NOTICE OF MEETING

CITY OF PACIFIC GROVE

CITY COUNCIL

REGULAR MEETING AGENDA

Wednesday, April 1, 2026, 6:00 P.M.

Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

The Council will not begin consideration of any item on this agenda later than 10:00 p.m. unless such consideration is approved. Any items on this agenda not considered this evening will be continued to a future meeting.

Copies of the agenda packet are available for review at the Pacific Grove Library, in the Finance Department, and electronically at www.cityofpacificgrove.org/agendas. The most effective method of communication with the City Council is by sending an email to citycouncil@cityofpacificgrove.org. In order to allow the City Council adequate time to review communication related to an agenda item, it is recommended that the communication be sent no later than 9:00 AM on the day prior to the City Council meeting. Public comments received through this email address by noon on the day of the meeting will be posted with the corresponding agenda item.

Under the Brown Act, public comment for matters on the agenda must relate to that agenda item and public comments for matters not on the agenda must relate to the subject matter jurisdiction of this legislative body. This is a warning that if a member of the public attending this meeting remotely or in-person violates the Brown Act by failing to comply with these requirements of the Brown Act, then the Mayor or Chair may request that speaker be muted. If a member of the public attending this meeting in-person engages in disruptive behavior that disturbs the orderly conduct of the meeting, they may be removed from the meeting after a warning, pursuant to Council Policy 000-17.

PACIFIC GROVE COUNCIL MEETINGS ARE CONDUCTED IN PERSON AT CITY HALL COUNCIL CHAMBER AND VIRTUALLY.

PLEASE NOTE THE MEETING WILL PROCEED AS NORMAL EVEN IF THERE ARE TECHNICAL DIFFICULTIES ACCESSING ZOOM.
THE CITY WILL DO ITS BEST TO RESOLVE ANY TECHNICAL ISSUES AS QUICKLY AS POSSIBLE.

THE PUBLIC MAY ALSO VIEW THE MEETING ON PENINSULA CHANNEL 25.

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_CC

Please click here for directions to dial into the meeting audio.

AGENDA

CALL TO ORDER

PLEDGE OF ALLEGIANCE: Councilmember McDonnell

1. **APPROVAL OF AGENDA**

2. **PRESENTATIONS**

3. **COUNCIL AND STAFF ANNOUNCEMENTS (City-Related Items Only)**

B. Other

4. **GENERAL PUBLIC COMMENT**

General Public Comment must deal with matters subject to the jurisdiction of the City and the Council that are not on the Regular Agenda. This is the appropriate place to comment as to items on the Consent Agenda, only if you do not wish to have the item pulled for individual consideration by the Council. Comments from the public will be limited to three minutes and will not receive Council action. Comments regarding items on the Regular Agenda shall be heard prior to Council's consideration of such items at the time such items are called. Whenever possible, written correspondence should be submitted to the Council in advance of the meeting, to provide adequate time for its consideration.

A. Written General Public Comment

1. Written public comment

Reference: Staphany Arriola, Management Analyst

Recommended Action: Receive public comment.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

CONSENT AGENDA

The Consent Agenda deals with routine and non-controversial matters, and may include action on resolutions, ordinances, or other public hearings for which testimony is not anticipated. The vote on the Consent Agenda shall apply to each item that has not been removed. Any member of Council, staff, or the public may remove an item from the Consent Agenda for individual consideration. When items are pulled for discussion, they will be automatically placed at the end of their respective section within the Regular Agenda. One motion shall be made to adopt all non-removed items on the Consent Agenda.

5. **APPROVAL OF CITY COUNCIL MEETING MINUTES**

Items pulled from this section will be placed under 11. Unfinished and Ongoing Business

A. Minutes of the March 18, 2026 City Council Regular Meeting

Reference: Sandra Kandell, City Clerk

Recommended Action: Approve the minutes.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

6. **RESOLUTIONS**
Items pulled from this section will be placed under 11. Unfinished and Ongoing Business or 12. New Business

7. **ORDINANCES**
Items pulled from this section will be placed under 10. Public Hearings

A. Second Reading of Ordinance to Amend Section 16.52.020 "Speed Zones" of the Pacific Grove Municipal Code

Reference: Daniel Gho, Public Works Director/Deputy City Manager

Recommended Action: Hold second reading and adopt an ordinance to amend sections 16.52.020 "speed zones" of the Pacific Grove Municipal Code.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

8. **REPORTS – INFORMATION ONLY**
Items pulled from this section will be placed under 11. Unfinished and Ongoing Business or 12. New Business

A. Boards, Commissions and Committees Quarterly Report

Reference: Sandra Kandell, City Clerk

Recommended Action: Receive the quarterly reports. (Any additional reports received by the Clerk will be provided to Council on a future agenda.)

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

9. **REPORTS – REQUIRING ACTION**
Items pulled from this section will be placed under 11. Unfinished and Ongoing Business or 12. New Business

A. Agreement Amendment # 2 with Robert Half for Temporary IT Staffing

Reference: Mohammed Khasimi, Chief Information Officer

Recommended Action:

1. Authorize an amendment to increase the agreement with Robert Half Inc. by $55,000, extending temporary IT staffing services until August 31, 2026.
2. Alternatively, discuss and take other action related to this item.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

10. **MEETING MINUTES OF COMMISSIONS, BOARDS, AND COMMITTEES**
Items pulled from this section will be placed under 12. New Business

A. BNRC Meeting Minutes: October 21, November 18, and December 16, 2025; January 20 and February 17, 2026

Reference: George Fuerst, Environmental Program Manager

Recommended Action: Receive the minutes.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Task Force on Diversity, Equity and Inclusion Meeting Minutes: December 8, 2025

Reference: Sandra Kandell, City Clerk/DEI Coordinator

Recommended Action: Receive the minutes.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

REGULAR AGENDA

11. **PUBLIC HEARINGS**

For public hearings involving a quasi-judicial determination by the Council, the proponent of an item may be given 10 minutes to speak and others in support of the proponent's position may be given three minutes each. A designated spokesperson for opposition to the item may be given 10 minutes to speak and all others in opposition may be given three minutes each. Very brief rebuttal and surrebuttal may be allowed in the sole discretion of the Council. In public hearings not involving a quasi-judicial determination by the Council, all persons may be given three minutes to speak on the matter.

12. **UNFINISHED AND ONGOING BUSINESS**

A. Climate Action and Adaptation Plan Review

Reference: George Fuerst, Environmental Program Manager

Recommended Action:

1. Adopt City of Pacific Grove Climate Action and Adaptation Plan.
2. Alternatively, discuss and take other action related to this item.

CEQA: Categorical Exemption, CEQA Guidelines Section 15308, Class 8, Actions by Regulatory Agencies for Protection of the Environment

B. FY 26-27 Special Events Calendar

Reference: Katie Clark, Recreation Manager

Recommended Action:

1. Approve the FY 26-27 Special Events Calendar
2. Approve 7 events as Special Events to be billed at full cost recovery rates
3. Approve 22 events as City Sponsored Events and waive the fees for City staff support and equipment/facility usage
4. Authorize pets in the park for the Pet Parade per PGMC 14.08.030
5. Authorize the serving of alcohol for the Pacific Grove Heritage Society Sunset Celebration and Good Old Days per PGMC 11.04.020

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

13. **NEW BUSINESS**

14. **FULL PRESENTATIONS**

15. **CLOSED SESSION**

ADJOURNMENT

NOTICE OF ADA COMPLIANCE: Pursuant to Title II of the Americans with Disabilities Act (Codified At 42 United States Code Section 12101 and 28 Code of Federal Regulations Part 35), and Section 504 of the Rehabilitation Act of 1973, the City of Pacific Grove does not discriminate on the basis of race, color, religion, national origin, ancestry, sex, disability, age or sexual orientation in the provision of any services, programs, or activities. The City of Pacific Grove does not discriminate against persons with disabilities. City Hall is an accessible facility. A limited number of assisted listening devices will be available at this meeting. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format.

Agenda No. 4 A 1

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Staphany Arriola, Management Analyst (Confidential)

MEETING DATE: April 01, 2026

SUBJECT: Written public comment

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Receive written public comment

Attachments

Written public comment

Outlook

Re: General Public Comment for April 1 CC Agenda Packet – Misinformation from Bill Kampe's Committee.

From Luke Coletti <ljcoletti@icloud.com>
Date Thu 3/26/2026 2:49 PM
To info@c4sgpg.org <info@c4sgpg.org>; billpeakepg@gmail.com <billpeakepg@gmail.com>; Huitt Robert <huitt@comcast.net>; spurredditt@mac.com <spurredditt@mac.com>
Cc City Council Members <citycouncil@cityofpacificgrove.org>; City Clerk <cityclerk@cityofpacificgrove.org>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Mr. Kampe —

Thank you for removing the misinformation you had included on your website.

Perhaps the Pacific Grove Progressives will now remove theirs as well:

Each ballot measure costs the city thousands of dollars to run. A routine cost-of-living adjustment would cost a fraction of that. Force every future update onto the ballot, and the procedural fights alone will cost Pacific Grove more over time than the raises ever would.

https://www.pgprogressives.org/updates/why-is-transparent-pg-still-collecting-signatures

This claim, like the one you removed, ignores a basic fact: adding a measure to a regularly scheduled November ballot comes at **negligible additional cost.**

Your claim that Measure A is equivalent to Measure C deserves the same reconsideration.

Luke Coletti

> On Mar 24, 2026, at 4:50 PM, Luke Coletti <ljcoletti@icloud.com> wrote:
>
> Mayor and Council —
>
> There has been further misinformation about the cost of Measure C (2026), particularly in comparisons to Measure A (2022). I recently had occasion to walk through the basic facts with Adam de Boor, co-founder of the Pacific Grove Progressives. Here's what I said:
>
> In December 2021, when the Council considered the emergency tax measure, the next eligible regularly scheduled November general election was roughly eleven months away.

Because the State only begins collecting new taxes on a quarterly cycle, actual revenue would not have started for roughly three months after that. That's about fourteen months.

As described in Resolution No. 21-035, any tax measure submitted to voters must be consolidated with a regularly scheduled general election for members of the City Council, except in cases of emergency as determined by a unanimous vote of the Council pursuant to Article XIIIC of the California Constitution.

The 2022 special election cost approximately $124,000, but it corrected the City Council's botched November 2020 tax measure and allowed the City to begin collecting revenue as soon as possible, preventing over a year of lost tax revenue.

Measure C is entirely different. It is expected to cost **$63,000** and is being used to accelerate a pay increase for seven members of the City Council in a low-turnout June election. By contrast, placing that same measure on the November ballot would have come at **negligible** additional cost.

Measure A required a declaration of financial emergency and benefited the City as a whole. Measure C benefits seven elected officials.

It would be ***truly* ironic** if those claiming to advocate for "sensible" government fail to recognize the obvious difference. I can assure you the voters will.

Luke Coletti

> On Mar 19, 2026, at 9:29 PM, Luke Coletti <ljcoletti@icloud.com> wrote:
>
> Mr Kampe -
>
> Why did the City Council spend $63,000 for a costly low-turnout special election to raise their pay, when "the cost of Pacific Grove adding a measure to the November election, in which they have candidate contests, is negligible," the registrar said.
>
> https://carmelpinecone.com/260320PC.pdf
>
> Voters are anxious to receive a sensible response from you.
>
> Luke Coletti
>
> > On Mar 15, 2026, at 8:14 AM, Luke Coletti <ljcoletti@icloud.com> wrote:
> >
> > Mayor and Council,

Bill Kampe is circulating the following misinformation on his committee's website:

"Will the June election cost more than the November election?

No. The City received estimates from the County Elections Department showing that the cost of placing a measure on the June ballot is very similar to the cost of a November ballot measure. There is no meaningful financial reason for delay."

https://www.c4sgpg.org/get-the-facts-why-we-support-measure-c?questionId=2ef6d8e5-9c6c-484b-9c75-3ab3ca0c8f33

This comparison willfully conflates two very different cost structures.

Because Measure C is the only City measure on the June special election ballot, the City is paying the **entire cost** of conducting an election for that **single measure**. In contrast, the November general municipal election **already includes** mayoral and city council races and all City measures. Since the November regular election must occur anyway, adding another measure represents only the **incremental cost** of including it on a ballot already being printed and administered.

Pacific Grove has seen this before. In June 2008 the City placed a single measure on the primary ballot—a 1% sales tax increase. Only 51% of voters participated, and the election cost taxpayers $46,252.

The proposed June special election for the Council's 135% pay increase is estimated to cost about $50,000 for that single measure.

By comparison, recent November general municipal elections have cost between $53,583 and $63,595 in total, covering **all candidates** for Mayor and Council as well as **all City measures**. Adding one additional measure to that ballot represents only a **minimal incremental cost**.

Turnout is also significantly higher in November general elections than in primary elections—about 81% compared to 55%.

Fully expecting a misinformation campaign from the usual suspects I included Initiative Finding #8 and #9, along with Exhibits A and B, in the Charter Amendment Initiative currently being qualified for the November ballot:

https://transparentpg.org/?sdm_process_download=1&download_id=864

Ironically, Kampe's misleading claim is being promoted by his committee, "PG Citizens for Sensible Government," which states it was created to promote facts, fairness, and functional solutions in Pacific Grove, emphasizing that public conversations should be grounded in clarity rather than **clouded by misinformation**.

Voters are accessing our online fact sheet for accurate information.

https://transparentpg.org/initiative/

Thank you,
Luke Coletti

Agenda No. 5 A

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Sandra Kandell, City Clerk/DEI Coordinator

MEETING DATE: April 01, 2026

SUBJECT: Minutes of the March 18, 2026 City Council Regular Meeting

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Approve the minutes.

Attachments

Draft Minutes 4-18-26

DRAFT MEETING MINUTES

CITY COUNCIL

REGULAR MEETING

Wednesday, March 18, 2026, 6:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

Appearing Remotely Via Zoom:
Councilmember Poduri
1209 L Street
Sacramento, CA 95814

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_CC

DRAFT

CALL TO ORDER
Mayor Smith called the meeting to order at 6:00 p.m. Present in Chamber: Mayor Smith, Mayor Pro Tem Amelio, Councilmembers Garfield, McDonnell, and Rau. Appearing remotely: Councilmember Poduri. Absent: Councilmember Walkingstick.

PLEDGE OF ALLEGIANCE
Mayor Pro Tem Amelio led the pledge of allegiance.

1. **APPROVAL OF AGENDA**
Action: Mayor Pro Tem Amelio recommended Regular Agenda item 12A be considered at the beginning of the Regular Agenda.

Action: Upon motion by Mayor Pro Tem Amelio and seconded by Councilmember Rau, Council voted to approve the Regular Meeting Agenda, as modified.

Motion carried 6-0-1, by the following roll call vote:

Ayes:	Mayor Smith, Mayor Pro Tem Amelio, Councilmembers Garfield, McDonnell, Poduri, and Rau.
Noes:	None.
Absent:	Councilmember Walkingstick.

2. **PRESENTATIONS**

A. Mayor's Proclamation: Government Finance Professionals Week
Action: Council received the presentation.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Mayor's Proclamation: Developmental Disabilities Awareness Month
Action: Council received the presentation.
CEQA: Does not constitute a Project per California Environmental Quality Act

Guidelines Section 15378

3. **COUNCIL AND STAFF ANNOUNCEMENTS (City-Related Items Only)**
   A. Council and staff made general announcements.

4. **GENERAL PUBLIC COMMENT**
   General public comment received from Karl Lindstrom and Inge Lorentzen Daumer.

   A. Written General Public Comment

CONSENT AGENDA
Action: Consent Agenda item 9B was pulled and considered immediately following the Consent Agenda.

Upon motion by Mayor Pro Tem Amelio and seconded by Councilmember Rau, Council voted to approve the Consent Agenda, as modified.

Motion carried 6-0-1, by the following roll call vote:

Ayes:	Mayor Smith, Mayor Pro Tem Amelio, Councilmembers Garfield, McDonnell, Poduri, and Rau.
Noes:	None.
Absent:	Councilmember Walkingstick.

5. **APPROVAL OF CITY COUNCIL MEETING MINUTES**
   A. Minutes of the March 4, 2026 City Council Regular Meeting
   Action: Approved the minutes as corrected via Errata.
   CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

6. **RESOLUTIONS**

7. **ORDINANCES**
   A. Second Reading of an Ordinance Amending Fiscal Year 2025-26 Mid-Year Budget Modifications
   Action: Held second reading and adopted Ordinance No. 26-007 to Amend the Operating and Capital Projects Budget and Employee Position Allocations for the Fiscal Year (FY) 2025-26.
   CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

8. **REPORTS – INFORMATION ONLY**
   A. Check Register and Core Fund Summary- February 2026
   Action: Received the Check Registers and the Core Fund Summary.
   CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

   B. Monterey Salinas Transit Meeting Minutes of February 9, 2026
   Action: Received the minutes.
   CEQA: Does not constitute a Project per California Environmental Quality Act

DRAFT

Guidelines Section 15378

9. **REPORTS – REQUIRING ACTION**

A. Letter of Support for SB 922 (Laird) Vehicles: local agency charges: use of streets or highways
Action: Approved authorizing the City Manager to Issue a Letter of Support for SB 922 (Laird) Vehicles: local agency charges: use of streets or highways.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Housing Element Annual Progress Report ***This item was pulled and considered immediately following the Consent Agenda.***
Reference: Jon Biggs, Community Development Director
Action: Receive and accept the City's Housing Element Annual Progress Report (HE APR), which will be submitted to the California Department of Housing and Community Development (HCD) and the California Office of Land Use and Climate Innovation (LCI).
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

C. General Plan Annual Progress Report (APR) for Reporting Year 2025
Action: Received and accepted the General Plan Annual Progress Report (APR) for Reporting (Calendar) Year 2025 for submittal to the California Office of Land Use and Climate Innovation (LCI / formerly the Office of Planning and Research).
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

10. **MEETING MINUTES OF COMMISSIONS, BOARDS, AND COMMITTEES**

A. Library Board Meeting Minutes: January 6, 2026
Action: Received the minutes.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Recreation Board Minutes: December 15, 2025 and January 22, 2026
Action: Received the minutes.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

9.B. Housing Element Annual Progress Report ***This item was pulled from the following the Consent Agenda.***
Public comment received from Jane Haines.

Action: Upon motion by Mayor Pro Tem Amelio and seconded by Councilmember Rau, Council voted to receive and accept the City's Housing Element Annual Progress Report (HE APR), which will be submitted to the California Department of Housing and Community Development (HCD) and the California Office of Land Use and Climate Innovation (LCI).

DRAFT

Motion carried 6-0-1, by the following roll call vote:

Ayes: Mayor Smith, Mayor Pro Tem Amelio, Councilmembers Garfield, McDonnell, Poduri, and Rau.
Noes: None.
Absent: Councilmember Walkingstick.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

REGULAR AGENDA

12.A. Presentation of Revenue Measure Survey Results by True North Research and Discussion of Next Steps ***During the Approval of the Agenda, this item was moved to be heard prior to 11A.***
Public comment received from Karl Lindstrom and Inge Lorentzen Daumer.

Action: Upon motion by Mayor Pro Tem Amelio and seconded by Councilmember Garfield, Council voted to authorize staff and the consultant team to proceed with Phases 2 and 3 of the previously approved and reauthorized scope of work.

Motion carried 6-0-1, by the following roll call vote:

Ayes: Mayor Smith, Mayor Pro Tem Amelio, Councilmembers Garfield, McDonnell, Poduri, and Rau.
Noes: None.
Absent: Councilmember Walkingstick.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

11. **PUBLIC HEARINGS**

A. Ordinance to Amend Section 16.52.020 "Speed Zones" of the Pacific Grove Municipal Code
Public comment received from Jane Haskell.

Action: Upon motion by Mayor Smith and seconded by Mayor Pro Tem Amelio, Council voted to introduce and hold first reading of an ordinance to amend sections 16.52.020 "speed zones" of the Pacific Grove Municipal Code and direct that publication of the ordinance will be satisfied by publication of a summary approved by the City Attorney.

Motion carried 6-0-1, by the following roll call vote:

Ayes: Mayor Smith, Mayor Pro Tem Amelio, Councilmembers Garfield, McDonnell, Poduri, and Rau.
Noes: None.
Absent: Councilmember Walkingstick.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

DRAFT

12. **UNFINISHED AND ONGOING BUSINESS**

A. Presentation of Revenue Measure Survey Results by True North Research and Discussion of Next Steps ***During the Approval of the Agenda, this item was moved forward and heard prior to 11A.***

Reference: Matt Mogensen, City Manager

Recommended Action:

1. Receive a Presentation of the Revenue Measure Survey Results.
2. Authorize Staff and the consultant team to proceed with Phases 2 and 3 of the previously approved and reauthorized scope of work.
3. Alternatively, discuss and take other action related to this item.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

B. Ownership Analysis and Compliance for Cannabis Business License Applications
Public comment received from Karl Lindstrom and Inge Lorentzen Daumer.

Action: Upon motion by Mayor Pro Tem Amelio and seconded by Councilmember Poduri, Council voted to

1. Direct the City Manager and City Attorney to conduct a formal ownership and control analysis of all applications submitted in the Storefront Retail Commercial Cannabis Business Licensing Process ("Permitting Process"), consistent with the definitions of "Owner" under California's Medicinal and Adult-Use Cannabis Regulation and SafetyAct ("MAUCRSA"), Business and Professions Code § 26001, and Pacific Grove Municipal Code ("PGMC") Chapter 11.100.
2. Direct staff to return to City Council with written findings and recommendations no later than April 30, 2026.
3. Pause the lottery process until the above actions are complete.

Motion carried 4-2-1, by the following roll call vote:

Ayes:	Mayor Smith, Mayor Pro Tem Amelio, Councilmembers McDonnell and Poduri.
Noes:	Councilmember Garfield and Rau.
Absent:	Councilmember Walkingstick.

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

Action: Council took a break from 7:50 – 8:05 p.m.

13. **NEW BUSINESS**

A. Award of Agreement Regarding Sewer Infrastructure, 17 Mile Drive, CIP #1
No public comment received.

Action: Upon motion by Mayor Smith and seconded by Mayor Pro Tem Amelio, Council voted to award an agreement with K.J. Woods Construction, Inc., in an amount not to exceed $6,738,000 plus a 10% contingency for the 17 Mile Drive Sewer Infrastructure CIP #1,

DRAFT

Rehabilitation Project.

Motion carried 6-0-1, by the following roll call vote:

Ayes:	Mayor Smith, Mayor Pro Tem Amelio, Councilmembers Garfield, McDonnell, Poduri, and Rau.
Noes:	None.
Absent:	Councilmember Walkingstick.

CEQA: Categorical Exemption, CEQA Guidelines Section 15301, Class I, Existing Facilities

14. **FULL PRESENTATIONS**

A. Community Human Services and Gathering for Women
No public comment received.

Action: Council received the presentation.
CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

15. **CLOSED SESSION**

ADJOURNMENT
Council adjourned the regular meeting at 8:37 p.m.

Respectfully Submitted,

Sandra Kandell
City Clerk

Approved by Mayor: _____Date_____

Attest by City Manager: _____Date_____

DRAFT

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO:	Honorable Mayor and Members of the City Council
FROM:	Daniel Gho, Public Works Director/Deputy City Manager
MEETING DATE:	April 01, 2026
SUBJECT:	Second Reading of Ordinance to Amend Section 16.52.020 "Speed Zones" of the Pacific Grove Municipal Code
CEQA:	Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Hold second reading and adopt an ordinance to amend sections 16.52.020 "speed zones" of the Pacific Grove Municipal Code.

DISCUSSION

No substantive changes were made between the first and second readings. The City Clerk caused a summary of the ordinance to be published on March 26, 2026.

The California Vehicle Code requires that speed limits be established on the basis of an "Engineering and Traffic Survey" conducted in accordance with procedures adopted by the State Department of Transportation if they are to be enforceable by the use of radar or other electronic devices. These Engineering and Traffic Surveys are required to be updated every 7 years to continue the use of radar enforcement and can be extended an additional 3 years, for a total of 10 years, if conditions within a community remain relatively unchanged. The speed limits adopted by City of Pacific Grove Ordinance No. 16-003 in February of 2016, and enacted as Section 16.52.010 and Section 16.52.020 of the Pacific Grove Municipal Code, were extended to March of 2026 in a Speed Zone Survey Evaluation Report prepared by the City's Traffic Engineer.

The Engineering and Traffic Surveys used to establish the speed limits contained in the current Municipal Code were based on data collected in 2015. To update the current code, speed survey data was collected in November and December of 2025, along with January of 2026, for preparation of the special speed zone surveys used to establish the speed limits recommended in this report. Adoption of the speed limits recommended in the attached Ordinance will allow the Police Department to use radar for the enforcement of speed limits on the listed streets.

In general, the speed limit of a roadway is set at the nearest five mile per hour interval where eighty-five percent of the vehicles travel at or below the speed known as the 85th percentile or critical speed. Based on Engineering and Traffic Surveys, speed limits can be adjusted downward depending on special conditions, the physical characteristics of the road, such as abrupt changes in horizontal and/or vertical alignment, and pavement width, so as to enhance its safety. In order for speeding violations to be

enforceable in court, the City must have current speed zone certifications on file at the traffic court.

As noted in the Citywide Engineering & Traffic Survey (Attachment #1), it is recommended to modify, consolidate, or lower the posted speed limit on 11 roadway segments, based on observed roadway characteristics and documented conditions.

The table below specifies evaluated roadways and roadways that are being requested for a change:

No.	Street	Segment Limits	Existing Speed (mph)	Recommended Speed (mph)
1*	17 Mile Drive	SR-68 to Lighthouse Ave	30	25
2	17 Mile Drive	Lighthouse Ave to Del Monte Blvd	25	25
3	Asilomar Ave	Sinex Ave to Ocean View Blvd	25	25
4*	Central Ave	Eardley Ave to Forest Ave	25	25
5	Congress Ave	David Ave to SR-68	25	25
6	Congress Ave	SR-68 to Lighthouse Ave	25	25
7*	David Ave	Forest Ave to 821 ft W of Montecito Ave	25	25
8*	David Ave	Easterly City Limits (Devisadero St) to Forest Ave	30	30
9	Eardley Ave	Lighthouse Ave to Sinex Ave	25	25
10*	Forest Ave	SR-68 (Sunset Dr) to Laurel Ave	25	25
11*	Forest Ave	Laurel Ave to Lighthouse Ave	25	15
12*	Jewell Ave	Pacific Ave to 17 Mile Drive	30	25
13	Lighthouse Ave	Asilomar Ave to 17 Mile Drive	25	25
14	Lighthouse Ave	17 Mile Drive to Lobos Ave	25	25
15*	Lighthouse Ave (EB)	13th St to Eardley Ave	25	25
16*	Lighthouse Ave (WB)	13th St to Eardley Ave	25	25
17	Lighthouse Ave	Lobos Ave to 13th St	15	15
18	Ocean View Blvd	Asilomar Ave to Jewell Ave	25	25
19	Ocean View Blvd	17th St to Eardley Ave	25	25
20*	Patterson Lane	David Avenut to Funston Avenue	30	25
21	Pine Ave	Eardley Ave to Alder St	30	30
22*	Sinex Ave	17 Mile Drive to David Ave	25	25

* Denotes segments that were modified

Modified Segments with recommended action:
1*. 17-Mile Drive — SR 68 (Sunset Drive) to Lighthouse Avenue: Reduction in speed from 30mph to 25 mph
4*. Central Avenue – Eardley Avenue to Forest Avenue: Corridor combined
7*. David Avenue - Forest Ave to 821 ft W of Montecito Ave: Corridor combined to make consistent speed regulation
8*. David Avenue – Easterly City Limits (Devisadero Street) to Forest Avenue: Segmented out and kept at 30 mph to preserve continuity across jurisdictional boundaries
10*. Forest Avenue – SR68 (Sunset Drive) to Laurel Avenue: Corridor combined

11*. Forest Avenue – Laurel Avenue to Lighthouse Avenue: Recommended speed reduction from 25 mph to 15 mph
12*. Jewell Avenue – Pacific Avenue to 17 Mile Drive: Recommended speed reduction from 30 mph to 25 mph
15*. Lighthouse Avenue (Eastbound) from 13th Street to Eardley Avenue: Upper Lighthouse is segmented from lower Lighthouse
16*. Lighthouse Avenue (Westbound) from 13th Street to Eardley Avenue: Lower Lighthouse is segmented from upper Lighthouse
20*. Patterson Lane from David Avenue to Funston Ave: Recommended speed reduction from 30 mph to 25 mph
22*. Sinex Avenue from 17 Mile Drive to David Avenue: Corridor combined

It is recommended that the City approve combining the noted corridors and reduce the speed limits on 17 Mile Drive, Forest Avenue, Jewell Avenue, and Patterson.

The requested speed limit changes and combining corridor segments have been included in the Draft Ordinance, noted as Attachment #2.

OPTIONS

Do not approve the reduction of recommended speed limits

FINANCIAL IMPACT:

All costs associated with the implementation of the changes associated with the speed surveys, will be administered through the Public Works Operations budget.

FOCUSED PRIORITY AREA: Infrastructure

Attachments

Speed Zone Report
Speed Survey Ordinance

CITY OF PACIFIC GROVE
Department of Public Works

CITYWIDE ENGINEERING & TRAFFIC SURVEY 2026

Speed Zone Evaluation and Recommendations

Prepared For:
City of Pacific Grove
Department of Public Works

Prepared By:
Adolfo Gonzalez, PM

Reviewed and Approved By:
Jon Blank, PE, TE

Date: February 2026

Pacific Grove – Citywide Engineering & Traffic Survey 2026

1. Introduction

This Engineering & Traffic Survey (E&TS) Report establishes the technical and legal basis for the posting and enforcement of speed limits on selected roadway segments within the City of Pacific Grove, California. The surveys documented herein were authorized by the City of Pacific Grove Department of Public Works to ensure that posted speed limits comply with the California Vehicle Code and are supported by valid engineering studies for radar speed enforcement. This report provides the engineering foundation required for radar and laser speed enforcement pursuant to California Vehicle Code Sections 22358 and 40802, documenting prevailing operating speeds, roadway conditions, and professional engineering judgment necessary to support enforceable speed limits and avoid the establishment of speed traps as defined by California law.

A total of twenty-three (23) existing speed zones were evaluated as part of this effort. Based on the engineering analysis, adjacent speed zones exhibiting substantially similar roadway geometry, operating speeds, traffic characteristics, and land uses were merged to improve consistency and enforceability. In addition, select new speed zones were established where roadway or operational conditions warranted revised segmentation. The evaluation resulted in twenty-two (22) consolidated speed-zone segments.

2. Methodology for Engineering & Traffic Surveys

Segment Consolidation Methodology

As part of this citywide effort, the City's previously established twenty-three (23) speed zones were reviewed to determine whether existing segment limits continued to reflect uniform roadway, traffic, and land use conditions. Adjacent speed zones were consolidated where engineering analysis demonstrated substantially similar roadway geometry, cross-section, access characteristics, adjacent land uses, collision experience, and operating speed behavior, such that a single posted speed limit could be reasonably and consistently applied. In contrast, new or modified speed zones were established where changes in roadway configuration, land use intensity, multimodal activity, or speed characteristics indicated that existing segment limits were no longer representative of prevailing conditions. This consolidation and re-segmentation process was performed to improve clarity, consistency, and enforceability of posted speed limits while maintaining compliance with the California Vehicle Code and the California Manual on Uniform Traffic Control Devices.

Enforcement Defensibility Statement

The Engineering & Traffic Surveys documented in this report were prepared in accordance with applicable provisions of the California Vehicle Code and the California

Manual on Uniform Traffic Control Devices (CA MUTCD). The surveys document prevailing operating speeds, roadway and roadside conditions, and engineering evaluation sufficient to support the establishment and enforcement of posted speed limits, including radar and laser speed enforcement.

The analyses and recommendations contained herein provide a valid engineering basis for speed regulation and enforcement and are intended to ensure compliance with California law governing speed limits and speed trap prohibitions.

2.1 California Vehicle Code Requirements

Engineering & Traffic Surveys are required when establishing or enforcing posted speed limits on roadways that do not meet the prima facie speed limits defined under California Vehicle Code (CVC) Section 22352. Surveys must be prepared by, or under the supervision of, a Registered Civil or Traffic Engineer in accordance with CVC Section 40802.

Pursuant to CVC Section 40802, Engineering & Traffic Surveys used for radar or laser speed enforcement must be current within seven (7) years. Surveys may be extended up to a maximum of ten (10) years provided a Registered Engineer determines that roadway and traffic conditions have not changed substantially.

2.2 California MUTCD Guidance

The Federal Highway Administration (FHWA) published the Manual on Uniform Traffic Control Devices (MUTCD) to promote national uniformity in traffic control devices. California supplements the federal MUTCD through the California MUTCD, which provides state-specific standards and guidance. The California MUTCD was most recently updated in January 2026.

Section 2B.21 (Speed Limit Sign) of the 2026 California MUTCD provides the following guidance for establishing posted speed limits:

Standard: When a speed limit is posted, it shall be established at the nearest 5-mph increment of the 85th percentile speed of free-flowing traffic, except as provided below.

Option 1: The posted speed limit may be reduced by 5 mph from the nearest 5-mph increment of the 85th percentile speed when conditions not readily apparent to motorists are documented in accordance with CVC Section 22358.

Option 2: If the nearest 5-mph increment of the 85th percentile speed would require rounding up, the speed limit may instead be rounded down to the nearest 5-mph increment below the 85th percentile speed, provided no additional reduction is applied (CVC Section 21400(f)).

If a 5-mph reduction is applied, the Engineering & Traffic Survey must document, in writing, the specific roadway or roadside conditions justifying the lower speed and must be approved by a Registered Civil or Traffic Engineer.

2.3 Data Collection and Analysis

The Engineering & Traffic Surveys for this report were developed using the following data collection and analysis procedures:

Field Assessments: Weekday field reviews were conducted to document roadway geometry, traffic control devices, pedestrian and bicycle activity, adjacent land use, and overall operating environment.

Traffic Volume Data: Traffic volume data were collected using mechanical traffic counters during typical weekday conditions in September and October 2025. Average Daily Traffic (ADT) volumes were calculated for each study segment.

Spot Speed Studies: Spot speed data were collected using a certified Stalker Pro radar unit under prevailing free-flow traffic conditions. At each study location, a minimum of 100 passenger-vehicle speed samples were collected, or data were recorded for a minimum duration of one hour, during periods not influenced by congestion, roadway construction, traffic signals, pedestrian activity, or turning movements.

Speed Analysis: Radar speed data were analyzed to determine mean speed, 10-mph pace speed, and 85th percentile speed.

Collision Analysis: Collision data for the most recent two-year period available (2022–2023) were obtained from the City of Pacific Grove collision database. Collision rates were calculated, using the formula below, in collisions per million vehicle miles traveled (MVMT) using standard engineering practice.

$$\text{Collision Rate} = \frac{\text{Number of Collisions} \times 1{,}000{,}000}{\text{ADT} \times 365 \times \text{Number of Years} \times \text{Segment Length (miles)}}$$

3. Engineering & Traffic Survey Evaluations

As part of the City of Pacific Grove's Citywide Engineering and Traffic Survey, a total of twenty-three (23) previously established speed zones, adopted pursuant to the City's 2015 Engineering and Traffic Surveys, were evaluated (Table 1).

Based on this evaluation, twenty-two (22) Engineering and Traffic Surveys were prepared, reflecting a consolidation of the original speed zones where adjacent roadway segments exhibited substantially similar roadway geometry, traffic operations, land use characteristics, and operating speed behavior. This consolidation enhances clarity, consistency, and enforceability of the speed zones while remaining fully compliant with the California Vehicle Code and the California Manual on Uniform Traffic Control Devices (CA MUTCD).

Each Engineering and Traffic Survey includes a one-page summary documenting directional speed data, roadway characteristics, collision history, and the Traffic Engineer's certification. Detailed supporting documentation is provided for each segment, including speed distribution tables and 85th-percentile S-curve diagrams.

Table 1 – City of Pacific Grove Engineering & Traffic Survey Segments (2015)

No.	Street	Segment Limits	Existing Speed
1	17 Mile Dr	State Route 68 (Sunset Dr) to Lighthouse Ave	30
2	17 Mile Dr	Lighthouse Ave to Del Monte Bl	25
3	Asilomar Ave	Sinex Ave Ocean View Bl	25
4	Central Ave	Easterly City Limits (Eardley Ave) to 4th St	25
5	Central Ave	4th St to Forest Ave	25
6	Congress Ave	David Ave to State Highway 68 (Sunset Dr)	25
7	Congress Ave	State Highway 68 (Sunset Dr) to Lighthouse Ave	25
8	David Ave	Congress Ave Buena Vista Ave	25
9	David Ave	Easterly City Limit (Devisadero St) to Congress Ave	30
10	Eardly Ave	Lighthouse Ave Sinex Ave	25
11	Forest Ave	State Route 68 (Sunset Dr) to Hillcrest Ave	30
12	Forest Ave	Hillcrest Ave Ocean View Bl	25
13	Jewell Ave	Pacific Ave to Del Monte Bl	30
14	Lighthouse Ave	Asilomar Ave 17 Mile Dr	25
15	Lighthouse Ave	17 Mile Dr Lobos Ave	25
16	Lighthouse Ave	13th St to Eardley Ave	25
17	Lighthouse Ave	Lobos Ave to 13th St	15
18	Ocean View Bl	Asilomar Ave Jewell Ave	25
19	Ocean View Bl	17th St to Eardley Ave	25
20	Patterson Lane	Funston Ave to David Ave	30
21	Pine Ave	Eardley Ave to Alder St	30
22	Sinex Ave	2nd St to Congress Ave	25
23	Sinex Ave	Congress Ave 17 Mile Dr	25

Summary of Speed Study Results and Recommended Speed Limits
Table 2 summarizes the key speed study findings and the recommended posted speed limits for each consolidated speed-zone segment. Recommended speed limits were established in accordance with the 2026 CA MUTCD and applicable provisions of the California Vehicle Code, including consideration of documented conditions not readily apparent to motorists where a 5-mph reduction was applied.

Table 2 – City of Pacific Grove Engineering & Traffic Survey Segments (2025)

No.	Street	Segment Limits	Existing Speed (mph)	Recommended Speed (mph)
1*	17 Mile Drive	SR-68 to Lighthouse Ave	30	25
2	17 Mile Drive	Lighthouse Ave to Del Monte Blvd	25	25
3	Asilomar Ave	Sinex Ave to Ocean View Blvd	25	25
4*	Central Ave	Eardley Ave to Forest Ave	25	25
5	Congress Ave	David Ave to SR-68	25	25
6	Congress Ave	SR-68 to Lighthouse Ave	25	25
7*	David Ave	Forest Ave to 821 ft W of Montecito Ave	25	25
8*	David Ave	Easterly City Limits (Devisadero St) to Forest Ave	30	30
9	Eardley Ave	Lighthouse Ave to Sinex Ave	25	25
10*	Forest Ave	SR-68 (Sunset Dr) to Laurel Ave	25	25
11*	Forest Ave	Laurel Ave to Lighthouse Ave	25	15
12*	Jewell Ave	Pacific Ave to 17 Mile Drive	30	25
13	Lighthouse Ave	Asilomar Ave to 17 Mile Drive	25	25
14	Lighthouse Ave	17 Mile Drive to Lobos Ave	25	25
15*	Lighthouse Ave (EB)	13th St to Eardley Ave	25	25
16*	Lighthouse Ave (WB)	13th St to Eardley Ave	25	25
17	Lighthouse Ave	Lobos Ave to 13th St	15	15
18	Ocean View Blvd	Asilomar Ave to Jewell Ave	25	25
19	Ocean View Blvd	17th St to Eardley Ave	25	25
20*	Patterson Lane	David Avenut to Funston Avenue	30	25
21	Pine Ave	Eardley Ave to Alder St	30	30
22*	Sinex Ave	17 Mile Drive to David Ave	25	25

* Denotes segments that were modified.

3.1 Modified Segments

The following segments were modified, consolidated, or recommended for a lower posted speed limit based on observed roadway characteristics and documented conditions not readily apparent to motorists.

1*. 17-Mile Drive — SR 68 (Sunset Drive) to Lighthouse Avenue

17-Mile Drive is a two-lane residential corridor with inconsistent roadway improvements, including unimproved sections where pedestrians and bicyclists must share the travel lanes. The segment serves sensitive land uses, including a preschool and a municipal baseball and softball park, resulting in elevated pedestrian activity and frequent crossing

movements. These characteristics create operational conditions that are not readily apparent to motorists. With a measured 85th-percentile speed of 31.5 mph, a reduction of the posted speed limit from 30 mph to 25 mph is recommended.

4*. Central Avenue – Eardley Avenue to Forest Avenue

The previously separate Central Avenue segments extending from the Easterly City limits (Eardley Avenue) to 4th Street and from 4th Street to Forest Avenue were consolidated into a single segment to provide corridor continuity and more accurately reflect consistent operating conditions.

7*. David Avenue - Forest Ave to 821 ft W of Montecito Ave

David Avenue operates as a continuous mixed residential–commercial corridor characterized by similar roadway conditions, pedestrian activity, and multimodal use despite localized variations in roadway improvements. The corridor was previously divided into separate speed zones posted at 30 mph between Forest Avenue and Congress Avenue and 25 mph between Congress Avenue and Buena Vista Avenue, resulting in inconsistent speed regulation along a single travel environment. To improve corridor continuity and better align speed regulation with observed operating conditions, the segments were consolidated into a single zone. In addition, the limits were extended west to 821 feet west of Montecito Avenue, representing the terminus of David Avenue, to establish logical segment boundaries and provide consistency in speed regulation along the full length of the roadway.

8*. David Avenue – Easterly City Limits (Devisadero Street) to Forest Avenue

This segment of David Avenue was evaluated separately from the former corridor of Easterly City Limits (Devisadero Street) to Congress Avenue because this portion exhibits distinct roadway characteristics, operating conditions, and a different jurisdictional context. The segment includes horizontal curvature, a slight westbound downhill grade, transit stops, and proximity to a school and park, creating a travel environment that differs from the downstream portion of the corridor.

Maintaining this section as a separate speed zone preserves continuity across the jurisdictional boundary and reduces driver confusion. Retaining the 30-mph posted speed limit maintains consistency with the adjoining City of Monterey 30-mph segment, supports uniform driver expectancy, and promotes overall roadway safety.

10*. Forest Avenue – SR68 (Sunset Drive) to Laurel Avenue

Forest Avenue from Sunset Drive to Hillcrest Avenue and the adjoining segment from Hillcrest Avenue to Ocean View Boulevard were evaluated together due to their similar roadway characteristics, residential context, and pedestrian activity. The analysis indicated consistent operating conditions along this portion of the corridor that supports a

uniform speed environment. As a result, the segments were consolidated to establish a single 25-mph speed zone extending from Sunset Drive to Laurel Avenue.

This consolidation eliminates mid-corridor speed transitions, promotes consistent driver expectancy, and aligns the posted speed limit with observed roadway conditions. Establishing a continuous zone improves clarity for motorists and supports safer corridor-wide operations.

11*. Forest Avenue – Laurel Avenue to Lighthouse Avenue

Forest Avenue between Laurel Avenue and Lighthouse Avenue was previously included as part of the Hillcrest Avenue to Ocean View Boulevard segment but was evaluated separately due to its distinctly different operating environment. This portion of the corridor functions as a constrained commercial district with on-street parking, narrow travel lanes, and high pedestrian and bicycle activity generated by adjacent cafés, retail shops, and a grocery store. Frequent mid-block pedestrian crossings and shared roadway use create a travel environment that differs substantially from the adjoining segment.

Measured operating speeds are low and consistent with downtown conditions, and the segment connects directly to the Lighthouse Avenue core, which is posted at 15 mph. Separating this portion allows the posted speed limit to better reflect the unique operating characteristics of the corridor, improve driver expectancy, and enhance safety. Accordingly, establishing a 15-mph speed zone for this segment provides continuity with the adjacent downtown environment and aligns the posted speed with observed roadway conditions.

12*. Jewell Avenue – Pacific Avenue to 17 Mile Drive

The original Jewell Avenue segment extended from Pacific Avenue to Del Monte Boulevard and is posted at 30 mph. During the field evaluation, it was observed that the adjoining section between Del Monte Boulevard and 17-Mile Drive is also posted at 30 mph, but no supporting engineering and traffic survey exists for that portion. Because this section shares the same residential character, roadway configuration, and pedestrian activity as the surveyed segment, the limits were extended to 17-Mile Drive so the full corridor could be evaluated under consistent conditions.

Jewell Avenue functions as a residential roadway with partial curb, gutter, and sidewalk improvements transitioning to unimproved edges, resulting in pedestrians and bicyclists sharing the travel lanes in several locations. Adjacent land uses — including a senior facility frontage and the Pacific Grove Golf Links — generate pedestrian activity that is not readily apparent to motorists and support a lower-speed operating environment. Evaluating the corridor as a single segment allows the recommended reduction to a 25-mph posted speed limit to be applied consistently, improving regulatory continuity and aligning the speed zone with observed roadway conditions.

15*. Lighthouse Avenue (Eastbound) from 13th Street to Eardley Avenue

This portion of Lighthouse Avenue was originally a single survey segment; however, field review confirmed that the corridor functions as a divided roadway, with the eastbound and westbound directions physically separated by a steep grade. In accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13, each directional roadway is treated as a separate facility for regulatory signing and operational evaluation. Accordingly, traffic volumes, collision history, and operating speeds were analyzed on a directional basis for this Engineering and Traffic Survey. Directional evaluation ensures that speed regulation and enforcement correspond to the physical roadway configuration and signing, supporting consistent and enforceable application of posted speed limits.

Collision experience along this segment is elevated relative to comparable facilities, and measured operating speeds are consistent with a lower-speed residential environment. The roadway configuration, adjacent residential land uses, multimodal activity, and crossing movements create conditions that are not readily apparent to motorists. Maintaining the existing 25-mph posted speed limit supports driver expectancy and aligns the regulatory speed with observed operating conditions, promoting corridor safety and consistency.

16*. Lighthouse Avenue (Westbound) from 13th Street to Eardley Avenue

This portion of Lighthouse Avenue was originally a single survey segment; however, field review confirmed that the corridor functions as a divided roadway, with the eastbound and westbound directions physically separated by a steep grade. In accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13, each directional roadway is treated as a separate facility for regulatory signing and operational evaluation. Accordingly, traffic volumes, collision history, and operating speeds were analyzed on a directional basis for this Engineering and Traffic Survey. Directional evaluation ensures that speed regulation and enforcement correspond to the physical roadway configuration and signing, supporting consistent and enforceable application of posted speed limits.

Collision experience along this segment is elevated relative to comparable facilities, and measured operating speeds are consistent with a lower-speed residential environment. The roadway configuration, adjacent residential land uses, multimodal activity, and crossing movements create conditions that are not readily apparent to motorists. Maintaining the existing 25-mph posted speed limit supports driver expectancy and aligns the regulatory speed with observed operating conditions, promoting corridor safety and consistency.

20*. Patterson Lane from David Avenue to Funston Ave

Patterson Lane is a residential street that varies in width along the corridor. The roadway slopes steeply downhill in the northbound direction, which can encourage higher travel speeds and reduce visibility for vehicles entering from side streets. Field observations show travel speeds that are more consistent with a lower-speed residential setting.

Reducing the posted speed limit from 30-mph to 25-mph better reflects how the roadway operates and improves consistency with the nearby 25-mph zone on Congress Avenue. Establishing a lower, uniform speed supports safer conditions for residents and motorists using the corridor.

22*. Sinex Avenue from 17 Mile Drive to David Avenue

The Sinex Avenue segments from 2nd Street to Congress Avenue and from Congress Avenue to 17-Mile Drive were consolidated into a single corridor to better reflect continuous roadway conditions and operating characteristics. In addition, the section between David Avenue and 2nd Street was added to establish consistent segment limits and provide uniform speed regulation along the full length of the corridor.

Sinex Avenue serves pedestrian-oriented land uses, including Pacific Grove Middle School near Forest Avenue and George Washington Park at the western end of the corridor. The roadway is predominantly improved with curb, gutter, and sidewalk, with intermittent unimproved sections, and bicyclists share the travel lanes. Frequent stop-controlled and signalized intersections generate regular stopping and crossing activity, contributing to elevated pedestrian interaction. While measured operating speeds exceed the posted limit, the presence of school- and park-related pedestrian activity, multimodal use, and variable roadway conditions support maintaining a lower-speed environment.

Evaluating Sinex Avenue as a single continuous segment promotes corridor consistency, reduces mid-segment regulatory changes, and aligns the posted speed with the roadway's residential character and user activity. Retaining the existing 25-mph speed limit provides a uniform, safety-focused speed zone appropriate for the corridor.

4. Implementation of Speed Limits

Upon adoption by the City of Pacific Grove, the recommended speed limits documented in this Engineering & Traffic Survey shall be implemented through the installation or confirmation of regulatory signing in accordance with the California Manual on Uniform Traffic Control Devices (CA MUTCD). Speed enforcement shall be based on the adopted limits and supporting engineering findings contained in this report.

Engineer's Certification

I, Jon Blank, hereby certify that the Engineering & Traffic Surveys contained in this report for the City of Pacific Grove were prepared by Adolfo Gonzalez, PM, and were reviewed and approved by me. I further certify that I am experienced in the preparation of Engineering & Traffic Surveys and am a Registered Traffic Engineer in good standing with the State of California.

I further certify that the Engineering & Traffic Surveys documented herein were prepared in accordance with applicable provisions of the California Vehicle Code and the 2026 California Manual on Uniform Traffic Control Devices, and provide a valid engineering basis for the establishment and enforcement of posted speed limits, including radar and laser speed enforcement, and are sufficient to avoid the establishment of speed traps as defined by California law.

The recommended speed limits for the roadway segments evaluated in this report were determined in accordance with the requirements for Engineering & Traffic Surveys set forth in the California Vehicle Code and are approved and authorized for release by the City of Pacific Grove.

Prepared by: _____ Date: 02/13/2026
Adolfo Gonzalez, PM

Approved by: _____ Date: 2/13/26
Jon Blank, PE, TE
TE No. TR2190

Approved for release by: _____ Date: 2/13/26
Daniel Gho, Director of Public Works

City of Pacific Grove
Engineering and Traffic Survey

17 Mile Drive

SR68 (Sunset Drive) to Lighthouse Avenue

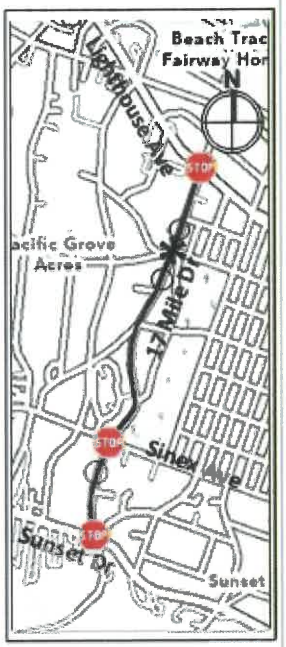
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	31.0	32.0
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	27	28
10-MPH Pace	23-32	24-33
No. of Collisions in 24 Months / 2-Yr Collision Rate	0 /	0.000
Survey Segment Length (Feet) / Avg. Daily Traffic	4,261 /	2,979
Previous Speed Limit	30	30
Date of Previous Survey	11/11/2015	
Date of This Survey/Weather Conditions	12/8/2025 /	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	B /	2

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Collector
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	SR68, Sinex Ave, Lighthouse Ave
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	Short St

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — Date: 02/13/2026

Survey Approved by:

Jon Blank, PE, TR2190 — Date: 02/13/2026

City of Pacific Grove, CA
Engineering and Traffic Survey for:

17 Mile Drive

SR68 (Sunset Drive) to Lighthouse Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **S of Dennet St, S of Heacock Ave, S of Sinex Ave**
Date of Data Collection: **12/8/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 2,979 Current Speed Limit: 30

Survey Segment Length (FT): 4,261 Street Width (curb to curb): 38 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in NB Direction:	1	Lane(s)		
Number of Travel Lanes in SB Direction:	1	Lane(s)		
Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	40			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	Lighthouse Dual Language Co-op			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

17 Mile Drive

SR68 (Sunset Drive) to Lighthouse Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☐
Sharp Turns	at Melrose St
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	SR68, Sinex Ave, Lighthouse Ave
Traffic Signals	None

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 0

2-Year Collision Rate (ACC/MVM): 0.000

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: Lighthouse Dual Language Co-op

Parks or Senior Centers in/near Study Segment: Pacific Grove Municipal Baseball/Softball Park

VII. COMMENTS/RECOMMENDATION

17-Mile Drive is a two-lane, approximately 38-foot-wide north–south residential roadway. The segment between State Route 68 (Sunset Drive) and Sinex Avenue is unimproved and includes valley gutter, while the segment between Sinex Avenue and Dennette Street is improved on the west side; the roadway is again unimproved between Dennette Street and Short Street. The segment between Short Street and Lighthouse Avenue is predominantly fully improved. Pedestrians were observed walking within the travel lanes along unimproved portions of the roadway, and bicyclists are required to share the roadway in the absence of designated bicycle facilities or "Share the Road" pavement markings. Sensitive land uses are located along the corridor, including Lighthouse Dual Language Co-op, serving children from three years of age through preschool at the intersection of 17-Mile Drive and Heacock Avenue, and the Pacific Grove Municipal Baseball and Softball Park near Short Street.The measured 85th percentile speed for this segment is 31.5 mph. Given the inconsistent roadway improvements, presence of pedestrians and bicyclists within the travel way, proximity to sensitive land uses, and frequent crossing movements, the operating environment presents conditions not readily apparent to motorists. These factors are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6. Accordingly, it is recommended that the posted speed limit be reduced by 5 mph, from 30 mph to 25 mph, to better reflect prevailing roadway conditions and enhance safety for all roadway users.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Dennett St

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

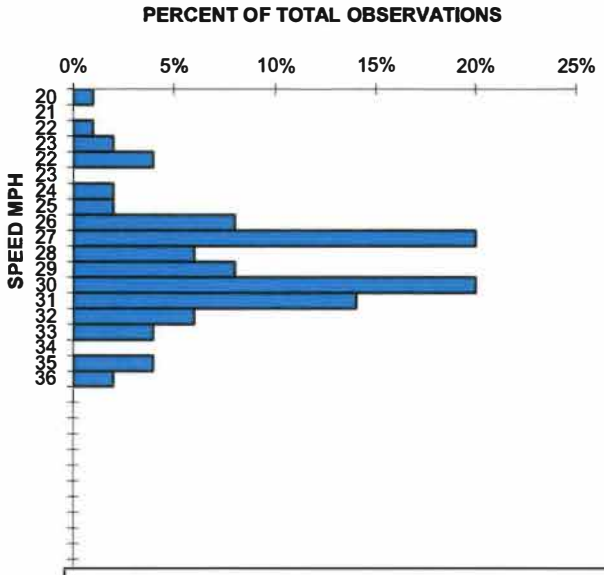
DATE: 12/8/2025

DAY: Monday

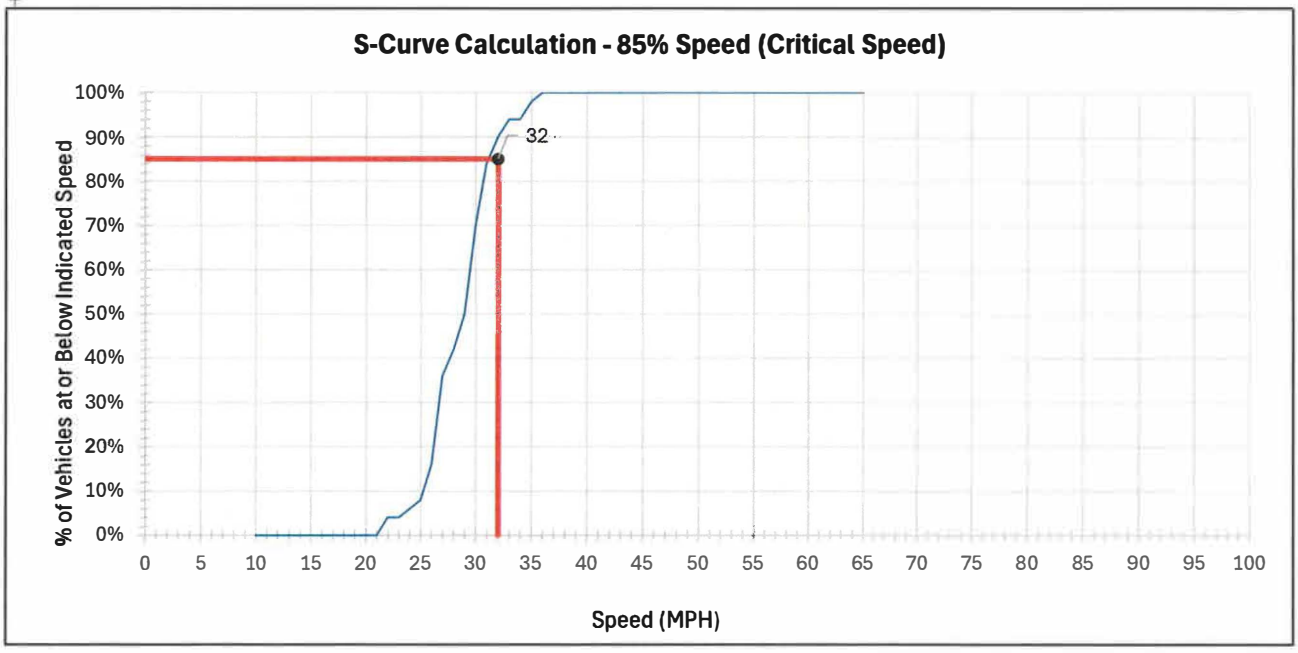
TIME: 10:07 a.m. - 11:01 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		24	-	33	29	30	30	32	
<=	>	<=	>	<	IN	>				<=	>
8%	92%	70%	30%	4%	90%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
22	2	4%	2	4.0%
23	0	0%	2	4.0%
24	1	2%	3	6.0%
25	1	2%	4	8.0%
26	4	8%	8	16.0%
27	10	20%	18	36.0%
28	3	6%	21	42.0%
29	4	8%	25	50.0%
30	10	20%	35	70.0%
31	7	14%	42	84.0%
32	3	6%	45	90.0%
33	2	4%	47	94.0%
34	0	0%	47	94.0%
35	2	4%	49	98.0%
36	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Dennett St

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

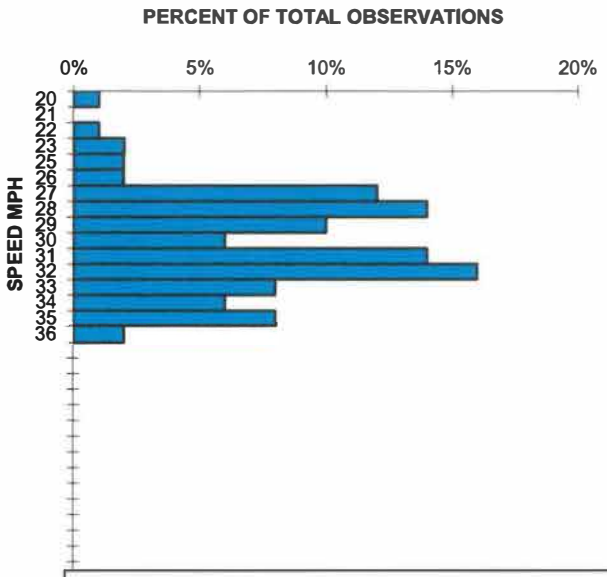
DATE: 12/8/2025

DAY: Monday

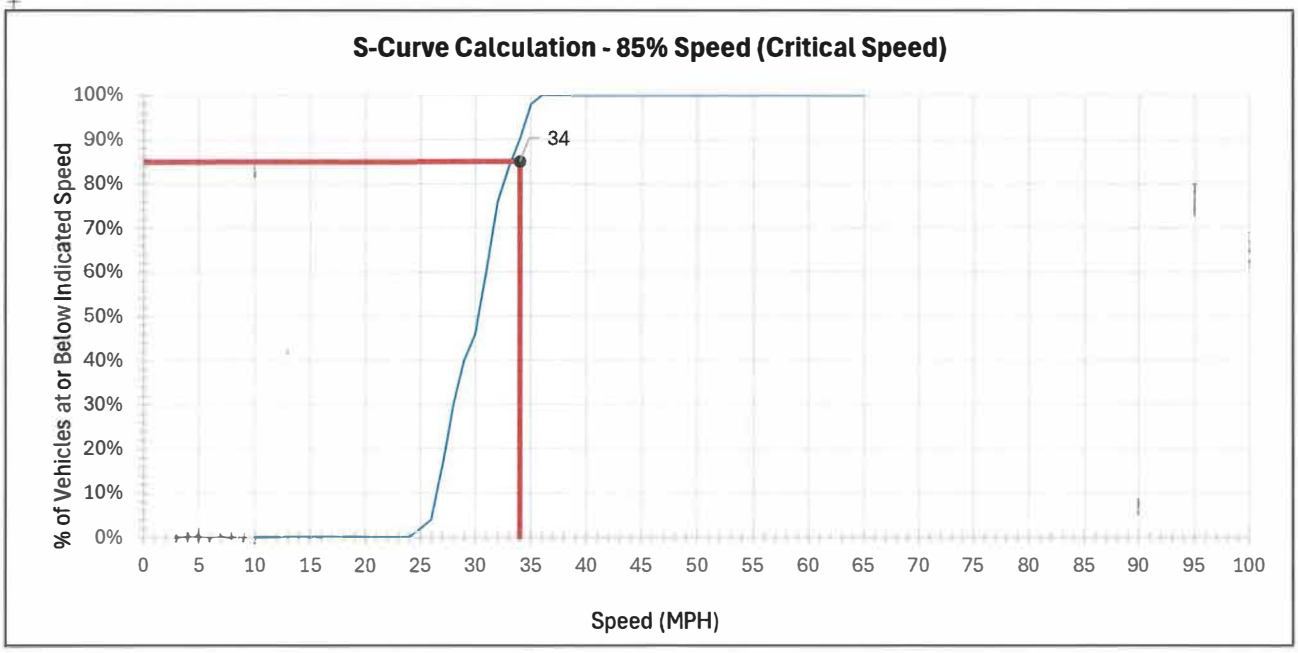
TIME: 10:07 a.m. - 11:01 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		26	-	35	31	31	32	34	
<=	>	<=	>	<	IN	>				<=	>
2%	98%	46%	54%	2%	96%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
25	1	2%	1	2.0%
26	1	2%	2	4.0%
27	6	12%	8	16.0%
28	7	14%	15	30.0%
29	5	10%	20	40.0%
30	3	6%	23	46.0%
31	7	14%	30	60.0%
32	8	16%	38	76.0%
33	4	8%	42	84.0%
34	3	6%	45	90.0%
35	4	8%	49	98.0%
36	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Heacock Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

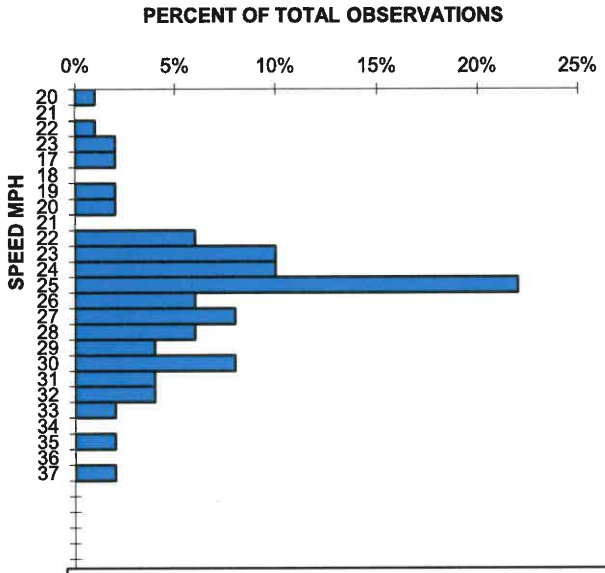
DATE: 12/8/2025

DAY: Monday

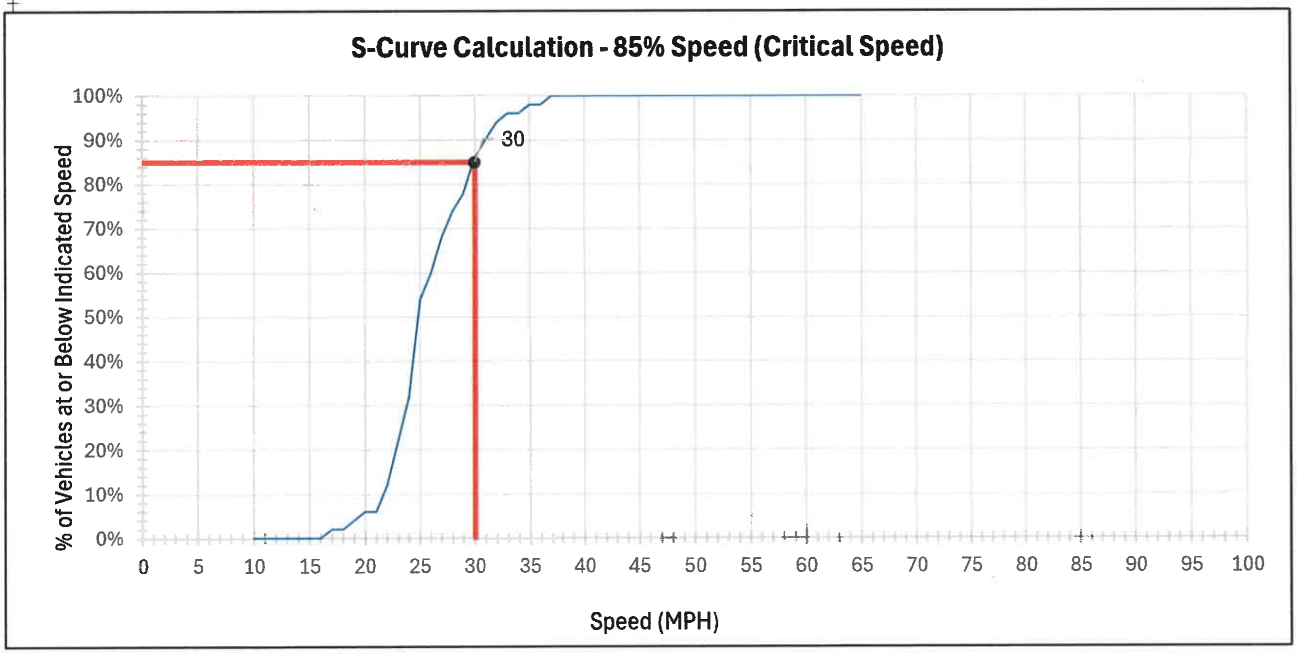
TIME: 11:05 a.m. - 12:04 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		22	-	31	26	25	27	30	
<=	>	<=	>	<	IN	>				<=	>
54%	46%	86%	14%	6%	84%	10%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	0	0%	1	2.0%
19	1	2%	2	4.0%
20	1	2%	3	6.0%
21	0	0%	3	6.0%
22	3	6%	6	12.0%
23	5	10%	11	22.0%
24	5	10%	16	32.0%
25	11	22%	27	54.0%
26	3	6%	30	60.0%
27	4	8%	34	68.0%
28	3	6%	37	74.0%
29	2	4%	39	78.0%
30	4	8%	43	86.0%
31	2	4%	45	90.0%
32	2	4%	47	94.0%
33	1	2%	48	96.0%
34	0	0%	48	96.0%
35	1	2%	49	98.0%
36	0	0%	49	98.0%
37	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Heacock Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

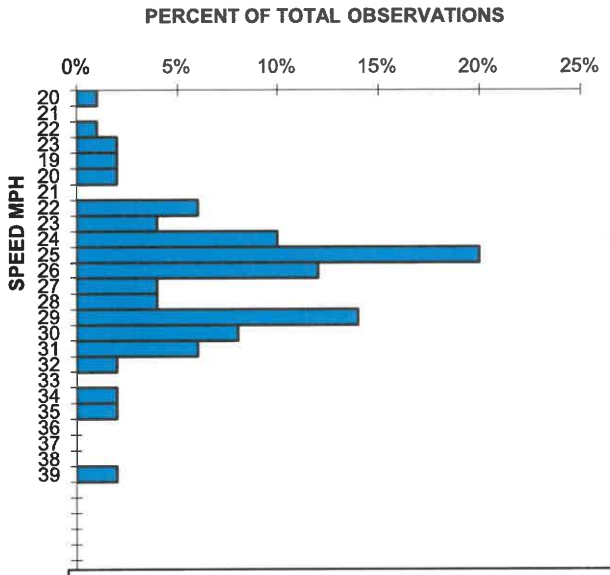
DATE: 12/8/2025

DAY: Monday

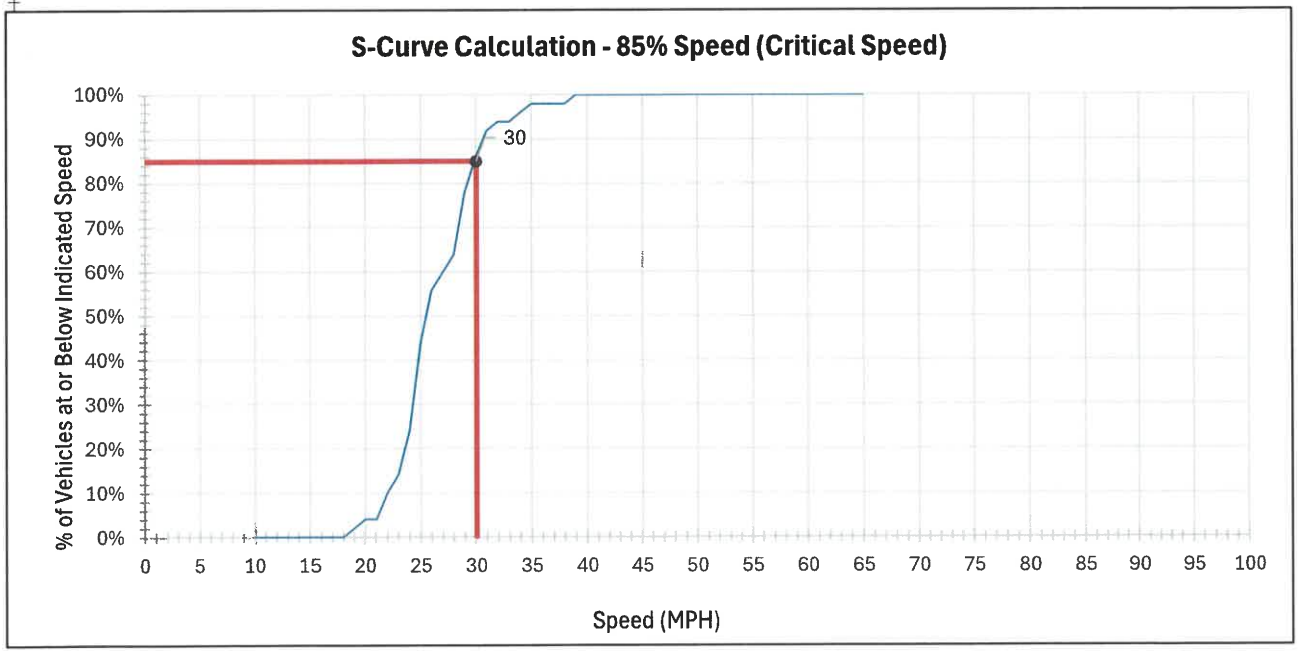
TIME: 11:05 a.m. - 12:04 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		22	-	31	27	26	29	30	
<=	>	<=	>	<	IN	>				<=	>
44%	56%	86%	14%	4%	88%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	2%	1	2.0%
20	1	2%	2	4.0%
21	0	0%	2	4.0%
22	3	6%	5	10.0%
23	2	4%	7	14.0%
24	5	10%	12	24.0%
25	10	20%	22	44.0%
26	6	12%	28	56.0%
27	2	4%	30	60.0%
28	2	4%	32	64.0%
29	7	14%	39	78.0%
30	4	8%	43	86.0%
31	3	6%	46	92.0%
32	1	2%	47	94.0%
33	0	0%	47	94.0%
34	1	2%	48	96.0%
35	1	2%	49	98.0%
36	0	0%	49	98.0%
37	0	0%	49	98.0%
38	0	0%	49	98.0%
39	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Sinex Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

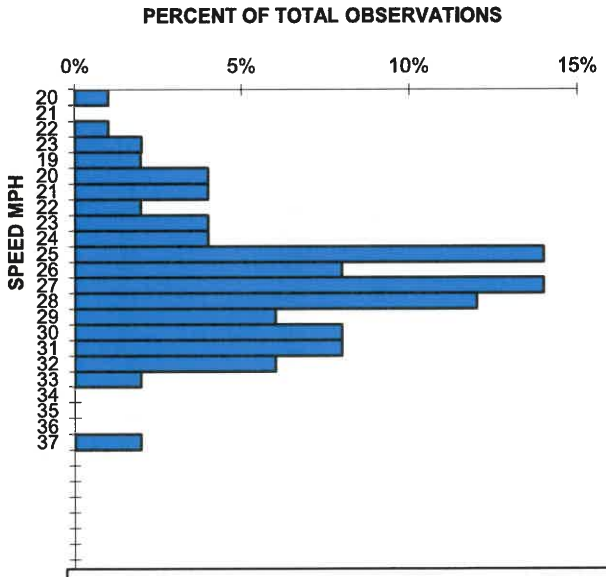
DATE: 12/8/2025

DAY: Monday

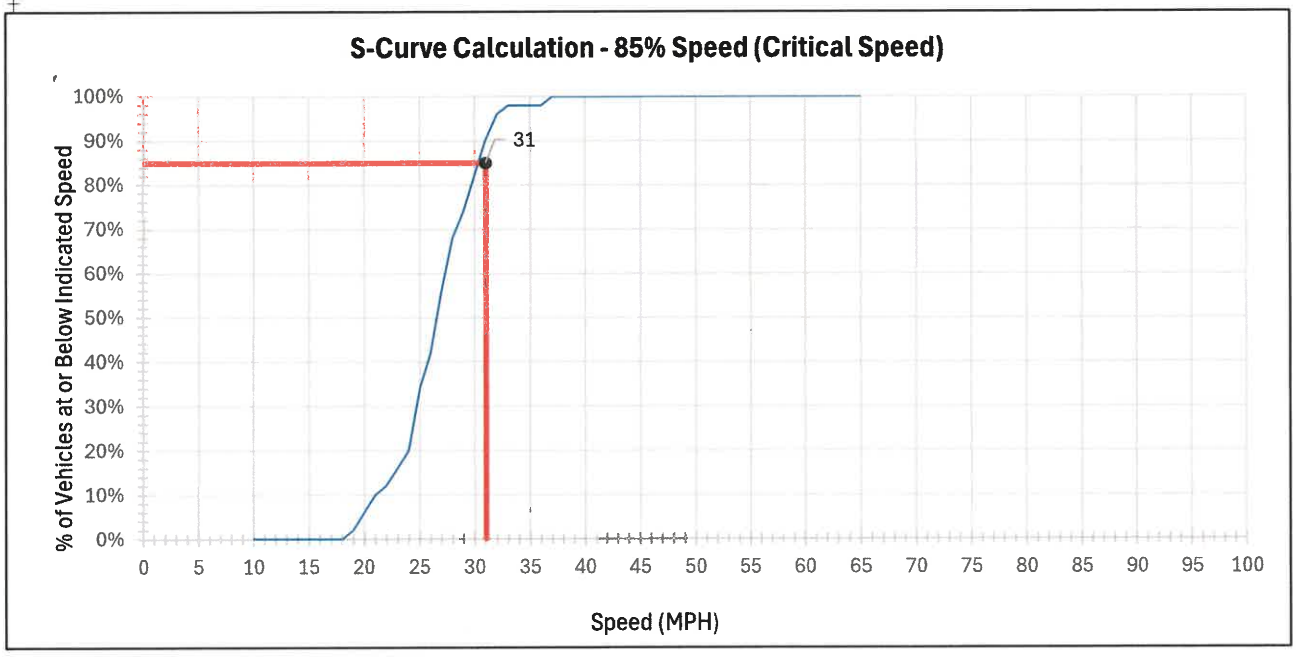
TIME: 9:17 a.m. - 10:01 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		23	-	32	27	27	28	31	
<=	>	<=	>	<	IN	>				<=	>
34%	66%	82%	18%	12%	84%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	2%	1	2.0%
20	2	4%	3	6.0%
21	2	4%	5	10.0%
22	1	2%	6	12.0%
23	2	4%	8	16.0%
24	2	4%	10	20.0%
25	7	14%	17	34.0%
26	4	8%	21	42.0%
27	7	14%	28	56.0%
28	6	12%	34	68.0%
29	3	6%	37	74.0%
30	4	8%	41	82.0%
31	4	8%	45	90.0%
32	3	6%	48	96.0%
33	1	2%	49	98.0%
34	0	0%	49	98.0%
35	0	0%	49	98.0%
36	0	0%	49	98.0%
37	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Sinex Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

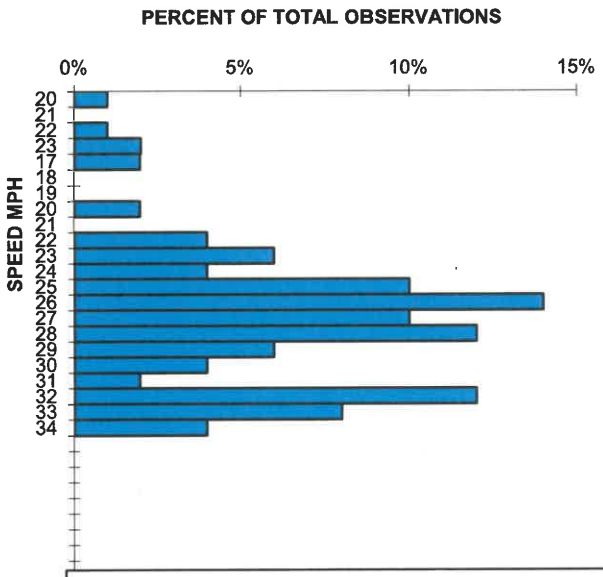
DATE: 12/8/2025

DAY: Monday

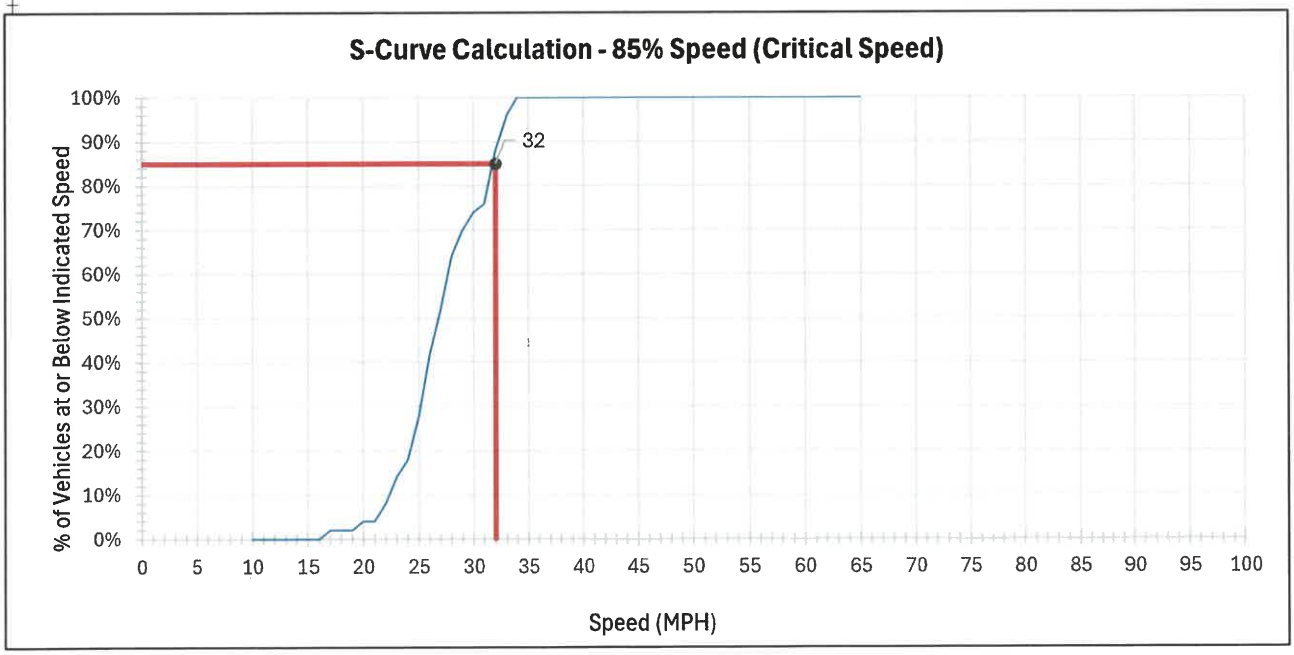
TIME: 9:17 a.m. - 10:01 p.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		24	-	33	28	27	29	32	
<=	>	<=	>	<	IN	>				<=	>
28%	72%	74%	26%	14%	82%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	0	0%	1	2.0%
19	0	0%	1	2.0%
20	1	2%	2	4.0%
21	0	0%	2	4.0%
22	2	4%	4	8.0%
23	3	6%	7	14.0%
24	2	4%	9	18.0%
25	5	10%	14	28.0%
26	7	14%	21	42.0%
27	5	10%	26	52.0%
28	6	12%	32	64.0%
29	3	6%	35	70.0%
30	2	4%	37	74.0%
31	1	2%	38	76.0%
32	6	12%	44	88.0%
33	4	8%	48	96.0%
34	2	4%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

17 Mile Drive

Del Monte Boulevard to Lighthouse Avenue

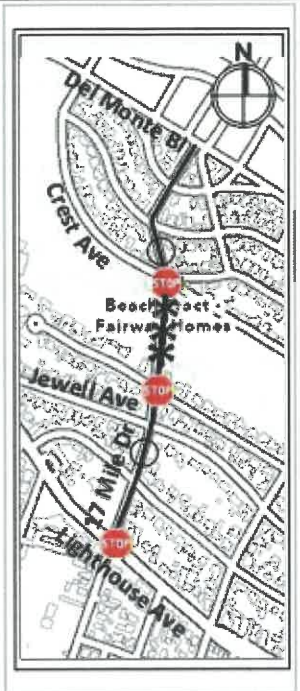
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	28.5	27
Rounded 85th Percentile Speed (MPH)	30	30
Mean (Average) Speed (MPH)	25	25
10-MPH Pace	19	28
No. of Collisions in 24 Months / 2-Yr Collision Rate	0 / 0.000	
Survey Segment Length (Feet) / Avg. Daily Traffic	2,351 / 845	
Previous Speed Limit	25	25
Date of Previous Survey	11/12/2025	
Date of This Survey/Weather Conditions	12/08/2025 / Clear & Dry	
Segment Roadway Markings/No. of Through Lanes	A/B / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Collector**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**Crest Ave-Sea Palm Ave, Egan Ave, Lighthouse Ave**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**between Egan Ave & Sea Palm Ave - 3 golf course crossings.**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

17 Mile Drive

Del Monte Boulevard to Lighthouse Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **N of Bayview Ave, S of Ripple Ave**
Date of Data Collection: **12/08/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 845 Current Speed Limit: 25

Survey Segment Length (FT): 2,351 Street Width (curb to curb): 35 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in NB Direction: 1 Lane(s)

Number of Travel Lanes in SB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	40			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

17 Mile Drive

Del Monte Boulevard to Lighthouse Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		
Type		Location
None		☐
Sharp Turns	at Ripple Ave	
Large Radius		

Vertical Curves		
Type		Location
None		☐
Hills	Lighthouse Ave to Egan Ave	
Sag Curves		

Controls Summary		
Type		Location
None		☑
All-Way Stops	Crest Ave-Sea Palm Ave, Egan Ave, Lighthouse Ave	
Traffic Signals	None	

Warning Devices		
Type		Location
None		☑
Ped Beacons		
Vehicle Speed Feedback Sign		

V. COLLISION HISTORY 09/22/2023 TO 09/22/2025

Total No. Collisions in 24 Months: 0

2-Year Collision Rate (ACC/MVM): 0.000

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: Golf Links Golf Course,

VII. COMMENTS/RECOMMENDATION

17-Mile Drive is a two-lane, approximately 35-foot-wide roadway with a predominantly residential character that runs north–south and includes a downhill grade between Lighthouse Avenue and Egan Avenue. The segment between Lighthouse Avenue and the Crest Avenue-Sea Palm Avenue intersection is striped with a single broken centerline permitting passing, while the segment between the Crest Avenue-Sea Palm Avenue intersection and Del Monte Boulevard is unstriped. The roadway is largely unimproved, with valley gutter provided along most of the corridor. Pedestrians were observed walking within the travel lanes, and bicyclists are required to share the roadway in the absence of dedicated bicycle facilities or "Share the Road" pavement markings. Three uncontrolled pedestrian and golf cart crossings are located between Egan Avenue and the Crest Avenue/Sea Palm Avenue intersection. The measured 85th percentile speed for this segment is 28 mph. These roadway characteristics, multi-modal activity, and crossing movements constitute conditions not readily apparent to motorists and are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at N of Bayview Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

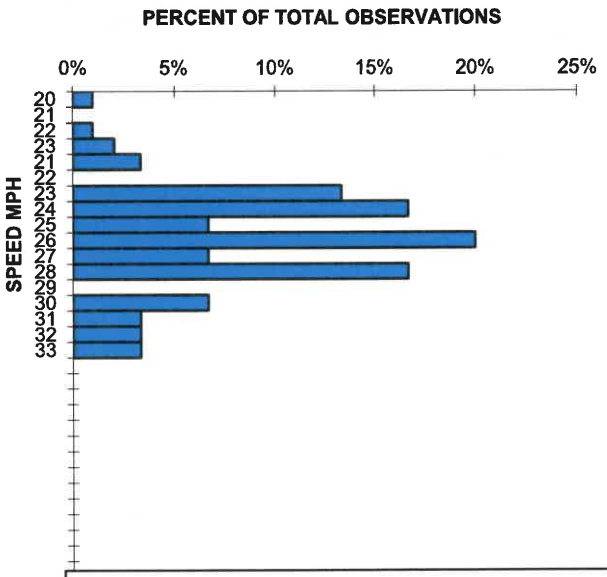
DATE: 12/8/2025

DAY: Monday

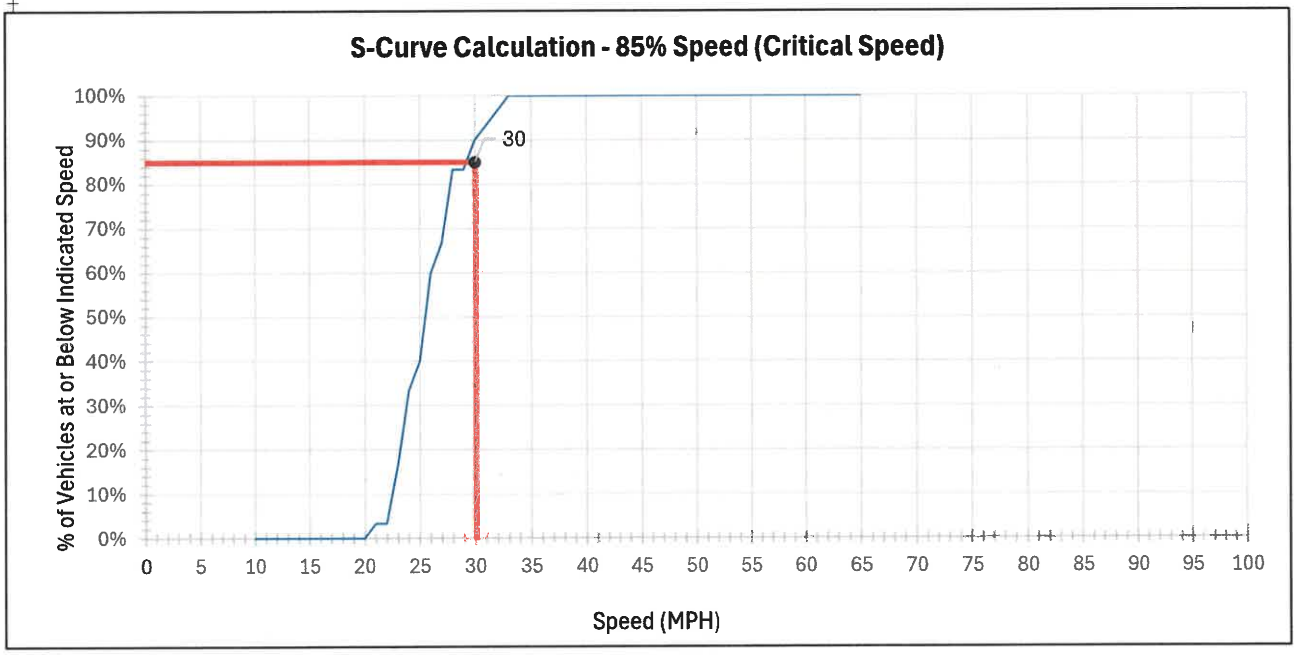
TIME: 12:41 p.m. - 1:41 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		23	-	32	26	26	28	30	
<=	>	<=	>	<	IN	>				<=	>
40%	60%	40%	60%	3%	93%	3%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
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21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
21	1	3%	1	3.3%
22	0	0%	1	3.3%
23	4	13%	5	16.7%
24	5	17%	10	33.3%
25	2	7%	12	40.0%
26	6	20%	18	60.0%
27	2	7%	20	66.7%
28	5	17%	25	83.3%
29	0	0%	25	83.3%
30	2	7%	27	90.0%
31	1	3%	28	93.3%
32	1	3%	29	96.7%
33	1	3%	30	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

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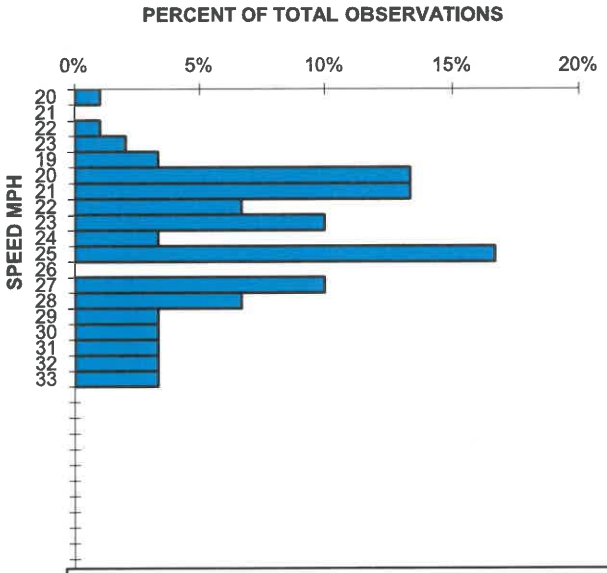
DATE: 12/8/2025

DAY: Monday

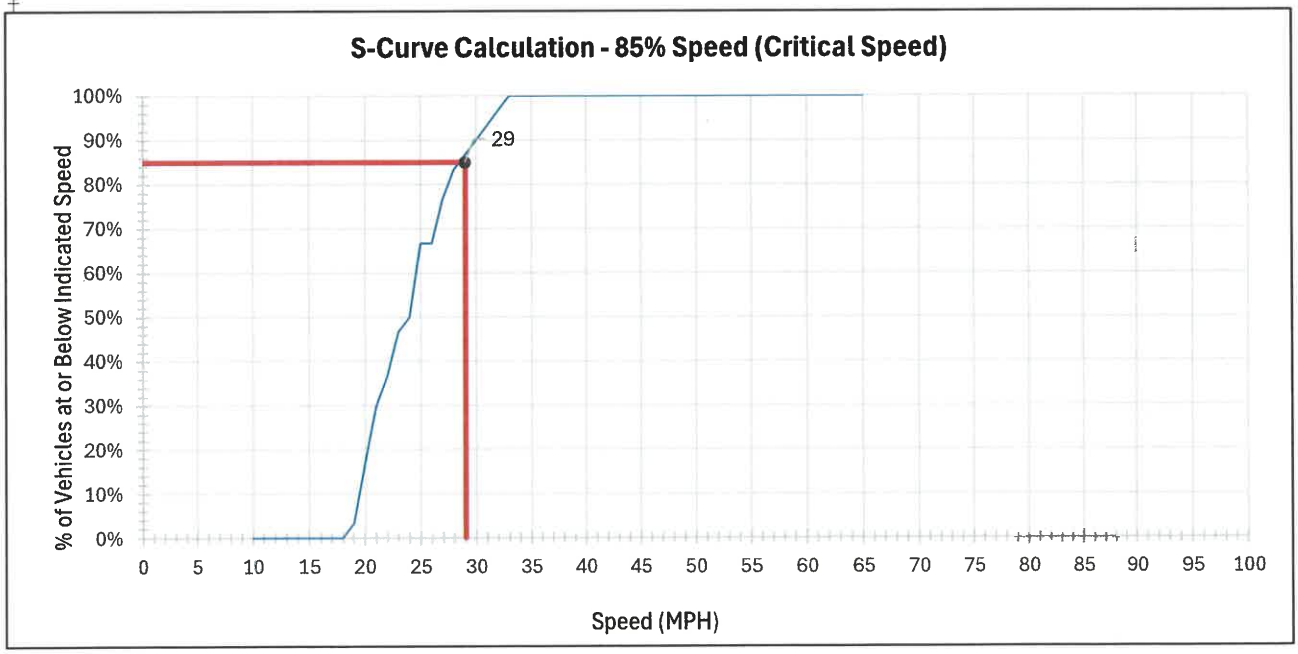
TIME: 12:41 p.m. - 1:41 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		19	-	28	25	25	27	29
<=	>	<=	>	<	IN	>				<=	>
67%	33%	67%	33%	0%	83%	17%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	3%	1	3.3%
20	4	13%	5	16.7%
21	4	13%	9	30.0%
22	2	7%	11	36.7%
23	3	10%	14	46.7%
24	1	3%	15	50.0%
25	5	17%	20	66.7%
26	0	0%	20	66.7%
27	3	10%	23	76.7%
28	2	7%	25	83.3%
29	1	3%	26	86.7%
30	1	3%	27	90.0%
31	1	3%	28	93.3%
32	1	3%	29	96.7%
33	1	3%	30	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Ripple Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

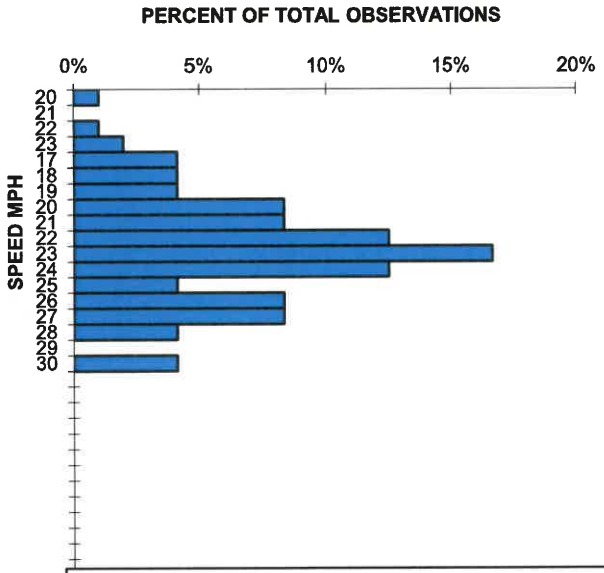
DATE: 12/8/2025

DAY: Monday

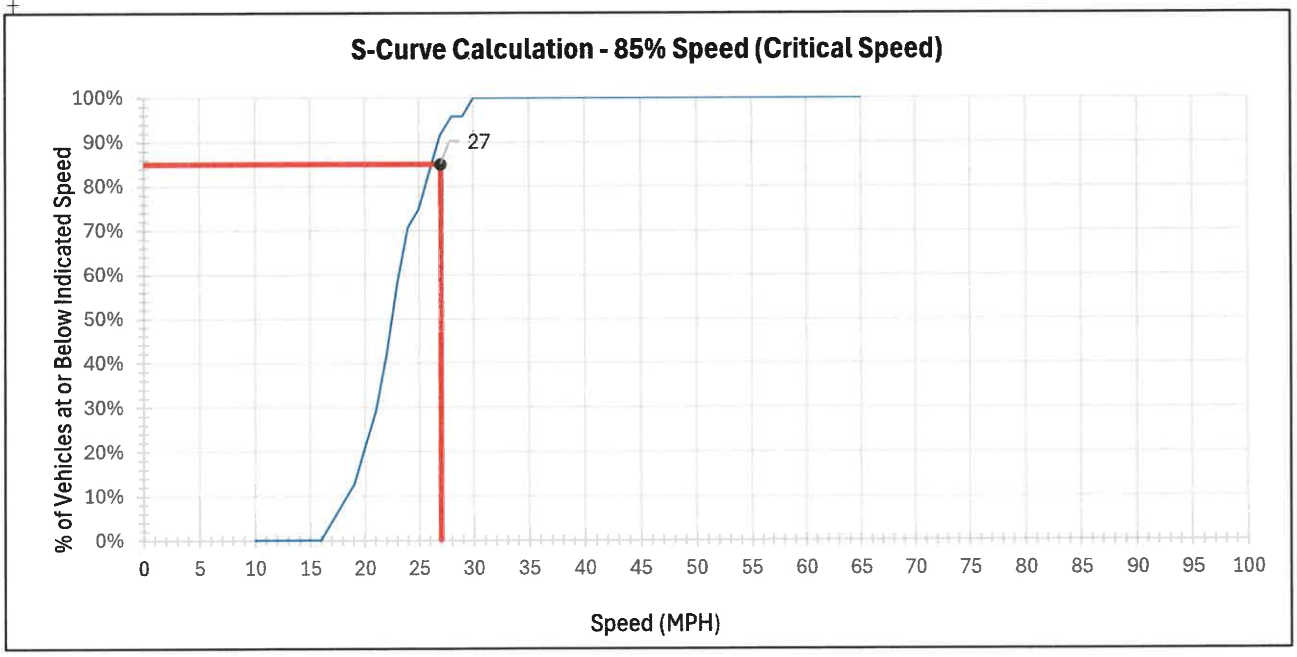
TIME: 1:46 p.m. - 2:46 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		18	-	27	23	23	24	27	
<=	>	<=	>	<	IN	>				<=	>
75%	25%	75%	25%	4%	88%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	4%	1	4.2%
18	1	4%	2	8.3%
19	1	4%	3	12.5%
20	2	8%	5	20.8%
21	2	8%	7	29.2%
22	3	13%	10	41.7%
23	4	17%	14	58.3%
24	3	13%	17	70.8%
25	1	4%	18	75.0%
26	2	8%	20	83.3%
27	2	8%	22	91.7%
28	1	4%	23	95.8%
29	0	0%	23	95.8%
30	1	4%	24	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: 17 Mile Dr at S of Ripple Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

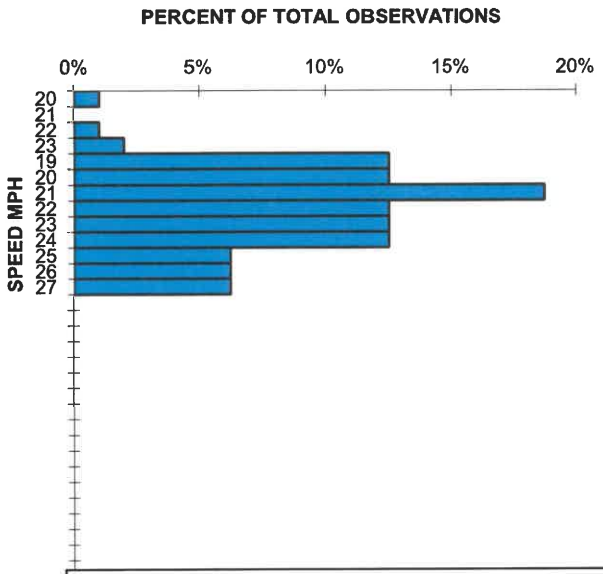
DATE: 12/8/2025

DAY: Monday

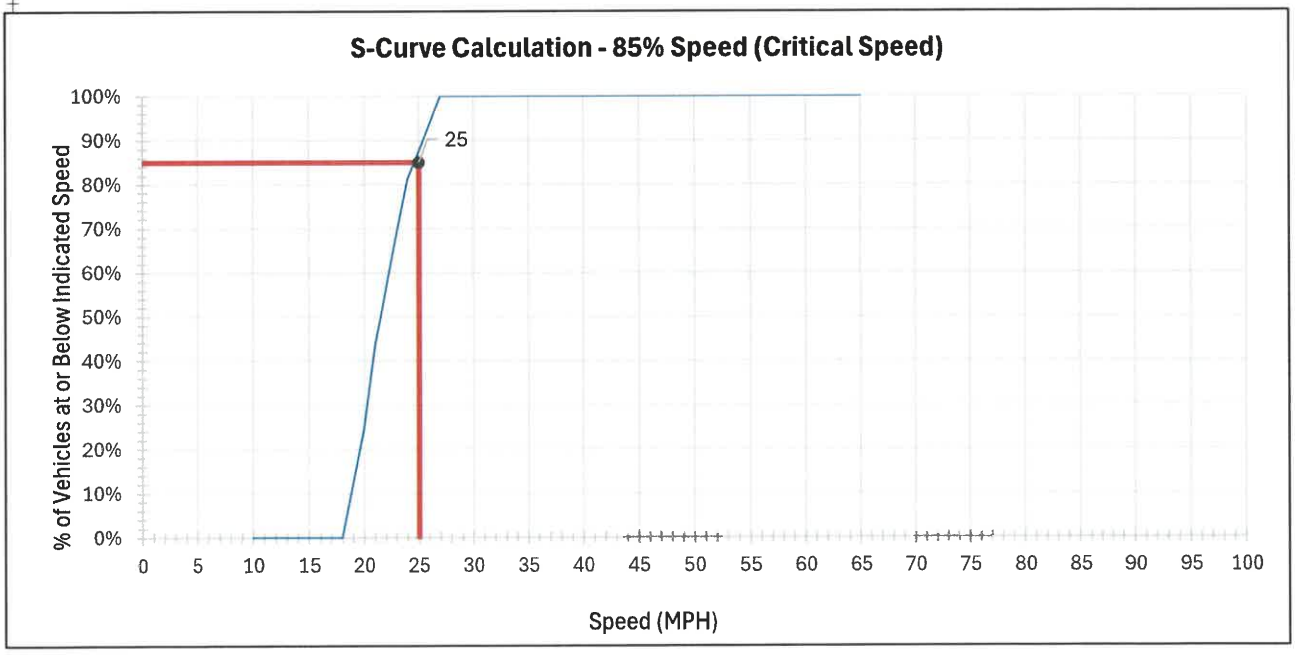
TIME: 1:46 p.m. - 2:46 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		19	-	28	22	22	23	25
<=	>	<=	>	<	IN	>				<=	>
88%	13%	88%	13%	0%	100%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	2	13%	2	12.5%
20	2	13%	4	25.0%
21	3	19%	7	43.8%
22	2	13%	9	56.3%
23	2	13%	11	68.8%
24	2	13%	13	81.3%
25	1	6%	14	87.5%
26	1	6%	15	93.8%
27	1	6%	16	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Asilomar Avenue

Ocean View Boulevard to Sinex Avenue

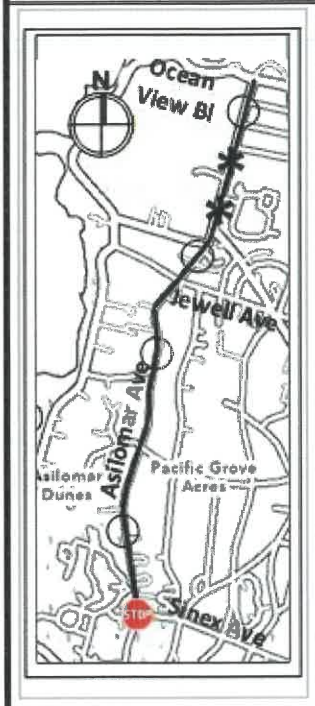
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	29.25	29.25
Rounded 85th Percentile Speed (MPH)	30	30
Mean (Average) Speed (MPH)	25	25
10-MPH Pace	18-27	20-29
No. of Collisions in 24 Months / 2-Yr Collision Rate	4 / 3.815	
Survey Segment Length (Feet) / Avg. Daily Traffic	6,589 / 1,151	
Previous Speed Limit	25	25
Date of Previous Survey	11/12/2015	
Date of This Survey/Weather Conditions	12/09/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	A/B / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Collector
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Sinex Ave
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	at 65 Asilomar Ave & 77 Asilomar Ave

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT 25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — Date: 02/13/2026

Survey Approved by:

Jon Blank, PE, TR2190 — Date: 02/13/2026

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Asilomar Avenue

Ocean View Boulevard to Sinex Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **N of Sinex Ave, N of Shell Ave, S of Arena Ave, S of Lighthouse Ave**
Date of Data Collection: **12/9/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 1,151 Current Speed Limit: 25

Survey Segment Length (FT): 6,589 Street Width (curb to curb): **Roadway width varies between 27 to 40 feet along segment.**

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **NB** Direction:	1	Lane(s)		
Number of Travel Lanes in **SB** Direction:	1	Lane(s)		
Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☑	Yes	☐	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	40			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	**None**			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Asilomar Avenue

Ocean View Boulevard to Sinex Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		
Type		Location
None		☐
Sharp Turns	South of Jewell Ave,	
Large Radius		

Vertical Curves		
Type		Location
None		☐
Hills	Shell Ave	
Sag Curves		

Controls Summary		
Type		Location
None		☐
All-Way Stops	Sinex Ave	
Traffic Signals	None	

Warning Devices		
Type		Location
None		☑
Ped Beacons	None	
Vehicle Speed Feedback Sign	None	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 4

2-Year Collision Rate (ACC/MVM): 3.815

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: Pacific Grove Golf Links

VII. COMMENTS/RECOMMENDATION

Asilomar Avenue is a two-lane, north–south roadway with unimproved segments and variable pavement widths ranging from approximately 27 to 40 feet. Curb and gutter are provided between Lighthouse Avenue and Ocean View Boulevard, while the segment from Lighthouse Avenue to Sinex Avenue remains unimproved, with limited pavement striping and no striping present south of Arena Avenue. The corridor lacks continuous pedestrian and bicycle facilities; pedestrians were observed walking within the travel lanes, and bicyclists are required to share the roadway without supporting pavement markings. The northern portion of the segment serves the Pacific Grove Golf Links, with facilities on both sides of the roadway and two uncontrolled pedestrian crossings used by pedestrians and golf carts. These existing geometric conditions, multi-modal activity, and crossing movements create conditions not readily apparent to motorists and are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the existing posted speed limit of 25 mph be retained.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Asilomar Ave at 832ft N of Sinex Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 25 ft

