

# CITY of LAGUNA WOODS CITY COUNCIL AGENDA

Regular Meeting  
Wednesday, November 20, 2024  
2:00 p.m.

Laguna Woods City Hall  
24264 El Toro Road  
Laguna Woods, California 92637

Noel Hatch  
Mayor

Shari L. Horne  
Mayor Pro Tem

Cynthia Conners  
Councilmember



Annie McCary  
Councilmember

Carol Moore  
Councilmember

*Welcome to a meeting of the Laguna Woods City Council!*

*This meeting may be recorded, televised, and made publicly available.*

Public Comments/Testimony: The City accepts public comments/testimony in-person and in writing. For more information, please refer to page three of this agenda.

Americans with Disabilities Act (ADA): It is the intention of the City to comply with the ADA. If you need assistance to participate in this meeting, please contact either the City Clerk's Office at (949) 639-0500/TTY (949) 639-0535 or the California Relay Service at (800) 735-2929/TTY (800) 735-2922. The City requests at least two business days' notice in order to effectively facilitate the provision of reasonable accommodations.

REGULAR MEETING SCHEDULE

The Laguna Woods City Council meets regularly on the third Wednesday of each month at 2 p.m.

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AGENDA POSTING AND AVAILABILITY

Regular and Adjourned Regular Meetings: Pursuant to California Government Code Section 54954.2 of the Ralph M. Brown Act, the City of Laguna Woods posts agendas at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, California 92637; on the City’s website ([www.cityoflagunawoods.org](http://www.cityoflagunawoods.org)); and, at other locations designated by Resolution No. 24-08, at least 72 hours in advance of regular and adjourned regular meetings. Agendas and agenda materials are available at Laguna Woods City Hall during normal business hours and on the City’s website. Printed copies of agendas and agenda materials are provided at no charge in advance of meetings. After meetings have occurred, a per page fee is charged for printed copies.

Special and Emergency Meetings: Agenda posting and availability for special and emergency meetings is conducted pursuant to all applicable provisions of California Government Code (Ralph M. Brown Act).

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FOR ADDITIONAL INFORMATION

For additional information, please contact the City Clerk’s Office at (949) 639-0500/TTY (949) 639-0535, [cityhall@cityoflagunawoods.org](mailto:cityhall@cityoflagunawoods.org), or 24264 El Toro Road, Laguna Woods, California 92637.

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AFFIDAVIT OF POSTING

STATE OF CALIFORNIA     )  
COUNTY OF ORANGE     ) ss.  
CITY OF LAGUNA WOODS   )

I, Yolie Trippy, City Clerk, City of Laguna Woods, hereby certify under penalty of perjury that this agenda was posted at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, California 92637; on the City’s website ([www.cityoflagunawoods.org](http://www.cityoflagunawoods.org)); and, at other locations designated by Resolution No. 24-08, pursuant to California Government Code Section 54954.2 of the Ralph M. Brown Act.

/s/ Yolie Trippy  
YOLIE TRIPPY, CMC, City Clerk

11/15/24  
Date

## **OPTIONS FOR PUBLIC COMMENTS/TESTIMONY**

### **1. In Person**

Members of the public wishing to address the City Council on items appearing on this agenda are advised to indicate their interest in doing so by submitting a speaker card to City staff or proceeding to the podium, one-by-one, at the time an item is considered.

Members of the public wishing to address the City Council on items *not* appearing on this agenda may do so during Item V.

Each speaker will have the opportunity to speak for up to three minutes once per agenda item, unless otherwise allowed by the City Council.

Speakers are requested, but not required, to identify themselves, either on speaker cards or in comments/testimony. Speakers are advised that their names and any information submitted on speaker cards or otherwise provided in writing to the City may be disclosed or become a matter of public record. No speaker should expect privacy of such information.

### **2. In Writing**

Written public comments/testimony may be delivered to Laguna Woods City Hall (24264 El Toro Road, Laguna Woods, CA 92637) or sent via email ([cityhall@cityoflagunawoods.org](mailto:cityhall@cityoflagunawoods.org)) provided that they are received by the City prior to 2:00 p.m. on the day of this meeting.

Written public comments/testimony will be provided to the City Council and included in the City Clerk's written record of this meeting.

Parties submitting written public comments/testimony are requested, but not required, to identify themselves. Parties are advised that their names, email addresses, and any information submitted in writing to the City may be disclosed or become a matter of public record. No party should expect privacy of such information.

## **REMOTE VIEWING AND/OR LISTENING**

### **1. Zoom (on a computer)**

The City plans to live stream this meeting on Zoom (audio and/or video). ***Please note that public comments/testimony will not be accepted via Zoom.***

- Visit [www.zoom.us](http://www.zoom.us)
- Click on "Join"
- Enter the following meeting ID: 819 4877 9054
- Open the Zoom application following the on-screen prompts
- Enter the following meeting password: 636048
- Enter a name and email address as required by Zoom

Please note that information you enter into Zoom may be publicly visible and/or visible to other persons. No party should expect privacy of such information.

## **2. Zoom (on a telephone)**

The City plans to live stream this meeting on Zoom (audio and/or video). ***Please note that public comments/testimony will not be accepted via Zoom.***

- Call (669) 444-9171 or (253) 215-8782
- Follow the prompts and provide the information required by Zoom
- When prompted for a webinar ID enter: 819 4877 9054
- When prompted for a passcode enter: 636048

Please note that your telephone number and information you enter into Zoom may be publicly visible and/or visible to other persons. No party should expect privacy of such information.

## **3. YouTube**

The City plans to live stream this meeting on YouTube (audio and/or video). ***Please note that public comments/testimony will not be accepted via YouTube.***

- Visit [www.youtube.com/@cityoflagunawoods](http://www.youtube.com/@cityoflagunawoods)
- Click on the “Live” button
- Click on the “Laguna Woods Channel 3” button

Please note that information you enter into YouTube may be publicly visible and/or visible to other persons. No party should expect privacy of such information.

## **4. Cable Television**

The City plans to broadcast this meeting on cable television Channel 3 within Laguna Woods Village (audio and/or video). ***Please note that public comments/testimony will not be accepted via cable television Channel 3.***

# **I. CALL TO ORDER**

## Introductory Notes:

Members of the public wishing to address the City Council on items appearing on this agenda are advised to indicate their interest in doing so by submitting a speaker card to City staff or proceeding to the podium, one-by-one, at the time an item is considered.

Members of the public wishing to address the City Council on items *not* appearing on this agenda may do so during Item V.

Each speaker will have the opportunity to speak for up to three minutes once per agenda item, unless otherwise allowed by the City Council.

Speakers are requested, but not required, to identify themselves, both on any

applicable speaker cards and in comments/testimony. Speakers are advised that their names and any information submitted on speaker cards or otherwise provided in writing to the City may be disclosed or become a matter of public record. No speaker should expect privacy of such information.

## **II. ROLL CALL**

## **III. PLEDGE OF ALLEGIANCE**

## **IV. PRESENTATIONS AND CEREMONIAL MATTERS**

### 4.1 Legislative Update – Assemblymember Diane Dixon

*Recommendation:* Receive and file.

### 4.2 Legislative Update – John Pointer, California Senior Legislature (agendized by Mayor Pro Tem Horne)

*Recommendation:* Receive and file.

## **V. PUBLIC COMMENTS ON NON-AGENDA ITEMS**

About Public Comments on Non-Agenda Items: This is the time and place for members of the public to address the City Council on items *not* appearing on this agenda. Pursuant to state law, the City Council is unable to take action on such items, but may ask clarifying questions of the speaker, engage in brief discussion, refer items to City staff, and/or schedule items for consideration at future meetings.

## **VI. CITY TREASURER’S REPORT**

### 6.1 City Treasurer’s Report

*Recommendation:* Receive and file the City Treasurer’s Report for the month of October 2024.

### 6.2 Quarterly Financial Report

*Recommendation:* Receive and file the Quarterly Financial Report for the first quarter of Fiscal Year 2024-25.

## VII. CONSENT CALENDAR

About the Consent Calendar: All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council or City staff requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action. Members of the public may address the City Council on items appearing on the Consent Calendar regardless of whether an item is removed for separate discussion and consideration of action.

### 7.1 City Council Minutes

*Recommendation:* Approve the City Council meeting minutes for the adjourned regular meeting on October 14, 2024.

### 7.2 Payment Register

*Recommendation:* Approve the payment register dated November 20, 2024 in the amount of \$724,283.85.

### 7.3 Fiscal Years 2023-25 Budget Adjustments

*Recommendation:* Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, UNALLOCATING EXISTING FEDERAL GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS FOR THE “CITY HALL/PUBLIC LIBRARY PROJECT” AND THE “EL TORO ROAD MEDIANS IMPROVEMENT PROJECT (WESTBOUND EL TORO ROAD BETWEEN MOULTON PARKWAY TO CALLE SONORA)”

### 7.4 League of California Cities (Cal Cities) Events

*Recommendation:*

1. Authorize expenditures from the City's existing City Council Department budget for registration (\$675 per person) and hotel self-parking fees (approximately \$29 per day) for any newly elected, first-time councilmember(s) to participate in the League of California Cities' Mayors and Council Members Academy from January 29-31, 2025 at the Delta Hotels Anaheim Garden Grove in Garden Grove, CA.

AND

2. Authorize expenditures from the City's existing City Council Department budget for airfare to and from John Wayne Airport and Sacramento International Airport, and taxi or other ground transportation to and from Sacramento International Airport and the Sacramento Convention Center, for Councilmember McCary to participate in the League of California Cities' Community Services Policy Committee meeting on January 24, 2024, in a total amount not to exceed \$600.

7.5 Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8

*Recommendation:*

1. Approve the "Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8" design plans and specifications as prepared by the project engineer.

AND

2. Approve a notice of exemption for the "Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8" finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, ALLOCATING EXISTING FEDERAL GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS TO THE “AMERICANS WITH DISABILITIES ACT (ADA) PEDESTRIAN ACCESSIBILITY IMPROVEMENT PROJECT: PHASE 8”

AND

4. Award a contract agreement to Carter Enterprises Group, Inc. DBA Pavement Rehab Company for the construction of the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8”, in the amount of \$169,000, plus authorized change orders not to exceed 10% (\$16,900) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

#### 7.6 Circulation Improvement Project – Fiscal Year 2024-25

*Recommendation:*

1. Approve the addition of the “Circulation Improvement Project – Fiscal Year 2024-25” to the Fiscal Years 2023-34 Capital Improvement Program.

AND

2. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, ALLOCATING EXISTING FEDERAL GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS TO THE “CIRCULATION IMPROVEMENT PROJECT – FISCAL YEAR 2024-25”

AND

3. Approve the “Circulation Improvement Project – Fiscal Year 2024-25” design plans and specifications as prepared by the project engineer.

AND

4. Approve a notice of exemption for the “Circulation Improvement Project – Fiscal Year 2024-25” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

5. Award a contract agreement to Bear Electrical Solutions, LLC for the construction of the “Circulation Improvement Project – Fiscal Year 2024-25”, in the amount of \$116,040, plus authorized change orders not to exceed 10% (\$11,604) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

7.7 Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor Project

*Recommendation:* Approve a cooperative agreement for the Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor Project with the City of Laguna Hills, and authorize the City Manager to execute the cooperative agreement, subject to approval as to form by the City Attorney.

7.8 Ridge Route Drive Drainage Repair Project

*Recommendation:* Approve a cooperative agreement for the Ridge Route Drive Drainage Repair Project with the City of Laguna Hills, and authorize the City Manager to execute the cooperative agreement, subject to approval as to form by the City Attorney.

**VIII. PUBLIC HEARINGS**

8.1 Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022

*Recommendation:*

1. Receive staff report.

AND

2. Open public hearing.

AND

3. Receive public testimony.

AND

4. Close public hearing.

AND

5. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING AMENDMENTS TO THE GENERAL PLAN LAND USE ELEMENT, AND DETERMINING AND CERTIFYING THAT SUCH ACTION IS CONSISTENT WITH THE PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE LAGUNA WOODS GENERAL PLAN AND ZONING CODE UPDATE, STATE CLEARINGHOUSE NUMBER 2022080022

**IX. CITY COUNCIL BUSINESS**

9.1 Speed Limits on City Roadways

*Recommendation:* Approve second reading and adopt an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE TO ADOPT AND ESTABLISH SPEED LIMITS FOR EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING REDUCED SPEED LIMITS ON EL TORO ROAD BETWEEN ALISO CREEK ROAD AND CALLE SONORA, AND RE-ESTABLISHMENT OF ALL OTHER EXISTING SPEED LIMITS , AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

9.2 City Council Meeting Schedule

*Recommendation:* Schedule an adjourned regular meeting of the City Council for December 2024 to be held at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637.

**X. CITY COUNCIL REPORTS AND COMMENTS**

About City Council Reports and Comments: This is the time and place for members of the City Council to provide reports on meetings attended including, but not limited to, meetings of regional boards and entities to which they have been appointed to represent the City and meetings attended at the expense of the City pursuant to California Government Code Section 53232.3. Members of the City Council may also make other comments and announcements.

- 10.1 Coastal Greenbelt Authority  
Councilmember McCary, First Alternate: Mayor Pro Tem Horne, Second Alternate: Councilmember Connors
- 10.2 Orange County Fire Authority  
Mayor Hatch
- 10.3 Orange County Library Advisory Board  
Councilmember Moore; Alternate: Councilmember McCary
- 10.4 Orange County Mosquito and Vector Control District  
Mayor Pro Tem Horne
- 10.5 San Joaquin Hills Transportation Corridor Agency  
Councilmember Connors; Alternate: Mayor Hatch
- 10.6 South Orange County Watershed Management Area  
Councilmember Moore; Alternate: Mayor Pro Tem Horne
- 10.7 Liaisons to Community Bridge Builders  
Mayor Pro Tem Horne and Councilmember McCary
- 10.8 Other Comments and Reports
  - League of California Cities (Cal Cities) Annual Conference and Expo – October 16-18, 2024; and Cal Cities Orange County Division Reception – October 17, 2024 (Councilmember McCary)
  - Other Comments and Reports

## **XI. CLOSED SESSION**

Closed Session Note: While members of the public are not permitted to attend closed

session, prior to convening in closed session, the City Council will accept public comments on items appearing on the closed session agenda.

**XII. CLOSED SESSION REPORT**

**XIII. ADJOURNMENT**

Next Regular Meeting:                      Wednesday, December 18, 2024 at 2 p.m.  
Laguna Woods City Hall  
24264 El Toro Road, Laguna Woods, California 92637

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**4.1**  
**LEGISLATIVE UPDATE –**  
**ASSEMBLYMEMBER DIANE DIXON**  
***(NO REPORT)***

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**4.2**

**LEGISLATIVE UPDATE –  
JOHN POINTER, CALIFORNIA SENIOR  
LEGISLATURE**

**(AGENDIZED BY MAYOR PRO TEM HORNE)**

***(NO REPORT)***

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**6.1**  
**CITY TREASURER'S REPORT**

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# City Treasurer's Report Monthly Financial Snapshot

## Financial Assets IN THE BANK as of October 31, 2024

### BY FUND

**General Fund (Operating)** **\$6,589,980**

**General Fund (Reserves)** **\$3,753,700**

*The General Fund is the City of Laguna Woods' primary operating fund and is used to account for the proceeds of revenue sources that are not legally restricted or committed to expenditures for specified purposes. Reserves for paid leave, self-insurance, and general contingencies are also included in the General Fund.*

**Special Revenue Funds** **\$3,499,311**

*These funds are used to account for the proceeds of revenue sources that are legally restricted or committed to expenditures for specified purposes. Most of these funds are legally restricted for public street purposes.*

**Total (All Funds)** **\$13,842,991**

### BY INVESTMENT TYPE

**Cash and Cash Equivalents** **\$439,703**  
3.18% of portfolio

**Pooled Money Investment Accounts** **\$6,970,641**  
50.35% of portfolio

*This includes investments in state and county (local) government investment pools.*

**Investments - Earning** **\$6,432,647**  
46.47% of portfolio

*This includes certificates of deposit.*

**Total (All Funds)** **\$13,842,991**

## Financial Assets HELD IN TRUST FUNDS as of October 31, 2024

**California Employers' Pension Prefunding Trust Fund (CEPPT)** **\$176,434**

• **New Contributions** **\$0**

• **Gain/(Loss) from Month Prior** **(\$4,953)**

*The CEPPT is used to prefund employee pension obligations.*

**California Employers' Retiree Benefit Trust Fund (CERBT)** **\$144,154**

• **New Contributions** **\$0**

• **Gain/(Loss) from Month Prior** **(\$4,568)**

*The CERBT is used to prefund statutorily required retiree medical benefits.*

**Notes:** The City of Laguna Woods uses a modified accrual basis of accounting, which generally means that revenues are recognized when a transaction occurs, and expenditures are recognized when obligations are created. As such, this monthly financial snapshot reflects only revenue known and expenditures paid for the month referenced as of the date prepared. In some cases, financial statements from financial dealers, depositories, and institutions may not have been received as of the date prepared and, therefore, some revenue and expenditures may not be reflected. Certificates of deposit may also have accrued interest that is not reflected because it is not yet vested. For more information on the specific information included in this monthly financial snapshot, please refer to the full City Treasurer's Report.

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# City of Laguna Woods

## City Treasurer's Report

For the Month Ended October 31, 2024

ITEM 6.1

### CASH AND INVESTMENTS

	Beginning Balances As of 9/30/24	Earnings & Receipts	Disbursements	Purchases, Transfers & Other Adjustments	Ending Balances As of 10/31/24	% of Total Cash & Investment Balances	Maximum % Allowed per Investment Policy
<b>Cash and Cash Equivalents</b>							
Analyzed Checking Account (Note 1)	\$ 565,058	\$ 542,809	\$ (725,200)	\$ 254	\$ 382,920	2.77%	
Money Market Funds, Multi-Bank Securities (MBS) Account (Note 4)	\$ 25,756	\$ 27,961	\$ (26,629)	\$ -	\$ 27,087	0.20%	
Earned Interest in Transit and Accrued Interest, MBS Account (Note 4)	\$ 31,972	\$ 23,252	\$ (27,961)	\$ -	\$ 27,262	0.20%	
Petty Cash	\$ 772	\$ 28	\$ (12)	\$ -	\$ 788	0.01%	
Laguna Woods Civic Support Fund Checking Account	\$ 1,644	\$ -	\$ -	\$ -	\$ 1,644	0.01%	
<b>Total Cash and Cash Equivalents</b>	<b>\$ 625,201</b>	<b>\$ 594,050</b>	<b>\$ (779,802)</b>	<b>\$ 254</b>	<b>\$ 439,703</b>	<b>3.18%</b>	<b>100.00%</b>
<b>Pooled Money Investment Accounts</b>							
Local Agency Investment Fund (LAIF - fair value) (Notes 2 and 3)	\$ 838,889	\$ 9,985	\$ -	\$ -	\$ 848,874	6.13%	
Orange County Investment Pool (OCIP - fair value) (Notes 2 and 3)	\$ 6,061,028	\$ 61,293	\$ (554)	\$ -	\$ 6,121,768	44.22%	
<b>Total Pooled Money Investment Accounts</b>	<b>\$ 6,899,917</b>	<b>\$ 71,278</b>	<b>\$ (554)</b>	<b>\$ -</b>	<b>\$ 6,970,641</b>	<b>50.36%</b>	<b>90.00%</b>
<b>Investments - Interest and Income Bearing</b>							
Certificates of Deposit - non-negotiable (fair value) (Note 2)	\$ 6,463,415	\$ -	\$ -	\$ (30,768)	\$ 6,432,647	46.47%	
<b>Total Investments - Interest and Income Bearing</b>	<b>\$ 6,463,415</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (30,768)</b>	<b>\$ 6,432,647</b>	<b>46.47%</b>	<b>90.00%</b>
<b>TOTAL</b>	<b>\$ 13,988,533</b>	<b>\$ 665,328</b>	<b>\$ (780,356)</b>	<b>\$ (30,515)</b>	<b>\$ 13,842,991</b>	<b>100.00%</b>	

### Summary of Total Cash, Cash Equivalents, and Investments:

	General Fund	Special Revenue Funds	Totals
Analyzed Checking Account	\$ (3,114,746)	\$ 3,497,666	\$ 382,920
Money Market Funds, MBS Account	\$ 27,087	\$ -	\$ 27,087
Earned Interest in Transit and Accrued Interest, MBS Account	\$ 27,262	\$ -	\$ 27,262
Petty Cash	\$ 788	\$ -	\$ 788
LAIF	\$ 848,874	\$ -	\$ 848,874
OCIP	\$ 6,121,768	\$ -	\$ 6,121,768
Certificates of Deposit	\$ 6,432,647	\$ -	\$ 6,432,647
Laguna Woods Civic Support Fund Checking Account	\$ -	\$ 1,644	\$ 1,644
<b>Totals</b>	<b>\$ 10,343,680</b>	<b>\$ 3,499,311</b>	<b>\$ 13,842,991</b>

(See NOTES on Page 4 of 4)



**City of Laguna Woods**  
**City Treasurer's Report**  
**For the Month Ended October 31, 2024**

**CASH AND INVESTMENTS**

CUSIP	Investment #	Issuer	Term	Purchase Date	Settlement Date	Par Value	Market Value	Book Value	Stated Rate (Note 4)	Coupon Type	1st Coupon Date	Rating or Rank (*)	Yield to Maturity 365 Days	Maturity Date
<b>Certificate of Deposits (CDs, Federal Deposit Insurance Corporation [FDIC] Insured)</b>														
89841MAV9	2023-11	TRUSTONE FINL CR UN	12 months	12/05/23	12/13/23	245,000	245,172	245,000	5.350	Monthly	01/13/24	Green***	5.350	12/12/24
98138MB7	2022-8	WORKERS FED CR UN	24 months	12/09/22	12/16/22	245,000	245,098	245,000	4.950	Monthly	01/16/23	Yellow**	4.950	12/16/24
75472RBB6	2020-1	RAYMOND JAMES BK NATL ASSN	60 months	02/06/20	02/14/20	245,000	242,986	245,000	1.750	Semi-Annual	08/14/20	Green***	1.750	02/14/25
219873AB2	2024-3	CORPORATE AMERICA FAMILY CR UN	12 months	03/14/24	03/27/24	245,000	245,647	245,000	5.250	Monthly	04/27/24	Green***	5.250	03/27/25
59013KGJ9	2020-2	MERRICK BANK	60 months	03/24/20	03/31/20	100,000	98,910	100,000	1.800	Monthly	05/01/20	Green***	1.800	03/31/25
14042TGG6	2022-1	CAPITAL ONE BK USA NATL ASSN	36 months	05/24/22	05/25/22	245,000	243,185	245,000	3.100	Semi-Annual	11/25/22	Green*	3.100	05/27/25
75102EAP3	2023-6	RAIZ FED CR UN	24 months	05/17/23	05/24/23	245,000	245,914	245,000	5.050	Monthly	06/24/23	Yellow**	5.050	05/27/25
37424PAG9	2023-9	GESA CR UN	24 months	07/19/23	07/31/23	245,000	247,171	245,000	5.500	Monthly	08/31/23	Green***	5.500	07/31/25
02616ACQ0	2024-5	AMERICAN FIRST CR UN	12 months	08/13/24	08/20/24	245,000	245,262	245,000	4.450	Monthly	09/20/24	Green***	4.450	08/20/25
68584JBB4	2024-6	OREGON COMMUNITY CR UN	12 months	08/13/24	08/21/24	245,000	245,267	245,000	4.450	Monthly	09/21/24	Green***	4.450	08/21/25
130162BJ8	2023-12	CALIFORNIA CR UN	24 months	12/06/23	12/15/23	245,000	247,494	245,000	5.150	Semi-Annual	06/15/24	Green***	5.150	12/15/25
00782JAD4	2023-13	ADVIA CR UN	24 months	12/22/23	12/29/23	245,000	246,649	245,000	4.800	Semi-Annual	06/29/24	Green***	4.800	12/29/25
59524LAA4	2023-1	MID CAROLINA CR UN	36 months	03/07/23	03/13/23	200,000	202,306	200,000	4.850	Monthly	04/13/23	Green***	4.850	03/13/26
23204HNV6	2023-4	CUSTOMERS BK	36 months	03/30/23	03/31/23	245,000	247,928	245,000	5.000	Semi-Annual	09/30/23	Green**	5.000	03/31/26
87868YAQ6	2023-7	TECHNOLOGY CR UN	36 months	05/19/23	05/30/23	245,000	248,496	245,000	5.000	Monthly	07/01/23	Green***	5.000	05/29/26
32022RRG4	2022-4	1ST FINL BK USA	48 months	06/15/22	06/24/22	245,000	241,477	245,000	3.150	Monthly	07/24/22	Green*	3.150	06/24/26
2546733P9	2023-5	DISCOVER BK	48 months	03/30/23	04/05/23	245,000	249,697	245,000	4.800	Semi-Annual	10/05/23	Green***	4.800	04/05/27
50625LBN2	2022-3	LAFAYETTE FED CR	60 months	05/24/22	06/15/22	245,000	240,715	245,000	3.250	Monthly	07/15/22	Green***	3.250	06/15/27
33715LFS4	2024-7	FIRST TECHNOLOGY FED CR UN	36 months	08/13/24	08/21/24	245,000	246,007	245,000	4.100	Monthly	09/21/24	Green***	4.100	08/21/27
14042RUX7	2022-5	CAPITAL ONE NATL ASSN	60 months	10/06/22	10/13/22	245,000	248,719	245,000	4.500	Semi-Annual	04/13/23	Green*	4.500	10/13/27
22282XAB6	2024-1	COVANTAGE CR UN	48 months	01/12/24	01/24/24	245,000	245,799	245,000	4.050	Quarterly	04/24/24	Green***	4.050	01/24/28
90355GCE4	2023-2	UBS BANK USA	60 months	03/07/23	03/08/23	200,000	204,168	200,000	4.600	Monthly	04/08/23	Green*	4.600	03/08/28
89854LAD5	2023-8	TTCU FED CR UN	60 months	07/19/23	07/26/23	245,000	254,129	245,000	5.000	Monthly	08/26/23	Green***	5.000	07/26/28
01882MAH5	2023-10	ALLIANT CR UN	60 months	11/07/23	11/15/23	245,000	258,054	245,000	5.350	Monthly	12/15/23	Green***	5.350	11/15/28
61690DMB1	2024-2	MORGAN STANLEY BANK NA	60 months	03/14/24	03/18/24	245,000	248,577	245,000	4.300	Semi-Annual	09/13/24	Green***	4.300	03/13/29
89235MPP0	2024-4	TOYOTA FINL SVGS BK	60 months	06/04/24	06/13/24	245,000	252,203	245,000	4.650	Semi-Annual	12/13/24	Green*	4.650	06/13/29
52171MAN5	2024-8	LEADERS CR UN	60 months	08/13/24	08/30/24	245,000	245,620	245,000	4.000	Monthly	09/30/24	Green***	4.000	08/30/29
Accrued Interest - Month End													27,262	
<b>Total CDs</b>						<b>6,380,000</b>	<b>6,459,909</b>	<b>6,380,000</b>						

(\*) CDs are ranked using the Veribanc Rating System, a two-part color code and star classification system which tests the present standing and future outlook by reviewing an institution's capital strength, asset quality, management ability, earnings sufficiency, liquidity, and sensitivity to market risk. The table below summarizes the Veribanc color rankings. Veribanc star ratings of one to three, with three being best, are used to help review a possible future trend of an institutions health based on metrics from ten prior quarters. A rating of one, two, or three, are not necessarily an indicator of risk or an undesirable investment. The City reviews other rating systems and issuer financials before choosing any investment.

Veribanc Rating System	
Veribanc Rank	Color Meaning
Green	Highest rating, exceeds qualifications in equity and income tests
Yellow	Merits attention, meets minimal qualifications in equity and income tests
Red	Merits close attention, does not meet minimal qualifications for equity and has incurred significant losses

**Government Pooled Money Investment Accounts (PMIA) (Notes 2 and 3)**

N/A	N/A	Local Agency Investment Fund (LAIF)	N/A	Various	Various	851,941	848,874	851,941	Note 3	Quarterly	N/A	N/A	N/A	N/A
N/A	N/A	Orange County Investment Pool (OCIP)	N/A	Various	Various	6,169,685	6,121,768	6,169,685	Note 3	Monthly	N/A	N/A	N/A	N/A
<b>Total PMIA</b>						<b>7,021,626</b>	<b>6,970,641</b>	<b>7,021,626</b>						

(See NOTES on Page 4 of 4)



**City of Laguna Woods**  
**City Treasurer's Report**  
**For the Month Ended October 31, 2024**

ITEM 6.1

**CASH AND INVESTMENTS**

	Beginning Balances As of 9/30/24	Contributions / (Withdrawals)	Administrative Fees & Investment Expense	Unrealized Gain / (Loss)	Ending Balances As of 10/31/24
<b>Other Post-Employment Benefits (OPEB) Trust</b>					
CalPERS California Employers' Retiree Benefit Trust (CERBT) (Note 2) (CERBT holds all assets and administers the OPEB Trust)	\$ 148,722	\$ -	\$ (9)	\$ (4,559)	\$ 144,154
<b>Employer Pension Contributions Trust</b>					
CalPERS California Employers' Pension Prefunding Trust (CEPPT) (Note 2) (CEPPT holds all assets and administers the Employer Pension Contributions Trust)	<u>\$ 181,387</u>	<u>\$ -</u>	<u>\$ (35)</u>	<u>\$ (4,918)</u>	<u>\$ 176,434</u>
Total Other Funds - Held in Trust	<u>\$ 330,109</u>	<u>\$ -</u>	<u>\$ (44)</u>	<u>\$ (9,477)</u>	<u>\$ 320,588</u>

(See **NOTES** on Page 4 of 4)



**City of Laguna Woods**  
**City Treasurer's Report**  
**For the Month Ended October 31, 2024**

**CASH AND INVESTMENTS**

**Notes:**

Note 1 - Analyzed Checking Account / Monthly activity reported does not reflect October 2024 vendor invoicing processed after the date of this report.

Note 2 - During October 2024, transaction activity in pooled money investment accounts, investment accounts and fiduciary trusts included:

LAIF / The City made no deposits to or withdrawals from the LAIF account. The balance includes an adjustment in the amount of (\$3,067.13) to reflect fair market value of the investment at June 30, 2024.

OCIP / The City made no deposits to or withdrawals from the OCIP account. The balance includes an adjustment in the amount of (\$47,917.30) to reflect fair market value of the investment at June 30, 2024.

Investments / There were no maturities of investments. Investments were adjusted in the amount of (\$30,768.35) to report balances at fair market value as of October 31, 2024.

OPEB Trust / The City made no contributions to or withdrawals from the OPEB Trust. The OPEB Trust experienced a net loss of \$4,568.15 in October 2024.

Employer Pension Contributions Trust / The City made no contributions to or withdrawals from the CEPPT account. The Trust experienced a net loss of \$4,952.77 in October 2024.

Note 3 - Investment earnings on pooled money investment accounts deposited and reported in October 2024 net of related fees were:


Pool	Earnings Post	Prior Period Earnings Deposited	Deposit for Period Ended	Current Month / Quarter Gross Yield	Current Month / Quarter Earnings Will Post	Notes
LAIF	Quarterly	\$9,984.71	July 2024 thru September 2024	See Notes	January 2025	Total pool interest yield for October 2024 was 4.518% and the City's yield will be slightly lower based on allocation ratios and administrative fees to be deducted.
OCIP	Monthly	\$61,293.49	June and July 2024	See Notes	January 2025	Interest is posted three months in arrears and fees are posted monthly. Accrued interest pending payment at October 31, 2024 was \$71,718.12. At October 31, 2024, the interest rate was 4.317% and fees were 0.050%, for a net yield of 4.267%.

Note 4 - CDs / The stated earnings rate for CDs is a fixed rate for the full term. The City earned interest of \$27,961.04 and transferred out \$26,629.40 in Money Market Funds balances to the City's checking account in October 2024. Money Market Funds to be invested or paid out are classified separately on page 1 of 4. The Money Market Funds 30-day yield at October 31, 2024 was 3.93%. The City's portfolio also has \$27,262.31 in accrued interest, not yet vested.

**City Treasurer's Certification**

I, Elizabeth Torres, City Treasurer, do hereby certify:

- That all investment actions executed since the last report have been made in full compliance with the City's Investment of Financial Assets Policy; and
- That the City is able to meet all cash flow needs which might reasonably be anticipated for the next 12 months.

 Digitally signed by  
 Elizabeth Torres  
 Date: 2024.11.14  
 18:42:51 -08'00'

Elizabeth Torres, City Treasurer

## **6.2** **QUARTERLY FINANCIAL REPORT**

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**City of Laguna Woods**  
**Fiscal Year 2024-25 First Quarter Financial Report**  
**Quarter Ended September 30, 2024**  
**(25% of Year Elapsed)**

As required by Administrative Policy 2.9, "the Administrative Services Director/City Treasurer shall prepare and submit a quarterly budget report to the City Council within 60 days of the end of each quarter. The report shall include actual year-to-date revenue projections or anticipated expenditures by fund; information regarding any change in revenue projections or anticipated expenditures that is likely to impact the ability to carry out budgeted activities; and, notification of all expenditures made from the Paid Leave Contingency Fund and Self-Insurance Contingency Fund during the subject quarter."

<b>General Fund</b>				
	Amended Budget	YTD Actual @ 9/30/24	Actual % of Budget	Variance Explanation
<b>Revenues:</b>				
Property Tax	\$ 3,405,200	\$ 7,321	0%	Note 1
Property Transfer Tax	114,900	30,233	26%	
Sales Tax	1,233,000	152,359	12%	Note 2
Franchise Fees	753,100	20,000	3%	Note 3
Transient Occupancy Tax	620,000	125,837	20%	Note 4
Cannabis Business Tax	-	131,596	0%	
Development Processing Fees	827,400	217,766	26%	
Interest	340,000	116,109	34%	
Miscellaneous	213,800	7,539	4%	Note 10
<b>Total Revenues</b>	<b>7,507,400</b>	<b>808,760</b>	<b>11%</b>	
<b>Expenditures:</b>				
City Council	19,157	4,605	24%	
General Government	1,274,237	408,891	32%	
Administrative Services	532,395	121,784	23%	
Engineering & Infrastructure Services	382,855	57,934	15%	
Planning & Environmental Services	1,781,766	220,817	12%	
Public Safety Services	3,393,549	804,128	24%	
Information Technology & Cyber Security	-	1,853	0%	
<b>Total Expenditures</b>	<b>7,383,959</b>	<b>1,620,012</b>	<b>22%</b>	
Transfers to Other Funds	459,946	459,946	100%	
Net Change in Fund Balance	(336,505)	(1,271,198)		
Beginning Fund Balance	10,486,176	10,486,176		
Ending Fund Balance	<u>\$ 10,149,671</u>	<u>\$ 9,214,978</u>		

<u>Fund Balance Detail:</u>	June 30, 2024	June 30, 2025	
Nonspendable - Prepaid Items	\$ 22,210	\$ -	
Restricted			
Employee Benefits	169,211	169,211	
SMIP 5%	2,739	2,739	
SB1473 10%	1,630	1,630	
Assigned For:			
Paid Leave Contingency	136,394	136,394	No change during quarter
Self Insurance Contingency	50,000	50,000	No change during quarter
General Fund Contingency	3,481,406	3,567,306	Equals 50% of budgeted revenues (Three contingency accounts combined)
Unassigned	6,622,586	5,287,698	
<b>Total</b>	<u>\$ 10,486,176</u>	<u>\$ 9,214,978</u>	



**City of Laguna Woods**  
**Fiscal Year 2024-25 First Quarter Financial Report**  
**Quarter Ended September 30, 2024**  
**(25% of Year Elapsed)**

	<b>Other Funds</b>			
	Amended Budget	YTD Actual @ 9/30/24	Actual % of Budget	Variance Explanation
<b><u>Fuel Tax</u></b>				
Revenues	\$ 503,700	\$ 95,802	19%	Note 5
Expenditures	425,000	59,305	14%	
Net Change	78,700	36,497		
Beginning Fund Balance	572,737	572,737		
Ending Fund Balance	<u>\$ 651,437</u>	<u>\$ 609,234</u>		
<b><u>Road Maintenance &amp; Rehabilitation Program</u></b>				
Revenues	\$ 465,600	\$ 40,073	9%	Note 5
Expenditures	64,000	150	0.2%	
Net Change	401,600	39,923		
Beginning Fund Balance	913,098	913,098		
Ending Fund Balance	<u>\$ 1,314,698</u>	<u>\$ 953,021</u>		
<b><u>Measure M2 (OC Go)</u></b>				
Revenues	\$ 348,600	\$ 50,617	15%	Note 5
Expenditures	290,700	24,541	8%	
Net Change	57,900	26,076		
Beginning Fund Balance	296,758	296,758		
Ending Fund Balance	<u>\$ 354,658</u>	<u>\$ 322,834</u>		
<b><u>Service Authority for Abandoned Vehicles (SAAV)</u></b>				
Revenues	\$ -	\$ -	-	
Expenditures	-	-	-	
Net Change	-	-		
Beginning Fund Balance	40,273	40,273		
Ending Fund Balance	<u>\$ 40,273</u>	<u>\$ 40,273</u>		
<b><u>Supplemental Law Enforcement Services Act (SLESA)</u></b>				
Revenues	\$ 169,600	\$ 12,213	7%	Note 6
Expenditures	176,100	44,025	25%	
Net Change	(6,500)	(31,812)		
Beginning Fund Balance	34,494	34,494		
Ending Fund Balance	<u>\$ 27,994</u>	<u>\$ 2,682</u>		
<b><u>Mobile Source Reduction</u></b>				
Revenues	\$ 22,000	\$ 5,871	27%	
Expenditures	-	-	-	
Net Change	22,000	5,871		
Beginning Fund Balance	259,431	259,431		
Ending Fund Balance	<u>\$ 281,431</u>	<u>\$ 265,302</u>		



**City of Laguna Woods**  
**Fiscal Year 2024-25 First Quarter Financial Report**  
**Quarter Ended September 30, 2024**  
**(25% of Year Elapsed)**

	Amended Budget	YTD Actual @ 9/30/24	Actual % of Budget	Variance Explanation
<b><u>PEG/Cable Television</u></b>				
Revenues	\$ 18,800	\$ -	0%	
Expenditures	15,000	-	0%	
Net Change	3,800	-		
Beginning Fund Balance	68,405	68,405		
Ending Fund Balance	<u>\$ 72,205</u>	<u>\$ 68,405</u>		
<b><u>Senior Mobility</u></b>				
Revenues	\$ 145,700	\$ 15,796	11%	Note 5
Expenditures	227,000	126,009	56%	Note 7
Net Change	(81,300)	(110,213)		
Beginning Fund Balance	188,241	188,241		
Ending Fund Balance	<u>\$ 106,941</u>	<u>\$ 78,028</u>		
<b><u>Community Development Block Grant (CDBG)</u></b>				
Revenues	\$ 150,000	\$ -	0%	Note 8
Expenditures	150,000	-	0%	
Net Change	-	-		
Beginning Fund Balance	-	-		
Ending Fund Balance	<u>\$ -</u>	<u>\$ -</u>		
<b><u>Federal Grants Programs Fund</u></b>				
Revenues	\$ 782,869	\$ -	0%	Note 9
Expenditures	328,270	41,613	13%	
Net Change	454,599	(41,613)		
Beginning Fund Balance	-	-		
Ending Fund Balance	<u>\$ 454,599</u>	<u>\$ (41,613)</u>		
<b><u>State of California Grants</u></b>				
Revenues	\$ -	\$ -	-	
Expenditures	200,000	11,578	6%	
Net Change	(200,000)	(11,578)		
Beginning Fund Balance	(2,024)	(2,024)		
Ending Fund Balance	<u>\$ (202,024)</u>	<u>\$ (13,602)</u>		
<b><u>Miscellaneous Special Revenue Fund</u></b>				
Revenues	\$ -	\$ -	-	
Expenditures	-	-	-	
Net Change	-	-		
Beginning Fund Balance	91	91		
Ending Fund Balance	<u>\$ 91</u>	<u>\$ 91</u>		



**City of Laguna Woods**  
**Fiscal Year 2024-25 First Quarter Financial Report**  
**Quarter Ended September 30, 2024**  
**(25% of Year Elapsed)**

	Amended Budget	YTD Actual @ 9/30/24	Actual % of Budget	Variance Explanation
<b>Capital Projects</b>				
Revenues	\$ -	\$ -	-	
Expenditures	459,946	1,416	0.3%	
Transfer In from General Fund	459,946	459,946	100%	
Net Change	-	458,530		
Beginning Fund Balance	1,018,622	1,018,622		
Ending Fund Balance	<u>\$ 1,018,622</u>	<u>\$ 1,477,152</u>		

<b>Capital Projects Expenditure Detail:</b>				
City Hall Refurb Safety: Ph 4	\$ 350,000	\$ 1,416	0.4%	
CIP - Paseo De Valencia-Moulton Parkway				
Confluence Bypass Corridor Project	109,946	-	0%	
	<u>\$ 459,946</u>	<u>\$ 1,416</u>	0.3%	

**Notes:**

1. The first substantial revenue from property tax is received in January
2. Represents the July distribution received from the County; the August distribution was received in October
3. Represents 1st quarter CR&R fees; 1st quarter GRF and Cox fees are expected to be received in November
4. Represents the July and August payments; the September payment was received in October
5. Represents July and August revenue, received in August and September
6. Represents one month of revenue received in September
7. Expenditures are more than projected due to high demand for the new Senior Mobility Program; Appropriations were increased in October
8. Reimbursable grant; revenues will be received after expenditures are incurred and submitted for reimbursement
9. Revenues will be recognized at the end of the year after all expenditures are incurred
10. The first substantial revenue from waste recycling fees is received in November

**7.0**  
**CONSENT CALENDAR SUMMARY**

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# City of Laguna Woods

## Agenda Report

**TO:** Honorable Mayor and City Councilmembers

**FROM:** Christopher Macon, City Manager

**FOR:** November 20, 2024 Regular Meeting

**SUBJECT:** Consent Calendar Summary

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### **Recommendation**

Approve all proposed actions on the November 20, 2024 Consent Calendar by single motion and City Council action.

### **Background**

All items listed on the Consent Calendar are considered routine and will be enacted by one vote. There will be no separate discussion of these items unless a member of the City Council, staff, or the public requests that specific items be removed from the Consent Calendar for separate discussion and consideration of action.

### **Summary**

The November 20, 2024 Consent Calendar contains the following items:

- 7.1 Approval of the City Council meeting minutes for the adjourned regular meeting on October 14, 2024.
- 7.2 Approval of the payment register dated November 20, 2024 in the amount of \$724,283.85. A list of payments is included in the agenda packet; detailed information about individual payments is available at or from City Hall.
- 7.3 Adoption of a resolution amending and adopting the Fiscal Years 2023-25 Budget and Work Plan for Fiscal Year 2023-24 commencing July 1, 2023

and ending June 30, 2024, and Fiscal Year 2024-25 commencing July 1, 2024 and ending June 30, 2025, unallocating existing Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations for the “City Hall/Public Library Project” and the “El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora).” The proposed resolution would make available for other purposes, \$13,662.81 in American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds) appropriations that are presently allocated to projects that have been completed.

- 7.4 [1] Authorization for expenditures from the City’s existing City Council Department budget for registration (\$675 per person) and hotel self-parking fees (approximately \$29 per day) for any newly elected, first-time councilmember(s) to participate in the League of California Cities’ Mayors and Council Members Academy from January 29-31, 2025 at the Delta Hotels Anaheim Garden Grove in Garden Grove, CA. In December 2022, the City Council authorized expenditures for then-newly elected, first-time Councilmember McCary to attend the League of California Cities’ Mayors and Council Members Academy. Information on the 2025 Mayors and Council Members Academy is available at the following link:  
<https://www.calcities.org/education-and-events/event/2025/01/22/default-calendar/mayors-and-council-members-academy>

AND

[2] Authorization for expenditures from the City’s existing City Council Department budget for airfare to and from John Wayne Airport and Sacramento International Airport, and taxi or other ground transportation to and from Sacramento International Airport and the Sacramento Convention Center, for Councilmember McCary to participate in the League of California Cities’ Community Services Policy Committee meeting on January 24, 2024, in a total amount not to exceed \$600. Councilmember McCary was appointed by Dave Shawver, President of the Orange County Division of the League of California Cities, to serve as one of two Orange County representatives on the League of California Cities’ Community Services Policy Committee. Information on the League of California Cities’ Community Services Policy Committee is available at the following link:  
<https://www.calcities.org/get-involved/policy-committees>

- 7.5 [1] Approval of the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8” design plans and specifications as prepared by the project engineer.

AND

[2] Approval of a notice of exemption for the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

[3] Adoption of a resolution amending and adopting the Fiscal Years 2023-25 Budget and Work Plan for Fiscal Year 2023-24 commencing July 1, 2023 and ending June 30, 2024, ,and Fiscal Year 2024-25 commencing July 1, 2024 and ending June 30, 2025, allocating existing Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations to the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8”.

AND

[4] Award of a contract agreement to Carter Enterprises Group, Inc. DBA Pavement Rehab Company for the construction of the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8”, in the amount of \$169,000, plus authorized change orders not to exceed 10% (\$16,900) of the base amount; and authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

An agenda report is included with additional information.

- 7.6 [1] Approval of the addition of the “Circulation Improvement Project – Fiscal Year 2024-25” to the Fiscal Years 2023-34 Capital Improvement Program.

AND

[2] Adoption of a resolution amending and adopting the Fiscal Years 2023-25 Budget and Work Plan for Fiscal Year 2023-24 commencing July 1, 2023 and ending June 30, 2024, and Fiscal Year 2024-25 commencing July 1, 2024 and ending June 30, 2025, allocating existing Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations to the “Circulation Improvement Project – Fiscal Year 2024-25”.

AND

[3] Approval of the “Circulation Improvement Project – Fiscal Year 2024-25” design plans and specifications as prepared by the project engineer.

AND

[4] Approval of a notice of exemption for the “Circulation Improvement Project – Fiscal Year 2024-25” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

[5] Award of a contract agreement to Bear Electrical Solutions, LLC for the construction of the “Circulation Improvement Project – Fiscal Year 2024-25”, in the amount of \$116,040, plus authorized change orders not to exceed 10% (\$11,604) of the base amount; and authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

An agenda report is included with additional information.

- 7.7 Approval of a cooperative agreement for the Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor Project with the City of Laguna Hills, and authorization for the City Manager to execute the cooperative agreement, subject to approval as to form by the City Attorney. The Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor Project is included in the Fiscal Years 2023-34 Capital Improvement Program and is a joint project with the City of Laguna Hills. The proposed cooperative

agreement would establish roles and other agreements between the cities of Laguna Woods and Laguna Hills related to project implementation.

- 7.8 Approval of a cooperative agreement for the Ridge Route Drive Drainage Repair Project with the City of Laguna Hills, and authorization for the City Manager to execute the cooperative agreement, subject to approval as to form by the City Attorney. The Ridge Route Drive Drainage Repair Project is included in the Fiscal Years 2023-34 Capital Improvement Program and is a joint project with the City of Laguna Hills. The proposed cooperative agreement would establish roles and other agreements between the cities of Laguna Woods and Laguna Hills related to project implementation.

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**7.1**  
**CITY COUNCIL MINUTES**

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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**CITY OF LAGUNA WOODS CALIFORNIA  
CITY COUNCIL MINUTES  
ADJOURNED REGULAR MEETING  
October 14, 2024  
2:00 P.M.  
Laguna Woods City Hall  
24264 El Toro Road  
Laguna Woods, California 92637**

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**I. CALL TO ORDER**

Mayor Hatch called the Adjourned Regular Meeting of the City Council of the City of Laguna Woods to order at 2:01 p.m.

**II. ROLL CALL**

COUNCILMEMBER:           PRESENT:   Conners, McCary, Moore, Horne, Hatch  
                                  ABSENT:   -

All councilmembers participated in-person at the meeting location.

STAFF PRESENT:           City Manager Macon, City Attorney Patterson, Administrative Services Director/City Treasurer Torres, City Clerk Trippy

All staff participated in-person at the meeting location.

**III. PLEDGE OF ALLEGIANCE**

Administrative Services Director/City Treasurer Torres led the pledge of allegiance.

**IV. PRESENTATIONS AND CEREMONIAL MATTERS**

**4.1 Annual Senior Mobility Program Report**

City Manager Macon made a presentation.

Councilmembers discussed the item and staff responded to related questions.

James Tung, resident, inquired about costs of the Senior Mobility Program.

City Manager Macon briefly responded to Mr. Tung's comments.

**V. PUBLIC COMMENTS ON NON-AGENDA ITEMS**

Kate Van Camp, resident, thanked Mayor Hatch for his service to the City.

Councilmembers briefly responded to Ms. Van Camp's comments.

Vicki Johnson, resident, thanked the City Council for their service to the City, commented on upcoming elections, and asked that the City explore campaign contribution limits and lifetime term limits, and rescind The Artist Tree's commercial cannabis permit.

James Tung, resident, encouraged the City to regularly announce services in the *Laguna Woods Globe* newspaper.

Battalion Chief Justin Neville, Orange County Fire Authority, provided information on Orange County Fire Authority matters and responded to related questions.

Councilmembers briefly responded to Battalion Chief Neville's comments.

Councilmember Connors and Mayor Hatch briefly responded to Ms. Johnson's comments.

## **VI. CITY TREASURER'S REPORT**

### 6.1 City Treasurer Report

Administrative Services Director/City Treasurer Torres made a presentation.

Staff responded to a question from Mayor Hatch.

Moved by Councilmember Moore, seconded by Councilmember Connors, and carried unanimously on a 5-0 vote, to receive and file the City Treasurer's Report for the month of September 2024.

## **VII. CONSENT CALENDAR**

Moved by Councilmember Moore seconded by Councilmember McCary, and carried unanimously on a 5-0 vote, to approve Consent Calendar items 7.1-7.8.

### 7.1 City Council Minutes

Approved the City Council meeting minutes for the regular meeting on September 18, 2024.

### 7.2 Warrant Register

Approved the warrant register dated October 14, 2024, in the amount of \$757,209.20.

### 7.3 Fiscal Years 2023-25 Budget Adjustments

Adopted a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, INCREASING STATE OF CALIFORNIA GRANTS FUND APPROPRIATIONS FOR CERTAIN WASTE AND RECYCLING WORK TO BE FUNDED BY CALIFORNIA SENTATE BILL 1383 LOCAL ASSISTANCE GRANT PROGRAM (OWR1) FUNDS, AND INCREASING GENERAL FUND AND SENIOR MOBILITY FUND APPROPRIATIONS FOR THE SENIOR MOBILITY PROGRAM

7.4 Automated License Plate Recognition Systems

Approved a master services agreement and order form with Flock Group, Inc. for Flock Safety hardware products, software products, and professional services, including automated license plate readers, and authorized the City Manager to execute the master services agreement and order form, subject to approval as to form by the City Attorney.

