationary mode, and/or ±2 mph (±3 km/h) in moving mode.

The transmitter frequency of this speed measuring radar device has been tested and found to be within the prescribed limits as established by the Federal Communications Commission.

The measured Power Density of this speed measuring device has been tested and found to be below the ANSI Standard of 5.0 mw/cm² for this device.

All test instruments are traceable to NIST.

Date: 05/12/2023

Technician (signature) Fabian Ryans

Technician: Fabian Ryans

Technician overseen by: Roland Rickerd

Applied Concepts, Inc. | Richardson, Texas 75081

006-0147-00 Rev P

148616

TUNING FORK CERTIFICATE

This Tuning Fork has been tested and found to oscillate at 4,166 ±5 Hertz at 70°F (21°C) resulting in a calibration signal of 40mph (64 km/h) when used with a Ka-Band Radar operating at 34.7 GHz. The instrument used to calibrate the tuning fork is traceable to NIST.

Operation from -22 to +140°F (-30°C to 60°C) will result in a speed error of less than 0.5 mph, -0.0040 mph/°F (0.8 km/h, -0.0065 km/h/°C).

Date MAY 12 2023

Technician (signature) Todd L. Gardner

Technician (name) Todd L. Gardner

Serial # 423501

Applied Concepts, Inc.

Richardson, Texas 75081

006-0411-00 Rev F

Appendix F

Average Daily Traffic (ADT) Data

DRAFT

Location: Imjin Parkway, State Route 1 to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 01

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	80	43	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	43	123
1:00 AM	38	26	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	26	64
2:00 AM	25	26	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	26	51
3:00 AM	21	69	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	69	90
4:00 AM	31	160	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	160	191
5:00 AM	71	332	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	332	403
6:00 AM	278	863	1,141	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	863	1,141
7:00 AM	657	882	**1,539**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	657	882	**1,539**
8:00 AM	636	845	1,481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	636	845	1,481
9:00 AM	577	**892**	1,469	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	577	**892**	1,469
10:00 AM	536	790	1,326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	536	790	1,326
11:00 AM	**678**	789	1,467	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**678**	789	1,467
12:00 PM	817	856	1,673	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	817	856	1,673
1:00 PM	849	801	1,650	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	849	801	1,650
2:00 PM	967	845	1,812	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	967	845	1,812
3:00 PM	1,116	858	1,974	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,116	858	1,974
4:00 PM	**1,147**	784	1,931	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,147**	784	1,931
5:00 PM	1,114	**924**	**2,038**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,114	**924**	**2,038**
6:00 PM	909	733	1,642	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	909	733	1,642
7:00 PM	717	455	1,172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	717	455	1,172
8:00 PM	676	320	996	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	676	320	996
9:00 PM	457	228	685	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	457	228	685
10:00 PM	317	166	483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	317	166	483
11:00 PM	207	80	287	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	80	287
Total	**12,921**	**12,767**	**25,688**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**12,921**	**12,767**	**25,688**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	09:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	09:00	07:00
Vol.	678	892	1,539	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	678	892	1,539
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,147	924	2,038	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,147	924	2,038

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Imjin Parkway, California Avenue to Reservation Road
Date Range: 12/12/2024 - 12/18/2024
Site Code: 02

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	81	46	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	46	127
1:00 AM	48	22	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	22	70
2:00 AM	26	20	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	20	46
3:00 AM	16	57	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	57	73
4:00 AM	34	122	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	122	156
5:00 AM	72	233	305	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	233	305
6:00 AM	241	611	852	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	241	611	852
7:00 AM	**673**	577	**1,250**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**673**	577	**1,250**
8:00 AM	623	592	1,215	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	623	592	1,215
9:00 AM	484	**681**	1,165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	484	**681**	1,165
10:00 AM	503	591	1,094	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	503	591	1,094
11:00 AM	594	622	1,216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	594	622	1,216
12:00 PM	630	615	1,245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	630	615	1,245
1:00 PM	696	657	1,353	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	696	657	1,353
2:00 PM	782	634	1,416	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	782	634	1,416
3:00 PM	**906**	**713**	**1,619**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**906**	**713**	**1,619**
4:00 PM	791	700	1,491	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	791	700	1,491
5:00 PM	889	684	1,573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	889	684	1,573
6:00 PM	719	554	1,273	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	719	554	1,273
7:00 PM	539	370	909	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	539	370	909
8:00 PM	503	279	782	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	503	279	782
9:00 PM	406	198	604	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	406	198	604
10:00 PM	287	155	442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	155	442
11:00 PM	178	80	258	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	80	258
Total	**10,721**	**9,813**	**20,534**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**10,721**	**9,813**	**20,534**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	07:00	09:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	09:00	07:00
Vol.	673	681	1,250	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	673	681	1,250
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	906	713	1,619	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	906	713	1,619

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Del Monte Boulevard, Reindollar Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 03

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	76	24	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	24	100
1:00 AM	28	19	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	19	47
2:00 AM	21	16	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	16	37
3:00 AM	19	47	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	47	66
4:00 AM	18	96	114	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	96	114
5:00 AM	48	245	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	245	293
6:00 AM	134	780	914	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134	780	914
7:00 AM	411	**1,085**	**1,496**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	411	**1,085**	**1,496**
8:00 AM	534	821	1,355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	534	821	1,355
9:00 AM	442	752	1,194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	442	752	1,194
10:00 AM	560	663	1,223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	560	663	1,223
11:00 AM	**740**	648	1,388	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**740**	648	1,388
12:00 PM	701	714	1,415	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	701	714	1,415
1:00 PM	704	676	1,380	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704	676	1,380
2:00 PM	781	750	1,531	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	781	750	1,531
3:00 PM	868	761	1,629	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	868	761	1,629
4:00 PM	**1,160**	711	1,871	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,160**	711	1,871
5:00 PM	1,153	**768**	**1,921**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,153	**768**	**1,921**
6:00 PM	813	495	1,308	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	813	495	1,308
7:00 PM	591	364	955	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	591	364	955
8:00 PM	474	306	780	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	474	306	780
9:00 PM	409	217	626	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	409	217	626
10:00 PM	266	154	420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	266	154	420
11:00 PM	169	72	241	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	72	241
Total	**11,120**	**11,184**	**22,304**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**11,120**	**11,184**	**22,304**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	740	1,085	1,496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	740	1,085	1,496
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,160	768	1,921	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,160	768	1,921

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Del Monte Boulevard, Reservation Road to Beach Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 04

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	29	11	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	11	40
1:00 AM	17	14	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	14	31
2:00 AM	11	11	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	22
3:00 AM	19	7	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	7	26
4:00 AM	26	15	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	15	41
5:00 AM	77	49	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	49	126
6:00 AM	172	141	313	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	172	141	313
7:00 AM	287	**392**	**679**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	287	**392**	**679**
8:00 AM	269	299	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	269	299	568
9:00 AM	247	199	446	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	247	199	446
10:00 AM	237	191	428	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	191	428
11:00 AM	**314**	248	562	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**314**	248	562
12:00 PM	337	265	602	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	337	265	602
1:00 PM	341	283	624	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	283	624
2:00 PM	382	322	704	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	382	322	704
3:00 PM	433	**338**	771	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	433	**338**	771
4:00 PM	452	336	788	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	452	336	788
5:00 PM	**482**	308	**790**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**482**	308	**790**
6:00 PM	298	217	515	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	298	217	515
7:00 PM	192	155	347	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	155	347
8:00 PM	166	117	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	117	283
9:00 PM	119	77	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	77	196
10:00 PM	79	50	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	50	129
11:00 PM	54	36	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	36	90
Total	**5,040**	**4,081**	**9,121**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**5,040**	**4,081**	**9,121**
Percent	**55%**	**45%**		-	-		-	-		-	-		-	-		-	-		-	-		**55%**	**45%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	314	392	679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	314	392	679
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	482	338	790	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	482	338	790

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Del Monte Boulevard, Beach Road to Marina Greens Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 05

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	16	8	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	8	24
1:00 AM	5	8	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	8	13
2:00 AM	10	11	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	11	21
3:00 AM	8	5	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	13
4:00 AM	19	13	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	13	32
5:00 AM	39	31	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	31	70
6:00 AM	125	121	246	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	121	246
7:00 AM	**202**	**261**	**463**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**202**	**261**	**463**
8:00 AM	185	161	346	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	161	346
9:00 AM	153	119	272	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	119	272
10:00 AM	154	120	274	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	120	274
11:00 AM	184	137	321	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	137	321
12:00 PM	198	145	343	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	145	343
1:00 PM	170	167	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	170	167	337
2:00 PM	222	172	394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	172	394
3:00 PM	242	**223**	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	**223**	465
4:00 PM	**278**	218	**496**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**278**	218	**496**
5:00 PM	257	173	430	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	257	173	430
6:00 PM	159	95	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	95	254
7:00 PM	79	80	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	80	159
8:00 PM	72	52	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	52	124
9:00 PM	56	30	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	30	86
10:00 PM	39	37	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	37	76
11:00 PM	26	17	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	17	43
Total	**2,898**	**2,404**	**5,302**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2,898**	**2,404**	**5,302**
Percent	**55%**	**45%**		-	-		-	-		-	-		-	-		-	-		-	-		**55%**	**45%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	202	261	463	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	202	261	463
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	278	223	496	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	278	223	496

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Dunes Drive to Beach Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 06

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	25	12	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	12	37
1:00 AM	21	12	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	12	33
2:00 AM	9	12	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	12	21
3:00 AM	8	17	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	17	25
4:00 AM	16	24	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	24	40
5:00 AM	37	59	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	59	96
6:00 AM	147	208	355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147	208	355
7:00 AM	**240**	**328**	**568**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**240**	**328**	**568**
8:00 AM	186	248	434	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186	248	434
9:00 AM	167	235	402	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	235	402
10:00 AM	194	239	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	239	433
11:00 AM	173	254	427	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	254	427
12:00 PM	214	270	484	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	214	270	484
1:00 PM	196	269	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	196	269	465
2:00 PM	230	**325**	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	**325**	555
3:00 PM	273	300	573	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	273	300	573
4:00 PM	295	323	**618**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	295	323	**618**
5:00 PM	**320**	244	564	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**320**	244	564
6:00 PM	173	177	350	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	177	350
7:00 PM	161	132	293	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	161	132	293
8:00 PM	103	113	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	113	216
9:00 PM	81	98	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	98	179
10:00 PM	60	47	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	47	107
11:00 PM	48	25	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	25	73
Total	**3,377**	**3,971**	**7,348**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,377**	**3,971**	**7,348**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	240	328	568	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	328	568
PM Peak	17:00	14:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	14:00	16:00
Vol.	320	325	618	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	320	325	618

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Beach Road to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 07

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	8	20	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	20	28
1:00 AM	5	11	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	11	16
2:00 AM	9	5	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	5	14
3:00 AM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
4:00 AM	11	11	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	11	22
5:00 AM	55	22	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	22	77
6:00 AM	87	120	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	120	207
7:00 AM	204	**231**	**435**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	**231**	**435**
8:00 AM	**221**	212	433	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**221**	212	433
9:00 AM	176	169	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	169	345
10:00 AM	173	183	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	183	356
11:00 AM	206	205	411	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	206	205	411
12:00 PM	204	216	420	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	216	420
1:00 PM	199	190	389	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	199	190	389
2:00 PM	244	204	448	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	244	204	448
3:00 PM	291	**303**	**594**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	291	**303**	**594**
4:00 PM	**293**	290	583	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**293**	290	583
5:00 PM	281	299	580	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	281	299	580
6:00 PM	211	170	381	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	211	170	381
7:00 PM	137	158	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	137	158	295
8:00 PM	106	113	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	113	219
9:00 PM	89	72	161	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	72	161
10:00 PM	41	60	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	60	101
11:00 PM	23	39	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	39	62
Total	**3,286**	**3,310**	**6,596**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,286**	**3,310**	**6,596**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	221	231	435	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	221	231	435
PM Peak	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	15:00
Vol.	293	303	594	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	293	303	594

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Del Monte Boulevard to Crescent Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 08

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	57	35	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	35	92
1:00 AM	27	19	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	19	46
2:00 AM	20	16	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	36
3:00 AM	13	25	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	25	38
4:00 AM	26	58	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	58	84
5:00 AM	74	165	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	165	239
6:00 AM	234	490	724	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	234	490	724
7:00 AM	521	**663**	**1,184**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	521	**663**	**1,184**
8:00 AM	467	624	1,091	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	467	624	1,091
9:00 AM	465	643	1,108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	465	643	1,108
10:00 AM	477	583	1,060	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	477	583	1,060
11:00 AM	**527**	630	1,157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**527**	630	1,157
12:00 PM	617	649	1,266	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	617	649	1,266
1:00 PM	671	651	1,322	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	671	651	1,322
2:00 PM	687	679	1,366	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	687	679	1,366
3:00 PM	704	714	1,418	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	704	714	1,418
4:00 PM	**814**	761	**1,575**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**814**	761	**1,575**
5:00 PM	742	**795**	1,537	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	742	**795**	1,537
6:00 PM	542	486	1,028	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	542	486	1,028
7:00 PM	371	341	712	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	371	341	712
8:00 PM	325	282	607	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	325	282	607
9:00 PM	245	183	428	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	245	183	428
10:00 PM	176	120	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	176	120	296
11:00 PM	115	64	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	64	179
Total	**8,917**	**9,676**	**18,593**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**8,917**	**9,676**	**18,593**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	527	663	1,184																			527	663	1,184
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	814	795	1,575																			814	795	1,575

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Crescent Avenue to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 09

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	37	49	86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	49	86
1:00 AM	22	22	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	22	44
2:00 AM	12	15	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	15	27
3:00 AM	16	11	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	11	27
4:00 AM	42	28	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	28	70
5:00 AM	135	90	225	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	135	90	225
6:00 AM	455	267	722	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	455	267	722
7:00 AM	**672**	**541**	**1,213**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**672**	**541**	**1,213**
8:00 AM	638	522	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	638	522	1,160
9:00 AM	555	402	957	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	555	402	957
10:00 AM	449	393	842	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	449	393	842
11:00 AM	521	478	999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	521	478	999
12:00 PM	577	583	1,160	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	577	583	1,160
1:00 PM	515	627	1,142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	515	627	1,142
2:00 PM	634	646	1,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	634	646	1,280
3:00 PM	620	735	1,355	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	620	735	1,355
4:00 PM	715	**778**	**1,493**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	715	**778**	**1,493**
5:00 PM	**734**	676	1,410	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**734**	676	1,410
6:00 PM	449	544	993	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	449	544	993
7:00 PM	294	371	665	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	371	665
8:00 PM	254	282	536	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	254	282	536
9:00 PM	161	222	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	161	222	383
10:00 PM	107	149	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	149	256
11:00 PM	53	89	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	89	142
Total	**8,667**	**8,520**	**17,187**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**8,667**	**8,520**	**17,187**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	672	541	1,213	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	672	541	1,213
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	734	778	1,493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	734	778	1,493

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, California Avenue to Salinas Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 10

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	37	21	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	21	58
1:00 AM	21	23	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	23	44
2:00 AM	17	10	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	10	27
3:00 AM	11	13	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	13	24
4:00 AM	34	31	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	31	65
5:00 AM	101	99	200	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	99	200
6:00 AM	255	435	690	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	255	435	690
7:00 AM	**558**	**717**	**1,275**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**558**	**717**	**1,275**
8:00 AM	515	577	1,092	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	515	577	1,092
9:00 AM	332	428	760	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	332	428	760
10:00 AM	337	299	636	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	337	299	636
11:00 AM	399	407	806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	399	407	806
12:00 PM	446	419	865	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	446	419	865
1:00 PM	471	408	879	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	471	408	879
2:00 PM	567	478	1,045	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	567	478	1,045
3:00 PM	**727**	495	1,222	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**727**	495	1,222
4:00 PM	723	612	**1,335**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	723	612	**1,335**
5:00 PM	615	**652**	1,267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	615	**652**	1,267
6:00 PM	420	373	793	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	420	373	793
7:00 PM	294	215	509	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	215	509
8:00 PM	240	197	437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	240	197	437
9:00 PM	188	138	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	188	138	326
10:00 PM	138	91	229	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	91	229
11:00 PM	76	39	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	39	115
Total	**7,522**	**7,177**	**14,699**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**7,522**	**7,177**	**14,699**
Percent	**51%**	**49%**		-	-		-	-		-	-		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	558	717	1,275	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	558	717	1,275
PM Peak	15:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	17:00	16:00
Vol.	727	652	1,335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	727	652	1,335

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Salinas Avenue to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 11

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	38	36	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	36	74
1:00 AM	19	23	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	23	42
2:00 AM	17	12	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	12	29
3:00 AM	12	13	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25
4:00 AM	36	38	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	38	74
5:00 AM	94	132	226	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	132	226
6:00 AM	288	490	778	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	288	490	778
7:00 AM	**586**	**875**	**1,461**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**586**	**875**	**1,461**
8:00 AM	565	693	1,258	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	565	693	1,258
9:00 AM	344	510	854	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	344	510	854
10:00 AM	321	374	695	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	321	374	695
11:00 AM	403	477	880	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	403	477	880
12:00 PM	441	456	897	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	441	456	897
1:00 PM	510	463	973	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	510	463	973
2:00 PM	567	541	1,108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	567	541	1,108
3:00 PM	683	597	1,280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	683	597	1,280
4:00 PM	**716**	707	**1,423**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**716**	707	**1,423**
5:00 PM	617	**741**	1,358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	617	**741**	1,358
6:00 PM	427	440	867	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	427	440	867
7:00 PM	282	261	543	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	282	261	543
8:00 PM	237	228	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	228	465
9:00 PM	183	166	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	166	349
10:00 PM	133	102	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	102	235
11:00 PM	74	59	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	59	133
Total	**7,593**	**8,434**	**16,027**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**7,593**	**8,434**	**16,027**
Percent	**47%**	**53%**		-	-		-	-		-	-		-	-		-	-		-	-		**47%**	**53%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	586	875	1,461	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	586	875	1,461
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	716	741	1,423	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	716	741	1,423

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reservation Road, Imjin Parkway to Blanco Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 12

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	76	60	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	60	136
1:00 AM	47	36	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	36	83
2:00 AM	30	28	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	28	58
3:00 AM	23	60	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	60	83
4:00 AM	53	138	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	138	191
5:00 AM	139	358	497	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	139	358	497
6:00 AM	408	1,214	1,622	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	408	1,214	1,622
7:00 AM	**984**	**1,406**	**2,390**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**984**	**1,406**	**2,390**
8:00 AM	898	1,248	2,146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	898	1,248	2,146
9:00 AM	669	1,032	1,701	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	669	1,032	1,701
10:00 AM	637	805	1,442	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	637	805	1,442
11:00 AM	757	860	1,617	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	757	860	1,617
12:00 PM	918	828	1,746	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	918	828	1,746
1:00 PM	954	852	1,806	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	954	852	1,806
2:00 PM	1,144	912	2,056	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,144	912	2,056
3:00 PM	1,385	954	2,339	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,385	954	2,339
4:00 PM	**1,451**	1,071	2,522	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,451**	1,071	2,522
5:00 PM	1,377	**1,152**	**2,529**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,377	**1,152**	**2,529**
6:00 PM	962	732	1,694	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	962	732	1,694
7:00 PM	691	471	1,162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	691	471	1,162
8:00 PM	591	380	971	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	591	380	971
9:00 PM	432	283	715	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	432	283	715
10:00 PM	290	185	475	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	290	185	475
11:00 PM	191	113	304	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	191	113	304
Total	**15,107**	**15,178**	**30,285**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**15,107**	**15,178**	**30,285**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	984	1,406	2,390																			984	1,406	2,390
PM Peak	16:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	17:00
Vol.	1,451	1,152	2,529																			1,451	1,152	2,529

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 8th Street, 2nd Avenue to 3rd Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 13

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
5:00 AM	1	4	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	5
6:00 AM	3	32	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	32	35
7:00 AM	13	**289**	**302**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	**289**	**302**
8:00 AM	**17**	95	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**17**	95	112
9:00 AM	14	38	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	38	52
10:00 AM	12	21	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	21	33
11:00 AM	14	19	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	19	33
12:00 PM	17	**33**	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	**33**	50
1:00 PM	16	20	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	20	36
2:00 PM	29	24	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	24	53
3:00 PM	37	19	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	19	56
4:00 PM	50	29	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	29	79
5:00 PM	**52**	31	**83**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**52**	31	**83**
6:00 PM	23	15	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	15	38
7:00 PM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
8:00 PM	16	4	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	4	20
9:00 PM	5	4	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4	9
10:00 PM	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
11:00 PM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
Total	**343**	**694**	**1,037**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**343**	**694**	**1,037**
Percent	**33%**	**67%**		-	-		-	-		-	-		-	-		-	-		-	-		**33%**	**67%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	17	289	302	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	289	302
PM Peak	17:00	12:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	12:00	17:00
Vol.	52	33	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	33	83

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 8th Street, 5th Avenue to Inter-Garrison Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 14

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	16	6	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	6	22
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
3:00 AM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
4:00 AM	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
5:00 AM	4	11	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	11	15
6:00 AM	19	59	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	59	78
7:00 AM	23	**445**	**468**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	**445**	**468**
8:00 AM	57	228	285	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	228	285
9:00 AM	82	236	318	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	236	318
10:00 AM	82	112	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	112	194
11:00 AM	**167**	168	335	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**167**	168	335
12:00 PM	129	108	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	108	237
1:00 PM	169	**155**	324	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	**155**	324
2:00 PM	148	94	242	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	148	94	242
3:00 PM	207	151	**358**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	207	151	**358**
4:00 PM	198	80	278	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	198	80	278
5:00 PM	**208**	112	320	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**208**	112	320
6:00 PM	168	77	245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	168	77	245
7:00 PM	129	59	188	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	59	188
8:00 PM	93	45	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	45	138
9:00 PM	70	39	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	39	109
10:00 PM	48	34	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	34	82
11:00 PM	22	19	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	19	41
Total	**2,047**	**2,248**	**4,295**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2,047**	**2,248**	**4,295**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	167	445	468	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167	445	468
PM Peak	17:00	13:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	13:00	15:00
Vol.	208	155	358	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	208	155	358

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 9th Street, 1st Avenue to 2nd Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 15

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
5:00 AM	15	4	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	4	19
6:00 AM	130	5	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	130	5	135
7:00 AM	**184**	32	216	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**184**	32	216
8:00 AM	140	41	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	140	41	181
9:00 AM	122	77	199	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	77	199
10:00 AM	126	107	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	126	107	233
11:00 AM	115	**142**	**257**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	**142**	**257**
12:00 PM	**120**	135	**255**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**120**	135	**255**
1:00 PM	106	79	185	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	79	185
2:00 PM	82	102	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	102	184
3:00 PM	59	**169**	228	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	**169**	228
4:00 PM	58	162	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	162	220
5:00 PM	27	48	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	48	75
6:00 PM	19	25	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	25	44
7:00 PM	18	8	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	8	26
8:00 PM	18	13	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	13	31
9:00 PM	12	6	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	6	18
10:00 PM	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	11
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	**1,365**	**1,163**	**2,528**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,365**	**1,163**	**2,528**
Percent	**54%**	**46%**		-	-		-	-		-	-		-	-		-	-		-	-		**54%**	**46%**	
AM Peak	07:00	11:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	11:00
Vol.	184	142	257	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	142	257
PM Peak	12:00	15:00	12:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12:00	15:00	12:00
Vol.	120	169	255	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	169	255

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 2nd Avenue, Divarty Street to 8th Street
Date Range: 12/10/2024 - 12/16/2024
Site Code: 16

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	10	13
1:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11
5:00 AM	7	15	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	15	22
6:00 AM	31	113	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	113	144
7:00 AM	109	**715**	**824**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	**715**	**824**
8:00 AM	142	471	613	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	471	613
9:00 AM	154	232	386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	232	386
10:00 AM	141	218	359	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	218	359
11:00 AM	**235**	273	508	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**235**	273	508
12:00 PM	230	325	555	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	325	555
1:00 PM	228	319	547	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	228	319	547
2:00 PM	219	261	480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	219	261	480
3:00 PM	303	301	604	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	303	301	604
4:00 PM	319	**342**	**661**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	319	**342**	**661**
5:00 PM	**341**	270	611	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**341**	270	611
6:00 PM	215	266	481	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	266	481
7:00 PM	133	129	262	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	129	262
8:00 PM	109	95	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	95	204
9:00 PM	69	70	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	70	139
10:00 PM	40	49	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	49	89
11:00 PM	16	26	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	26	42
Total	**3,056**	**4,517**	**7,573**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,056**	**4,517**	**7,573**
Percent	**40%**	**60%**		-	-		-	-		-	-		-	-		-	-		-	-		**40%**	**60%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	235	715	824	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	715	824
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	341	342	661	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	341	342	661

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 2nd Avenue, 8th Street to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 17

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	10	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	10	15
1:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	8	0	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0	8
4:00 AM	7	7	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7	14
5:00 AM	17	25	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	25	42
6:00 AM	31	171	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	171	202
7:00 AM	124	**499**	623	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	124	**499**	623
8:00 AM	141	416	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	416	557
9:00 AM	210	246	456	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	210	246	456
10:00 AM	229	219	448	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	229	219	448
11:00 AM	**355**	270	**625**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**355**	270	**625**
12:00 PM	357	291	648	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	357	291	648
1:00 PM	331	**314**	645	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	331	**314**	645
2:00 PM	329	252	581	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	329	252	581
3:00 PM	**462**	288	**750**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**462**	288	**750**
4:00 PM	417	255	672	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	417	255	672
5:00 PM	378	239	617	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	378	239	617
6:00 PM	251	229	480	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	251	229	480
7:00 PM	175	162	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	175	162	337
8:00 PM	141	104	245	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	141	104	245
9:00 PM	79	90	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	90	169
10:00 PM	46	66	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	66	112
11:00 PM	21	24	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	24	45
Total	**4,121**	**4,185**	**8,306**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**4,121**	**4,185**	**8,306**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	07:00	11:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	11:00
Vol.	355	499	625	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	355	499	625
PM Peak	15:00	13:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	13:00	15:00
Vol.	462	314	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	462	314	750

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Beach Road, Reservation Road to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 18

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
1:00 AM	8	8	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	8	16
2:00 AM	5	6	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	6	11
3:00 AM	19	3	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	3	22
4:00 AM	27	3	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	3	30
5:00 AM	79	20	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	20	99
6:00 AM	153	59	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	59	212
7:00 AM	**263**	128	**391**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**263**	128	**391**
8:00 AM	223	119	342	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	223	119	342
9:00 AM	180	116	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	116	296
10:00 AM	183	126	309	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	126	309
11:00 AM	211	**159**	370	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	211	**159**	370
12:00 PM	216	178	394	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	216	178	394
1:00 PM	230	173	403	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	173	403
2:00 PM	**292**	193	485	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**292**	193	485
3:00 PM	261	232	493	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	232	493
4:00 PM	274	**257**	**531**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	274	**257**	**531**
5:00 PM	242	241	483	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	242	241	483
6:00 PM	178	153	331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	153	331
7:00 PM	144	123	267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	144	123	267
8:00 PM	106	105	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	105	211
9:00 PM	82	73	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	73	155
10:00 PM	44	45	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	45	89
11:00 PM	23	24	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	24	47
Total	**3,454**	**2,558**	**6,012**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,454**	**2,558**	**6,012**
Percent	**57%**	**43%**		-	-		-	-		-	-		-	-		-	-		-	-		**57%**	**43%**	
AM Peak	07:00	11:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	11:00	07:00
Vol.	263	159	391	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	263	159	391
PM Peak	14:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	16:00	16:00
Vol.	292	257	531	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	292	257	531

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: De Forest Road, Beach Road to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 19

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
1:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
5:00 AM	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	12	19
6:00 AM	17	27	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	27	44
7:00 AM	**85**	67	**152**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**85**	67	**152**
8:00 AM	47	**88**	135	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	**88**	135
9:00 AM	33	39	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	39	72
10:00 AM	42	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	43	85
11:00 AM	46	49	95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	49	95
12:00 PM	44	50	94	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	50	94
1:00 PM	72	**79**	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	**79**	151
2:00 PM	77	70	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	70	147
3:00 PM	57	73	130	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	73	130
4:00 PM	87	75	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	75	162
5:00 PM	**95**	72	**167**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**95**	72	**167**
6:00 PM	62	41	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	41	103
7:00 PM	32	31	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	31	63
8:00 PM	30	15	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	15	45
9:00 PM	20	14	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14	34
10:00 PM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
11:00 PM	12	7	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7	19
Total	**887**	**862**	**1,749**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**887**	**862**	**1,749**
Percent	**51%**	**49%**		-	-		-	-		-	-		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	85	88	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	88	152
PM Peak	17:00	13:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	13:00	17:00
Vol.	95	79	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	79	167

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Crescent Avenue, Quebrada Del Mar to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 20

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
1:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
5:00 AM	0	15	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	15	15
6:00 AM	9	37	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	37	46
7:00 AM	31	**88**	**119**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	**88**	**119**
8:00 AM	**48**	60	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**48**	60	108
9:00 AM	21	21	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	21	42
10:00 AM	32	26	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	26	58
11:00 AM	32	34	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	34	66
12:00 PM	48	35	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	35	83
1:00 PM	43	46	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	46	89
2:00 PM	47	55	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	55	102
3:00 PM	**68**	**59**	**127**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**68**	**59**	**127**
4:00 PM	63	42	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	42	105
5:00 PM	65	24	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	24	89
6:00 PM	57	45	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	45	102
7:00 PM	42	21	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	21	63
8:00 PM	36	14	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	14	50
9:00 PM	34	12	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	12	46
10:00 PM	16	3	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	3	19
11:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
Total	**705**	**648**	**1,353**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**705**	**648**	**1,353**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	48	88	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	88	119
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	68	59	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	59	127

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Crescent Avenue, Reservation Road to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 21

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	9	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	9	20
1:00 AM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
2:00 AM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
3:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
4:00 AM	2	5	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	5	7
5:00 AM	14	18	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	18	32
6:00 AM	47	52	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	52	99
7:00 AM	**157**	125	282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**157**	125	282
8:00 AM	154	**176**	**330**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	**176**	**330**
9:00 AM	109	73	182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	109	73	182
10:00 AM	84	79	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	79	163
11:00 AM	74	88	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	88	162
12:00 PM	111	80	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	111	80	191
1:00 PM	120	89	209	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	89	209
2:00 PM	116	123	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	123	239
3:00 PM	160	**170**	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	160	**170**	330
4:00 PM	**186**	**170**	**356**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**186**	**170**	**356**
5:00 PM	159	122	281	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	122	281
6:00 PM	106	101	207	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	101	207
7:00 PM	74	59	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	59	133
8:00 PM	59	58	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	58	117
9:00 PM	43	41	84	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	41	84
10:00 PM	30	23	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	23	53
11:00 PM	12	13	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	13	25
Total	**1,838**	**1,690**	**3,528**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,838**	**1,690**	**3,528**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	157	176	330	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	157	176	330
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	186	170	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	186	170	356

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Cardoza Avenue, Reservation Road to Aaron Way (End)
Date Range: 12/10/2024 - 12/16/2024
Site Code: 22

