

CCTA Feasibility Study for Ferry Service Expansion

City of Martinez
City Council
March 6, 2024



CONTRA COSTA
transportation
authority

Agenda

Topic

Overview of the Project Scope, Schedule, and Locations

Approach and Assumptions

Ferry Feasibility Evaluation

Benefits: Demand Potential

Benefits: Economic Development and Waterfront Access

Costs: Operating

Costs: Capital for Landside, Waterside, Operations and Maintenance Facility, and Vessel Procurement

Costs: Dredging - Initial and Annual Maintenance

Funding

Next Steps

Project Scope and Schedule

Develop and evaluate the feasibility of a plan for services from proposed ferry terminals in the cities of Antioch, Hercules, Martinez, and Pittsburg to the San Francisco Ferry Terminal.

Task 1

September 2023

Data Collection & Methodology Development

- Collect data
- Create a methodology for evaluating ferry service
- Develop study goals based on stakeholder input

Task 2

October 2023

Evaluation of Ferry Service Feasibility & Operational Analysis

- Evaluate proposed ferry service using methodology in Task 1
- Proposed ferry service locations will have their performance evaluated

Task 3

December 2023

Preliminary Cost and Funding Feasibility Analysis

- Analysis of cost and funding availability through grants and local resources for the top performing ferry service locations

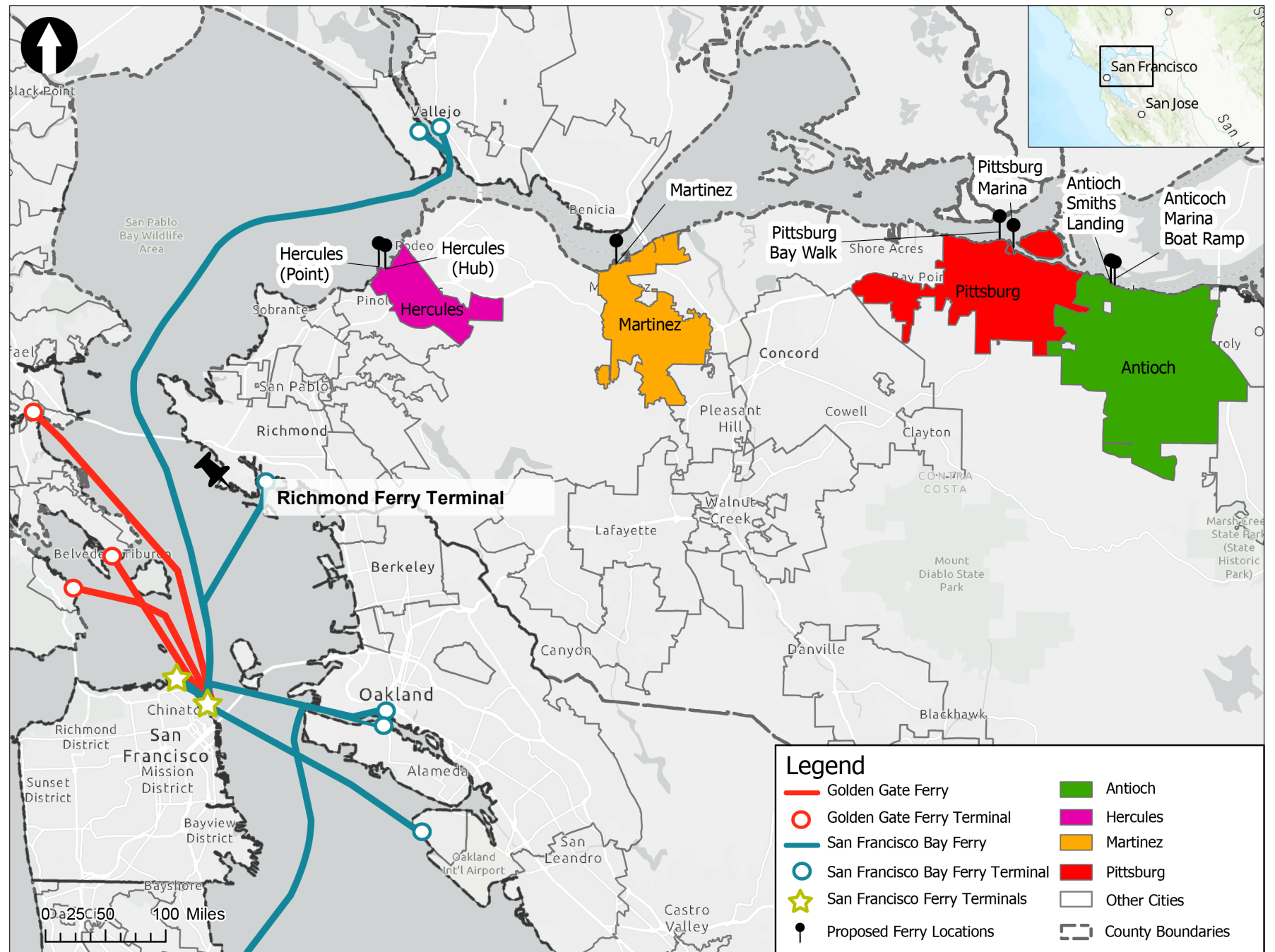
Task 4

Spring 2024

Final Ferry Feasibility Study

- Compile and document the findings in Tasks 1-3

Overview of Contra Costa County Ferry Terminal Locations



Initial Ferry Service Assessment Approach

Benefit / Cost Analysis

Benefits

- Demand Potential
- Additional Transit Connections for Equity Priority Communities
- Indirect Benefits from Nearby Development
- Waterfront Access
- Reducing Car Trips
 - Greenhouse Gas Reduction
 - Road congestion Reduction

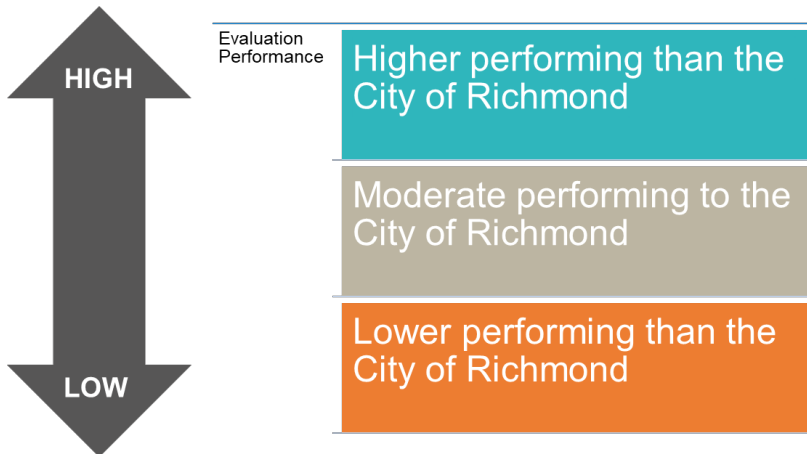
Costs


- Operating Costs
- Capital Costs
 - Landside Costs
 - Waterside Costs
 - Operations and Maintenance Facility
 - Vessel Procurement
- Initial and Annual Maintenance Dredging