7.5 Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8

1. Adopted a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023, AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, INCREASING GENERAL FUND AND CAPITAL PROJECTS FUND APPROPRIATIONS FOR THE "AMERICANS WITH DISABILITIES ACT (ADA) PEDESTRIAN ACCESSIBILITY IMPROVEMENT PROJECT: PHASE 8"

AND

2. Approved a grant of easement (temporary construction easement) with Laguna Country United Methodist Church for certain real property located in the City of Laguna Woods, more particularly described as Assessor's Parcel Number (APN) 621-121-23, to enable the City to complete the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8, and authorized the Mayor to execute the grant of easement and accepted the grant of easement on behalf of the City, subject to approval of the grant of easement as to form by the City Attorney.

AND

3. Approved a grant of easement (temporary construction easement) with Temple Judea of Laguna Hills for certain real property located in the City of Laguna Woods, more particularly described as Assessor's Parcel Number (APN) 621-121-18, to enable the City to complete the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8, and authorized the Mayor to execute the grant of easement and accepted the grant of easement on behalf of the City, subject to approval of the grant of easement as to form by the City Attorney

7.6 City Hall Refurbishment and Safety Project: Phase 4

1. Approved the "City Hall Refurbishment and Safety Project: Phase 4" design plans and specifications as prepared by the project architect and their licensed professionals.

AND

2. Approved a notice of exemption for the "City Hall Refurbishment and Safety Project: Phase 4" finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorized the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Awarded a contract agreement to Estate Design and Construction, Inc. for the construction of the "City Hall Refurbishment and Safety Project: Phase 4", in the amount of \$448,800, plus authorized change orders not to exceed 15% (\$67,320) of the base amount; and authorized the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

7.7 Ridge Route Drive Drainage Repair Project

1. Approved the "Ridge Route Drive Drainage Repair Project" design plans and specifications as prepared by the project engineer.

AND

2. Approved a notice of exemption for the "Ridge Route Drive Drainage Repair Project" finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorized the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Awarded a contract agreement to Palp, Inc. DBA Excel Paving Company for the construction of the "Ridge Route Drive Drainage Repair Project", in the amount of \$162,860, plus authorized change orders not to exceed 15% (\$24,429) of the base

amount; and authorized the City Manager to execute a contract agreement and approved change orders, subject to approval of the contract agreement as to form by the City Attorney.

7.8 Rejection of Claim Against the City

Rejected the following claim against the City:

Foster vs. City of Laguna Woods  
Claimant: Donna Foster

**VIII. PUBLIC HEARINGS**

8.1 Traffic Violator Apprehension Program Fee

City Manager Macon made a presentation.

Mayor Hatch opened the public hearing.

With no requests to speak, the public hearing was closed.

Staff responded to a question from Councilmember Conners.

Moved by Councilmember McCary, seconded by Mayor Pro Tem Horne, and carried unanimously on a 5-0 vote, to adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, REPEALING RESOLUTION NO. 21-04; ADOPTING A MODIFIED ADMINISTRATIVE FEE TO RECOVER TO MORE THAN THE ORANGE COUNTY SHERIFF'S DEPARTMENTS'S REASONABLE ADMINISTRATIVE COSTS RELATING TO THE REMOVAL, IMPOUND PURUSANT TO THE CALIFORNIA VEHICLE CODE ("TRAFFIC VIOLATOR APPREHENSION PROGRAM FEE"); AND, DETERMINING THAT THE FEE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

8.2 Speed Limits on City Roadways

City Manager Macon made a presentation.

Mayor Hatch opened the public hearing.

Vicki Johnson, resident, asked if speed limits can be lowered below 45 miles per hour.

Mike Raugh, resident, expressed confusion regarding the process for establishing speed

limits.

City Manager Macon responded to Ms. Johnson's and Mr. Raugh's comments.

With no other requests to speak, the public hearing was closed.

Councilmembers discussed the item and staff responded to related questions.

Moved by Mayor Pro Tem Horne, seconded by Councilmember McCary, and carried unanimously on a 5-0 vote, to approve the introduction and first reading of an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE TO ADOPT AND ESTABLISH SPEED LIMITS FOR EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING REDUCED SPEED LIMITS ON EL TORO ROAD BETWEEN ALISO CREEK ROAD AND CALLE SONORA, AND RE-ESTABLISHMENT OF ALL OTHER EXISTING SPEED LIMITS, AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**IX. CITY COUNCIL BUSINESS**

9.1 Fiscal Years 2023-34 Capital Improvement Program

City Manager Macon made a presentation.

Councilmembers discussed the item and staff responded to related questions.

Mike Raugh, resident, asked about the City's ability to address intersection issues inside Laguna Woods Village.

City Manager Macon responded to Mr. Raugh's comments.

Vicki Johnson, resident, expressed support for the potential relocation of the bus stop/shelter on eastbound El Toro Road west of City Hall.

Kathryn Freshley, resident, asked about the Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor Project.

City Manager Macon responded to Ms. Freshley's comments.

**X. CITY COUNCIL REPORTS AND COMMENTS**

10.1 Coastal Greenbelt Authority

Councilmember McCary stated that there had been no meeting since the last meeting.

10.2 Orange County Fire Authority

Mayor Hatch provided a report.

10.3 Orange County Library Advisory Board

Councilmember Moore stated that there had been no meeting since the last meeting.

Councilmember Moore commented on Mayor Hatch's Orange County Fire Authority report.

Battalion Chief Neville made comments.

Councilmember Moore briefly responded to questions from Mayor Hatch regarding the City of Irvine's withdrawal from OC Public Libraries.

10.4 Orange County Mosquito and Vector Control District

Mayor Pro Tem Horne provided a report, including a "Day in the Life" video from the Orange County Mosquito and Vector Control District and PowerPoint presentation.

Mayor Pro Tem Horne and Councilmember Moore briefly responded to a question from Mayor Hatch.

10.5 San Joaquin Hills Transportation Corridor Agency

Councilmember Connors provided a report and responded to questions from Mayor Hatch.

Kathryn Freshley, resident, made comments regarding tolls on Interstate 5.

10.6 South Orange County Watershed Management Area

Councilmember Moore stated that there had been no meeting since the last meeting.

10.7 Liaisons to Community Bridge Builders

Mayor Pro Tem Horne and Councilmember McCary provided a report.

Councilmember Moore reported on her attendance at a Braver Angels event.

Councilmember McCary briefly responded to Councilmember Moore's report.

10.8 Other Comments and Reports

Councilmember Conners, Councilmember McCary, and Councilmember Moore provided reports on the California Joint Powers Insurance Authority Annual Risk Management Educational Forum, and responded to questions from Mayor Hatch.

Mayor Pro Tem Horne left the meeting at 4:09 p.m. and returned at 4:13 p.m.

Councilmember Moore provided a report on the Orange County Local Agency Formation Commission.

City Manager Macon clarified a statement he made during Item 9.1 in reference to the El Toro Road and Moulton Parkway Water Quality Improvement Project Phase 2.

**XI. CLOSED SESSION** – None

**XII. CLOSED SESSION REPORT** – None

**XIII. ADJOURNMENT**

The meeting was adjourned at 4:19 p.m. The next regular meeting will be at 2:00 p.m. on Wednesday, November 20, 2024, at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637.

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YOLIE TRIPPY, CMC, City Clerk

Approved: November 20, 2024

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NOEL HATCH, Mayor

## **7.2 PAYMENT REGISTER**

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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**CITY OF LAGUNA WOODS  
PAYMENT REGISTER  
November 20, 2024**

ITEM 7.2

This Report Covers the Period 10/01/2024 through 10/31/2024

Date	Vendor Name	Description	Amount
<b>Debit</b>	<b>Automatic Bank Debits:</b>		
Debit 10/02/2024	DELTA DENTAL OF CALIFORNIA	Employee Benefit Program / October 2024	666.17
Debit 10/02/2024	GLOBAL PAYMENTS / OPEN EDGE	Credit Card Processing Fees / September 2024	1,603.74
Debit 10/02/2024	AUTHORIZE.NET	Online Credit Card Processing Fees / September 2024	12.00
Debit 10/03/2024	NAVIA BENEFIT SOLUTIONS	Employee Benefit Program / October 2024	610.84
Debit 10/08/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 09/06/2024	2,872.73
Debit 10/08/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 09/06/2024	3,636.33
Debit 10/10/2024	ADP TAX	Payroll Taxes / Pay Period Ended 10/04/2024	11,497.19
Debit 10/10/2024	ADP WAGE PAY	Payroll Transfer / Pay Period Ended 10/04/2024	25,631.66
Debit 10/11/2024	ADP PAYROLL SERVICES	Payroll Processing Fees / Pay Periods Ended 09/06/2024 & 09/20/2024	525.51
Debit 10/11/2024	CALPERS - HEALTH	Employee Benefit Program / October 2024	11,579.57
Debit 10/11/2024	COUNTY OF ORANGE - SHERIFF	Law Enforcement Services / October 2024	281,143.47
Debit 10/15/2024	MISSION SQUARE RETIREMENT	Employee Benefit Program / Pay Period Ended 10/06/2024	2,800.00
Debit 10/15/2024	NAVIA BENEFIT SOLUTIONS	125 Cafeteria Plan Administration / September 2024	200.00
Debit 10/15/2024	U.S. BANK	Bank Service Charges / September 2024	76.45
Debit 10/22/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 09/20/2024	3,066.44
Debit 10/22/2024	CALPERS - RETIREMENT	Retirement Contributions / Pay Period Ended 09/20/2024	3,692.34
Debit 10/23/2024	ADP TAX	Payroll Taxes / Pay Period Ended 10/18/2024	10,612.58
Debit 10/23/2024	ADP WAGE PAY	Payroll Transfer / Pay Period Ended 10/18/2024	26,415.67
Debit 10/25/2024	MISSION SQUARE RETIREMENT	Employee Benefit Program / Pay Period Ended 10/18/2024	1,800.00
<b>Check Number</b>	<b>Warrants:</b>		
7913 10/04/2024	AIRESPRING INC	City Hall Internet Service / October 2024	596.33
7914 10/04/2024	AT&T	Telephone / 458-3487 / September 2024	59.29
7915 10/04/2024	BRIGHTVIEW LANDSCAPE SERVICES, INC.	Landscape Maintenance / August 2024	2,577.27
7916 10/04/2024	BUREAU VERITAS NORTH AMERICA INC	Building Plan Review Services / August 2024	6,899.78
7917 10/04/2024	CITY OF LAGUNA BEACH	Animal Control & Shelter Services / July 2024	9,967.00
7918 10/04/2024	COUNTY OF ORANGE	Automated Fingerprint ID System / September 2024	522.00
7919 10/04/2024	FOSTER & FOSTER CONSULTING ACTUARIES, INC.	GASB 68 Report / Fiscal Year 2023-24	1,700.00
7920 10/04/2024	JACOB GREEN & ASSOCIATES, INC.	Emergency Operations Plan Consulting Services	190.00
7921 10/04/2024	LSA ASSOCIATES, INC.	Planning Services / August 2024	7,205.82
7922 10/04/2024	PASCO DOORS	City Hall Maintenance	522.50
7923 10/04/2024	PETTY CASH	Replenish Petty Cash / September 2024	-
7924 10/04/2024	PSOMAS	Planning Services / August 2024	1,207.50
7925 10/04/2024	RECREATION BRANDING SERVICES	Graphic Design Services	1,155.99
7926 10/04/2024	SOUTHERN CALIFORNIA EDISON	Street Lighting - Residential / August 2024	2,440.13
7927 10/04/2024	U.S. BANK	Credit Card Charges (expenditures reported separately - see note 3)	2,594.28
7928 10/04/2024	VOID	VOID	-
7929 10/10/2024	SOUTHERN CALIFORNIA EDISON	Electric Services / August - September 2024	10,411.17
7930 10/17/2024	ABOUND FOOD CARE	Edible Food Recovery Services / September 2024	392.33
7931 10/17/2024	AMAZON CAPITAL SERVICES	Office Supplies	179.09
7932 10/17/2024	AT&T	White Pages / October 2024	4.30
7933 10/17/2024	CALIFORNIA BUILDING STANDARDS COMMISSION	Building Permit Fee Assessment / July - September 2024	620.10
7934 10/17/2024	CALIFORNIA MUNICIPAL STATISTICS, INC.	ACFR Statistical Section Services / Fiscal Year 2023-24	1,100.00
7935 10/17/2024	CITY OF LAGUNA BEACH	Animal Control & Shelter Services / August - September 2024	19,934.00

**CITY OF LAGUNA WOODS  
PAYMENT REGISTER  
November 20, 2024**

ITEM 7.2

This Report Covers the Period 10/01/2024 through 10/31/2024

Date	Vendor Name	Description	Amount
7936 10/17/2024	DEPARTMENT OF CONSERVATION	Strong Motion Instrumentation & Seismic Hazard Mapping Fee / July - September 2024	1,013.34
7937 10/17/2024	EPIC IO TECHNOLOGIES, INC.	City Hall Internet Service / October 2024	201.45
7938 10/17/2024	IRWIN B BORNSTEIN, CPA	Financial Consulting Services / September 2024	625.00
7939 10/17/2024	VOID	VOID	-
7940 10/17/2024	KONE INC.	City Hall Elevator Maintenance / October 2024	232.31
7941 10/17/2024	ORANGE COUNTY REGISTER-NOTICES	Public Notices / September 2024	4,469.17
7942 10/17/2024	PARK CONSULTING GROUP, INC	Software Consulting Services / September 2024	7,125.00
7943 10/17/2024	PV MAINTENANCE INC	Street, City Hall & Park Maintenance / September 2024	9,289.02
7944 10/17/2024	RICOH USA, INC.	Copier Usage / July - September 2024	1,477.18
7945 10/17/2024	RINGCENTRAL, INC.	Telephone Services / October 2024	794.16
7946 10/17/2024	SAFE STEP WALK-IN TUB CO.	Cancelled Permit Refund	291.00
7947 10/17/2024	SOUTHERN CALIFORNIA SHREDDING,	Shredding Services / September 2024	480.00
7948 10/17/2024	STAPLES	Office & Janitorial Supplies	702.32
7949 10/17/2024	SWEEPING CORPORATION OF AMERICA	Street Sweeping Services / September 2024	3,480.00
7950 10/17/2024	TRIPEPI, SMITH AND ASSOCIATES, INC.	Broadcasting Services / September 2024	399.00
7951 10/17/2024	TYLER BUSINESS FORMS	2024 AP Vendor 1099 Filing Forms	127.91
7952 10/17/2024	VERIZON WIRELESS	Building iPads Data Plans / September 2024	120.03
7953 10/17/2024	WL MCFADDEN CONSTRUCTION, INC	Waste Diversion Deposit Refund	500.00
7954 10/21/2024	AT&T	EI Toro Road & Moulton Parkway Water Quality Treatment Project: Phase 2	500.00
7955 10/25/2024	ADP PAYROLL SERVICES	Payroll Processing Charges / September 2024	79.50
7956 10/25/2024	AETNA BEHAVIORAL HEALTH, LLC	Employee Benefit Program / November 2024	22.62
7957 10/25/2024	ALISO CREEK MINUTEMAN PRESS	Printing Services	237.06
7958 10/25/2024	ALLIANCE BUILDING MAINTENANCE, LLC	Janitorial Services / September 2024	2,899.00
7959 10/25/2024	AT&T	Telephone / 583-1105 / September 2024	30.42
7960 10/25/2024	AT&T	Telephone / 581-9821 / September 2024	86.08
7961 10/25/2024	CALIFORNIA YELLOW CAB	Senior Mobility Program Services / September 2024	61,842.60
7962 10/25/2024	CAPTIONING UNLIMITED	Closed Captioning / October 2024	300.00
7963 10/25/2024	CLIFTONLARSONALLEN, LLP	Financial Audit Services / Fiscal Year 2023-24	14,175.00
7964 10/25/2024	COUNTY OF ORANGE	Automated Fingerprint ID System / October 2024	522.00
7965 10/25/2024	FUSCOE ENGINEERING, INC.	Engineering Services / September 2024	1,935.00
7966 10/25/2024	GCI CONSTRUCTION INC.	EI Toro Road & Moulton Parkway Water Quality Treatment Project: Phase 2	5,845.35
7967 10/25/2024	LSA ASSOCIATES, INC.	Planning Services / September 2024	1,756.75
7968 10/25/2024	MARC DONOHUE	Administrative Services / September 2024	300.00
7969 10/25/2024	NV5, INC.	Engineering Services / July 2024	25,838.50
7970 10/25/2024	PSOMAS	Planning Services / September 2024	5,238.75
7971 10/25/2024	RJM DESIGN GROUP	Landscape Architectural Services / September 2024	3,574.55
7972 10/25/2024	RUTAN & TUCKER, LLP	Legal Services / August 2024	10,225.00
7973 10/25/2024	TEMPLE JUDEA	Temporary Construction Easement	1,000.00
7974 10/25/2024	WM CURBSIDE, LLC	HHW & Sharps Program / September 2024	4,161.91
7975 10/31/2024	SOUTH COAST RESTORATION	Waste Diversion Deposit Refund	900.00
7976 10/31/2024	AIRESPRING INC	City Hall Internet Service / November 2024	596.33
7977 10/31/2024	AT&T	Telephone / 458-3487 / October 2024	59.89
7978 10/31/2024	BEAR ELECTRICAL SOLUTIONS, INC.	Traffic Signal Maintenance / September 2024	5,747.50
7979 10/31/2024	CHASE DESIGN, INC.	Website Design Services / September - October 2024	2,700.00
7980 10/31/2024	COUNTY OF ORANGE	NPDES Cost-Share / Fiscal Year 2024-25	35,408.46
7981 10/31/2024	COUNTY OF ORANGE	Development Impact Fees (paid by applicant)	1,980.52

**CITY OF LAGUNA WOODS  
PAYMENT REGISTER  
November 20, 2024**

This Report Covers the Period 10/01/2024 through 10/31/2024

Date	Vendor Name	Description	Amount	
7982	10/31/2024	FHI CONSTRUCTION	Waste Diversion Deposit Refund	250.00
7983	10/31/2024	JACOB GREEN & ASSOCIATES, INC.	Emergency Operations Plan Consulting Services	3,550.00
7984	10/31/2024	LSA ASSOCIATES, INC.	Planning Services / September 2024	130.00
7985	10/31/2024	NV5, INC.	Engineering Services / September 2024	22,103.00
7986	10/31/2024	ORKIN	City Hall Maintenance	1,030.00
7987	10/31/2024	PARADISE CONSTRUCTION INC.	Waste Diversion Deposit Refund	250.00
7988	10/31/2024	SAN JOAQUIN HILLS TRANSPORTATION CORRIDOR AUTHORITY	Development Impact Fees (paid by applicant)	12,976.84
7989	10/31/2024	SOUTHERN CALIFORNIA EDISON	Street Lighting - Residential / September 2024	2,547.75
7990	10/31/2024	SOUTHERN CALIFORNIA GAS COMPANY	Gas Service - City Hall / September 2024	16.27
7991	10/31/2024	U.S. BANK	Credit Card Charges (expenditures reported separately - see note 4)	3,338.31
7992	10/31/2024	VISION SERVICE PLAN OF AMERICA	Employee Benefit Program / November 2024	68.43
			<b>Total Bank Debits and Warrants:</b>	<b>\$ 724,271.85</b>

**Petty Cash Expenditures Paid Out** (See Note 2)

Chase Cleaners	City Table Runners Cleaning Services	\$12.00
		<b>Total Petty Cash:</b>
		<b>\$12.00</b>

**TOTAL \$ 724,283.85**

**NOTES:**

Note 1 - City Councilmembers are eligible to receive either a salary or vehicle reimbursement allowance in the amount of \$300 per month (\$3,600 per year). Such compensation is included in the City's regular payroll (see "ADP Payroll Services" under "Automatic Bank Debits"), unless waived by the Councilmember. For the month of October 2024, the following Councilmembers received compensation in the amount of \$300: Conners, Hatch, Horne, and McCary.

Note 2 - Petty cash is reported as cash is paid out, not when the fund is replenished.

Note 3 - The table below summarizes credit card expenditures paid via Check #7927 to U.S. Bank totaling \$2,594.28:

Stamps.com	Postage	\$29.99
Microsoft	Office 365 Subscription / August 2024	\$641.71
Zoom	Video Conferencing	\$159.90
Zoom	Video Conferencing	\$690.00
Sinch Mailgun	Computer Software	\$35.00
Zoom	Video Conferencing	\$31.98
Microsoft	Office 365 Subscription / September 2024	\$616.32
League of California Cities	OC Division Reception at Annual Conference / McCary	\$30.00
Stater Brothers	Office Supplies	\$66.68
Elkay	Office Supplies	\$166.80
Staples	Office Supplies	\$21.52
Walmart	Community Event Supplies	\$42.59
Willow Tree Cleaners	City Tablecloth Cleaning Service	\$25.88
Walmart	Community Event Supplies	\$35.91
		<b>Total Credit Card Reimbursement:</b>
		<b>\$2,594.28</b>

**CITY OF LAGUNA WOODS  
PAYMENT REGISTER  
November 20, 2024**


This Report Covers the Period 10/01/2024 through 10/31/2024

Date	Vendor Name	Description	Amount
Note 4 - The table below summarizes credit card expenditures paid via Check #7991 to U.S. Bank totaling \$3,338.31:			
	Stamps.com	Postage	\$29.99
	Zoom	Video Conferencing	\$31.98
	Sinch Mailgun	Computer Software	\$35.00
	Freemius Tablepress	Website Management Software	\$79.00
	Home Depot	Office Supplies	\$40.86
	Renaissance Hotels	Lodging for CJPIA Risk Management Educational Forum / Connors	\$778.62
	Renaissance Hotels	Lodging for CJPIA Risk Management Educational Forum / McCary	\$778.62
	Renaissance Hotels	Lodging for CJPIA Risk Management Educational Forum / Moore	\$778.62
	Renaissance Hotels	Lodging for CJPIA Risk Management Educational Forum / Haston	\$778.62
	Renaissance Hotels	Credit for Lodging at CJPIA Risk Management Educational Forum	(\$30.00)
	Renaissance Hotels	Parking for CJPIA Risk Management Educational Forum / Macon	\$37.00
<b>Total Credit Card Reimbursement:</b>			<b>\$3,338.31</b>

**Administrative Services Director/City Treasurer's Certification**

I, Elizabeth Torres, Administrative Services Director / City Treasurer, do hereby certify:

- In accordance with California Government Code Section 37202, I hereby certify to the accuracy of the demands on cash summarized within;
- That the City is able to meet all cash flow needs which might reasonably be anticipated for the next 12 months; and
- That the City is in compliance with California Government Code Section 27108.


 Digitally signed by  
 Elizabeth Torres  
 Date: 2024.11.14  
 18:46:56 -08'00'

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Elizabeth Torres, Administrative Services Director/City Treasurer

**7.3**  
**FISCAL YEARS 2023-25 BUDGET**  
**ADJUSTMENTS**

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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**RESOLUTION NO. 24-XX**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, UNALLOCATING EXISTING FEDERAL GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS FOR THE “CITY HALL/PUBLIC LIBRARY PROJECT” AND THE “EL TORO ROAD MEDIANS IMPROVEMENT PROJECT (WESTBOUND EL TORO ROAD BETWEEN MOULTON PARKWAY TO CALLE SONORA)”

**WHEREAS**, the Fiscal Years 2023-25 Budget (“Budget”) was adopted by the City Council on June 28, 2023; and

City Hall/Public Library Project

**WHEREAS**, the “City Hall/Public Library Project” is included in the Capital Improvement Program; and

**WHEREAS**, the City Council accepted the “City Hall/Public Library Project” as complete on December 20, 2023; and

**WHEREAS**, in November 2024, the City took delivery of tables and chairs for use in the Outdoor Activity Room constructed as part of the City Hall/Public Library Project, which is the project’s final expenditure; and

**WHEREAS**, the City Council wishes to unallocate existing, unspent Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations currently allocated to the “City Hall/Public Library Project” in the amount of \$11,150.44; and

El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)

**WHEREAS**, the “El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)” is included in the

Capital Improvement Program; and

**WHEREAS**, the City Council accepted the “El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)” as complete on April 29, 2024; and

**WHEREAS**, the City Council wishes to unallocate existing, unspent Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations currently allocated to the “El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)” in the amount of \$2,512.37.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

**SECTION 1.** The following allocations are made from the American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds) funds budgeted in the Federal Grants Fund. Appropriations not allocated to a specific use total \$241,931.45.

<i>City Council Action</i>	<i>Use</i>	<i>Allocation</i>
10/29/21	City Hall/Public Library Project	\$1,552,044
6/15/22	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$186,500
6/15/22	City Hall/Public Library Project	\$157,371
6/15/22	City-maintained Catch Basins Full Capture Systems Retrofit Project	\$84,896
6/15/22	Woods End Wilderness Preserve Trail Drainage and Improvement Project	\$37,500
9/15/22	Ridge Route Drive Landscape Project	\$211,300
12/21/22	City Hall/Public Library Project	\$178,557
6/28/23	City Hall Complex Parking Lot Improvement Project	\$300,000
6/28/23	City Hall/Public Library Project	\$118,525
6/28/23	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	\$27,370
6/28/23	Ridge Route Drive Drainage Repair Project	\$273,250
6/28/23	Transit Shelter and Street Furniture Replacement Project	\$75,000
12/15/23	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	\$141,612
2/21/24	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$228,092
2/21/24	City-maintained Catch Basins Full Capture Systems Retrofit Project	(\$84,896)

2/21/24	City Hall/Public Library Project	\$84,896
2/21/24	Ridge Route Drive Landscape Project	(\$33,629.64)
5/15/24	Transit Shelter and Street Furniture Replacement Project	(\$75,000)
5/15/24	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$100,000
11/20/24	City Hall/Public Library Project	(\$11,150.44)
11/20/24	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	(\$2,512.37)
TOTAL		\$3,549,724.55

**SECTION 2.** The Mayor shall sign this resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2024.

\_\_\_\_\_  
NOEL HATCH, Mayor

ATTEST:

\_\_\_\_\_  
YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA     )  
COUNTY OF ORANGE     ) ss.  
CITY OF LAGUNA WOODS   )

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-XX** was duly adopted by the City Council of the City of Laguna Woods at a regular meeting thereof, held on the XX day of XX 2024, by the following vote:

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

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YOLIE TRIPPY, CMC, City Clerk

**7.4**

**LEAGUE OF CALIFORNIA CITIES (CAL CITIES)**  
**EVENTS**  
***(NO REPORT)***

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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**7.5**

**AMERICANS WITH DISABILITIES ACT (ADA)  
PEDESTRIAN ACCESSIBILITY IMPROVEMENT  
PROJECT: PHASE 8**

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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# City of Laguna Woods

## Agenda Report

**TO:** Honorable Mayor and City Councilmembers

**FROM:** Christopher Macon, City Manager

**FOR:** November 20, 2024 Regular Meeting

**SUBJECT:** Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8

---

### **Recommendation**

1. Approve the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8” design plans and specifications as prepared by the project engineer.

AND

2. Approve a notice of exemption for the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

3. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, ALLOCATING EXISTING FEDERAL

GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS TO THE “AMERICANS WITH DISABILITIES ACT (ADA) PEDESTRIAN ACCESSIBILITY IMPROVEMENT PROJECT: PHASE 8”

AND

4. Award a contract agreement to Carter Enterprises Group, Inc. DBA Pavement Rehab Company for the construction of the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8”, in the amount of \$169,000, plus authorized change orders not to exceed 10% (\$16,900) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

### **Background**

The Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 (“project”) is included in the Fiscal Years 2023-34 Capital Improvement Program and involves removing and constructing concrete sidewalk panels and two driveways, as well as installing truncated domes at one existing driveway. The work also includes traffic control, adjusting utility manholes and water valves to grade, re-establishing survey monuments, and replacing impacted existing pavement, painted striping, and pavement markings.

### **Discussion**

Today’s meeting is an opportunity for City Council action, as well as public input, on the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8.

Staff recommends that the City Council take the following four actions to allow construction to proceed:

### **Recommendation 1**

Approval of the project design plans and specifications as prepared by the project engineer (NV5, Inc.). The design plans and specifications are available for review at or from the City Clerk’s Office, Laguna Woods City Hall, 24264 El Toro Road,

Laguna Woods, CA 92637. Telephone: (949) 639-0500. Email: [cityhall@cityoflagunawoods.org](mailto:cityhall@cityoflagunawoods.org).

### Recommendation 2

Approval of a notice of exemption for the project (Attachment A) finding that the project is categorically exempt from the California Environmental Quality Act (“CEQA”) and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

### Recommendation 3

Adoption of a resolution amending and adopting the Fiscal Years 2023-25 Budget and Work Plan for Fiscal Year 2023-24 commencing July 1, 2023 and ending June 30, 2024, and Fiscal Year 2024-25 commencing July 1, 2024 and ending June 30, 2025, allocating existing Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations to the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8” (Attachment B).

The City’s budget includes \$150,000 in Community Development Block Grant (“CDBG”) funds to design and construct the project. With design documents, construction drawings, and competitive bidding now complete, staff recommends allocating an additional \$61,917 in American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds) appropriations to provide sufficient funding.

### Recommendation 4

Award of a contract agreement to Carter Enterprises Group, Inc. DBA Pavement Rehab Company for the construction of the project, in the amount of \$169,000, plus authorized change orders not to exceed 10% (\$16,900) of the base amount; and authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

Bids to construct the project were solicited from October 10, 2024 through October 31, 2024. one bid was received (see Table 1). After review, Carter Enterprises Group, Inc. DBA Pavement Rehab Company is the lowest cost responsive bidder.

*Table 1: Bids Received*

<b>Bidder</b>	<b>Bid Amount</b>
Carter Enterprises Group, Inc. DBA Pavement Rehab Company	\$169,000

It is anticipated that construction would be complete within 20 working days of the date the City issues a Notice to Proceed to the selected contractor. The City would issue the Notice to Proceed no later than January 6, 2025.

### **Environmental Review**

The project is categorically exempt from CEQA pursuant to California Code of Regulations, Title 14, Section 15301. For additional information, refer to the proposed notice of exemption (Attachment A).

### **Fiscal Impact**

Please refer to the preceding discussion regarding Recommendation 3.

*(The values in the proposed resolution assume approval of staff's recommendation for Item 7.3.)*

Report Prepared With: April Baumgarten, Public Works Administrator

Attachments: A – Proposed Notice of Exemption  
B – Proposed Resolution

Recording requested by City of Laguna Woods  
When recorded, mail to City of Laguna Woods,  
24264 El Toro Road, Laguna Woods, CA 92637.  
(949) 639-0500

Exemption Code 6103



**NOTICE OF EXEMPTION**

<b>To:</b> County of Orange Orange County Clerk-Recorder P.O. Box 238 Santa Ana, CA 92701	<b>From:</b> City of Laguna Woods 24264 El Toro Road Laguna Woods, CA 92637 (949) 639-0500
--	---

**Project Title:** Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8

**Project Applicant:** City of Laguna Woods  
24264 El Toro Road  
Laguna Woods, CA 92637  
(949) 639-0500

**Project Location – Specific:** The project is located within the City of Laguna Woods’ public right-of-way in the following location:

- Westbound Moulton Parkway between Via Campo Verde and Calle Cortez

**Project Location – City:** Laguna Woods, California **Project Location – County:** Orange

**Description of Nature, Purpose, and Beneficiaries of Project:** The project involves removing and constructing concrete sidewalk panels and two driveways, as well as installing truncated domes at one existing driveway. The work also includes traffic control, adjusting utility manholes and water valves to grade, re-establishing survey monuments, and replacing impacted existing pavement, painted striping, and pavement markings.

The improvements are intended to enhance ease of pedestrian travel and promote compliance with the federal Americans with Disabilities Act of 1990, Architectural Barriers Act of 1968, and Rehabilitation Act of 1973.

**Name of Public Agency Approving Project:** City of Laguna Woods

**Name of Person or Agency Carrying Out Project:** City of Laguna Woods

**Exempt Status:**

**NOTICE OF EXEMPTION  
 AMERICANS WITH DISABILITIES ACT (ADA) PEDESTRIAN ACCESSIBILITY  
 IMPROVEMENT PROJECT: PHASE 8  
 CITY OF LAGUNA WOODS**

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X	Categorical Exemption (Sec. 15301)
	Declared Emergency (Sec. 21080(b)(3); 15269(a))
	Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
	Ministerial (Sec. 21080(b)(1); 15268)
	Statutory Exemption
	Not Subject to CEQA (Sec. 15061(b)(3))

**Reasons Why Project is Exempt:** The project is categorically exempt from the California Environmental Quality Act (“CEQA”) pursuant to California Code of Regulations, Title 14 (the State CEQA Guidelines) Section 15301 (Class 1, Existing Facilities). Section 15301 exempts from environmental review the “the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.” Subsection (c) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities,” “Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).”

The project consists only of repair, maintenance, and minor alteration work within the City of Laguna Woods’ public right-of-way for an existing public street and arterial highway (Moulton Parkway). The project does not expand the existing or former use of Moulton Parkway.

Based on the scope of work, the project meets the criteria for Class 1 categorical exemption.

**Lead Agency Contact Person:**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
 Justin Faylona  
 Development Manager  
 City of Laguna Woods

Date Received for Filing at OPR: \_\_\_\_\_

Authority cited: Sections 21083 and 21110, Public Resources Code.  
 Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

**RESOLUTION NO. 24-XX**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, ALLOCATING EXISTING FEDERAL GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS TO THE “AMERICANS WITH DISABILITIES ACT (ADA) PEDESTRIAN ACCESSIBILITY IMPROVEMENT PROJECT: PHASE 8”

**WHEREAS**, the Fiscal Years 2023-25 Budget (“Budget”) was adopted by the City Council on June 28, 2023; and

Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8

**WHEREAS**, the “Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8” is included in the Capital Improvement Program; and

**WHEREAS**, appropriations for the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 were established in an amount estimated as of June 2023, subject to the completion of design documents, construction drawings, and competitive bidding; and

**WHEREAS**, design documents, construction drawings, and competitive bidding for the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 is now complete; and

**WHEREAS**, staff estimates that additional appropriations in the amount of \$61,917 will be required to construct the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8; and

**WHEREAS**, the City Council wishes to allocate additional existing Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations to the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 in the amount of \$61,917; and

**WHEREAS**, the Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations will be used to fund the contract agreement with Carter Enterprises Group, Inc. DBA Pavement Rehab Company for the construction of the Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8; and

**WHEREAS**, there are sufficient unallocated Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations to accommodate the desired allocation; and

**WHEREAS**, with the proposed Budget adjustment, the total Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8 budget would be \$211,917 (\$150,000 Community Development Block Grant (CDBG) Fund and \$61,917 Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds))).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

**SECTION 1.** The following allocations are made from the American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds) funds budgeted in the Federal Grants Fund. Appropriations not allocated to a specific use total \$180,014.45.

<i>City Council Action</i>	<i>Use</i>	<i>Allocation</i>
10/29/21	City Hall/Public Library Project	\$1,552,044
6/15/22	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$186,500
6/15/22	City Hall/Public Library Project	\$157,371
6/15/22	City-maintained Catch Basins Full Capture Systems Retrofit Project	\$84,896
6/15/22	Woods End Wilderness Preserve Trail Drainage and Improvement Project	\$37,500
9/15/22	Ridge Route Drive Landscape Project	\$211,300
12/21/22	City Hall/Public Library Project	\$178,557
6/28/23	City Hall Complex Parking Lot Improvement Project	\$300,000
6/28/23	City Hall/Public Library Project	\$118,525
6/28/23	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	\$27,370
6/28/23	Ridge Route Drive Drainage Repair Project	\$273,250
6/28/23	Transit Shelter and Street Furniture Replacement Project	\$75,000

ITEM 7.5 – Attachment B

12/15/23	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	\$141,612
2/21/24	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$228,092
2/21/24	City-maintained Catch Basins Full Capture Systems Retrofit Project	(\$84,896)
2/21/24	City Hall/Public Library Project	\$84,896
2/21/24	Ridge Route Drive Landscape Project	(\$33,629.64)
5/15/24	Transit Shelter and Street Furniture Replacement Project	(\$75,000)
5/15/24	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$100,000
11/20/24	City Hall/Public Library Project	(\$11,150.44)
11/20/24	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	(\$2,512.37)
11/20/24	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8	\$61,917
TOTAL		\$3,611,641.55

**SECTION 2.** The Mayor shall sign this resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2024.

\_\_\_\_\_  
NOEL HATCH, Mayor

ATTEST:

\_\_\_\_\_  
YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA        )  
COUNTY OF ORANGE        ) ss.  
CITY OF LAGUNA WOODS    )

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-XX** was duly adopted by the City Council of the City of Laguna Woods at a regular meeting thereof, held on the XX day of XX 2024, by the following vote:

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

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YOLIE TRIPPY, CMC, City Clerk

**7.6**

**CIRCULATION IMPROVEMENT PROJECT –  
FISCAL YEAR 2024-25**

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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# City of Laguna Woods

## Agenda Report

**TO:** Honorable Mayor and City Councilmembers

**FROM:** Christopher Macon, City Manager

**FOR:** November 20, 2024 Regular Meeting

**SUBJECT:** Circulation Improvement Project – Fiscal Year 2024-25

---

### **Recommendation**

1. Approve the addition of the “Circulation Improvement Project – Fiscal Year 2024-25” to the Fiscal Years 2023-34 Capital Improvement Program.

AND

2. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, ALLOCATING EXISTING FEDERAL GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS TO THE “CIRCULATION IMPROVEMENT PROJECT – FISCAL YEAR 2024-25”

AND

3. Approve the “Circulation Improvement Project – Fiscal Year 2024-25” design plans and specifications as prepared by the project engineer.

AND

4. Approve a notice of exemption for the “Circulation Improvement Project – Fiscal Year 2024-25” finding that the project is categorically exempt from the California Environmental Quality Act (CEQA) and authorize the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

AND

5. Award a contract agreement to Bear Electrical Solutions, LLC for the construction of the “Circulation Improvement Project – Fiscal Year 2024-25”, in the amount of \$116,040, plus authorized change orders not to exceed 10% (\$11,604) of the base amount; and authorize the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

### **Background**

The concept of the Circulation Improvement Project – Fiscal Year 2024-25 (“project”) was introduced at the City Council’s adjourned regular meeting on October 14, 2024. The project addresses emergent needs and is not included in the Fiscal Years 2023-34 Capital Improvement Program. The project involves installing push button assemblies, accessible pedestrian signals, traffic signal heads, traffic signal conductors, traffic safety lighting, and conduit. The work also includes installing signage and a solar flasher assembly, as well as replacing traffic signal backplates and visors.

The major components of the project include the following:

#### *Work for Improved Accessibility*

1. Pedestrian crosswalk button relocation -- southeast corner of El Toro Road/Avenida Sevilla (east-west crosswalk)

#### *Work for Improved Visibility*

1. New overhead safety light and pole -- southeast corner of Moulton Parkway/Via Campo Verde over Moulton Parkway
2. Traffic signal modification -- southbound Moulton Parkway-facing side of Moulton Parkway/Via Iglesia
3. New flashing yellow beacon and sign -- southbound Moulton Parkway approaching Moulton Parkway/Via Iglesia

4. Traffic signal backplate and visor replacements -- El Toro Road/Avenida Sevilla, Moulton Parkway/Via Campo Verde, and Moulton Parkway/Via Iglesia

### **Discussion**

Today's meeting is an opportunity for City Council action, as well as public input, on the Circulation Improvement Project – Fiscal Year 2024-25.

Staff recommends that the City Council take the following five actions to allow construction to proceed:

#### **Recommendation 1**

Approval of the addition of the project to the Fiscal Years 2023-34 Capital Improvement Program.

#### **Recommendation 2**

Adoption of a resolution amending and adopting the Fiscal Years 2023-25 Budget and Work Plan for Fiscal Year 2023-24 commencing July 1, 2023 and ending June 30, 2024, and Fiscal Year 2024-25 commencing July 1, 2024 and ending June 30, 2025, allocating existing Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations to the project (Attachment A).

The City's budget includes sufficient American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds) appropriations to allocate \$137,644 to the project. That amount is intended to cover design and construction costs.

#### **Recommendation 3**

Approval of the project design plans and specifications as prepared by the project engineer (Iteris, Inc.). The design plans and specifications are available for review at or from the City Clerk's Office, Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637. Telephone: (949) 639-0500. Email: [cityhall@cityoflagunawoods.org](mailto:cityhall@cityoflagunawoods.org).

#### **Recommendation 4**

Approval of a notice of exemption for the project (Attachment B) finding that the

project is categorically exempt from the California Environmental Quality Act (“CEQA”) and authorization for the City Manager to cause the notice of exemption to be filed pursuant to applicable law.

### Recommendation 5

Award of a contract agreement to Bear Electrical Solutions, for the construction of the project, in the amount of \$116,040, plus authorized change orders not to exceed 10% (\$11,604) of the base amount; and authorization for the City Manager to execute a contract agreement and approve change orders, subject to approval of the contract agreement as to form by the City Attorney.

Bids to construct the project were solicited from October 24, 2024 through November 14, 2024. One bid was received (see Table 1). After review, Bear Electrical Solutions, LLC is the lowest cost responsive bidder.

*Table 1: Bids Received*

<b>Bidder</b>	<b>Base Bid Amount</b>	<b>Bid Alternate Amount*</b>
Bear Electrical Solutions, LLC	\$96,300	\$19,740

\* The bid alternate staff recommends constructing includes the replacement of traffic signal backplates and visors.

It is anticipated that construction would occur over a 30-calendar day period within 90 calendar days of the date the City issues a Notice to Proceed to the selected contractor. The City would issue the Notice to Proceed no later than December 16, 2024.

### Environmental Review

The project is categorically exempt from CEQA pursuant to California Code of Regulations, Title 14, Section 15301. For additional information, refer to the proposed notice of exemption (Attachment B).

### Fiscal Impact

Please refer to the preceding discussion regarding Recommendation 2.

*(The values in the proposed resolution assume approval of staff’s recommendations)*

*for Item 7.3 and Item 7.5.)*

Report Prepared With: April Baumgarten, Public Works Administrator

Attachments: A – Proposed Resolution  
B – Proposed Notice of Exemption

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**RESOLUTION NO. 24-XX**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING AND ADOPTING THE FISCAL YEARS 2023-25 BUDGET AND WORK PLAN FOR FISCAL YEAR 2023-24 COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2024, AND FISCAL YEAR 2024-25 COMMENCING JULY 1, 2024 AND ENDING JUNE 30, 2025, ALLOCATING EXISTING FEDERAL GRANTS FUND (AMERICAN RESCUE PLAN ACT (CORONAVIRUS LOCAL FISCAL RECOVERY FUNDS)) APPROPRIATIONS TO THE “CIRCULATION IMPROVEMENT PROJECT – FISCAL YEAR 2024-25”

**WHEREAS**, the Fiscal Years 2023-25 Budget (“Budget”) was adopted by the City Council on June 28, 2023; and

Circulation Improvement Project – Fiscal Year 2024-25

**WHEREAS**, the “Circulation Improvement Project – Fiscal Year 2024-25” was added to the Capital Improvement Program on November 20, 2024; and

**WHEREAS**, design documents, construction drawings, and competitive bidding for the Circulation Improvement Project – Fiscal Year 2024-25 is now complete; and

**WHEREAS**, staff estimates that additional appropriations in the amount of \$120,745 will be required to construct the Circulation Improvement Project – Fiscal Year 2024-25; and

**WHEREAS**, the City Council wishes to allocate additional existing Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations to the Circulation Improvement Project – Fiscal Year 2024-25 in the amount of \$137,644, for both design and construction; and

**WHEREAS**, the Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds)) appropriations will be used, in part, to fund the contract agreement with Bear Electrical Solutions, LLC for the construction of the Circulation Improvement Project – Fiscal Year 2024-25; and

**WHEREAS**, there are sufficient unallocated Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds))

appropriations to accommodate the desired allocation; and

**WHEREAS**, with the proposed Budget adjustment, the total Circulation Improvement Project – Fiscal Year 2024-25 budget would be \$137,644 (\$137,644 Federal Grants Fund (American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds))).

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

**SECTION 1.** The following allocations are made from the American Rescue Plan Act (Coronavirus Local Fiscal Recovery Funds) funds budgeted in the Federal Grants Fund. Appropriations not allocated to a specific use total \$42,370.45.

<i>City Council Action</i>	<i>Use</i>	<i>Allocation</i>
10/29/21	City Hall/Public Library Project	\$1,552,044
6/15/22	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$186,500
6/15/22	City Hall/Public Library Project	\$157,371
6/15/22	City-maintained Catch Basins Full Capture Systems Retrofit Project	\$84,896
6/15/22	Woods End Wilderness Preserve Trail Drainage and Improvement Project	\$37,500
9/15/22	Ridge Route Drive Landscape Project	\$211,300
12/21/22	City Hall/Public Library Project	\$178,557
6/28/23	City Hall Complex Parking Lot Improvement Project	\$300,000
6/28/23	City Hall/Public Library Project	\$118,525
6/28/23	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	\$27,370
6/28/23	Ridge Route Drive Drainage Repair Project	\$273,250
6/28/23	Transit Shelter and Street Furniture Replacement Project	\$75,000
12/15/23	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	\$141,612
2/21/24	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$228,092
2/21/24	City-maintained Catch Basins Full Capture Systems Retrofit Project	(\$84,896)
2/21/24	City Hall/Public Library Project	\$84,896
2/21/24	Ridge Route Drive Landscape Project	(\$33,629.64)
5/15/24	Transit Shelter and Street Furniture Replacement Project	(\$75,000)
5/15/24	El Toro Road and Moulton Parkway Water Quality Treatment Project	\$100,000
11/20/24	City Hall/Public Library Project	(\$11,150.44)

11/20/24	El Toro Road Medians Improvement Project (Westbound El Toro Road between Moulton Parkway to Calle Sonora)	(\$2,512.37)
11/20/24	Americans with Disabilities Act (ADA) Pedestrian Accessibility Improvement Project: Phase 8	\$61,917
11/20/24	Circulation Improvement Project – Fiscal Year 2024-25	\$137,644
TOTAL		\$3,749,285.55

**SECTION 2.** The Mayor shall sign this resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2024.

\_\_\_\_\_  
NOEL HATCH, Mayor

ATTEST:

\_\_\_\_\_  
YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA     )  
COUNTY OF ORANGE     ) ss.  
CITY OF LAGUNA WOODS   )

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-XX** was duly adopted by the City Council of the City of Laguna Woods at a regular meeting thereof, held on the XX day of XX 2024, by the following vote:

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

\_\_\_\_\_  
YOLIE TRIPPY, CMC, City Clerk

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Recording requested by City of Laguna Woods  
When recorded, mail to City of Laguna Woods,  
24264 El Toro Road, Laguna Woods, CA 92637.  
(949) 639-0500

Exemption Code 6103



**NOTICE OF EXEMPTION**

<b>To:</b> County of Orange Orange County Clerk-Recorder P.O. Box 238 Santa Ana, CA 92701	<b>From:</b> City of Laguna Woods 24264 El Toro Road Laguna Woods, CA 92637 (949) 639-0500
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**Project Title:** Circulation Improvement Project – Fiscal Year 2024-25

**Project Applicant:** City of Laguna Woods  
24264 El Toro Road  
Laguna Woods, CA 92637  
(949) 639-0500

**Project Location – Specific:** The project is located within the City of Laguna Woods’ public right-of-way in the following locations:

- The intersection of El Toro Road and Avenida Sevilla
- The intersection of Moulton Parkway and Via Campo Verde
- The intersection of Moulton Parkway and Via Iglesia

**Project Location – City:** Laguna Woods, California **Project Location – County:** Orange

**Description of Nature, Purpose, and Beneficiaries of Project:** The project involves installing push button assemblies, Accessible Pedestrian Signals (APS), traffic signal heads, traffic signal conductors, traffic safety lighting, and conduit. The work also includes installing signage and a solar flasher assembly.

The project is intended to (1) replace deteriorated traffic signal backplates and visors, (2) improve accessibility for pedestrians and other users of the public sidewalk system, (3) improve the visibility of pedestrians and other users of the public sidewalk system, including in a crosswalk, and (4) improve the visibility and awareness of traffic signals for motorists.

By replacing deteriorated infrastructure and improving accessibility and visibility, the project will facilitate better management of the public right of way and protect public safety and welfare.

**Name of Public Agency Approving Project:** City of Laguna Woods

**NOTICE OF EXEMPTION  
CIRCULATION IMPROVEMENT PROJECT – FISCAL YEAR 2024-25  
CITY OF LAGUNA WOODS**

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**Name of Person or Agency Carrying Out Project:** City of Laguna Woods

**Exempt Status:**

X	Categorical Exemption (Sec. 15301)
	Declared Emergency (Sec. 21080(b)(3); 15269(a))
	Emergency Project (Sec. 21080(b)(4); 15269(b)(c))
	Ministerial (Sec. 21080(b)(1); 15268)
	Statutory Exemption
	Not Subject to CEQA (Sec. 15061(b)(3))

**Reasons Why Project is Exempt:** The project is categorically exempt from the California Environmental Quality Act (“CEQA”) pursuant to California Code of Regulations, Title 14 (the State CEQA Guidelines) Section 15301 (Class 1, Existing Facilities). Section 15301 exempts from environmental review the “the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use.”

Subsection (c) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety, and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes).”

Subsection (d) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood.”

Subsection (f) of Section 15301 provides the following as non-exclusive examples of types of “existing facilities”: “Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices.”

The project includes maintenance and minor alterations to existing infrastructure within the City of Laguna Woods’ public right-of-way for existing public streets and arterial highways (El Toro Road and Moulton Parkway). This work does not expand or change the existing or former use of El Toro Road or Moulton Parkway. The modified and relocated push button assembly for the crosswalk at the intersection of El Toro Road and Avenida Sevilla is intended to improve ease of use and safety for individuals in wheelchairs, scooters, golf carts, and similar modes of transportation. The new overhead safety light and pole is intended to work in conjunction with an existing crosswalk at the intersection of Moulton Parkway and Via Campo Verde by increasing its visibility and the visibility of pedestrians and other users thereof. The new solar flasher assembly

**NOTICE OF EXEMPTION  
CIRCULATION IMPROVEMENT PROJECT – FISCAL YEAR 2024-25  
CITY OF LAGUNA WOODS**

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is intended to work in conjunction with the existing traffic signal at the intersection of Moulton Parkway and Via Iglesia by increasing awareness of its presence to motorists. The modification of the traffic signal at the intersection of Moulton Parkway and Via Iglesia is intended to increase its visibility to motorists. The replaced traffic signal backplates and visors are intended to address instances of minor deterioration not resulted from an environmental hazard such as earthquake, landslide, or flood. The replaced traffic signal backplates will include new retroreflective borders for increased visibility to motorists. The project will enhance the accessibility and visibility of existing facilities for the purpose of protecting public safety and welfare.

Based on the scope of work, the project meets the criteria for Class 1 categorical exemption.