BUSINESS OR RESIDENCE DISTRICT: YES

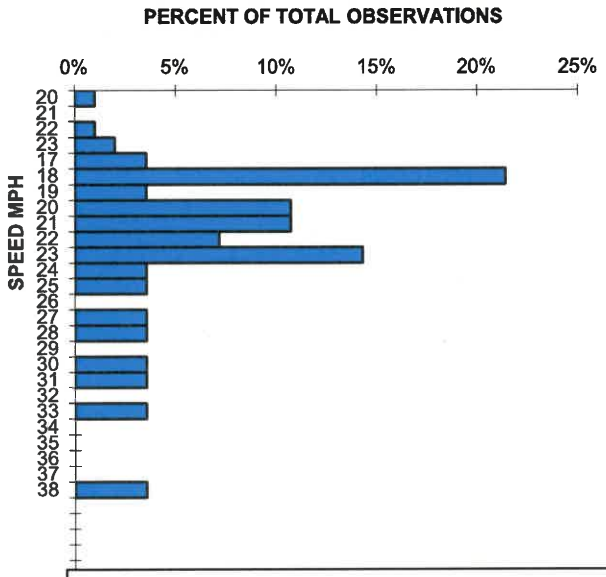
DATE: 12/9/2025

DAY: Tuesday

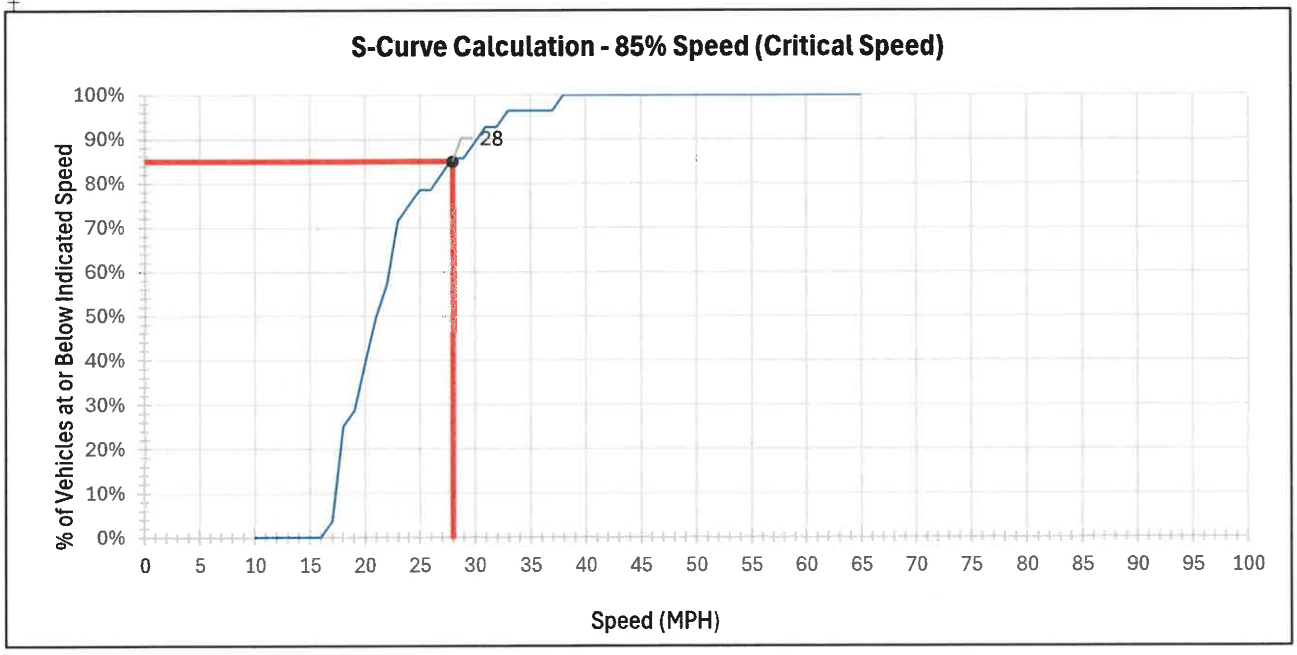
TIME: 2:38 p.m. - 3:21 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		17	-	26	23	22	23	28	
<=	>	<=	>	<	IN	>				<=	>
79%	21%	79%	21%	0%	79%	21%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	4%	1	3.6%
18	6	21%	7	25.0%
19	1	4%	8	28.6%
20	3	11%	11	39.3%
21	3	11%	14	50.0%
22	2	7%	16	57.1%
23	4	14%	20	71.4%
24	1	4%	21	75.0%
25	1	4%	22	78.6%
26	0	0%	22	78.6%
27	1	4%	23	82.1%
28	1	4%	24	85.7%
29	0	0%	24	85.7%
30	1	4%	25	89.3%
31	1	4%	26	92.9%
32	0	0%	26	92.9%
33	1	4%	27	96.4%
34	0	0%	27	96.4%
35	0	0%	27	96.4%
36	0	0%	27	96.4%
37	0	0%	27	96.4%
38	1	4%	28	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Asilomar Ave at 832ft N of Sinex Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 25 ft

BUSINESS OR RESIDENCE DISTRICT: YES

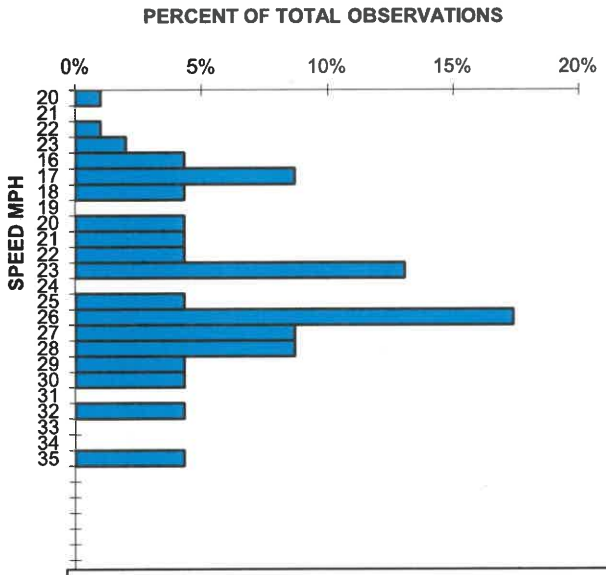
DATE: 12/9/2025

DAY: Tuesday

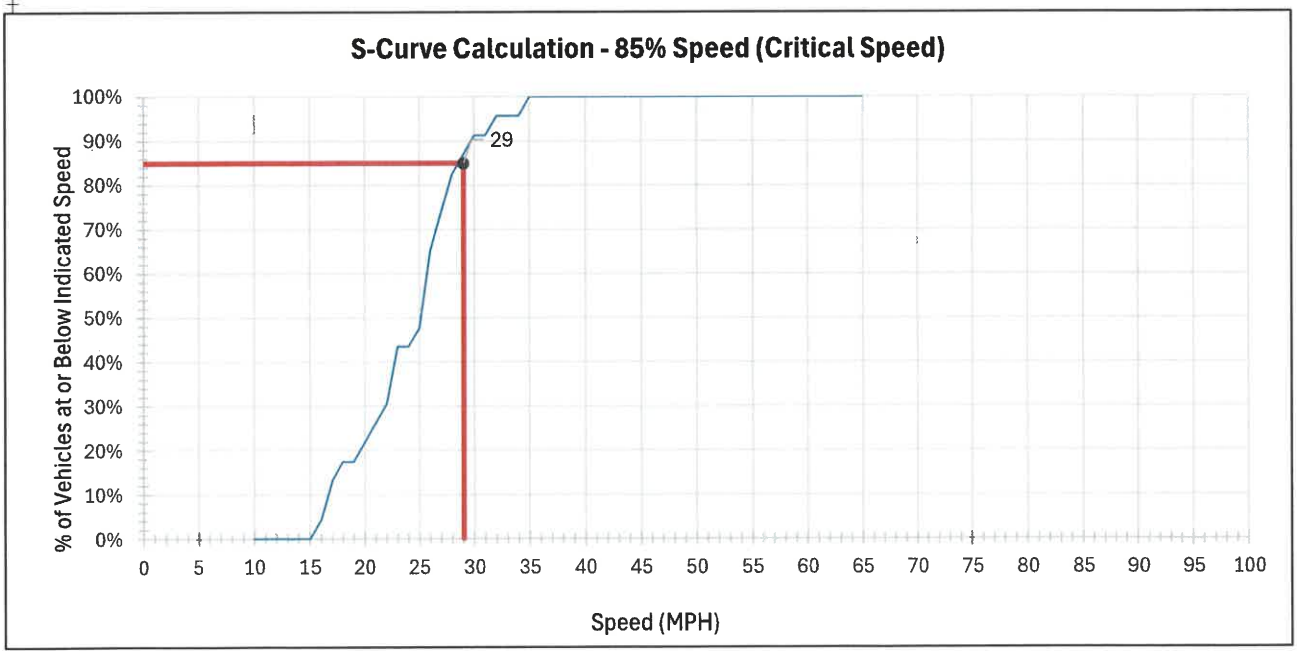
TIME: 2:38 p.m. - 3:21 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	26	27	29	
<=	>	<=	>	<	IN	>				<=	>
48%	52%	48%	52%	17%	70%	13%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	1	4%	1	4.3%
17	2	9%	3	13.0%
18	1	4%	4	17.4%
19	0	0%	4	17.4%
20	1	4%	5	21.7%
21	1	4%	6	26.1%
22	1	4%	7	30.4%
23	3	13%	10	43.5%
24	0	0%	10	43.5%
25	1	4%	11	47.8%
26	4	17%	15	65.2%
27	2	9%	17	73.9%
28	2	9%	19	82.6%
29	1	4%	20	87.0%
30	1	4%	21	91.3%
31	0	0%	21	91.3%
32	1	4%	22	95.7%
33	0	0%	22	95.7%
34	0	0%	22	95.7%
35	1	4%	23	100.0%



City of Pacific Grove

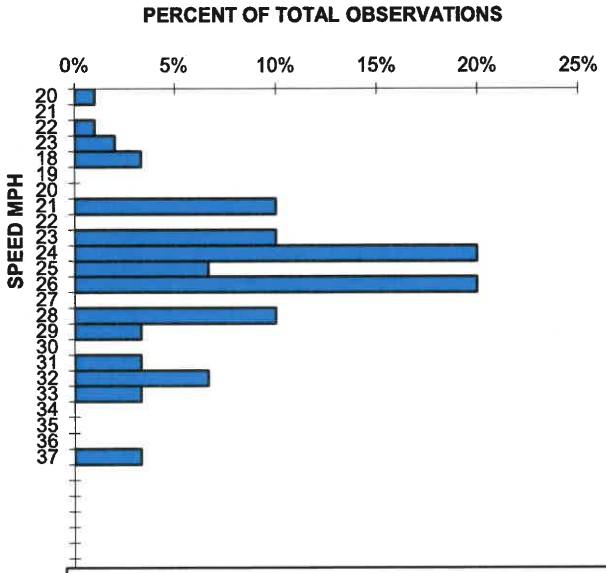
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

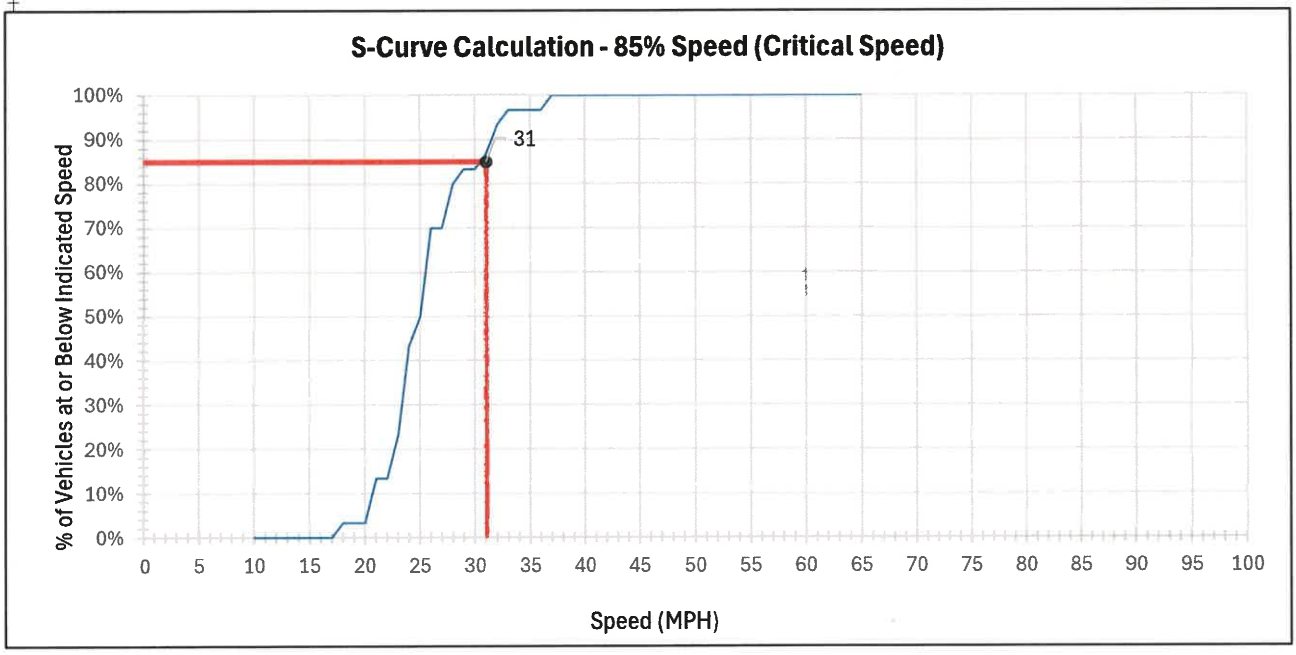
LOCATION: Asilomar Ave at N of Shell Ave
DIRECTION: NORTH
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 40 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/9/2025
DAY: Tuesday
TIME: 11:28 a.m. - 12:28 a.
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		18	-	27	26	26	26	31	
<=	>	<=	>	<	IN	>				<=	>
50%	50%	50%	50%	0%	70%	30%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	1	3%	1	3.3%
19	0	0%	1	3.3%
20	0	0%	1	3.3%
21	3	10%	4	13.3%
22	0	0%	4	13.3%
23	3	10%	7	23.3%
24	6	20%	13	43.3%
25	2	7%	15	50.0%
26	6	20%	21	70.0%
27	0	0%	21	70.0%
28	3	10%	24	80.0%
29	1	3%	25	83.3%
30	0	0%	25	83.3%
31	1	3%	26	86.7%
32	2	7%	28	93.3%
33	1	3%	29	96.7%
34	0	0%	29	96.7%
35	0	0%	29	96.7%
36	0	0%	29	96.7%
37	1	3%	30	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Asilomar Ave at N of Shell Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

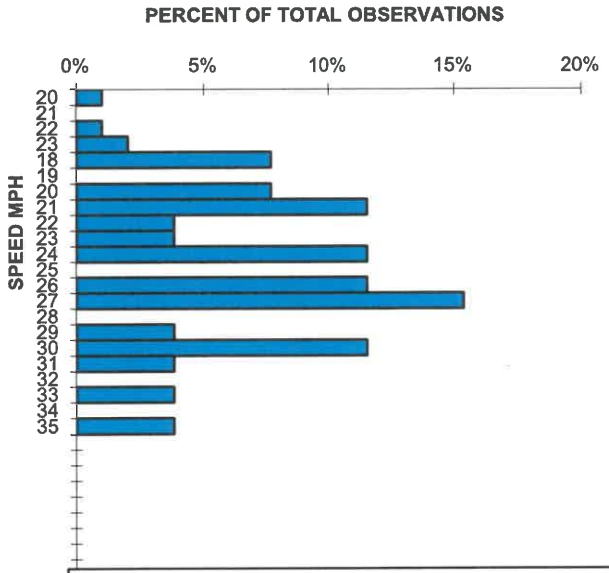
DATE: 12/9/2025

DAY: Tuesday

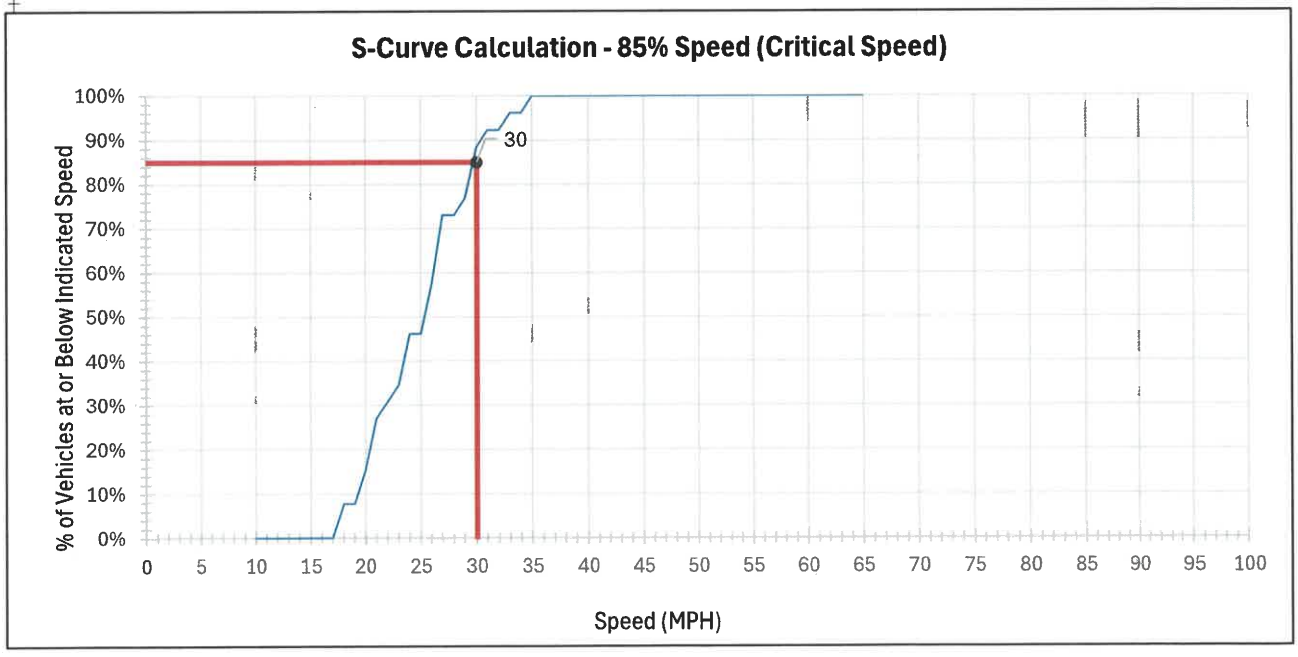
TIME: 11:28 a.m. - 12:28 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		18	-	27	25	26	27	30	
<=	>	<=	>	<	IN	>				<=	>
46%	54%	46%	54%	0%	73%	27%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	2	8%	2	7.7%
19	0	0%	2	7.7%
20	2	8%	4	15.4%
21	3	12%	7	26.9%
22	1	4%	8	30.8%
23	1	4%	9	34.6%
24	3	12%	12	46.2%
25	0	0%	12	46.2%
26	3	12%	15	57.7%
27	4	15%	19	73.1%
28	0	0%	19	73.1%
29	1	4%	20	76.9%
30	3	12%	23	88.5%
31	1	4%	24	92.3%
32	0	0%	24	92.3%
33	1	4%	25	96.2%
34	0	0%	25	96.2%
35	1	4%	26	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Shell Ave at S of Arena Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 18 ft

BUSINESS OR RESIDENCE DISTRICT: YES

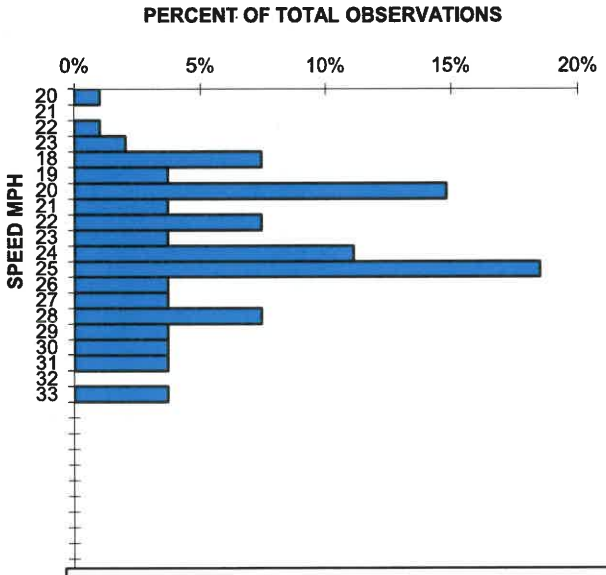
DATE: 12/9/2025

DAY: Tuesday

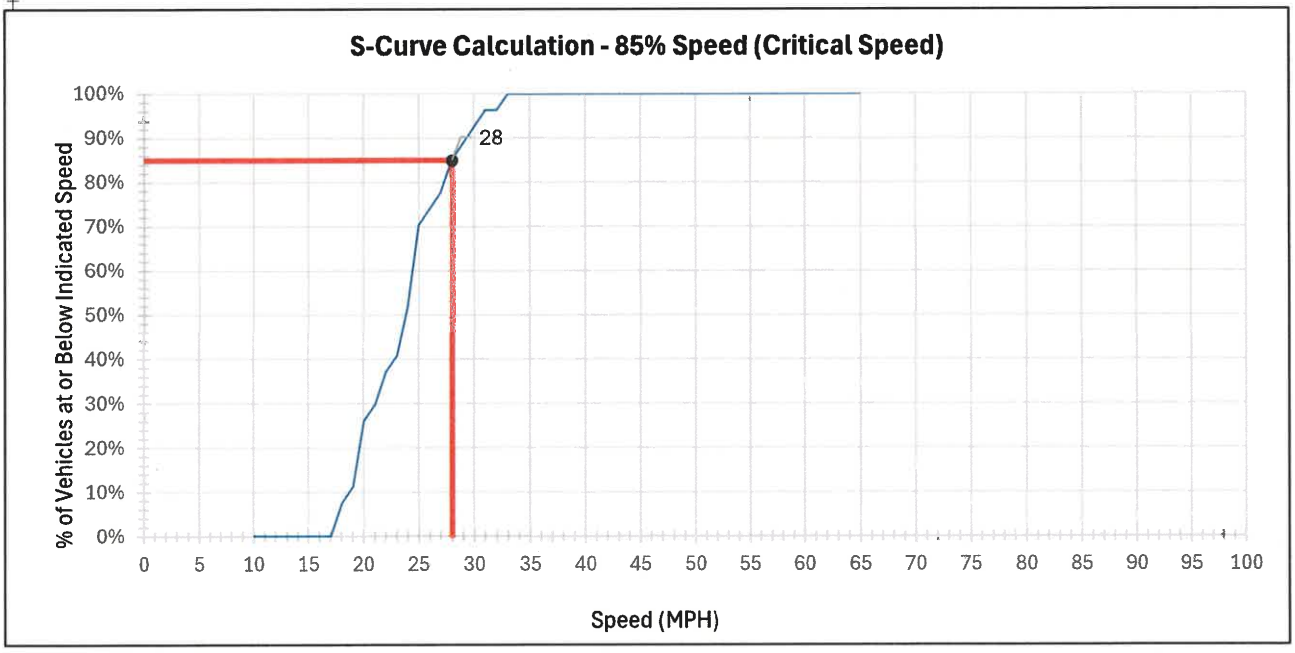
TIME: 1:35 p.m. - 2:35 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		18	-	27	24	24	25	28	
<=	>	<=	>	<	IN	>				<=	>
70%	30%	70%	30%	0%	78%	22%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	2	7%	2	7.4%
19	1	4%	3	11.1%
20	4	15%	7	25.9%
21	1	4%	8	29.6%
22	2	7%	10	37.0%
23	1	4%	11	40.7%
24	3	11%	14	51.9%
25	5	19%	19	70.4%
26	1	4%	20	74.1%
27	1	4%	21	77.8%
28	2	7%	23	85.2%
29	1	4%	24	88.9%
30	1	4%	25	92.6%
31	1	4%	26	96.3%
32	0	0%	26	96.3%
33	1	4%	27	100.0%



Asilomar Ave S of Arena Ave - NB

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Shell Ave at S of Arena Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 18 ft

BUSINESS OR RESIDENCE DISTRICT: YES

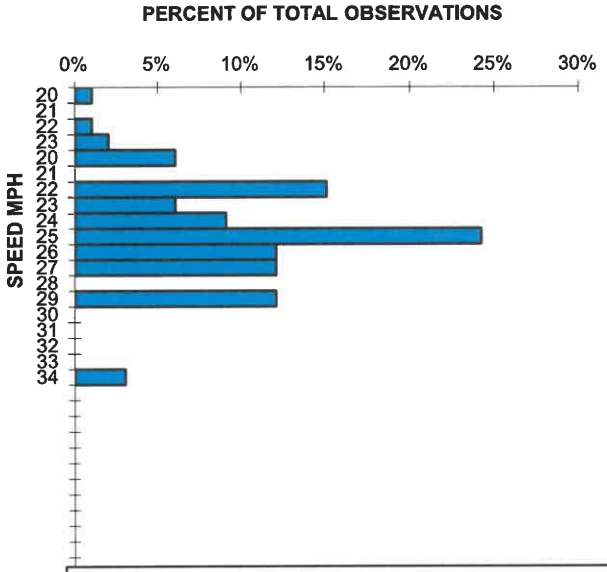
DATE: 12/9/2025

DAY: Tuesday

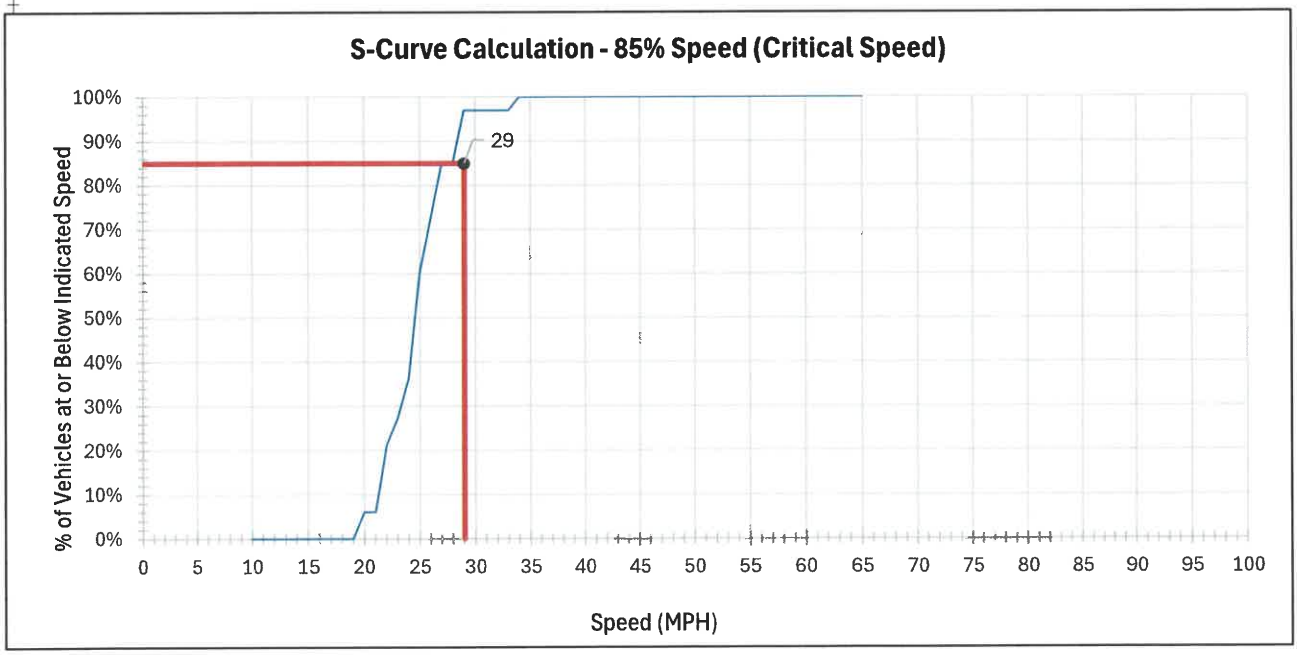
TIME: 1:35 p.m. - 2:35 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	25	26	29	
<=	>	<=	>	<	IN	>				<=	>
61%	39%	61%	39%	0%	97%	3%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	2	6%	2	6.1%
21	0	0%	2	6.1%
22	5	15%	7	21.2%
23	2	6%	9	27.3%
24	3	9%	12	36.4%
25	8	24%	20	60.6%
26	4	12%	24	72.7%
27	4	12%	28	84.8%
28	0	0%	28	84.8%
29	4	12%	32	97.0%
30	0	0%	32	97.0%
31	0	0%	32	97.0%
32	0	0%	32	97.0%
33	0	0%	32	97.0%
34	1	3%	33	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Shell Ave at S of Lighthouse Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

BUSINESS OR RESIDENCE DISTRICT: YES

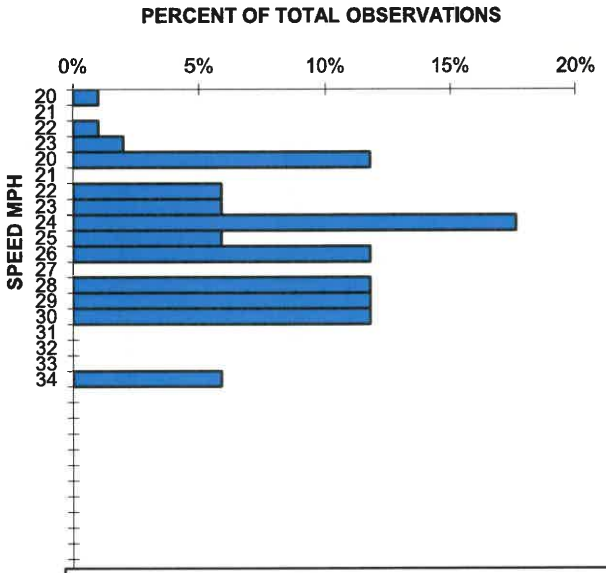
DATE: 12/9/2025

DAY: Tuesday

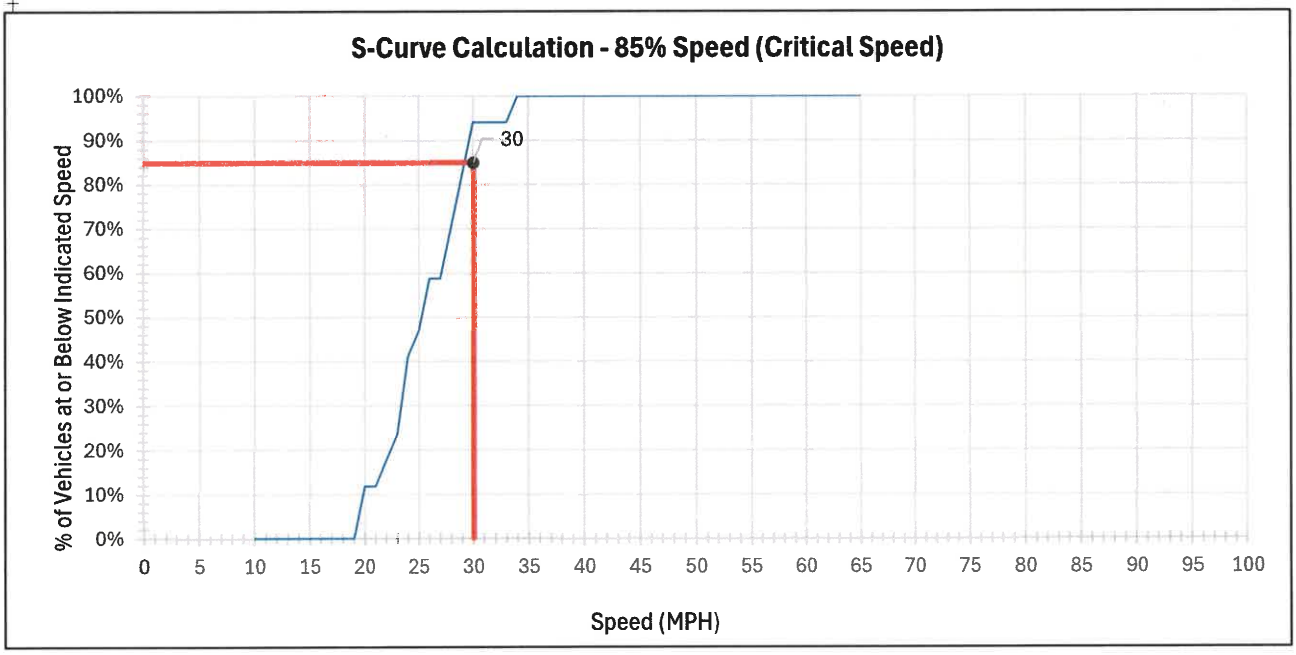
TIME: 12:31 p.m. - 1:31 p.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	26	26	28	30	
<=	>	<=	>	<	IN	>				<=	>
47%	53%	47%	53%	0%	82%	18%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	2	12%	2	11.8%
21	0	0%	2	11.8%
22	1	6%	3	17.6%
23	1	6%	4	23.5%
24	3	18%	7	41.2%
25	1	6%	8	47.1%
26	2	12%	10	58.8%
27	0	0%	10	58.8%
28	2	12%	12	70.6%
29	2	12%	14	82.4%
30	2	12%	16	94.1%
31	0	0%	16	94.1%
32	0	0%	16	94.1%
33	0	0%	16	94.1%
34	1	6%	17	100.0%



Asilomar Ave S of Lighthouse Ave - NB

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Shell Ave at S of Lighthouse Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

BUSINESS OR RESIDENCE DISTRICT: YES

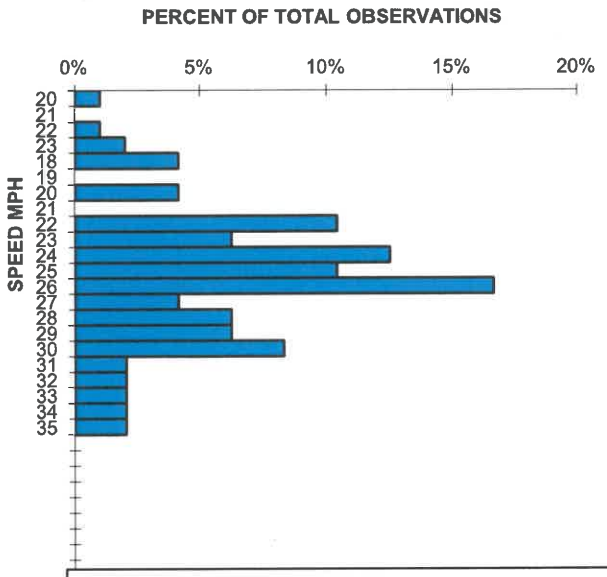
DATE: 12/9/2025

DAY: Tuesday

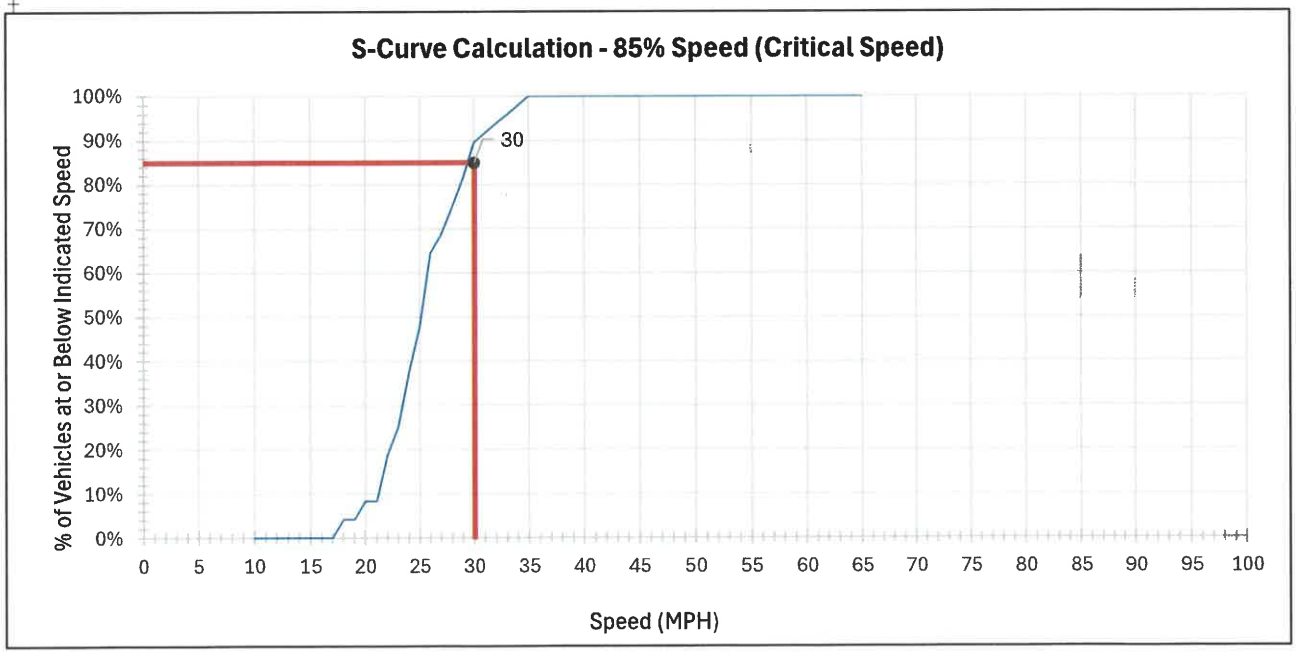
TIME: 12:31 p.m. - 1:31 p.m.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		22	-	31	26	26	27	30	
<=	>	<=	>	<	IN	>				<=	>
48%	52%	48%	52%	8%	83%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	2	4%	2	4.2%
19	0	0%	2	4.2%
20	2	4%	4	8.3%
21	0	0%	4	8.3%
22	5	10%	9	18.8%
23	3	6%	12	25.0%
24	6	13%	18	37.5%
25	5	10%	23	47.9%
26	8	17%	31	64.6%
27	2	4%	33	68.8%
28	3	6%	36	75.0%
29	3	6%	39	81.3%
30	4	8%	43	89.6%
31	1	2%	44	91.7%
32	1	2%	45	93.8%
33	1	2%	46	95.8%
34	1	2%	47	97.9%
35	1	2%	48	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Central Avenue

Eardley Avenue to Forest Avenue

Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	28	29
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	26	25
10-MPH Pace	10-29	21-30
No. of Collisions in 24 Months / 2-Yr Collision Rate	22 / 3.040	
Survey Segment Length (Feet) / Avg. Daily Traffic	4,083 / 12,818	
Previous Speed Limit	25	25
Date of Previous Survey	11/19/2025	
Date of This Survey/Weather Conditions	12/09/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	B,C,D,E,F / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Major Arterial
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Forest Ave
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian: Crossing Locations	Grand Ave, Fountain Ave, 15th St, 14th St, 13th St, 12th St, Carmel Ave, 11th St, 10th St, 9th St, 3rd St, Dewey Ave, Eardley Ave

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Adolfo Gonzalez, PM — Date

Survey Approved by:

Jon Blank — 02/13/2026
Jon Blank, PE, TR2190 — Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Central Avenue

Eardley Avenue to Forest Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **W of Dewey Ave, W of 7th St, W of Carmel Ave**
Date of Data Collection: **12/09/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☐ Arterial Minor ☑ Arterial Major

Average Daily Traffic (ADT) Volume: **12,818** Current Speed Limit: **25**

Survey Segment Length (FT): **4,083** Street Width (curb to curb): **Eardley Ave to 1st St - 56'**
1st St to Forest Ave - 34'

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **EB** Direction: **1** Lane(s)

Number of Travel Lanes in **WB** Direction: **1** Lane(s)

Two-Way Left Turn Lanes:	☑	Yes	☐	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	**35**			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	**None**			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Central Avenue

Eardley Avenue to Forest Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		
Type		Location
None		☐
Sharp Turns	at 1st St	
Large Radius		

Vertical Curves		
Type		Location
None		☑
Hills	at 1st St, at Forest Av	
Sag Curves		

Controls Summary		
Type		Location
None		☐
All-Way Stops	Forest Ave	
Traffic Signals	None	

Warning Devices		
Type		Location
None		☑
Ped Beacons		
Vehicle Speed Feedback Sign		

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 22

2-Year Collision Rate (ACC/MVM): 3.040

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: Commercial

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: Jewell Park

VII. COMMENTS/RECOMMENDATION

Central Avenue is a mixed-use corridor with both commercial and residential characteristics. The segment between Eardley Avenue and Dewey Avenue is commercial in nature, approximately 56 feet wide, and includes median islands, dedicated left-turn lanes, and two-way left-turn lane treatments, while the segment between Dewey Avenue and Forest Avenue transitions to a residential character and is approximately 34 feet wide. Pavement striping varies along the residential section, with double yellow centerlines provided between Dewey Avenue and 3rd Street and between 13th Street and Forest Avenue, and a single centerline permitting passing between 3rd Street and 13th Street. The corridor contains thirteen uncontrolled pedestrian crosswalks, and high mid-block pedestrian activity was observed within the commercial segment. Bicyclists are required to share the roadway in the absence of designated bicycle facilities or "Share the Road" pavement markings. The measured 85th percentile speed for the overall segment is 29 mph, and the corridor exhibits a crash rate of 3.04 per Million Vehicle Miles, which exceeds the Caltrans statewide average crash rate of 1.08 per Million Vehicle Miles for similar urban arterial roadways. These roadway characteristics, elevated collision experience, pedestrian activity, and multimodal operating conditions constitute conditions not readily apparent to motorists and are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the existing posted speed limit of 25 mph be retained.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Central Ave at W of Dewey Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 56 ft

BUSINESS OR RESIDENCE DISTRICT: YES

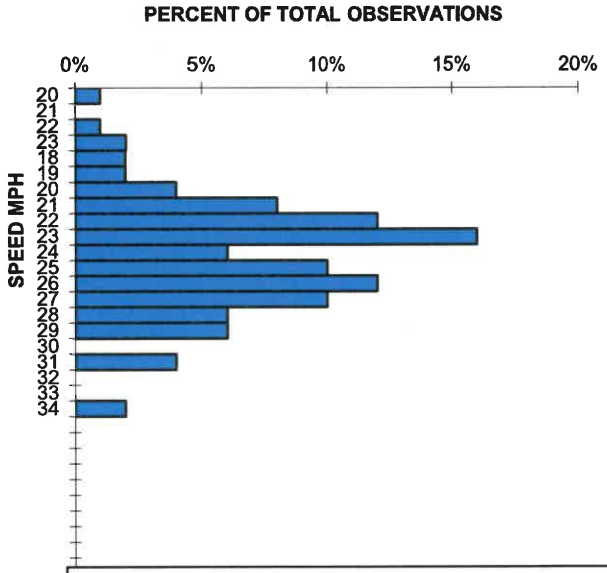
DATE: 12/9/2025

DAY: Tuesday

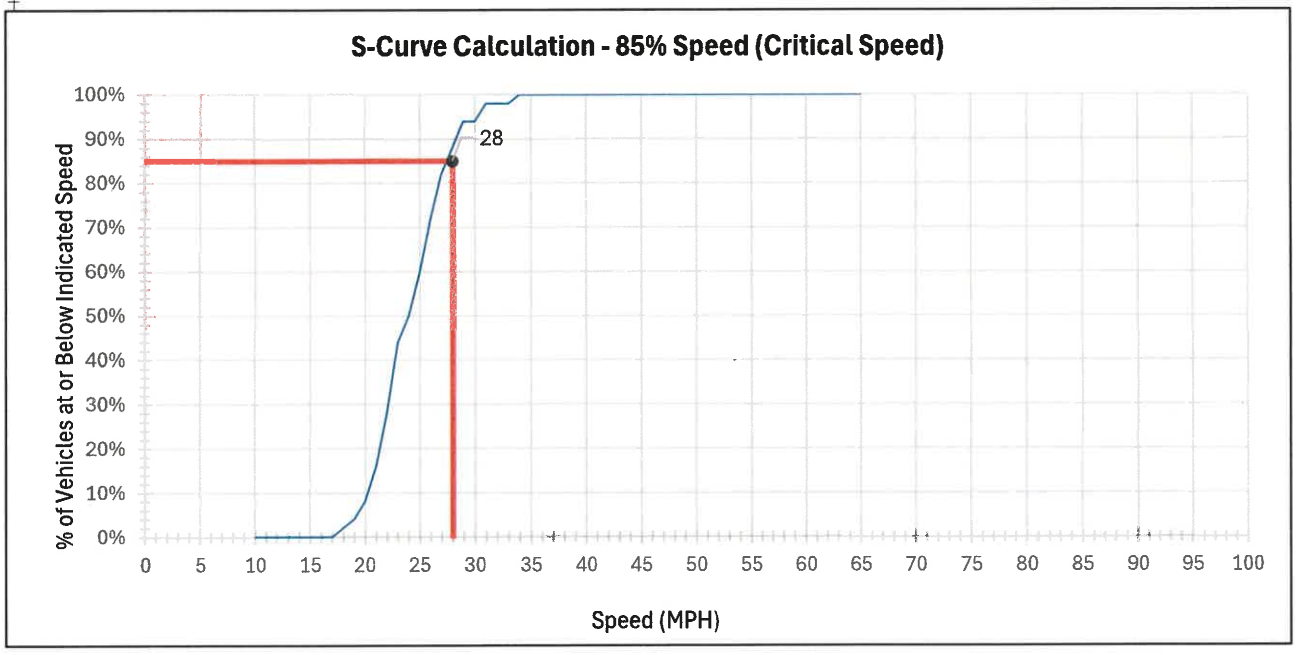
TIME: 9:16 a.m. - 9:56 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	25	26	28	
<=	>	<=	>	<	IN	>				<=	>
60%	40%	60%	40%	4%	90%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	1	2%	1	2.0%
19	1	2%	2	4.0%
20	2	4%	4	8.0%
21	4	8%	8	16.0%
22	6	12%	14	28.0%
23	8	16%	22	44.0%
24	3	6%	25	50.0%
25	5	10%	30	60.0%
26	6	12%	36	72.0%
27	5	10%	41	82.0%
28	3	6%	44	88.0%
29	3	6%	47	94.0%
30	0	0%	47	94.0%
31	2	4%	49	98.0%
32	0	0%	49	98.0%
33	0	0%	49	98.0%
34	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Central Ave at W of Dewey Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 56 ft

BUSINESS OR RESIDENCE DISTRICT: YES

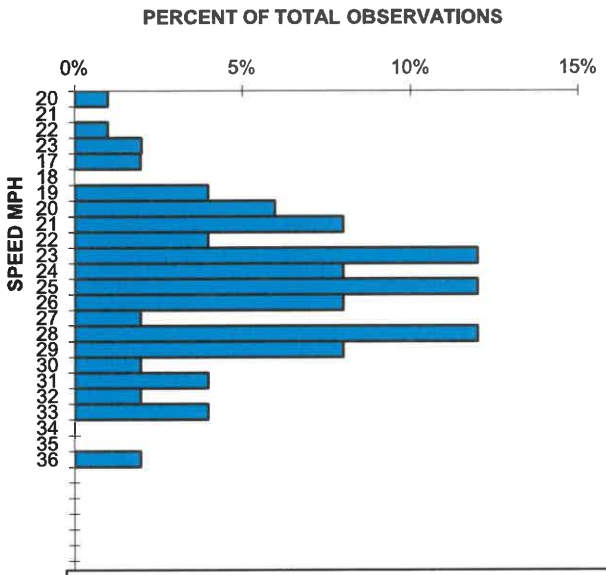
DATE: 12/9/2025

DAY: Tuesday

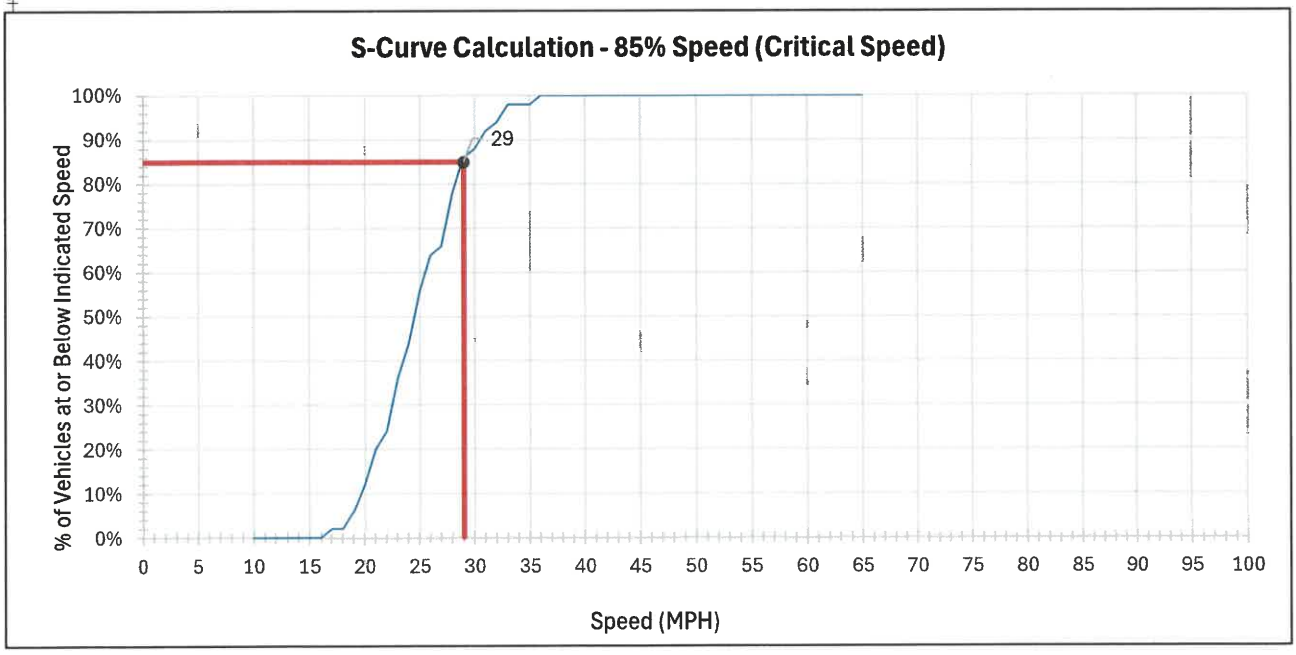
TIME: 9:16 a.m. - 9:56 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	25	28	29	
<=	>	<=	>	<	IN	>				<=	>
56%	44%	56%	44%	6%	80%	14%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	0	0%	1	2.0%
19	2	4%	3	6.0%
20	3	6%	6	12.0%
21	4	8%	10	20.0%
22	2	4%	12	24.0%
23	6	12%	18	36.0%
24	4	8%	22	44.0%
25	6	12%	28	56.0%
26	4	8%	32	64.0%
27	1	2%	33	66.0%
28	6	12%	39	78.0%
29	4	8%	43	86.0%
30	1	2%	44	88.0%
31	2	4%	46	92.0%
32	1	2%	47	94.0%
33	2	4%	49	98.0%
34	0	0%	49	98.0%
35	0	0%	49	98.0%
36	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Central Ave at W of 7th St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

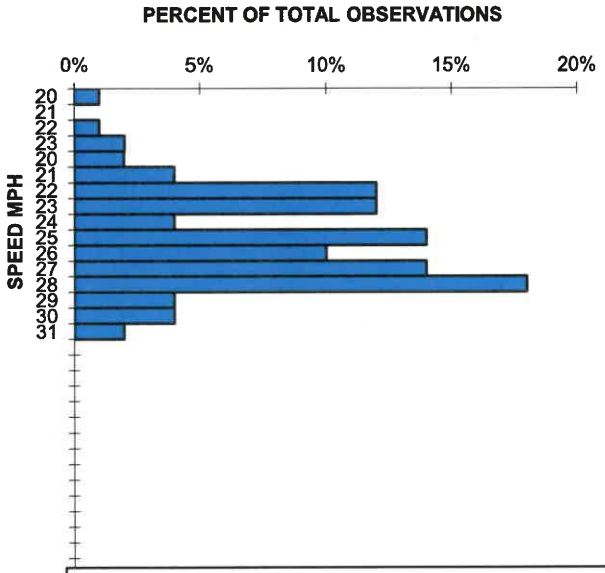
DATE: 12/9/2025

DAY: Tuesday

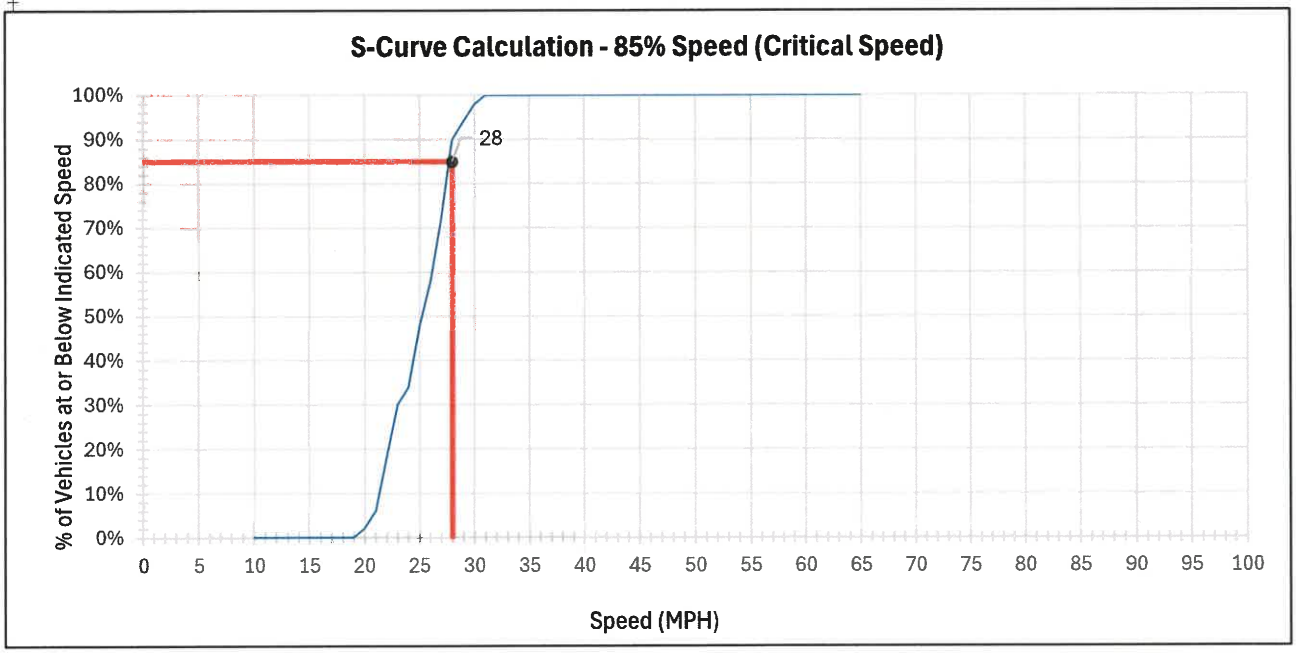
TIME: 10:01 a.m. - 10:40 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	26	26	27	28	
<=	>	<=	>	<	IN	>				<=	>
48%	52%	48%	52%	2%	96%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	1	2%	1	2.0%
21	2	4%	3	6.0%
22	6	12%	9	18.0%
23	6	12%	15	30.0%
24	2	4%	17	34.0%
25	7	14%	24	48.0%
26	5	10%	29	58.0%
27	7	14%	36	72.0%
28	9	18%	45	90.0%
29	2	4%	47	94.0%
30	2	4%	49	98.0%
31	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Central Ave at W of 7th St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

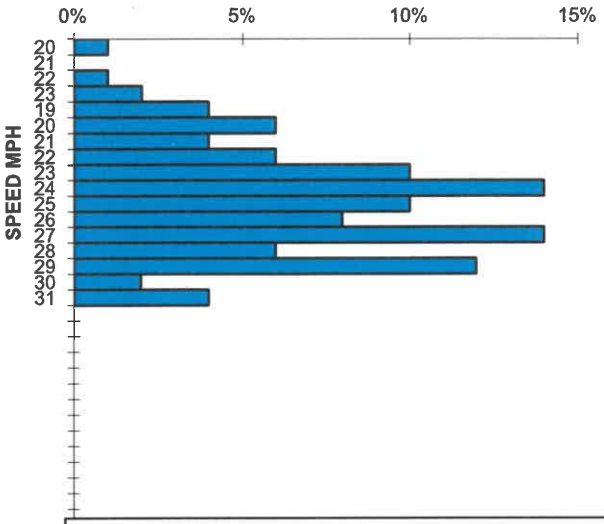
DATE: 12/9/2025

DAY: Tuesday

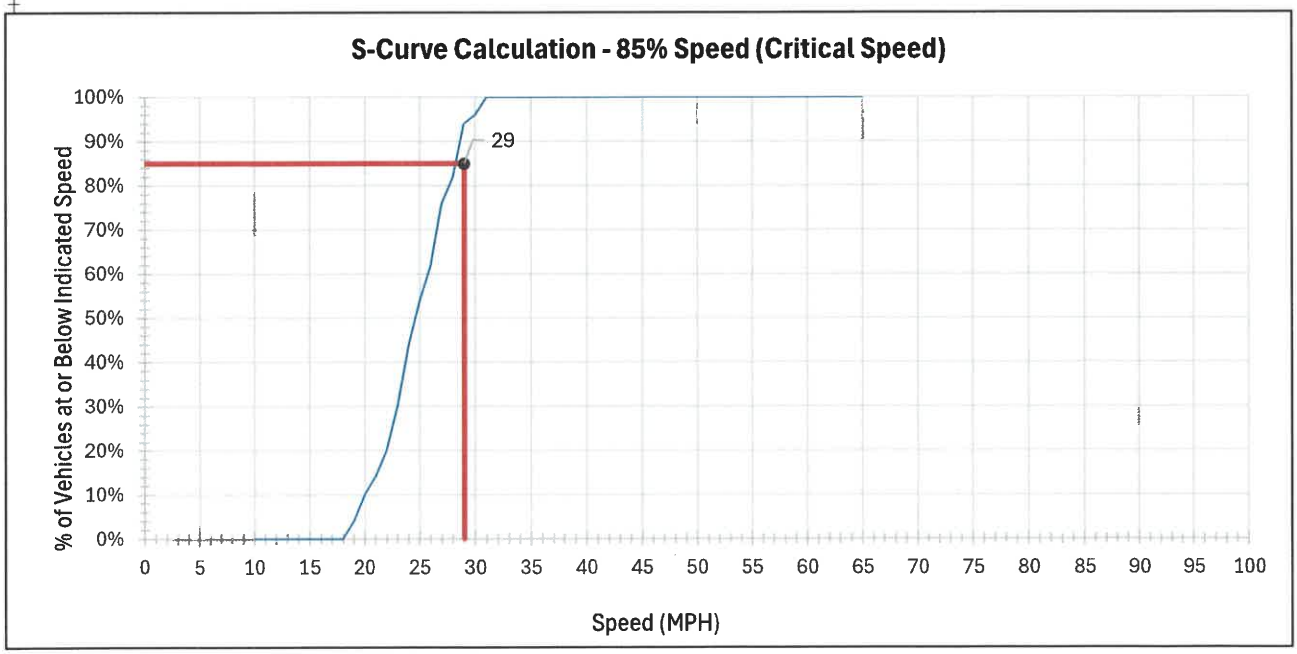
TIME: 10:01 a.m. - 10:40 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	25	27	29	
<=	>	<=	>	<	IN	>				<=	>
54%	46%	54%	46%	4%	90%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	2	4%	2	4.0%
20	3	6%	5	10.0%
21	2	4%	7	14.0%
22	3	6%	10	20.0%
23	5	10%	15	30.0%
24	7	14%	22	44.0%
25	5	10%	27	54.0%
26	4	8%	31	62.0%
27	7	14%	38	76.0%
28	3	6%	41	82.0%
29	6	12%	47	94.0%
30	1	2%	48	96.0%
31	2	4%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Central Ave at W Carmel Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

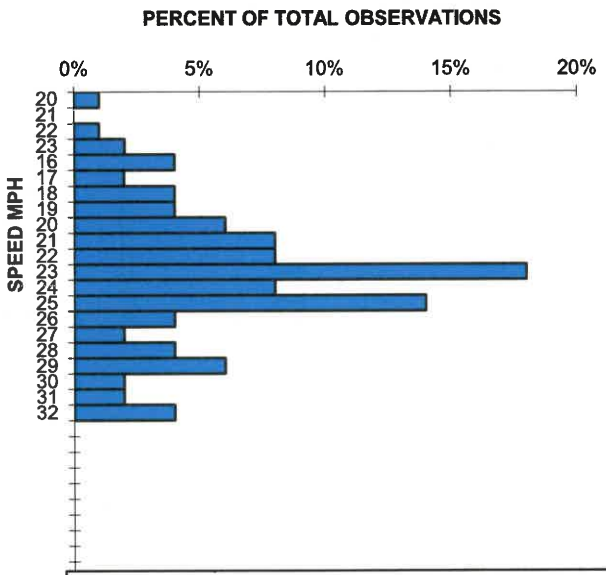
DATE: 12/9/2025

DAY: Tuesday

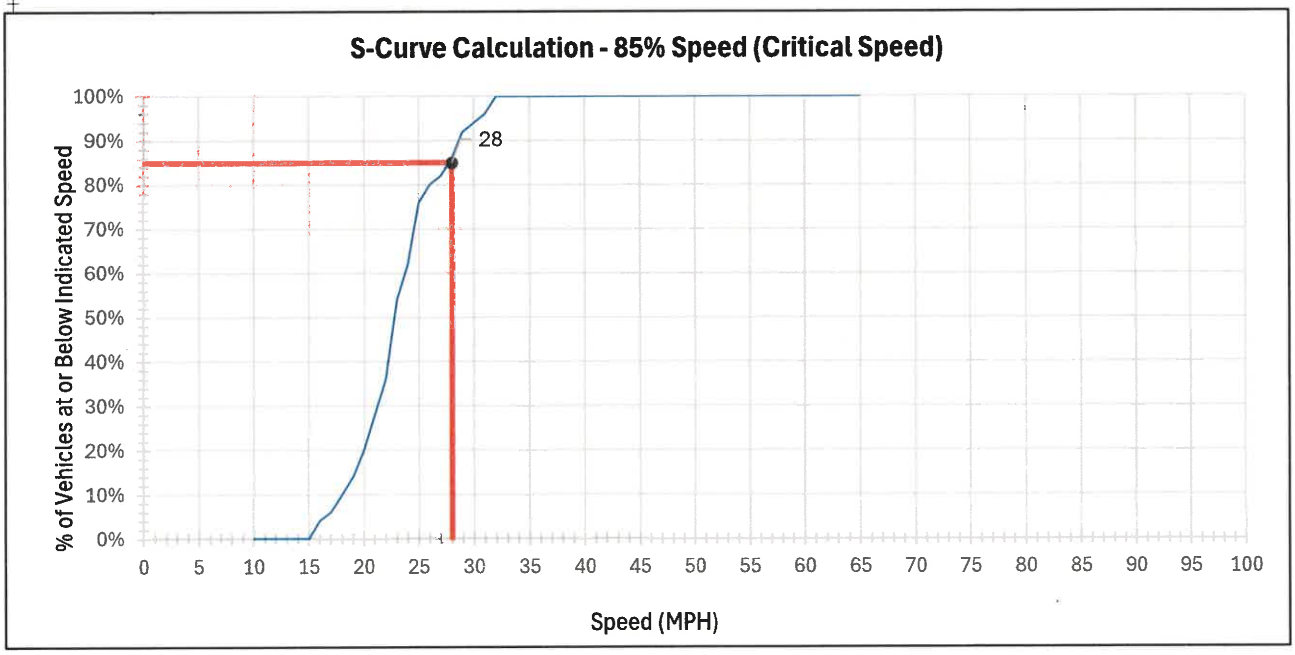
TIME: 10:44 a.m. - 11:16 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	24	23	25	28	
<=	>	<=	>	<	IN	>				<=	>
76%	24%	76%	24%	14%	78%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	2	4%	2	4.0%
17	1	2%	3	6.0%
18	2	4%	5	10.0%
19	2	4%	7	14.0%
20	3	6%	10	20.0%
21	4	8%	14	28.0%
22	4	8%	18	36.0%
23	9	18%	27	54.0%
24	4	8%	31	62.0%
25	7	14%	38	76.0%
26	2	4%	40	80.0%
27	1	2%	41	82.0%
28	2	4%	43	86.0%
29	3	6%	46	92.0%
30	1	2%	47	94.0%
31	1	2%	48	96.0%
32	2	4%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Central Ave at W Carmel Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

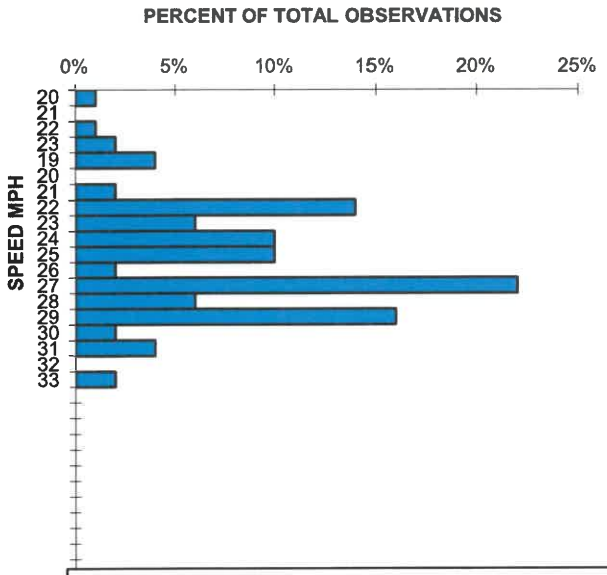
DATE: 12/9/2025

DAY: Tuesday

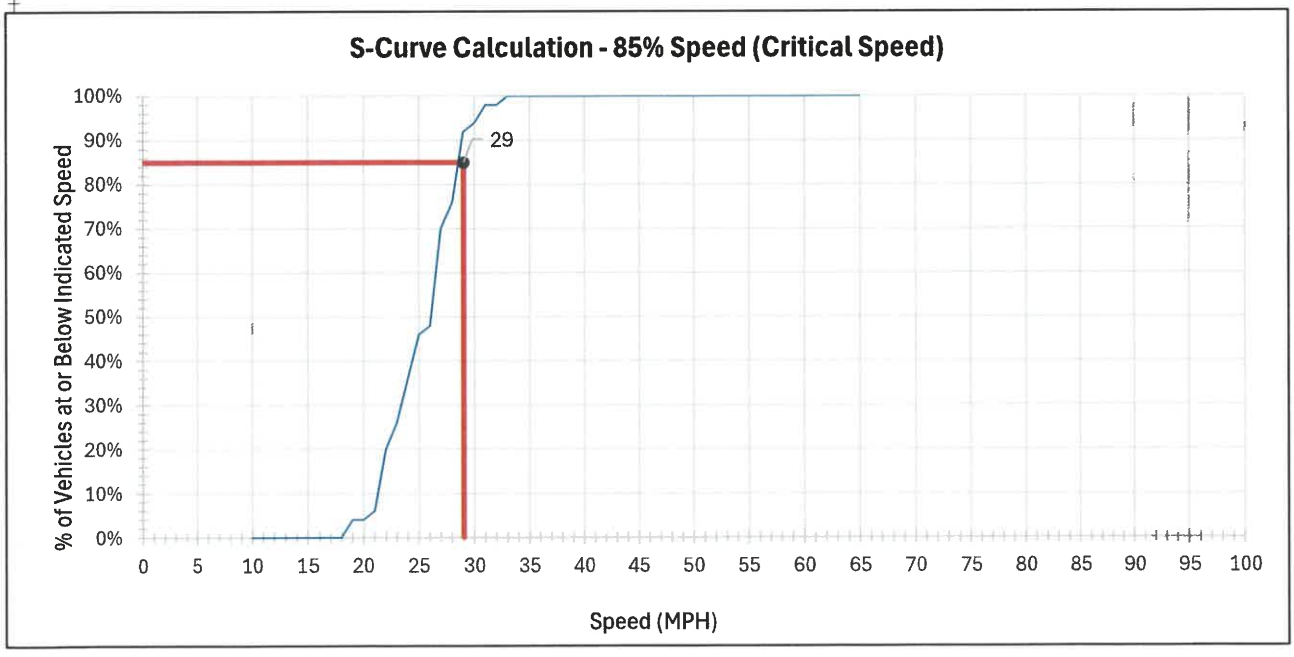
TIME: 10:44 a.m. - 11:16 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		22	-	31	26	27	27	29	
<=	>	<=	>	<	IN	>				<=	>
46%	54%	46%	54%	6%	92%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	2	4%	2	4.0%
20	0	0%	2	4.0%
21	1	2%	3	6.0%
22	7	14%	10	20.0%
23	3	6%	13	26.0%
24	5	10%	18	36.0%
25	5	10%	23	46.0%
26	1	2%	24	48.0%
27	11	22%	35	70.0%
28	3	6%	38	76.0%
29	8	16%	46	92.0%
30	1	2%	47	94.0%
31	2	4%	49	98.0%
32	0	0%	49	98.0%
33	1	2%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Congress Avenue

David Avenue to SR68 (Sunset Drive)

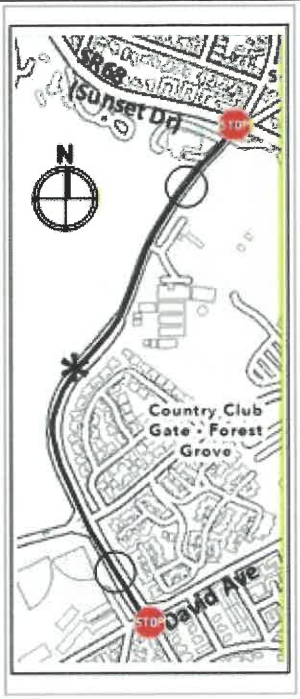
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	31.5	31.5
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	28	28
10-MPH Pace	23-32	24-33
No. of Collisions in 24 Months / 2-Yr Collision Rate	1 /	0.436
Survey Segment Length (Feet) / Avg. Daily Traffic	3,232 /	5,131
Previous Speed Limit	25	25
Date of Previous Survey	11/19/2025	
Date of This Survey/Weather Conditions	12/02/2025 /	Clear & Dry
Segment Roadway Markings/No. of Through Lanes	C,F /	2

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Minor Arteria**
	Land Use is Predominantly:	**Recreational**
	All-Way Stop Controls at:	**David Ave, Sunset Ave**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**located approximately 822 ft N of Forest Lodge Rd**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT **25**

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Adolfo Gonzalez, PM — Date

Survey Approved by:

Jon Blank — 02/13/2026
Jon Blank, PE, TR2190 — Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Congress Avenue

David Avenue to SR68 (Sunset Drive)

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **S of Sunset Dr, N of David Ave**
Date of Data Collection: **12/2/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☑ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 5,131 Current Speed Limit: 25

Survey Segment Length (FT): 3,232 Street Width (curb to curb): Divided roadway from David Ave to Forest Grove Elementary School -16 ft lanes each direction. 34 ft wide from Forest Grove Elementary School to Sunset Dr.

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in NB Direction: 1 Lane(s)

Number of Travel Lanes in SB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	10			
Segment part of a Suggested Route to School:	☑	Yes	☐	No

Schools Served by Roadway Segment: **Forest Grove Elementary School**

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Congress Avenue

David Avenue to SR68 (Sunset Drive)

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		Vertical Curves	
Type	Location	Type	Location
None	☐	None	☑
Sharp Turns		Hills	
Large Radius	at Forest Lodge Rd	Sag Curves	

Controls Summary		Warning Devices	
Type	Location	Type	Location
None	☐	None	☑
All-Way Stops	David Ave, Sunset Ave	Ped Beacons	
Traffic Signals	None	Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 1

2-Year Collision Rate (ACC/MVM): 0.436

VI. LAND USE SUMMARY

Predominant Land Use Type: Recreational

Other existing Land Use Types in Study Segment: Institutional

Schools in/near Study Segment: Forest Grove Elementary School

Parks or Senior Centers in/near Study Segment: RIP Van Winkle Open Space, Breaker Stadium Complex

VII. COMMENTS/RECOMMENDATION

Congress Avenue is a north–south roadway that is partially divided by a landscaped median between David Avenue and Forest Grove Elementary School. Within this median-divided section, each direction of travel is approximately 16 feet wide, while the remaining portions of the corridor are approximately 34 feet wide. The Rip Van Winkle Open Space is located along the east side of Congress Avenue and encompasses approximately 75 percent of the study segment. Additional sensitive land uses include Forest Grove Elementary School and Breaker Stadium, both of which generate regular pedestrian activity. A pedestrian pathway is provided along the west side of the roadway from David Avenue to the school frontage, which is improved with curb, gutter, and sidewalk; the pathway continues along the school boundary to Sunset Drive. The measured 85th percentile speed for the segment is 32 mph. These roadway characteristics, adjacent open space and school land uses, pedestrian facilities, and documented operating speeds constitute conditions not readily apparent to motorists and are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the existing

City of Pacific Grove

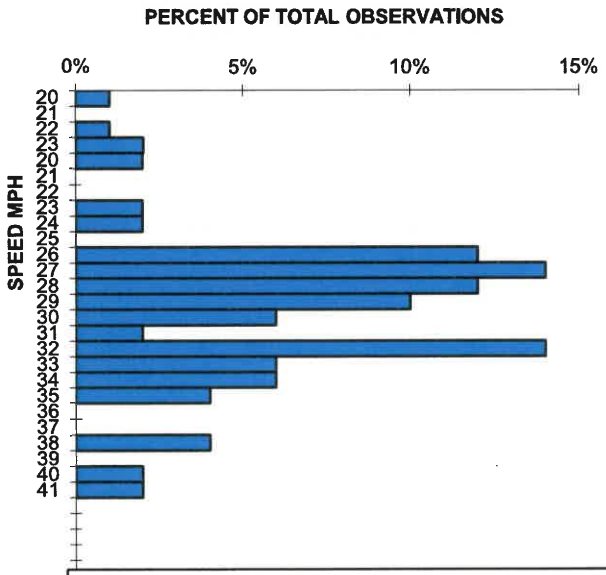
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

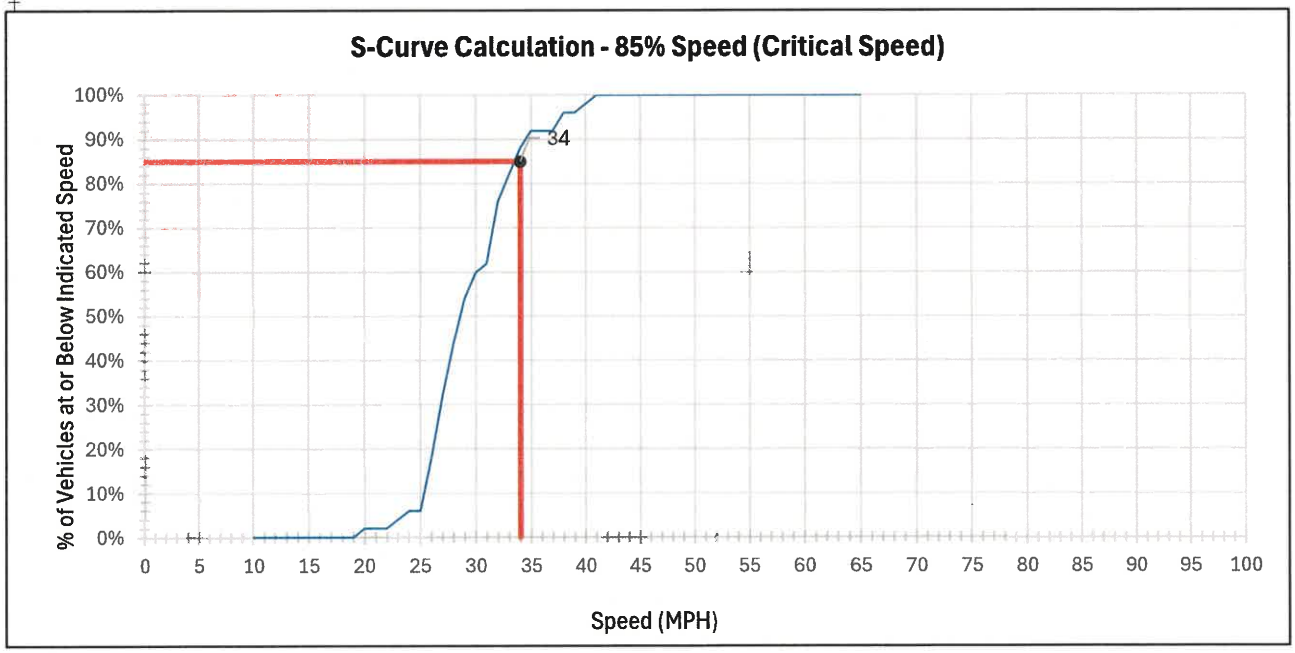
LOCATION: Congress Ave at 700 ft S of Sunset Dr
DIRECTION: NORTH
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 32 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/2/2025
DAY: Tuesday
TIME: 9:05 a.m. - 9:39 a.m
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		26	-	35	30	29	32	34
<=	>	<=	>	<	IN	>				<=	>
6%	94%	6%	94%	6%	86%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	1	2%	1	2.0%
21	0	0%	1	2.0%
22	0	0%	1	2.0%
23	1	2%	2	4.0%
24	1	2%	3	6.0%
25	0	0%	3	6.0%
26	6	12%	9	18.0%
27	7	14%	16	32.0%
28	6	12%	22	44.0%
29	5	10%	27	54.0%
30	3	6%	30	60.0%
31	1	2%	31	62.0%
32	7	14%	38	76.0%
33	3	6%	41	82.0%
34	3	6%	44	88.0%
35	2	4%	46	92.0%
36	0	0%	46	92.0%
37	0	0%	46	92.0%
38	2	4%	48	96.0%
39	0	0%	48	96.0%
40	1	2%	49	98.0%
41	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Congress Ave at 700 ft S of Sunset Dr

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

BUSINESS OR RESIDENCE DISTRICT: YES

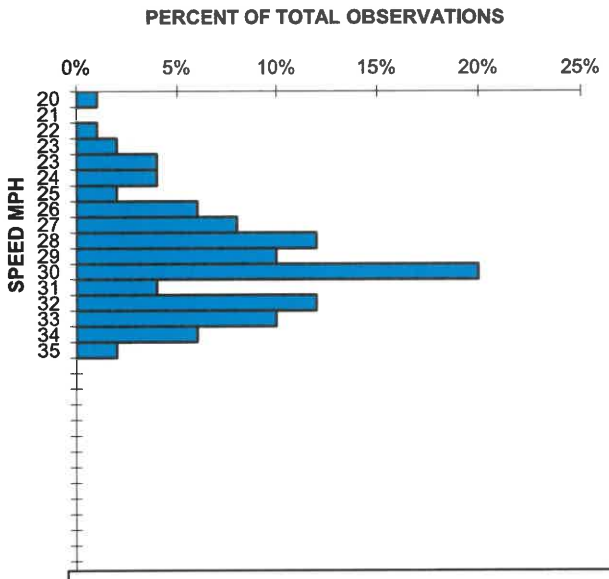
DATE: 12/2/2025

DAY: Tuesday

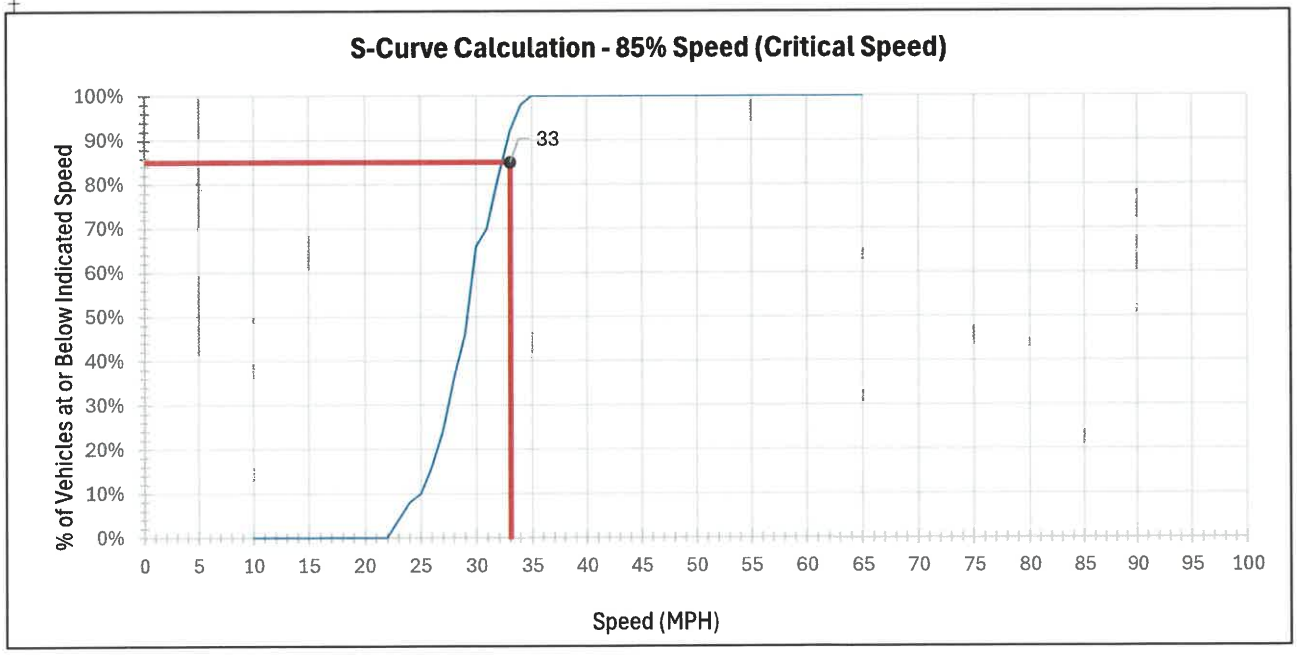
TIME: 9:05 a.m. - 9:39 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		25	-	34	29	30	31	33
<=	>	<=	>	<	IN	>				<= >
10%	90%	10%	90%	8%	90%	2%				85% 15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
23	2	4%	2	4.0%
24	2	4%	4	8.0%
25	1	2%	5	10.0%
26	3	6%	8	16.0%
27	4	8%	12	24.0%
28	6	12%	18	36.0%
29	5	10%	23	46.0%
30	10	20%	33	66.0%
31	2	4%	35	70.0%
32	6	12%	41	82.0%
33	5	10%	46	92.0%
34	3	6%	49	98.0%
35	1	2%	50	100.0%



City of Pacific Grove

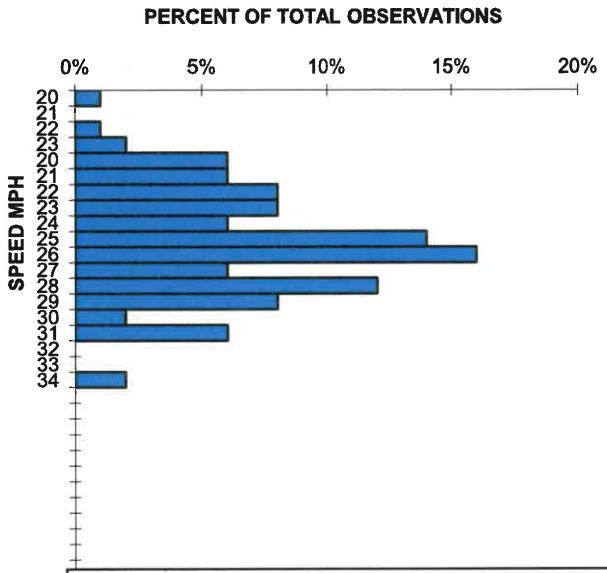
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

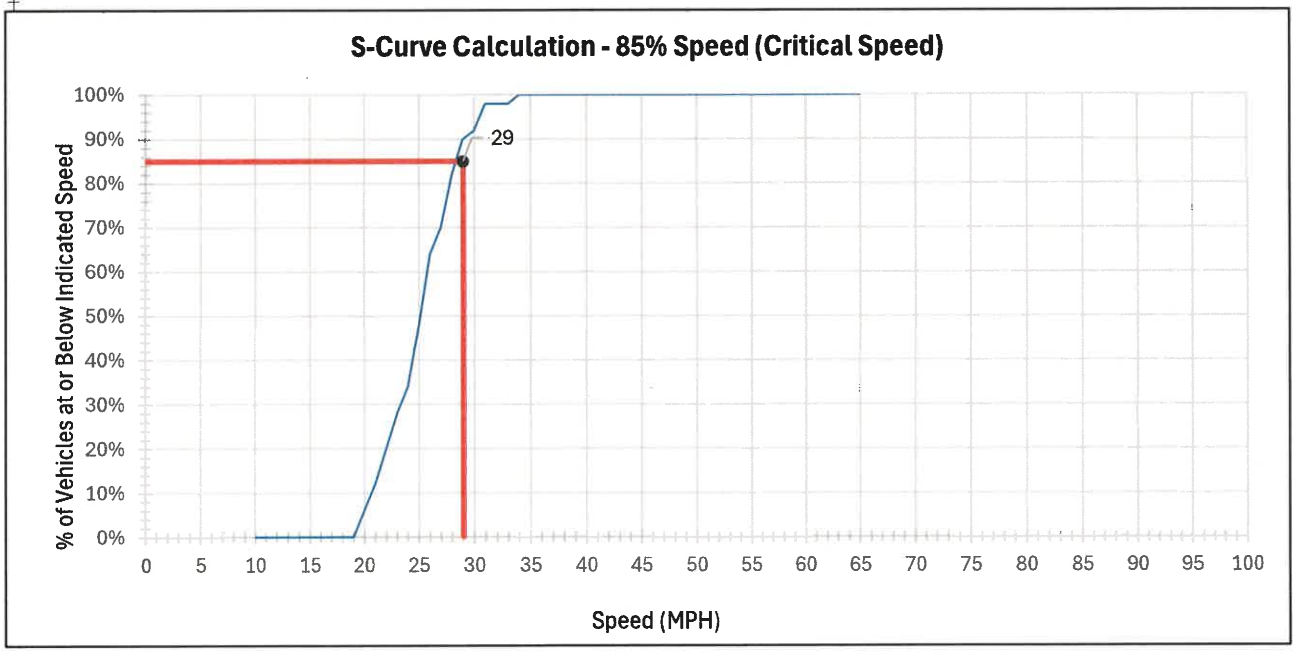
LOCATION: Congress Ave at N of David Ave
DIRECTION: NORTH
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 15 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/2/2025
DAY: Tuesday
TIME: 9:41 a.m. - 10:41 a.r
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	26	26	27	29	
<=	>	<=	>	<	IN	>				<=	>
48%	52%	48%	52%	0%	90%	10%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	3	6%	3	6.0%
21	3	6%	6	12.0%
22	4	8%	10	20.0%
23	4	8%	14	28.0%
24	3	6%	17	34.0%
25	7	14%	24	48.0%
26	8	16%	32	64.0%
27	3	6%	35	70.0%
28	6	12%	41	82.0%
29	4	8%	45	90.0%
30	1	2%	46	92.0%
31	3	6%	49	98.0%
32	0	0%	49	98.0%
33	0	0%	49	98.0%
34	1	2%	50	100.0%



City of Pacific Grove

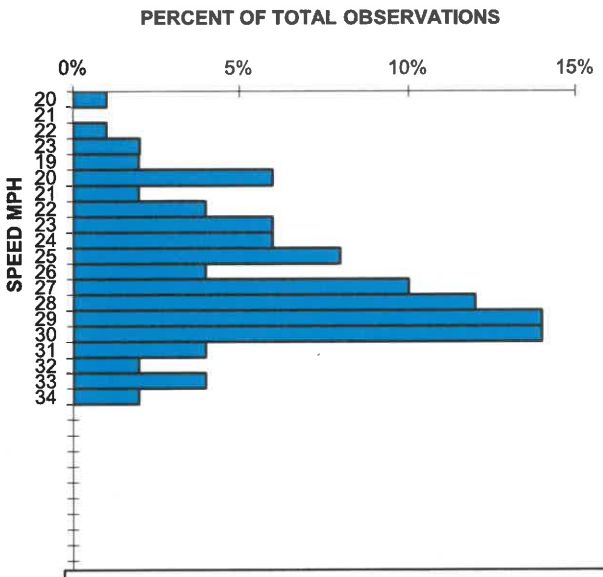
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

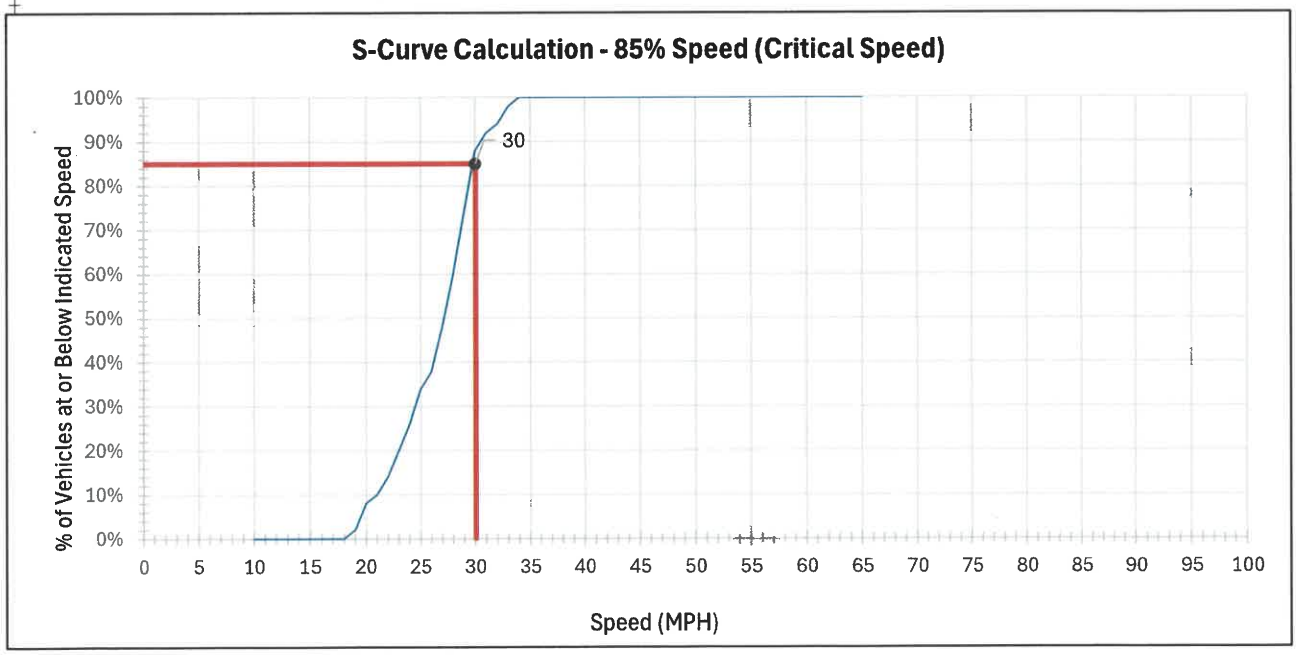
LOCATION: Congress Ave at N of David Ave
DIRECTION: SOUTH
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 15 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/2/2025
DAY: Tuesday
TIME: 9:41 a.m. - 10:41 a.r
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		22	-	31	27	28	29	30
<=	>	<=	>	<	IN	>				<=	>
34%	66%	34%	66%	10%	82%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	2%	1	2.0%
20	3	6%	4	8.0%
21	1	2%	5	10.0%
22	2	4%	7	14.0%
23	3	6%	10	20.0%
24	3	6%	13	26.0%
25	4	8%	17	34.0%
26	2	4%	19	38.0%
27	5	10%	24	48.0%
28	6	12%	30	60.0%
29	7	14%	37	74.0%
30	7	14%	44	88.0%
31	2	4%	46	92.0%
32	1	2%	47	94.0%
33	2	4%	49	98.0%
34	1	2%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Congress Avenue

SR68 (Sunset Dr) to Lighthouse Avenue

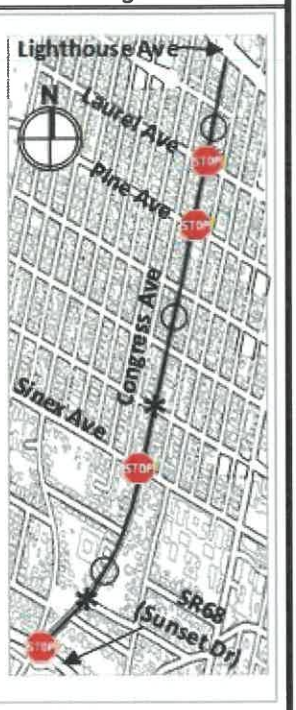
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	27.6	27.6
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	25	25
10-MPH Pace	21-30	20-29
No. of Collisions in 24 Months / 2-Yr Collision Rate	15 / 13.799	
Survey Segment Length (Feet) / Avg. Daily Traffic	3,896 / 2,018	
Previous Speed Limit	25	25
Date of Previous Survey	11/20/2025	
Date of This Survey/Weather Conditions	12/02/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	A, B / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Minor Arterial**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**SR68 (Sunset Dr), Sinex Ave, Pine Ave, Laurel Ave,**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**Gibson Ave, Hillcrest Ave,**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Adolfo Gonzalez, PM — Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Jon Blank, PE, TR2190 — Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Congress Avenue

SR68 (Sunset Dr) to Lighthouse Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **N of Hillcrest Ave, N of Junipero Ave, S of Short St**
Date of Data Collection: **12/02/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☑ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 2,018 Current Speed Limit: 25

Survey Segment Length (FT): 3,896 Street Width (curb to curb): 30 ft from SR68 (Sunset Dr) to Sinex Ave
34 ft from Sinex Ave to Lighthouse Ave

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **NB** Direction:	1	Lane(s)		
Number of Travel Lanes in **SB** Direction:	1	Lane(s)		
Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	50			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Congress Avenue

SR68 (Sunset Dr) to Lighthouse Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	SR68 (Sunset Dr), Sinex Ave, Pine Ave, Laurel Ave,
Traffic Signals	None

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 15

2-Year Collision Rate (ACC/MVM): 13.799

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: None

Schools in/near Study Segment: Pacific Grove Middle School

Parks or Senior Centers in/near Study Segment: Gateway Center of Monterey

VII. COMMENTS/RECOMMENDATION

Congress Avenue is a north–south residential roadway with a curb-to-curb width of approximately 30 feet between State Route 68 (Sunset Drive) and Sinex Avenue, widening to approximately 34 feet between Sinex Avenue and Lighthouse Avenue. The corridor is improved with curb, gutter, and sidewalk. Bicyclists are required to share the roadway in the absence of designated bicycle facilities or "Share the Road" pavement markings. The measured 85th percentile speed for the overall segment is 28 mph, and the corridor exhibits a crash rate of 13.79 collisions per million vehicle miles, which substantially exceeds the Caltrans statewide average crash rate of 1.08 collisions per million vehicle miles for similar urban arterial roadways. These roadway characteristics, elevated collision history, pedestrian presence, and multimodal operating conditions constitute conditions not readily apparent to motorists and are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the existing

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Congress Ave at N of Hillcrest Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 30 ft

BUSINESS OR RESIDENCE DISTRICT: YES

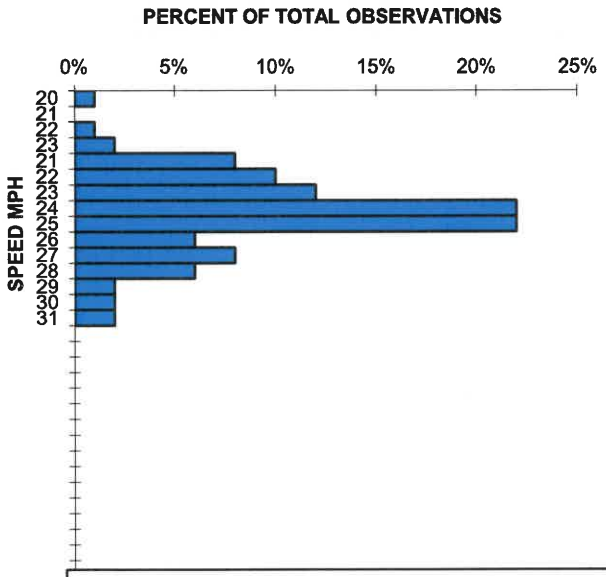
DATE: 12/2/2025

DAY: Tuesday

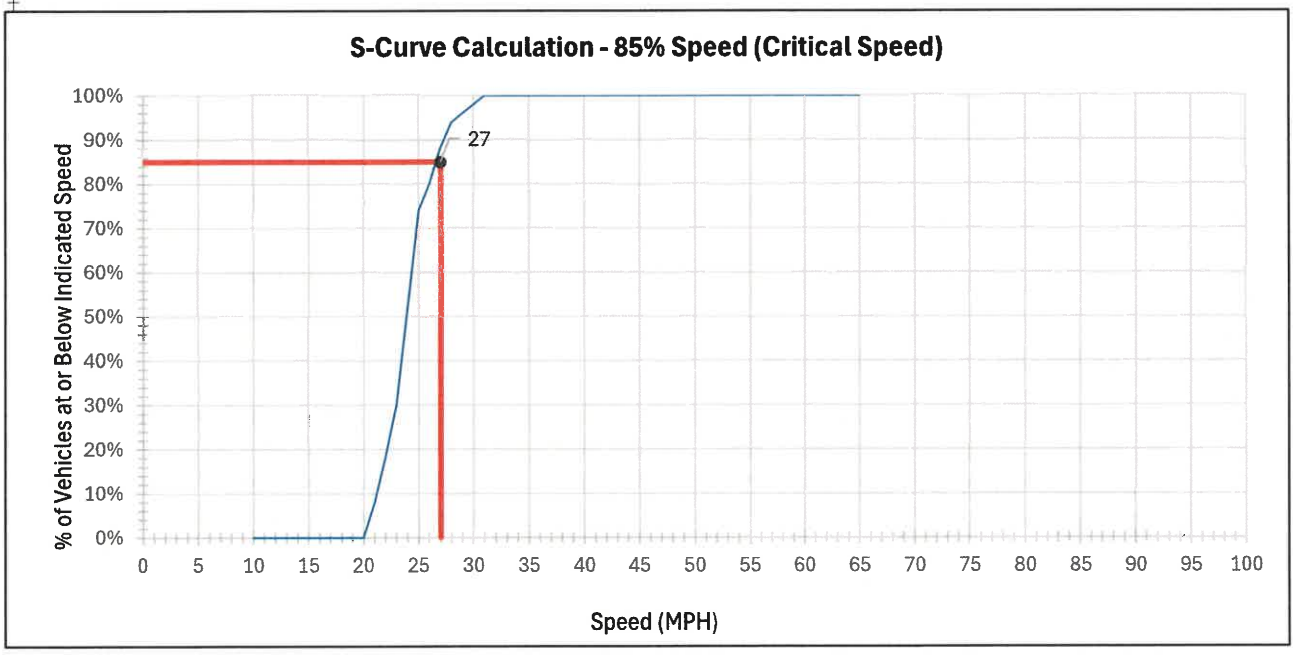
TIME: 10:43 a.m. - 11:30 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		21	-	30	25	24	25	27
<=	>	<=	>	<	IN	>				<=	>
74%	26%	74%	26%	0%	98%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
21	4	8%	4	8.0%
22	5	10%	9	18.0%
23	6	12%	15	30.0%
24	11	22%	26	52.0%
25	11	22%	37	74.0%
26	3	6%	40	80.0%
27	4	8%	44	88.0%
28	3	6%	47	94.0%
29	1	2%	48	96.0%
30	1	2%	49	98.0%
31	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Congress Ave at N of Hillcrest Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 30 ft

BUSINESS OR RESIDENCE DISTRICT: YES

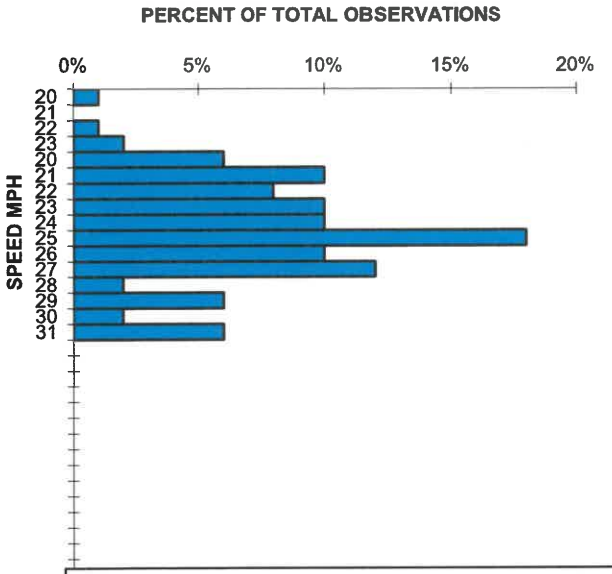
DATE: 12/2/2025

DAY: Tuesday

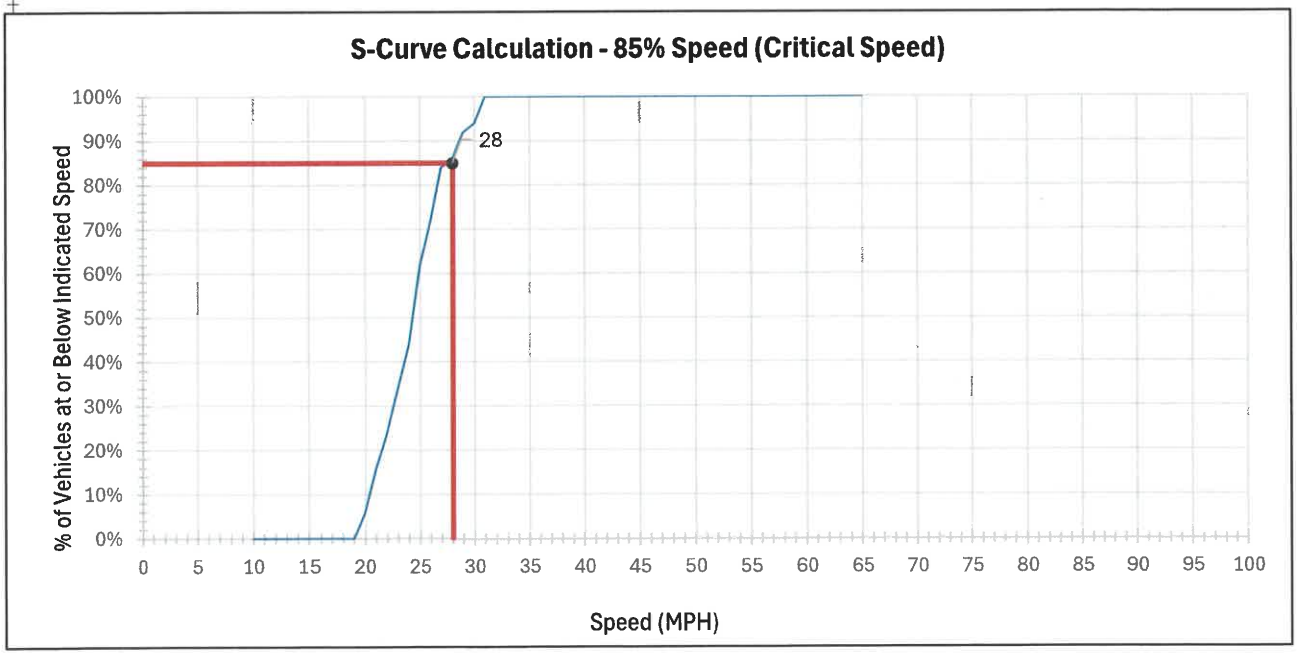
TIME: 10:43 a.m. - 11:30 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		20	-	29	25	25	26	28
<=	>	<=	>	<	IN	>				<=	>
62%	38%	62%	38%	0%	92%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	3	6%	3	6.0%
21	5	10%	8	16.0%
22	4	8%	12	24.0%
23	5	10%	17	34.0%
24	5	10%	22	44.0%
25	9	18%	31	62.0%
26	5	10%	36	72.0%
27	6	12%	42	84.0%
28	1	2%	43	86.0%
29	3	6%	46	92.0%
30	1	2%	47	94.0%
31	3	6%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

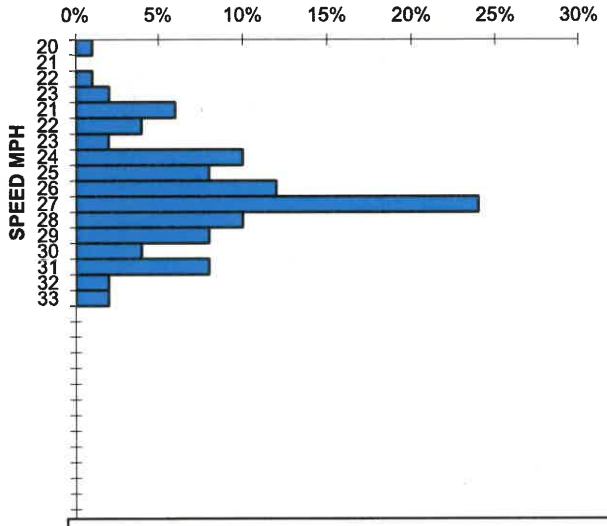
ENGINEERING AND TRAFFIC SURVEY

LOCATION: Congress Ave at N of Junipero Ave
DIRECTION: NORTH
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 34 ft
BUSINESS OR RESIDENCE DISTRICT: YES

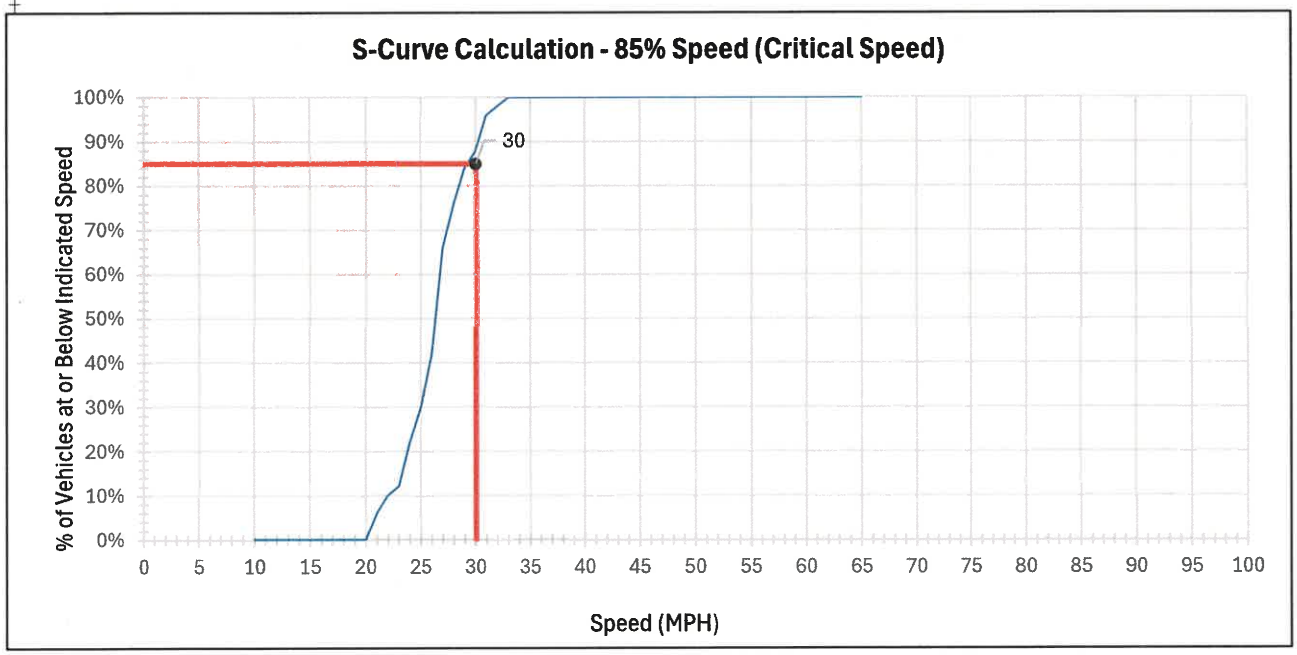
DATE: 12/2/2025
DAY: Tuesday
TIME: 11:36 a.m. - 12:25 a.
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		22	-	31	27	27	28	30
<=	>	<=	>	<	IN	>				<=	>
30%	70%	30%	70%	6%	90%	4%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
21	3	6%	3	6.0%
22	2	4%	5	10.0%
23	1	2%	6	12.0%
24	5	10%	11	22.0%
25	4	8%	15	30.0%
26	6	12%	21	42.0%
27	12	24%	33	66.0%
28	5	10%	38	76.0%
29	4	8%	42	84.0%
30	2	4%	44	88.0%
31	4	8%	48	96.0%
32	1	2%	49	98.0%
33	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Congress Ave at N of Junipero Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