Demand Potential

Initial Ferry Feasibility Assessment

- Existing and planned conditions at the proposed ferry terminal are evaluated against the current existing Richmond ferry terminal



 Demand Potential	City of Richmond	Ferry Location 1
• Travel Demand to SF Ferry Terminal ¹		
• Transit travel times		
• Driving travel times		
• Residents within 3/4-mile walkshed		
• Jobs within 3/4-mile walkshed		
• Residential density		
• Job density		
• Existing transit connections		
• Existing active transportation connections		
• Planned transit connections		
• Planned active transportation connections		

Notes: Travel Demand to SF Ferry Terminal is for 2022

Ferry Terminal Capital Cost Approach

Landside

- Reference the 2015 CCTA Financial Feasibility Study to escalate costs to 2023 \$
- Infrastructure costs to be informed by existing Cities' studies

+

Waterside

- The City of Richmond Ferry Terminal will serve as baseline for waterside infrastructure costs
- Additional Evaluation for facilities options for a Prop SF and Dorado Vessel

+

Cost Share in a New Maintenance Facility

- Assumes one operations maintenance facility to serve all County proposed ferry locations
- Cost estimate is based on the Carlene H. Johnson North Bay Operations and Maintenance Facility

=

**Capital
Costs for
Proposed
Terminal**

Terminal Dredging Cost Approach & Assumptions

Initial Dredging

- Determines channel width and depth requirements for vessels
- Depth needed for each vessel:
 - *12 feet for WETA Dorado*
 - *10 feet for Prop SF Billie J*
- Channel width assumed to be 100 feet
- Channel depths include sedimentation allowances, extreme low tides, vessel movements
- Dredging is “new work” suitable only for upland disposal (more expensive)

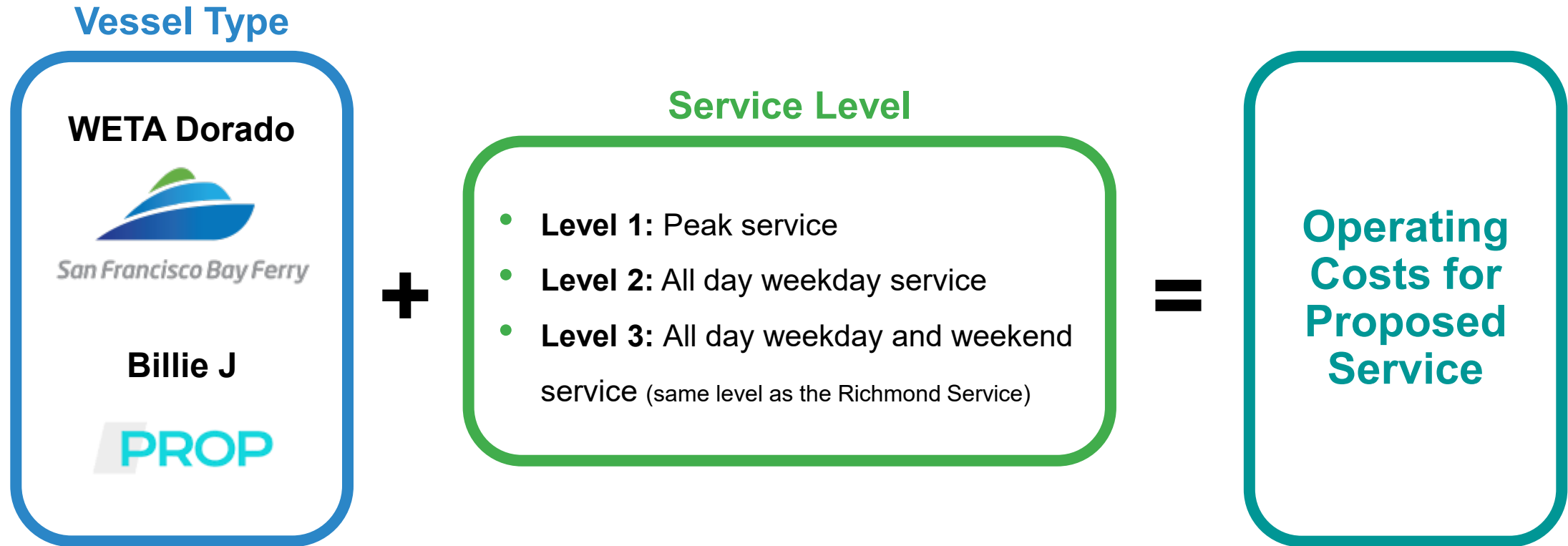
Annual Maintenance Dredging

- Keeps channel clear for navigation
- Assumes in-water (less expensive) disposal of dredged material
- Assumes annual sedimentation rates (no sedimentation analysis performed)
- Marina site maintenance not included

Overall Dredging Assumptions:

1. The cost of dredging, transportation, and disposal of sedimentation is measured in cost per cubic yard
2. Assumes no marina entrance or breakwater modifications
3. Assumes no heavy contamination and upland disposal

Ferry Service and Operating Costs Approach



Service Assumptions:

1. The service plans are based on a direct service between San Francisco Ferry Terminal and the origin Cities. Other service options, such as adding stops, can be feasible but were not analyzed.
2. Emergency service capacity is available in the WETA model, not in the Prop SF model
3. Operating costs are based on one vessel per trip
4. Prop SF Vessel may require additional service to accommodate the ridership demand.
5. Schedules include dwell times for boarding and off-boarding, crew movements, and breaks.

Vessels Evaluated and Operating Authority

WETA Vessel: Dorado Vessel



- **Passenger Capacity:** 320
- **Bike Capacity:** 25
- **Max Speed:** 32 knots
- **Vessel Purchase Cost:** \$21 million
- **Ownership:** WETA and operated by contractor

Prop SF Vessel: Billie J



- **Passenger Capacity:** 70
- **Bike Capacity:** 8
- **Max Speed:** 38 knots
- **Vessel Purchase Cost:** \$3 million
- **Ownership:** Prop SF and operated by Prop SF under contract with WETA

Notes:

1. Vessel Types were recommended by WETA. They represent the currently available and approved vessels. The vessel choices for the actual service can be different as new products becoming available.
2. Bike capacity is based on the existing vessels and can be customized.