**Lead Agency Contact Person:**

Signature: \_\_\_\_\_ Date: \_\_\_\_\_  
Justin Faylona  
Development Manager  
City of Laguna Woods

Date Received for Filing at OPR: \_\_\_\_\_

Authority cited: Sections 21083 and 21110, Public Resources Code.  
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

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**7.7**

**PASEO DE VALENICA - MOULTON PARKWAY  
CONFLUENCE BYPASS CORRIDOR PROJECT**

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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**COOPERATIVE AGREEMENT FOR THE  
PASEO DE VALENCIA- MOULTON PARKWAY CONFLUENCE BYPASS  
CORRIDOR PROJECT**

This Paseo De Valencia – Mouton Parkway Confluence Bypass Corridor Project Cooperative Agreement (“Agreement”) is made and entered into as of \_\_\_\_\_, 2024 (“Effective Date”) by and between the CITY OF LAGUNA HILLS, a California municipal corporation organized and existing under the laws of the State of California (“Laguna Hills”), and the CITY OF LAGUNA WOODS, a California municipal corporation organized and existing under the laws of the State of California, (“Laguna Woods”). Laguna Hills and Laguna Woods are sometimes referred to herein individually as a “Party” or collectively as the “Parties”.

**RECITALS**

A. Laguna Hills in cooperation with Laguna Woods is working to coordinate traffic signals across multiple jurisdictional boundaries as a part of the Renewed Measure M (“M2”) Regional Traffic Signal Synchronization Program Project P (“Project P”) to enhance countywide traffic flow and reduce congestion.

B. Laguna Hills has been awarded Project P funds based on the application (“Application”) prepared by Laguna Hills, included as Attachment C to this Agreement, for implementation of signal synchronization of traffic signals along the Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor (hereinafter, the “Project”).

C. Laguna Woods has elected to designate Laguna Hills as the Lead Agency of this Project, and Laguna Hills agrees to act as Lead Agency in order to implement and carry out the Project.

D. The Project will include the synchronization of eighteen (18) traffic signals and twelve (12) timing-only offset traffic signals as identified in the Application and illustrated in the Project Scope of Work, which is attached hereto as Attachment A and is incorporated herein by reference.

E. The Project will include traffic signal operations enhancements identified in the Application such as the development and implementation of optimized signal synchronization timing, preparation of before and after study, and installation of traffic signal improvements as identified in Attachments A and C.

F. Laguna Hills agrees to work cooperatively with Laguna Woods to coordinate the inclusion of other traffic control elements that must be installed at the same time as the construction of the Project and that are NOT included in Attachments A and C. The Parties agree that a Party’s request to include any such element will result in said Party taking full financial responsibility for each and any of those traffic control elements during the course of the Project, unless otherwise agreed to in writing.

G. Laguna Hills agrees to implement the Project as referenced in Attachments A and C.

H. The funds received through Project P provide up to eighty percent (80%) or up to One Million Three Hundred Forty-Eight Thousand One Hundred Five Dollars and 92/100 (\$1,348,105.92) of the estimated total Project cost as set forth in Attachment B, which is attached hereto and is incorporated herein by reference. The Parties agree to contribute the remaining twenty percent (20%), based on the share of the Project occurring in that Party's jurisdiction. Said total contribution will consist of a combination of cash and in-kind services match of Three Hundred Thirty-Seven Thousand Twenty-Six Dollars and 48/100 (\$337,026.48). Laguna Woods' share shall be a cash contribution estimated to equal Ninety-Three Thousand Four Hundred Seventy-Six Dollars and 80/100 (\$93,476.80). Laguna Hills' participating share shall be a cash contribution estimated to equal Two Hundred Thirty-Two Thousand Five Hundred Fourteen and 68/100 (\$232,514.68) and an in-kind contribution estimated to equal Eleven Thousand Thirty-Five Dollars (\$11,035.00).

I. In the event the cost of the Project exceeds the estimates provided in Attachment B and as detailed in Attachment C, the Parties agree to meet and determine revisions to the Project to satisfy the budget(s) or revised funding proposal(s) by the Parties, which shall be documented and submitted in writing as an amendment to this Agreement. Any cost overruns shall be the financial responsibility of the jurisdiction where the work improvement occurs or as the case may be, causes the required improvement.

J. The Parties desire to enter into this Agreement to implement the Project in support of Project P as part of M2.

K. This Agreement defines the specific terms, conditions, and funding responsibilities between the Parties necessary for the implementation of the Project.

### **AGREEMENT**

**NOW, THEREFORE**, in consideration of the above recitals and the mutual covenants set forth below, Laguna Hills and Laguna Woods agree as follows:

#### **1. Complete Agreement**

- A. This Agreement, including Attachments A, B, and C attached hereto and incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between Laguna Hills and Laguna Woods and it supersedes all prior representations, understandings, and communications between the Parties. The above-referenced Recitals are true and correct and are incorporated by reference herein.
- B. Laguna Hills' failure to insist on any instance(s) of Laguna Woods' performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of Laguna Hills' right to such

performance or to future performance of such term(s) or condition(s), and Laguna Woods' obligation in respect thereto shall continue in full force and effect.

- C. Changes to any portion of this Agreement shall not be binding upon Laguna Hills except when specifically confirmed in writing by an authorized representative of Laguna Hills by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.
- D. Laguna Woods' failure to insist on any instance(s) of Laguna Hills' performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of Laguna Woods' right to such performance or to future performance of such term(s) or condition(s), and Laguna Hills obligation in respect thereto shall continue in full force and effect.
- E. Changes to any portion of this Agreement shall not be binding upon Laguna Woods except when specifically confirmed in writing by an authorized representative of Laguna Woods by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.

## **2. Scope of Agreement**

This Agreement specifies the respective roles and responsibilities of the Parties as they pertain to the subjects and Project addressed herein. Both Laguna Hills and Laguna Woods agree that each will fully cooperate and coordinate with the other in all activities covered by this Agreement and any other supplemental agreements that may be required to facilitate purposes thereof.

## **3. Responsibilities of Laguna Hills as Project Lead Agency**

The Laguna Hills as the Lead Agency agrees to the following responsibilities for the implementation of the Project:

- A. To manage, procure, and complete the Project as identified in Attachment A, which is attached hereto and incorporated herein by reference.
- B. To cooperate with the Orange County Transportation Authority ("OCTA") and coordinate outreach efforts for the Primary Implementation (design and construction) phases of the Project.
- C. To collect manual intersection movement and automated machine traffic counts.
- D. To implement required signal improvements at the locations set forth in Attachment A.

- E. To develop and implement optimized signal synchronization timing set forth in Attachment A.
- F. To provide updated timing plans and traffic count data to Laguna Woods.
- G. To prepare a “Before and After Study” for the Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project. As described in the Measure M2 Eligibility Guidelines adopted by the OCTA, the “Before and After Study” for the Project is considered the equivalent of the required Project Final Report (Measure M2 Ordinance No. 3, Section B.III.9) for the Project. Laguna Hills shall provide the “Before and After Study” for the Project to Laguna Woods in draft and final formats for comment, and comments shall be noted in the final study and incorporated as mutually agreed by all Parties.
- H. To provide ongoing maintenance and operation of optimized signal timing after the Primary Implementation phase of the Project is completed and to continue such maintenance until the end of the three (3) year grant period.
- I. To provide updates to Laguna Woods on the Project as part of the semi-annual review process until completion of the three (3) year grant period for the Project. Documents to be provided include, but are not limited to, contracts pertinent to the Project and purchase orders/task orders pertinent to the Project. (The Laguna Hills uses “task orders” in lieu of purchase orders.)
- J. To invoice Laguna Woods for dollar match amounts due, as estimated in Attachment B, at the end of each phase.
- K. For purposes of the California Environmental Quality Act, (Public Resources Code §§ 21000 *et seq.*; 14 Cal. Code Regs., §§ 15000 *et seq.*) Laguna Hills will act as the lead agency for the Project. (Public Resources Code § 21067.)
- L. Laguna Hills’ total funding obligation for the Implementation and Operations & Maintenance is \$243,546.68.

#### **4. Responsibilities of Laguna Woods**

Laguna Woods agrees to the following responsibilities for implementation and funding of the Project:

- A. To provide a technical representative to meet and participate as a member of the Project’s Traffic Forums.
- B. To authorize and cooperate with the Laguna Hills to manage, procure, and implement all aspects of the Project.

- C. To participate and support the Project's implementation within the timeframe outlined in the Application and consistent with the 2024 Comprehensive Transportation Funding Program ("CTFP") Guidelines dated adopted by OCTA.
- D. To provide Laguna Hills all current intersection, local field master, and/or central control system timing plans and related data upon request.
- E. To provide updates to Laguna Hills on the Project as part of the semi-annual review process until completion of the three (3) year grant period for the Project. Documents to be provided include, but are not limited to, contracts pertinent to the Project and purchase orders pertinent to the Project.
- F. Laguna Woods shall pay Laguna Hills Project-related invoices within 30 days of receipt.
- G. To review and approve in writing the traffic signal synchronization timing within the respective jurisdiction within ten (10) working days of receiving same where the said improvements and timing parameters have been implemented.
- H. To pay for its share of any and all Project costs not paid for by Project P, as estimated in Attachments B and C.
- I. Laguna Woods' total funding obligation amount is \$93,476.80.

## **5. Delegated Authority**

The actions required to be taken by Laguna Woods in the implementation of this Agreement are delegated to its City Manager or designee, and the actions required to be taken by Laguna Hills in the implementation of this Agreement are delegated to its City Manager or designee. Laguna Woods acknowledges this designation of authority is authorized under their respective local rules and regulations.

## **6. Audit and Inspection**

Laguna Hills and Laguna Woods shall maintain a complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, Laguna Hills shall permit the authorized representative of Laguna Woods to inspect and audit all work, materials, payroll, books, accounts, and other data and records of Laguna Hills relevant to this Agreement and the Project for a period of four (4) years after expiration or termination of this Agreement or until any on-going audit is completed. Upon reasonable notice, Laguna Woods shall permit the authorized representatives of the Laguna Hills to inspect and audit all work, materials, payroll, books, accounts, and other data and records of Laguna Woods relevant to this Agreement and the Project for a period of four (4) years after expiration or termination of this Agreement or until any on-going audit is completed. For purposes of audit, the date of completion of this Agreement shall be the date of OCTA's payment of Laguna Hills' final billing (so noted on the invoice) under this

Agreement. The Parties shall have the right to reproduce any such books, records, and accounts relevant to this Agreement. The above provision with respect to audits shall extend to and/or be included in contracts with consultants and contractors hired by Laguna Hills. The only work, materials, payroll, books, accounts, and other data and records which may be audited or inspected pursuant to this section are those that are relevant to this Agreement and the Project.

## **7. Indemnification**

- A. Laguna Woods shall indemnify, defend and hold harmless Laguna Hills, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation and settlement) for any loss or damages, bodily injuries, damage to, or loss of property caused by the negligent acts, omissions or willful misconduct by Laguna Woods, its officers, directors, employees or agents in connection or arising out of the performance of this Agreement including damage to property and/or injury to person as a result of traffic accidents within Laguna Woods' jurisdiction. For the avoidance of doubt, the indemnification obligation for traffic accidents only applies to traffic accidents that are caused by, or result from, the negligent acts, omissions or willful misconduct by Laguna Woods, its officers, directors, employees or agents in connection or arising out of the performance of work on the Project.
- B. Laguna Woods shall maintain adequate levels of insurance, or self-insurance to assure full indemnification of Laguna Hills. Laguna Woods shall provide Laguna Hills evidence and/or documentation of said insurance upon execution of this Agreement.
- C. Laguna Hills shall indemnify, defend and hold harmless Laguna Woods, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation and settlement) for any loss or damages, bodily injuries, damage to, or loss of property caused by the negligent acts, omissions or willful misconduct by Laguna Hills, its officers, directors, employees or agents in connection or arising out of the performance of this Agreement including damage to property and/or injury to person as a result of traffic accidents within Laguna Hills jurisdiction. For the avoidance of doubt, the indemnification obligation for traffic accidents only applies to traffic accidents that are caused by, or result from, the negligent acts, omissions or willful misconduct by Laguna Hills, its officers, directors, employees or agents in connection or arising out of the performance of work on the Project.
- D. Laguna Hills shall maintain adequate levels of insurance, or self-insurance to assure full indemnification of Laguna Woods. Laguna Hills shall provide Laguna Woods evidence and/or documentation of said insurance upon execution of this Agreement.

**8. California Environmental Quality Act.**

Laguna Hills, as lead agency, has determined that the Project is an activity subject to the California Environmental Quality Act ("CEQA"). The Project, however, qualifies for the following CEQA exemptions. First, the Project calls for the operation and minor alteration of existing public streets, and involves negligible or no expansion of any existing use. The Project is therefore exempt pursuant to the Class 1 exemption for Existing Facilities (Cal. Code Regs., tit. 14, § 15301.) To the extent the Project also calls for the construction of new, small structures or facilities, accessory to existing facilities, the Project is also exempt pursuant to the Class 3 exemption for New Construction or Conversion of Small Structures and the Class 11 exemption for Accessory Structures. (Cal. Code. Regs., tit. 14, §§ 15303, 15311.) Upon full execution of this Agreement, Laguna Hills shall cause a Notice of Exemption to be filed and posted accordingly. (Cal. Code Regs., tit. 14, § 15062.)

**9. Additional Provisions**

- A. Term of Agreement. This Agreement shall continue in full force and effect until December 31, 2028, or until the Parties' ongoing obligations under sections 3 and 4 have terminated, whichever is later. This Agreement may be extended or amended at the mutual consent of all Parties hereto. No amendment shall have any force or effect unless executed in writing and approved as to form by the Laguna Woods City Attorney and the Laguna Hills City Attorney.
- B. Disputes. The Parties agree to work together in good faith, using reasonable efforts to resolve any unforeseen issues and disputes arising out of the performance of this Agreement.
- C. Permits. The Parties shall waive any fees for permits required by either Laguna Hills or Laguna Woods for the Project.
- D. Corporate Authority. The Parties hereto consent that they are authorized to execute this Agreement on behalf of said Parties and that, by so executing this Agreement, the Parties hereto are formally bound to the provisions of this Agreement.
- E. Severability. If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
- F. Counterparts. This Agreement may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same Agreement. Facsimile signatures will be permitted.

- G. Compliance with All Laws. The Parties shall comply with all applicable federal, state and local laws, statutes, ordinances and regulations of any governmental authority having jurisdiction over the Project.
- H. Force Majeure. Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to; any incidence of fire, flood, acts of God, epidemics, pandemics, quarantine restrictions, commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other Party; when satisfactory evidence of such cause is presented to the other Party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the Party not performing.
- I. Assignment. Neither this Agreement, nor any of the Parties' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by any Party without the prior written consent of the other Party hereto in its sole and absolute discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one (1) assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.
- J. Obligations to Comply with Law. Nothing herein shall be deemed or construed to authorize or require any Party to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.
- K. Governing Law. The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this Agreement. Any action brought relating to this Agreement shall be adjudicated in a court of competent jurisdiction in the County of Orange, State of California.
- L. Attorneys' Fees. In the event of any dispute or legal action arising under this Agreement, the prevailing party shall not be entitled to attorney's fees.
- M. Third Party Beneficiaries. Except as otherwise provided in this Agreement, no provision of this Agreement is intended, nor shall be interpreted, to provide or create any third-party beneficiary rights or any other rights of any kind in any third party, and all provisions hereof shall be solely between the Parties hereto.
- N. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which shall constitute one and the same instrument.
- O. Notices. Any notice, demand, request, consent, approval or communication under this Agreement shall be in writing and either served personally or sent

by prepaid, first-class mail to the address set forth below. Either Party may change its address by notifying the other Party of the change of address in writing. Notice shall be deemed given (a) upon personal delivery or (b) forty-eight (48) hours from deposit of such notice in the United States mail, postage prepaid.

To City of Laguna Hills:  
City of Laguna Hills  
24035 El Toro Road  
Laguna Hills, CA 92653  
Attention: City Manager

To City of Laguna Woods:  
City of Laguna Woods  
24264 El Toro Road  
Laguna Woods, CA 92637  
Attention: City Manager

*[SIGNATURES ON NEXT PAGE]*

**IN WITNESS WHEREOF**, the Parties hereto have caused this Agreement to be executed on the date first set forth above.

**CITY OF LAGUNA HILLS**

**CITY OF LAGUNA WOODS**, a California  
municipal corporation

By: \_\_\_\_\_  
Jarad Hildenbrand,  
City Manager

By: \_\_\_\_\_  
Christopher Macon,  
City Manager

**ATTEST:**

**ATTEST:**

By: \_\_\_\_\_  
Jennifer Lee,  
City Clerk

By: \_\_\_\_\_  
Yolie Trippy,  
City Clerk

**APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE**

**APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE**

By: \_\_\_\_\_  
Gregory E. Simonian,  
City Attorney

By: \_\_\_\_\_  
Alisha Patterson,  
City Attorney

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

## **ATTACHMENT A**

### **SCOPE OF WORK**

#### **REGIONAL TRAFFIC SIGNAL SYNCHRONIZATION PROGRAM FOR PASEO DE VALENCIA – MOULTON PARKWAY CONFLUENCE BYPASS CORRIDOR PROJECT**

This Project has been approved by the Orange County Transportation Authority (“OCTA”) as part of the Fiscal Year (FY) 2024-2025 Regional Traffic Signal Synchronization Program (“Project P”). The primary implementation phase is funded for FY 2024-2025. The maintenance and operation phase is funded for FY 2025-2027.

Unless expressly stated otherwise, or upon advance written notice, the Project Management Consultant is required to complete each specific task listed in the Scope of Work. Tasks are itemized for clarity. However, some tasks may be performed concurrently or begin prior to the order listed below.

#### **SECTION 1: PROJECT BACKGROUND**

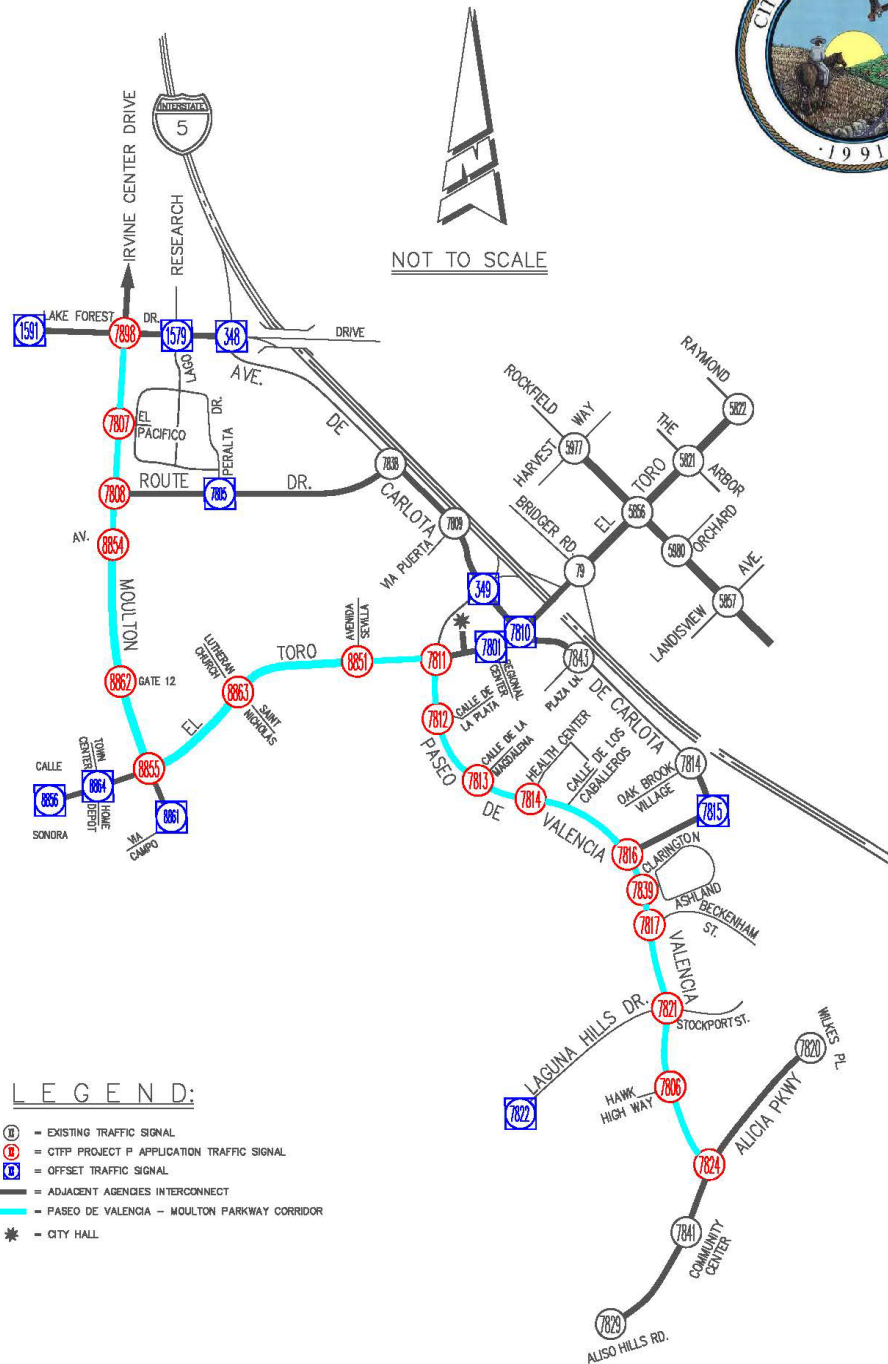
##### **1.1 PROJECT SUMMARY**

The City of Laguna Hills has successfully submitted and was awarded funds for the development and implementation of traffic signal improvements and updated timing plans for the synchronization of traffic signals along the Paseo De Valencia – Moulton Parkway Confluence Bypass Corridor Project. The Project corridor spans approximately four (4.0) miles and consists of eighteen (18) signalized intersections and timing-only of twelve (12) signalized intersections. The Paseo De Valencia section begins at Alicia Parkway, north to El Toro Road. Then, continues westerly to Moulton Parkway. From El Toro Road, the Project continues north to Lake Forest Drive.

This Project has been approved by the Orange County Transportation Authority (“OCTA”) as part of the Fiscal Year (FY) 2024-2025 Regional Traffic Signal Synchronization Program (“Project P”). The Project will consist of Primary Implementation (“PI”) and Ongoing Maintenance and Monitoring (“OMM”) phases. The Primary Implementation phase is anticipated to be completed within a period of one (1) year and will consist of updated traffic signal synchronization plans and a Primary Implementation Project Report. The Ongoing Maintenance and Monitoring phase is anticipated to be completed within a period of two (2) years after the Primary Implementation phase, and will consist of monitoring, improving signal timing, addressing resident concerns, providing communications and detection support, and preparing a Final Project Report. The City of Laguna Hills serves as the Lead Agency for this Project, with the City of Laguna Woods serving as a Participating Agency in this Project.

Laguna Hills will contract with a qualified Project Management Consultant to manage the Project. Laguna Hills will also contract with a qualified Design Consultant for the preparation of all documents necessary to construct the traffic signal improvements for the Project, and develop and implement traffic signal system timing plans for the subsequent coordination of traffic signals within the Project limits. Unless expressly stated or upon written notice, the Project Management Consultant is required to complete each specific task listed in the Scope of Work.

1.2 PROJECT LOCATION MAP



PASEO DE VALENCIA - MOULTON PARKWAY  
CONFLUENCE BYPASS CORRIDOR

## 1.3 PROJECT SPECIFICATIONS AND DEFINITIONS

### Definitions

- Laguna Hills: Refers to the Lead Agency, the City of Laguna Hills, unless otherwise noted.
- Project Team: Refers to the agencies participating in this Project – City of Laguna Woods, Project Management Consultant, and the Design Consultant.
- Project Management Consultant: Refers to the consultant that will manage the Project on behalf of the City of Laguna Hills, which has been chosen by the City of Laguna Hills as W.G. Zimmerman Engineering, Inc (the “Project Management Consultant”).
- Design Consultant: Refers to the consultant that will prepare all documents necessary to construct the improvements, and develop and implement traffic signal system timing plans for the subsequent coordination of traffic signals within the project limits.
- Arterial Segment: Length of arterial between signalized intersections in both directions.
- Arterial Section: Two or more consecutive arterial segments.
- Offset Intersections: Signalized intersections identified that are located within 2,700 feet from the project corridor that is also included in the Project.

### Study Methodology

- The Project Management Consultant shall coordinate with each Project Team member to determine the reference intersection(s) setting.
- Computer Software: Synchro (Version 10 or higher) and Tru-Traffic (Version 10) must be used for this analysis.
- Network Level of Detail: Arterial and intersection configuration shall be of sufficient detail to allow simulation of traffic model using SimTraffic software.
- Network Partitioning: Network partitioning shall be used to better represent traffic conditions.
- Progression: Two-way progression is required.

### Synchro and Tru-Traffic Modeling

- Node numbers: Signalized intersection numbering shall follow OCTA identification numbers and/or Project Team member preference.
- Arterial Names: All main arterial and cross street links shall be named.
- Cycle Length: Perform cycle evaluation for each network subsystem and consult with the Project Team to determine the optimal cycle length.
- Speed: The modeled progression speed should reference to the flow of traffic.
- Phase Sequences: Phase sequences with both left-turn movements lagging will not be allowed unless phase reservice is used.
- Phasing Parameters: Use parameters from timing sheet provided by the Laguna Hills and Project Team.
- Offset Style: The Design Consultant should follow the offset reference preferred by each Project Team member.
- Peak Hour Factor and Growth Factor: Utilize the calculated Peak Hour Factor from the turning movement counts and set Growth Factor to 1.0.
- Saturation Flow Rate and Lost Time: The lane capacity should be 1,900 vehicles per lane per hour of green and lost time should be two (2) seconds.
- Lane Width: Left-turn lanes shall be ten (10) feet in width; all others shall be twelve (12) feet.
- Bike Lanes: Bike lanes can be coded as eight (8)-foot right-turn lanes if bike lane width plus adjacent through lane width equals at least twenty (20) feet.
- Use Synchro and Tru-Traffic to produce optimal timing plans.

- Evaluate the performance of signalized intersections by values of the Measures of Effectiveness (“MOE”). The following MOE will be studied: travel time, delay, and number of stops.
- The Level of Service (“LOS”) measurement shall be used to identify critical movements or degree of saturation in Synchro timing plans.
- Any improvement for resolving interruption to through bandwidth shall be identified.
- The MOE summary table shall include the following data:
  - Traffic Flow
  - Average Delay
  - Total Travel Time
  - Number of Stops
  - Average Speed
  - Network Performance Index/OCTA Corridor Synchronization Performance Index (CSPI)

## **SECTION 2: PROJECT SCOPE OF WORK**

**PRIMARY IMPLEMENTATION (PI) PHASE, lasting approximately one year shall include the following:**

Task 1: Project Management – PI Phase

This is an on-going task conducted by the Project Management Consultant throughout the duration of the PI Phase of the Project. It includes the day-to-day project management, such as meetings, progress reports, tracking of schedules, tracking of cost, by agency, invoicing, and overall administration of the Project.

Minimum requirements of this task include:

- A running record of Project cost with subtotals for each Participating Agency shall be part of this task. This information will be used by the Lead Agency to invoice Participating Agencies for their respective project match.
- A running record of all scope changes and/or any deviations from the final approved application. This information will be used by the Lead Agency to request Scope Changes at the Semi-annual Review (SAR).

Task 2: Data Collection and Field Review

This task shall be conducted by the Design Consultant and shall include collecting seven-day, 24-hour machine counts, including vehicle and bike classification, along each 1-mile segment of the corridors. The Project shall also produce weekday and weekend peak period Intersection Turning Movements (“ITM”) counts at every signalized intersection, including pedestrian and bicycle counts. ITM counts shall be conducted for two hours of each weekday peak period (AM, Mid-day, and PM) and single four-hour Saturday mid-day peak period. All counts shall be summarized in Microsoft Excel Format. All data shall adhere to the 2024 CTFP Guidelines for data compatibility which can be found at <https://ocfundtracker.octa.net/>.

Data collection shall include field review of before and after conditions. The floating car method shall be utilized with software and GPS for the “Before” Study to finetune the corridor operation and verify the integrity of the system intersection clocks. Synchronized Video shall be used to

compare actual conditions to anticipated conditions detected by the time-space diagrams so that any anomalies may be corrected prior to the “After” studies task.

Field review conducted as part of this task will document the existing conditions for all signal timing, infrastructure, and system improvements on the Project. This includes pre-construction pictures for comparison during post-construction walkthrough, should there be any questions or discrepancies noted by any parties. Data collection and Field Review Memos shall be provided to all participating agencies.

#### Task 3: System Design and Collection

The Lead Agency with the assistance of the Project Management Consultant shall hire a qualified Design Consultant to design and prepare bid documents to construct and implement all desired components of the Project as described in the application in accordance with CTFP Guidelines.

The Lead Agency with the assistance of the Project Management Consultant shall hire a qualified consultant, licensed contractor, and/or use Laguna Hills staff to procure, install, construct, and implement all desired components of the Project as described in the application in accordance with the CTFP Guidelines.

All work and equipment supplied for the Project shall comply and be performed in accordance with the latest standards and provisions of each Participating Agency or latest approved California Department of Transportation (Caltrans) Standard Plans and Standard Specifications.

As-built plans shall be provided to match the improvements. This task is not complete until all Participating Agencies approve the improvements implemented in their jurisdictions.

#### Task 4: Signal Timing Optimization and Implementation

This task shall be conducted by the Design Consultant. Synchronization will be inter-jurisdictional in nature. All existing traffic patterns, flows, and conditions will be taken into account. At a minimum, the Design Consultant shall develop synchronized timing plans for weekday AM, mid-day, PM, and Weekend peak period. Special generators such as schools and businesses along with cross street traffic will be considered as part of the project. Timing plans that will be developed will assist traffic in getting to its final designation without regard to physical or jurisdictional boundaries.

Minimum requirements of this task shall include:

- A review of the basic timing parameters.
- Concept of Operations documenting the recommended coordination strategies (e.g. segments, cycle lengths, etc.) based on existing data collection and simulations.
- Existing and Optimized simulation network in SYNCHRO (Version 11) that is also shared with OCTA using the OCTA designated ID numbers.
- Implementation and fine-tuning of proposed timing plans.

#### Task 5: Final PI Report

The Project Management Consultant shall prepare the Final PI Report (“Report”). The Report, with an executive summary, serves to document the activities of the Project and shall include, but not be limited to, the following items:

- Project scope, objective, locations, findings, and recommendations.
- Data collected: counts, travel time studies, and project benefits achieved in terms of fuel savings, travel time studies, and other measurable parameters.
- For each intersection: lane configurations, signal phasing, turning movement data, and cycle lengths for existing and proposed timings for all peak periods.
- All work performed for system construction and signal timing optimization.
- Implementation schedule and improvements accomplished, including dates.
- Development of procedures for continuous maintenance, surveillance, and evaluation of coordinated signal system project benefits.

The Report shall document all planned and programmed improvements on the study corridor as well as recommendations based on PI tasks for further infrastructure improvements that would likely improve the corridor signal coordination Project results. The report shall be completed in accordance with current 2024 CTFP Guidelines.

Finally, the report shall provide recommendations with cost and benefit estimates for further improvements to traffic signal infrastructure (signal controllers, vehicles detection, communications, etc.), intersection capacity (appropriate signal phasing, lane geometrics and elimination of physical bottlenecks that curtail capacity), and traffic management strategies. These proposed improvements should be useful in determining future enhancements to the corridor.

A Project Summary Sheet, one sheet front and back, that describes the Project and improvements gained shall be provided to OCTA. This sheet will be used by OCTA and Participating Agencies to present to the Board and Agencies.

**ON-GOING OPERATIONS AND MAINTENANCE (O&M) PHASE, lasting approximately two years, shall include the following:**

**Task 6: Project Management – O&M Phase**

This task shall be conducted by the Project Management Consultant and includes day-to-day project management such as meetings, tracking schedules, invoicing, and overall administration of the Project. This task shall continue in full force as specified in the Primary Implementation Phase.

**Task 7: Continuing Support**

This task shall be conducted by the Project Management Consultant. During this 24-month period, the signal timing along the corridor/route/grid shall be observed and fine-tuned. This task shall also include the monitoring, maintaining, and repair of detection and communications implemented as part of the Project. Monthly drives shall be conducted along the length of the Project during all designated corridor synchronization timing plan hours of operations in order to verify that the synchronization timing is working as designed and complete any necessary adjustments. This is followed by a monthly memorandum summarizing the status and trends if the corridor based on the runs conducted. Trip logs for the month shall be provided to the Participating Agencies. The memorandum shall include all additional tasks requested and

completed during that month. Performance metrics comparisons from ATSPM, where available, shall also be included in the memorandum.

Task 8: Final O&M Report

This task shall be conducted by the Project Management Consultant. At the end of the O&M Phase, a Final O&M Report documenting the ongoing Operations and Maintenance efforts and procedures for continuing maintenance shall be prepared. At the minimum, the memorandum shall include when travel runs were conducted and issues and solutions throughout the phase. The memorandum shall document all planned and programmed improvements on the study corridor as well as recommendations for further infrastructure improvements that would likely improve the corridor signal coordination Project results.

**ATTACHMENT B  
PROJECT COST ESTIMATES AND DETAILED LOCAL MATCH**

**CITY OF LAGUNA HILLS**

<b>Total Project Cost</b>	<b>\$ 1,217,748.40</b>
<b>Total Cash Match</b>	<b>\$ 232,514.68</b>
<b>Total In-Kind Match</b>	<b>\$ 11,035.00</b>

**Number of Project Intersections: 13 Signalized Intersections**

<b>Laguna Hills</b>	Agency	Caltrans	Offset	Total	
Number of Signals:	13	0	9	22	
<b>Project Tasks (Laguna Hills)</b>				<b>Cost / Int</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase				\$ 1,800.00	\$ 39,600.00
Task 2: Data Collection				\$ 2,000.00	\$ 44,000.00
Task 3: System Design and Construction				-	\$ 956,828.40
Task 4: Signal Timing Optimization and Implementation				\$ 4,000.00	\$ 88,000.00
Task 5: Project Report				\$ 1,000.00	\$ 22,000.00
Task 6: Project Management - O&M Phase				\$ 460.00	\$ 10,120.00
Task 7: Continuing Support				\$ 2,000.00	\$ 44,000.00
Task 8: Final Technical Memorandum				\$ 600.00	\$ 13,200.00
	<b>M2 Requested</b>	<b>Match</b>		<b>Total Cost</b>	
<b>PI</b>	\$ 920,342.72	\$ 230,085.68		\$ 1,150,428.40	
<b>O&amp;M</b>	\$ 53,856.00	\$ 13,464.00		\$ 67,320.00	

\*\*References to "Project Management" costs above are in reference to the estimated costs for the Project Management Consultant to manage the Project.

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**CITY OF LAGUNA WOODS**

<b>Total Project Cost</b>	<b>\$ 467,384.00</b>
<b>Total Cash Match</b>	<b>\$ 93,476.80</b>
<b>Total In-Kind Match</b>	<b>\$ 0.00</b>

**Number of Project Intersections: 5 Signalized Intersections**

<b>Laguna Woods</b>	Agency	Caltrans	Offset	Total	
Number of Signals:	5	0	3	8	
<b>Project Tasks (Laguna Woods)</b>				<b>Cost / Int</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase				\$ 1,800.00	\$ 14,400.00
Task 2: Data Collection				\$ 2,000.00	\$ 16,000.00
Task 3: System Design and Construction				-	\$ 372,504.00
Task 4: Signal Timing Optimization and Implementation				\$ 4,000.00	\$ 32,000.00
Task 5: Project Report				\$ 1,000.00	\$ 8,000.00
Task 6: Project Management - O&M Phase				\$ 460.00	\$ 3,680.00
Task 7: Continuing Support				\$ 2,000.00	\$ 16,000.00
Task 8: Final Technical Memorandum				\$ 600.00	\$ 4,800.00
	<b>M2 Requested</b>	<b>Match</b>	<b>Total Cost</b>		
<b>PI</b>	<b>\$ 354,323.20</b>	<b>\$ 88,580.80</b>	<b>\$ 442,904.00</b>		
<b>O&amp;M</b>	<b>\$ 19,584.00</b>	<b>\$ 4,896.00</b>	<b>\$ 24,480.00</b>		

\*\*References to "Project Management" costs above are in reference to the estimated costs for the Project Management Consultant to manage the Project.

**PROJECT TOTAL SUMMARY**

<b>Agency</b>	<b>Project Cost/Agency</b>	<b>Project P Funds Requested (80% of Project Cost)</b>	<b>Cash and In-Kind Match Amount (20% of Project Cost)</b>
City of Laguna Hills	\$1,217,748.40	\$974,198.72	\$243,549.68
City of Laguna Woods	\$467,384.00	\$373,907.20	\$93,476.80
<b>TOTAL</b>	<b>\$1,685,132.40</b>	<b>\$1,348,105.92</b>	<b>\$337,025.48</b>

**ATTACHMENT C**

**OCTA GRANT APPLICATION**

**FY 2024 Call for Projects**

**Regional Traffic Signal Synchronization Program**

**Project P**

**Supplemental Application**

**Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor**

**10/26/2023**

Application Deadline

**Project Overview**

Length of Corridor (mi): 4.1  
Number of signals: 18  
Total Project Cost: \$1,685,132.40  
M2 funds requested: \$1,348,105.92  
Total Match: \$337,026.48  
*Cash Match: \$337,026.48*  
*In-kind Match: \$11,016.00*  
Participating Agencies: Laguna Hills  
Laguna Woods

**Applicant Agency:** Select ( Laguna Hills

**Contact Name:** Joe Ames

**Contact Number:** 949-707-2655

**Contact Email:** [james@lagunahillsca.gov](mailto:james@lagunahillsca.gov)

**SECTION 1: KEY TECHNICAL INFORMATION**

- a. Project **Route**  
**Paseo De Valencia - Moulton Parkway Confluence Bypass Corridor**
- 
- b. Project Limits:  
 from **Moulton Parkway at Lake Forest Dr** to **Paseo de Valencia at Alicia Parkway**
- 
- c. Project Length (*miles*):  
**4.06**
- 
- d. Number of signalized intersections along the corridor (include all Caltrans intersections):  
**18** number of signals on project corridor(s) **12** number of offset signals included in this project
- e. Participating agencies / Traffic Forum Members (*including applicant agency*):
- |   |   |  |   |  |
|---|---|--|---|--|
| <input type="checkbox"/> Aliso Viejo      | <input type="checkbox"/> Cypress          | <input type="checkbox"/> La Habra                | <input type="checkbox"/> Los Alamitos           | <input type="checkbox"/> San Juan Capistrano |
| <input type="checkbox"/> Anaheim          | <input type="checkbox"/> Dana Point       | <input type="checkbox"/> La Palma                | <input type="checkbox"/> Mission Viejo          | <input type="checkbox"/> Santa Ana           |
| <input type="checkbox"/> Brea             | <input type="checkbox"/> Fountain Valley  | <input type="checkbox"/> Laguna Beach            | <input type="checkbox"/> Newport Beach          | <input type="checkbox"/> Seal Beach          |
| <input type="checkbox"/> Buena Park       | <input type="checkbox"/> Fullerton        | <input checked="" type="checkbox"/> Laguna Hills | <input type="checkbox"/> Orange                 | <input type="checkbox"/> Stanton             |
| <input type="checkbox"/> Caltrans         | <input type="checkbox"/> Garden Grove     | <input type="checkbox"/> Laguna Niguel           | <input type="checkbox"/> Placentia              | <input type="checkbox"/> Tustin              |
| <input type="checkbox"/> Costa Mesa       | <input type="checkbox"/> Huntington Beach | <input checked="" type="checkbox"/> Laguna Woods | <input type="checkbox"/> Rancho Santa Margarita | <input type="checkbox"/> Villa Park          |
| <input type="checkbox"/> County of Orange | <input type="checkbox"/> Irvine           | <input type="checkbox"/> Lake Forest             | <input type="checkbox"/> San Clemente           | <input type="checkbox"/> Westminster         |
|   |   |  |   | <input type="checkbox"/> Yorba Linda         |
- f. Lead Agency  
 **Laguna Hills**
- g. Designation of the corridor to synchronize:  
 Signal Synchronization Network Corridor / Priority Corridor       Master Plan of Arterial Highways Corridor
- h. Project Start Date: **October 1, 2024**      Project End Date: **September 30, 2027**
- i. Select any that apply:  
 Re-timing at least 75% of previous project       Timing at least 75% of new eligible project       None  
 All participating agencies are participating in the Countywide Baseline Project
- j. Contact Information (Include name, title, agency, phone, email, and address)

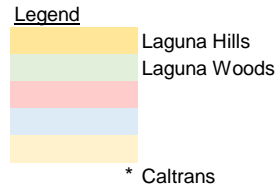
Joe Ames, P.E., T.E. Public Works Director/City Engineer City of Laguna Hills 24035 El Toro Road Laguna Hills, CA 92653 949-707-2655 james@lagunahillsca.gov	Christopher Macon City Manager City of Laguna Woods 24264 El Toro Road Laguna Woods, CA 92637 (949) 639-0525 cmacon@cityoflagunawoods.org

**SECTION 1: KEY TECHNICAL INFORMATION**

k. Signalized intersections that are part of the project:

<u>Main Corridor</u>	<u>Cross Street</u>	
1 Moulton Parkway	Lake Forest Drive	40
2 Moulton Parkway	El Pacifico	41
3 Moulton Parkway	Ridge Route Drive	42
4 Moulton Parkway	Santa Maria Avenue	43
5 Moulton Parkway	Gate 12	44
6 Moulton Parkway	El Toro Road	45
7 El Toro Road	Luthern/St. Nicholas	46
8 El Toro Road	Avenida Sevilla	47
9 Paseo De Valencia	El Toro Road	48
10 Paseo De Valencia	Calle De La Plata	49
11 Paseo De Valencia	Calle De La Magdalena	50
12 Paseo De Valencia	Health Center	
13 Paseo De Valencia	Los Alisos Boulevard	
14 Paseo De Valencia	Kennington Drive	
15 Paseo De Valencia	Avenida Seville/Beckenham Street	
16 Paseo De Valencia	Laguna Hills Dr/Stockport Street	
17 Paseo De Valencia	Hawk Highway	
18 Paseo De Valencia	Alicia Parkway	
19		
20		
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**Main Corridor**                      **Cross Street**



i. Offset signalized intersections that are part of the project:

<u>Main Street</u>	<u>Cross Street</u>	
1 Lake Forest Drive	Avenida de Carlota/I-5 Ramp	13
2 Lake Forest Drive	Research	14
3 Lake Forest Drive	Scientific	15
4 Ridge Route	Peralta Drive	16
5 Moulton Parkway	Via Campo Verde	17
6 El Toro Road	Town Center	18
7 El Toro Road	Calle Sonora	19
8 El Toro Road	Regional Center	20
9 El Toro Road	Avenida De La Carlota	
10 Paseo De Valencia	Avenida de Carlota	
11 Los Alisos Boulevard	Avenida de Carlota	
12 Laguna Hills Drive	Indian Hills Lane	

**Main Street**                      **Cross Street**

**SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK**

**a. Summary of Project Cost**

<b>Project Tasks</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase	\$ 54,000.00
Task 2: Data Collection	\$ 60,000.00
Task 3: System Design and Construction	\$ 1,329,332.40
Task 4: Signal Timing Optimization and Implementation	\$ 120,000.00
Task 5: Project Report	\$ 30,000.00
Task 6: Project Management - O&M Phase	\$ 13,800.00
Task 7: Continuing Support	\$ 60,000.00
Task 8: Final Technical Memorandum	\$ 18,000.00
<b>Total Project Cost:</b>	<b>\$ 1,685,132.40</b>

Match Commitment: 20% (minimum 20%)

**Total Project Cost (PI and O&M for a total of 3 years):**

	<b>Project Total</b>
<i>Total M2 Request:</i>	\$ 1,348,105.92
<i>Total Agency Match:</i>	\$ 337,026.48
<b>Total Project Cost:</b>	<b>\$ 1,685,132.40</b>

	<b>PI Total</b>
<i>Total M2 Request for PI Phase:</i>	\$ 1,274,665.92
<i>Total Agency Match for PI Phase:</i>	\$ 318,666.48
<b>Total PI Cost:</b>	<b>\$ 1,593,332.40</b>

	<b>O&amp;M Total</b>
<i>Total M2 Request for O&amp;M Phase:</i>	\$ 73,440.00
<i>Total Agency Match for O&amp;M Phase:</i>	\$ 18,360.00
<b>Total O&amp;M Cost:</b>	<b>\$ 91,800.00</b>

**SECTION 4: FUNDING NEEDS / COSTS FOR PROPOSED PROJECT BY TASK**

**b. Summary of Cost by Agency**

**Laguna Hills**

	Agency	Caltrans	Offset	Total	
Number of Signals:	13	0	9	22	
<b>Project Tasks (Laguna Hills)</b>				<b>Cost / Int</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase				\$ 1,800.00	\$ 39,600.00
Task 2: Data Collection				\$ 2,000.00	\$ 44,000.00
Task 3: System Design and Construction				-	\$ 956,828.40
Task 4: Signal Timing Optimization and Implementation				\$ 4,000.00	\$ 88,000.00
Task 5: Project Report				\$ 1,000.00	\$ 22,000.00
Task 6: Project Management - O&M Phase				\$ 460.00	\$ 10,120.00
Task 7: Continuing Support				\$ 2,000.00	\$ 44,000.00
Task 8: Final Technical Memorandum				\$ 600.00	\$ 13,200.00
	<b>M2 Requested</b>		<b>Match</b>	<b>Total Cost</b>	
<b>PI</b>	\$	<b>920,342.72</b>	\$ <b>230,085.68</b>	\$	<b>1,150,428.40</b>
<b>O&amp;M</b>	\$	<b>53,856.00</b>	\$ <b>13,464.00</b>	\$	<b>67,320.00</b>

**Laguna Woods**

	Agency	Caltrans	Offset	Total	
Number of Signals:	5	0	3	8	
<b>Project Tasks (Laguna Woods)</b>				<b>Cost / Int</b>	<b>Total Cost</b>
Task 1: Project Management - PI Phase				\$ 1,800.00	\$ 14,400.00
Task 2: Data Collection				\$ 2,000.00	\$ 16,000.00
Task 3: System Design and Construction				-	\$ 372,504.00
Task 4: Signal Timing Optimization and Implementation				\$ 4,000.00	\$ 32,000.00
Task 5: Project Report				\$ 1,000.00	\$ 8,000.00
Task 6: Project Management - O&M Phase				\$ 460.00	\$ 3,680.00
Task 7: Continuing Support				\$ 2,000.00	\$ 16,000.00
Task 8: Final Technical Memorandum				\$ 600.00	\$ 4,800.00
	<b>M2 Requested</b>		<b>Match</b>	<b>Total Cost</b>	
<b>PI</b>	\$	<b>354,323.20</b>	\$ <b>88,580.80</b>	\$	<b>442,904.00</b>
<b>O&amp;M</b>	\$	<b>19,584.00</b>	\$ <b>4,896.00</b>	\$	<b>24,480.00</b>

## c. Summary of Intersection Improvement Costs

LOC.	AGENCY	PROJECT CROSS STREETS	TASK 3 IMPROVEMENT TOTALS			
			Design	Construction	TOTAL	Average Score
1	Laguna Hills	Lake Forest Drive	\$ 7,799.00	\$ 95,147.80	\$ 102,946.80	35.0
2	Laguna Hills	El Pacifico	\$ 3,999.00	\$ 48,787.80	\$ 52,786.80	31.7
3	Laguna Hills	Ridge Route Drive	\$ 5,199.00	\$ 63,427.80	\$ 68,626.80	31.3
4	Laguna Woods	Santa Maria Avenue	\$ 4,500.00	\$ 54,900.00	\$ 59,400.00	37.5
5	Laguna Woods	Gate 12	\$ 4,500.00	\$ 54,900.00	\$ 59,400.00	37.5
6	Laguna Woods	El Toro Road	\$ 4,500.00	\$ 54,900.00	\$ 59,400.00	37.5
7	Laguna Woods	Luthern/St. Nicholas	\$ 4,500.00	\$ 54,900.00	\$ 59,400.00	37.5
8	Laguna Woods	Avenida Sevilla	\$ 4,500.00	\$ 54,900.00	\$ 59,400.00	37.5
9	Laguna Hills	El Toro Road	\$ 6,599.00	\$ 80,507.80	\$ 87,106.80	36.3
10	Laguna Hills	Calle De La Plata	\$ 5,199.00	\$ 63,427.80	\$ 68,626.80	31.3
11	Laguna Hills	Calle De La Magdalena	\$ 7,799.00	\$ 95,147.80	\$ 102,946.80	35.0
12	Laguna Hills	Health Center	\$ 6,999.00	\$ 85,387.80	\$ 92,386.80	31.3
13	Laguna Hills	Los Alisos Boulevard	\$ 5,199.00	\$ 63,427.80	\$ 68,626.80	31.3
14	Laguna Hills	Kennington Drive	\$ 6,999.00	\$ 85,387.80	\$ 92,386.80	31.3
15	Laguna Hills	Avenida Seville/Beckenham Street	\$ 5,199.00	\$ 63,427.80	\$ 68,626.80	31.3
16	Laguna Hills	Laguna Hills Dr/Stockport Street	\$ 3,999.00	\$ 48,787.80	\$ 52,786.80	31.7
17	Laguna Hills	Hawk Highway	\$ 3,999.00	\$ 48,787.80	\$ 52,786.80	31.7
18	Laguna Hills	Alicia Parkway	\$ 1,399.00	\$ 17,067.80	\$ 18,466.80	25.0
-	Laguna Hills	TMC Improvements	\$ 2,100.00	\$ 25,620.00	\$ 27,720.00	40.0
-	Laguna Woods	TMC Improvements	\$ 5,720.00	\$ 69,784.00	\$ 75,504.00	40.0
<b>SIGNAL IMPROVEMENT TOTAL =</b>					<b>\$ 1,329,332.40</b>	<b>34.1</b>

**SECTION 6: PROJECT SCHEDULE BY TASK**

a. Projected Start and End Dates:

**Project start date:** October1,2024

**Project end date:** September 30, 2027

b. Projected Schedule by Task

Task	Starting Date	Ending Date
Task 1: Project Management - PI Phase	October1,2024	September 30, 2025
Task 2: Data Collection	October1,2024	September 30, 2025
Task 3: System Design and Construction	October1,2024	September 30, 2025
Task 4: Signal Timing Optimization and Implementation	October1,2024	September 30, 2025
Task 5: Project Report	October1,2024	September 30, 2025
Task 6: Project Management - O&M Phase	October 1,2025	September 30, 2027
Task 7: Continuing Support	October 1,2025	September 30, 2027
Task 8: Final Technical Memorandum	July 1,2026	September 30, 2027

By checking this box, the Applicant Agency, on behalf of all the participating agencies, agree to implement this project within 12 months. ***(This means the project will be ineligible for delays and timely use funds extensions. This is not applicable to projects requesting OCTA to lead and Baseline Project participants.)***

TABLE I: AGENCY IMPROVEMENT PREFERENCES

Yes  No

CATEGORIES	ID	ITEM DESCRIPTION	UNIT PRICE (MATERIAL + LABOR)					APPLICABLE DESIGN COST PER UNIT				VENDOR/BRAND & ADDITIONAL NOTES					
			Laguna Hills	Laguna Woods	Select an Agency	Select an Agency	Select an Agency	Laguna Hills	Laguna Woods	Select an Agency	Select an Agency	Laguna Hills	Laguna Woods	Select an Agency	Select an Agency	Select an Agency	
Comm	1	Above ground (e.g. wireless, cellular, etc.)															
	2	Fiber Optic underground	\$13,990	\$39,000				\$1,399	\$3,900				Remove Ex. TWP, conduits, Install SMFO Cable, E/S, FPP, Splice Enclosure with new PBs	Conduits, SMFO cable, E/S, FPP, Splice Enclosures with new PBs			
	3	All other (e.g. copper, aerial fiber, GPS, etc.)						\$0	\$0								
Field Elements	4	ATC signal controller	\$6,000	\$6,000				\$600	\$600				Econolite Cobalt with EOS Software	Econolite Cobalt with EOS Software			
	5	Signal cabinet on existing foundation	\$30,000	\$32,000				\$3,000	\$3,200				Econolite Cabinet	Type P cabinet			
	6	Signal cabinet on new foundation						\$0	\$0								
	7	BBS/USP (attached)	\$20,000					\$2,000	\$0				Econolite Blue BBS				
	8	BBS/UPS on existing foundation						\$0	\$0								
	9	BBS/UPS on new foundation						\$0	\$0								
	10	CCTV	\$12,000					\$1,200	\$0					Bosch MIC 7100i PTZ Starlight Video/Radar Vendor TBD			
	11	Vehicle detection (ATSPM inputs + counts)	\$26,000					\$2,600	\$0								
	12	Vehicle detection (ATSPM inputs)						\$0	\$0								
	13	Vehicle detection + bicycle detection						\$0	\$0								
	14	Vehicle detection						\$0	\$0								
	15	Bicycle detection						\$0	\$0								
	16	Pedestrian detection (audible)						\$0	\$0								
	17	Pedestrian detection						\$0	\$0								
	18	Active transportation/pedestrian safety						\$0	\$0								
	19	Transit Signal Priority						\$0	\$0								
	20	EVP (hybrid or GPS)						\$0	\$0								
	21	EVP (infrared)						\$0	\$0								
	22	Speed feedback signs (existing post)						\$0	\$0								
	23	Speed feedback signs (new post)						\$0	\$0								
24	Signal Performance Monitoring						\$0	\$0									
Minor Signal Op Improve	25	Channelization						\$0	\$0								
	26	Signal phasing improvement						\$0	\$0								



**Laguna Hills**

Item Description	Unit	Qty	Unit Price	Total
Furnish and install new digital CCTV camera complete. Reuse	EA	6	\$ 12,000	\$ 72,000
Furnish and install new Econolite Cobalt controller with EOS	EA	13	\$ 6,000	\$ 78,000
Furnish and install new Econolite Cabinet	EA	2	\$ 30,000	\$ 60,000
Remove existing switch. Furnish and install new Actelis	EA	20	\$ 3,200	\$ 64,000
Install 3" schedule 80 PVC conduit	LF	500	\$ 30	\$ 15,000
Remove existing interconnect. Furnish and install 72 SMFO fiber	LF	31,627	\$ 5	\$ 158,135
Furnish and install fiber optic patch panel in controller cabinet	EA	20	\$ 200	\$ 4,000
Furnish and install fiber optic cable splice hub in new 6E pullbox	EA	20	\$ 500.00	\$ 10,000
TMC Splice panels, fiber, switches	LS	1	\$ 21,000	\$ 21,000
Furnish and install 12SMFO fiber optic cable between splice hub	LF	355	\$ 4	\$ 1,420
Furnish and install Econolite Blue BBS in controller cabinet	EA	12	\$ 20,000	\$ 240,000
Remove existing VDS. Furnish and install new VDS with Radar capable	EA	7	\$ 26,000	\$ 182,000
Furnish and install new Actelis ML6916E with hardened power supply and 2 ea 1 Gb SFP's.	EA	1	\$ 6,200	\$ 6,200
<b>Laguna Hills - General Comm Improvements Total</b>			<b>\$</b>	<b>911,755</b>
			<b>Estimated Unit Price for Fiber Optic Underground * \$ 13,988</b>	
*For the applicaion purposes, Unit Price was driven by average of 20 locations with fiber optic improvement with or without new conduit.				