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
1:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
2:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	0	6	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	6	6
5:00 AM	3	23	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	23	26
6:00 AM	23	79	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	79	102
7:00 AM	60	**158**	**218**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	**158**	**218**
8:00 AM	52	80	132	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	80	132
9:00 AM	49	69	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	69	118
10:00 AM	63	83	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	83	146
11:00 AM	**67**	77	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**67**	77	144
12:00 PM	84	70	154	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	70	154
1:00 PM	70	76	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	76	146
2:00 PM	98	75	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	75	173
3:00 PM	106	87	193	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	106	87	193
4:00 PM	**146**	89	**235**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**146**	89	**235**
5:00 PM	136	**96**	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	**96**	232
6:00 PM	95	43	138	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	43	138
7:00 PM	54	24	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	24	78
8:00 PM	57	40	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	40	97
9:00 PM	33	32	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	32	65
10:00 PM	16	10	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	10	26
11:00 PM	10	1	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	1	11
Total	**1,230**	**1,228**	**2,458**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,230**	**1,228**	**2,458**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	67	158	218	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	67	158	218
PM Peak	16:00	17:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	17:00	16:00
Vol.	146	96	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	96	235

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Beach Road, Del Monte Boulevard to De Forest Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 23

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	3	6	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	6	9
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
4:00 AM	9	0	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	0	9
5:00 AM	23	3	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	3	26
6:00 AM	45	28	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	28	73
7:00 AM	**72**	**130**	**202**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**72**	**130**	**202**
8:00 AM	51	123	174	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	123	174
9:00 AM	55	47	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	47	102
10:00 AM	54	54	108	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	54	108
11:00 AM	59	80	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	80	139
12:00 PM	64	92	156	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	92	156
1:00 PM	64	117	181	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	117	181
2:00 PM	74	117	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	117	191
3:00 PM	**100**	168	**268**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**100**	168	**268**
4:00 PM	81	**175**	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	**175**	256
5:00 PM	94	136	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	94	136	230
6:00 PM	77	87	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	87	164
7:00 PM	37	65	102	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	65	102
8:00 PM	36	40	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	40	76
9:00 PM	32	37	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	37	69
10:00 PM	9	24	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	24	33
11:00 PM	7	13	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	13	20
Total	**1,054**	**1,544**	**2,598**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,054**	**1,544**	**2,598**
Percent	**41%**	**59%**		-	-		-	-		-	-		-	-		-	-		-	-		**41%**	**59%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	72	130	202	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	130	202
PM Peak	15:00	16:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	15:00
Vol.	100	175	268	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	175	268

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: California Avenue, Reservation Road to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 24

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	9	19
1:00 AM	7	4	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	4	11
2:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	12	10	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	10	22
5:00 AM	29	21	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	21	50
6:00 AM	116	64	180	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	64	180
7:00 AM	**390**	167	**557**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**390**	167	**557**
8:00 AM	277	**177**	454	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	277	**177**	454
9:00 AM	177	123	300	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	123	300
10:00 AM	152	111	263	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	152	111	263
11:00 AM	178	156	334	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	178	156	334
12:00 PM	217	151	368	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	217	151	368
1:00 PM	215	148	363	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	215	148	363
2:00 PM	261	202	463	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	261	202	463
3:00 PM	259	**243**	502	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	259	**243**	502
4:00 PM	**283**	239	**522**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**283**	239	**522**
5:00 PM	281	196	477	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	281	196	477
6:00 PM	196	136	332	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	196	136	332
7:00 PM	123	110	233	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	110	233
8:00 PM	91	73	164	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	73	164
9:00 PM	64	41	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	41	105
10:00 PM	29	35	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	35	64
11:00 PM	31	17	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	17	48
Total	**3,403**	**2,439**	**5,842**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,403**	**2,439**	**5,842**
Percent	**58%**	**42%**		-	-		-	-		-	-		-	-		-	-		-	-		**58%**	**42%**	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	390	177	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	390	177	557
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	283	243	522	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	283	243	522

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: California Avenue, Carmel Avenue to Reindollar Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 25

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
1:00 AM	8	7	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	7	15
2:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
3:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
4:00 AM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
5:00 AM	39	14	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	14	53
6:00 AM	136	48	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	48	184
7:00 AM	**414**	**217**	**631**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**414**	**217**	**631**
8:00 AM	294	184	478	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	294	184	478
9:00 AM	203	128	331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	203	128	331
10:00 AM	177	118	295	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	118	295
11:00 AM	194	154	348	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	154	348
12:00 PM	236	185	421	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	236	185	421
1:00 PM	230	178	408	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	230	178	408
2:00 PM	250	232	482	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	250	232	482
3:00 PM	270	**287**	557	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	270	**287**	557
4:00 PM	282	285	**567**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	282	285	**567**
5:00 PM	**300**	253	553	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**300**	253	553
6:00 PM	204	158	362	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	204	158	362
7:00 PM	115	124	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	115	124	239
8:00 PM	80	98	178	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	98	178
9:00 PM	72	59	131	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	59	131
10:00 PM	27	50	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	50	77
11:00 PM	31	31	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	31	62
Total	**3,593**	**2,837**	**6,430**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,593**	**2,837**	**6,430**
Percent	**56%**	**44%**		-	-		-	-		-	-		-	-		-	-		-	-		**56%**	**44%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	414	217	631	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	414	217	631
PM Peak	17:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	16:00
Vol.	300	287	567	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	300	287	567

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: California Avenue, Reindollar Avenue to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 26

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	22	15	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	15	37
1:00 AM	7	12	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	12	19
2:00 AM	6	5	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	5	11
3:00 AM	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	11	13
4:00 AM	7	28	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	28	35
5:00 AM	13	70	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	70	83
6:00 AM	40	213	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	213	253
7:00 AM	**253**	**688**	**941**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**253**	**688**	**941**
8:00 AM	222	478	700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	222	478	700
9:00 AM	138	293	431	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	293	431
10:00 AM	146	244	390	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	244	390
11:00 AM	187	250	437	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	187	250	437
12:00 PM	259	293	552	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	259	293	552
1:00 PM	237	287	524	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	237	287	524
2:00 PM	321	358	679	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	321	358	679
3:00 PM	362	**377**	739	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	362	**377**	739
4:00 PM	359	313	672	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	359	313	672
5:00 PM	**394**	356	**750**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**394**	356	**750**
6:00 PM	257	229	486	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	257	229	486
7:00 PM	189	148	337	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	189	148	337
8:00 PM	153	103	256	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	103	256
9:00 PM	108	81	189	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	81	189
10:00 PM	83	34	117	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	34	117
11:00 PM	47	27	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	27	74
Total	**3,812**	**4,913**	**8,725**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3,812**	**4,913**	**8,725**
Percent	**44%**	**56%**		-	-		-	-		-	-		-	-		-	-		-	-		**44%**	**56%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	253	688	941	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	253	688	941
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	394	377	750	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	394	377	750

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: California Avenue, Imjin Parkway to 8th Street
Date Range: 12/10/2024 - 12/16/2024
Site Code: 27

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
5:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
6:00 AM	12	17	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	17	29
7:00 AM	22	**78**	**100**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	**78**	**100**
8:00 AM	13	31	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	31	44
9:00 AM	24	36	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	36	60
10:00 AM	28	34	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	34	62
11:00 AM	**37**	34	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**37**	34	71
12:00 PM	20	28	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	28	48
1:00 PM	35	23	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	23	58
2:00 PM	21	35	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	35	56
3:00 PM	**44**	**65**	**109**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**44**	**65**	**109**
4:00 PM	30	31	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	31	61
5:00 PM	24	38	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	38	62
6:00 PM	10	19	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	19	29
7:00 PM	6	18	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	18	24
8:00 PM	8	6	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	6	14
9:00 PM	2	9	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	9	11
10:00 PM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	**343**	**508**	**851**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**343**	**508**	**851**
Percent	**40%**	**60%**		-	-		-	-		-	-		-	-		-	-		-	-		**40%**	**60%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	37	78	100	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	78	100
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	44	65	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	65	109

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reindollar Avenue, Del Monte Boulevard to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 28

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
1:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
2:00 AM	2	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	4
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	2	11	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	11	13
5:00 AM	8	21	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	21	29
6:00 AM	13	98	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	98	111
7:00 AM	146	168	314	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	146	168	314
8:00 AM	**155**	**243**	**398**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**155**	**243**	**398**
9:00 AM	76	110	186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	110	186
10:00 AM	59	81	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	81	140
11:00 AM	78	87	165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	78	87	165
12:00 PM	93	74	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	74	167
1:00 PM	93	86	179	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	86	179
2:00 PM	104	104	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	104	104	208
3:00 PM	**185**	**164**	**349**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**185**	**164**	**349**
4:00 PM	166	120	286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	120	286
5:00 PM	159	121	280	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	159	121	280
6:00 PM	121	82	203	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	121	82	203
7:00 PM	68	39	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	39	107
8:00 PM	61	29	90	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	29	90
9:00 PM	30	26	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	26	56
10:00 PM	26	26	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	26	52
11:00 PM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
Total	**1,664**	**1,708**	**3,372**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,664**	**1,708**	**3,372**
Percent	**49%**	**51%**		-	-		-	-		-	-		-	-		-	-		-	-		**49%**	**51%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	155	243	398	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	243	398
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	185	164	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	185	164	349

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Reindollar Avenue, California Avenue to Carmel Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 29

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	8	4	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	4	12
1:00 AM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
2:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
3:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
4:00 AM	1	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	6	7
5:00 AM	7	9	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	9	16
6:00 AM	13	44	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	44	57
7:00 AM	31	**196**	**227**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	**196**	**227**
8:00 AM	35	115	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	115	150
9:00 AM	22	61	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	61	83
10:00 AM	39	39	78	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	39	78
11:00 AM	**42**	55	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**42**	55	97
12:00 PM	44	41	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	41	85
1:00 PM	42	43	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	43	85
2:00 PM	58	**71**	129	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	58	**71**	129
3:00 PM	60	52	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	52	112
4:00 PM	59	57	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	57	116
5:00 PM	**79**	57	**136**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**79**	57	**136**
6:00 PM	53	39	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	39	92
7:00 PM	41	25	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	25	66
8:00 PM	43	21	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	21	64
9:00 PM	24	16	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	16	40
10:00 PM	14	3	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	3	17
11:00 PM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
Total	**725**	**965**	**1,690**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**725**	**965**	**1,690**
Percent	**43%**	**57%**		-	-		-	-		-	-		-	-		-	-		-	-		**43%**	**57%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	42	196	227	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	196	227
PM Peak	17:00	14:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	14:00	17:00
Vol.	79	71	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	71	136

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Carmel Avenue, Del Monte Boulevard to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 30

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
1:00 AM	5	1	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	6
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	1	8	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	8	9
4:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
5:00 AM	1	12	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	12	13
6:00 AM	16	52	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	52	68
7:00 AM	**235**	137	**372**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**235**	137	**372**
8:00 AM	128	**183**	311	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	**183**	311
9:00 AM	68	73	141	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	73	141
10:00 AM	74	70	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	74	70	144
11:00 AM	72	119	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	119	191
12:00 PM	107	94	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	107	94	201
1:00 PM	142	111	253	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	142	111	253
2:00 PM	183	**203**	**386**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	183	**203**	**386**
3:00 PM	174	171	345	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174	171	345
4:00 PM	**192**	146	338	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**192**	146	338
5:00 PM	150	146	296	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	146	296
6:00 PM	103	101	204	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	101	204
7:00 PM	85	65	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	85	65	150
8:00 PM	54	34	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	34	88
9:00 PM	61	26	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	26	87
10:00 PM	29	17	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	17	46
11:00 PM	16	15	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	31
Total	**1,905**	**1,799**	**3,704**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,905**	**1,799**	**3,704**
Percent	**51%**	**49%**		-	-		-	-		-	-		-	-		-	-		-	-		**51%**	**49%**	
AM Peak	07:00	08:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	07:00
Vol.	235	183	372	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235	183	372
PM Peak	16:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	14:00	14:00
Vol.	192	203	386	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	192	203	386

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Carmel Avenue, California Avenue to Salinas Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 31

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	6	0	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	0	6
6:00 AM	7	1	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	1	8
7:00 AM	**55**	**67**	**122**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**55**	**67**	**122**
8:00 AM	30	57	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	57	87
9:00 AM	16	17	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	17	33
10:00 AM	15	14	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	14	29
11:00 AM	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
12:00 PM	18	14	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	14	32
1:00 PM	24	23	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	23	47
2:00 PM	**37**	**85**	**122**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**37**	**85**	**122**
3:00 PM	34	35	69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	35	69
4:00 PM	20	43	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	43	63
5:00 PM	23	29	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	29	52
6:00 PM	15	16	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	16	31
7:00 PM	14	15	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	15	29
8:00 PM	6	9	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	9	15
9:00 PM	6	8	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	8	14
10:00 PM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	**351**	**461**	**812**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**351**	**461**	**812**
Percent	**43%**	**57%**		-	-		-	-		-	-		-	-		-	-		-	-		**43%**	**57%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	55	67	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	67	122
PM Peak	14:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	14:00	14:00
Vol.	37	85	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	85	122

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Salinas Avenue, Carmel Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 32

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
5:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
6:00 AM	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	7	10
7:00 AM	**8**	**22**	**30**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**8**	**22**	**30**
8:00 AM	7	10	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	10	17
9:00 AM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
10:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
11:00 AM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
12:00 PM	4	8	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	8	12
1:00 PM	13	8	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	8	21
2:00 PM	**18**	**12**	**30**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**18**	**12**	**30**
3:00 PM	9	11	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	11	20
4:00 PM	13	11	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	11	24
5:00 PM	9	9	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	9	18
6:00 PM	6	11	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	11	17
7:00 PM	9	4	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	4	13
8:00 PM	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
9:00 PM	3	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	3	6
10:00 PM	3	0	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	0	3
11:00 PM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
Total	**127**	**137**	**264**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**127**	**137**	**264**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	8	22	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	22	30
PM Peak	14:00	14:00	14:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14:00	14:00	14:00
Vol.	18	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	30

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Paul Davis Drive, Healy Avenue to Marina Greens Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 33

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
2:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
3:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
4:00 AM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
5:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
6:00 AM	11	**53**	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	**53**	64
7:00 AM	**32**	42	**74**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**32**	42	**74**
8:00 AM	15	30	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	30	45
9:00 AM	16	20	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	20	36
10:00 AM	17	22	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	22	39
11:00 AM	16	11	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	11	27
12:00 PM	28	28	56	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	28	56
1:00 PM	21	20	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	20	41
2:00 PM	19	24	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	24	43
3:00 PM	23	16	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	16	39
4:00 PM	45	**30**	**75**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	**30**	**75**
5:00 PM	**48**	14	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**48**	14	62
6:00 PM	5	11	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	11	16
7:00 PM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
8:00 PM	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
9:00 PM	4	3	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	3	7
10:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
11:00 PM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
Total	**311**	**346**	**657**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**311**	**346**	**657**
Percent	**47%**	**53%**		-	-		-	-		-	-		-	-		-	-		-	-		**47%**	**53%**	
AM Peak	07:00	06:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	06:00	07:00
Vol.	32	53	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	53	74
PM Peak	17:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	16:00	16:00
Vol.	48	30	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	30	75

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Patton Parkway, Marina High School to California Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 34

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
1:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	2	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	2
6:00 AM	3	7	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	7	10
7:00 AM	25	39	64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	39	64
8:00 AM	**73**	**100**	**173**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**73**	**100**	**173**
9:00 AM	11	14	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	14	25
10:00 AM	9	7	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	7	16
11:00 AM	20	8	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	8	28
12:00 PM	14	10	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	10	24
1:00 PM	20	14	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14	34
2:00 PM	27	14	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	14	41
3:00 PM	**76**	**42**	**118**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**76**	**42**	**118**
4:00 PM	15	12	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	12	27
5:00 PM	23	18	41	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	18	41
6:00 PM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
7:00 PM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
8:00 PM	12	2	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	2	14
9:00 PM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
10:00 PM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
11:00 PM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
Total	**357**	**304**	**661**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**357**	**304**	**661**
Percent	**54%**	**46%**		-	-		-	-		-	-		-	-		-	-		-	-		**54%**	**46%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	73	100	173	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	73	100	173
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	76	42	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	76	42	118

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Crescent Street, Patton Parkway to Reindollar Avenue
Date Range: 12/10/2024 - 12/16/2024
Site Code: 35

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
1:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
2:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
5:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
6:00 AM	5	9	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	9	14
7:00 AM	47	111	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	111	158
8:00 AM	**195**	**212**	**407**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**195**	**212**	**407**
9:00 AM	22	25	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	25	47
10:00 AM	15	15	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	15	30
11:00 AM	17	16	33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	16	33
12:00 PM	19	21	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	21	40
1:00 PM	21	26	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	26	47
2:00 PM	35	33	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	33	68
3:00 PM	**116**	**94**	**210**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**116**	**94**	**210**
4:00 PM	41	32	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	32	73
5:00 PM	41	31	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	31	72
6:00 PM	24	22	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	24	22	46
7:00 PM	6	10	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	10	16
8:00 PM	12	6	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	6	18
9:00 PM	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	3	4
10:00 PM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
11:00 PM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
Total	**626**	**678**	**1,304**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**626**	**678**	**1,304**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	195	212	407	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	195	212	407
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	116	94	210	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	116	94	210

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Vaughn Avenue, Reindollar Avenue to Carmel Avenue
Date Range: 12/12/2024 - 12/18/2024
Site Code: 36

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	0	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	0	5
1:00 AM	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	0	0
2:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	1	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	1
4:00 AM	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
5:00 AM	7	2	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	2	9
6:00 AM	5	22	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	22	27
7:00 AM	63	88	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	88	151
8:00 AM	**105**	**171**	**276**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**105**	**171**	**276**
9:00 AM	23	35	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	35	58
10:00 AM	30	33	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	33	63
11:00 AM	36	25	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	25	61
12:00 PM	31	30	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	30	61
1:00 PM	30	37	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	37	67
2:00 PM	66	58	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	58	124
3:00 PM	**91**	**117**	**208**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**91**	**117**	**208**
4:00 PM	62	54	116	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	54	116
5:00 PM	43	42	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	43	42	85
6:00 PM	34	36	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	36	70
7:00 PM	22	23	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	23	45
8:00 PM	18	12	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	12	30
9:00 PM	15	13	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	13	28
10:00 PM	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
11:00 PM	6	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	1	7
Total	**703**	**812**	**1,515**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**703**	**812**	**1,515**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	105	171	276	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	171	276
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	91	117	208	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	117	208

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Seacrest Avenue, Carmel Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 37

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	7	5	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	5	12
1:00 AM	1	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	5	6
2:00 AM	4	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	4	8
3:00 AM	2	3	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	3	5
4:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
5:00 AM	15	11	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	11	26
6:00 AM	41	36	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	36	77
7:00 AM	87	80	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	80	167
8:00 AM	**119**	**119**	**238**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**119**	**119**	**238**
9:00 AM	102	101	203	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	101	203
10:00 AM	100	111	211	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	111	211
11:00 AM	111	112	223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	111	112	223
12:00 PM	138	148	286	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	148	286
1:00 PM	138	145	283	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	138	145	283
2:00 PM	155	171	326	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	155	171	326
3:00 PM	180	**196**	376	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	180	**196**	376
4:00 PM	165	184	349	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	165	184	349
5:00 PM	**190**	193	**383**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**190**	193	**383**
6:00 PM	125	164	289	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	164	289
7:00 PM	89	131	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	131	220
8:00 PM	68	79	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	79	147
9:00 PM	42	54	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	54	96
10:00 PM	11	18	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	18	29
11:00 PM	13	15	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	15	28
Total	**1,906**	**2,086**	**3,992**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,906**	**2,086**	**3,992**
Percent	**48%**	**52%**		-	-		-	-		-	-		-	-		-	-		-	-		**48%**	**52%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	119	119	238	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	119	238
PM Peak	17:00	15:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	17:00
Vol.	190	196	383	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	190	196	383

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Sunset Avenue, Reindollar Avenue to Carmel Avenue
Date Range: 12/12/2024 - 12/18/2024
Site Code: 38

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	6	6	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	6	12
1:00 AM	1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	2
2:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
3:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
4:00 AM	3	8	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	8	11
5:00 AM	8	19	27	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	19	27
6:00 AM	28	61	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	61	89
7:00 AM	56	141	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	141	197
8:00 AM	**105**	**142**	**247**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**105**	**142**	**247**
9:00 AM	63	83	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	83	146
10:00 AM	69	82	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	82	151
11:00 AM	80	107	187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	107	187
12:00 PM	66	97	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	66	97	163
1:00 PM	65	92	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	92	157
2:00 PM	87	85	172	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	87	85	172
3:00 PM	**166**	**144**	**310**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**166**	**144**	**310**
4:00 PM	120	110	230	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	110	230
5:00 PM	127	140	267	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	127	140	267
6:00 PM	72	91	163	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	91	163
7:00 PM	44	49	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	49	93
8:00 PM	30	44	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	44	74
9:00 PM	34	40	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	40	74
10:00 PM	25	27	52	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	27	52
11:00 PM	13	7	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	20
Total	**1,273**	**1,581**	**2,854**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,273**	**1,581**	**2,854**
Percent	**45%**	**55%**		-	-		-	-		-	-		-	-		-	-		-	-		**45%**	**55%**	
AM Peak	08:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	08:00	08:00
Vol.	105	142	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	142	247
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	166	144	310	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	166	144	310

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Lake Drive, Palm Avenue to Reservation Road
Date Range: 12/10/2024 - 12/16/2024
Site Code: 39

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	3	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	3	8
1:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
2:00 AM	1	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	3
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	2	4	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4	6
5:00 AM	11	15	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	15	26
6:00 AM	18	28	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	28	46
7:00 AM	39	**82**	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	**82**	121
8:00 AM	**54**	69	**123**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**54**	69	**123**
9:00 AM	28	44	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	44	72
10:00 AM	25	30	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	30	55
11:00 AM	47	42	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	42	89
12:00 PM	39	49	88	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	49	88
1:00 PM	42	39	81	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42	39	81
2:00 PM	55	57	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	57	112
3:00 PM	**63**	64	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**63**	64	127
4:00 PM	56	**77**	**133**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	**77**	**133**
5:00 PM	54	66	120	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	66	120
6:00 PM	45	52	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	45	52	97
7:00 PM	41	34	75	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	34	75
8:00 PM	31	29	60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	29	60
9:00 PM	20	16	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	16	36
10:00 PM	10	12	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	12	22
11:00 PM	7	6	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6	13
Total	**698**	**823**	**1,521**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**698**	**823**	**1,521**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	54	82	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	82	123
PM Peak	15:00	16:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	16:00	16:00
Vol.	63	77	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	77	133

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Palm Avenue, Lake Drive to Del Monte Boulevard
Date Range: 12/10/2024 - 12/16/2024
Site Code: 40

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	3	11	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	11	14
1:00 AM	5	5	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	10
2:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
3:00 AM	3	2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	5
4:00 AM	8	0	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0	8
5:00 AM	28	6	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	6	34
6:00 AM	77	12	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	12	89
7:00 AM	**173**	64	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**173**	64	237
8:00 AM	153	**138**	**291**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	153	**138**	**291**
9:00 AM	70	41	111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	41	111
10:00 AM	69	49	118	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	49	118
11:00 AM	101	100	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	100	201
12:00 PM	81	66	147	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	66	147
1:00 PM	80	75	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	75	155
2:00 PM	105	134	239	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	105	134	239
3:00 PM	**110**	**144**	**254**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**110**	**144**	**254**
4:00 PM	102	135	237	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	135	237
5:00 PM	90	133	223	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	133	223
6:00 PM	63	88	151	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	63	88	151
7:00 PM	34	78	112	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	78	112
8:00 PM	29	72	101	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	72	101
9:00 PM	17	41	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	41	58
10:00 PM	18	29	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	29	47
11:00 PM	10	21	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	21	31
Total	**1,433**	**1,445**	**2,878**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,433**	**1,445**	**2,878**
Percent	**50%**	**50%**		-	-		-	-		-	-		-	-		-	-		-	-		**50%**	**50%**	
AM Peak	07:00	08:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	08:00	08:00
Vol.	173	138	291	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	173	138	291
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	110	144	254	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	144	254

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Abrams Drive, Preston Drive to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 41

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	5	15	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	15	20
1:00 AM	6	1	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	1	7
2:00 AM	2	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	6	8
3:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
4:00 AM	3	10	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	10	13
5:00 AM	10	16	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	16	26
6:00 AM	65	42	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	65	42	107
7:00 AM	70	**131**	**201**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	**131**	**201**
8:00 AM	**71**	79	150	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**71**	79	150
9:00 AM	54	83	137	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	83	137
10:00 AM	48	73	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	73	121
11:00 AM	53	74	127	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	74	127
12:00 PM	55	91	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55	91	146
1:00 PM	59	75	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	75	134
2:00 PM	69	100	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	69	100	169
3:00 PM	64	**156**	**220**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	**156**	**220**
4:00 PM	70	142	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	70	142	212
5:00 PM	**75**	94	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**75**	94	169
6:00 PM	57	67	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	67	124
7:00 PM	44	27	71	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	27	71
8:00 PM	44	41	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	41	85
9:00 PM	25	26	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	26	51
10:00 PM	17	14	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	14	31
11:00 PM	12	18	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	18	30
Total	**978**	**1,382**	**2,360**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**978**	**1,382**	**2,360**
Percent	**41%**	**59%**		-	-		-	-		-	-		-	-		-	-		-	-		**41%**	**59%**	
AM Peak	08:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	07:00
Vol.	71	131	201	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	131	201
PM Peak	17:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	15:00	15:00
Vol.	75	156	220	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	156	220

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Preston Drive, Abrams Drive to Imjin Parkway
Date Range: 12/10/2024 - 12/16/2024
Site Code: 42

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	11	10	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	10	21
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	3	5	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	5	8
3:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
4:00 AM	4	10	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	10	14
5:00 AM	2	22	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	22	24
6:00 AM	7	65	72	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	65	72
7:00 AM	32	**187**	**219**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	**187**	**219**
8:00 AM	36	88	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	88	124
9:00 AM	**39**	70	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**39**	70	109
10:00 AM	30	52	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	52	82
11:00 AM	34	63	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	63	97
12:00 PM	39	64	103	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	64	103
1:00 PM	46	63	109	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	63	109
2:00 PM	60	82	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	82	142
3:00 PM	77	**98**	175	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	77	**98**	175
4:00 PM	**103**	91	**194**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**103**	91	**194**
5:00 PM	82	76	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	76	158
6:00 PM	79	65	144	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	79	65	144
7:00 PM	54	39	93	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	54	39	93
8:00 PM	51	28	79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	28	79
9:00 PM	36	25	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	25	61
10:00 PM	29	17	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	17	46
11:00 PM	17	12	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	12	29
Total	**874**	**1,236**	**2,110**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**874**	**1,236**	**2,110**
Percent	**41%**	**59%**		-	-		-	-		-	-		-	-		-	-		-	-		**41%**	**59%**	
AM Peak	09:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	09:00	07:00	07:00
Vol.	39	187	219	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	187	219
PM Peak	16:00	15:00	16:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	16:00
Vol.	103	98	194	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	103	98	194

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: 3rd Avenue, Imjin Parkway to 8th Street
Date Range: 12/12/2024 - 12/18/2024
Site Code: 43

Time	Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Tuesday 12/17/2024			Wednesday 12/18/2024			Mid-Week Average		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
12:00 AM	0	4	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	4
1:00 AM	3	1	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	4
2:00 AM	0	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	1	1
3:00 AM	2	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1	3
4:00 AM	5	2	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	2	7
5:00 AM	3	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	4	7
6:00 AM	25	12	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	12	37
7:00 AM	**32**	**59**	**91**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**32**	**59**	**91**
8:00 AM	23	40	63	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	40	63
9:00 AM	28	21	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	21	49
10:00 AM	29	28	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	28	57
11:00 AM	22	27	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	27	49
12:00 PM	27	28	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	28	55
1:00 PM	17	23	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	23	40
2:00 PM	30	37	67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	37	67
3:00 PM	48	39	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	39	87
4:00 PM	38	44	82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	38	44	82
5:00 PM	**52**	**53**	**105**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**52**	**53**	**105**
6:00 PM	28	34	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	34	62
7:00 PM	17	27	44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	27	44
8:00 PM	9	17	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	17	26
9:00 PM	4	7	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7	11
10:00 PM	7	14	21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	14	21
11:00 PM	4	5	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	5	9
Total	**453**	**528**	**981**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**453**	**528**	**981**
Percent	**46%**	**54%**		-	-		-	-		-	-		-	-		-	-		-	-		**46%**	**54%**	
AM Peak	07:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	07:00	07:00	07:00
Vol.	32	59	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	59	91
PM Peak	17:00	17:00	17:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17:00	17:00	17:00
Vol.	52	53	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52	53	105

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Abrams Drive, Imjin Pkwy (west) to Preston Drive
Date Range: 12/10/2024 - 12/16/2024
Site Code: 44

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	12	0	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	0	12
1:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
2:00 AM	4	2	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	6
3:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
4:00 AM	4	14	18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	14	18
5:00 AM	2	22	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	22	24
6:00 AM	36	90	126	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	90	126
7:00 AM	46	**178**	**224**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	**178**	**224**
8:00 AM	62	114	176	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	62	114	176
9:00 AM	57	65	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	65	122
10:00 AM	49	55	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	49	55	104
11:00 AM	**64**	70	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**64**	70	134
12:00 PM	75	83	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	75	83	158
1:00 PM	68	71	139	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	71	139
2:00 PM	81	88	169	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	88	169
3:00 PM	156	**109**	**265**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	156	**109**	**265**
4:00 PM	**174**	73	247	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**174**	73	247
5:00 PM	147	85	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	147	85	232
6:00 PM	100	58	158	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100	58	158
7:00 PM	72	33	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	72	33	105
8:00 PM	71	25	96	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	25	96
9:00 PM	53	20	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	53	20	73
10:00 PM	37	14	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	37	14	51
11:00 PM	18	5	23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	5	23
Total	**1,388**	**1,279**	**2,667**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,388**	**1,279**	**2,667**
Percent	**52%**	**48%**		-	-		-	-		-	-		-	-		-	-		-	-		**52%**	**48%**	
AM Peak	11:00	07:00	07:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11:00	07:00	07:00
Vol.	64	178	224	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	64	178	224
PM Peak	16:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16:00	15:00	15:00
Vol.	174	109	265	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	174	109	265

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

Location: Marina Heights Drive, California Ave to Imjin Pkwy
Date Range: 12/10/2024 - 12/16/2024
Site Code: 45

Time	Tuesday 12/10/2024			Wednesday 12/11/2024			Thursday 12/12/2024			Friday 12/13/2024			Saturday 12/14/2024			Sunday 12/15/2024			Monday 12/16/2024			Mid-Week Average		
	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total	EB	WB	Total
12:00 AM	6	4	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	4	10
1:00 AM	4	1	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	1	5
2:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
3:00 AM	0	2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	2	2
4:00 AM	0	3	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	3	3
5:00 AM	5	15	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	15	20
6:00 AM	21	44	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	44	65
7:00 AM	57	**134**	191	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	57	**134**	191
8:00 AM	**89**	123	**212**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**89**	123	**212**
9:00 AM	46	64	110	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	46	64	110
10:00 AM	44	60	104	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	60	104
11:00 AM	59	60	119	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	59	60	119
12:00 PM	81	86	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	81	86	167
1:00 PM	93	91	184	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	91	184
2:00 PM	98	100	198	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	98	100	198
3:00 PM	**123**	**112**	**235**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**123**	**112**	**235**
4:00 PM	110	87	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	87	197
5:00 PM	108	89	197	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	108	89	197
6:00 PM	86	60	146	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86	60	146
7:00 PM	50	37	87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	37	87
8:00 PM	36	19	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36	19	55
9:00 PM	26	22	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	22	48
10:00 PM	16	15	31	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	15	31
11:00 PM	10	9	19	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	9	19
Total	**1,168**	**1,239**	**2,407**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1,168**	**1,239**	**2,407**
Percent	**49%**	**51%**		-	-		-	-		-	-		-	-		-	-		-	-		**49%**	**51%**	
AM Peak	08:00	07:00	08:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:00	07:00	08:00
Vol.	89	134	212	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	134	212
PM Peak	15:00	15:00	15:00	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15:00	15:00	15:00
Vol.	123	112	235	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	123	112	235

1. Mid-week average includes data between Tuesday and Thursday.

Project Manager: (415) 310-6469
project.manager.ca@idaxdata.com

May 1, 2025 Item No. **13c**

Honorable Mayor and Members of the Marina City Council

City Council Meeting of May 6, 2025

CITY COUNCIL TO RECEIVE A PRESENTATION FROM KIMLEY-HORN ENGINEERING ON RESULTS OF FEASIBILITY STUDY FOR THE RESERVATION ROAD CORRIDOR. THIS STUDY EVALUATES THE FEASIBILITY OF REPLACING TRAFFIC SIGNALIZED INTERSECTIONS WITH ROUNDABOUTS ALONG RESERVATION ROAD, SUPPORTING THE CITY'S DOWNTOWN VITALIZATION EFFORTS.