Ferry Service Travel Time Estimates and Vessel Requirements

	Richmond	Hercules	Martinez	Pittsburg	Antioch
Travel Time	35 min	48 min	60 min	85 min	90 min
Peak Vessels	3	3	4	7	7

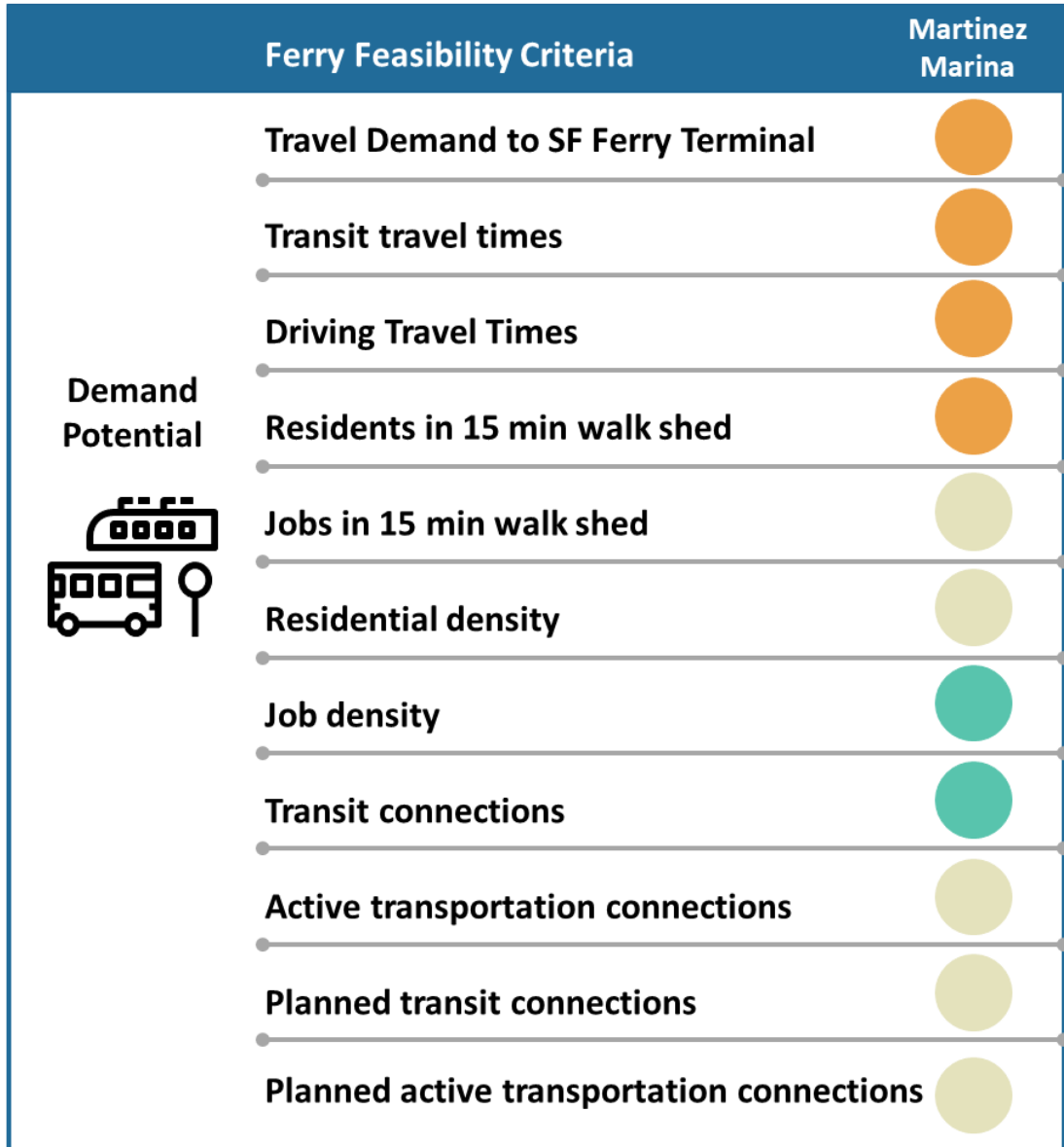
Source & Assumptions:

Travel time between the SF Ferry Terminal and the Cities

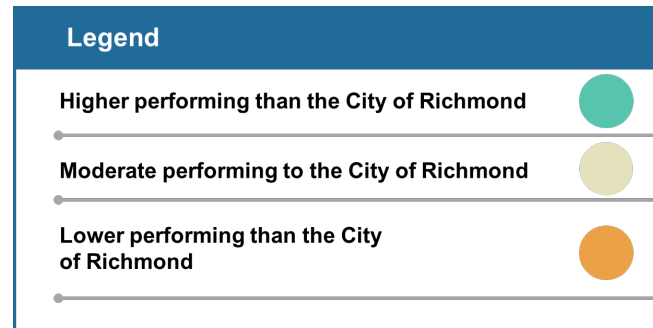
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WETA Proposed travel times for the CCTA Expanded Ferry Study | WETA operating under the assumption that the speed of the vessels are similar

Benefits of Demand Potential: **Martinez**



- Overall has **strong existing transit and development** to support ferry service as well as an **optimal existing marina**.
- **Evaluation of the optimal ferry service provider** for initial and long-term service.
- Detailed **evaluation of the cost of a breakwater structure** at the Marina location.
- Conduct **further research on the practicality of low and zero-emission technologies** for ferry service, as well as policy implications and costs associated with implementing these technologies when planning ferry service.
- More detailed **evaluation of the capital costs** for the Marina location.
- **Evaluate long-term sustainable funding options** for the Marina Waterfront location in more detail, considering the development potential of the area.



Benefits: Economic Development and Waterfront Access

1. Opportunities and constraints of existing and future land use development, and how it relates to the development of the waterfront for economic opportunity and community resources
2. Immediate and secondary benefits of ferry services to your City, at the waterfront as well as in the greater community
3. Businesses, services, and/or infrastructure in the proposed ferry landing area that would complement or support the success of the ferry service
4. Public and stakeholder input in your City in the prospect of ferry services

Annual Operating Costs by Service Type – Martinez

Type of Service	Service Level 1 <i>Peak service only</i>	Service Level 2 <i>All day weekday</i>	Service Level 3 <i>All day weekday & weekend</i>	Richmond Service <i>All day weekday & weekend</i>
WETA Cost ¹	\$16.8M	\$29.3M	\$32.6M	FY2023 - 24 \$10.2M
Prop SF Cost ²	\$10.6M	\$12.3M	\$13.7M	
Proposed One-Way Trips	16 (WETA) 20 (Prop SF)	28	27 (Weekday) 8 (Weekend)	28 (Weekday) 10 (Weekend)

Source Notes: WETA & Prop SF | Additional services in Service Level 1 for Prop SF to accommodate for vessel size capacity. | Number of Round trips have been rounded up | 2023 USD \$

1 WETA operating costs include vessel crew labor, vessel fuel, vessel O&M, Facility O&M and System Expenses

2 Prop SF assumed operating expenses include maintenance and repairs. However, the assumed costs do not include vessel purchase/lease costs and the cost of a maintenance facility.