**Laguna Woods**

Item Description	Unit	Qty	Unit Price	Total
Install Ethernet Switch	LS	5	\$ 4,000	\$ 20,000
Install 3" schedule 80 PVC conduit	LF	75	\$ 75	\$ 5,625
Install 72-SMFO cable	LF	9,400	\$ 5	\$ 47,000
Install 12-strand SMFO Cable	LF	5	\$ 200	\$ 1,000
Install type 6E pullbox	EA	5	\$ 3,500	\$ 17,500
F/O Splice Enclosures	EA	5	\$ 2,000	\$ 10,000
nstall 12-Port fiber distribution unit	EA	5	\$ 1,800	\$ 9,000
Remove/Replace pull box; Cut/Connect Conduit	EA	23	\$ 2,800	\$ 64,400
Install Router/Ethernet Switch at City Hall	EA	1	\$ 15,000	\$ 15,000
Install Conduit into City Hall	LF	400	\$ 100	\$ 40,000
Install 4U fiber distribution unit at City Hall	EA	1	\$ 2,500	\$ 2,500
Install new cabinets with controllers	LF	2	\$ 32,000	\$ 64,000
Install Coblat ATC Controllers	EA	5	\$ 6,000	\$ 30,000
<b>Laguna Hills - General Comm Improvements Total</b>			<b>\$</b>	<b>326,025</b>
			<b>Estimated Unit Price for Fiber Optic Underground * \$ 38,405</b>	
*For the applicaion purposes, Unit Price was driven by average of 5 locations with fiber optic improvement with or without new conduit.				

**7.8**  
**RIDGE ROUTE DRIVE DRAINAGE REPAIR**  
**PROJECT**

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**For additional information on this item,  
please refer to Item 7.0 (Consent Calendar Summary).**

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**COOPERATIVE AGREEMENT FOR THE  
RIDGE ROUTE DRIVE DRAINAGE REPAIR PROJECT**

This Ridge Route Drive Drainage Repair Project Cooperative Agreement (“Agreement”) is made and entered into as of \_\_\_\_\_, 2024 (“Effective Date”) by and between the CITY OF LAGUNA HILLS, a California municipal corporation organized and existing under the laws of the State of California (“Laguna Hills”), and the CITY OF LAGUNA WOODS, a California municipal corporation organized and existing under the laws of the State of California, (“Laguna Woods”). Laguna Hills and Laguna Woods are sometimes referred to herein individually as a “Party” or collectively as the “Parties”.

**RECITALS**

A. Laguna Woods in cooperation with Laguna Hills is working to complete the Ridge Route Drive Drainage Repair Project (“Project”), which involves repairing and replacing deteriorated drainage infrastructure that carries stormwater runoff from the south side of Ridge Route Drive (Laguna Woods) to the north side (Laguna Hills). The subject drainage infrastructure is located partially within the jurisdiction of Laguna Woods and partially within the jurisdiction of Laguna Hills.

B. Laguna Hills has elected to designate Laguna Woods as the Lead Agency of this Project, and Laguna Woods agrees to act as Lead Agency in order to implement and carry out the Project.

C. The Project will include the installation of a new grate inlet catch basin with a full trash capture device and a new 18-inch reinforced concrete pipe to convey flows across Ridge Route Drive to an existing catch basin. The Project’s construction drawings are set forth in Attachment A, which is attached hereto and is incorporated herein by reference.

D. Laguna Woods contracted with Geosyntec Consultants, Inc. to design the Project and provide bidding and construction phase support, and incurred related costs in the amount of Fifty-Nine Thousand Dollars and 00/100 (\$59,000.00) (“Design Costs”). Laguna Hills agrees to reimburse Laguna Woods in an amount equal to Fifty Percent (50%) of the Design Costs.

E. Laguna Woods has competitively bid the Project and awarded the contract for construction of the Project to the lowest responsive bidder, Palp, Inc. DBA Excel Paving Company (“Contractor”), in the amount of One Hundred Sixty-Two Thousand Eight Hundred Sixty Dollars and 00/100 (\$162,860.00) (“Construction Costs”). Laguna Hills agrees to reimburse Laguna Woods in an amount equal to Fifty Percent (50%) of the Construction Costs.

F. In the event the cost of the contract for construction of the Project exceeds the Construction Costs, the Parties agree to meet and determine revisions to the Project to satisfy the budget(s) or revised funding proposal(s) by the Parties, which shall be documented and submitted in writing as an amendment to this Agreement.

G. Laguna Woods and Laguna Hills agree to separately fund any inspection and/or construction management costs that each may incur as a result of the Project, with the exception of those included in the Design Costs.

H. The Parties desire to enter into this Agreement to repair and replace deteriorated drainage infrastructure and, thereby, facilitate better management of stormwater runoff and protect public health, safety, and welfare.

I. This Agreement defines the specific terms, conditions, and funding responsibilities between the Parties necessary for the implementation of the Project.

### **AGREEMENT**

**NOW, THEREFORE**, in consideration of the above recitals and the mutual covenants set forth below, Laguna Hills and Laguna Woods agree as follows:

#### **1. Complete Agreement**

- A. This Agreement, including Attachment A attached hereto and incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the terms and conditions of this Agreement between Laguna Hills and Laguna Woods and it supersedes all prior representations, understandings, and communications between the Parties. The above-referenced Recitals are true and correct and are incorporated by reference herein.
- B. Laguna Hills' failure to insist on any instance(s) of Laguna Woods' performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of Laguna Hills right to such performance or to future performance of such term(s) or condition(s), and Laguna Woods' obligation in respect thereto shall continue in full force and effect.
- C. Changes to any portion of this Agreement shall not be binding upon Laguna Hills except when specifically confirmed in writing by an authorized representative of Laguna Hills by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.
- D. Laguna Woods' failure to insist on any instance(s) of Laguna Hills' performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of Laguna Woods' right to such performance or to future performance of such term(s) or condition(s), and Laguna Hills obligation in respect thereto shall continue in full force and effect.
- E. Changes to any portion of this Agreement shall not be binding upon Laguna Woods except when specifically confirmed in writing by an authorized

representative of Laguna Woods by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.

## **2. Scope of Agreement**

This Agreement specifies the respective roles and responsibilities of the Parties as they pertain to the subjects and Project addressed herein. Both Laguna Hills and Laguna Woods agree that each will fully cooperate and coordinate with the other in all activities covered by this Agreement and any other supplemental agreements that may be required to facilitate purposes thereof.

## **3. Responsibilities of Laguna Woods as Project Lead Agency**

The Laguna Woods as the Lead Agency agrees to the following responsibilities for the implementation of the Project:

- A. To manage, procure, and complete the Project as identified in Attachment A, which is attached hereto and incorporated herein by reference.
- B. To invoice Laguna Hills for dollar match amounts due, as set forth in this Agreement, at the end of construction.
- C. For purposes of the California Environmental Quality Act, (Public Resources Code §§ 21000 *et seq.*; 14 Cal. Code Regs., §§ 15000 *et seq.*) Laguna Woods will act as the lead agency for the Project. (Public Resources Code § 21067.)
- D. To require its Contractor to obtain a Laguna Hills Encroachment Permit prior to performing any work for the Project in Laguna Hills public right-of-way.
- E. Upon invoicing Laguna Hills for the final billing of the Project, to provide copies to Laguna Hills in electronic format record construction drawings, Contractor submittals and certified payroll reports, and such Project correspondence with its Contractor as Laguna Hills may request and Laguna Woods may have in its possession.
- F. Laguna Woods' total funding obligation amount is \$110,930.00.

## **4. Responsibilities of Laguna Hills**

Laguna Hills agrees to the following responsibilities for implementation and funding of the Project:

- A. To authorize and cooperate with Laguna Woods to manage, procure, and implement all aspects of the Project.

- B. To issue any permits to Contractor at no fee which may be necessary for Contractor to perform work within Laguna Hills' jurisdiction and to perform any and all inspection which may be required to enforce such permits.
- C. Laguna Hills shall pay Laguna Woods Project-related invoices within 30 days of receipt.
- D. Laguna Hills' total funding obligation amount is \$110,930.00.

**5. Delegated Authority**

The actions required to be taken by Laguna Woods in the implementation of this Agreement are delegated to its City Manager or designee, and the actions required to be taken by Laguna Hills in the implementation of this Agreement are delegated to its City Manager or designee. Laguna Woods acknowledges this designation of authority is authorized under their respective local rules and regulations.

**6. Audit and Inspection**

Laguna Hills and Laguna Woods shall maintain a complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, Laguna Hills shall permit the authorized representative of Laguna Woods to inspect and audit all work, materials, payroll, books, accounts, and other data and records of Laguna Hills relevant to this Agreement and the Project for a period of four (4) years after expiration or termination of this Agreement or until any on-going audit is completed. Upon reasonable notice, Laguna Woods shall permit the authorized representatives of the Laguna Hills to inspect and audit all work, materials, payroll, books, accounts, and other data and records of Laguna Woods relevant to this Agreement and the Project for a period of four (4) years after expiration or termination of this Agreement or until any on-going audit is completed. For purposes of audit, the date of completion of this Agreement shall be the date of Laguna Hills' payment of Laguna Woods' final billing (so noted on the invoice) under this Agreement. The Parties shall have the right to reproduce any such books, records, and accounts relevant to this Agreement. The above provision with respect to audits shall extend to and/or be included in contracts with consultants and contractors hired by Laguna Hills. The only work, materials, payroll, books, accounts, and other data and records which may be audited or inspected pursuant to this section are those that are relevant to this Agreement and the Project.

**7. Indemnification**

- A. Laguna Woods shall indemnify, defend and hold harmless Laguna Hills, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation and settlement) for any loss or damages, bodily injuries, damage to, or loss of property caused by the negligent acts, omissions or willful misconduct by Laguna Woods, its officers, directors, employees or agents in connection or arising out of the performance of this Agreement including damage to property and/or injury to person as a result of traffic accidents within Laguna

Woods' jurisdiction. For the avoidance of doubt, the indemnification obligation for traffic accidents only applies to traffic accidents that are caused by, or result from, the negligent acts, omissions or willful misconduct by Laguna Woods, its officers, directors, employees or agents in connection or arising out of the performance of work on the Project.

- B. Laguna Woods shall maintain adequate levels of insurance, or self-insurance to assure full indemnification of Laguna Hills. Laguna Woods shall provide Laguna Hills evidence and/or documentation of said insurance upon execution of this Agreement.
- C. Laguna Hills shall indemnify, defend and hold harmless Laguna Woods, its officers, directors, employees and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation and settlement) for any loss or damages, bodily injuries, damage to, or loss of property caused by the negligent acts, omissions or willful misconduct by Laguna Hills, its officers, directors, employees or agents in connection or arising out of the performance of this Agreement including damage to property and/or injury to person as a result of traffic accidents within Laguna Hills jurisdiction. For the avoidance of doubt, the indemnification obligation for traffic accidents only applies to traffic accidents that are caused by, or result from, the negligent acts, omissions or willful misconduct by Laguna Hills, its officers, directors, employees or agents in connection or arising out of the performance of work on the Project.
- D. Laguna Hills shall maintain adequate levels of insurance, or self-insurance to assure full indemnification of Laguna Woods. Laguna Hills shall provide Laguna Woods evidence and/or documentation of said insurance upon execution of this Agreement.

## **8. California Environmental Quality Act.**

Laguna Woods, as lead agency, has determined that the Project is an activity subject to the California Environmental Quality Act ("CEQA"). The Project, however, qualifies for the following CEQA exemptions: Class 1 (Existing Facilities) (Cal. Code Regs., tit. 14, § 15301.), Class 2 (Replacement or Reconstruction) (Cal. Code Regs., tit. 14, § 15302.), and Class 4 (Minor Alterations to Land) (Cal. Code Regs., tit. 14, § 15304.). Laguna Woods has caused a Notice of Exemption to be filed and posted accordingly. (Cal. Code Regs., tit. 14, § 15062.)

## **9. Additional Provisions**

- A. Term of Agreement. This Agreement shall continue in full force and effect until June 30, 2025, or until the Parties' ongoing obligations under sections 3 and 4 have terminated, whichever is later. This Agreement may be extended or amended at the mutual consent of all Parties hereto. No amendment shall have any force or effect unless executed in writing and

approved as to form by the Laguna Woods City Attorney and the Laguna Hills City Attorney.

- B. Disputes. The Parties agree to work together in good faith, using reasonable efforts to resolve any unforeseen issues and disputes arising out of the performance of this Agreement.
- C. Permits. The Parties shall waive any fees for permits required by either Laguna Hills or Laguna Woods for the Project.
- D. Corporate Authority. The Parties hereto consent that they are authorized to execute this Agreement on behalf of said Parties and that, by so executing this Agreement, the Parties hereto are formally bound to the provisions of this Agreement.
- E. Severability. If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
- F. Counterparts. This Agreement may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same Agreement. Facsimile signatures will be permitted.
- G. Compliance with All Laws. The Parties shall comply with all applicable federal, state and local laws, statutes, ordinances and regulations of any governmental authority having jurisdiction over the Project.
- H. Force Majeure. Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to; any incidence of fire, flood, acts of God, epidemics, pandemics, quarantine restrictions, commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other Party; when satisfactory evidence of such cause is presented to the other Party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the Party not performing.
- I. Assignment. Neither this Agreement, nor any of the Parties' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by any Party without the prior written consent of the other Party hereto in its sole and absolute discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one (1) assignment

shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.

- J. **Obligations to Comply with Law.** Nothing herein shall be deemed or construed to authorize or require any Party to issue bonds, notes or other evidences of indebtedness under the terms, in amounts, or for purposes other than as authorized by local, state or federal law.
- K. **Governing Law.** The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this Agreement. Any action brought relating to this Agreement shall be adjudicated in a court of competent jurisdiction in the County of Orange, State of California.
- L. **Attorneys' Fees.** In the event of any dispute or legal action arising under this Agreement, the prevailing party shall not be entitled to attorney's fees.
- M. **Third Party Beneficiaries.** Except as otherwise provided in this Agreement, no provision of this Agreement is intended, nor shall be interpreted, to provide or create any third-party beneficiary rights or any other rights of any kind in any third party, and all provisions hereof shall be solely between the Parties hereto.
- N. **Counterparts.** This Agreement may be executed in counterparts, each of which shall be deemed an original and all of which shall constitute one and the same instrument.
- O. **Notices.** Any notice, demand, request, consent, approval or communication under this Agreement shall be in writing and either served personally or sent by prepaid, first-class mail to the address set forth below. Either Party may change its address by notifying the other Party of the change of address in writing. Notice shall be deemed given (a) upon personal delivery or (b) forty-eight (48) hours from deposit of such notice in the United States mail, postage prepaid.

To City of Laguna Hills:  
 City of Laguna Hills  
 24035 El Toro Road  
 Laguna Hills, CA 92653  
 Attention: City Manager

To City of Laguna Woods:  
 City of Laguna Woods  
 24264 El Toro Road  
 Laguna Woods, CA 92637  
 Attention: City Manager

*[SIGNATURES ON NEXT PAGE]*

**IN WITNESS WHEREOF**, the Parties hereto have caused this Agreement to be executed on the date first set forth above.

**CITY OF LAGUNA HILLS**

**CITY OF LAGUNA WOODS**, a California  
municipal corporation

By: \_\_\_\_\_  
Jarad Hildenbrand,  
City Manager

By: \_\_\_\_\_  
Christopher Macon,  
City Manager

**ATTEST:**

**ATTEST:**

By: \_\_\_\_\_  
Jennifer Lee,  
City Clerk

By: \_\_\_\_\_  
Yolie Trippy,  
City Clerk

**APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE**

**APPROVED AS TO FORM:  
CITY ATTORNEY'S OFFICE**

By: \_\_\_\_\_  
Gregory E. Simonian,  
City Attorney

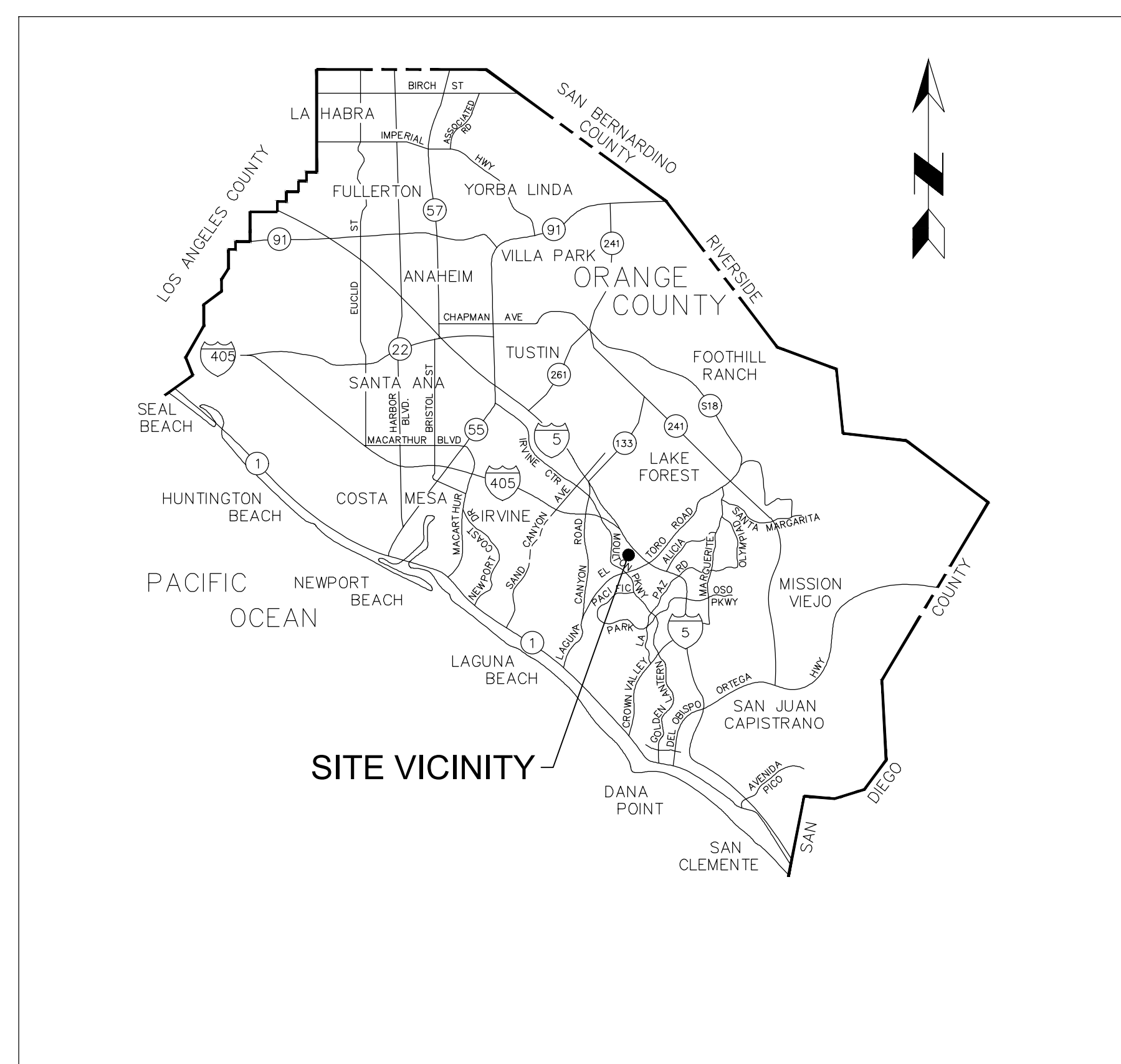
By: \_\_\_\_\_  
Alisha Patterson,  
City Attorney

Dated: \_\_\_\_\_

Dated: \_\_\_\_\_

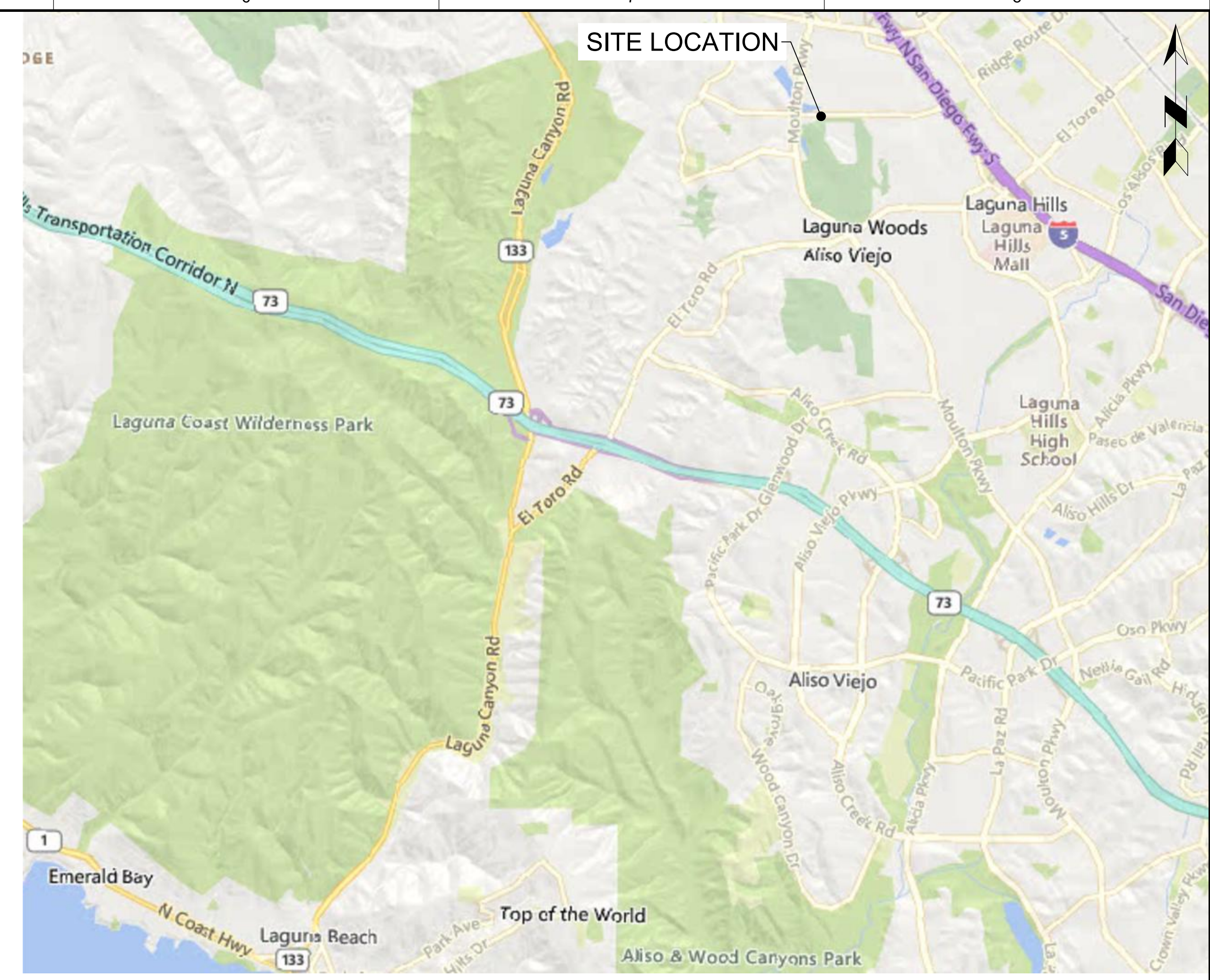
**ATTACHMENT A**  
**CONSTRUCTION DRAWINGS**

# CITY OF LAGUNA WOODS RIDGE ROUTE DRIVE DRAINAGE REPAIR PROJECT



VICINITY MAP  
NOT TO SCALE

SHEET INDEX	
SHT NO.	DESCRIPTION
1	TITLE SHEET
2	GENERAL NOTES
3	SITE PLAN
4	DETAILS
5	DETAILS
6	DETAILS



LOCATION MAP  
SCALE IN FEET

**ENGINEER'S NOTICE TO CONTRACTORS:**

PRIVATE AND PUBLIC UTILITIES, IF SHOWN, REFLECT AVAILABLE RECORD DATA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING ALL LINES AFFECTING THIS WORK AND FOR ANY DAMAGE OR PROTECTION TO THESE LINES. CONTRACTOR FURTHER SHALL ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR A JOB SITE CONDITIONS DURING THE COURSE OF THIS PROJECT INCLUDING SAFETY OF ALL PERSONS AND PROPERTY; THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS; AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE PRIVATE ENGINEER AND THE CITY OF LAGUNA WOODS HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE ENGINEER OR THE CITY.

**UTILITY CONTACTS:**

- SOUTHERN CALIFORNIA EDISON (626) 308-6186  
CONTACT: ED ALVAREZ
- SOUTHERN CALIFORNIA GAS (714) 634-5067  
CONTACT: RYAN LOPEZ
- AT&T (714) 666-5503  
CONTACT: SUSAN BLACKBURN
- COX COMMUNICATIONS (949) 563-8889  
CONTACT: RAY CASTRO
- EL TORO WATER DISTRICT (949) 837-1660 (X223)  
CONTACT: DENNIS CAFFERTY OR HANNAH FORD (949) 837-1660 (X247)



NO.	DATE	REVISIONS	ENGR.	APPROV.	DATE



PLANS PREPARED BY:  
**Geosyntec**  
consultants

1031 S BROADWAY SUITE 300  
LOS ANGELES, CA 90015  
TELEPHONE: (310) 957-6100

**CITY OF LAGUNA WOODS**  
RIDGE ROUTE DRIVE  
LAGUNA WOODS, CA 92637

TITLE SHEET

DWN BY: FS	APPROVED BY:	PROJECT NO.: CWR0933
CKD BY: HB		SHEET: 1
SCALE: AS NOTED	DATE: 8/26/2024	OF: 6

ABBREVIATIONS:

ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
ACTM	AUFDENKAMP CONNECTION TRANSMISSION MAIN
AVE	AVENUE
BLVD	BOULEVARD
BMP	BEST MANAGEMENT PRACTICE
CL	CENTER LINE
EC	ELECTRICAL CONDUIT
EX	EXISTING
FG	FINISHED GRADE
FL	FLOWLINE
ID	INSIDE DIAMETER
INV	INVERT
LF	LINEAR FEET
MAX	MAXIMUM
MH	MAINTENANCE HOLE
MIN	MINIMUM
N	NORTH
OCPW	ORANGE COUNTY PUBLIC WORKS
OD	OUTER DIAMETER
PSI	POUNDS PER SQUARE INCH
RCP	REINFORCED CONCRETE PIPE
RW	RIGHT OF WAY
RW	RECYCLED WATER
SD	STORM DRAIN
SMWD	SANTA MARGARITA WATER DISTRICT
SPPWC	STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION
SS	SANITARY SEWER
ST	STREET
STA	STATION
STD	STANDARD
TC	TOP OF CURB
TOP	TOP OF GRATE
TOP	TOP OF PIPE
TYP	TYPICAL

GENERAL NOTES:

- THIS PROJECT IS BEING UNDERTAKEN TO ADDRESS DRAINAGE ISSUES CREATED BY A PLUG WITHIN THE EXISTING 42" REINFORCED CONCRETE PIPE THAT CROSSES RIDGE ROUTE DRIVE AND OUTLETS TO VEEH RESERVOIR.
- ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION", LATEST EDITION, THE CURRENT STANDARD SPECIFICATIONS AND STANDARD DRAWINGS OF ORANGE COUNTY PUBLIC WORKS (OCPW), THESE PLANS, THE PROJECT SPECIAL PROVISIONS, AND ALL SAFETY REGULATIONS, CODES, AND REQUIREMENTS PERTINENT TO THE PROJECT CONSTRUCTION. CONTRACTOR SHALL HAVE A COPY OF ALL REFERENCE STANDARDS AND PROJECT PLANS AT THE JOB SITE AT ALL TIMES.
- NO CONSTRUCTION IS AUTHORIZED WITHOUT A "NOTICE TO PROCEED" ISSUED BY THE CITY OF LAGUNA WOODS.
- THE CONTRACTOR SHALL NOTIFY ALL AFFECTED PRIVATE PROPERTY OWNERS, BUSINESSES/INSTITUTIONS, AND PUBLIC SERVICE AGENCIES 5 WORKING DAYS PRIOR TO BEGINNING ANY CONSTRUCTION.
- ALL TRAFFIC CONTROL WORK FOR CONSTRUCTION SHALL CONFORM TO PART SIX (6) OF THE FEDERAL HIGHWAY ADMINISTRATION'S MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (LATEST EDITION) (MUTCD), THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) APRIL 7, 2017 MUTCD 2014 REV 2, AND THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL MAINTAIN TRAFFIC CONTROL IN CONFORMANCE WITH THE PROJECT SPECIFICATIONS AND SHALL PROVIDE 24-HOUR SERVICE TO REMOVE, INSTALL, RELOCATE, AND MAINTAIN WARNING DEVICES.
- AT NOT TIME IS ANY BUSINESS, RESIDENCE, OR PROPERTY TO BE WITHOUT ACCESS UNLESS OTHERWISE APPROVED BY THE ENGINEER.
- ALL PUBLIC OR PRIVATE FACILITIES DAMAGED DURING CONSTRUCTION SHALL BE RECONSTRUCTED AND/OR REPAIRED TO ORIGINAL CONDITION, SOLELY AT THE EXPENSE OF THE CONTRACTOR.
- THE CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTY OWNERS FROM ANY AND ALL DAMAGES THAT MAY OCCUR FROM STORM WATER RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL WORK IN CONJUNCTION WITH CONSTRUCTION OF THESE IMPROVEMENT PLANS.
- UNLESS OTHERWISE NOTED, ALL EXISTING UTILITIES, VALVES, UTILITY BOXES, STREET LIGHTS AND SIGNAGE, ETC. WITHIN THE STREET RIGHT-OF-WAY SHALL BE PROTECTED IN PLACE. CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL FACILITIES NOT REQUIRING REMOVAL, RELOCATION, OR ADJUSTMENT.
- ALL SURVEY MONUMENTS NOT REQUIRING ADJUSTMENTS SHALL NOT BE DISTURBED BY THE CONSTRUCTION OF THESE IMPROVEMENTS. IT IS THE CONTRACTOR'S RESPONSIBILITY TO RESTORE ALL LOST, DAMAGED, OR OBLITERATED MONUMENTS IN ACCORDANCE WITH SECTION 8773 OF THE PROFESSIONAL LAND SURVEYOR'S ACT.
- CONTRACTOR TO VERIFY EXISTING CONDITIONS AND ELEVATIONS INCLUDING POINTS OF CONNECTIONS PRIOR TO ANY CONSTRUCTION AND TO INFORM THE ENGINEER IN CASE OF ANY CONFLICT.
- IN THE EVENT OF DISCREPANCIES AND/OR DEVIATIONS ARISING DURING RECONSTRUCTION, THE CITY ENGINEER SHALL BE RESPONSIBLE FOR DETERMINING AN ACCEPTABLE SOLUTION.
- ALL TREES AND PLANTS SHALL BE PROTECTED IN PLACE UNLESS NOTED OTHERWISE
- THE CONTRACTOR SHALL CONFORM TO ALL THE REQUIREMENTS AS SET FORTH IN SECTION 3 "BEST MANAGEMENT PRACTICES (BMPs) FOR CONSTRUCTION PROJECTS" OF THE ORANGE COUNTY STORM WATER PROGRAM CONSTRUCTION GUIDANCE MANUAL. A COPY OF THE MANUAL IS AVAILABLE FOR REVIEW AT CITY HALL.
- PRIOR TO THE START OF CONSTRUCTION, VERIFY ALL EXISTING CONDITIONS REQUIRED TO PERFORM WORK. IF CONDITIONS DIFFER FROM THOSE SHOWN ON THE DRAWINGS, NOTIFY THE ENGINEER IMMEDIATELY AND STOP WORK UNTIL DIFFERING CONDITIONS HAVE BEEN EVALUATED.
- SHOULD CONFLICTING INFORMATION BE FOUND ON THE PLANS, NOTIFY THE ENGINEER BEFORE PROCEEDING WITH THE WORK IN QUESTION.
- MINIMUM SAFETY STANDARDS: COMPLY WITH ALL APPLICABLE STATE OF CALIFORNIA, DEPARTMENT OF INDUSTRIAL RELATIONS, AND DIVISION OF OCCUPATIONAL SAFETY AND HEALTH (CAL/OSHA) SAFETY STANDARDS.
- TEMPORARY FACILITIES: CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY FACILITIES INCLUDING POWER, WATER, AND SANITARY FACILITIES NEEDED FOR CONSTRUCTION.
- THE USE OR SUBSTITUTION OF ENVIRONMENTALLY PREFERABLE PRODUCTS AND RECYCLED PRODUCTS IS ALLOWED, WHENEVER PRACTICABLE AND COST EFFECTIVE, SUBJECT TO APPROVAL BY THE ENGINEER.

BENCHMARK:

ELEVATIONS SHOWN HEREON ARE BASD UPON ORANGE COUNTY BENCHMARK 3X-65-13, ELEVATION 361.19 FEET (NAV88).

DESCRIPTION:  
DESCRIBED BY OCS 2013 - FOUND 4" OCS ALUMINUM BENCHMARK DISK STAMPED "3X-65-13". SET IN THE SE-LY CORNER OF A 5.5' X 3' CONCRETE FOOTING FOR A TRAFFIC SIGNAL PANEL 1.6' ABOVE THE SIDEWALK. MONUMENT IS LOCATED IN THE NW'LY PORTION OF THE INTERSECTION OF MOULTON PKWY. AND SANTA MARIA AVE.

BASIS OF BEARINGS:

THE BEARINGS SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE 6, (2017.50) IN ACCORDANCE TO THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819; SAID BEARINGS ARE DETERMINED LOCALLY UPON G.P.S. FIELD-OBSERVED TIES TO THE FOLLOWING ORANGE COUNTY SURVEYOR'S HORIZONTAL CONTROL POINTS:

GPS# 0337:  
NORTHING = 2172808.20'      EASTING = 6110697.36'

GPS# 0411:  
NORTHING = 2171461.52'      EASTING = 6110753.49'

THE COMBINATION FACTOR FOR THIS PROJECT WAS APPLIED AT THE FOLLOWING POINT:  
NORTHING = 2172828.68'      EASTING = 6111915.63'

MAPPING ANGLE = -0°48'43"      SCALE FACTOR = 1.00004189

SPECIFICATIONS:

- GENERAL:
  - ALL WORK SHALL CONFORM TO THE LATEST EDITION AND SUPPLEMENTS OF "STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION" (GREENBOOK), THE CURRENT STANDARD SPECIFICATIONS AND STANDARD DRAWINGS OF ORANGE COUNTY PUBLIC WORKS (OCPW), THESE PLANS, AND THE PROJECT SPECIAL PROVISIONS.
  - ALL TRAFFIC CONTROL WORK FOR CONSTRUCTION SHALL CONFORM TO PART SIX (6) OF THE FEDERAL HIGHWAY ADMINISTRATION'S MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (LATEST EDITION) (MUTCD), THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) APRIL 7, 2017 MUTCD 2014 REV 2, AND THE PROJECT SPECIAL PROVISIONS. THE CONTRACTOR SHALL MAINTAIN TRAFFIC CONTROL IN CONFORMANCE WITH THE CITY OF LAGUNA HILLS TRAFFIC CONTROL PLANS GENERAL NOTES AND SHALL PROVIDE 24-HOUR SERVICE TO REMOVE, INSTALL, RELOCATE, AND MAINTAIN WARNING DEVICES.
  - INSTALL MATERIALS AND EQUIPMENT IN ACCORDANCE WITH MANUFACTURER GUIDELINES UNLESS OTHERWISE NOTED ON DRAWINGS AND SPECIFICATIONS.
  - EQUAL PRODUCTS: CONTRACTOR CAN PROVIDE "EQUAL" PRODUCTS FOR ALL MATERIALS SPECIFIED. IF EQUAL PRODUCTS ARE PROPOSED, IT IS THE CONTRACTOR'S RESPONSIBILITY TO DEMONSTRATE THAT THE PROPOSED PRODUCTS ARE EQUAL TO THE SPECIFIED PRODUCT. PRE-APPROVED MATERIALS ARE NOTED IN QUOTES.
- EARTHWORK:
  - NO FILL TO BE PLACED UNTIL EXCAVATION BOTTOM HAS BEEN INSPECTED AND APPROVED BY THE ENGINEER.
  - SUBGRADE PREPARATION: SCARIFY AND RE-COMPACT TOP 6 INCHES OF LOOSE OR DISTURBED SUBGRADE UNLESS OTHERWISE DIRECTED BY THE ENGINEER. FILL MAY BE PLACED DIRECTLY ON TOP OF THE UNDISTURBED NATIVE MATERIALS AS DETERMINED BY THE ENGINEER.
  - FILL MATERIAL: SCREENED NATIVE MATERIALS ARE SUITABLE FOR USE AS FILL MATERIAL. SCREENED NATIVE MATERIALS SHALL BE FREE OF ORGANIC MATER, DELETERIOUS MATERIALS, AND ROCKS OR OTHER OBJECTS LARGER THAN 2 INCHES.
  - ALL FILL SHALL BE COMPACTED TO THE FOLLOWING MINIMUM RELATIVE COMPACTION CRITERIA:
    - BASE MATERIAL UNDER ROADWAYS, CURBS AND GUTTER: 95 PERCENT
    - BASE MATERIAL UNDER CATCH BASINS AND MAINTENANCE HOLES: 95 PERCENT
    - BASE MATERIAL UNDER NON-TRAFFIC AREAS: 90 PERCENT
    - SOIL BACKFILL: 90 PERCENT
    - DISTURBED SUBGRADE: 90 PERCENT
- PIPE AND FITTINGS:
  - PIPE AND FITTINGS:
    - PROPOSED STORM DRAIN: REINFORCED CONCRETE PIPE PER GREENBOOK SECTION 207-2. RCP SHALL HAVE A D-LOAD RATING OF 1750-D.
    - PROVIDE FITTINGS AS NECESSARY TO COMPLETE WORK
  - PIPE BEDDING SHALL CONFORM TO GREENBOOK SECTIONS 217-4 AND TO OC PUBLIC WORKS STANDARD PLAN 1319.
- DRAINAGE STRUCTURES:
  - TRASH RACK: "CUSTOM LPK STYLE 51.5"x37.375" PEAKED ROOF TRASH RACK - STAINLESS STEEL, HINGED ACCESS"
  - FULL TRASH CAPTURE INSERT: "OLDCASTLE FLOGARD CATCH BASIN INSERT FILTER - GRATED INLET STYLE (FF-2436SD-SCAL)"
- ROCK MATERIALS:
  - BASE: GREENBOOK SECTION 200-2 "UNTREATED BASE MATERIALS" AND OCPW STANDARD PLAN 1804
- CONCRETE MATERIALS:
  - CAST-IN-PLACE OR PRECAST DRAINAGE STRUCTURES: GREENBOOK SECTION 201-1 CLASS 560-C-3250
  - NON-SHRINK GROUT: GREENBOOK SECTION 201-7.3
  - CONCRETE SLURRY: GREENBOOK SECTION 201-1 CLASS 100-E-100
  - EPOXY ADHESIVE ANCHOR: "HILTI HIT-RE 100"
- BITUMINOUS MATERIALS:
  - SURFACE ASPHALT CONCRETE COURSE: PER STANDARD PLAN 1805 AND GREENBOOK SECTION 203-6.5, 1/2" CLASS III-C2-PG 64-10
  - BASE ASPHALT CONCRETE COURSE: PER STANDARD PLAN 1805 AND GREENBOOK SECTION 203-6.5, 3/4" CLASS III-B3-PG 64-10
  - TACK COAT: GREENBOOK SECTION 302-5.4

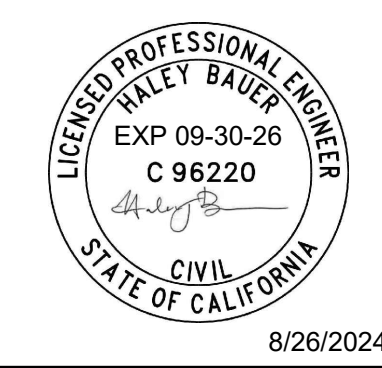
LEGEND:

	EXISTING RIGHT-OF-WAY
	ROW CENTERLINE
	EXISTING FENCE
	EXISTING WOOD FENCE
	PROPOSED STORM DRAIN
	EXISTING STORM DRAIN
	EXISTING SANITARY SEWER
	EXISTING ELECTRICAL CONDUIT
	EXISTING RECYCLED WATER
	EXISTING WATER
	EXISTING CONTOUR
	PROPOSED CONTOUR
	DAYLIGHT LINE

EROSION & SEDIMENT CONTROL NOTES:

- SEDIMENT FROM AREAS DISTURBED BY CONSTRUCTION SHALL BE RETAINED ON SITE USING STRUCTURAL CONTROLS TO THE MAXIMUM EXTENT PRACTICABLE.
- STOCKPILES SHALL BE PROPERLY CONTAINED TO ELIMINATE OR REDUCE SEDIMENT OR POLLUTANT TRANSPORT FROM THE SITE TO THE STREETS, DRAINAGE FACILITIES, OR ADJACENT PROPERTIES VIA RUNOFF, VEHICLE TRACKING, OR WIND.
- APPROPRIATE BMPs FOR CONSTRUCTION-RELATED MATERIALS, WASTES, SPILLS OR RESIDUES SHALL BE IMPLEMENTED TO MINIMIZE TRANSPORT FROM THE SITE TO STREETS, DRAINAGE FACILITIES, OR ADJOINING PROPERTIES BY WIND OR RUNOFF.