REQUEST:

It is requested that the City Council:

1. Receive informational presentation from Kimley-Horn Engineering on the results of the Reservation Road Corridor Study. The study evaluates the feasibility of replacing traffic signalized intersections with roundabouts along Reservation Road, supporting the City's downtown revitalization efforts.
2. Give direction to City staff on Council's preference for traffic signals or roundabouts on Reservation Road.

BACKGROUND:

Reservation Road is one of Marina's most heavily used arterial streets and plays a crucial role in the City's future downtown revitalization plans. On October 15, 2024, the City Council adopted the 2024 Downtown Vitalization Specific Plan, which proposed improved traffic signals at key intersections along Reservation Road to facilitate increased future traffic flow and to support the new downtown environment. Recently, Kimley-Horn conducted a feasibility study exploring the potential of implementing roundabouts at these intersections as an alternative to traffic signals, with the goal of enhancing traffic movement, beautification, and long-term sustainability.

ANALYSIS:

The Kimley-Horn study indicates that replacing traffic signals with roundabouts is not only feasible but also offers several benefits including improved traffic flow, reduced long-term maintenance costs, and aesthetic enhancements that align with the downtown revitalization vision. The study compares various configurations of roundabouts and concludes that certain options outperform traditional signals in efficiency and community impact. Kimley-Horn's team is prepared to present detailed findings and visualizations through a PowerPoint presentation, and will be available to answer questions from the Council and the public.

FISCAL IMPACT:

The study and presentation primarily involve analytical assessment and public engagement activities. Implementation costs for roundabouts versus traffic signals are expected to be considered during future project planning and budgeting processes. The potential for long-term savings in maintenance and operational costs associated with roundabouts could result in fiscal benefits over time. The City will need to evaluate funding sources and budget implications should the Council decide to pursue the construction of roundabouts.

Respectfully submitted,

_____
Ismael Hernandez
Public Works Director
City of Marina

_____
Layne Long
City Manager
City of Marina





Reservation Road Corridor Study

May 2025

CITY OF MARINA

Kimley»Horn

Downtown Vitalization Specific Plan

- Goal M-1:
  - Mobility - A downtown with safe and efficient pedestrian and vehicular circulation that encourages people to gather, walk, cycle, or use public transportation.

- Policy M-1.17
  - Support the implementation of roundabouts and lane reductions on Del Monte Boulevard. Similarly, continue to evaluate the *feasibility of lane reductions on Reservation Road to calm the flow of traffic* and further the City's goal of creating more inviting streetscapes.

Reservation Corridor Study Objectives

Determine an optimal Reservation Road streetscape design to achieve the vision and goals of downtown Marina

1. Test the feasibility of roundabouts along the corridor
2. Enhance access and safety for all users
3. Create a thriving downtown environment consistent with the Downtown Specific Plan
4. Maintain acceptable traffic operations

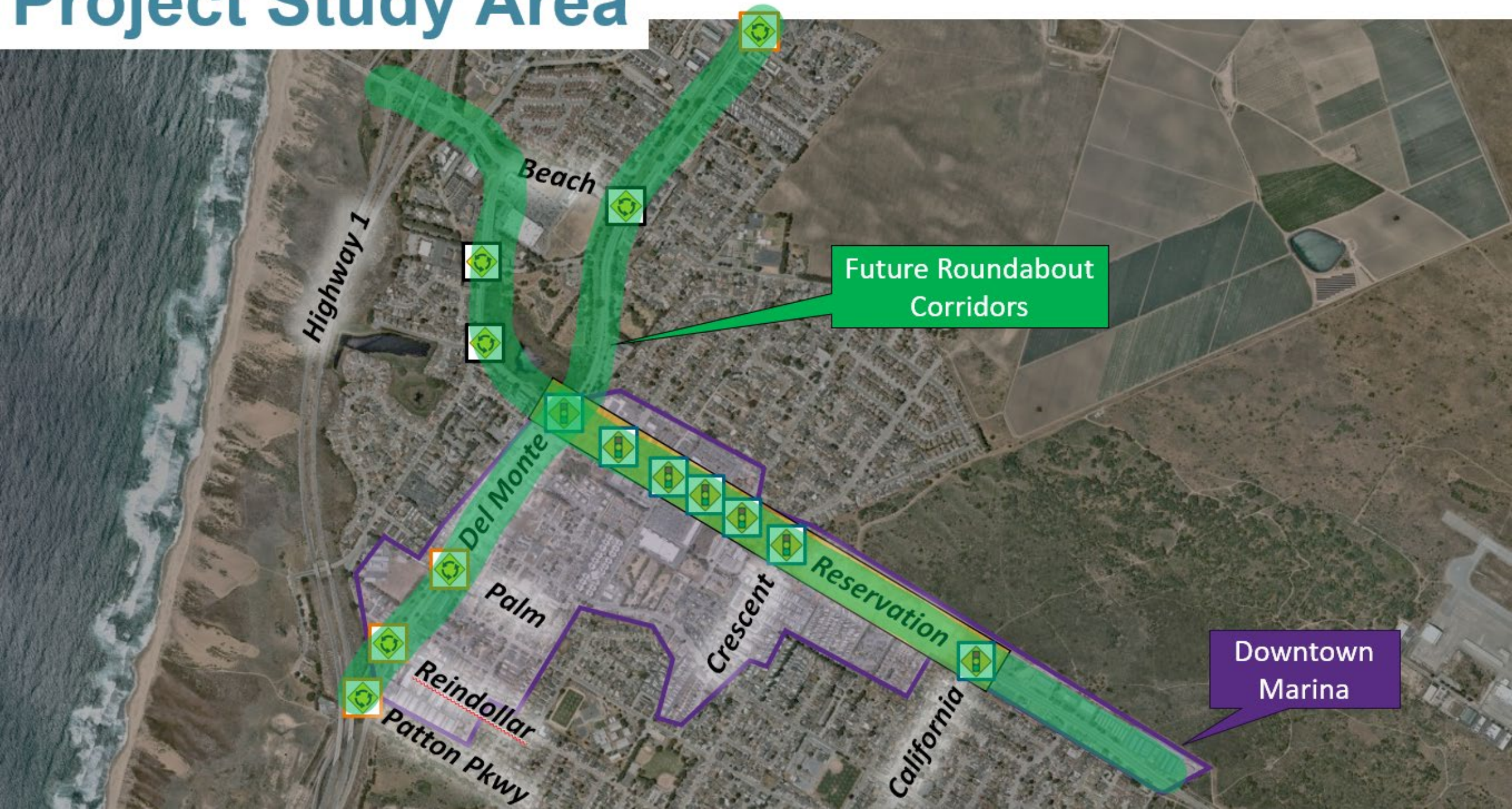
Corridor Study Overview

1. Corridor Alternatives (Signal vs Roundabout)
2. Corridor Analysis Results
3. Recommendations

Project Study Area



Project Study Area



1. Corridor Alternatives

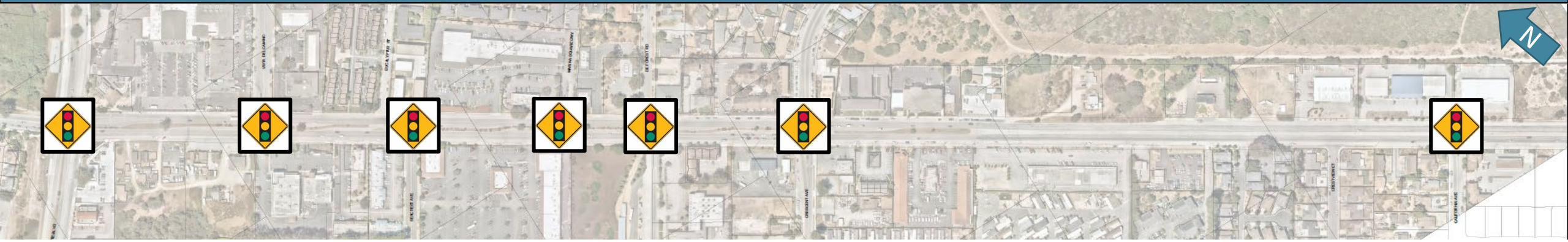
1. History of Del Monte/Reservation & Reservation Rd Corridor

2. Signal Control (Analysis from 2019 Downtown SP Study)
   - 4 Lane Road
   - 2 Lane Road

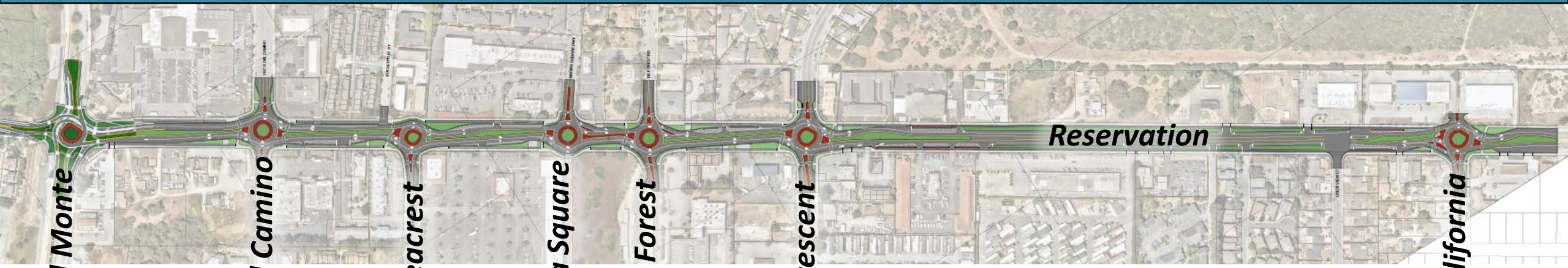
3. Roundabout Control (Current Study)
   - 2+ Lane Road
   - 4 Lane Road
   - 2 Lane Road (Interim Solution)

Corridor Alternatives

Signal Control – Option 1



Roundabout Control – Option 2



Del Monte

Vista Del Camino

Seacrest

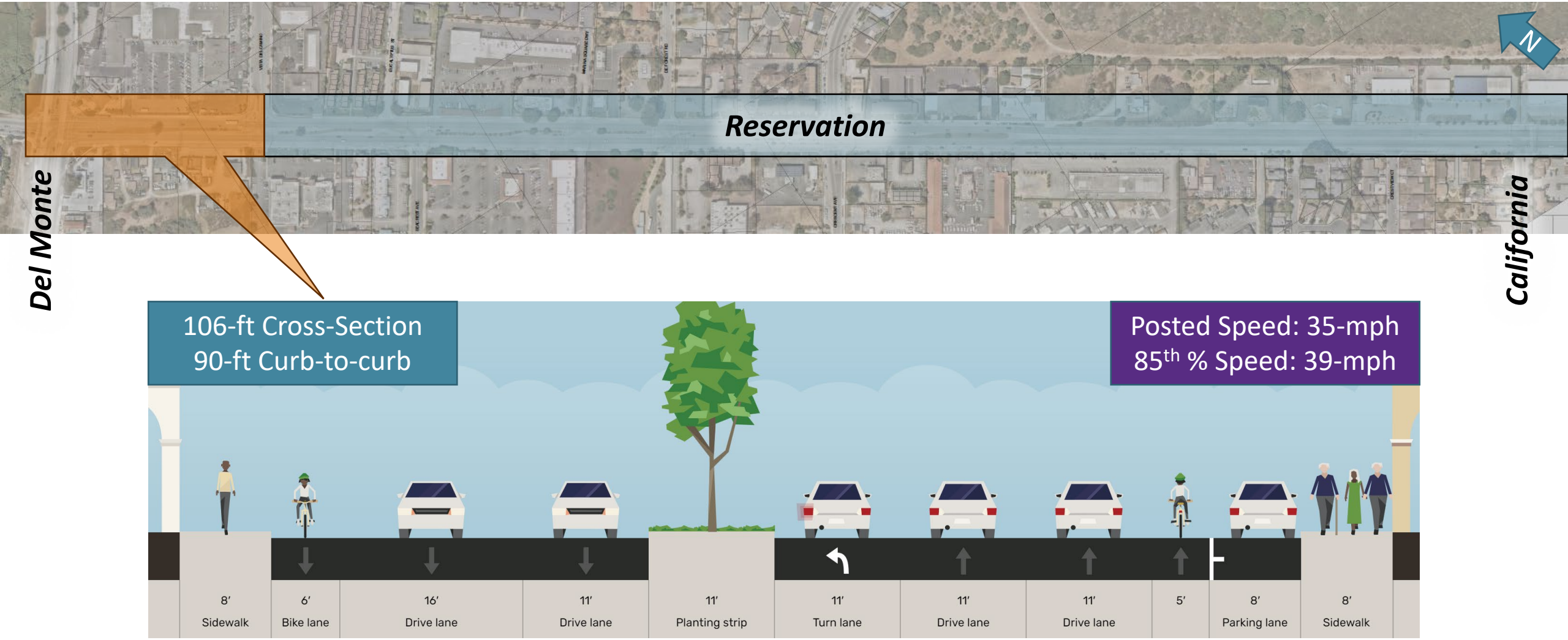
Marina Square

De Forest

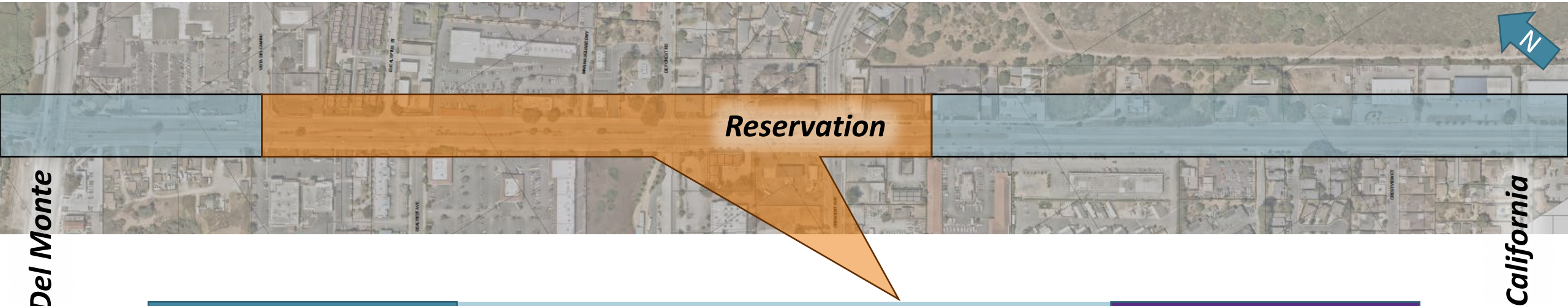
Crescent

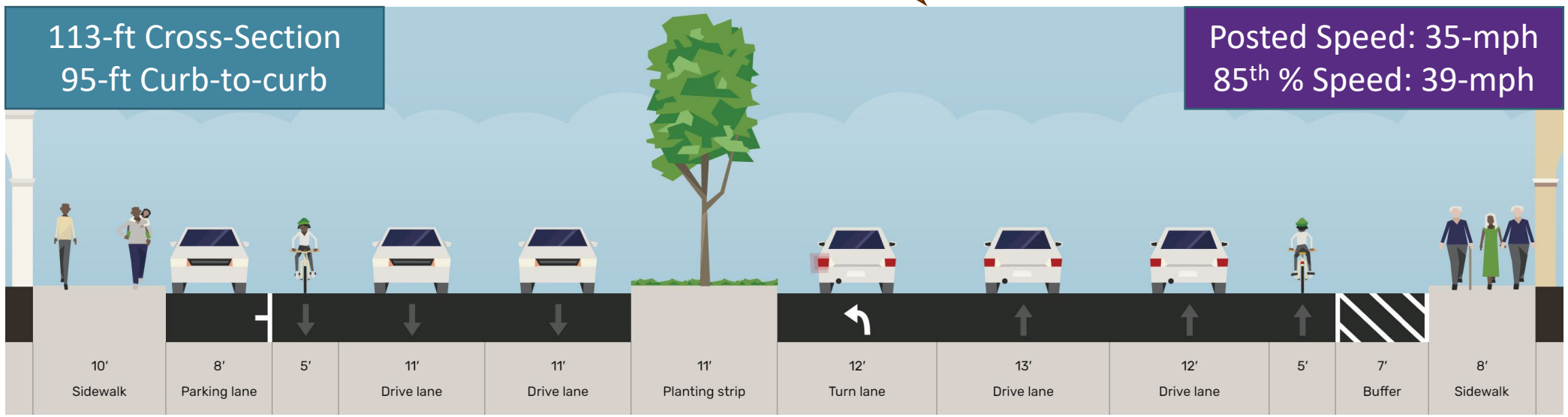
California

Signal Corridor (4-Lane Existing)
Del Monte to Vista Del Camino

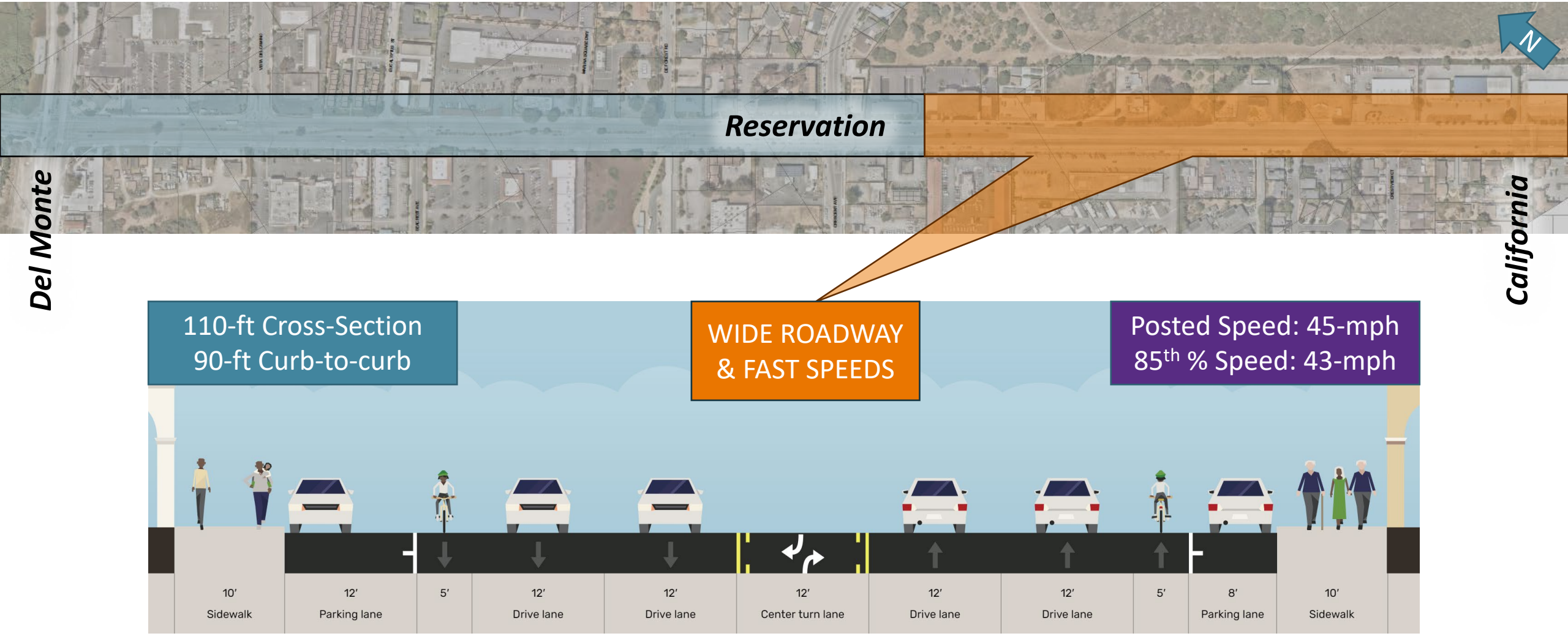


Signal Corridor (4-Lane Existing)
Vista Del Camino to Crescent

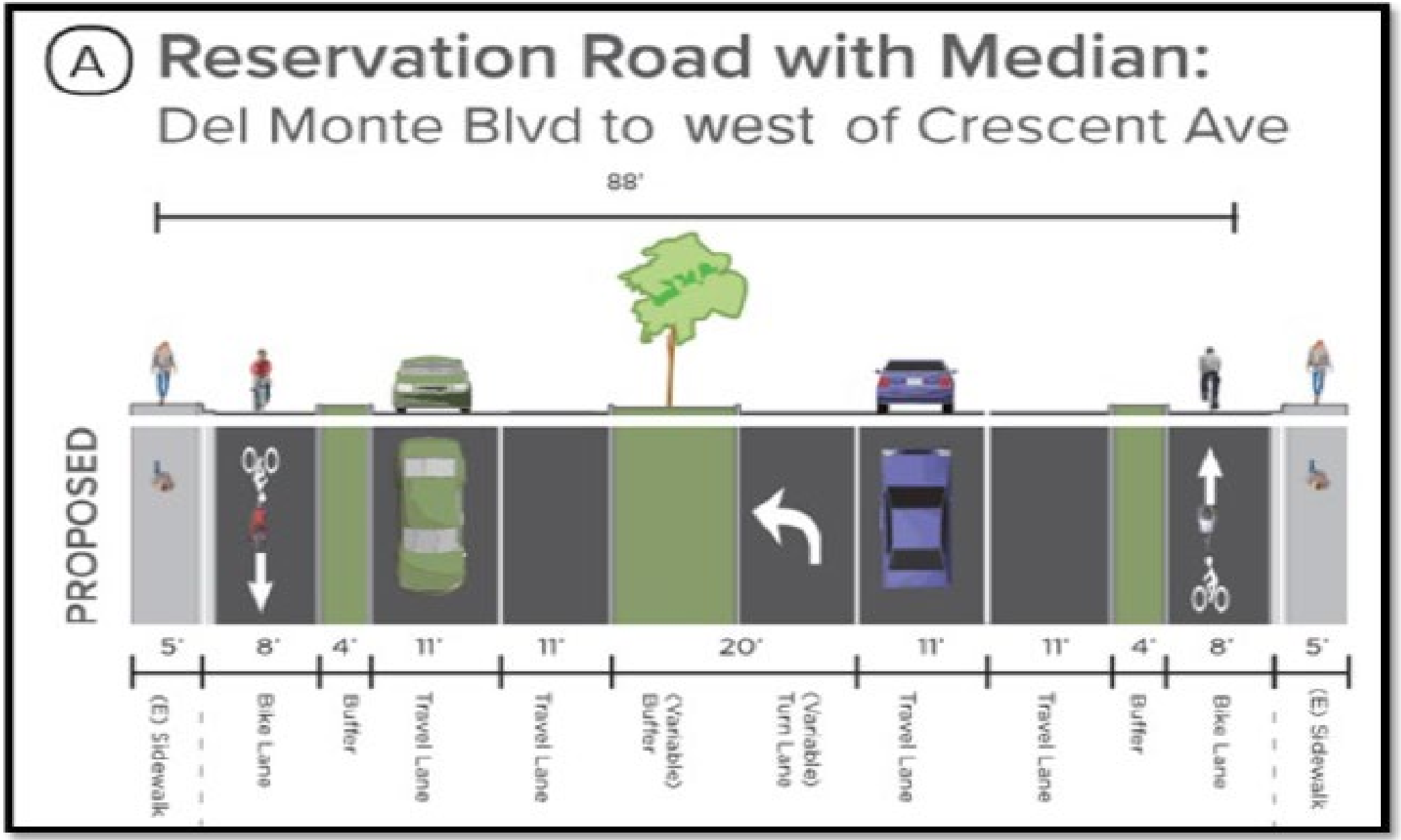




Signal Corridor (4-Lane Existing) Crescent to California



Downtown Specific Plan – Mobility



Downtown Specific Plan – Mobility

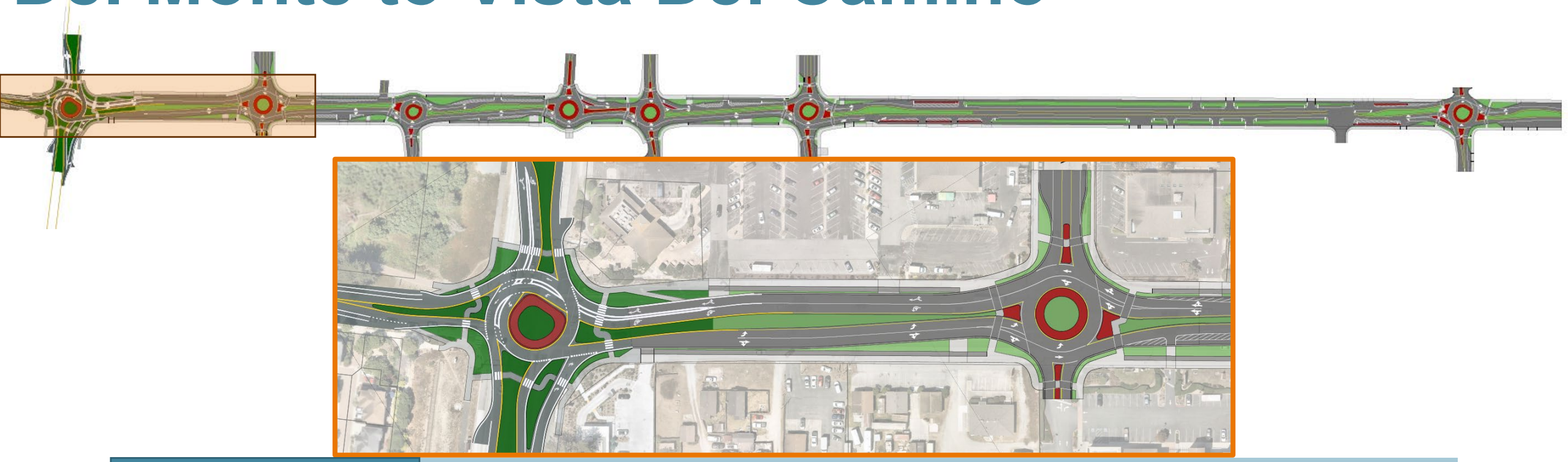
Table 5-2.

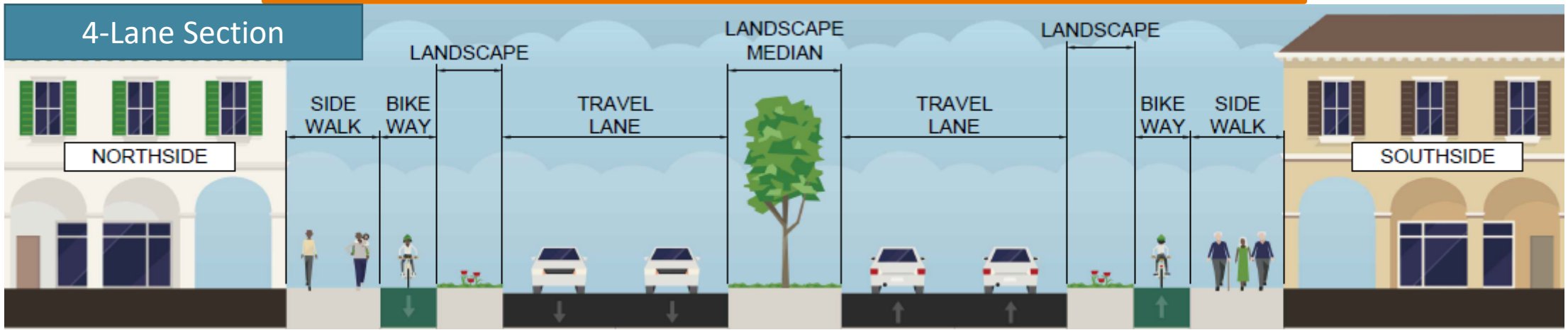
Speed Reduction Measure	Description
Road Width Reduction /Road Diet	Reducing the number and width of traffic lanes
Raised Median Island or Refuge Island	Raised island in the road center (median) narrows lanes and provides pedestrian with a safe place to stop while crossing wide streets.
Curb Extensions/Neckdowns/ Bulb-outs	Curb extensions at intersections that reduce the roadway width from curb to curb thereby reducing pedestrian crossing distance and slowing traffic.
Speed Tables/Raised Crosswalks	Ramped surface above roadway requiring drivers to slow while crossing pedestrian areas.
Reduced Corner Radii	The radius of street corners affects traffic turning speeds. A tighter radius forces drivers to reduce speed to safely make the turn.
Rumble Strips	Low bumps across road make noise when driven over
Roundabouts	Medium to large traffic circles requiring traffic to slow while navigating an intersection.
Pavement Treatments/Pavement Textures	Pavement treatments such as cobbles or bricks and markings to designate pedestrian oriented areas.
Bicycle Lanes	Marking bicycle lanes narrows traffic lanes, causing vehicles to slow
Perceptual Design Features	Patterns painted into road surfaces and other perceptual design features that encourage drivers to reduce their speeds
Street Trees and Landscaping	Planting trees or landscaping along a street visually narrows the street, thereby reducing vehicle speed
Reduced Speed Limits	Reduction of posted speed limits and enforcement of posted speed limits.
On-Street Parking	On-street parking (diagonal or parallel) can serve as a highly effective way to slow traffic in main street and neighborhood environments
Elimination of Turn Lanes	Turn lanes facilitate vehicular movement across pedestrian rights-of-way during walk cycles. Eliminating dedicated turn lanes can improve pedestrian safety by encouraging drivers to stop completely before making a turn.