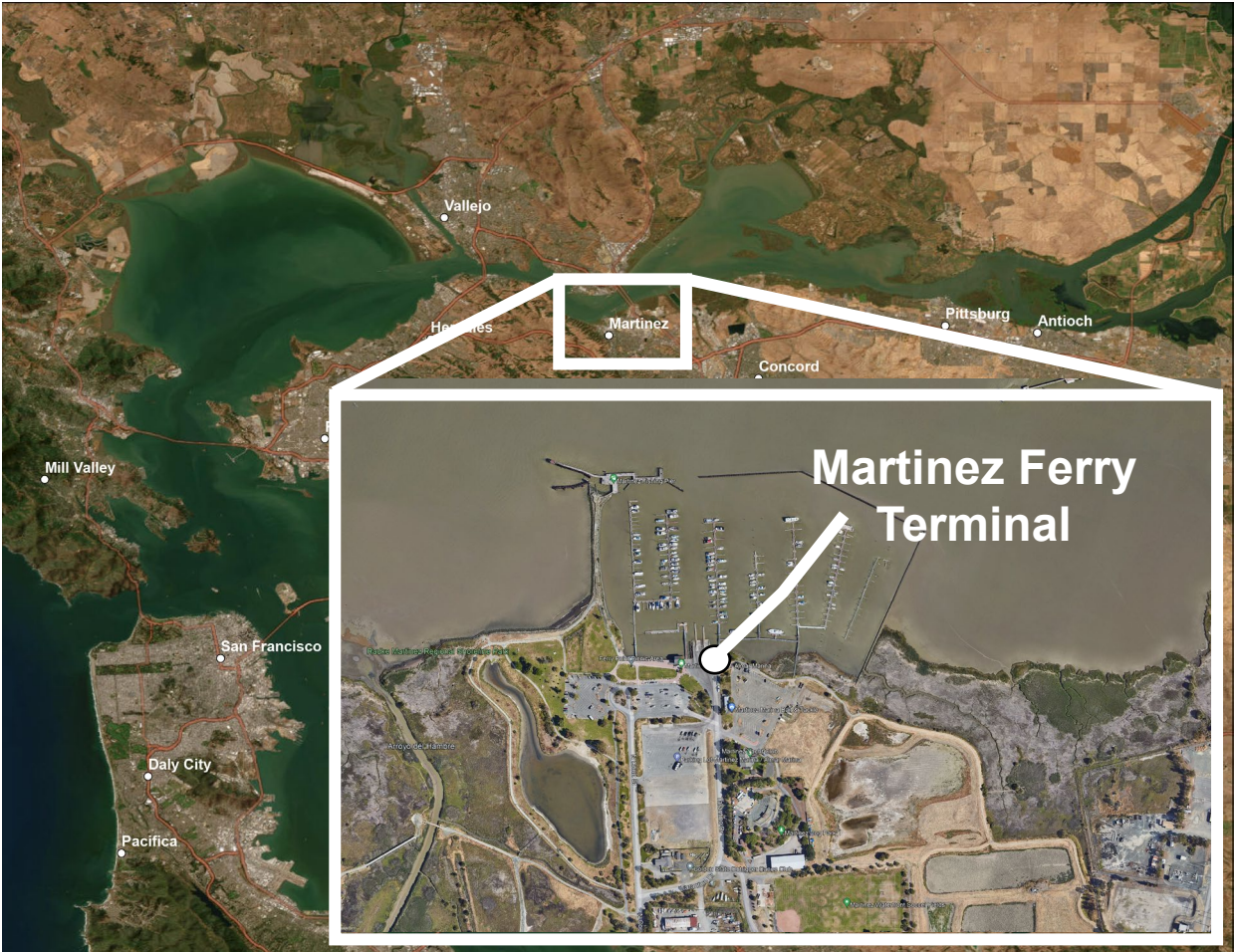
Capital Costs: Martinez Ferry Terminal

- **Martinez Marina Total Capital Costs**
 - WETA Dorado Vessel*:
 - **\$40.8M**
 - Prop SF Billie J Vessel:
 - **\$30.2M**
- **Vessel Purchase Cost:**
 - WETA Dorado Vessel: **\$101M**
 - Prop SF Vessel: **\$14M**
- **Capital Costs include:**
 - Landside costs: utilities, pavement, landscaping, site civil
 - Waterside costs: piles, float and shelter items, construction, cost of pier, gangway
 - *Proportional Share of Operations and Maintenance Facility: Only applicable to the WETA Dorado Vessel with an estimated cost of \$10.2M



Dredging Costs: **Martinez Ferry Terminal**

Ferry Location	Initial Dredging		Annual Dredging
	WETA Vessel	Prop SF Vessel	
Martinez	\$1.1M	\$730K	\$210K



Current Funding Opportunities

Type	Federal	State	Regional/Local
Capital	<ul style="list-style-type: none"> • Passenger Ferry Grant Program (FTA) • Electric or Low-Emitting Ferry Pilot Program (FTA) • Surface Transportation Block Grants (FHWA) • Urbanized Area Formula Program (FTA) • Capital Investments Grants Program • Rebuilding American Infrastructure with Sustainability and Equity (RAISE) • Federal Ship Financing Program Title XI • TIFIA Credit Program • EPA Diesel Emission Reduction Act (DERA) 	<ul style="list-style-type: none"> • Transit and Intercity Rail Capital Program • Volkswagen Environmental Mitigation Trust • Carl Moyer Program & Community Air Protection Incentives – Marine Vessel Projects • Low Carbon Transportation Operations Program (LCTOP) • Advanced Technology Demonstration and Pilot Projects (CARB) 	<ul style="list-style-type: none"> • Regional Measure 3 (MTC) • Transit Capital Priorities (MTC) • Priority Development Area (PDA) Grants • City General Funds • Business District • Local business tax • Local sales tax
Operating	<ul style="list-style-type: none"> • Surface Transportation Block Grants (FHWA) • Urbanized Area Formula Program (FTA) • Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program • Federal Ship Financing Program Title XI • TIFIA Credit Program 	<ul style="list-style-type: none"> • Low Carbon Transportation Operations Program (LCTOP) 	<ul style="list-style-type: none"> • Regional Measure 3 (MTC) • City General Funds • Business District • Local business tax • Local sales tax