NO.	DATE	REVISIONS	ENGR.	APPROV.	DATE

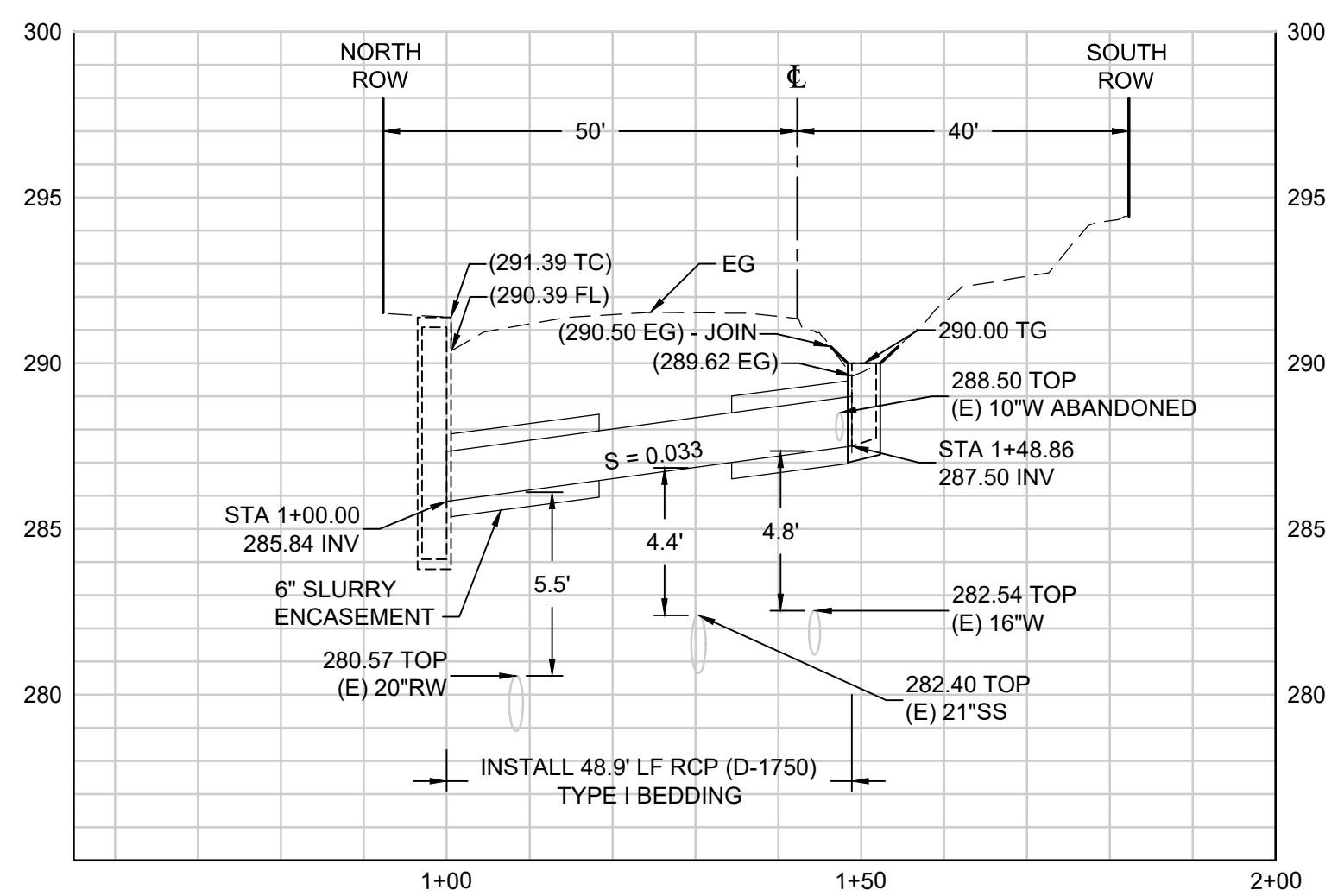
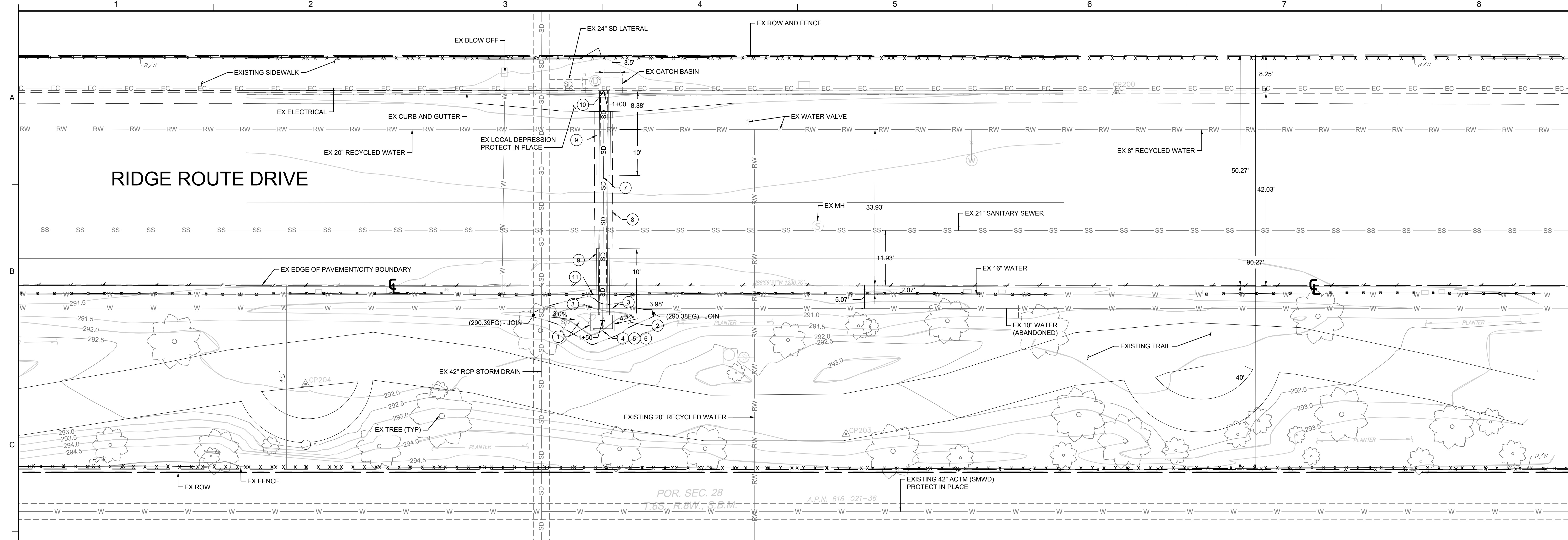


PLANS PREPARED BY:  
**Geosyntec** consultants  
1031 S BROADWAY SUITE 300  
LOS ANGELES, CA 90015  
TELEPHONE: (310) 957-8100

**CITY OF LAGUNA WOODS**  
RIDGE ROUTE DRIVE  
LAGUNA WOODS, CA 92637

GENERAL NOTES

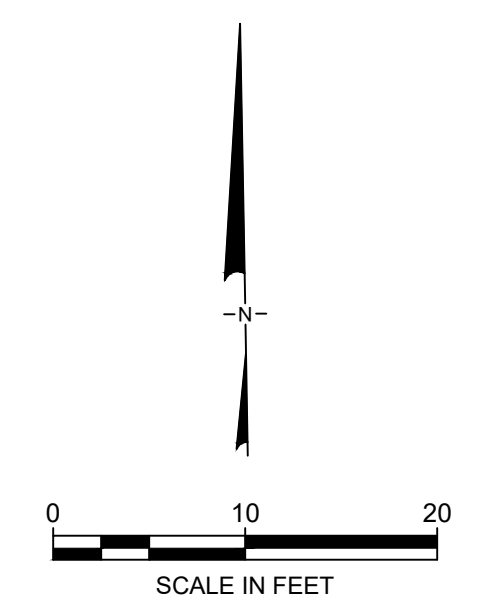
DWN BY: <u>FS</u>	APPROVED BY: _____	PROJECT NO. <u>CWR0933</u>
CKD BY: <u>HB</u>	DATE: <u>8/26/2024</u>	SHEET: <u>2</u>
SCALE: <u>AS NOTED</u>	DATE: <u>8/26/2024</u>	OF: <u>6</u>



PROFILE SCALE  
 HORIZONTAL: 1" = 20'  
 VERTICAL: 1" = 5'  
**PROPOSED 18" RCP**

**CONSTRUCTION NOTES**

- ① REMOVE EXISTING DROP INLET; CUT AND CAP EXISTING STORM DRAIN LATERAL
- ② PLACE FILL TO BRING FG AT CATCH BASIN TO TOP OF GRATE; GRADE TO DAYLIGHT LINE
- ③ CUT AND CAP EXISTING 10" ABANDONED WATER LINE
- ④ INSTALL GRATING CATCH BASIN PER SPPWC STD 305-4, V=2.5, T=6"
- ⑤ INSTALL 51.5"x37.375" CUSTOM LPK STYLE TRASH RACK
- ⑥ INSTALL TWO OLDCASTLE FLOGARD CATCH BASIN INSERT FILTERS - GRATED INLET STYLE (FF-2436SD-SCAL)
- ⑦ CONSTRUCT 18" REINFORCED CONCRETE PIPE (D-1750) PER OCPW STD PLAN 1319, TYPE 1 BEDDING
- ⑧ SAWCUT; RECONSTRUCT PAVEMENT PER DETAIL 2 ON SHEET 5
- ⑨ ENCASE RCP WITH 6" CONCRETE SLURRY ON EITHER SIDE OF EX. WATER LINE CROSSING AS SHOWN
- ⑩ CONNECT TO EXISTING CATCH BASIN PER DETAIL 1 ON SHEET 4
- ⑪ REMOVE AND REPLACE WOOD FENCE IN KIND



NO.	DATE	REVISIONS	ENGR.	APPROV.	DATE



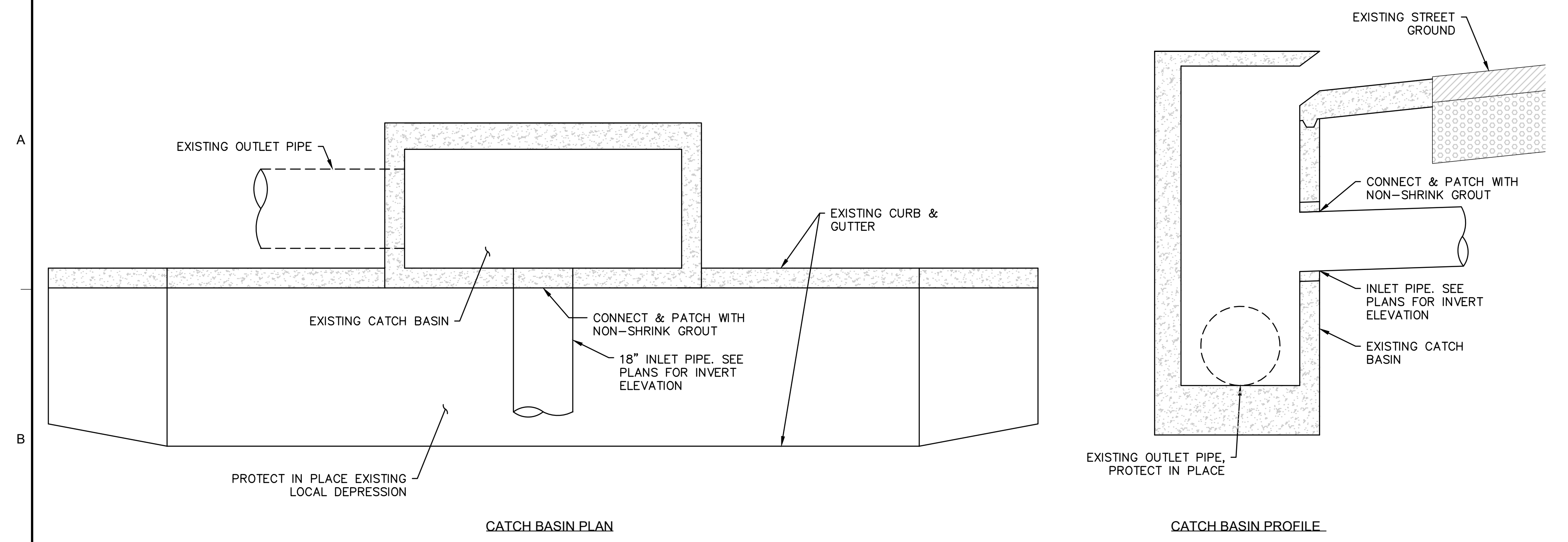
PLANS PREPARED BY:  
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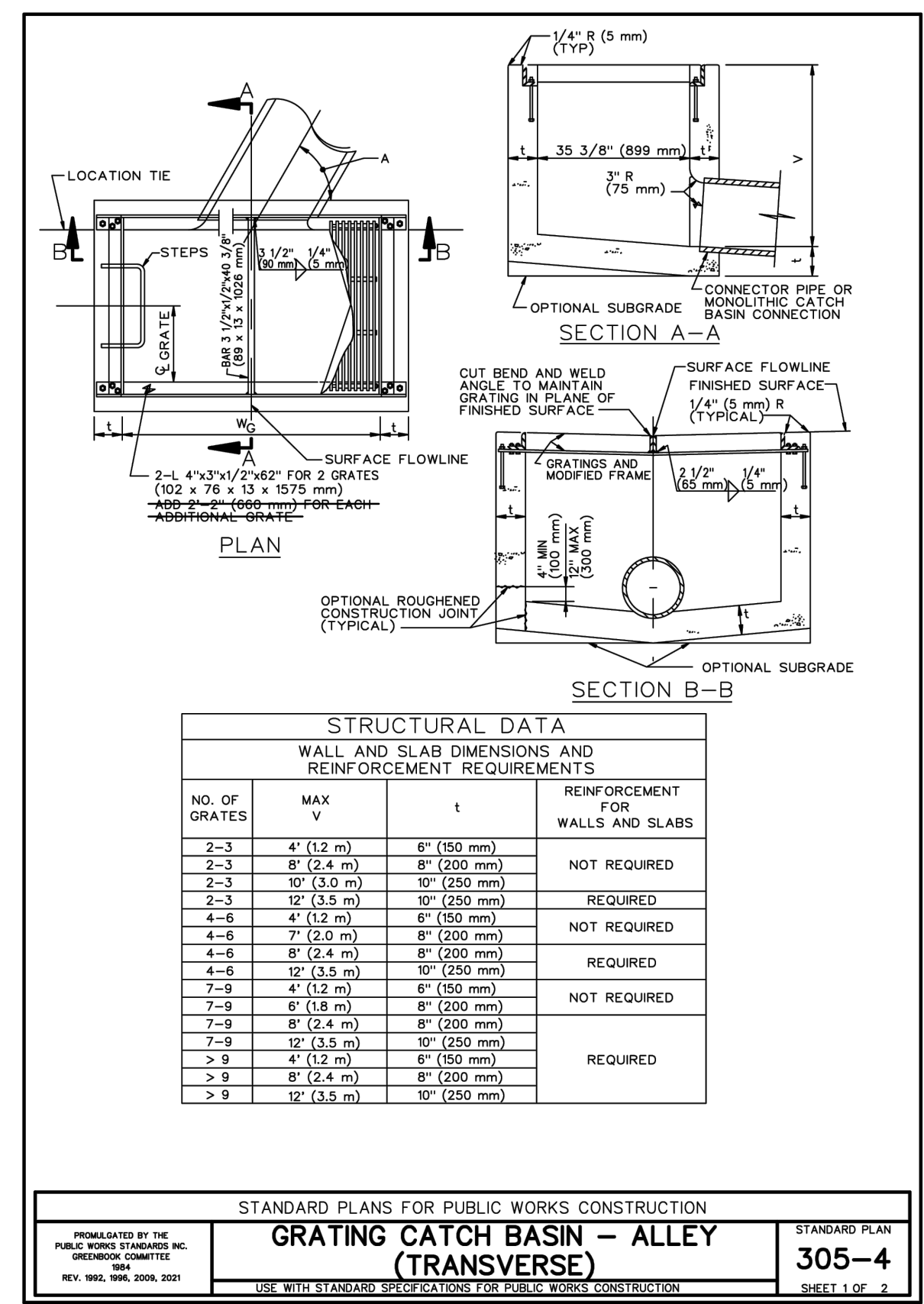
**CITY OF LAGUNA WOODS**  
 RIDGE ROUTE DRIVE  
 LAGUNA WOODS, CA 92637

SITE PLAN

DWN BY: <u>FS</u>	APPROVED BY: _____	PROJECT NO: <u>CWR0933</u>
CKD BY: <u>HB</u>	DATE: <u>8/26/2024</u>	SHEET: <u>3</u>
SCALE: <u>AS NOTED</u>	DATE: <u>8/26/2024</u>	OF: <u>6</u>



1 CONNECTION TO EXISTING CATCH BASIN  
NOT TO SCALE

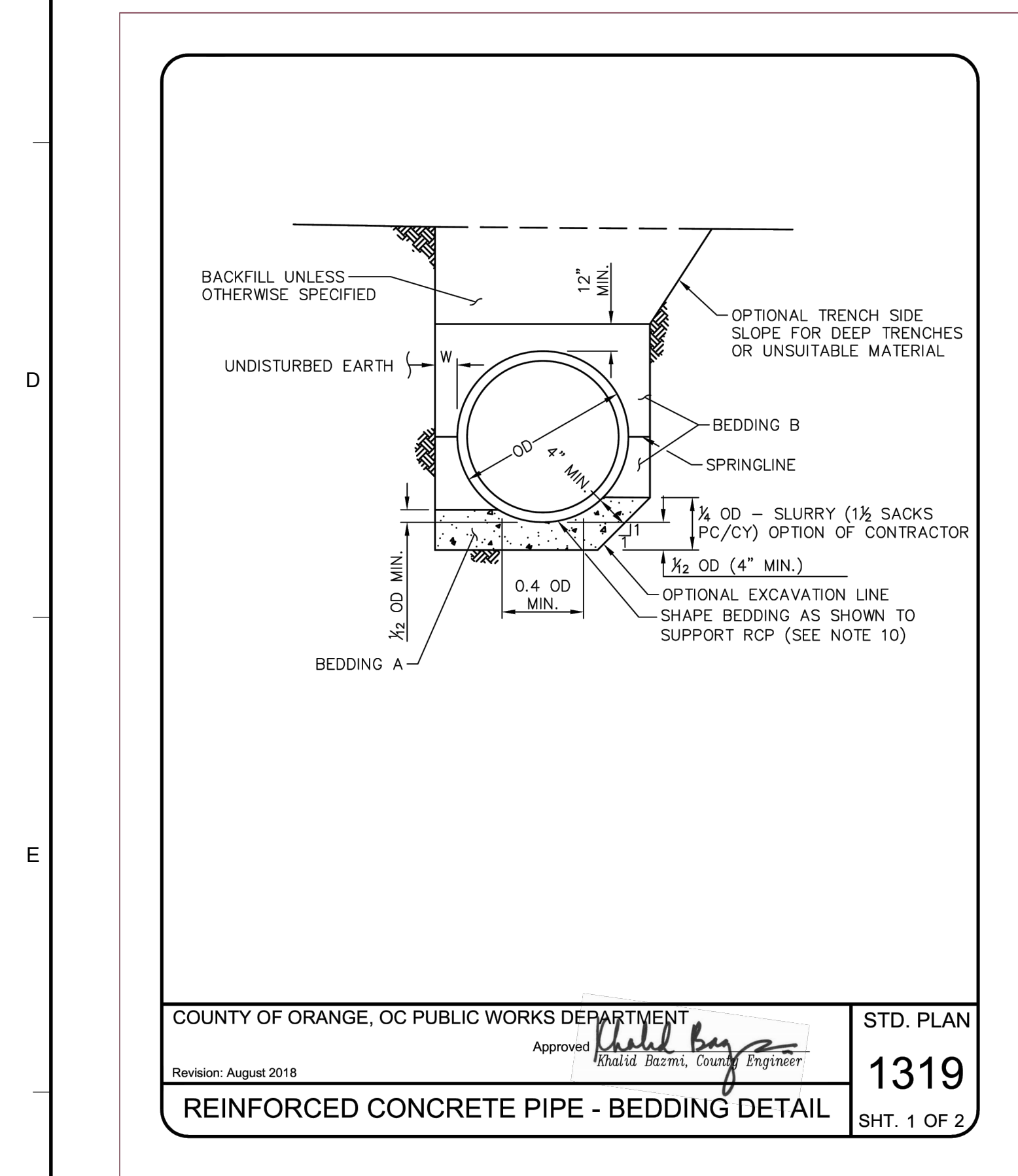


**NOTES:**

- ALL CURVED CONCRETE SURFACES SHALL BE FORMED BY CURVED FORMS, AND SHALL NOT BE SHAPED BY PLASTERING.
- TWO GRATINGS ARE REQUIRED UNLESS OTHERWISE SHOWN ON THE PLANS.
- FLOOR OF BASIN SHALL BE GIVEN A STEEL TROWEL FINISH AND SHALL HAVE A LONGITUDINAL AND LATERAL SLOPE OF 1/12H MINIMUM AND 1/4" MAXIMUM SLOPE FLOOR FROM ALL DIRECTIONS TO THE OUTLET.
- DIMENSIONS:  
 $V = 2' - 6"$   
 $V_1 =$  THE DEPTH AT THE INVERT OF THE INLET. NOTED ON THE PLANS.  
 $V_2 =$  THE DEPTH AT THE UPSTREAM END OF THE CATCH BASIN. IT SHALL BE DETERMINED BY THE REQUIREMENTS OF NOTE 3, BUT SHALL NOT BE LESS THAN 2'-0" (750 mm).  
 $W_1 = 4' - 3 1/2"$  (1308 mm) FOR TWO GRATINGS; ADD 2'-0" (660 mm) FOR EACH ADDITIONAL GRATING.  
 $A =$  THE ANGLE, IN DEGREES, INTERCEPTED BY THE CENTERLINE OF THE CONNECTOR PIPE AND THE CATCH BASIN WALL TO WHICH THE CONNECTOR PIPE IS ATTACHED.
- PLACE CONNECTOR PIPES AS INDICATED ON THE PLANS. UNLESS OTHERWISE SPECIFIED, THE CONNECTOR PIPE SHALL BE LOCATED AT THE DOWNSTREAM END OF THE BASIN. WHERE THE CONNECTOR PIPE IS SHOWN AT A CORNER, THE CENTERLINE OF THE PIPE SHALL INTERSECT THE INSIDE CORNER OF THE BASIN. THE PIPE MAY BE CUT AND TRIMMED AT A SKEW NECESSARY TO PIPE. A MONOLITHIC CATCH BASIN CONNECTION SHALL BE USED TO JOIN THE CONNECTOR PIPE TO THE CATCH BASIN WHENEVER ANGLE "A" IS LESS THAN 70° OR GREATER THAN 10°, OR WHENEVER THE CONNECTOR PIPE IS LOCATED IN A CORNER. THE OPTIONAL USE OF A MONOLITHIC CATCH BASIN CONNECTION IN ANY CASE IS PERMITTED. MONOLITHIC CATCH BASIN CONNECTIONS MAY BE CONSTRUCTED TO AVOID CUTTING STANDARD LENGTHS OF PIPE.
- STEPS SHALL BE LOCATED AS SHOWN. IF THE CONNECTOR PIPE INTERFERES WITH THE STEPS, THEY SHALL BE LOCATED ON THE OPPOSITE WALL. STEPS SHALL BE SPACED 300 mm (12") APART. THE TOP STEP SHALL BE 7" (175 mm) BELOW THE TOP OF THE GRATING AND PROJECT 2-1/2" (65 mm). ALL OTHER STEPS SHALL PROJECT 5" (130 mm).
- THE FOLLOWING SPPWC ARE INCORPORATED HEREIN:  
 308 MONOLITHIC CATCH BASIN CONNECTION  
 309 CATCH BASIN REINFORCEMENT  
 311 FRAME AND GRATING FOR CATCH BASINS  
 633 STEEL STEP  
 636 POLYPROPYLENE PLASTIC STEP

STANDARD PLANS FOR PUBLIC WORKS CONSTRUCTION  
**GRATING CATCH BASIN - ALLEY (TRANSVERSE)**  
 STANDARD PLAN 305-4 SHEET 2 OF 2

2 SPPWC - STANDARD PLAN NO. 305-4  
NOT TO SCALE



**NOTES:**

- BEDDING A SHALL BE COMPOSED OF SAND, NO. 3 OR NO. 4 CRUSHED ROCK OR GRAVEL PER THE GREENBOOK OR OTHER GRANULAR MATERIAL AS MAY BE SPECIFIED OR APPROVED BY THE ENGINEER.
- BEDDING B SHALL BE COMPOSED OF SAND OR OTHER GRANULAR MATERIAL AS MAY BE SPECIFIED OR APPROVED BY THE ENGINEER AND SHALL CONFORM TO SECTION 217-1.1 OF THE GREENBOOK & STD PLAN 1803.
- BEDDING B SHALL BE COMPACTED TO A RELATIVE COMPACTION OF NOT LESS THAN 90 PERCENT UNLESS OTHERWISE SPECIFIED.
- BEDDING B SHALL BE PLACED IN TWO OR MORE LIFTS FOR OD GREATER THAN 60 INCHES.
- BACKFILL SHALL BE PER SECTION 217-2 & 306-12 OF THE GREENBOOK, AND STD PLAN 1803.
- WHERE THE COVER IS 8 FEET OR LESS, "W" MUST BE GREATER THAN OR EQUAL TO 6 INCHES. WHERE THE COVER IS GREATER THAN 8 FEET, "W" MUST BE BETWEEN 6 AND 10 INCHES INCLUSIVE. FOR PIPES UP TO AND INCLUDING 96 INCHES IN DIAMETER. FOR PIPES OVER 96 INCHES IN DIAMETER, "W" MUST BE BETWEEN 6 AND 12 INCHES INCLUSIVE.
- "W" SHALL INCLUDE THE THICKNESS OF ANY SHORING.
- SHORING SHALL BE A MINIMUM OF 6 INCHES FROM THE PIPE AT SPRINGLINE.
- AN IMPROVED BEDDING METHOD SHALL BE SUBMITTED TO THE ENGINEER FOR ANY "W" OTHER THAN THAT PERMITTED IN NOTE 6.
- THE TRENCH BOTTOM SHALL BE SHAPED AS SHOWN, OR THE CONTRACTOR, AT HIS OPTION MAY CHOOSE NOT TO SREED BEDDING "A" IN WHICH CASE, THE PIPE SHALL BE BACKFILLED TO A DEPTH OF 1/4" OD WITH TRENCH BACKFILL SLURRY AT NO ADDITIONAL COST TO THE COUNTY.
- THIS BEDDING DETAIL SHALL ONLY BE USED FOR RCP OR AS APPROVED BY THE ENGINEER.
- BEDDING DETAIL FOR PLASTIC PIPE SHALL BE SHOWN ON THE PLANS.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: Khalid Bazmi, County Engineer  
 STD. PLAN 1319  
 REINFORCED CONCRETE PIPE - BEDDING DETAIL  
 SHT. 2 OF 2

3 OCPW - STANDARD PLAN NO. 1319  
NOT TO SCALE

**SECTION I. MATERIALS**

UNTREATED BASE MATERIALS SHALL MEET THE REQUIREMENTS OF SECTION 200-2, "UNTREATED BASE MATERIALS", AND THESE SPECIAL PROVISIONS.

IN LIEU OF THE SECOND SENTENCE OF SECTION 200-2.1, "GENERAL", AT LEAST 65 PERCENT, BY WEIGHT, OF THE MATERIAL RETAINED ON THE NO. 4 SIEVE SHALL BE CRUSHED PARTICLES AS DETERMINED BY CALIFORNIA TEST METHOD 205.

EVALUATION OF GRADATION AND SAND EQUIVALENT TEST RESULTS SHALL CONFORM TO THE PROVISIONS OF SECTION 200-2.1, "GENERAL". THE GRADATION AND SAND EQUIVALENT REQUIREMENTS OF SECTIONS 200-2.2, "CRUSHED AGGREGATE BASE", 200-2.4, "CRUSHED MISCELLANEOUS BASE", 200-2.5, "PROCESSED MISCELLANEOUS BASE", AND 200-2.6, "SELECT SUBBASE", SHALL BE THE MOVING AVERAGE REQUIREMENTS. INDIVIDUAL TEST REQUIREMENTS FOR GRADATION AND SAND EQUIVALENT SHALL BE AS DETERMINED BY THE OCPW MATERIALS LABORATORY.

**SECTION II. GENERAL PROVISIONS**

ADD TO SECTION 301-2.1, "GENERAL", THE FOLLOWING: UNTREATED BASE MATERIAL FOR PAVEMENT, CROSS GUTTERS, SPANDRELS AND SIMILAR TYPES OF IMPROVEMENTS, SHALL BE CONSTRUCTED OF MATERIAL AS SPECIFIED HEREIN.

THE MATERIAL GRADING SHALL BE EITHER COARSE OR FINE AS SPECIFIED IN SECTION 200-2.5.2, "GRADING", OF THE GREENBOOK, AT THE OPTION OF THE CONTRACTOR. CHANGES FROM ONE GRADING TO ANOTHER SHALL NOT BE MADE DURING THE PROGRESS OF THE WORK, UNLESS PERMITTED BY THE ENGINEER.

REVISE SECTION 301-2.2, "SPREADING", AS FOLLOWS:  
 DELETE THE LAST TWO SENTENCES IN PARAGRAPH 2 AND ADD THE FOLLOWING:

- AT THE TIME UNTREATED BASE MATERIAL IS SPREAD, IT MAY HAVE A MOISTURE CONTENT SUFFICIENT TO OBTAIN THE REQUIRED COMPACTION. SUCH MOISTURE SHALL BE UNIFORMLY DISTRIBUTED THROUGHOUT THE MATERIAL.
- TAILGATE SPREADING BY DUMP TRUCKS WILL NOT BE PERMITTED EXCEPT FOR SPOT DUMPING AND IN AREAS NOT READILY ACCESSIBLE TO SPREADING EQUIPMENT.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: Khalid Bazmi, County Engineer  
 STD. PLAN 1804  
 SPECIAL PROVISIONS-UNTREATED BASE MATERIALS  
 SHT. 1 OF 1

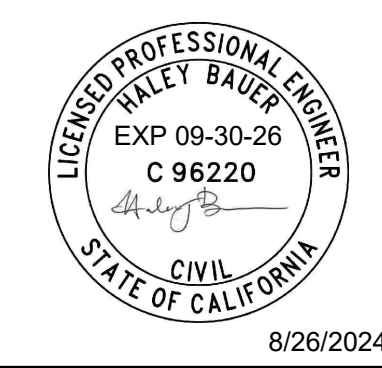
4 OCPW - STANDARD PLAN NO. 1804  
NOT TO SCALE

**CITY OF LAGUNA WOODS**  
 RIDGE ROUTE DRIVE  
 LAGUNA WOODS, CA 92637

DETAILS

DWN BY: FS APPROVED BY: PROJECT NO: CWR0933  
 CKD BY: HB SHEET: 4  
 SCALE: AS NOTED DATE: 8/26/2024 OF: 6

NO.	DATE	REVISIONS	ENGR.	APPROV.	DATE



PLANS PREPARED BY:  
**Geosyntec** consultants  
 1031 S BROADWAY SUITE 300  
 LOS ANGELES, CA 90015  
 TELEPHONE: (310) 957-6100

**SECTION I. MATERIALS**

ASPHALT CONCRETE (AC) SHALL MEET THE REQUIREMENTS OF SECTION 203-6, "ASPHALT CONCRETE", OF THE GREENBOOK AND THESE SPECIAL PROVISIONS. COARSE AGGREGATE SHALL CONSIST OF MATERIAL OF WHICH AT LEAST 75 PERCENT BY WEIGHT SHALL BE CRUSHED PARTICLES IN LIEU OF THE REQUIREMENTS OF SECTION 203-6.2, "MATERIALS".

THE PERFORMANCE GRADE OF PAVING ASPHALT SHALL BE PG 64-10 OR PG 70-10 AS DETERMINED BY THE ENGINEER. COPIES OF TEST REPORTS ON PAVING GRADE ASPHALT, AS DEFINED BY SECTION 203-1.3, "TEST REPORTS AND CERTIFICATION", SHALL BE AVAILABLE FOR EACH SHIPMENT.

PROPOSED ASPHALT CONCRETE JOB MIX FORMULA(S) SHALL BE DETERMINED BY CALIFORNIA TEST METHOD 367, METHOD OF TEST FOR DETERMINING OPTIMUM BITUMEN CONTENT, JOB MIX FORMULAS AND SUPPORTING CALIFORNIA TEST METHOD 367 TEST DATA SHALL BE SUBMITTED TO THE OCPW ENGINEER OR GEOTECHNICAL ENGINEER FOR APPROVAL ANNUALLY IN JANUARY UNLESS OTHERWISE APPROVED BY THE OCPW MATERIALS LABORATORY. IN NO CASE SHALL THE JOB MIX FORMULA, AND ITS SUPPORTING TEST DATA, BE MORE THAN TWO YEARS OLD. THE AGGREGATES USED FOR DETERMINING THE PROPOSED JOB MIX FORMULAS SHALL BE FROM THE SAME SOURCE AS WILL BE USED IN ACTUAL PRODUCTION. CHANGES IN AGGREGATE SOURCE, PAVING ASPHALT SOURCE OR PERFORMANCE GRADE SHALL NOT BE PERMITTED UNLESS A PRE-APPROVED JOB MIX FORMULA FOR THE CHANGED AGGREGATE OR PAVING ASPHALT SOURCE(S) IS ON FILE WITH THE OCPW. SUBMITTALS OF ALL JOB MIX FORMULAS FOR APPROVAL SHALL BE MADE AT LEAST 20 DAYS PRIOR TO INTENDED USE.

AS A GENERAL GUIDELINE THE REQUIRED GRADATION FOR ORANGE COUNTY ASPHALT CONCRETE MIX DESIGNS WILL BE AS FOLLOWS:

ARTERIAL HIGHWAYS	BIKE TRAIL (OFF ROAD)
1/2" (III-C2-PG 64-10) SURFACE COURSE	3/8" (III-0-PG 64-10) SURFACE COURSE*
3/4" (III-B3-PG 64-10) SURFACE COURSE*	1/2" (III-C3-PG 64-10) BASE AND SURFACE COURSE
3/4" (III-B2-PG 64-10) BASE COURSE	

NON-ARTERIAL STREETS	ASPHALT CONCRETE DIKES
1/2" (III-C2-PG 64-10) SURFACE COURSE	3/8" (III-0-PG 70-10) SURFACE COURSE MIX WITH ONE PERCENT ADDITIONAL BINDER IN A MIX DESIGN APPROVED BY OC PUBLIC WORKS MATERIALS LABORATORY
3/4" (III-B3-PG 64-10) BASE COURSE	

\* USE ONLY WHEN REQUIRED BY THE ENGINEER.

ASPHALT CONCRETE LOAD TICKETS SHALL CLEARLY SHOW THE MIX DESIGNATION FOR THE APPROVED JOB MIX FORMULA

THE GRADATION FOR THE PROJECT ASPHALT CONCRETE JOB MIX FORMULA SHALL BE WITHIN THE SPECIFICATION RANGE AS SET FORTH IN SECTION 203-6, "ASPHALT CONCRETE", AND TABLE 203-6.5.4(A). DEVIATIONS FROM THE APPROVED PERCENTAGE PASSING EACH APPLICABLE JOB MIX FORMULA SIEVE SIZE SHALL BE LIMITED TO FOLLOWING AND IN NO CASE SHALL THE SUM OF THE ABSOLUTE VALUES OF THE DEVIATIONS EXCEED 15:

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: *Halid Bazmi, County Engineer*  
 Revision: August 2018

**1805**  
SHT. 1 OF 6

**SPECIAL PROVISIONS - ASPHALT CONCRETE**

ACCEPTABLE DEVIATION FROM JOB MIX FORMULA	
SIEVE	ACCEPTABLE DEVIATION
1"	±3%
3/4"	±5%
3/8"	±6%
No. 4	±6%
No. 8	±5%
No. 30	±5%
No. 200	±3%

DELETE THE THIRD SENTENCE OF SECTION 203-6.11, "ACCEPTANCE", AND ADD THE FOLLOWING:  
 THE ASPHALT BINDER CONTENT SHALL BE WITHIN 0.4 PERCENT ABOVE OR BELOW THE TARGET BINDER RATIO (OPTIMUM BITUMEN CONTENT) IN THE APPROVED MIX DESIGN.

ASPHALT CONCRETE SUPPLIERS SHALL MAINTAIN RECORDS OF EACH AGGREGATE AND ASPHALT PAVING SHIPMENT RECEIVED. PAVING ASPHALT RECORDS SHALL INCLUDE PERFORMANCE GRADE TEST DATA. THESE RECORDS SHALL BE MAINTAINED CURRENT AND BE READILY ACCESSIBLE TO THE ENGINEER AT THE PLANT SITE UPON REQUEST. THE RECORDS SHALL INCLUDE BUT NOT BE LIMITED TO: AGGREGATE OR PAVING ASPHALT SOURCE OF ORIGIN, LOCATION RECEIVED AND THE DATE SHIPPED.

THE SAND EQUIVALENT AND STABILOMETER-VALUE (S-VALUE) REQUIREMENTS OF SECTION 203-6.5, "TYPE III ASPHALT CONCRETE MIXTURES", SHALL BE THE MOVING AVERAGE REQUIREMENTS. INDIVIDUAL TEST REQUIREMENTS FOR SAND EQUIVALENT AND S-VALUE SHALL BE AS DETERMINED BY THE OCPW MATERIALS LABORATORY.

**SECTION II. GENERAL PROVISIONS**

ADD TO SECTION 302-5.1, "GENERAL", THE FOLLOWING: THE COMBINED AGGREGATE GRADING FOR ASPHALT CONCRETE PLACED ON MISCELLANEOUS AREAS SHALL CONFORM TO THE GRADATION FOR THE ASPHALT CONCRETE PLACED ON THE TRAVELED WAY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE AMOUNT OF ASPHALT BINDER USED IN THE ASPHALT CONCRETE PLACED IN GUTTER, GUTTER FLARES, OVERSIDE DRAINS, AND APRONS AT THE ENDS OF DRAINAGE STRUCTURES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER, SHALL BE INCREASED ONE PERCENT BY WEIGHT OF THE AGGREGATE OVER THE AMOUNT OF ASPHALT BINDER USED IN THE ASPHALT CONCRETE PLACED ON THE TRAVELED WAY.

THE ASPHALT CONCRETE TO BE PLACED IN AREAS WHICH ARE DESIGNATED ON THE PLANS AS MISCELLANEOUS AREAS MAY BE SPREAD IN ONE LAYER. THE MATERIAL SHALL BE COMPACTED TO THE REQUIRED LINES, GRADES AND CROSS-SECTIONS.

DIKES SHALL BE SHAPED AND COMPACTED WITH AN EXTRUSION MACHINE OR OTHER EQUIPMENT CAPABLE OF SHAPING AND COMPACTING THE MATERIAL TO THE REQUIRED CROSS-SECTIONS.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: *Halid Bazmi, County Engineer*  
 Revision: August 2018

**1805**  
SHT. 2 OF 6

**SPECIAL PROVISIONS - ASPHALT CONCRETE**

IN ADVANCE OF PLACING ASPHALT CONCRETE DIKE ON ASPHALT SURFACING, THE SURFACE SHALL BE BROOMED CLEAN OF ALL LOOSE AND EXTRANEOUS MATERIAL AND A TACK COAT SHALL BE APPLIED.

IF THE FINISHED SURFACE OF THE ASPHALT CONCRETE ON THE TRAFFIC LANES DOES NOT MEET THE SPECIFIED SURFACE TOLERANCES, IT SHALL BE BROUGHT WITHIN TOLERANCES BY EITHER: (1) ABRASIVE GRINDING AND GROOVING (FOLLOWED BY FOG SEAL ON THE AREAS WHICH HAVE BEEN GROOVED), (2) PLACING AN OVERLAY OF ASPHALT CONCRETE, OR (3) REMOVAL AND REPLACEMENT. THE METHOD SHALL BE SELECTED BY THE ENGINEER.

DELETE SECTION 302-5.3, "PRIME COAT", AND SUBSTITUTE THE FOLLOWING: WHEN SPECIFIED OR REQUIRED BY THE PROJECT PLANS, SPECIAL PROVISIONS, OR AS DIRECTED BY THE ENGINEER, A PRIME COAT CONSISTING OF GRADE SC-70 OR SC-250 LIQUID ASPHALT SHALL BE APPLIED TO THE SURFACE OF THE PREPARED BASE OR SUBBASE PRIOR TO PLACING ASPHALT CONCRETE AT THE RATE BETWEEN 0.10 AND 0.25 GALLON PER SQUARE YARD.

MODIFY SECTION 302-5.4, "TACK COAT", AS FOLLOWS: A TACK COAT OF SS-1H TYPE EMULSIFIED ASPHALT, WHERE STIPULATED ON THE PLANS AND SPECIFICATIONS OR REQUIRED BY THE ENGINEER, SHALL BE APPLIED IN ACCORDANCE WITH SECTION 302-5.4, "TACK COAT", MAY BE USED ONLY WHEN APPROVED BY THE ENGINEER. PAVING ASPHALT WHEN APPROVED, SHALL BE SPREAD IN ACCORDANCE WITH PREVISIONS OF SECTION 203-1, "PAVING ASPHALT".

ADD TO SECTION 302-5.5, "DISTRIBUTION AND SPREADING", THE FOLLOWING: TARPAULINS SHALL BE USED TO COVER ALL LOADS, WHEN DIRECTED BY THE ENGINEER.

UNLESS OTHERWISE PERMITTED BY THE ENGINEER, THE TOP LAYER OF ASPHALT CONCRETE FOR SHOULDERS, TAPERS, TRANSITIONS, ROAD CONNECTIONS, PRIVATE DRIVES, CURVE WIDENINGS, TURNOUTS LEFT TURN POCKETS AND OTHER SUCH AREAS, SHALL NOT BE SPREAD BEFORE THE TOP LAYER OF ASPHALT CONCRETE FOR THE ADJOINING THROUGH LANE HAS BEEN SPREAD AND COMPACTED. AT LOCATIONS WHERE THE NUMBER OF LANES ARE CHANGED, THE TOP LAYER FOR THE THROUGH LANE SHALL BE PAVED FIRST. TRACKS OR WHEELS OF SPREADING EQUIPMENT SHALL NOT BE OPERATED ON THE TOP LAYER OF ASPHALT CONCRETE IN ANY AREA UNTIL FINAL COMPACTION HAS BEEN COMPLETED OR UNLESS DIRECTED BY THE ENGINEER.

UNLESS OTHERWISE SPECIFIED IN THE APPROVED PAVEMENT DESIGN REPORT, THE TOP LAYER OF ASPHALT CONCRETE SHALL NOT EXCEED 0.20-FOOT IN COMPACTED THICKNESS. EACH LANE OF THE TOP LAYER, ONCE COMMENCED, SHALL BE PLACED WITHOUT INTERRUPTION.

UNLESS SPECIFICALLY PROVIDED FOR IN THE SPECIAL PROVISIONS, BOTTOM DUMPS SHALL NOT BE USED IN THE PAVING OPERATION FOR TOP LAYER PAVING OF ASPHALT CONCRETE ON ARTERIAL HIGHWAYS.

ALL SCREED EXTENSIONS FOR PAVING MACHINES SHALL BE PROVIDED WITH A TAMPER, ROLLER OR OTHER SUITABLE COMPACTING DEVICES.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: *Halid Bazmi, County Engineer*  
 Revision: August 2018

**1805**  
SHT. 3 OF 6

**SPECIAL PROVISIONS - ASPHALT CONCRETE**

UNLESS OTHERWISE APPROVED BY THE ENGINEER, THE PAVING MACHINES SHALL HAVE A SUITABLE OPERATIONAL JOINT COMPACTING DEVICE IN PLACE AND USE WHEN PLACING THE TOP LAYER OF ASPHALT CONCRETE ON ARTERIAL HIGHWAYS.

ADD TO SECTION 302-5.6, "ROLLING", THE FOLLOWING: THREE-WHEELED ROLLERS AS SPECIFIED IN SECTION 302-5.6.1 "GENERAL", SHALL NOT BE PERMITTED. PNEUMATIC ROLLERS SHALL BE REQUIRED ON LOWER LAYERS ONLY. PNEUMATIC ROLLERS MAY BE USED FOR INTERMEDIATE ROLLING ON FINISH COURSE PAVING FOR ARTERIAL HIGHWAYS WITH THE APPROVAL OF THE ENGINEER.

FOR SUBDIVISION AND PERMIT WORK WITHIN THE COUNTY, THE FINAL OR SURFACE LAYER OF THE ASPHALT CONCRETE SHALL NOT BE PLACED UNTIL ALL ON-SITE IMPROVEMENTS HAVE BEEN COMPLETED, INCLUDING ALL GRADING AND UNTIL ALL UNACCEPTABLE CONCRETE IS REMOVED AND REPLACED AT THE DIRECTION OF THE ENGINEER.

ALL MANHOLE, VALVE AND VAULT COVERS SHALL BE FINISHED 1/4 INCH BELOW FINISHED GRADE.

WHEN SPECIFIED OR DIRECTED BY THE ENGINEER, A FOG SEAL OF SS-1H OR CSS-1H TYPE EMULSIFIED ASPHALT SHALL BE APPLIED TO THE FINISHED SURFACE OF ASPHALT CONCRETE PAVEMENT AT A RATE OF 0.05 TO 0.10 GALLON PER SQUARE YARD AS DETERMINED BY THE ENGINEER. ADDITIONAL WATER SHALL BE ADDED TO THE MATERIAL AND MIXED THEREWITH IN SUCH A PROPORTION THAT THE RESULTING MIXTURE WILL CONTAIN NOT MORE THAN 50 PERCENT OF THE ADDED WATER. THE EXACT QUANTITY OF ADDED WATER SHALL BE DETERMINED BY THE ENGINEER. THE RATE OF APPLICATION OF THE RESULTING MIXTURE SHALL BE THAT THE UNDILUTED EMULSION WILL BE SPREAD AT THE SPECIFIED RATE. PRIOR TO PLACEMENT OF THE FOG SEAL, ALL DIRT, MUD, TRASH, OR OTHER LOOSE MATERIAL SHALL BE CLEANED FROM THE AREA TO BE COVERED. ALL ASPHALT CONCRETE PAVING IN LOCAL AND PRIVATE STREETS SHALL REQUIRE A FOG SEAL.

**SECTION III. DEEP LIFT PAVING**

IN ADDITION TO THE PROVISIONS OF SECTIONS I AND II FOR ASPHALT CONCRETE PAVEMENT, THE FOLLOWING PROVISIONS SHALL BE ADHERED TO WHEN CONSTRUCTING ASPHALT CONCRETE PAVEMENT, DEEP LIFT SECTION, WHERE SHOWN ON THE PLANS OR SPECIFIED BY THE ENGINEER.

ASPHALT CONCRETE BASE SHALL BE SPREAD AT A TEMPERATURE OF NOT LESS THAN 230°F NOR MORE THAN 300°F UNLESS A HIGHER TEMPERATURE IS ORDERED BY THE ENGINEER AND SHALL BE SPREAD AND COMPACTED IN LAYERS NOT TO EXCEED 0.50-FOOT IN COMPACTED THICKNESS. WHEN MORE THAN ONE LAYER OF BASE COURSE IS REQUIRED, THE LAYERS SHALL BE OF EQUAL THICKNESS. THE FOLLOWING SHALL APPLY TO SPREADING:

- EACH LAYER SHALL BE SPREAD WITH AN APPROVED SPREADING DEVICE WHICH WILL DEPOSIT A UNIFORM LAYER FOR MINIMUM OF ONE TRAFFIC LANE WIDTH. A MOTOR GRADER SHALL NOT BE USED AS THE SPREADING DEVICE.
- THE MINIMUM TEMPERATURE OF ASPHALT CONCRETE FOR COMPLETION OF THE INITIAL BREAKDOWN COMPACTION SHALL BE 225°F.
- INITIAL OR BREAKDOWN COMPACTION SHALL BE PERFORMED WITH TWO-OR-THREE-AXLE TANDEM ROLLER WITH A MASS OF NO LESS THAN 12 TONS.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: *Halid Bazmi, County Engineer*  
 Revision: August 2018

**1805**  
SHT. 4 OF 6

**SPECIAL PROVISIONS - ASPHALT CONCRETE**

- FOR COUNTY-FUNDED CONSTRUCTION CONTRACTS, THE INITIAL OR BREAKDOWN ROLLING SHALL BE IMMEDIATELY FOLLOWED BY A MOTOR GRADER WITH ADDITIONAL MATERIAL TO LEVEL IRREGULARITIES AND PROVIDE A UNIFORM SURFACE FOR SUBSEQUENT LAYERS. ADDITIONAL ROLLING SHALL PROCEED DIRECTLY BEHIND THE MOTOR GRADERS WITH A PNEUMATIC-TIRED ROLLER WHILE THE TEMPERATURE OF THE ASPHALT CONCRETE IS ABOVE 180°F.
- FOR SUBDIVISION AND PERMIT WORK WITHIN THE COUNTY, WHEN THREE OR MORE COURSES ARE REQUIRED, DEPTHS OF THE NEXT COURSE SHALL BE PAINTED FOR THE TOP TWO COURSES AT INTERVALS NOT TO EXCEED 50 FEET AS DIRECTED BY THE ENGINEER.
- THE SUBSEQUENT LAYERS OF ASPHALT CONCRETE SHALL NOT BE SPREAD WHEN THE UNDERLYING LAYER IS ABOVE 150°F.

**SECTION IV. BIKE TRAIL PAVING**

THE AMOUNT OF ASPHALT BINDER USED IN THE ASPHALT CONCRETE PLACED FOR OFF ROAD BIKE TRAIL PAVING SHALL BE INCREASED ONE PERCENT BY MASS OF THE AGGREGATE OVER THE AMOUNT OF THE ASPHALT BINDER USED IN THE ASPHALT CONCRETE IF PLACED AS ROADWAY PAVING. \*ASPHALT CONCRETE PAVEMENT FOR THE BIKE TRAIL MAY BE PLACED IN ONE LIFT BY A SELF-PROPELLED MACHINE. ALL OTHER PROVISIONS OF SECTION I AND II SHALL APPLY.

\* S-VALUE REQUIREMENTS WILL BE DETERMINED BY THE OCPW ENGINEER OR GEOTECHNICAL ENGINEER.

**SECTION V. RUBBERIZED ASPHALT GAP GRADED MIXES**

PROPOSED JOB MIX FORMULAS SHALL BE ESTABLISHED BY CALIFORNIA TEST METHOD 367, METHOD OF TEST FOR DETERMINING OPTIMUM BITUMEN CONTENT AS SET FORTH IN SECTION I HEREIN. AGGREGATE GRADATIONS, BINDER AND RUBBER CONTENT SHALL BE AS GENERALLY SET FORTH IN THE GREENBOOK.

**SECTION VI. POROUS ASPHALT CONCRETE**

POROUS ASPHALT CONCRETE MATERIAL SHALL MEET THE REQUIREMENT OF SECTION 203, "BITUMINOUS MATERIALS", SECTION 302, "ROADWAY SURFACING", AND THESE SPECIAL PROVISIONS.

POROUS ASPHALT CONCRETE SHALL BE THE PRODUCT OF MIXING OPEN-GRADED MINERAL AGGREGATE WITH PAVING ASPHALT AT A CENTRAL MIXING PLANT TO YIELD A NON-STRUCTURAL MATERIAL INTENDED FOR AREAS WHICH CAN BE EFFECTIVELY RESTRICTED FROM HEAVY LOADING AND HIGH TRAFFIC VOLUMES.

**SECTION VII. WARM MIX ASPHALT CONCRETE**

WARM MIX ASPHALT CONCRETE MATERIAL SHALL MEET THE REQUIREMENTS OF THESE SPECIAL PROVISIONS.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: *Halid Bazmi, County Engineer*  
 Revision: August 2018

**1805**  
SHT. 5 OF 6

**SPECIAL PROVISIONS - ASPHALT CONCRETE**

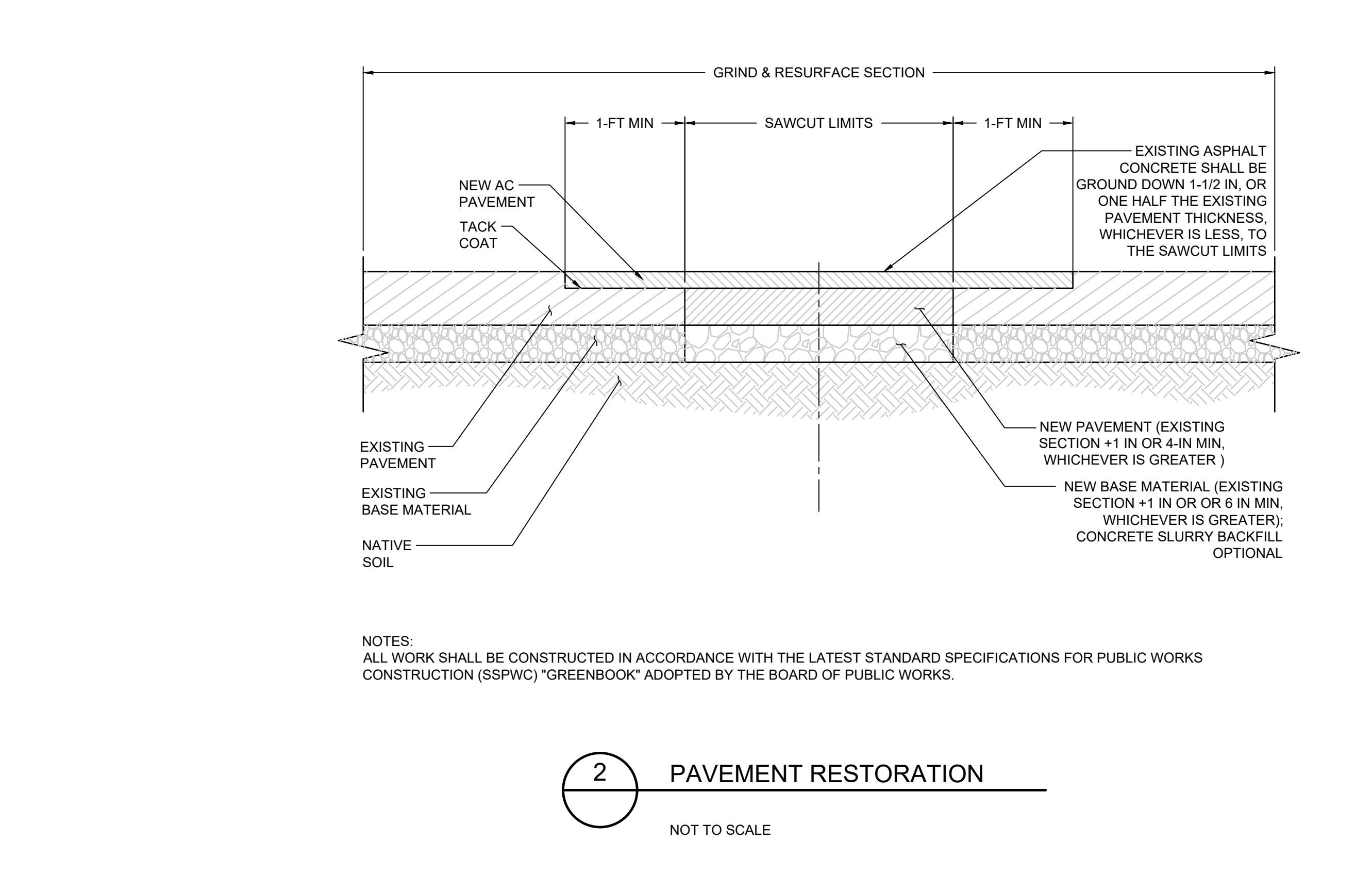
WHEN USING WARM MIX ASPHALT (WMA) TECHNOLOGIES, THE MINIMUM TEMPERATURE OF THE COMPLETE PAVING ASPHALT MIXTURE MAY BE LOWERED TO 121°C (250°F). THE ASPHALT PLANT IS TO BE EQUIPPED WITH THE PROPER EQUIPMENT TO MAKE WARM MIX ASPHALT CONCRETE BY EITHER THE FOAMING, CHEMICAL ADDITIVE, OR ORGANIC ADDITIVE (WAX) METHODS. FOR ALL THE ABOVE WMA METHODS, PAVING ASPHALT CONCRETE MAY BE PRODUCED AT 121°C TO 143°C (250°F TO 290°F) AND THE PRODUCTION TEMPERATURE WILL BE DEPENDENT ON ASPHALT BINDER GRADE. THE TEMPERATURE OF WINDROW WARM MIX ASPHALT SHALL NOT FALL BELOW 118°C (245°F).