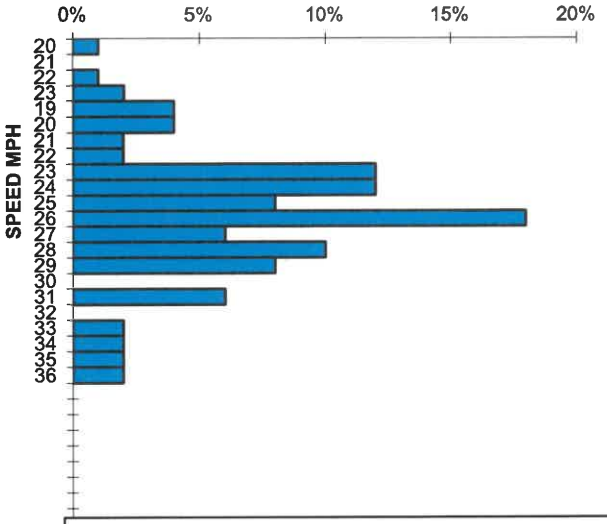
DATE: 12/2/2025

DAY: Tuesday

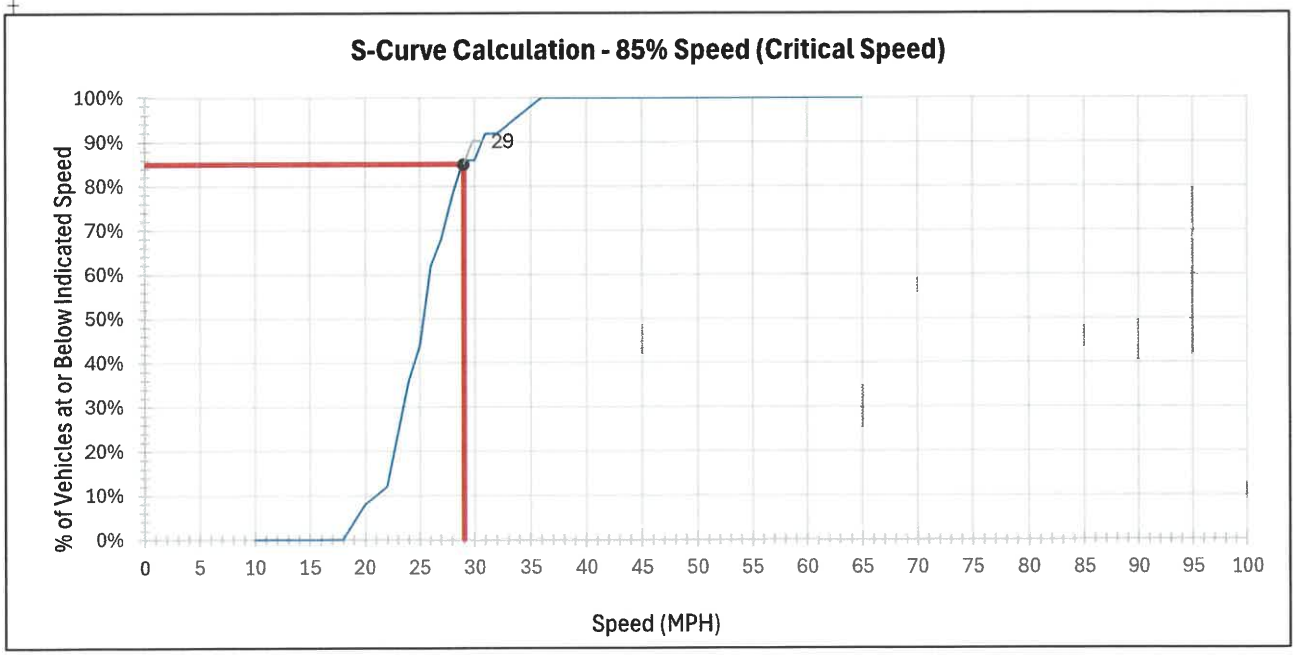
TIME: 11:36 a.m. - 12:25 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		20	-	29	26	26	27	29
<=	>	<=	>	<	IN	>				<=	>
44%	56%	44%	56%	4%	82%	14%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	2	4%	2	4.0%
20	2	4%	4	8.0%
21	1	2%	5	10.0%
22	1	2%	6	12.0%
23	6	12%	12	24.0%
24	6	12%	18	36.0%
25	4	8%	22	44.0%
26	9	18%	31	62.0%
27	3	6%	34	68.0%
28	5	10%	39	78.0%
29	4	8%	43	86.0%
30	0	0%	43	86.0%
31	3	6%	46	92.0%
32	0	0%	46	92.0%
33	1	2%	47	94.0%
34	1	2%	48	96.0%
35	1	2%	49	98.0%
36	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Congress Ave at S of Short St

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

BUSINESS OR RESIDENCE DISTRICT: YES

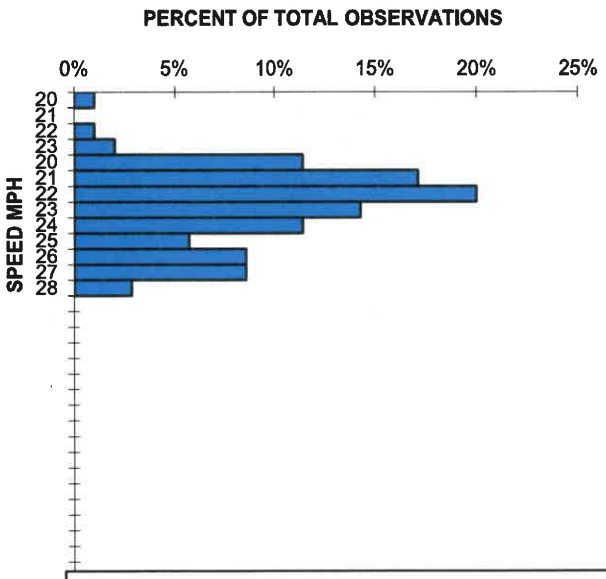
DATE: 12/2/2025

DAY: Tuesday

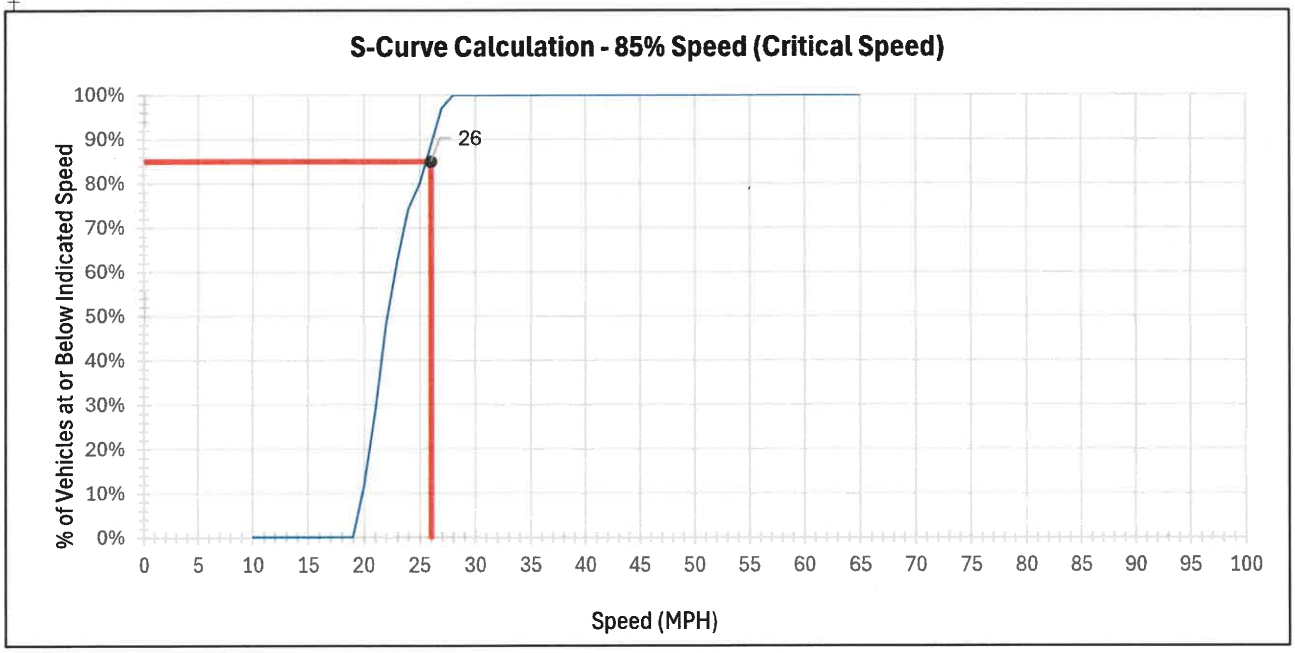
TIME: 12:45 p.m. - 1:45 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	23	23	24	26	
<=	>	<=	>	<	IN	>				<=	>
80%	20%	80%	20%	0%	100%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	4	11%	4	11.4%
21	6	17%	10	28.6%
22	7	20%	17	48.6%
23	5	14%	22	62.9%
24	4	11%	26	74.3%
25	2	6%	28	80.0%
26	3	9%	31	88.6%
27	3	9%	34	97.1%
28	1	3%	35	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Congress Ave at S of Short St

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

BUSINESS OR RESIDENCE DISTRICT: YES

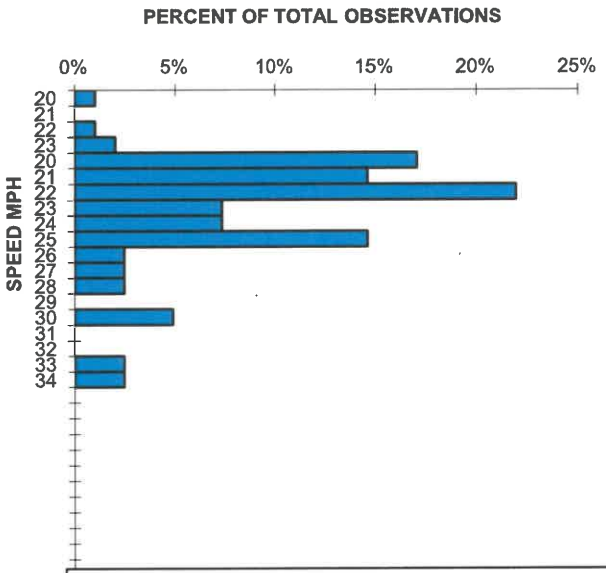
DATE: 12/2/2025

DAY: Tuesday

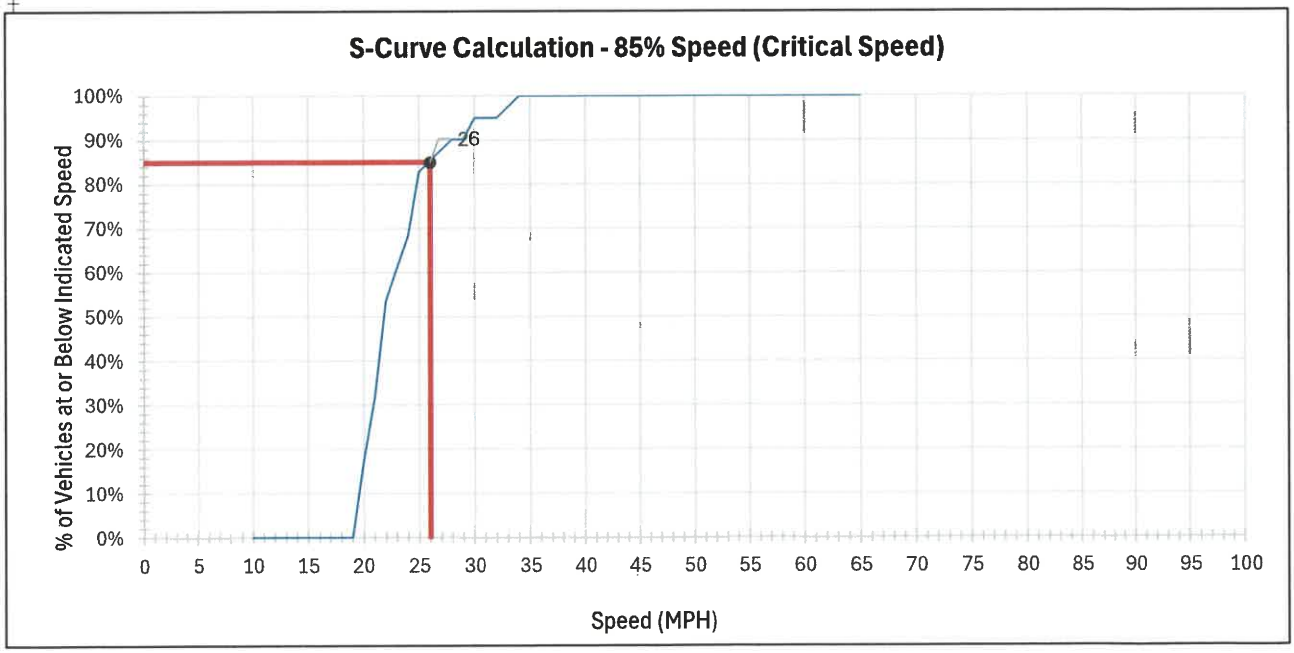
TIME: 12:45 p.m. - 1:45 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	23	22	24	26	
<=	>	<=	>	<	IN	>				<=	>
83%	17%	83%	17%	0%	90%	10%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	7	17%	7	17.1%
21	6	15%	13	31.7%
22	9	22%	22	53.7%
23	3	7%	25	61.0%
24	3	7%	28	68.3%
25	6	15%	34	82.9%
26	1	2%	35	85.4%
27	1	2%	36	87.8%
28	1	2%	37	90.2%
29	0	0%	37	90.2%
30	2	5%	39	95.1%
31	0	0%	39	95.1%
32	0	0%	39	95.1%
33	1	2%	40	97.6%
34	1	2%	41	100.0%



City of Pacific Grove
Engineering and Traffic Survey

David Avenue

Forest Avenue to 821 ft West of Montecito Avenue

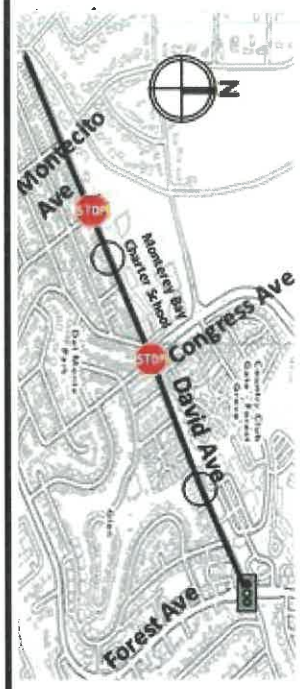
Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	31.5	32.5
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	27	29
10-MPH Pace	24-33	24-33
No. of Collisions in 24 Months / 2-Yr Collision Rate	1 / 0.493	
Survey Segment Length (Feet) / Avg. Daily Traffic	4,885 / 3,003	
Previous Speed Limit	25(30)	25(30)
Date of Previous Survey	11/19/2015	
Date of This Survey/Weather Conditions	12/01/2025 / Overcast & Dry	
Segment Roadway Markings/No. of Through Lanes	D, E, F / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Minor Arterial/Major Collector
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Congress Ave, Buena Vista Ave
	Traffic Signal Controls at:	Forest Ave
	Uncontrolled Pedestrian Crossing Locations:	Ransford Ave, 2875 David Ave, Presidio Bl, Clark Ln

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

David Avenue

Forest Avenue to 821 ft West of Montecito Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **1107 David Ave, 2875 David Ave**
Date of Data Collection: **12/01/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☑ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 3,003 Current Speed Limit: 25(30)

Survey Segment Length (FT): 4,885 Street Width (curb to curb): 42 ft from Forest Ave to Congress Ave
28 ft from Congress Ave to west end of street

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in EB Direction: 1 Lane(s)

Number of Travel Lanes in WB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☑	Yes	☐	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	90			
Segment part of a Suggested Route to School:	☑	Yes	☐	No
Schools Served by Roadway Segment:	Monterey Bay Charter School, Hilltop School			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

David Avenue

Forest Avenue to 821 ft West of Montecito Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	Congress Ave, Buena Vista Ave
Traffic Signals	Forest Ave

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 1

2-Year Collision Rate (ACC/MVM): 0.493

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: Commercial

Schools in/near Study Segment: Monterey Bay Charter School, Hilltop School, Forest Grove Elementary School, Pacific Grove Middle School

Parks or Senior Centers in/near Study Segment: Pacific Oaks Baseball Field, Rip Van Winkle Open Space, Arnett Park

VII. COMMENTS/RECOMMENDATION

David Avenue is a mixed residential–commercial roadway with a variable cross section, measuring approximately 42 feet wide with curb, gutter, and sidewalk between Forest Avenue and Congress Avenue, and narrowing to approximately 28 feet west of Congress Avenue where the roadway is unimproved. Commercial shopping centers near Forest Avenue, high-density residential development along the south side of the street, transit stops, and nearby school and recreational uses generate frequent pedestrian crossing activity, with pedestrians observed crossing between residential and commercial frontages at multiple locations. The measured 85th-percentile speed along this segment is 30 mph; however, pedestrians were also observed walking within the travel lanes west of Congress Avenue where curb, gutter, and sidewalk are not provided, and bicyclists share the roadway in the absence of dedicated bicycle facilities or shared-lane markings. The previously posted speed limit was 30 mph between Forest Avenue and Congress Avenue and 25 mph between Congress Avenue and Buena Vista Avenue, resulting in inconsistent speed regulation along the corridor. These roadway characteristics, adjacent land uses, multimodal activity, and pedestrian movements constitute conditions not readily apparent to motorists and are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that a consistent posted speed limit of 25 mph be established for this segment of David Avenue.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: David Ave at 2875 David Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

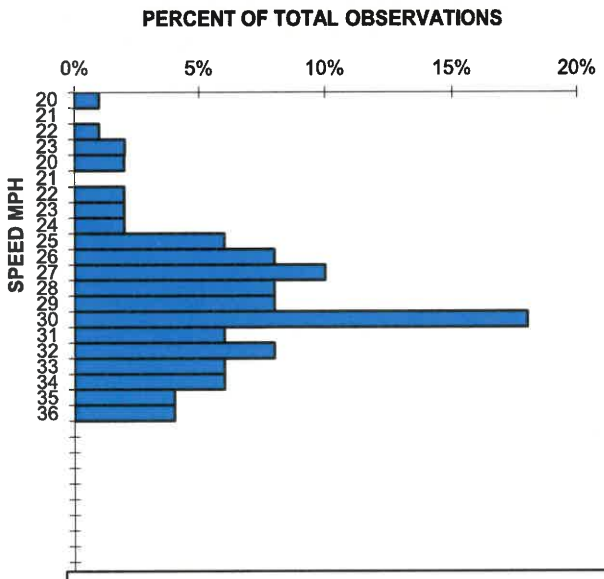
DATE: 12/1/2025

DAY: Monday

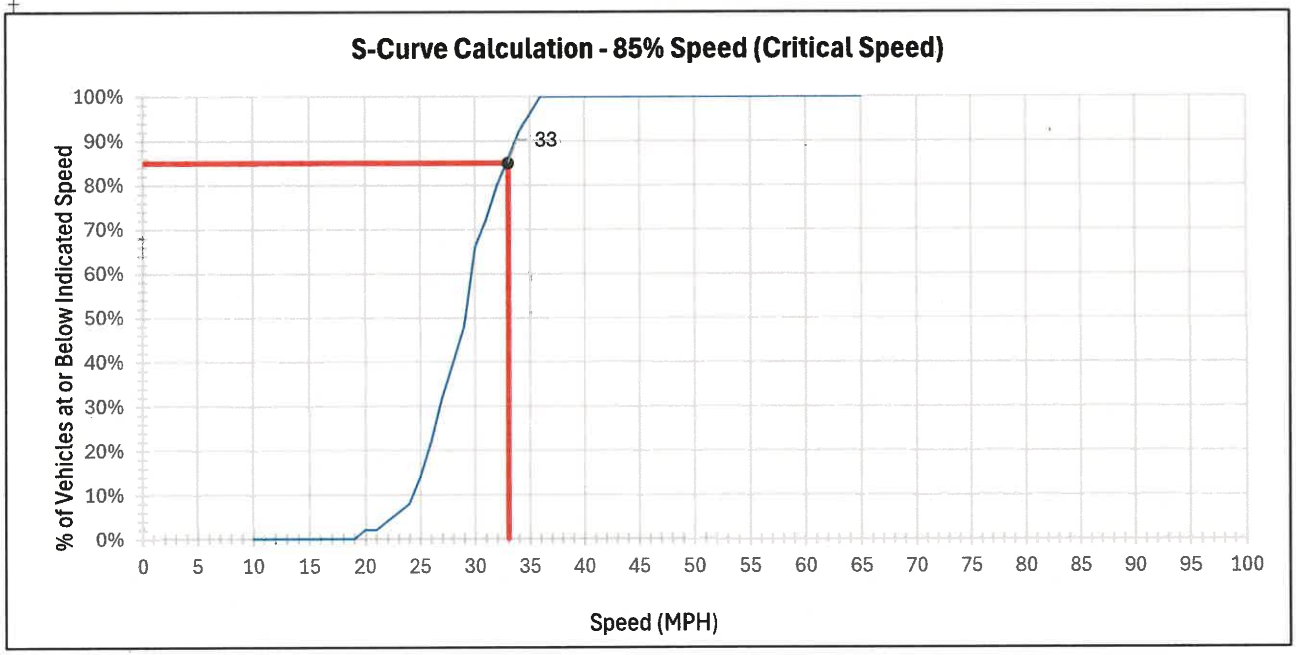
TIME: 9:25 a.m. - 9:56 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		25	-	34	29	30	31	33	
<=	>	<=	>	<	IN	>				<=	>
14%	86%	66%	34%	8%	84%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	1	2%	1	2.0%
21	0	0%	1	2.0%
22	1	2%	2	4.0%
23	1	2%	3	6.0%
24	1	2%	4	8.0%
25	3	6%	7	14.0%
26	4	8%	11	22.0%
27	5	10%	16	32.0%
28	4	8%	20	40.0%
29	4	8%	24	48.0%
30	9	18%	33	66.0%
31	3	6%	36	72.0%
32	4	8%	40	80.0%
33	3	6%	43	86.0%
34	3	6%	46	92.0%
35	2	4%	48	96.0%
36	2	4%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: David Ave at 2875 David Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

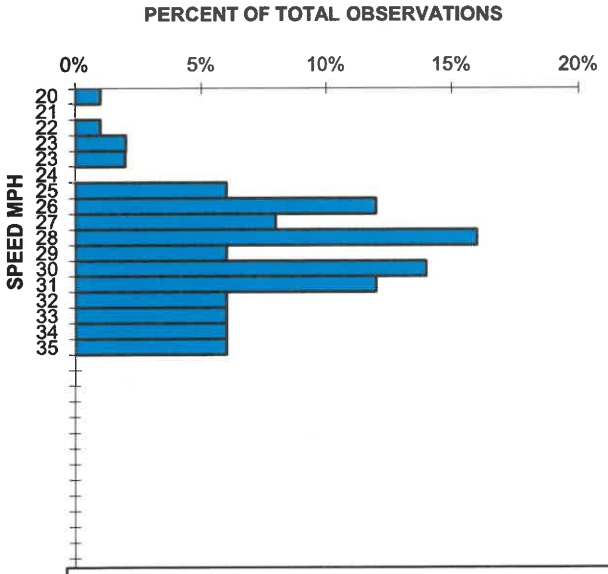
DATE: 12/1/2025

DAY: Monday

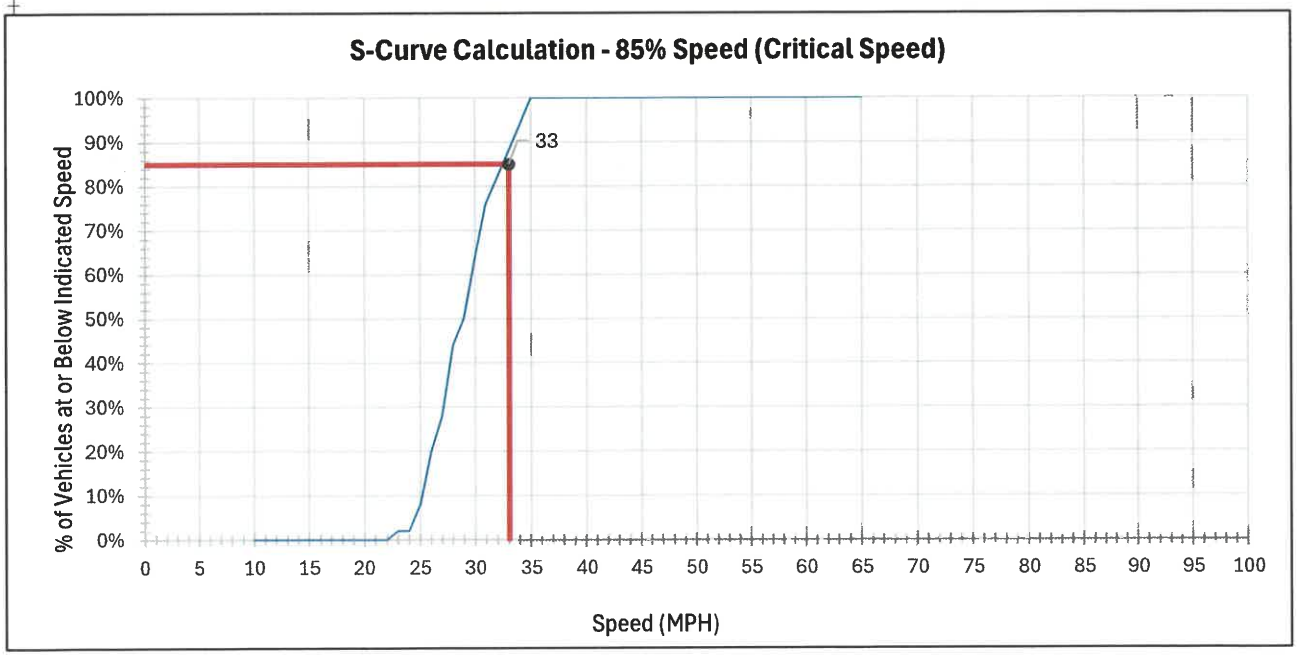
TIME: 9:25 a.m. - 9:56 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		25	-	34	29	30	31	33	
<=	>	<=	>	<	IN	>				<=	>
8%	92%	64%	36%	2%	92%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
23	1	2%	1	2.0%
24	0	0%	1	2.0%
25	3	6%	4	8.0%
26	6	12%	10	20.0%
27	4	8%	14	28.0%
28	8	16%	22	44.0%
29	3	6%	25	50.0%
30	7	14%	32	64.0%
31	6	12%	38	76.0%
32	3	6%	41	82.0%
33	3	6%	44	88.0%
34	3	6%	47	94.0%
35	3	6%	50	100.0%



City of Pacific Grove

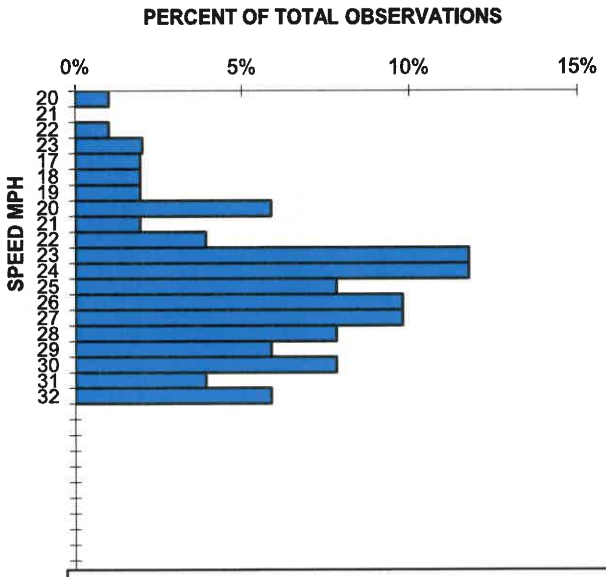
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

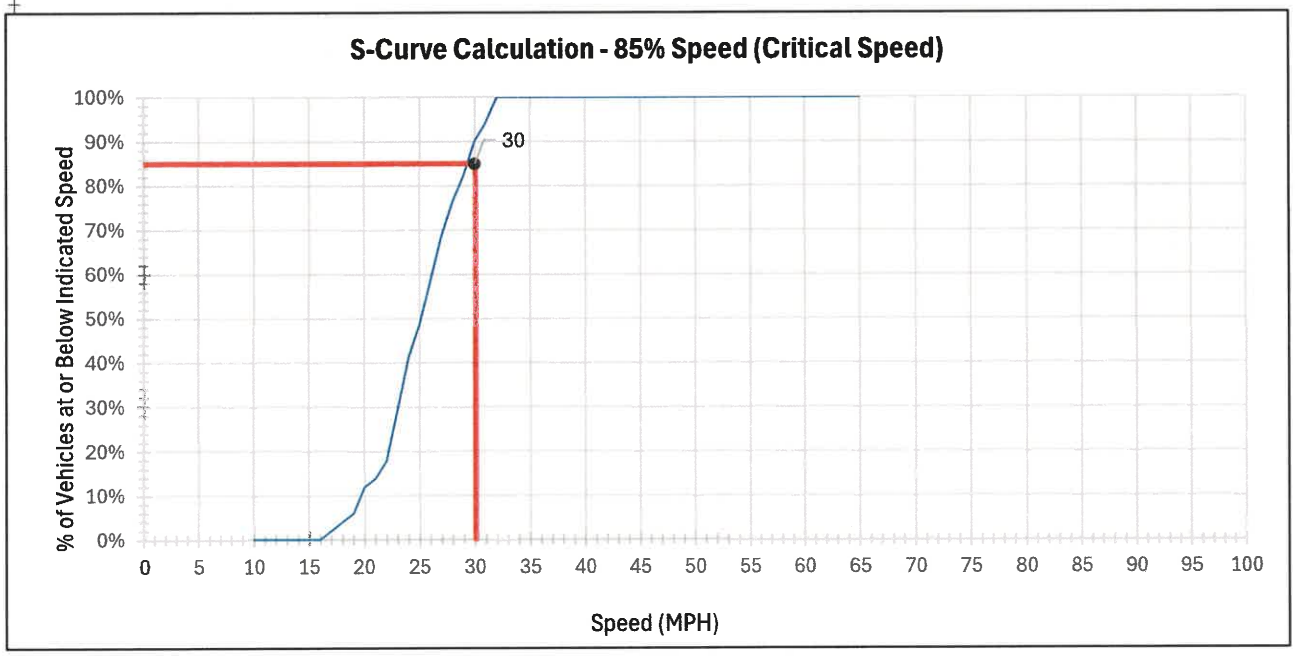
LOCATION: David Ave at 1107 David Ave
DIRECTION: EAST
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 40 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/1/2025
DAY: Monday
TIME: 10:00 a.m. - 11:00 a.
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		23	-	32	26	26	27	30	
<=	>	<=	>	<	IN	>				<=	>
49%	51%	49%	51%	18%	82%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	1	2%	2	3.9%
19	1	2%	3	5.9%
20	3	6%	6	11.8%
21	1	2%	7	13.7%
22	2	4%	9	17.6%
23	6	12%	15	29.4%
24	6	12%	21	41.2%
25	4	8%	25	49.0%
26	5	10%	30	58.8%
27	5	10%	35	68.6%
28	4	8%	39	76.5%
29	3	6%	42	82.4%
30	4	8%	46	90.2%
31	2	4%	48	94.1%
32	3	6%	51	100.0%



City of Pacific Grove

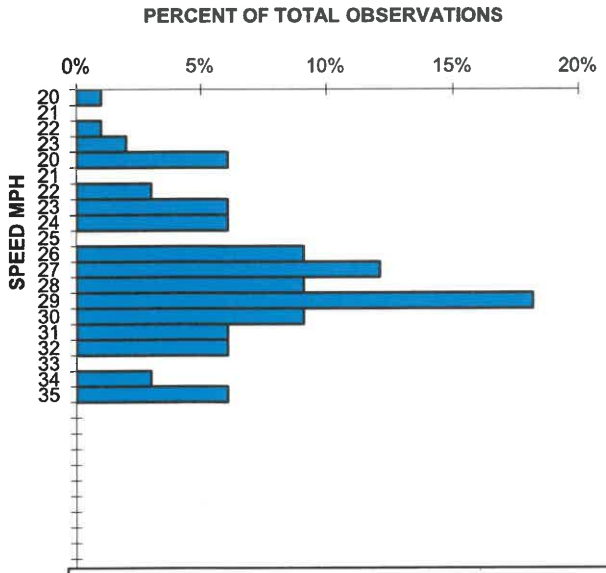
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

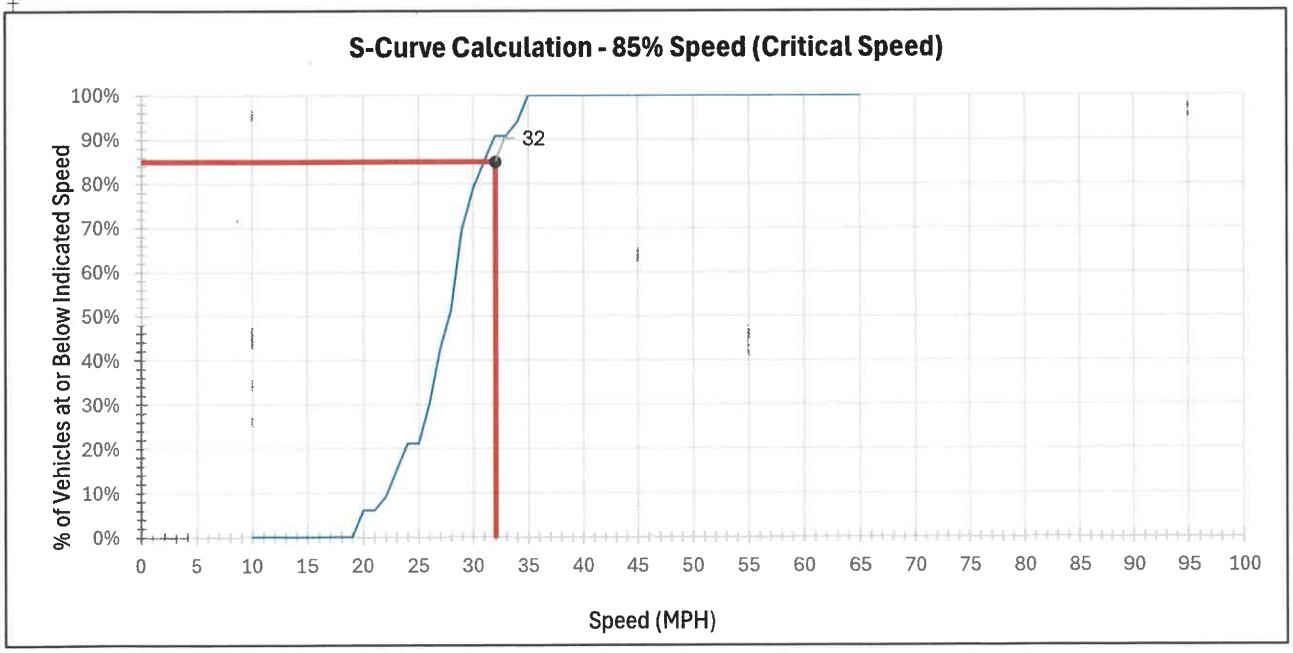
LOCATION: David Ave at 1107 David Ave
DIRECTION: WEST
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 40 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/1/2025
DAY: Monday
TIME: 10:00 a.m. - 11:00 a.
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		23	-	32	28	28	29	32	
<=	>	<=	>	<	IN	>				<=	>
21%	79%	21%	79%	9%	82%	9%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	2	6%	2	6.1%
21	0	0%	2	6.1%
22	1	3%	3	9.1%
23	2	6%	5	15.2%
24	2	6%	7	21.2%
25	0	0%	7	21.2%
26	3	9%	10	30.3%
27	4	12%	14	42.4%
28	3	9%	17	51.5%
29	6	18%	23	69.7%
30	3	9%	26	78.8%
31	2	6%	28	84.8%
32	2	6%	30	90.9%
33	0	0%	30	90.9%
34	1	3%	31	93.9%
35	2	6%	33	100.0%



City of Pacific Grove
Engineering and Traffic Survey

David Ave

Forest Avenue to Easterly City Limits (Devisadero St)

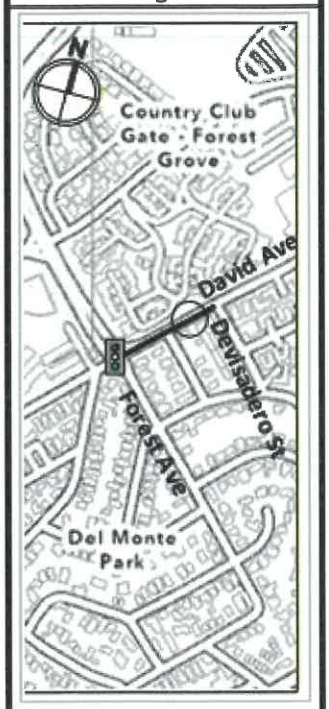
Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	33	33
Rounded 85th Percentile Speed (MPH)	35	
Mean (Average) Speed (MPH)	29	29
10-MPH Pace	25-34	25-34
No. of Collisions in 24 Months / 2-Yr Collision Rate	0 / 0.000	
Survey Segment Length (Feet) / Avg. Daily Traffic	422 / 2,534	
Previous Speed Limit	30	30
Date of Previous Survey	11/19/2025	
Date of This Survey/Weather Conditions	10/14/2025 / Clear & Dry	
Segment Roadway Markings/No. of Through Lanes	D / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Minor Arterial
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	
	Traffic Signal Controls at:	Forest Ave
	Uncontrolled Pedestrian Crossing Locations:	

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT 30

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026 Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026 Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

David Ave

Forest Avenue to Easterly City Limits (Devisadero St)

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **W of Devisadero St**
Date of Data Collection: **10/14/2025**
Data Collection Performed by: **Quality Traffic Data**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☑ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 2,534 Current Speed Limit: 30

Survey Segment Length (FT): 422 Street Width (curb to curb): 34 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in EB Direction: 1 Lane(s)

Number of Travel Lanes in WB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☐	Yes	☑	No
On-Street Parking Available:	☐	Yes	☑	No
Approximate % of On-Street Parking Use:	0			
Segment part of a Suggested Route to School:	☑	Yes	☐	No

Schools Served by Roadway Segment: **Hilltop School**

City of Pacific Grove, CA
Engineering and Traffic Survey for:

David Ave

Forest Avenue to Easterly City Limits (Devisadero St)

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		Vertical Curves	
Type	**Location**	**Type**	**Location**
None	☑	None	☐
Sharp Turns		Hills	Downhill from Devisadero St to Forest Ave
Large Radius		Sag Curves	

Controls Summary		Warning Devices	
Type	**Location**	**Type**	**Location**
None	☐	None	☑
All-Way Stops		Ped Beacons	
Traffic Signals	Forest Ave	Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 0

2-Year Collision Rate (ACC/MVM): 0.000

VI. LAND USE SUMMARY

Predominant Land Use Type: Resdidential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: Hilltop School

Parks or Senior Centers in/near Study Segment: Hilltop Park Center

VII. COMMENTS/RECOMMENDATION

David Avenue from Forest Avenue to approximately 422 feet east of the City limits at Devisadero Street is a 34-foot-wide roadway with a measured 85th-percentile speed of 35 mph, an average speed of 29 mph, and an existing posted speed limit of 30 mph. The segment includes horizontal curvature, a slight westbound downhill grade, adjacent bus stops, and is located near a school and park at the southeast corner of David Avenue and Devisadero Street. Observed operating speeds are consistent with driver expectancy and with the 30-mph posted speed limit on the adjoining segment within the City of Monterey. Maintaining a continuous and uniform speed zone across the jurisdictional boundary promotes speed compliance, reduces driver confusion, and supports overall roadway safety. Pursuant to California Vehicle Code Sections 627 and 22358, speed limits established by engineering and traffic survey are based on the measured 85th-percentile speed and may be rounded to the nearest 5-mph increment; in this case, the existing 30-mph speed limit represents a consistent speed zone and appropriate posting. Therefore, retention of the 30 mph posted speed limit for this segment of David Avenue is appropriate and consistent with statutory criteria and adjacent City practice.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: David Ave at W of Devisadero St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

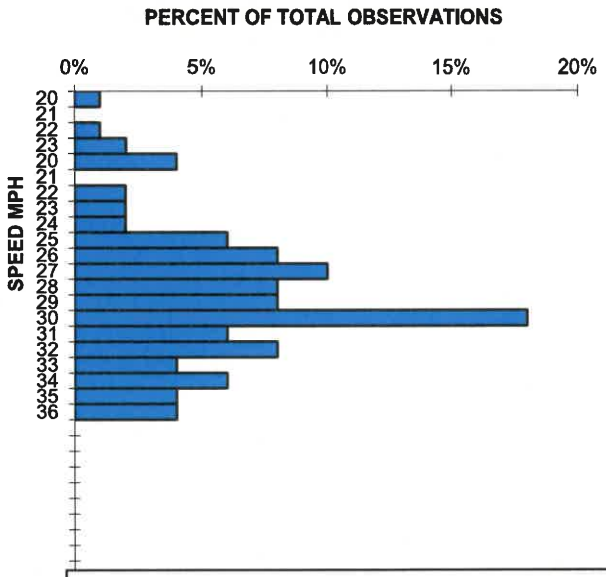
DATE: 12/1/2025

DAY: Monday

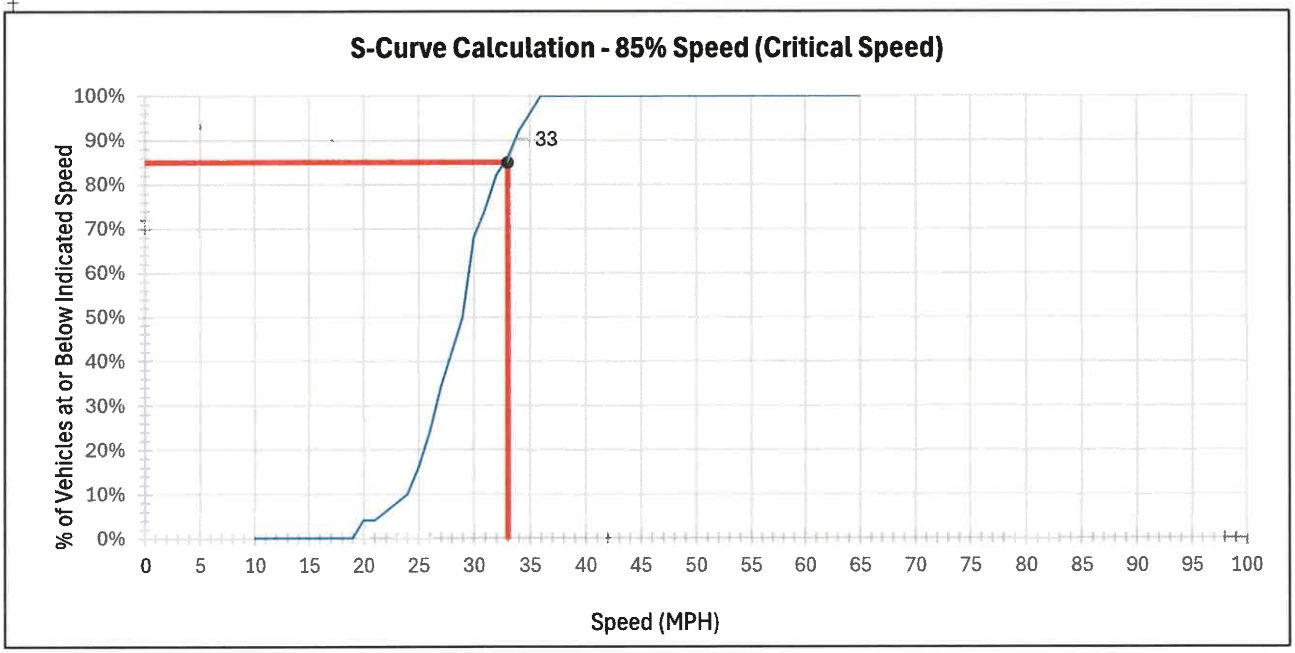
TIME: 11:05 a.m. - 12:05 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		30		25	-	34	29	30	30	33
<=	>	<=	>	<	IN	>				<=	>
16%	84%	68%	32%	10%	82%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	2	4%	2	4.0%
21	0	0%	2	4.0%
22	1	2%	3	6.0%
23	1	2%	4	8.0%
24	1	2%	5	10.0%
25	3	6%	8	16.0%
26	4	8%	12	24.0%
27	5	10%	17	34.0%
28	4	8%	21	42.0%
29	4	8%	25	50.0%
30	9	18%	34	68.0%
31	3	6%	37	74.0%
32	4	8%	41	82.0%
33	2	4%	43	86.0%
34	3	6%	46	92.0%
35	2	4%	48	96.0%
36	2	4%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: David Ave at W of Devisadero St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

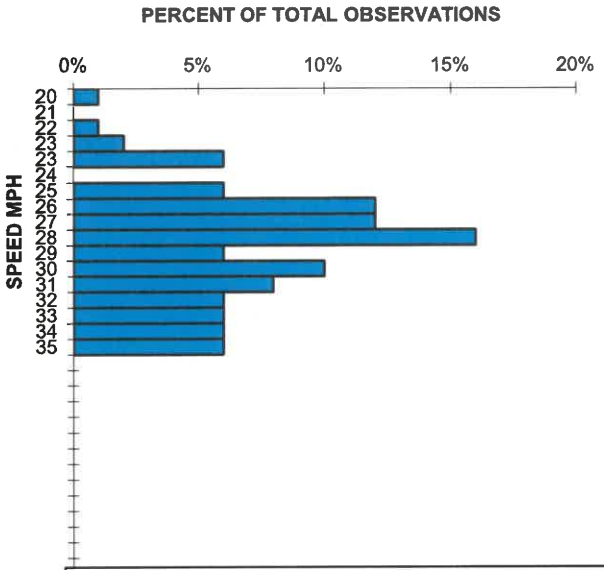
DATE: 12/1/2025

DAY: Monday

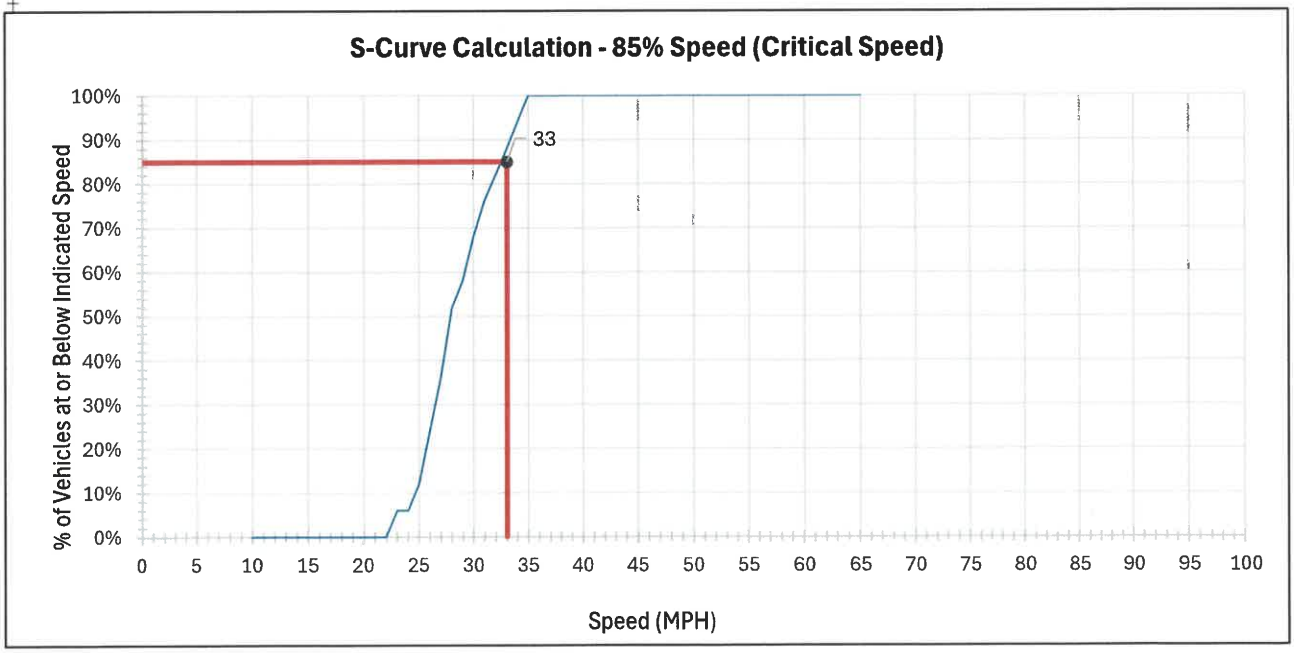
TIME: 11:05 a.m. - 12:05 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		30		25	-	34	29	28	30	33
<=	>	<=	>	<	IN	>				<=	>
12%	88%	68%	32%	6%	88%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
23	3	6%	3	6.0%
24	0	0%	3	6.0%
25	3	6%	6	12.0%
26	6	12%	12	24.0%
27	6	12%	18	36.0%
28	8	16%	26	52.0%
29	3	6%	29	58.0%
30	5	10%	34	68.0%
31	4	8%	38	76.0%
32	3	6%	41	82.0%
33	3	6%	44	88.0%
34	3	6%	47	94.0%
35	3	6%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Eardley Avenue

Lighthouse Avenue to Sinex Avenue

Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	30	31.5
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	27	28
10-MPH Pace	21-30	22-31
No. of Collisions in 24 Months / 2-Yr Collision Rate	7 /	10.496
Survey Segment Length (Feet) / Avg. Daily Traffic	2,646 /	1,823
Previous Speed Limit	25	25
Date of Previous Survey	11/20/2015	
Date of This Survey/Weather Conditions	12/10/2025 /	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	C /	2

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Major Collector
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Gibson Ave
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	Pine Ave-Spencer St

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT 25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026 Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026 Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Eardley Avenue

Lighthouse Avenue to Sinex Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **N of 4th St, N of Pine Ave**
Date of Data Collection: **12/10/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 1,823 Current Speed Limit: 25

Survey Segment Length (FT): 2,646 Street Width (curb to curb): 38 ft Lighthouse Ave to Spruce Ave
34 ft Spruce Ave to Sinex Ave

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **NB** Direction:	1	Lane(s)		
Number of Travel Lanes in **SB** Direction:	1	Lane(s)		
Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	40			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Eardley Avenune

Lighthouse Avenue to Sinex Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☐
Hills	Downhill slope from Sinex Av to Lighthosue Ave
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	Gibson Ave
Traffic Signals	None

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 7

2-Year Collision Rate (ACC/MVM): 10.496

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: None

VII. COMMENTS/RECOMMENDATION

Eardley Avenue is a two-lane roadway measuring approximately 34 feet wide between Sinex Avenue and Spruce Avenue and widening to approximately 38 feet between Spruce Avenue and Lighthouse Avenue. The roadway is improved with curb, gutter, and sidewalk and operates on a downhill grade from Sinex Avenue toward Lighthouse Avenue. The collision rate for this segment is 10.496 collisions per million vehicle miles, which is substantially higher than the statewide average of 1.08 for similar facilities. During the most recent two-year collision analysis period, a total of seven collisions occurred along the corridor, six of which were right-angle (broadside) collisions at various intersections, indicating elevated conflict potential and conditions not readily apparent to motorists. In accordance with California Vehicle Code Section 627, these roadway characteristics and collision patterns constitute conditions not readily apparent to drivers, and pursuant to California Vehicle Code Section 22358, the engineering and traffic survey supports reducing the posted speed limit from 30 mph to 25 mph for this segment of Eardley Avenue.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Eardley Ave at N of Pine Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

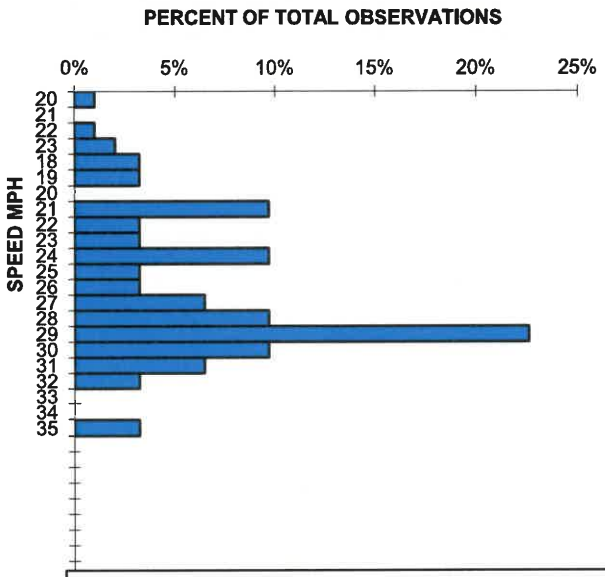
DATE: 12/10/2025

DAY: Wednesday

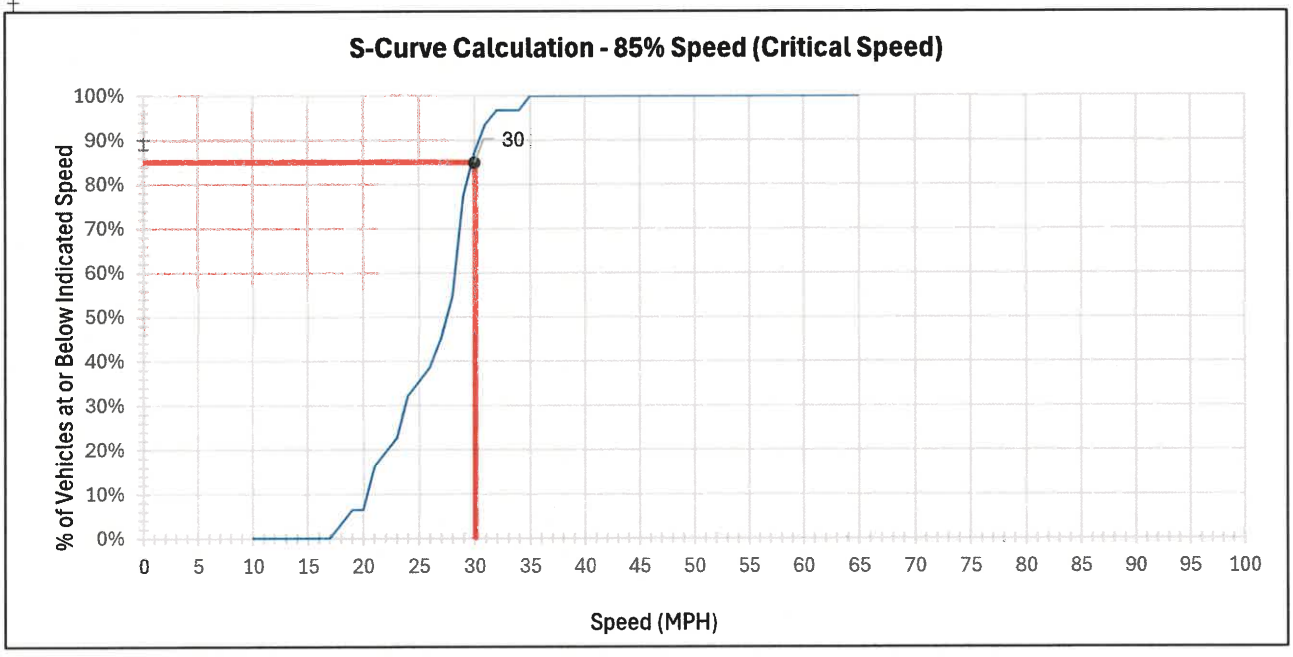
TIME: 1:07 p.m. - 2:07 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	27	28	29	30	
<=	>	<=	>	<	IN	>				<=	>
35%	65%	35%	65%	6%	81%	13%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	1	3%	1	3.2%
19	1	3%	2	6.5%
20	0	0%	2	6.5%
21	3	10%	5	16.1%
22	1	3%	6	19.4%
23	1	3%	7	22.6%
24	3	10%	10	32.3%
25	1	3%	11	35.5%
26	1	3%	12	38.7%
27	2	6%	14	45.2%
28	3	10%	17	54.8%
29	7	23%	24	77.4%
30	3	10%	27	87.1%
31	2	6%	29	93.5%
32	1	3%	30	96.8%
33	0	0%	30	96.8%
34	0	0%	30	96.8%
35	1	3%	31	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Eardley Ave at N of Pine Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 36 ft

BUSINESS OR RESIDENCE DISTRICT: YES

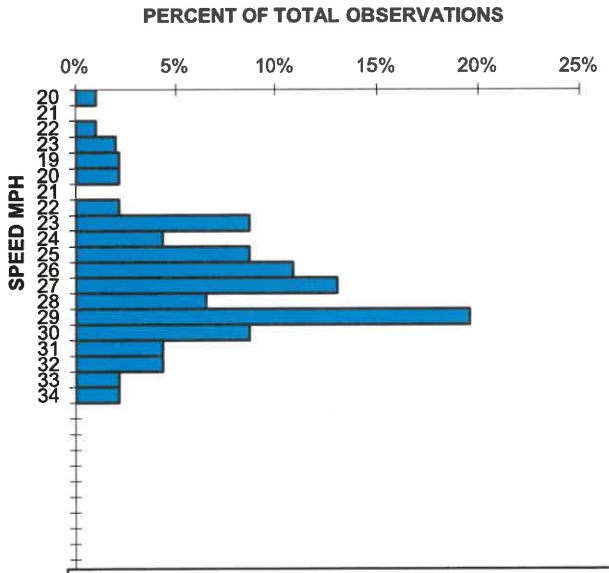
DATE: 12/10/2025

DAY: Wednesday

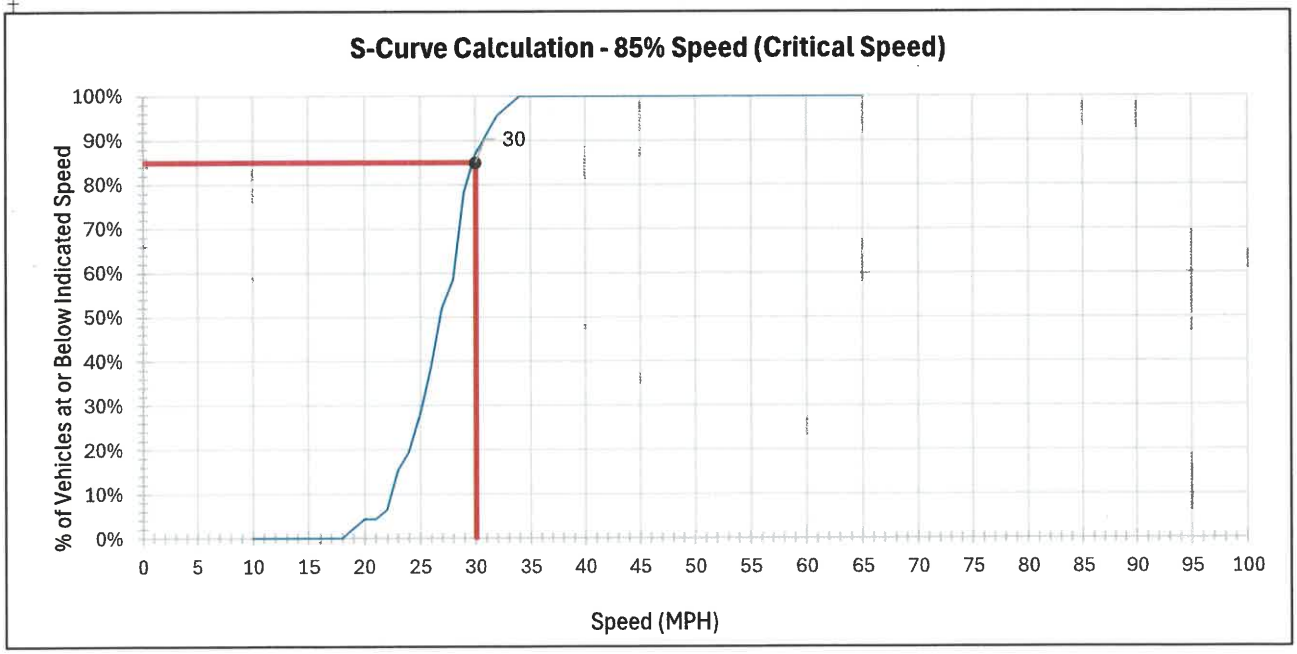
TIME: 1:07 p.m. - 2:07 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		23	-	32	27	27	29	30	
<=	>	<=	>	<	IN	>				<=	>
28%	72%	28%	72%	7%	89%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	2%	1	2.2%
20	1	2%	2	4.3%
21	0	0%	2	4.3%
22	1	2%	3	6.5%
23	4	9%	7	15.2%
24	2	4%	9	19.6%
25	4	9%	13	28.3%
26	5	11%	18	39.1%
27	6	13%	24	52.2%
28	3	7%	27	58.7%
29	9	20%	36	78.3%
30	4	9%	40	87.0%
31	2	4%	42	91.3%
32	2	4%	44	95.7%
33	1	2%	45	97.8%
34	1	2%	46	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Eardley Ave at N of 4th St

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

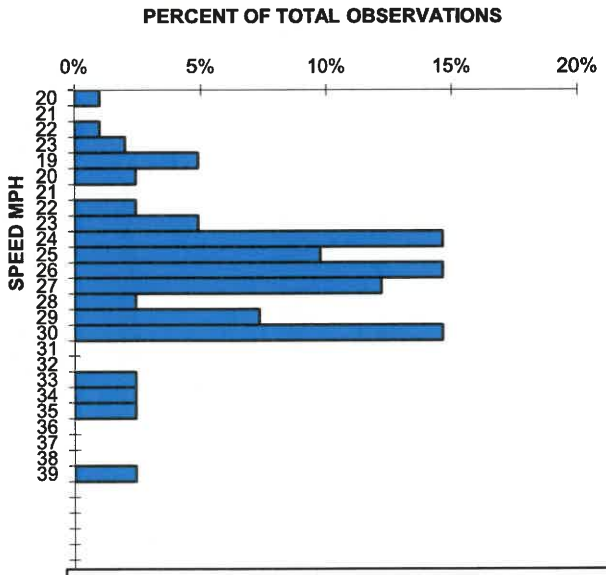
DATE: 12/10/2025

DAY: Wednesday

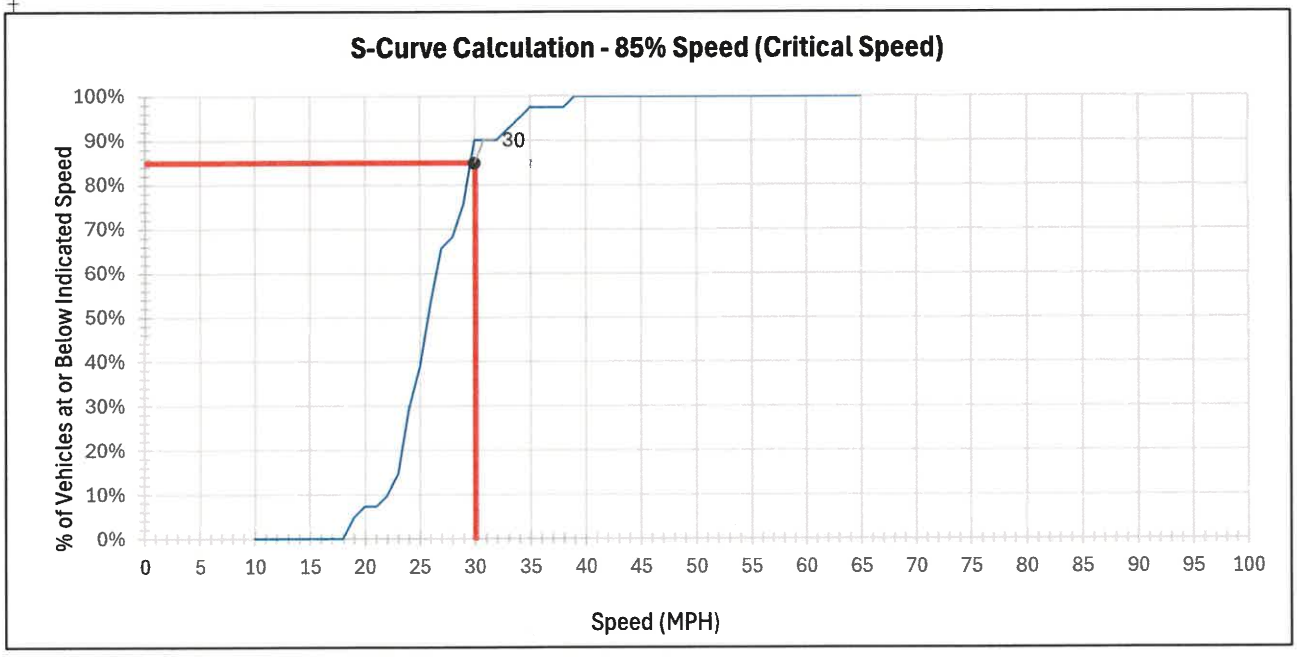
TIME: 2:09 p.m. - 3:09 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	27	26	28	30	
<=	>	<=	>	<	IN	>				<=	>
39%	61%	39%	61%	5%	71%	24%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	2	5%	2	4.9%
20	1	2%	3	7.3%
21	0	0%	3	7.3%
22	1	2%	4	9.8%
23	2	5%	6	14.6%
24	6	15%	12	29.3%
25	4	10%	16	39.0%
26	6	15%	22	53.7%
27	5	12%	27	65.9%
28	1	2%	28	68.3%
29	3	7%	31	75.6%
30	6	15%	37	90.2%
31	0	0%	37	90.2%
32	0	0%	37	90.2%
33	1	2%	38	92.7%
34	1	2%	39	95.1%
35	1	2%	40	97.6%
36	0	0%	40	97.6%
37	0	0%	40	97.6%
38	0	0%	40	97.6%
39	1	2%	41	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Eardley Ave at N of 4th St

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

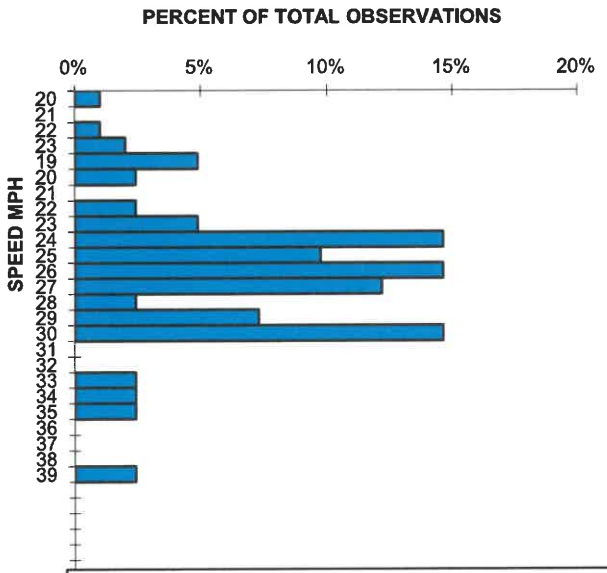
DATE: 12/10/2025

DAY: Wednesday

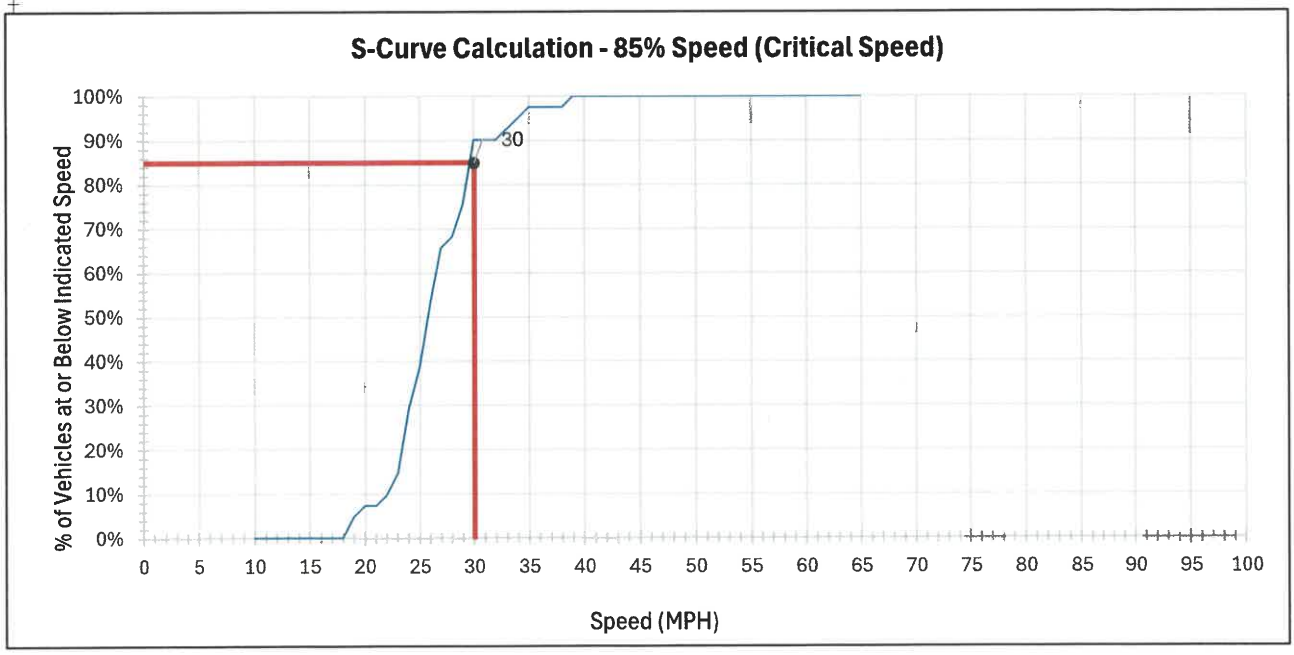
TIME: 2:09 p.m. - 3:09 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	27	26	28	30	
<=	>	<=	>	<	IN	>				<=	>
39%	61%	39%	61%	5%	71%	24%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	2	5%	2	4.9%
20	1	2%	3	7.3%
21	0	0%	3	7.3%
22	1	2%	4	9.8%
23	2	5%	6	14.6%
24	6	15%	12	29.3%
25	4	10%	16	39.0%
26	6	15%	22	53.7%
27	5	12%	27	65.9%
28	1	2%	28	68.3%
29	3	7%	31	75.6%
30	6	15%	37	90.2%
31	0	0%	37	90.2%
32	0	0%	37	90.2%
33	1	2%	38	92.7%
34	1	2%	39	95.1%
35	1	2%	40	97.6%
36	0	0%	40	97.6%
37	0	0%	40	97.6%
38	0	0%	40	97.6%
39	1	2%	41	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Forest Avenue

SR68 (Sunset Drive) to Laurel Ave

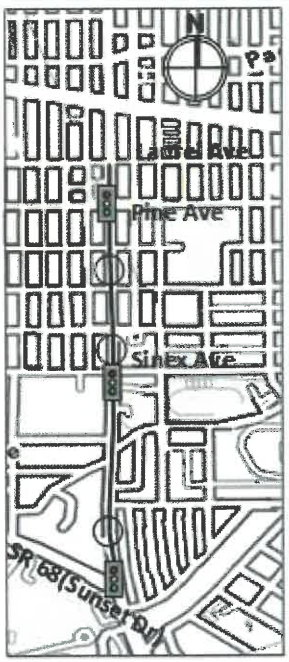
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	30.3	30.6
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	27	27
10-MPH Pace	22-31	23-32
No. of Collisions in 24 Months / 2-Yr Collision Rate	13 / 5.702	
Survey Segment Length (Feet) / Avg. Daily Traffic	3,696 / 4,462	
Previous Speed Limit	25(30)	25(30)
Date of Previous Survey	11/20/2025	
Date of This Survey/Weather Conditions	12/10/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	B,C,D / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Principal Arterial**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	
	Traffic Signal Controls at:	**SR68 (Sunset Dr), Sinex Ave, Pine Ave**
	Uncontrolled Pedestrian Crossing Locations:	**Spazier Ave, Gibson Ave, Junipero Ave,**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Forest Avenue

SR68 (Sunset Drive) to Laurel Ave

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **S of Beaumont Ave, S of Gibson St, S of Spruce Ave**
Date of Data Collection: **12/10/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☐ Arterial Minor ☑ Arterial Major

Average Daily Traffic (ADT) Volume: 4,462 Current Speed Limit: 25(30)

Survey Segment Length (FT): 3,696 Street Width (curb to curb): 52 ft from SR68(Sunset Dr) to about 115 ft north of Beaumont Ave then 34 ft to Laurel Ave.

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in NB Direction: 1 Lane(s)

Number of Travel Lanes in SB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	70			
Segment part of a Suggested Route to School:	☑	Yes	☐	No

Schools Served by Roadway Segment: Pacific Grove Middle School,Robert Down Elementary School

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Forest Avenue

SR68 (Sunset Drive) to Laurel Ave

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☐
Hills	downward slope from Sunset Dr to Laurel Ave.
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	
Traffic Signals	SR68 (Sunset Dr), Sinex Ave, Pine Ave

Warning Devices	
Type	Location
None	☐
Ped Beacons	Spazier Ave
Vehicle Speed Feedback Sign	N of Beaumont Ave NB

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 13

2-Year Collision Rate (ACC/MVM): 5.702

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: Institutional

Schools in/near Study Segment: Pacific Grove Middle School,Robert Down Elementary School

Parks or Senior Centers in/near Study Segment: Pacific Grove Performing Arts Center, Pacific Grove Community Center

VII. COMMENTS/RECOMMENDATION

Forest Avenue between Sunset Drive and Hillcrest Avenue is a two-lane, primarily residential roadway with a variable cross section that narrows from approximately 52 feet near State Route 68 (Sunset Drive) to approximately 34 feet north of Beaumont Avenue. This segment is currently posted at 30 mph and transitions directly into an existing 25 mph speed zone from Hillcrest Avenue to Laurel Avenue, which exhibits an 85th percentile speed of 28 mph and a collision rate of 5.70 collisions per million vehicle miles, which is substantially higher than the statewide average of 1.08 collisions per million vehicle miles for similar roadways. The measured 85th percentile speed for the Sunset Drive to Hillcrest Avenue segment is 34 mph, with an average speed of 27 mph, indicating operating speeds consistent with a 25 mph environment. The residential land use, variable roadway width, proximity to Pacific Grove Elementary School, pedestrian activity extending beyond the signed school zone, and the need for speed consistency constitute conditions not readily apparent to motorists and support a 5-mph reduction pursuant to California Vehicle Code Section 22358.6. Therefore, it is recommended that the posted speed limit on Forest Avenue from Sunset Drive to Hillcrest Avenue be reduced from 30 mph to 25 mph and incorporated into the existing 25 mph zone, and that the 25 mph speed limit from Hillcrest Avenue to Laurel Avenue be retained

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Beaumont Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 52 ft

BUSINESS OR RESIDENCE DISTRICT: YES

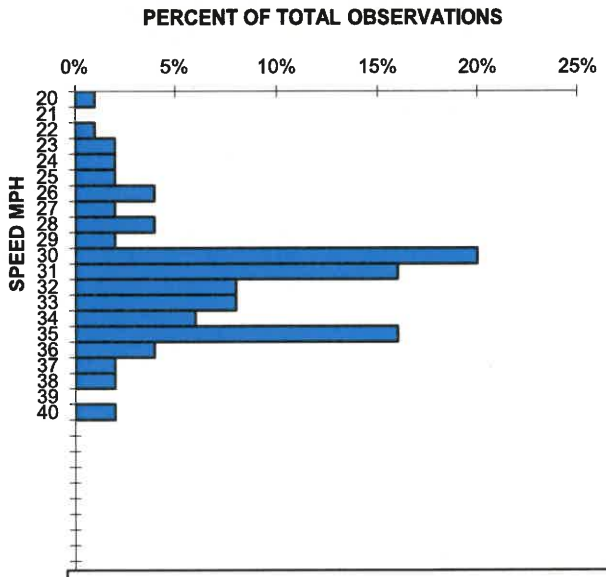
DATE: 12/10/2025

DAY: Wednesday

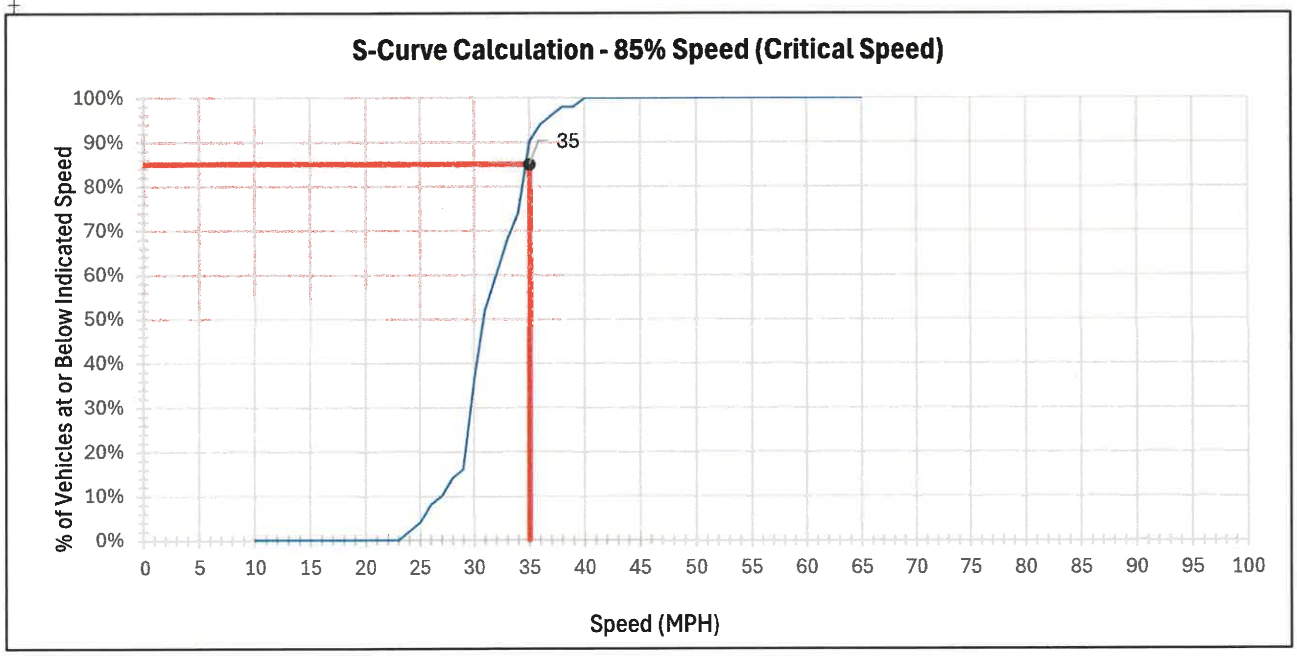
TIME: 9:00 a.m. - 9:30 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		26	-	35	32	31	33	35	
<=	>	<=	>	<	IN	>				<=	>
4%	96%	36%	64%	4%	86%	10%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
24	1	2%	1	2.0%
25	1	2%	2	4.0%
26	2	4%	4	8.0%
27	1	2%	5	10.0%
28	2	4%	7	14.0%
29	1	2%	8	16.0%
30	10	20%	18	36.0%
31	8	16%	26	52.0%
32	4	8%	30	60.0%
33	4	8%	34	68.0%
34	3	6%	37	74.0%
35	8	16%	45	90.0%
36	2	4%	47	94.0%
37	1	2%	48	96.0%
38	1	2%	49	98.0%
39	0	0%	49	98.0%
40	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Beaumont Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 52 ft

BUSINESS OR RESIDENCE DISTRICT: YES

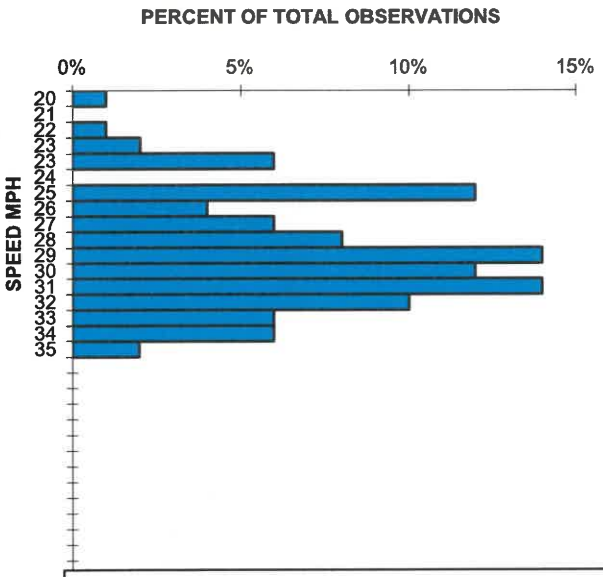
DATE: 12/10/2025

DAY: Wednesday

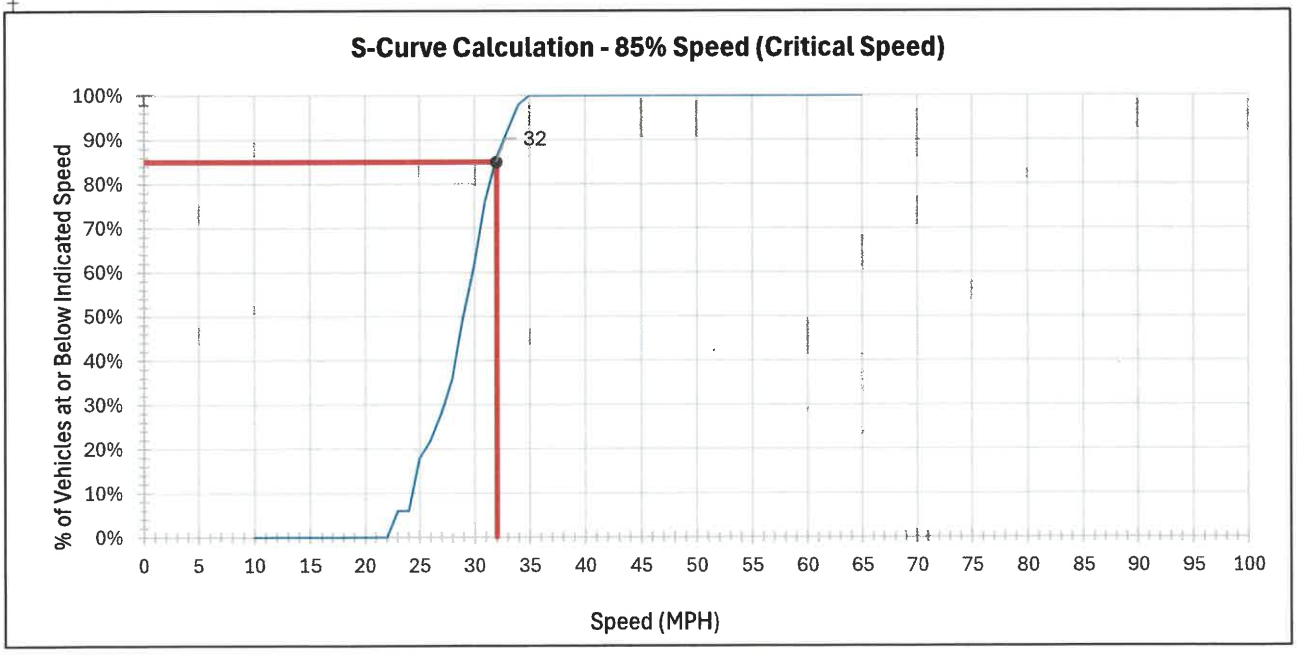
TIME: 9:00 a.m. - 9:30 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		30		25	-	34	29	30	31	32
<=	>	<=	>	<	IN	>				<=	>
18%	82%	62%	38%	6%	92%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
23	3	6%	3	6.0%
24	0	0%	3	6.0%
25	6	12%	9	18.0%
26	2	4%	11	22.0%
27	3	6%	14	28.0%
28	4	8%	18	36.0%
29	7	14%	25	50.0%
30	6	12%	31	62.0%
31	7	14%	38	76.0%
32	5	10%	43	86.0%
33	3	6%	46	92.0%
34	3	6%	49	98.0%
35	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Gibson St

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

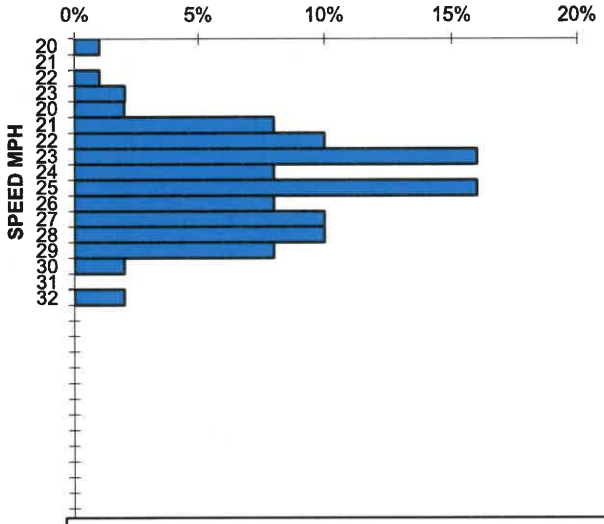
DATE: 12/10/2025

DAY: Wednesday

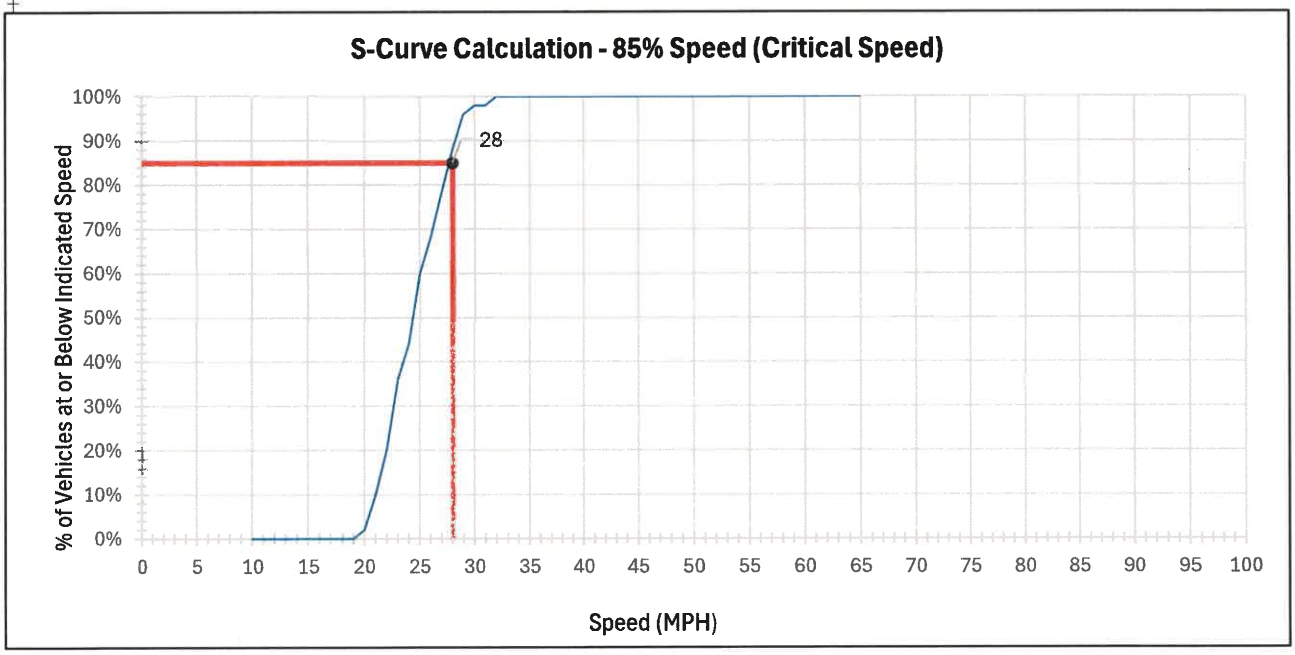
TIME: 9:33 a.m. - 10:16 a.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	25	26	28	
<=	>	<=	>	<	IN	>				<=	>
60%	40%	60%	40%	0%	96%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	1	2%	1	2.0%
21	4	8%	5	10.0%
22	5	10%	10	20.0%
23	8	16%	18	36.0%
24	4	8%	22	44.0%
25	8	16%	30	60.0%
26	4	8%	34	68.0%
27	5	10%	39	78.0%
28	5	10%	44	88.0%
29	4	8%	48	96.0%
30	1	2%	49	98.0%
31	0	0%	49	98.0%
32	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Gibson St

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

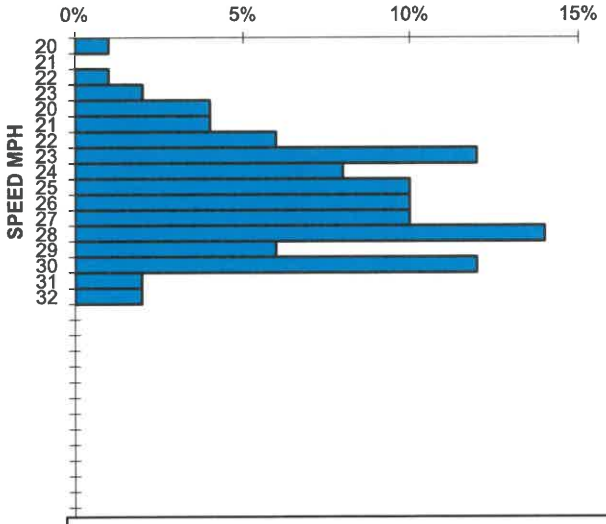
DATE: 12/10/2025

DAY: Wednesday

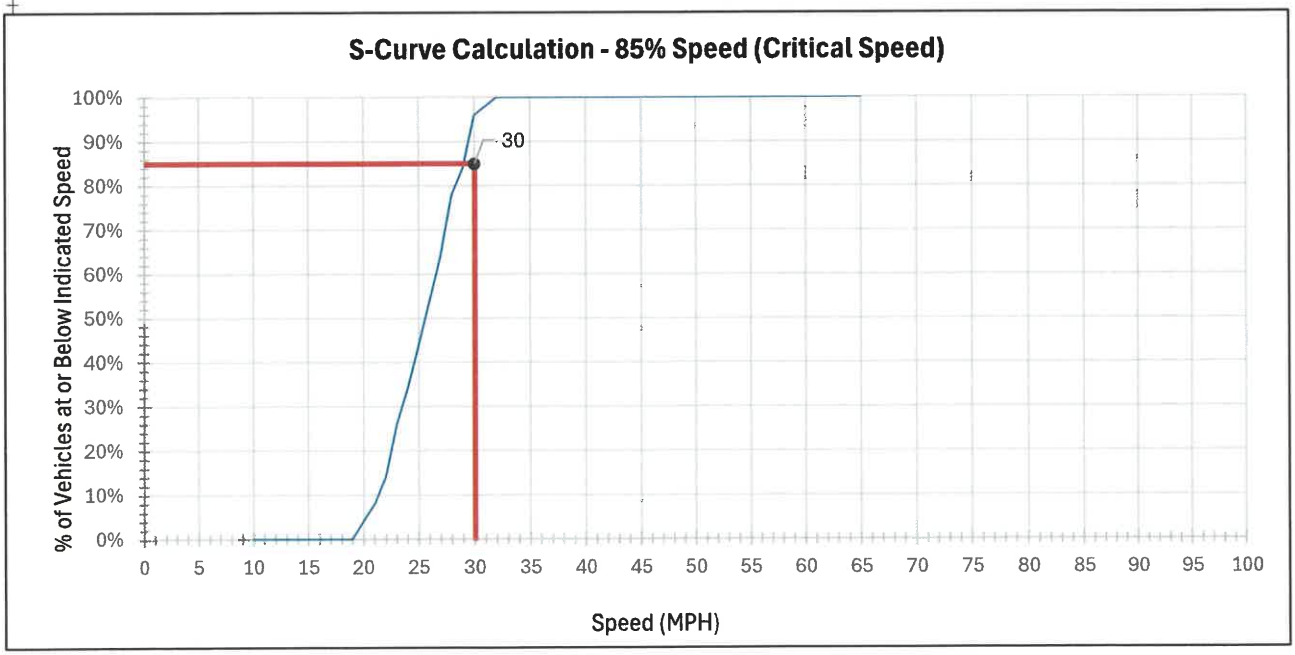
TIME: 9:33 a.m. - 10:16 a.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		21	-	30	26	26	28	30
<=	>	<=	>	<	IN	>				<=	>
44%	56%	44%	56%	4%	92%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	2	4%	2	4.0%
21	2	4%	4	8.0%
22	3	6%	7	14.0%
23	6	12%	13	26.0%
24	4	8%	17	34.0%
25	5	10%	22	44.0%
26	5	10%	27	54.0%
27	5	10%	32	64.0%
28	7	14%	39	78.0%
29	3	6%	42	84.0%
30	6	12%	48	96.0%
31	1	2%	49	98.0%
32	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Spruce Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

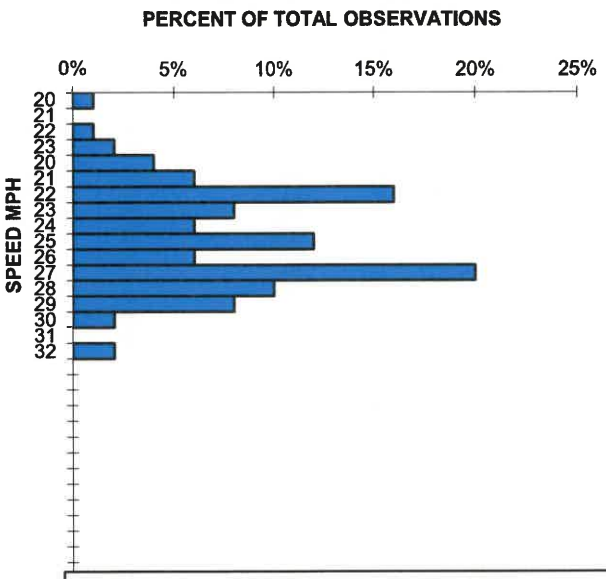
DATE: 12/10/2025

DAY: Wednesday

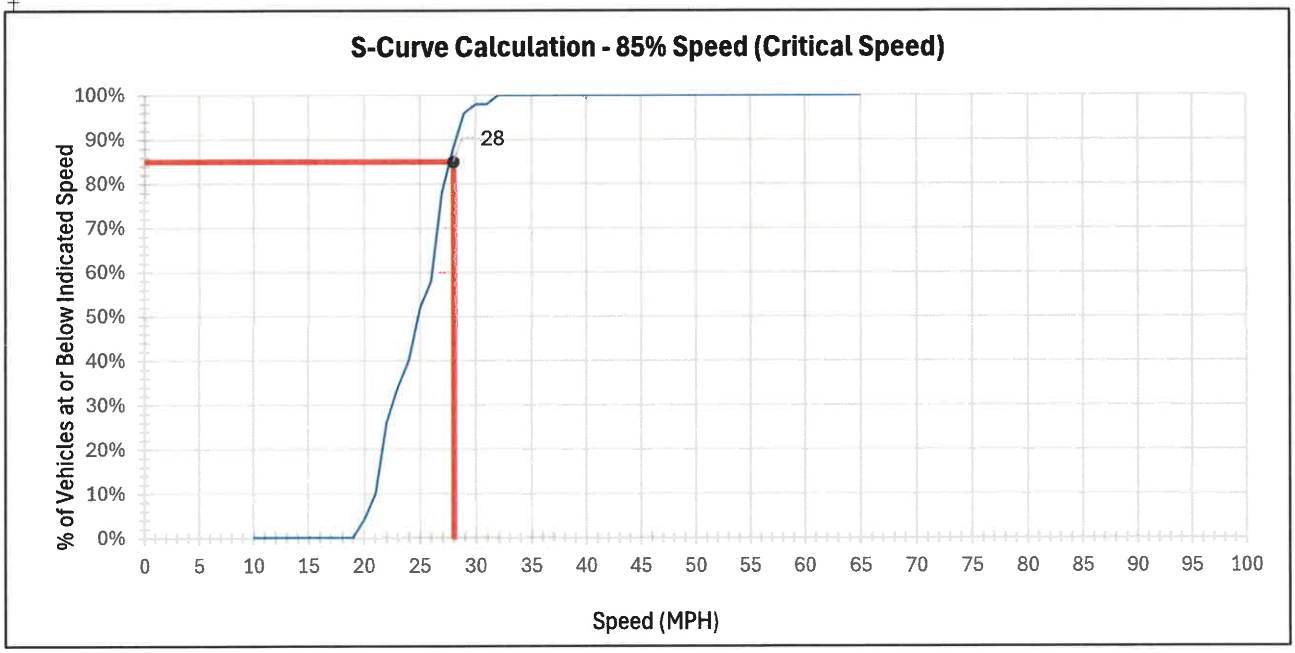
TIME: 10:19 a.m - 10:48 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	25	27	28	
<=	>	<=	>	<	IN	>				<=	>
52%	48%	52%	48%	0%	96%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	2	4%	2	4.0%
21	3	6%	5	10.0%
22	8	16%	13	26.0%
23	4	8%	17	34.0%
24	3	6%	20	40.0%
25	6	12%	26	52.0%
26	3	6%	29	58.0%
27	10	20%	39	78.0%
28	5	10%	44	88.0%
29	4	8%	48	96.0%
30	1	2%	49	98.0%
31	0	0%	49	98.0%
32	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Spruce Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

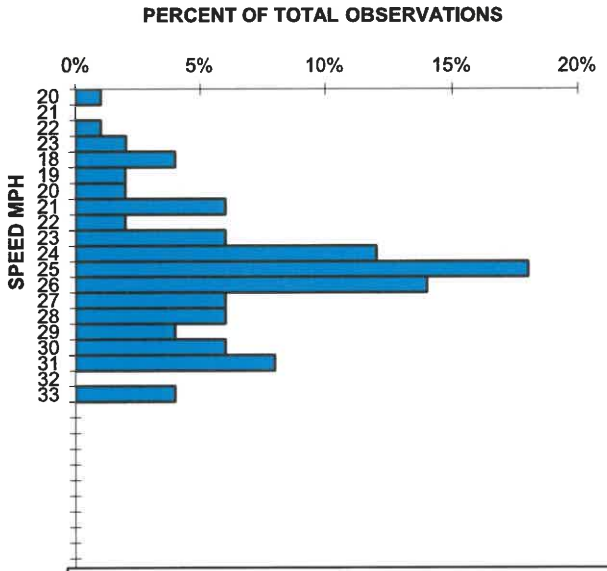
DATE: 12/10/2025

DAY: Wednesday

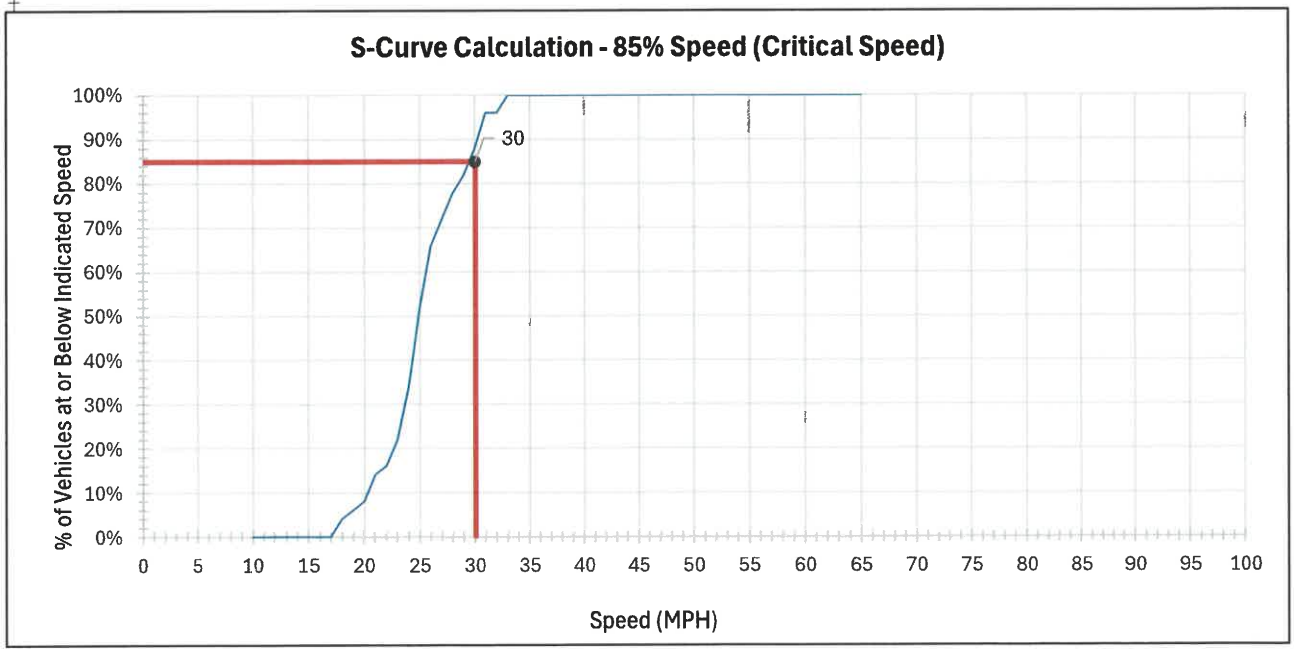
TIME: 10:19 a.m - 10:48 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		22	-	31	26	25	27	30
<=	>	<=	>	<	IN	>				<=	>
52%	48%	52%	48%	14%	82%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	2	4%	2	4.0%
19	1	2%	3	6.0%
20	1	2%	4	8.0%
21	3	6%	7	14.0%
22	1	2%	8	16.0%
23	3	6%	11	22.0%
24	6	12%	17	34.0%
25	9	18%	26	52.0%
26	7	14%	33	66.0%
27	3	6%	36	72.0%
28	3	6%	39	78.0%
29	2	4%	41	82.0%
30	3	6%	44	88.0%
31	4	8%	48	96.0%
32	0	0%	48	96.0%
33	2	4%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Forest Avenue

Lighthouse Avenue to Ocean View Boulevard

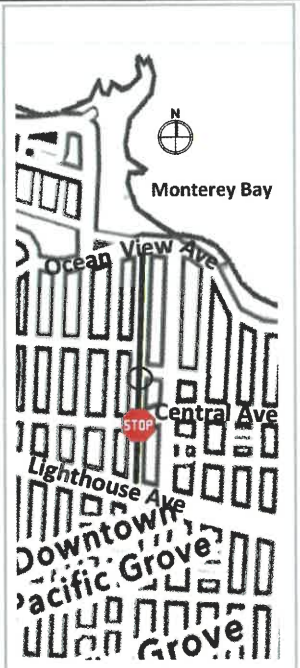
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	24	24
Rounded 85th Percentile Speed (MPH)	25	
Mean (Average) Speed (MPH)	19	20
10-MPH Pace	14-23	14-23
No. of Collisions in 24 Months / 2-Yr Collision Rate	5 /	21.939
Survey Segment Length (Feet) / Avg. Daily Traffic	1,205 /	1,368
Previous Speed Limit	25	25
Date of Previous Survey	11/13/2015	
Date of This Survey/Weather Conditions	12/10/2025 /	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	B /	2

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Major Collector**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**Central Ave**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**None**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT **25**

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Forest Avenue

Lighthouse Avenue to Ocean View Boulevard

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **S of Union St**
Date of Data Collection: **12/10/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 1,368 Current Speed Limit: 25

Survey Segment Length (FT): 1,205 Street Width (curb to curb): 34 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **NB** Direction: 1 Lane(s)

Number of Travel Lanes in **SB** Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☐	Yes	☑	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	90			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Forest Avenue

Lighthouse Avenue to Ocean View Boulevard

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	Central Ave
Traffic Signals	None

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 5

2-Year Collision Rate (ACC/MVM): 21.939

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: Commercial

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: Jewell Park, Pacific Grove Public Library

VII. COMMENTS/RECOMMENDATION

Forest Avenue is a fully improved major collector that traverses the City in a north–south direction and provides access at its northern terminus to the Monterey Bay coastline. The roadway is approximately 34 feet wide with a single broken centerline that permits passing and includes a northbound downhill grade from Lighthouse Avenue. Adjacent land uses between Lighthouse Avenue and Central Avenue include commercial businesses and several prominent pedestrian generators, including Jewell Park at the northeast corner of Forest Avenue and Central Avenue, the Pacific Grove Museum of Natural History at the southeast corner of the same intersection, and the Pacific Grove Library, located one block east. The proximity of these destinations, combined with coastal access, results in a high level of pedestrian activity throughout the corridor. The calculated collision rate of 21.939 collisions per million vehicle miles substantially exceeds the statewide average of 1.08 for similar roadway facilities. Spot speed measurements indicate a measured 85th-percentile speed of 25 mph and an average speed of 20 mph. Based on the roadway geometry, adjacent land uses, multimodal activity, and elevated collision experience, these conditions meet the criteria described in California Vehicle Code Section 627 and support the establishment of a 25-mph speed limit for this segment of Forest Avenue.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Union St

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

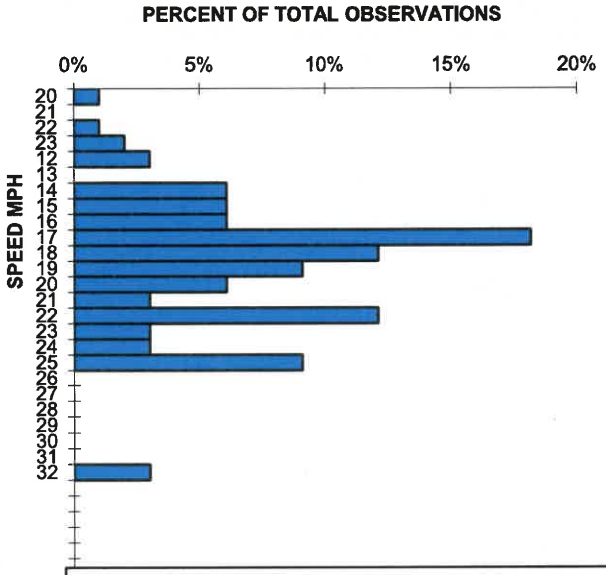
DATE: 12/10/2025

DAY: Wednesday

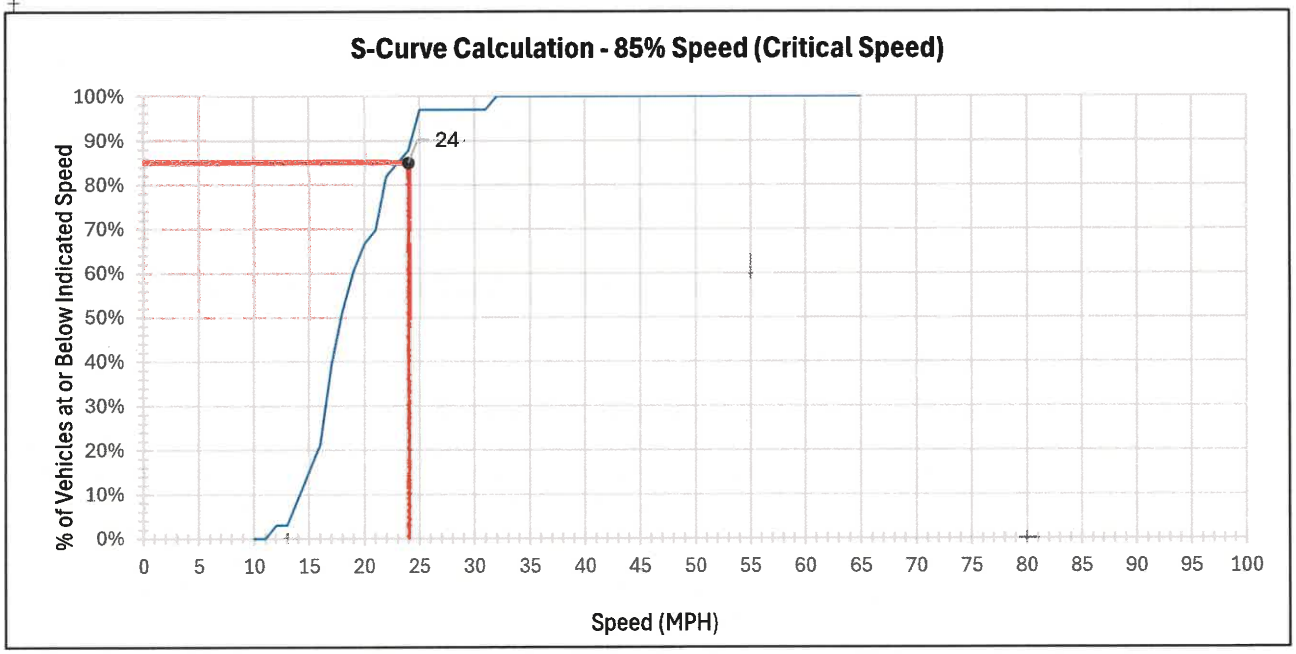
TIME: 12:00 p.m. - 1:00 p.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		14	-	23	19	18	21	24	
<=	>	<=	>	<	IN	>				<=	>
97%	3%	97%	3%	3%	82%	15%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
12	1	3%	1	3.0%
13	0	0%	1	3.0%
14	2	6%	3	9.1%
15	2	6%	5	15.2%
16	2	6%	7	21.2%
17	6	18%	13	39.4%
18	4	12%	17	51.5%
19	3	9%	20	60.6%
20	2	6%	22	66.7%
21	1	3%	23	69.7%
22	4	12%	27	81.8%
23	1	3%	28	84.8%
24	1	3%	29	87.9%
25	3	9%	32	97.0%
26	0	0%	32	97.0%
27	0	0%	32	97.0%
28	0	0%	32	97.0%
29	0	0%	32	97.0%
30	0	0%	32	97.0%
31	0	0%	32	97.0%
32	1	3%	33	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at S of Union St

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

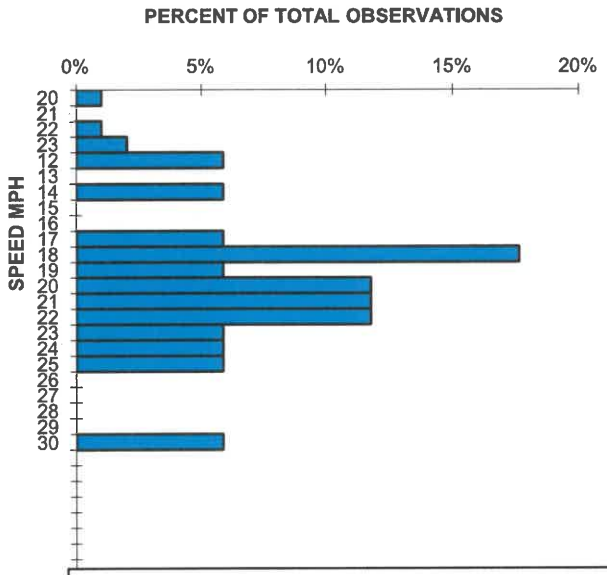
DATE: 12/10/2025

DAY: Wednesday

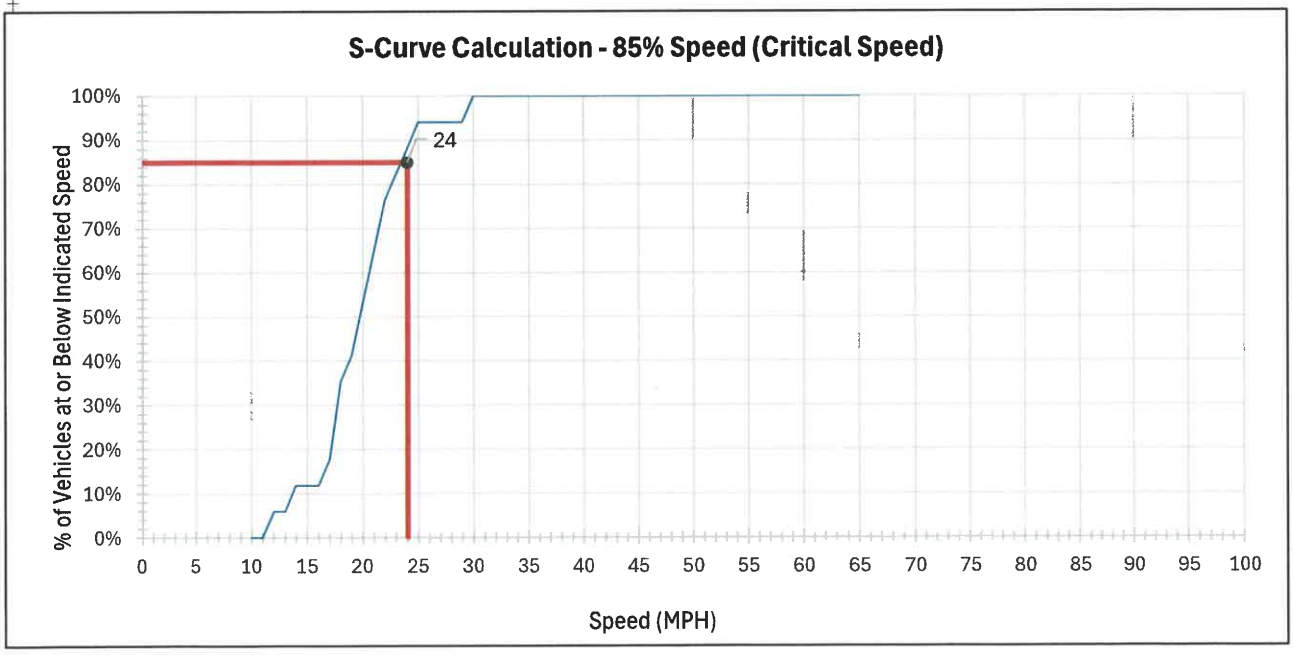
TIME: 12:00 p.m. - 1:00 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		14	-	23	20	20	22	24	
<=	>	<=	>	<	IN	>				<=	>
94%	6%	94%	6%	6%	76%	18%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
12	1	6%	1	5.9%
13	0	0%	1	5.9%
14	1	6%	2	11.8%
15	0	0%	2	11.8%
16	0	0%	2	11.8%
17	1	6%	3	17.6%
18	3	18%	6	35.3%
19	1	6%	7	41.2%
20	2	12%	9	52.9%
21	2	12%	11	64.7%
22	2	12%	13	76.5%
23	1	6%	14	82.4%
24	1	6%	15	88.2%
25	1	6%	16	94.1%
26	0	0%	16	94.1%
27	0	0%	16	94.1%
28	0	0%	16	94.1%
29	0	0%	16	94.1%
30	1	6%	17	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Forest Avenue

Laurel Avenue to Lighthouse Avenue

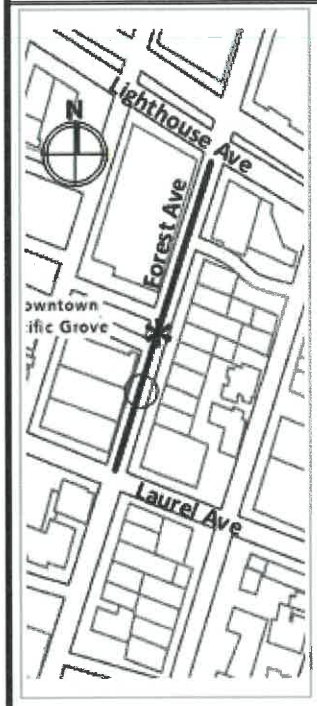
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	21	20
Rounded 85th Percentile Speed (MPH)	20	
Mean (Average) Speed (MPH)	17	17
10-MPH Pace	11-20	12-21
No. of Collisions in 24 Months / 2-Yr Collision Rate	5 /	21.592
Survey Segment Length (Feet) / Avg. Daily Traffic	450 /	3,722
Previous Speed Limit	25	25
Date of Previous Survey	11/13/2025	
Date of This Survey/Weather Conditions	12/10/2025 /	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	B, C /	2

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Principal Arterial
	Land Use is Predominantly:	Commercial
	All-Way Stop Controls at:	None
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	midblock

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
15

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Forest Avenue

Laurel Avenue to Lighthouse Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **N of Laurel Ave**
Date of Data Collection: **12/10/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☐ Arterial Minor ☑ Arterial Major

Average Daily Traffic (ADT) Volume: 3,722 Current Speed Limit: 25

Survey Segment Length (FT): 450 Street Width (curb to curb): **34 ft**

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **NB** Direction: 1 Lane(s)

Number of Travel Lanes in **SB** Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	100			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Forest Avenue

Laurel Avenue to Lighthouse Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius **at Forest Lodge Rd**	

Vertical Curves	
Type	Location
None	☐
Hills **downhill slope**	
Sag Curves	

Controls Summary	
Type	Location
None	☑
All-Way Stops **None**	
Traffic Signals **None**	

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 5

2-Year Collision Rate (ACC/MVM): 21.592

VI. LAND USE SUMMARY

Predominant Land Use Type: Commercial

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: None

VII. COMMENTS/RECOMMENDATION

Forest Avenue between Laurel Avenue and Lighthouse Avenue is a 34-foot-wide commercial corridor with on-street parking and 10-foot travel lanes, serving cafés, retail shops, and a grocery store that generate substantial pedestrian and bicycle activity throughout the day. A marked, uncontrolled mid-block crosswalk is provided; however, pedestrians were frequently observed crossing at multiple locations along the corridor, reflecting high pedestrian demand in a constrained roadway environment. Bicyclists share the travel lanes in the absence of dedicated bicycle facilities. This segment experiences a collision rate of 21.6 collisions per million vehicle miles, significantly higher than the statewide average of 1.08, with four of five reported collisions over the most recent two-year period involving sideswipe movements consistent with narrow lane widths. Measured operating speeds are low, with an 85th-percentile speed of 19 mph and an average speed of 17 mph, and the segment directly connects to Lighthouse Avenue within the downtown core, which is posted at 15 mph. These roadway characteristics, adjacent land uses, multi-modal activity, and crossing movements constitute conditions not readily apparent to motorists and are consistent with the criteria outlined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the a posted speed limit of 15 mph be established for this segment of Forest Avenue.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at N of Laurel Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

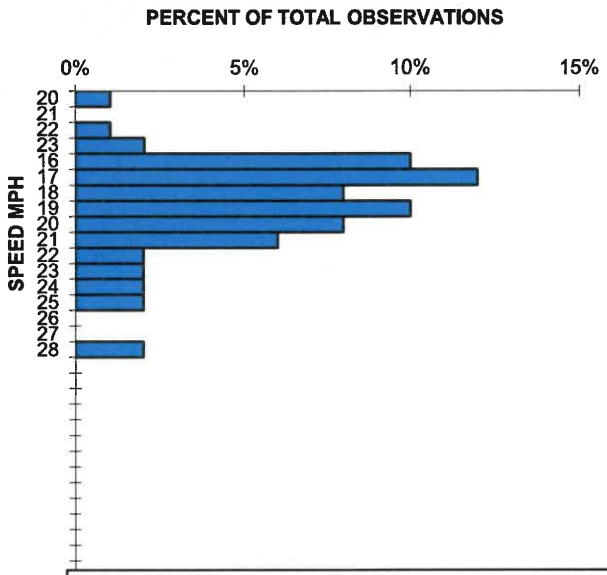
DATE: 12/10/2025

DAY: Wednesday

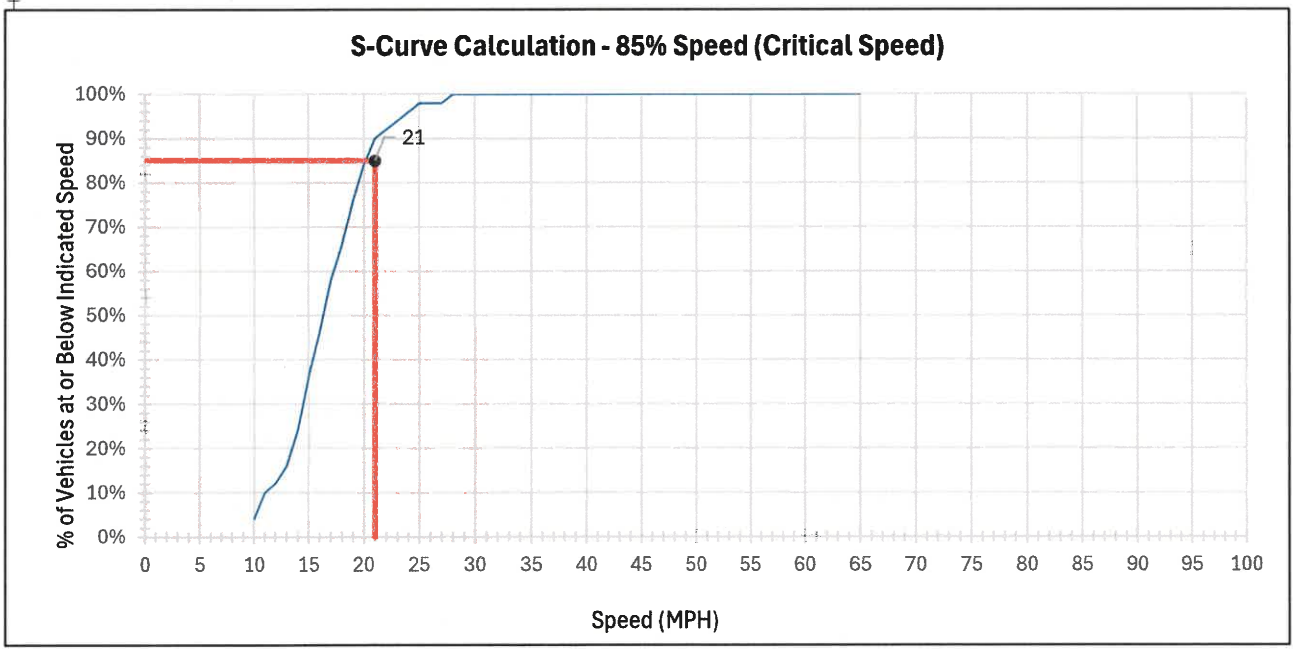
TIME: 10:51 a.m. - 11:45 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		11	-	20	17	17	19	21	
<=	>	<=	>	<	IN	>				<=	>
98%	2%	98%	2%	4%	80%	16%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	5	10%	23	46.0%
17	6	12%	29	58.0%
18	4	8%	33	66.0%
19	5	10%	38	76.0%
20	4	8%	42	84.0%
21	3	6%	45	90.0%
22	1	2%	46	92.0%
23	1	2%	47	94.0%
24	1	2%	48	96.0%
25	1	2%	49	98.0%
26	0	0%	49	98.0%
27	0	0%	49	98.0%
28	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Forest Ave at N of Laurel Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/10/2025

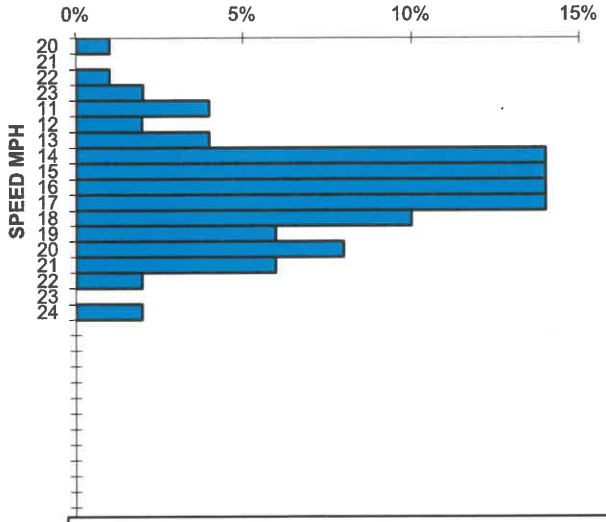
DAY: Wednesday

TIME: 10:51 a.m. - 11:45 a.