CCTA Feasibility Study for Expanded Ferry Service Timeline

Item	Timeline
Stakeholder Meetings	Jan-March
Draft Report	Feb-March 2024
Final Feasibility Report for CCTA Board Meeting	Spring 2024

WETA Pilot Program

- **WETA set aside \$2 million in Fiscal Year 2023-24 Budget for pilot services**
- **WETA Board Subcommittee was formed in 2023 to guide staff work on future pilot projects.**
- **WETA anticipates a formal guidance document for pilots to come out in the next 1-2 years.**
- **Recent/Upcoming pilot projects:**
 - Alameda Landing-Oakland Pilot: Service will start in Summer 2024 and run for 2 years. This was made possible by funding provided by the City of Alameda and public-private partnerships.
 - SF-South SF Pilot: Service was implemented as a part of the Alameda Main St. refurbishment project using resources freed up by the temporary terminal closure due to construction at the terminal. Duration was under 3 months.
 - Sea Change Hydrogen Vessel Pilot: This vessel will begin revenue service in 2024 on the Pier 41 route. Funding was identified for this through both public-private partnerships as well as state grant funds.
 - WETA anticipates a formal guidance document for pilots to come out in the next 1-2 years.
- **Next Steps: Potential WETA/CCTA partnership for developing a screening process for pilot service**



Questions?



**City of Martinez
City Council Meeting
Mid-Year Budget for Fiscal Year 2023-24**

March 6, 2024



FY2023-24 Adopted Budget and Subsequent Adjustments

- General Fund Adopted Budget - \$41.5 million
- APRA allocation \$5 million
- Reallocated General Fund Budget - \$36.5 million





FY2023-24 Revenue Forecast

Economic Outlook - Softening of consumer sales, but modest increase in home sales prices, robust interest earnings, and increased parking citations revenues.

Revenue shortfall - \$346,000

Key drivers

- Sales Tax - (\$178,700)
- Cannabis - (\$200,000)
- Charge for Services – (\$207,600)





FY 2023-24 General Fund Expenditures

Unanticipated expenses - \$761,600

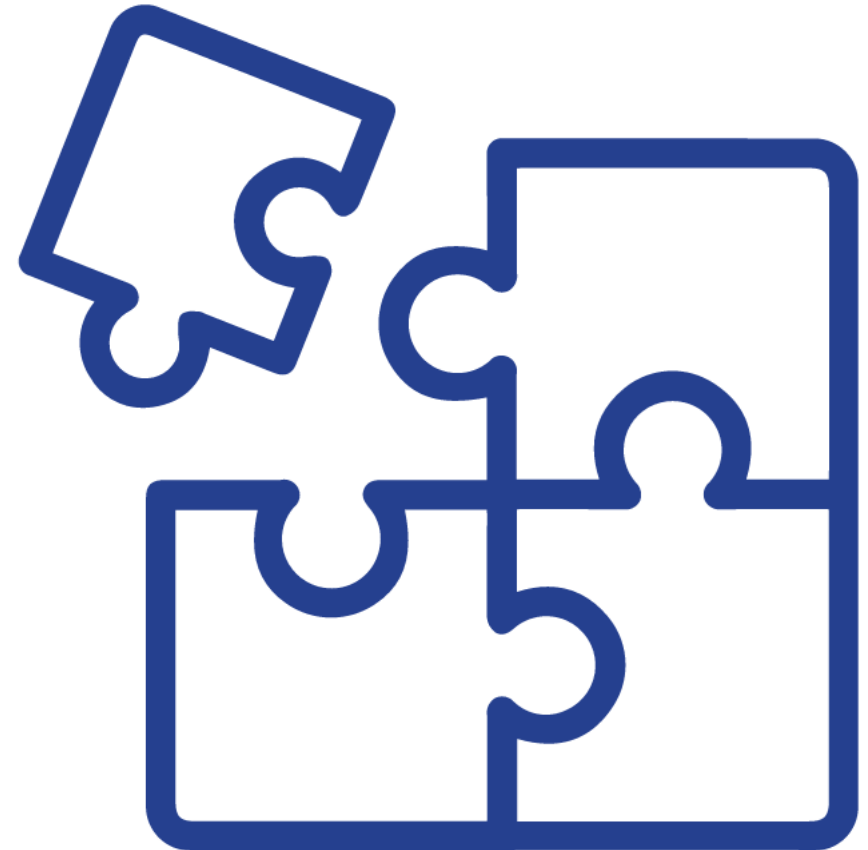
- Measure A Election
- Rebuilding the Finance Department
- Additional police expenses
- Economic Development Initiatives





Strategies for addressing these needs

- Reallocating contingencies - \$150,000
- Reallocating professional service budgets - \$197,700
- Reallocating from miscellaneous - \$30,500
- Additional parking revenues - \$35,600
- Reallocating labor savings - \$347,800