IN PLACE COMPACTION OF WARM MIX ASPHALT CONCRETE MAY BE PERFORMED AT TEMPERATURES BELOW THOSE EMPLOYED FOR CONVENTIONAL HOT MIX ASPHALT CONCRETE AND SHOULD BE COMPLETED BEFORE THE IN PLACE WMA TEMPERATURE REACHES 66°C (150°F). WMA SHALL NOT BE PLACED UNLESS THE ATMOSPHERIC TEMPERATURE IS AT LEAST 10°C (50°F) AND RISING OR DURING UNSUITABLE WEATHER.

COUNTY OF ORANGE, OC PUBLIC WORKS DEPARTMENT  
 Approved: *Halid Bazmi, County Engineer*  
 Revision: August 2018

**1805**  
SHT. 6 OF 6

**SPECIAL PROVISIONS - ASPHALT CONCRETE**



**1 OCPW - STANDARD PLAN NO. 1805**  
 NOT TO SCALE

NO.	DATE	REVISIONS	ENGR.	APPROV.	DATE



PLANS PREPARED BY:  
**Geosyntec** consultants  
 1031 S BROADWAY SUITE 300  
 LOS ANGELES, CA 90015  
 TELEPHONE: (310) 957-9100

**CITY OF LAGUNA WOODS**  
 RIDGE ROUTE DRIVE  
 LAGUNA WOODS, CA 92637

**DETAILS**

DWN BY: FS	APPROVED BY:	PROJECT NO.: CWR0933
CKD BY: HB		SHEET: 5
SCALE: AS NOTED	DATE: 8/26/2024	OF: 6

SPECIFIER CHART			
MODEL	INLET ID	GRATE OD	COMMENTS
FF-12D	12" X 12"	15" X 15"	GRATED INLET
FF-16D	16" X 16"	18" X 18"	GRATED INLET
FF-18D	18" X 18"	20" X 20"	GRATED INLET
FF-1836SD	18" X 36"	18" X 40"	GRATED INLET
FF-1836DGO	18" X 36"	18" X 40"	COMBINATION INLET
FF-24D	24" X 24"	26" X 28"	GRATED INLET
FF-2436SD	24" X 36"	24" X 40"	GRATED INLET
FF-24DGO	24" X 24"	18" X 28"	COMBINATION INLET
FF-2436DGO	24" X 36"	24" X 40"	COMBINATION INLET
FF-36D (2 PIECE)	36" X 36"	36" X 40"	GRATED INLET
FF-3648D (2 PIECE)	36" X 48"	40" X 48"	GRATED INLET

GRATE (BY OTHERS)

OPTIONAL FOSSIL ROCK ABSORBANT POUCHES (SEE NOTE 4).

STAINLESS STEEL FILTER FRAME WITH RUBBER GASKET.

POLYPROPYLENE GEOTEXTILE FILTER ELEMENT.

STAINLESS STEEL SUPPORT HOOK (FOUR EACH).

CATCH BASIN (BY OTHERS)

NOTES:

- Certified as a Trash Capture Full Capture System by CAWRBC (10/13/22)
- Filter insert shall have a high flow bypass feature.
- Filter support frame shall be constructed from stainless steel Type 304.
- Filter medium shall be Fossil Rock™ installed and maintained in accordance with manufacturer specifications. Fossil Rock not required for Trash Capture Certification.
- Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

**FloGard®**  
Catch Basin Trash Screen  
Insert Filter.  
Grated Inlet Style

**Oldcastle Infrastructure™**  
A CRH COMPANY

PH: 800.579.8819 | www.oldcastleinfrastructure.com/Stormwater

DRWG NO. FG-0001 REV. G DATE PPS 5/25/23 SHEET 1 OF 2

FILTER FRAME.

RUBBER GASKET.

GRATE FRAME (GRATE NOT SHOWN FOR CLARITY)

OPTIONAL FOSSIL ROCK™ ABSORBANT POUCHES.

CONCRETE DROP INLET (BY OTHERS)

PAVEMENT SURFACE (BY OTHERS)

REFER TO SPECIFIER CHART FOR CATCH BASIN & FILTER SIZING. SEE SHEET 1 OF 2.

PAVEMENT SURFACE.

FOSSIL ROCK™ ABSORBANT POUCHES.

CONCRETE DROP INLET (BY OTHERS)

OUTLET

SECTION VIEW

**FloGard®**  
Catch Basin Trash Screen  
Insert Filter.  
Grated Inlet Style

**Oldcastle Infrastructure™**  
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DRWG NO. FG-0001 REV. G DATE PPS 5/25/23 SHEET 2 OF 2

PRODUCT ID MATERIAL COATING WEIGHT

LPK-3648-P	ASTM A36 MILD STEEL	N/A	435 LBS.
LPK-3648-G	ASTM A36 MILD STEEL	GALVANIZED	435 LBS.
LPK-3648-PC	ASTM A36 MILD STEEL	POWDER COAT	435 LBS.
LPK-3648-SS	304 STAINLESS STEEL	N/A	435 LBS.
LPK-3648-AL	6061-T6 ALUMINUM	N/A	147 LBS.

CUSTOM SIZES AVAILABLE  
OPTIONS: HINGED ACCESS, ANTI-VORTEX PLATE

TITLE:  
**TRASHRACKS.COM** LPK-3648  
36"x48" PEAKED ROOF TRASH RACK  
A DIVISION OF J. R. HOE  
MADE IN THE U.S.A.

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF J. R. HOE, INC. ANY USAGE IN PART OR AS A WHOLE WITHOUT REFERENCING MANUFACTURER IS PROHIBITED. J. R. HOE RESERVES THE RIGHT TO AMEND PRODUCT DESIGN WITHOUT PRIOR NOTICE FOR PRODUCT IMPROVEMENT.

1 OLDCASTLE FLOGARD CATCH BASIN INSERT FILTER - GRATED INLET STYLE - TYPICAL DETAIL  
NOT TO SCALE

2 LPD-4860 48"X60" PEAKED ROOF TRASH RACK - TYPICAL DETAIL  
NOT TO SCALE

NO.	DATE	REVISIONS	ENGR.	APPROV.	DATE



PLANS PREPARED BY:  
**Geosyntec**  
consultants

1031 S BROADWAY SUITE 300  
LOS ANGELES, CA 90015  
TELEPHONE: (310) 957-6100

**CITY OF LAGUNA WOODS**  
RIDGE ROUTE DRIVE  
LAGUNA WOODS, CA 92637

DETAILS

DWN BY: FS	APPROVED BY:	PROJECT NO. CWR0933
CKD BY: HB		SHEET: 6
SCALE: AS NOTED	DATE: 8/26/2024	OF: 6

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**8.1**

**LAGUNA WOODS GENERAL PLAN AND  
ZONING CODE UPDATE, STATE  
CLEARINGHOUSE NUMBER 2022080022**

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# City of Laguna Woods

## Agenda Report

**TO:** Honorable Mayor and City Councilmembers

**FROM:** Christopher Macon, City Manager

**FOR:** November 20, 2024 Regular Meeting

**SUBJECT:** Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022

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### **Recommendation**

1. Receive staff report.  

AND
2. Open public hearing.  

AND
3. Receive public testimony.  

AND
4. Close public hearing.  

AND
5. Adopt a resolution titled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING AMENDMENTS TO THE GENERAL PLAN LAND USE ELEMENT, AND DETERMINING AND CERTIFYING THAT SUCH ACTION IS CONSISTENT WITH THE

PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE LAGUNA WOODS GENERAL PLAN AND ZONING CODE UPDATE, STATE CLEARINGHOUSE NUMBER 2022080022

**Background**

On August 21, 2024, the City Council unanimously approved amendments to the General Plan Land Use Element as part of the Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022 (“Project”).

**Discussion**

Today’s meeting is an opportunity for City Council action, as well as public input, on amendments to the Laguna Woods General Plan Land Use Element that would correct inadvertent errors in Figure L-1 (“Land Use Map”). Staff recommends that the City Council conduct a public hearing and take the recommended action.

The Land Use Map that was included in the General Plan Land Use Element that was adopted on August 21, 2024 was incomplete and also included unintended changes in land use designations for properties and parcels that were not included in the Project. The recommended action would correct the Land Use Map to reflect only the intended changes in the land use designations of 12 properties (a total of 14 parcels) to better represent their existing uses. These locations are referred to in the Project’s Program Environmental Impact Report (“PEIR”) as the “Sites Proposed for Land Use Designation Changes and Rezoning to Reflect Existing Uses” and are summarized in Table 1 below. All unintended land use designation changes would revert to the land use designations as they existed prior to the City Council’s action on August 21, 2024. No other changes to the General Plan Land Use Element are proposed.

*Table 1: Intended Land Use Map Changes*

<b>Existing Use</b>	<b>Existing Land Use Designation</b>	<b>Proposed Land Use Designation</b>
City of Laguna Woods - City Hall	Commercial	Community Facilities
City of Laguna Woods - Santa Vittoria Open Space	Residential Community	Open Space
Golden Rain Foundation - Garden Center #1	High Density Residential	Open Space

<b>Existing Use</b>	<b>Existing Land Use Designation</b>	<b>Proposed Land Use Designation</b>
El Toro Water District - Rossmoor No. 1 Dam	Open Space	Community Facilities
El Toro Water District - R-1 & R-2 Reservoirs	Commercial	Community Facilities
El Toro Water District - Oso Lift Station	Open Space	Community Facilities
El Toro Water District - Pump Station P-4 & Reservoir R-4	Residential Community	Community Facilities
El Toro Water District - Pump Station P-3 & Reservoir R-3	Residential Community	Community Facilities
El Toro Water District - Gate 11 Lift Station	Residential Community	Community Facilities
El Toro Water District - Recycled Water Treatment Plant	Open Space	Community Facilities
El Toro Water District - Northline Sewer Lift Station	Open Space	Community Facilities
El Toro Water District - Aliso Creek Lift Station	Residential Community	Community Facilities

### **Environmental Review**

The City Council is asked to determine and certify that the amendments to the Laguna Woods General Plan Land Use Element are consistent with the PEIR prepared for the Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022. The Project's PEIR was certified by the City Council on August 21, 2024. The PEIR examined potential environmental impacts generated by the Project in relation to the following Environmental Analysis Checklist categories: Aesthetics, Air Quality, Energy, Greenhouse Gas Emissions, Land Use and Planning, Noise, Population and Housing, Public Services, Recreation, Transportation and Traffic, and Utilities and Service Systems. Based on findings presented in Chapter 2 of the PEIR, environmental impacts related to the following topics would not be significant or potentially significant: Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Geology and

Soils, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Tribal Cultural Resources, and Wildfire, and were therefore not analyzed further in the PEIR. Impacts related to Greenhouse Gas Emissions are significant and unavoidable even with implementation of mitigation. All other impacts are less than significant. The PEIR also identifies appropriate and feasible mitigation measures, if necessary, for each potential environmental impact. In adopting the PEIR on August 21, 2024, the City Council also adopted a Statement of Overriding Considerations per California Code of Regulations Title 14, Section 15093, and a mitigation monitoring and reporting program per California Code of Regulations, Title 14, Section 15091.

### **Fiscal Impact**

Sufficient funds to support this project are included in the City's budget.

### **Documents Available for Review**

Related documents – including the PEIR and proposed amendments to the Laguna Woods General Plan Land Use Element – are available for public review at or from City Hall during normal working hours. The aforementioned documents are also available for review at [www.cityoflagunawoods.org/projects](http://www.cityoflagunawoods.org/projects).

Attachment: A – Proposed Resolution  
Exhibit A – Proposed General Plan Land Use Element

**RESOLUTION NO. 24-XX**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, ADOPTING AMENDMENTS TO THE GENERAL PLAN LAND USE ELEMENT, AND DETERMINING AND CERTIFYING THAT SUCH ACTION IS CONSISTENT WITH THE PROGRAM ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE LAGUNA WOODS GENERAL PLAN AND ZONING CODE UPDATE, STATE CLEARINGHOUSE NUMBER 2022080022

**WHEREAS**, California Government Code Section 65300 requires every city to adopt a comprehensive, long-term general plan to guide physical development of the city and of any land outside its boundaries which, in the City’s judgment, bears relation to its planning; and

**WHEREAS**, California Government Code Section 65302 requires general plans to include a land use element; and

**WHEREAS**, on August 21, 2024, the City Council unanimously adopted amendments to the General Plan Land Use Element as part of the Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022 (“Project”); and

**WHEREAS**, it was subsequently determined that the Land Use Map that was included in the General Plan Land Use Element that was adopted on August 21, 2024 was incomplete and also included unintended changes in land use designations for properties and parcels that were not included in the Project; and

**WHEREAS**, staff has recommended that the City Council amend the General Plan Land Use Element to correct the Land Use Map to reflect only the intended changes in the land use designations of 12 properties (a total of 14 parcels) to better represent their existing uses and revert the unintended land use designation changes to the land use designations as they existed prior to August 21, 2024; and

**WHEREAS**, on August 21, 2024, the City Council adopted a resolution certifying the Final Program Environmental Impact Report for the Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022, including adoption of a statement of overriding considerations per California Code of Regulations, Title 14, Section 15093, and adoption of a mitigation monitoring

and reporting program per California Code of Regulations, Title 14, Section 15091 (“PEIR”); and

**WHEREAS**, on November 20, 2024, the City Council held a duly noticed public meeting regarding this Resolution at which the members of the City Council, utilizing their independent judgement, reviewed and considered all of the information, evidence, and testimony presented, both written and oral.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:**

**SECTION 1.** The above recitals are true and correct.

**SECTION 2.** After reviewing the entire project record, the City Council hereby determines and certifies that this Resolution is consistent with the PEIR prepared for the Laguna Woods General Plan and Zoning Code Update, State Clearinghouse Number 2022080022.

**SECTION 3.** The City Council hereby adopts the General Plan Land Use Element as set forth in Exhibit A, attached to this Resolution and incorporated herein by this reference.

**SECTION 4.** The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED AND ADOPTED on this XX day of XX 2024.

\_\_\_\_\_  
NOEL HATCH, Mayor

ATTEST:

\_\_\_\_\_  
YOLIE TRIPPY, CMC, City Clerk

STATE OF CALIFORNIA     )  
COUNTY OF ORANGE     ) ss.  
CITY OF LAGUNA WOODS   )

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Resolution No. 24-XX** was duly adopted by the City Council of the City of Laguna Woods at a regular meeting thereof, held on the XX day of XX 2024, by the following vote:

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

---

YOLIE TRIPPY, CMC, City Clerk

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## **ITEM 8.1**

### **Exhibit A to Attachment A**

Proposed General Plan Land Use Element

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# CITY OF LAGUNA WOODS GENERAL PLAN LAND USE ELEMENT

**NOVEMBER 2024**



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City of Laguna Woods General Plan  
**LAND USE ELEMENT**  
November 2024

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## INTRODUCTION

California Government Code Section 65300 requires each city to adopt a comprehensive, long-term general plan to guide physical development. The Laguna Woods General Plan reflects the City of Laguna Woods' intentions about land use and its relationship to conservation, housing, mobility, noise, open space, and safety. This element identifies priority land use issues in Laguna Woods and sets forth goals and policies to achieve balance between the needs of the community and future development.

## PURPOSE AND SCOPE

State law requires that general plans include a land use element, as follows:

**California Government Code Section 65302(a):** [The general plan must include] a land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, greenways, [...], and other categories of public and private uses of land.

California Government Code further requires land use elements to establish standards for population density and building intensity.

The identification of areas that are subject to flooding identified by floodplain mapping prepared by the Federal Emergency Management Agency (FEMA) or the California Department of Water Resources is included in this General Plan's Safety Element.

This element addresses the following priority issues:

- Community character
- Commercial development
- Fiscal health and viability



## LAND USE PLAN

### LAND USE DESIGNATIONS

This General Plan establishes seven base land use designations, each with a unique set of use characteristics, density and intensity limitations, and land use standards. Land use designations are intentionally broad and are intended to guide the development patterns of specified areas. Using the guidance established for each land use designation, the Laguna Woods Zoning Code sets forth more specific land use regulations, standards, and procedures.

One of the following base land use designations is applied to each parcel. As a matter of policy, and in the interest of clarity, the City does not generally allow more than one base land use designation on a single parcel. In instances where separate uses on a single parcel may logically be applied differing base land use designations, lot line adjustment or subdivision may be considered.

- **Commercial (C):** The Commercial land use designation allows for a broad range of non-residential and non-industrial uses, including administrative and professional offices, entertainment venues, hotels, motels, restaurants, and retail and service businesses. The Commercial land use designation also allows for public agency facilities.
- **Community Facilities (CF):** The Community Facilities land use designation allows for public, institutional, and private uses that provide a variety of government and social services to the community, including churches, temples, places of worship, cultural venues, hospitals, public agency facilities, and schools.
- **High Density Residential (HDR):** The High Density Residential land use designation allows for single- and multi-family housing with a density of 13 to 35 dwelling units per acre.
- **Low Density Residential (LDR):** The Low Density Residential land use designation allows for single- and multi-family housing with a density of fewer than 10 dwelling units per acre.
- **Medium Density Residential (MDR):** The Medium Density Residential land



use designation allows for single- and multi-family housing with a density of 10 to fewer than 13 dwelling units per acre.

- **Open Space (OS):** The Open Space land use designation allows for active and passive recreation facilities, as well as undeveloped and minimally developed areas intended for natural resource conservation or visual enhancement. Clubhouses, gardens, greenbelts, golf courses, parks, tennis courts, and waterbodies are examples of allowable uses within the Open Space land use designation. The Open Space land use designation also allows for public agency facilities.
- **Residential Community (RC):** The Residential Community land use designation allows for housing within the Laguna Woods Village planned unit development at densities consistent with the Rossmoor Leisure World Planning Community District Regulations. The Residential Community land use designation also allows for open space, recreation facilities, and other amenities serving the planned unit development.

## LAND USE MAP

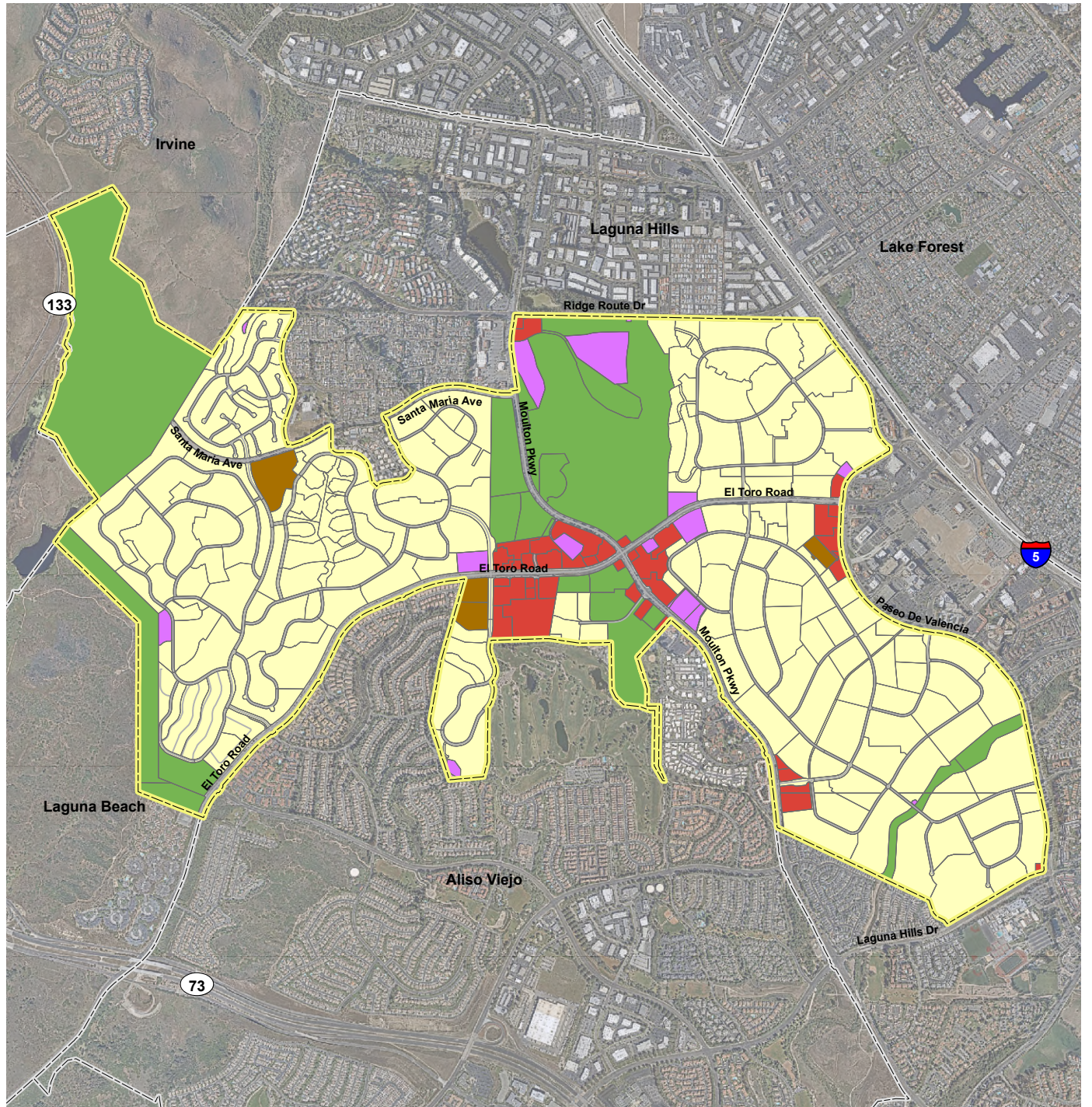
**Figure L-1** identifies the application of land use designations by location.

## LAND USE DENSITIES AND INTENSITIES

Each land use designation is assigned a maximum density and/or intensity to control the amount of development that can occur in any given area.

“Density” applies to residential land use designations and identifies the number of dwelling units that can be accommodated within one net acre of land [dwelling units per net acre (du/ac)]. As a secondary calculation, density can also refer to the population that can be accommodated within one acre of land [persons per acre (per/ac)].

“Intensity” applies to non-residential land use designations and describes the relationship between the total area of a development and the area of the parcel where the development is located [floor-to-area ratio (FAR)]. FAR is calculated by dividing the gross floor area of all buildings on a parcel by the net ground area of the parcel (developable ground area after accounting for

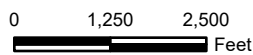


**Legend**

 Laguna Woods Boundary

**Land Use Type**

-  High Density Residential (HDR)
-  Residential Community (RC)
-  Commercial (C)
-  Community Facilities (CF)
-  Open Space (OS)



Source: Nearmap 2023

CITY OF LAGUNA WOODS • GENERAL PLAN  
**Land Use Map**

Figure L-1

(Rev: 10/29/2024 PLO) R:\Projects\CLW3\CLW010100\Graphics\GeneralPlan\Land\_Use.pdf



right-of-way dedications and easements). FARs are typically expressed as a single number rather than a ratio (e.g., 0.5:1 is expressed as 0.5 FAR).

The planned and actual density or intensity of a parcel is usually less than the maximum, and may be influenced by access and infrastructure limitations, compatibility with surrounding uses, historical development trends, market factors, and physical characteristics of the parcel.

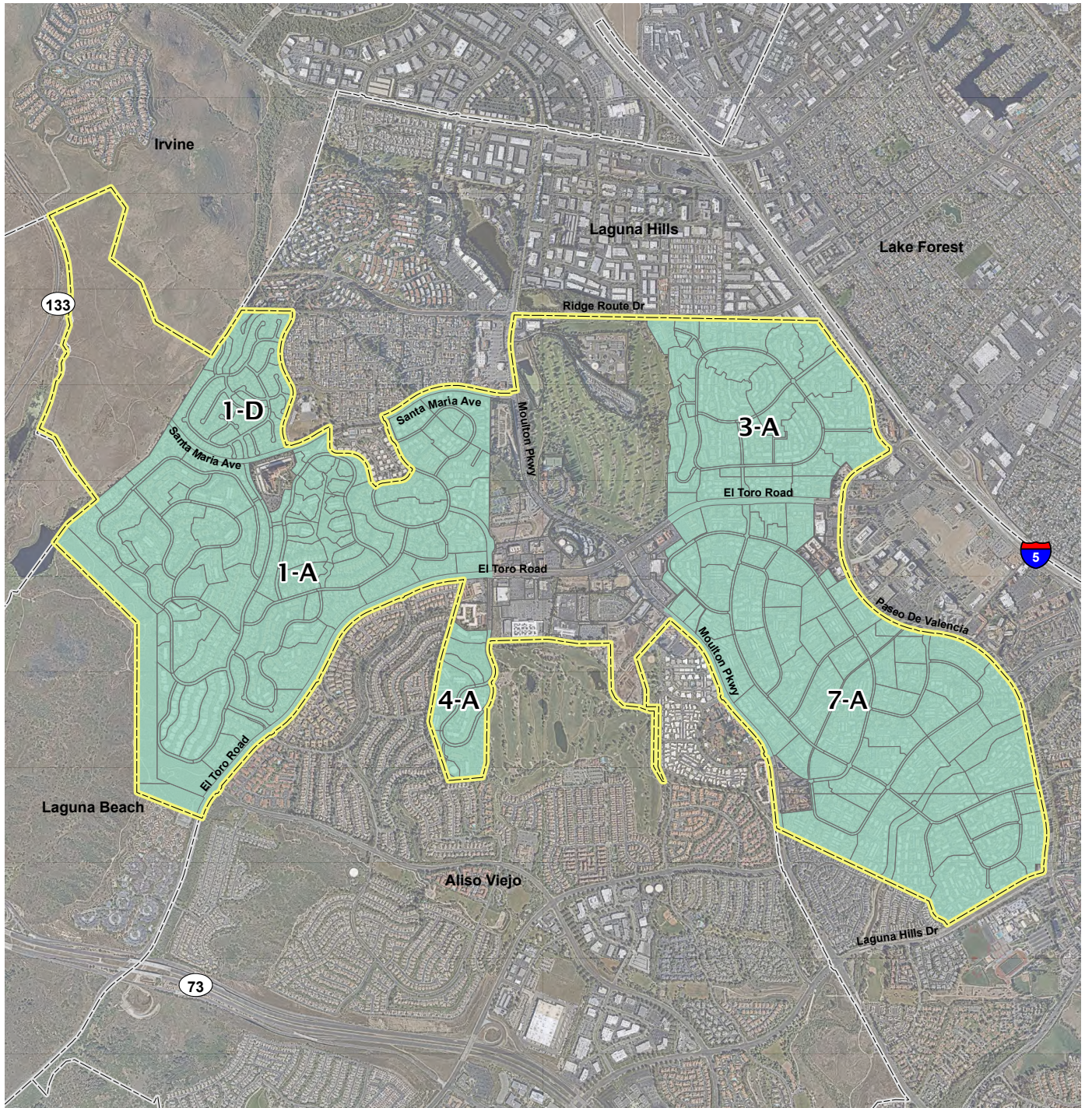
Maximum development within the open space land use designation is guided by maximum building area and maximum building height limitations.

**Table L-1** summarizes land use designation densities and intensities. References to “planning units” should be interpreted using **Figure L-2**.


**Table L-1: Land Use Densities and Intensities<sup>1</sup>**

Land Use Designation	Density/Intensity	Assumed Population Density
Commercial (C)	FAR: 0.3 maximum	-
Community Facilities (CF)	FAR: 0.3 maximum	-
High Density Residential (HDR)	13 to 35 du/ac	42 per/ac
Low Density Residential (LDR)	Fewer than 10 du/ac	12 du/ac
Medium Density Residential (MDR)	10 to fewer than 13 du/ac	15 du/ac
Open Space (OS)	Building Area: 25,000 square foot maximum; Building Height: 35-foot maximum	-
Residential Community (RC) – Planning Units 1-A, 1-D, and 4-A	Fewer than 10 du/ac	12 per/ac
Residential Community (RC) – Planning Units 3-A and 7-A	10 to fewer than 13 du/ac	15 per/ac


<sup>1</sup> Program H-1.1.1 in the Laguna Woods General Plan’s Housing Element calls for the creation of four new overlay zoning districts (Residential High Density, Residential Low Density, Residential Medium Density, and Residential Medium-Low Density) and the adoption of minimum density and development standards for each. For the purpose

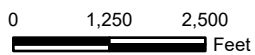


**Legend**

 Laguna Woods Boundary

**Planning Units**

 Adult Single & Multiple Family  
(1A, 1D, 3A, 4A, 7A)



Source: Nearmap 2023



of developing housing units, the standards adopted for those overlay zoning districts shall prevail over the land use densities and intensities set forth in **Table L-1**.

## **GOALS AND POLICY OBJECTIVES**

This element is organized to be consistent with the other elements of the Laguna Woods General Plan. Goals and policy objectives provide declarative statements that set forth the City's approach to each of the priority issues.

**Goals:** General statements of desired outcomes.

**Policy Objectives:** Specific commitments to support decisions and actions consistent with a stated goal. Policy objectives provide guidance to the City Council, City advisory committees, and City staff when reviewing development applications and making other decisions that affect growth, conservation, and development.

### Priority Issue 1. COMMUNITY CHARACTER.

*Goal L-1. Maintain a residentially focused land use pattern.*

*Policy Objective L-1.1. Allow for the development of housing on a majority of total non-open-space acreage within Laguna Woods.*

*Policy Objective L-1.2. Allow for the development of maintenance and operational support facilities related to the development and preservation of planned unit developments within Laguna Woods.*

*Policy Objective L-1.3. Encourage development projects to provide open spaces, recreation facilities, and other areas that create opportunities for community-building and the personal enrichment of residents.*

*Policy Objective L-1.4. Prohibit heavy-industrial-type land uses except as may be pre-empted by federal or state law.*

Note: State law requires the City to zone sufficient land to allow for the construction of new housing units to meet a housing needs allocation assigned as part of the Regional Housing Needs Assessment (RHNA) process. For more



City of Laguna Woods General Plan  
**LAND USE ELEMENT**  
November 2024

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information on the RHNA process and potential housing sites, please refer to the Laguna Woods General Plan's Housing Element.

*Goal L-2. Promote unique, but visually cohesive development.*

*Policy Objective L-2.1.* Establish and apply standards for development projects to be designed and constructed in a manner that embraces Laguna Woods' aesthetics, character, and sense of place.

*Policy Objective L-2.2.* Establish and apply standards for development projects to plant new trees and provide shade from trees in a manner that embraces the abundance of trees throughout Laguna Woods.

*Policy Objective L-2.3.* Establish and apply standards requiring properties and the facilities and improvements on them to be kept clean, complete, and in good structural and functional working order, and to not be allowed to fall into a state of disrepair, damage, or decrepitude.

*Policy Objective L-2.4.* Encourage development projects to incorporate public art and distinctive landscape and design features.

*Policy Objective L-2.5.* Develop identifiable city entries and streetscapes through the use of landscaping, signage, and other treatments.

Note: Program H-2.3.1 in the Laguna Woods General Plan's Housing Element could have a direct impact on property maintenance. Program H-2.3.1 calls for the formalization of a proactive code enforcement program that focuses on housing-related rehabilitation needs and results in repairs.

Priority Issue 2. COMMERCIAL DEVELOPMENT.

*Goal L-3. Minimize the need for residents and workers to travel outside of Laguna Woods for commercial purposes.*

*Policy Objective L-3.1.* Allow for commercial development that meets local needs and interests, particularly as it relates to the ability for residents to obtain a diversity of high-quality goods and services close to home.



*Policy Objective L-3.2.* Encourage the availability of high-speed internet connections, wireless networking technologies, and other utility services to support the operation of local businesses, including through collaboration with utility providers when necessary.

Priority Issue 3. FISCAL HEALTH AND VIABILITY.

*Goal L-4.* Ensure that development allows the City to maintain and enhance its programs, projects, and services to meet local needs.

*Policy Objective L-4.1.* Pursue development strategies that enhance the diversity of the City's revenue sources.

*Policy Objective L-4.2.* Require the preparation of fiscal impact analyses and/or economic market studies by qualified third party professionals for development agreements and non-governmentally initiated applications for specific plans and zone changes.

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## **9.1 SPEED LIMITS ON CITY ROADWAYS**

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# City of Laguna Woods

## Agenda Report

**TO:** Honorable Mayor and City Councilmembers

**FROM:** Christopher Macon, City Manager

**FOR:** November 20, 2024 Regular Meeting

**SUBJECT:** Speed Limits on City Roadways

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### **Recommendation**

Approve second reading and adopt an ordinance – read by title with further reading waived – titled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE TO ADOPT AND ESTABLISH SPEED LIMITS FOR EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING REDUCED SPEED LIMITS ON EL TORO ROAD BETWEEN ALISO CREEK ROAD AND CALLE SONORA, AND RE-ESTABLISHMENT OF ALL OTHER EXISTING SPEED LIMITS , AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

### **Background**

The City operates and maintains the public roadways in Laguna Woods, including establishing speed limits, which are enforced by the Orange County Sheriff's Department under contract with the City. The public roadways consist of El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue. All other roadways are private and not subject to City-established speed limits.

The process by which cities, counties, and other government entities must establish and periodically review public roadway speed limits in order to (1) deviate from the statewide standard speed limits of 55 miles per hour for two lane undivided roads and 65 miles per hour for all other roadways, or (2) use lidar, radar, or other electronic devices for speed enforcement, is set forth in California Vehicle Code and requires the preparation of an engineering and traffic survey.

California Vehicle Code is based, in part, on the premise that most motorists drive in a reasonable manner intended to avoid collisions and dangerous conditions. Therefore, speed limits are generally required to be established at the nearest five mile per hour increment to the speed actually traveled by 85% of motorists (“85<sup>th</sup> percentile speed”), unless specified conditions exist, such as a history of collisions or adjacency to high concentrations of bicyclists or pedestrians. Speed limits must be based on objective engineering analysis and cannot be raised or lowered on the basis of personal perception or preference.

The City last conducted an engineering and traffic survey for speed limits on City roadways in 2017. That survey was presented to the City Council on October 18, 2017 and resulted in the adoption of Ordinance No. 17-11, which increased the speed limit on El Toro Road between Avenida Sevilla and Paseo de Valencia from 35 to 40 miles per hour. No other changes were made to speed limits at that time. An aerial exhibit identifying existing speed limits is included as Attachment C. Existing speed limits are also detailed on page 12 of Attachment B.

The Fiscal Years 2023-25 Budget & Work Plan includes the following significant work plan item:

**“Engineering and Traffic Survey for Speed Limits** – Complete the periodic review of speed limits required by the California Vehicle Code and adopt and implement any necessary changes to speed limits. This item applies to all public streets (El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue).”

At the adjourned regular meeting on October 14, 2024, the City Council conducted a public hearing and voted unanimously to approve the introduction and first reading of the ordinance included with this agenda report as Attachment A.

## **Discussion**

Today's meeting is an opportunity for City Council action, as well as public input, on a proposed ordinance that would amend Section 8.06.010 of the Laguna Woods Municipal Code to adopt and establish speed limits for El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue (Attachment A). Staff recommends that the City Council adopt the proposed ordinance in order to establish speed limits that are reasonable, safe, and facilitate the orderly movement of traffic on City roadways based on recommendations set forth in an engineering and traffic survey prepared in accordance with applicable provisions of the California Vehicle Code, and that allow for the use of lidar, radar, and other electronic devices for speed enforcement. The engineering and traffic survey that supports the recommendation is included as Attachment B.

The proposed ordinance would reduce the speed limits on El Toro Road between Aliso Creek Road and Calle Sonora, and re-establish all other existing speed limits. The specific, proposed speed limit reductions by roadway segment are as follows:

- El Toro Road from Aliso Creek Road to Calle Corta (both east and west) would be reduced from 50 to 45 miles per hour
- El Toro Road from Calle Corta to Calle Sonora (both east and west) would be reduced from 50 to 45 miles per hour

An aerial exhibit identifying proposed speed limits is included as Attachment D. Proposed speed limits are also detailed on page 12 of Attachment B.

## **Environmental Review**

The City Council is asked to find that the proposed ordinance is not subject to the California Environmental Quality Act of 1970, Public Resources Code Section 21000, et. seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively "CEQA") pursuant to sections 15060(c)(2) (the activities will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activities are not a project as defined in section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3. CEQA Guidelines Section 15378(b)(2) excludes "[c]ontinuing administrative. . . activities, such as . . . general policy and procedure making" and Section 15378(b)(5) excludes "[o]rganizational or administrative activities of governments that will not result in direct or indirect

physical changes in the environment” from its definition of “project.”

The City Council is also asked to find that, even if the proposed ordinance were subject to CEQA, it would be exempt based on CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

### **Fiscal Impact**

Sufficient funds to support this project are included in the Fiscal Years 2023-25 Budget & Work Plan. The cost of purchasing and installing signage related to the proposed speed limit reductions is estimated at less than \$5,000 and could be accommodated within the existing budget. No new or increased appropriations are sought as part of this agenda item.

### **Documents Available for Review**

Related documents – including the existing ordinance, proposed ordinance, and the Laguna Woods Municipal Code – are available for public review at or from City Hall during normal working hours. The Laguna Woods Municipal Code is also available for review at [www.cityoflagunawoods.org](http://www.cityoflagunawoods.org).

Report Prepared With: April Baumgarten, Public Works Administrator

Attachments: A – Proposed Ordinance  
                  Exhibit A – Proposed Code Amendments  
                  B – Engineering and Traffic Survey (dated October 2, 2024)  
                  C – Existing Speed Limits Map  
                  D – Proposed Speed Limits Map

**ITEM 9.1**  
**Attachment A**  
Proposed Ordinance

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**ORDINANCE NO. 24-XX**

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, AMENDING SECTION 8.06.010 OF THE LAGUNA WOODS MUNICIPAL CODE TO ADOPT AND ESTABLISH SPEED LIMITS FOR EL TORO ROAD, MOULTON PARKWAY, RIDGE ROUTE DRIVE, AND SANTA MARIA AVENUE, INCLUDING REDUCED SPEED LIMITS ON EL TORO ROAD BETWEEN ALISO CREEK ROAD AND CALLE SONORA, AND RE-ESTABLISHMENT OF ALL OTHER EXISTING SPEED LIMITS , AND DETERMINING AND CERTIFYING THAT THE ORDINANCE IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

**WHEREAS**, the California Vehicle Code sets forth the process by which speed limits must be established and periodically reviewed; and

**WHEREAS**, speed limits for El Toro Road, Moulton Parkway, Ridge Route Drive, and Santa Maria Avenue are codified at Section 8.06.010 of the Laguna Woods Municipal Code; and

**WHEREAS**, an Engineering and Traffic Survey performed by Iteris, Inc. (dated October 2, 2024) recommends no change in the speed limits for 10 of the 11 street segments studied, and a reduction in the speed limits for El Toro Road between Aliso Creek Road and Calle Sonora from 50 miles per hour to 45 miles per hour; and

**WHEREAS**, City staff has reviewed and concur with the recommendations in the Engineering and Traffic Survey performed by Iteris, Inc. (dated October 2, 2024), and recommend amendments to the existing speed limits as set forth in the attached Exhibit A to this Ordinance (the “Code Amendments”); and

**WHEREAS**, on October 14, 2024, the City Council held a duly noticed public hearing on this Ordinance at which the members of the City Council, utilizing their independent judgement, reviewed and considered all of the information, evidence, and testimony presented, both written and oral.

**THE CITY COUNCIL OF THE CITY OF LAGUNA WOODS, CALIFORNIA, DOES ORDAIN AS FOLLOWS:**

SECTION 1. The City Council hereby finds and determines that (i) each of the recitals to this Ordinance are true and correct, and are adopted herein as findings; (ii) the Code Amendments comply with all applicable requirements of State law; (iii) the Code Amendments will not adversely affect the health, safety, or welfare of the residents within the community; (iv) the Code Amendments are in the public interest of the City of Laguna Woods; and, (v) the Code Amendments are consistent with the Laguna Woods General Plan and its various elements.

SECTION 2. After reviewing the entire project record, the City Council hereby determines and certifies that this Ordinance is not subject to the California Environmental Quality Act of 1970, Public Resources Code Section 21000, et. seq., as amended and implementing State CEQA Guidelines, Title 14, Chapter 3 of the California Code of Regulations (collectively “CEQA”) pursuant to sections 15060(c)(2) (the activities will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activities are not a project as defined in section 15378) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3. CEQA Guidelines Section 15378(b)(2) excludes “[c]ontinuing administrative. . . activities, such as . . . general policy and procedure making” and Section 15378(b)(5) excludes “[o]rganizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment” from its definition of “project.”

After reviewing the entire project record, the City Council also hereby determines and certifies that that, even if the Ordinance were subject to CEQA, it would be exempt based on CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

SECTION 3. Section 8.06.010 of Title 8 (Traffic Control) of the Laguna Woods Municipal Code is hereby amended to read as set forth in Exhibit A, attached to this Ordinance and incorporated herein by this reference.

SECTION 4. This Ordinance shall take effect and be in full force and operation thirty (30) calendar days after adoption.

SECTION 5. If any section, subsection, subdivision, paragraph, sentence, clause, or phrase added by this Ordinance, or any part thereof, is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity of effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council hereby

declares that it would have passed each section, subsection, subdivision, paragraph, sentence, clause, or phrase thereof irrespective of the fact that any one or more subsections, subdivisions, paragraphs sentences, clauses, or phrases are declared unconstitutional, invalid, or ineffective.

SECTION 6. The Mayor shall sign this Ordinance.

SECTION 7. The City Clerk shall certify to the passage of this Ordinance and shall cause this Ordinance to be published or posted as required by law.

SECTION 8. All of the above-referenced documents and information have been and are on file with the City Clerk of the City.

PASSED, APPROVED AND ADOPTED this XX day of XX 2024.

\_\_\_\_\_  
NOEL HATCH, Mayor

ATTEST:

\_\_\_\_\_  
YOLIE TRIPPY, CMC, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
ALISHA PATTERSON, City Attorney

STATE OF CALIFORNIA     )  
COUNTY OF ORANGE     ) ss.  
CITY OF LAGUNA WOODS   )

I, YOLIE TRIPPY, City Clerk of the City of Laguna Woods, do HEREBY CERTIFY that the foregoing **Ordinance No. 24-XX** was duly introduced and placed upon its first reading at an adjourned regular meeting of the City Council on the XX day of XX 2024, and that thereafter, said Ordinance was duly adopted and passed at a regular meeting of the City Council on the XX day of XX 2024 by the following vote to wit:

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

---

YOLIE TRIPPY, CMC, City Clerk

**EXHIBIT A  
CODE AMENDMENTS**

*Section 8.06.010 (“Speed Limits”) of Chapter 8.06 (“Vehicle Operation”) of Title 8 (“Traffic Control”) of the Laguna Woods Municipal Code is hereby amended in its entirety to read as follows (additions shown with underlining, deletions shown with ~~strikethrough~~):*

**Sec. 8.06.010. - Speed limits.**

The following speed limits are established:

<i>Street</i>	<i>Segment</i>	<i>Speed Limit</i>
El Toro Road	Aliso Creek Road to Calle Corta	<del>50 mph</del> <u>45 mph</u>
El Toro Road	Calle Corta to Calle Sonora	<del>50 mph</del> <u>45 mph</u>
El Toro Road	Calle Sonora to Moulton Parkway	45 mph
El Toro Road	Moulton Parkway to Avenida Sevilla	40 mph
El Toro Road	Avenida Sevilla to Paseo de Valencia	40 mph
Moulton Parkway	Santa Maria Avenue to El Toro Road	45 mph
Moulton Parkway	El Toro Road to Calle Cortez	45 mph
Moulton Parkway	Calle Cortez to South City Limits	45 mph
Ridge Route Drive	Moulton Parkway to East City Limits	45 mph
Santa Maria Avenue	Moulton Parkway to Via Vista	40 mph
Santa Maria Avenue	Santa Vittoria to Avenida Sosiega	40 mph

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# **ITEM 9.1**

## **Attachment B**

Engineering and Traffic Survey (dated October 2, 2024)

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# **ENGINEERING AND TRAFFIC SURVEY FOR SPEED LIMITS**

**CITY OF LAGUNA WOODS**

**October 2024**



**PREPARED FOR:**

**CITY OF LAGUNA WOODS  
24264 EL TORO ROAD  
LAGUNA WOODS, CALIFORNIA 92637**

**PREPARED BY:**

**iteris<sup>®</sup>**

**1700 CARNEGIE AVE  
SANTA ANA, CA 92705**



## TABLE OF CONTENTS

<b>Section</b>	<b>Page</b>
Certification .....	2
1.0 Introduction .....	3
2.0 Study Methodology .....	5
3.0 Survey Results .....	6
3.1 Street Surveillance .....	6
3.2 Accident Rate Analysis .....	6
3.3 Spot Speed Survey.....	9
4.0 Survey Findings and Recommendations .....	10
4.1 Speed Limit Signing – General .....	10
5.0 Summary and Conclusions .....	13
<b>Tables</b>	
1 Accident Survey Analysis .....	7
2 Segment Spot Speed Survey.....	11
<b>Appendices</b>	
A AB 43 Text	
B Speed Zoning Regulations from Caltrans	
C Traffic Radar Certifications	
D Engineering and Traffic Survey Summary Reports	
E Collision Summary Reports	
F Daily Traffic Counts	



## CERTIFICATION

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

Handwritten signature of Joshua G. McNeill.

October 2, 2024

Joshua G. McNeill  
RTE # 2792

Date



Traffic No. 2792



## SECTION 1.0

### Introduction

The purpose of this report is to document the results of an Engineering and Traffic Survey (E&TS) conducted to update the speed limits on 11 City-selected arterial, collector, and local roadways on the City of Laguna Woods roadway network. The survey segments are listed below.

Location	No	Segment Limits
<b>El Toro Road</b>	1	Aliso Creek Road to Calle Corta
	2	Calle Corta to Calle Sonora
	3	Calle Sonora to Moulton Parkway
	4	Moulton Parkway to Avenida Sevilla
	5	Avenida Sevilla to Paseo de Valencia
<b>Moulton Parkway</b>	6	Santa Maria Ave to El Toro Road
	7	El Toro Road to Calle Cortez
	8	Calle Cortez to South City Limits
<b>Ridge Route Road</b>	9	Moulton Parkway to East City Limits
<b>Santa Maria Avenue</b>	10	Moulton Parkway to Via Vista
	11	Santa Vittoria to Avenida Sosiega

The overall E&TS was conducted to comply with existing State regulations concerning the increasing or decreasing of speed limits within city boundaries. Roadways within business and residential districts have an established speed limit of 25 miles per hour, while alleys and blind intersections are 15 miles per hour. Both speed limits are designated by California law and are not typically included in the study. Intermediate speed limits between 25 and 65 miles per hour may be established by local authorities based on engineering and traffic surveys.

The speed at which a motorist chooses to drive is influenced by a few factors. Driver behavioral research conducted in many parts of this country over a span of several decades shows that the average driver is influenced by the appearance of the roadway itself and the prevailing traffic conditions in choosing the speed at which a person drives. Speed limits should not be set arbitrarily as it may result in unsafe speed differentials and a lack of respect for the regulatory signs from the public. Recognizing this, the California Vehicle Code (CVC) requires that speed limits be established in accordance with appropriate engineering practice and methods.

This report contains sufficient information to document that the conditions of the latest edition of the CVC Section 627 have been satisfied and that other conditions not readily apparent to motorists are properly identified. To legally use radar for speed enforcement, Section 40802 of the CVC requires that speed limits be established per Sections 22357 and 22358 of the CVC. The limits must be justified by an



E&TS conducted within five years prior to the date of the alleged violation. However, a change in State law allows cities to extend the survey period up to seven, ten, or fourteen years depending on specific criteria<sup>1</sup>.

The latest edition of the CVC has highlighted bicycle and pedestrian safety as factors to be considered when establishing speed limits, and this aspect was considered as a part of this report. Additionally, effective January 1, 2022, several of the CVC sections mentioned above were amended and additional sections were added related to traffic safety and speed limits.

These changes to the CVC were made in accordance with Assembly Bill No. 43 (AB 43) which was approved by the State of California on October 8, 2021. AB 43 is included in Appendix A for reference. The following are some key highlights of AB 43:

- Allows a prima facie speed limit of 25 mph on State highways located in any business or residential district.
- Authorizes Caltrans and a local authority to declare a speed of 20 or 15 mph on State highways.
- Authorizes a lower speed limit on a section of highway contiguous to a business activity district. Definition of “business activity district” is identified in AB 43 text.
- Authorizes a local authority to further reduce the speed limit beyond the 5-mph reduction after June 30, 2024, if certain conditions are met.
- Extends the validity of speed surveys from 10 years to 14 years if evaluated by a registered engineer.
- Local authority may, by ordinance, retain the current speed limit or restore the immediately prior 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 the prior speed limit.

Spot speed surveys were taken at 11 locations on the City’s network in conformance with the State law for conducting engineering and traffic surveys for the purpose of establishing prima facie speed limits. The surveys were conducted on August 7, 2024. The data was collected per the California Manual on Uniform Traffic Control Devices (CA MUTCD), November 7, 2014, edition. Sections of the CA MUTCD detailing regulations for conducting the required “Engineering and Traffic Survey” are presented in **Appendix B**.

The actual speed zone surveys were conducted by AimTD, LLC, a traffic data collection firm. A California registered traffic engineer reviewed the streets, the survey data, and the crash statistics to arrive at the recommended speed limits for each segment.

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<sup>1</sup>Refer to Appendix A for AB 43 text



## SECTION 2.0

### Study Methodology

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

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

The spot speed surveys, utilizing a calibrated radar gun, were conducted at 11 roadway segment locations to determine existing vehicular travel speeds. A minimum of 100 observations (50 for each direction of travel) were recorded when possible. This data was used to calculate statistical information such as the 85th percentile speed, 10 mile per hour pace speed, percent of vehicles within the 10-mile per hour pace, median speed, and other pertinent data for analysis.

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

Accident data was obtained from the Statewide Integrated Traffic Records System (SWITRS) for a three-year period from January 1, 2021, through December 31, 2023, for all roadway segments. The accident rate was calculated and considered in recommending the speed limit.

#### Definition of Terms

Average daily Traffic: Volume of traffic during a 24-hour period.

ECL: Easterly City Limit (also WCL, NCL and SCL for Westerly, Northerly, and Southerly).

85<sup>th</sup> Percentile (Critical Speed): The “speed” which 85% of the observed vehicles are not exceeding.

Mean Speed: Average speed of all vehicles that pass a specific point on a road over a set period.

MVM: Million Vehicle Miles

10 MPH Pace: Continuous 10 miles per hour incremental range of speeds in which the largest number of recorded vehicles is contained.



## SECTION 3.0

### Survey Results

#### 3.1 Street Surveillance

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

The survey streets were reviewed by Mr. Joshua McNeill, P.E., T.E, a registered Traffic Engineer in the State of California. The roadway characteristics, location of speed limit signs, conditions not readily apparent to the driver, land use types adjoining the street (commercial, residential, school zone, parks, etc.), and type of roadway (divided, undivided, number of lanes, etc.) were recorded as part of the E&TS. The roadway characteristics were used to determine if any physical conditions warranted consideration of a five mile per hour reduction of the recommended speed in accordance with CVC Section 627 and if roadway segments have changed since the preparation of the previous E&TS dated October 2016. The speed survey segment roadway characteristics for each segment are indicated on the Engineering and Traffic Survey Summary sheets in **Appendix D**.