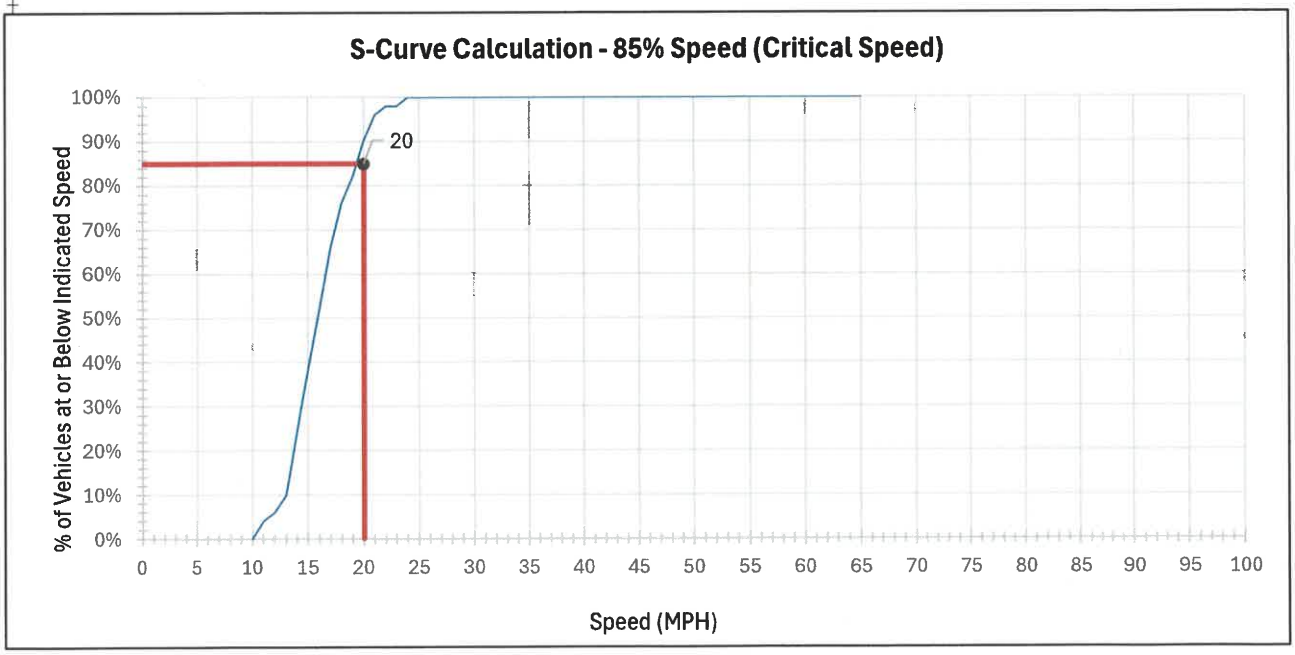
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		12	-	21	17	16	18	20
<=	>	<=	>	<	IN	>				<=	>
100%	0%	100%	0%	4%	92%	4%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
11	2	4%	2	4.0%
12	1	2%	3	6.0%
13	2	4%	5	10.0%
14	7	14%	12	24.0%
15	7	14%	19	38.0%
16	7	14%	26	52.0%
17	7	14%	33	66.0%
18	5	10%	38	76.0%
19	3	6%	41	82.0%
20	4	8%	45	90.0%
21	3	6%	48	96.0%
22	1	2%	49	98.0%
23	0	0%	49	98.0%
24	1	2%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Jewell Avenue

Pacific Avenue to 17 Mile Drive

Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	31	31
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	28	27
10-MPH Pace	23-32	21-30
No. of Collisions in 24 Months / 2-Yr Collision Rate	0 / 0.000	
Survey Segment Length (Feet) / Avg. Daily Traffic	2,642 / 929	
Previous Speed Limit	30	30
Date of Previous Survey	11/11/2025	
Date of This Survey/Weather Conditions	12/17/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	B, C / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Major Collector**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**Pacific Ave, Del Monte Bl**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**None**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Jewell Avenue

Pacific Avenue to 17 Mile Drive

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **W of Del Monte Bl, W of Cedar St, E of Cedar St**
Date of Data Collection: **12/16/2025 & 12/17/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 929 Current Speed Limit: 30

Survey Segment Length (FT): 2,642 Street Width (curb to curb): 36 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in EB Direction: 1 Lane(s)

Number of Travel Lanes in WB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☐	Yes	☑	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	10			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Jewell Avenue

Pacific Avenue to 17 Mile Drive

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		Vertical Curves	
Type	Location	Type	Location
None	☐	None	☑
Sharp Turns		Hills	
Large Radius **between Cedar St & 17 Mile Dr**		Sag Curves	

Controls Summary		Warning Devices	
Type	Location	Type	Location
None	☐	None	☑
All-Way Stops **Pacific Ave, Del Monte Bl**		Ped Beacons	
Traffic Signals **None**		Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 0

2-Year Collision Rate (ACC/MVM): 0.000

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: Meals on Wheels Community Center (Senior Citizen Facility)

VII. COMMENTS/RECOMMENDATION

Jewell Avenue is a residential roadway approximately 36 feet wide, with curb, gutter, and sidewalk provided along the north side of the street between Pacific Avenue and Bayview Avenue; the remainder of the segment is unimproved, with valley gutter on both sides of the roadway. A Meals on Wheels facility is located at the northwest corner of Jewell Avenue and Pacific Avenue, and the frontage is posted as a "Senior Citizen Facility," which establishes a 25 mph senior zone pursuant to California Vehicle Code Section 22352(b)(3). Pacific Grove Golf Links fronts the north side of the street between Pacific Avenue and Cedar Street, contributing to pedestrian activity, and pedestrians were observed walking within the travel lanes due to the lack of continuous pedestrian infrastructure. Bicyclists share the roadway in the absence of dedicated bicycle facilities or shared-lane markings. The measured 85th-percentile speed is 30 mph, with an average speed of 28 mph. These roadway characteristics, land uses, and pedestrian activity constitute conditions not readily apparent to motorists, as defined in California Vehicle Code Section 627. In accordance with California Vehicle Code Section 22358, and to improve consistency with the adjacent 25 mph posted speed limit on Ocean View Boulevard and on Jewell Avenue west of 17-Mile Drive, it is recommended that the posted speed limit on this segment of Jewell Avenue be reduced from 30 mph to 25 mph.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Jewell Ave at E of Cedar St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

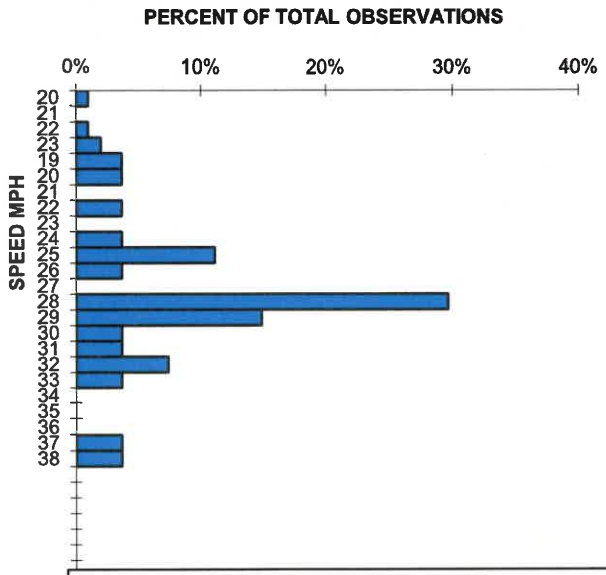
DATE: 12/16/2025

DAY: Tuesday

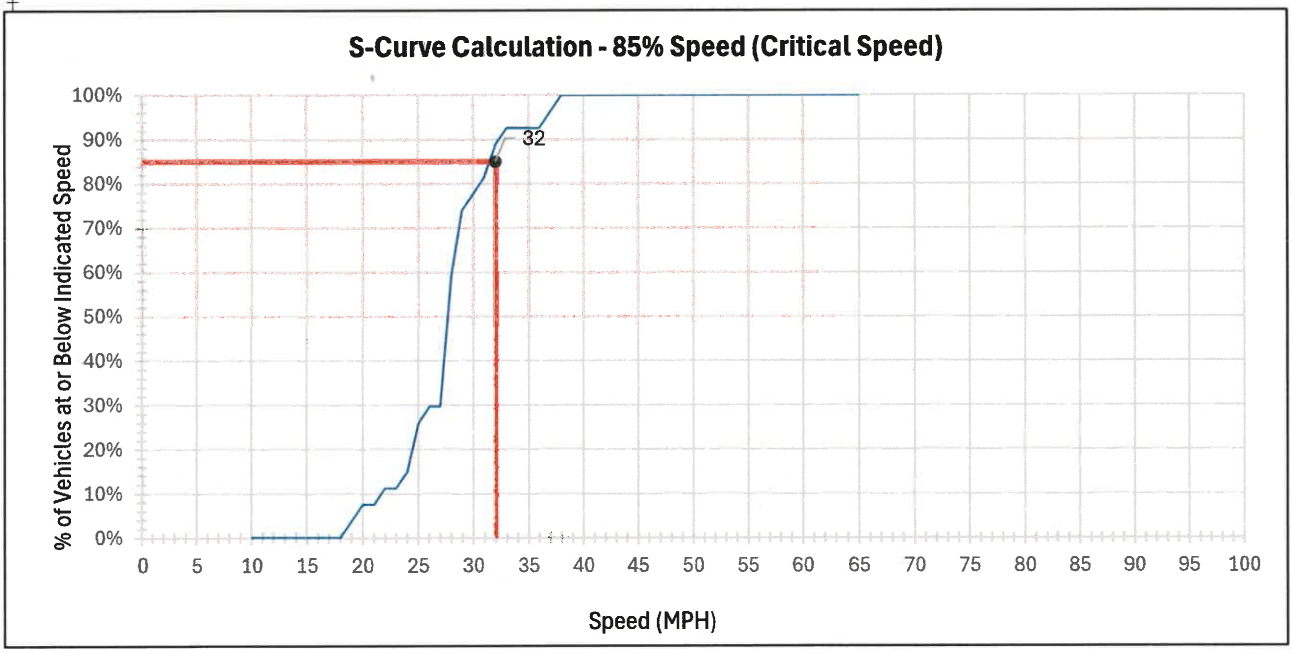
TIME: 2:03 p.m. - 3:03 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		24	-	33	28	28	29	32	
<=	>	<=	>	<	IN	>				<=	>
26%	74%	78%	22%	11%	81%	7%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	4%	1	3.7%
20	1	4%	2	7.4%
21	0	0%	2	7.4%
22	1	4%	3	11.1%
23	0	0%	3	11.1%
24	1	4%	4	14.8%
25	3	11%	7	25.9%
26	1	4%	8	29.6%
27	0	0%	8	29.6%
28	8	30%	16	59.3%
29	4	15%	20	74.1%
30	1	4%	21	77.8%
31	1	4%	22	81.5%
32	2	7%	24	88.9%
33	1	4%	25	92.6%
34	0	0%	25	92.6%
35	0	0%	25	92.6%
36	0	0%	25	92.6%
37	1	4%	26	96.3%
38	1	4%	27	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Jewell Ave at E of Cedar St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

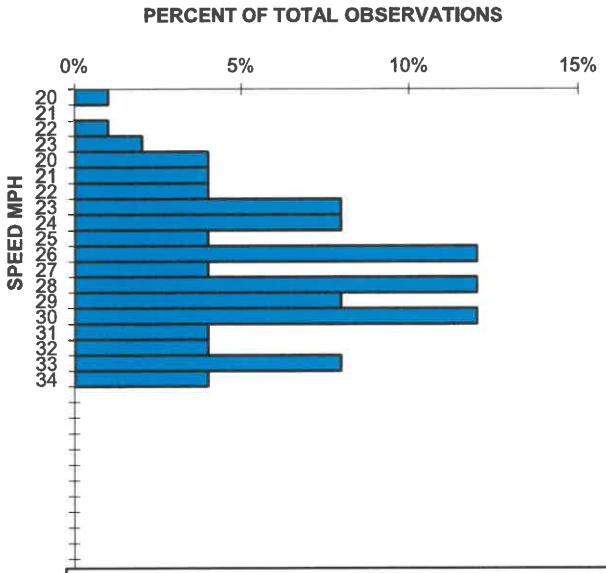
DATE: 12/16/2025

DAY: Tuesday

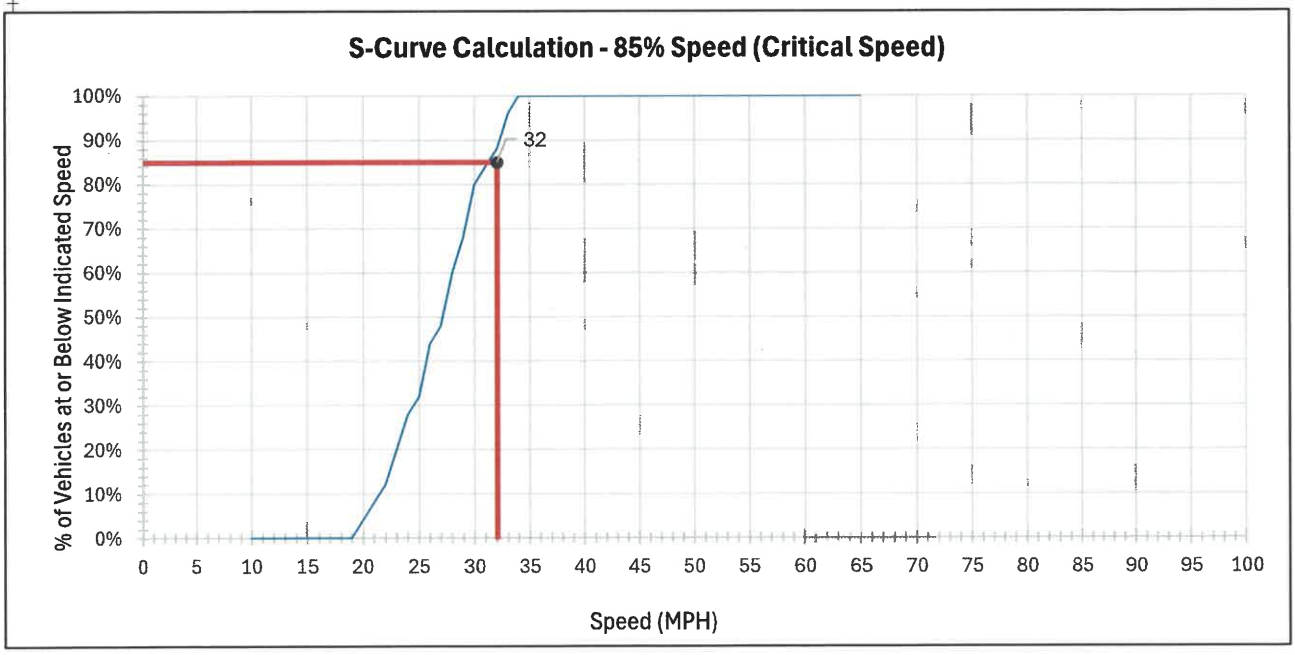
TIME: 2:03 p.m. - 3:03 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		21	-	30	27	28	29	32	
<=	>	<=	>	<	IN	>				<=	>
32%	68%	80%	20%	4%	76%	20%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	1	4%	1	4.0%
21	1	4%	2	8.0%
22	1	4%	3	12.0%
23	2	8%	5	20.0%
24	2	8%	7	28.0%
25	1	4%	8	32.0%
26	3	12%	11	44.0%
27	1	4%	12	48.0%
28	3	12%	15	60.0%
29	2	8%	17	68.0%
30	3	12%	20	80.0%
31	1	4%	21	84.0%
32	1	4%	22	88.0%
33	2	8%	24	96.0%
34	1	4%	25	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Jewell Ave at W of Cedar St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

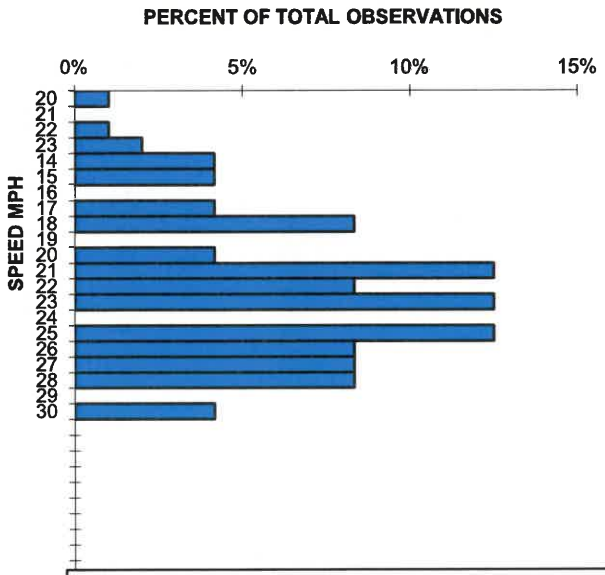
DATE: 12/17/2025

DAY: Wednesday

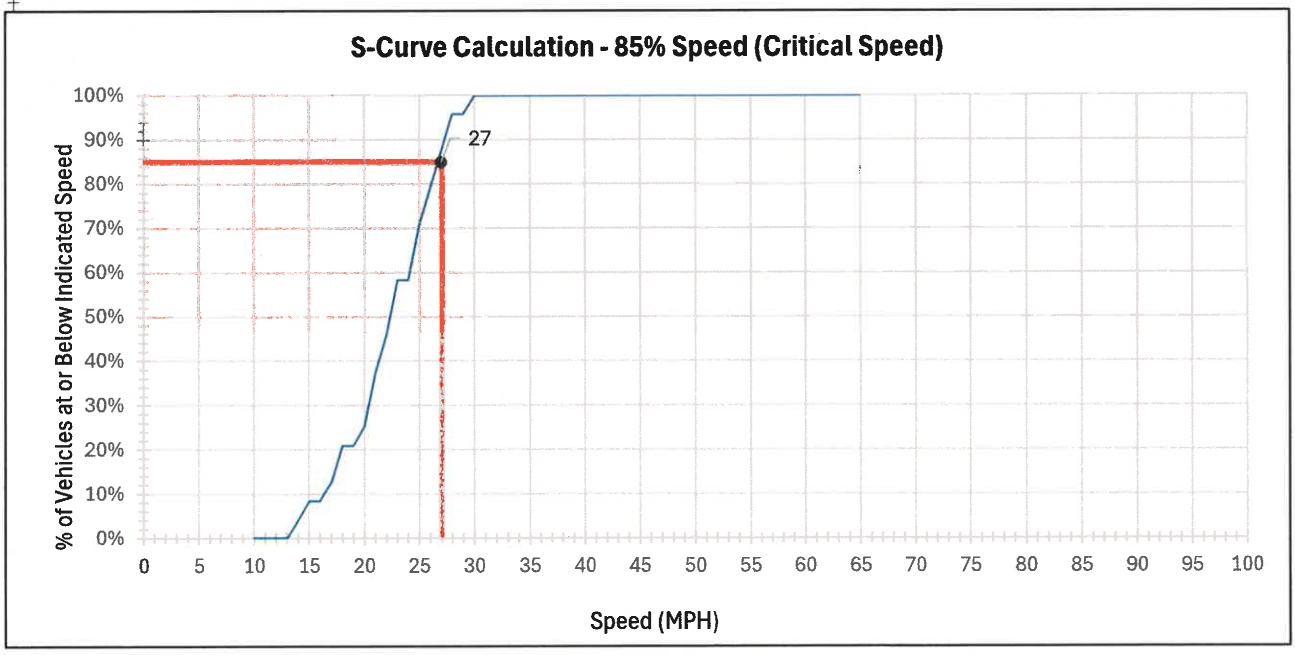
TIME: 12:57 p.m. - 1:57 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		18	-	27	23	23	25	27	
<=	>	<=	>	<	IN	>				<=	>
71%	29%	100%	0%	13%	75%	13%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
14	1	4%	1	4.2%
15	1	4%	2	8.3%
16	0	0%	2	8.3%
17	1	4%	3	12.5%
18	2	8%	5	20.8%
19	0	0%	5	20.8%
20	1	4%	6	25.0%
21	3	13%	9	37.5%
22	2	8%	11	45.8%
23	3	13%	14	58.3%
24	0	0%	14	58.3%
25	3	13%	17	70.8%
26	2	8%	19	79.2%
27	2	8%	21	87.5%
28	2	8%	23	95.8%
29	0	0%	23	95.8%
30	1	4%	24	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Jewell Ave at W of Cedar St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

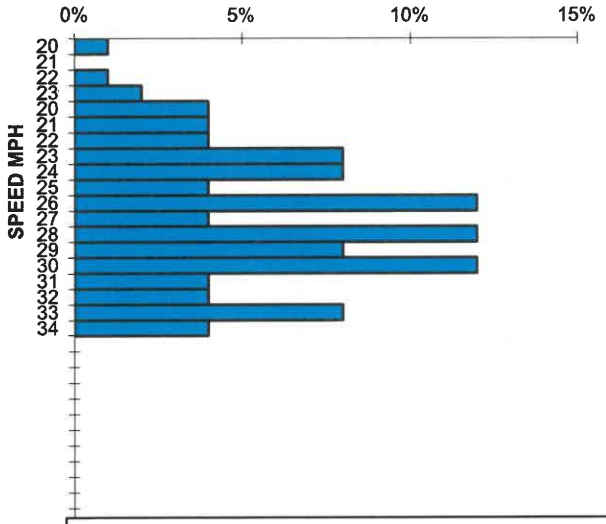
DATE: 12/16/2025

DAY: Tuesday

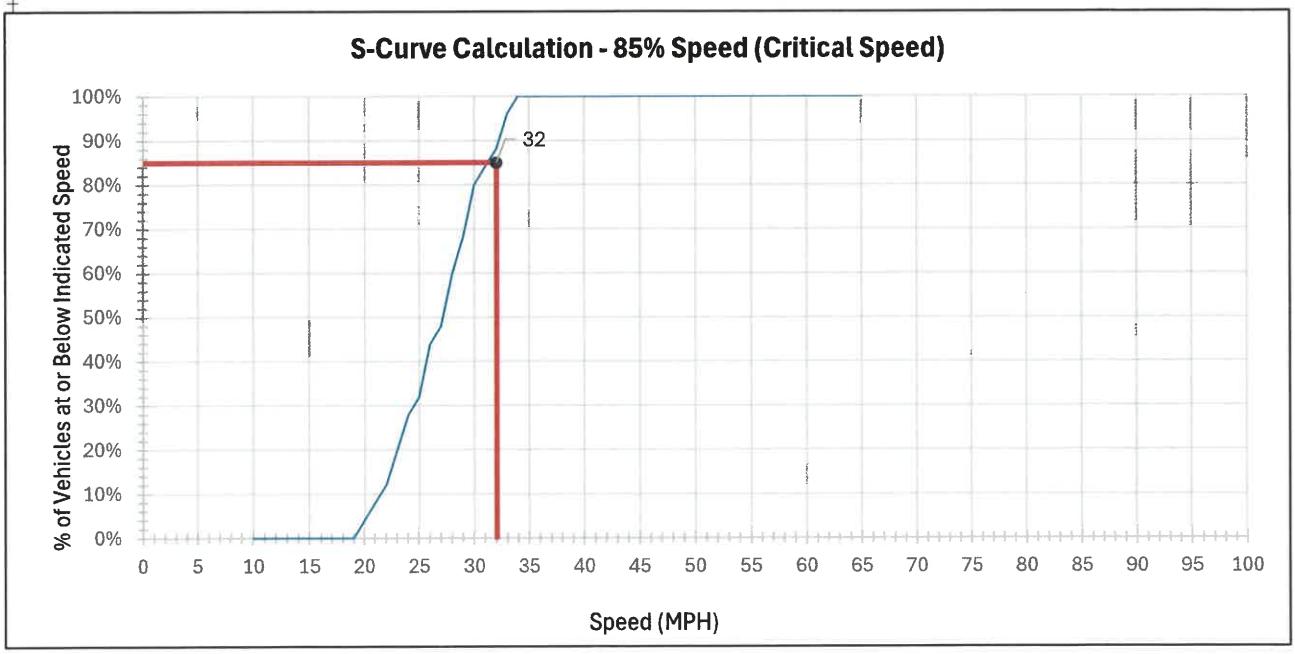
TIME: 2:03 p.m. - 3:03 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		21	-	30	27	28	29	32	
<=	>	<=	>	<	IN	>				<=	>
32%	68%	80%	20%	4%	76%	20%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	1	4%	1	4.0%
21	1	4%	2	8.0%
22	1	4%	3	12.0%
23	2	8%	5	20.0%
24	2	8%	7	28.0%
25	1	4%	8	32.0%
26	3	12%	11	44.0%
27	1	4%	12	48.0%
28	3	12%	15	60.0%
29	2	8%	17	68.0%
30	3	12%	20	80.0%
31	1	4%	21	84.0%
32	1	4%	22	88.0%
33	2	8%	24	96.0%
34	1	4%	25	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Jewell Ave at W of Del Monte Bl

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

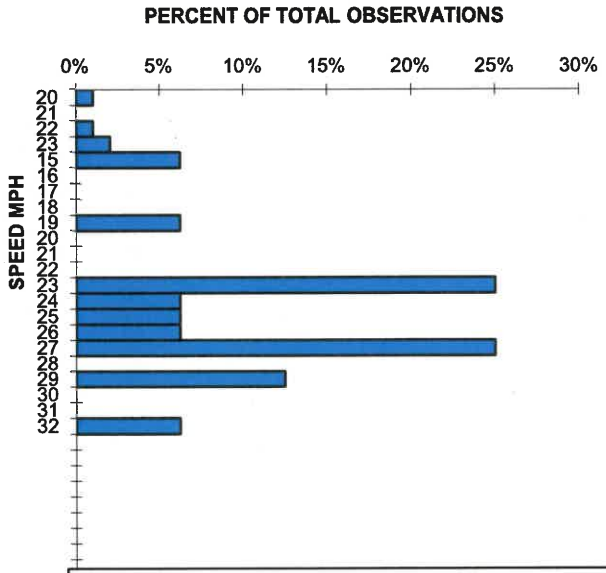
DATE: 12/17/2025

DAY: Wednesday

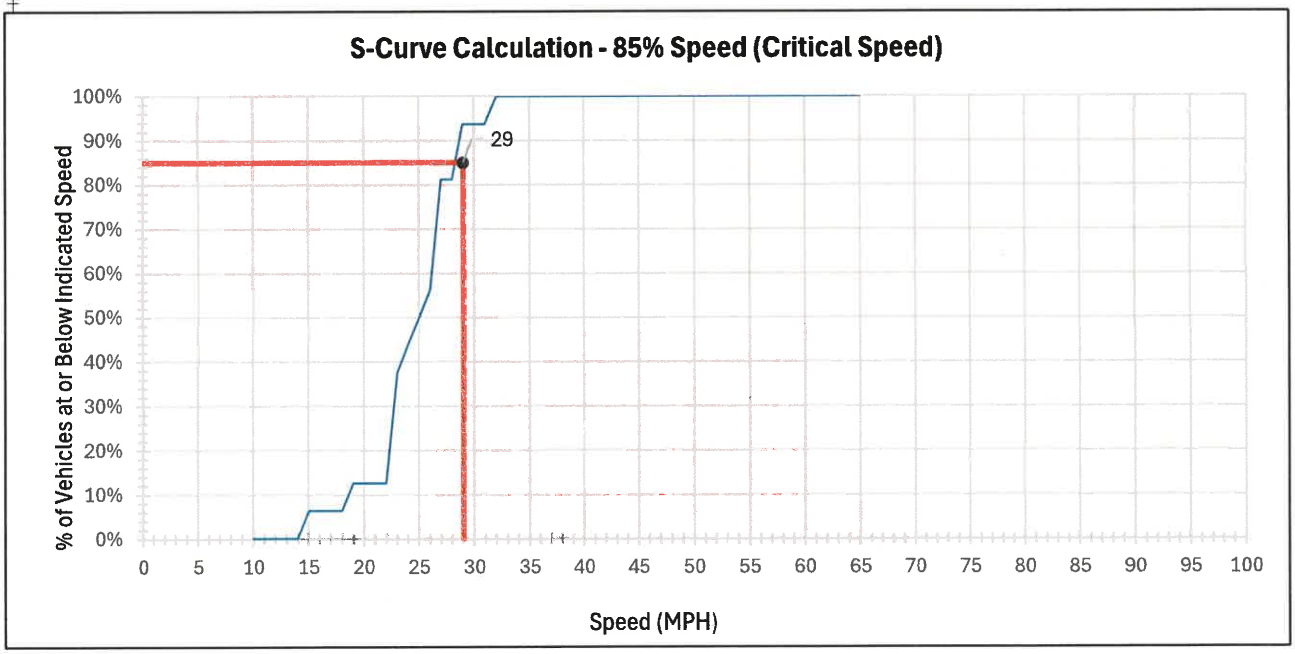
TIME: 11:54 a.m. - 12:54 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		23	-	32	25	26	27	29
<=	>	<=	>	<	IN	>				<=	>
50%	50%	50%	50%	13%	88%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
15	1	6%	1	6.3%
16	0	0%	1	6.3%
17	0	0%	1	6.3%
18	0	0%	1	6.3%
19	1	6%	2	12.5%
20	0	0%	2	12.5%
21	0	0%	2	12.5%
22	0	0%	2	12.5%
23	4	25%	6	37.5%
24	1	6%	7	43.8%
25	1	6%	8	50.0%
26	1	6%	9	56.3%
27	4	25%	13	81.3%
28	0	0%	13	81.3%
29	2	13%	15	93.8%
30	0	0%	15	93.8%
31	0	0%	15	93.8%
32	1	6%	16	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Jewell Ave at W of Del Monte Bl

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 34 ft

BUSINESS OR RESIDENCE DISTRICT: YES

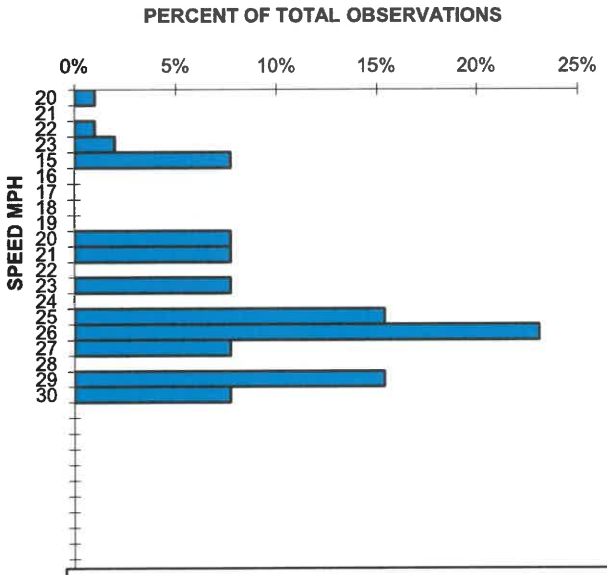
DATE: 12/17/2025

DAY: Wednesday

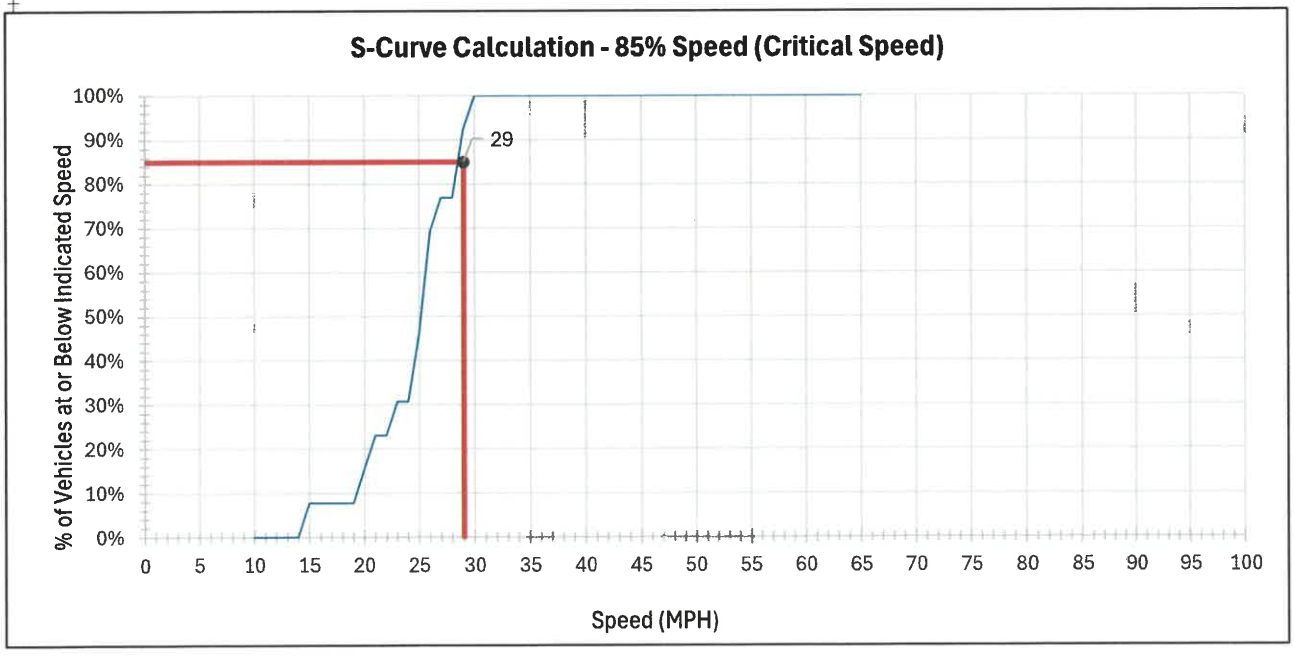
TIME: 11:54 a.m. - 12:54 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	25	26	26	29	
<=	>	<=	>	<	IN	>				<=	>
46%	54%	46%	54%	8%	85%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
15	1	8%	1	7.7%
16	0	0%	1	7.7%
17	0	0%	1	7.7%
18	0	0%	1	7.7%
19	0	0%	1	7.7%
20	1	8%	2	15.4%
21	1	8%	3	23.1%
22	0	0%	3	23.1%
23	1	8%	4	30.8%
24	0	0%	4	30.8%
25	2	15%	6	46.2%
26	3	23%	9	69.2%
27	1	8%	10	76.9%
28	0	0%	10	76.9%
29	2	15%	12	92.3%
30	1	8%	13	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Lighthouse Avenue

17 Mile Drive to Asilomar Avenue

Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	28	28
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	24	24
10-MPH Pace	21-30	21-30
No. of Collisions in 24 Months / 2-Yr Collision Rate	4 / 3.776	
Survey Segment Length (Feet) / Avg. Daily Traffic	2,404 / 3,187	
Previous Speed Limit	25	25
Date of Previous Survey	11/12/2015	
Date of This Survey/Weather Conditions	12/15/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	B, D / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Minor Arterial**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**17 Mile Dr**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**None**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue

17 Mile Drive to Asilomar Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **E of Bayview Ave, E of Monarch Ln**
Date of Data Collection: **12/15/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☑ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 3,187 Current Speed Limit: 25

Survey Segment Length (FT): 2,404 Street Width (curb to curb): **40 ft - 48 ft**

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **EB** Direction: 1 Lane(s)

Number of Travel Lanes in **WB** Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☐	Yes	☑	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	30			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue

17 Mile Drive to Asilomar Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops **17 Mile Dr**	
Traffic Signals **None**	

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 4

2-Year Collision Rate (ACC/MVM): 3.776

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: Commercial

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: Pacific Grove Golf Links

VII. COMMENTS/RECOMMENDATION

This segment of Lighthouse Avenue functions as a transition corridor connecting the oceanfront to downtown Pacific Grove and operates as a two-lane roadway with a yellow centerline permitting passing. Adjacent land uses include a mix of single-family residences, higher-density housing, lodging, and restaurant uses that generate substantial pedestrian and bicycle activity; pedestrians were observed walking within the travel way, and bicyclists must share the roadway due to the predominantly unimproved cross section and absence of shared-lane markings. Roadway widths vary between approximately 40 and 48 feet and include a slight westbound downhill grade. Field observations further identified that during morning hours, the rising sun shines directly into motorists' eyes, reducing visibility. The calculated collision rate of 3.776 collisions per million vehicle miles exceeds the statewide average of 1.08 for similar facilities, as defined pursuant to California Vehicle Code Section 627. Spot speed measurements indicate an 85th-percentile speed of 30 mph and an average speed of 24 mph, which are consistent with a 25-mph operating environment given the multimodal activity, roadway geometry, and visibility constraints. These conditions are not readily apparent to motorists and support a 5-mph reduction pursuant to California Vehicle Code Section 22358.6; therefore, it is recommended that the posted speed limit on Lighthouse Avenue between 17 Mile Drive and Asilomar Avenue be maintained at 25 mph.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at E of Bayview AVe

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 46 ft

BUSINESS OR RESIDENCE DISTRICT: YES

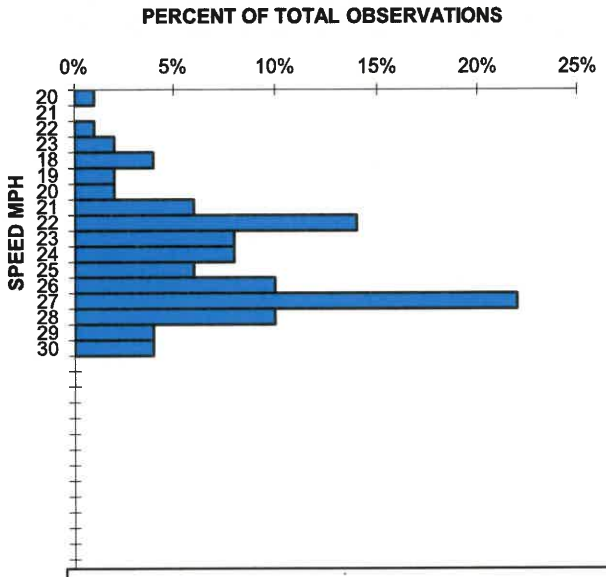
DATE: 12/15/2025

DAY: Monday

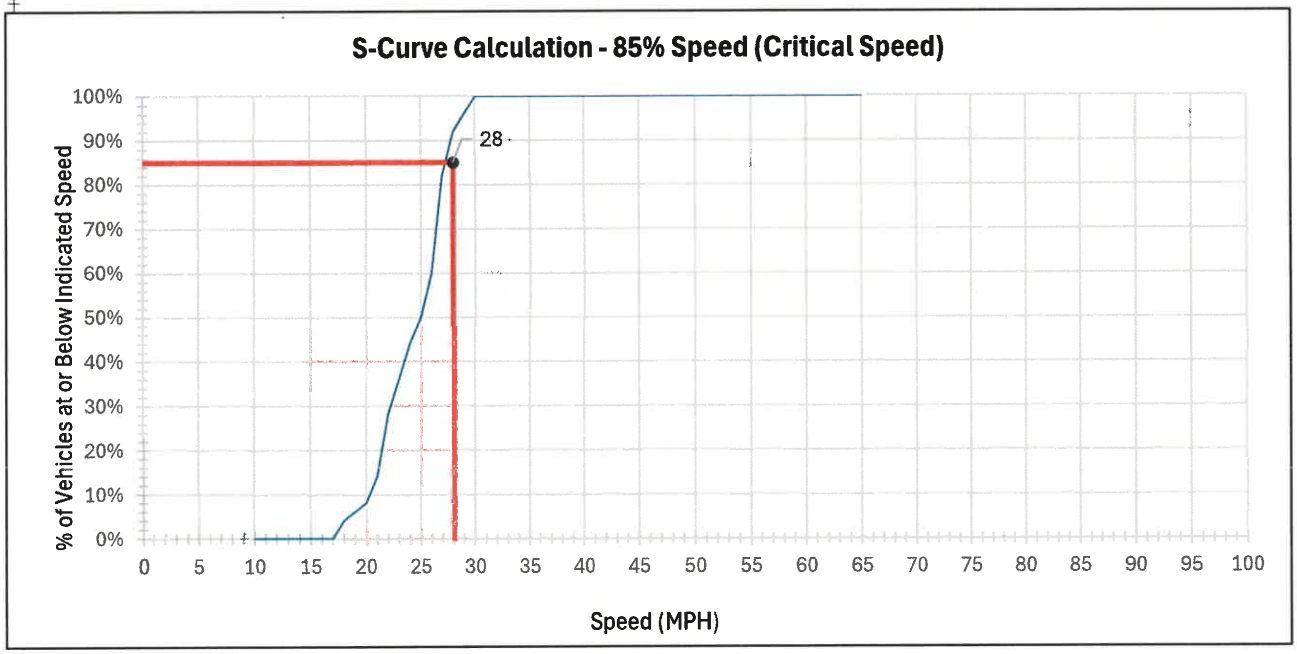
TIME: 11:19 a.m. - 12:10 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	25	26	27	28	
<=	>	<=	>	<	IN	>				<=	>
50%	50%	50%	50%	8%	92%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	2	4%	2	4.0%
19	1	2%	3	6.0%
20	1	2%	4	8.0%
21	3	6%	7	14.0%
22	7	14%	14	28.0%
23	4	8%	18	36.0%
24	4	8%	22	44.0%
25	3	6%	25	50.0%
26	5	10%	30	60.0%
27	11	22%	41	82.0%
28	5	10%	46	92.0%
29	2	4%	48	96.0%
30	2	4%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at E of Bayview AVe

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 46 ft

BUSINESS OR RESIDENCE DISTRICT: YES

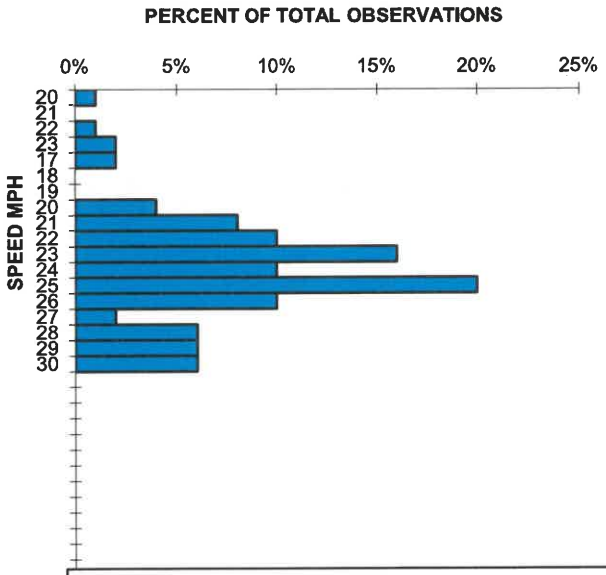
DATE: 12/15/2025

DAY: Monday

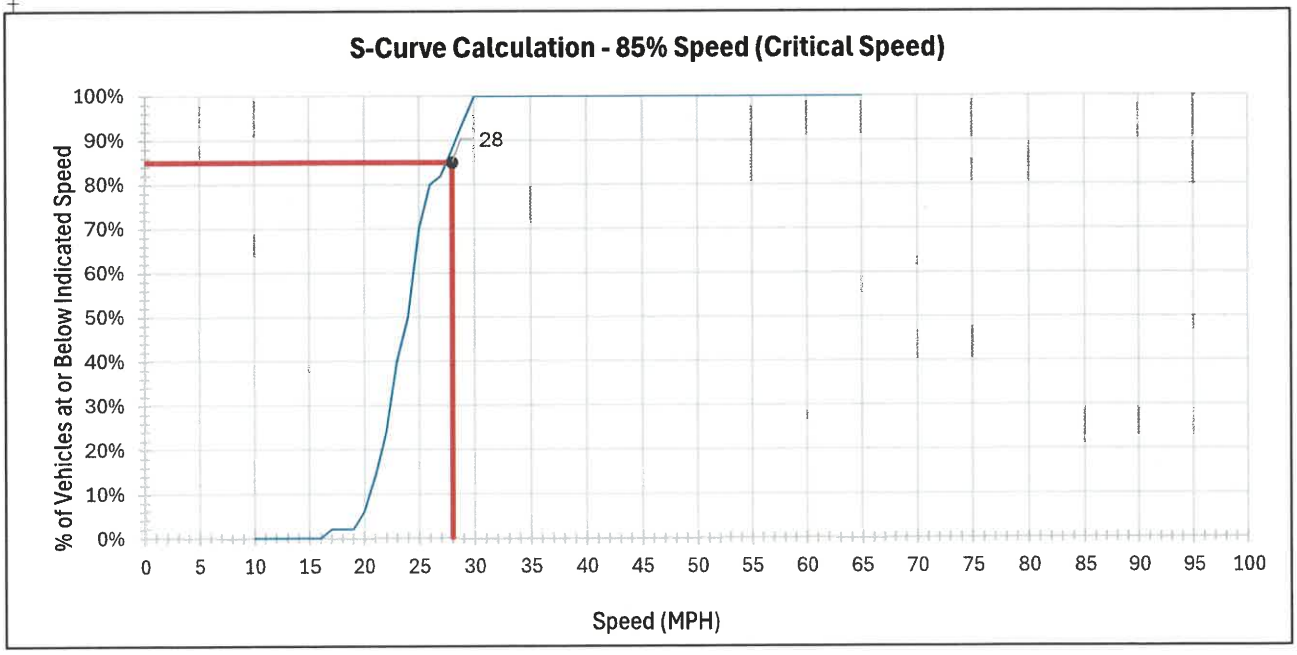
TIME: 11:19 a.m. - 12:10 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	24	25	25	28	
<=	>	<=	>	<	IN	>				<=	>
70%	30%	70%	30%	6%	94%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	0	0%	1	2.0%
19	0	0%	1	2.0%
20	2	4%	3	6.0%
21	4	8%	7	14.0%
22	5	10%	12	24.0%
23	8	16%	20	40.0%
24	5	10%	25	50.0%
25	10	20%	35	70.0%
26	5	10%	40	80.0%
27	1	2%	41	82.0%
28	3	6%	44	88.0%
29	3	6%	47	94.0%
30	3	6%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at E of Monarch Ln

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 46 ft

BUSINESS OR RESIDENCE DISTRICT: YES

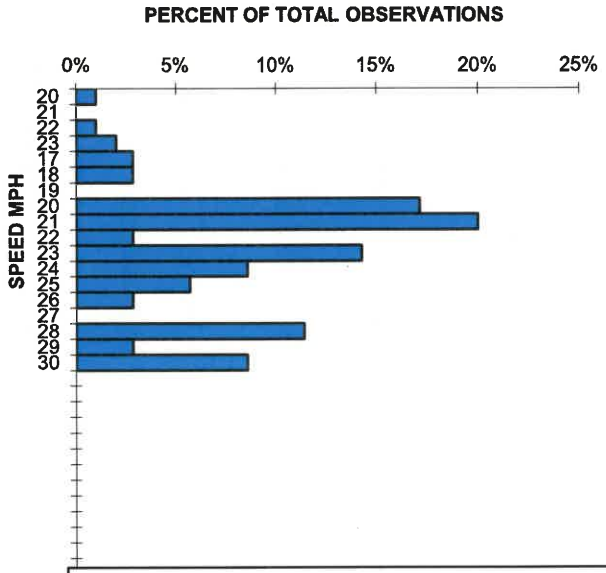
DATE: 12/16/2025

DAY: Tuesday

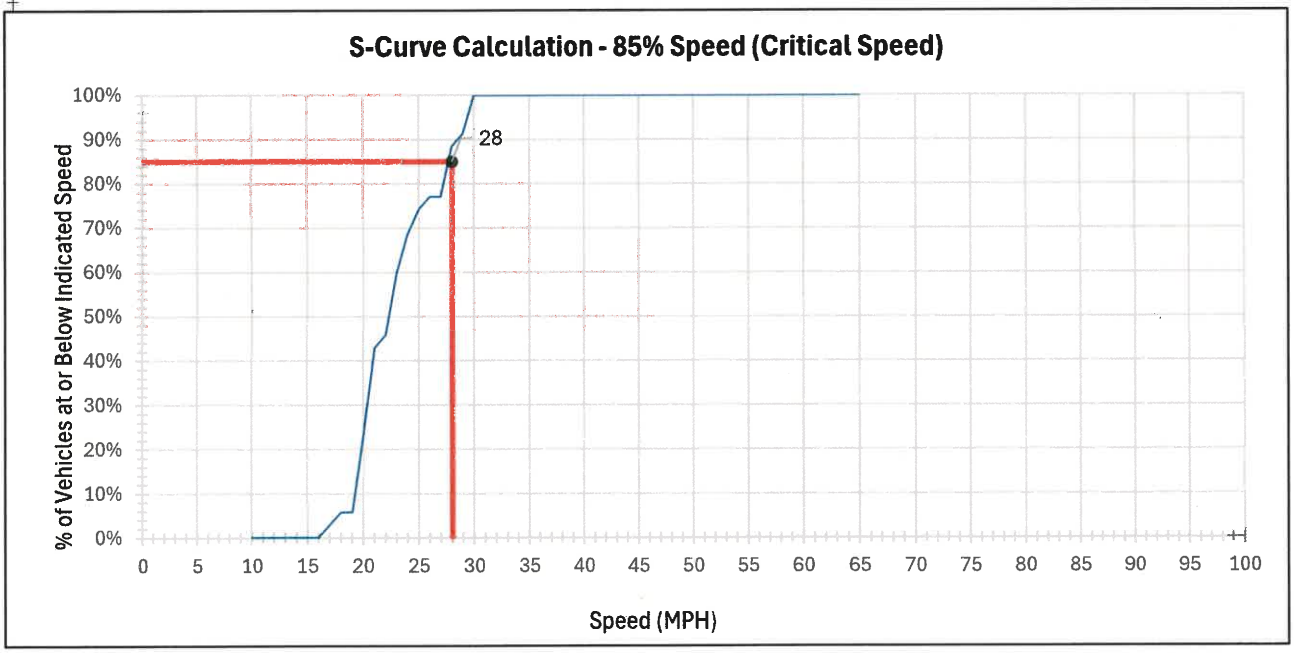
TIME: 9:10 a.m. - 10:10 a.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	23	23	24	28	
<=	>	<=	>	<	IN	>				<=	>
74%	26%	74%	26%	6%	86%	9%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
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21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	3%	1	2.9%
18	1	3%	2	5.7%
19	0	0%	2	5.7%
20	6	17%	8	22.9%
21	7	20%	15	42.9%
22	1	3%	16	45.7%
23	5	14%	21	60.0%
24	3	9%	24	68.6%
25	2	6%	26	74.3%
26	1	3%	27	77.1%
27	0	0%	27	77.1%
28	4	11%	31	88.6%
29	1	3%	32	91.4%
30	3	9%	35	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at E of Monarch Ln

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 46 ft

BUSINESS OR RESIDENCE DISTRICT: YES

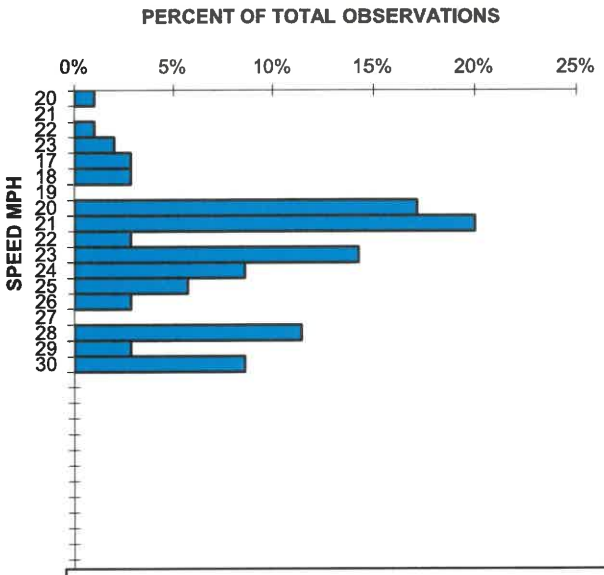
DATE: 12/16/2025

DAY: Tuesday

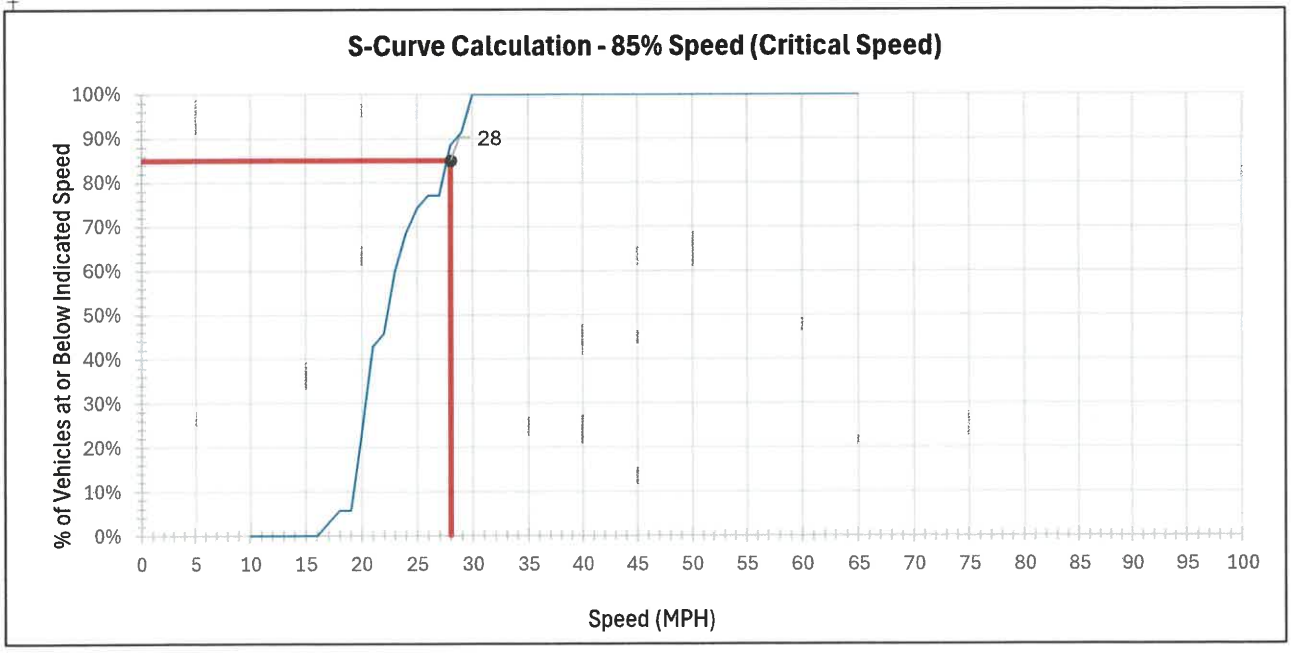
TIME: 9:10 a.m. - 10:10 a.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
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74%	26%	74%	26%	6%	86%	9%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
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22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	3%	1	2.9%
18	1	3%	2	5.7%
19	0	0%	2	5.7%
20	6	17%	8	22.9%
21	7	20%	15	42.9%
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23	5	14%	21	60.0%
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25	2	6%	26	74.3%
26	1	3%	27	77.1%
27	0	0%	27	77.1%
28	4	11%	31	88.6%
29	1	3%	32	91.4%
30	3	9%	35	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Lighthouse Avenue

Lobos Avenue to 17 Mile Drive

Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	29	29.5
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	26	26
10-MPH Pace	22-31	21-30
No. of Collisions in 24 Months / 2-Yr Collision Rate	3 /	2.338
Survey Segment Length (Feet) / Avg. Daily Traffic	2,073 /	4,477
Previous Speed Limit	25	25
Date of Previous Survey	11/11/2025	
Date of This Survey/Weather Conditions	12/16/2025 /	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	A,B, F /	2

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Minor Arterial**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**17 Mile Dr**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**Cedar St, Alder St**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Adolfo Gonzalez, PM — Date

Survey Approved by:

Jon Blank — 02/13/2026
Jon Blank, PE, TR2190 — Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue

Lobos Avenue to 17 Mile Drive

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **W of Bentley St, W of Willow St**
Date of Data Collection: **12/16/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☑ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 4,477 Current Speed Limit: 25

Survey Segment Length (FT): 2,073 Street Width (curb to curb): 42ft to 72ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in EB Direction: 1 Lane(s)

Number of Travel Lanes in WB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	40			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue

Lobos Avenue to 17 Mile Drive

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	17 Mile Dr
Traffic Signals	None

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 3

2-Year Collision Rate (ACC/MVM): 2.338

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: None

VII. COMMENTS/RECOMMENDATION

Lighthouse Avenue serves as a transition corridor from a residential neighborhood into the downtown business district and exhibits significant variations in roadway geometry and operating context. The segment between Lobos Avenue and Alder Street consists of a 72-foot-wide divided roadway with a 10-foot landscaped median and mature trees, while the segment between Alder Street and 17-Mile Drive narrows to approximately 24 feet in width and includes a slight downhill grade from 17-Mile Drive toward Lobos Avenue. This segment also transitions directly into an existing 15-mph speed zone east of Lobos Avenue, creating a need for speed consistency. The calculated collision rate of 2.338 collisions per million vehicle miles exceeds the statewide average of 1.08 for similar facilities, as defined pursuant to California Vehicle Code Section 627. Spot speed measurements indicate an 85th-percentile speed of 30 mph and an average speed of 26 mph, which are consistent with a 25-mph operating environment given the residential land use, variable roadway widths, landscaped median, downhill grade, and proximity to the downtown business district. These factors constitute conditions not readily apparent to motorists and support a 5-mph reduction pursuant to California Vehicle Code Section 22358.6; therefore, it is recommended that the posted speed limit on Lighthouse Avenue between Lobos Avenue and 17-Mile Drive be maintained at 25 mph.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at W of Willow St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 70 ft

BUSINESS OR RESIDENCE DISTRICT: YES

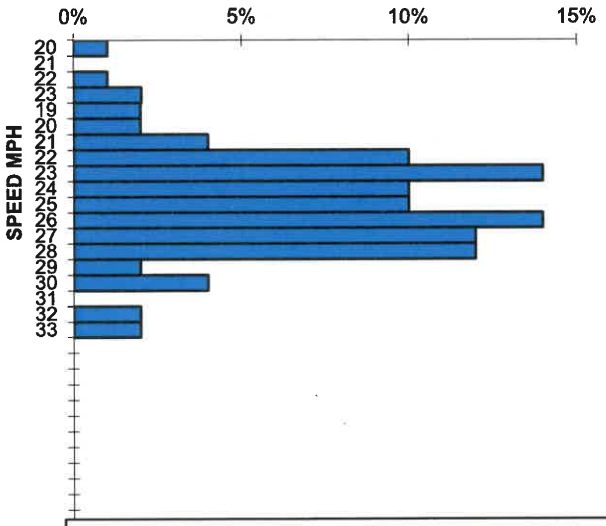
DATE: 12/16/2025

DAY: Tuesday

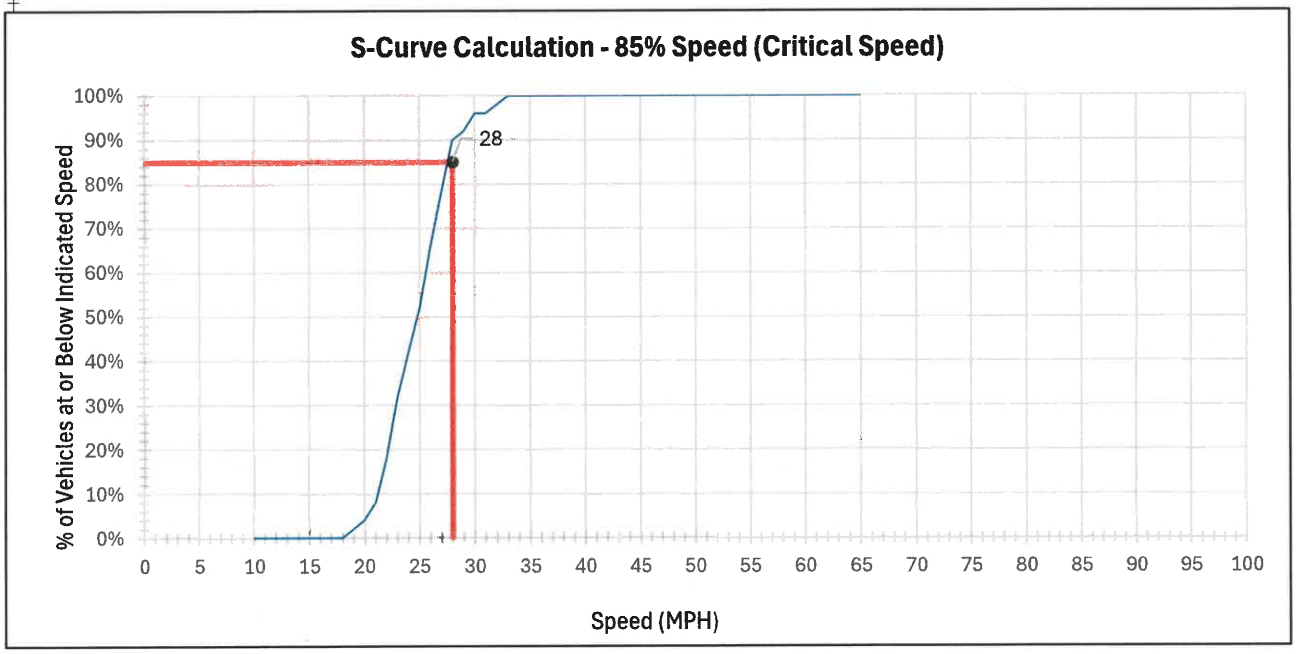
TIME: 11:01 a.m. - 11:41 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	25	25	27	28	
<=	>	<=	>	<	IN	>				<=	>
52%	48%	52%	48%	4%	92%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	2%	1	2.0%
20	1	2%	2	4.0%
21	2	4%	4	8.0%
22	5	10%	9	18.0%
23	7	14%	16	32.0%
24	5	10%	21	42.0%
25	5	10%	26	52.0%
26	7	14%	33	66.0%
27	6	12%	39	78.0%
28	6	12%	45	90.0%
29	1	2%	46	92.0%
30	2	4%	48	96.0%
31	0	0%	48	96.0%
32	1	2%	49	98.0%
33	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at W of Willow St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 70 ft

BUSINESS OR RESIDENCE DISTRICT: YES

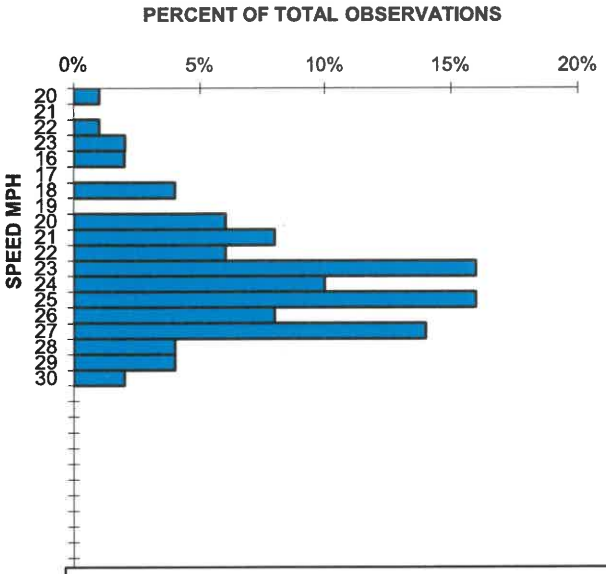
DATE: 12/16/2025

DAY: Tuesday

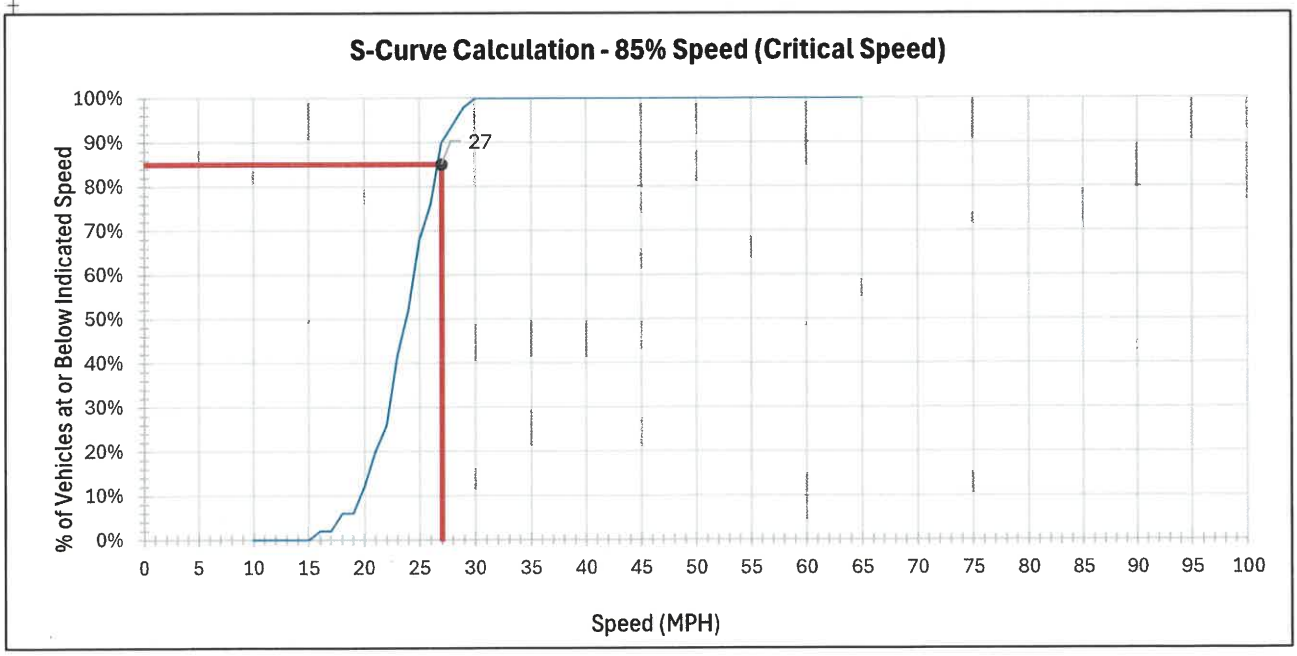
TIME: 11:01 a.m. - 11:41 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		20	-	29	24	24	25	27
<=	>	<=	>	<	IN	>				<=	>
68%	32%	68%	32%	6%	92%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	1	2%	1	2.0%
17	0	0%	1	2.0%
18	2	4%	3	6.0%
19	0	0%	3	6.0%
20	3	6%	6	12.0%
21	4	8%	10	20.0%
22	3	6%	13	26.0%
23	8	16%	21	42.0%
24	5	10%	26	52.0%
25	8	16%	34	68.0%
26	4	8%	38	76.0%
27	7	14%	45	90.0%
28	2	4%	47	94.0%
29	2	4%	49	98.0%
30	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at W of Bentley St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 70 ft

BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/16/2025

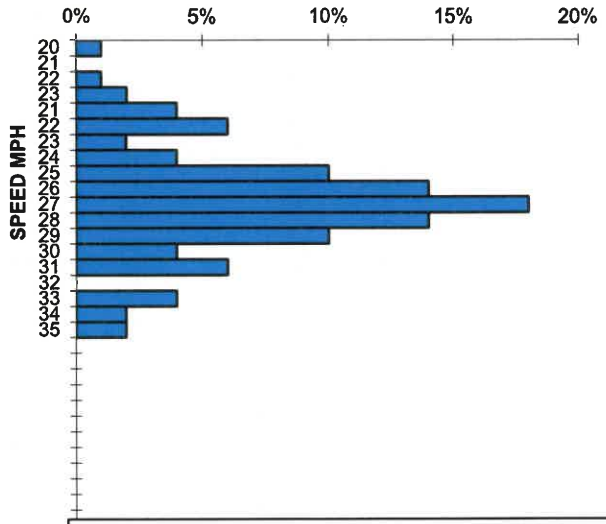
DAY: Tuesday

TIME: 10:16 a.m. - 10:59 a.

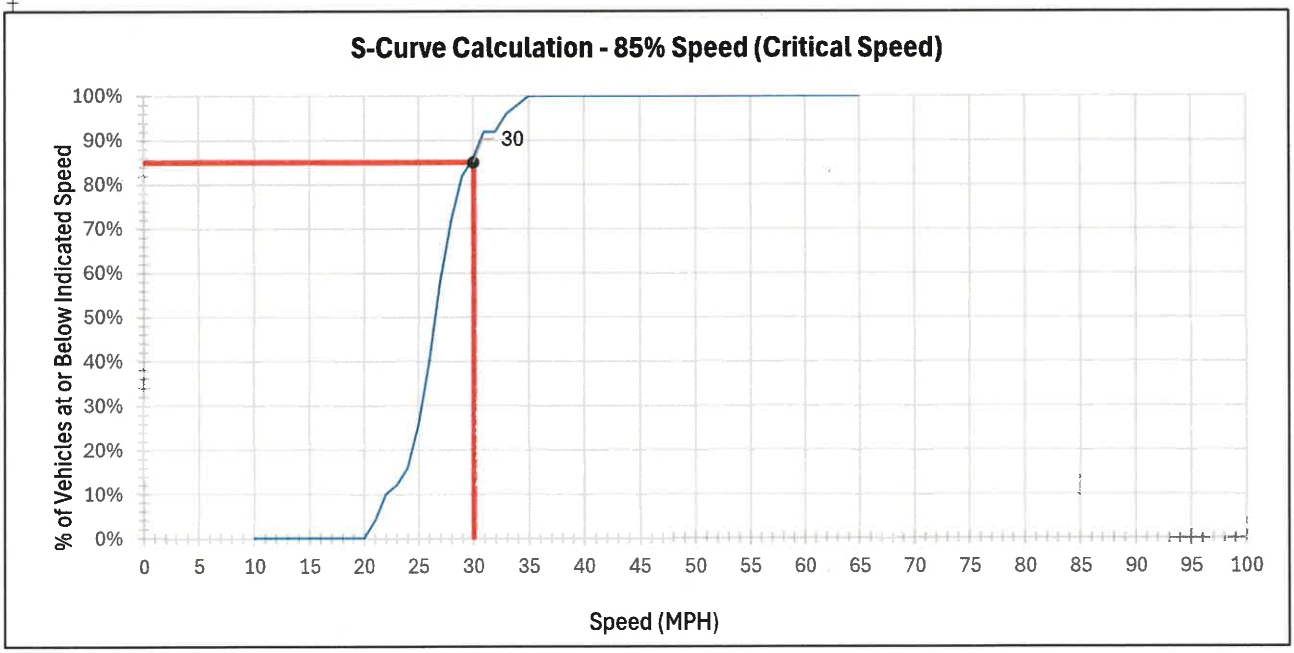
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		22	-	31	27	27	28	30
<=	>	<=	>	<	IN	>				<=	>
26%	74%	26%	74%	4%	88%	8%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
21	2	4%	2	4.0%
22	3	6%	5	10.0%
23	1	2%	6	12.0%
24	2	4%	8	16.0%
25	5	10%	13	26.0%
26	7	14%	20	40.0%
27	9	18%	29	58.0%
28	7	14%	36	72.0%
29	5	10%	41	82.0%
30	2	4%	43	86.0%
31	3	6%	46	92.0%
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City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

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PAVED WIDTH: 70 ft

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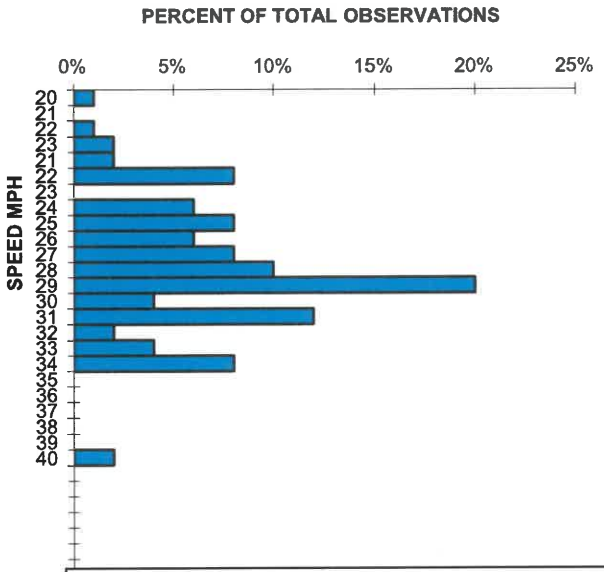
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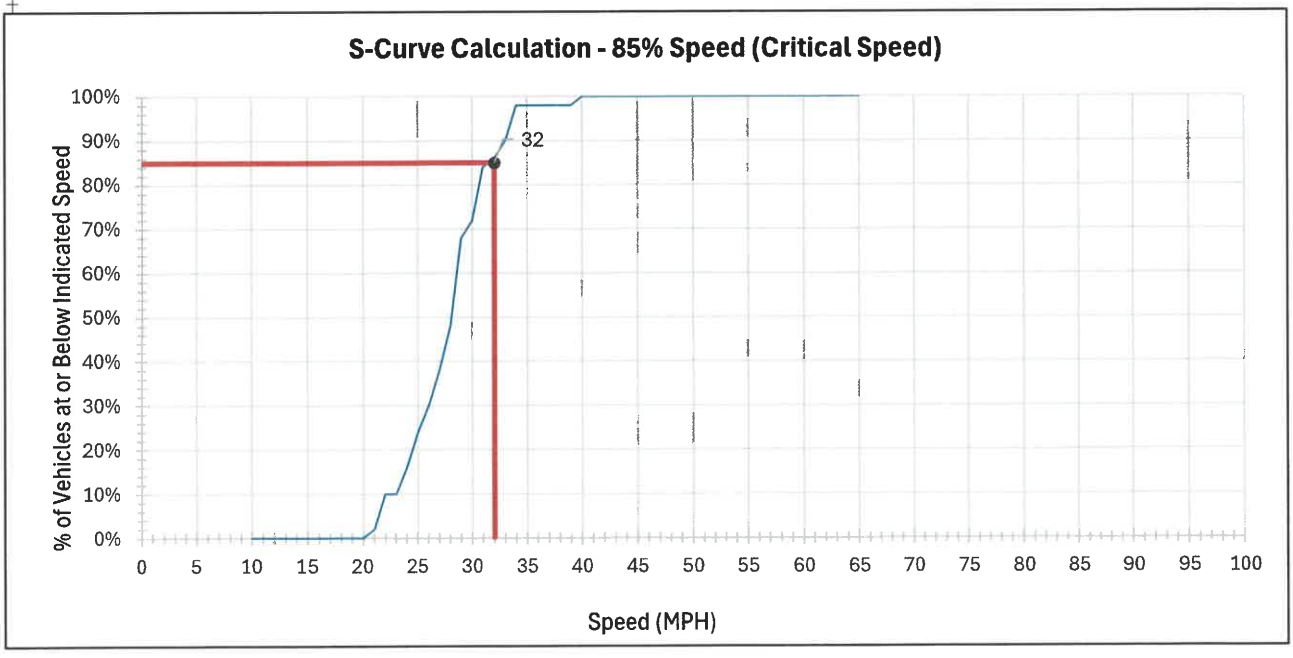
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OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
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21	1	2%	1	2.0%
22	4	8%	5	10.0%
23	0	0%	5	10.0%
24	3	6%	8	16.0%
25	4	8%	12	24.0%
26	3	6%	15	30.0%
27	4	8%	19	38.0%
28	5	10%	24	48.0%
29	10	20%	34	68.0%
30	2	4%	36	72.0%
31	6	12%	42	84.0%
32	1	2%	43	86.0%
33	2	4%	45	90.0%
34	4	8%	49	98.0%
35		0%	49	98.0%
36		0%	49	98.0%
37		0%	49	98.0%
38		0%	49	98.0%
39		0%	49	98.0%
40	1	2%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Lighthouse Ave Eastbound

13th Street to Eardley Avenue

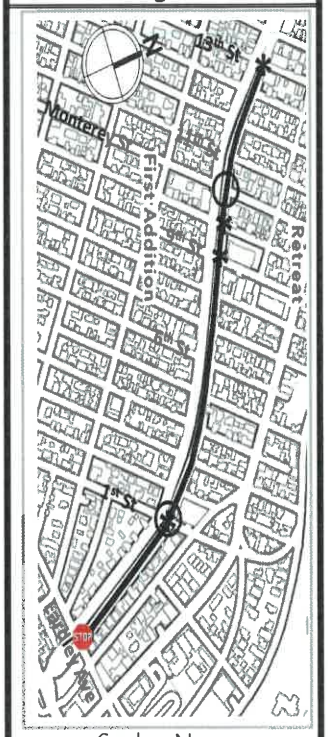
Segment Data by Direction of Travel	EB	
85th Percentile Speed (MPH)	26.5	
Rounded 85th Percentile Speed (MPH)	27	
Mean (Average) Speed (MPH)	24	
10-MPH Pace	20-29	
No. of Collisions in 24 Months / 2-Yr Collision Rate	6	4.436
Survey Segment Length (Feet) / Avg. Daily Traffic	2,968	3,296
Previous Speed Limit	25	
Date of Previous Survey	11/10/2015	
Date of This Survey/Weather Conditions	12/11/2025	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	A	1

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Principal Arterial**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**Eardley Ave**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**1st St, 9th St, 10th St, 13th St**

Diagram



Scale: None

Legend:

- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT **25**

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Ave Eastbound

13th Street to Eardley Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **1st St, Monterey S**
Date of Data Collection: **12/10/2025 & 12/11/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☐ Arterial Minor ☑ Arterial Major

Average Daily Traffic (ADT) Volume: 3,296 Current Speed Limit: 25

Survey Segment Length (FT): 2,968 Street Width (curb to curb): 24 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in EB Direction: 1 Lane(s)

Number of Travel Lanes in Direction: _____ Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	60			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Ave Eastbound

13th Street to Eardley Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		Vertical Curves	
Type	Location	Type	Location
None	☐	None	☑
Sharp Turns		Hills	
Large Radius 1st St to 7th St		Sag Curves	

Controls Summary		Warning Devices	
Type	Location	Type	Location
None	☐	None	☑
All-Way Stops Eardley Ave		Ped Beacons	
Traffic Signals None		Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 6

2-Year Collision Rate (ACC/MVM): 4.436

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: N/A

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: None

VII. COMMENTS/RECOMMENDATION

Lighthouse Avenue between 13th Street and Eardley Avenue is a residential corridor that functions as a divided roadway, with the eastbound and westbound directions physically separated by a steep grade. Consistent with the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13, each directional roadway is considered a separate roadway for purposes of regulatory signing and operational evaluation; therefore, traffic volumes, collision history, and operating speeds were evaluated on a directional basis for this Engineering and Traffic Survey. This segment experiences a collision rate of 4.436 collisions per million vehicle miles, which is significantly higher than the statewide average of 1.08 for similar facilities. The measured 85th-percentile speed is 27 mph, with an average speed of 24 mph. These roadway characteristics, adjacent residential land uses, multimodal activity, and crossing movements constitute conditions not readily apparent to motorists, as defined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the existing posted speed limit of 25 mph be maintained for this segment of Lighthouse Avenue

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse AVe at E of 1st St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 24 ft

BUSINESS OR RESIDENCE DISTRICT: YES

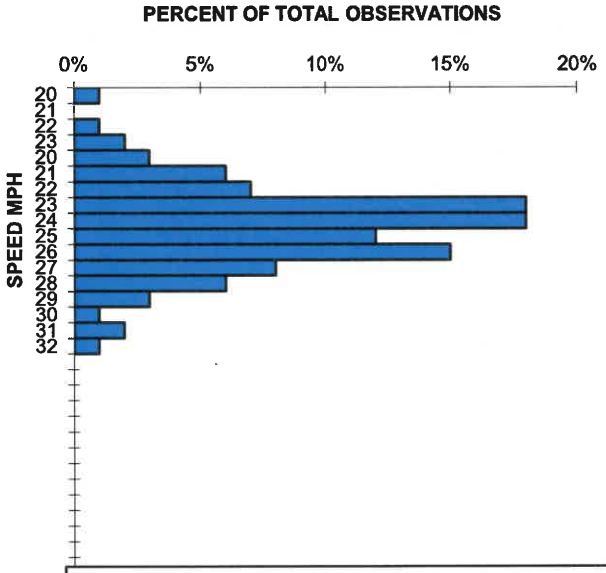
DATE: 12/11/2025

DAY: Thursday

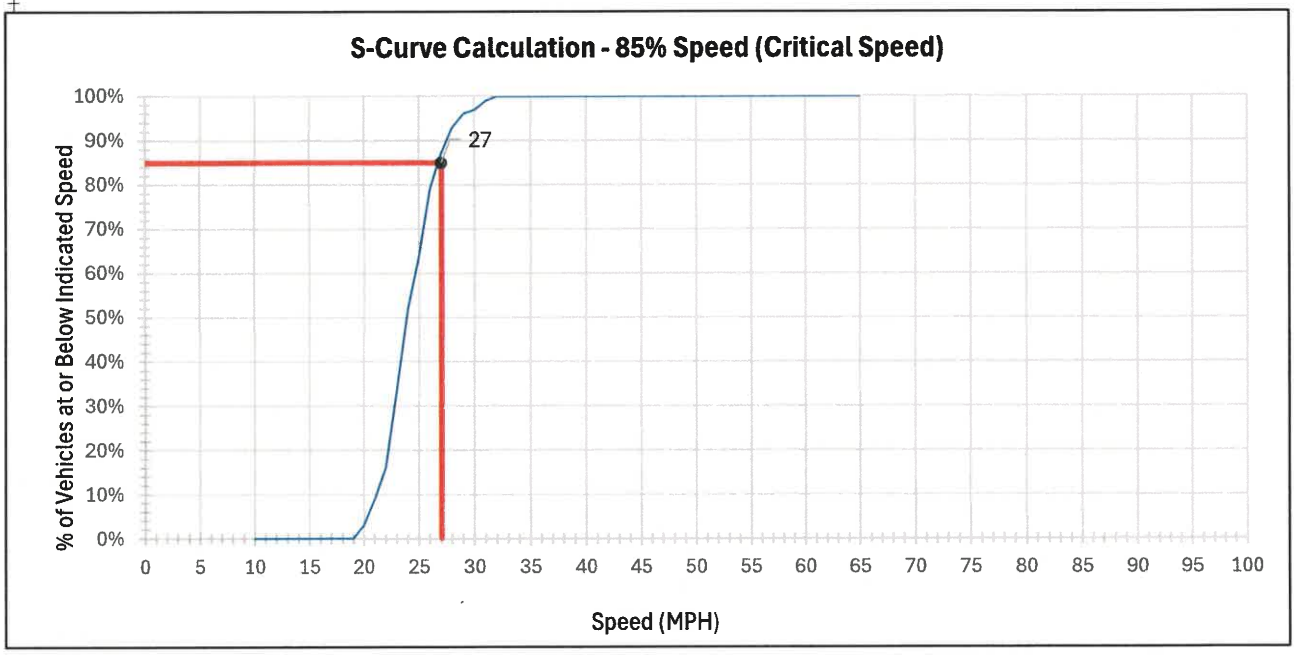
TIME: 2:00 p.m. - 2:50 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS					CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT			10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25			20	-	29	25	23	25	27	
<=	>	<=	>		<	IN	>				<=	>
64%	36%	64%	36%		0%	96%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	3	3%	3	3.0%
21	6	6%	9	9.0%
22	7	7%	16	16.0%
23	18	18%	34	34.0%
24	18	18%	52	52.0%
25	12	12%	64	64.0%
26	15	15%	79	79.0%
27	8	8%	87	87.0%
28	6	6%	93	93.0%
29	3	3%	96	96.0%
30	1	1%	97	97.0%
31	2	2%	99	99.0%
32	1	1%	100	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at W of Monterey Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 24 ft

BUSINESS OR RESIDENCE DISTRICT: YES

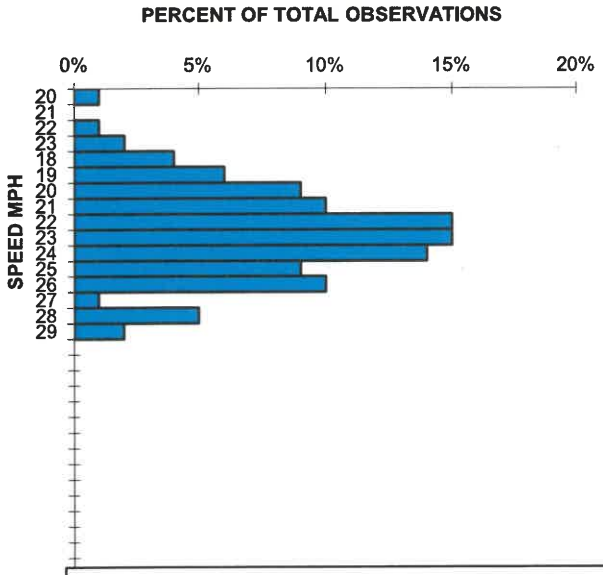
DATE: 12/10/2025

DAY: Wednesday

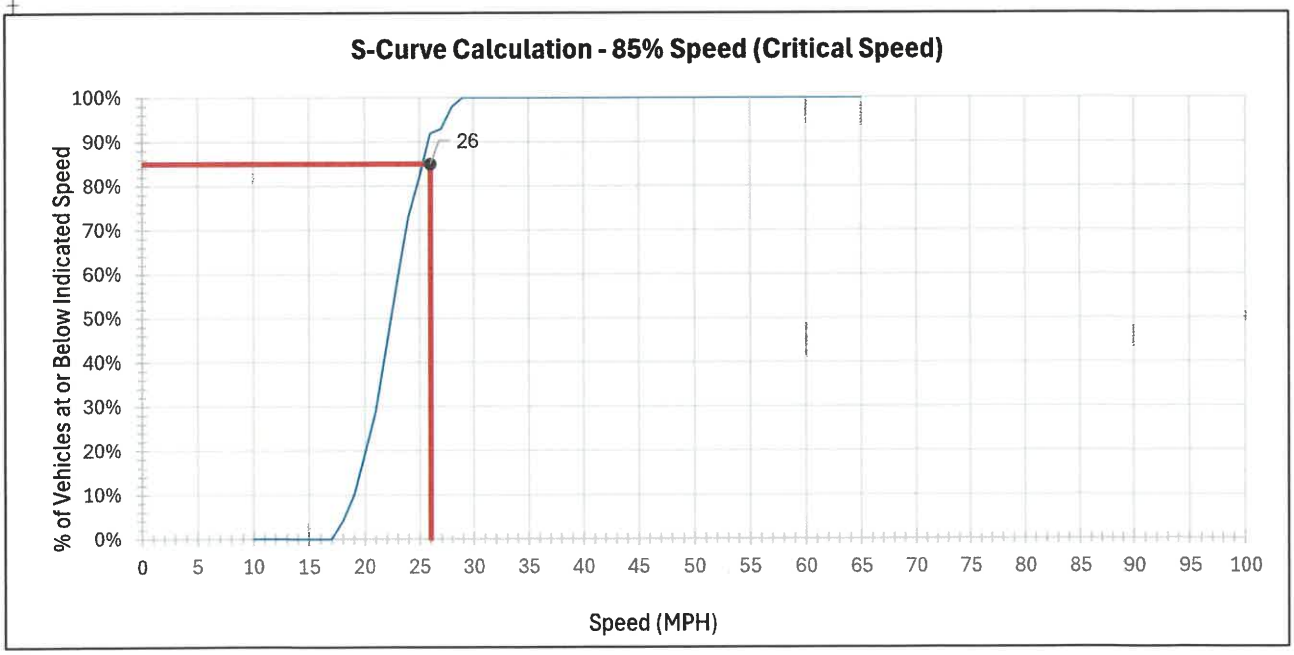
TIME: 1:05 p.m. - 1:56 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		19	-	28	23	22	23	26	
<=	>	<=	>	<	IN	>				<=	>
82%	18%	82%	18%	4%	94%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	4	4%	4	4.0%
19	6	6%	10	10.0%
20	9	9%	19	19.0%
21	10	10%	29	29.0%
22	15	15%	44	44.0%
23	15	15%	59	59.0%
24	14	14%	73	73.0%
25	9	9%	82	82.0%
26	10	10%	92	92.0%
27	1	1%	93	93.0%
28	5	5%	98	98.0%
29	2	2%	100	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Lighthouse Avenue Westbound

13th Street to Eardley Avenue

Segment Data by Direction of Travel	WB	
85th Percentile Speed (MPH)	25.5	
Rounded 85th Percentile Speed (MPH)	26	
Mean (Average) Speed (MPH)	22	
10-MPH Pace	17-26	
No. of Collisions in 24 Months / 2-Yr Collision Rate	3	2.462
Survey Segment Length (Feet) / Avg. Daily Traffic	2,219	3,971
Previous Speed Limit	25	
Date of Previous Survey	11/10/2025	
Date of This Survey/Weather Conditions	12/16/2025	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	A	1

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	**Principal Arterial**
	Land Use is Predominantly:	**Residential**
	All-Way Stop Controls at:	**Eardley Ave**
	Traffic Signal Controls at:	**None**
	Uncontrolled Pedestrian Crossing Locations:	**9th St, 10th St, 13th St**

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT **25**

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue Westbound

13th Street to Eardley Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **1st St, Monterey St**
Date of Data Collection: **12/16/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☐ Arterial Minor ☑ Arterial Major

Average Daily Traffic (ADT) Volume: 3,971 Current Speed Limit: 25

Survey Segment Length (FT): 2,219 Street Width (curb to curb): 24 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in WB Direction: 1 Lane(s)

Number of Travel Lanes in Direction: _____ Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	30			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue Westbound

13th Street to Eardley Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		
Type		Location
None		☐
Sharp Turns		
Large Radius	1st St to 7th St	

Vertical Curves		
Type		Location
None		☐
Hills	13th St to Eardley	
Sag Curves	9th St	

Controls Summary		
Type		Location
None		☐
All-Way Stops	Eardley Ave	
Traffic Signals	None	

Warning Devices		
Type		Location
None		☑
Ped Beacons		
Vehicle Speed Feedback Sign		

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 3

2-Year Collision Rate (ACC/MVM): 2.462

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: None

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: None

VII. COMMENTS/RECOMMENDATION

Lighthouse Avenue between 13th Street and Eardley Avenue is a residential corridor that functions as a divided roadway, with the eastbound and westbound directions physically separated by a steep grade. Consistent with the California Manual on Uniform Traffic Control Devices (CA MUTCD), Section 2B.13, each directional roadway is considered a separate roadway for purposes of regulatory signing and operational evaluation; therefore, traffic volumes, collision history, and operating speeds were evaluated on a directional basis for this Engineering and Traffic Survey. This segment experiences a collision rate of 2.462 collisions per million vehicle miles, which is higher than the statewide average of 1.08 for similar facilities. The measured 85th-percentile speed is 26 mph, with an average speed of 22 mph. These roadway characteristics, adjacent residential land uses, multimodal activity, and crossing movements constitute conditions not readily apparent to motorists, as defined in California Vehicle Code Sections 627 and 22358.6; therefore, it is recommended that the existing posted speed limit of 25 mph be maintained for this segment of Lighthouse Avenue

City of Pacific Grove

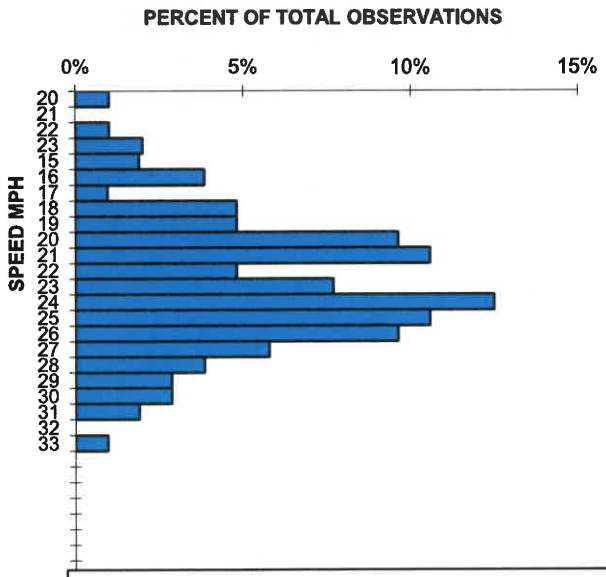
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