Features incorporated with roundabout corridor

Roundabout Corridor
Del Monte to Vista Del Camino

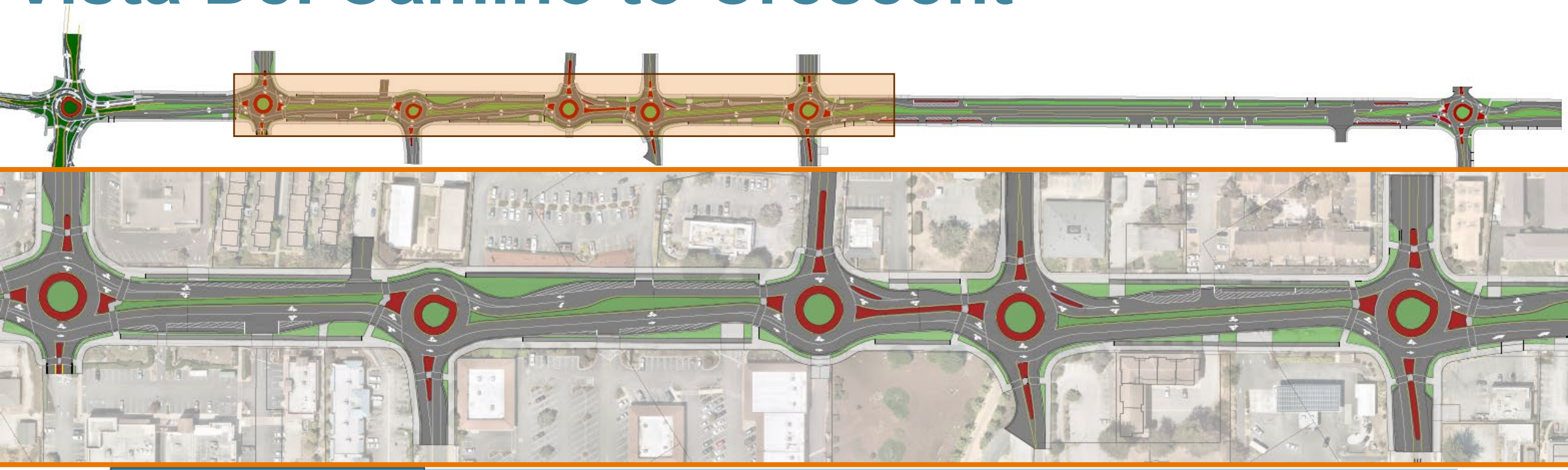
CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES

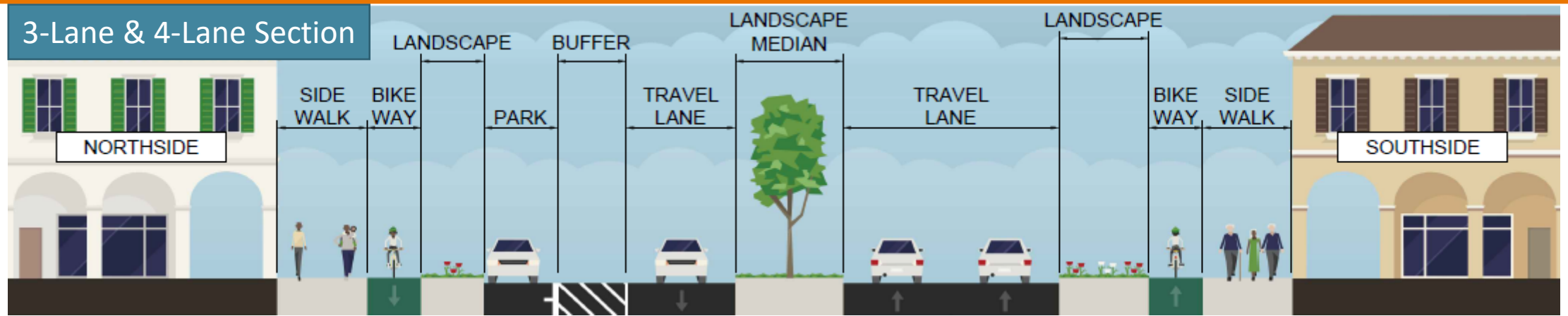




Roundabout Corridor
Vista Del Camino to Crescent

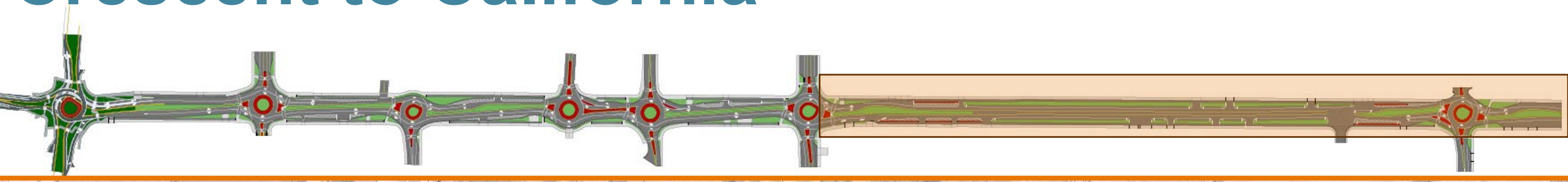
CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES

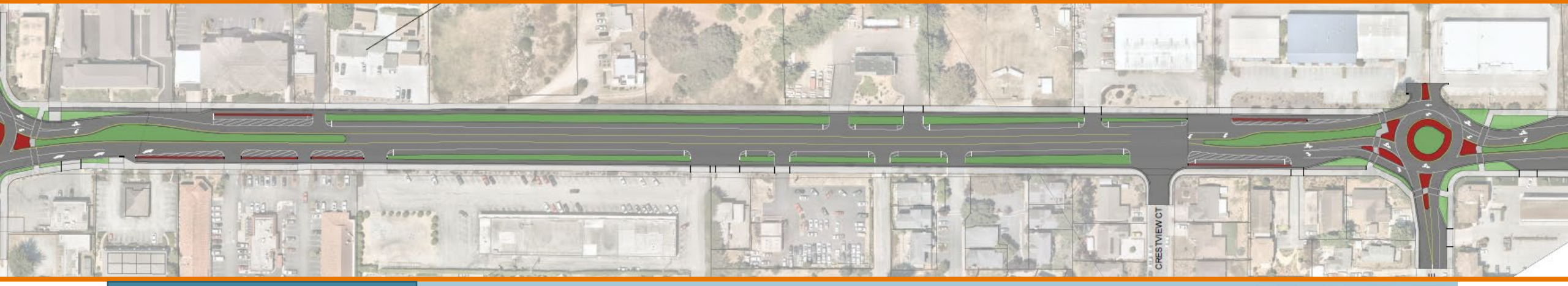


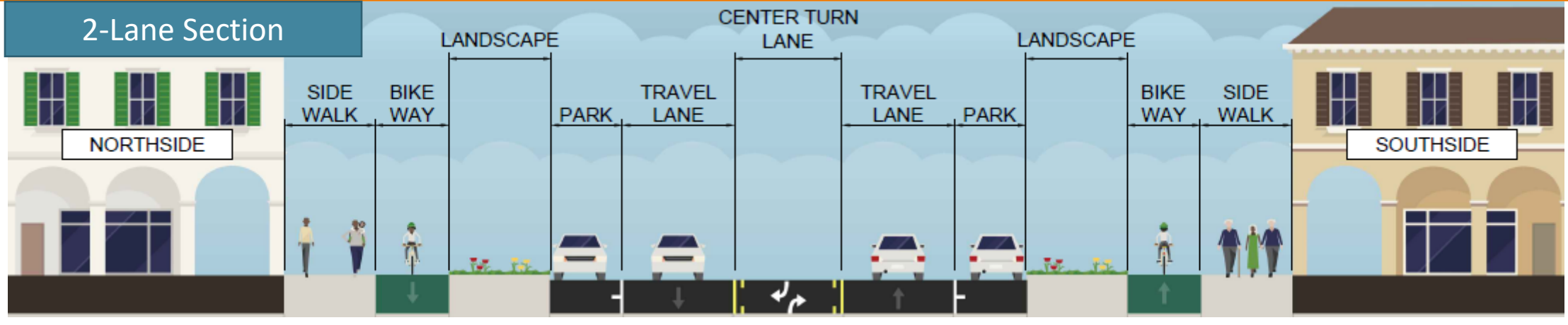


Roundabout Corridor
Crescent to California

CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES

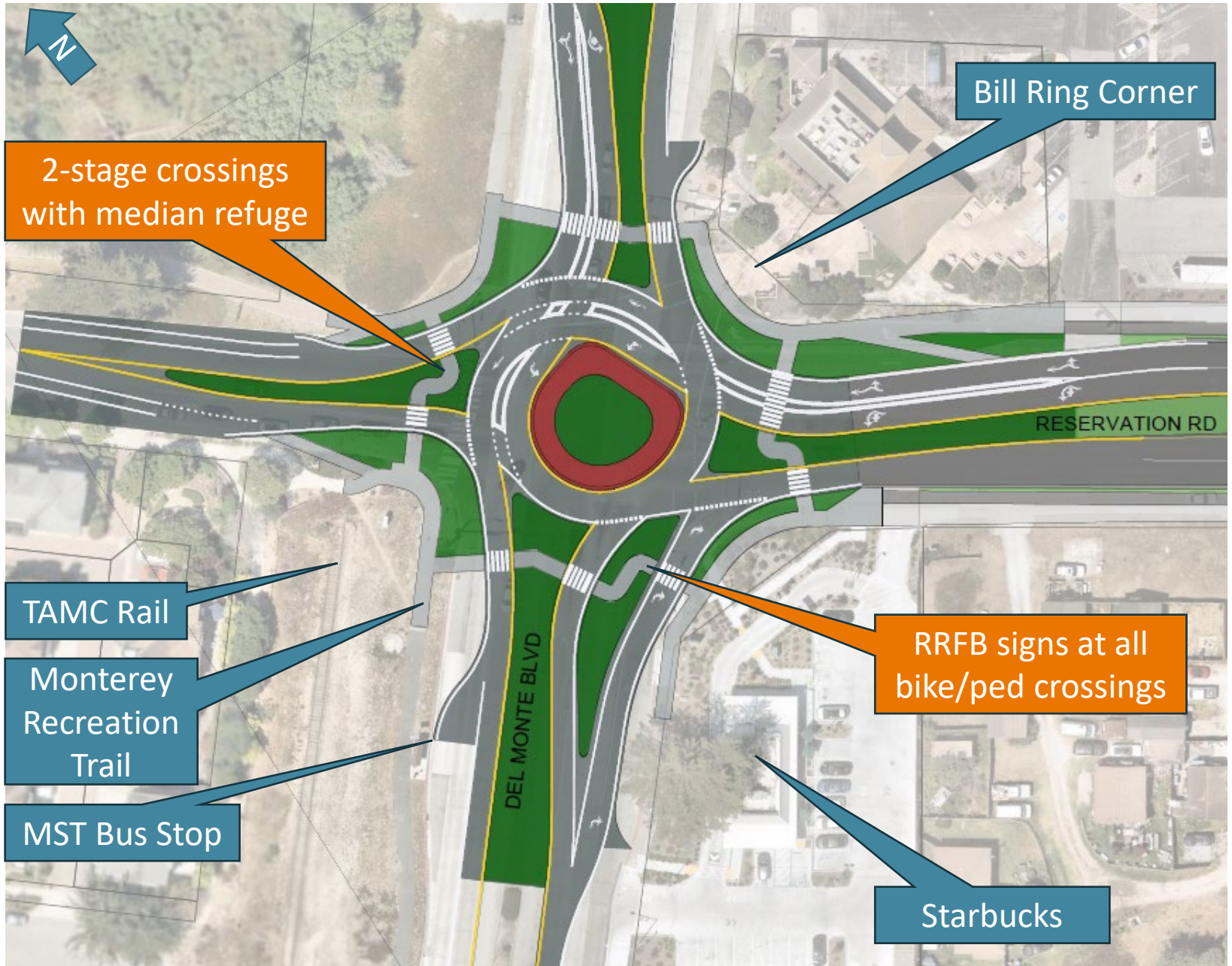






Del Monte / Reservation

CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES





2. Corridor Analysis Results

Traffic Operations

- 2040 AM & PM Peak Volumes
  - Includes Downtown Specific Plan

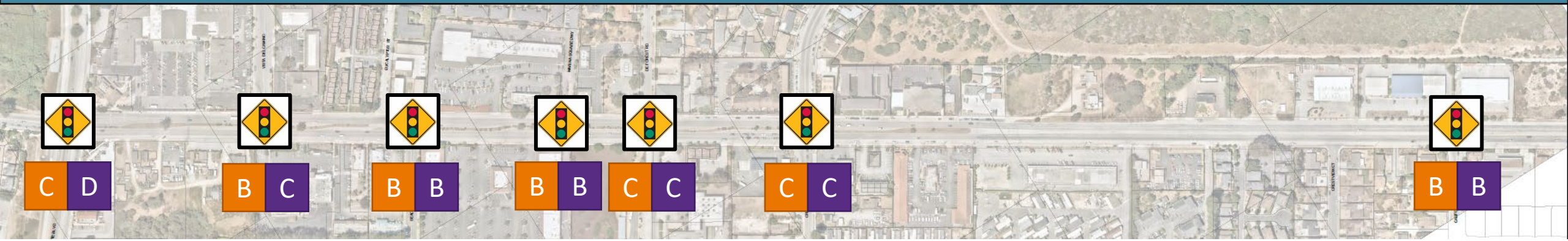
- Traffic simulation model and analysis using SIDRA & VISSIM
  - Ideal tool for roundabout vs signal comparison
  - Intersection vehicle delay, queues, level of service
  - Roadway travel times, speeds
  - Model bike, pedestrian, transit activity

Operations Summary

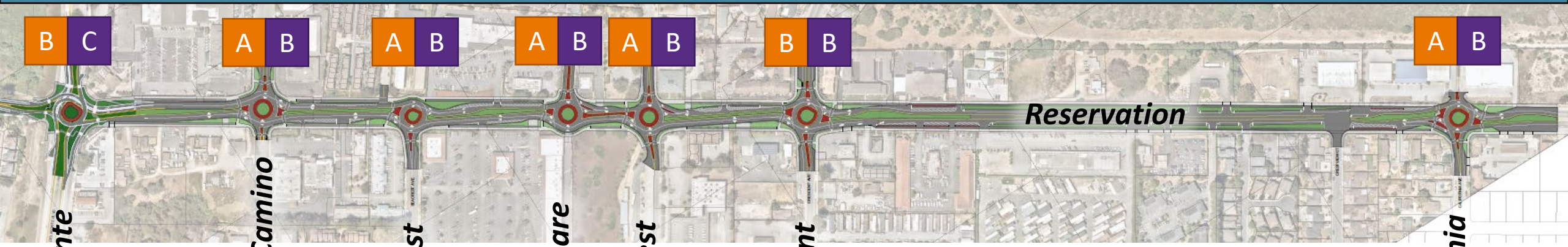
AM LOS | PM LOS

LOS Ranking A to F
LOS D is City Standard

Signal Control – Option 1



Roundabout Control – Option 2



Del Monte

Vista Del Camino

Seacrest

Marina Square

De Forest

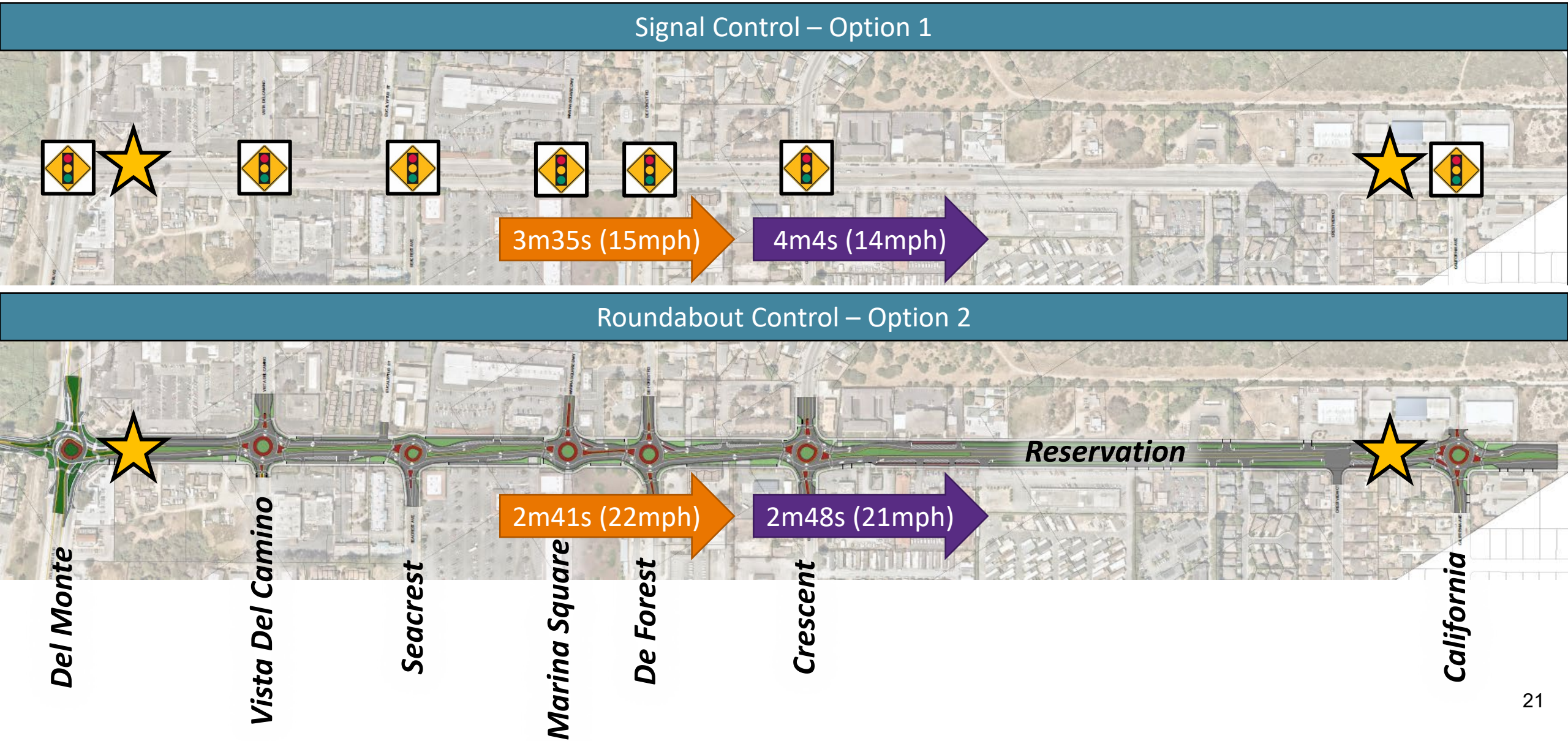
Crescent

California

Average Travel Times (Eastbound)

AM | PM

1-Mile Corridor

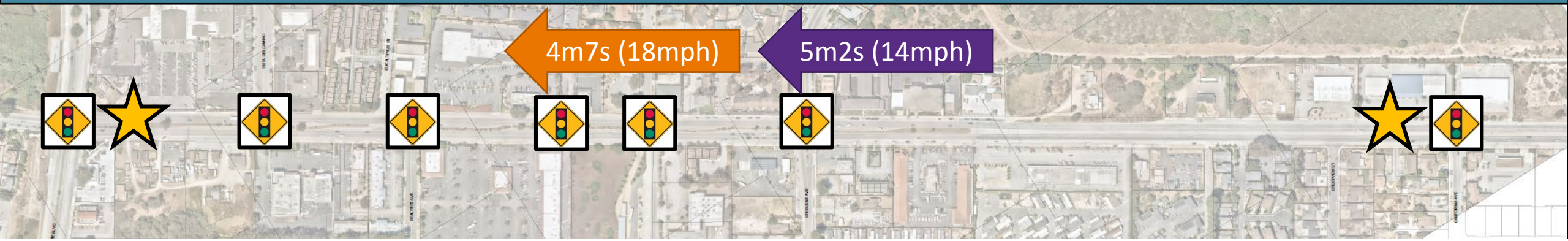


Average Travel Times (Westbound)

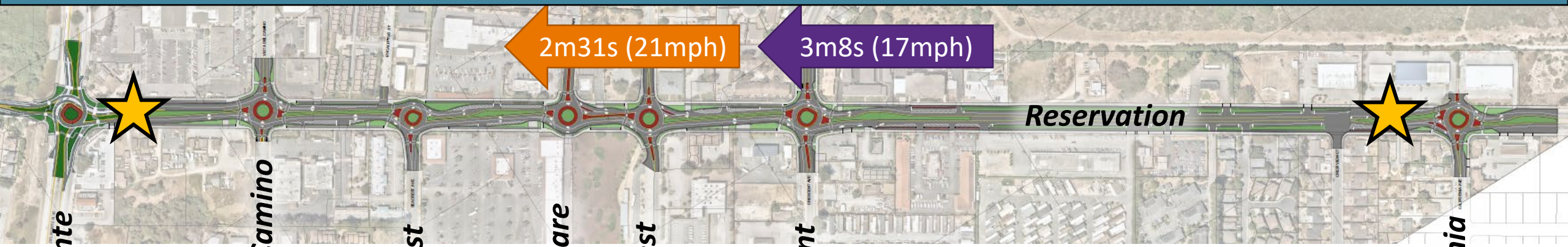
AM | PM

1-Mile Corridor

Signal Control – Option 1



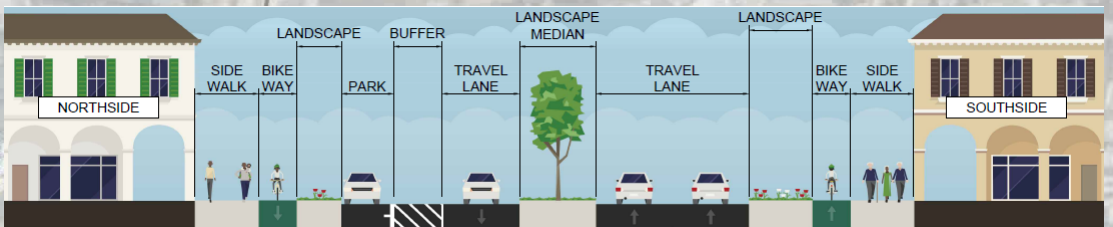
Roundabout Control – Option 2



Del Monte *Vista Del Camino* *Seacrest* *Marina Square* *De Forest* *Crescent* *California*

VISSIM Simulations

Year 2040 PM Peak



3. Recommendations

Corridor Summary – Safety

Criteria	Signal Option	Roundabout Option	Notes
Collision Severity Potential	High	Low	Signal: High speed, 32 vehicle conflict points at intersection RAB: Low Speed, 8 vehicle conflict points at intersection
Bicycle Access Improvement	Moderate	High	Signal: Protected Class II & IV facilities RAB: Separated Class I & IV facilities
Pedestrian Access Improvement	Moderate	High	Signal: Long crossing exposure in road RAB: Shorter crossing exposure & 2-stage crosswalk movements
Downtown SP Consistency for Traffic Calming	Moderate	High	RAB: Provides lane reductions, bulb-outs, landscaping, reduced speeds
Downtown SP Consistency for Active Transportation	Moderate	High	RAB: Reduced speeds accommodate bike, ped, and transit use on corridor

Corridor Summary – Operations

Criteria	Signal Option	Roundabout Option	Notes
Vehicle Delay	Moderate	Moderate	Signal: Standing queues RAB: Moving queues
Travel Time Along Corridor	Moderate	Low	Signal: Standing queues RAB: Moving queues
Transit & Emergency Vehicle Access Improvement	Moderate	Moderate	Transit and Emergency access maintained
Driver Adaptation Time	Low	Moderate	Signal: Existing condition RAB: Installed on other city streets
Driveway Impacts	Low	Moderate	Signal: Existing driveways maintained RAB: Right turn only access

Corridor Summary – Economic

Criteria	Signal Option	Roundabout Option	Notes
Capital Construction Cost	Moderate to High	High	Signal: Downtown SP cross-section requires reconstruction RAB: New infrastructure
Right of Way Impact	Low	Moderate	Signal: Downtown SP cross-section requires reconstruction RAB: New infrastructure, ROW impacts to corner properties
Ongoing Operation & Maintenance Cost	High	Moderate	Signal: Electricity & equipment RAB: Landscaping
Environmental Benefit	Moderate	High	Roundabouts promote active transportation and improved safety
Grant Funding Availability	Moderate to Low	High	Roundabouts promote active transportation and improved safety

Analysis Summary

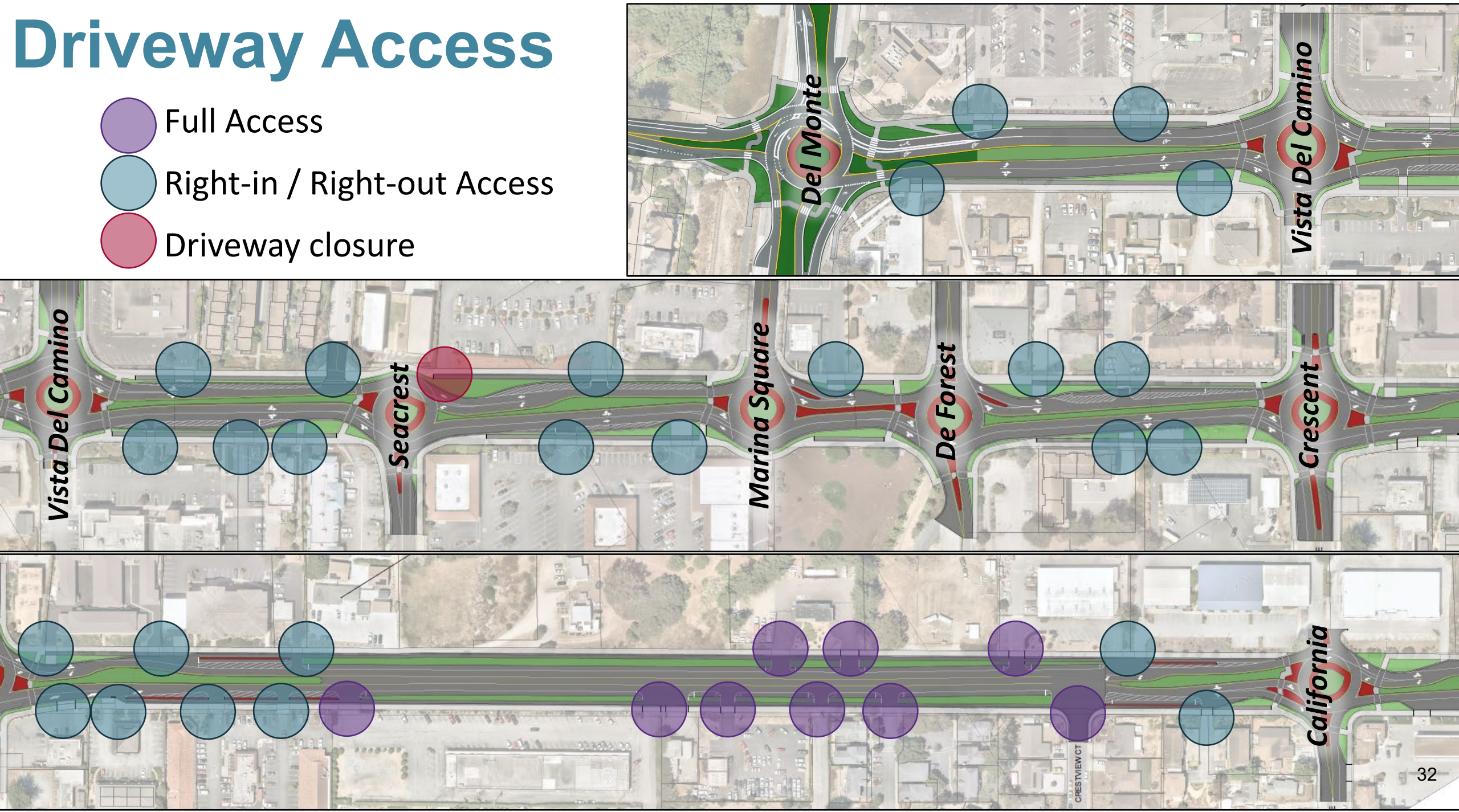
- A roundabout at Reservation / Del Monte intersection is feasible
- A roundabout corridor along Reservation Rd is feasible
- Interim Condition:
  - 2-lane roadway and single-lane roundabouts with turn lanes
  - 4-lane right of way
  - Partial buildout of Downtown Specific Plan

- Ultimate Condition:
  - 4-lane roadway and multi-lane roundabouts
  - Full buildout of Downtown Specific Plan