Mid-Year Budget – FY 2023-24



Other Funds

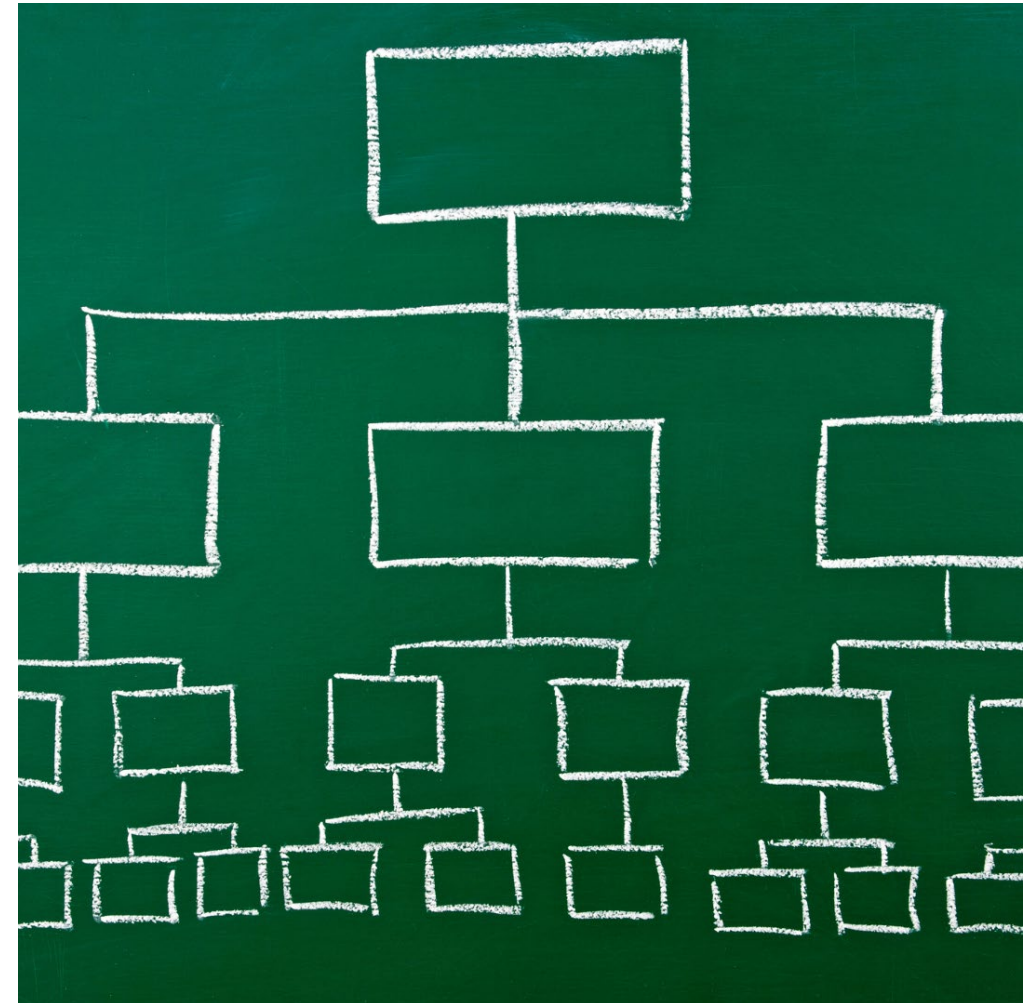
- ARPA - \$55,210
 - Community Grants - \$12,500
 - 2024 Fireworks - \$30,810
 - Martinez CERT Requests - \$11,900
- Water Fund - \$81,500
- Management Information System Fund - \$50,000





Staffing & Organizational Adjustments

- Transition to Finance Department
- Senior Accountant to Finance Manager
- Police Assistant to Dispatcher



Mid-Year Budget – FY 2023-24



Date	Action
March 6, 2024	City Council adopts FY2023-24 mid-year adjustments
March – May 2024	Staff develops FY2024-25 mid-cycle budget
Mid-May 2024	City Council Budget Workshop and ARPADiscussion
May – June 2024	Staff incorporates input from Budget Workshop
June 26, 2024	City Council adopts mid-cycle budget





Fiscal Outlook Ahead

- Depletion of one-time ARPA funds
- Rising pension costs
- Controlled spending with cost-recovery efforts
- Prioritize core services – Live within our means
- Long-term financial forecasting to be implemented with FY2025-2027 budget





Recommendation

Adopt a resolution approving amendments to the Fiscal Year 2023-24 Mid-Year General Fund, Water Fund, and Management Information Fund operating budgets, authorizing expenditures of \$55,210 from American Rescue Plan Act as outlined in the report, and authorizing staff to make the necessary budget adjustments.



City of Martinez

Universal Design and Accessibility Regulations

March 6, 2024



Background

- 8,439 Martinez residents with at least one disability
- 4,150 Martinez residents over the age of 65
- 21.6% of Martinez residents with conditions that may impact their ability to live independently
- Majority of persons 50 or older would prefer to stay in current residence as long as possible
- California Building and Standards Code updated every three years
- 2023-2031 Housing Element Program 23



Applicability

- New residential development
- Projects that apply for building permit after the effective date of the Ordinance
- Excludes:
 - Dwelling units destroyed by natural disaster
 - ADUs and JADUs
 - Conversion of units within an existing structure
 - Projects that received Planning entitlement
 - Projects granted a hardship exemption by Chief Building Official



Visitable Dwelling

- Projects with four or fewer units
- Features:
 - Accessible primary entrance
 - Accessible interior route or hallway
 - Accessible common room
 - Accessible primary floor powder room or bathroom



Universal Design Dwelling

- Projects with five or more units
- 30% of units must be designed to include features to allow a unit to be fully accessible or planned for future conversion to be fully accessible
- Features:
 - Visitable Design Dwelling requirements
 - Accessible bedroom
 - Accessible kitchen
 - Accessible laundry
 - Accommodate future stair chairlift or elevator



Recommendation

Conduct a public hearing, waive the reading, and introduce the Ordinance amending the Martinez Municipal Code by adding Chapter 15.34 (Universal Design and Accessibility).

Universal Design and Accessibility Regulations



Questions?



**City of Martinez
City Council Meeting
Carquinez Scenic Drive – Nighttime Closure and Gate
Agreement with East Bay Regional Park District**

March 6, 2024

Ali Hatefi – Assistant City Engineer



Consider approval of the following:

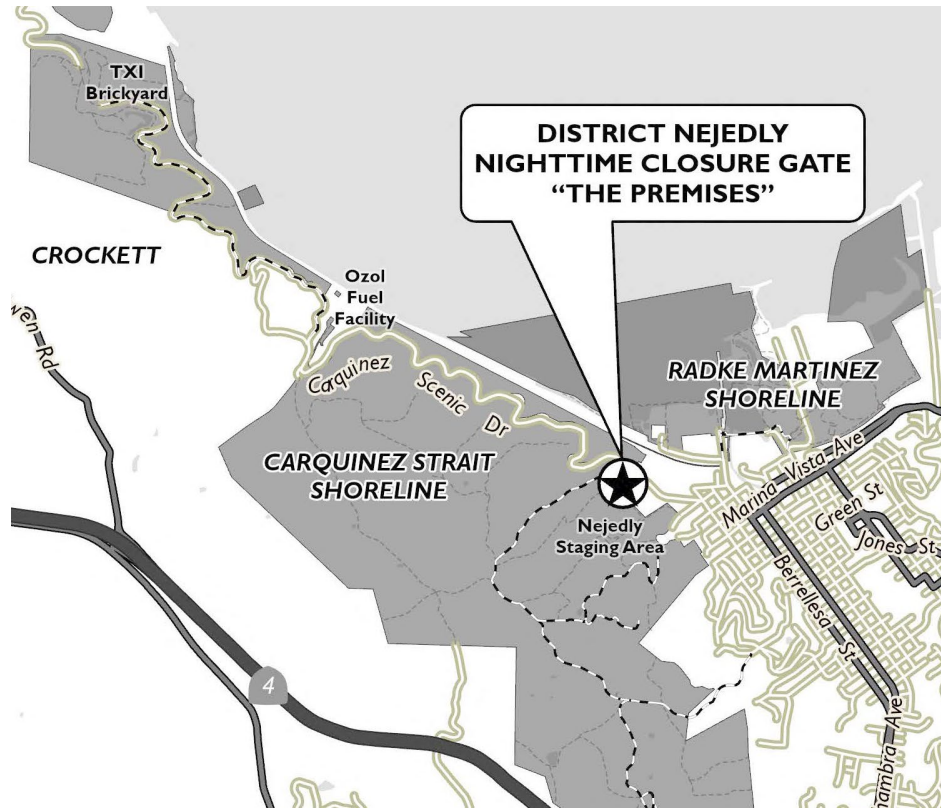
- Nighttime closure of Carquinez Scenic Drive, two hundred feet from City limits to City/County Limit Line
- Enter into a License Agreement with East Bay Regional Park District (EBRPD) authorize use of vehicular gate for nighttime closure of Carquinez Scenic Drive