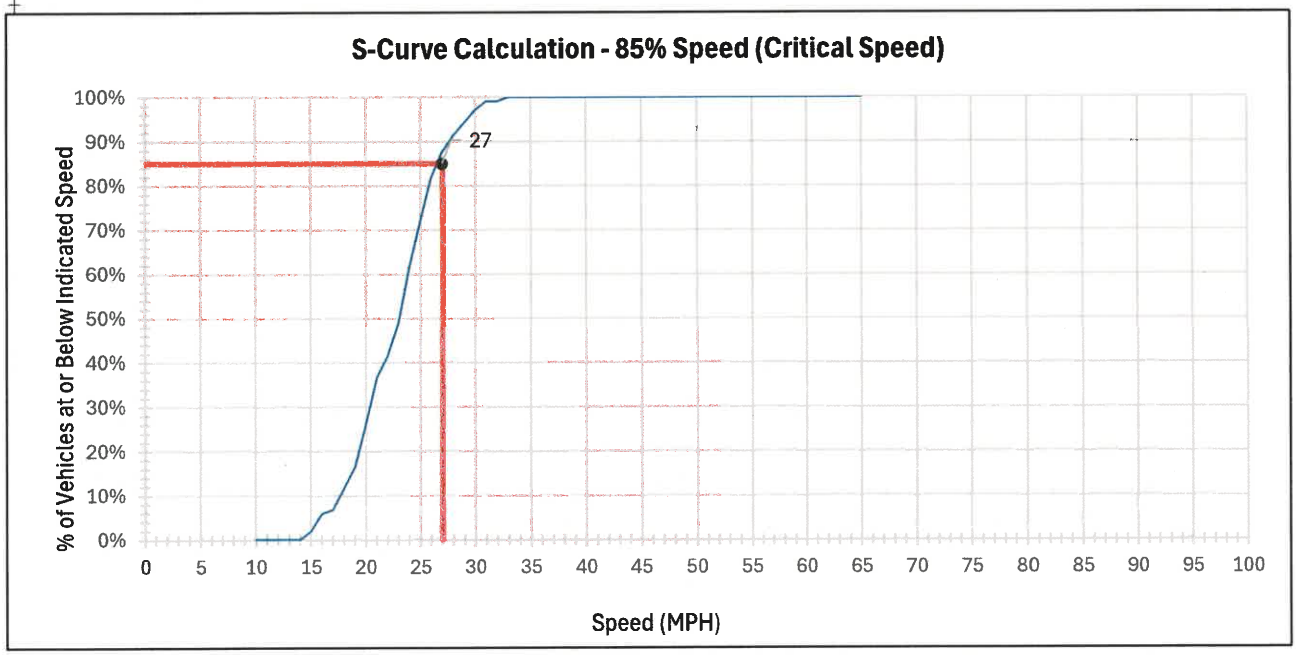
LOCATION: Lighthouse Ave at E of 1st St
DIRECTION: WEST
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 24 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/16/2025
DAY: Tuesday
TIME: 11:54 a.m. - 12:51 p.
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		18	-	27	23	24	25	27
<=	>	<=	>	<	IN	>				<=	>
72%	28%	72%	28%	7%	81%	13%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
15	2	2%	2	1.9%
16	4	4%	6	5.8%
17	1	1%	7	6.7%
18	5	5%	12	11.5%
19	5	5%	17	16.3%
20	10	10%	27	26.0%
21	11	11%	38	36.5%
22	5	5%	43	41.3%
23	8	8%	51	49.0%
24	13	13%	64	61.5%
25	11	11%	75	72.1%
26	10	10%	85	81.7%
27	6	6%	91	87.5%
28	4	4%	95	91.3%
29	3	3%	98	94.2%
30	3	3%	101	97.1%
31	2	2%	103	99.0%
32	0	0%	103	99.0%
33	1	1%	104	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at W of Monterey Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 24 ft

BUSINESS OR RESIDENCE DISTRICT: YES

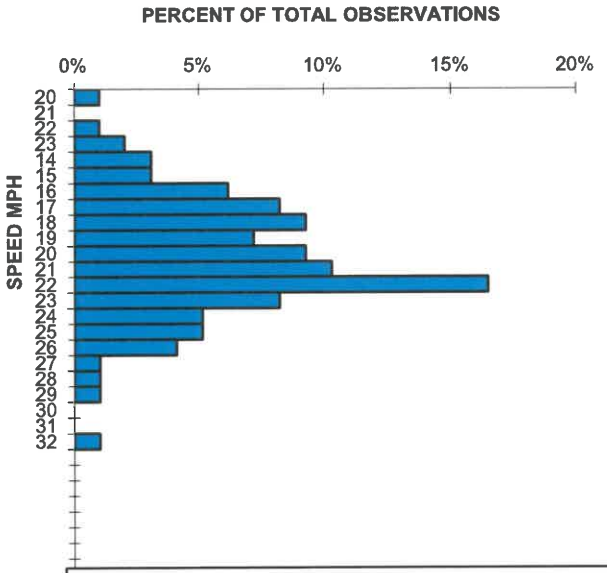
DATE: 12/16/2025

DAY: Tuesday

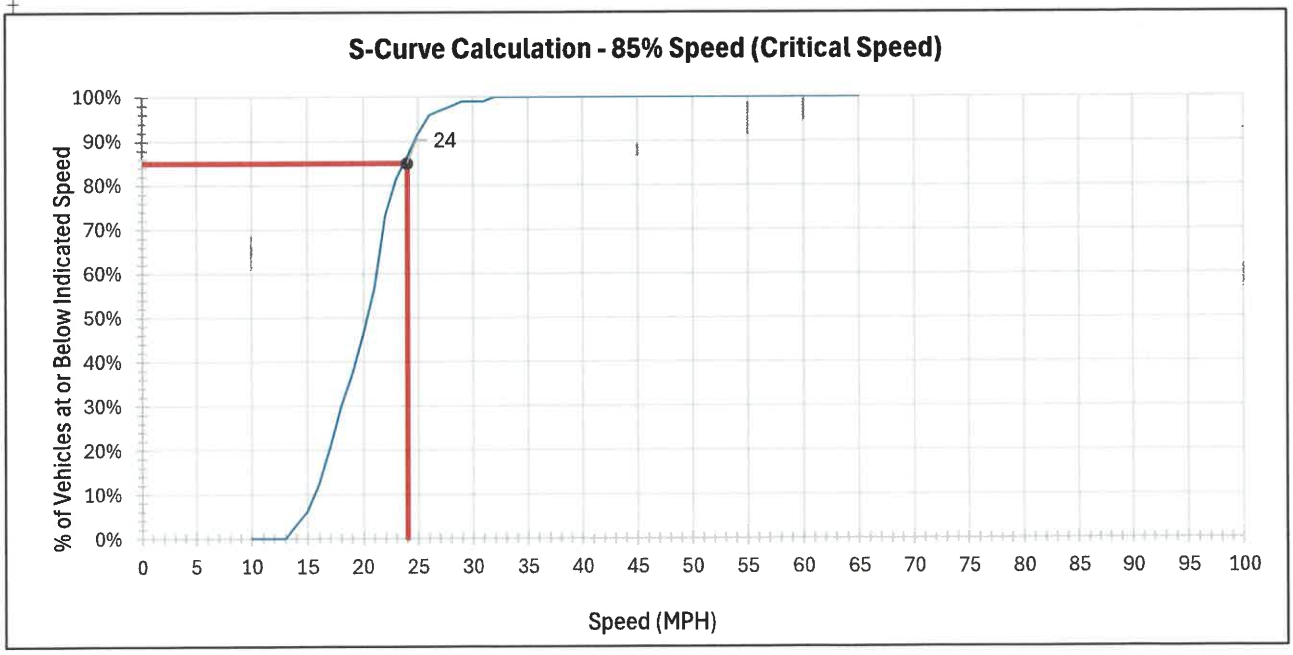
TIME: 12:55 p.m. - 1:55 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		16	-	25	21	21	22	24	
<=	>	<=	>	<	IN	>				<=	>
92%	8%	92%	8%	6%	86%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
14	3	3%	3	3.1%
15	3	3%	6	6.2%
16	6	6%	12	12.4%
17	8	8%	20	20.6%
18	9	9%	29	29.9%
19	7	7%	36	37.1%
20	9	9%	45	46.4%
21	10	10%	55	56.7%
22	16	16%	71	73.2%
23	8	8%	79	81.4%
24	5	5%	84	86.6%
25	5	5%	89	91.8%
26	4	4%	93	95.9%
27	1	1%	94	96.9%
28	1	1%	95	97.9%
29	1	1%	96	99.0%
30	0	0%	96	99.0%
31	0	0%	96	99.0%
32	1	1%	97	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Lighthouse Avenue

13th Street to Lobos Avenue

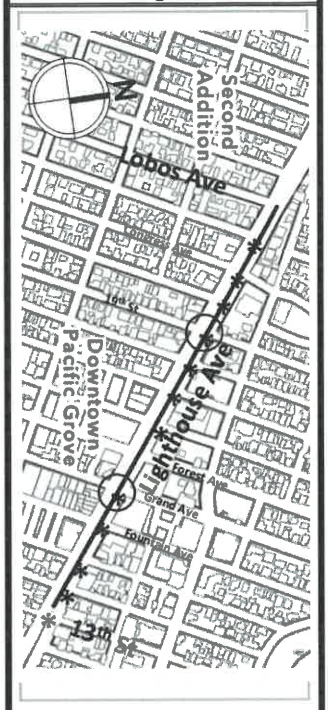
Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	16	17.5
Rounded 85th Percentile Speed (MPH)	20	
Mean (Average) Speed (MPH)	13	14
10-MPH Pace	11-20	11-20
No. of Collisions in 24 Months / 2-Yr Collision Rate	8 / 6.534	
Survey Segment Length (Feet) / Avg. Daily Traffic	2,192 / 4,040	
Previous Speed Limit	15	15
Date of Previous Survey	11/10/2025	
Date of This Survey/Weather Conditions	12/17/2025 / Overcast & Dry	
Segment Roadway Markings/No. of Through Lanes	A, D / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Principal Arterial/Minor Arterial
	Land Use is Predominantly:	Commercial
	All-Way Stop Controls at:	None
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	13th St, 14th St, 15th St, Fountain Ave, Grand Ave, 16th St, 17th St, 18th St, 19th St, Park St, Congress Ave, Cypress Ave

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
15

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue

13th Street to Lobos Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **E of Grand Ave, W of 19th St**
Date of Data Collection: **1/17/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☑ Arterial Minor ☑ Arterial Major

Average Daily Traffic (ADT) Volume: 4,040 Current Speed Limit: 15

Survey Segment Length (FT): 2,192 Street Width (curb to curb): 75 Ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **EB** Direction: 1 Lane(s)

Number of Travel Lanes in **WB** Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	95			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Lighthouse Avenue

13th Street to Lobos Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops **None**	
Traffic Signals **None**	

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 8

2-Year Collision Rate (ACC/MVM): 6.534

VI. LAND USE SUMMARY

Predominant Land Use Type: Commercial

Other existing Land Use Types in Study Segment: Residential

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: None

VII. COMMENTS/RECOMMENDATION

This segment of Lighthouse Avenue functions as the downtown business district and is lined with commercial storefronts, restaurants, and other uses that generate high pedestrian activity. Angled on-street parking is provided along the north side, center median, and south side of the roadway. Pedestrian volumes are high, with marked crosswalks present at the majority of intersections; however, frequent mid-block crossings were observed throughout the corridor, particularly between parking areas located in the center of the street and adjacent businesses. Intersection visibility is limited due to the close proximity of parked vehicles, mature trees within the center median, and outdoor parklets. Bicyclists share the travel lanes in the absence of dedicated bicycle facilities or shared-lane markings. The calculated collision rate for this segment is 6.534 collisions per million vehicle miles, which exceeds the statewide average of 1.08 for similar facilities. The measured 85th-percentile speed is 20 mph, with an average speed of 14 mph, reflecting a low-speed, pedestrian-oriented environment. These roadway characteristics, adjacent land uses, multimodal activity, and frequent crossing movements constitute conditions not readily apparent to motorists, as defined in California Vehicle Code Section 627; and pursuant to California Vehicle Code Section 22358, the Engineering and Traffic Survey supports maintaining the posted speed limit from 15 mph for this segment of Lighthouse Avenue.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

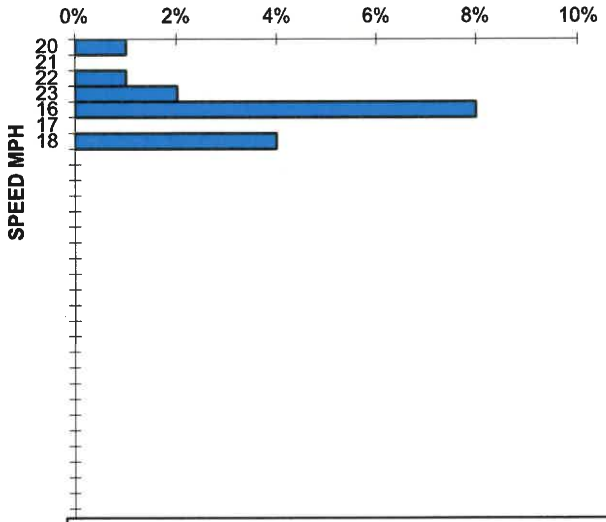
ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at E of 19th St
DIRECTION: EAST
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 85 ft
BUSINESS OR RESIDENCE DISTRICT: YES

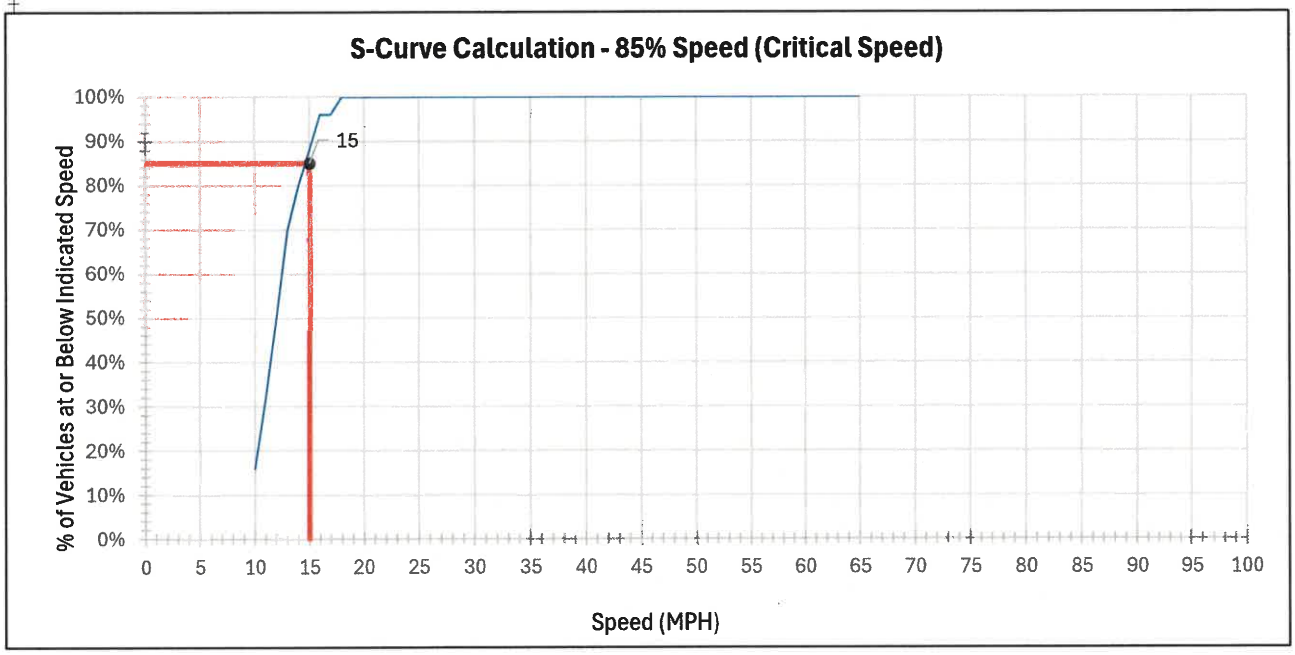
DATE: 12/17/2025
DAY: Wednesday
TIME: 11:01 a.m. to 11:49 a
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		15		11	-	20	13	13	13	15	
<=	>	<=	>	<	IN	>				<=	>
100%	0%	88%	12%	16%	84%	0%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	4	8%	48	96.0%
17	0	0%	48	96.0%
18	2	4%	50	100.0%



Lighthouse Ave W of 19th St - EB

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

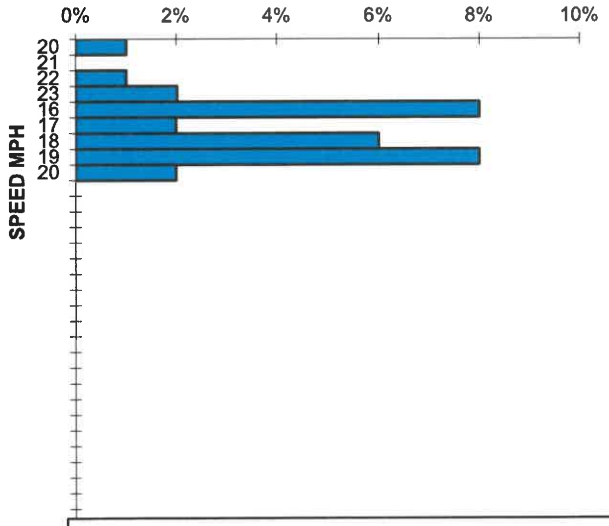
ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at E of 19th St
DIRECTION: WEST
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 85 ft
BUSINESS OR RESIDENCE DISTRICT: YES

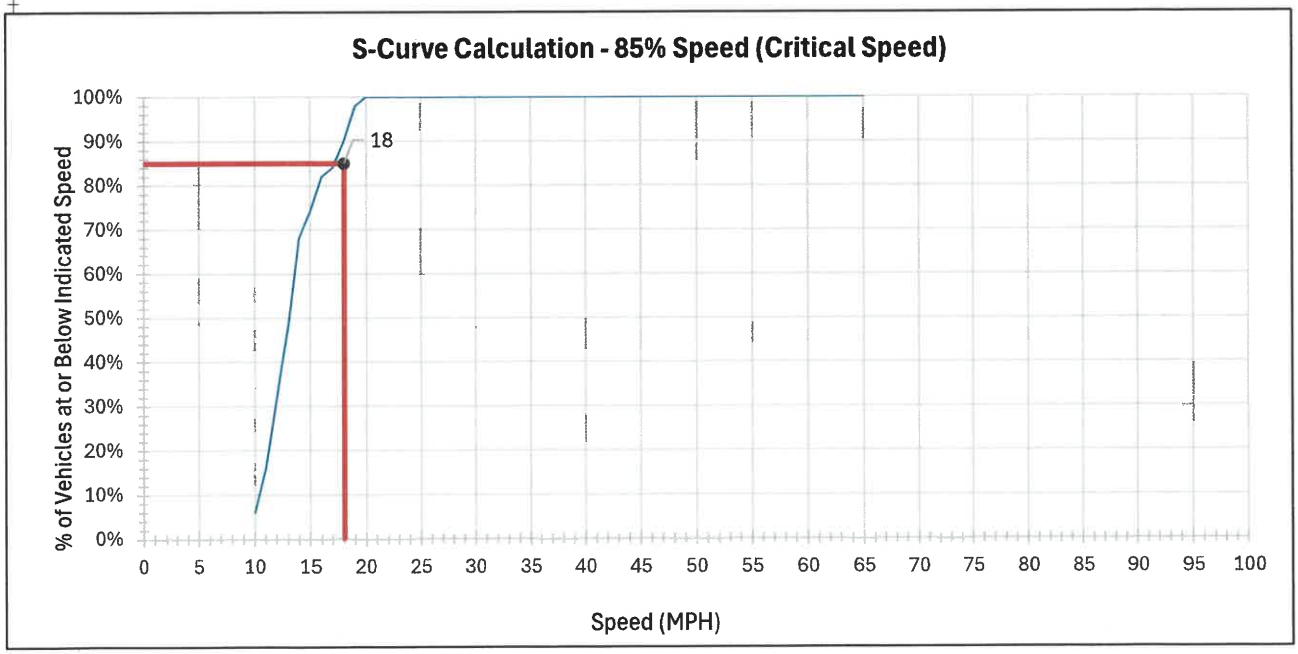
DATE: 12/17/2025
DAY: Wednesday
TIME: 11:01 a.m. to 11:49 a
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		15		11	-	20	14	14	14	18	
<=	>	<=	>	<	IN	>				<=	>
100%	0%	74%	26%	6%	94%	0%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	4	8%	41	82.0%
17	1	2%	42	84.0%
18	3	6%	45	90.0%
19	4	8%	49	98.0%
20	1	2%	50	100.0%



City of Pacific Grove

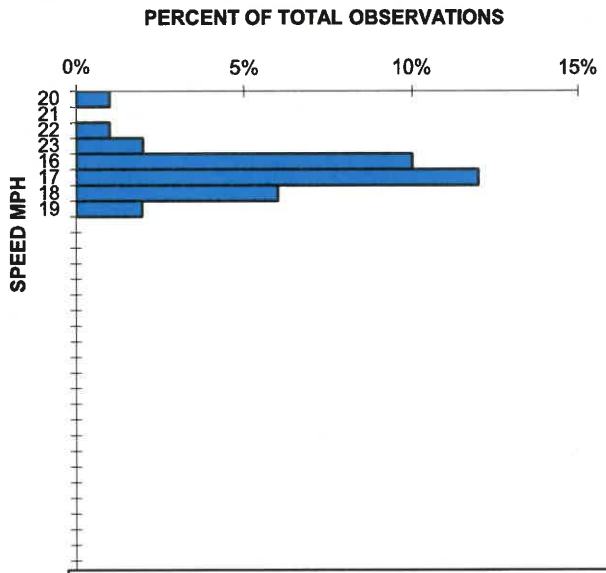
PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

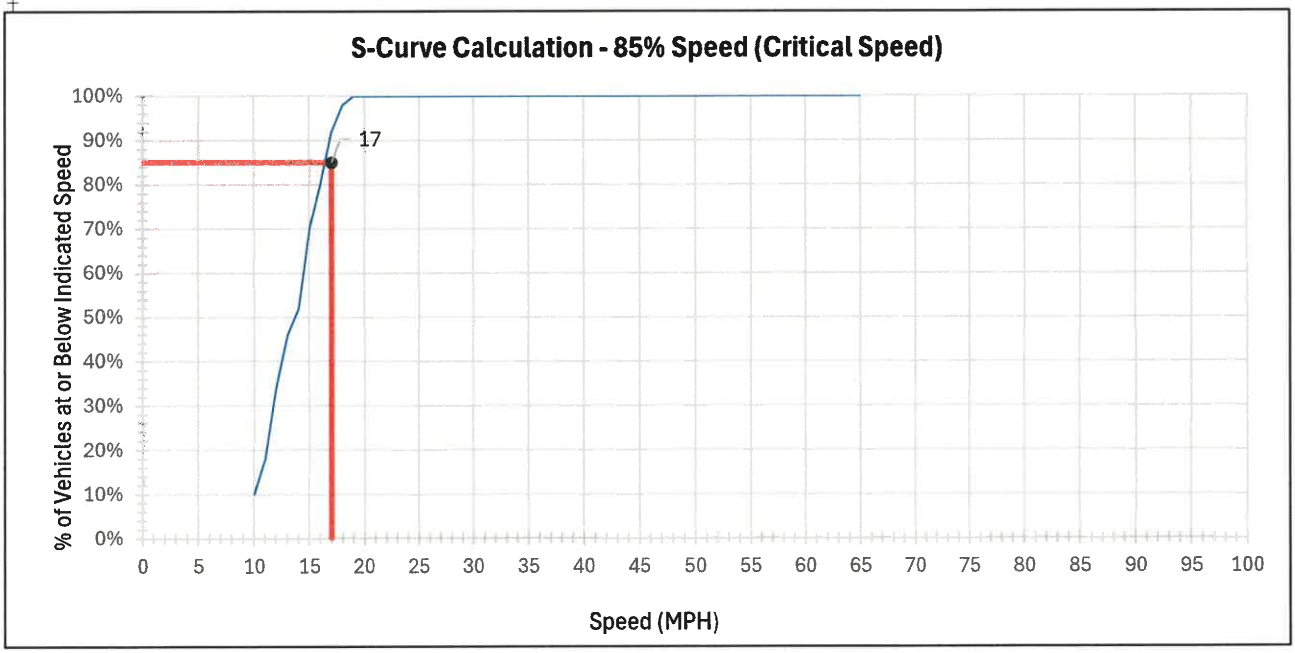
LOCATION: Lighthouse Ave at E of Grand Ave
DIRECTION: EAST
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 85 ft
BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/17/2025
DAY: Wednesday
TIME: 10:19 a.m. - 10:57 a.
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		15		11	-	20	14	14	15	17
<=	>	<=	>	<	IN	>				<=	>
100%	0%	70%	30%	10%	90%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	5	10%	40	80.0%
17	6	12%	46	92.0%
18	3	6%	49	98.0%
19	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Lighthouse Ave at E of Grand Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 85 ft

BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/17/2025

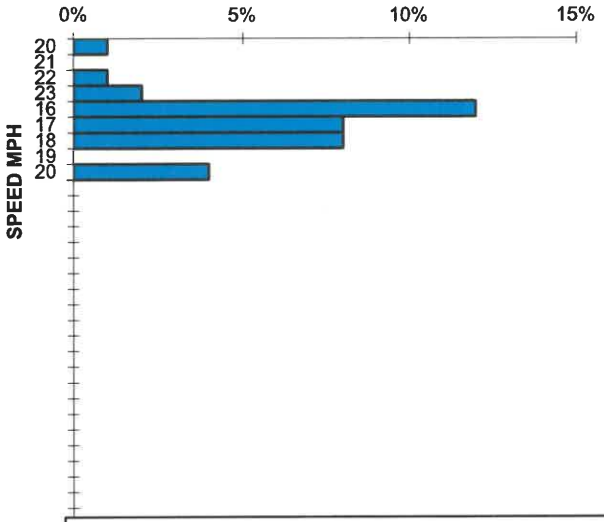
DAY: Wednesday

TIME: 10:19 a.m. - 10:57 a.

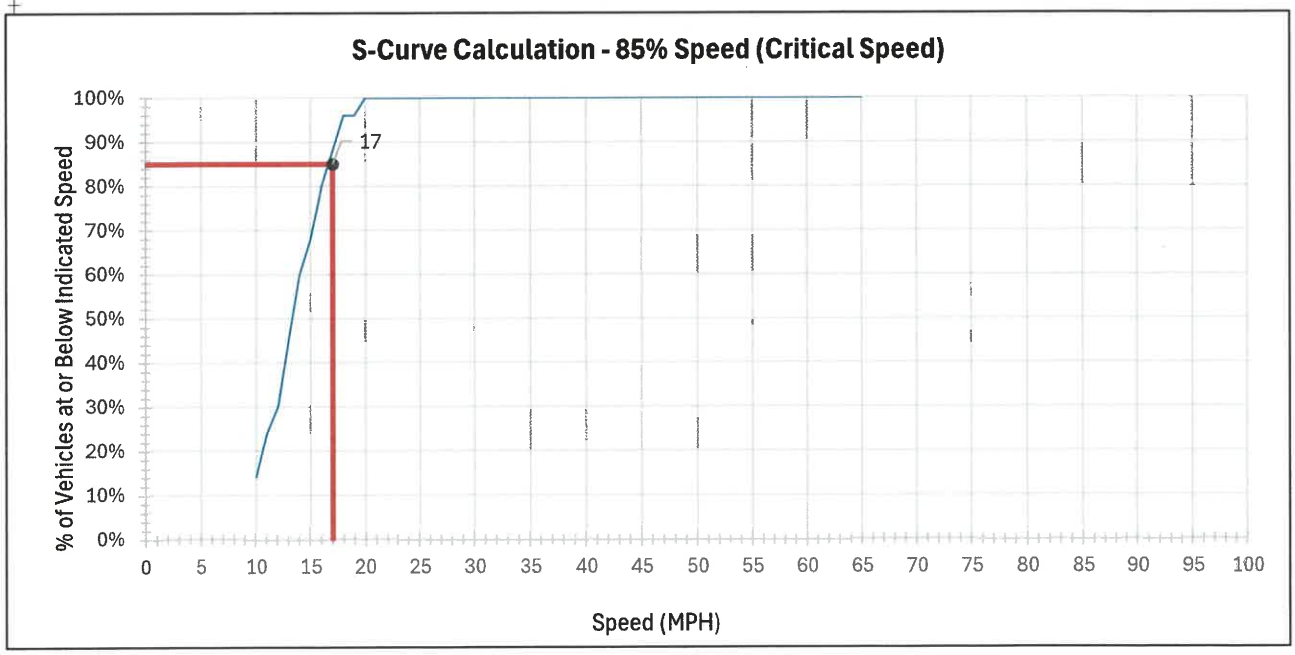
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		15		11	-	20	14	14	15	17	
<=	>	<=	>	<	IN	>				<=	>
100%	0%	68%	32%	14%	86%	0%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	6	12%	40	80.0%
17	4	8%	44	88.0%
18	4	8%	48	96.0%
19	0	0%	48	96.0%
20	2	4%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Ocean View Boulevard
Asilomar Avenue to Jewell Avenue

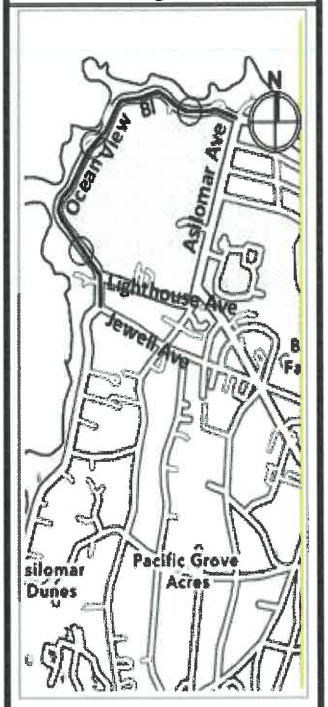
Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	27.7	28.3
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	25	25
10-MPH Pace	20-29	21-30
No. of Collisions in 24 Months / 2-Yr Collision Rate	5 / 3.502	
Survey Segment Length (Feet) / Avg. Daily Traffic	4,034 / 2,560	
Previous Speed Limit	25	25
Date of Previous Survey	11/13/2025	
Date of This Survey/Weather Conditions	12/04/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	B / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Major Collector
	Land Use is Predominantly:	Mixed Use Coastal Transition Zone
	All-Way Stop Controls at:	None
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	None

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT 25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Ocean View Boulevard

Asilomar Avenue to Jewell Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **W of Asilomar Ave, 1784 ft E of Lighthouse Ave, E of Lighthouse Ave**
Date of Data Collection: **12/04/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 2,560 Current Speed Limit: 25

Survey Segment Length (FT): 4,034 Street Width (curb to curb): 30 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **EB** Direction:	1	Lane(s)		
Number of Travel Lanes in **WB** Direction:	1	Lane(s)		
Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☐	Yes	☑	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	40			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Ocean View Boulevard

Asilomar Avenue to Jewell Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		Vertical Curves	
Type	Location	Type	Location
None	☐	None	☐
Sharp Turns		Hills	
Large Radius	Meandering curves along segment	Sag Curves	

Controls Summary		Warning Devices	
Type	Location	Type	Location
None	☐	None	☑
All-Way Stops	None	Ped Beacons	
Traffic Signals	None	Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 5

2-Year Collision Rate (ACC/MVM): 3.502

VI. LAND USE SUMMARY

Predominant Land Use Type: Mixed Use Coastal Zone Transition

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: State Marine Reserves, Beaches

VII. COMMENTS/RECOMMENDATION

This segment of Ocean View Boulevard is an approximately 30-foot-wide, unimproved roadway that provides direct beach access at multiple locations along the corridor. On-street parking is permitted at intermittent pullout areas, and pedestrians were observed walking within the travel lanes to access the beach due to the absence of continuous pedestrian facilities. Bicyclists share the roadway in the absence of dedicated bicycle facilities or shared-lane markings. The calculated collision rate for this segment is 3.50 collisions per million vehicle miles, which exceeds the statewide average of 1.08 for similar facilities. Spot speed measurements indicate an 85th-percentile speed of 28 mph and an average speed of 25 mph, which are consistent with the existing 25 mph posted speed limit. Pursuant to California Vehicle Code Section 22358, the results of an engineering and traffic survey may be rounded to the nearest 5-mph increment, and in this case, rounding the measured 85th-percentile speed supports retention of the existing 25-mph speed limit. These roadway characteristics, multimodal activity, and collision history constitute conditions not readily apparent to motorists, as defined in California Vehicle Code Section 627; therefore, it is recommended that the existing 25 mph speed limit be retained for this segment of Ocean View Boulevard.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at 800 ft W of Asilomar Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 30 ft

BUSINESS OR RESIDENCE DISTRICT: YES

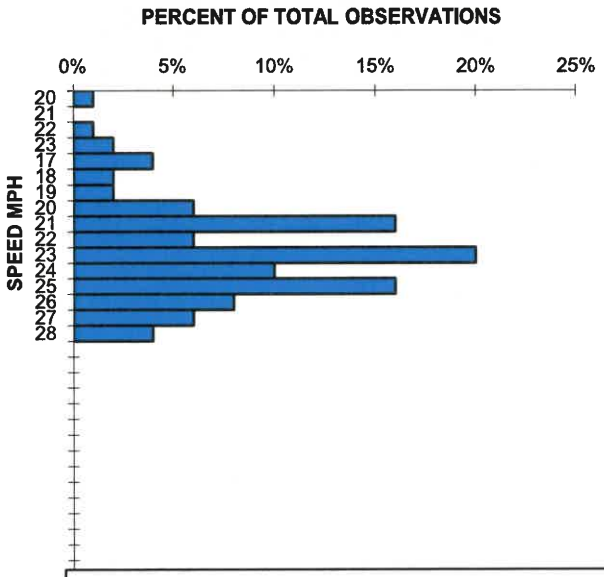
DATE: 12/4/2025

DAY: Thursday

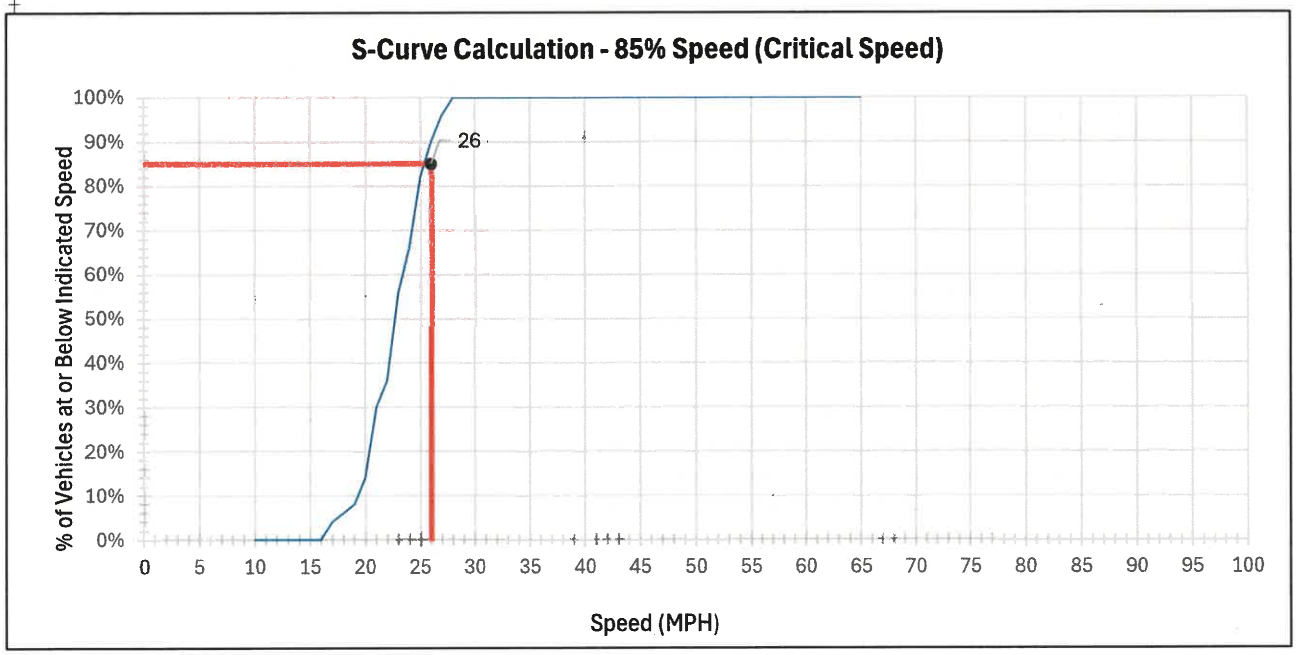
TIME: 2:55 p.m. - 3:53 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		19	-	28	23	23	25	26
<=	>	<=	>	<	IN	>				<= >
82%	18%	82%	18%	6%	94%	0%				85% 15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	2	4%	2	4.0%
18	1	2%	3	6.0%
19	1	2%	4	8.0%
20	3	6%	7	14.0%
21	8	16%	15	30.0%
22	3	6%	18	36.0%
23	10	20%	28	56.0%
24	5	10%	33	66.0%
25	8	16%	41	82.0%
26	4	8%	45	90.0%
27	3	6%	48	96.0%
28	2	4%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

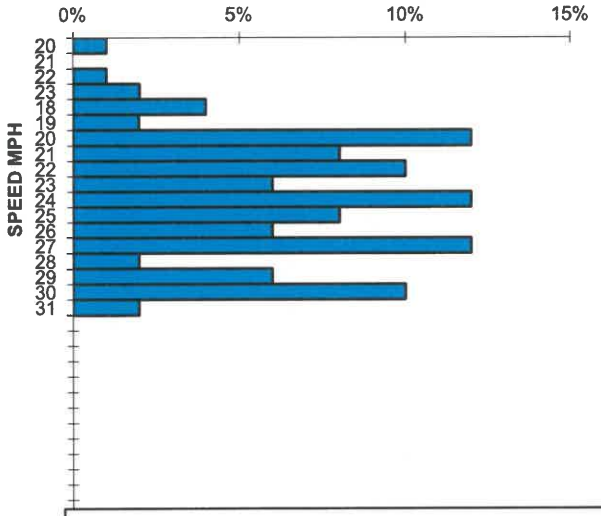
ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at 800 ft W of Asilomar Ave
DIRECTION: WEST
ROAD X-SECTION: 2 LANE
PAVED WIDTH: 30 ft
BUSINESS OR RESIDENCE DISTRICT: YES

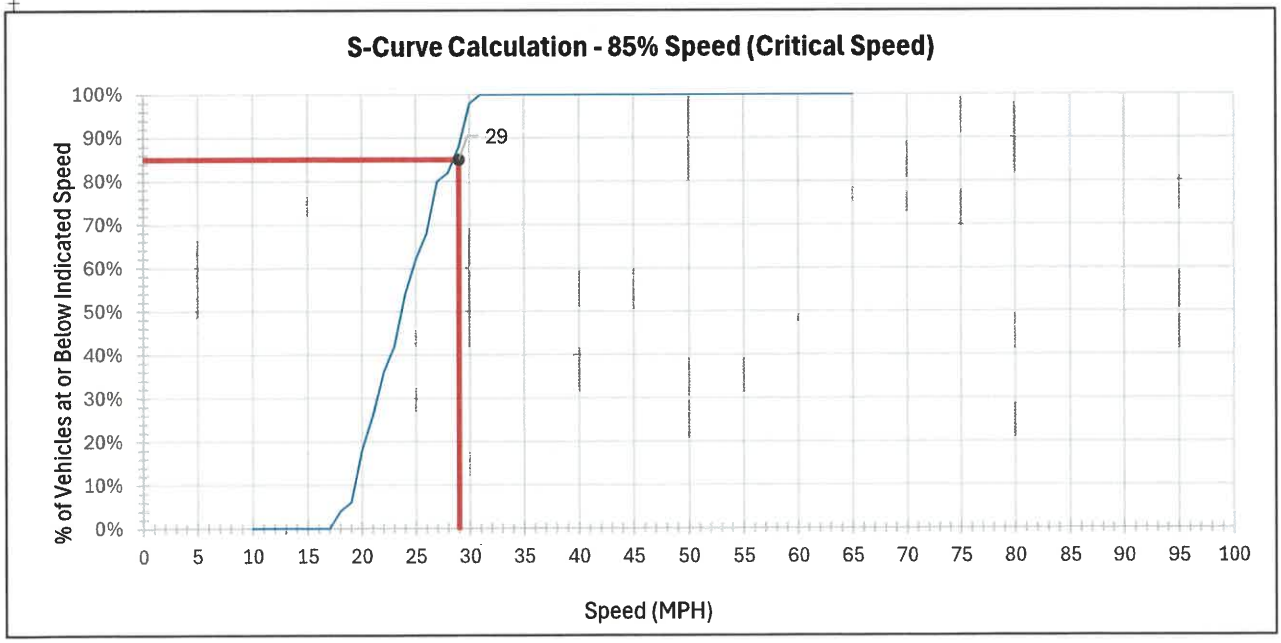
DATE: 12/4/2025
DAY: Thursday
TIME: 2:55 p.m. - 3:53 p.n
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	24	24	26	29	
<=	>	<=	>	<	IN	>				<=	>
62%	38%	62%	38%	6%	82%	12%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	2	4%	2	4.0%
19	1	2%	3	6.0%
20	6	12%	9	18.0%
21	4	8%	13	26.0%
22	5	10%	18	36.0%
23	3	6%	21	42.0%
24	6	12%	27	54.0%
25	4	8%	31	62.0%
26	3	6%	34	68.0%
27	6	12%	40	80.0%
28	1	2%	41	82.0%
29	3	6%	44	88.0%
30	5	10%	49	98.0%
31	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at 1784 ft E of Lighthouse Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

BUSINESS OR RESIDENCE DISTRICT: YES

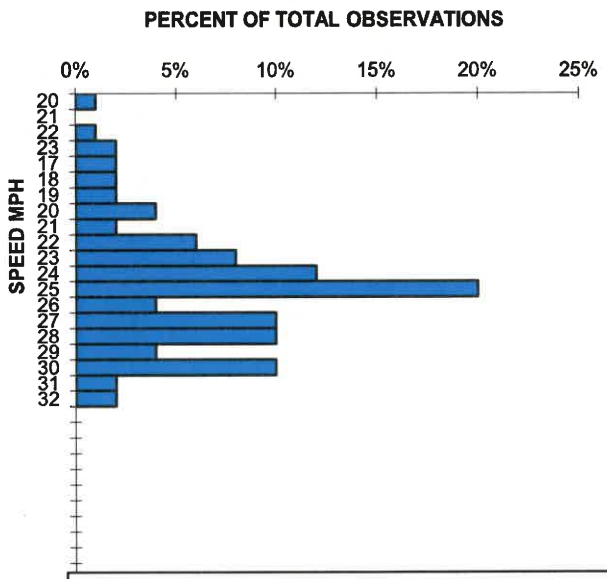
DATE: 12/4/2025

DAY: Thursday

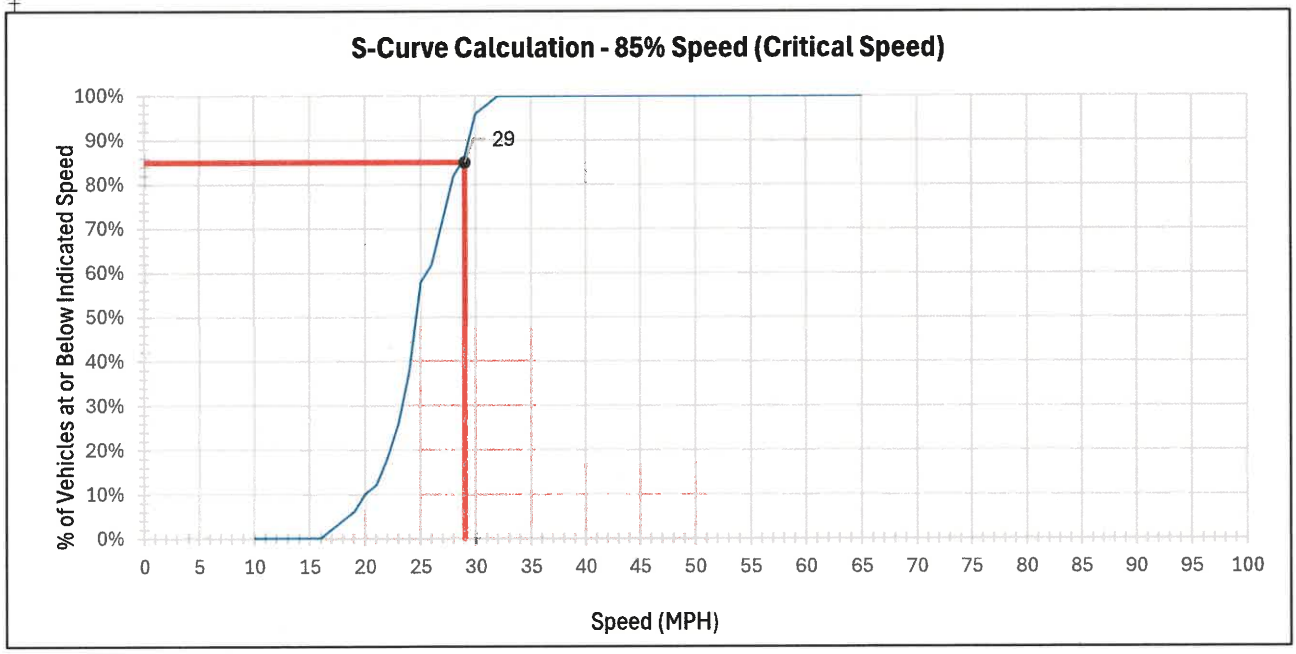
TIME: 1:57 p.m. - 2:54 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	25	25	27	29	
<=	>	<=	>	<	IN	>				<=	>
58%	42%	58%	42%	10%	86%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	1	2%	2	4.0%
19	1	2%	3	6.0%
20	2	4%	5	10.0%
21	1	2%	6	12.0%
22	3	6%	9	18.0%
23	4	8%	13	26.0%
24	6	12%	19	38.0%
25	10	20%	29	58.0%
26	2	4%	31	62.0%
27	5	10%	36	72.0%
28	5	10%	41	82.0%
29	2	4%	43	86.0%
30	5	10%	48	96.0%
31	1	2%	49	98.0%
32	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

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DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

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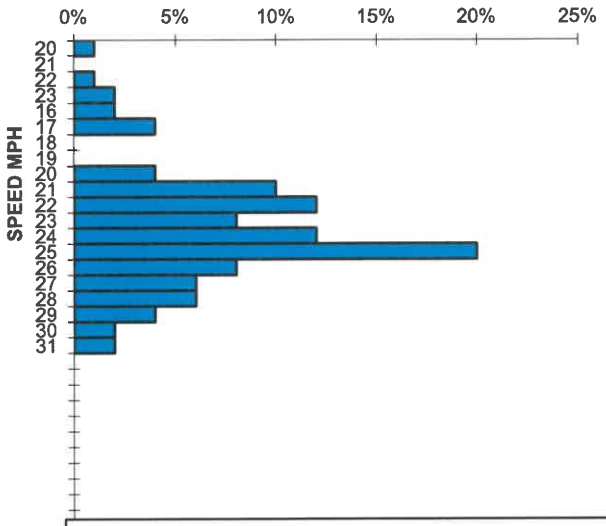
DATE: 12/4/2025

DAY: Thursday

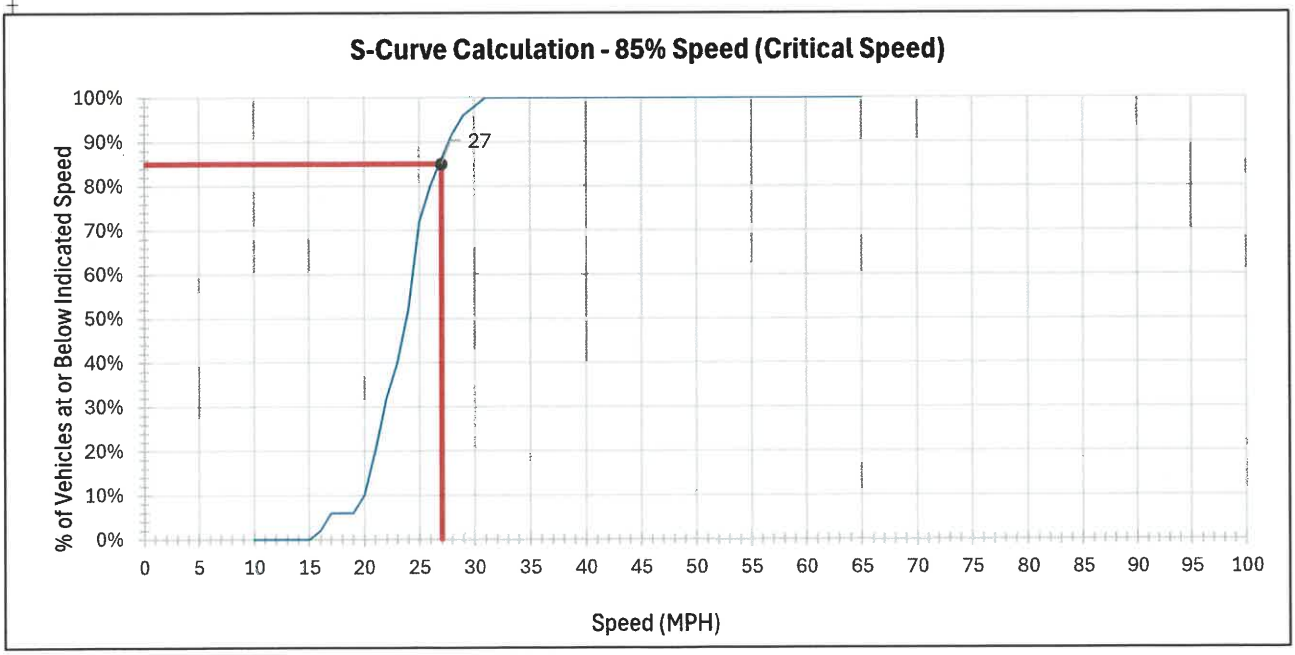
TIME: 1:57 p.m. - 2:54 p.n

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		20	-	29	24	24	25	27
<=	>	<=	>	<	IN	>				<=	>
72%	28%	72%	28%	6%	90%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	1	2%	1	2.0%
17	2	4%	3	6.0%
18	0	0%	3	6.0%
19	0	0%	3	6.0%
20	2	4%	5	10.0%
21	5	10%	10	20.0%
22	6	12%	16	32.0%
23	4	8%	20	40.0%
24	6	12%	26	52.0%
25	10	20%	36	72.0%
26	4	8%	40	80.0%
27	3	6%	43	86.0%
28	3	6%	46	92.0%
29	2	4%	48	96.0%
30	1	2%	49	98.0%
31	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of Lighthouse Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 32 ft

BUSINESS OR RESIDENCE DISTRICT: YES

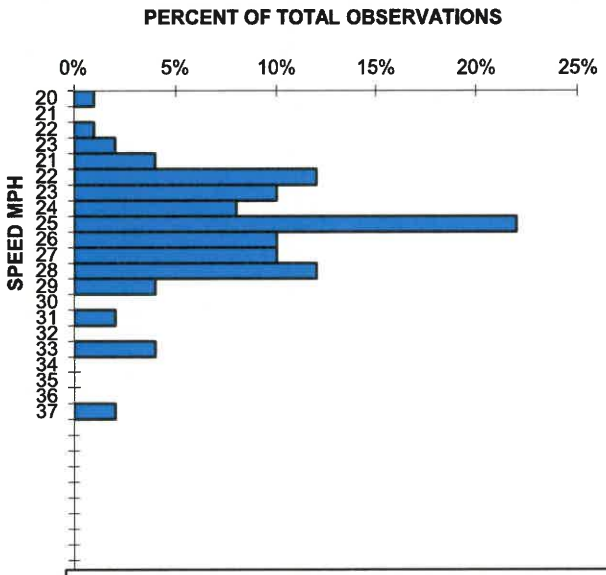
DATE: 12/4/2025

DAY: Thursday

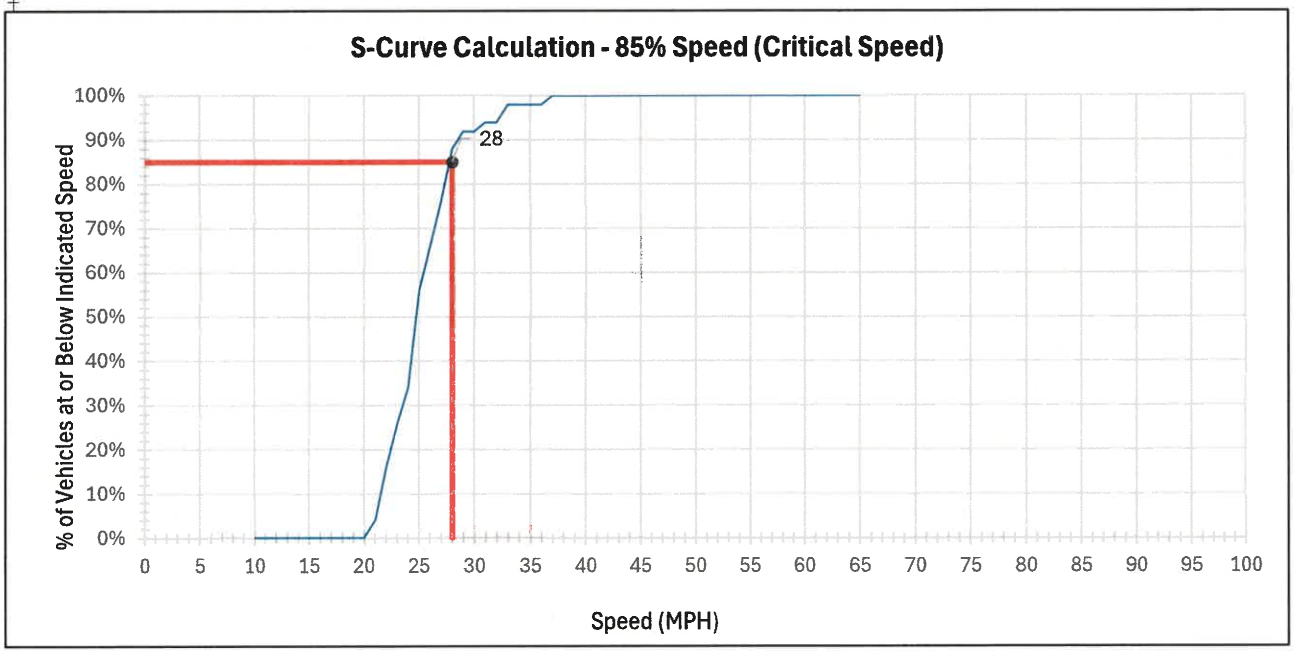
TIME: 12:49 p.m. - 1:49 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	26	25	27	28	
<=	>	<=	>	<	IN	>				<=	>
56%	44%	56%	44%	0%	92%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
21	2	4%	2	4.0%
22	6	12%	8	16.0%
23	5	10%	13	26.0%
24	4	8%	17	34.0%
25	11	22%	28	56.0%
26	5	10%	33	66.0%
27	5	10%	38	76.0%
28	6	12%	44	88.0%
29	2	4%	46	92.0%
30	0	0%	46	92.0%
31	1	2%	47	94.0%
32	0	0%	47	94.0%
33	2	4%	49	98.0%
34	0	0%	49	98.0%
35	0	0%	49	98.0%
36	0	0%	49	98.0%
37	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of Lighthouse Ave

DIRECTION: WEST

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BUSINESS OR RESIDENCE DISTRICT: YES

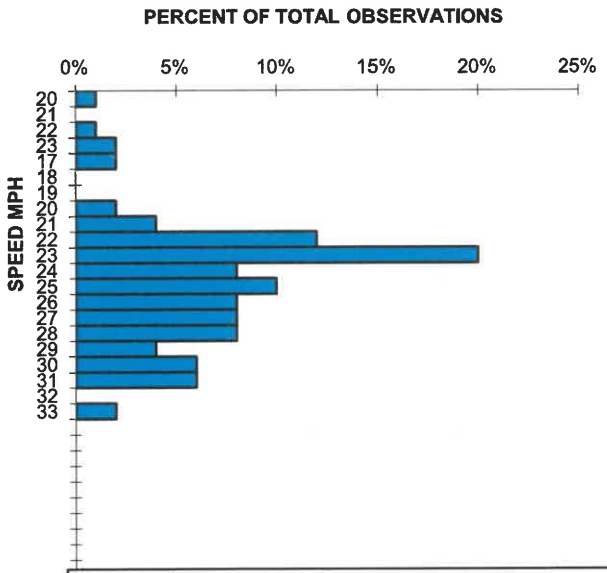
DATE: 12/4/2025

DAY: Thursday

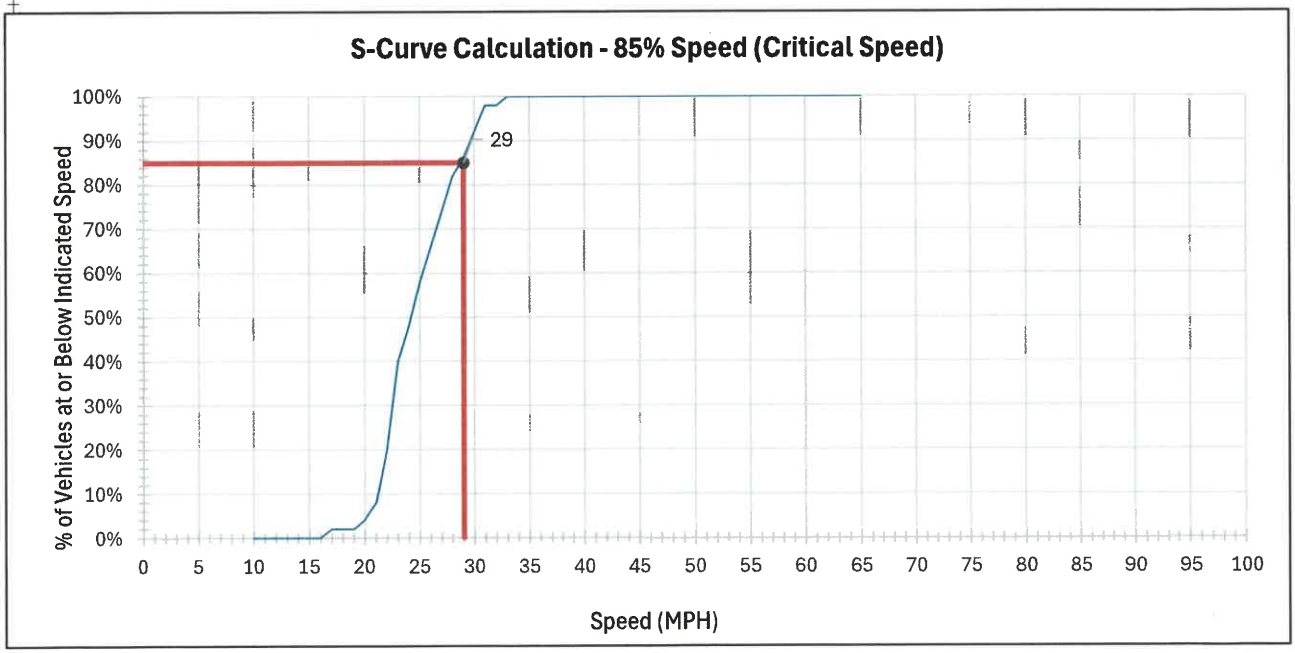
TIME: 12:49 p.m. - 1:49 p.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		22	-	31	25	25	27	29	
<=	>	<=	>	<	IN	>				<=	>
58%	42%	58%	42%	8%	90%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	0	0%	1	2.0%
19	0	0%	1	2.0%
20	1	2%	2	4.0%
21	2	4%	4	8.0%
22	6	12%	10	20.0%
23	10	20%	20	40.0%
24	4	8%	24	48.0%
25	5	10%	29	58.0%
26	4	8%	33	66.0%
27	4	8%	37	74.0%
28	4	8%	41	82.0%
29	2	4%	43	86.0%
30	3	6%	46	92.0%
31	3	6%	49	98.0%
32	0	0%	49	98.0%
33	1	2%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Ocean View Boulevard

17th Street to Eardley Avenue

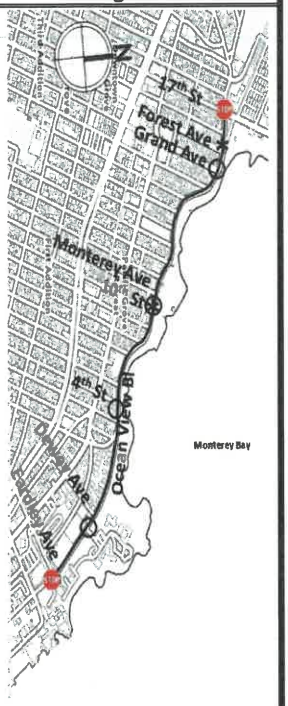
Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	27.5	26.8
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	24	23
10-MPH Pace	19-28	18-27
No. of Collisions in 24 Months / 2-Yr Collision Rate	18 / 5.506	
Survey Segment Length (Feet) / Avg. Daily Traffic	4,987 / 4,741	
Previous Speed Limit	25	25
Date of Previous Survey	11/10/2025	
Date of This Survey/Weather Conditions	12/4 & 12/11/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	C / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Major Collector
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Eardley Ave, 17th St
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	Forest Ave, 10th St

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH):

ENTIRE SEGMENT
25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Adolfo Gonzalez, PM — Date

Survey Approved by:

Jon Blank — 02/13/2026
Jon Blank, PE, TR2190 — Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Ocean View Boulevard

17th Street to Eardley Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **E of Dewey Ave, E of 4th St, E of Monterey Ave, E of Grand Ave**
Date of Data Collection: **12/4/2025 & 12/11/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 4,741 Current Speed Limit: 25

Survey Segment Length (FT): 4,987 Street Width (curb to curb): 34 ft to 44 ft along different points on segment.

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in **EB** Direction:	1	Lane(s)		
Number of Travel Lanes in **WB** Direction:	1	Lane(s)		
Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☑	Yes	☐	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	90			
Segment part of a Suggested Route to School:	☐	Yes	☑	No
Schools Served by Roadway Segment:	None			

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Ocean View Boulevard

17th Street to Eardley Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		
Type		Location
None		☐
Sharp Turns	Along entire segment	
Large Radius	Along entire segment	

Vertical Curves		
Type		Location
None		☑
Hills		
Sag Curves		

Controls Summary		
Type		Location
None		☐
All-Way Stops	Eardley Ave, 17th St	
Traffic Signals	None	

Warning Devices		
Type		Location
None		☐
Ped Beacons	Forest Ave	
Vehicle Speed Feedback Sign		

V. COLLISION HISTORY 09/22/2023 TO 09/22/2025

Total No. Collisions in 24 Months: 18

2-Year Collision Rate (ACC/MVM): 5.506

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment: Coastal/Public

Schools in/near Study Segment: None

Parks or Senior Centers in/near Study Segment: North side of street is coastal zone.

VII. COMMENTS/RECOMMENDATION

Ocean View Boulevard is a two-lane roadway with a variable width ranging from approximately 34 feet to 44 feet. The south side of the roadway is residential and improved with curb, gutter, and sidewalk, while the north side fronts the coastal area and the Monterey Coastal Trail, which runs generally east–west parallel to the roadway and is separated from Ocean View Boulevard by a wooden fence with multiple access points. The north side of the street is unimproved, with curb and gutter only, and on-street parking is permitted along much of the corridor on both sides, with localized no-parking restrictions along the north side. Beach and coastal trail users parking along the north side of the street were observed walking within the travel lanes due to the absence of a continuous pedestrian path between parked vehicles and trail access points. The collision rate for this segment is 4.7 collisions per million vehicle miles, which exceeds the statewide average of 1.08 for similar facilities. The measured 85th-percentile speed is 27 mph, with an average speed of 24 mph, consistent with the existing 25 mph posted speed limit. These roadway characteristics, pedestrian activity, and collision history constitute conditions not readily apparent to motorists, as defined in California Vehicle Code Section 627; therefore, it is recommended that the existing 25 mph speed limit be retained for this segment of Ocean View Boulevard.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of Dewey Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 46 ft

BUSINESS OR RESIDENCE DISTRICT: YES

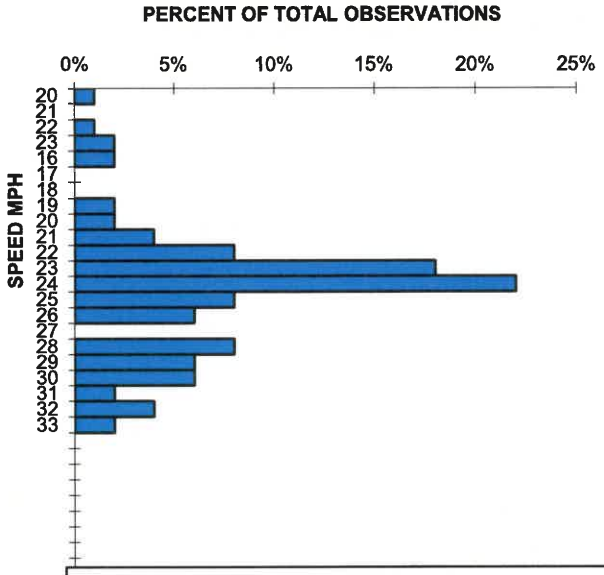
DATE: 12/11/2025

DAY: Thursday

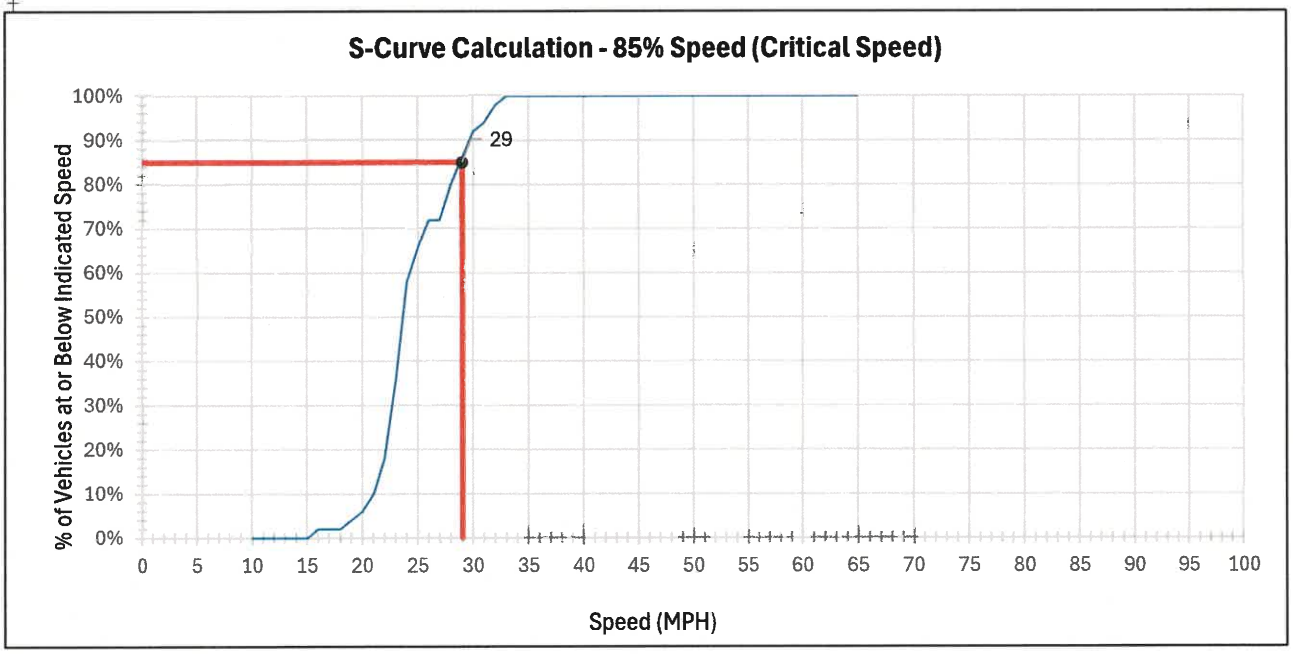
TIME: 11:34 a.m. - 12:29 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		21	-	30	25	24	26	29
<=	>	<=	>	<	IN	>				<=	>
66%	34%	66%	34%	6%	86%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	1	2%	1	2.0%
17	0	0%	1	2.0%
18	0	0%	1	2.0%
19	1	2%	2	4.0%
20	1	2%	3	6.0%
21	2	4%	5	10.0%
22	4	8%	9	18.0%
23	9	18%	18	36.0%
24	11	22%	29	58.0%
25	4	8%	33	66.0%
26	3	6%	36	72.0%
27	0	0%	36	72.0%
28	4	8%	40	80.0%
29	3	6%	43	86.0%
30	3	6%	46	92.0%
31	1	2%	47	94.0%
32	2	4%	49	98.0%
33	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of Dewey Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 46 ft

BUSINESS OR RESIDENCE DISTRICT: YES

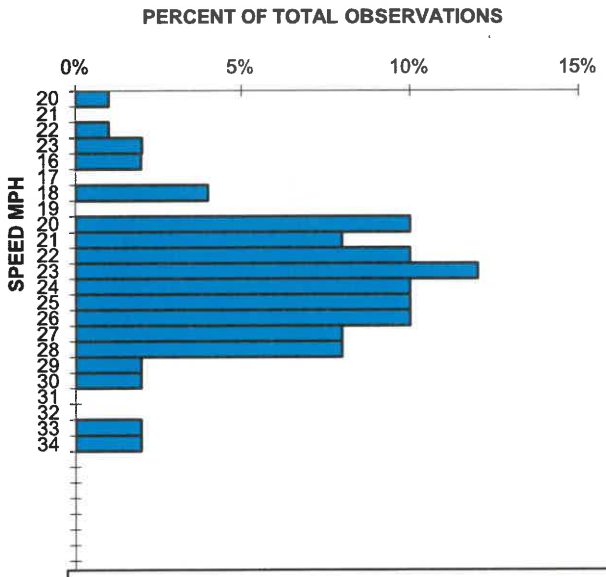
DATE: 12/11/2025

DAY: Thursday

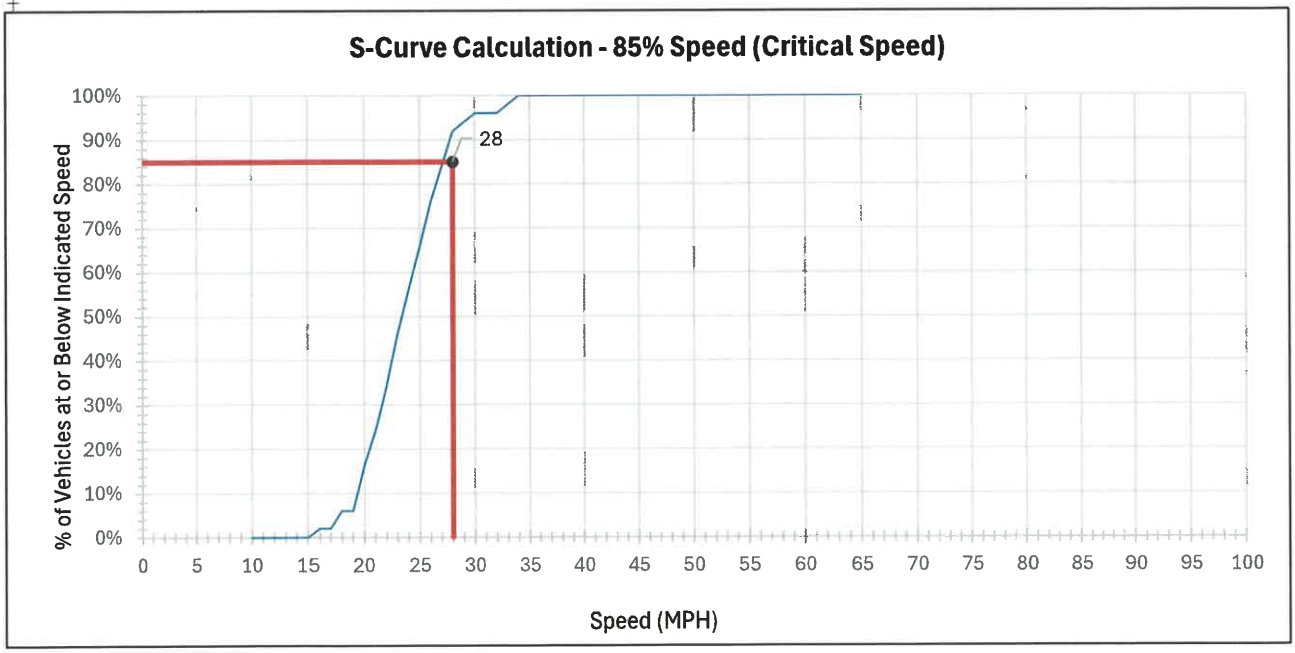
TIME: 11:34 a.m. - 12:29 p.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		20	-	29	24	24	26	28
<=	>	<=	>	<	IN	>				<=	>
66%	34%	66%	34%	6%	88%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	1	2%	1	2.0%
17	0	0%	1	2.0%
18	2	4%	3	6.0%
19	0	0%	3	6.0%
20	5	10%	8	16.0%
21	4	8%	12	24.0%
22	5	10%	17	34.0%
23	6	12%	23	46.0%
24	5	10%	28	56.0%
25	5	10%	33	66.0%
26	5	10%	38	76.0%
27	4	8%	42	84.0%
28	4	8%	46	92.0%
29	1	2%	47	94.0%
30	1	2%	48	96.0%
31	0	0%	48	96.0%
32	0	0%	48	96.0%
33	1	2%	49	98.0%
34	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of 4th St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 43 ft

BUSINESS OR RESIDENCE DISTRICT: YES

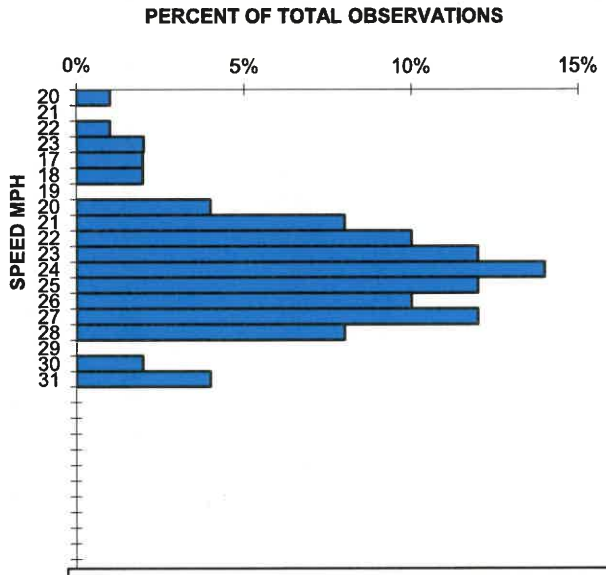
DATE: 12/11/2025

DAY: Thursday

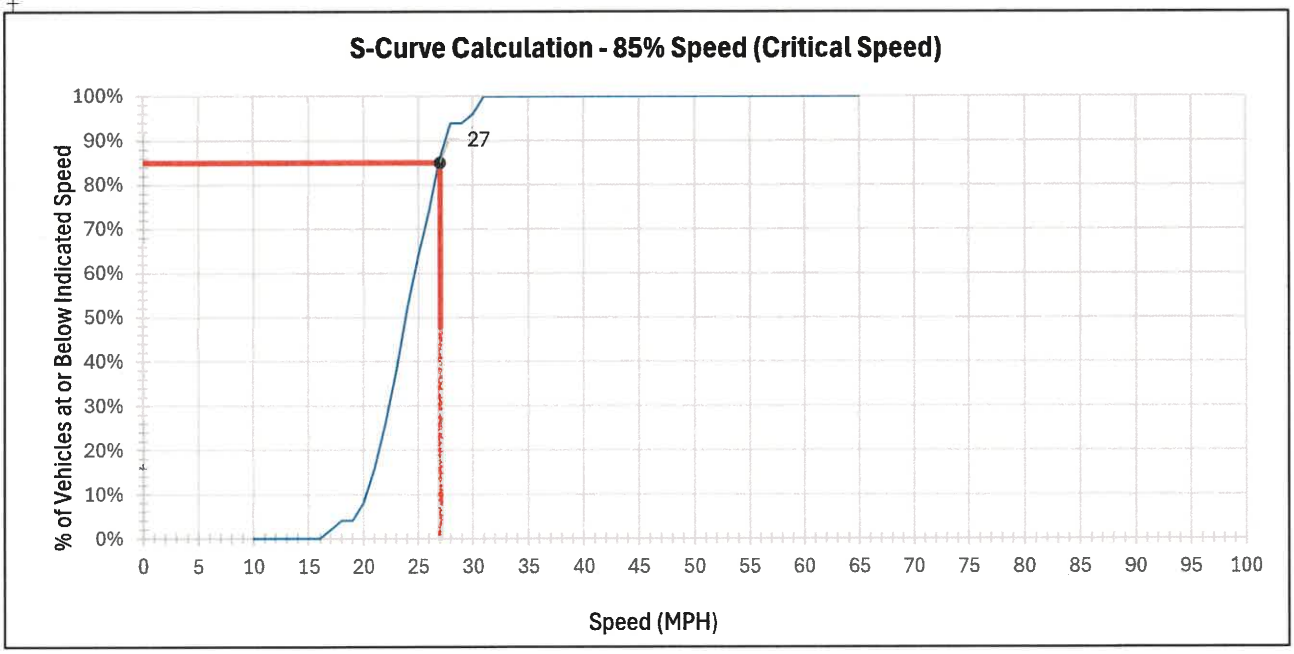
TIME: 10:54 a.m. - 11:29 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		18	-	27	24	24	26	27
<=	>	<=	>	<	IN	>				<=	>
64%	36%	64%	36%	2%	84%	14%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	1	2%	2	4.0%
19	0	0%	2	4.0%
20	2	4%	4	8.0%
21	4	8%	8	16.0%
22	5	10%	13	26.0%
23	6	12%	19	38.0%
24	7	14%	26	52.0%
25	6	12%	32	64.0%
26	5	10%	37	74.0%
27	6	12%	43	86.0%
28	4	8%	47	94.0%
29	0	0%	47	94.0%
30	1	2%	48	96.0%
31	2	4%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of 4th St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 43 ft

BUSINESS OR RESIDENCE DISTRICT: YES

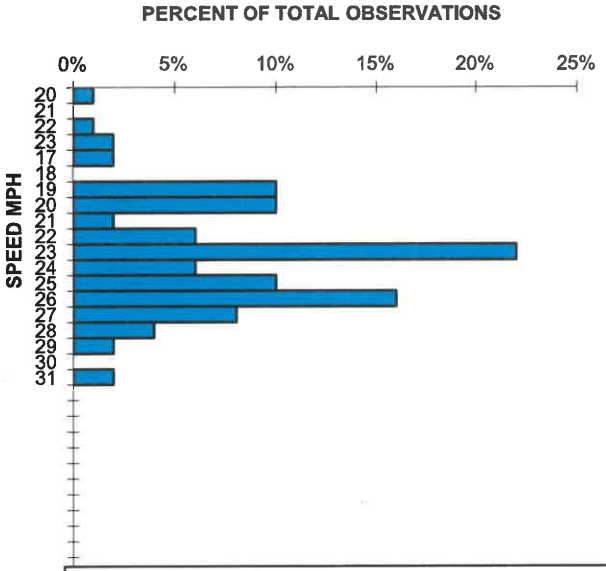
DATE: 12/11/2025

DAY: Thursday

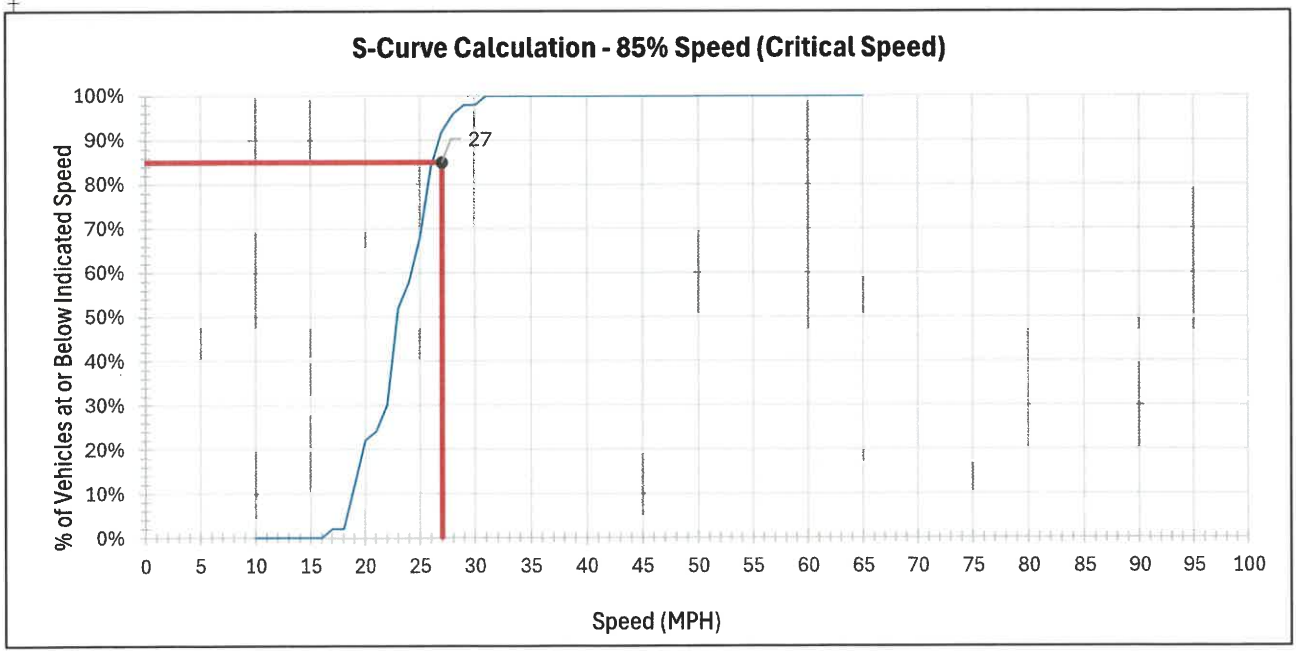
TIME: 10:54 a.m. - 11:29 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		19	-	28	24	23	25	27	
<=	>	<=	>	<	IN	>				<=	>
68%	32%	68%	32%	2%	94%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	0	0%	1	2.0%
19	5	10%	6	12.0%
20	5	10%	11	22.0%
21	1	2%	12	24.0%
22	3	6%	15	30.0%
23	11	22%	26	52.0%
24	3	6%	29	58.0%
25	5	10%	34	68.0%
26	8	16%	42	84.0%
27	4	8%	46	92.0%
28	2	4%	48	96.0%
29	1	2%	49	98.0%
30	0	0%	49	98.0%
31	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at W of Monterey Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 41 ft

BUSINESS OR RESIDENCE DISTRICT: YES

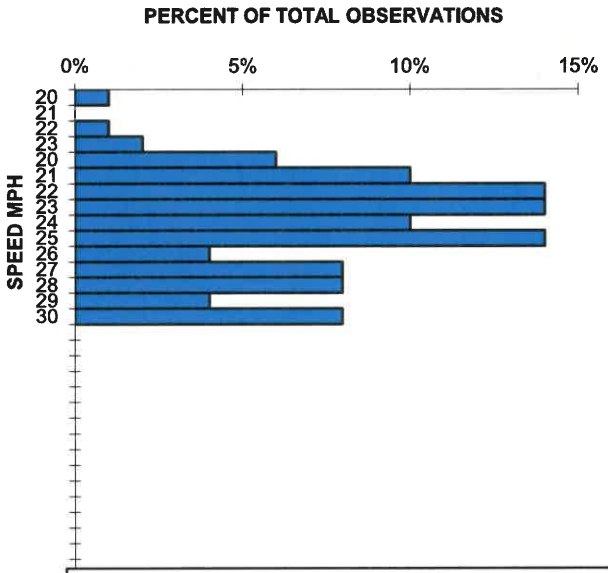
DATE: 12/11/2025

DAY: Thursday

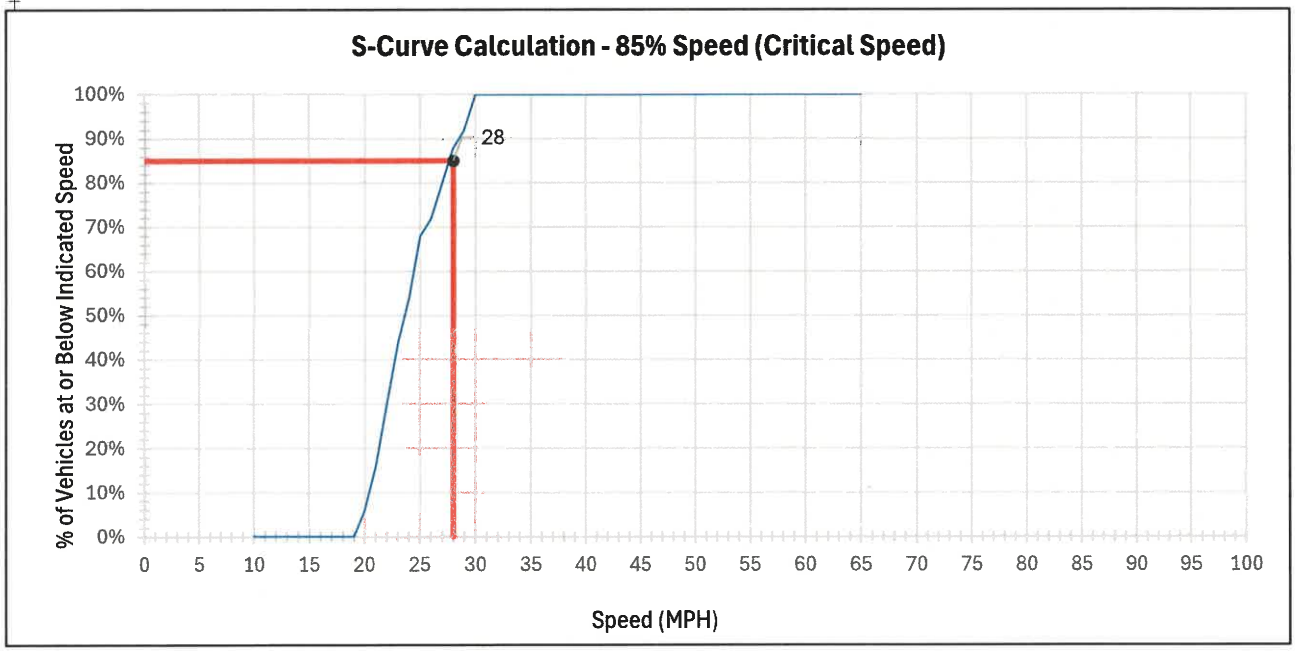
TIME: 10:04 a.m. - 10:49 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	25	24	25	28	
<=	>	<=	>	<	IN	>				<=	>
68%	32%	68%	32%	6%	94%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
20	3	6%	3	6.0%
21	5	10%	8	16.0%
22	7	14%	15	30.0%
23	7	14%	22	44.0%
24	5	10%	27	54.0%
25	7	14%	34	68.0%
26	2	4%	36	72.0%
27	4	8%	40	80.0%
28	4	8%	44	88.0%
29	2	4%	46	92.0%
30	4	8%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at W of Monterey Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 41 ft

BUSINESS OR RESIDENCE DISTRICT: YES

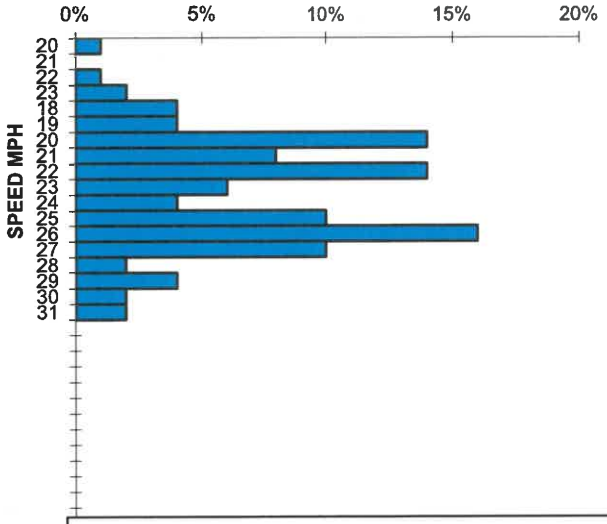
DATE: 12/11/2025

DAY: Thursday

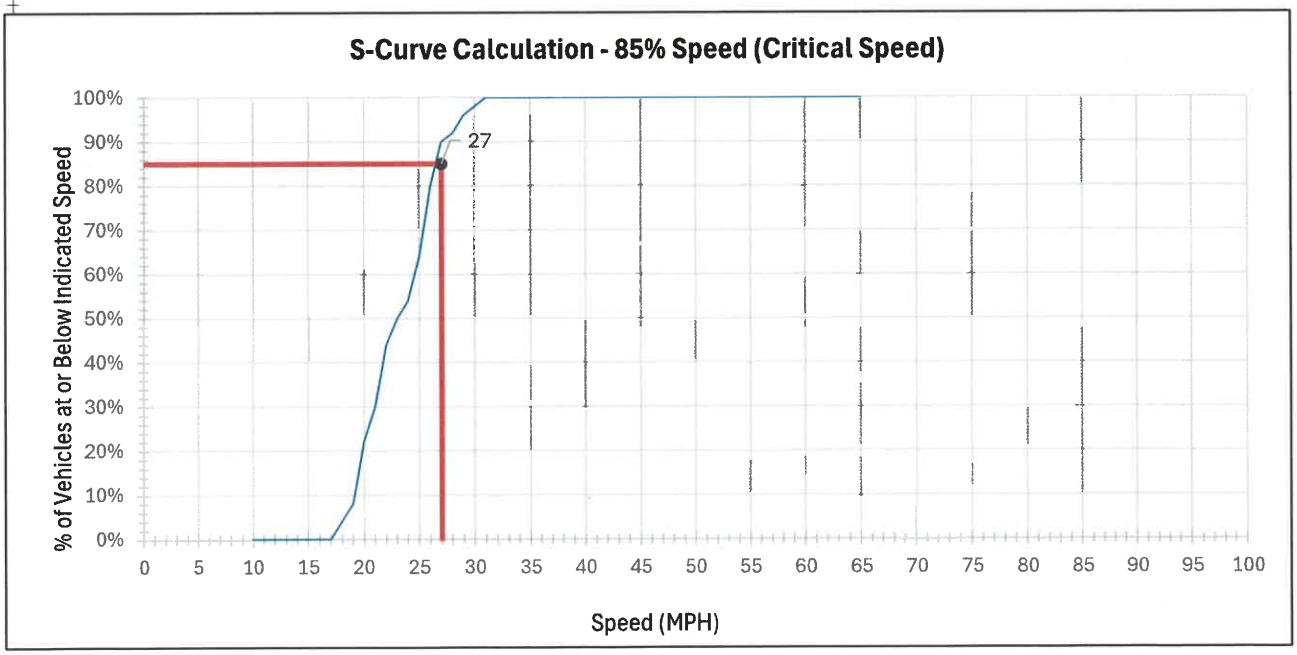
TIME: 10:04 a.m. - 10:49 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		18	-	27	24	24	26	27
<=	>	<=	>	<	IN	>				<=	>
64%	36%	64%	36%	0%	90%	10%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	2	4%	2	4.0%
19	2	4%	4	8.0%
20	7	14%	11	22.0%
21	4	8%	15	30.0%
22	7	14%	22	44.0%
23	3	6%	25	50.0%
24	2	4%	27	54.0%
25	5	10%	32	64.0%
26	8	16%	40	80.0%
27	5	10%	45	90.0%
28	1	2%	46	92.0%
29	2	4%	48	96.0%
30	1	2%	49	98.0%
31	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of Grand Ave

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 41 ft

BUSINESS OR RESIDENCE DISTRICT: YES

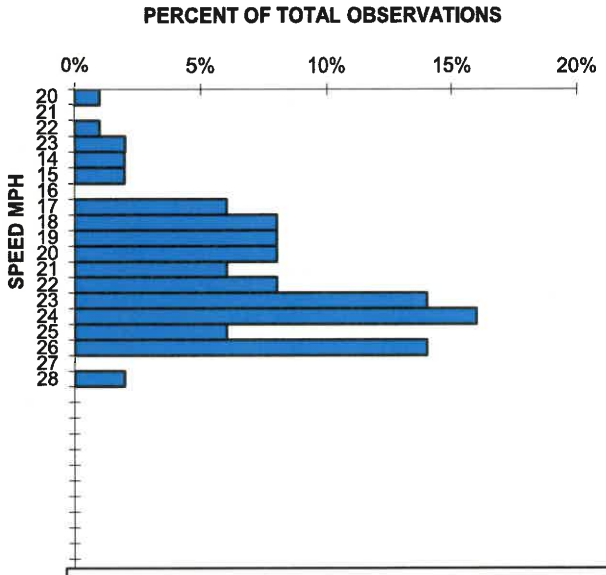
DATE: 12/11/2025

DAY: Thursday

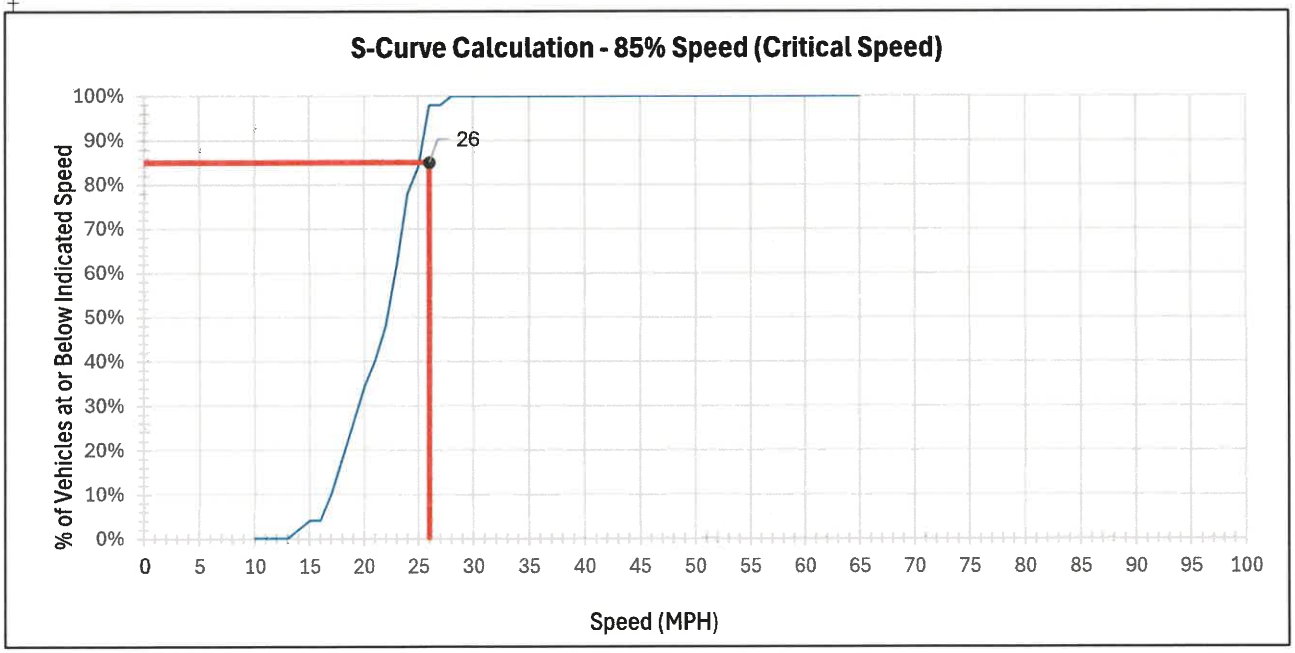
TIME: 9:18 a.m - 10:00 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		17	-	26	22	23	24	26
<=	>	<=	>	<	IN	>				<=	>
84%	16%	84%	16%	4%	94%	2%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
14	1	2%	1	2.0%
15	1	2%	2	4.0%
16	0	0%	2	4.0%
17	3	6%	5	10.0%
18	4	8%	9	18.0%
19	4	8%	13	26.0%
20	4	8%	17	34.0%
21	3	6%	20	40.0%
22	4	8%	24	48.0%
23	7	14%	31	62.0%
24	8	16%	39	78.0%
25	3	6%	42	84.0%
26	7	14%	49	98.0%
27	0	0%	49	98.0%
28	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Ocean View Bl at E of Grand Ave

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 41 ft

BUSINESS OR RESIDENCE DISTRICT: YES

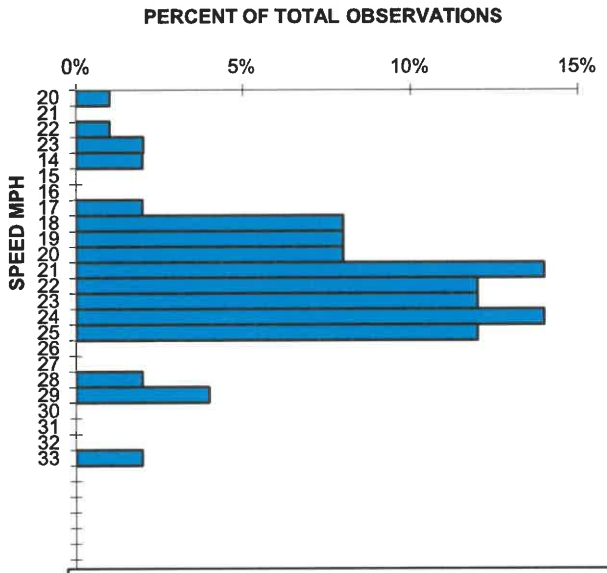
DATE: 12/11/2025

DAY: Thursday

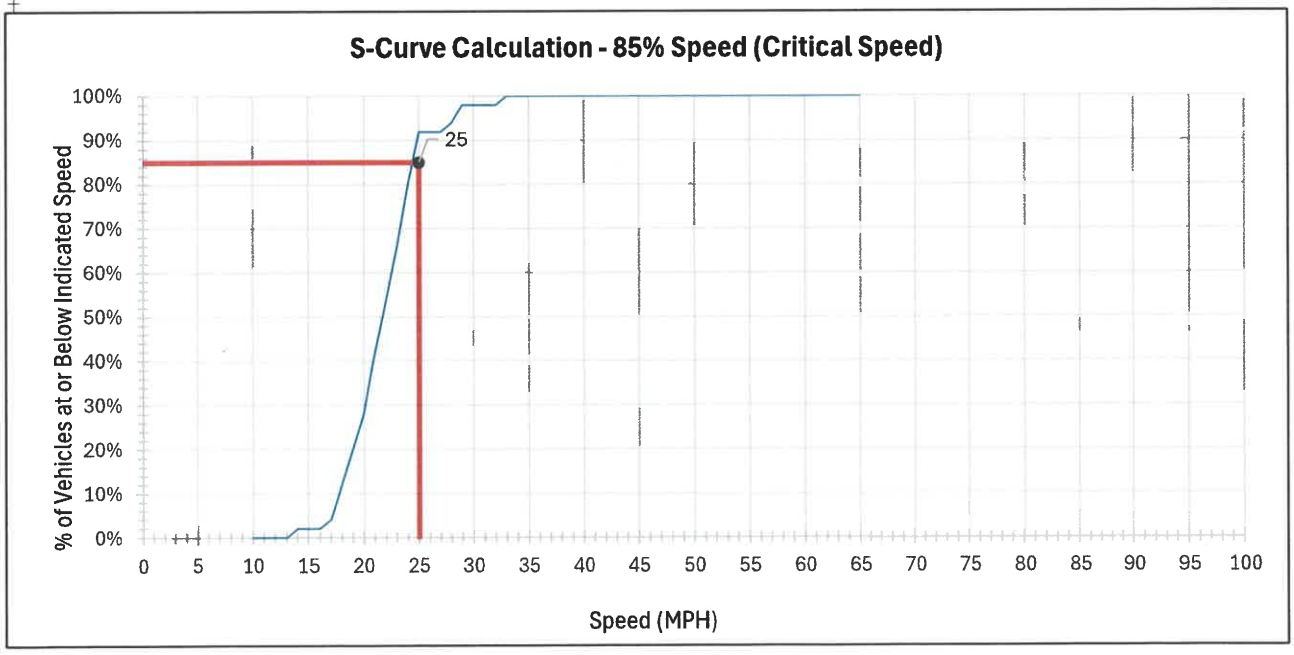
TIME: 9:18 a.m - 10:00 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		14	-	23	22	22	24	25	
<=	>	<=	>	<	IN	>				<=	>
92%	8%	92%	8%	0%	66%	34%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
14	1	2%	1	2.0%
15	0	0%	1	2.0%
16	0	0%	1	2.0%
17	1	2%	2	4.0%
18	4	8%	6	12.0%
19	4	8%	10	20.0%
20	4	8%	14	28.0%
21	7	14%	21	42.0%
22	6	12%	27	54.0%
23	6	12%	33	66.0%
24	7	14%	40	80.0%
25	6	12%	46	92.0%
26	0	0%	46	92.0%
27	0	0%	46	92.0%
28	1	2%	47	94.0%
29	2	4%	49	98.0%
30	0	0%	49	98.0%
31	0	0%	49	98.0%
32	0	0%	49	98.0%
33	1	2%	50	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Patterson Ln

David Avenue to Funston Avenue

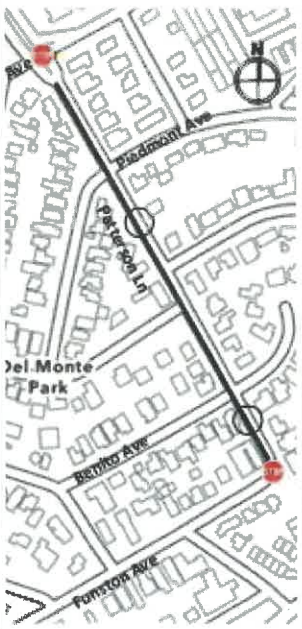
Segment Data by Direction of Travel	NB	SB
85th Percentile Speed (MPH)	31	31
Rounded 85th Percentile Speed (MPH)	30	
Mean (Average) Speed (MPH)	28	27
10-MPH Pace	23-32	21-30
No. of Collisions in 24 Months / 2-Yr Collision Rate	0 / 0.000	
Survey Segment Length (Feet) / Avg. Daily Traffic	1,325 / 4,808	
Previous Speed Limit	30	30
Date of Previous Survey	11/10/2015	
Date of This Survey/Weather Conditions	12/01/2025 / Clear & Dry	
Segment Roadway Markings/No. of Through Lanes	C / 2	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Major Collector
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Funston Ave, David Ave
	Traffic Signal Controls at:	None
	Uncontrolled Pedestrian Crossing Locations:	None

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT 25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026
Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026
Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Patterson Ln

David Avenue to Funston Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **S of Benito St, S of Piedmont Ave**
Date of Data Collection: **12/01/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 4,808 Current Speed Limit: 30

Survey Segment Length (FT): 1,325 Street Width (curb to curb): 42 ft from Funston Ave to Benito Ave
36 ft from Benito Ave to David Ave

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in NB Direction: 1 Lane(s)

Number of Travel Lanes in SB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☐	Yes	☑	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	10			
Segment part of a Suggested Route to School:	☑	Yes	☐	No

Schools Served by Roadway Segment: **Monterey Bay Charter School,**

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Patterson Ln

David Avenue to Funston Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☐
Hills	Steep slop from Funston Ave to David Ave
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	Funston Ave, David Ave
Traffic Signals	None

Warning Devices	
Type	Location
None	☑
Ped Beacons	
Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 0

2-Year Collision Rate (ACC/MVM): 0.000

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: Monterey Bay Charter School

Parks or Senior Centers in/near Study Segment: Pacific Oaks Baseball Field, Conrad Athletic Center

VII. COMMENTS/RECOMMENDATION

Patterson Lane is a residential roadway with a variable width, measuring approximately 42 feet between Funston Avenue and Benito Avenue and narrowing to approximately 36 feet between Benito Avenue and David Avenue. The roadway operates on a steep downhill grade in the northbound direction, which contributes to higher operating speeds and reduced sight distance for vehicles entering from side streets. The measured 85th-percentile speed is 30 mph, with an average speed of 27 mph. These roadway characteristics constitute conditions not readily apparent to motorists, as defined in California Vehicle Code Section 627. In accordance with California Vehicle Code Section 22358, and to improve consistency with the adjacent 25 mph posted speed limit on Congress Avenue, it is recommended that the posted speed limit on Patterson Lane be reduced from 30 mph to 25 mph.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Patterson Ln at S of Benito St

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 38 ft

BUSINESS OR RESIDENCE DISTRICT: YES

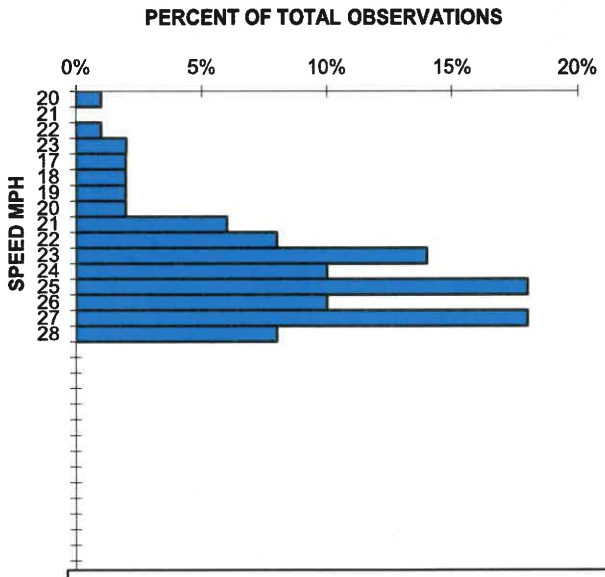
DATE: 12/1/2025

DAY: Monday

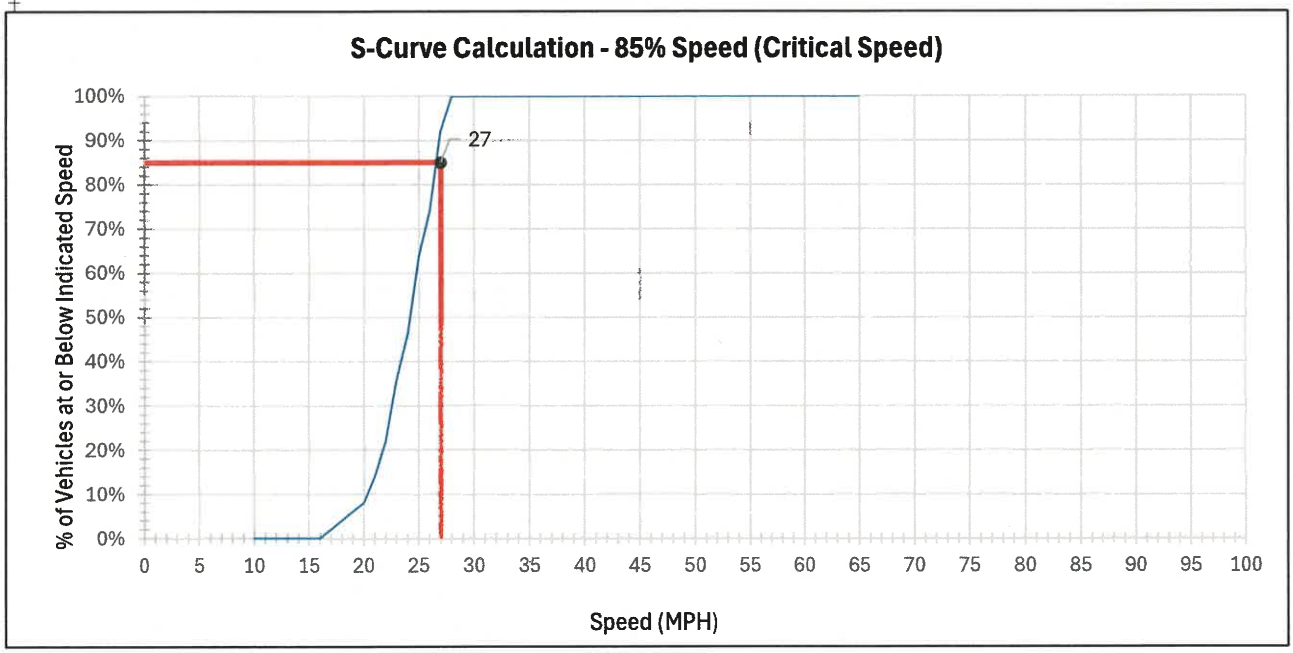
TIME: 11:03 a.m. - 11:37 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		19	-	28	24	25	26	27	
<=	>	<=	>	<	IN	>				<=	>
64%	36%	100%	0%	4%	96%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	1	2%	1	2.0%
18	1	2%	2	4.0%
19	1	2%	3	6.0%
20	1	2%	4	8.0%
21	3	6%	7	14.0%
22	4	8%	11	22.0%
23	7	14%	18	36.0%
24	5	10%	23	46.0%
25	9	18%	32	64.0%
26	5	10%	37	74.0%
27	9	18%	46	92.0%
28	4	8%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Patterson Ln at S of Benito St

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 38 ft

BUSINESS OR RESIDENCE DISTRICT: YES

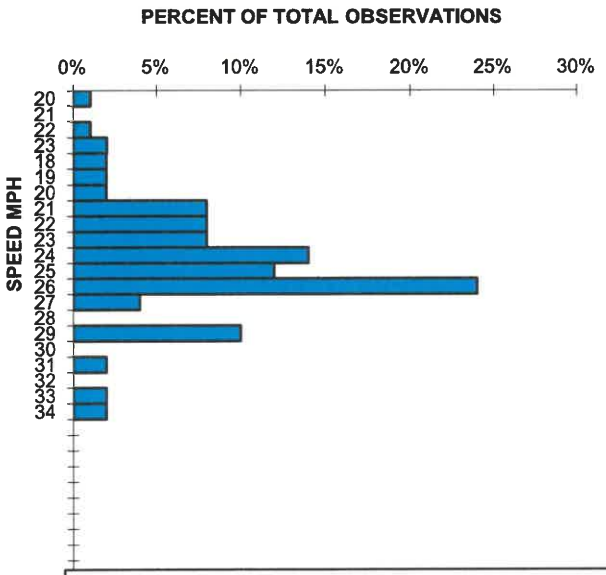
DATE: 12/1/2025

DAY: Monday

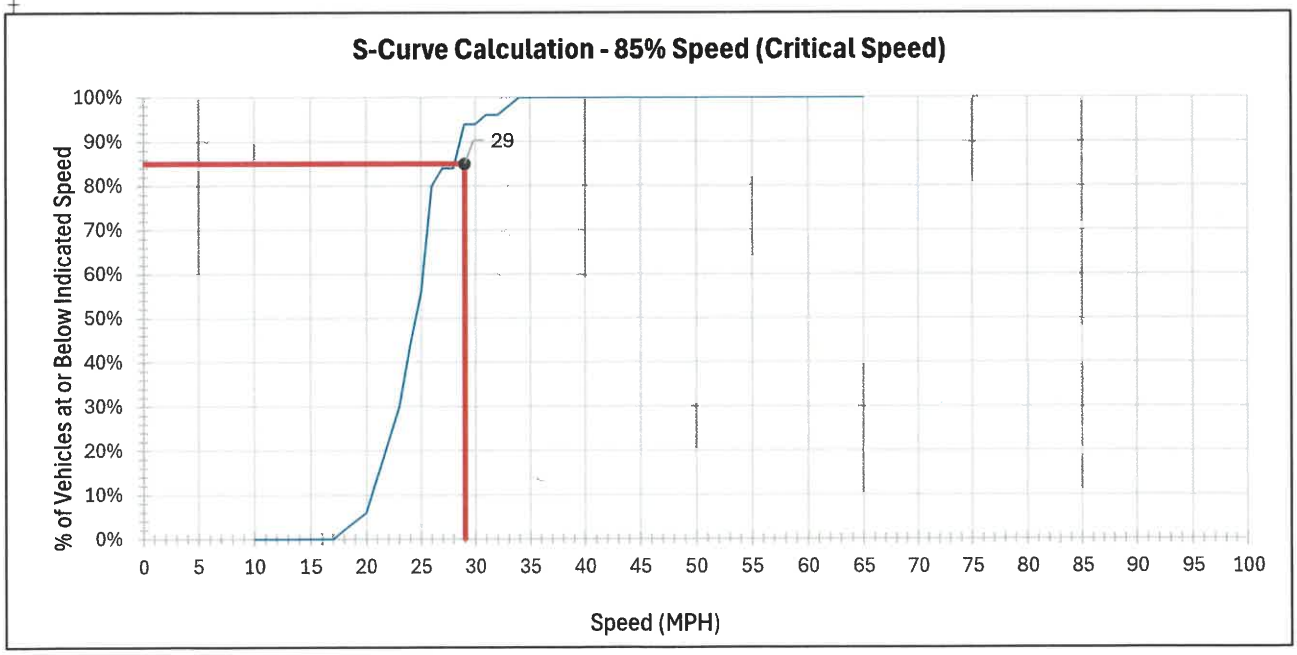
TIME: 11:03 a.m. - 11:37 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		20	-	29	25	25	26	29	
<=	>	<=	>	<	IN	>				<=	>
56%	44%	94%	6%	4%	90%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	1	2%	1	2.0%
19	1	2%	2	4.0%
20	1	2%	3	6.0%
21	4	8%	7	14.0%
22	4	8%	11	22.0%
23	4	8%	15	30.0%
24	7	14%	22	44.0%
25	6	12%	28	56.0%
26	12	24%	40	80.0%
27	2	4%	42	84.0%
28	0	0%	42	84.0%
29	5	10%	47	94.0%
30	0	0%	47	94.0%
31	1	2%	48	96.0%
32	0	0%	48	96.0%
33	1	2%	49	98.0%
34	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Patterson Ln at S of Piedmont Ave

DIRECTION: NORTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 38 ft

BUSINESS OR RESIDENCE DISTRICT: YES

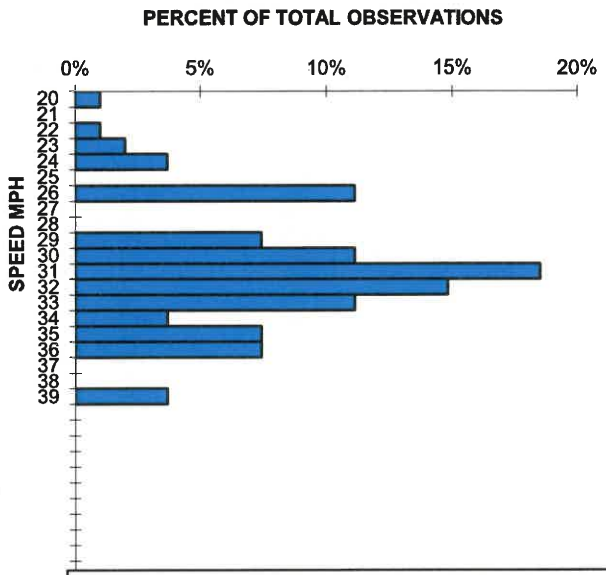
DATE: 12/1/2025

DAY: Monday

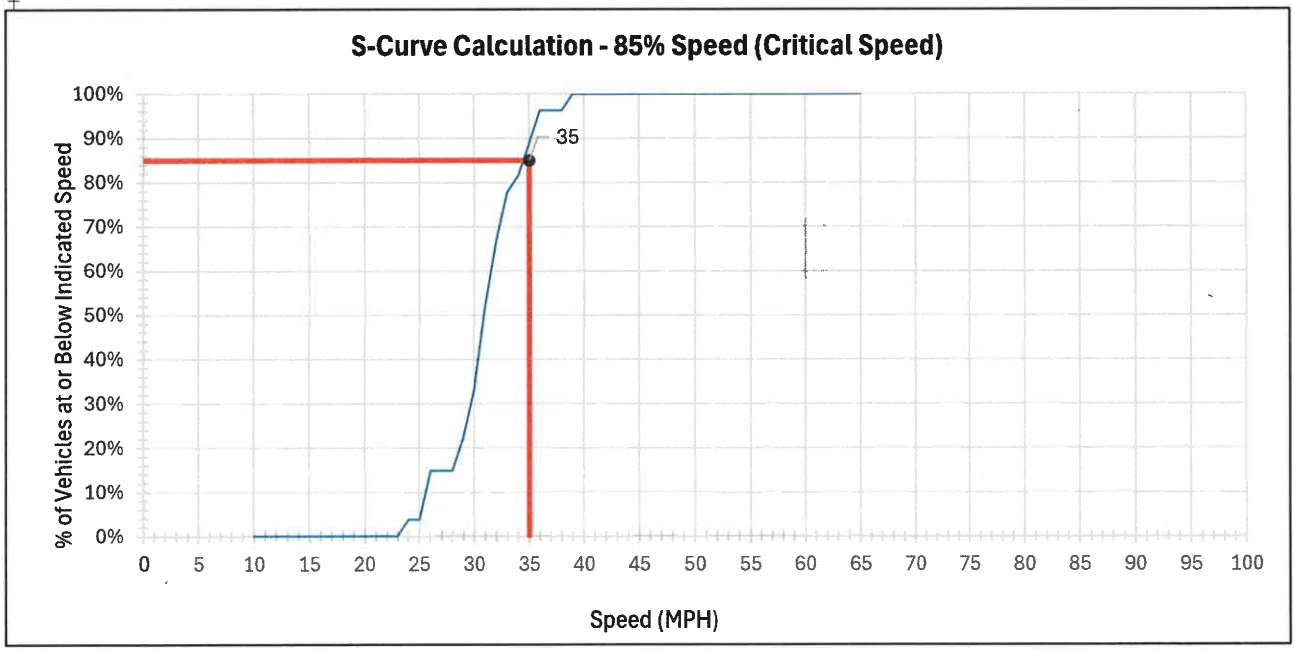
TIME: 11:38 a.m. - 12:38 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		26	-	35	31	31	33	35	
<=	>	<=	>	<	IN	>				<=	>
4%	96%	33%	67%	4%	85%	11%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
24	1	4%	1	3.7%
25	0	0%	1	3.7%
26	3	11%	4	14.8%
27	0	0%	4	14.8%
28	0	0%	4	14.8%
29	2	7%	6	22.2%
30	3	11%	9	33.3%
31	5	19%	14	51.9%
32	4	15%	18	66.7%
33	3	11%	21	77.8%
34	1	4%	22	81.5%
35	2	7%	24	88.9%
36	2	7%	26	96.3%
37	0	0%	26	96.3%
38	0	0%	26	96.3%
39	1	4%	27	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Patterson Ln at S of Piedmont Ave

DIRECTION: SOUTH

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 38 ft

BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/1/2025

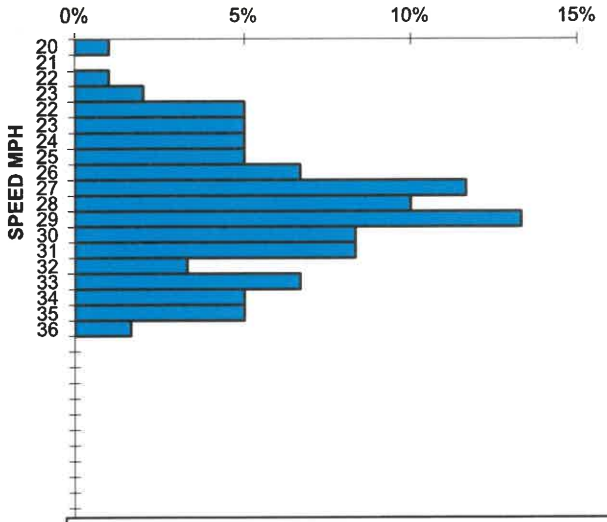
DAY: Monday

TIME: 11:38 a.m. - 12:38 a.