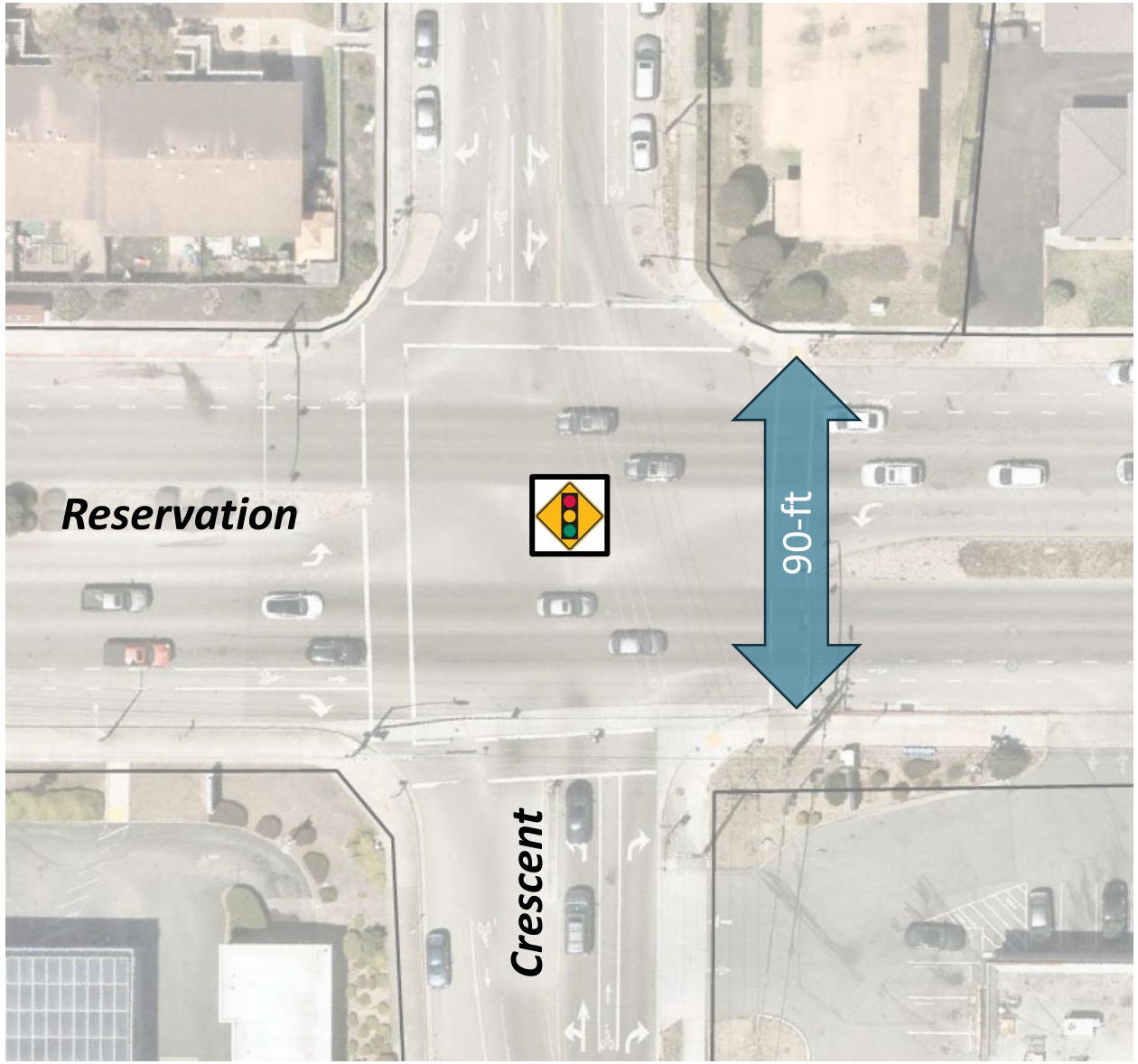
Next Steps & Discussion

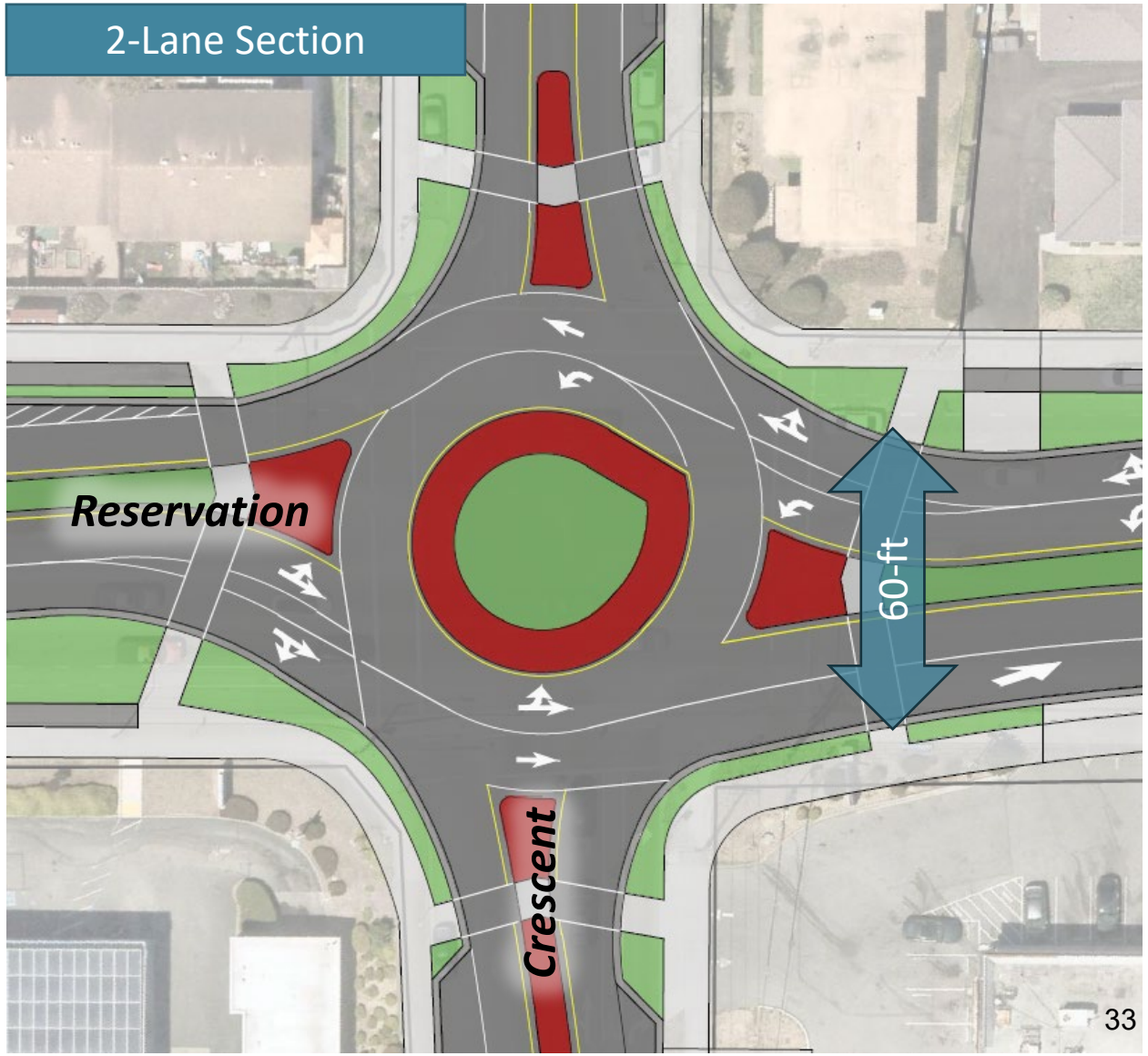
Driveway Access

- Full Access
- Right-in / Right-out Access
- Driveway closure

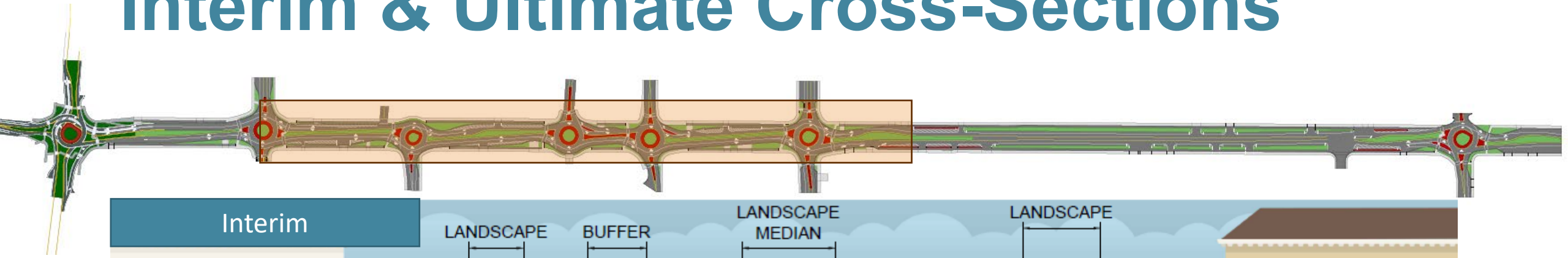


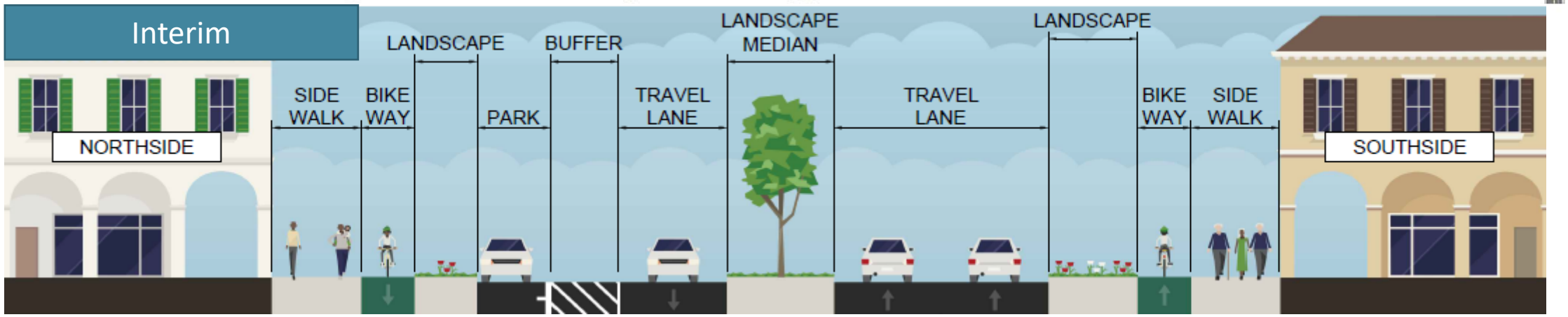
Pedestrian Crossing Exposure

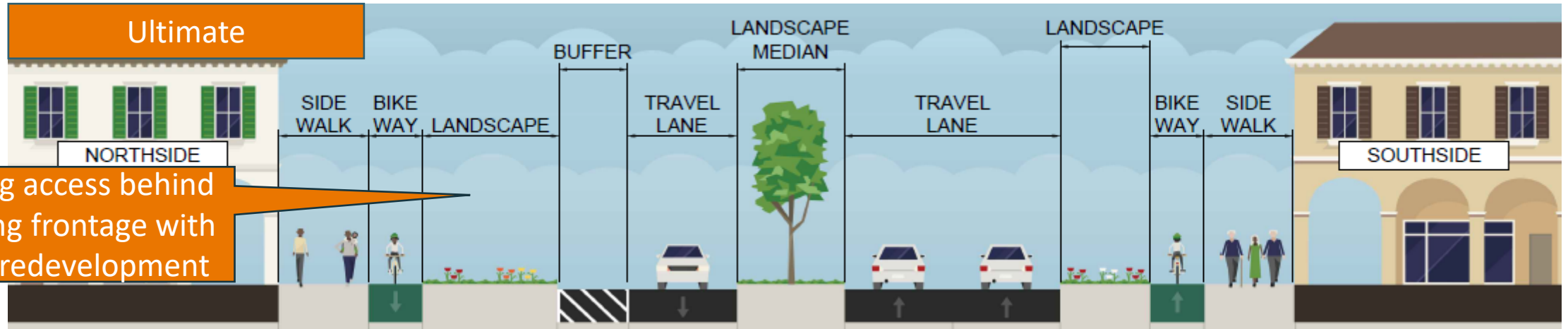




Roundabout Corridor
Interim & Ultimate Cross-Sections

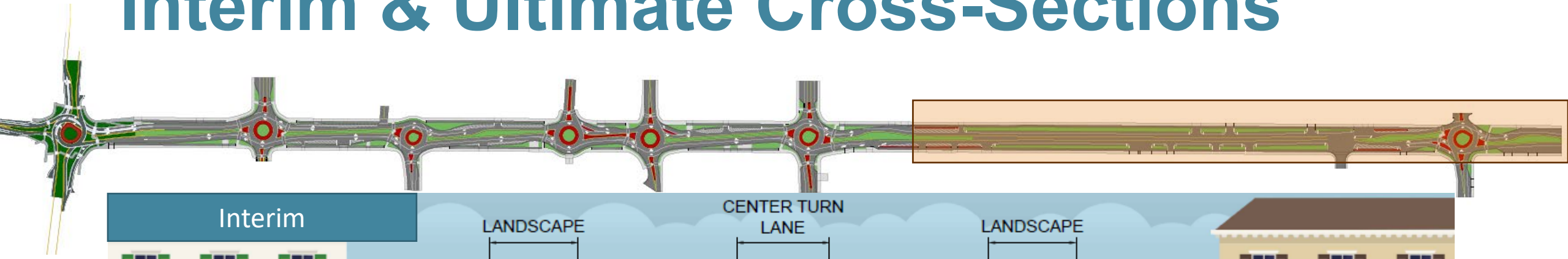


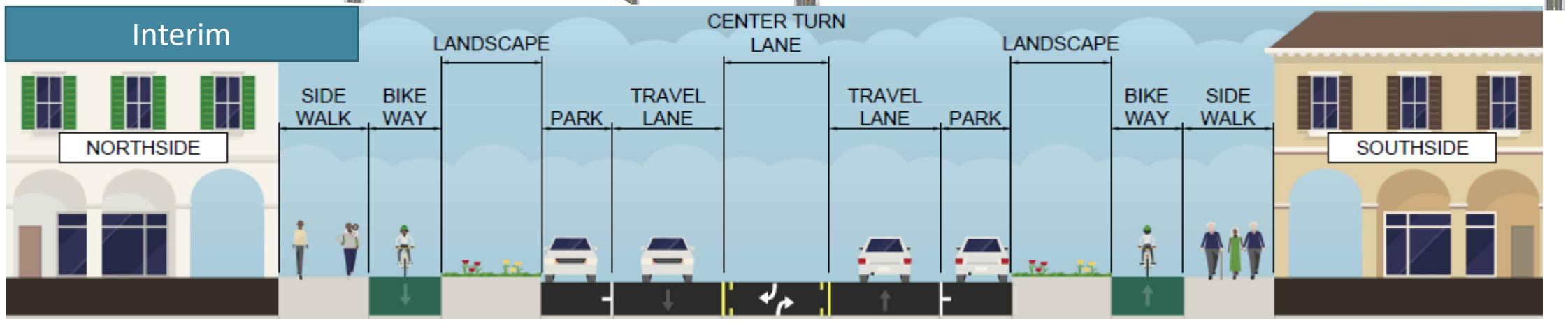


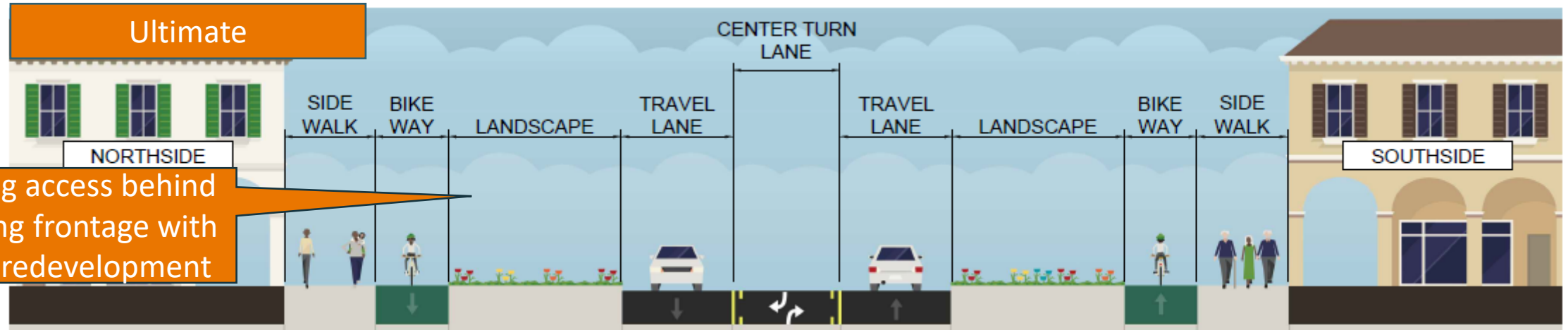


Parking access behind building frontage with DVSP redevelopment

Roundabout Corridor
Interim & Ultimate Cross-Sections



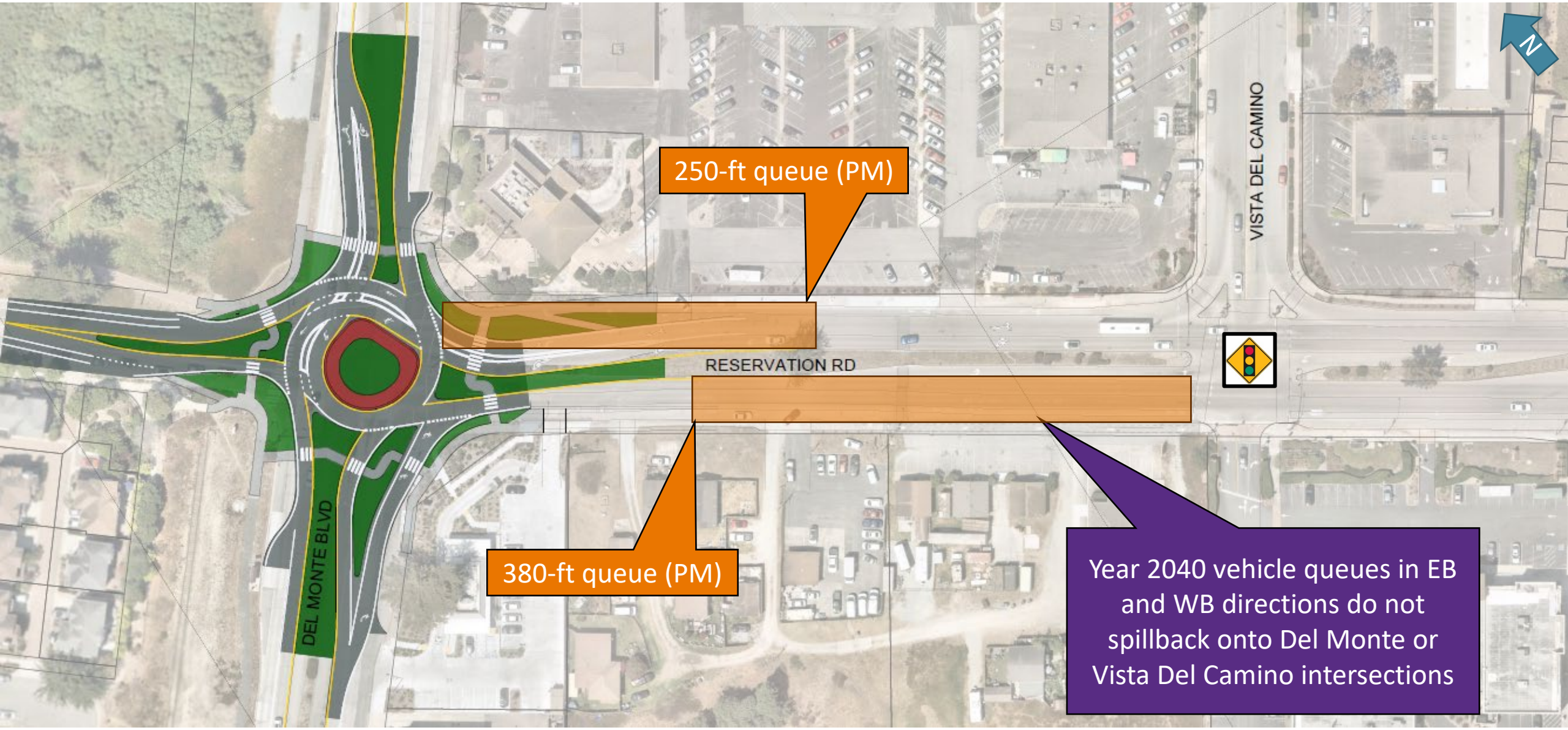




Parking access behind building frontage with DVSP redevelopment

Del Monte / Reservation Queues

CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES



Multi-Lane Roundabouts

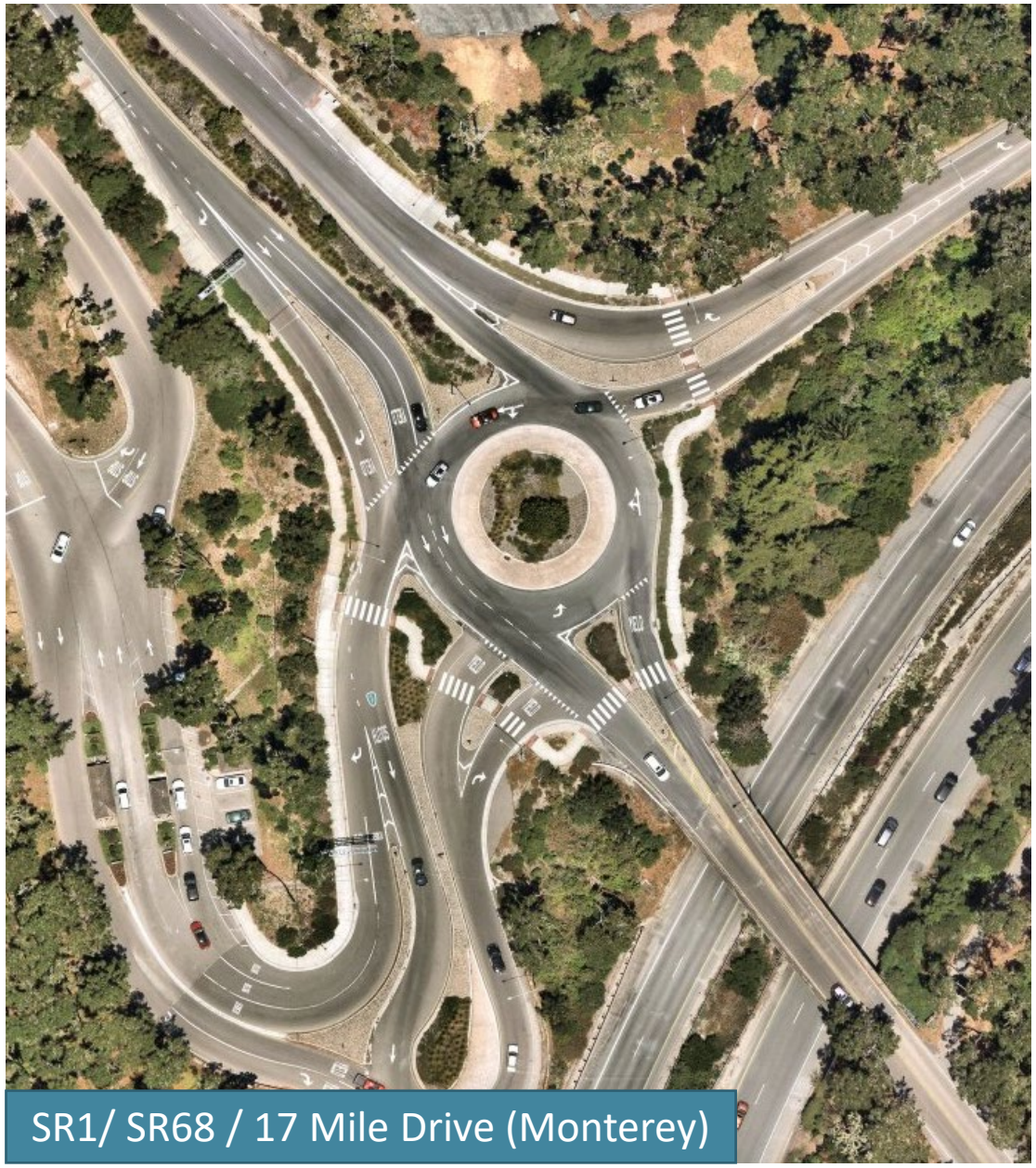


Beach/Pacific (Santa Cruz)



Alisal/Skyway (Salinas)

Multi-Lane Roundabouts



SR1/ SR68 / 17 Mile Drive (Monterey)