Background

- EPRPD operated parks in the Carquinez Straight Shoreline
- Agreement reached with County (2004) and City (2005) to close Carquinez Scenic Drive and construction a vehicular gate
- Gate location provides safe vehicle turn around, operated/maintained by EBRPD
- Road closed at night to prevent illegal activities
- Agreement up for renewal with County (2023) and City
- CVC 21101(a)(1) authorizes City to close road when no longer needed for vehicular traffic.

Carquinez Scenic Drive





Carquinez Scenic Drive – Nighttime Closure and Gate Agreement with East Bay Regional Park District

Questions?

Kat Galileo

From: Kevin Bacon <kevin@baybuilders.net>
Sent: Tuesday, March 5, 2024 5:51 PM
To: Brianne Zorn; Jay Howard; Mark Ross; Satinder S. Malhi; Debbie McKillop
Cc: CityClerk; Bill Pearson; 'abwehrmann'
Subject: Item 10 - City Council Agenda
Attachments: Proposed new breaker wall - incorporate old wall for Small Craft Zone.pdf; Item 10 City Council - K Bacon.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

To all council members,

Attached is my narrative input for practical planning (and cost saving) of the breakwater improvements for the marina, specifically addressing item 10 of this week's agenda.

Within my attachments I include the proposed realignment sketch, an alternative design prototype, along with some historic imagery of our Martinez Marina.

Very best regards,

Kevin Bacon
925.708.5727



CITY OF MARTINEZ SPEAKER CARD

First & Last Name: Eileen Jones
PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # 1

- I am... In Favor Neutral Oppose ... this item.

Option 2: Non-Agenda Item/Topic

- Item/Topic: _____

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!



CITY OF MARTINEZ SPEAKER CARD

First & Last Name: Jim Ferr
PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # 14

- I am... In Favor Neutral Oppose ... this item.

Option 2: Non-Agenda Item/Topic

- Item/Topic: _____

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!



CITY OF MARTINEZ SPEAKER CARD

First & Last Name: Scott Busby
PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # _____

- I am... In Favor Neutral Oppose ... this item.

Option 2: Non-Agenda Item/Topic

- Item/Topic: _____

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!

*Public Item
Public Comment*



CITY OF MARTINEZ SPEAKER CARD

First & Last Name: Scott Busby
PRINT CLEARLY

Instructions: Select option 1 or 2 below and fill in the corresponding fields.

I wish to speak on a/an:

Option 1: Agenda Item

- Item # 14

- I am... In Favor Neutral Oppose ... this item.

Option 2: Non-Agenda Item/Topic

- Item/Topic: _____

BRIEF DESCRIPTION

Turn in completed card to Clerk located at front dias. Thank you!

Waterfront Marina Trust Lands Use Plan

City Council

March 6, 2024



WATERFRONT MARINA PLAN



Illustrative Plan Use Key

Uses on City Trust Lands

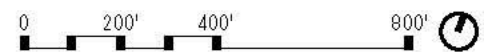
- 1 Renovated Fishing Pier
- 2 Fuel Dock
- 3 WETA Ferry Pavilion and Dock
- 4 Kite Area
- 5 Waterfront Dining
- 6 Casual Dining
- 7 Café/Coffee Stand
- 8 Bait Shop/Fish Market
- 9 Harbormaster's Office
- 10 Launch Ramp
- 11 Public Small Craft Launch
- 12 Small Craft Rentals
- 13 Small Craft Zone
- 14 Repaired Eastern Seawall and Northern Breakwater
- 15 Educational and Events Center
- 16 Yacht Club
- 17 Day Boater Parking
- 18 Dry Storage
- 19 Maintenance and Storage
- 20 Sea Scouts
- 21 Eagle Marine
- 22 Tideland Restoration and Passive Recreation
- 23 Viewing Platform
- 24 Trailhead Picnic Area
- 25 Enhanced Dog Park

Uses on Other Trust/Leased Lands

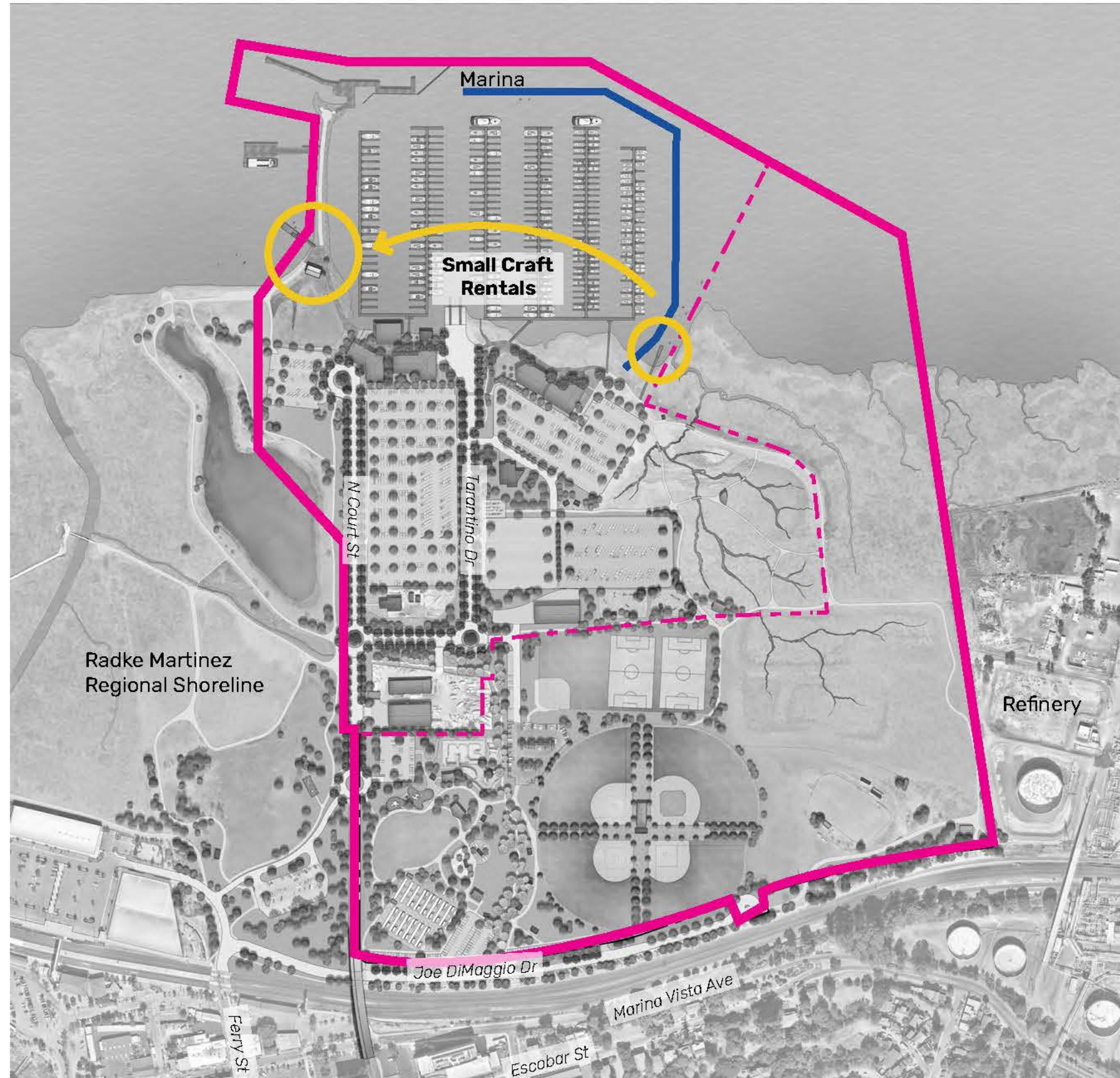
- 26 Picnic Pavilion
- 27 Expanded Skate Park
- 28 Community Stage
- 29 Future Evaluation of Access across Railroad