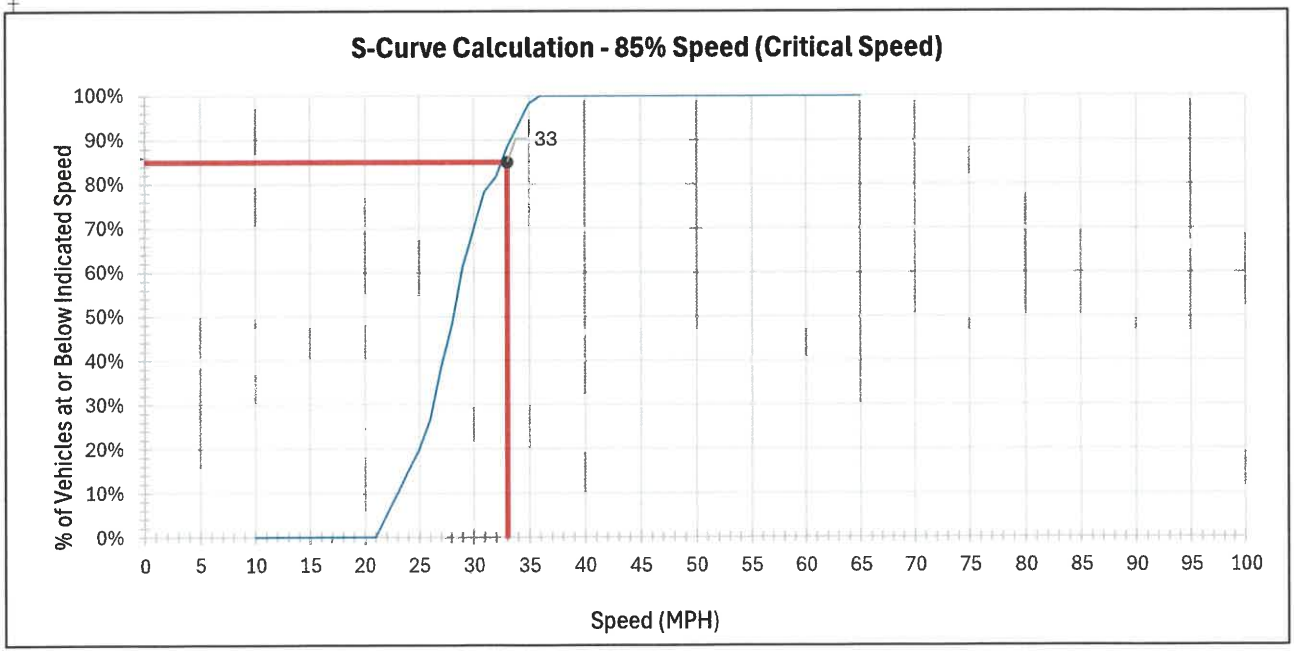
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		22	-	31	29	29	30	33	
<=	>	<=	>	<	IN	>				<=	>
20%	80%	70%	30%	0%	78%	22%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
22	3	5%	3	5.0%
23	3	5%	6	10.0%
24	3	5%	9	15.0%
25	3	5%	12	20.0%
26	4	7%	16	26.7%
27	7	12%	23	38.3%
28	6	10%	29	48.3%
29	8	13%	37	61.7%
30	5	8%	42	70.0%
31	5	8%	47	78.3%
32	2	3%	49	81.7%
33	4	7%	53	88.3%
34	3	5%	56	93.3%
35	3	5%	59	98.3%
36	1	2%	60	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Pine Avenue

Alder Street to Eardley Avenue

Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	34.3	33
Rounded 85th Percentile Speed (MPH)	35	
Mean (Average) Speed (MPH)	30	30
10-MPH Pace	26-35	25-34
No. of Collisions in 24 Months / 2-Yr Collision Rate	4 / 3.308	
Survey Segment Length (Feet) / Avg. Daily Traffic	5,866 / 1,491	
Previous Speed Limit	30	30
Date of Previous Survey	11/13/2025	
Date of This Survey/Weather Conditions	12/04/2025 / Sunny & Dry	
Segment Roadway Markings/No. of Through Lanes	C, D, F / 4	

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Minor Arterial
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Congress Ave, Fountain Ave, 15th St, Eardley Ave
	Traffic Signal Controls at:	Forest Ave
	Uncontrolled Pedestrian Crossing Locations:	13th St, Monterey Ave, 8th St,

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT 30

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026 Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026 Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Pine Avenue

Alder Street to Eardley Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **W of 4th St, W of 12th St, W of Willow St**
Date of Data Collection: **12/04/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☐ Collector ☑ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 1,491 Current Speed Limit: 30

Survey Segment Length (FT): 5,866 Street Width (curb to curb): 68 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in EB Direction: 2 Lane(s)

Number of Travel Lanes in WB Direction: 2 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	80			
Segment part of a Suggested Route to School:	☑	Yes	☐	No

Schools Served by Roadway Segment: **Robert Down Elementary School**

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Pine Avenue

Alder Street to Eardley Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves	
Type	Location
None	☑
Sharp Turns	
Large Radius	

Vertical Curves	
Type	Location
None	☑
Hills	
Sag Curves	

Controls Summary	
Type	Location
None	☐
All-Way Stops	Congress Ave, Fountain Ave, 15th St, Eardley Ave
Traffic Signals	Forest Ave

Warning Devices	
Type	Location
None	☐
Ped Beacons	15th St, 13th St
Vehicle Speed Feedback Sign	None

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 4

2-Year Collision Rate (ACC/MVM): 3.308

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: Robert Down Elementary School

Parks or Senior Centers in/near Study Segment: George Washington Park

VII. COMMENTS/RECOMMENDATION

Pine Avenue is an approximately 38-foot-wide, four-lane arterial roadway with residential land uses on both sides. Robert Down Elementary School is located along the south side of the corridor between Fountain Avenue and 12th Street, and the Pacific Grove Police Department is situated at the intersection of Pine Avenue and Forest Avenue, resulting in frequent pedestrian activity, school-related movements, and emergency vehicle access within the corridor. The collision rate for Pine Avenue is 3.30 collisions per million vehicle miles, which exceeds the statewide average of 1.08 for similar facilities. The measured 85th-percentile speed is 34 mph, with an average speed of 30 mph, reflecting prevailing operating conditions. In accordance with California Vehicle Code Section 627, these roadway characteristics and adjacent land uses constitute conditions not readily apparent to motorists, and pursuant to California Vehicle Code Section 22358, the engineering and traffic survey supports maintaining the existing posted speed limit of 30 mph on this

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Pine Ave at W of 4th St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 69 ft

BUSINESS OR RESIDENCE DISTRICT: YES

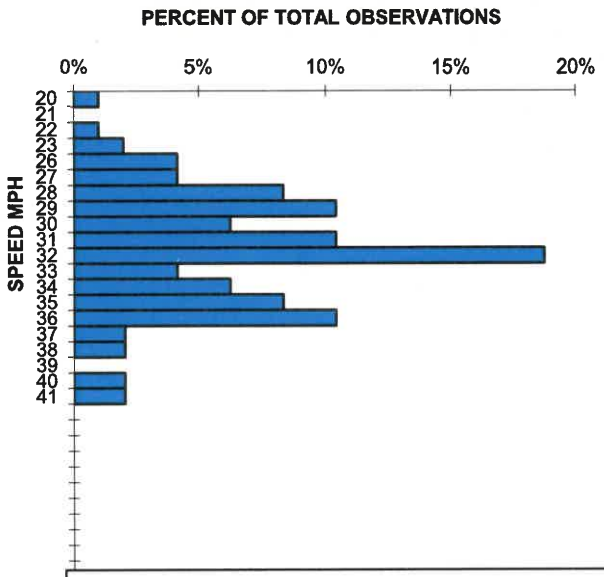
DATE: 12/4/2025

DAY: Thursday

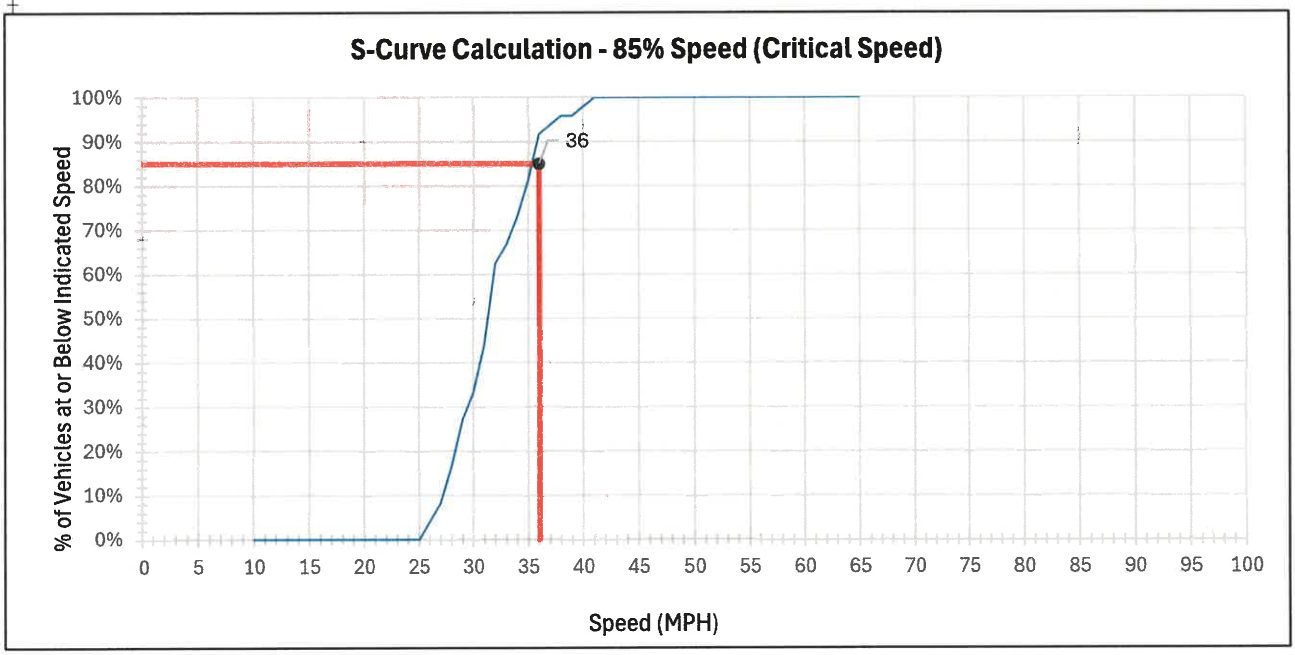
TIME: 11:17 a.m. -12:17 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		30		27	-	36	32	32	34	36
<=	>	<=	>	<	IN	>				<= >
0%	100%	33%	67%	4%	88%	8%				85% 15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
26	2	4%	2	4.2%
27	2	4%	4	8.3%
28	4	8%	8	16.7%
29	5	10%	13	27.1%
30	3	6%	16	33.3%
31	5	10%	21	43.8%
32	9	19%	30	62.5%
33	2	4%	32	66.7%
34	3	6%	35	72.9%
35	4	8%	39	81.3%
36	5	10%	44	91.7%
37	1	2%	45	93.8%
38	1	2%	46	95.8%
39	0	0%	46	95.8%
40	1	2%	47	97.9%
41	1	2%	48	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Pine Ave at W of 4th St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 69 ft

BUSINESS OR RESIDENCE DISTRICT: YES

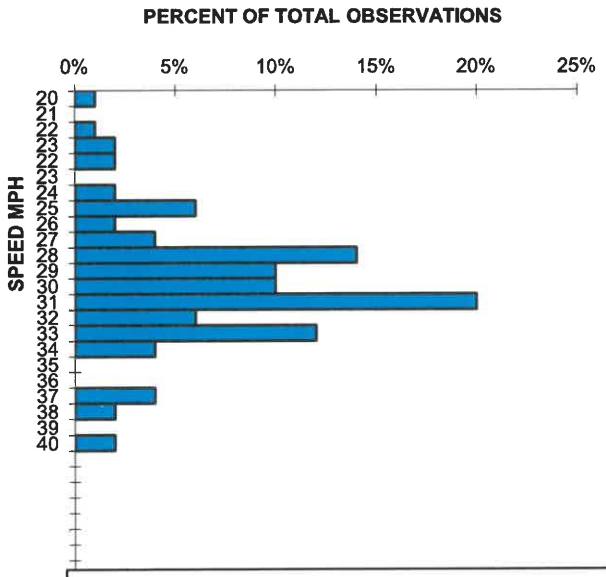
DATE: 12/4/2025

DAY: Thursday

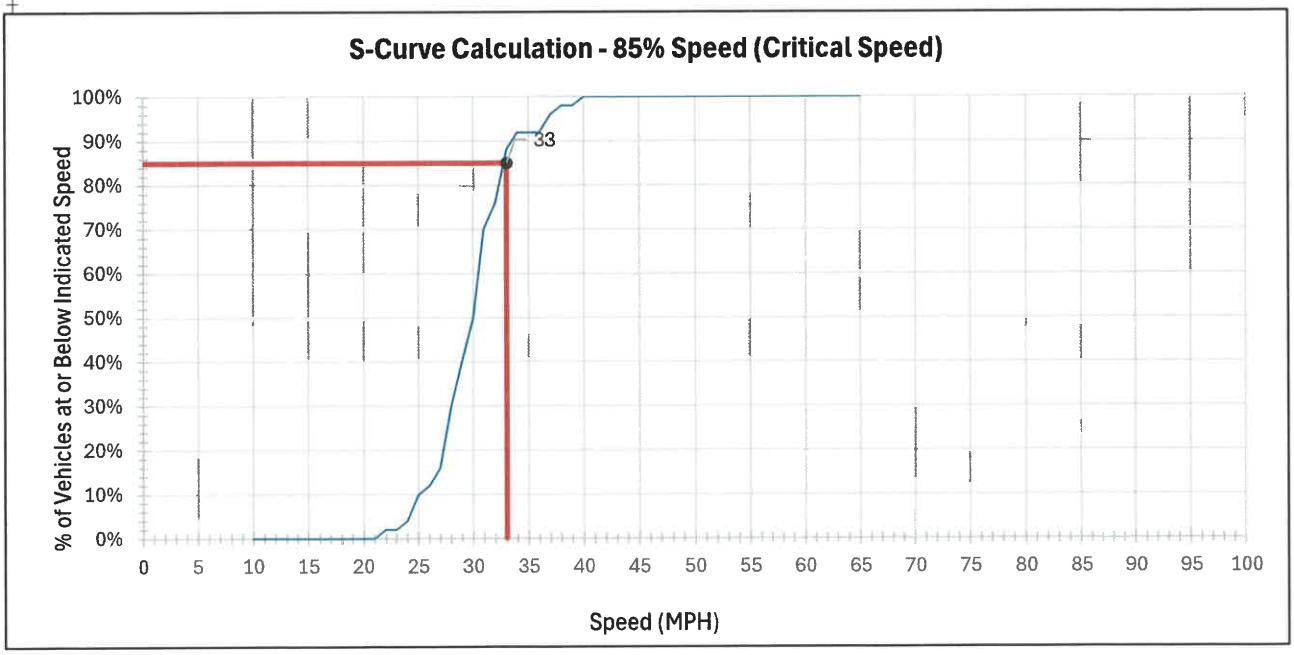
TIME: 11:17 a.m. -12:17 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		25	-	34	30	31	31	33	
<=	>	<=	>	<	IN	>				<=	>
10%	90%	50%	50%	4%	88%	8%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
22	1	2%	1	2.0%
23	0	0%	1	2.0%
24	1	2%	2	4.0%
25	3	6%	5	10.0%
26	1	2%	6	12.0%
27	2	4%	8	16.0%
28	7	14%	15	30.0%
29	5	10%	20	40.0%
30	5	10%	25	50.0%
31	10	20%	35	70.0%
32	3	6%	38	76.0%
33	6	12%	44	88.0%
34	2	4%	46	92.0%
35	0	0%	46	92.0%
36	0	0%	46	92.0%
37	2	4%	48	96.0%
38	1	2%	49	98.0%
39	0	0%	49	98.0%
40	1	2%	50	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Pine Ave at W of 12 St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 69 ft

BUSINESS OR RESIDENCE DISTRICT: YES

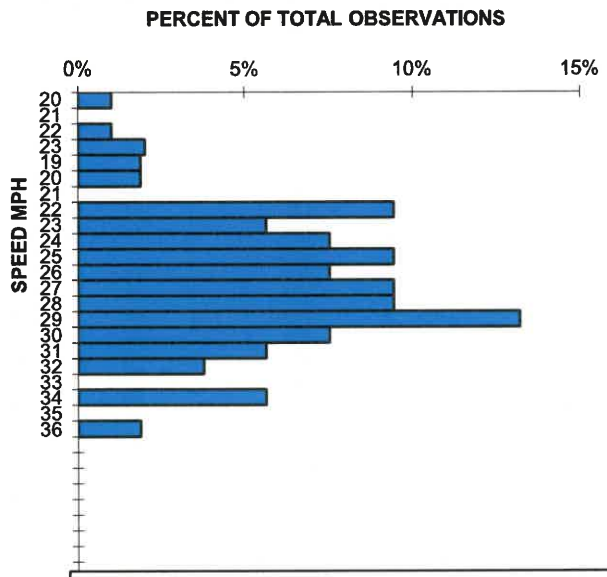
DATE: 12/4/2025

DAY: Thursday

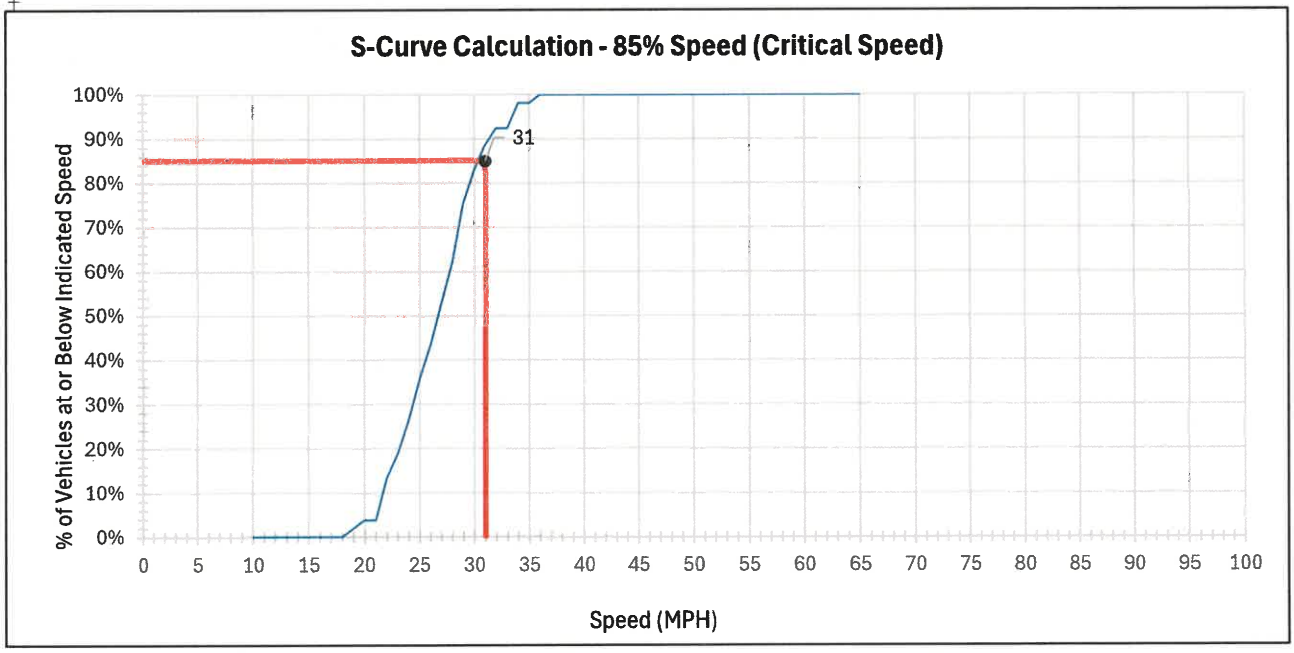
TIME: 10:36 a.m. - 11:14 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		30		22	-	31	27	27	29	31
<=	>	<=	>	<	IN	>				<=	>
36%	64%	83%	17%	4%	85%	11%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	2%	1	1.9%
20	1	2%	2	3.8%
21	0	0%	2	3.8%
22	5	9%	7	13.2%
23	3	6%	10	18.9%
24	4	8%	14	26.4%
25	5	9%	19	35.8%
26	4	8%	23	43.4%
27	5	9%	28	52.8%
28	5	9%	33	62.3%
29	7	13%	40	75.5%
30	4	8%	44	83.0%
31	3	6%	47	88.7%
32	2	4%	49	92.5%
33	0	0%	49	92.5%
34	3	6%	52	98.1%
35	0	0%	52	98.1%
36	1	2%	53	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Pine Ave at W of 12 St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 69 ft

BUSINESS OR RESIDENCE DISTRICT: YES

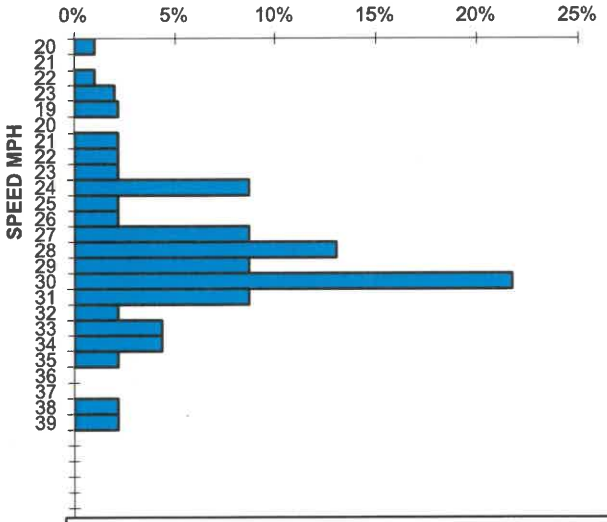
DATE: 12/4/2025

DAY: Thursday

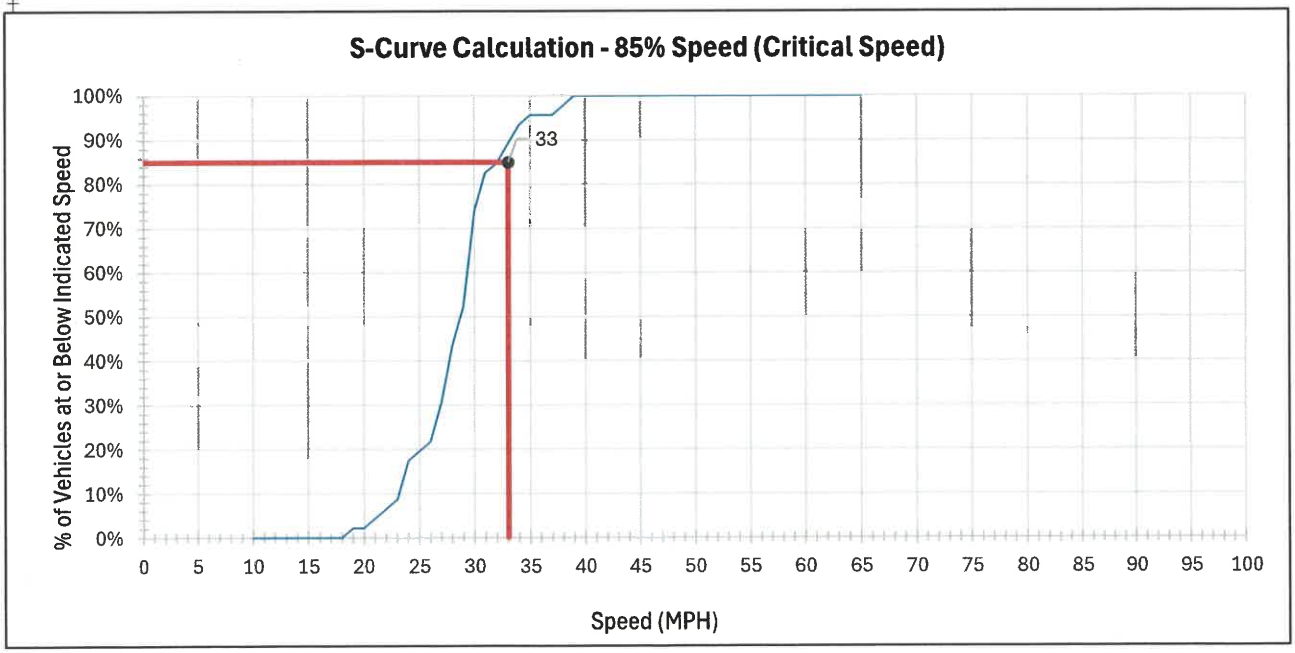
TIME: 10:36 a.m. - 11:14 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED								
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		24	-	33	29	29	30	33	
<=	>	<=	>	<	IN	>				<=	>
20%	80%	74%	26%	9%	80%	11%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	2%	1	2.2%
20	0	0%	1	2.2%
21	1	2%	2	4.3%
22	1	2%	3	6.5%
23	1	2%	4	8.7%
24	4	9%	8	17.4%
25	1	2%	9	19.6%
26	1	2%	10	21.7%
27	4	9%	14	30.4%
28	6	13%	20	43.5%
29	4	9%	24	52.2%
30	10	22%	34	73.9%
31	4	9%	38	82.6%
32	1	2%	39	84.8%
33	2	4%	41	89.1%
34	2	4%	43	93.5%
35	1	2%	44	95.7%
36	0	0%	44	95.7%
37	0	0%	44	95.7%
38	1	2%	45	97.8%
39	1	2%	46	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Pine Ave at W of Willow St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 69 ft

BUSINESS OR RESIDENCE DISTRICT: YES

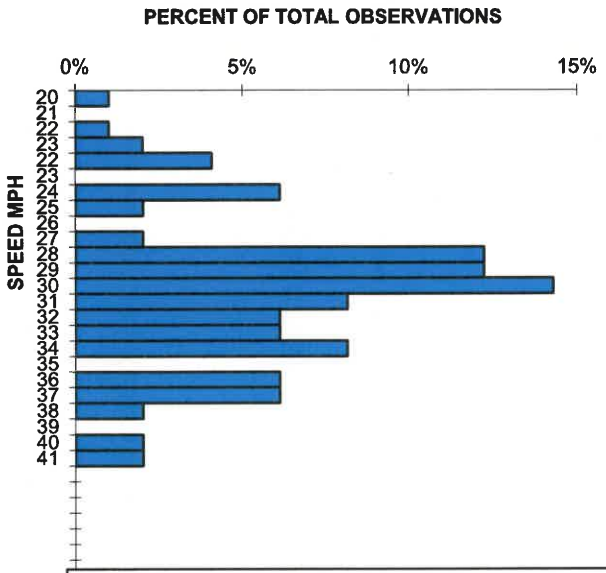
DATE: 12/4/2025

DAY: Thursday

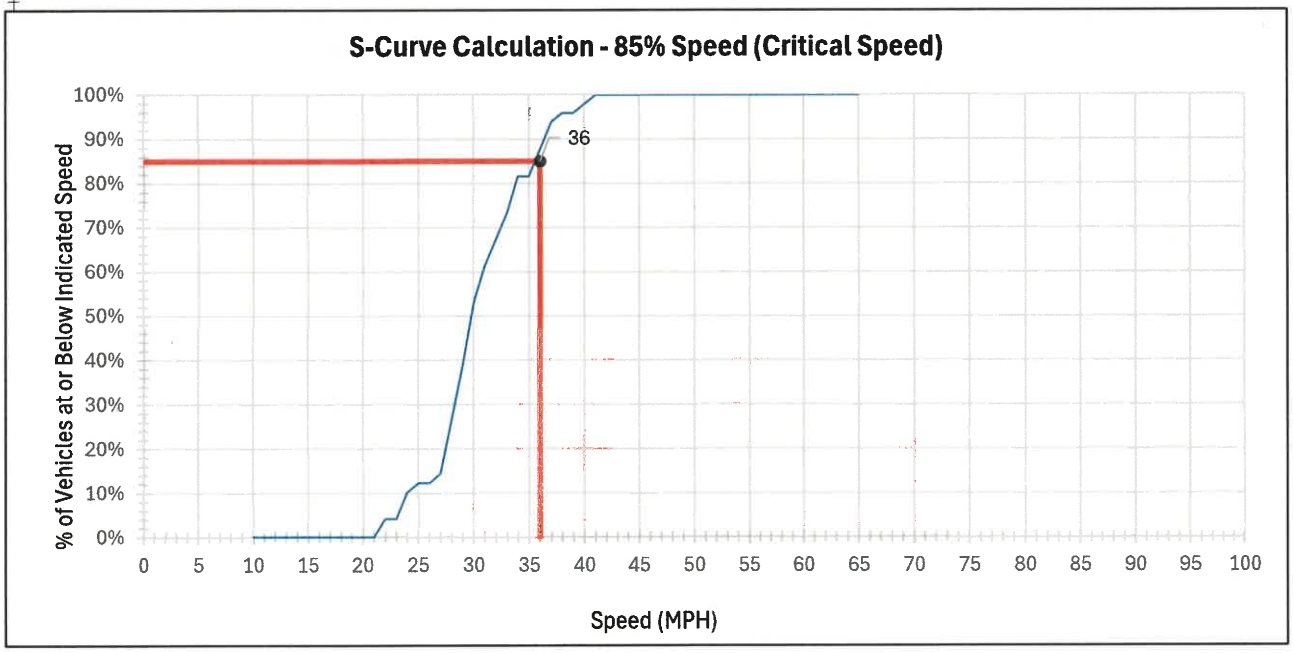
TIME: 9:32 a.m. - 10:32 a.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		30		28	-	37	31	30	32	36	
<=	>	<=	>	<	IN	>				<=	>
12%	88%	53%	47%	14%	80%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
22	2	4%	2	4.1%
23	0	0%	2	4.1%
24	3	6%	5	10.2%
25	1	2%	6	12.2%
26	0	0%	6	12.2%
27	1	2%	7	14.3%
28	6	12%	13	26.5%
29	6	12%	19	38.8%
30	7	14%	26	53.1%
31	4	8%	30	61.2%
32	3	6%	33	67.3%
33	3	6%	36	73.5%
34	4	8%	40	81.6%
35	0	0%	40	81.6%
36	3	6%	43	87.8%
37	3	6%	46	93.9%
38	1	2%	47	95.9%
39	0	0%	47	95.9%
40	1	2%	48	98.0%
41	1	2%	49	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Pine Ave at W of Willow St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 69 ft

BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/4/2025

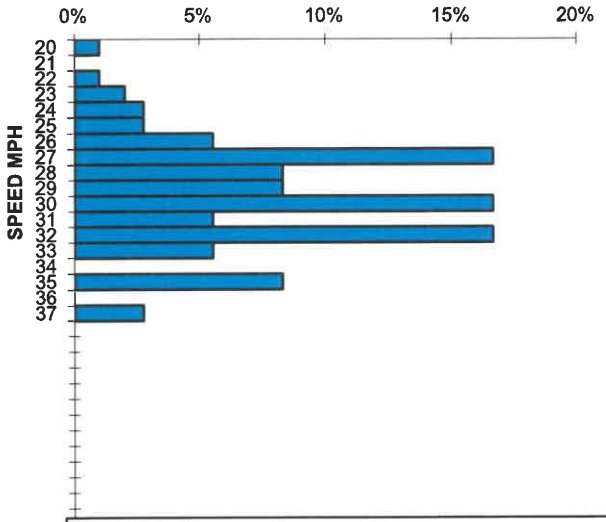
DAY: Thursday

TIME: 9:32 a.m. - 10:32 a.r

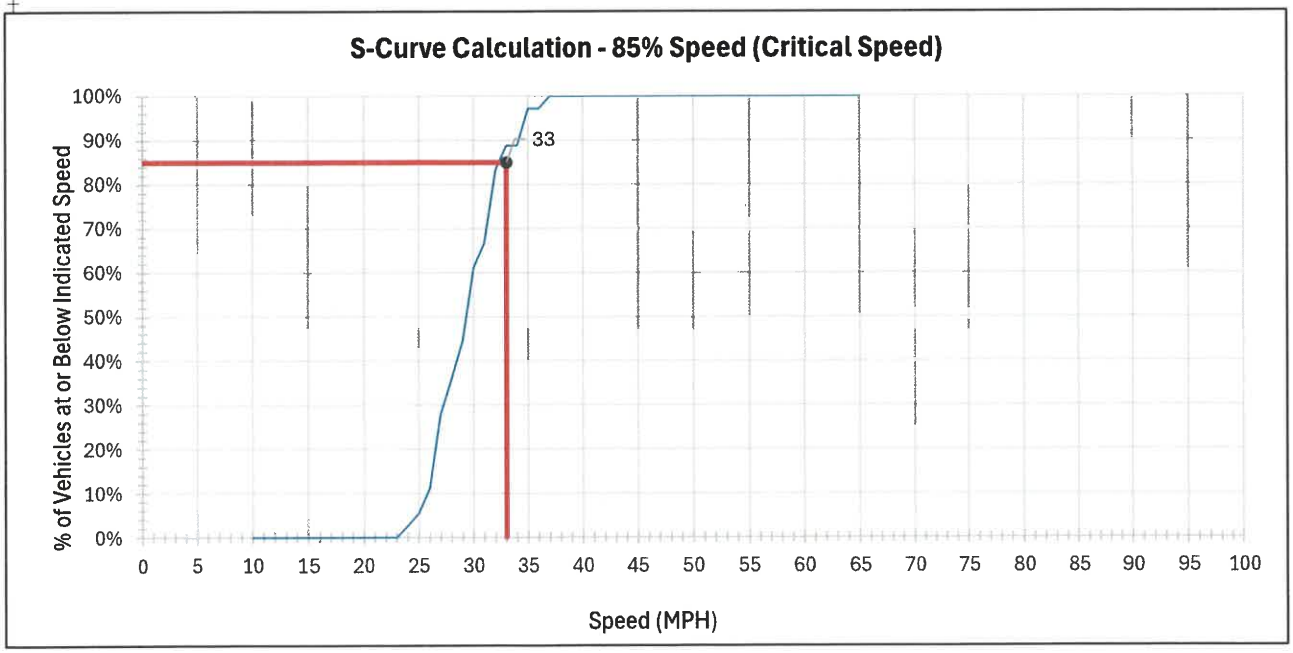
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		30		26	-	35	30	30	32	33
<=	>	<=	>	<	IN	>				<=	>
6%	94%	61%	39%	6%	92%	3%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
24	1	3%	1	2.8%
25	1	3%	2	5.6%
26	2	6%	4	11.1%
27	6	17%	10	27.8%
28	3	8%	13	36.1%
29	3	8%	16	44.4%
30	6	17%	22	61.1%
31	2	6%	24	66.7%
32	6	17%	30	83.3%
33	2	6%	32	88.9%
34	0	0%	32	88.9%
35	3	8%	35	97.2%
36	0	0%	35	97.2%
37	1	3%	36	100.0%



City of Pacific Grove
Engineering and Traffic Survey

Sinex Avenue

17 Mile Drive to David Avenue

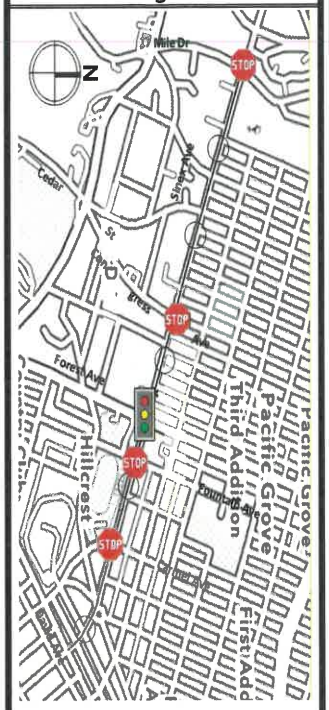
Segment Data by Direction of Travel	EB	WB
85th Percentile Speed (MPH)	34.3	33
Rounded 85th Percentile Speed (MPH)	35	
Mean (Average) Speed (MPH)	30	30
10-MPH Pace	26-37	25-34
No. of Collisions in 24 Months / 2-Yr Collision Rate	2 /	1.450
Survey Segment Length (Feet) / Avg. Daily Traffic	5,550 /	1,797
Previous Speed Limit	25	25
Date of Previous Survey	11/13/2025	
Date of This Survey/Weather Conditions	12/3 & 12/15/2025 /	Sunny & Dry
Segment Roadway Markings/No. of Through Lanes	B /	2

Types of Roadway Markings

A = no roadway markings
B = single yellow center line
C = double yellow center line w/o left turn lanes
D = double yellow center lines w left turn lanes
E = Two-Way Left Turn Lane
F = Raised or Painted Median Islands

Segments	Summary of Contributing Factors	
ENTIRE	Surveyed Street Classification:	Major Collector
	Land Use is Predominantly:	Residential
	All-Way Stop Controls at:	Carmel Ave, Fountain Ave, Congress Ave, 17 Mile Dr
	Traffic Signal Controls at:	Forest Ave
	Uncontrolled Pedestrian Crossing Locations:	17th St

Diagram



Scale: None

Legend:
- Segment Limits
- Location of Survey
- All-Way STOP
- Traffic Signal
- Uncontrolled Pedestrian Crossing

Recommended Speed Limit (MPH): ENTIRE SEGMENT 25

CERTIFICATION:
The speed limit for this roadway segment was determined in accordance with the requirements for an Engineering and Traffic Survey set forth by California Vehicle Code Section 627. This determination was prepared by 4Leaf, Inc. for the City of Pacific Grove.

Survey Prepared by:

Adolfo Gonzalez, PM — 02/13/2026 Date

Survey Approved by:

Jon Blank, PE, TR2190 — 02/13/2026 Date

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Sinex Avenue

17 Mile Drive to David Avenue

I. DETAIL OF CONTRIBUTING FACTORS – ENGINEERING AND TRAFFIC SURVEY

Engineering and Traffic Survey performed by: **Adolfo Gonzalez**
Location of Speed Data Collection: **W of Gate St, W of 14th St, E of 18th St, E of Granite, E of Alder St**
Date of Data Collection: **12/2/2025, 12/3/2025, 12/15/2025**
Data Collection Performed by: **Adolfo Gonzalez**

II. GENERAL INFORMATION

Functional Classification of Roadway: ☐ Local ☑ Collector ☐ Arterial Minor ☐ Arterial Major

Average Daily Traffic (ADT) Volume: 1,797 Current Speed Limit: 25

Survey Segment Length (FT): 5,550 Street Width (curb to curb): 40 ft

III. ROADWAY CHARACTERISTICS

Number of Travel Lanes in EB Direction: 1 Lane(s)

Number of Travel Lanes in WB Direction: 1 Lane(s)

Two-Way Left Turn Lanes:	☐	Yes	☑	No
Bicycle Lanes:	☐	Yes	☑	No
Shared the Roadway (Sharrow) Bike Markings:	☐	Yes	☑	No
Marked but Uncontrolled Crosswalks: Existing	☑	Yes	☐	No
On-Street Parking Available:	☑	Yes	☐	No
Approximate % of On-Street Parking Use:	80			
Segment part of a Suggested Route to School:	☑	Yes	☐	No

Schools Served by Roadway Segment: **Pacific Grove Middle School,**

City of Pacific Grove, CA
Engineering and Traffic Survey for:

Sinex Avenue

17 Mile Drive to David Avenue

IV. ROADWAY GEOMETRY & EXISTING CONTROLS

Horizontal Curves		Vertical Curves	
Type	Location	Type	Location
None	☑	None	☐
Sharp Turns		Hills	between Eardley Av & David Ave and 17 Mile Dr & Alder St
Large Radius		Sag Curves	

Controls Summary		Warning Devices	
Type	Location	Type	Location
None	☐	None	☑
All-Way Stops	Carmel Ave, Fountain Ave, Congress Ave, 17 Mile Dr	Ped Beacons	
Traffic Signals	Forest Ave	Vehicle Speed Feedback Sign	

V. COLLISION HISTORY 09/22/2023 TO 09/23/2025

Total No. Collisions in 24 Months: 2

2-Year Collision Rate (ACC/MVM): 1.450

VI. LAND USE SUMMARY

Predominant Land Use Type: Residential

Other existing Land Use Types in Study Segment:

Schools in/near Study Segment: Pacific Grove Middle School

Parks or Senior Centers in/near Study Segment: Pacific Grove Community Center Playground, George Washington Park

VII. COMMENTS/RECOMMENDATION

Sinex Avenue is an approximately 40-foot-wide residential roadway serving significant pedestrian-oriented land uses, including Pacific Grove Middle School at Forest Avenue and George Washington Park at the western end of the corridor. The roadway is predominantly improved with curb, gutter, and sidewalk, with intermittent unimproved sections, and is striped with a broken yellow centerline permitting passing. Bicyclists are required to share the travel lanes, as no dedicated bicycle facilities or shared-lane markings are provided. Traffic control includes all-way stop control at Carmel Avenue, Fountain Avenue, Congress Ave and 17-Mile Drive, and signal control at Forest Avenue, resulting in frequent stopping and crossing movements. The collision rate for this segment is 1.45 collisions per million vehicle miles, slightly higher than the statewide average of 1.08 for similar facilities. The measured 85th-percentile speed is 34 mph, which would typically round to 35 mph pursuant to California Vehicle Code Section 22358, and the average speed is 30 mph; however, the presence of school- and park-related pedestrian activity, multimodal use, variable roadway improvements, shared bicycle operations, and frequent crossing movements constitutes conditions not readily apparent to motorists, as defined in California Vehicle Code Section 627. Consistent with the authority provided under California Vehicle Code Section 22358.6, these conditions support establishment of a reduced speed limit; therefore, retention of the existing 25 mph posted speed limit for this segment of Sinex Avenue is recommended.

City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at W of Gate St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

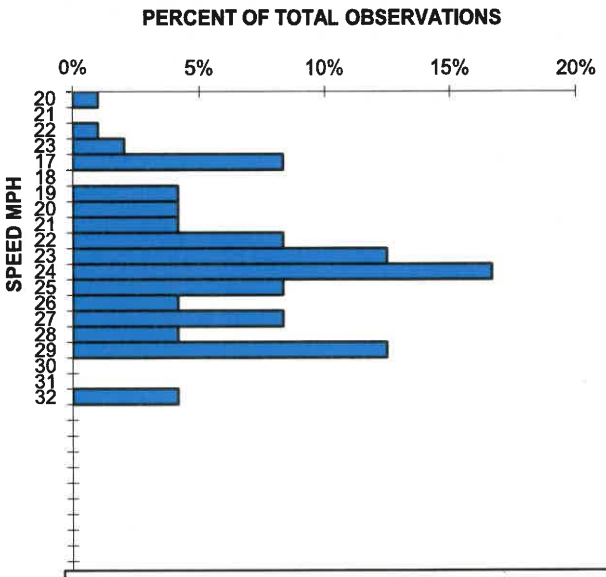
DATE: 12/3/2025

DAY: Wednesday

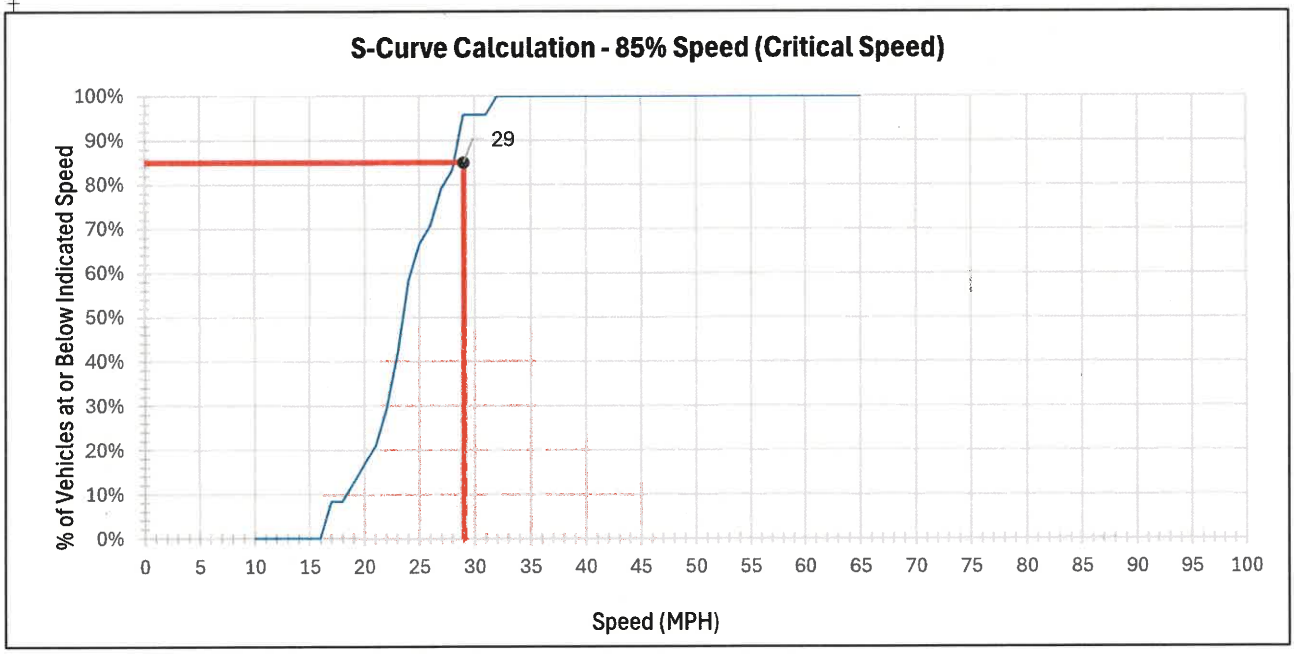
TIME: 11:35 a.m. - 12:35 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		20	-	29	24	24	26	29	
<=	>	<=	>	<	IN	>				<=	>
67%	33%	67%	33%	13%	83%	4%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
17	2	8%	2	8.3%
18	0	0%	2	8.3%
19	1	4%	3	12.5%
20	1	4%	4	16.7%
21	1	4%	5	20.8%
22	2	8%	7	29.2%
23	3	13%	10	41.7%
24	4	17%	14	58.3%
25	2	8%	16	66.7%
26	1	4%	17	70.8%
27	2	8%	19	79.2%
28	1	4%	20	83.3%
29	3	13%	23	95.8%
30	0	0%	23	95.8%
31	0	0%	23	95.8%
32	1	4%	24	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at W of Gate St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

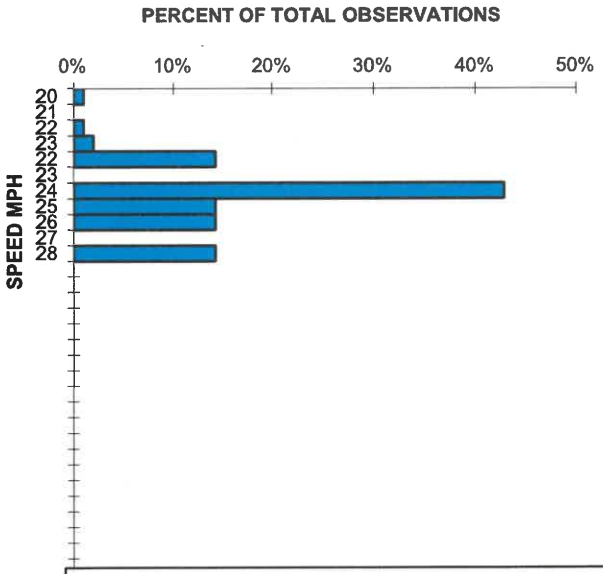
DATE: 12/3/2025

DAY: Wednesday

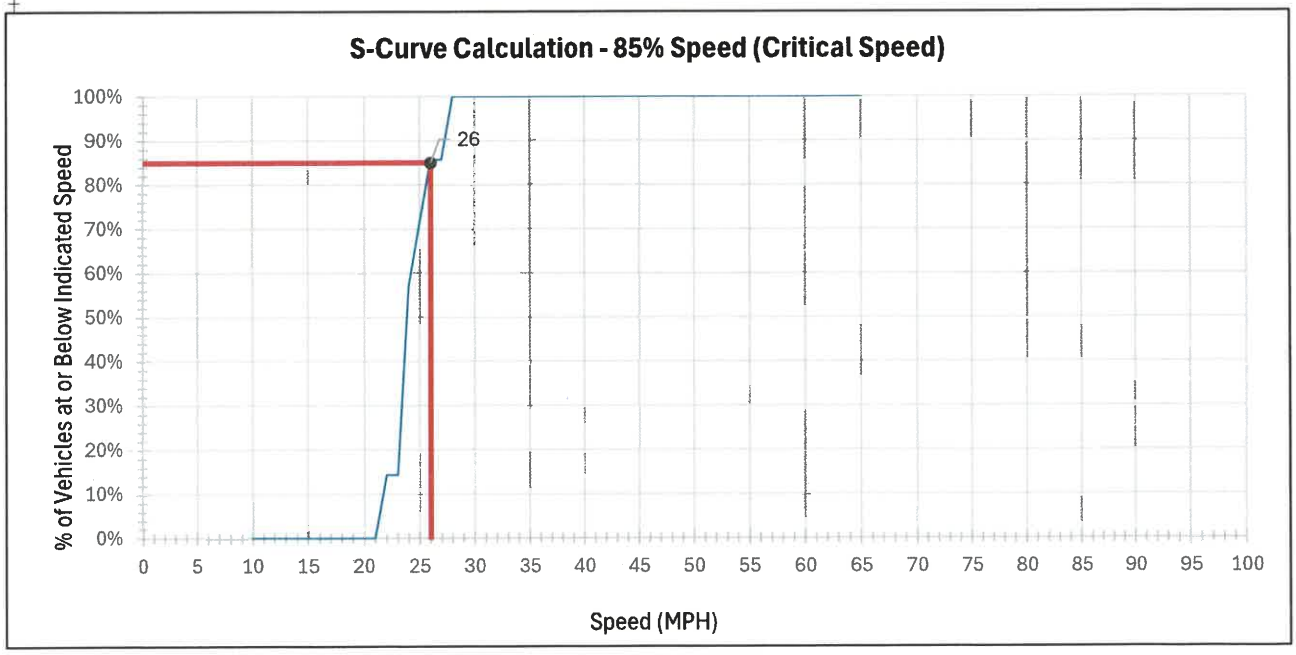
TIME: 11:35 a.m. - 12:35 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		22	-	31	25	24	25	26
<=	>	<=	>	<	IN	>				<=	>
71%	29%	71%	29%	0%	100%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
22	1	14%	1	14.3%
23	0	0%	1	14.3%
24	3	43%	4	57.1%
25	1	14%	5	71.4%
26	1	14%	6	85.7%
27	0	0%	6	85.7%
28	1	14%	7	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at W of 14th St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

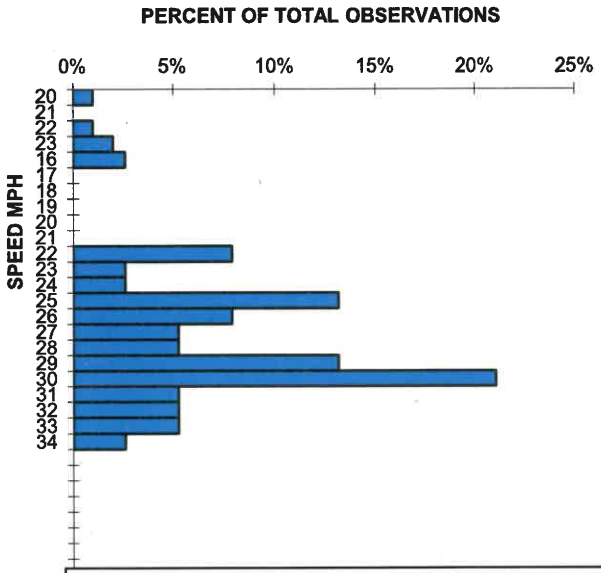
DATE: 12/3/2025

DAY: Wednesday

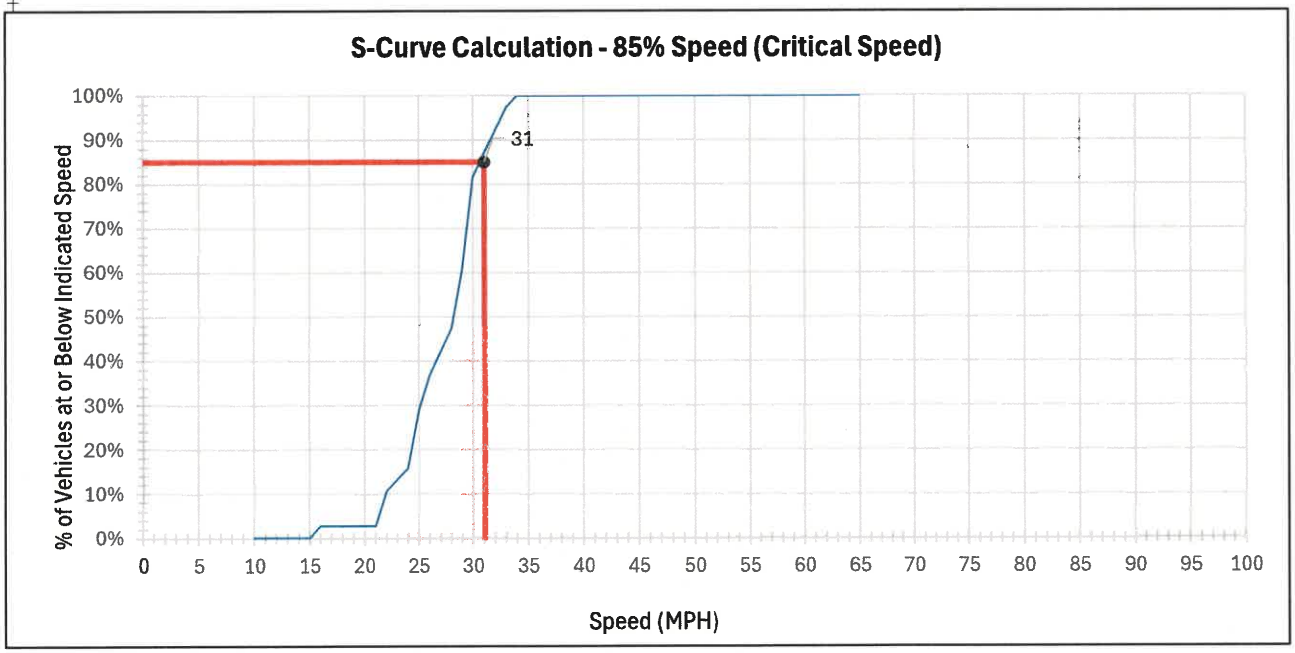
TIME: 10:31 a.m. - 11:30 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		22	-	31	28	29	30	31	
<=	>	<=	>	<	IN	>				<=	>
29%	71%	29%	71%	3%	84%	13%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	1	3%	1	2.6%
17	0	0%	1	2.6%
18	0	0%	1	2.6%
19	0	0%	1	2.6%
20	0	0%	1	2.6%
21	0	0%	1	2.6%
22	3	8%	4	10.5%
23	1	3%	5	13.2%
24	1	3%	6	15.8%
25	5	13%	11	28.9%
26	3	8%	14	36.8%
27	2	5%	16	42.1%
28	2	5%	18	47.4%
29	5	13%	23	60.5%
30	8	21%	31	81.6%
31	2	5%	33	86.8%
32	2	5%	35	92.1%
33	2	5%	37	97.4%
34	1	3%	38	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at W of 14th St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

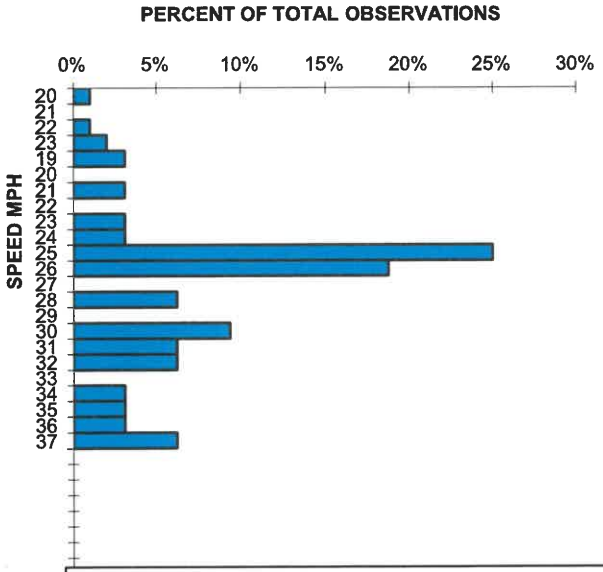
DATE: 12/3/2025

DAY: Wednesday

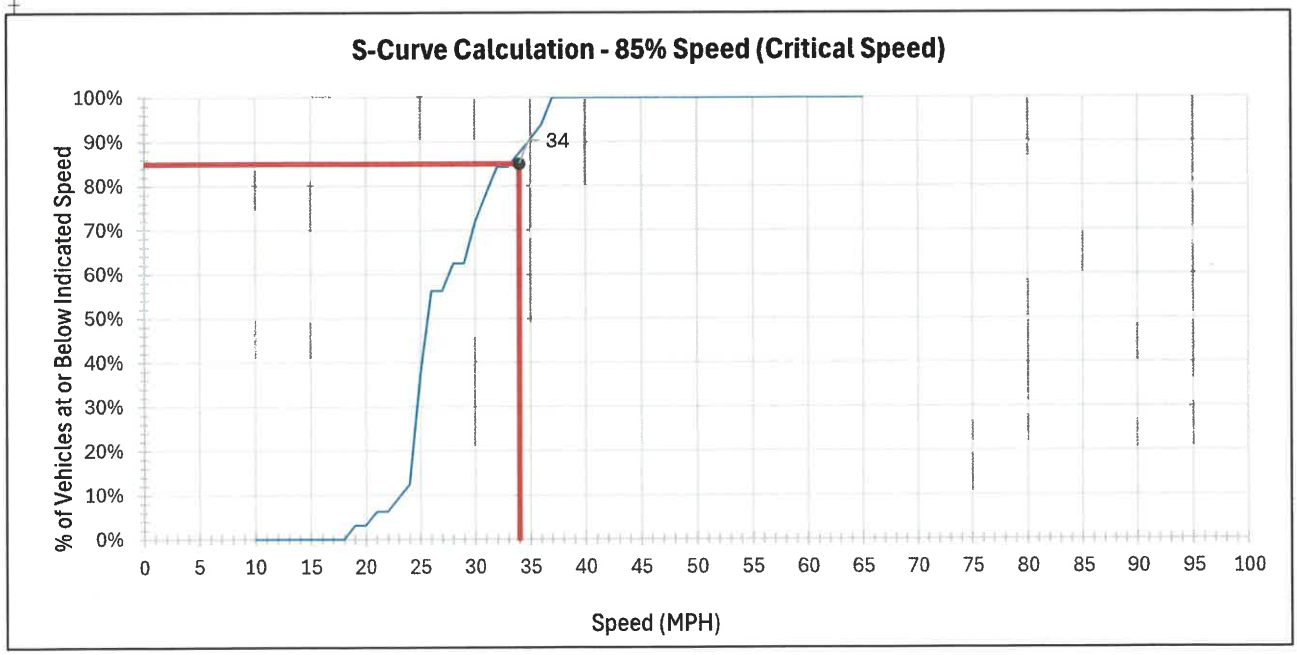
TIME: 10:31 a.m. - 11:30 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		23	-	32	28	26	30	34
<=	>	<=	>	<	IN	>				<=	>
38%	63%	38%	63%	6%	78%	16%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
19	1	3%	1	3.1%
20	0	0%	1	3.1%
21	1	3%	2	6.3%
22	0	0%	2	6.3%
23	1	3%	3	9.4%
24	1	3%	4	12.5%
25	8	25%	12	37.5%
26	6	19%	18	56.3%
27	0	0%	18	56.3%
28	2	6%	20	62.5%
29	0	0%	20	62.5%
30	3	9%	23	71.9%
31	2	6%	25	78.1%
32	2	6%	27	84.4%
33	0	0%	27	84.4%
34	1	3%	28	87.5%
35	1	3%	29	90.6%
36	1	3%	30	93.8%
37	2	6%	32	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at E of 18th St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

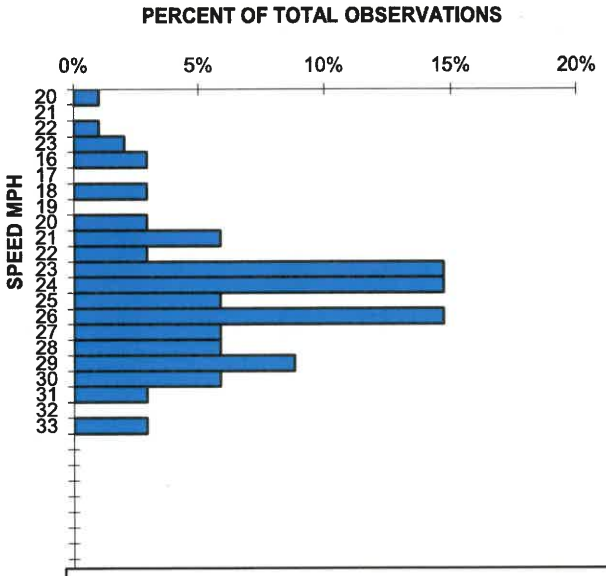
DATE: 12/2/2025

DAY: Wednesday

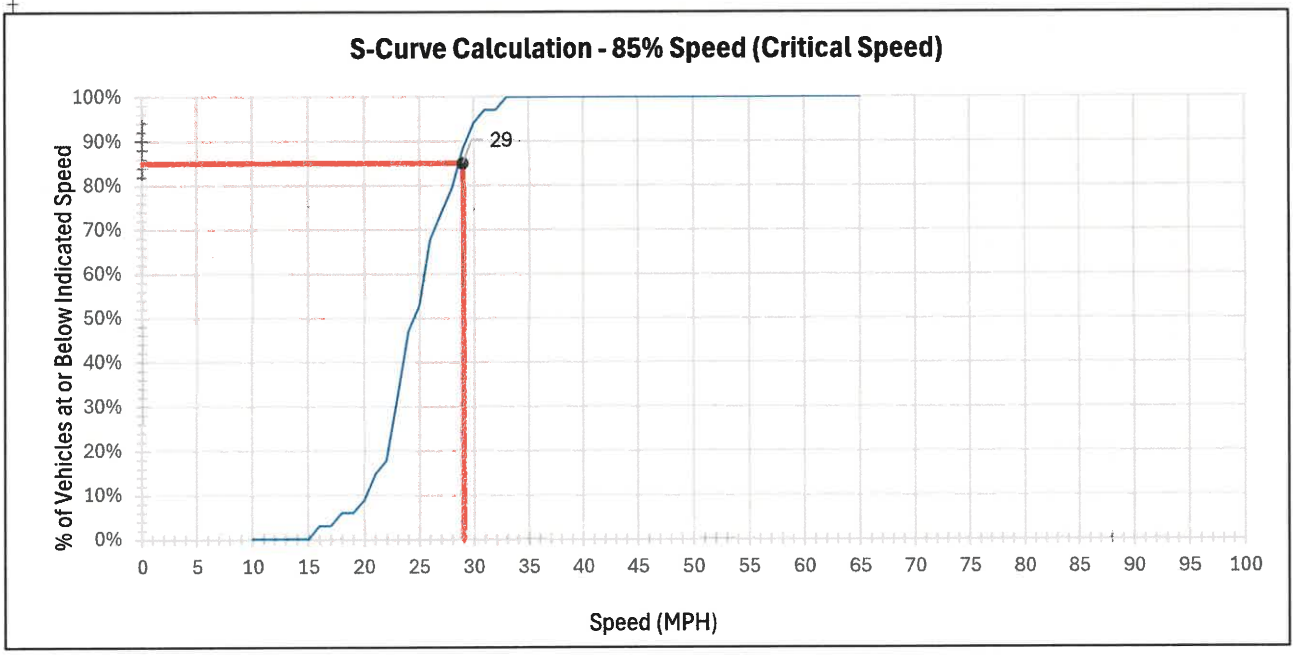
TIME: 9:28 a.m. - 10:28 a.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	25	25	26	29	
<=	>	<=	>	<	IN	>				<=	>
53%	47%	53%	47%	9%	85%	6%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
16	1	3%	1	2.9%
17	0	0%	1	2.9%
18	1	3%	2	5.9%
19	0	0%	2	5.9%
20	1	3%	3	8.8%
21	2	6%	5	14.7%
22	1	3%	6	17.6%
23	5	15%	11	32.4%
24	5	15%	16	47.1%
25	2	6%	18	52.9%
26	5	15%	23	67.6%
27	2	6%	25	73.5%
28	2	6%	27	79.4%
29	3	9%	30	88.2%
30	2	6%	32	94.1%
31	1	3%	33	97.1%
32	0	0%	33	97.1%
33	1	3%	34	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at E of 18th St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

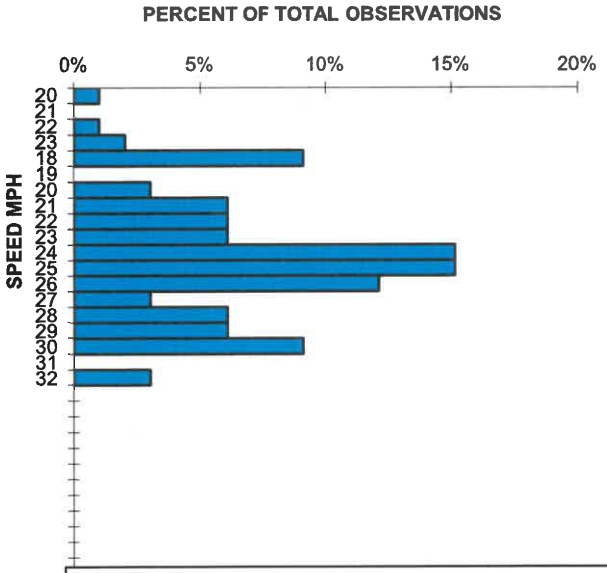
DATE: 12/2/2025

DAY: Wednesday

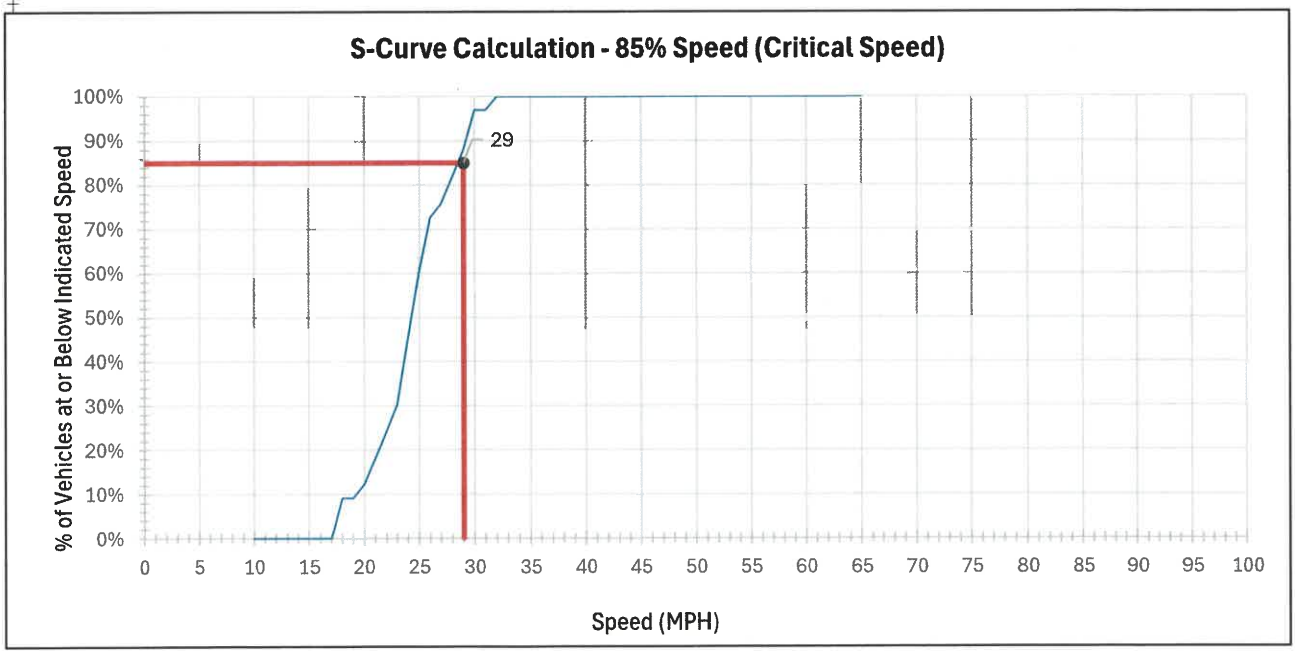
TIME: 9:28 a.m. - 10:28 a.m

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	25	25	26	29	
<=	>	<=	>	<	IN	>				<=	>
61%	39%	61%	39%	12%	85%	3%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	3	9%	3	9.1%
19	0	0%	3	9.1%
20	1	3%	4	12.1%
21	2	6%	6	18.2%
22	2	6%	8	24.2%
23	2	6%	10	30.3%
24	5	15%	15	45.5%
25	5	15%	20	60.6%
26	4	12%	24	72.7%
27	1	3%	25	75.8%
28	2	6%	27	81.8%
29	2	6%	29	87.9%
30	3	9%	32	97.0%
31	0	0%	32	97.0%
32	1	3%	33	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at E of Granite St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

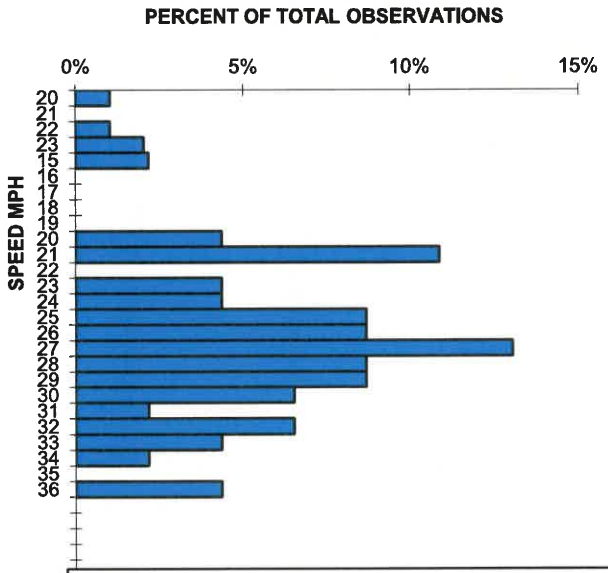
DATE: 12/15/2025

DAY: Monday

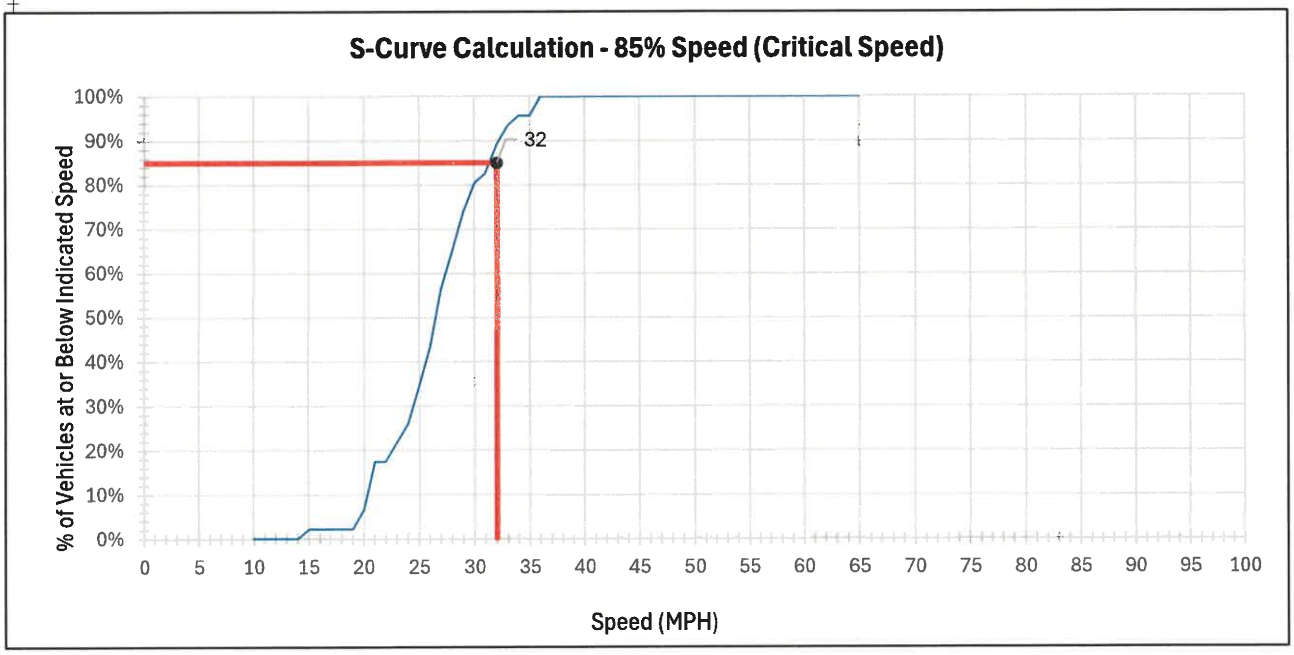
TIME: 9:08 a.m. - 10:08 a.r

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		21	-	30	27	27	29	32	
<=	>	<=	>	<	IN	>				<=	>
35%	65%	35%	65%	7%	74%	20%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
15	1	2%	1	2.2%
16	0	0%	1	2.2%
17	0	0%	1	2.2%
18	0	0%	1	2.2%
19	0	0%	1	2.2%
20	2	4%	3	6.5%
21	5	11%	8	17.4%
22	0	0%	8	17.4%
23	2	4%	10	21.7%
24	2	4%	12	26.1%
25	4	9%	16	34.8%
26	4	9%	20	43.5%
27	6	13%	26	56.5%
28	4	9%	30	65.2%
29	4	9%	34	73.9%
30	3	7%	37	80.4%
31	1	2%	38	82.6%
32	3	7%	41	89.1%
33	2	4%	43	93.5%
34	1	2%	44	95.7%
35	0	0%	44	95.7%
36	2	4%	46	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at E of Granite St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

DATE: 12/15/2025

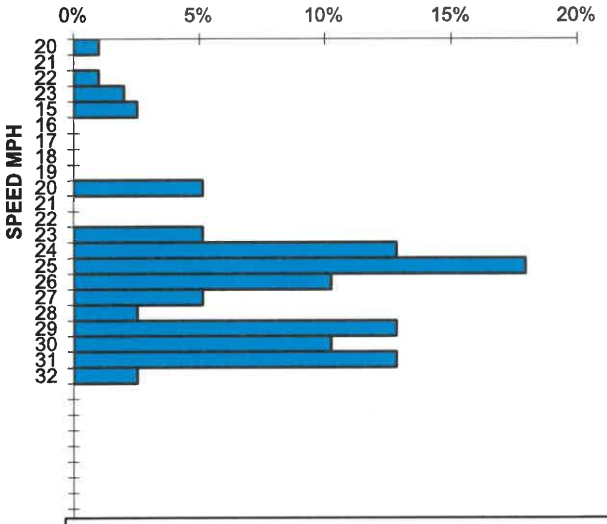
DAY: Monday

TIME: 9:08 a.m. - 10:08 a.r

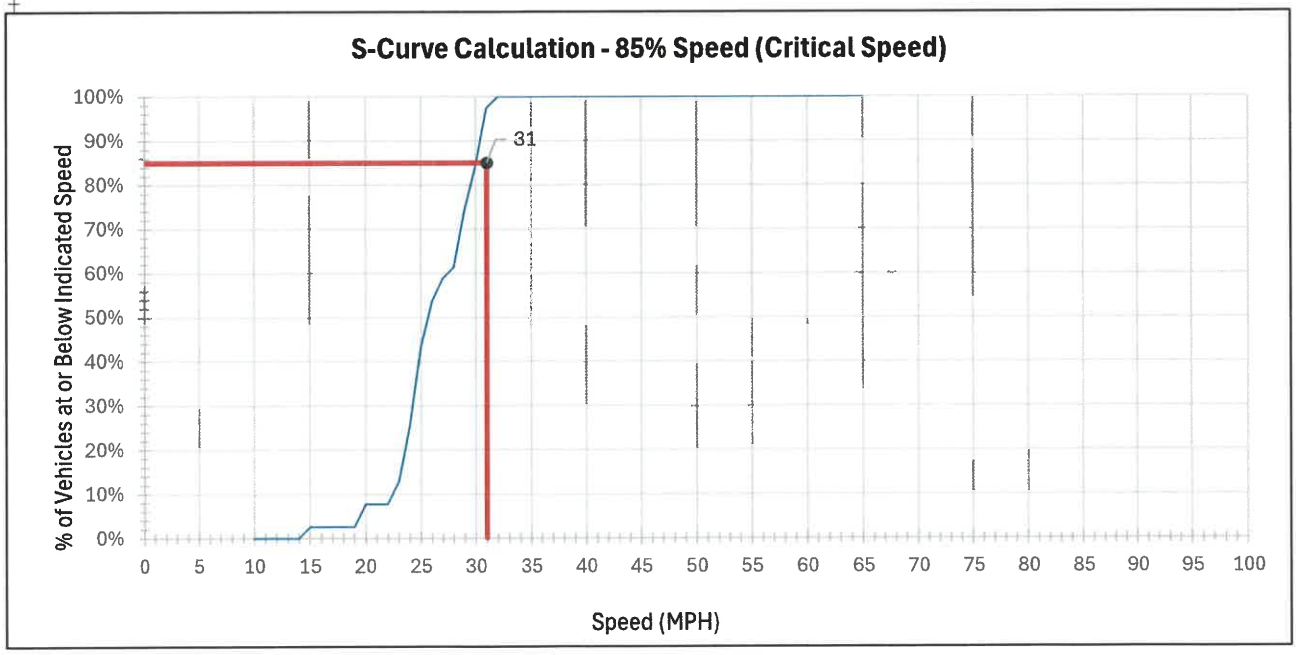
OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED						
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED
25		25		23	-	32	27	26	29	31
<=	>	<=	>	<	IN	>				<=	>
44%	56%	44%	56%	8%	92%	0%				85%	15%

PERCENT OF TOTAL OBSERVATIONS



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
15	1	3%	1	2.6%
16	0	0%	1	2.6%
17	0	0%	1	2.6%
18	0	0%	1	2.6%
19	0	0%	1	2.6%
20	2	5%	3	7.7%
21	0	0%	3	7.7%
22	0	0%	3	7.7%
23	2	5%	5	12.8%
24	5	13%	10	25.6%
25	7	18%	17	43.6%
26	4	10%	21	53.8%
27	2	5%	23	59.0%
28	1	3%	24	61.5%
29	5	13%	29	74.4%
30	4	10%	33	84.6%
31	5	13%	38	97.4%
32	1	3%	39	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at E of Alder St

DIRECTION: EAST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

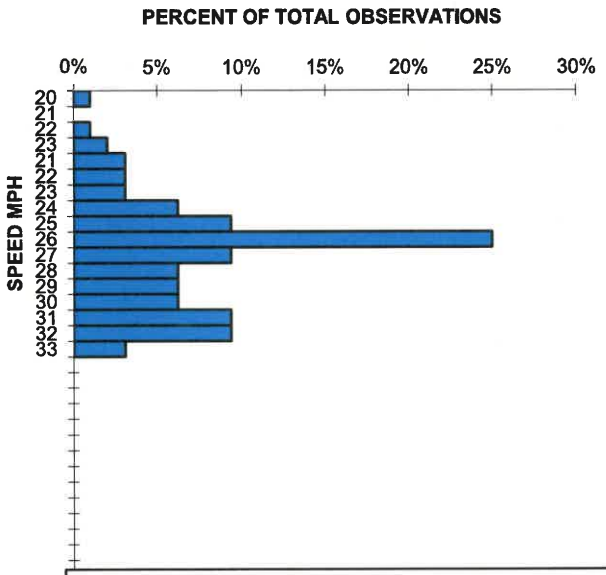
DATE: 12/15/2025

DAY: Monday

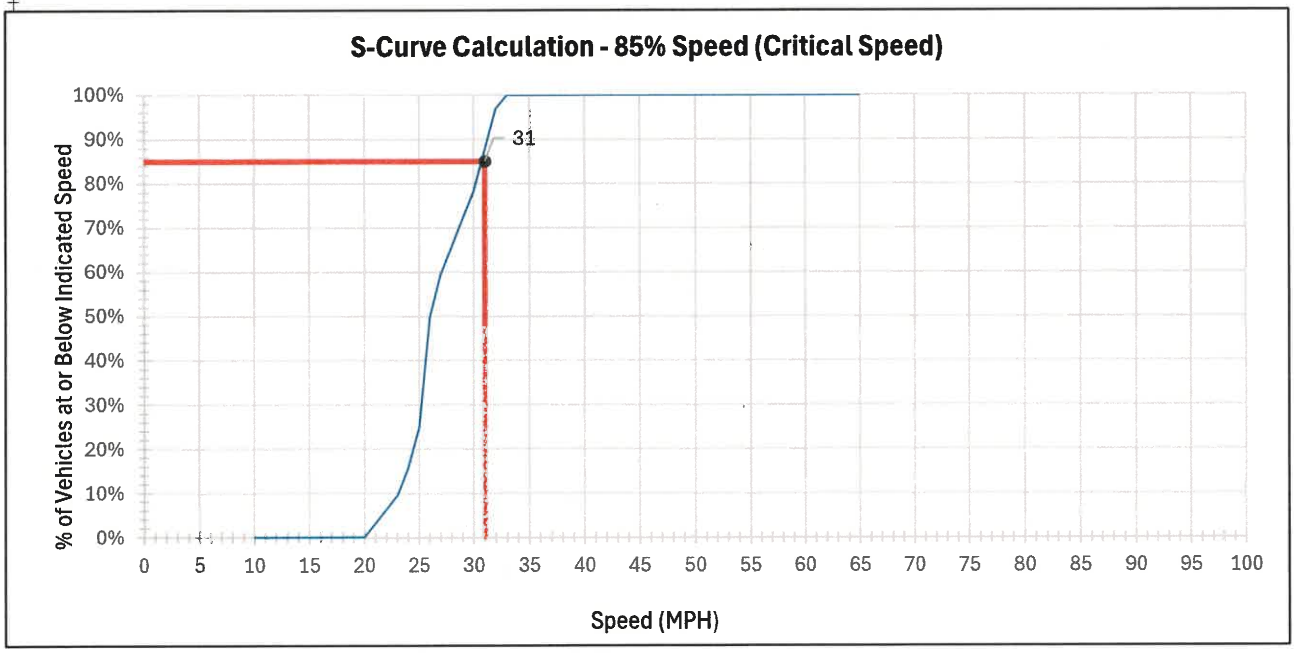
TIME: 10:10 a.m. - 11:10 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		23	-	32	27	27	29	31	
<=	>	<=	>	<	IN	>				<=	>
25%	75%	25%	75%	6%	91%	3%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
21	1	3%	1	3.1%
22	1	3%	2	6.3%
23	1	3%	3	9.4%
24	2	6%	5	15.6%
25	3	9%	8	25.0%
26	8	25%	16	50.0%
27	3	9%	19	59.4%
28	2	6%	21	65.6%
29	2	6%	23	71.9%
30	2	6%	25	78.1%
31	3	9%	28	87.5%
32	3	9%	31	96.9%
33	1	3%	32	100.0%



City of Pacific Grove

PUBLIC WORKS DEPARTMENT

ENGINEERING AND TRAFFIC SURVEY

LOCATION: Sinex Ave at E of Alder St

DIRECTION: WEST

ROAD X-SECTION: 2 LANE

PAVED WIDTH: 40 ft

BUSINESS OR RESIDENCE DISTRICT: YES

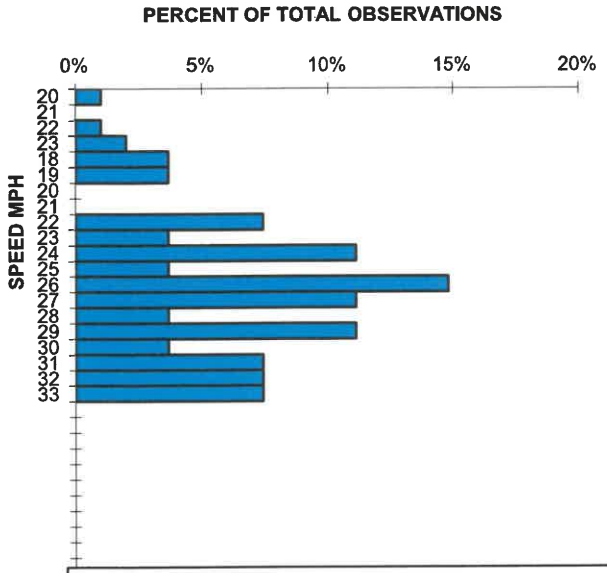
DATE: 12/15/2025

DAY: Monday

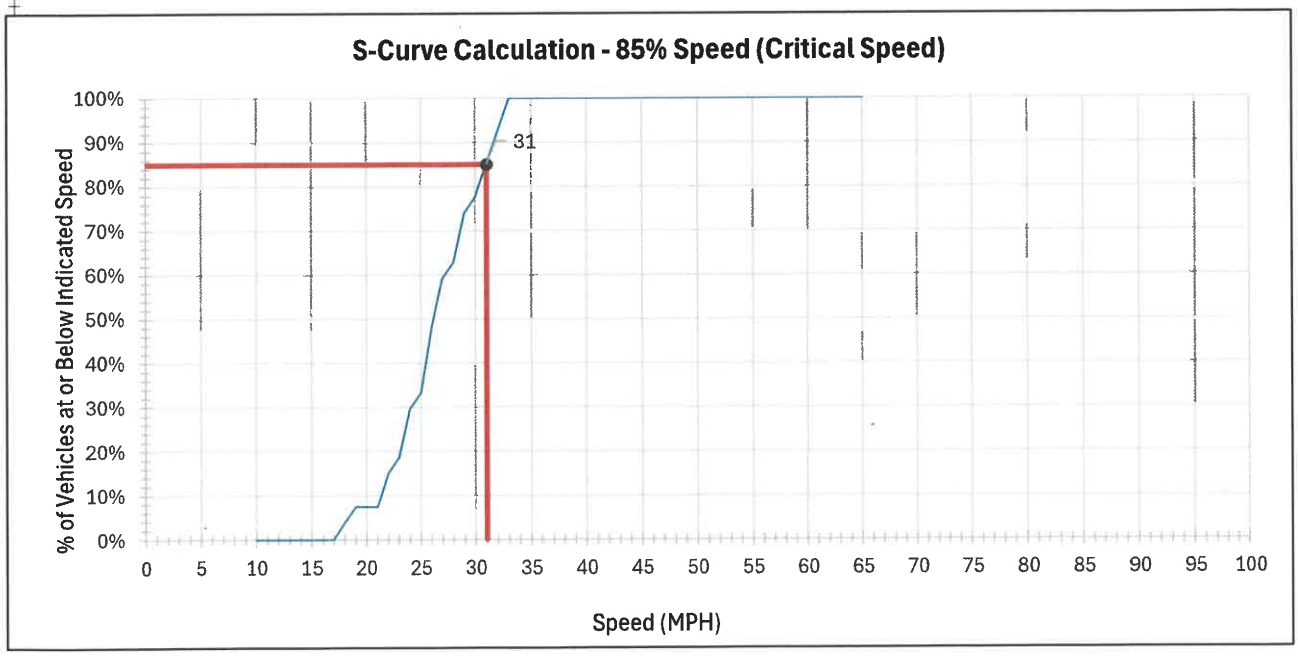
TIME: 10:10 a.m. - 11:10 a.

OBSERVER: A. Gonzalez

EXISTING CONDITIONS				CALCULATED							
SPEED LIMIT WITHOUT APPROVED SPEED ZONE		POSTED SPEED LIMIT		10 MPH PACE SPEED			AVERAGE SPEED	50%	67%	CRITICAL SPEED	
25		25		24	-	33	27	27	29	31	
<=	>	<=	>	<	IN	>				<=	>
33%	67%	33%	67%	19%	81%	0%				85%	15%



SPEED MPH	FREQUENCY #	FREQUENCY %	CUMULATIVE #	CUMULATIVE %
20	1	1%	1	1.0%
21	0	0%	1	1.0%
22	1	1%	2	2.0%
23	2	2%	4	4.0%
18	1	4%	1	3.7%
19	1	4%	2	7.4%
20	0	0%	2	7.4%
21	0	0%	2	7.4%
22	2	7%	4	14.8%
23	1	4%	5	18.5%
24	3	11%	8	29.6%
25	1	4%	9	33.3%
26	4	15%	13	48.1%
27	3	11%	16	59.3%
28	1	4%	17	63.0%
29	3	11%	20	74.1%
30	1	4%	21	77.8%
31	2	7%	23	85.2%
32	2	7%	25	92.6%
33	2	7%	27	100.0%



ORDINANCE NO. 26-_____

AN ORDINANCE OF THE CITY OF PACIFIC GROVE AMENDING SECTION 16.52.020 "SPEED ZONES" OF THE PACIFIC GROVE MUNICIPAL CODE

IT IS HEREBY ORDAINED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE, CALIFORNIA, AS FOLLOWS:

Section 16.52.020 of the Pacific Grove Municipal Code is amended to read as follows:

16.52.020 Specific Speed Limits

It is hereby determined upon the basis of engineering and traffic surveys that the speed limits set forth in this section are determined to be reasonable and safe and shall apply for the safe operation of vehicles at the locations specified below.

(a) Thirty Miles Per Hour. Vehicles operated upon the locations listed below shall not exceed 30 miles per hour:
   (1) David Avenue. That portion of David Avenue from the City Limits more or less to Forest Avenue.
   (2) Pine Avenue. That portion of Pine Avenue from Eardley Avenue more or less to Alder Street.

(b) Twenty Five Miles Per Hour. Vehicles operated upon the locations listed below shall not exceed 25 miles per hour:

   (1) 17 Mile Drive. That portion of 17 Mile Drive from State Highway Route 68 (Sunset Drive more or less to Lighthouse Avenue.
   (2) 17 Mile Drive. That portion of 17 Mile Drive from Lighthouse Avenue more or less to Del Monte Boulevard.
   (3) Asilomar Avenue. That portion of Asilomar Avenue from Sinex Avenue more or less to Ocean View Boulevard.
   (4) Central Avenue. That portion of Central Avenue from the City Limits more or less to Forest Avenue
   (5) Congress Avenue. That portion of Congress Avenue from David Avenue more or less to State Highway Route 68 (Sunset Drive).
   (6) Congress Avenue. That portion of Congress Avenue from State Highway Route 68 (Sunset Drive) more or less to Lighthouse Avenue.
   (7) David Avenue. That portion of David Avenue from Forest Avenue more or less to Montecito Avenue.
   (8) Eardley Avenue. That portion of Eardley Avenue from Lighthouse Avenue more or less to Sinex Avenue.

(9) Forest Avenue. That portion of Forest Avenue from State Highway Route 68 (Sunset Drive) more or less to Laurel Avenue.

(10) Forest Avenue. That portion of Forest Avenue from Lighthouse Avenue more or less to Ocean View Boulevard.

(11) Jewell Avenue. That portion of Jewell Avenue from Pacific Avenue more or less to 17 Mile Drive.

(12) Lighthouse Avenue. That portion of Lighthouse Avenue from Asilomar Avenue more or less to 17 Mile Drive.

(13) Lighthouse Avenue. That portion of Lighthouse Avenue from 17 Mile Drive more or less to Lobos Avenue.

(14) Lighthouse Avenue. That portion of Lighthouse Avenue from 13th Street easterly more or less to Eardley Avenue.

(15) Lighthouse Avenue. That portion of Lighthouse Avenue from Eardley Avenue westerly more or less to 13th Street.

(16) Ocean View Boulevard. That portion of Ocean View Boulevard from Asilomar Avenue more or less to Jewell Avenue.

(17) Ocean View Boulevard. That portion of Ocean View Boulevard from 17th Street more or less to Eardley Avenue.

(18) Patterson Lane. That portion of Patterson Lane from Funston Avenue more or less to David Avenue.

(19) Sinex Avenue. That portion of Sinex Avenue from 17 Mile Drive more or less to David Avenue.

(c) Fifteen Miles Per Hour. Vehicles operated upon the locations listed below shall not exceed 15 miles per hour:

(1) Lighthouse Avenue. That portion of Lighthouse Avenue from Lobos Avenue more or less to 13th Street.

(2) Forest Avenue. That portion of Forest Avenue from Laurel more or less to Lighthouse Avenue.

SECTION 3. In accord with Article 15 of the City Charter, this ordinance shall take effect thirty days following passage and adoption hereof.

SECTION 4. The City manager and City Clerk are directed to perform all tasks necessary to implement this ordinance. This measure shall cause republication of the Pacific Grove Municipal Code.

SECTION 5. If any provision, section, paragraph, sentence, clause, or phrase of this ordinance, or any part thereof, or the application thereof to any person or circumstance is for any reason held to be invalid or unconstitutional by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, or any part thereof, or its application to other persons or circumstances. The City Council hereby declares that it would have passed and adopted each provision, section, paragraph, subparagraph, sentence, clause, or

phrase thereof, irrespective of the fact that any one or more sections, paragraphs, subparagraphs, sentences, clauses, or phrases, or the application thereof to any person or circumstance, be declared invalid or unconstitutional.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF PACIFIC GROVE this _____day of _____, 2026, by the following vote:

AYES:
NOES:
ABSENT:

APPROVED:

_____
NICK SMITH, Mayor

ATTEST:

_____
SANDRA KANDELL, Deputy City Clerk

APPROVED AS TO FORM:

_____
ALEX LORCA, City Attorney

Agenda No. 8 A

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Sandra Kandell, City Clerk/DEI Coordinator

MEETING DATE: April 01, 2026

SUBJECT: Boards, Commissions and Committees Quarterly Report

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Receive the quarterly reports. (Any additional reports received by the Clerk will be provided to Council on a future agenda.)

Attachments

BCC Reports

BEAUTIFICATION AND NATURAL RESOURCES COMMISSION

CITY COUNCIL QUARTERLY REPORT:

☐ Q1 ☐ Q2 ☑ Q3 ☐ Q4

Chair Name: Jennifer Gorman | **Date:** March 2026

Council Priority Area:	Environmental Stewardship; Pacific Grove cares for and protects its natural resources.
Goal:	Protect and Preserve Pacific Groves Natural Resources
Objective:	Enhancing Wildlife Habitat at Crespi Pond
Progress this quarter: (key learnings, actions and outcomes, potential issues, next steps) **In progress**	12/16/25 – Received a Crespi Pond Vegetation Management Project update. With an anticipated approval of a coastal development permit by the Planning Commission this quarter, the removal of vegetation to the root mass dredging in order to meet the recommended 70% open water to 30% vegetation ratio target should begin September 2026. Also received a presentation from the Chair of the Monterey Audubon Society's Conservation Committee regarding additional enhancement/restoration opportunities for Crespi Pond to further support the diversity of the species at the pond that could include the addition of native vegetation along the perimeter, contouring the sides to a gradual slope, and interpretive signage in addition to continuing to maintain the 70:30 open water to vegetation ratio. Next steps: Crespi Pond will be revisited at a future meeting to discuss maintenance progress and the possibility of developing a more comprehensive long-term restoration plan.

Council Priority Area:	Environmental Stewardship; Pacific Grove cares for and protects its natural resources.
Goal:	Protect and Preserve Pacific Groves Natural Resources
Objective:	Protecting Our Coast from Offshore Oil Drilling
Progress this quarter: (key learnings, actions and outcomes, potential issues, next steps) **On track**	1/20/26 – Received a presentation from Save Our Shores and Oceana regarding the renewed threat of expanded offshore oil and gas development off California under the federal Outer Continental Shelf Oil and Gas Leasing Draft Proposed Program and the urgent need for public engagement in this decision-making process. It detailed the substantial risks associated with offshore drilling and related impacts, including oil spills, seismic exploration, habitat degradation, climate impacts, and disproportionate harm to coastal and environmental justice communities.