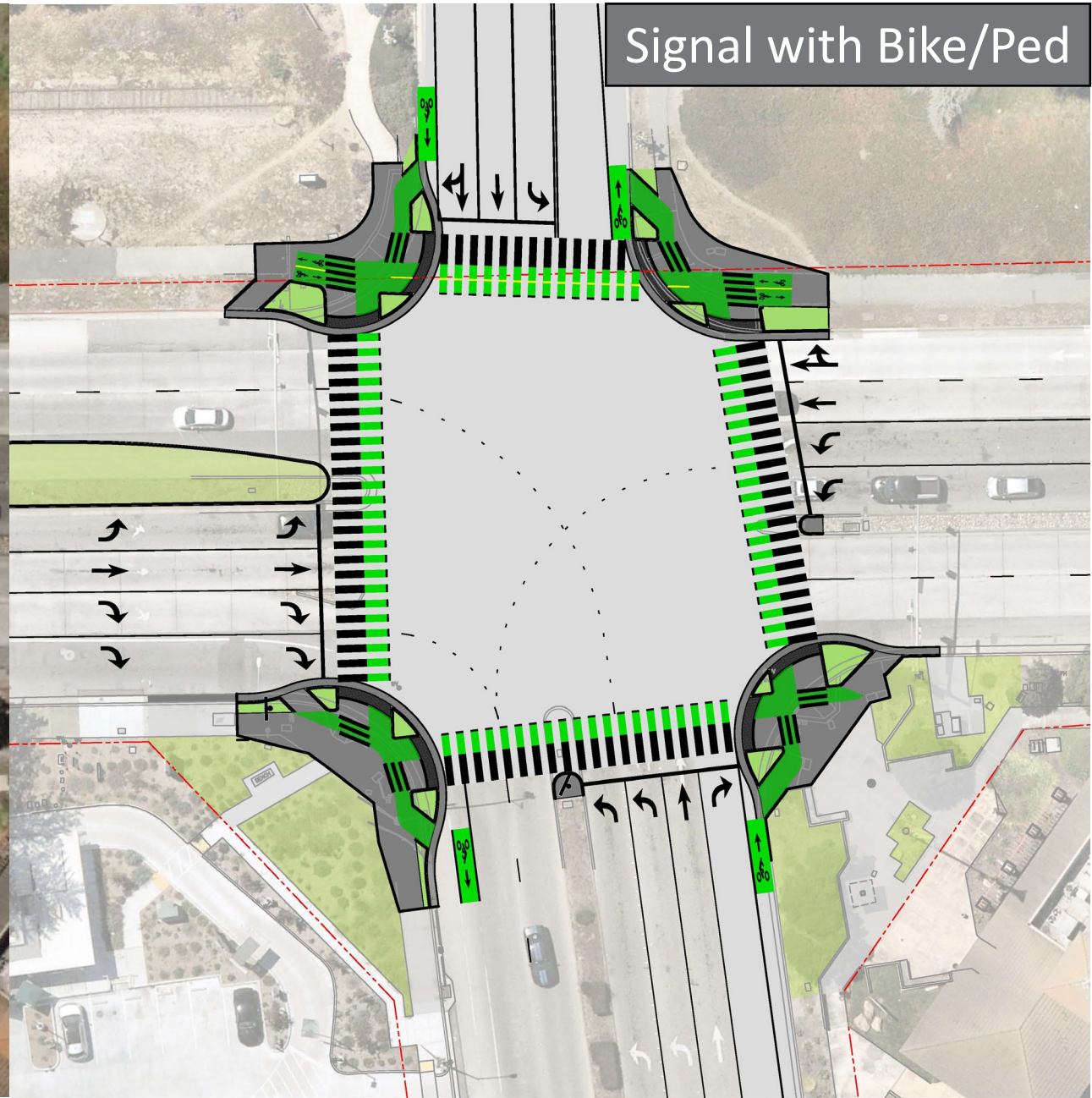
Del Monte / Reservation

CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES

Existing



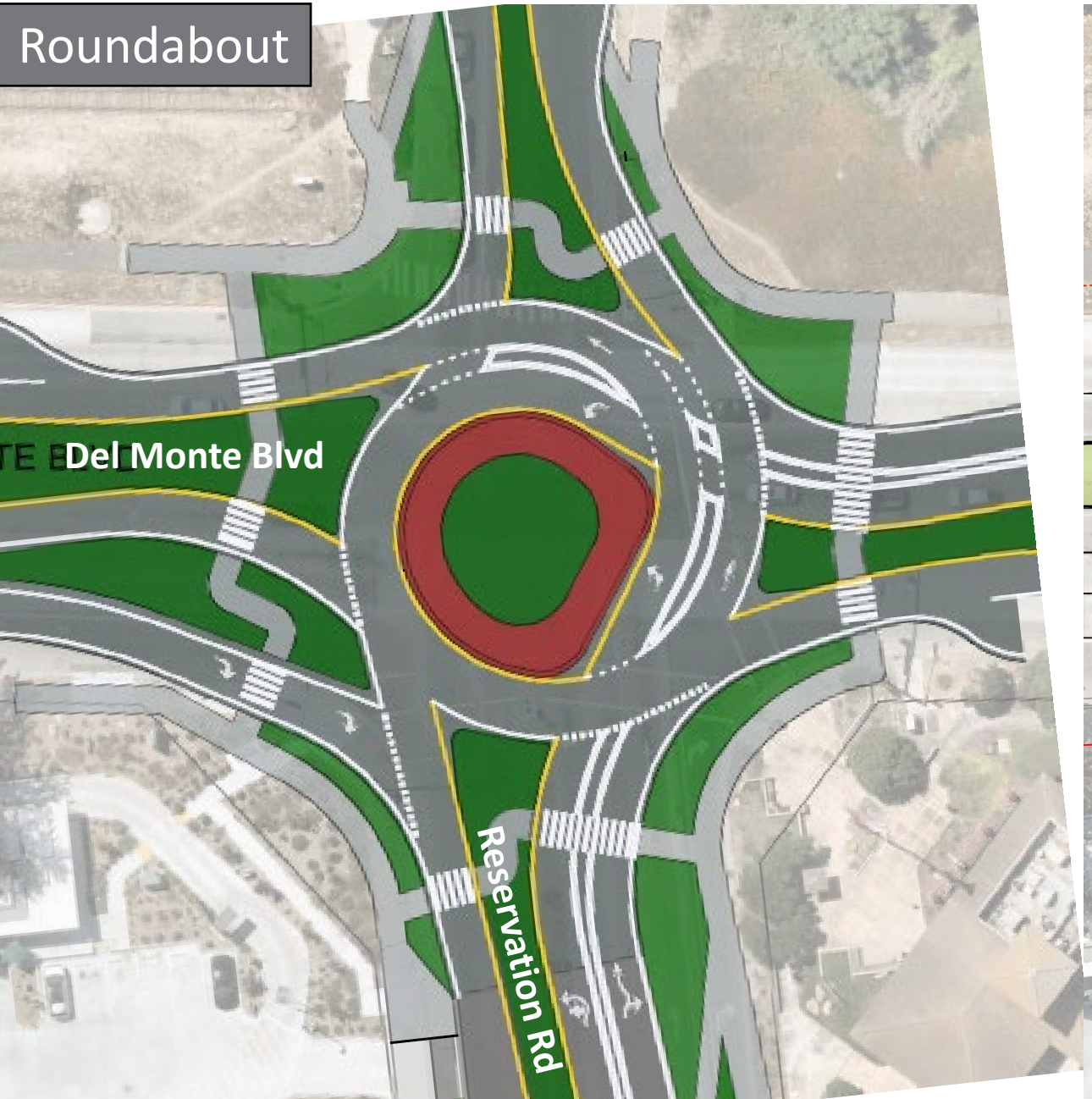
Signal with Bike/Ped



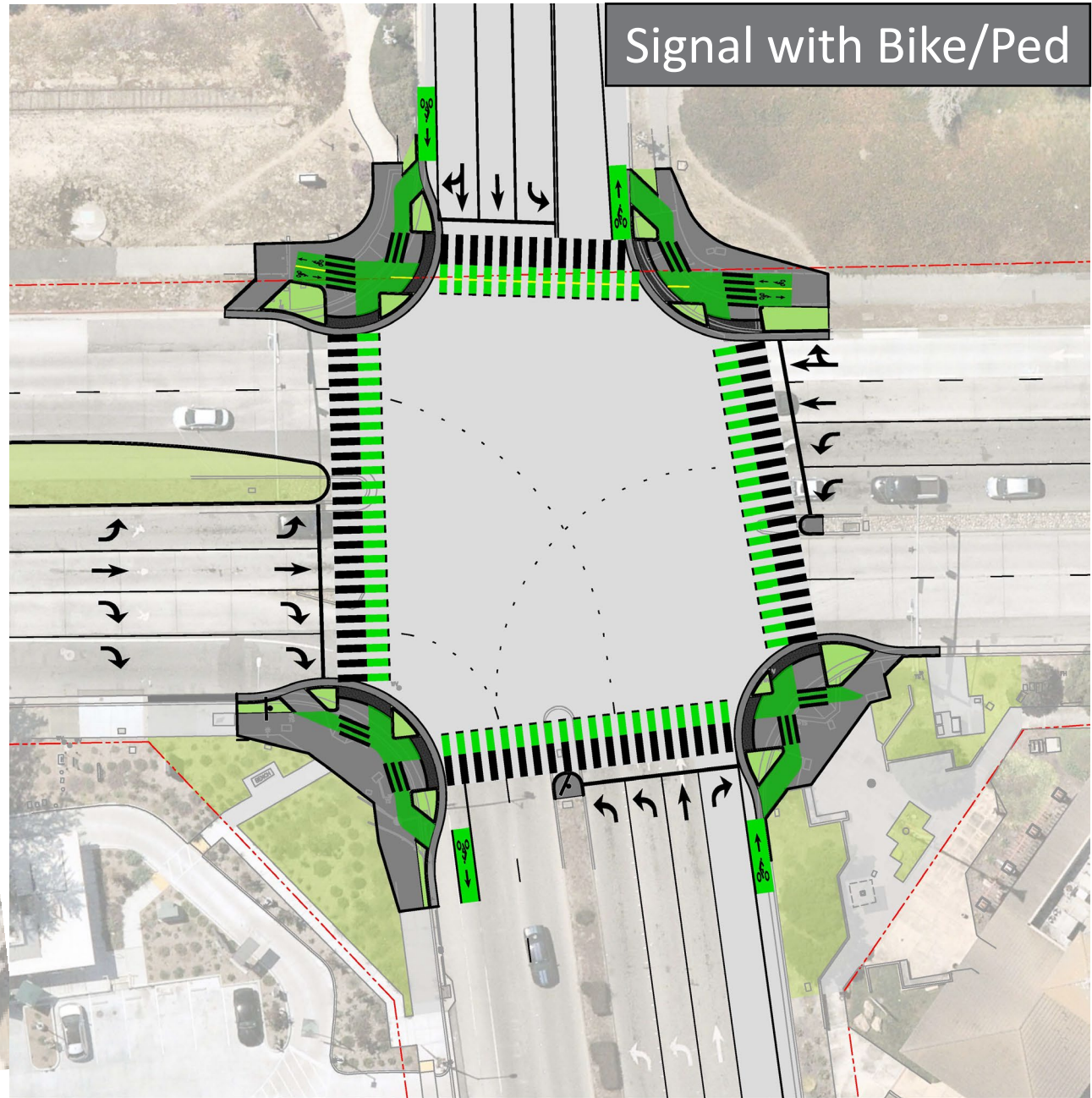
Del Monte / Reservation

CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES

Roundabout



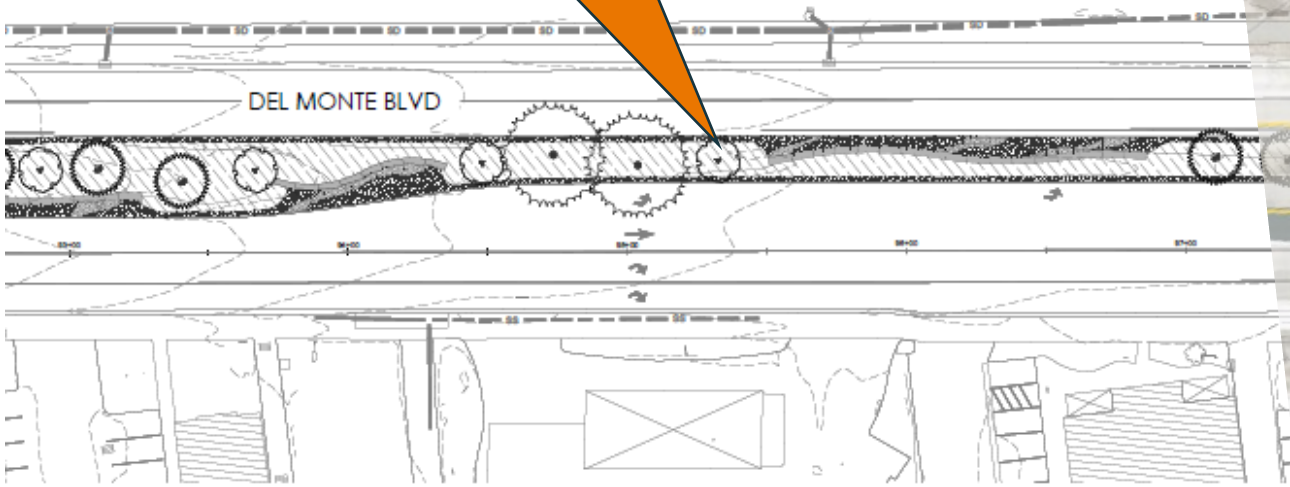
Signal with Bike/Ped



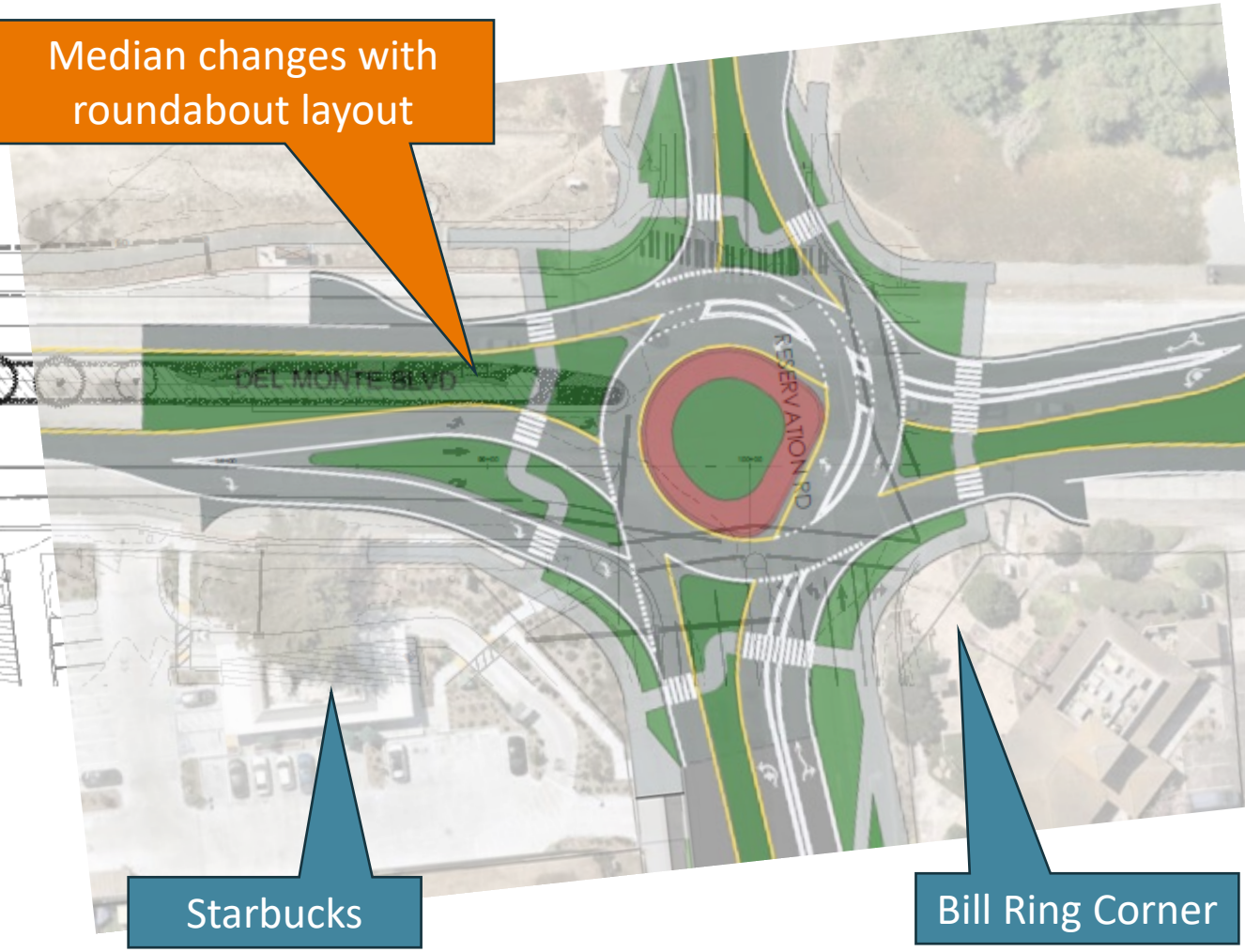
Del Monte / Reservation

CONCEPT LAYOUT FOR ILLUSTRATIVE PURPOSES

Proposed Del Monte Blvd Median Landscaping



Median changes with roundabout layout

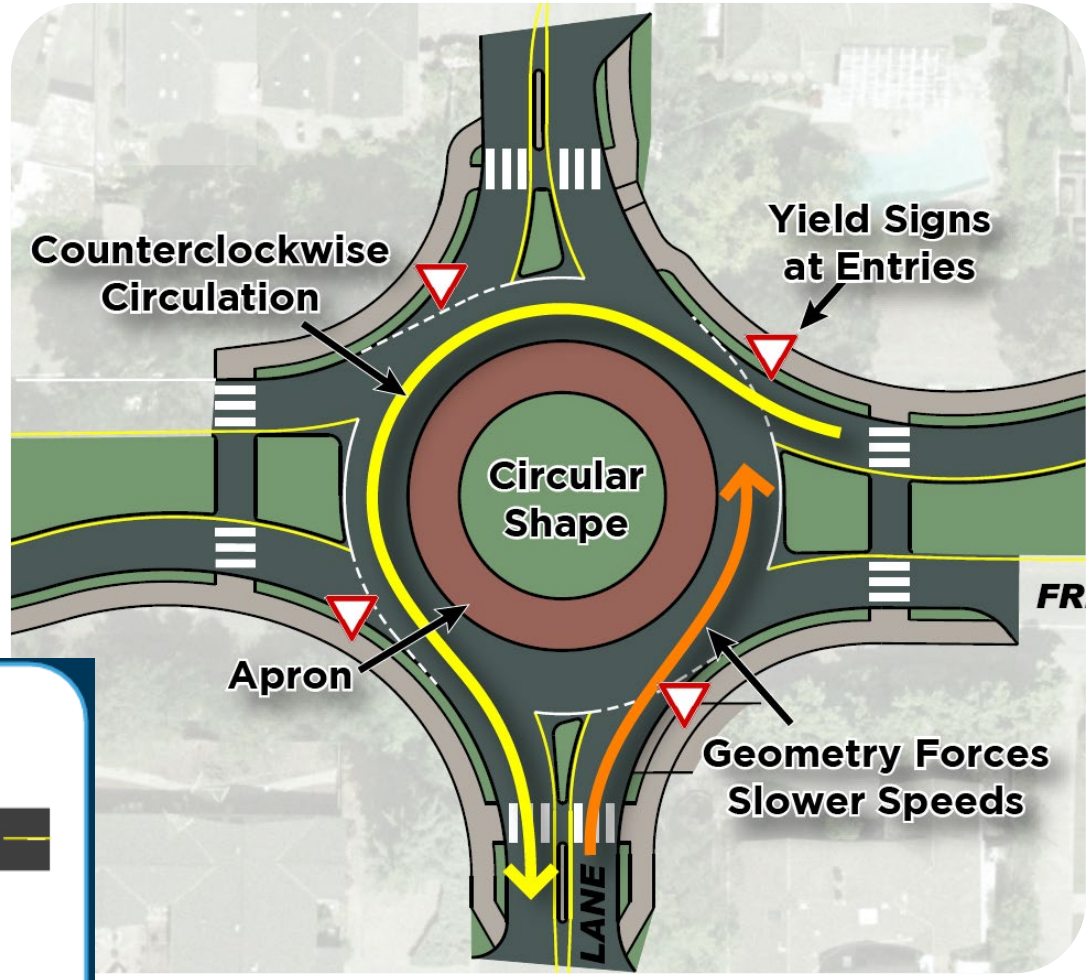


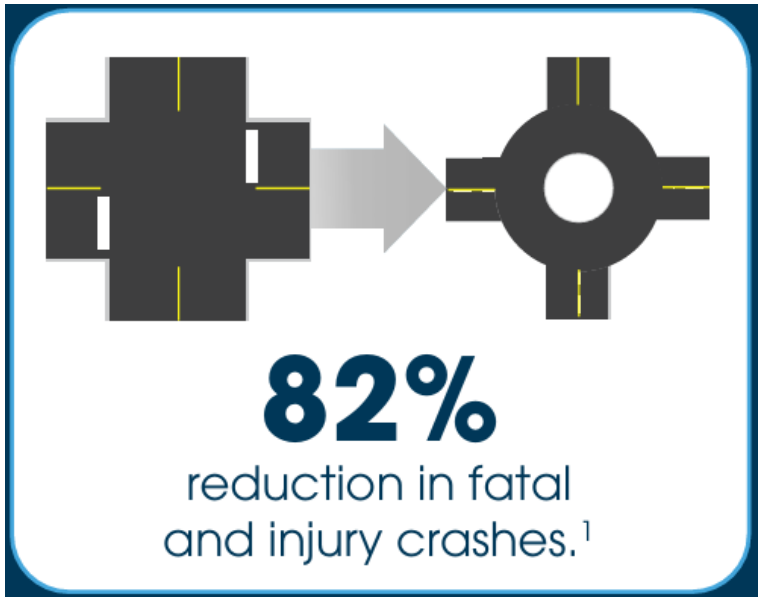
Starbucks

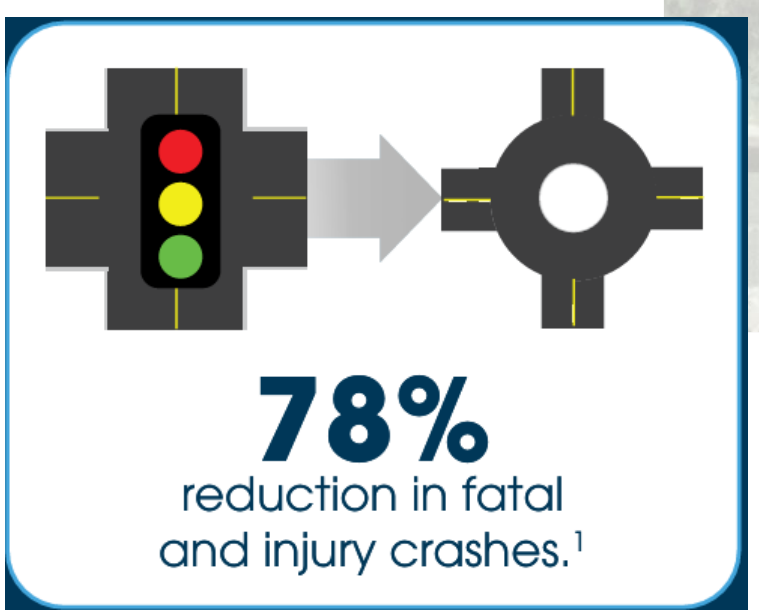
Bill Ring Corner

Roundabout Control

- Traffic Control - Yield at entry
- Traffic Deflection – Vehicles directed into One-way counterclockwise flow
- Geometrics – Circular road & entry angles designed to slow vehicle speeds





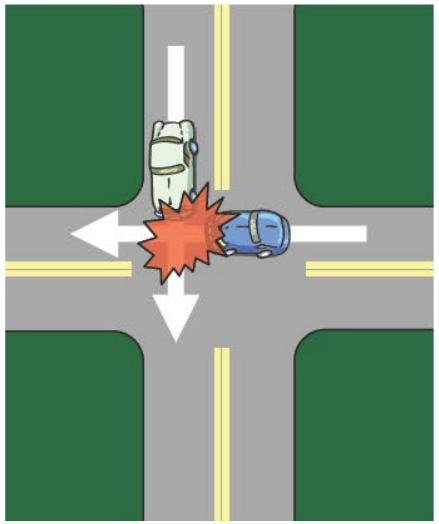


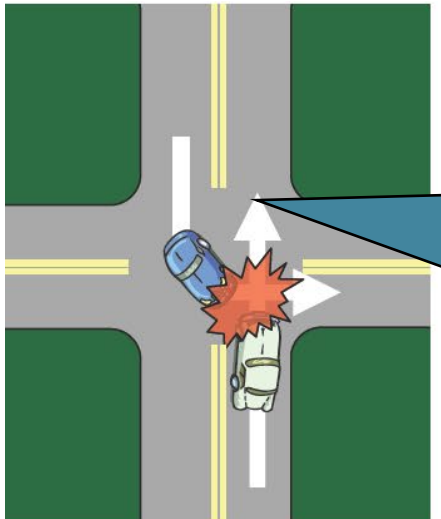
Source: FHWA

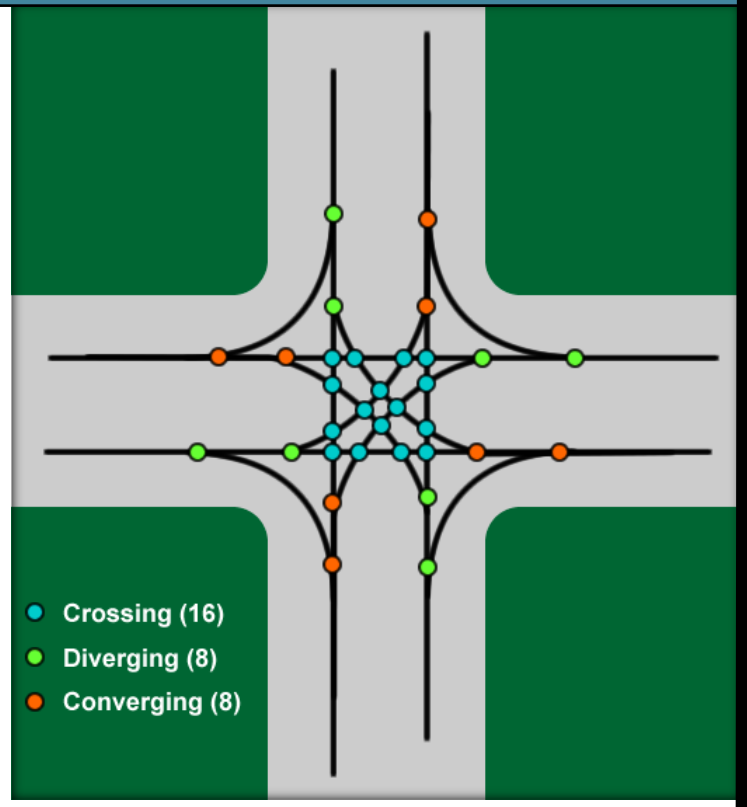
Roundabout Control

Typical 4-leg Intersection

HIGH SPEED



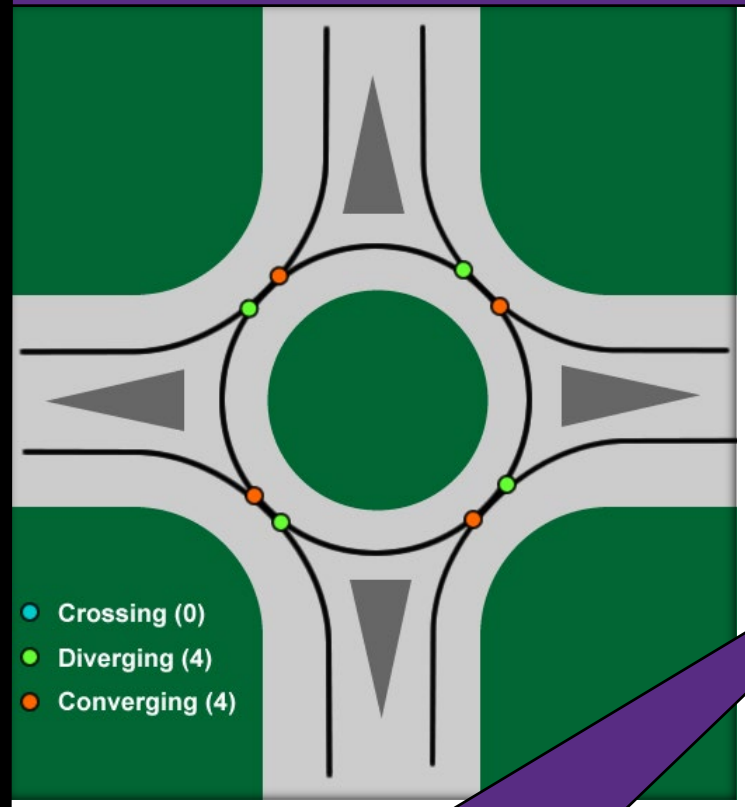


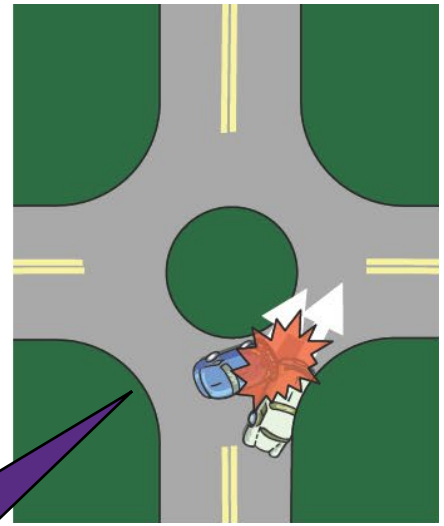


32 Conflict Points

Potential collisions are high severity broadside or head-on impacts

Roundabout





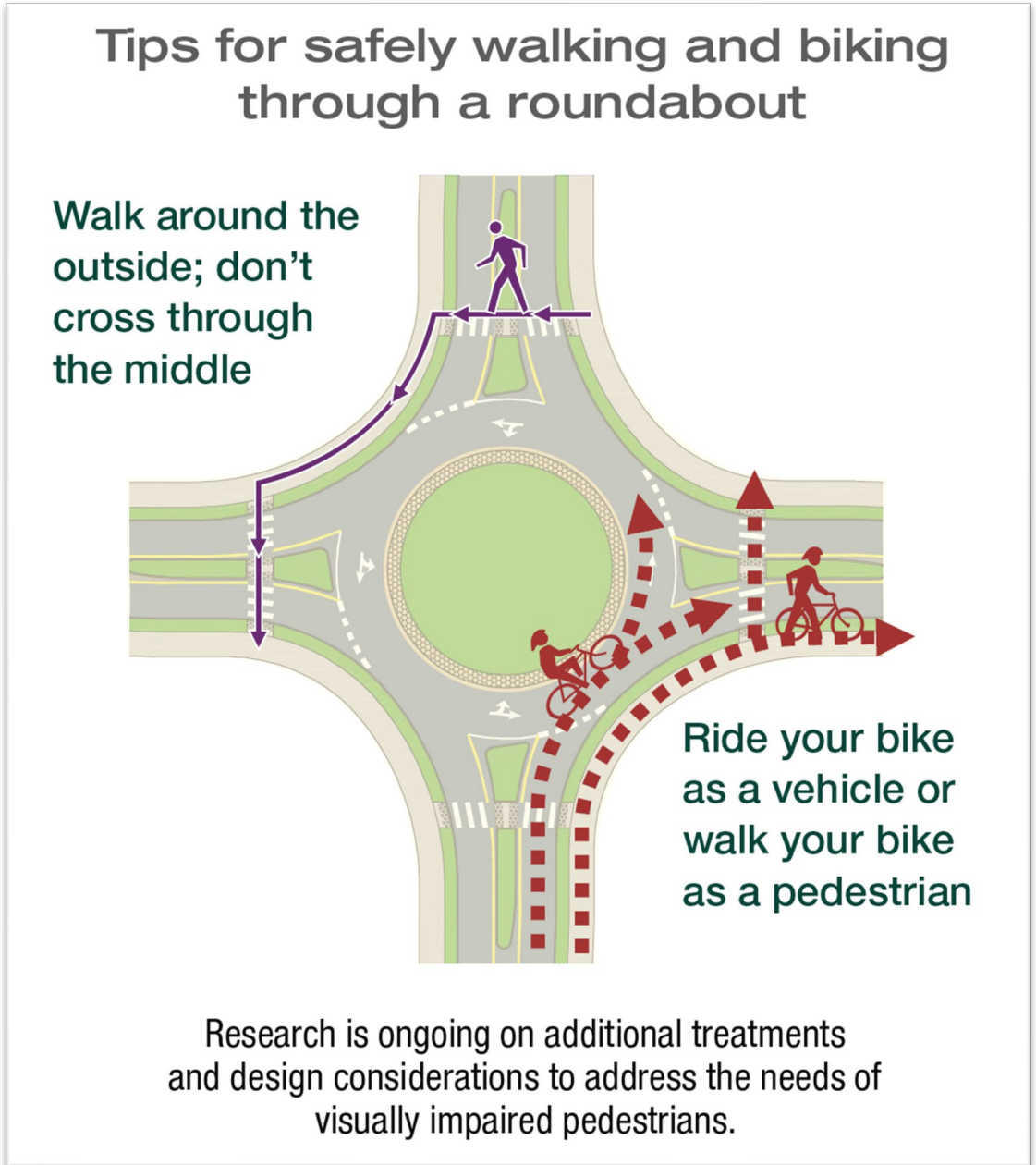
LOW SPEED

8 Conflict Points

Potential collisions are low severity sideswipe or rear-end impacts

Source: FHWA

Pedestrian and Bicycle Circulation

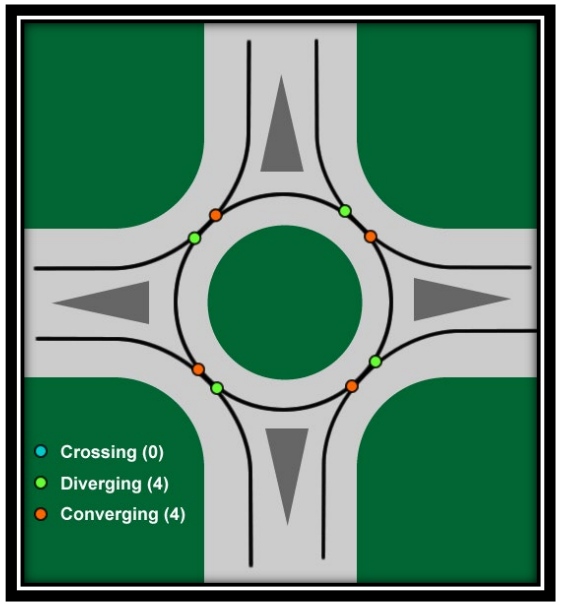


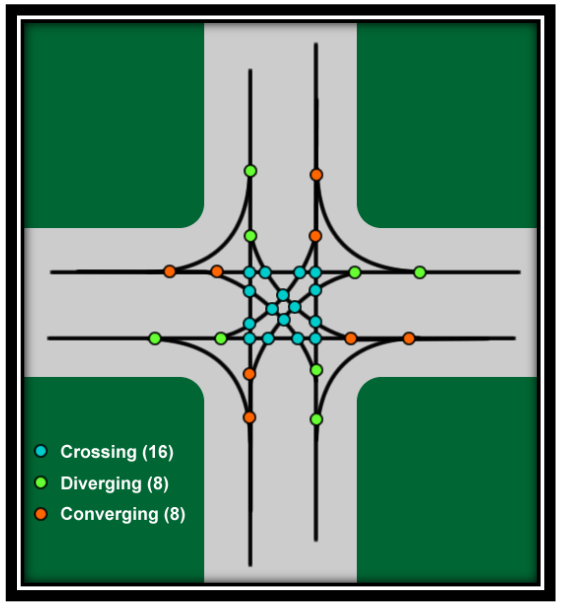




Roundabouts are Good for Older Drivers

- Lower Speeds through roundabout
- Forgiving, mistakes not lethal
- Longer decision-making time
- No demand to accurately judge closing speeds of fast traffic
- Low energy crashes
- No wide visual scans
- Simple decision-making
- By 2020, the 85-percentile design driver will be someone aged 65 or older



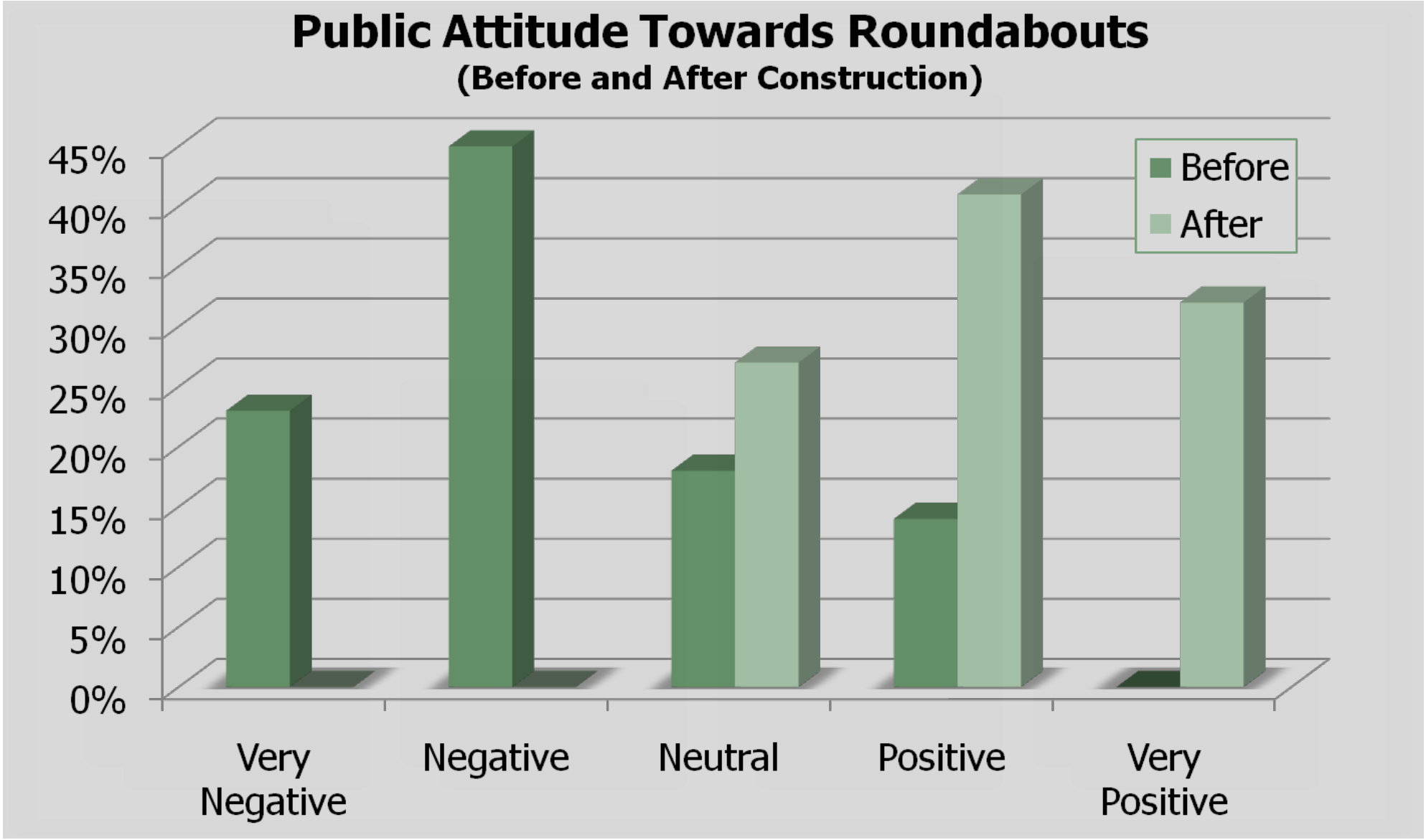


Source: Mark Doctor, P.E., FHWA Resource Center

Benefits Comparison

	Roundabout	Traffic Signals
Vehicle and Driver Safety	Eliminates high-speed crashes and reduces fatalities and injuries by 70+%	Numerous vehicle and pedestrian conflict points on standard intersection (32 vehicle/24 pedestrian)
Pedestrian and Bicyclist Safety	Shorter one-directional crossings provide greater pedestrian focus and awareness	Vehicles are more focused on signal changes than on pedestrian movements
Space/ Development Footprint	Reduces additional right-of-way between links of intersections	May require additional turn lanes in future if traffic volumes or traffic patterns change
Cost and Sustainability	Less expensive than a signal for greenfield construction (new location)	Increase in fuel consumption and emissions due to stopped and delayed vehicles during red lights
Traffic Capacity	Creates equal priority for all approaches	Typically prioritizes mainline traffic allowing progression of high volumes approaches
Access Management	Provides equal priority of driveway/business access	Requires drivers to make additional left turns or right turns to access certain properties/businesses
Aesthetics	Provides attractive entries and gateways to communities	Various lighting and signing distractions can impact the overall aesthetic appeal for the user
Maintenance	Pavement markings, lighting, and some landscape maintenance may be more intensive than signals	Requires staff time required to maintain signals, provide retiming, and conduct repair