Legend

- Waterfront Marina
- - - Martinez Trust Lands Boundary



WATERFRONT MARINA PLAN - MAJOR UPDATES



- **Updated Seawall/ Breakwater approach to reflect ongoing engineering design work**
- **Shifted Small Craft Zone**
 - *Dockside Rentals & Storage*
- **Maintained public launch to the east of the Marina**
- **Consulted with local tribes to include a land acknowledgment and express interest in further engagement**
- **Coordinated with State Lands Commission**
 - *Graduated or tiered lease structures for commercial uses*
 - *Considerations for longstanding, non-profit organizations at the Waterfront Marina*

0 200' 400' 800'

Waterfront Marina
 Martinez Trust Lands Boundary

LEASE CONSIDERATIONS

Lease Considerations for the City of Martinez

Given the City's goals and obligations to the State Lands Commission, the recommended structure for commercial leases on Martinez Public Trust Lands is percentage rent with a minimum base rent, offering the City a guaranteed minimum base rent during years when revenues are minimal, while also benefiting from future revenue increases. This lease structure also aligns with one of the approved methodologies for setting lease rates as set forth by the State Lands Commission. It is recommended that lease agreements that include an escalator clause be based on the greater of a specified percentage or a year over year increase in the Consumer Price Index as published by the Bureau of Labor Statistics.

Aligning with phased development at the Waterfront Marina, graduated or tiered lease rates for commercial uses and the improved Marina may be necessary to allow time for revenues to stabilize and fair annual rent to be achieved. Additionally, long-standing, non-profit uses with a demonstrable community benefit may receive consideration beyond what is described in the Plan. If the City of Martinez agrees to additional considerations at the time of lease agreement, the considerations shall be based on the following for the identified organizations:

- **Martinez Sea Scouts:** As a non-profit organization that has resided at the Waterfront Marina since 1988, the Martinez Sea Scouts has promoted better citizenship and improved members' boating skills through instruction and practice in water safety, boating skills, outdoor, social and service experiences, and knowledge of maritime heritage. Since the Sea Scouts first moved to the Waterfront Marina, the Martinez City Council has continually found the organization to be a commendable and worthy cause to be encouraged. Based on the community benefit that the Martinez Sea Scouts provide, which extends to the larger scouting community and general public through events the organization hosts that activate the waterfront and in consideration of any repairs and improvements that the organization has or will complete to the leased property, it is in the best interest of the State to adjust the fair annual rent to be a minimum of \$1.00 annually.
- **Martinez Yacht Club:** A non-profit organization with a maritime focus, the Martinez Yacht Club has been an active member of the Waterfront Marina since 1983. In that time, the Yacht Club has supported many other community organizations and charities, as well as provided meeting space for local service and governmental organizations. Additionally, the Yacht Club partners with other regional Yacht Clubs through reciprocal arrangements (optimally one per month) that bring guests to the Waterfront Marina. Therefore, based on the condition of the Martinez Marina, the on-going maintenance the Yacht Club provides, and in consideration of any repairs and improvements that the organization has or will complete to the leased property, it is in the best interest of the State to allow the organization to receive a discount of up to 80% on the fair annual base rent for a term of five-years with up to two (2) five-year extensions for a maximum of fifteen (15) years. Changes to the percentage discount should be renegotiated based on improvements to the Martinez Marina.

All lease agreements will be negotiated on an individual basis and entered into in accordance with SB1424 and Martinez Municipal Code.

NEXT STEPS

1. State Lands Commission consideration and approval of Plan
2. City implementation of Plan

RECOMMENDATION

Adopt a resolution approving the Waterfront Marina Trust Lands Use Plan and direct staff to submit to the State Lands Commission for their consideration and approval.



**City of Martinez
City Council
706 Soto Street – Easement Abandonment**

March 6, 2024



Background

- On October 30, 1985, the City Council established a 20-foot-wide access easement on the subject site to maintain Alhambra Creek
- On October 14, 1987, the City Council established a maintenance policy for Alhambra Creek that passed responsibility of maintenance of the creek to adjacent property owners
- Maintenance includes:
 - clearing of vegetation, debris, or obstruction, and
 - improvement or repair to creek banks



706 Soto Street – Easement Abandonment



Discussion

- Planning Commission found abandonment of the easement in conformance with the City's General Plan and would not alter any circulation networks, patterns, or access points
- Staff supports application as easement not needed or used by City
- Allow property owner to enjoy full extent of their property
- No development proposed at this time





Recommendation

Adopt a Resolution ordering the vacation of a 20-foot-wide access easement, located at 706 Soto Street, Assessor's Parcel Number 372-252-006, and find the vacation is consistent with the General Plan 2035.

706 Soto Street – Easement Abandonment



Questions?