	The BNRC motioned for the City 1.) to submit a public comment letter in opposition to any/all offshore extraction & exploration, 2.) adopt a Resolution confirming commitment to opposition, 3.) consider joining the Save My Coast Coalition/the Local Government OCS Coalition, and 4.) continue to take further related and necessary action towards protecting our uniquely biodiverse marine sanctuary, including seabed mining. 1/21/26 – Council moved forward with these recommendations.

Council Priority Area:	Environmental Stewardship; Pacific Grove cares for and protects its natural resources and amenities
Goal:	Complete Climate Action and Adaptation Efforts
Objective:	Present a Climate Action and Adaptation Plan to the City Council for approval
Progress this quarter: (key learnings, actions and outcomes, potential issues, next steps) On track	2/17/26 – The draft CAAP was posted online January 2026 for public review. The draft was reviewed at the Feb 17 BNRC meeting which provided an additional opportunity to solicit public input. The Commission provided feedback to BlueStrike and requested a revised draft return to the BNRC prior to making a recommendation to Council. Next steps: Although the revised draft CAAP will not be brought back to the BRNC for recommendation, BNRC feedback is expected to be included in the the revised draft that will be presented to Council for consideration in April 2026.

Outlook

LAB quarterly report

From Alycia Usher Perez [redacted]
Date Thu 3/5/2026 5:51 PM
To Sandra Kandell <skandell@cityofpacificgrove.org>

1 attachment (8 KB)
2026 03 03 LAB Workplan e.xlsx;

[NOTICE: This message originated outside of the City of Pacific Grove email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]

Ms. Kandell,
Sorry for my delay in the quarterly report. It is below:

1. The LAB is working on two current priorities, at current, as reflected on the Workplan (attached)

    - To liaise with Caledonian Hotel management in support of the Library
    - To monitor and encourage accessibility improvements to the Library through the City's ADA assessment and improvement planning

2.The LAB submitted the goal to city council **Develop and implement a detailed ADA transition plan (with priorities, schedules, and costs) that prioritizes the library, after the completion of the city-wide ADA facilities assessment** toward the second priority listed above

Thank you,
Alycia

PROPOSED/DRAFT Library Advisory Board Work Plan 2025					
Item Number	**LAB Task**	**Subcommittee**	**Objectives**	**Anticipated Timeline**	**Notes**
Ongoing Items					
2025-6	Trainings/Presentations	TBD	Understand roles and duties	2025	None currently planned
2026-1	Liaise with hotel management	Tama Olver	Establish relationship with Caledonia Hotel	2026	The library could benefit from a good relationship with the new hotel across the street. The LAB will facilitate a liaison.
2026-2	Monitor ADA assessment, plan, and development		To monitor and encourage ADA improvements to	2026-2027	The LAB is invested in making ADA improvements to the Library. They will monitor and encourage the process to complete the city's ADA assessment, the development of an
Completed Items					
2024-1	Develop Annual Workplan	Todd Oldham, Tama Olver	Establish and develop a list of tasks	Initial draft Nov 2024	Completed Nov 2024
2025-1	Election of Officers	Tama Olver	Nominate and select Chair, Vice Chair, and Secretary	March 2025	Completed. Elected: Perez - Chair, Moore - Vice-Chair, Olver - Secretary
2025-2	PGPL Annual Budget	Tama Olver with Rachel Gaither	Understand budget process	2025	Cancelled
2025-4	Review Library Policies	N/A	Update PG policies 200 A-F	2025	Cancelled. Director Rachel Gaither is updating policies and will share them with the board as they are available. This is no longer a task for the board.
2025-5	Advocate for ADA compliance	TBD	Advocate for improvements to increase ADA accessibility.	2025	The board prioritized ADA accessibility at the Library, especially with regards to parking. Voted unanimously to recommend city council to approve additional funds to complete the ADA assessment. As the assessment is completed, the board will determine how to best advocate for and facilitate improvements.
2025-3	Review unmet community needs for Library Patrons / Possible new strategic plan	TBD	Community survey, PG website, PGPL newsletter, Friends Newsletter, Questionnaire in PGPL	2025	Survey being conducted in February 2025 by Library. 1) hours of availability, 2) new hotel Pacific Grove Engagement

PACIFIC GROVE PLANNING COMMISSION
REPORT FOR THE 4th QUARTER OF CALENDAR YEAR 2025

MEETING DATE	ACCOMPLISHMENTS
Regular Meeting of October 9, 2025	The Commission discussed future training opportunities that included presentations from experts in the land use planning field, process and procedure training from staff along with training that explained the various types of permits and procedures processed and relied on by the Community Development Department. In addition, the Commission was appreciative of the opportunity to receive some one-on-one orientation training on their role as a Commissioner and training on the Brown Act. The Commission agreed that, where appropriate, training should be done at Planning Commission meetings where the public would be afforded the opportunity to learn about the project review process and role of a Planning Commissioner as well.
Regular Meeting of November 13, 2025	The minutes of the September 11 and October 9 meetings of the Planning Commission were approved. The Commission held a public hearing on the draft amendments to the General Plan Land Use Element, General Plan Health and Safety Element, and the zoning code (Title 23, Zoning of the Pacific Grove Municipal Code), in addition to the update to the Housing Element. The Commission also considered the Environmental Impact Report (EIR) on the Housing Element and related documents. Following presentations by the consultant team and staff, the Commission received public comment on these documents and then voted to adopt a Resolution of the Planning Commission recommending certification of the Final EIR and adoption of the Housing Element and approval of all the policy and regulatory documents that support its implementation to the City Council (Note – the City Council considered and adopted/approved these at a special meeting in December 2025) The Commission also reviewed and supported its quarterly report and approved of its submittal to the City Council.

Regular Meeting of December 11, 2025	The minutes of the November 13 meeting of the Planning Commission were approved. Commissioners considered an Architectural Permit and Coastal Development Permit for an addition to an existing single-family dwelling, including an attached accessory dwelling unit, at 685 Mermaid Avenue. Following a presentation by staff and hearing answers to questions posed by the Commissioners to the applicants, the Commissioners deliberated the merits of the project, sought clarifications from staff and the applicant regarding the proposed project and its impact to a historic resource and then voted to approve the project and its related permits. Comments from the applicant and public were received on this agenda item. (Note – the approval of the related permits for this project by the Planning Commission were appealed to the City Council, which upheld the decision by the Commission.)

Outlook

Recreation Board - Quarter 3 Report

From Jay Tulley [redacted]
Date Fri 2/27/2026 8:08 PM
To Sandra Kandell <skandell@cityofpacificgrove.org>
Cc Joyce Halabi <jhalabi@cityofpacificgrove.org>; [redacted]>; Katie Clark <kclark@cityofpacificgrove.org>

[**NOTICE: This message originated outside of the City of Pacific Grove email system -- DO NOT CLICK on links or open attachments unless you are sure the content is safe.]**

Sandra,
I couldn't find a template for the quarterly report so I am just including it in the email below. If you have a format, I'll be happy to modify this.

Highlights and actions taken at the monthly meetings during this quarter:

December 15th meeting:

1. Reviewed parks assessment scoring and discussed the strategy for how to conduct these in the future. Discussion centered on how to improve the method of getting feedback from PG residents. **Board voted 4-0-1** to request that the citizens of Pacific Grove give feedback to the Pacific Grove Recreation Department email address. Requests through Nextdoor and Facebook or other online options, and to be made by the Recreation Board. The result of this action was a post on NextDoor made by Chair Tulley requesting PG residents to email the rec board with suggestions and comments. A link to the post is found here: https://nextdoor.com/p/3TDJX5p7Kxb_?utm_source=share&extras=MTQ3NjE2MjU%3D&utm_campaign=1772249988340&share_action_id=cb2eebda-52da-4e2e-ba67-19ebd5efb4cc

This post led to many PG Residents responding. Chair Tulley has taken these comments and added them to a Google Sheet found here: https://docs.google.com/spreadsheets/d/16ICfPIzDPHQ7RZy5JGmMIAB6UB7pFw3FM73FrbRYHxQ/edit?gid=0#gid=0

This appears to be the first time that there is any sort of publicly searchable repository of public comments. For years, residents have emailed the rec board (and other boards and the council) with comments, suggestions, complaints, etc. One would assume that these emails were addressed but there is no repository of the communication. Thus, public comment simply disappears into the ether. With all the methods we have at our disposal, this is actually a travesty. And it is likely a reason that citizens are apathetic or even cynical about city government. **This google sheet is an experiment in civic engagement and communication** and one that the rec board can demonstrate a simple method of taking public comment and using it to influence our path forward.

2. Board discussed recreation program metrics with the intent of better understanding how the recreation program is doing and how it is responding to the community needs. **Board voted 4-0-1** to approve a request to City Council for metrics 1-9 for the Recreation Department to track and provide to the Recreation Board via staff report on a triannual basis. Chair Tulley sent in the BCC Recommendation Form to Councilmember Amelio on December 16th. The 9 requested metrics were:
1. Total registrations in each program (per season and annually)
2. Number of unique participants in each program per month. (E.g. how manyunique participants attend the Youth Center each month.)
3. Participant demographics (Age, school, etc)
4. Program fill rates (Enrollment vs capacity)
5. Program retention and re-enrollment rates (Taking into account participants that “age out”.) Civic Rec

6. Wait-lists (Number of programs with wait-lists, size of wait-lists, etc)
7. Facility utilization (E.g. the number of hours open per week)
8. Subsidies / Financial Aid (total amount and number of subsidies); Grants, donations, and scholarships provided. (This data will likely need to come from the Finance Department.) Finance Dept
9. Partnerships and collaborations with schools, nonprofits, or clubs.

As a follow-up, Chair Tulley spoke at the February 4th City Council meeting to explain the Rec Board's intent and thoughts on this recommendation. **City Council directed staff to proceed with a measured response to the request** in the recommendation. First, staff should determine which information from the requested list can be provided through the existing framework and reports available in the Civic Rec registration system. Second, staff should determine the best method to record and report the information back to the Recreation Board. This should be done in a way that can be easily and accurately repeated each at the end of the season. Finally, staff can return to City Council if more needed direction is required as they work through this process.

January 22nd meeting

1. Reviewed the 2025 Calendar year actions

2. Discussed 2026 planning

3. Received a presentation by a group of citizens interested in developing a dog park at Arnett Park. **Board voted 4-0** to endorse the concept of a dog park (though not at the specific location suggested.)

4. Reviewed the 2026 special events calendar. **Recreation Board voted 3-0-2** to accept, with the exception for alcohol for the Beer Garden, that they recommend the special event calendar as presented.

February 26th meeting

1. Board elected Sandra Lehman as the Chair and Ashley Gamble as the Vice Chair. Board elected to have no secretary.

2. Board received a proposal for Crocker Avenue which included a potential dog park on the north end of the street and a partial, temporary closure on the south end of the street to all for bikes, skateboarding, etc **Board voted 5-0 to set up a subcommittee (Members White and Tulley) to investigate this idea further.**

3. Board discussed the annual work plan. **Board voted 5-0 to focus on two items for 2026:** 1. Expanded recreation through facilities (e.g. Dog Park and skate park) and 2. Improved communication with the residents to include better outreach (such as more posts on social media or other means) and better intake of residents wishes (such as through the Needs Assessment Survey.)

4. Board discussed the CIP proposals. **Board voted 5-0 to submit the repair of the tennis courts as the 2026 proposal.**

Agenda No. 9 A

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Mohammed Khasimi, Chief Information Officer

MEETING DATE: April 01, 2026

SUBJECT: Agreement Amendment # 2 with Robert Half for Temporary IT Staffing

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

1. Authorize an amendment to increase the agreement with Robert Half Inc. by $55,000, extending temporary IT staffing services until August 31, 2026.
2. Alternatively, discuss and take other action related to this item.

DISCUSSION

The City's Information Technology Division operates with only three full-time staff who manage a wide range of critical services. The vacancy in the IT Management Analyst position has significantly reduced the division's capacity, requiring temporary staffing support through Robert Half Inc. An initial contract of $39,900 was approved in October 2025, followed by an Amendment for $60,000, approved by the City Council on December 17, 2025, to maintain service desk operations while the City completed a comprehensive IT Assessment.

The IT Assessment was finalized in February 2026 and recommended filling the vacant position. Staff is working closely to align the position with the specialized needs identified in the IT Assessment. To maintain continuity of essential services while finalizing long-term alignment, we are requesting to extend the temporary staffing support through August 2026 via this amendment. The goal is to recruit for the position during the current fiscal year. If filled before August 2026, the agreement will end early following a short onboarding overlap, with expenses reflecting actual hours worked.

The cost of this extension will be fully covered by salary savings from the existing vacancy and cost savings from IT Division Projects which came in under budget.

OPTIONS

1. Approve Recommended Amendment
Extend temporary IT support through August 31, 2026, with an additional $55,000 to maintain essential service desk operations.

2. Approve a Modified Amendment
Adjust the funding amount or service period.

3. Do Not Approve
Allow the contract to lapse, resulting in reduced IT support capacity and increased operational risk.

FINANCIAL IMPACT:
The temporary staff member costs approximately $3,600 per week. The current $99,900 agreement funds services through mid-April. The proposed $55,000 amendment would extend temporary IT support through August 2026, bringing the total contract amount to $154,900.

As stated above, the cost of this extension will be fully covered by salary savings from the existing vacancy and cost savings from IT Division Projects which came in under budget.

FOCUSED PRIORITY AREA: Not Applicable.

Agenda No. 10 A

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO:	Honorable Mayor and Members of the City Council
FROM:	George Fuerst, Environmental Program Manager
MEETING DATE:	April 01, 2026
SUBJECT:	BNRC Meeting Minutes: October 21, November 18, and December 16, 2025; January 20 and February 17, 2026
CEQA:	Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Receive the minutes.

Attachments

BNRC Minutes October 2025 through February 2026

MEETING MINUTES

CITY OF PACIFIC GROVE

BEAUTIFICATION AND NATURAL RESOURCES COMMISSION REGULAR MEETING AGENDA

Tuesday, October 21, 2025, 4:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_BNRC

1. **CALL TO ORDER**
   Chair Walkingstick called the meeting to order at 4:00 p.m. Present in the Chamber: Chair Walkingstick, Vice Chair Gorman, Commissioners Giraudo, Brisson, and Lloyd. Absent: Secretary Dunn and Commissioner Wooten.

2. **APPROVAL OF AGENDA**
   Upon motion by Commissioner Lloyd and seconded by Commissioner Brisson, Commission voted 5-0-1, Secretary Dunn and Commissioner Wooten absent, to approve the Regular Meeting Agenda.

3. **COMMISSIONER, SUBCOMMITTEE, AND STAFF**
   Commission and staff made general announcements.

4. **COUNCIL LIAISON ANNOUNCEMENTS**
   No announcements.

5. **GENERAL PUBLIC COMMENT**
   General public comment received from Bruce Doneux and Lisa Ciani.

6. **APPROVAL OF THE MINUTES**
   Upon motion by Commissioner Gorman and seconded by Lloyd, Commission voted 5-0-1, Secretary Dunn and Commissioner Wooten absent, to approve the August 19th and September 16th 2025 BNRC Minutes.

7. **REGULAR AGENDA**

   a. **C.O.A.S.T. Presentation - Darcie Fohrman and COAST Steering Committee**
      Presentation along with Point Pinos Heritage Map and 4 Point Pinos Natural Resource Reports received.
      Public Comment received from Lisa Ciani, Geva Arcanin, Vicki Pierce, Robin Venuti, and Inge Lorentsen Daumer.
      Action: Upon motion by Commissioner Brisson and seconded by Lloyd, Commission voted 5-0-1, Secretary Dunn and Commissioner Wooten absent, to support the concept of designating a Point Pinos Historic District.

b. **BCC Recommendation Process Changes and Quarterly Reports**
Report received.
Public Comment received from Sally Moore and Lisa Ciani.

c. Presentation from Carmelita Garcia, PG Deer Awareness
Presentation received.
Public Comment received from Lisa Ciani, Inge Lorentzen Daumer and Bruce Doneaux.

8. PUBLIC HEARINGS
No public hearings.

9. NEXT MEETING – November 18th, 2025

10. **ADJOURNMENT**
Meeting adjourned at 6:28 p.m.

Respectfully Submitted,

George Fuerst, Environmental Program Manager/BNRC Staff Liaison

Minutes of the
BEAUTIFICATION AND NATURAL RESOURCES COMMISSION
Tuesday, 18 November 2025, 4:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

1.CALL TO ORDER: Chair Walkingstick called the meeting to order at 4PM. Commissioners Gorman, Lloyd, Giraudo, Wooten, Brisson, and Dunn present. Staff: EPM George Fuerst, Councilmember Lori McDonnell.

2. AGENDA: Upon motion by Commissioner Gorman, seconded by Commissioner Brisson, commissioners voted 7-0 to approve the agenda.

3. COMMISSIONER, SUBCOMMITTEE, and STAFF ANNOUNCEMENTS
Commissioner Brisson shared wildlife news. Commissioner Dunn asked that a discussion on banning the sale of filtered cigarettes in PG be agendized for a future meeting.
EPM Fuerst reported that 99 monarchs have been counted at the sanctuary. PG and the Xerxes Society are working with Point Blue Conservation to track numbers. Commissioners Wooten, Gorman and Lloyd commented on this report.

4. COUNCIL LIAISON ANNOUNCEMENTS
Councilmember McDonnell reported on the anti-drone and housing ordinances as well as water allocations, among other topics.

5. GENERAL PUBLIC COMMENT
Lisa Ciani asked that Crespi Pond be put on the next BNRC agenda.

6. APPROVAL OF MINUTES
Upon a motion by Commissioner Dunn and seconded by Commissioner Wooten, commissioners voted to approve the October minutes, 7-0.

7. REGULAR AGENDA

A. Commissioner Giraudo shared a comprehensive report aiming to ensure presentations' structure and content clearly communicate the purpose, desired outcomes, alignment to BNRC Powers and Duties, summary of key information, and requests for support/action.

   PUBLIC COMMENT

Inge Lorentzen Daumer and Lisa Ciani called in to express approval of this concept.

COMMISSIONER COMMENT
Commissioners appreciated this report, with suggestions for further consideration; after much discussion, Mr. Giraudo resolved to fine-tune the guidelines and provide an update at the January meeting.

B. BNRC Goal Reporting Proposal
Commissioner Giraudo followed up item 7 (A) with this proposal: Review a proposed method to document and communicate BNRC goal progress, linkage to PG City Council priority areas, key learnings to share, constraints, and next steps. Identify potential resource needs to the PG City Council. Provide a standard reporting format for efficient communication.

PUBLIC COMMENT
Lisa Ciani called in.

COMMISSIONER COMMENT
Discussion focused mainly on how best to communicate goals progress. Further refinements on this will come at the January meeting.

8. An additional order of business arose, asking the chair to include the commissioners' desire for more inclusive minutes to be included in BNRC's annual report, due to city council in December.

Upon motion by Commissioner Brisson and seconded by Commissioner Dunn, this was approved 6-1 (Wooten dissenting).

The meeting was adjourned at 5:30 PM.

Next meeting on Tuesday, 16 December 2025.

Respectfully submitted,
Marty Dunn, Secretary

Minutes of the
BEAUTIFICATION AND NATURAL RESOURCES COMMISSION
Tuesday, 16 December 2025, 4:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

1.CALL TO ORDER: Chair Gorman called the meeting to order at 4PM. Commissioners Lloyd, Wooten, Brisson, and Dunn present; Commissioner Giraudo absent. Staff: EPM George Fuerst, Councilmember Lori McDonnell.

2. AGENDA: Upon motion by Commissioner Brisson, seconded by Commissioner Wooten, commissioners voted 5-0 to approve the agenda.

3. COMMISSIONER, SUBCOMMITTEE, and STAFF ANNOUNCEMENTS
Commissioner Brisson shared marine-related news.
EPM Fuerst reported that 226 monarchs have been counted at the sanctuary, up slightly but still perilously low.

4. COUNCIL LIAISON ANNOUNCEMENTS
Councilmember McDonnell reported on the housing element. Council has designated that the Historic Resources and Architectural Review Committees are now combined and known as HARK.

5. GENERAL PUBLIC COMMENT
None.

6. APPROVAL OF MINUTES
Upon a motion by Commissioner Wooten and seconded by Commissioner Lloyd, commissioners voted to approve the November minutes, 5-0.

7. REGULAR AGENDA
A. Chair Gorman announced that Chair Walkingstick has resigned and thanked her for her dedicated service. Chair Gorman nominated Commissioner Brisson as the new vice-chair; the nomination carried unanimously.

B. City of Pacific Grove and Regional Storm Water Management Update

Mr. Fuerst introduced Erika Parker and Michelle Baumgartner from Monterey One Water (MOW). Ms. Parker made a comprehensive presentation about her agency, citing the work they do with storm water runoff. MOW has recently hired Environmental Innovations to refresh their public outreach.
Mr. Fuerst then thanked MOW and shared the work he does, which includes monthly meetings with related agencies and monitoring for illicit discharges. The city must submit an annual report on storm water runoff to renew its MS-4 permit.

PUBLIC COMMENT
Tony Ciani, Lisa Ciani, and Inge Lorentzen Daumer called in.

COMMISSIONER COMMENT
Several commissioners commented and also thanked Mr. Fuerst for his thorough report.

C. Crespi Pond Vegetation Management Project Update
Mr. Fuerst highlighted the following:
*The city has a goal of enhancing wildlife habitat at Crespi Pond
*Recommends removing vegetation to the root mass
*With anticipated approval of a coastal development permit (during the first quarter of 2026, dredging should begin September 2026).

PUBLIC COMMENT
Lisa Ciani and Tony Ciani called in. Mr. Ciani proposed that BNRC establish a subcommittee for Crespi. Inge Lorentzen Daumer also called in.

COMMISSIONER COMMENT
Discussion focused mainly on what the central goals are. Can they be better defined?
Mr. Fuerst said the planning commission is responsible for interfacing with the Coastal Commission, and that ‘that ball is rolling.’ A ratio of 70% water to 30% vegetation is the target.

D. Monterey Audubon Presentation by Amanda Preece
Ms. Preece is chair of Audubon’s conservation committee. She shared information on prospects for enhancement of Crespi Pond as well as the diversity of the species there. She commends ebird.org as resource for bird information. This agenda item will be revisited at a future meeting to

discuss a more comprehensive long-term restoration plan for Crespi Pond that could include the addition of native vegetation along the perimeter, contouring the sides to a gradual slope, and interpretive signage in addition to maintaining the 70:30 open water to vegetation ratio.

PUBLIC COMMENT
Lisa Ciani and Inge Lorentzen Daumer called in, as did Tony Ciani, who suggested leaving Crespi Pond as an open agenda item for future public comment.

COMMISSIONER COMMENT
All commissioners thanked Ms. Preece and stressed the essential values in working with Audubon as well as California Native Plant Society.

Mr. Fuerst circled back to the lab analyses of Crespi done in 2024.

The meeting was adjourned at 6:46. The next BNRC meeting will be on 20 January 2026 at 4PM.

Respectfully submitted,
Marty Dunn, Recording Secretary

Minutes of the
BEAUTIFICATION AND NATURAL RESOURCES COMMISSION
Tuesday, 20 December 2026, 4:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

1.CALL TO ORDER
Chair Gorman called the meeting to order at 4PM. Commissioners Lloyd, Wooten, Brisson, Giraudo, and Dunn present; Staff: EPM George Fuerst, Councilmember Lori McDonnell.

2. AGENDA
Upon motion by Commissioner Brisson, seconded by Commissioner Lloyd, commissioners voted 6-0 to approve the agenda.

3. COMMISSIONER, SUBCOMMITTEE, and STAFF ANNOUNCEMENTS
Commissioner Brisson shared news of the wildlife committee's activity. Chair Gorman reported that ~200 monarchs are currently present in the sanctuary. She noted that "the Endangered Species Act is no help yet." There is a need to look into local protection efforts.
EPM Fuerst reported that the first version of the Climate Action and Adaptation Plan (CAAP) has been posted online, and public comment is invited by 23 January.

4. COUNCIL LIAISON ANNOUNCEMENTS
Councilmember McDonnell reported on the council's agenda for 21 January and announced that Alex Lorca is the new city attorney.

5. GENERAL PUBLIC COMMENT
Chuck Greene is chair of COAST's steering committee. He said that "COAST sees itself as sort of a protector of Pt. Pinos." Mr. Greene reported concerns about brush clearing at 1352 Lighthouse Avenue. Was permitting done?
Kim Akeman called in to encourage public commentary in re the Trump administration's offshore oil drilling proposal.

6. APPROVAL OF MINUTES
Upon a motion by Commissioner Lloyd and seconded by Commissioner Wooten, commissioners voted to approve the December minutes, 6-0.

7. REGULAR AGENDA

A. Protecting Our Coast from Offshore Oil Drilling
Commissioner Brisson introduced Ashley Blake-O'Drager, policy and communications manager with Oceana, and Katie Thompson, executive director of Save Our Shores, as guest speakers. They gave a history of the Monterey Bay Marine Sanctuary (est. 1992), and noted that Pacific Grove's council had voted unanimously in 1987 to prohibit onshore facilities with the city. New drilling is not only laden with environmental impacts, it does not seem necessary since the country's current production is at an all-time high and meeting existing needs.
Save Our Shores is working with both the city and county of Santa Cruz to develop a 'blue wall' to protect the bay not only from oil drilling but also from seabed mining.

COMMISSIONER COMMENT
All commissioners thanked the two presenters and spoke in favor of recommending city council support action to protect MBMS from new drilling.

Motion from Commissioner Brisson and seconded by Commissioner Dunn:
The BNRC recommends that city council:
*(*1) submit public comment before the January 23 deadline; (2) update a resolution similar to that of the City of Santa Cruz; (3) join the Save My Coast Coalition/the local government OCS Coalition; and (4) continue to take further related and necessary action towards protecting our uniquely biodiverse marine sanctuary, including seabed mining.
The motion carried 6-0.

The speakers said they would be happy to share updates with BNRC, perhaps in the spring.

The meeting was adjourned at 5:02 PM. BNRC will meet again on 17 February at 4 PM.

Respectfully submitted,
Marty Dunn
Recording Secretary

MEETING MINUTES

CITY OF PACIFIC GROVE

BEAUTIFICATION AND NATURAL RESOURCES COMMISSION REGULAR MEETING AGENDA

Tuesday, February 17th, 2026, 4:00 P.M.
Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_BNRC

1. **CALL TO ORDER**
   Chair Gorman called the meeting to order at 4:00 p.m. Present in the Chamber: Chair Gorman, Vice Chair Brisson, Commissioners Gunby, Giraudo, Lloyd, and Nevis. Absent: Secretary Dunn.

2. **APPROVAL OF AGENDA**
   Upon motion by Vice Chair Brisson and seconded by Commissioner Lloyd, Commission voted 6-0-1, Secretary Dunn absent, to approve the Regular Meeting Agenda.

3. **COMMISSIONER, SUBCOMMITTEE, AND STAFF**
   Commission and staff made general announcements.

4. **COUNCIL LIAISON ANNOUNCEMENTS**
   No announcements.

5. **GENERAL PUBLIC COMMENT**
   General public comment received from Nina Beatty.

6. **APPROVAL OF THE MINUTES**
   Upon motion by Vice Chair Brisson seconded by Commissioner Lloyd, Commission voted 6-0-1, Secretary Dunn absent, to approve the January 20th 2026 BNRC Minutes with minor corrections.

7. **REGULAR AGENDA**

   a. **Selection of Officers**
      Upon nomination by Vice Chair Brisson, Chair Gorman is elected 6-0-1, Secretary Dunn absent, to continue as Chair. Upon nomination by Chair Gorman, Vice Chair Brisson is elected 6-0-1, Secretary Dunn absent, to continue as Vice Chair. No successful nominations for Secretary, which will remain vacant until further action.

b. Climate Action and Adaptation Plan DRAFT Review with Blue Strike Environmental

Presentation received from Blue Strike Environmental discussing DRAFT Climate Action and Adaptation Plan.

Public Comment received from Mira Park, Rohan Acharya, Darcy Foreman and Charles Green.

Commission discussed draft plan, provided feedback, and requested subsequent drafts be brought back the Commission for consideration.

c. BNRC Goals 2026

Commission discussed continued, ongoing, and proposed goals and subcommittee assignments.

8. PUBLIC HEARINGS

No public hearings.

9. NEXT MEETING – March 17th, 2026

10. **ADJOURNMENT**

Meeting adjourned at 6:32 p.m.

Respectfully Submitted,

George Fuerst, Environmental Program Manager/BNRC Staff Liaison

Agenda No. 10 B

CITY OF PACIFIC GROVE

300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO:	Honorable Mayor and Members of the City Council
FROM:	Sandra Kandell, City Clerk/DEI Coordinator
MEETING DATE:	April 01, 2026
SUBJECT:	Task Force on Diversity, Equity and Inclusion Meeting Minutes: December 8, 2025
CEQA:	Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

Receive the minutes.

Attachments

DEI Minutes 12-8-25

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MEETING MINUTES

CITY OF PACIFIC GROVE

TASK FORCE ON DIVERSITY, EQUITY, AND INCLUSION

REGULAR MEETING

Monday, December 8, 2025, 6:00 P.M.

Council Chamber – City Hall – 300 Forest Avenue, Pacific Grove, CA

JOIN THE ZOOM WEBINAR TO PARTICIPATE LIVE AT:
https://www.cityofpacificgrove.org/Zoom_DEI

1. CALL TO ORDER / ROLL CALL

Chair Bui called the meeting to order at 6:01 p.m. Management Analyst Arriola conducted roll call with the following Task Force members present in person: Chair Bui, Vice-Chair Fryberger, Secretary Pye, and Member Doneux. Member Rubin absent.

2. APPROVAL OF AGENDA

Action: Upon motion by Chair Bui and seconded by Member Doneux, the Task Force voted 4-0-1 (Member Rubin absent) to approve the agenda.

3. PRESENTATIONS

None.

4. TASK FORCE AND STAFF ANNOUNCEMENTS (City-Related Items Only)

City Council staff announcement: special meeting will occur on December 17, 2025 at 6:00 pm.

5. COUNCIL LIAISON ANNOUNCEMENTS

None.

6. GENERAL PUBLIC COMMENT

No general public comment received.

7. CONSENT AGENDA

A. Action: Upon motion by Member Doneux and seconded by Member Fryberger, the 10/13/2025 minutes were approved.

8. REGULAR AGENDA

A. Outreach Subcommittee Oral Report

Public comment received from Lisa Ciani (remotely).

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Action: The Task Force received the Outreach Subcommittee Oral Report.

B. Land and Ancestral Peoples Acknowledgement Subcommittee Oral Report

Public comment received from Lisa Ciani (remotely).

Action: The Task Force received the Land and Ancestral Peoples Acknowledgement Subcommittee Oral Report

C. Submittal of Additional Events to the Cultural Calendar
No public comment received.

Action: Upon motion by Secretary Pye and seconded by Member Fryberger, the Task Force voted 4-0-1 (Member Rubin absent) to approve the additional events outlined below to the Cultural Calendar.

October: Filipino/American History Month
November: Jewish Film Festival

9. **NEXT MEETING:** ***January 12, 2026 at 6:00 PM***

10. **ADJOURNMENT**
The regular meeting was adjourned at 6:36 p.m.

Respectfully submitted,

DocuSigned by:
Kimberly Pye
4BA16C01105646F...
Kimberly Pye
Secretary

Approved by Chair: DocuSigned by: CCCFCF4BF8E44BD... Date 3/20/2026

Agenda No. 12 A

CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: George Fuerst, Environmental Program Manager

MEETING DATE: April 01, 2026

SUBJECT: Climate Action and Adaptation Plan Review

CEQA: Categorical Exemption, CEQA Guidelines Section 15308, Class 8, Actions by Regulatory Agencies for Protection of the Environment

RECOMMENDATION

1. Adopt City of Pacific Grove Climate Action and Adaptation Plan.
2. Alternatively, discuss and take other action related to this item.

DISCUSSION

The Climate Action and Adaptation Planning Committee (Climate Committee) was established by the City Council in February 2023, following a recommendation from the Beautification and Natural Resources Commission (BNRC), to oversee development of a Climate Action and Adaptation Plan (CAAP) to address the City's climate-related challenges. Early in its work, the Climate Committee identified the need for specialized technical support and initiated the process to retain an outside consultant. Since its formation, the Climate Committee has met regularly to receive presentations, gather public input, and help shape the scope and goals of the CAAP. This effort led to the release of a Request for Proposals (RFP) in June 2024 to identify qualified firms to assist with plan development. In January 2025, the City Council approved an agreement with Blue Strike Environmental to support public engagement and prepare a comprehensive CAAP aligned with Council priorities.

Following contract approval, Blue Strike Environmental worked collaboratively with City staff and partner agencies to advance the CAAP through a robust, community-driven process. This included multiple public workshops and a community-wide survey to gather input from residents, stakeholders, and local organizations on climate priorities, concerns, and potential strategies. An update on the Plan's framework, key components, and development timeline was presented at the Climate Committee's October 30, 2025 meeting, providing an opportunity for additional feedback from both Committee members and the public. The Draft CAAP was subsequently released for public review on January 21, 2026. The BNRC considered the draft at its February 17, 2026 meeting and provided detailed feedback, which has largely been incorporated into the final draft presented to the City Council.

The CAAP establishes a comprehensive, long-term framework to address both greenhouse gas (GHG) emissions and climate impacts at the local level. Based on a 2020 emissions inventory of approximately 111,144 metric tons of CO2e, the Plan identifies transportation as the largest emissions source, followed by residential and commercial energy use. In alignment with State climate mandates, the

CAAP outlines a structured approach to reducing emissions while preparing for local risks such as sea-level rise, extreme weather events, and energy disruptions. The Plan includes 28 goals, 73 strategies, and 172 actions across sectors including energy, transportation, resource conservation, and community initiatives, integrating both mitigation and adaptation measures to enhance overall community resilience.

A central feature of the CAAP is its prioritization of high-impact, cost-effective actions, identified as the "Top 10 Biggest Bang for Your Buck," which focus on near-term implementation within municipal operations. These include energy efficiency upgrades, fleet electrification planning, expansion of electric vehicle charging infrastructure, and investment in renewable energy and energy storage systems. The CAAP is intended to function as a living document, supported by ongoing monitoring through a Climate Action Tracker, and is designed to be integrated into the City's planning and budgeting processes. The Plan presented for Council consideration reflects an iterative process of technical analysis, public engagement, and Commission review, and provides a clear and actionable roadmap to guide the City's climate mitigation and adaptation efforts while delivering long-term environmental, economic, and community benefits.

OPTIONS

1. Adopt the Climate Action and Adaptation Plan.
2. Do not adopt Climate Action and Adaptation Plan.

FINANCIAL IMPACT:

Implementation of the Climate Action and Adaptation Plan's recommendations will occur over time and is subject to future City Council review and appropriation. While some actions may require significant investment, others can be achieved through existing programs, grants, or partnerships. Adoption of the Plan does not commit the City to any specific expenditure.

FOCUSED PRIORITY AREA: Environmental Stewardship

Attachments

Pacific Grove Climate Action and Adaptation Plan Final Draft

Written public comment

Written public comment

CAAP PPT



PACIFIC GROVE

CLIMATE ACTION AND ADAPTATION PLAN

2025

CLIMATE ACTION AND ADAPTATION PLAN

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CLIMATE ACTION AND ADAPTATION PLAN

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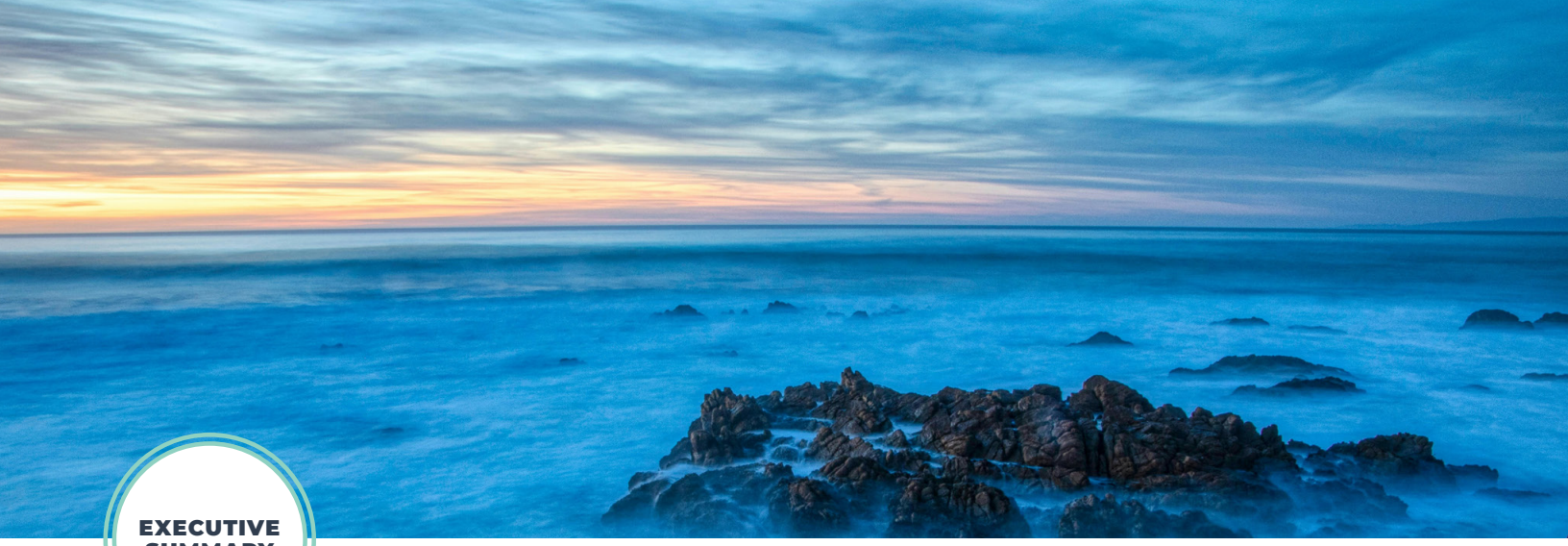






2025

EXECUTIVE SUMMARY

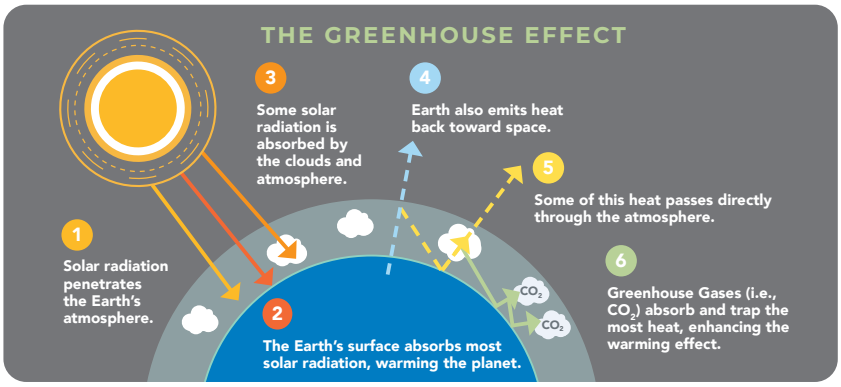


EXECUTIVE SUMMARY

CALL TO ACTION

Climate change is a pressing global challenge that requires collective action and sustainable solutions to safeguard our planet's future. Greenhouse gas (GHG) emissions which are emitted from the cars we drive, the energy we consume, and the products we buy are having a harmful effect on our environment and are increasing temperatures at an unsustainable pace.

The next few years are critical in limiting global temperature to a 1.5°C increase and mitigating the most severe impacts of climate change. To do so, global emissions need to be halved by 2030, and net zero emissions must be achieved before 2050. According to the most recent report from the Intergovernmental Panel on Climate Change, the Earth has warmed 1.09°C since 1850 and many changes such as sea-level rise and glacier and arctic ice melt are now irreversible. Global temperature rise is likely to reach 1.5°C by the mid-2040s which will further stress our environmental systems and, at a local level, will result in more frequent and intense heat waves, floods, drought, wildfire, and air pollution. As a global community, we are rushing to find ways to mitigate the worst of what is to come. As a local community, we are seeking ways to thrive despite the disruptions to our lives and well-being.





EXECUTIVE SUMMARY

PURPOSE AND SCOPE

In developing this Climate Action and Adaptation Plan (CAAP), the City of Pacific Grove (City) acknowledges that the effects of climate change are no longer abstract. They are already affecting the community's infrastructure, health services, housing, and day-to-day operations. Increasing extreme weather events, shifts in temperature and precipitation, sea level rise, and more frequent energy outages reflect the urgent need for more sustained climate action.

The City's 2026 CAAP is meant to serve as a guiding document, providing a roadmap as the City tackles the challenges of climate change. It is designed as a comprehensive set of strategies to reduce GHG emissions in a manner consistent with state guidelines and regulations, while also advancing adaptation measures that strengthen the community's ability to withstand and recover from climate impacts. The CAAP identifies cost-effective opportunities for existing and future residents, businesses, and development projects to contribute to a more sustainable and resilient community. As a living document, the CAAP can be revised as needed, with clear and transparent metrics by which progress will be assessed and measured. While the City remains flexible in its approach, it is steadfast in its commitment to mitigation, adaptation, and resilience objectives. This CAAP represents a bold, holistic step forward in building a sustainable, climate-ready, and resilient future for Pacific Grove.



EXECUTIVE SUMMARY

STRATEGY DEVELOPMENT

Building on the baseline data and stakeholder input, the Strategy Development phase focused on crafting a CAAP that reflects unique priorities of the City while aligning with broader state and federal climate goals. This phase involved identifying key strategies to reduce GHG emissions, enhance energy efficiency, integrate renewable energy, and strengthen climate resilience. Scenario modeling tools were utilized to project the potential impacts of proposed strategies, helping to refine approaches that best support environmental stewardship.



EXECUTIVE SUMMARY

GOALS, STRATEGIES, AND ACTIONS

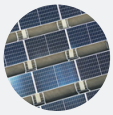
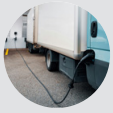
The CAAP includes 28 goals, 73 strategies, and 172 associated actions, all designed to serve as a clear roadmap for implementation. Of the plan's strategies, 43 prioritize GHG mitigation in sectors including energy, transportation, and waste; while the remaining 30 focus on adaptation and resilience, all of which include co-benefits and educational outreach components. Within the CAAP, certain strategies have emerged as the most impactful climate actions for the City. These high-priority strategies, identified for their cost-effectiveness and potential impact, are highlighted as the **"Top 10 Biggest Bang for Your Buck"**, as shown in **Table A**, to help City Council focus its efforts where they will achieve the greatest results.

Strategies listed in Table A concentrate on municipal operations, representing a variety of strategies for which the City has the most direct control, influence and authority to implement; can be enacted immediately or within the near-term; and provide additional high-impact co-benefits such as operational cost reduction potential, improved energy independence, resilience and grid reliability, and increase overall community resilience.



EXECUTIVE SUMMARY

Table A: Top 10 Biggest Bang for Your Buck

TOP 10 BIGGEST BANG FOR YOUR BUCK	
 1	**RE 5.1.2** Consider a microgrid at the Public Works Yard
 2	**RE 2.2** Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks and facilities
 3	**RE 4.1** Complete a community-wide and municipal electrification study and establish a long-term implementation plan (Phase 1 and Phase 2)
 4	**RE 5.1** Implement energy management and energy storage systems at municipal locations to charge during low-use and release energy during peak demand hours. Implement one or more installations every 5 years by 2030, 2035, 2040 and 2045
 5	**RE 6.1** Continue to leverage 3CE for carbon free electricity, while working to increase local renewables, microgrids, and community incentives in line with early goals of the organization
 6	**TR 1.1** Develop a municipal Fleet Electrification Plan by 2028 that identifies vehicle replacement schedules, charging infrastructure needs, deployment timeframes and phasing, and estimated capital and operating costs
 7	**TR 1.2** Install 35 electric vehicle chargers at city facilities
 8	**TR 1.3** Accelerate the transition to EVs community-wide by making charging more accessible; tap into 3CE Electrify Your Ride rebates
 9	**AP 3.1** Add funding and implementation schedule as an appendix to the Shoreline Management Plan
 10	**GC 3.3** Integrate annual CAAP report goals during the budget review process at the direction of the City Manager

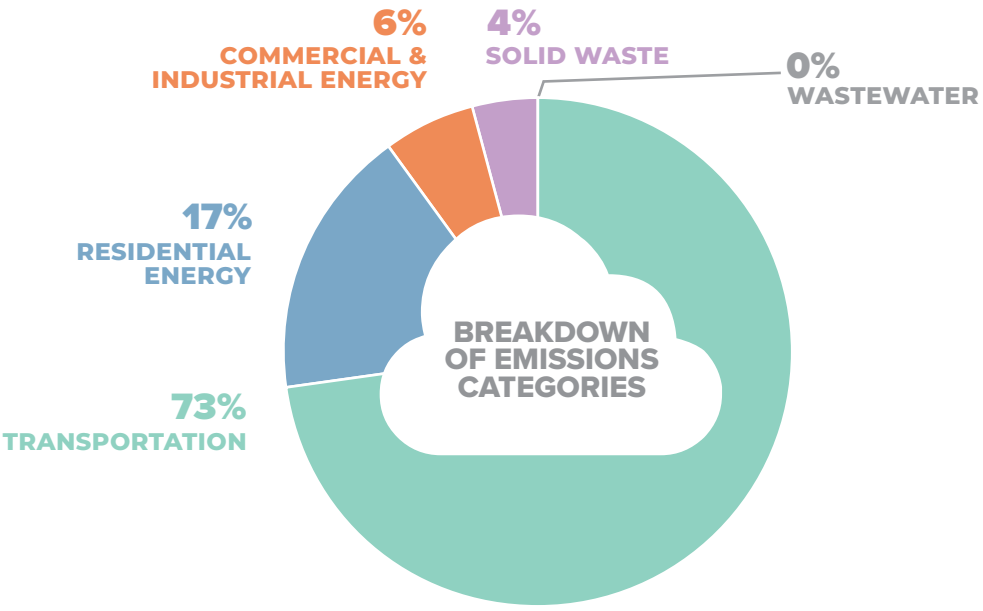


EXECUTIVE SUMMARY

GHG INVENTORY

The most recent GHG inventory for the City was completed for the year 2020 and serves as the foundation for this CAAP. Total community emissions within Pacific Grove's city limits in 2020 were estimated at 111,144 metric tons of CO_2e. **Figure A** shows the breakdown of emission categories for the City. The largest source of emissions are from the transportation sector, primarily from on-road passenger vehicles, following that are emissions from residential energy, commercial energy, solid waste, and wastewater.

Figure A: Breakdown of emission categories





CONCLUSION

While the proposed CAAP strategies can be intimidating, the cost of inaction is much higher. Investments now will substantially reduce long-term operation costs, reduce recovery costs from climate-related disasters, and promote growth in local jobs and the economy. The goals are ambitious, but achievable. There will undoubtedly be twists and turns on this path, and the City will need to stay flexible and adapt along the way. The overarching goal of the CAAP is to bring community benefits and financial resources to create better air quality and quality of life to every resident who lives within the City.



2025

INTRODUCTION



INTRODUCTION

BACKGROUND

Pacific Grove, known as “America’s Last Hometown,” is a coastal city of approximately 15,000 residents located at the tip of the Monterey Peninsula in Monterey County. Bordered by Monterey to the east, Pebble Beach to the south, and the Pacific Ocean along its northern and western edges, the City is defined by its dramatic shoreline, historic Victorian architecture, and proximity to nationally significant marine and natural resources. Demographically, the City has a relatively older population than the state average, with many long-term residents and retirees, and while it is less ethnically diverse than California overall, it is characterized by strong community cohesion and civic engagement. The City’s cultural identity is shaped by its origins as a 19th-century Methodist retreat, its longstanding artistic and educational traditions, and its stewardship of unique ecological assets, including the Monarch Butterfly Sanctuary, the Pacific Grove Museum of Natural History, and Hopkins Marine Station. The economy is supported primarily by tourism, hospitality, and marine research, while the community benefits from a walkable, small-town environment enriched by annual events and seasonal natural attractions such as the “Magic Carpet” bloom.

Looking ahead, the City faces several challenges and opportunities that will shape its future. The City must address climate change impacts, including sea-level rise, coastal erosion, and stormwater management, by advancing adaptation and resilience measures. Economically, there are opportunities to diversify beyond tourism by leveraging the City’s strengths in marine science, education, and sustainable practices, while continuing to support local businesses. By balancing historic preservation with thoughtful development, and by advancing sustainability and equity alongside economic vitality, the City can build on its unique heritage to ensure a resilient and thriving future.



INTRODUCTION

ALIGNMENT WITH STATE PLANNING

The City can align its climate action efforts with California's statewide climate and resilience priorities by ensuring the CAAP reflects the goals of SB 32, AB 1279, and the California Climate Adaptation Strategy. The CAAP should maintain consistency with the California Air Resources Board's Scoping Plan by setting measurable GHG reduction targets and incorporating strategies that advance carbon neutrality by 2045. In alignment with SB 379, the CAAP includes comprehensive climate adaptation and resilience strategies that address sea-level rise, coastal erosion, wildfire risk, and extreme weather impacts.

To meet the state's energy mandates, the City will continue to leverage Central Coast Community Energy's (3CE) 3CPrime program, which provides a 100% renewable electricity option to local customers. Complementary actions such as implementing energy efficiency upgrades, adopting all-electric building standards consistent with the California Building Standards Code (Title 24), and expanding distributed energy resources, including rooftop solar and battery storage, will further advance the City's progress along California's clean energy and decarbonization pathway.

The CAAP reflects the principles of SB 375 by prioritizing strategies that reduce vehicle miles traveled (VMT) and support the transition to zero-emission mobility. This includes expanding pedestrian and bicycle infrastructure, enhancing transit access, and investing in electric vehicle (EV) readiness through charging infrastructure and fleet conversion, consistent with the California Transportation Plan 2050 and Caltrans' Climate Action Plan for Transportation Infrastructure. These efforts directly advance the state's goal of achieving a 90% reduction in transportation emissions by mid-century.



INTRODUCTION

ALIGNMENT WITH LOCAL PLANNING

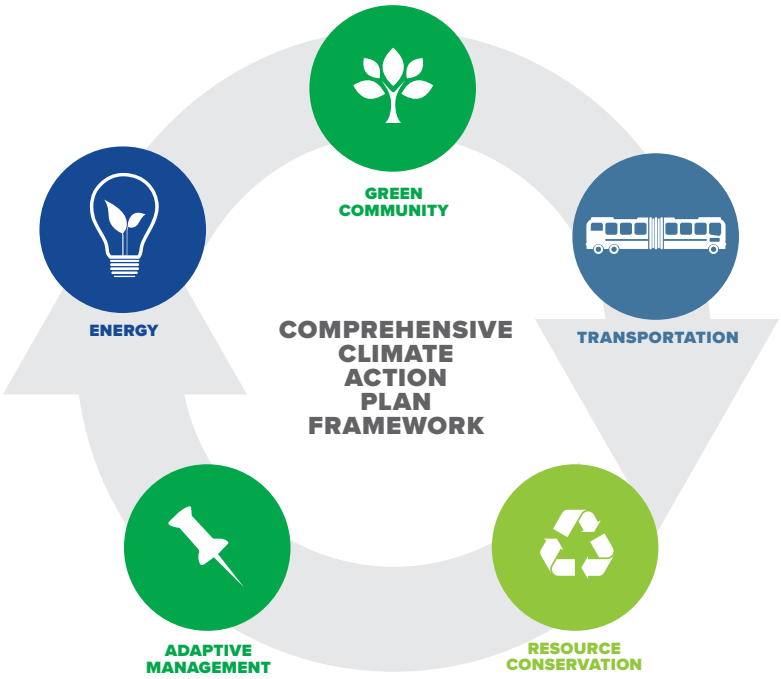
The CAAP will significantly strengthen the City's local planning efforts by providing a unified framework for reducing emissions, building resilience, and integrating climate considerations across city policies. The CAAP can inform updates to the General Plan, the Shoreline Management Plan (SMP), the Perkins Park Plan, the Great Tide Pool Plan, and the Hazard Mitigation Plan. By coordinating with regional partners such as the Association of Monterey Bay Area Governments (AMBAG), 3CE, the Central Coast Climate Collaborative, and the Transportation Agency for Monterey County (TAMC) the City can use the CAAP to leverage data, attract state and federal funding, and ensure consistency with regional climate goals. Ultimately, the CAAP serves as both a technical roadmap and a policy bridge, ensuring that every local planning decision contributes to a resilient, low-carbon, and climate-ready community.



INTRODUCTION

APPROACH TO DEVELOPING THE CAAP

The CAAP is rooted in a community-driven planning process, centered on inclusive engagement with key stakeholders. This participatory approach ensured that GHG reduction measures were both locally informed and culturally aligned with local priorities and values. Each strategy within the CAAP was evaluated for its feasibility, effectiveness, and consistency with existing policies and best practices in adaptation, resilience, and mitigation.





INTRODUCTION

CLIMATE ACTION TRACKER

The Climate Action Tracker (Tracker) is being used to track annual progress of the CAAP. The Tracker acts as an internal tracking system for staff roles and responsibilities, timelines, and funding approaches. The Tracker combines stakeholder feedback with strategy development to determine and clearly identify what additional gaps in data or funding is needed. The Tracker functions like a workbook and serves as the single point for planning, reporting, and ongoing performance monitoring. The Tracker: (1) establishes a "starting point" for future comparisons; (2) tracks strategies and actions identified in the CAAP; (3) ensures contributions and actions of multiple city and regional leaders; and (4) summarizes results and impacts. The Tracker can be used to assign various action and reporting requirements to key departments responsible for reporting.



INTRODUCTION

PRIORITIZATION

The Tracker provides initial priority rankings and timelines for each CAAP strategy. As a primary step, each strategy is ranked by its potential impact on GHG emission reductions:

TIER 1 FOUNDATIONAL:
GHG emission reductions that are drawn out as immediate priorities, regardless of funding available or political will

TIER 2 SUPPORTIVE:
Indicate strategies that have less GHG reduction potential but are still critical elements in reducing environmental impacts

TIER 3 COMPLIMENTARY:
Educational strategies that are a cornerstone to the CAAP's ability to succeed

The second step involves assigning co-benefits to each strategy to better evaluate its feasibility and effectiveness. These co-benefits are weighted numerically and categorized according to their level of impact, high, medium, or low. Each co-benefit is then assigned a specific percentage based on its contribution to each respective category.

GHG REDUCTION POTENTIAL
(40%)

COST
(10%)

CAPITAL COSTS VERSUS AVAILABLE FUNDING
(10%)

ENHANCES EQUITY AND CLIMATE JUSTICE
(10%)

PROVIDES COMMUNITY BENEFITS
(30%)



STAKEHOLDER ENGAGEMENT

Community engagement was a key component of the CAAP planning process. Community members are the ones that experience the effects of its plan, projects, and policies. In the process of creating the CAAP, the project team worked (and will continue to collaborate) with local organizations, small businesses, and public and private stakeholders. The stakeholder engagement events have included a survey report and two public workshops. Over 100 participants' comments and suggestions have been integrated into the CAAP to the best of the project team's abilities. As this CAAP is implemented, collaboration between the project team and these stakeholders will remain essential because they are, as members of the community, best equipped to inform the CAAP team of the challenges the community faces.



INTRODUCTION

GHG INVENTORY

A GHG inventory is a comprehensive accounting of the emissions produced within a community over the course of one year, including emissions from key sectors such as transportation, buildings, waste, and other local activities. Usage data was gathered from primary and secondary sources and are multiplied by emission factors provided by the U.S. Environmental Protection Agency (EPA) to estimate emissions of carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). These values are then converted to carbon dioxide equivalent (CO_2e) using Global Warming Potentials (GWPs) to reflect each gas's relative impact on climate change.

The most recent GHG inventory was completed for the year 2020 by AMBAG and serves as the foundation for this CAAP. Total community emissions within the City's city limits in 2020 were estimated at 111,144 metric tons of CO_2e. With a population of 15,299, this equates to 7.3 MT CO_2e per capita, which is lower than the North American urban average of 8.4 MT CO_2e per person per year. **Table B** presents the distribution of community-wide CO_2e emissions by sector. The City commits to updating its GHG inventory every five (5) years beginning in 2028.

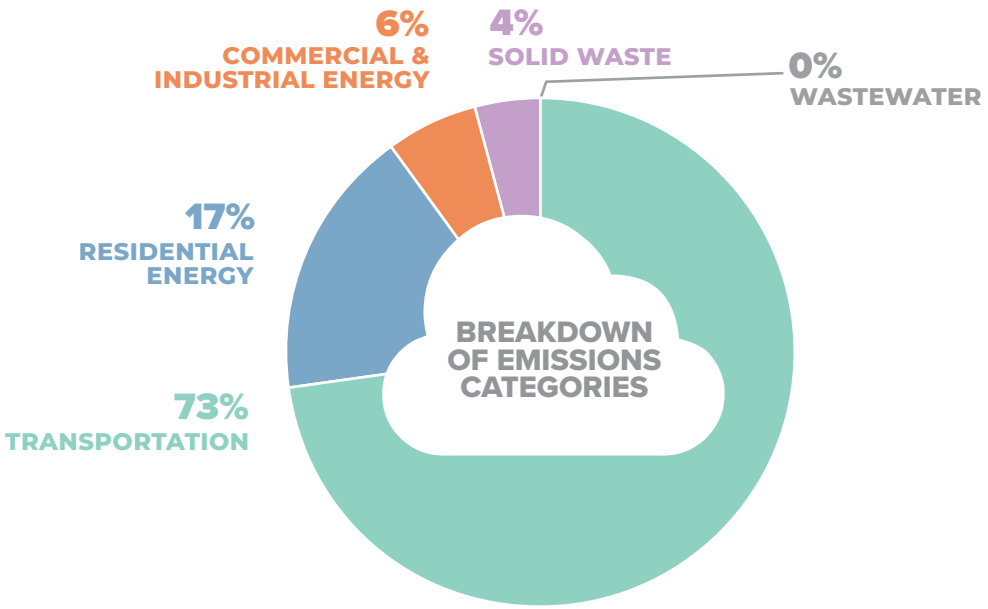
Table B: Community CO2e Emissions by Sector

COMMUNITY MT CO_2e EMISSIONS BY SECTOR	MT CO_2e
Residential	19,267
Commercial and Industrial	6,970
Transportation	80,987
Solid Waste	3,875
Wastewater	44
TOTAL	**111,144**



Figure B below shows the breakdown of emission categories for the City. The largest source of emissions are from the transportation sector, primarily from on-road passenger vehicles, following that are emissions from residential energy, commercial energy, solid waste, and wastewater.

Figure B: Breakdown of emission categories





INTRODUCTION

EMISSION FORECASTING

To understand the City's future emissions trajectory, a business-as-usual (BAU) and adjusted business-as-usual (ABAU) forecast was developed to estimate how GHG emissions may change if no additional local, state, or federal mitigation measures are adopted beyond those already in place. The BAU scenario reflects expected population and economic growth, while the ABAU scenario builds upon the BAU with changes in energy use, anticipated improvements in vehicle efficiency, and the regional electricity grid mix under current policies. These forecasts provide a baseline against which the potential impact of future climate actions can be measured.



BUSINESS-AS-USUAL FORECAST

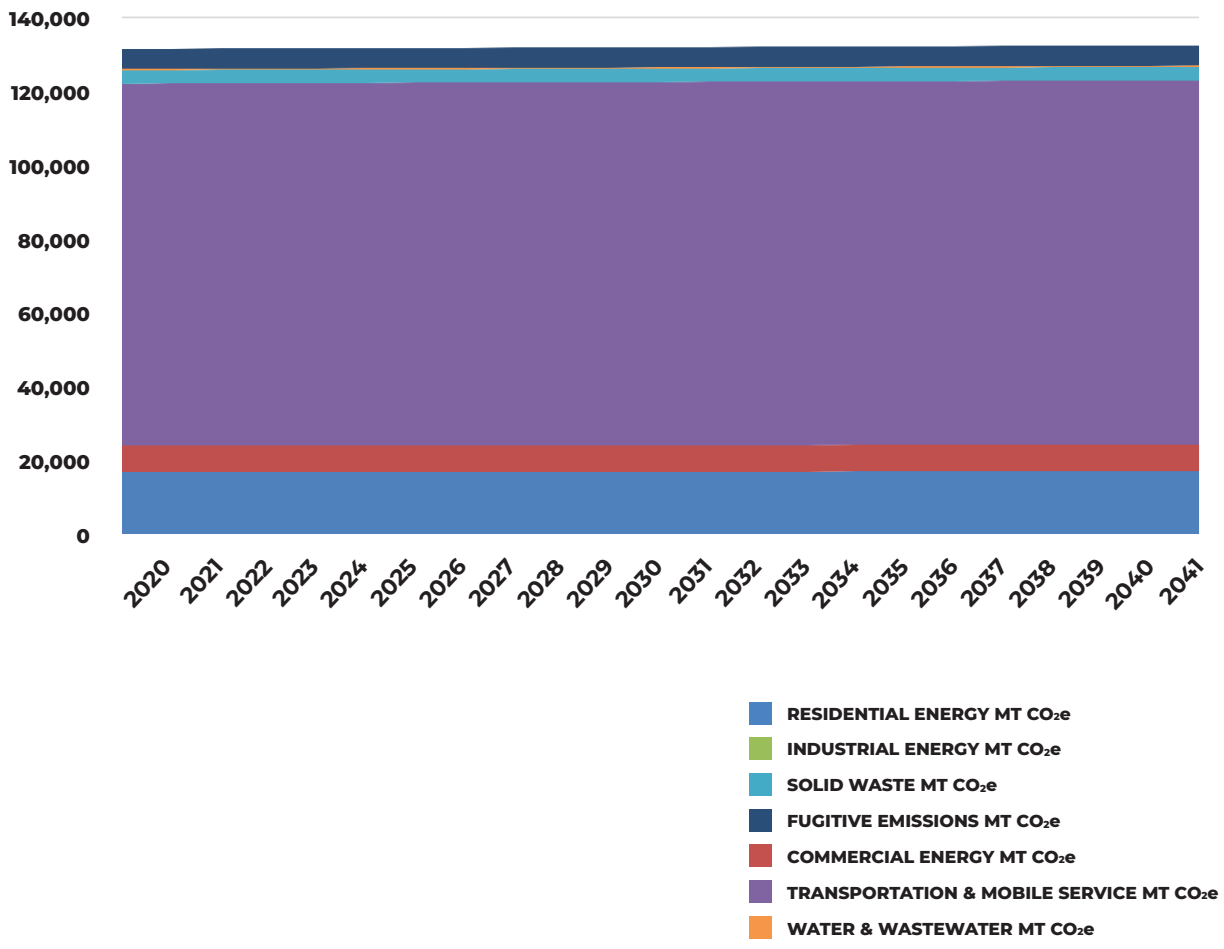
Based on U.S. Census Bureau decennial data, the City experienced a marginal population increase of 49 residents between 2010 and 2020, growing from 15,041 to 15,090, a rate of just 0.33% over the decade, or approximately 0.033% per year. This near-flat population trajectory forms the basis of the BAU emissions scenario, as shown in **Figure C**.

Under BAU conditions, GHG emissions are projected to remain largely stable, tracking the essentially unchanged population base and assuming no significant shifts in energy systems, transportation patterns, building stock, or consumption behaviors. With population growth effectively stagnant, total community-wide emissions are not expected to rise substantially from growth pressure alone. However, per-capita emissions are assumed to remain flat or increase slightly, reflecting continued reliance on natural gas for space and water heating, personal vehicle use as the dominant mode of transportation, and grid electricity that retains a fossil fuel component.

As a result, the BAU scenario does not represent a path toward meaningful emissions reduction. Without active policy intervention, the City would not meet California's statewide climate targets under AB 32 or SB 32, as flat population growth does not translate into flat or declining emissions in the absence of structural changes to the City's energy and transportation systems.



Figure C: Pacific Grove Business-as-Usual





ADJUSTED BUSINESS-AS-USUAL FORECAST

The ABAU scenario builds upon the BAU baseline by incorporating two key emission reduction trajectories that reflect existing policy commitments and established regulatory trends, as shown in **Figure D**. First, electricity-related emissions are projected to decline to net zero by 2045, reflecting both the City's participation in a CCA, through which the community already benefits from bulk renewable electricity purchasing, and state-level decarbonization of electricity generation under California's SB 100, which mandates 100% zero-carbon electricity by 2045. These parallel efforts are expected to progressively reduce the carbon intensity of electricity consumed in the City without requiring additional local policy action beyond current commitments. Second, emissions from on-road vehicles are estimated to decline at a rate of 1.8% per year, consistent with emission reduction assumptions applied under the ICLEI US Community Protocol framework and reflective of fuel economy improvements driven by federal Corporate Average Fuel Economy (CAFE) standards and California's vehicle emissions regulations. Together, these two reductions represent the most significant near-term opportunities for passive emissions reductions in the City, and establish a more optimistic but policy-grounded baseline against which active mitigation measures can be evaluated.

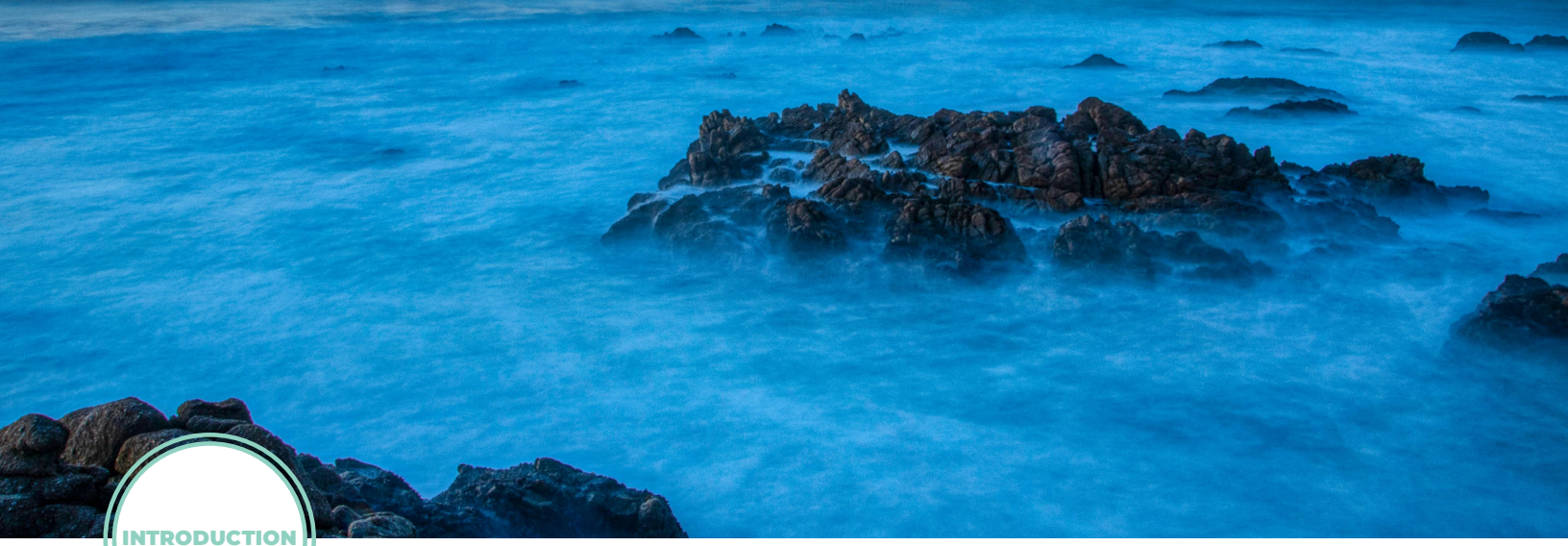
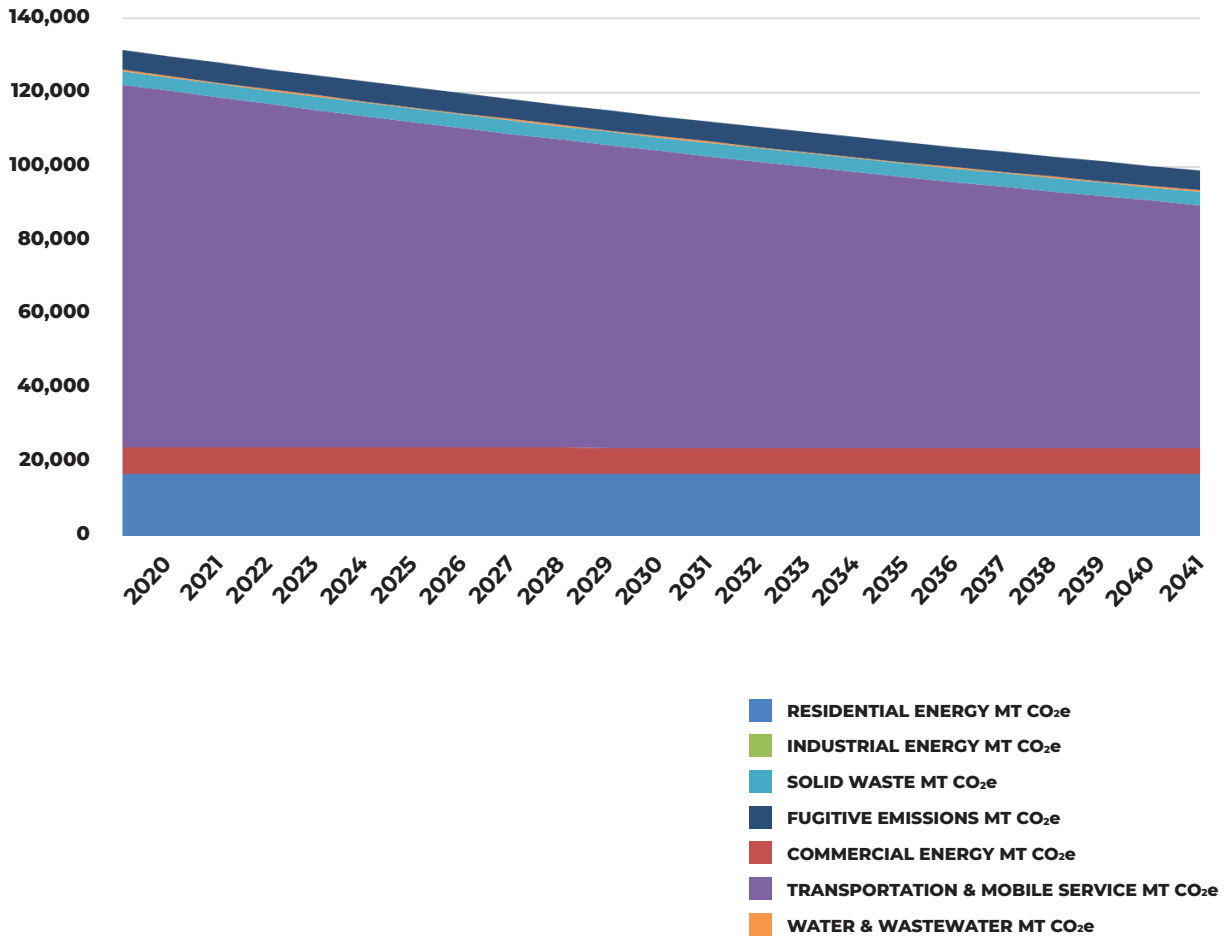


Figure D: Pacific Grove Adjusted Business-as-Usual





TOP 10 EMISSION REDUCTION FORECAST

The emission reduction scenario represents a best-case trajectory based on the full implementation of the ten highest-impact strategies identified in the City's CAAP. These strategies were selected for their combined potential to deliver meaningful GHG reductions relative to their cost and feasibility.

Full community-wide electrification is estimated to eliminate emissions from the natural gas sector entirely, as buildings and municipal facilities transition away from fossil fuel-based heating and appliances. Concurrent expansion of local renewable energy generation and continued carbon-free electricity procurement through 3CE are expected to eliminate the small remaining emissions associated with electricity procurement, effectively decarbonizing the entire energy sector. The combined effect of municipal fleet electrification, expanded EV charging infrastructure, and community-wide EV adoption aligns the City with California's broader goal of decarbonizing the transportation sector by 2045. Taken together, these energy and transportation strategies represent a near-complete decarbonization of the City's two largest emission sectors. **Figure E** shows the emission reduction capabilities of the top-ten strategies.

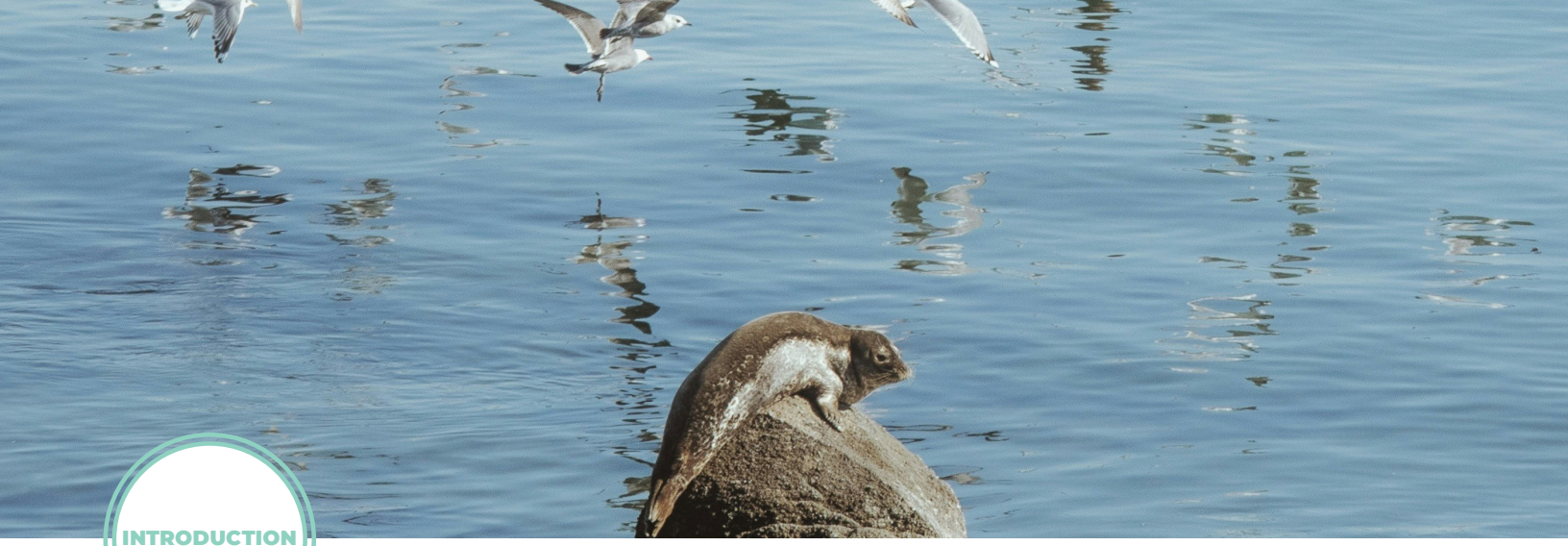
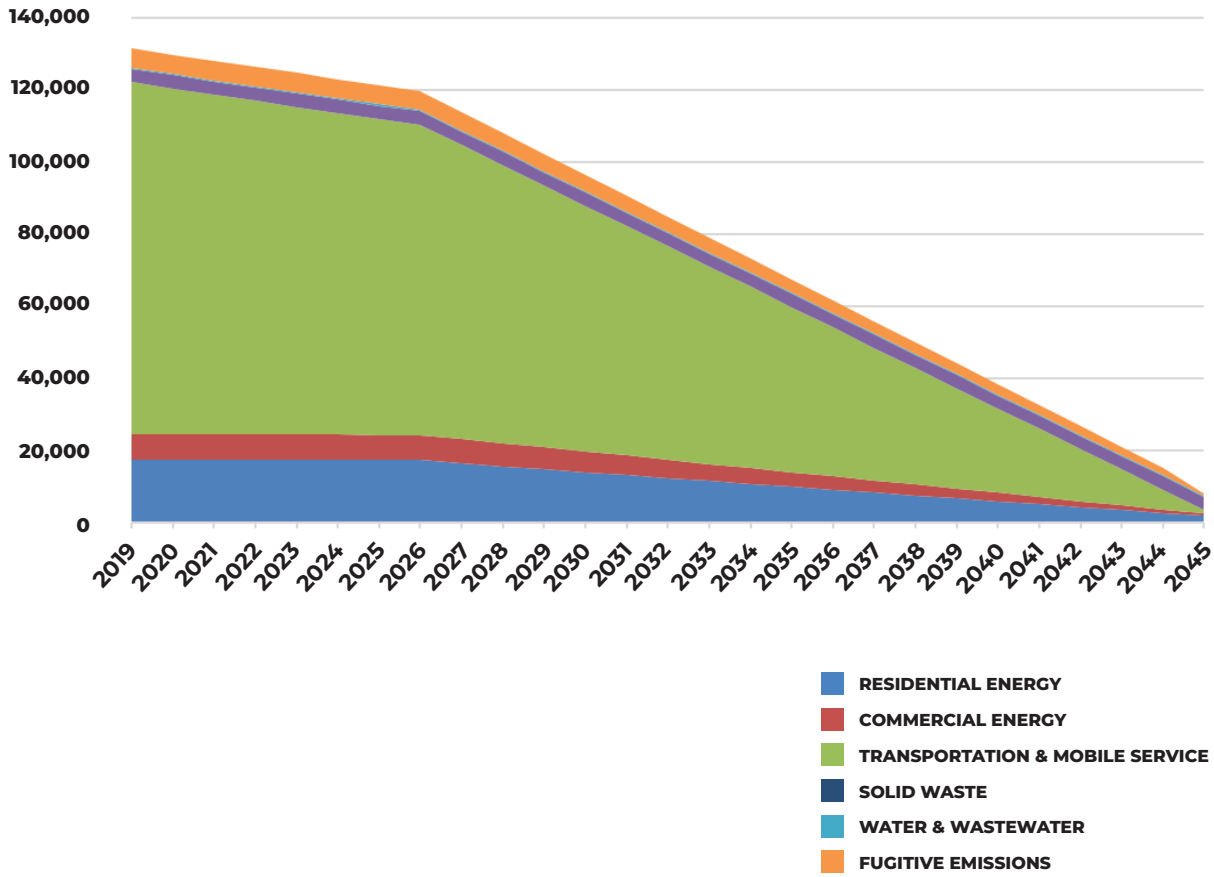


Figure E: Top 10 Strategies Emission Pathway





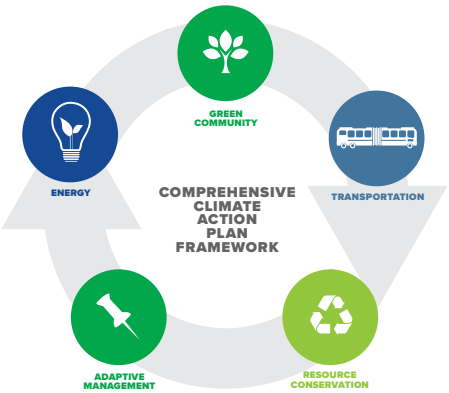
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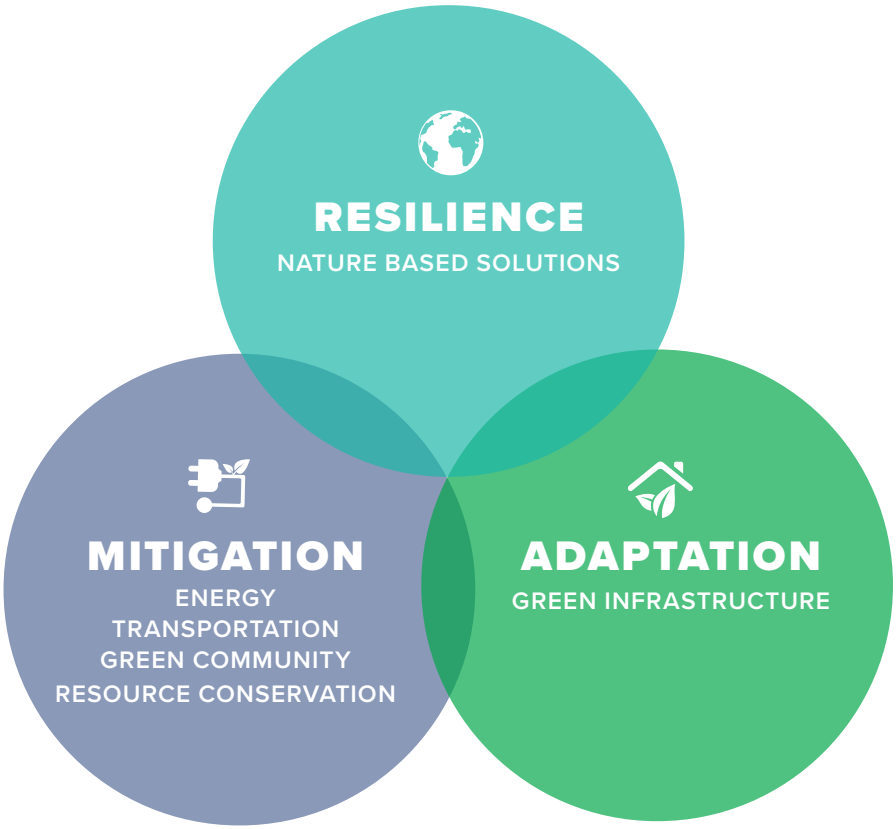
GOALS AND STRATEGIES



GOALS AND STRATEGIES

Mitigation, adaptation, and resilience tackle climate risk from complementary angles: mitigation cuts the drivers of climate change by reducing GHG emissions or increasing carbon sinks; adaptation modifies buildings, infrastructure, and behaviors to live with current and expected impacts; and resilience is the capacity of people and systems to withstand shocks, keep operating, and recover quickly.







MITIGATION

ENERGY
TRANSPORTATION
GREEN COMMUNITY
RESOURCE CONSERVATION



GOALS AND STRATEGIES

MITIGATION

ENERGY

Energy use is an essential component of community resilience, particularly as climate change introduces more frequent and severe disruptions to energy supply and demand. This positions energy as a high-impact opportunity for driving efficiency, reducing GHG emissions, and electrifying systems. As part of this effort, the CAAP calls for a strategic movement toward renewable energy projects that support long-term grid reliability. By investing in distributed energy resources (DER) such as solar and battery storage, the City can enhance its ability to withstand and recover from grid interruptions. These projects can also stimulate local economic development and create jobs while ensuring that homes, businesses, and essential services remain operational during extreme weather events or grid stress periods.

- GHG REDUCTION POTENTIAL
- COST
- CAPITAL COSTS VERSUS AVAILABLE FUNDING
- ENHANCES EQUITY AND CLIMATE JUSTICE
- PROVIDES COMMUNITY BENEFITS



ENERGY

Goal: RE 1
Increase local renewable energy projects community-wide

STRATEGY	ACTION	
RE 1.1 Consider a crowdfunding residential and commercial bulk purchasing solar campaign, "Solarize PG", to bring upfront costs down	**RE 1.1.1** Announce three phases of campaign by 2026 on the City's Climate Action website to allow interested parties time to prepare and set appropriate funds aside; Phases I: 2026, Phase II: 2029, and Phase III: 2032 **RE 1.1.2** Co-brand this crowdfunding campaign with 3CE; Work with 3CE to establish additional incentives to further their local renewable energy generation goals and community reinvestment	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**



ENERGY

Goal: RE 2
Achieve 30% reduction in municipal energy use by 2035 from 2020 baseline

STRATEGY	ACTION	
RE 2.1 Conduct a comprehensive energy audit of municipal facilities, including the Pacific Grove Museum of Natural History and the Pacific Grove Library	**RE 2.1.1** Update energy audit every five years or as needed **RE 2.1.2** Install motion sensor lighting in all municipal buildings **RE 2.1.3** Decrease temperature setting one (1) degree	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RE 2.2 Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks, and facilities.	**RE 2.2.1** Set annual targets for energy upgrades in lighting and infrastructure to decrease energy use **RE 2.2.2** Identify and set transition timelines for natural gas infrastructure that can be electrified in municipal buildings	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**



ENERGY

Goal: RE 2
Achieve 30% reduction in municipal energy use by 2035 from 2020 baseline

STRATEGY	ACTION	
RE 2.3 Participate in 3CE's Hourly Flex Pricing pilot, which offers financial incentives for shifting municipal electricity use away from peak demand periods	**RE 2.3.1** Track results to maximize energy and cost savings over time	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RE 2.4 Launch smart energy management systems for real-time with remote use adjustments for increased energy savings	**RE 2.4.1** Continue to regularly upgrade energy management systems for peak performance	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



ENERGY

Goal: RE 3
Achieve 20% reduction in residential and commercial energy use by 2035 from 2020 baseline

STRATEGY	ACTION	
RE 3.1 Incentivize energy efficiency upgrades, using tax credits, for existing buildings at the time of a major remodel or change of ownership	**RE 3.1.1** Promote 3CE's Electrify Your Home rebate, PG&E's Building Electrification incentive, and California's GoGreen Home Energy Financing Program which are all programs to support electrification and energy efficiency; promote on one-stop-shop website (Cross cutting strategy GC 1.2) **RE 3.1.2** Promote The Switch is On website to access dozens of rebates, tax credits, financing to support renewable energy and energy efficiency projects in California	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RE 3.2 Reduce permit fees and streamline permitting requirements for renewable energy building renovations	**RE 3.2.1** Review existing permitting process and identify opportunities for streamlining. Adopt updated policy or ordinance(s)	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



ENERGY

Goal: RE 3
Achieve 20% reduction in residential and commercial energy use by 2035 from 2020 baseline

STRATEGY	ACTION	
RE 3.3 Implement programs to provide weatherization services, improve energy efficiency, and reduce utility costs for low income households beginning in 2026	**RE 3.3.1** Partner with Central Coast Energy Services to provide weatherization audits **RE 3.3.2** Promote 3CE's residential battery program which provides a rebate of $300 per Kw; $500 per Kw for low income communities **RE 3.3.3** Partner with the state's Low-Income Home Energy Assistance Program to implement similar programs for low-income customers using utility and census data to target energy efficiency efforts at a granular level	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**

ENERGY

Goal: RE 4
Write an Electrification Plan

STRATEGY	ACTION	
RE 4.1 Complete a community-wide and municipal electrification study and establish a long-term implementation plan (Phase 1 and Phase 2)	**RE 4.1.1** Promote a building electrification outreach program to educate and encourage energy conservation and gas-to-electric conversions in residential and commercial buildings. Include training materials, incentives, and resources in English and Spanish. Promote on the one-stop shop website. (Cross cutting strategy GC 1.2)	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:** 
	RE 4.1.2 Partner with 3CE to promote residential and commercial electrification incentives through their New Construction Electrification program	
	RE 4.1.3 Heat Pump Promotional Campaign: Establish a crowdsourcing city campaign (similar to "Solarize PG RE 1.1) involving rebates and financing programs to encourage adoption of ground- and air-source heat pump systems for space and water heating in both residential and commercial settings	
	RE 4.1.4 Encourage all new commercial construction to be all electric and wired for solar	



ENERGY

Goal: RE 5
Implement a DER program to reduce peak demand

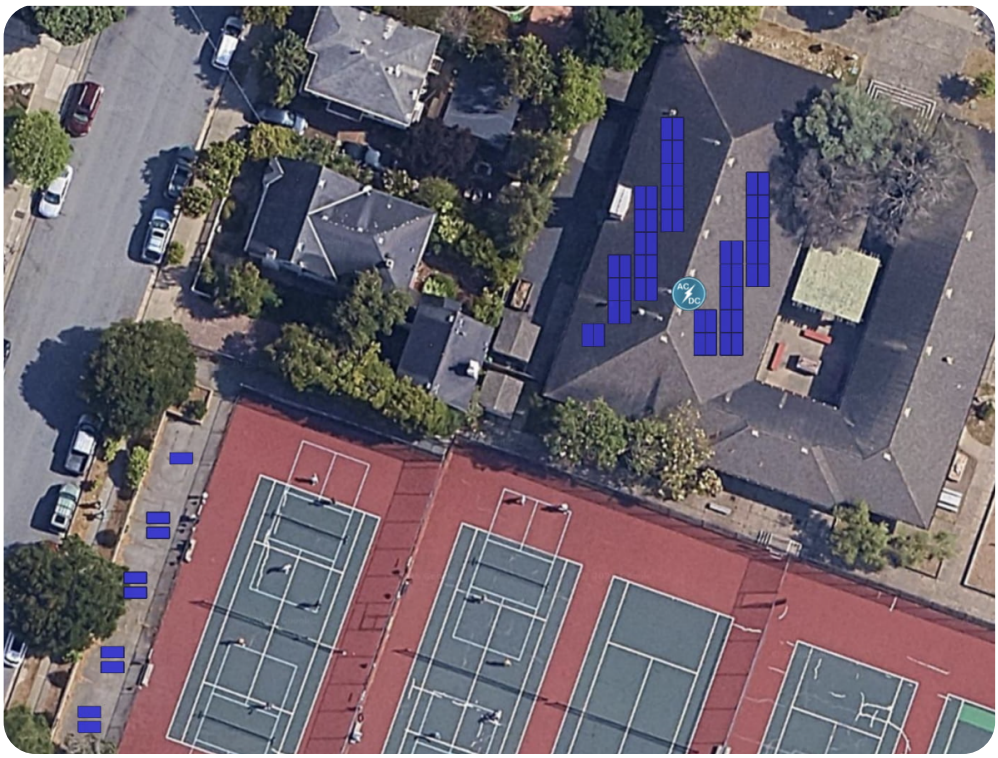
STRATEGY	ACTION	
RE 5.1 Work to implement energy management and energy storage systems at municipal locations to charge during low-use and release energy during peak demand hours. Plan one or more installations every five (5) years by 2030, 2035, 2040 and 2045	**RE 5.1.1** Consider microgrid at the Community Center (Cross cutting strategy RS 2.1) - **Figure F** **RE 5.1.2** Consider a microgrid at the Public Works Yard Cross (Cross cutting strategy TR 1.3.2) - **Figure G** **RE 5.1.3** Consider microgrid at Pacific Grove Local Water Project - **Figure H** **RE 5.1.4** Push for better Net Energy Metering (NEM) rates (or incentives payments) for municipal, residential and commercial accounts through 3CE membership; bundle into bundle RE RE 5.1 .1 - RE 5.1.3 projects into crowd sourcing campaign	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**

The City is actively exploring opportunities to advance its climate action and sustainability goals through increased adoption of local renewable energy. Figures F–H showcase the three projects being considered. Please refer to **Appendix A** for additional analysis.

ENERGY

Goal: RE 5
Implement a DER program to reduce peak demand

Figure F: Pacific Grove Community Center, 515 Junipero Ave



The Community Center's 19.52-kilowatt rooftop solar array could produce 26.83 megawatt-hours per year, achieving a performance ratio of 83.7 percent. The system could be well-matched to the building's load profile, providing more than twice the annual consumption and creating an effective energy buffer for future electric vehicle charging or facility expansion. With a payback period of 7.4 years and a return on investment of 276.6 percent, this installation remains one of the most reliable and balanced contributors to the citywide portfolio.



ENERGY

Goal: RE 5
Implement a DER program to reduce peak demand

PARAMETER	Value
System Type	Rooftop
System Capacity	19.52 kW
Annual Generation	26.83 MWh
Performance Ratio (PR)	83.7%
Energy Offset	204%
Payback Period	7.4 years
Return on Investment (ROI)	276.6%
Rate Schedule	PG&E B-6

ENERGY

Goal: RE 5
Implement a DER program to reduce peak demand

Figure G: Pacific Grove Local Water Project, near the intersection of Ocean View Boulevard and Central Avenue



The ground-mounted system at the Pacific Grove Local Water Project could produce 61 megawatt-hours annually and achieve a performance ratio of 86.8 percent. The array would be optimized for daytime consumption, resulting in a moderate export volume and a 21.7 percent offset of total site energy. With a return on investment above 700 percent and a payback period of 3.7 years, this facility remains a cornerstone of the City's energy strategy, offering dependable savings and consistent performance.



ENERGY

Goal: RE 5
Implement a DER program to reduce peak demand

PARAMETER	Value
System Type	Ground-Mount
System Capacity	40.00 kW
Annual Generation	61.0 MWh
Performance Ratio (PR)	86.8%
Energy Offset	21.7%
Payback Period	3.7 years
Return on Investment (ROI)	718.6%
Rate Schedule	PG&E B-1 / B-10-S

ENERGY

Goal: RE 5
Implement a DER program to reduce peak demand

Figure H: Pacific Grove Public Works Yard, 2100 Sunset Drive



The 62.08-kilowatt carport array could generate 95.34 megawatt-hours annually with a performance ratio of 87.4 percent and an energy offset of 185.8 percent. The system's payback period of 6.1 years and return on investment near 400 percent confirm strong economic performance. This site is a leading candidate for battery integration, as storage would further reduce exports and align generation with the facility's daytime operational profile.



ENERGY

Goal: RE 5
Implement a DER program to reduce peak demand

PARAMETER	Value
System Type	Carport
System Capacity	62.08 kW
Annual Generation	95.34 MWh
Performance Ratio (PR)	87.4%
Energy Offset	185.8%
Payback Period	6.1 years
Return on Investment (ROI)	398.4%
Rate Schedule	PG&E B-1



ENERGY

Goal: RE 6

Engage proactively as a member of 3CE to accelerate local energy goals

STRATEGY	ACTION	
RE 6.1 Continue to leverage 3CE for carbon free electricity, while working to increase local renewables, microgrids, and community incentives in line with early goals of the organization	**RE 6.1.1** Actively leverage 3CE by increasing the City's influence on the Governing Board **RE 6.1.2** Continue to purchase 100% renewable energy through 3CE's 3CPrime product for all metered energy used by the City; promote adoption community-wide **RE 6.1.3** Proactively encourage 3CE to invest in local renewables, microgrids, and community incentives to accelerate energy efficiency, increase local renewable energy generation, electrify natural gas uses, increase EV adoption, and support local energy resilience **RE 6.1.4** Leverage 3CE membership to reduce barriers to participation; if existing incentives are not fully meeting needs, advocate for adjustment, enhancement, refinements, extensions to better serve the community	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**



GOALS AND STRATEGIES

MITIGATION

TRANSPORTATION

The City is committed to advancing clean and accessible transportation options that reduce emissions and improve mobility for all residents. Efforts will focus on planning for the gradual electrification of the municipal fleet, expanding the availability of EV charging infrastructure, and encouraging the community-wide transition to EVs. At the same time, the City will promote sustainable travel choices through enhanced education and outreach programs that encourage walking, biking, and public transit use.

GHG REDUCTION POTENTIAL

COST

CAPITAL COSTS VERSUS AVAILABLE FUNDING

ENHANCES EQUITY AND CLIMATE JUSTICE

PROVIDES COMMUNITY BENEFITS



TRANSPORTATION

Goal: TR 1
Reduce community-wide combustion engine VMT 25% by 2030 and 30% by 2045

STRATEGY	ACTION	
TR 1.1 Develop a municipal Fleet Electrification Plan by 2028 that identifies vehicle replacement schedules, charging infrastructure needs, deployment timeframes and phasing, and estimated capital and operating costs	**TR 1.1.1** Implement "EV-first" vehicle purchasing policy to ensure that EVs are considered as the primary replacement option for every vehicle; Educate all departments making vehicle procurement selections **TR 1.1.2** Apply for 3CE's Plan Your Fleet program to strategically plan and support the transition of the entire municipal fleet to EVs; application due in October 2026 **TR 1.1.3** Participate in the EV Infrastructure Training Program, a recognized certification for licensed electrician to help understand EV maintenance **TR 1.1.4** Give preference for contractors that utilize EV for services (e.g street sweeping)	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**

STRATEGY	ACTION	
TR 1.2 Install 35 EV chargers at city facilities	**TR 1.2.1** Apply for 3CE's Charge Your Fleet Program to receive rebates on EV chargers	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**



TRANSPORTATION

Goal: TR 1

Reduce community-wide combustion engine VMT 25% by 2030 and 30% by 2045

STRATEGY	ACTION	
TR 1.3 Accelerate the transition to EVs community-wide and make charging more accessible	**TR 1.3.1** Apply to and promote 3CE's Electrify Your Ride program which offers $4,000 in rebates for new or used EVs	TIER 1 FOUNDATIONAL **PRIORITY SCORE: 1** **CO-BENEFITS:**
	TR 1.3.2 Determine four locations for additional Level 2 EV charging stations in high traffic areas such as but not limited to PG Golf Links, Downtown, and Public Works Yard (Cross cutting strategy 5.1)	
	TR 1.3.3 Promote 3CE's $400 rebate for Level 2 charger installations; Leverage 3CE membership to reduce barriers to participation	
	TR 1.3.4 Require installation of EV charging stations as a ratio of total required parking for new and redeveloped commercial and multi-family projects beginning with American Tin Cannery (Cross cutting strategy TR 1.3)	
	TR 1.3.5 Establish public charging rates that will allow the City to reinvest profits into future EV infrastructure	



TRANSPORTATION

Goal: TR 2
Support Transit-Oriented Development

STRATEGY	ACTION	
TR 2.1 Expand education and outreach campaigns and events to promote walking, biking and taking transit	**TR 2.1.1** Modify and reduce parking downtown along Lighthouse Ave. to expand the vibrant new vision for the City which launched with the new permanent outside seating **TR 2.1.2** Partner with Pacific Grove Unified School District to encourage Robert Down and Forest Grove to host annual Walk and Roll to School events, promoting traffic safety, helmet use, and how to navigate street crossings safely	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
TR 2.2 Work with Monterey Salinas Transit (MST) to increase access to public transit by increasing frequency of service near Holman building, Lover's Point, and Grove Market	**TR 2.2.1** Prioritize first and last mile gaps in MST's transportation network within the City	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



TRANSPORTATION

Goal: TR 2
Support Transit-Oriented Development

STRATEGY	ACTION	
TR 2.3 Introduce a free trolley from downtown to Aquarium and Asilomar beach similar to and integrated with Monterey's model	**TR 2.3.1** Partner with City of Monterey to replicate and expand the existing trolley service into PG, using Monterey's approach as a model	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
TR 2.4 Continue to collaborate with regional transportation agencies, Transportation Agency for Monterey County (TAMC) and Association of Monterey Bay Area Governments (AMBAG) on regional emissions reductions initiatives, programs and policies	**TR 2.4.1** Contribute to and utilize TAMC and ABMAG to leverage regional transportation planning for reduced emissions and improved regional transportation and housing planning **TR 2.4.2** Ensure CAAP is integrated into City's Capital Improvement Program (CIP) annual and 5-year planning so actions may be considered with additional context of CAAP commitment alignment **TR 2.4.3** Leverage cooperative regional grant opportunities, funding and regional partners to further transportation and housing initiative implementation in alignment with City's CAAP objectives	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**



TRANSPORTATION

Goal: TR 3
Launch dedicated Active Transportation Fund to invest in strategic infrastructure development, smart growth, education, incentives, and connectivity enhancements in line with CAAP objectives

STRATEGY	ACTION	
TR 3.1 Incorporate separated bike lanes through town using similar signage as outlined in the SMP	**TR 3.1.1** Increase the number of bike lockers and racks in downtown **TR 3.1.2** Incorporate protected bike lanes using landscaped buffers or stormwater planters to mimic SMP “soft shoreline” approaches, absorbing runoff and improving aesthetics. Install green median or curb extensions with native plants functioning like “mini living shorelines” to filter runoff and cool streets **TR 3.1.3** Install permeable pavement for bike lanes or adjacent parking to reduce localized flooding and support infiltration	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
TR 3.2 Install sidewalks in Del Monte Park neighborhood to support a "Safe Route to School" program	**TR 3.2.1** Expand traffic calming, sidewalks, and bike lanes to expand safe routes city-wide **TR 3.2.2** Offset new sidewalks by using porous surfaces	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



TRANSPORTATION

Goal: TR 3
Launch dedicated Active Transportation Fund to invest in strategic infrastructure development, smart growth, education, incentives, and connectivity enhancements in line with CAAP objectives

STRATEGY	ACTION	
TR 3.3 Create an incentive for commercial businesses who develop Transportation Demand Management (TDM) programs	**TR 3.3.1** Explore alternative work schedules within the City; lead by example **TR 3.3.2** Incentivize employees to take public transit by offering free transit passes or incentives for active transportation use, including biking, walking, and public transit	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
TR 3.4 Partner with nonprofits or community-based organizations to host “mobility pop-ups” that offer bike repair, trip planning, and transit education	**TR 3.4.1** Replicate successful prior events by Salinas Valley Recycles (SVR), Transportation Agency for Monterey County, Greenfield Bike Lab, and ReGen Monterey (ReGen), combining bicycle recovery, repair and mobile transit promotion	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
TR 3.5 Pursue reissuing the complete street Request for Proposals (RFP); incorporate in new development as feasible	**TR 3.5.1** Increase projects aimed at making streets safer and more accessible for pedestrians, cyclists, transit riders, and people of all ages and abilities by including features like sidewalks, bike lanes, and better crosswalks	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



GREEN COMMUNITY

The City is committed to building a thriving and sustainable community that supports both people and the natural environment. Through collaboration, education, and strategic investment, the City will foster partnerships that encourage sustainable business practices, environmental stewardship, and community engagement. Efforts will focus on creating opportunities for residents, businesses, and local organizations to participate in programs and initiatives that enhance communication structures, strengthen climate preparedness, and promote long-term sustainability. By working across departments and with regional partners, the City will build capacity, share knowledge, and ensure that sustainability principles are embedded in decision-making and daily operations.

- GHG REDUCTION POTENTIAL
- COST
- CAPITAL COSTS VERSUS AVAILABLE FUNDING
- ENHANCES EQUITY AND CLIMATE JUSTICE
- PROVIDES COMMUNITY BENEFITS



GREEN COMMUNITY

Goal: GC 1
Foster Green Business Practices

STRATEGY	ACTION	
GC 1.1 Collaborate with the Chamber of Commerce and environmental organizations to promote, expand, and enhance adoption of the California Green Business Program (GBP) to increase the number of certified green businesses within the City	**GC 1.1.1** Organize a city-sponsored annual event to recognize new and existing green businesses operating within the City **GC 1.1.2** Reinvigorate GBP participation by dedicating annual funding contribution, combined with specific allocation targeted for technical assistance, education and outreach by CGBN or similar facilitative environmental service organization **GC 1.1.3** Host quarterly workshops, promoting green Best Management Practices that will help businesses transition to greener practices and GBP certification **GC 1.1.4** Allocate annual funding to CGBN to recruit, promote, and maintain local certified green businesses **GC 1.1.5** Launch annual campaign focused on technical assistance and recruitment of specific business districts each year, such as Downtown, Lighthouse, Forest Hill, etc. Promote results through annual recognition event(s). (Cross cutting action GC 1.1.1)	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**



GREEN COMMUNITY

Goal: GC 1
Foster Green Business Practices

STRATEGY	ACTION	
GC 1.2 Develop a one-stop-shop resource page on the city's website tailored to residents and businesses	**GC 1.2.1** Compile list of practices and resources to increase adoption of green practices to include, as a starting point, recycling and waste reduction, EVs and EV charger installation, 3CE resources, energy-efficient HVAC systems, water-saving fixtures, renewable energy and battery storage opportunities, technical assistance services, installation resources, rebates and incentive programs **GC 1.2.2** Include list or links to promote businesses committed to green practices, such as certified green businesses, Blue Zones, Monterey Bay Aquarium's Sustainable Seafood participants, Water Wise businesses and similar	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



GREEN COMMUNITY

Goal: GC 2

Increase initiatives that support the communities' transition to environmentally practices

STRATEGY	ACTION	
GC 2.1 Partner with local organizations to promote, expand, and enhance local initiatives focused on native plants, pollinators, Integrated Pest Management (IPM), low-impact design and stormwater management, rainwater catchment, rain gardens, food systems, beach clean-ups, and similar environmental initiatives	**GC 2.1.1** Partner with the Museum of Natural History to expand native plant and pollinator garden installations across city parks and schools **GC 2.1.2** Promote Integrated Pest Management to residents and businesses; adopt a city policy for IPM for city buildings, facilities, and parks **GC 2.1.3** Expand the number of beach clean ups and volunteer restoration events in partnership with Save Our Shores and other environmental organizations	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
GC 2.2 Develop annual fund or grant program to support local initiatives in expanding and sustaining reach and impact	**GC 2.2.1** Collaborate with local environmental organizations such as but not limited to Save Our Shores, Monterey Bay Aquarium, Museum of Natural History, Pacific Grove Adult School, Blue Zones, and others to identify needs, opportunities and gaps to inform and launch annual funding; Incorporate targeted engagement of disadvantaged populations and services	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



GREEN COMMUNITY

Goal: GC 3

Increase resources that support the communities' transition to environmentally practices

STRATEGY	ACTION	
GC 3.1 Increase regional involvement with Central Coast Climate Collaborative (4C) to gain insight on regional projects and to leverage resources	**GC 3.1.1** Review 4C's Central Coast Resilience Hubs toolkit for the region; Contribute to and facilitate adoption of policies and practices **GC 3.1.2** Sign up for the 4C newsletter, participate in quarterly meetings, training and technical assistance opportunities **GC 3.1.3** Become a 4C member; actively seek opportunities for partnership such as joint grant funding opportunities to further local initiatives	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**

STRATEGY	ACTION	
GC 3.2 Integrate climate preparedness in planning, maintenance, and capital improvements through the development of work plans, screening of capital improvements, and cross-sector collaboration. The Environmental Program Manager or equivalent will lead this effort	**GC 3.2.1** Monitor and report progress toward achieving CAAP goals on an annual basis (Cross-cutting strategy 3.3)	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



GREEN COMMUNITY

Goal: GC 3

Increase resources that support the communities' transition to environmentally practices

STRATEGY	ACTION	
GC 3.3 Integrate annual CAAP report goals during the budget review process at the direction of the City Manager	**GC 3.3.1** Follow the yearly funding needs outlined in the CAAP (Cross-cutting strategy TR 2.4.2)	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**

STRATEGY	ACTION	
GC 3.4 Join the Monterey Bay Climate Adaptation Network (MBCAN)	**GC 3.4.1** Become a MBCAN member, participate in quarterly meetings, training and technical assistance opportunities. Actively seek opportunities for partnership such as joint grant funding opportunities to further local initiatives	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**

STRATEGY	ACTION	
GC 3.5 Ensure that marginalized communities have access to green spaces, clean water, affordable housing, and sustainable transportation options to ensure climate resilience benefits are shared equitably	**GC 3.5.1** Collaborate with 4C, Central Coast Climate Justice Network, Community-Based Organizations, Housing Authority, and similar organizations serving marginalized populations	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



GOALS AND STRATEGIES

MITIGATION

RESOURCE CONSERVATION

The City is committed to building a sustainable and resilient future through responsible resource management and environmental stewardship. By advancing zero waste and resource recovery efforts in partnership with regional agencies and community organizations, the City will continue to reduce waste generation and increase the recovery and reuse of materials. At the same time, the City recognizes that water conservation and reuse are critical to long-term resilience and environmental health. Through collaboration, education, and forward-thinking policies, the City will promote efficient water use, innovative recycling and reuse practices, and the integration of conservation measures across all aspects of community life, ensuring that both materials and water are managed sustainably for the benefit of future generations.