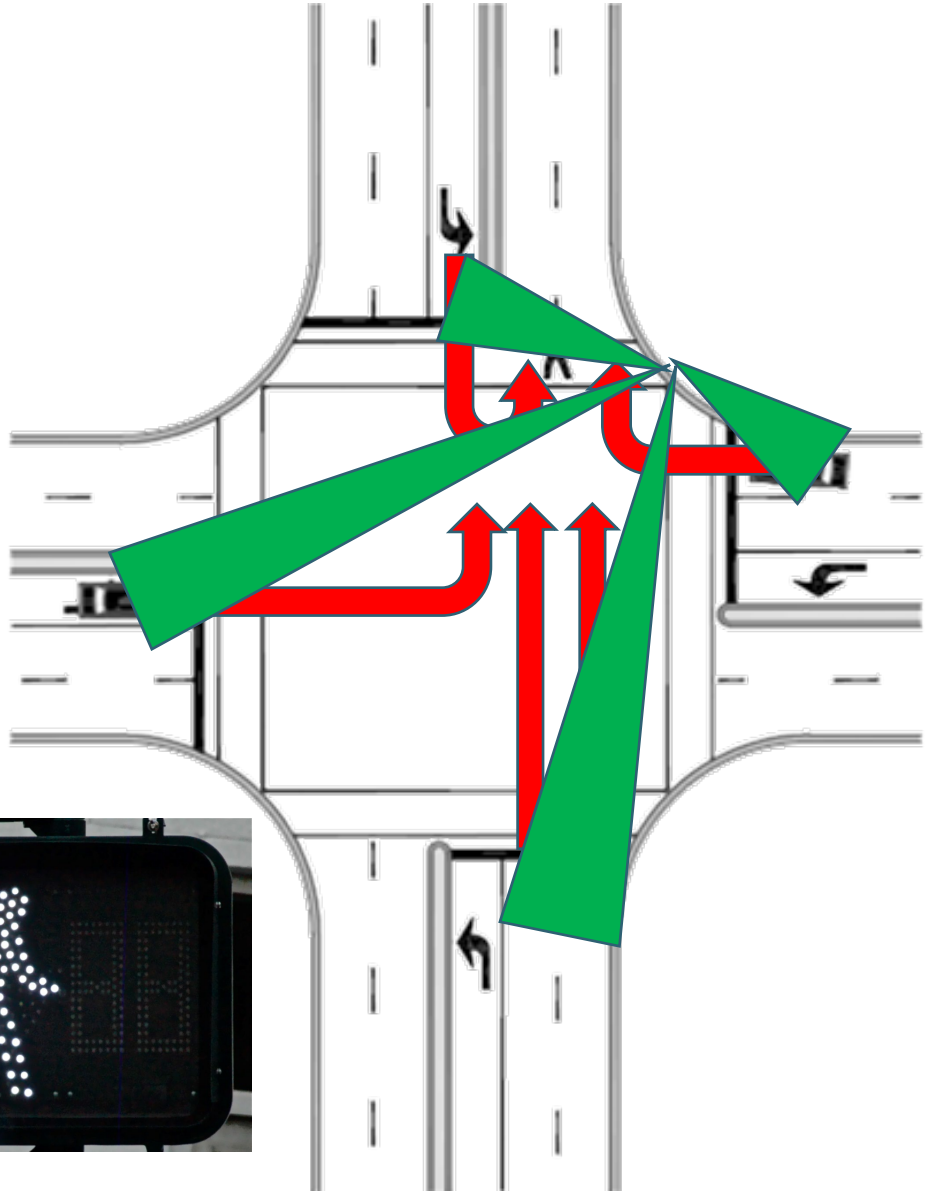
Roundabout Perception



Source: US Department of Transportation: Federal Highway Administration

Safety vs. Security at Signalized Intersections

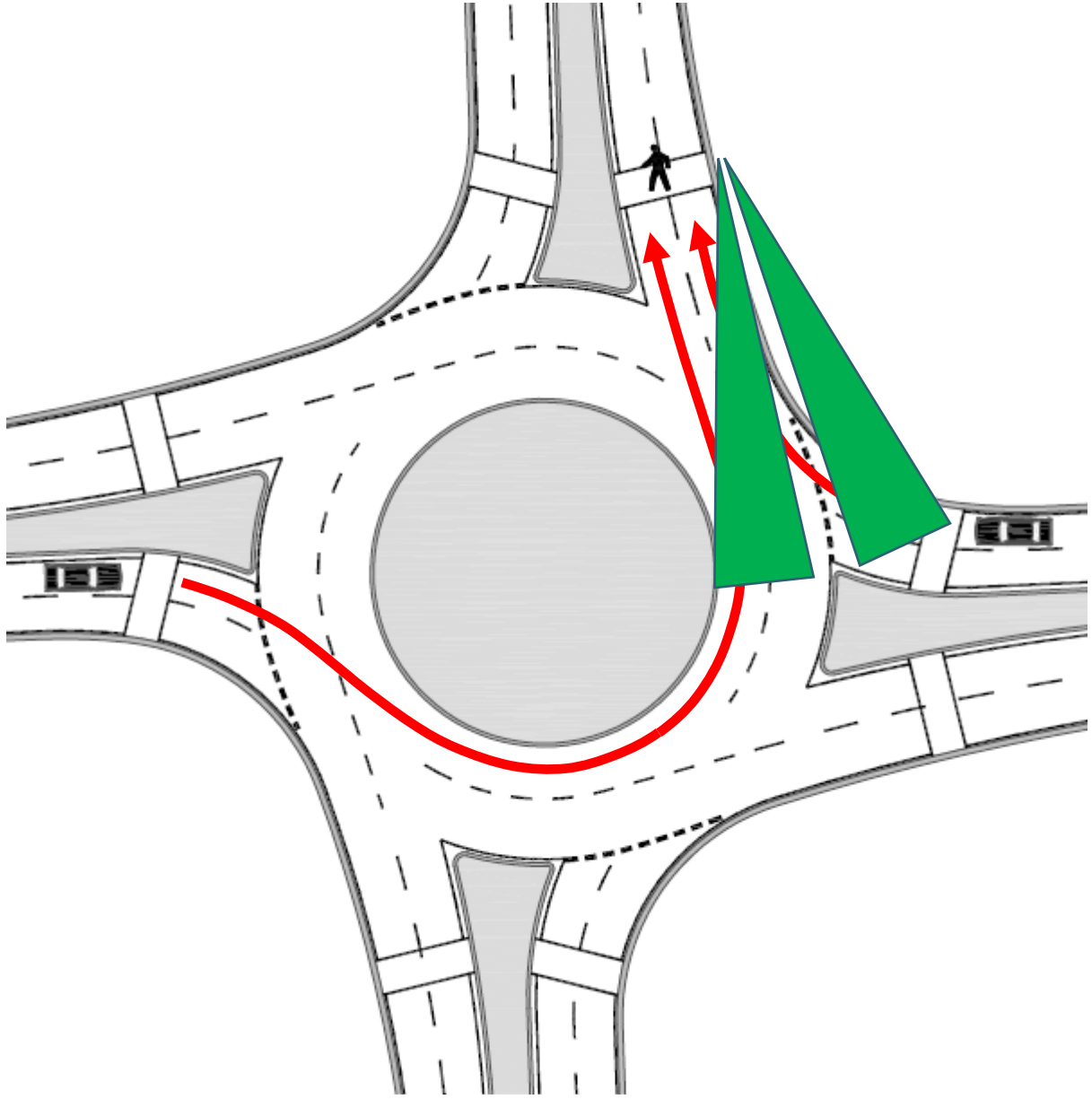
- Pedestrian experiences an exaggerated level of security because the signals tell them it's safe to cross
- Most crashes occur when drivers turn left or right across the crosswalk while the pedestrian has a walk indication





Safety vs. Security at Roundabouts

- Pedestrian feeling of security more closely matches their actual level of safety



Option 1A – Signal (4-Lane Road)

	Intersection	Intersection Geometry Notes (Entry Lanes)				2040 Future Conditions			
						AM Peak Hour		PM Peak Hour	
		NB	SB	EB	WB	Delay	LOS	Delay	LOS
1	Del Monte Ave & Reservation Rd	L,T,R,R	L,L,T,TR	TL,TR	L,L,T,R	26.1	C	29.9	D
2	Reservation Rd & Vista Del Camino	TL, R	TL, R	L, T, TR	L,T,T,R	14.5	B	22.7	C
3	Reservation Rd & Seacrest Ave	L, R	N/A	T,T,R	L,T,T	11.8	B	13.5	B
4	Reservation Rd & Shopping Center	LTR	TL,R	L,T,TR	T,T,R	10.2	B	11.3	B
5	Reservation Rd & De Forest Rd	TL, R	LTR	L,T,T,R	L,T,T,R	25.5	C	21.4	C
6	Reservation Rd & Cresent Ave	TL,R	TL,R	L,T,T,R	L,T,TR	31.5	C	34.8	C
7	Reservation Rd & California Ave	L,R	LTR	L,T,TR	L,T,TR	15.0	B	13.8	B

Option 1B – Signal & Road Diet (2-Lane Road)

	Intersection	Intersection Geometry Notes (Entry Lanes)				2040 Future Conditions			
						AM Peak Hour		PM Peak Hour	
		NB	SB	EB	WB	Delay	LOS	Delay	LOS
1	Del Monte Ave & Reservation Rd	L,T,R,R	L,L,T,TR	TL,TR	L,L,T,R	28.9	C	32.8	C
2	Reservation Rd & Vista Del Camino	TL, R	TL, R	L, TR	L,T,R	21.9	C	42.9	D
3	Reservation Rd & Seacrest Ave	L, R	N/A	T,R	L,T	15.3	B	26.1	C
4	Reservation Rd & Shopping Center	LTR	TL,R	L,TR	T,R	13.9	B	19.0	B
5	Reservation Rd & De Forest Rd	TL, R	LTR	L,T,R	L,T,R	32.6	C	30.8	C
6	Reservation Rd & Cresent Ave	TL,R	TL,R	L,T,T,R	L,T,TR	31.4	C	34.5	C
7	Reservation Rd & California Ave	L,R	LTR	L,T,TR	L,T,TR	15.0	B	13.8	B

Year 2040 Scenario

Acceptable operations & queues with 4-lane road geometry

Acceptable operations but some left turn pocket queue spillback with 2-lane road geometry

1A - Signal (4-Lane Road)

Intersection		MVMT	Pocket Length (ft)	Queue Length (ft)		# Vehicles	
				AM Peak	PM Peak	AM Peak	PM Peak
4	Del Monte Blvd/ Reservation Rd	NBL	450	235	169	6	7
		SBL	150	137	98	5	4
		SBL2	150	**163**	121	**7**	5
		EBL/T	150	**206**	**211**	**9**	**9**
		WBL	100	**148**	**154**	**6**	**7**
		WBL2	590	240	456	10	19
5	Reservation Rd/ Vista Del Camino	NBL/T	-	85	158	4	7
		SBL/T	-	102	258	5	11
		EBL	175	136	**200**	6	**8**
		WBL	135	92	**152**	4	**7**
6	Reservation Rd/ Seacrest Ave	NBL	100	**119**	**142**	**5**	**6**
		WBL	200	150	**201**	6	**9**
7	Reservation Rd/ Shopping Center	NBL/T/R	-	27	34	2	2
		SBL/T	-	70	74	3	3
		EBL	145	74	74	3	3
8	Reservation Rd/ De Forest Rd	NBL/T	-	32	74	2	3
		SBL/T	-	104	98	5	4
		EBL	200	56	73	3	3
		WBL	175	58	127	3	6
9	Reservation Rd/ Crescent Ave	NBL/T	75	**108**	**115**	**5**	**5**
		SBL/T	-	144	91	6	41
		EBL	220	110	183	5	8
		WBL	220	142	216	6	9
10	Reservation Rd/ California Ave	NBL/T	-	116	187	5	8
		SBL/T/R	-	12	17	1	1
		EBL	75	49	24	2	1
		WBL	150	**156**	150	**7**	6

Note: Assumes 25 feet per vehicle spacing.
Intersections that exceed the pocket length are **bolded**, those that exceed the pocket length by more than one vehicle length are **bolded/highlighted**

1B - Signal (2-Lane Road)

Intersection		MVMT	Pocket Length (ft)	Queue Length (ft)		# Vehicles	
				AM Peak	PM Peak	AM Peak	PM Peak
4	Del Monte Blvd/ Reservation Rd	NBL	450	252	**551**	10	**23**
		SBL	150	**175**	**183**	**7**	**8**
		SBL2	150	**184**	**214**	**8**	**9**
		EBL/T	150	**226**	**1,214**	**8**	**49**
		WBL	100	**148**	**150**	**6**	**6**
		WBL2	590	233	258	10	11
5	Reservation Rd/ Vista Del Camino	NBL/T	-	92	196	4	8
		SBL/T	-	116	701	4	29
		EBL	175	137	**248**	6	**10**
		WBL	135	**221**	**157**	**9**	7
6	Reservation Rd/ Seacrest Ave	NBL	100	**129**	**143**	**6**	**6**
		WBL	200	173	**265**	7	**5**
7	Reservation Rd/ Shopping Center	NBL/T/R	-	28	35	2	2
		SBL/T	-	73	78	3	4
		EBL	145	78	80	4	4
8	Reservation Rd/ De Forest Rd	NBL/T	-	34	182	2	8
		SBL/T	-	128	164	6	7
		EBL	200	80	80	4	4
		WBL	175	158	**242**	3	**10**
9	Reservation Rd/ Crescent Ave	NBL/T	75	**110**	**115**	**5**	**5**
		SBL/T	-	164	109	7	5
		EBL	220	124	159	5	7
		WBL	220	**240**	**335**	**10**	**14**

Note: Assumes 25 feet per vehicle spacing.
Intersections that exceed the pocket length are **bolded**, those that exceed the pocket length by more than one vehicle length are **bolded/highlighted**

Year 2040 Scenario

Option 2A - 4-Lane Road & Multi-Lane Roundabouts

	Intersection	Intersection Geometry Notes (# Circulating & Entry Lanes)				2040 Future Conditions					
						AM Peak Hour			PM Peak Hour		
		NB	SB	EB	WB	Delay	LOS	V/C	Delay	LOS	V/C
1	Del Monte Ave & Reservation Rd	TL, R	L, TR	LTR	L, TR	14.2	B	0.787	16.2	B	0.744
2	Reservation Rd & Vista Del Camino	LTR	LTR	TL, TR	TL, TR	7.5	A	0.555	14.5	B	0.712
3	Reservation Rd & Seacrest Ave	LTR	N/A	T, TR	TL, T	7.2	A	0.387	10.6	B	0.629
4	Reservation Rd & Shopping Center	LTR	LTR	TL, TR	TL, TR	6.3	A	0.354	7.5	A	0.463
5	Reservation Rd & De Forest Rd	LTR	LTR	TL, TR	TL, TR	6.6	A	0.376	7.8	A	0.463
6	Reservation Rd & Cresent Ave	LTR	LTR	TL, TR	TL, TR	7.7	A	0.417	9.8	A	0.584
7	Reservation Rd & California Ave	LTR	LTR	TL, TR	TL, TR	7.6	A	0.445	7.7	A	0.427

Acceptable operations & queues with 4-lane road geometry

Option 2B - 3-Lane Road & Multi-Lane Roundabouts

	Intersection	Intersection Geometry Notes (# Circulating & Entry Lanes)				2040 Future Conditions					
						AM Peak Hour			PM Peak Hour		
		NB	SB	EB	WB	Delay	LOS	V/C	Delay	LOS	V/C
1	Del Monte Ave & Reservation Rd	TL, R	L, TR	LTR	L, TR	14.2	B	0.787	16.2	C	0.744
2	Reservation Rd & Vista Del Camino	LTR	LTR	TL, TR	TL, TR	7.5	A	0.407	14.5	B	0.712
3	Reservation Rd & Seacrest Ave	LTR	N/A	T, TR	L, T	8.0	A	0.562	12.5	B	0.748
4	Reservation Rd & Shopping Center	LTR	LTR	TL, TR	TL, R	7.6	A	0.556	10.6	B	0.756
5	Reservation Rd & De Forest Rd	LTR	LTR	TL, TR	TL, R	8.0	A	0.577	11.4	B	0.776
6	Reservation Rd & Cresent Ave	LTR	LTR	TL, TR	L, TR	10.5	B	0.618	14.6	B	0.793
7	Reservation Rd & California Ave	LTR	LTR	TL, R	L, TR	9.8	A	0.631	12.0	B	0.719

Acceptable operations & queues with 3-lane road geometry

Option 2C - 2-Lane Road & Single-Lane Roundabouts with Turn Lanes

	Intersection	Intersection Geometry Notes (# Circulating & Entry Lanes)				2040 Future Conditions					
						AM Peak Hour			PM Peak Hour		
		NB	SB	EB	WB	Delay	LOS	V/C	Delay	LOS	V/C
1	Del Monte Ave & Reservation Rd	TL, R	L, TR	LTR	L, TR	15.7	C	0.874	21.4	C	0.947
2	Reservation Rd & Vista Del Camino	LTR	LTR	L, TR	TL, TR	8.3	A	0.584	19.9	C	0.854
3	Reservation Rd & Seacrest Ave	LTR	N/A	T, R	L, T	9.0	A	0.553	22.1	C	0.982
4	Reservation Rd & Shopping Center	LTR	LTR	L, TR	TL, R	7.5	A	0.518	10.7	B	0.731
5	Reservation Rd & De Forest Rd	LTR	LTR	L, TR	TL, R	8.9	A	0.644	11.8	B	0.715
6	Reservation Rd & Cresent Ave	LTR	LTR	TL, R	L, TR	11.6	B	0.670	20.5	C	0.947
7	Reservation Rd & California Ave	LTR	LTR	LTR	LTR	18.5	C	0.853	20.3	C	0.838

Acceptable operations, long vehicle queues

Option 2B - 3-Lane Road & Multi-Lane Roundabouts

	Intersection	Intersection Geometry Notes (# Circulating & Entry Lanes)				2040 Future Conditions					
						AM Peak Hour			PM Peak Hour		
		NB	SB	EB	WB	Delay	LOS	V/C	Delay	LOS	V/C
1	Del Monte Ave & Reservation Rd	TL, R	L, TR	LTR	L, TR	14.2	B	0.787	16.2	C	0.744
2	Reservation Rd & Vista Del Camino	LTR	LTR	TL, TR	TL, TR	7.5	A	0.407	14.5	B	0.712
3	Reservation Rd & Seacrest Ave	LTR	N/A	T, TR	L, T	8.0	A	0.562	12.5	B	0.748
4	Reservation Rd & Shopping Center	LTR	LTR	TL, TR	TL, R	7.6	A	0.556	10.6	B	0.756
5	Reservation Rd & De Forest Rd	LTR	LTR	TL, TR	TL, R	8.0	A	0.577	11.4	B	0.776
6	Reservation Rd & Cresent Ave	LTR	LTR	TL, TR	L, TR	10.5	B	0.618	14.6	B	0.793
7	Reservation Rd & California Ave	LTR	LTR	TL, R	L, TR	9.8	A	0.631	12.0	B	0.719

Year 2040 Scenario

Acceptable operations & queues with 3-lane road geometry

Option 2C - 2-Lane Road & Single-Lane Roundabouts with Turn Lanes

	Intersection	Intersection Geometry Notes (# Circulating & Entry Lanes)				2040 Future Conditions					
						AM Peak Hour			PM Peak Hour		
		NB	SB	EB	WB	Delay	LOS	V/C	Delay	LOS	V/C
1	Del Monte Ave & Reservation Rd	TL, R	L, TR	LTR	L, TR	15.7	C	0.874	21.4	C	0.947
2	Reservation Rd & Vista Del Camino	LTR	LTR	L, TR	TL, TR	8.3	A	0.584	19.9	C	0.854
3	Reservation Rd & Seacrest Ave	LTR	N/A	T, R	L, T	9.0	A	0.553	22.1	C	0.982
4	Reservation Rd & Shopping Center	LTR	LTR	L, TR	TL, R	7.5	A	0.518	10.7	B	0.731
5	Reservation Rd & De Forest Rd	LTR	LTR	L, TR	TL, R	8.9	A	0.644	11.8	B	0.715
6	Reservation Rd & Cresent Ave	LTR	LTR	TL, R	L, TR	11.6	B	0.670	20.5	C	0.947
7	Reservation Rd & California Ave	LTR	LTR	LTR	LTR	18.5	C	0.853	20.3	C	0.838

Acceptable operations, long vehicle queues

Option 2D – 2-Lane Road & Single Lane Roundabout

	Intersection	Intersection Geometry Notes (# Circulating & Entry Lanes)				2040 Future Conditions					
						AM Peak Hour			PM Peak Hour		
		NB	SB	EB	WB	Delay	LOS	V/C	Delay	LOS	V/C
1	Del Monte Ave & Reservation Rd	TL, R	L, TR	LTR	L, TR	17.2	C	0.787	17.7	B	0.721
2	Reservation Rd & Vista Del Camino	LTR	LTR	LTR	LTR	119.4	F	1.493	257.4	F	2.090
3	Reservation Rd & Seacrest Ave	LTR	N/A	LTR	LTR	24.7	C	0.918	43.8	E	1.075
4	Reservation Rd & Shopping Center	LTR	LTR	LTR	LTR	19.0	C	0.872	75.7	F	1.271
5	Reservation Rd & De Forest Rd	LTR	LTR	LTR	LTR	12.4	B	0.708	43.2	E	1.112
6	Reservation Rd & Cresent Ave	LTR	LTR	LTR	LTR	14.9	B	0.770	27.0	D	0.966
7	Reservation Rd & California Ave	LTR	LTR	LTR	LTR	16.3	B	0.822	29.5	C	0.998

Operations fail & queues spillback into adjacent intersections with 2-lane road & single lane geometry

2A - 4-Lane Road & ML Roundabouts

#	Intersection	Approach / MVMT	Lane Length (ft)	Dual Entry Alternative; 4-Lane Road			
				2040 AM Peak		2040 AM Peak	
				Impact?	95% Queue (ft)	Impact?	95% Queue (ft)
1	Del Monte Ave & Reservation Rd	NB1	450	NO	111.7	NO	100
		NB2	450	NO	80.2	NO	278.8
		SB1	1000	NO	56.8	NO	31.7
		SB2	200	NO	47.8	NO	20.9
		EB1	1000	NO	165.2	NO	173.9
		WB1	590	NO	86.8	NO	96.4
		WB2	590	NO	73.3	NO	238.6
2	Reservation Rd & Vista Del Camino	NB	100	NO	18.6	NO	54.7
		SB	500	NO	31.9	NO	127.3
		EB1	585	NO	95.8	NO	469
		EB2	585	NO	30.7	NO	48
		WB1	460	NO	50.1	NO	154.8
		WB2	460	NO	50.1	NO	154.8
3	Reservation Rd & Seacrest Ave	NB	200	NO	43.4	NO	108.3
		EB1	460	NO	87.6	NO	282.5
		EB2	460	NO	28.9	NO	40.7
		WB1	470	NO	78.1	NO	241.4
		WB2	470	NO	25.7	NO	37.1
4	Reservation Rd & Shopping Center	NB	50	NO	1.7	NO	3.4
		SB	150	NO	31	NO	21.1
		EB1	470	NO	80.8	NO	137.4
		EB2	470	NO	26.7	NO	37.8
		WB1	210	NO	68.9	NO	106.3
		WB2	210	NO	23.9	NO	32.5
5	Reservation Rd & De Forest Rd	NB	200	NO	5.6	NO	29.1
		SB	100	NO	35	NO	20.9
		EB1	210	NO	81.3	NO	124.6
		EB2	210	NO	29.6	NO	39.5
		WB1	470	NO	72.5	NO	93.9
		WB2	470	NO	26.5	NO	32.7
6	Reservation Rd & Cresent Ave	NB	150	NO	49.7	NO	86.8
		SB	150	NO	24.5	NO	15.4
		EB1	470	NO	94.8	NO	205.3
		EB2	470	NO	33.4	NO	42.2
		WB1	500	NO	70.8	NO	174.1
		WB2	500	NO	26.8	NO	38.3
7	Reservation Rd & California Ave	NB	280	NO	59.9	NO	50.5
		SB	50	NO	0.5	NO	0.8
		EB1	350	NO	104.7	NO	104.8
		EB2	350	NO	35.5	NO	35.3
		WB1	500	NO	77	NO	92.8
		WB2	500	NO	28.2	NO	32.5

2B - 3-Lane Road & ML Roundabouts

#	Intersection	Approach / MVMT	Lane Length (ft)	Dual Entry Alternative; 3-Lane Road			
				2040 AM Peak		2040 AM Peak	
				Impact?	95% Queue (ft)	Impact?	95% Queue (ft)
1	Del Monte Ave & Reservation Rd	NB1	450	NO	44.9	NO	40.2
		NB2	450	NO	31.3	NO	94
		SB1	1000	NO	25.8	NO	14.1
		SB2	200	NO	21.6	NO	9.1
		EB1	1000	NO	73	NO	76
		WB1	590	NO	36.4	NO	40.2
		WB2	590	NO	30.8	NO	100.1
2	Reservation Rd & Vista Del Camino	NB	100	NO	7.5	NO	22
		SB	500	NO	12.8	NO	51.2
		EB1	585	NO	23.1	NO	61.8
		EB2	585	NO	23.1	NO	61.8
		WB1	460	NO	20.2	NO	62.2
		WB2	460	NO	20.2	NO	62.2
3	Reservation Rd & Seacrest Ave	NB	200	NO	17.5	NO	43.6
		EB1	460	NO	21.4	NO	31.9
		EB2	460	NO	21.4	NO	31.9
		WB1	470	NO	6.7	NO	10.9
		WB2	470	NO	39.5	NO	143
4	Reservation Rd & Shopping Center	NB	50	NO	0.7	NO	1.4
		SB	150	NO	17.6	NO	11.5
		EB1	470	NO	19.8	NO	30.1
		EB2	470	NO	19.8	NO	30.1
		WB1	210	NO	40.9	NO	83.2
		WB2	210	NO	4	NO	3.2
5	Reservation Rd & De Forest Rd	NB	200	NO	2.3	NO	11.8
		SB	100	NO	19	NO	11.2
		EB1	210	NO	20.7	NO	29.3
		EB2	210	NO	20.7	NO	29.3
		WB1	470	NO	47.5	NO	137.1
		WB2	470	NO	3.6	NO	2.4
6	Reservation Rd & Cresent Ave	NB	150	NO	20	NO	34.9
		SB	150	NO	9.9	NO	6.2
		EB1	470	NO	38.1	NO	82.5
		EB2	470	NO	13.4	NO	17
		WB1	500	NO	3.1	NO	6.1
		WB2	500	NO	48.7	NO	190.8
7	Reservation Rd & California Ave	NB	280	NO	32.1	NO	27.5
		SB	50	NO	0.2	NO	0.3
		EB1	350	NO	50.2	NO	86.2
		EB2	350	NO	11	NO	5.8
		WB1	500	NO	6.2	NO	5.5
		WB2	500	NO	42.7	NO	69.1

2C - 2-Lane Road & SL Roundabouts+TL

#	Intersection	Approach / MVMT	Lane Length (ft)	Dual Entry Alternative; 2-Lane Road			
				2040 AM Peak		2040 AM Peak	
				Impact?	95% Queue (ft)	Impact?	95% Queue (ft)
1	Del Monte Ave & Reservation Rd	NB1	450	NO	47.4	NO	48.6
		NB2	450	NO	32.5	NO	106.6
		SB1	1000	NO	25.1	NO	17.3
		SB2	200	NO	23	NO	11.2
		EB1	1000	NO	124.1	NO	191.7
		WB1	590	NO	40.9	NO	69
		WB2	590	NO	47.8	NO	108.6
2	Reservation Rd & Vista Del Camino	NB	100	NO	11.5	NO	48
		SB	500	NO	17.1	NO	86.2
		EB1	585	NO	11.9	NO	24.8
		EB2	585	NO	54.9	NO	254.8
		WB1	460	NO	24.4	NO	66.3
		WB2	460	NO	29.9	NO	66.9
3	Reservation Rd & Seacrest Ave	NB	200	NO	39.6	YES	220.9
		EB1	460	NO	50.3	NO	147.3
		EB2	460	NO	12.2	NO	17.3
		WB1	470	NO	14.3	NO	23.2
		WB2	470	NO	46.6	NO	108
4	Reservation Rd & Shopping Center	NB	50	NO	1	NO	2.6
		SB	150	NO	24	NO	20.8
		EB1	470	NO	7.6	NO	8.2
		EB2	470	NO	52.2	NO	93.1
		WB1	210	NO	38.4	NO	64.8
		WB2	210	NO	7.8	NO	6.2
5	Reservation Rd & De Forest Rd	NB	200	NO	6.4	NO	39.5
		SB	100	NO	27.3	NO	22.5
		EB1	210	NO	69	NO	87.1
		EB2	210	NO	1.9	NO	7.8
		WB1	470	NO	41.7	NO	68.7
		WB2	470	NO	6.8	NO	5
6	Reservation Rd & Cresent Ave	NB	150	NO	58.1	YES	179.9
		SB	150	NO	16.6	NO	11.5
		EB1	470	NO	70.8	NO	145.2
		EB2	470	NO	5.7	NO	9.5
		WB1	500	NO	6.6	NO	13.4
		WB2	500	NO	52.4	NO	120.5
7	Reservation Rd & California Ave	NB	280	NO	75.3	NO	73.3
		SB	50	NO	0.5	NO	1.3
		EB1	350	NO	277.6	NO	229.9
		EB2	350	NO		NO	
		WB1	500	NO	89.5	NO	205.2
		WB2	500	NO		NO	

2D - 2-Lane Road & SL Roundabouts

#	Intersection	Approach / MVMT	Lane Length (ft)	Single Lane Alternative; 2-Lane Road			
				2040 AM Peak		2040 AM Peak	
				Impact?	95% Queue (ft)	Impact?	95% Queue (ft)
1	Del Monte Ave & Reservation Rd	NB1	450	NO	111.7	NO	100
		NB2	450	NO	80.2	NO	278.8
		SB1	1000	NO	56.8	NO	31.7
		SB2	200	NO	47.8	NO	20.9
		EB1	1000	NO	165.2	NO	173.9
		WB1	590	NO	86.8	NO	96.4
		WB2	590	NO	73.3	NO	238.6
2	Reservation Rd & Vista Del Camino	NB	100	NO	24.9	NO	62.7
		SB	500	NO	45.2	NO	148.9
		EB1	585	YES	738.7	YES	2901.7
		EB2	585				
		WB1	460	YES	507.3	YES	2664
		WB2	460				
3	Reservation Rd & Seacrest Ave	NB	200	NO	60.8	NO	147.3
		EB1	460	YES	570.2	YES	2009.6
		EB2	460				
		WB1	470	NO	370.9	YES	1653.3
		WB2	470				
4	Reservation Rd & Shopping Center	NB	50	NO	2.2	NO	4.7
		SB	150	NO	43.7	NO	28.6
		EB1	470	NO	217.3	YES	1215.2
		EB2	470				
		WB1	210	NO	168.3	YES	733.1
		WB2	210				
5	Reservation Rd & De Forest Rd	NB	200	NO	7.5	NO	40.6
		SB	100	NO	47.2	NO	27.7
		EB1	210	YES	417.6	YES	1337.7
		EB2	210				
		WB1	470	NO	184.4	YES	558.4
		WB2	470				
6	Reservation Rd & Cresent Ave	NB	150	NO	68.9	NO	125
		SB	150	NO	33.4	NO	20.7
		EB1	470	YES	722.3	YES	1814.2
		EB2	470				
		WB1	500	NO	283	YES	1222.9
		WB2	500				
7	Reservation Rd & California Ave	NB	280	NO	79.8	NO	68.4
		SB	50	NO	0.6	NO	1.1
		EB1	350	YES	886.9	YES	819.3
		EB2	350				
		WB1	500	NO	196.2	YES	600.1
		WB2	500				