#### 3.2 Crash Rate Analysis

The Crash Rate for each speed survey segment was determined by using the most recent crash records as required by CVC Section 627. Based on a review of the SWITRS collision reports for January 1, 2019, through December 31, 2021, crash rates were calculated for each street surveyed. The results of the crash rate calculations, including the Comparable Roadway Crash Rates for each type of roadway facility, are shown in **Table 1** on the following page and in the Collision and Summary Reports in **Appendix E**.

The Comparable Roadway Crash Rates are based on the 2021 Collision Data on California State Highways<sup>2</sup> and are summarized below:

Highway Type (Conventional Suburban)	Comparable Roadway Crash Rate
2 and 3 lanes	1.17
4 + Undivided	1.27
4+ Divided	1.20

<sup>2</sup> 2021 Collision Data on California State Highways, State of California Department of Transportation.



**Table 1. 2024 Speed Zone Survey - Crash Survey Analysis**

City of Laguna Woods

Location	No	Segment Limits	Distance (mile)	Distance (feet)	ADT <sup>1</sup>	Collisions <sup>2</sup> (3 yr total)	Crash Rate	Comparable Roadway Crash Rate <sup>3</sup>
<b>El Toro Road</b>	1	Aliso Creek Road to Calle Corta	0.25	1,320	14,395	10	2.54	1.20
	2	Calle Corta to Calle Sonora	0.91	4,805	15,275	11	0.72	1.20
	3	Calle Sonora to Moulton Parkway	0.43	2,270	28,176	20	1.51	1.20
	4	Moulton Parkway to Avenida Sevilla	0.43	2,270	29,977	18	1.28	1.20
	5	Avenida Sevilla to Paseo de Valencia	0.31	1,637	28,934	7	0.71	1.20
<b>Moulton Parkway</b>	6	Santa Maria Ave to El Toro Road	0.66	3,485	29,880	24	1.11	1.20
	7	El Toro Road to Calle Cortez	0.56	2,957	31,884	11	0.56	1.20
	8	Calle Cortez to South City Limits	0.48	2,534	32,711	9	0.52	1.20
<b>Ridge Route Road</b>	9	Moulton Parkway to East City Limits	0.77	4,066	6,185	1	0.19	1.17
<b>Santa Maria Avenue</b>	10	Moulton Parkway to Via Vista	0.42	2,218	8,236	4	1.06	1.20
	11	Santa Vittoria to Avenida Sosiega	0.14	739	5,468	0	0.00	1.20

<sup>1</sup> ADT counts conducted August 8, 2024

<sup>2</sup> Statewide Integrated Traffic Records System (SWITRS) Accident Data from 1/1/2021 to 12/31/2023

<sup>3</sup> Caltrans 2021 State Highway Collision Data



The Crash Rates in terms of “crashes per 1,000,000 vehicle miles of travel” for each segment surveyed was calculated and is shown on the Engineering and Traffic Survey summary sheets. The following shows a sample calculation.

The rate was calculated using the following equation:

$$\text{Crash Rate} = \frac{\text{Number of Midblock crashes} \times 10^6}{24\text{-hour volume} \times 365 \times \text{segment length} \times \text{number of years}}$$

Where:

- Number of collisions based on three years (January 1, 2021, to December 31, 2023)
- 24-hour volume (both directions) in the survey segment
- Segment length in miles

The 24-hour volume counts were conducted on August 8, 2024, and are provided in **Appendix F**.

**Example:**

To calculate the crash rate on Moulton Parkway between El Toro Road and Santa Maria Avenue (segment #6) where:

- 24 = Number of collisions along the segment
- 29,880 = 24-hour volume (both directions) in the survey segment
- 0.66 = Segment length in miles
- 3 = Number of analysis years

$$\begin{aligned} \text{Accident Rate} &= \frac{24 \times 10^6}{29,880 \times 365 \times 0.66 \times 3} \\ &= \mathbf{1.11 \text{ accidents per million vehicle miles (C/MVM)}} \end{aligned}$$

The crash rates along comparable roadways in California over the previous three (3) years was 1.20 C/MVM, which is more than the calculated crash rate of 1.11 for the segment.



### 3.3 Spot Speed Survey

Spot speed surveys were conducted at the 11 street segments to establish a reasonable and effective speed limit based on the premise that the speed limit thus established conforms to the actual behavior of the majority of motorists. The speed limit should normally be established at the first five mile per hour increment nearest the 85th percentile speed recorded and mathematically rounded for the surveyed segment. However, engineering judgment and other factors such as street surveillance (Section 3.1) and accident rates (Section 3.2) may indicate the need for a five-mile per hour reduction in establishing reasonable and effective speed limits.

The CA MUTCD identifies two options for a reduction of speed:

- Option 1 states that a “posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85th percentile speed, in compliance with CVC Section 627 and 22358.5.”
- Option 2 states that “for cases in which the nearest 5 mph increment of the 85th percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85th percentile speed if no further reduction is used.”

In addition to the two options above, AB 43 now authorizes the local authority to retain the current speed limit or restore the immediately prior speed limit if 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.

The criteria used in conducting the spot speed surveys are listed in Appendix B.

The information collected and data calculated for the spot speed surveys are as follows:

- Posted speed limit
- Direction of survey
- Date and time of speed survey
- 85th Percentile speed
- 50th Percentile speed
- 10 mph pace speed
- Percent over pace speed
- Range of speeds
- Number of vehicles observed
- Average Speed
- Accident History
- Accident Rate
- Average Daily Traffic
- Road Description
- Pedestrian and bicycle activity

The summary contains information about vehicular speed data observed, accident data, street classification, and any unusual conditions at the location.



## SECTION 4.0

### Survey Findings and Recommendations

In accordance with the State-imposed speed limit establishment regulation as defined by CVC Section 627 and the recently adopted Assembly Bill No. 43, there are several factors that may be considered to justify setting the prima facie speed limits five miles per hour below the observed 85th percentile speed.

It should be noted that the regulations found in Appendix B also state that “the establishment of a speed limit of five mph below the 85<sup>th</sup> percentile speed should be done with great care”.

The factors to be considered are:

- Most recent accident record (mid-block)
- Roadway design speed
- Safe stopping sight distance
- Super-elevation
- Grades
- Shoulder condition
- Profile condition
- Intersection spacing offsets
- Commercial driveway characteristics (land use)
- Pedestrian traffic with and without sidewalks
- Pedestrian and bicycle safety

The above factors for each roadway segment surveyed are listed in the Engineering and Traffic Survey Summary sheets in Appendix D. The 85th percentile speed and the above factors were considered in verifying existing speed limits and recommending speed limit changes (increase or decrease). The 2024 Speed Zone Survey – Accident Survey Analysis (Table 1) lists the total number of accidents, calculated accident rate, and the expected accident rate. **Table 2** shows the surveyed road segments with posted and recommended speed limits. CVC sections are defined in Appendix A.

#### 4.1 Speed Limit Signing – General

All California motorists are required to know the basic 15, 25, and 65 mph statutory or prima facie speed laws and are tested on the subject when applying for a driver’s license. The maximum speed limit on most California highways is 65 mph. However, drivers are permitted to travel 70 mph where posted as such. Unless otherwise posted, the maximum speed limit in California is 55 mph on two-lane undivided highways and for vehicles towing trailers – provided the street is not within a business or residential district. Consequently, speed limit signs covering these prima facie conditions need not be posted on city streets. Although not required by law, speed limit signs for these limits can be posted by a jurisdiction when an engineer determines doing so would enhance public awareness and compliance of the basic speed law.

Typically, such postings occur upon streets that have the following:

- significant daily vehicular traffic volumes,
- cut-through traffic problems,
- significant grades,
- continued violation of residential 25 mph speed zones, or
- other unusual environmental or traffic flow characteristics.



**Table 2: 2024 Segment Spot Speed Summary**

City of Laguna Woods

Location	No.	Segment Limits	Dir.	Date	10-Mile Pace (mph)	% in 10-Mile Pace	85th Percentile (mph)	Existing Speed Limit (mph)	Recommended Speed Limit (mph)	Speed Reduction <sup>1</sup>	Comments
<b>El Toro Road</b>	1	Aliso Creek Road to Calle Corta	E/W	8/7/2024	36 - 45	49%	50.2	50	45	CVC 22358.6(b)	A reduced speed limit is recommended. Speed limit west of Aliso Creek Rd is 45 mph. Existing speed limit is 5 mph above the upper limit of the 10-mile pace. Collision records along segment suggest crash rates have trended higher in past 3 years.
	2	Calle Corta to Calle Sonora	E/W	8/7/2024	43 - 52	48%	52.7	50	45	CVC 22358.7	A reduced speed limit is recommended. A 45-mph speed limit is recommended west of this segment. Speed limit east of Calle Sonora is 45 mph. Several generators of bicyclists or pedestrians including bike lanes, sidewalks, transit stops and senior communities allow for the additional reduction of 5 mph on the segment.
	3	Calle Sonora to Moulton Parkway	E/W	8/7/2024	36 - 44	60%	45.2	45	45	None	No change to speed limit is recommended. Use 85% speed.
<b>Moulton Parkway</b>	4	Moulton Parkway to Avenida Sevilla	E/W	8/7/2024	33 - 42	69%	42.3	40	40	None	No change to speed limit is recommended. Use 85% speed.
	5	Avenida Sevilla to Paseo de Valencia	E/W	8/7/2024	28 - 37	64%	40.2	40	40	None	No change to speed limit is recommended. Use 85% speed.
	6	Santa Maria Ave to El Toro Road	N/S	8/7/2024	36 - 45	62%	47.1	45	45	None	No change to speed limit is recommended. Use 85% speed.
	7	El Toro Road to Calle Cortez	N/S	8/7/2024	40 - 49	53%	50.7	45	45	CVC 22358.6(b)	No change to speed limit is recommended. Use speed reduction from 85% speed to keep speed limit within the 10-mile per hour pace.
	8	Calle Cortez to South City Limits	N/S	8/7/2024	37 - 46	57%	49.6	45	45	CVC 22358.6(c)	No change to speed limit is recommended. Use speed reduction from 85% speed to keep speed limit within 10-mile pace.
<b>Ridge Route Road</b>	9	Moulton Parkway to East City Limits	E/W	8/7/2024	39 - 48	62%	50.2	45	45	CVC 22358.6(b)	No change to speed limit is recommended. Use speed reduction from 85% speed to keep speed limit within 10-mile pace.
	10	Moulton Parkway to Via Vista	E/W	8/7/2024	32 - 41	72%	41	40	40	None	No change to speed limit is recommended. Use 85% speed.
<b>Santa Maria Avenue</b>	11	Santa Victoria to Avenida Sosiega	E/W	8/7/2024	35 - 44	69%	41.8	40	40	None	No change to speed limit is recommended. Use 85% speed.

<sup>1</sup> CVC 22358.6(b): If rounding to nearest is down, may additionally lower by 5 mph

CVC 22358.6(c): If rounding to nearest is up, may round down

CVC 22358.7: If safety corridor or adjacent to high concentration of bicyclists & pedestrians, may additionally lower by 5 mph



It is standard engineering practice to recommend the posting of speed limit signs only on streets that have specific speed limits enacted by city ordinance or determined to be justified by an engineer who has performed an E&TS.

When an E&TS shows that the statutory or prima facie speed limits are not applicable for the existing conditions, the speed limits can be altered with the posting of a different speed limit, which must be determined according to the findings of the study. CVC Section 22354 covers decreasing highway speeds from 65 mph, and CVC Section 22358 addresses decreasing local speed limits. The CVC does not address decreasing the speed limit below 55 mph on undivided highways; however, the CA MUTCD states that speed zones (other than statutory speed limits) shall only be established on the basis of an E&TS that has been performed in accordance with traffic engineering practices. Even though it is not codified in the CVC, Caltrans has established the practice of using an E&TS for any reduction below a statutory 55 mph speed limit. Law enforcement agencies and courts are accustomed to seeing surveys for these areas and it may be difficult to defend a speed violation citation without one.

Speed limit signs should be installed at approximately every one-half mile on streets which have been speed zoned. Signs are typically installed at the beginning of the speed zone on the departure side of a traffic signal-controlled intersection. It is also advisable to install signs at key intersections where there is high side street vehicle entry. It is important that motorists be given adequate notice of the speed limit without over signing, since doing so increases maintenance costs and rarely results in increased compliance.

The CA MUTCD outlines speed limit sign size specifications based on the type of roadway facility. Sign sizes vary from a minimum of 24-inches by 30-inches on a single lane conventional roadway to 48-inches by 60-inches on a freeway. It is also important to post signs in a manner that they are clearly visible to approaching traffic from a distance. Care should be taken to maintain landscaping and other vegetation, so it does not grow to block the motorist's view of the signs. In certain circumstances, when an engineer has determined that additional motorist awareness of the speed limit is needed, the speed limit can also be painted on the roadway surface immediately adjacent to a speed limit sign.

Enforcement problems can occur when, (a) the highway is posted with inappropriate speed limit signs, (b) the highway is improperly or inadequately posted, or (c) the highway is not posted nor covered by ordinance and therefore falls under the basic speed law. In any of these events, the result is a debatable validity that may be questioned in court cases where citations are issued and contested.



## SECTION 5.0

### Summary and Conclusions

- The City of Laguna Woods engineering and traffic surveys and data collection efforts were conducted per CVC Section 627.
- Eleven (11) roadway segments on the City's roadway network were identified to be part of the speed survey study.
- The Crash Survey Analysis (Table 1) provides a comparison of all street segment crash rates to comparable roadways in California.
- As summarized in the Segment Spot Speed Survey (Table 2) the current speed limits are recommended to be retained for the nine (9) survey segments and reduced for two (2) survey segments based on applicable factors as defined in the CVC sections 22358.7, 22358.8 & 22358.9.

## Appendix A - AB 43 Text


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## AB-43 Traffic safety. (2021-2022)

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### Assembly Bill No. 43

#### CHAPTER 690

An act to amend Sections 627, 21400, 22352, 22354, 22358, and 40802 of, and to add Sections 22358.6, 22358.7, 22358.8, and 22358.9 to, the Vehicle Code, relating to traffic safety.

[ Approved by Governor October 08, 2021. Filed with Secretary of State October 08, 2021. ]

#### LEGISLATIVE COUNSEL'S DIGEST

AB 43, Friedman. Traffic safety.

(1) Existing law establishes various default speed limits for vehicles upon highways, as specified. Existing law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Existing law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. Existing law authorizes local authorities to consider additional factors, including pedestrian and bicyclist safety.

This bill would authorize local authorities to consider the safety of vulnerable pedestrian groups, as specified.

(2) Existing law establishes a prima facie speed limit of 25 miles per hour on any highway, other than a state highway, located in any business or residence district, as defined. Existing law authorizes a local authority to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

This bill would establish a prima facie speed limit of 25 miles per hour on state highways located in any business or residence district and would authorize the Department of Transportation (Caltrans) to change the speed limit on any such highway, as prescribed, including erecting signs to give notice thereof.

(3) Existing law establishes a speed limit of 65 miles per hour on state highways, as specified. Existing law authorizes Caltrans to declare a speed limit on any such highway, as prescribed, of 60, 55, 50, 45, 40, 35, 30, or 25 miles per hour, including erecting signs to give notice thereof. Existing law also authorizes a local authority, on a section of highway, other than a state highway, where the speed limit is 65 miles per hour to declare a lower speed limit, as specified.

This bill would additionally authorize Caltrans and a local authority to declare a speed limit of 20 or 15 miles per hour, as specified, on these highways.

(4) Existing law authorizes a local authority, without an engineering and traffic survey, to declare a lowered speed limit on portions of highway, as specified, approaching a school building or school grounds. Existing law

limits this authority to sections of highway meeting specified requirements relating to the number of lanes and the speed limit of the highway before the school zone.

This bill would similarly authorize a lowered speed limit on a section of highway contiguous to a business activity district, as defined, and would require that certain violations be subject to a warning citation, for the first 30 days of implementation.

(5) Existing law requires Caltrans, by regulation, to provide for the rounding up or down to the nearest 5 miles per hour increment of the 85th percentile speed of free-flowing traffic on a portion of highway as determined by a traffic and engineering survey. Existing law requires the Judicial Council to create and implement an online tool by June 30, 2024, for the adjudication of traffic infractions, among other things.

This bill would authorize a local authority to further reduce the speed limit, as specified, and require that certain violations be subject to a warning citation, for the first 30 days of implementation. The bill would, in some circumstances, authorize the reduction of a speed limit beginning June 30, 2024, or when the Judicial Council has developed an online tool for adjudicating traffic infraction violations, whichever is sooner. The bill would require Caltrans to accordingly revise the California Manual on Uniform Traffic Control Devices, as specified.

(6) Existing law defines a speed trap and prohibits evidence of a driver's speed obtained through a speed trap from being admissible in court in any prosecution against a driver for a speed-related offense. Existing law deems a road where the speed limit is not justified by a traffic and engineering survey conducted within the previous 7 years to be a speed trap, unless the roadway has been evaluated by a registered engineer, as specified, in which case the speed limit remains enforceable for a period of 10 years. Existing law exempts a school zone, as defined, from certain provisions relating to defining a speed trap.

This bill would extend the period that a speed limit justified by a traffic and engineering survey conducted more than 7 years ago remains valid, for purposes of speed enforcement, if evaluated by a registered engineer, as specified, to 14 years.

This bill would also exempt a senior zone and business activity district, as defined, from those provisions.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

## THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

**SECTION 1.** Section 627 of the Vehicle Code is amended to read:

**627.** (a) "Engineering and traffic survey," as used in this code, means a survey of highway and traffic conditions in accordance with methods determined by the Department of Transportation for use by 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.

**SEC. 2.** Section 21400 of the Vehicle Code is amended to read:

**21400.** (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.

**SEC. 3.** Section 22352 of the Vehicle Code is amended to read:

**22352.** 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.

**SEC. 4.** Section 22354 of the Vehicle Code is amended to read:

**22354.** (a) Whenever the Department of Transportation determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of a state highway where the limit of 65 miles is applicable, the department may determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie speed limit shall be effective when appropriate signs giving notice thereof are erected upon the highway.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

**SEC. 5.** Section 22358 of the Vehicle Code is amended to read:

**22358.** (a) Whenever a local authority determines upon the basis of an engineering and traffic survey that the limit of 65 miles per hour is more than is reasonable or safe upon any portion of any street other than a state highway where the limit of 65 miles per hour is applicable, the local authority may by ordinance determine and declare a prima facie speed limit of 60, 55, 50, 45, 40, 35, 30, 25, 20, or 15 miles per hour, whichever is found most appropriate to facilitate the orderly movement of traffic and is reasonable and safe, which declared prima facie limit shall be effective when appropriate signs giving notice thereof are erected upon the street.

(b) This section shall become operative on the date specified in subdivision (c) of Section 22366.

**SEC. 6.** Section 22358.6 is added to the Vehicle Code, to read:

**22358.6.** 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. However, in cases in which the speed limit needs to be rounded up to the nearest five miles per hour increment of the 85th-percentile speed, the Department of Transportation or a local authority may decide to instead round down the speed limit to the lower five miles per hour increment. A local authority may additionally lower the speed limit as provided in Sections 22358.7 and 22358.8.

**SEC. 7.** Section 22358.7 is added to the Vehicle Code, to read:

**22358.7.** (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.

**SEC. 8.** Section 22358.8 is added to the Vehicle Code, to read:

**22358.8.** (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 current speed limit or restore the immediately prior 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 the prior speed limit.

(b) This section does not authorize a speed limit to be reduced by any more than five miles per hour from the current 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.

**SEC. 9.** Section 22358.9 is added to the Vehicle Code, to read:

**22358.9.** (a) (1) Notwithstanding any other law, a local authority may, by ordinance, determine and declare a 25 or 20 miles per hour 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 miles per hour.

(2) The prima facie limits established under paragraph (1) apply only to highways that meet all of the following conditions:

(A) A maximum of four traffic lanes.

(B) A maximum posted 30 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 25 miles per hour speed limit.

(C) A maximum posted 25 miles per hour prima facie speed limit immediately prior to and after the business activity district, if establishing a 20 miles per hour speed limit.

(b) As used in this section, 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 at least three of the following requirements in paragraphs (1) to (4), inclusive:

(1) 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.

(2) Parking, including parallel, diagonal, or perpendicular spaces located alongside the highway.

(3) Traffic control signals or stop signs regulating traffic flow on the highway, located at intervals of no more than 600 feet.

(4) Marked crosswalks not controlled by a traffic control device.

(c) A local authority shall not declare a prima facie speed limit under this section on a portion of a highway where the local authority has already lowered the speed limit as permitted under Sections 22358.7 and 22358.8.

(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.

**SEC. 10.** Section 40802 of the Vehicle Code is amended to read:

**40802.** (a) A "speed trap" is either of the following:

(1) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(2) A particular section of a highway with a prima facie speed limit 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, school zone, senior zone, or business activity district.

(b) (1) For purposes of this section, a local street or road is one that is functionally classified as "local" on the "California Road System Maps," that are approved by the Federal Highway Administration and maintained by the Department of Transportation. It may also 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) (1) When all of the following criteria are met, paragraph (2) of this subdivision shall be applicable and subdivision (a) shall not be applicable:

(A) When radar is used, the arresting officer has successfully completed a radar operator course of not less than 24 hours on the use of police traffic radar, and the course was approved and certified by the Commission on Peace Officer Standards and Training.

(B) When laser or any other electronic device is used to measure the speed of moving objects, the arresting officer has successfully completed the training required in subparagraph (A) and an additional training course of not less than two hours approved and certified by the Commission on Peace Officer Standards and Training.

(C) (i) The prosecution proved that the arresting officer complied with subparagraphs (A) and (B) and that an engineering and traffic survey has been conducted in accordance with subparagraph (B) of paragraph (2). The prosecution proved that, prior to the officer issuing the notice to appear, the arresting officer established that the radar, laser, or other electronic device conformed to the requirements of subparagraph (D).

(ii) The prosecution proved the speed of the accused was unsafe for the conditions present at the time of alleged violation unless the citation was for a violation of Section 22349, 22356, or 22406.

(D) The radar, laser, or other electronic device used to measure the speed of the accused meets or exceeds the minimal operational standards of the National Highway Traffic Safety Administration, and has been calibrated within the three years prior to the date of the alleged violation by an independent certified laser or radar repair and testing or calibration facility.

(2) A "speed trap" is either of the following:

(A) A particular section of a highway measured as to distance and with boundaries marked, designated, or otherwise determined in order that the speed of a vehicle may be calculated by securing the time it takes the vehicle to travel the known distance.

(B) (i) A particular section of a highway or state highway with a prima facie speed limit that is provided by this code or by local ordinance under paragraph (1) of subdivision (b) of Section 22352, or established under Section 22354, 22357, 22358, or 22358.3, if that prima facie speed limit is not justified by an engineering and traffic survey conducted within one of the following time periods, prior to the date of the alleged violation, and

enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects:

(I) Except as specified in subclause (II), seven years.

(II) If an engineering and traffic survey was conducted more than seven years prior to the date of the alleged violation, and a registered engineer evaluates the section of the highway and determines that no significant changes in roadway or traffic conditions have occurred, including, but not limited to, changes in adjoining property or land use, roadway width, or traffic volume, 14 years.

(ii) This subparagraph does not apply to a local street, road, or school zone, senior zone, or business activity district.

## Appendix B - Speed Zoning Regulations from Caltrans

**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 85<sup>th</sup> percentile speed of free-flowing traffic.~~

**CVC Section 22358.6 – 85<sup>th</sup>-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 85<sup>th</sup>-percentile speed would require a rounding down, the posted speed may be reduced by 5 mph from the nearest 5 mph increment of the 85<sup>th</sup>-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 85<sup>th</sup>-percentile speed would require a rounding up, then the speed limit may be rounded down to the nearest 5 mph increment below the 85<sup>th</sup> percentile speed, if no further reduction is used. Refer to CVC Section 21400(b). Refer to CVC Section 22358.6(c).

**Standard:**

**<sup>12b</sup> 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).**

**<sup>12c</sup> 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 Section 22358.6(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 85<sup>th</sup>-percentile speed. Refer to CVC Section 22358.6(e).**

Support:

<sup>12d</sup> Refer to Tables 2B-103(CA) and 2B-104(CA), which provides examples of 85<sup>th</sup>-percentile speed values and the application of the speed limit policies and criteria applicable per CVC 22358.6 and 22358.7.

<sup>12e</sup> 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:**

**<sup>12f</sup> 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:

<sup>12g</sup> CVC Sections 22358.7, 22358.8 and 22358.9 and their related policies are applicable on local agency roadways.

<sup>12h</sup> 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:**

**<sup>12i</sup> 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**

**<sup>12j</sup> 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.**

**<sup>12k</sup> 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:**

**<sup>12l</sup> 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:

<sup>12m</sup> 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:**

<sup>12n</sup> **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.**

<sup>12o</sup> **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:

<sup>12p</sup> 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:**

<sup>12q</sup> **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.**

<sup>12r</sup> **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:*

<sup>12s</sup> *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:

<sup>12t</sup> 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.

<sup>12u</sup> To identify logical termini, the geographic extent of a safety corridor may be determined by non-engineering staff.

**Standard:**

<sup>12v</sup> **A licensed professional engineer shall sign off on logical termini identified for a safety corridor using existing E&TS.**

Option:

<sup>12w</sup> 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:**

<sup>12x</sup> **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:

<sup>12y</sup> 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:**

<sup>12z</sup> **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:

<sup>12aa</sup> 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:**

<sup>12ab</sup> **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:

<sup>12ac</sup> 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.

<sup>12ad</sup> Data used to determine high concentration locations may be obtained from the most recently performed Engineering and Traffic Survey (E&TS).

**Standard:**

<sup>12ae</sup> **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:

<sup>12af</sup> 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:**

<sup>12ag</sup> **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.**

<sup>12ah</sup> **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:

<sup>12ai</sup> 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.

<sup>12aj</sup> 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:**

<sup>12ak</sup> **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).**

<sup>13</sup> *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 85<sup>th</sup>-percentile speed.*

**Support:**

<sup>14</sup> 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:**

<sup>15</sup> *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:**

<sup>16</sup> 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.

<sup>17</sup> 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.

<sup>18</sup> 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.

<sup>19</sup> 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:**

<sup>20</sup> *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:**

<sup>21</sup> 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.

<sup>22</sup> 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.

<sup>23</sup> 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:**

<sup>24</sup> CVC Section 627 defines the term "Engineering and traffic survey" and lists its requirements.

**Standard:**

<sup>25</sup> **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:*

<sup>26</sup> *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.*

<sup>27</sup> *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:*

<sup>28</sup> *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:*

<sup>29</sup> *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.*

<sup>30</sup> *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 85<sup>th</sup> 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.

<sup>31</sup> 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.

<sup>32</sup> 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:*

<sup>33</sup> *The establishment of a speed limit of more than 5 mph below the 85<sup>th</sup> percentile speed should be done with great care as studies have shown that establishing a speed limit at less than the 85<sup>th</sup> 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:*

<sup>34</sup> Generally, the most decisive evidence of conditions not readily apparent to the driver surfaces in collision histories.

<sup>35</sup> Speed limits are established at or near the 85<sup>th</sup> percentile speed, which is defined as that speed at or below which 85<sup>th</sup> percent of the traffic is moving. The 85<sup>th</sup> 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 85<sup>th</sup> percentile are not generally considered reasonable and prudent. Speed limits below the 85<sup>th</sup> 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 85<sup>th</sup> 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.

<sup>36</sup> The majority of drivers comply with the basic speed law. Speed limits set at or near the 85<sup>th</sup> 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 85<sup>th</sup> percentile (Critical Speed) generally results in an increase in collision rates.

*Option:*

<sup>37</sup> 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 85<sup>th</sup> percentile may be justified. Concurrence and support of enforcement officials are necessary for the successful operation of a restricted speed zone.

*Guidance:*

<sup>38</sup> *Speed zones of less than 0.5 miles and short transition zones should be avoided.*

## **Signs**

### **Standard:**

**39 The Speed Limit (R2-1) sign shall be used to give notice of a prima facie or maximum speed limit except as provided under Prima Facie Speed Limits in CVC 22352.**

**40 When used, the TRUCKS, 3 AXLES OR MORE 55 MAXIMUM (R6-3(CA)) sign shall be installed approximately 750 feet following each R2-1 sign.**

**41 The ALL VEHICLES WHEN TOWING 55 MAXIMUM (R6-4(CA)) sign shall be installed approximately 750 feet following the R6-3(CA) sign.**

### **Guidance:**

*42 The R6-3(CA) and R6-4(CA) signs should be placed on highway segments where speeds in excess of 55 mph are permitted.*

### **Option:**

43 The existing AUTOS WITH TRAILERS, TRUCKS 55 MAXIMUM (R6-1(CA)) sign may remain in place until it is knocked down, damaged, stolen, vandalized, or otherwise reaches the end of its useful life.

44 The local California Highway Patrol office may be consulted to identify highway segments where enforcement is an issue. On these segments early replacement of existing R6-1(CA) signs may be necessary.

### **Support:**

45 Refer to CVC Section 22406 for types of vehicles subject to the 55 mph maximum speed limit.

### **Option:**

46 The Speed Zone Ahead (R2-4(CA)) sign (see Figure 2B-3(CA)) may be used to inform the motorist of a reduced speed zone.

### **Standard:**

**47 The R2-4(CA) sign shall always be followed by a Speed Limit (R2-1) sign installed at the beginning of the zone where the reduced speed limit applies.**

**48 The End Speed Limit (R3(CA)) sign shall only be used to mark the end of a speed zone.**

**49 The R3(CA) sign shall not be used at a transition into a change in speed limits within a reduced zone.**

### **Option:**

50 The R3(CA) sign (see Figure 2B-3(CA)) may be used with the TRUCK (M4-4) plaque to mark the end of truck speed zones on descending grades.

### **Standard:**

**51 Speed limit signs shall be placed at the beginning of all restricted speed zones.**

### **Option:**

52 Where speed zones are longer than 1 mile, intermediate signs may be placed at approximate 1 mile intervals. For three or more lanes in each direction, dual installation may be used.

### **Standard:**

**53 The Speed Limit (R2-1) and End Speed Limit (R3(CA)) signs, as appropriate shall be placed at the end of all restricted speed zones.**

**54 Freeways with 65 mph and those segments where a speed limit of 70 mph has been approved by Caltrans, with approval by the California Highway Patrol, shall be posted as follows:**

- **At the segment entrance, R2-1 signs shall be installed right of traffic off of the right shoulder.**
- **R2-1 signs shall also be installed off of the right shoulder only, throughout the segment, at a maximum of 25 mile intervals.**

### **Option:**

- The 25 mile interval may be modified to include locations following entrance ramps.

### **Standard:**

- **The R6-3(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R2-1 sign, both at the beginning and throughout each 60, 65 or 70 mph segment.**
- **The R6-4(CA) sign (see Figure 2B-3(CA)) shall be installed approximately 750 feet following each R6-3(CA) sign.**

Option:

- The SLOWER TRAFFIC KEEP RIGHT (R4-3) signs may be installed at locations where there is a tendency of the motorists to drive in the left-hand lane(s) below the normal speed of traffic.

**Standard:**

- **Signs shall be placed in protected locations.**
- **At the end of the 70/65 mph segment, R2-1 signs shall be installed off of the right shoulder.**

<sup>55</sup> **Freeway segments where a 55 mph speed limit has been approved by Caltrans, with the approval of the California Highway Patrol, shall be posted as follows:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder and left shoulder where the median is of sufficient width to permit sign maintenance without lane closures.**

*Guidance:*

- *Subsequent signs should then be posted on the right shoulder, on approximate 3 mile intervals, with no more than 3 interchanges between signs.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

<sup>56</sup> *Conventional highways with 55 mph speed limits should be posted as follows:*

**Standard:**

- **The beginning of the segment shall be posted with an R2-1 sign installed on the right shoulder.**

*Guidance:*

- *Subsequent signs should then be posted on approximate 5 to 10 mile intervals and immediately after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

*Conventional highways with 65 mph speed limits should be posted as follows:*

- *The beginning of the segment should be posted with an R2-1 sign installed on the right shoulder.*
- *Subsequent signs should then be posted at 5 to 10 mile intervals and after locations where significant volumes of traffic enter the segment.*
- *At the end of the segment, an R2-1 sign with the appropriate number for the next speed limit should be posted on the right shoulder.*

Option:

<sup>57</sup> Pavement markings with appropriate numerals (see Section 3B.21) may be used to supplement speed limit signs.

**Standard:**

<sup>58</sup> **The R2-1 and R6-3(CA) and R6-4(CA) signs giving maximum statewide speed limits for various types of vehicles shall be installed on all State highways near the points of entrance into California.**

*Guidance:*

<sup>59</sup> *The R2-1 and R6-3(CA) and R6-4(CA) signs should be placed in a location to be most effectively viewed by the approaching motorists.*

**Standard:**

<sup>60</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with posted speed limits of 65 mph or 70 mph at a maximum of 25 mile intervals.**

Option:

<sup>61</sup> The 25 mile interval may be modified to include locations following entrance ramps.

**Standard:**

<sup>62</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 65 mph at 5 mile to 10 mile intervals.**

<sup>63</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of freeway with a posted speed limit of 55 mph at approximately 3 mile intervals with no more than 3 interchanges between signs.**

<sup>64</sup> **Speed Limit (R2-1) signs shall be installed throughout segments of conventional highways with a posted speed limit of 55 mph at 5 mile to 10 mile intervals.**

## **Speed Enforced Signs**

### Option:

<sup>65</sup> The SPEED ENFORCED BY RADAR (R48(CA)) sign (see Figure 2B-3(CA)) may be used where the California Highway Patrol has received authority to use radar and requests such signs.

### Guidance:

<sup>66</sup> *One sign should be used in each direction at the beginning of the segment of roadway, and at intervening major route intersections, where radar enforcement is in effect.*

### Support:

<sup>67</sup> The R48(CA) sign is a stand-alone sign intended to alert motorists that speed is enforced by radar on a particular segment of roadway.

### Option:

<sup>68</sup> The RADAR ENFORCED (R48-1(CA)) sign (see Figure 2B-3(CA)) may be used in combination with the Speed Limit (R2-1) sign on any roadway where law enforcement has the authority to use radar.

### Guidance:

<sup>69</sup> *When used, the R48-1(CA) sign should be placed below the R2-1 sign, at the beginning of the segment of roadway and at intervening major intersections, where radar enforcement is in effect.*

### Option:

<sup>70</sup> The SPEED ENFORCED BY AIRCRAFT (R48-2(CA)) sign (see Figure 2B-3(CA)) may be placed, when requested by the California Highway Patrol, on sections of highway regularly patrolled by aircraft.

### Standard:

<sup>71</sup> **The R48-2(CA) sign shall be used for both directions of travel.**

### Guidance:

<sup>72</sup> *The R48-2(CA) sign should be placed at the beginning of the section and spaced at 25 mile intervals. See Figure 3B-105(CA).*

## **Vehicle Speed Feedback Signs**

### Option:

<sup>73</sup> A Vehicle Speed Feedback sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit (R2-1) sign.

### Standard:

<sup>74</sup> **If a Vehicle Speed Feedback sign displaying approach speeds is installed, the legend shall be YOUR SPEED XX. The numerals displaying the speed shall be white, yellow, yellow-green or amber color on black background. When activated, lights shall be steady-burn conforming to the provisions of CVC Sections 21466 and 21466.5. Vehicle Speed Feedback signs shall not alternatively be operated as variable speed limit signs.**

### Guidance:

<sup>75</sup> *To the degree practical, numerals for displaying approach speeds should be similar font and size as numerals on the corresponding Speed Limit (R2-1) sign.*

### Option:

<sup>76</sup> When used, the Vehicle Speed Feedback sign may be mounted on either a separate support or on the same support as the Speed Limit (R2-1) sign.

<sup>77</sup> In lieu of lights, legend may be retroreflective film for flip-disk systems.

<sup>78</sup> The legend YOUR SPEED may be white on black plaque located above the changeable speed display.

### Support:

<sup>79</sup> Driver comprehension may improve when the Vehicle Speed Feedback Sign is mounted on the same support below the Speed Limit (R2-1) sign.

<sup>80</sup> Vehicle Speed Feedback Signs are appropriate for use with advisory speed signs and with temporary signs in temporary traffic control zones.

### **Basic Speed Law and Prima Facie Speed Limits – See CVC 22350 & 22352**

Support:

<sup>81</sup> The basic speed law states “No person shall drive a vehicle upon a highway at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.”

**Standard:**

<sup>82</sup> **Prima facie speed limits are specific limits and shall apply unless changed based upon an engineering and traffic survey (E&TS) and signs are posted that display the new speed limit.**

Option:

<sup>83</sup> Prima facie speed limits may be preempted by the basic speed law, when roadway, traffic or weather conditions warrant a lower speed.

### **Use of Metric System Designations – See CVC 21351.3**

Option:

<sup>84</sup> Dual units for speed limits on signs may be placed on local streets and roads in both Metric and English units.

*Guidance:*

<sup>85</sup> *If used, dual unit speed limits should be rounded to the nearest 10 km/h for Metric and 5 mph for English units for posting on signs on local streets and roads.*

Support:

<sup>86</sup> Refer to AASHTO's Traffic Engineering Metric Conversion Factors. See Section 1A.11 for information regarding this publication.

**Standard:**

<sup>87</sup> **Metric speed limits shall not be placed on State highways. For use in this California MUTCD, 70 mph shall be shown as a metric equivalent of 110 km/h, neither of which shall be used on any local street or road.**

### **Legal Authority for Establishing Speed Limits**

Support:

<sup>88</sup> Delegation of legal authority to set speed limits on State highways is given to Caltrans District Directors. The District Director of each transportation district is authorized to issue orders regulating the speed of traffic, up to 65 mph on State highways. The Director of Caltrans retains the authority to approve variable, minimum, and maximum speeds up to 70 mph on State freeways.

**Standard:**

<sup>89</sup> **The speed limits shown in Table 2B-101(CA) shall apply, unless changed upon the basis of an engineering and traffic survey (E&TS).**

Option:

<sup>90</sup> The speed limits shown in Table 2B-102(CA) may apply, unless changed upon E&TS.

### **Variable Speed Limits on Freeways - See CVC 22355**

Option:

<sup>91</sup> The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that the safe and orderly movement of traffic upon any freeway segment will be facilitated by the establishment of variable speed limits.
- Caltrans may erect, regulate, and control signs upon the state highway which is a freeway, or any portion thereof, which, if used, signs shall be designed to permit display of different speeds at various times of the day or night.
- Such signs need not conform to the standards & specifications per CVC 21400, but if used, shall be of sufficient size and clarity to give adequate notice of the applicable speed limit.

### **Minimum Speed Limits on State Highways - See CVC 22400**

Option:

<sup>92</sup> The following speed limits may apply:

- Whenever Caltrans determines based upon an engineering and traffic survey (E&TS) that slow speeds on any part of a state highway consistently impede the normal and reasonable movement of traffic, Caltrans may determine and declare a minimum speed limit. Appropriate signs giving notice shall then be installed on that segment.

- A motorist can be cited for stopping or impeding the normal and reasonable movement of traffic unless the stop is necessary for safe operation and in compliance with the law.

### **Speed Traps**

#### **Support:**

<sup>93</sup> Refer to CVC 40802 for Speed Traps.

#### **Standard:**

<sup>94</sup> **A speed trap shall not apply to a local street, road, school zone, senior zone, or business activity district.**

#### **Support:**

<sup>95</sup> Senior zone is an 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 CVC Section 22352.

<sup>96</sup> Business activity district is a section of highway described in CVC Section 22358.9(b) in which a standard 25 mph or 20 mph speed limit sign has been posted pursuant to CVC Section 22358.9(a)(1).

#### **Standard:**

<sup>97</sup> **A section of highway shall be defined as a speed trap if the prima facie speed limit is not justified by an engineering and traffic survey (E&TS) within five years, and the enforcement of the speed limit involves the use of radar or any other electronic device that measures the speed of moving objects.**

<sup>98</sup> **This time provision shall be extended to seven years when using radar and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

<sup>99</sup> **This time provision shall be extended to seven years when using laser or other electronic device (other than radar) and all of the following criteria are met:**

- **The arresting officer has successfully completed a minimum of 24 hours of certified radar operator course training.**
- **The arresting officer has successfully completed a minimum of 2 hours of additional approved certified training.**
- **The radar used to measure the speed meets or exceeds the minimal operational standards of the National Traffic Highway Safety Administration, and has been calibrated within three years of the alleged violation.**

#### **Option:**

<sup>100</sup> This time provision for an E&TS may be extended to ten years when all of the above conditions are met and no significant changes in roadway or traffic conditions have occurred, including changes in adjoining property or land use, roadway width, or traffic volume as determined by a registered engineer.

### **Truck Speed Zone on Descending Grades**

#### **Guidance:**

<sup>101</sup> *Highway descending grades, if used for posting TRUCK Speed Limit signs (R2-1 and M4-4) for trucks travelling downhill, should have recorded incident history of runaway commercial vehicles. Descending grades shorter than 1 mile should be avoided for posting signs because deceleration of vehicles due to braking action can generally provide sufficient control on descending grades of less than 1 mile.*

#### **Support:**

<sup>102</sup> To establish a downhill truck speed limit, a physical profile showing length and gradient and a downhill speed profile for three or more axle commercial vehicles with a gross rating of 10,000 lbs. or more will be provided.

#### **Standard:**

<sup>103</sup> **Speed profiles for truck speed limits shall be prepared on the same form as other speed surveys. An analysis of collisions involving trucks shall be prepared.**

#### **Guidance:**

<sup>104</sup> *Posted speeds should be on the low side of the scale, generally within the pace of loaded commercial vehicles.*

#### **Standard:**

<sup>105</sup> **If warranted, the Caltrans District Director shall issue a standard speed zone order.**

**Support:**

<sup>106</sup> Posting of the regulation will be by placement of a standard 36 x 45 inch Speed Limit (R2-1) sign with a TRUCK (M4-4) plate above.

**Standard:**

<sup>107</sup> **A standard End Speed Limit (R3(CA)) sign with TRUCK (M4-4) plate shall be posted at the end of the truck zone when appropriate.**

**Speed Zones in Temporary Traffic Control Areas**

**Support:**

<sup>108</sup> For signing and establishing speed zones in temporary traffic control areas, refer to Section 6C.01 in Part 6.

**Speed Zones and Traffic Signals**

**Standard:**

<sup>109</sup> **An agency changing the speed limits within its jurisdiction shall report the speed limit change to the agency operating and maintaining traffic signals within the speed zone no later than 30 days before changing the posted speed limit.**

**Support:**

<sup>110</sup> Changing the signal timing and adjusting the advance detector loops based on the revised speed limits can enhance the operations of the traffic signal.

**Section 2B.14 Truck Speed Limit Plaque (R2-2P)**

**Standard:**

<sup>01</sup> **Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be displayed below the legend Speed Limit XX on the same sign ~~or on a separate R2-2P plaque (see Figure 2B-3) below the standard legend.~~**

<sup>02</sup> **The Truck Speed Limit (R2-2) sign shall not be used in California. The TRUCK (M4-4) plaque placed above the Speed Limit (R2-1) sign shall be used instead.**

<sup>03</sup> **The TRUCK (M4-4) plaque shall be placed above the Speed Limit (R2-1) sign to indicate the truck speed limit. It shall also be placed above the End Speed Limit (R3(CA)) sign to mark the end of truck speed limits.**

**Support:**

<sup>04</sup> Refer to Section 2B.13 for more details.

**Section 2B.15 Night Speed Limit Plaque (R2-3P)**

**Standard:**

<sup>01</sup> **Where different speed limits are prescribed for day and night, both limits shall be posted.**

*Guidance:*

<sup>02</sup> *A Night Speed Limit (R2-3P) plaque (see Figure 2B-3) should be reversed using a white retroreflectorized legend and border on a black background.*

*Option:*

<sup>03</sup> A Night Speed Limit plaque may be combined with or installed below the standard Speed Limit (R2-1) sign.

**Support:**

<sup>04</sup> Refer to CVC 22355.

**Section 2B.16 Minimum Speed Limit Plaque (R2-4P)**

**Standard:**

<sup>01</sup> **A Minimum Speed Limit (R2-4P) plaque (see Figure 2B-3) shall be displayed only in combination with a Speed Limit sign.**

**Table 2B-1(CA). California Regulatory Sign and Plaque Sizes (Sheet 7 of 7)**

Sign or Plaque	Sign Designation	Section	Conventional Road		Expressway	Freeway	Minimum	Oversized
			Single Lane	Multi-Lane				
FREEWAY - ACCESS RIGHTS RESTRICTED ON THIS SECTION OF HIGHWAY	S3-1(CA)	2B.39	30 x 24	30 x 24	---	---	---	---
STATE PROPERTY - NO DUMPING - NO PARKING - NO TRESPASSING	S8(CA)	2B.111	36 x 22	36 x 22	---	---	---	---
STATE PROPERTY - ANY PERSON REMOVING OR MOLESTING SAME WILL BE PROSECUTED	S20(CA)	2B.111	24 x 18	24 x 18	---	---	---	---
Weigh Station Repair Service plaque	S21(CA)	2B.60	36 x 24	36 x 24	---	---	---	---
Rest Area/Vista Point 8 HOUR PARKING	S23(CA)	2B.46, 2I.05	24 x 24	24 x 24	---	---	---	---
DAYLIGHT HEADLIGHT SECTION	S30-1(CA)	2B.64	84 x 54	84 x 54	---	---	---	---
TURN ON HEADLIGHTS NEXT X MILES	S30-2(CA)	2B.64	108 x 54	108 x 54	---	---	---	---
END DAYLIGHT HEADLIGHT SECTION	S30-3(CA)	2B.64	84 x 66	84 x 66	---	---	---	---
TURN ON HEADLIGHTS	S30-4(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
CHECK HEADLIGHTS	S30-5(CA)	2B.64	84 x 42	84 x 42	---	---	---	---
Safety Corridor Sign	S33(CA)	2B.64	102 x 48	102 x 48	---	---	---	---

**Table 2B-2. Meanings of Symbols and Legends on Reversible Lane Control Signs**

Symbol / Word Message	Meaning
Red X on white background	Lane closed
Upward pointing black arrow on white background (if left turns are permitted, the arrow shall be modified to show left / through arrow)	Lane open for through travel and any turns not otherwise prohibited
Black two-way left-turn arrows on white background and legend ONLY	Lane may be used only for left turns in either direction (i.e., as a two-way left-turn lane)
Black single left-turn arrow on white background and legend ONLY	Lane may be used only for left turns in one direction (without opposing left turns in the same lane)

**Table 2B-101(CA). Standard Application of Speed Limits per California Vehicle Code**

Speed	Determined by	Roadway Facility	CVC Section
15 mph	State or local authority	<ul style="list-style-type: none"> <li>▪ Railroad grade crossing with obstructed view</li> <li>▪ Uncontrolled highway intersection with obstructed view</li> <li>▪ An alley</li> </ul>	22352.a.1
15 & 20 mph	State or local authority	Where the prima facie speed of 25 mph is more than is reasonable or safe <ul style="list-style-type: none"> <li>▪ Narrow street not exceeding 25 feet other than a State Highway in a business or residential area or in a public park</li> <li>▪ Road near a school or senior center facility</li> </ul>	22358.3 & 22358.4
25 mph	State or local authority	<ul style="list-style-type: none"> <li>▪ Any highway in any business or residential district</li> <li>▪ A street contiguous to senior citizen facility other than a State highway</li> <li>▪ Adjacent to a children's playground in a public park, but only during particular hours or days when children are expected to use facilities</li> </ul>	22352.b & 22357.1

**Table 2B-102(CA). Standard Application of Speed Limits per California Vehicle Code** Revised February 6, 2023

Speed	Determined by	Roadway Facility	CVC Section
15 to 60 mph	Caltrans	State highway, based on an E&TS where the limit of 65 mph is more than reasonable or safe	22354
15 to 60 mph	Local city council or county board of supervisors for Caltrans	State highway, local entities may conduct a public hearing on proposed increases or decreases and the State Department of Transportation shall take into consideration the results of the public hearing	22354.5
30 to 65 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where a speed > 25 mph would facilitate the orderly movement of vehicular traffic and would be reasonable and safe	22357
15 to 60 mph	Local authority	Any street other than a State highway, by ordinance, may post a prima facie speed limit based on an E&TS where the limit of 65 mph is more than is reasonable and safe	22358.8(a)
20 to 50 mph for Trucks	State or local authority	Highways under their respective jurisdiction where 55 mph is more than is reasonable or safe for vehicles mentioned in CVC 22406 (Trucks and other large vehicles)	22407
Maximum Speed 55 mph	State or local authority	<ul style="list-style-type: none"> <li>▪ Two-lane, undivided highway</li> <li>▪ Any highway if driving any of the following vehicles: <ul style="list-style-type: none"> <li>a. Motortruck or truck tractor with &gt; 3 axles</li> <li>b. Passenger vehicle or bus towing any other vehicle</li> <li>c. School bus transporting any school pupil</li> <li>d. A farm labor vehicle when transporting passengers</li> <li>e. A vehicle transporting explosives</li> <li>f. A trailer bus</li> </ul> </li> </ul>	22349.b & .c and 22406
Maximum Speed Limit of 65 mph	State or local authority	Any highway, posted at 65 mph based upon an E&TS, for vehicles not subject to CVC 22406	22349(a) & 22349
Maximum Freeway Speed Limit 70 mph	Caltrans	Freeways, after consultation with the California Highway Patrol, based upon an E&TS, or upon the basis of appropriate design standards and projected traffic volumes in the case of newly constructed freeway segments, for vehicles not subject to CVC 22406	22356

**Table 2B-103(CA). Examples showing applicability of rounding and additional speed reduction on State Highway System**

85 <sup>th</sup> -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 is down, may additionally lower by 5 mph (CVC 22358.6(b))
47.5-50.0	50	45	N/A
45.1-47.4	45	N/A	40
42.5-45.0	45	40	N/A
40.1-42.4	40	N/A	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**

85 <sup>th</sup> -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 is 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	N/A	40
45.1-47.4	45	N/A	40	35
42.5-45.0	45	40	N/A	35
40.1-42.4	40	N/A	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.

**Table 2B-105(CA). Safety Corridor Definition Requirements**

Category	Factors
Crash Weighting Factors to Develop One Serious/Fatal Injury Safety Corridor	Crash weighting can be developed using fatal and serious injury crash data and other factors to prioritize safety corridors. Suggested weighting factors are as follows: <ul style="list-style-type: none"> <li>▪ Crash severity: Fatal Crashes, Serious Injury Crashes</li> <li>▪ Mode: Pedestrian-bicycle related crashes, vehicle/other</li> <li>▪ Disadvantaged Community Status: MPO/RTPA or locally defined disadvantaged community status based on most current version of CalEnviroScreen</li> <li>▪ Vulnerable Populations: Seniors (age 65 and older) and Youth (under age 15) based on the American Community Survey</li> <li>▪ School proximity (within 0.25 miles) based on the California School Campus Database</li> </ul>
Crash Density	Each roadway segment block can be converted into ~ 0.25 mile overlapping “corridor” segments to create a consistent unit of measurement and assess the concentration of linear patterns of injuries within a define distance. The highest scoring (i.e. most fatal and serious injury crashes per mile) “corridor” segments within a street needs to be identified and an appropriate threshold set to determine safety corridor eligibility.
Maintenance	The jurisdiction can establish a review and re-evaluation frequency for safety corridors. However, such frequency need not exceed seven years.