2A - 4-Lane Road & ML Roundabouts

#	Intersection	Approach / MVMT	Lane Length (ft)	Dual Lane Alternative; 4-Lane Road			
				2040 AM Peak		2040 AM Peak	
				Impact?	95% Queue (ft)	Impact?	95% Queue (ft)
1	Del Monte Ave & Reservation Rd	NBL	450	NO	111.7	NO	100
		NBR	450	NO	80.2	NO	278.8
		NBR2	1000	NO	56.8	NO	31.7
		SBL	200	NO	47.8	NO	20.9
		SBL2	1000	NO	165.2	NO	173.9
		EBR	590	NO	86.8	NO	96.4
		WBL	590	NO	73.3	NO	238.6
2	Reservation Rd & Vista Del Camino	NB	100	NO	18.6	NO	54.7
		SB	500	NO	31.9	NO	127.3
		EB1	585	NO	95.8	NO	469
		EB2	585	NO	30.7	NO	48
		WB1	460	NO	50.1	NO	154.8
		WB2	460	NO	50.1	NO	154.8
3	Reservation Rd & Seacrest Ave	NB	200	NO	43.4	NO	108.3
		EB1	460	NO	87.6	NO	282.5
		EB2	460	NO	28.9	NO	40.7
		WB1	470	NO	78.1	NO	241.4
		WB2	470	NO	25.7	NO	37.1
4	Reservation Rd & Shopping Center	NB	50	NO	1.7	NO	3.4
		SB	150	NO	31	NO	21.1
		EB1	470	NO	80.8	NO	137.4
		EB2	470	NO	26.7	NO	37.8
		WB1	210	NO	68.9	NO	106.3
		WB2	210	NO	23.9	NO	32.5
5	Reservation Rd & De Forest Rd	NB	200	NO	5.6	NO	29.1
		SB	100	NO	35	NO	20.9
		EB1	210	NO	81.3	NO	124.6
		EB2	210	NO	29.6	NO	39.5
		WB1	470	NO	72.5	NO	93.9
		WB2	470	NO	26.5	NO	32.7
6	Reservation Rd & Cresent Ave	NB	150	NO	49.7	NO	86.8
		SB	150	NO	24.5	NO	15.4
		EB1	470	NO	94.8	NO	205.3
		EB2	470	NO	33.4	NO	42.2
		WB1	500	NO	70.8	NO	174.1
		WB2	500	NO	26.8	NO	38.3
7	Reservation Rd & California Ave	NB	280	NO	59.9	NO	50.5
		SB	50	NO	0.5	NO	0.8
		EB1	350	NO	104.7	NO	104.8
		EB2	350	NO	35.5	NO	35.3
		WB1	500	NO	77	NO	92.8
		WB2	500	NO	28.2	NO	32.5

2B - 3-Lane Road & ML Roundabouts

#	Intersection	Approach / MVMT	Lane Length (ft)	Dual Lane Alternative; 3-Lane Road			
				2040 AM Peak		2040 AM Peak	
				Impact?	95% Queue (ft)	Impact?	95% Queue (ft)
1	Del Monte Ave & Reservation Rd	NBL	450	NO	111.7	NO	100
		NBR	450	NO	80.2	NO	278.8
		NBR2	1000	NO	56.8	NO	31.7
		SBL	200	NO	47.8	NO	20.9
		SBL2	1000	NO	165.2	NO	173.9
		EBR	590	NO	86.8	NO	96.4
		WBL	590	NO	73.3	NO	238.6
2	Reservation Rd & Vista Del Camino	NB	100	NO	15.6	NO	48.4
		SB	500	NO	31.9	NO	127.3
		EB1	585	NO	57.3	NO	153.6
		EB2	585	NO	57.3	NO	153.6
		WB1	460	NO	45.8	NO	146
		WB2	460	NO	45.8	NO	146
3	Reservation Rd & Seacrest Ave	NB	200	NO	43.4	NO	108.3
		EB1	460	NO	53.3	NO	79.4
		EB2	460	NO	53.3	NO	79.4
		WB1	470	NO	16.7	NO	27
		WB2	470	NO	98.1	NO	355.5
4	Reservation Rd & Shopping Center	NB	50	NO	1.7	NO	3.4
		SB	150	NO	43.7	NO	28.6
		EB1	470	NO	49.1	NO	74.8
		EB2	470	NO	49.1	NO	74.8
		WB1	210	NO	101.8	NO	206.9
		WB2	210	NO	10.1	NO	8
5	Reservation Rd & De Forest Rd	NB	200	NO	5.6	NO	29.1
		SB	100	NO	47.2	NO	27.7
		EB1	210	NO	51.6	NO	72.8
		EB2	210	NO	51.6	NO	72.8
		WB1	470	NO	118.1	NO	270.4
		WB2	470	NO	9	NO	5.9
6	Reservation Rd & Cresent Ave	NB	150	NO	49.7	NO	86.8
		SB	150	NO	24.5	NO	15.4
		EB1	470	NO	94.8	NO	205.3
		EB2	470	NO	33.4	NO	42.2
		WB1	500	NO	7.7	NO	15.3
		WB2	500	NO	121.1	NO	474.5
7	Reservation Rd & California Ave	NB	280	NO	79.8	NO	68.4
		SB	50	NO	0.5	NO	0.8
		EB1	350	NO	124.8	NO	214.3
		EB2	350	NO	27.3	NO	14.5
		WB1	500	NO	15.5	NO	13.7
		WB2	500	NO	106.1	NO	171.8

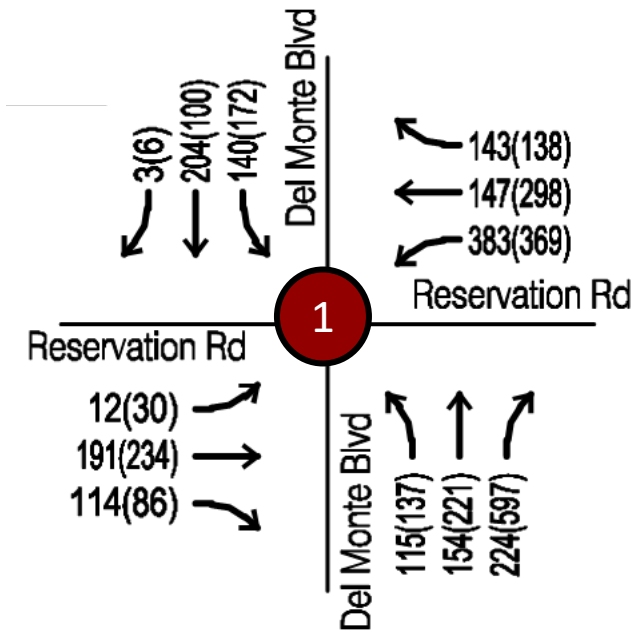
Traffic Volumes

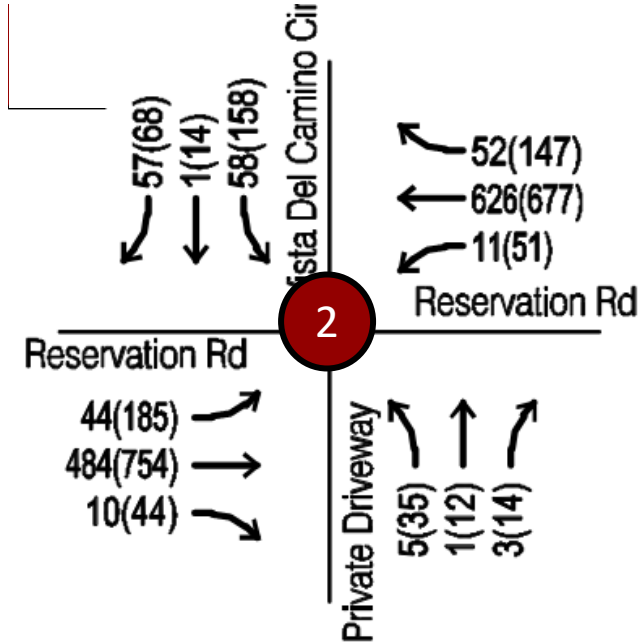
- 2040 Traffic forecasts
  - From AMBAG Travel Demand Model
  - Includes traffic and travel pattern changes from
    - Marina Downtown Plan
    - Regional growth and roadway improvements

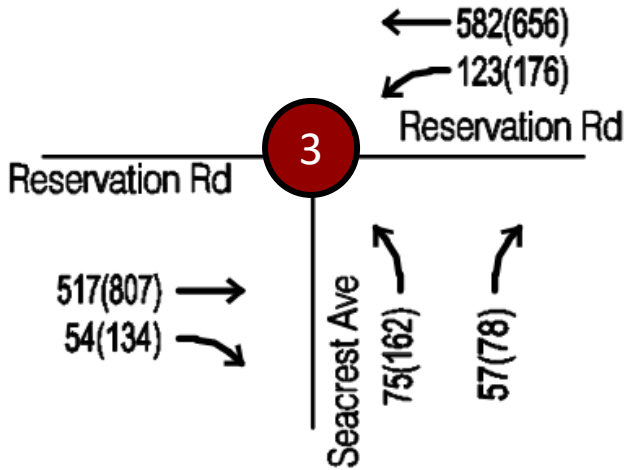
Year 2018 Traffic Volumes

XX – AM Volume
(XX) – PM Volume



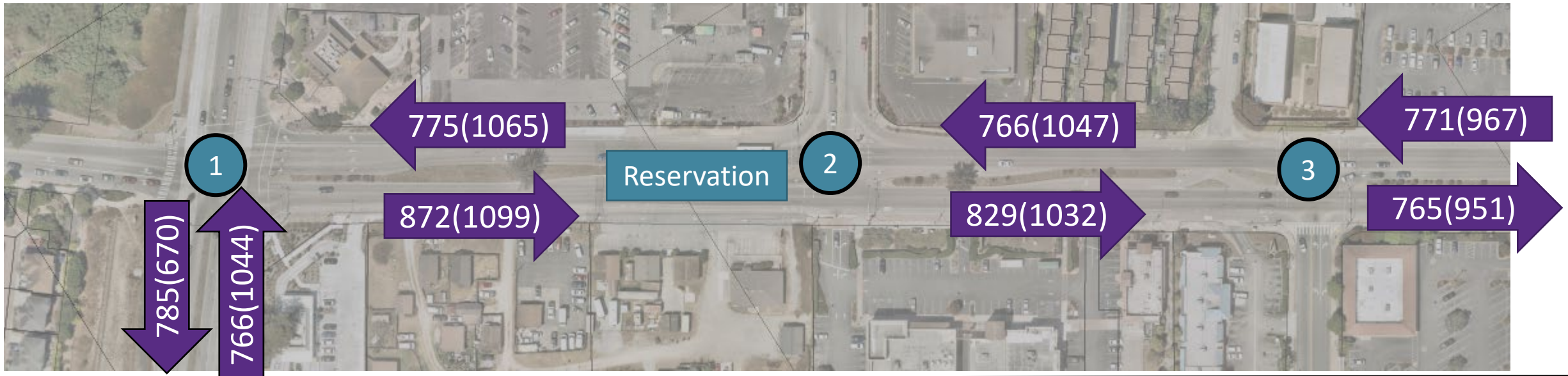


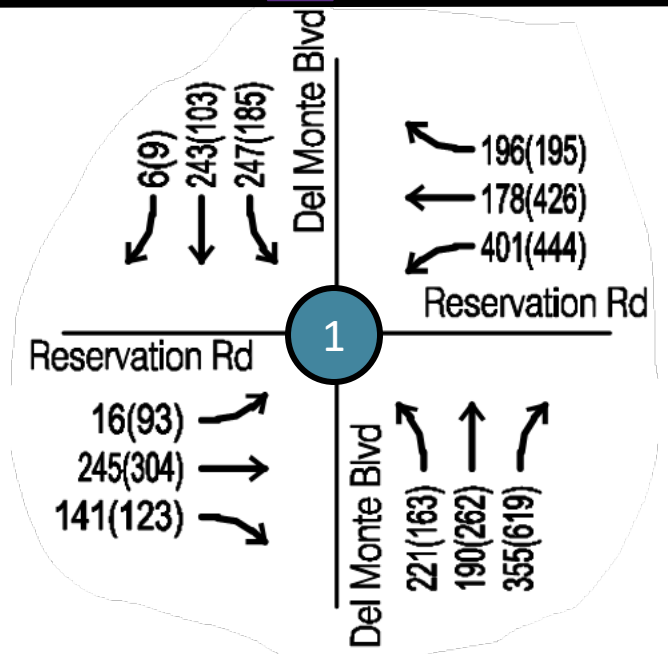


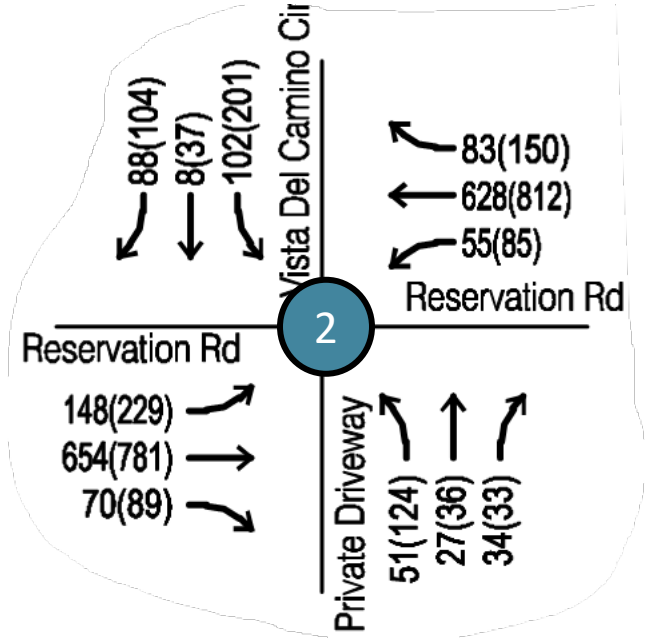


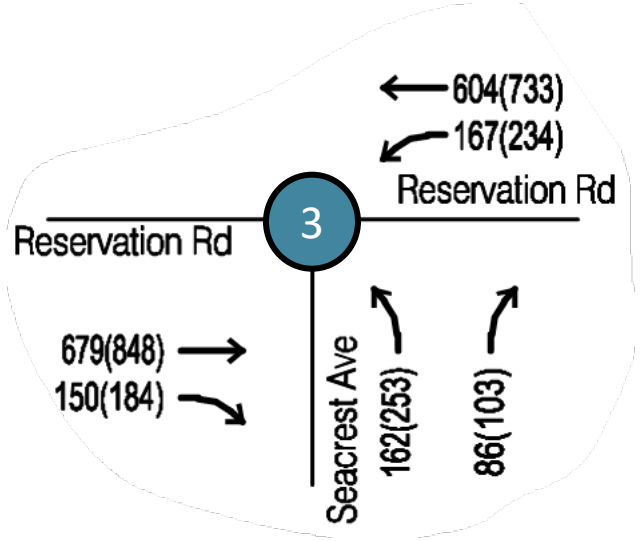
Year 2040 Traffic Volumes

XX – AM Volume
(XX) – PM Volume



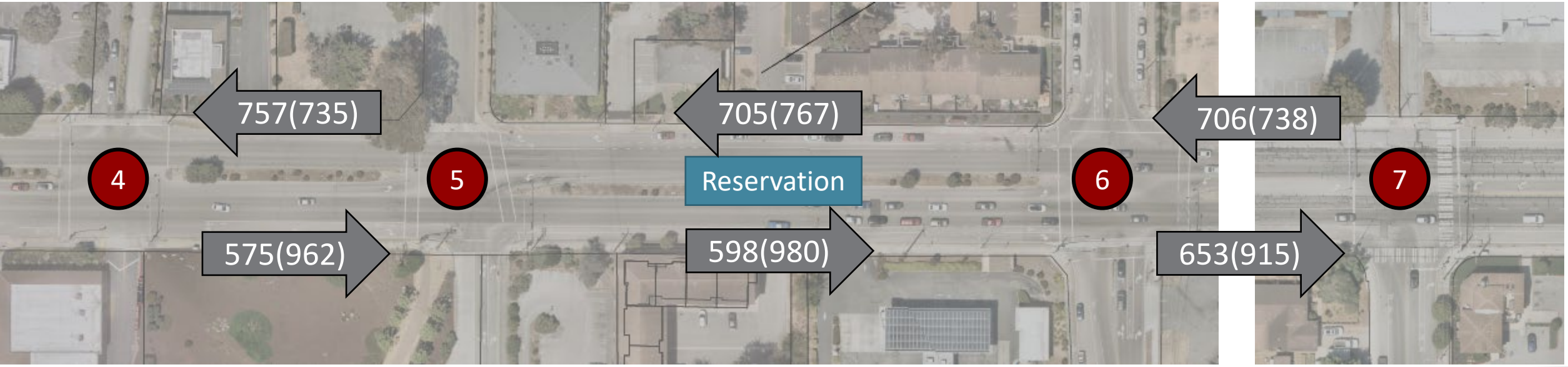


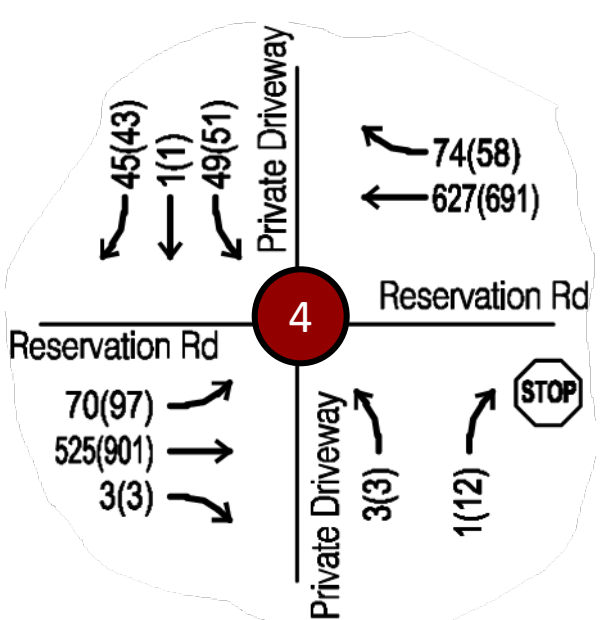


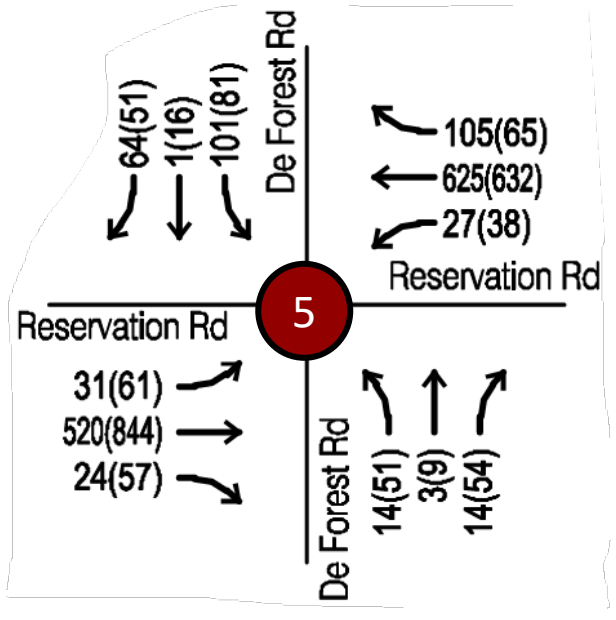


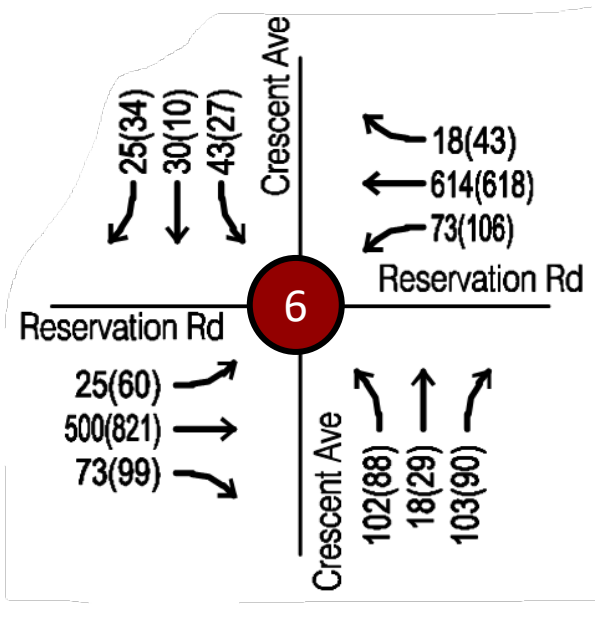
Year 2018 Traffic Volumes

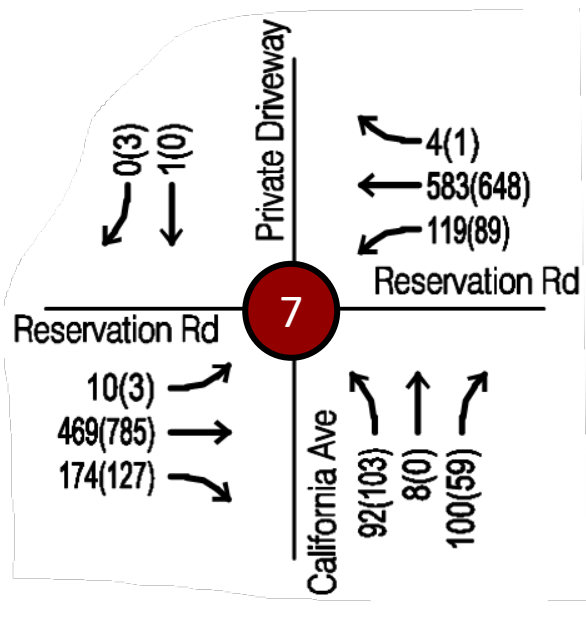
XX – AM Volume
(XX) – PM Volume





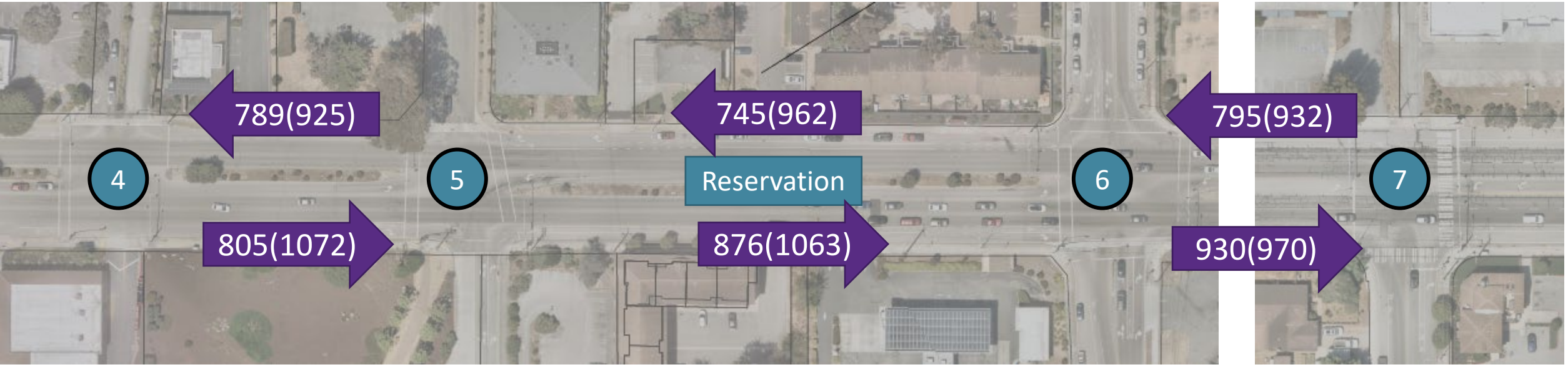


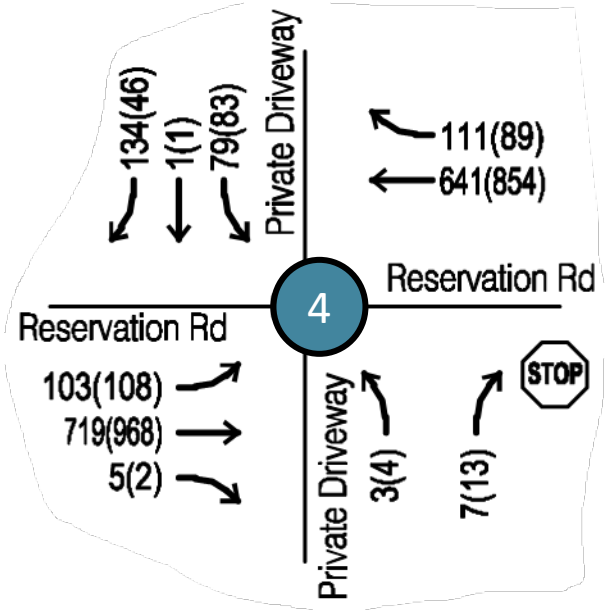


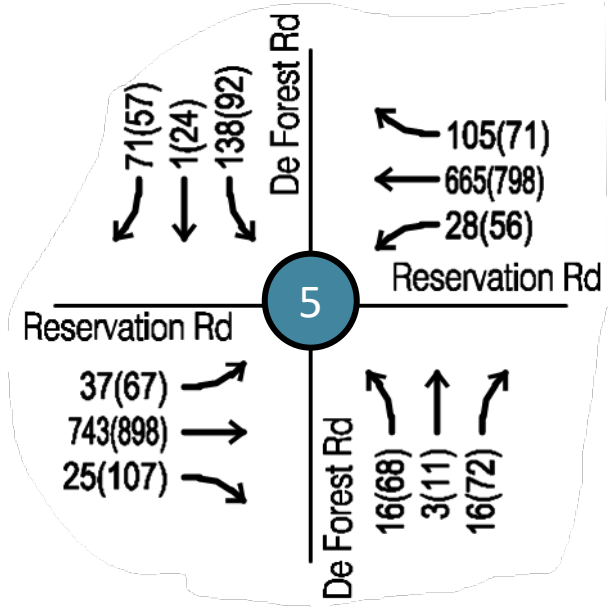


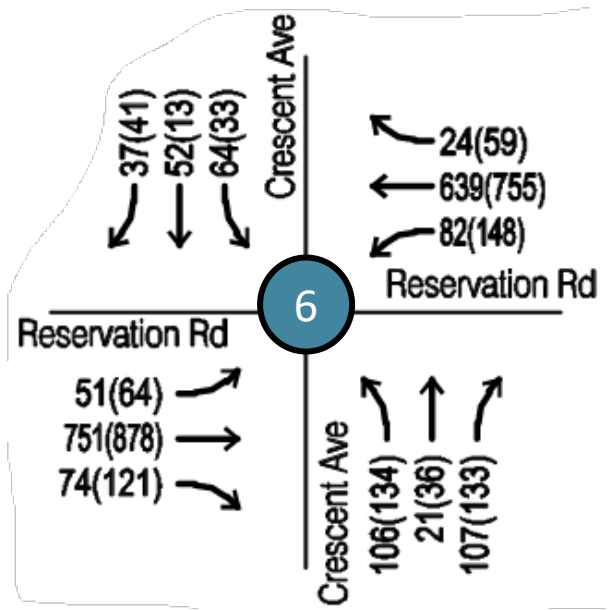
Year 2040 Traffic Volumes

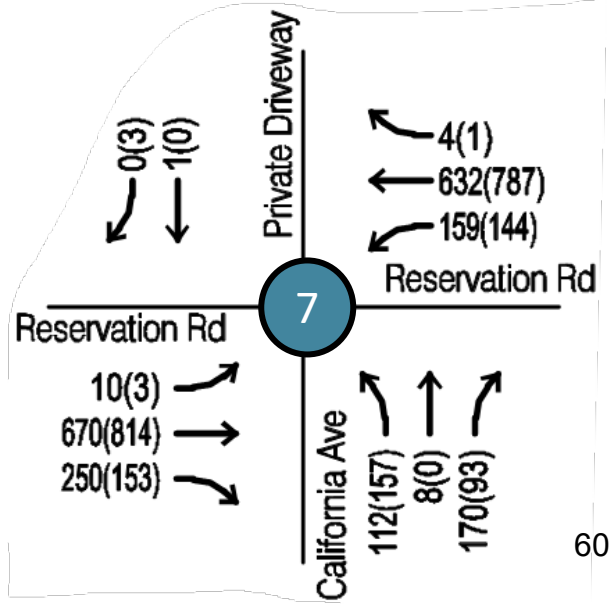
XX – AM Volume
(XX) – PM Volume











Through Volumes WB (R to SR1)



Through Volumes EB (SR1 to R)

1,150 trips
9,800 trips 2018
10,099 trips 2040



May 1, 2025 Item No: **13d**

Honorable Mayor and Members of the

Marina City Council

Regular Meeting
of May 6, 2025

CITY COUNCIL TO PROVIDE DIRECTION TO STAFF ON SEVERAL ITEMS DISCUSSED AT THE APRIL 29, 2025, JOINT MEETING WITH THE MONTEREY PENINSULA REGIONAL PARKS DISTRICT (MPRPD) BOARD. THIS PRESENTATION IS EXEMPT FROM ENVIRONMENTAL REVIEW PER SEC. 15378 OF THE CEQA GUIDELINES.

REQUEST:
It is requested that the City Council provide direction to the City Manager on the following short- and long-term projects to occur at Locke-Paddon Park (LPP)

BACKGROUND:
The City Council and MPRPD Board held a joint meeting on Tuesday, April 29, 2025, to hear a staff presentation on the history of the Park and the deed restrictions and development constraints known to be in effect on the subject parcels, and to receive public comment and brief Council/Board member comments on goals for Park maintenance and improvements moving forward.

Staff requests that the Council authorize the following short-term actions and activities:

1. Direct staff and the City Attorney to initiate a discussion with MPRPD staff and counsel to determine the appropriate instrument (lease, MOU, or other) needed to pursue the development of an approximately one (1) acre Asian Community Garden at the south end of Lot 43 and begin the work of creating a Coastal Development Permit (CDP) application and EIR;
2. Direct staff to begin discussions with MPRPD staff on the process to trim the existing Cypress trees on Lots 42 and 43 (Isakson property) and along the south side of Seaside Circle (APN 033-121-010), as needed;
3. Direct City staff to begin working with MPRPD staff on a new maintenance agreement that defines roles and responsibilities between the parties; and
4. Direct staff to request that MPRPD remove the residual radio tower infrastructure remaining on APN -006 at its earliest opportunity.

Staff further requests that the Council authorize the following long-term actions and activities:

1. Staff preparation of a comprehensive pond management/maintenance/restoration plan based on the following two (2) strategies:
    a. A CEQA-exempt “Cutting the Green Tape” restoration-based management plan, or
    b. A larger-scale plan that would require an EIR and permitting by multiple agencies
2. Potential land swap to facilitate the management of lands based on each agencies’ mission and community goals.

Council direction can also include coordinating with MPRPD to ensure any existing or future improvements to City development on MPRPD-owned property has appropriate documentation and approvals.

FISCAL IMPACT:
The Council has allocated funding for the Cypress tree trimming. Funding for the other short- and long-term items, such as the development of the Asian Community Garden, has not yet been identified.

ENVIRONMENTAL REVIEW:
This request for direction qualifies for a CEQA exemption per § 15378(b)(5) of the CEQA Guidelines which allows for organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment.

CONCLUSION:
To ensure that the momentum obtained at the joint meeting on April 29th is maintained, staff requests that clear direction on the above items be provided.

Respectfully submitted,

_____
Alyson Hunter, AICP
Planning Manager, Community Development Dept.
City of Marina

Reviewed/concur:

_____
Guido Persicone, AICP
Director, Community Development Dept.
City of Marina

Reviewed/concur:

_____
Layne Long
City Manager
City of Marina