**Table 2B-106(CA). Requirements to determine Land or Facility that Generates High Concentrations of Bicyclists or Pedestrians**

Category	Generator
Land Use	Employment centers
	Presence of retail
	Parks, multi-use trails, and recreational destinations
	Schools/universities
	Senior Centers
	Cultural areas, entertainment space areas, or areas of community significance
	Religious facilities
	Health/medical facilities
Transit Factors	Transit stops
	Transit Oriented Developments/Transit Priority Areas
Presence of Pedestrian/Bicyclist Infrastructure	Sidewalk presence
	Crosswalk presence
	Bikeway presence
	Nearby signalized intersections on four-way intersections
	Presence of micromobility devices such as bicycles or scooters
Demographic Factors	Presence of vulnerable groups including children, seniors, persons with disabilities, users of personal assistive mobility devices, and the unhoused
	MPO/RTPA or locally defined disadvantaged community status
	Presence of students (all levels)
Local Data	Need identified in a safety analysis such as a road safety audit or formalized planning document such as a local road safety plan

## Appendix C - Traffic Radar Certifications

# SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397  
Borrego Springs, CA 92004  
619-922-3504

I certify that the Decatur Genesis VP Handheld Directional Radar, Serial Number 02557 was tested on February 27, 2024 and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

### Test Results


Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+5%	+0.0	Yes
Radar Device Tuning Fork s/n 282445 & 39148	-1MPH	+1MPH	35 - 2568 Hz	Yes
Microwave Frequency - K-Band	-100MHz	+100MHz	24.136GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.5	Yes
Antenna Horizontal Bandwidth K-Band	-	15°	14°	Yes
Low Voltage Supply	-	10.8V	10.4	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
RFI tests			Null	Yes
Temperature sens.	-10° F.	+150° F.	Null	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.9dB	Yes
Antenna Near Field Maximum Power Density		0 dBm/cm <sup>2</sup>	-9.5dBm/cm <sup>2</sup>	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

**Expiration Date: February 27, 2027**

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By:  Date: February 27, 2024  
Paige Petre Radar/Lidar Technician  
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995  
[www.SoCalRadar-laserCertificationLab.com](http://www.SoCalRadar-laserCertificationLab.com)

# SOUTHERN CALIFORNIA RADAR/LASER CERTIFICATION LABORATORY

P.O. Box 2397  
Borrego Springs, CA 92004

I certify that the Decatur Genesis VP Handheld Directional Radar, Serial Number 03202 was tested on July 14, 2022 and was calibrated to be within the Manufacturers specifications for accuracy and stability.

- Unit meets or exceeds the NHTSA standards for accuracy.
- Unit is listed on the IACP Conforming Product List.
- Unit tests meet or exceed the standards set forth in cvc 40802().

### Test Results

Test	Min	Max	Read	Pass
Visual/Function	-	-	-	Yes
Tuning Fork Frequency	-.5%	+5%	+0.00	Yes
Radar Device Tuning Fork s/n 282445 & 39148	-1MPH	+1MPH	35 – 2568 Hz	Yes
Microwave Frequency – K-Band	-100MHz	+100MHz	24.127GHz	Yes
Radiated Output Power Variation	-1.5dB	+1.5dB	+0.05	Yes
Antenna Horizontal Bandwidth K-Band	-	15°	14°	Yes
Low Voltage Supply	-	10.8V	10.4	Yes
Accuracy-Stationary Mode	-2MPH	+1MPH	0	Yes
RFI tests			Null	Yes
Temperature sens.	-10° F.	+150° F.	Null	Yes
Target Channel Sensitivity	<10dB (35-90 MPH)		2.9dB	Yes
Antenna Near Field Maximum Power Density		0 dBm/cm <sup>2</sup>	-9.5dBm/cm <sup>2</sup>	Yes
25 MPH	-2MPH	+1MPH	25 MPH	Yes
50 MPH	-2MPH	+1MPH	50 MPH	Yes
65 MPH	-2MPH	+1MPH	65 MPH	Yes

This unit was thoroughly tested for accuracy using NHTSA and Manufacturers test methods with equipment specifically designed and built to ensure precision measurements under controlled conditions. This unit passed all applicable tests and is hereby certified to operate within the manufacturer's specifications and to conform to NHTSA standards to be accurate in the measurement of the speed of any vehicle.

The original of this document has an embossed seal over the signature.

I certify (or declare) under the penalty of perjury under the laws of the state of California that the foregoing is true and correct.

By: William F. Dunable Date: July 14, 2022  
William F. Dunable, MS/CIS, FCC Lic. # PG-11SD-2354

Serving Law Enforcement Since 1995  
www.SoCalRadar-laserCertificationLab.com

# CERTIFICATE OF COMPLETION

## THIS IS TO CERTIFY THAT –

1. Javier Correa of AimTD LLC has successfully completed a course for Traffic Engineers on the operation of Traffic Radar and Laser devices. This training was accordance with Traffic and Engineering Speed Surveys as outlined in the California Vehicle Code and the Cal Trans Manual of Uniform Traffic Control Devices. This course is based upon the standards as outlined by the National Highway Traffic Safety Administration, California Commission on P.O.S.T. and Section 40802 of the California Vehicle Code.
2. Javier Correa completed the classroom instruction on operation and theory of Radar and Laser devices, case law, traffic and engineering surveys, the California Vehicle Code as well as the test, set-up, operation and identification of erroneous readings.
3. Javier Correa, in field settings demonstrated competence in the test and set-up of a Laser device, operation and trouble shooting of these devices and correct evaluation of readings provided by the device.
4. Javier Correa demonstrated competence in making visual speed estimations in actual field settings.
5. Javier Correa of AimTD is recognized for his competence as a Radar and Laser Operator this 8th day of August, 2022.



Steve Chauncey  
P.O.S.T. Certified Radar/Laser Instructor

# CERTIFICATE OF COMPLETION

## THIS IS TO CERTIFY THAT –

1. Vitalii Yarmolenko has successfully completed a course for Traffic Engineers on the operation of Radar devices in application with Traffic and Engineering Speed Surveys as outlined in the California Vehicle Code and the Manual of Uniform Traffic Control Devices. This course is based upon the standards as outlined by the National Highway Traffic Safety Administration, California Commission on P.O.S.T standards and Section 40802 of the California Vehicle Code.
2. Vitalii Yarmolenko completed the classroom instruction on operation and theory of Radar devices, case law, traffic and engineering surveys, the California Vehicle Code as well as the test, set-up, operation and identification of erroneous readings.
3. Vitalii Yarmolenko, in field settings demonstrated competence in the test and set-up of Radar devices, operation and trouble shooting of the device and correct evaluation of readings provided by the device.
4. Vitalii Yarmolenko demonstrated competence in making visual speed estimations in actual field settings.
5. Vitalii Yarmolenko is recognized for his competence as a Radar Operator this 22nd day of March, 2024.



Steve Chauncey  
Certified Instructor

## Appendix D - Engineering and Traffic Survey Summary Reports

City of Laguna Woods

LOCATION: Speed1 El Toro Rd from Aliso Creek Rd to Calle Corta.

DATE: 8/7/2024

TIME PERIOD : 11:26 AM TO 12:02 PM

DATA ENTRY COLUMNS

DIST. (MI) = 0.25  
# OF ACC. = 0

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES	LIMITS (BTN):	Speed1 El Toro Rd from Aliso Creek Rd to Calle Corta.
	NB	SB			
65	0	0	0		
64	0	0	0		
63	0	0	0		
62	0	0	0		
61	1	0	1		
60	0	0	0		
59	1	0	1		
58	0	0	0		
57	1	0	1		
56	1	2	3		
55	1	2	3		
54	2	4	6		
53	1	4	5		
52	1	0	1		
51	2	3	5		
50	13	5	18		
49	4	10	14		
48	6	1	7		
47	2	8	10		
46	2	3	5		
45	10	4	14		
44	1	3	4		
43	3	6	9		
42	2	2	4		
41	4	2	6		
40	7	9	16		
39	3	9	12		
38	8	7	15		
37	9	5	14		
36	5	2	7		
35	6	3	9		
34	0	4	4		
33	4	1	5		
32	0	4	4		
31	0	1	1		
30	1	1	2		
29	1	0	1		
28	0	0	0		
27	0	0	0		
26	0	0	0		
25	0	0	0		
24	0	0	0		
23	0	0	0		
22	0	0	0		
21	0	0	0		
20	0	0	0		
19	0	0	0		
18	0	0	0		
17	0	0	0		
16	0	0	0		
15	0	0	0		

85TH %:	50.3	50.1	50.2	M.P.H.
50TH %:	43.2	43.2	43.2	M.P.H.
15TH %:	36.2	36.3	36.3	M.P.H.
10 MPH PACE:	36 - 45	38 - 47	36 - 45	M.P.H.
% IN PACE:	51%	50%	49%	
% OVER PACE:	37%	30%	39%	
% UNDER PACE:	12%	20%	13%	
ARITHMETIC MEAN:	43.23	43.22	43.22	M.P.H.
SAMPLE VARIANCE:	46.57	44.25	45.17	
STANDARD DEVIATION:	6.82	6.65	6.72	M.P.H.
VARIANCE OF THE MEAN:	0.46	0.42	0.22	
STD. ERROR OF THE MEAN:	0.68	0.65	0.47	M.P.H.

ADT: 14,935

PROPOSED SPEED LIMIT: 45 MPH

EXPECTED RATE: 0.87

ACCIDENT RATE: 0.00

ACCIDENT HISTORY: 0

LANES PER DIRECTION: 3

ROAD SEGMENT LENGTH (MI): 0.25

ROAD CONDITION: GOOD

ROAD SURFACE: DRY

WEATHER: SUNNY

OBSERVER: Vitalli Y.

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF)

POSTED SPEED LIMIT: 50 MPH

COMMENTS:

DATE: 8/7/2024  
 TIME PERIOD: 12:10 PM TO 12:48 PM

DATE: 8/7/2024  
 TIME PERIOD: 12:10 PM TO 12:48 PM

LOCATION: Speed2 El Toro Rd from Tanager Ln to Canyon Wren Ln.

DIST.(MI.)= 0.91  
 # OF ACC.= 4

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
65	0	0	0
64	0	0	0
63	0	0	0
62	0	0	0
61	0	0	0
60	1	1	2
59	2	3	5
58	1	1	2
57	1	0	1
56	0	1	1
55	8	8	16
54	0	2	2
53	1	1	2
52	3	3	6
51	4	1	5
50	8	5	13
49	9	8	17
48	9	5	14
47	3	6	9
46	0	5	5
45	3	3	6
44	4	3	7
43	5	11	16
42	1	5	6
41	1	0	1
40	4	1	5
39	3	5	8
38	8	6	14
37	3	7	10
36	2	0	2
35	14	2	16
34	0	2	2
33	0	1	1
32	2	1	3
31	1	0	1
30	1	1	2
29	0	1	1
28	1	1	2
27	0	1	1
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0

**LIMITS (BTN):** Speed2 El Toro Rd from Tanager Ln to Canyon Wren Ln.

**POSTED SPEED LIMIT:** 50 MPH

**COMMENTS:**

**ACCIDENT HISTORY:** 4

**ACCIDENT RATE:** 0.26

**EXPECTED RATE:** 0.87

**PROPOSED SPEED LIMIT:** 45 MPH

**ADT:** 15,275

**OBSERVER:** Vitalii Y.

**WEATHER:** SUNNY

**ROAD SURFACE:** DRY

**ROAD CONDITION:** GOOD

**ROAD SEGMENT LENGTH (MI):** 0.91

**LANES PER DIRECTION:** 3

**STREET WIDTH (FT.):**

**DATA COLLECTION METHOD:** RADAR

**DEVELOPMENT:** RESIDENTIAL (NF)  
COMMERCIAL  
CHURCH

	NORTHBOUND	SOUTHBOUND	NORTHBOUND-SOUTHBOUND
<b>85TH %:</b>	52.3	53.0	52.7
<b>50TH %:</b>	44.4	45.1	44.8
<b>15TH %:</b>	36.5	37.3	36.9
<b>10 MPH PACE:</b>	43 - 52	42 - 51	43 - 52
<b>% IN PACE:</b>	47%	51%	48%
<b>% OVER PACE:</b>	14%	21%	16%
<b>% UNDER PACE:</b>	40%	28%	37%
<b>ARITHMETIC MEAN:</b>	44.43	45.15	44.79
<b>SAMPLE VARIANCE:</b>	58.23	57.91	57.91
<b>STANDARD DEVIATION:</b>	7.63	7.61	7.61
<b>VARIANCE OF THE MEAN:</b>	0.57	0.57	0.28
<b>STD. ERROR OF THE MEAN:</b>	0.75	0.75	0.53

	NB	SB	TOTAL
103	103	102	205
102	102	101	203
101	101	100	201
100	100	99	199
99	99	98	197
98	98	97	195
97	97	96	193
96	96	95	191
95	95	94	189
94	94	93	187
93	93	92	185
92	92	91	183
91	91	90	181
90	90	89	179
89	89	88	177
88	88	87	175
87	87	86	173
86	86	85	171
85	85	84	169
84	84	83	167
83	83	82	165
82	82	81	163
81	81	80	161
80	80	79	159
79	79	78	157
78	78	77	155
77	77	76	153
76	76	75	151
75	75	74	149
74	74	73	147
73	73	72	145
72	72	71	143
71	71	70	141
70	70	69	139
69	69	68	137
68	68	67	135
67	67	66	133
66	66	65	131
65	65	64	129
64	64	63	127
63	63	62	125
62	62	61	123
61	61	60	121
60	60	59	119
59	59	58	117
58	58	57	115
57	57	56	113
56	56	55	111
55	55	54	109
54	54	53	107
53	53	52	105
52	52	51	103
51	51	50	101
50	50	49	99
49	49	48	97
48	48	47	95
47	47	46	93
46	46	45	91
45	45	44	89
44	44	43	87
43	43	42	85
42	42	41	83
41	41	40	81
40	40	39	79
39	39	38	77
38	38	37	75
37	37	36	73
36	36	35	71
35	35	34	69
34	34	33	67
33	33	32	65
32	32	31	63
31	31	30	61
30	30	29	59
29	29	28	57
28	28	27	55
27	27	26	53
26	26	25	51
25	25	24	49
24	24	23	47
23	23	22	45
22	22	21	43
21	21	20	41
20	20	19	39
19	19	18	37
18	18	17	35
17	17	16	33
16	16	15	31
15	15	14	29

DATE: 8/7/2024 TIME PERIOD: 1:07 PM TO 2:05 PM  
 LOCATION: Speed3 El Toro Rd from Town Centre to Moulton Pkwy.  
 DIST.(MI.)= 0.3  
 # OF ACC.= 7

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	1	0	1
54	0	0	0
53	0	0	0
52	2	0	2
51	1	0	1
50	4	1	5
49	4	2	6
48	2	1	3
47	3	2	5
46	4	1	5
45	2	2	4
44	8	5	13
43	6	4	10
42	13	6	19
41	5	2	7
40	4	9	13
39	6	6	12
38	11	8	19
37	10	7	17
36	3	5	8
35	3	6	9
34	2	2	4
33	0	2	2
32	3	6	9
31	3	5	8
30	0	2	2
29	1	3	4
28	2	7	9
27	2	6	8
26	1	2	3
25	1	2	3
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

LIMITS (BTN): Speed3 El Toro Rd from Town Centre to Moulton Pkwy.  
 OBSERVER: Vitalii Y.  
 WEATHER: SUNNY  
 ROAD SURFACE: DRY  
 ROAD CONDITION: GOOD  
 ROAD SEGMENT LENGTH (MI): 0.3  
 LANES PER DIRECTION: 3  
 STREET WIDTH (FT.):  
 DATA COLLECTION METHOD: RADAR  
 DEVELOPMENT: COMMERCIAL BUSINESS

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	46.8	42.9	45.2 M.P.H.
50TH %:	40.6	36.5	38.6 M.P.H.
15TH %:	34.4	30.1	31.9 M.P.H.
10 MPH PACE:	37 - 46	35 - 44	35 - 44 M.P.H.
% IN PACE:	66%	56%	60%
% OVER PACE:	16%	9%	15%
% UNDER PACE:	17%	35%	24%
ARITHMETIC MEAN:	40.60	36.51	38.57 M.P.H.
SAMPLE VARIANCE:	36.30	38.45	41.37
STANDARD DEVIATION:	6.03	6.20	6.43 M.P.H.
VARIANCE OF THE MEAN:	0.35	0.37	0.20
STD. ERROR OF THE MEAN:	0.59	0.61	0.45 M.P.H.

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
104			
103			
207			

DATE: 8/7/2024 TIME PERIOD : 12:48 PM TO 1:18 PM  
 DIST. (MI.) = 0.43  
 # OF ACC. = 11

LOCATION: Speed4 El Toro Rd from Moulton Pkwy to Avenida Sevilla.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	0	0	0
54	0	0	0
53	0	0	0
52	0	0	0
51	0	0	0
50	0	0	0
49	2	1	3
48	1	2	3
47	2	0	2
46	0	1	1
45	2	1	3
44	0	1	1
43	6	5	11
42	8	7	15
41	6	9	15
40	8	8	16
39	3	5	8
38	8	7	15
37	5	9	14
36	11	8	19
35	8	5	13
34	7	6	13
33	9	3	12
32	7	6	13
31	1	5	6
30	3	1	4
29	0	5	5
28	4	2	6
27	1	1	2
26	0	1	1
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

102 100 202

LIMITS (BTN): Speed4 El Toro Rd from Moulton Pkwy to Avenida Sevilla.

POSTED SPEED LIMIT: 40 MPH  
 COMMENTS:  
 ACCIDENT HISTORY: 11  
 ACCIDENT RATE: 0.78  
 EXPECTED RATE: 0.75  
 PROPOSED SPEED LIMIT: 40 MPH - NO CHANGE  
 ADT: 29,977  
 DATA COLLECTION METHOD: RADAR  
 DEVELOPMENT: RESIDENTIAL (NF) GOLF COURSE COMMERCIAL BUSINESS  
 OBSERVER: Javier C.  
 WEATHER: SUNNY  
 ROAD SURFACE: DRY  
 ROAD CONDITION: GOOD  
 ROAD SEGMENT LENGTH (MI): 0.43  
 LANES PER DIRECTION: 3  
 STREET WIDTH (Ft.):  
 EASTBOUND WESTBOUND EASTBOUND+WESTBOUND

15TH %:	42.2	42.5	42.3	M.P.H.
50TH %:	37.2	37.2	37.2	M.P.H.
15TH %:	32.1	31.9	32.0	M.P.H.
10 MPH PACE:	33 - 42	34 - 43	33 - 42	M.P.H.
% IN PACE:	72%	69%	69%	
% OVER PACE:	13%	7%	12%	
% UNDER PACE:	16%	24%	18%	
ARITHMETIC MEAN:	37.17	37.20	37.18	M.P.H.
SAMPLE VARIANCE:	23.47	26.08	24.64	
STANDARD DEVIATION:	4.84	5.11	4.96	M.P.H.
VARIANCE OF THE MEAN:	0.23	0.26	0.12	
STD. ERROR OF THE MEAN:	0.48	0.51	0.35	M.P.H.







DATE: 8/7/2024 TIME PERIOD : 2:56 PM TO 3:53 PM

DIST. (MI.) = 0.48

# OF ACC. = 3

LOCATION: Speed8 Moulton Pkwy from Calle Aragon to Via Iglesia.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	NB	SB	
60	0	0	0
59	1	1	2
58	1	0	1
57	0	1	1
56	0	1	1
55	2	0	2
54	0	3	3
53	2	2	4
52	0	0	0
51	6	4	10
50	1	4	5
49	7	6	13
48	9	10	19
47	1	0	1
46	3	2	5
45	2	1	3
44	5	10	15
43	2	7	9
42	14	8	22
41	4	4	8
40	5	6	11
39	6	5	11
38	7	7	14
37	7	8	15
36	0	0	0
35	3	4	7
34	2	0	2
33	1	0	1
32	3	4	7
31	2	0	2
30	0	0	0
29	0	0	0
28	1	0	1
27	1	2	3
26	1	0	1
25	1	0	1
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

LIMITS (BTN): Speed8 Moulton Pkwy from Calle Aragon to Via Iglesia.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

ACCIDENT HISTORY: 3

ACCIDENT RATE: 0.17

EXPECTED RATE: 0.87

PROPOSED SPEED LIMIT: 45 MPH - NO CHANGE

ADT: 32,711

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: GOLF COURSE RESIDENTIAL (NF) BUSINESS COMMERCIAL

	NORTHBOUND	SOUTHBOUND	NORTHBOUND+SOUTHBOUND
15TH %:	49.4	49.7	49.6
50TH %:	42.3	43.2	42.7
15TH %:	35.1	36.6	35.8
10 MPH PACE:	37 - 46	35 - 44	37 - 46
% IN PACE:	55%	59%	57%
% OVER PACE:	30%	35%	31%
% UNDER PACE:	15%	6%	13%
ARITHMETIC MEAN:	42.26	43.15	42.71
SAMPLE VARIANCE:	47.24	40.45	43.83
STANDARD DEVIATION:	6.87	6.36	6.62
VARIANCE OF THE MEAN:	0.47	0.40	0.22
STD. ERROR OF THE MEAN:	0.69	0.64	0.47

	100	100	200
60	0	0	0
59	1	1	2
58	1	0	1
57	0	1	1
56	0	1	1
55	2	0	2
54	0	3	3
53	2	2	4
52	0	0	0
51	6	4	10
50	1	4	5
49	7	6	13
48	9	10	19
47	1	0	1
46	3	2	5
45	2	1	3
44	5	10	15
43	2	7	9
42	14	8	22
41	4	4	8
40	5	6	11
39	6	5	11
38	7	7	14
37	7	8	15
36	0	0	0
35	3	4	7
34	2	0	2
33	1	0	1
32	3	4	7
31	2	0	2
30	0	0	0
29	0	0	0
28	1	0	1
27	1	2	3
26	1	0	1
25	1	0	1
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

City of Laguna Woods

DATA ENTRY COLUMNS: DIST.(MI.)= 0.77 # OF ACC.= 0

DATE: 8/7/2024 TIME PERIOD : 11:15 AM TO 11:49 AM

LOCATION: Speed9 Ridge Rte Dr from Moulton Pkwy to Peralta Dr.

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
65	0	0	0
64	0	0	0
63	0	0	0
62	0	1	1
61	0	0	0
60	0	0	0
59	0	1	1
58	0	0	0
57	1	1	2
56	1	4	5
55	0	1	1
54	2	2	4
53	1	2	3
52	2	6	8
51	2	2	4
50	5	1	6
49	6	1	7
48	6	5	11
47	5	5	10
46	7	7	14
45	7	8	15
44	8	6	14
43	6	7	13
42	12	11	23
41	5	5	10
40	5	3	8
39	3	5	8
38	4	7	11
37	3	3	6
36	6	1	7
35	1	1	2
34	0	3	3
33	1	1	2
32	2	0	2
31	0	0	0
30	0	1	1
29	0	1	1
28	1	0	1
27	0	0	0
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0

LIMITS (BTN): Speed9 Ridge Rte Dr from Moulton Pkwy to Peralta Dr.

POSTED SPEED LIMIT: 45 MPH

COMMENTS:

ACCIDENT HISTORY: 0

ACCIDENT RATE: 0.00

EXPECTED RATE: 0.61

PROPOSED SPEED LIMIT: 45 MPH - NO CHANGE

ADT: 6,185

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH (MI): 0.77

LANES PER DIRECTION: 1

STREET WIDTH (Ft.):

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF) BUSINESS COMMERCIAL

	EASTBOUND	WESTBOUND	EASTBOUND+WESTBOUND
15TH %:	49.4	51.0	50.2
50TH %:	43.7	44.4	44.1
15TH %:	38.1	37.8	37.9
10 MPH PACE:	41 - 50	38 - 47	39 - 48
% IN PACE:	66%	63%	62%
% OVER PACE:	9%	26%	21%
% UNDER PACE:	25%	11%	18%
ARITHMETIC MEAN:	43.72	44.41	44.06
SAMPLE VARIANCE:	29.63	40.78	35.15
STANDARD DEVIATION:	5.44	6.39	5.93
VARIANCE OF THE MEAN:	0.29	0.40	0.17
STD. ERROR OF THE MEAN:	0.54	0.63	0.42

102 102 204

LOCATION: Speed10 Santa Maria Ave from San Remo Dr to Moulton Pkwy.

DATE: 8/7/2024

TIME PERIOD : 11:53 AM TO 12:13 PM

DIST.(MI.)= 0.42

# OF ACC.= 0

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	0	0	0
54	0	0	0
53	0	0	0
52	0	0	0
51	0	0	0
50	0	0	0
49	0	0	0
48	0	0	0
47	0	0	0
46	1	0	1
45	1	2	3
44	2	1	3
43	2	2	4
42	7	5	12
41	4	7	11
40	9	7	16
39	4	6	10
38	7	10	17
37	5	6	11
36	11	10	21
35	6	10	16
34	10	6	16
33	6	3	9
32	12	6	18
31	2	2	4
30	2	5	7
29	1	1	2
28	4	3	7
27	0	0	0
26	4	3	7
25	0	1	1
24	1	0	1
23	0	2	2
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

LIMITS (BTN): Speed10 Santa Maria Ave from San Remo Dr to Moulton Pkwy.

POSTED SPEED LIMIT: 40 MPH

COMMENTS:

ACCIDENT HISTORY: 0

ACCIDENT RATE: 0.00

EXPECTED RATE: 0.64

PROPOSED SPEED LIMIT: 35 MPH

ADT: 8,236

OBSERVER: Javier C.

WEATHER: SUNNY

ROAD SURFACE: DRY

ROAD CONDITION: GOOD

ROAD SEGMENT LENGTH (MI): 0.42

LANES PER DIRECTION: 2

STREET WIDTH (FT.):

DATA COLLECTION METHOD: RADAR

DEVELOPMENT: RESIDENTIAL (NF) COMMERCIAL

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	40.6	41.4	41.0
50TH %:	35.7	36.1	35.9
15TH %:	30.8	30.8	30.8
10 MPH PACE:	32 - 41	32 - 41	32 - 41
% IN PACE:	73%	71%	72%
% OVER PACE:	13%	12%	12%
% UNDER PACE:	14%	17%	15%
ARITHMETIC MEAN:	35.73	36.08	35.91
SAMPLE VARIANCE:	22.28	25.93	24.01
STANDARD DEVIATION:	4.72	5.09	4.90
VARIANCE OF THE MEAN:	0.22	0.26	0.12
STD. ERROR OF THE MEAN:	0.47	0.51	0.35

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
101	101	100	201

City of Laguna Woods

LOCATION: Speed11 Santa Maria Ave from Avenida Sosiega to Santa Vittoria Dr.

DATE: 8/7/2024

TIME PERIOD : 10:07 AM TO 11:10 AM

LIMITS (BTN): Speed11 Santa Maria Ave from Avenida Sosiega to Santa Vittoria Dr.

POSTED SPEED LIMIT: 40 MPH

COMMENTS: OBSERVER: Vitalii Y. WEATHER: SUNNY ROAD SURFACE: DRY ROAD CONDITION: GOOD

ACCIDENT HISTORY: 0 ROAD SEGMENT LENGTH (MI): 0.14 LANES PER DIRECTION: 2

ACCIDENT RATE: 0.00 EXPECTED RATE: 0.64

PROPOSED SPEED LIMIT: 35 MPH DATA COLLECTION METHOD: RADAR

ADT: 5,468 DEVELOPMENT: RESIDENTIAL (NF) COMMERCIAL SCHOOL

SPEED (MPH)	TOTAL VEHICLES SURVEYED		TOTAL VEHICLES
	EB	WB	
60	0	0	0
59	0	0	0
58	0	0	0
57	0	0	0
56	0	0	0
55	0	0	0
54	0	0	0
53	0	0	0
52	0	0	0
51	0	0	0
50	0	0	0
49	0	0	0
48	0	0	0
47	0	0	0
46	0	0	0
45	0	0	0
44	0	0	0
43	0	0	0
42	0	0	0
41	0	0	0
40	0	0	0
39	0	0	0
38	0	0	0
37	0	0	0
36	0	0	0
35	0	0	0
34	0	0	0
33	0	0	0
32	0	0	0
31	0	0	0
30	0	0	0
29	0	0	0
28	0	0	0
27	0	0	0
26	0	0	0
25	0	0	0
24	0	0	0
23	0	0	0
22	0	0	0
21	0	0	0
20	0	0	0
19	0	0	0
18	0	0	0
17	0	0	0
16	0	0	0
15	0	0	0
14	0	0	0
13	0	0	0
12	0	0	0
11	0	0	0
10	0	0	0

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	40.8	42.7	41.8
50TH %:	36.0	37.3	36.7
15TH %:	31.3	31.9	31.6
10 MPH PACE:	35 - 44	36 - 45	35 - 44
% IN PACE:	72%	69%	69%
% OVER PACE:	0%	4%	3%
% UNDER PACE:	28%	27%	28%
ARITHMETIC MEAN:	36.04	37.33	36.69
SAMPLE VARIANCE:	21.26	26.99	24.33
STANDARD DEVIATION:	4.61	5.19	4.93
VARIANCE OF THE MEAN:	0.43	0.53	0.24
STD. ERROR OF THE MEAN:	0.65	0.73	0.49

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	40.8	42.7	41.8
50TH %:	36.0	37.3	36.7
15TH %:	31.3	31.9	31.6
10 MPH PACE:	35 - 44	36 - 45	35 - 44
% IN PACE:	72%	69%	69%
% OVER PACE:	0%	4%	3%
% UNDER PACE:	28%	27%	28%
ARITHMETIC MEAN:	36.04	37.33	36.69
SAMPLE VARIANCE:	21.26	26.99	24.33
STANDARD DEVIATION:	4.61	5.19	4.93
VARIANCE OF THE MEAN:	0.43	0.53	0.24
STD. ERROR OF THE MEAN:	0.65	0.73	0.49

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	40.8	42.7	41.8
50TH %:	36.0	37.3	36.7
15TH %:	31.3	31.9	31.6
10 MPH PACE:	35 - 44	36 - 45	35 - 44
% IN PACE:	72%	69%	69%
% OVER PACE:	0%	4%	3%
% UNDER PACE:	28%	27%	28%
ARITHMETIC MEAN:	36.04	37.33	36.69
SAMPLE VARIANCE:	21.26	26.99	24.33
STANDARD DEVIATION:	4.61	5.19	4.93
VARIANCE OF THE MEAN:	0.43	0.53	0.24
STD. ERROR OF THE MEAN:	0.65	0.73	0.49

	EASTBOUND	WESTBOUND	EASTBOUND-WESTBOUND
85TH %:	40.8	42.7	41.8
50TH %:	36.0	37.3	36.7
15TH %:	31.3	31.9	31.6
10 MPH PACE:	35 - 44	36 - 45	35 - 44
% IN PACE:	72%	69%	69%
% OVER PACE:	0%	4%	3%
% UNDER PACE:	28%	27%	28%
ARITHMETIC MEAN:	36.04	37.33	36.69
SAMPLE VARIANCE:	21.26	26.99	24.33
STANDARD DEVIATION:	4.61	5.19	4.93
VARIANCE OF THE MEAN:	0.43	0.53	0.24
STD. ERROR OF THE MEAN:	0.65	0.73	0.49

## Appendix E - Collision Summary Reports

**Appendix E – Collision Summary Reports** is available on the City’s website at the following link, or at or from City Hall:

<https://www.cityoflagunawoods.org/city-council-agendas-minutes-2024/>

## Appendix F - Daily Traffic Counts











**ADT6 Moulton Pkwy from El Toro Rd to Santa Maria Ave.**

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	13	30	12:00	231	257	
0:15	10	20	12:15	231	258	
0:30	16	17	12:30	229	253	
0:45	11 50	9 76	12:45	299 990	259 1027	2017
1:00	11	22	13:00	231	226	
1:15	9	6	13:15	205	237	
1:30	7	7	13:30	228	218	
1:45	4 31	10 45	13:45	253 917	244 925	1842
2:00	4	4	14:00	288	196	
2:15	2	2	14:15	245	238	
2:30	7	4	14:30	237	262	
2:45	2 15	8 18	14:45	236 1006	259 955	1961
3:00	2	7	15:00	274	293	
3:15	6	6	15:15	200	276	
3:30	10	8	15:30	284	289	
3:45	7 25	7 28	15:45	288 1046	349 1207	2253
4:00	13	13	16:00	279	385	
4:15	14	18	16:15	280	401	
4:30	18	15	16:30	222	426	
4:45	28 73	30 76	16:45	267 1048	419 1631	2679
5:00	18	30	17:00	252	533	
5:15	43	44	17:15	274	513	
5:30	36	48	17:30	227	468	
5:45	62 159	57 179	17:45	247 1000	418 1932	2932
6:00	60	64	18:00	195	313	
6:15	87	68	18:15	202	320	
6:30	129	89	18:30	172	254	
6:45	147 423	122 343	18:45	141 710	243 1130	1840
7:00	171	114	19:00	156	183	
7:15	227	140	19:15	118	172	
7:30	316	140	19:30	131	162	
7:45	390 1104	248 642	19:45	126 531	135 652	1183
8:00	338	185	20:00	106	122	
8:15	413	190	20:15	108	140	
8:30	361	213	20:30	92	116	
8:45	351 1463	226 814	20:45	79 385	101 479	864
9:00	292	175	21:00	73	97	
9:15	291	174	21:15	71	77	
9:30	275	173	21:30	73	91	
9:45	272 1130	198 720	21:45	52 269	66 331	600
10:00	250	173	22:00	60	75	
10:15	222	195	22:15	50	60	
10:30	237	199	22:30	61	55	
10:45	260 969	190 757	22:45	32 203	57 247	450
11:00	216	206	23:00	31	35	
11:15	251	229	23:15	24	44	
11:30	251	215	23:30	25	30	
11:45	263 981	238 888	23:45	25 105	36 145	250
<b>Total Vol.</b>	6423	4586	<b>11009</b>	8210	10661	<b>18871</b>
				<b>Daily Totals</b>		<b>Combined</b>
				NB	SB	
				14633	15247	<b>29880</b>
			<b>AM</b>		<b>PM</b>	
<b>Split %</b>	58.3%	41.7%	<b>36.8%</b>	43.5%	56.5%	<b>63.2%</b>
<b>Peak Hour</b>	7:45	11:45	<b>7:45</b>	15:30	16:45	<b>16:45</b>
<b>Volume</b>	1502	1006	<b>2338</b>	1131	1933	<b>2953</b>
<b>P.H.F.</b>	0.91	0.97	<b>0.92</b>	0.98	0.91	<b>0.94</b>

**ADT7 Moulton Pkwy from Via Iglesia to El Toro Rd.**

**Prepared by AimTD LLC tel. 714 253 7888**

AM Period	NB		SB		PM Period	NB		SB		
0:00	26		18		12:00	233		215		
0:15	27		19		12:15	248		252		
0:30	19		20		12:30	253		256		
0:45	18	90	14	71	12:45	261	995	314	1037	2032
1:00	14		10		13:00	207		233		
1:15	8		8		13:15	254		254		
1:30	10		5		13:30	268		250		
1:45	8	40	10	33	13:45	238	967	272	1009	1976
2:00	11		8		14:00	253		290		
2:15	3		1		14:15	245		248		
2:30	5		11		14:30	273		305		
2:45	8	27	5	25	14:45	296	1067	255	1098	2165
3:00	7		4		15:00	314		255		
3:15	10		7		15:15	276		278		
3:30	6		9		15:30	324		275		
3:45	10	33	13	33	15:45	343	1257	281	1089	2346
4:00	16		19		16:00	369		270		
4:15	24		17		16:15	423		265		
4:30	20		24		16:30	419		270		
4:45	32	92	40	100	16:45	441	1652	266	1071	2723
5:00	23		32		17:00	465		293		
5:15	39		47		17:15	503		255		
5:30	45		48		17:30	487		269		
5:45	52	159	80	207	17:45	384	1839	225	1042	2881
6:00	50		82		18:00	353		218		
6:15	62		106		18:15	318		234		
6:30	87		146		18:30	277		204		
6:45	94	293	189	523	18:45	251	1199	185	841	2040
7:00	107		224		19:00	206		218		
7:15	138		262		19:15	183		141		
7:30	138		364		19:30	176		119		
7:45	194	577	425	1275	19:45	188	753	128	606	1359
8:00	198		396		20:00	154		117		
8:15	222		411		20:15	165		92		
8:30	216		419		20:30	148		105		
8:45	188	824	401	1627	20:45	114	581	97	411	992
9:00	169		289		21:00	138		69		
9:15	178		326		21:15	102		98		
9:30	158		288		21:30	118		83		
9:45	219	724	294	1197	21:45	98	456	71	321	777
10:00	165		264		22:00	85		67		
10:15	200		242		22:15	76		58		
10:30	249		252		22:30	63		55		
10:45	208	822	286	1044	22:45	74	298	45	225	523
11:00	190		248		23:00	54		36		
11:15	221		265		23:15	53		34		
11:30	228		262		23:30	32		37		
11:45	210	849	300	1075	23:45	50	189	34	141	330
<b>Total Vol.</b>	4530		7210		<b>11740</b>			11253	8891	<b>20144</b>
								<b>Daily Totals</b>		
								NB	SB	<b>Combined</b>
								15783	16101	<b>31884</b>
								<b>AM</b>		
<b>Split %</b>	38.6%		61.4%		<b>36.8%</b>			<b>PM</b>		<b>63.2%</b>
<b>Peak Hour</b>	11:45		7:45		<b>7:45</b>			16:45	13:45	<b>16:45</b>
<b>Volume</b>	944		1651		<b>2481</b>			1896	1115	<b>2979</b>
<b>P.H.F.</b>	0.93		0.97		<b>0.98</b>			0.95	0.91	<b>0.98</b>







ADT11 Santa Maria Ave from Avenida Sosiega to Santa Vittoria Dr.

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB	WB	PM Period	EB	WB	
0:00	2	3	12:00	63	57	
0:15	0	1	12:15	76	59	
0:30	1	2	12:30	83	64	
0:45	1 4	1 7	11 12:45	79 301	64 244	545
1:00	1	0	13:00	59	52	
1:15	1	1	13:15	59	66	
1:30	0	1	13:30	62	62	
1:45	3 5	2 4	9 13:45	35 215	48 228	443
2:00	1	0	14:00	51	68	
2:15	0	1	14:15	58	47	
2:30	1	0	14:30	49	50	
2:45	0 2	1 2	4 14:45	51 209	59 224	433
3:00	0	1	15:00	68	54	
3:15	0	0	15:15	51	57	
3:30	0	2	15:30	50	69	
3:45	4 4	3 6	10 15:45	56 225	44 224	449
4:00	2	1	16:00	59	59	
4:15	1	1	16:15	62	55	
4:30	2	0	16:30	43	31	
4:45	4 9	2 4	13 16:45	46 210	47 192	402
5:00	10	4	17:00	47	39	
5:15	6	1	17:15	51	53	
5:30	4	2	17:30	36	43	
5:45	7 27	8 15	42 17:45	37 171	47 182	353
6:00	12	5	18:00	35	36	
6:15	16	6	18:15	28	33	
6:30	23	15	18:30	29	28	
6:45	26 77	20 46	123 18:45	21 113	34 131	244
7:00	32	20	19:00	30	24	
7:15	27	24	19:15	20	26	
7:30	40	26	19:30	10	36	
7:45	57 156	33 103	259 19:45	21 81	35 121	202
8:00	52	36	20:00	28	29	
8:15	45	44	20:15	20	25	
8:30	72	30	20:30	13	18	
8:45	78 247	41 151	398 20:45	15 76	16 88	164
9:00	54	42	21:00	35	23	
9:15	55	36	21:15	10	15	
9:30	67	45	21:30	6	9	
9:45	57 233	44 167	400 21:45	8 59	6 53	112
10:00	69	52	22:00	3	15	
10:15	58	39	22:15	6	5	
10:30	77	50	22:30	2	5	
10:45	68 272	49 190	462 22:45	1 12	5 30	42
11:00	72	56	23:00	4	6	
11:15	78	59	23:15	3	2	
11:30	56	57	23:30	1	4	
11:45	63 269	60 232	501 23:45	1 9	6 18	27
<b>Total Vol.</b>	1305	927	<b>2232</b>	1681	1735	<b>3416</b>
				<b>Daily Totals</b>		<b>Combined</b>
				EB	WB	
				2986	2662	<b>5648</b>
	<b>AM</b>			<b>PM</b>		
<b>Split %</b>	58.5%	41.5%	<b>39.5%</b>	49.2%	50.8%	<b>60.5%</b>
<b>Peak Hour</b>	10:30	11:45	<b>11:45</b>	12:00	12:30	<b>12:00</b>
<b>Volume</b>	295	240	<b>525</b>	301	246	<b>545</b>
<b>P.H.F.</b>	0.95	0.94	<b>0.89</b>	0.92	0.93	<b>0.93</b>

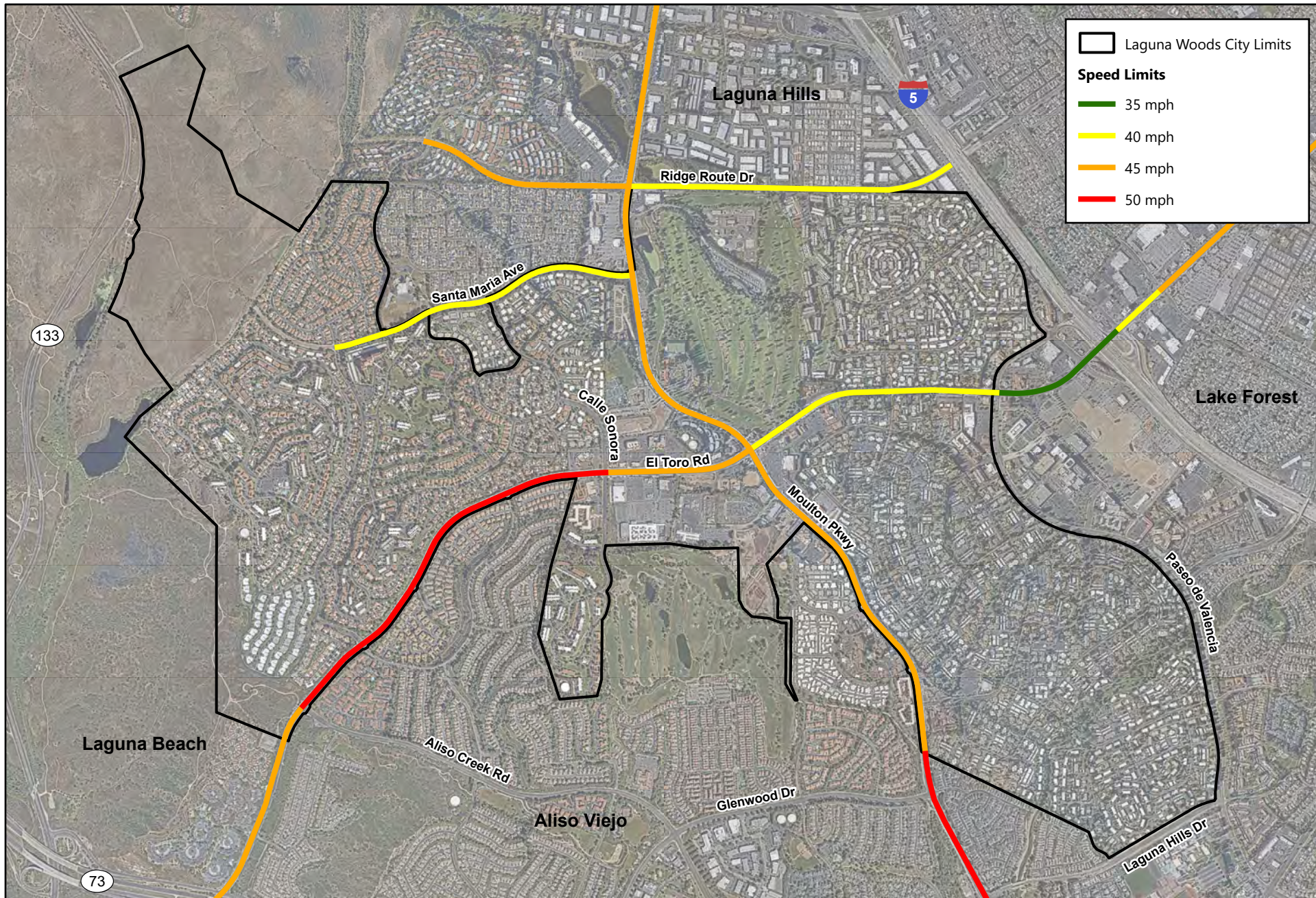
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# **ITEM 9.1**

## **Attachment C**

Existing Speed Limits Map

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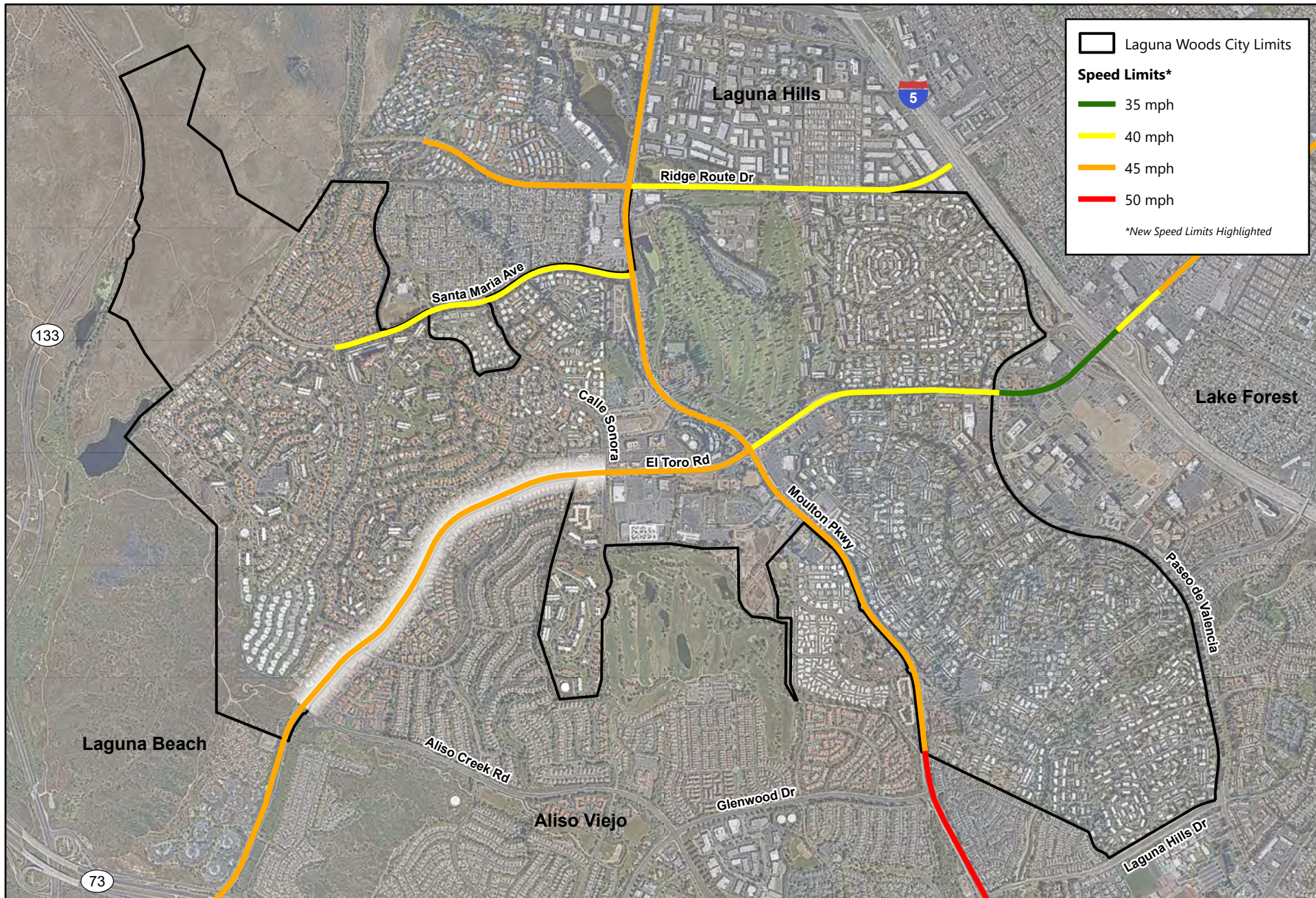
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# **ITEM 9.1**

## **Attachment D**

Proposed Speed Limits Map

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**9.2**  
**CITY COUNCIL MEETING SCHEDULE**

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# City of Laguna Woods

## Agenda Report

**TO:** Honorable Mayor and City Councilmembers

**FROM:** Christopher Macon, City Manager

**FOR:** November 20, 2024 Regular Meeting

**SUBJECT:** City Council Meeting Schedule

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### **Recommendation**

Schedule an adjourned regular meeting of the City Council for December 2024 to be held at Laguna Woods City Hall, 24264 El Toro Road, Laguna Woods, CA 92637.

### **Discussion**

Today's meeting is an opportunity for City Council action, as well as public input, on the City Council meeting schedule for December 2024. Staff recommends that the City Council schedule an adjourned regular meeting after December 5, 2024<sup>1</sup> to conduct business including, but not limited to:

- Declaring the results of the November 5, 2024 General Municipal Election as required by California Election Code Section 15400;
- Seating newly elected councilmembers;
- Appointing a mayor and mayor pro tem;
- Appointing councilmembers to the following:
  - California Joint Powers Insurance Authority Board of Directors
  - Coastal Greenbelt Authority Board of Directors
  - Orange County Fire Authority Board of Directors
  - Orange County Library Advisory Board

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<sup>1</sup> December 5, 2024 is the statutory deadline for the Orange County Registrar of Voters to certify the results of the November 5, 2024 General Municipal Election (California Election Code Section 15372).

- Orange County Mosquito and Vector Control District Board of Trustees
- San Joaquin Hills Transportation Corridor Agency Board of Directors
- South Orange County Watershed Management Area Executive Committee
- City of Laguna Woods Investment Policy Review Committee
- Liaisons to Community Bridge Builders; and
- Awarding a contract agreement to construct the Pavement Management Plan Project (Westbound El Toro Road between Calle Corta and City Limits).
- Adopting the Measure M2 Expenditure Report for Fiscal Year 2023-24.

The proposed adjourned regular meeting would be in addition to the regular meeting scheduled for December 18, 2024 at 2 p.m. at Laguna Woods City Hall.

**Fiscal Impact**

The proposed meeting schedule could be accommodated in the City’s budget.