- GHG REDUCTION POTENTIAL
- COST
- CAPITAL COSTS VERSUS AVAILABLE FUNDING
- ENHANCES EQUITY AND CLIMATE JUSTICE
- PROVIDES COMMUNITY BENEFITS



RESOURCE CONSERVATION

Goal: RC 1
Continue, expand, and enhance SB 1383 collaborative efforts

STRATEGY	ACTION	
RC 1.1 Continue successful regional collaboration with ReGen, SVR, and Blue Strike Environmental (BSE) to achieve zero waste goals	**RC 1.1.1** Leverage ReGen's Technical Advisory Committee (TAC), and ReGen/SVR joint subcommittees to continue BSE coordinated cooperative regional delivery of zero waste programs, education, and outreach to maximize cost efficiency, impact, and effectiveness **RC 1.1.2** Continue regional Memorandum of Understanding for shared costs to achieve SB 1383 and other waste diversion goals. Expand to include additional mandates and initiatives to support zero waste goals **RC 1.1.3** Continue regional campaign design, messaging, and promotions, building on the success of the Sort with Heart campaign	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 1
Continue, expand, and enhance SB 1383 collaborative efforts

STRATEGY	ACTION	
RC 1.2 Continue regional collection, education, outreach, technical assistance, enforcement, procurement, and reporting efforts to meet and exceed SB 1383 mandate of 75% reduction in organic waste-to-landfill efforts and maximum the amount of edible food recovery; 20% is the statewide edible food recovery goal	**RC 1.2.1** Continue annual food rescue organization capacity building grant program in partnership with ReGen, SVR, and BSE, awarding up to $100,000 annually county-wide using pooled waste district contributions **RC 1.2.2** Continue, expand, and enhance commercial, multifamily and residential organics door-to-door education, outreach, and technical assistance programming in partnership with local franchise waste hauler and BSE **RC 1.2.3** Continue Tier 1/Tier 2 edible food generator education, outreach, technical assistance, and compliance enforcement programming in partnership with ReGen, SVR and BSE **RC 1.2.4** Support long term local procurement solutions for use of locally generated organic mulch and compost, resulting from increased organics diversion and processing. Ensure all city purchased mulch and compost is locally produced and tracked to adhere with SB 1383 procurement requirements. Continue to partner with ReGen on direct service agreements that facilitate reduced pricing for local agriculture producer use of mulch/compost. Facilitate new initiatives to increase use of and city procurement credit for mulch/compost by local agricultural producers, residents, businesses, and city operations	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 2
Write a community-wide Zero Waste Plan with a goal of 75% diversion by 2030 (currently 45%)

STRATEGY	ACTION	
RC 2.1 Advance targeted waste management solutions through continued regional collaboration with ReGen	**RC 2.1.1** Continue to develop and deploy service-specific recycling education, outreach and technical assistance programs and incentives (e.g. Business, Residential, and Multi-family)	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**
	RC 2.1.2 Continue to develop and deploy sector-specific recycling education, outreach, and technical assistance programs and incentives (e.g. schools, restaurants, hotels, groceries, industry, special events, venues, etc.)	
	RC 2.1.3 Continue to develop and deploy material-specific recycling programming for hard to recycle items based on ReGen's most recent Waste Characterization Study (e.g. carpet, solar panels, paint, fuel canisters, etc.). Promote and expand established successful collection events, drop-off facilities (Last Chance Mercantile (LCM), and/or pick-up services (including bulky item pick-up days, LCM Household Hazardous Waste drop-off, E-Waste collection, paint, batteries, etc.)	



RESOURCE CONSERVATION

Goal: RC 2
Write a community-wide Zero Waste Plan with a goal of 75% diversion by 2030 (currently 45%)

STRATEGY	ACTION	
RC 2.2 Enforce CalGreen's construction and demolition standard which mandates that construction projects recycle or salvage at least 65% of nonhazardous construction and demolition (C&D) debris	**RC 2.2.1** Coordinate with local hauler and ReGen to proactively increase C&D diversion, remove barriers to adoption and ease placement and processing of separated C&D loads. Collaborate to further deconstruction initiatives that promote reclamation, reuse, and recycling of all materials **RC 2.2.2** Assess current enforcement and adoption of CalGreen C&D mandates to drive diversion improvements	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RC 2.3 Utilize franchise agreement with local franchise waste hauler to support continued and increasing diversion and waste reduction through curbside collection and complimentary services	**RC 2.3.1** Track franchise compliance to further diversion results. Continue to follow the ReGen's TAC recommendations for an improved Franchise agreement with local franchise hauler in 2030 **RC 2.3.2** Continue successful regional approach to Franchise Agreement development for streamlined collections, education, outreach and improved cost effectiveness	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 2

Write a community-wide Zero Waste Plan with a goal of 75% diversion by 2030 (currently 45%)

STRATEGY	ACTION	
RC 2.4 Continue to participate in ReGen's TAC and joint subcommittees on Edible Food Recovery	**RC 2.4.1** Recommend that the TAC go beyond state mandates to increase education, outreach and technical assistance to businesses, residents, food recovery organizations (FRO), and edible food generators (EFG), and facilitate circular economy goals **RC 2.4.2** Continue to partner with BSE to reach 75% reduction in organic waste sent to landfills and 20% recovery of currently disposed edible food **RC 2.4.3** Commit to providing ongoing education for FRO, EFG, commercial businesses, multifamily facilities and residents on organics diversion and edible food recovery	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 2
Write a community-wide Zero Waste Plan with a goal of 75% diversion by 2030 (currently 45%)

STRATEGY	ACTION	
RC 2.5 Expand TAC to plan for SB 54 which requires waste reduction from single-use packaging waste and single-use plastic food ware	**RC 2.5.1** Support local development of education, outreach, and technical assistance initiatives to comply with SB 54 requirements that all packaging and plastic foodware must be compostable by 2030 **RC 2.5.2** Begin regional planning for SB 54 recycling and composting implications and related Extended Producer Responsibility and circular economy statewide developments	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RC 2.6 Require new development to incorporate a minimum of 15% of recycled materials into construction to encourage the market for recycled goods	**RC 2.6.1** Review model ordinances and institute as part of building permit process	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 3
Utilize policy to advance zero waste diversion

STRATEGY	ACTION	
RC 3.1 Enforce the city's Environmental Preferred Purchasing Policy	**RC 3.1.1** Understand the gaps for hard-to-manage items that do not have a recycling market; and actively adjust purchasing	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**
	RC 3.1.2 Distribute guidance document within the staff intranet which lists specific sustainable product alternatives	
	RC 3.1.3 Evaluate the success of this policy's implementation on an annual basis	
	RC 3.1.4 Work with purchasing vendors to eliminate Styrofoam used in packaging within city facilities	
	RC 3.1.5 Create a policy using stricter language in vendor agreements; limit the number of vendors to better control materials	
	RC 3.1.6 Create a centralized Purchasing Department to track internal purchases	



RESOURCE CONSERVATION

Goal: RC 3
Utilize policy to advance zero waste diversion

STRATEGY	ACTION	
RC 3.2 Review existing codes, ordinances, and policies to identify opportunities to remove barriers from implementation	**RC 3.2.1** Develop special event and meeting sustainability protocols to include recycling and composting bins, source reduction, and guidance on use of disposable materials **RC 3.2.2** Review model C&D ordinances for potential local adoption in support of increased C&D diversion **RC 3.2.3** Consider the adoption of a waste diversion equal space ordinance for renovations and new construction to reduce service barriers and encourage increased participation in available commercial and multi-family recycling and/or organics collection services	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 4
Demonstrate city leadership in zero waste adoption

STRATEGY	ACTION	
RC 4.1 Further municipal zero waste practices in city buildings, parks, facilities and owned properties	**RC 4.1.1** Establish prominent three-bin (recycling, organics and trash) zero waste systems in all city buildings, parks, and facilities committing to one or more buildings annually until complete	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RC 4.2 Encourage Chamber of Commerce to implement improved zero waste practices, recycling, and organics diversion, water refill stations, and plastic water bottle and Styrofoam ban at Good Old Days, as the largest community event held within the City	**RC 4.2.1** Encourage an environmental fee to booth registration that will be returned if vendor complies **RC 4.2.2** Include educational materials on organics and recycling diversion using three-bin zero waste systems; Promote serviceware use that maximizes readily recyclable and compostable waste accepted in local collection systems **RC 4.2.3** Model zero waste events in city operations, meetings and events	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RC 4.3 Install an additional eight (8) water refill stations in city buildings, facilities, and parks to encourage refillable water bottles	**RC 4.3.1** Promote use of refillable bottles and refill stations among community and city employees	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 5
Enforce contemporary building water efficiency standards

STRATEGY	ACTION	
RC 5.1 Require all new developments and major renovations to meet Model Water Efficient Landscape Ordinance (MWELO) standards, including use of water-efficient and native plants, drip irrigation, and moisture sensors	**RC 5.1.1** Integrate MWELO standards into Road Management Plan, Tree Plan, and SMP **RC 5.1.2** Update language in zoning laws to require a complete Landscape Documentation Package prior to permit issuance. Compliance with water budgeting, hydrozoning, and efficient irrigation standards will be verified through both plan review and post-installation audit	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RC 5.2 Require all new construction and major remodels to include EPA WaterSense fixtures (toilets, sink faucets, and showerheads) beginning in 2026	**RC 5.2.1** Promote CalAm Water and Monterey Peninsula Water Management District's rebate program for water-efficiency appliances and fixtures (toilets, low-flow irrigation, dishwashers, rain harvesting and greywater systems)	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 5
Enforce contemporary building water efficiency standards

STRATEGY	ACTION	
RC 5.3 Demonstrate city leadership through adoption of EPA WaterSense retrofits in all municipal buildings by 2027	**RC 5.3.1** Retrofit all municipal buildings with EPA WaterSense fixtures (toilets and sink faucets) by 2027	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**
STRATEGY	**ACTION**	
RC 5.4 Expand rain garden, rainwater catchment, and low-impact design demonstration projects community-wide	**RC 5.4.1** Promote city leadership of rain garden, rainwater catchment, and low-impact design installation through demonstration projects. Combine with education and incentive programs to increase adoption by residents and businesses	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**
STRATEGY	**ACTION**	
RC 5.5 Partner with Monterey Peninsula Water Management District to encourage residential and commercial recycled water projects and provide greywater installation training workshops, rain barrel distribution, financial incentives and/or technical and installation assistance	**RC 5.5.1** Fund and promote resources to increase practice adoption, including policies that remove barriers for residential and business installation	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**



RESOURCE CONSERVATION

Goal: RC 5
Enforce contemporary building water efficiency standards

STRATEGY	ACTION	
RC 5.6 Offer expedited and/or reduced cost permits to new developments and major renovations of existing developments that include greywater systems or pipes for recycled water	**RC 5.6.1** Encourage residents to adopt Low Impact Development techniques through the RainScapes Rebate Program	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
RC 5.7 Continue regional collaborative management of water recycling and stormwater management	**RC 5.7.1** Consider expanding capacity with Monterey Regional Water Pollution Control Agency to increase water recycling and improving overall water security for the Monterey Peninsula; Increased capacity could reduce reliance on potable water, replenish groundwater, support new development opportunities, encourage a zero-discharge goal, and protect sensitive ecosystems like Carmel River Watershed and manage stormwater **RC 5.7.2** Continue Monterey Regional Stormwater Management Program collaboration to support further an enhanced stormwater management solutions	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**



ADAPTATION

GREEN INFRASTRUCTURE

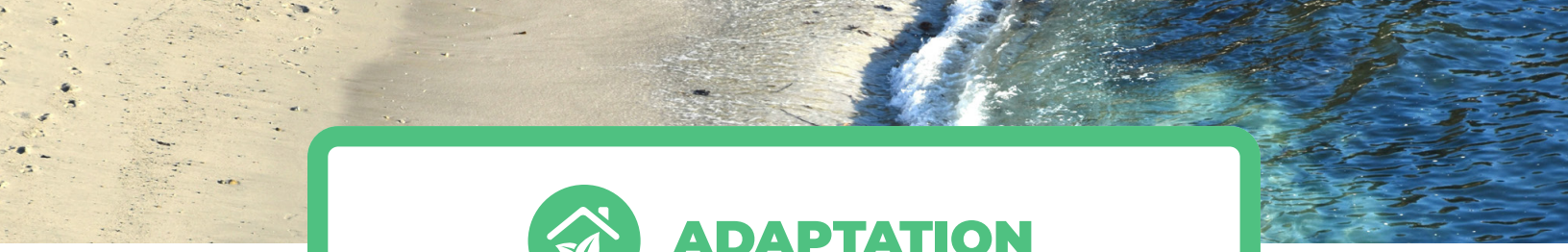


GOALS AND STRATEGIES

ADAPTATION

Through thoughtful planning, nature-based solutions, and close collaboration with regional and state partners, the City is proactively working to safeguard its coastline, preserve biodiversity, and enhance community resilience in the face of accelerating climate impacts. Adaptation strategies include integrating living shoreline projects, native habitat restoration, and green infrastructure to buffer against sea-level rise, coastal erosion, and storm surges while strengthening natural ecosystems that provide vital protection and habitat. The City's adaptation efforts are deeply rooted in community values, balancing environmental stewardship, public safety, and the preservation of the city's unique sense of place. Ultimately, adaptation in the City is not only about protecting what exists today; it is about building a sustainable and thriving future that upholds the city's ecological integrity, coastal heritage, and quality of life for generations to come.

- GHG REDUCTION POTENTIAL
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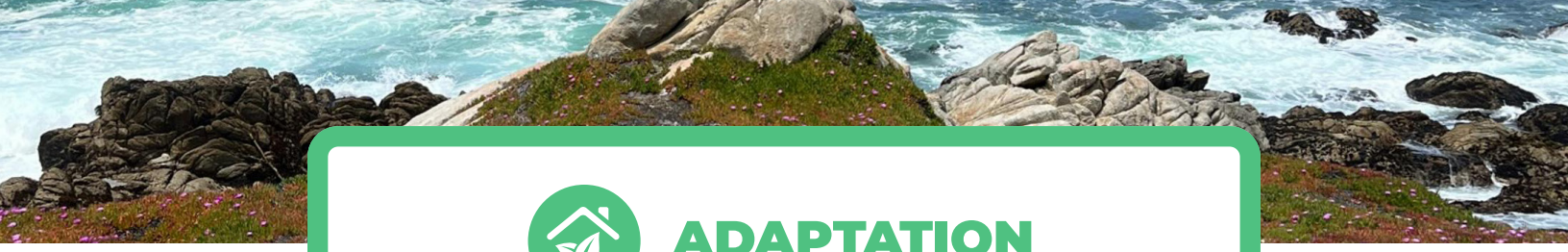


ADAPTATION

Goal: AP 1

Implement inland upslope and coastal downslope solutions that prioritize nature based, permaculture, and biomimetic solutions to slow, spread, sink, and store water, improving stormwater drainage, reducing sediment erosion, and stabilizing slopes, bluffs and landscapes through softening

STRATEGY	ACTION	
AP 1.1 Set annual goal for increased porous surface acres. Increase number of acres from (e.g. 500 acres to 750 acres by 2035); Create an implementation plan including annual budget and priority locations	**AP 1.1.1** Continue the expansion and enhancement of tree wells using organic mulch to improve safety, reduce maintenance, and provide a clean, uniform appearance as budget allows **AP 1.1.2** Expand rain garden demonstration projects; identify locations; provide more upkeep and attention to current rain gardens at Community Center and Museum **AP 1.1.3** Promote Monterey Regional Water Management District and Monterey Bay Friendly Landscaping grants and rebates to encourage residents and businesses to convert private property hardscapes to porous surfaces **AP 1.1.4** Require new development to include permeable surfaces, bioswales, low-impact design and native plantings. Offer free training and demonstration sites to guide implementation	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



ADAPTATION

Goal: AP 1
Implement inland upslope and coastal downslope solutions that prioritize nature based, permaculture, and biomimetic solutions to slow, spread, sink, and store water, improving stormwater drainage, reducing sediment erosion, and stabilizing slopes, bluffs and landscapes through softening

STRATEGY	ACTION	
AP 1.2 Integrate Living Shoreline protection at Lovers Point combining natural materials (plants, sand, shells, biodegradable logs) with structural elements to stabilize the coast	**AP 1.2.1** Pilot implementation beginning with the rock walls along Lover's Point **AP 1.2.2** Oversee implementation in alignment with the SMP	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



ADAPTATION

Goal: AP 2
Utilize monitoring, coastal trail hardening, vegetative planting, and planned retreat on the coastline to prevent erosion and habitat destruction

STRATEGY	ACTION	
AP 2.1 Partner with the Monterey Bay Sanctuary to promote citizen science programs, such as Dry Run and First Flush Monitoring Program, E9c Outfall Monitoring, and PG Local Water Project	**AP 2.1.1** Partner with Save Our Shores and other environmental organizations to conduct citizen-focused training workshops	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**

STRATEGY	ACTION	
AP 2.2 Reevaluate the outcomes and remaining needs at the Great Tide Pools site, a five year restoration project initiated in 2014	**AP 2.2.1** Reach out to Rana Creek Habitat Restoration and other horticultural orgs to evaluate progress	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
AP 2.3 Identify gaps in the Point Pinos Coastal Trail Project (and others); create a formal assessment report to include priority projects and timeline for implementation	**AP 2.3.1** As the SMP is implemented, make considerations for dune restoration improvements in environmentally sensitive habitat areas **AP 2.3.2** Consider cylindrical rolls of coconut fiber or similar biodegradable materials placed along the dune crest to reduce erosion and trap sand	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



ADAPTATION

Goal: AP 2

Utilize monitoring, coastal trail hardening, vegetative planting, and planned retreat on the coastline to prevent erosion and habitat destruction

STRATEGY	ACTION	
AP 2.4 In alignment with the Perkins Park Plan, continue to restore and maintain the existing purple carpet ice plant along Ocean View Boulevard, but consider native species elsewhere in the City	**AP 2.4.1** Pass a resolution to reflect this approach	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**

STRATEGY	ACTION	
AP 2.5 Develop site-specific managed retreat scenarios focused on infrastructure with timeline and cost estimates for relocating trails, signage, amenities where armoring is not recommended (Reaches 15, 19)	**AP 2.5.1** Implement the Esplanade footpath project, currently funded with approved design. Document lessons learned to accelerate replication of similar projects at additional locations on annual or biannual basis in line with goals of the SMP	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



ADAPTATION

Goal: AP 3
Fund and implement the SMP with adaptation in mind

STRATEGY	ACTION	
AP 3.1 Add funding and implementation schedule as an appendix to the SMP	**AP 3.1.1** Integrate specific practices into projects prioritized in the SMP including but not limited to trails across the road from Borg's Motel **AP 3.1.2** Convert paved and gravel public parking lots along Ocean View Blvd. and Pine Ave. to porous surfaces complemented by bioswales and native plantings to support stormwater drainage management and reduce erosion. Where feasible, eliminate parking and transition to managed open space with native and tree planting, bioswales, rain gardens and other low-impact design **AP 3.1.3** Convert or remove unrestricted public parking on the ocean side of Ocean View Blvd., especially in zones directly buffering seawalls and steep slopes with minimal space for retreat. Replace with hybrid designs combining porous surface, berms, bioswales, rain gardens, native plantings, vegetated riprap, submerged breakwater and similar designs. **AP 3.1.4** Explore and map upper streets parallel to Ocean View Blvd. with an eye toward historic sediment flows (see Geology & Soil Map p.22, SMP) Prioritize porous surface transitioning along parallel strips with the goal of supporting three to five continuous berms in succession from inner City to coastal shore **AP 3.1.5** Utilize low-impact design prioritizing porous surface, contour berms, rain gardens, bioswales, and native planting when redesigning and installing all new SMP coastal trail widening projects	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESILIENCE

NATURE BASED SOLUTIONS



GOALS AND STRATEGIES

RESILIENCE

As a coastal community, the City is deeply connected to the natural environment and uniquely vulnerable to the impacts of climate change. Strengthening resilience means preparing for and adapting to challenges such as sea level rise, coastal erosion, extreme weather, and wildfire risks while protecting the community's natural beauty and quality of life. The City will continue to plan for a resilient future by safeguarding critical infrastructure, supporting emergency preparedness, and investing in nature based solutions that protect both people and ecosystems. Through collaboration with regional partners and active community engagement, the City will enhance its ability to withstand and recover from climate-related impacts, ensuring a safe, vibrant, and sustainable future along the shoreline.

- GHG REDUCTION POTENTIAL
- COST
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- ENHANCES EQUITY AND CLIMATE JUSTICE
- PROVIDES COMMUNITY BENEFITS



RESILIENCE

Goal: RS 1

Actively facilitate fire safe practices in open spaces, parks and private properties for fuel reduction and ecosystem health

STRATEGY	ACTION	
RS 1.1 In partnership with the Monterey Fire Department, host a "Wildfire Ready" annual workshop event that is specific to Pacific Grove residents starting in 2026; offer in multiple languages and ensure inclusive engagement with vulnerable populations	**RS 1.1.1** Increase communication about this annual event to the high risk communities of Del Monte Park, Glen, Forest Grove, and Pacific Grove Acres East; Deploy and promote community education on defensible space, vertical and horizontal clearance and structure hardening, combined with incentives to facilitate fire-safe practice adoption **RS 1.1.2** Address concerns around evacuation routes in and out of the City **RS 1.1.3** Work with Meals on Wheels to develop an inventory of locations with isolated seniors and align these residents with the ongoing Community Wildfire Protection Plan (CWPP) outreach and education activities	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**

STRATEGY	ACTION	
RS 1.2 Implement and fund CWPP for Pacific Grove	**RS 1.2.1** Identify and fund annual project implementation of CWPP projects specific to Pacific Grove. Partner with local jurisdictions, CalFire and relative agencies to cooperatively secure funding and drive implementation	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**



RESILIENCE

Goal: RS 2

Invest time and money into emergency preparedness to build climate resilience

STRATEGY	ACTION	
RS 2.1 Identify, fund, and prepare existing and new public facilities to serve as resilience hubs (i.e. locations which are able to generate power in the event of a power outage, distribute emergency supplies, and coordinate communication)	**RS 2.1.1** Utilize the library as a primary resilience hub (Cross-cutting strategy RE 5.1.1, 5.1.2) **RS 2.1.2** Establish and prepare the Community Center as a secondary center with shower facilities as needed	**TIER 1 FOUNDATIONAL** **PRIORITY SCORE: 1** **CO-BENEFITS:**



RESILIENCE

Goal: RS 2

Invest time and money into emergency preparedness to build climate resilience

STRATEGY	ACTION	
RS 2.2 Prioritize considerations for resilient communities	**RS 2.2.1** Engage in regional resilience planning initiatives including Monterey Bay Climate Adaptation Action Network's coastal resilience efforts; prioritize integrated recovery strategies that reduce long-term climate impact costs **RS 2.2.2** Integrate resilience measures such as cooling designs and green roofs in future housing developments, especially in alignment with the City's efforts to increase affordable housing projects **RS 2.2.3** Pilot four nature based solution projects such as rain gardens, permeable pavement, and bioswells as part of the City's 2025 Complete Streets Plan. Possible locations: Roundabout concept at Congress Ave., Sunset Ave., Lovers Point, and Lighthouse Ave. **RS 2.2.4** Promote grants and incentives available through PG&E's Resilience Hubs Grant Program	**TIER 2** **SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESILIENCE

Goal: RS 2

Invest time and money into emergency preparedness to build climate resilience

STRATEGY	ACTION	
RS 2.3 Educate and Protect Residents and Businesses	**RS 2.3.1** Use the one-stop-shop website to detail climate-related risks, including wildfire smoke, heat, drought, and flooding (Cross cutting strategy GC 1.2)	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**
	RS 2.3.2 Conduct regular community engagement sessions, in collaboration with the Pacific Grove Library, Chamber of Commerce, and Museum of Natural History, to gather feedback on climate communication effectiveness	
	RS 2.3.3 Implement targeted outreach programs to ensure vulnerable and underserved populations (e.g. isolated seniors, outdoor workers, long-term care residents) receive tailored information and resources. This could involve working with local community leaders and organizations to address language barriers, accessibility issues, and cultural sensitivities, ensuring equitable access to climate information and resources	



RESILIENCE

Goal: RS 3
Develop a Carbon Fund modeled after the City of Watsonville's Carbon Fund in conjunction with Renewable Energy Generation and Energy Efficiency requirements.

STRATEGY	ACTION	
RS 3.1 Applicants can receive partial or full refunds of the Carbon Impact Fee by incorporating energy efficiency measures, retrofits, and/or on-site renewable energy systems that exceed California Title 24 energy code requirements	**RS 3.1.1** Design refund program to include a refund of 50% of the building permit fee for new residential and nonresidential construction; 30% of the building permit fee for multifamily residential and nonresidential additions or alterations; and 30% of the building permit fee for single-family residential additions over 500 square feet **RS 3.1.2** Utilize Carbon Impact Fee to catalyze a fund to support local renewable energy generation and energy efficiency projects	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESILIENCE

Goal: RS 4

Integrate local hiring and workforce equity into all city-led climate projects

STRATEGY	ACTION	
RS 4.1 Require all major city-funded or city-partnered climate projects, such as solar, EV charging, energy retrofits, tree planting to include local hire targets of 30% of funding allocated to Monterey Bay Area residents or businesses	**RS 4.1.1** Track job creation, wages, and hours worked by Monterey Bay Area residents and businesses across all CAAP implementation efforts **RS 4.1.2** Incorporate local preferencing into RFP and bidding processes **RS 4.1.3** Include workforce development language in all relevant RFPs to encourage contractors to offer apprenticeships or collaborate with training programs	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**



RESILIENCE

Goal: RS 5
Achieve an overall 33% tree canopy

STRATEGY	ACTION	
RS 5.1 Perform an Urban Tree Canopy Assessment, by 2027 and create a roadmap of planting activities (locations and timeline) with the goal of establishing 33% of overall tree canopy coverage within the City	**RS 5.1.1** Promote California's Turf Replacement Program which offers rebates for tree planting and transitioning to native landscaping **RS 5.1.2** Continue celebrating Arbor Day annually and maintaining the City's Tree City designation for another 25 years **RS 5.1.3** Update the City's Title 12 Tree ordinance which enhances replanting requirements	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**



RESILIENCE

Goal: RS 6

Green Business Engagement Programs: Develop programs to engage and support businesses in adopting sustainable practices and reducing their environmental impact

STRATEGY	ACTION	
RS 6.1 Establish an annual funding allocation to increase and maintain the number of certified green businesses each year in partnership with organizations such as the Monterey Bay Area Green Business Program, and recognize and promote current participants	**RS 6.1.1** Establish an annual campaign to identify and target specific business districts for green business certification (e.g. Year 1 Lighthouse District, Year 2 Downtown, Year 3 Forest Hill, etc.); focus outreach on food service providers, as a primary step, and emphasize organics diversion and plastic reduction legislation **RS 6.1.2** Establish campaign over time to target historically certified green businesses within the City to facilitate certification renewal and promotion of businesses. Currently, Happy Girl Kitchen is the only certified business, despite historically broader participation **RS 6.1.3** Establish biannual or quarterly networking and promotional events in partnership with green businesses, combined with educational presentations for businesses and residents on sustainability, climate, and resilience concepts (e.g. Green Drinks gatherings) **RS 6.1.4** Utilize a green business engagement program to implement and enforce a single use plastic ordinance	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESILIENCE

Goal: RS 6

Green Business Engagement Programs: Develop programs to engage and support businesses in adopting sustainable practices and reducing their environmental impact

STRATEGY	ACTION	
RS 6.2 Collaborate and allocate incentive funds to increase adoption of Green Business and Sustainability Frameworks, and related initiatives, especially among hospitality businesses	**RS 6.2.1** Create Green Business Champion program where certified businesses act as mentors to support additional new business certification. Collaborate with See Monterey, Monterey Bay Hospitality Association and Chamber of Commerce to promote the green businesses with concurrent efforts to promote the region as a sustainable destination **RS 6.2.2** Collaborate with See Monterey and specific hospitality businesses to adopt Sustainability Framework for green meetings and events, replicating efforts being led by Portola Hotel & Spa. Provide city incentives for framework adoption	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**



RESILIENCE

Goal: RS 7

Improve coastal resilience through proactive and targeted annual funding investment in SMP implementation

STRATEGY	ACTION
RS 7.1 Accelerate implementation of SMP through annual and multi-year funding allocations and pilot implementation. Use Vulnerability Assessment to guide prioritization (e.g. Lovers Point, Ocean View Blvd., and Asilomar Dunes)	**RS 7.1.1** Enhance Community Resilience Against Extreme Climate Events through SMP implementation and proactive collaboration with Monterey Bay Climate Adaptation Action Network for regional funding **RS 7.1.2** Develop integrated strategy for Lovers Point to combine and set timelines for seawall repair, nature-based solutions and planned retreat. Expand pedestrian zones and reduce vehicle access to support retreat. Incorporate bike path, native bluff stabilization, upslope bioswales, rain gardens, porous surface, and catchment basins for drainage **RS 7.1.3** Implement hybrid shoreline solutions at Coral St. to Sea Palm Ave. and portions of Ocean Blvd. combining armoring with natural rock landscaping and/or planting to absorb wave energy and reduce visual impact. Pilot in one to two new locations **RS 7.1.4** Develop site-specific, managed retreat scenarios with timeline and cost estimates for relocating trails, signage, amenities where armoring is not recommended (Reaches 15, 19) **RS 7.1.5** Implement living shoreline projects in lower-energy shoreline segments in Asilomar and Coral St. Beach. Pilot native plantings to stabilize bluffs, interpretative signage **RS 7.1.6** In partnership with National Marine Sanctuary, monitor human activities in marine protected areas, providing data that can be used to assess and manage the impact on sensitive habitats

TIER 2 SUPPORTIVE

PRIORITY SCORE: 2

CO-BENEFITS:





RESILIENCE

Goal: RS 8
Protect wildlife through local policy and planning

STRATEGY	ACTION	
RS 8.1 Restrict public access to identified wildlife breeding, nesting, or pupping areas during sensitive periods as determined by qualified biological monitoring	**Action 8.1.1** Educate recreational users about where fishing and wildlife disturbance are restricted and why it matters **Action 8.1.2** Partner with the National Marine Sanctuary to build education	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 3** **CO-BENEFITS:**

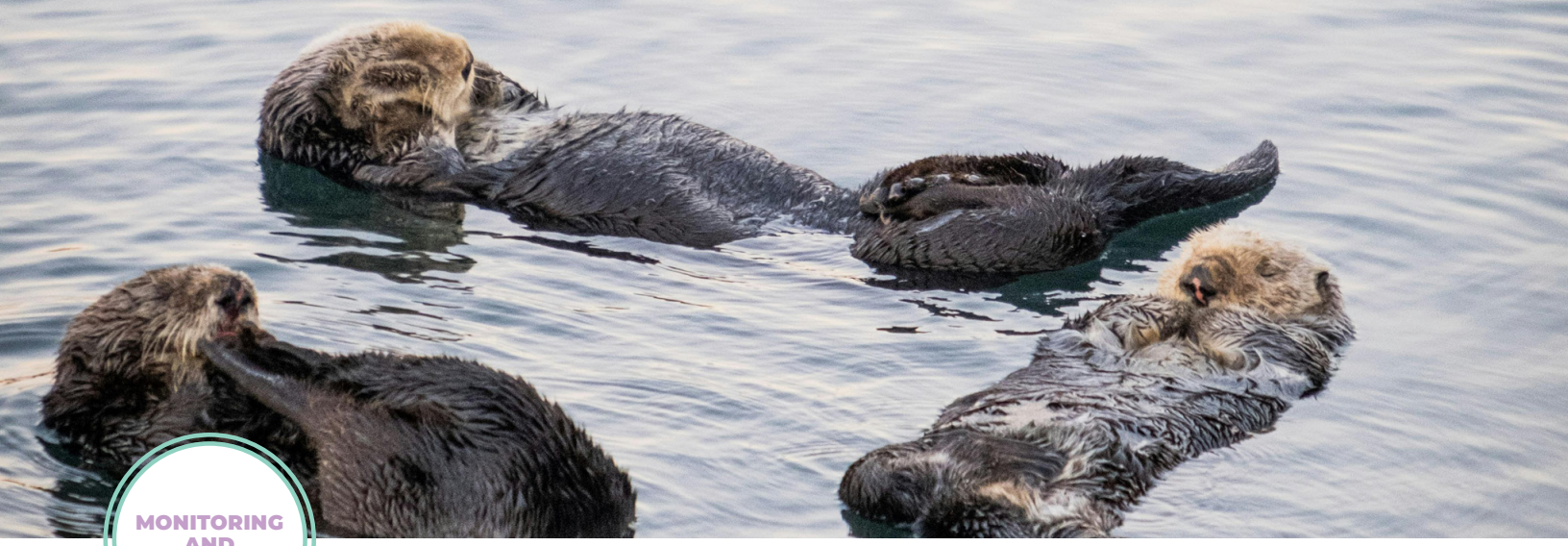
STRATEGY	ACTION	
RS 8.2 Reduce artificial light impacts on marine and shoreline wildlife while preserving safety and community character	**Action 8.2.1** Install motion sensors for non-essential lighting **Action 8.2.2** Decrease lighting around harbor seal pupping and shorebird nesting sites	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 3** **CO-BENEFITS:**

STRATEGY	ACTION	
RS 8.2 Strengthen language in the Local Coastal Plan to include stricter language around stormwater runoff that directly affects the health of the National Marine Sanctuary's kelp forest	**Action 8.3.1** Mandate Low Impact Development for all new development along the coastline **Action 8.3.2** Require permeable paving in all shoreline zones **Action 8.3.3** Assess the carbon storage and sequestration impacts of the kelp forest ecosystem	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 3** **CO-BENEFITS:**



2025

MONITORING AND REPORTING



MONITORING AND REPORTING

This CAAP outlines a phased implementation approach across short, medium, and long-term timelines. It includes an expanded implementation framework that provides guidance on execution and monitoring. This framework incorporates critical elements such as implementation timelines, cost estimates, outlining projected financial requirements and underlying assumptions to aid in fiscal planning, and lead departments, responsible for guiding and carrying out specific initiatives. Additional details are included to support internal execution, covering lead agencies, priority levels, associated benefits, policy connections, and progress tracking.

While the specifics of individual initiatives are designed to remain adaptable, responding to shifting community priorities, evolving city departments and partner organizations, new legislative measures, and changing environmental factors, consistent and thorough monitoring will be key to realizing long-term objectives. As conditions evolve, the City aims to conduct regular assessments and evaluations and, in time, consider hiring additional staff for support. Additionally, a structured review and update process will be established to ensure the CAAP remains a relevant and effective tool for advancing climate action and enhancing overall quality of life. Special attention will be given to prioritizing immediate actions that are essential for achieving measurable progress in the short and medium term. This comprehensive approach will serve as the operational blueprint for implementing the CAAP effectively.



2025

FUNDING PLAN



FUNDING

Securing the necessary funding to effectively execute the CAAP demands a diverse range of funding strategies and avenues. An integral facet of this financial approach is identifying potential external funding sources, particularly for actions that require additional support. Recognizing that certain strategies might surpass the City's current resources, tapping into external funding becomes essential. Within this framework, specific funding sources are identified where known. The implementation year for each strategy is selected based on the prioritization score, as introduced in the CAAP's Prioritization section. An imminent implementation year signifies a high prioritization score for that strategy, while a later year means a comparatively lower score.

Table C outlines a financial snapshot of the CAAP. The entire Funding Plan can be found in Appendix B. The cost estimates are indicative only; they are based on preliminary assessments, comparisons with similar programs, and expert input and are meant to provide a rough order of magnitude evaluation. For example, several of the strategies involve efforts of city staff. Strategies that are in bold indicate the initial implementation year.

Staff time represents the primary cost associated with implementing the CAAP. Most of the identified strategies emphasize strengthening collaboration with regional partners and pursuing available rebates and incentives. The majority of the Capital Improvement Budget items pertain to energy and transportation initiatives, with only a few exceptions. Oversight of CAAP implementation will be led by the Environmental Program Manager; however, it is recommended that the City consider hiring a part-time staff member or organization to provide additional support for these efforts.



FUNDING

Table C: Financial snapshot of the CAAP

Strategy	Implementation Year	Annual Cost estimate	Total project duration	Total project cost remaining	Possible Funding Source(s)
2026					
RE 1.1 Consider a crowdfunding residential and commercial bulk purchasing solar campaign, "Solarize PG", to bring upfront costs down.	2026	Staff Time	2026-2030	$0	Operating Budget
RE 2.1 Conduct a comprehensive energy audit of municipal facilities, including the Natural History Museum and the Pacific Grove Library	2026	$10,000	2026-2031	$40,000	3CE's Audits & assessments: determining where energy savings exist. California Energy Commission; PG&E's "Whole Building Performance Based" Program

ENERGY

PROGRAM	AGENCY	PURPOSE
Local Government Building Decarbonization Challenge Program Energy Efficiency	California Energy Commission (CEC)	Offers grants and other funding to advance clean energy, efficiency, and climate goals Offers energy efficiency financing options (zero- and low-interest loans/grants) for cities, counties, and public entities
PACE (Property Assessed Clean Energy)	Property owners (where available)	Enables financing renewable installations on commercial and nonprofit properties via property tax liens.
Greenhouse Gas Reduction Fund / Green Banks	EPA	Includes billions for clean energy projects through green investment institutions, some targeting municipalities
Energy Efficiency and Conservation Block Grants Revolving Loan Fund Grants	U.S. Department of Energy (DOE)	Receive direct allocations to support electrification in public buildings States may use up to 25% of Revolving Loan Fund award funds for grants/technical assistance to "conduct energy audits, upgrades, and retrofits"
Community Development Department grants	U.S. Department of Housing and Urban Development (HUD)	Supports projects that integrate EV charging, energy-efficient community facilities, or clean transportation investments
Green Banks & Clean Energy Financing Support	EPA	Allocates hundreds of billions through financing intermediaries to enable project-level investment in clean energy, including electrification measures
SWEEP & LED Street Lighting loans	IBank CLEEN Center	Low-cost loans ($500k–$30M) for public-sector efficiency projects
Grants	3CE	Funds electrification and efficiency for member agencies

ENERGY

PROGRAM	AGENCY	PURPOSE
Energy Savings Performance Contract	City of Pacific Grove	Ideal for bundled LEDs, sensors, and controls across facilities
Microgrid Incentive Program	Pacific Gas and Electric Company (“PG&E”)	Offers up to $14 million per project for multi-customer, front-of-meter community microgrids
Community Microgrid Assistance Partnership Smart Grid Grants	DOE	Provides funding and technical assistance for microgrid systems that enhance reliability/affordability, including for local governments Designed to increase flexibility, efficiency, and reliability of the electric power system. A municipal smart energy system (smart sensors, grid controls, EV integration, storage) could align well
Utility and regulatory programs	California Public Utilities Commission	Support microgrid deployment for resilience in vulnerable communities.
Multiple “grants for energy”	State & Local Clean Energy Financing / Grants	These may not always be labelled “smart energy system funding” but include the needed themes: distributed energy, efficiency, new grid technologies

TRANSPORTATION

PROGRAM	AGENCY	PURPOSE
Active Transportation Infrastructure Investment Program	Department of Transportation (DOT)	Aims to integrate various modes of transportation, including pedestrian and bicycle infrastructure, to create a more connected and accessible urban environment.
Transportation Alternatives Program	DOT	Offers an 80/20 funding match, covering up to 80% of eligible project costs, with a maximum federal contribution of $800,000 per project
Low or No Emission Vehicle Program	Federal Transit Administration (FTA)	Provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses, including the acquisition, construction, and leasing of required supporting facilities
EV Funding Finder tool	Joint Office of Energy and Transportation	Helps identify federal funding programs, including grants, loans, and tax incentives, suitable for various fleet electrification projects
Clean Air Grants	HUD	Support infrastructure that benefits low- to moderate-income residents. E-bike vouchers—and associated safety infrastructure—could qualify under accessible mobility and public health
Carbon Reduction Program	Federal Highway Administration (FHA)	Supports projects that reduce transportation emissions, including investments in public transit, bicycle and pedestrian infrastructure, and congestion management strategies
Congestion Mitigation and Air Quality Improvement Program	FHA	Provides flexible funding to state and local governments for transportation projects that help meet the requirements of the Clean Air Act, including those aimed at reducing VMT
Rebuilding American Infrastructure	DOT	Funds capital investments in surface transportation projects that will have a significant local or regional impact, including those that aim to reduce VMT through improved infrastructure and connectivity
California Climate Investments	CEC	Reduces GHG emissions through clean transportation, energy, waste, etc.
California Electric Vehicle Infrastructure Project (CALeVIP) & Clean Transportation Program	CEC	Incentives for purchase and installation of publicly accessible EV charging stations

GREEN COMMUNITY

PROGRAM	AGENCY	PURPOSE
Peer Network for Local Governments	Green Cities California	Facilitates collaboration, sharing of funding strategies and best practices in climate/ sustainability for cities in CA
Program Support Tooling & Membership Resource	California Green Business Network	While more of a network than a grant program, supports cities/businesses with green business certification and access to grant strategies
Related State Planning Grants	Urban Greening Program	"Sustainable Communities Grants" and other planning/implementation grants tied to transportation/green growth strategies in California
All Programs Portal	California Climate Investments	State-wide funding across many climate/ sustainability areas
Federal Funding Sources for Municipal Sustainability & Climate Action	National League of Cities	A searchable database of federal programs for cities focused on sustainability, climate mitigation/resilience.
ICLEI USA – Municipal Investment Fund	Coalition for Green Capital	Grants + technical support for municipalities to develop project pipelines that unlock private investment in clean energy/green business projects.

ADAPTATION AND RESILIENCE

PROGRAM	AGENCY	PURPOSE
Community Energy Reliability & Resilience Investment (CERRI) Program	CEC	Funds grid-hardening and energy resilience projects
Regional Resilience Planning and Implementation Grant Program	Governor's Office of Planning and Research (OPR)	Implementation of resilience projects via regional partnerships
The Adaptation Clearinghouse (via ResilientCA) and other State resources	Toolkit of funding online	Provide lists and searchable databases of adaptation and resilience funding and tools
Integrated Climate Adaptation and Resiliency Program	OPR	Supports climate adaptation planning
Coastal and Watershed Resilience Grants	California State Coastal Conservancy	Supports projects in coastal watersheds for nature-based solutions, resilience, restoration
Sea Level Rise Adaptation Planning Grant Program	OPC	Supports coastal governments to plan for and/or implement SLR adaptation
Climate Ready Program: Public Infrastructure Sea Level Rise Projects	OPC	Focuses on protecting communities and natural resources from SLR — especially public infrastructure, urban waterfronts, ports, ecosystems.
Local Coastal Program (LCP) Grant Program	California Coastal Commission	Provides funds to local governments to update or complete Local Coastal Programs
U.S. Federal Grant Programs	National Oceanic and Atmospheric Administration (NOAA)	For projects under its Effects of Sea Level Rise (ESLR) Program
Protect Coasts / Green Infrastructure	EPA	Includes resources and some funding pathways aimed at coastal hazard mitigation, storm surge/ SLR, infrastructure resilience
Urban & Community Forestry Grant Program	California Department of Forestry and Fire Protection	Supports tree planting, urban forest management, and related activities, with eligibility for cities, counties and nonprofits

ADAPTATION AND RESILIENCE

PROGRAM	AGENCY	PURPOSE
Funding sources	California ReLeaf	Lists many public & private funding sources for urban forestry and tree-planting across the state
Urban Greening Program	California Natural Resources Agency	Funds tree planting, green infrastructure and street/park tree projects
Clean California Local Grant Program	DOT	Competitive program for beautification, streets/ roads, pathways and public spaces
Resilience Hubs Grant Program	PG&E	Offers grants of $25,000 (feasibility phase) and $100,000 (design/build phase) for resilience-hub projects in PG&E's service area
Community Resilience Centers Program	Strategic Growth Council	Supports new construction or upgrades of neighborhood-level resilience centers

RESOURCE CONSERVATION

PROGRAM	AGENCY	PURPOSE
Watershed Resilience Program	California Department of Water Resources (DWR)	Offers a variety of grants and loans for public agencies including water-use efficiency, and integrated regional water management Offers grants & loans for water-infrastructure, drinking water access and efficiency
"Smart Water Rebates"	California Water Efficiency Partnership	Runs the "Smart Water Rebates" program for participating water agencies, covering many WaterSense-labeled product retrofits
Various	The California State Water Resources Control Board	Maintains several grant/loan programs covering drinking water, wastewater, stormwater, non-point source, water conservation, water recycling projects.
SB 1383 Local Assistance Grant Program - DONE	California Department of Resources Recycling and Recovery (CalRecycle)	Offers grants and loans for local governments to support recycling, composting, organics diversion infrastructure
Local Water Project Grant	Monterey Peninsula Water Management District	Focused largely on water supply, recharge, groundwater and large projects, this grant program may be open to smaller infrastructure installations if they support public access or water-conservation goals
WaterSense program	EPA	Has a "Rebate Finder" tool listing rebates for WaterSense-labeled products (indoor/outdoor fixtures) available in many areas
Rebate listings	Central Coast Greywater Alliance	Offers rebates (e.g., US $100 per fixture, US $150 after workshop, up to US $1,000 for permitted systems) in the Central Coast region

2025

APPENDICES



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CLIMATE ACTION AND ADAPTATION PLAN

APPENDIX A

Public Works Yard Solar and Storage Optimization (REopt Analysis)

A.1. Introduction

This appendix presents the detailed technical analysis conducted to evaluate the addition of battery storage to the City of Pacific Grove's Public Works Yard solar carport system. The assessment examines how pairing a 14 kW / 56 kWh lithium-ion battery with the existing 62.08 kW DC PV array affects solar utilization, curtailment, grid purchases, and overall cost-effectiveness. Modeling was completed using the National Renewable Energy Laboratory's (NREL) REopt Lite optimization tool, which simulates hourly PV generation, battery charging and discharging, and grid interactions across a typical meteorological year. This appendix documents the modeling assumptions, annual energy flows, daily dispatch dynamics, and financial results that support the project's feasibility findings.

A.2. Modeling Inputs and Assumptions

Table A-1 summarizes the key technical, operational, and financial assumptions used in the REopt optimization. These inputs reflect verified PG&E usage for the facility, HelioScope production modeling of the carport array, and current 2025 market pricing for municipal-scale battery systems. A synthesized NREL commercial load profile was scaled to match the Yard's measured annual energy use and aligned to the facility's typical weekday operating hours.

PUBLIC WORKS YARD SOLAR AND STORAGE OPTIMIZATION (REOPT ANALYSIS)

Table A-1. Key Modeling Parameters

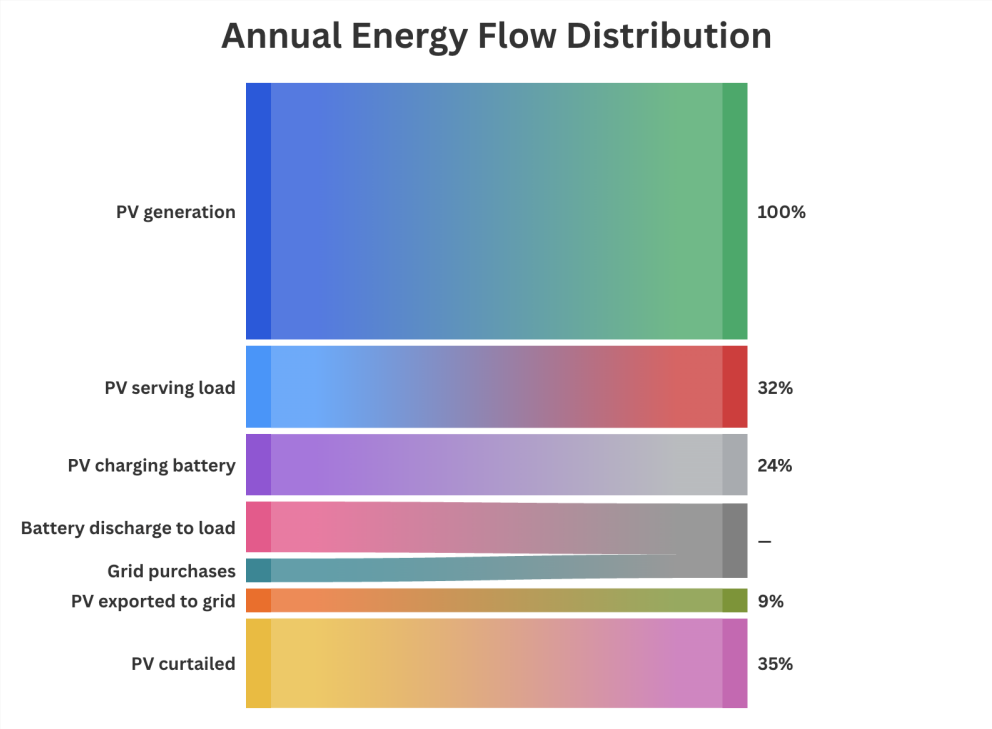
Parameter	Value	Notes
Annual site load	50,678 kWh	Based on verified PG&E utility data
PV system size	62.08 kW DC	Existing fixed-tilt (10°), south-facing
PV losses	13%	Performance ratio of 0.87
Installed PV cost	$3,500/kW	Typical municipal carport pricing
Battery usable capacity	56 kWh	Optimized size from REopt
Battery power rating	14 kW	Optimized size from REopt
Battery cost	$400/kWh, $1,000/kW	2025 turnkey estimate
Round-trip efficiency	90%	AC-coupled Li-ion
Export rate	$0.0307/kWh	PG&E NSC
Retail rate	$0.43256/kWh	PG&E B-1 blended
Analysis period	25 years	Public sector financial assumptions

The load profile exhibits strong daytime alignment with PV generation, making the site an excellent candidate for increased solar self-consumption through storage.

A.3. Annual Energy Flow Distribution

The visual below illustrates how the system's 83,011 kWh of annual PV generation is distributed among different end uses after battery optimization.

Figure A-1. Annual Energy Flow Distribution



The optimized configuration substantially increases the fraction of PV energy used on-site:

1. 32% serves load directly
2. 24% charges the battery
3. 9% is exported at NSC rates
4. 35% is curtailed due to limited storage and load during peak solar hours

This demonstrates the importance of battery storage for mitigating curtailment and improving the value of the existing PV array.

A.4. Annual PV Utilization Breakdown

To quantify where annual PV generation is allocated, Figure A-2 and Table A-2 summarize the major PV energy pathways.

Figure A-2. Annual PV Generation and Utilization

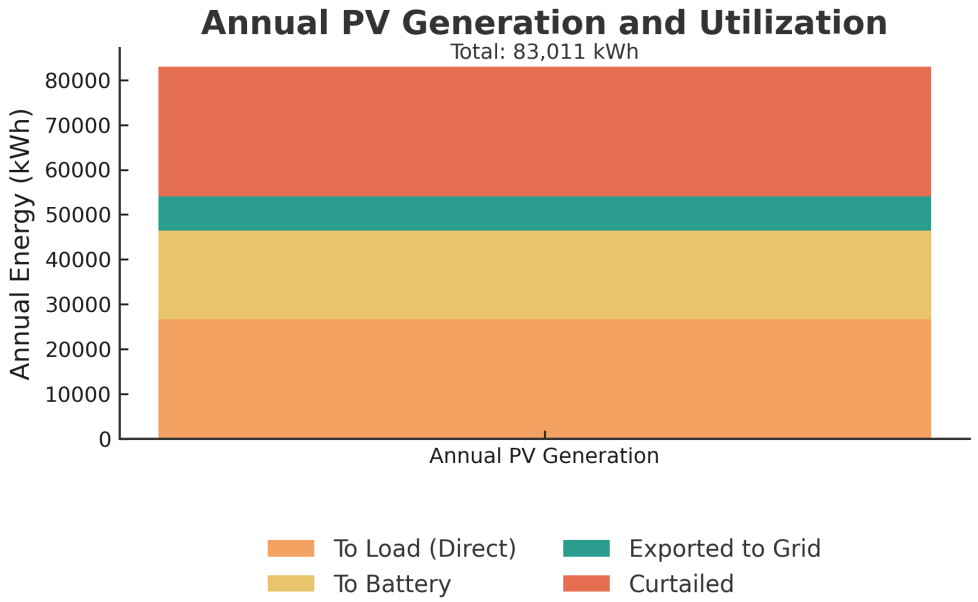


Table A-2. Annual PV Utilization

Component	Annual Energy (kWh)
PV → Load (direct use)	26,613
PV → Battery	19,776
PV Exported to Grid	7,662
PV Curtailment	28,960
Total PV Generation	**83,011**

The battery stores nearly **20 MWh/year** of excess midday solar that would otherwise be lost to curtailment, increasing total on-site solar use by more than **40%** relative to a no-battery case.

A.5. Annual Load Supplied by Source

Figure A-3 shows how the Public Works Yard's 50,678 kWh annual load is met through direct PV, stored PV delivered from the battery, and residual grid energy.

Figure A-3. Annual Site Load Supplied by Source

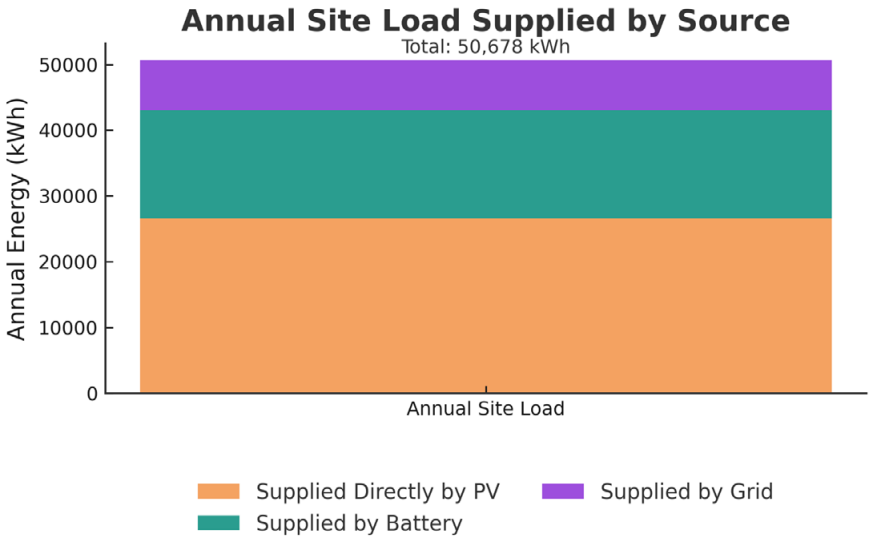


Table A-3. Annual Load Supply by Energy Source

Source	Annual Energy (kWh)
Supplied directly by PV	26,613
Supplied by Battery (stored PV)	16,423
Supplied by Grid	7,641
Total Site Load	50,678

Key outcome:

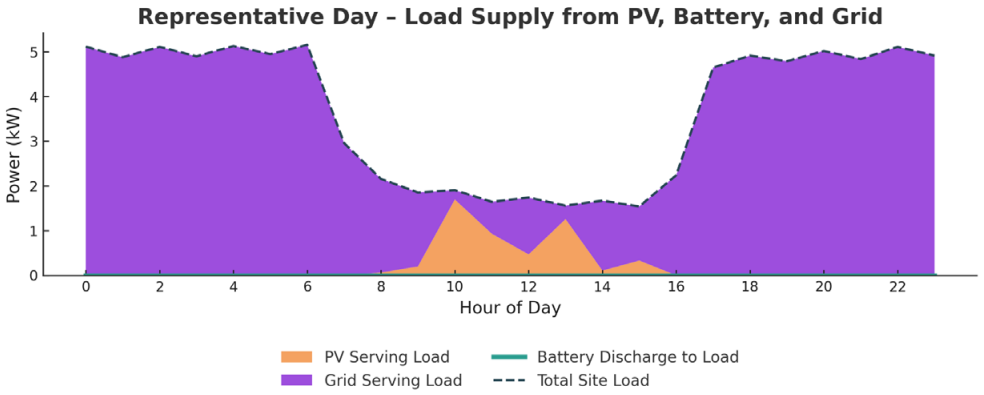
85% of the Yard's annual electricity use is met by on-site solar energy, leaving only 15% to be purchased from PG&E.

The optimized storage system substantially improves the site's self-sufficiency and reduces vulnerability to utility rate increases.

A.6. Representative Day Dispatch Behavior

The figure below illustrates hourly system behavior for a high-solar spring day. It highlights how PV, battery storage, and the grid interact to serve the facility load.

Figure A-4. Representative Day – Load Supply from PV, Battery, and Grid



Operational observations:

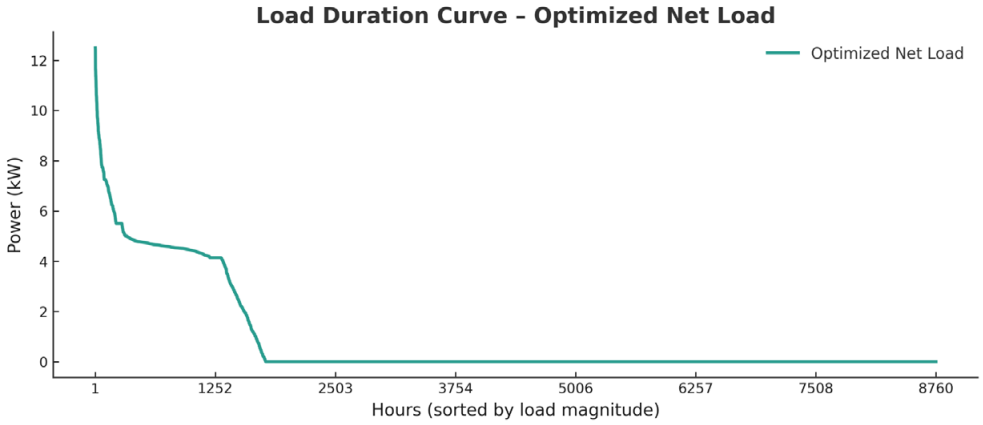
- Midday: PV meets nearly 100% of load
- Morning/evening: The battery discharges to cover load before/after peak solar
- Grid: Only provides energy during short overnight periods or when PV and battery are insufficient

This dispatch pattern demonstrates how the battery extends the usefulness of mid-day solar into hours of higher demand.

A.7. Load Duration Curve (Optimized Case)

The load duration curve below ranks hourly net load from highest to lowest. The optimized profile shows significantly reduced peaks, reflecting the battery's contribution to lowering grid dependence.

Figure A-5. Optimized Load Duration Curve



Compared to a business-as-usual profile, the optimized curve shows significantly reduced peak loads. This smoothing effect indicates improved operational resilience and reduced exposure to potential demand-related charges.

A.8. Economic Summary

The optimized PV + battery configuration produces positive life-cycle financial performance.

Table A-4. Economic Summary

Metric	Value
Net Present Value (NPV)	$8,936
Payback period	12.44 years
Internal Rate of Return (IRR)	7.1%
Total battery capital cost	$36,387
Year 1 utility bill reduction	$5,077
Lifetime utility savings	$76,913

Value creation comes primarily from increased PV self-consumption, reduced grid purchases, and recovery of energy that would otherwise be curtailed.

A.9. Emissions Impact

By reducing annual grid purchases from 23,188 kWh to 7,641 kWh, the optimized system lowers life-cycle emissions by approximately:

- Approximately 19 metric tons of CO_2 avoided, with negligible impacts on NO_x, SO_2, and $PM_{2.5}$ due to California's relatively clean grid.

A.10. Summary and Conclusions

The REopt analysis demonstrates that integrating a 56 kWh battery with the existing Public Works Yard solar carport produces meaningful operational, economic, and environmental benefits:

1. Reduces PV curtailment by nearly 20 MWh/year
2. Increases on-site solar contribution to 85% of annual load
3. Cuts grid imports by 67%
4. Provides a positive NPV and strong long-term savings
5. Smooths net load and enhances operational resilience

Overall, battery integration is a cost-effective and high-impact strategy for maximizing renewable energy use at the Public Works Yard.

CLIMATE ACTION AND ADAPTATION PLAN

APPENDIX B

City of Pacific Grove Funding Plan

Table B: Possible Funding Mechanisms

Bold indicates implementation year

STAFF TIME KEY:

= 1 – 20 staff hours (annually)

= 20 – 60 staff hours (annually)

= 60+ staff hours (annually)

= Recurring annual staff needed

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
2026					
RS 1.1 In partnership with the Monterey Fire Department, host a "Wildfire Ready Monterey" annual workshop event that is specific to Pacific Grove residents starting in 2026; offer in multiple languages and ensure inclusive engagement with vulnerable populations	2026		2026-2031	$0	Monterey Fire Department
RS 2.2 Prioritize considerations for resilient communities	2026		2026	$0	Operating Budget
RS 2.3 Educate and Protect Residents and Businesses.	2026		2026	$0	Operating Budget
RS 4.1 Require all major city-funded or city-partnered climate projects, such as solar, EV charging, energy retrofits, tree planting to include local hire targets of 30% of (job hours/funding) allocated for Pacific Grove (or Monterey Bay Area?) residents or businesses	2026		2026	$0	Operating Budget
RS 5.1 Using the 2026 Urban Tree Canopy Assessment, create a roadmap of planting activities (locations and timeline) with the goal of planting 100 trees annually	2026	$107,200	2026-2031	$643,200	California Department of Forestry and Fire Protection; California ReLeaf; California Natural Resources Agency
RS 6.1 Establish annual funding allocation to increase and maintain the number of certified green businesses each year in partnership with the Monterey Bay Area Green Business Program, and recognize and promote current participants	2026	$5,000	2026-2031	$30,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital
RS 6.2 Collaborate and allocate incentive funds to increase adoption of Green Business and Sustainability Frameworks, and related initiatives, especially among hospitality businesses	2026	$50,000	2026-2031	$300,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RS 7.1 Accelerate implementation of Shoreline Management Plan through annual and multi-year funding allocations and pilot implementation. Use Vulnerability Assessment (CCVA) to guide prioritization (e.g. Lovers Point, Ocean View Blvd, Asilomar Dunes).	2026	$75,000	2026-2031	$350,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 1.1 Set annual goal for increased porous surface acres. Increase from (e.g. 500 acres to 750 acres by 2035); Create an implementation plan including annual budget and priority locations	2026	$900,000	2026-2031	$5,400,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 1.2 Integrate Living Shoreline protection at Lovers Point combining natural materials (plants, sand, shells, biodegradable logs) with structural elements to stabilize the coast	2026	$800,000	2026	$0	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 2.1 Partner with the Monterey Bay Sanctuary to promote citizen science programs, such as Dry Run and First Flush Monitoring Program, E9c Outfall Monitoring, and PG Local Water Project	2026		2026-2031	$0	Monterey Bay Sanctuary
AP 2.4 In alignment with the Perkins Park Plan, continue to restore and maintain the existing purple carpet ice plant along Ocean View Boulevard, but consider native species elsewhere in the City	2026		2026	$0	Operating Budget
AP 2.5 Develop site-specific managed retreat scenarios with timeline and cost estimates for relocating trails, signage, amenities where armoring not recommended (Reaches 15, 19)	2026		2026	$0	Operating Budget

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
AP 3.1 Add funding and implementation schedule as an appendix to the Shoreline Management Plan	2026	$2,000,000	2026-2031	$12,000,000	California State Coastal Conservancy Grants; Urban Greening Program; California State Water Resources Control Board; EPA; Caltrans
RE 1.1 Consider a crowdfunding residential and commercial bulk purchasing solar campaign, "Solarize PG", to bring upfront costs down	2026		Phase I: 2026	$0	Operating Budget
RE 2.1 Conduct a comprehensive energy audit of municipal facilities, including the Museum of Natural History and the Pacific Grove Library	2026	$10,000	2026-2027	$40,000	Energy Efficiency & Conservation Block Grant Program; U.S. Department of Energy; 3CE's Audits & assessments: determining where energy savings exist. California Energy Commission; PG&E's "Whole Building Performance Based" Program
RE 2.2 Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks and facilities	2026	$100,000	2026-2031	$440,000	3CE rebates and grants; IBank CLEEN Center – SWEEP & LED Street Lighting loans; California Energy Commission – Local Government programs; Energy Savings Performance Contract
RE 2.3 Participate in 3CE's Hourly Flex Pricing pilot, which offers financial incentives for shifting municipal electricity use away from peak demand periods	2026		2026	$0	3CE
RE 2.4 Launch smart energy management systems for real-time with remote use adjustments for increased energy savings	2026	$250,000	2026-2027	$250,000	Energy Savings Performance Contract; Green Banks & Clean Energy Financing Support; Local Government Building Decarbonization Challenge Program

APPENDIX B

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RE 3.1 Incentivize energy efficiency upgrades, using tax credits, for existing buildings at the time of a major remodel or change of ownership	2026		2026	$0	Avoided Income
RE 3.2 Reduce permit fees and streamline permitting requirements for renewable energy building renovations	2026		2026	$0	Avoided Income
RE 3.3 Implement programs to provide weatherization services, improve energy efficiency, and reduce utility costs for low income households beginning in 2026	2026		2026	$0	Energy Efficiency & Conservation Block Grant, State Energy Program, SAVES Revolving Loan Program & Local Energy Loan Programs; Central Coast Energy Services
RE 6.1 Continue to leverage 3CE for carbon free electricity, while working to increase local renewables, microgrids and community incentives in line with early goals of the organization	2026	Already budgeted for purchasing 3CPrime	2026-2031	$0	3CE
TR 1.1 Develop a municipal Fleet Electrification Plan by 2028 that identifies vehicle replacement schedules, charging infrastructure needs, deployment timeframes and phasing, and estimated capital and operating costs	2026	Paid for by 3CE	2026	$0	3CE
TR 1.2 Install 35 electric vehicle chargers at city facilities	2026	$40,000	2026-2031	$160,000	3CE's Charge Your Fleet program
TR 1.3 Accelerate the transition to EVs community-wide and make charging more accessible.	2026		2026-2031	$0	3CE's Electrify Your Ride Rebates
TR 2.1 Expand education and outreach campaigns and events to promote walking, biking and taking transit	2026		2026-2031	$0	Partnerships; Regional Surface Transportation Program, Active Transportation Support Program, Work with TAMC on Safe Route to School program, CALTrans' Active Transportation Program

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
TR 2.2 Work with MST to increase access to public transit by increasing frequency of service near Holman building, Lover's Point, and Grove Market	2026		2026	$0	MST
TR 3.1 Incorporate separated bike lanes through town using similar signage as outlined in the Shoreline Management Plan	2026	$160,000	2026-2031	$640,000	HUD's Clean Air Grants; DOT's Transportation Alternatives Program & Active Transportation Infrastructure Investment Program
TR 3.3 Create a tax incentive for commercial businesses who develop Transportation Demand Management programs	2026		2026	$0	Avoided Income
TR 3.5 Pursue complete street RFP; incorporate in new development as feasible	2026		2026	$0	Operating Budget
RC 1.1 Continue successful regional collaboration with ReGen Monterey (RGM), Salinas Valley Recycles (SVR) and Blue Strike Environmental (BSE) to achieve zero waste goals	2026		2026-2031	$0	Operating Budget
RC 1.2 Continue regional collection, education, outreach, technical assistance, enforcement, procurement and reporting efforts to meet and exceed SB 1383 mandate of 75% reduction in organic waste to landfill and maximum amount of edible food recovery and 20% statewide edible food recovery goals	2026		2026-2031	$0	Operating Budget
RC 2.1 Advance targeted waste management solutions through continued regional collaboration with ReGen Monterey	2026		2026-2031	$0	Operating Budget
RC 2.2 Enforce CalGreen's construction and demolition standard which mandates that construction projects recycle or salvage at least 65% of nonhazardous C&D debris	2026		2026-2031	$0	Operating Budget

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RC 2.3 Utilize franchise agreement with GreenWaste Recovery to support continued and increasing diversion and waste reduction through curbside collection and complimentary services	2026		2026-2031	$0	Operating Budget
RC 2.4 Continue to participate in ReGen Monterey's TAC and joint subcommittees, including leadership on Edible Food Recovery (EFR) Subcommittee	2026		2026-2031	$0	Operating Budget
RC 2.5 Expand Technical Advisory Committee to plan for SB 54 which requires waste reduction from single-use packaging waste and single-use plastic food ware	2026		2026-2031	$0	Operating Budget
RC 2.6 Require new development to incorporate a minimum of 15% of recycled materials into construction to encourage the market for recycled goods	2026		2026	$0	Operating Budget
RC 3.2 Review existing codes, ordinances and policies to identify opportunities to remove barriers from implementation	2026		2026	$0	Operating Budget
RC 4.1 Further municipal zero waste practices in city buildings, parks, facilities and owned properties	2026		2026-2031	$0	Operating Budget
RC 4.2 Partner with the Chamber of Commerce to implement improved zero waste practices, recycling and organics diversion, water refill stations, and plastic water bottle and Styrofoam ban at Good Old Days, as the largest community event held within the city	2026		2026-2031	$0	Operating Budget
RC 4.3 Install eight water refill stations in city buildings to encourage refillable water bottles	2026	$24,000	2026	$0	American Water Charitable Foundation; California Department of Water Resources; Monterey Peninsula Water Management District

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RC 5.1 Require all new developments and major renovations to meet Model Water Efficient Landscape Ordinance (MWELO) standards, including use of water-efficient & native plants, drip irrigation, and moisture sensors	2026		2026	$0	Operating Budget
RC 5.2 Require all new construction and major remodels to include EPA WaterSense fixtures (toilets, sink faucets, and showerheads) beginning in 2026	2026		2026-2031	$0	Operating Budget
RC 5.4 Expand rain garden, rainwater catchment, and low-impact design demonstration projects by city, residents and businesses	2026		2026-2031	$0	Partnerships
RC 5.5 Partner with Monterey Peninsula Water Management District to encourage residential and commercial recycled water projects and provide greywater installation training workshops, rain barrel distribution, financial incentives and/or technical and installation assistance	2026		2026-2031	$0	Monterey Peninsula Water Management District; Central Coast Greywater Alliance; EPA; The California State Water Resources Control Board; California Water Efficiency Partnership
RC 5.6 Offer expedited and/or reduced cost permits to new developments and major renovations of existing developments that include greywater systems or pipes for recycled water	2026		2026-2031	$0	Avoided Income
RC 5.7 Continue regional collaborative management of water recycling and stormwater management	2026		2026-2031	$0	Partnerships

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
GC 1.1 Collaborate with the Chamber of Commerce and California Green Business Network (CGBN) to promote, expand and enhance adoption of the California Green Business Program to increase the number of certified green businesses within the City of Pacific Grove	2026	$25,000	2026-2031	$150,000	The National League of Cities; The Coalition for Green Capital ; California Climate Investments; Urban Greening Program; California Green Business Network; Green Cities California
GC 1.2 Develop a one-stop-shop resource page on the city's website tailored to residents and businesses	2026		2026-2031	$0	Operating Budget
GC 2.1 Partner with local organizations to promote, expand and enhance local initiatives focused on native plants, pollinators, Integrated Pest Management (IPM), low-impact design and stormwater management, rainwater catchment, rain gardens, food systems, beach clean-ups, and similar environmental initiatives	2026		2026-2031	$0	Monterey Bay Chapter – California Native Plant Society; Monterey Regional Stormwater Management Program; Save Our Shores; Pacific Grove Museum of Natural History
GC 2.2 Develop annual fund or grant program to support local initiatives in expanding and sustaining reach and impact	2026	$100,000	2026-2031	$500,000	Operating Budget
GC 3.1 Increase regional involvement with Central Coast Climate Collaborative (4C) to gain insight on regional projects and to leverage resources	2026		2026-2031	$0	Partnerships
GC 3.2 Establish an interdepartmental Steering Committee to integrate climate preparedness in planning, maintenance, and capital improvements through the development of work plans, screening of capital improvements, and cross-sector collaboration	2026		2026-2031	$0	Operating Budget

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
GC 3.3 Integrate annual CAAP report goals during the budget review process at the direction of the City Manager	2026		2026-2031	$0	Operating Budget
GC 3.4 Join the Monterey Bay Climate Adaptation Network	2026		2026-2031	$0	Operating Budget
GC 3.5 Ensure that marginalized communities have access to green spaces, clean water, affordable housing, and sustainable transportation options to ensure climate resilience benefits are shared equitably	2026		2026-2031	$0	4C, Central Coast Climate Justice Network (C3JN), Community-Based Organizations (CBOs), Housing Authority
TOTAL ANNUAL FUNDING NEEDED - $5,566,200					
2027					
RS 1.1 In partnership with the Monterey Fire Department, host a "Wildfire Ready Monterey" annual workshop event that is specific to Pacific Grove residents starting in 2026; offer in multiple languages and ensure inclusive engagement with vulnerable populations.	2027		2027-2031	$0	Monterey Fire Department
RS 1.2 Implement and fund Community Wildfire Protection Plan (CWPP) for Pacific Grove.	2027	$60,000	2027	$0	Operating budget
RS 3.1 Applicants can receive partial or full refunds of the Carbon Impact Fee by incorporating energy efficiency measures, retrofits, and/or on-site renewable energy systems that exceed California Title 24 energy code requirements	2027	$0	2027	$0	Avoided income
RS 5.1 Using the 2026 Urban Tree Canopy Assessment, create a roadmap of planting activities (locations and timeline) with the goal of planting 100 trees annually	2027	$107,200	2026-2031	$536,000	California Department of Forestry and Fire Protection; California ReLeaf; California Natural Resources Agency

APPENDIX B

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RS 6.1 Establish annual funding allocation to increase and maintain the number of certified green businesses each year in partnership with the Monterey Bay Area Green Business Program, and recognize and promote current participants	2027	$5,000	2027-2031	$25,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital
RS 6.2 Collaborate and allocate incentive funds to increase adoption of Green Business and Sustainability Frameworks, and related initiatives, especially among hospitality businesses	2027	$50,000	2027-2031	$250,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital
RS 7.1 Accelerate implementation of Shoreline Management Plan through annual and multi-year funding allocations and pilot implementation. Use Vulnerability Assessment (CCVA) to guide prioritization (e.g. Lovers Point, Ocean View Blvd, Asilomar Dunes).	2027	$75,000	2027-2031	$275,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 1.1 Set annual goal for increased porous surface acres. Increase from (e.g. 500 acres to 750 acres by 2035); Create an implementation plan including annual budget and priority locations	2027	$900,000	2027-2031	$4,500,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 1.1 Partner with the Monterey Bay Sanctuary to promote citizen science programs, such as Dry Run and First Flush Monitoring Program, E9c Outfall Monitoring, and PG Local Water Project	2027		2027-2031	$0	Monterey Bay Sanctuary
AP 2.2 Reevaluate the outcomes and remaining needs at the Great Tide Pools site, a five-year restoration project initiated in 2014	2027		2027-2031	$0	Operating Budget
AP 2.3 Identify gaps in the Point Pinos Coastal Trail Project (and others); create a formal assessment report to include priority projects and timeline for implementation	2927		2027-2031	$0	Operating Budget

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
AP 3.1 Add funding and implementation schedule as an appendix to the Shoreline Management Plan	2027	$2,000,000	2027-2031	$10,000,000	California State Coastal Conservancy Grants; Urban Greening Program; California State Water Resources Control Board; EPA; Caltrans
RE 2.1 Conduct a comprehensive energy audit of municipal facilities, including the Museum of Natural History and the Pacific Grove Library	2027	$40,000	2027	$0	Energy Efficiency & Conservation Block Grant Program; U.S. Department of Energy; 3CE's Audits & assessments: determining where energy savings exist. California Energy Commission; PG&E's "Whole Building Performance Based" Program
RE 2.2 Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks and facilities	2027	$100,000	2027-2031	$340,000	3CE rebates and grants; IBank CLEEN Center – SWEEP & LED Street Lighting loans; California Energy Commission – Local Government programs; Energy Savings Performance Contract
RE 2.4 Launch smart energy management systems for real-time with remote use adjustments for increased energy savings	2027	$250,000	2027	$0	DOE; Various state smart energy funding grants
RE 3.3 Implement programs to provide weatherization services, improve energy efficiency, and reduce utility costs for low income households beginning in 2026	2027		2027-2031	$0	Energy Efficiency & Conservation Block Grant, State Energy Program, SAVES Revolving Loan Program & Local Energy Loan Programs; Central Coast Energy Services
RE 4.1 Complete a community-wide and municipal electrification study and establish a long-term implementation plan (Phase 1 and Phase 2)	2027	$100,000	2027	$0	CEC; 4CE Electrification & Innovation Grant Program; Energy Efficiency and Conservation Block Grants

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RE 5.1 Implement energy management and energy storage systems at municipal locations to charge during low-use and release energy during peak demand hours. Implement 1 or more installations every 5 years by 2030, 2035, 2040 and 2045	2027	Public Works Yard (2027) - $100,000 Wastewater Treatment facility (2030) Community Center (2035)	2027	$0	PG&E; DOE; California Public Utilities Commission
TR 1.2 Install 35 electric vehicle chargers at city facilities	2027	$40,000	2027-2031	$120,000	3CE's Charge Your Fleet program
TR 1.3 Accelerate the transition to EVs community-wide and make charging more accessible	2027		2027-2031	$0	3CE's Electrify Your Ride Rebates
TR 2.1 Expand education and outreach campaigns and events to promote walking, biking and taking transit	2027		2026-2031	$0	Partnerships; Regional Surface Transportation Program, Active Transportation Support Program, Work with TAMC on Safe Route to School program, CALTrans' Active Transportation Program
TR 2.3 Introduce a free trolley from downtown to Aquarium and Asilomar beach similar to and integrated with Monterey's model	2027	$1,300,000	2027	$0	DOT's Rebuilding American Infrastructure; FHA's Congestion Mitigation and Air Quality Improvement Program; FHA's Carbon Reduction Program; FTA's Low or No Emission Vehicle Program
TR 3.1 Incorporate separated bike lanes through town using similar signage as outlined in the Shoreline Management Plan	2027	$160,000	2027-2031	$480,000	HUD's Clean Air Grants; DOT's Transportation Alternatives Program & Active Transportation Infrastructure Investment Program

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
TR 3.2 Install sidewalks in Del Monte Park neighborhood to support "Safe Route to School" program	2027	$792,000	2027-2031	$2,376,000	HUD's Clean Air Grants; DOT's Transportation Alternatives Program & Active Transportation Infrastructure Investment Program
TR 3.4 Partner with nonprofits or community-based organizations to host "mobility pop-ups" that offer bike repair, trip planning, and transit education	2027		2027-2031	$0	Operating Budget
RC 1.1 Continue successful regional collaboration with ReGen Monterey (RGM), Salinas Valley Recycles (SVR) and Blue Strike Environmental (BSE) to achieve zero waste goals	2027		2027-2031	$0	Operating Budget
RC 1.2 Continue regional collection, education, outreach, technical assistance, enforcement, procurement and reporting efforts to meet and exceed SB 1383 mandate of 75% reduction in organic waste to landfill and maximum amount of edible food recovery and 20% statewide edible food recovery goals	2027		2027-2031	$0	Operating Budget
RC 2.1 Advance targeted waste management solutions through continued regional collaboration with ReGen Monterey	2027	Staff time	2027-2031	$0	Operating Budget
RC 2.3 Utilize franchise agreement with GreenWaste Recovery to support continued and increasing diversion and waste reduction through curbside collection and complimentary services	2027		2027-2031	$0	Operating Budget
RC 2.4 Continue to participate in ReGen Monterey's TAC and joint subcommittees, including leadership on Edible Food Recovery (EFR) Subcommittee	2027		2027-2031	$0	Operating Budget

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RC 2.5 Expand Technical Advisory Committee to plan for SB 54 which requires waste reduction from single-use packaging waste and single-use plastic food ware	2027		2027-2031	$0	Operating Budget
RC 4.1 Further municipal zero waste practices in city buildings, parks, facilities and owned properties	2027		2027-2031	$0	Operating Budget
RC 4.2 Partner with the Chamber of Commerce to implement improved zero waste practices, recycling and organics diversion, water refill stations, and plastic water bottle and Styrofoam ban at Good Old Days, as the largest community event held within the city	2027		2027-2031	$0	Operating Budget
RC 5.3 Demonstrate city leadership through adoption of EPA WaterSense retrofits in all municipal buildings by 2027	2027	$21,200	2027-2031	$84,800	EPA's WaterSense program; Monterey Peninsula Water Management District; California State Water Resources Control Board; California Water Efficiency Partnership
RC 5.4 Expand rain garden, rainwater catchment, and low-impact design demonstration projects by city, residents and businesses	2027	$4,000	2027	$0	Monterey Peninsula Water Management District; Central Coast Greywater Alliance; EPA; The California State Water Resources Control Board; California Water Efficiency Partnership
RC 5.5 Partner with Monterey Peninsula Water Management District to encourage residential and commercial recycled water projects and provide greywater installation training workshops, rain barrel distribution, financial incentives and/or technical and installation assistance	2027		2027-2031	$0	Monterey Peninsula Water Management District; Water Awareness Committee of Monterey County Greywater Action;

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
GC 1.1 Collaborate with the Chamber of Commerce and California Green Business Network (CGBN) to promote, expand and enhance adoption of the California Green Business Program to increase the number of certified green businesses within the City of Pacific Grove	2027	$25,000	2027-2031	$125,000	The National League of Cities; The Coalition for Green Capital ; California Climate Investments; Urban Greening Program; California Green Business Network; Green Cities California
GC 2.1 Partner with local organizations to promote, expand and enhance local initiatives focused on native plants, pollinators, Integrated Pest Management (IPM), low-impact design and stormwater management, rainwater catchment, rain gardens, food systems, beach clean-ups, and similar environmental initiatives	2027		2027-2031	$0	Monterey Bay Chapter – California Native Plant Society; Monterey Regional Stormwater Management Program; Save Our Shores; Pacific Grove Museum of Natural History
GC 2.2 Develop annual fund or grant program to support local initiatives in expanding and sustaining reach and impact.	2027	$100,000	2027-2031	$500,000	Operating Budget
GC 3.5 Ensure that marginalized communities have access to green spaces, clean water, affordable housing, and sustainable transportation options to ensure climate resilience benefits are shared equitably.	2027		2027-2031	$0	4C, Central Coast Climate Justice Network (C3JN), Community-Based Organizations (CBOs), Housing Authority
TOTAL ANNUAL FUNDING NEEDED $6,249,400					

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
2028					
RS 1.1 In partnership with the Monterey Fire Department, host a "Wildfire Ready Monterey" annual workshop event that is specific to Pacific Grove residents starting in 2026; offer in multiple languages and ensure inclusive engagement with vulnerable populations.	2028		2028-2031	$0	Monterey Fire Department
RS 2.1 Identify, fund, and prepare existing and new public facilities to serve as resilience hubs (i.e. locations which are able to generate power in the event of a power outage, distribute emergency supplies, and coordinate communication)	2028	$1,750,000	2028	$0	CEC; Governor's Office of Planning and Research; PG&E; Strategic Growth Council
RS 5.1 Using the 2026 Urban Tree Canopy Assessment, create a roadmap of planting activities (locations and timeline) with the goal of planting 100 trees annually	2028	$107,200	2028-2031	$536,000	California Department of Forestry and Fire Protection; California ReLeaf; California Natural Resources Agency
RS 6.1 Establish annual funding allocation to increase and maintain the number of certified green businesses each year in partnership with the Monterey Bay Area Green Business Program, and recognize and promote current participants	2028	$5,000	2028-2031	$20,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital
RS 6.2 Collaborate and allocate incentive funds to increase adoption of Green Business and Sustainability Frameworks, and related initiatives, especially among hospitality businesses	2028	$50,000	2028-2031	$250,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital
RS 7.1 Accelerate implementation of Shoreline Management Plan through annual and multi-year funding allocations and pilot implementation. Use Vulnerability Assessment (CCVA) to guide prioritization (e.g. Lovers Point, Ocean View Blvd, Asilomar Dunes).	2027	$75,000	2027-2031	$275,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
AP 1.1 Set annual goal for increased porous surface acres. Increase from (e.g. 500 acres to 750 acres by 2035); Create an implementation plan including annual budget and priority locations	2028	$900,000	2028-2031	$3,600,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 2.1 Partner with the Monterey Bay Sanctuary to promote citizen science programs, such as Dry Run and First Flush Monitoring Program, E9c Outfall Monitoring, and PG Local Water Project	2028		2028-2031	$0	Monterey Bay Sanctuary
AP 3.1 Add funding and implementation schedule as an appendix to the Shoreline Management Plan	2028	$2,000,000	2028-2031	$8,000,000	California State Coastal Conservancy Grants; Urban Greening Program; California State Water Resources Control Board; EPA; Caltrans
RE 2.2 Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks and facilities	2028	$100,000	2028-2031	$240,000	3CE rebates and grants; IBank CLEEN Center – SWEEP & LED Street Lighting loans; California Energy Commission – Local Government programs; Energy Savings Performance Contract
TR 1.2 Install 35 electric vehicle chargers at city facilities	2028	$40,000	2028-2031	$80,000	3CE's Charge Your Fleet program
TR 1.3 Accelerate the transition to EVs community-wide and make charging more accessible	2028		2028-2031	$0	3CE's Electrify Your Ride Rebates
TR 2.1 Expand education and outreach campaigns and events to promote walking, biking and taking transit	2028		2028-2031	$0	Partnerships; Regional Surface Transportation Program, Active Transportation Support Program, Work with TAMC on Safe Route to School program, CALTrans' Active Transportation Program

APPENDIX B

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
TR 3.1 Incorporate separated bike lanes through town using similar signage as outlined in the Shoreline Management Plan	2028	$160,000	2028-2031	$320,000	HUD's Clean Air Grants; DOT's Transportation Alternatives Program & Active Transportation Infrastructure Investment Program
TR 3.2 Install sidewalks in Del Monte Park neighborhood to support "Safe Route to School" program	2028	$792,000	2028-2031	$1,584,000	HUD's Clean Air Grants; DOT's Transportation Alternatives Program & Active Transportation Infrastructure Investment Program
RC 5.3 Demonstrate city leadership through adoption of EPA WaterSense retrofits in all municipal buildings by 2027	2028	$21,200	2028-2031	$63,600	EPA's WaterSense program; Monterey Peninsula Water Management District; California State Water Resources Control Board; California Water Efficiency Partnership
RC 5.5 Partner with Monterey Peninsula Water Management District to encourage residential and commercial recycled water projects and provide greywater installation training workshops, rain barrel distribution, financial incentives and/or technical and installation assistance	2028		2028-2031	$0	Monterey Peninsula Water Management District; Water Awareness Committee of Monterey County Greywater Action;
GC 1.1 Collaborate with the Chamber of Commerce and California Green Business Network (CGBN) to promote, expand and enhance adoption of the California Green Business Program to increase the number of certified green businesses within the City of Pacific Grove	2028	$25,000	2028-2031	$125,000	The National League of Cities; The Coalition for Green Capital ; California Climate Investments; Urban Greening Program; California Green Business Network; Green Cities California

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
GC 2.1 Partner with local organizations to promote, expand and enhance local initiatives focused on native plants, pollinators, Integrated Pest Management (IPM), low-impact design and stormwater management, rainwater catchment, rain gardens, food systems, beach clean-ups, and similar environmental initiatives	2028		2028-2031	$0	Monterey Bay Chapter – California Native Plant Society; Monterey Regional Stormwater Management Program; Save Our Shores; Pacific Grove Museum of Natural History
GC 2.2 Develop annual fund or grant program to support local initiatives in expanding and sustaining reach and impact.	2028	$100,000	2028-2031	$500,000	Operating Budget
GC 3.5 Ensure that marginalized communities have access to green spaces, clean water, affordable housing, and sustainable transportation options to ensure climate resilience benefits are shared equitably.	2028		2028-2031	$0	4C, Central Coast Climate Justice Network (C3JN), Community-Based Organizations (CBOs), Housing Authority
TOTAL ANNUAL FUNDING NEEDED $6,070,400					
2029					
RS 1.1 In partnership with the Monterey Fire Department, host a "Wildfire Ready Monterey" annual workshop event that is specific to Pacific Grove residents starting in 2026; offer in multiple languages and ensure inclusive engagement with vulnerable populations	2029		2029-2031	$0	Monterey Fire Department
RS 5.1 Using the 2026 Urban Tree Canopy Assessment, create a roadmap of planting activities (locations and timeline) with the goal of planting 100 trees annually	2029	$107,200	2029-2031	$321,600	California Department of Forestry and Fire Protection; California ReLeaf; California Natural Resources Agency
RS 6.1 Establish annual funding allocation to increase and maintain the number of certified green businesses each year in partnership with the Monterey Bay Area Green Business Program, and recognize and promote current participants	2029	$5,000	2029-2031	$15,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RS 6.2 Collaborate and allocate incentive funds to increase adoption of Green Business and Sustainability Frameworks, and related initiatives, especially among hospitality businesses	2029	$50,000	2029-2031	$150,000	California Green Business Network; Green Cities California; National League of Cities; Coalition for Green Capital
RS 7.1 Accelerate implementation of Shoreline Management Plan through annual and multi-year funding allocations and pilot implementation. Use Vulnerability Assessment (CCVA) to guide prioritization (e.g. Lovers Point, Ocean View Blvd, Asilomar Dunes)	2029	$75,000	2029-2031	$200,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 1.1 Set annual goal for increased porous surface acres. Increase from (e.g. 500 acres to 750 acres by 2035); Create an implementation plan including annual budget and priority locations	2029	$900,000	2029-2031	$2,700,000	CEC; Governor's Office of Planning and Research; California State Coastal Conservancy; California Ocean Protection Council; California Coastal Commission; NOAA; EPA
AP 2.1 Partner with the Monterey Bay Sanctuary to promote citizen science programs, such as Dry Run and First Flush Monitoring Program, E9c Outfall Monitoring, and PG Local Water Project	2029		2029-2031	$0	Monterey Bay Sanctuary
AP 3.1 Add funding and implementation schedule as an appendix to the Shoreline Management Plan	2029	$2,000,000	2029-2031	$6,000,000	California State Coastal Conservancy Grants; Urban Greening Program; California State Water Resources Control Board; EPA; Caltrans
RE 1.1 Consider a crowdfunding residential and commercial bulk purchasing solar campaign, "Solarize PG", to bring upfront costs down	2029	$0	Phase II: 2029	$0	Operating Budget

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RE 2.2 Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks and facilities	2029	$100,000	2029-2031	$440,000	3CE rebates and grants; IBank CLEEN Center – SWEEP & LED Street Lighting loans; California Energy Commission – Local Government programs; Energy Savings Performance Contract
TR 1.2 Install 35 electric vehicle chargers at city facilities	2029	$40,000	2029-2031	$40,000	3CE's Charge Your Fleet program
TR 1.3 Accelerate the transition to EVs community-wide and make charging more accessible	2029		2029-2031	$0	3CE's Electrify Your Ride Rebates
TR 2.1 Expand education and outreach campaigns and events to promote walking, biking and taking transit	2029		2029-2031	$0	Partnerships; Regional Surface Transportation Program, Active Transportation Support Program, Work with TAMC on Safe Route to School program, CALTrans' Active Transportation Program
TR 3.1 Incorporate separated bike lanes through town using similar signage as outlined in the Shoreline Management Plan	2029	$160,000	2029-2031	$200,000	HUD's Clean Air Grants; DOT's Transportation Alternatives Program & Active Transportation Infrastructure Investment Program
RC 4.2 Partner with the Chamber of Commerce to implement improved zero waste practices, recycling and organics diversion, water refill stations, and plastic water bottle and Styrofoam ban at Good Old Days, as the largest community event held within the city	2029		2029-2031	$0	Operating Budget
RC 5.4 Expand rain garden, rainwater catchment, and low-impact design demonstration projects by city, residents and businesses	2029		2029-2031	$0	Partnerships

CITY OF PACIFIC GROVE FUNDING PLAN

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
RC 5.5 Partner with Monterey Peninsula Water Management District to encourage residential and commercial recycled water projects and provide greywater installation training workshops, rain barrel distribution, financial incentives and/or technical and installation assistance	2029		2029-2031	$0	Monterey Peninsula Water Management District; Central Coast Greywater Alliance; EPA; The California State Water Resources Control Board; California Water Efficiency Partnership
RC 5.7 Continue regional collaborative management of water recycling and stormwater management	2029		2029-2031	$0	Partnerships
GC 1.1 Collaborate with the Chamber of Commerce and California Green Business Network (CGBN) to promote, expand and enhance adoption of the California Green Business Program to increase the number of certified green businesses within the City of Pacific Grove	2029	$25,000	2029-2031	$150,000	The National League of Cities; The Coalition for Green Capital ; California Climate Investments; Urban Greening Program; California Green Business Network; Green Cities California
GC 2.1 Partner with local organizations to promote, expand and enhance local initiatives focused on native plants, pollinators, Integrated Pest Management (IPM), low-impact design and stormwater management, rainwater catchment, rain gardens, food systems, beach clean-ups, and similar environmental initiatives	2029		2029-2031	$0	Monterey Bay Chapter – California Native Plant Society; Monterey Regional Stormwater Management Program; Save Our Shores; Pacific Grove Museum of Natural History
GC 3.5 Ensure that marginalized communities have access to green spaces, clean water, affordable housing, and sustainable transportation options to ensure climate resilience benefits are shared equitably	2029		2029-2031	$0	4C, Central Coast Climate Justice Network (C3JN), Community-Based Organizations (CBOs), Housing Authority
TOTAL ANNUAL FUNDING NEEDED $3,482,200					

POSSIBLE FUNDING MECHANISMS

Various federal, state, and regional agencies provide grants, loans, and planning support for climate-focused initiatives. Funding opportunities are increasingly available to help local jurisdictions achieve their climate goals, particularly those aimed at reducing emissions. Cities with established CAAPs may have a competitive edge when applying for grants, as these plans demonstrate a strong commitment to climate and proactive planning. While not an exhaustive list of all available funding sources, Table B outlines potential avenues the City could explore to finance the CAAP's implementation. These funds can support early-stage program development, pilot initiatives, and staffing, helping to establish a sustainable financial model for long-term success. Additionally, utilities and other organizations offer rebates, financing options, and discounts to promote energy-efficient upgrades and sustainability projects in residential and commercial sectors.

INTERNAL FUNDING MECHANISMS		
Type of Funding	***Examples***	***Description***
Taxes	Open Space Preservation Tax	Tax on properties for preserving city open spaces and green areas.
	Property Tax Increment	Incremental property tax revenue allocated for development projects.
	Utility User Tax	City tax on utility service consumption such as natural gas.
	Community Services/Facilities District Special Taxes	Levied on property owners to fund neighborhood enhancements.
Fees	Parking Fee	User fee for city-owned parking facilities.
	Development Fee	Fee paid by developers for funding city infrastructure.
	Impact Fees	Paid by property owners who are seeking building permits.
	Congestion Pricing	User fee to reduce traffic congestion and raise funds.
Funds	Enterprise Fund	Cities often collect franchise fees or utility user taxes from private utility providers for the right to operate in public rights-of-way.
	Green Revolving Fund	An internal fund where savings from efficiency projects are reinvested in future green initiatives.
Bonds	Green Bond	Bonds for capital improvements with an environmental focus.

CITY OF PACIFIC GROVE FUNDING PLAN

GOVERNMENT PROGRAMS		
Type of Funding	***Examples***	***Description***
Grants		Grants available for specific projects, often requiring matching funds or in-kind contributions.
Loans	Energy Efficiency Loans	Low-interest loans provided by state or federal agencies for energy-efficiency or renewable energy projects.
Tax credits & deductions	179D for energy efficiency initiatives	Under Section 179D, tax-exempt entities—including cities, counties, and other local governments—can allocate the tax deduction to eligible designers of energy-efficient improvements made to public buildings. This allocation serves as an incentive for designers to incorporate energy-efficient systems into public projects, potentially reducing overall project costs for the City.
	Inflation Reduction Act	Comprehensive set of financial incentives to accelerate the transition to clean energy. Includes Investment and Production Tax Credits, as well as credits for clean vehicles and alternative fueling infrastructure.
Rebates	Energy-Efficiency Rebates, Renewable Energy Rebates, Water-Saving Rebates, Transportation Rebates, Landscaping Rebates, Building Retrofits, Small Business Rebates	Rebates from state and federal agencies incentivize sustainable and energy-efficient practices, such as the use of energy-efficient appliances or renewable energy systems. These rebates typically offset the initial cost of the product or service, making them more accessible.

Third party solutions		
Type of Funding	***Examples***	***Description***
Energy Performance Contracts (EPC)	Energy Efficiency Agreement	Contracts for energy upgrades in exchange for cash flows from a portion of savings.
Infrastructure as a Service (IAAS)	Energy Infrastructure Lease	Leasing energy infrastructure from private entities for funds.

CLIMATE ACTION AND ADAPTATION PLAN

APPENDIX C

Solar Feasibility and Impact Analysis 2.0

City of PACIFIC GROVE

Solar Feasibility and Impact Analysis 2.0

APPENDIX C

SOLAR FEASIBILITY AND IMPACT ANALYSIS 2.0

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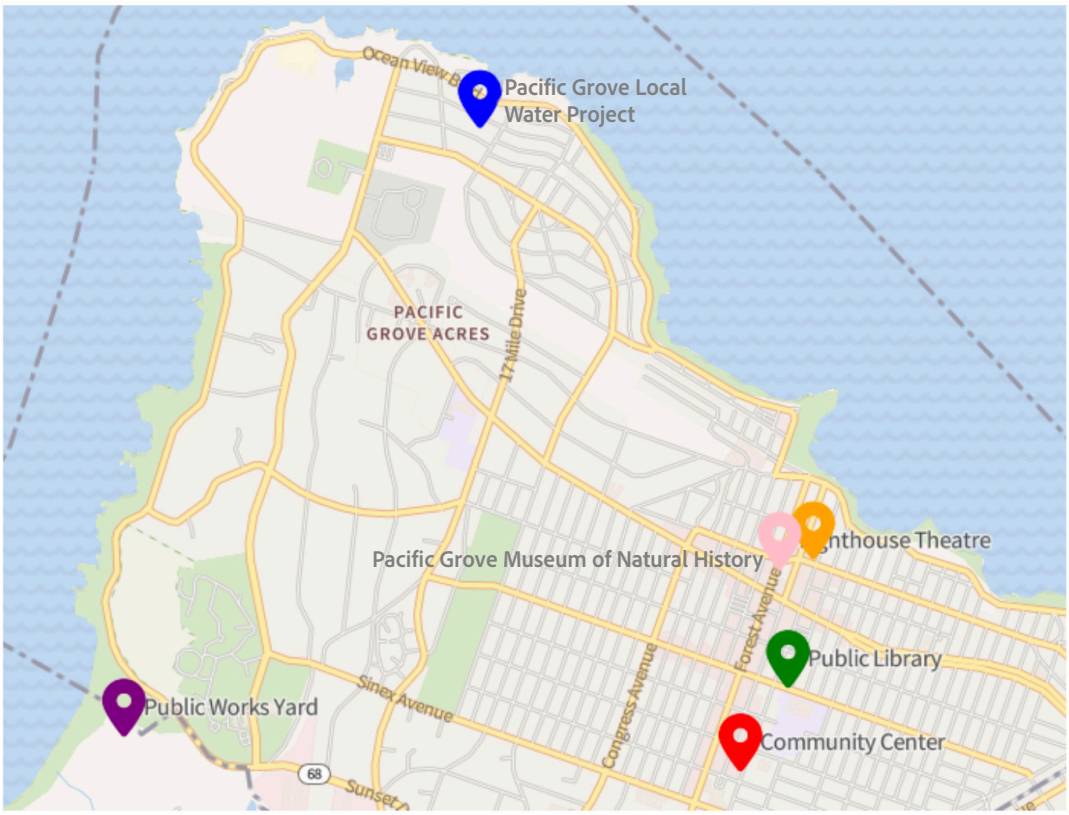
EXECUTIVE SUMMARY

Blue Strike Environmental conducted an update to integrate corrected solar modeling, PG&E's 2025 rate structures, and the Net Billing Tariff framework for six municipal sites within the City of Pacific Grove. This version replaces prior estimates and aligns all findings with verified utility data and current buy-back conditions. The analysis evaluates both technical feasibility and financial performance under PG&E's B-1, B-6, and B-10-S schedules, incorporating the 2025 Net Surplus Compensation (NSC) export rate of $0.0307 per kilowatt-hour.

Collectively, the citywide portfolio totals 288.64 kilowatts of installed capacity and produces approximately 438 megawatt-hours per year with an average performance ratio of 86.4 percent. Payback periods range from 3.7 to 11.1 years and return on investment values from 166 to 720 percent, depending on the site and export treatment.

This update was prepared to provide decision-makers with refined, defensible results before entering the implementation phase of the city's renewable energy program.

Six Potential Sites



PROJECT SCOPE AND OBJECTIVES

The purpose of this work is to merge the earlier feasibility, rate, and solar buy-back analyses into a single, updated assessment. The report applies uniform financial assumptions, recalibrated energy use data, and PG&E's current rate schedules. It also establishes a foundation for future modeling using interval consumption data to capture time-of-use effects more accurately.

METHODOLOGY

- **MODELING PLATFORM:** HelioScope for production, weather, and shading; custom Excel models for financial performance.
- **RATE FRAMEWORK:** Each site modeled using the applicable **PG&E tariff (B-1, B-6, or B-10-S)**. Due to lack of interval load data, blended weighted-average rates were used. A future rerun will apply 15-minute or hourly load profiles for true Time-of-Use (TOU) rate modeling.
- **SOLAR BUYBACK RATE (NET SURPLUS COMPENSATION – NSC):** The 2025 financial modeling incorporates PG&E's Net Surplus Compensation rate, representing the wholesale value of exported solar energy. NSC rates were obtained from PG&E's "Net Surplus Compensation Rates for Energy" (2025) under CPUC Decision D.11-06-016. Monthly NSC values from January–November 2025 average **$0.0307/kWh**. This approach reflects PG&E's current NEM2/NSC framework, where exported electricity receives wholesale compensation at annual true-up rather than full retail credit. Consequently, all site financial results model realistic export valuation under 202 5 market conditions.
- **WEATHER DATASET:** NREL TMY, Pacific Grove (36.65° N, -121.95° W).
- **ASSUMPTIONS:** Discount rate 4.2%, utility escalation 3%, O&M $20/kW-yr, no incentives.

NET BILLING OPTIMIZATION & RATE APPLICATION

- **PG&E'S NET BILLING TARIFF (NBT)** introduces hourly export compensation, typically $0.04–$0.07/kWh, compared to retail on-site energy values of $0.39–$0.43/kWh. In this update:
- Weighted-average rates were used due to lack of interval data.
- Systems with high export fractions (Lighthouse Theatre, Public Works Yard) show inflated ROI under retail netting; actual ROI will decline under NBT export crediting.
- Load-aligned sites (Museum, Library, Pacific Grove Local Water Project, Community Center) maintain strong paybacks even under NBT assumptions.

RATE SENSITIVITY AND EXPORT SCENARIOS

- To evaluate the portfolio's economic sensitivity, two pricing frameworks were modeled. Under the **Retail Netting Case**, all solar generation was credited at each site's weighted average retail rate, ranging from $0.39 to $0.43 per kilowatt-hour. In contrast, the **Net Surplus Compensation (NSC) Export Case** credited on-site energy use at the applicable retail rate while compensating exported energy at PG&E's 2025 NSC wholesale rate of $0.0307 per kilowatt-hour.
- When the NSC export framework is applied, overall portfolio ROI declines by approximately 35 to 45 percent, with the most significant impacts observed at the Lighthouse Theatre and Public Works Yard—sites where generation substantially exceeds annual load. This analysis underscores that maximizing self-consumption remains the primary driver of project value under PG&E's current compensation structure.

UPDATED FINANCIAL AND RATE ASSUMPTIONS

INPUT PARAMETER	ASSUMPTION
Discount Rate	4.2% (NREL REopt Public Sector Standard)
Utility Escalation	3% (EIA longiterm forecast)
Federal Incentive	0% (post-December 2025 phase-out)
Export Credit	Retail-rate netting used for baseline; sensitivity available for PG&E Net Billing Tariff (NBT) $0.04-$0.07/kWh.

ADDRESSES OF EVALUATED SITES

SITE	ADDRESS
Community Center	515 Junipero Ave, Pacific Grove, CA 93950
Lighthouse Theatre (Cinema & Event Center)	525 Lighthouse Ave, Pacific Grove, CA 93950
Pacific Grove Museum of Natural History	165 Forest Ave, Pacific Grove, CA 93950
Public Library	550 Central Ave, Pacific Grove, CA 93950
Pacific Grove Local Water Project	1313 Ocean View Blvd, Pacific Grove, CA 93950
Public Works Yard	2100 Sunset Dr, Pacific Grove, CA 93950

PORTFOLIO FINDINGS SUMMARY

The updated modeling confirms that the City of Pacific Grove's solar portfolio performs strongly from both technical and economic perspectives when evaluated under PG&E's 2025 rate structures. Across all six municipal facilities, the combined installed capacity totals 288.64 kilowatts of direct current generation producing approximately 438 megawatt-hours of energy per year. This represents a citywide performance ratio of 86.4 percent, consistent with modern commercial-scale photovoltaic systems operating in California's coastal climate.

The portfolio includes a mix of building-mounted and carport systems distributed across key municipal assets: the Community Center, Lighthouse Theatre, Pacific Grove Museum of Natural History, Public Library, Pacific Grove Local Water Project, and the Public Works Yard. System sizes range from 15 to 63 kilowatts and deliver energy offsets from 20 to nearly 400 percent of site demand. Collectively, the portfolio offsets an estimated 356 megawatt-hours of grid electricity each year, significantly reducing the City's dependence on external power and shielding operating budgets from future rate escalation.

Figure 1 illustrates total annual solar generation compared with facility electricity consumption for each site. The chart highlights that several systems—particularly the Lighthouse Theatre and Public Works Yard—produce well above on-site load, while others closely match their usage profiles. This balance between generation and load is the key determinant of financial performance across the portfolio.

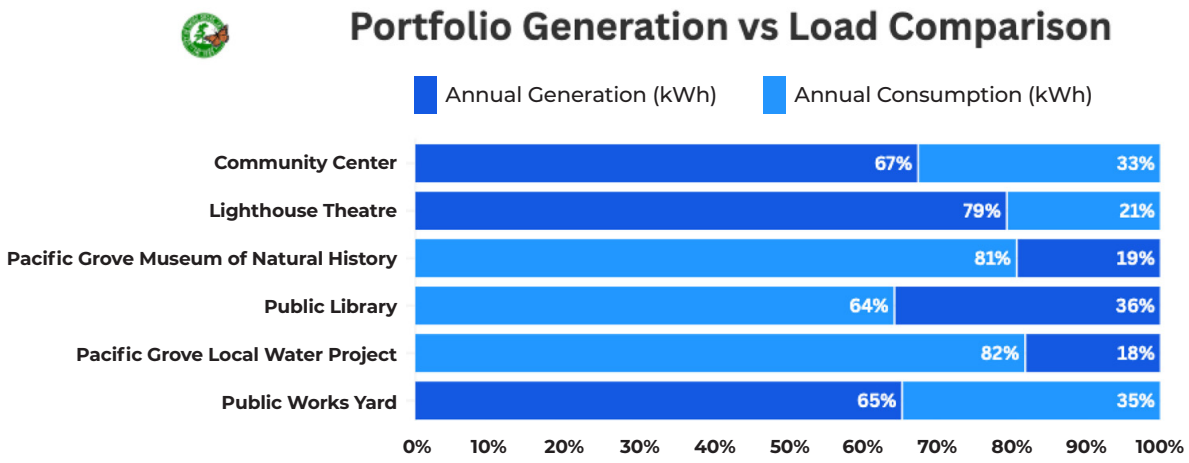


FIGURE 1

Table 1 summarizes the principal findings for each site, including system capacity, annual generation, energy offset, performance ratio, simple payback, and return on investment. These values provide a consistent comparison across all six facilities.

SITE	DC SIZE (KW)	ANNUAL GENERATION (MWH)	ENERGY OFFSET	PAYBACK (YRS)	ROI	RATE CODE	WEIGHTED AVG. RATE ($/KWH)
Community Center	19.52	26.83	204.00	7.40	276.60	B-6	0.43
Lighthouse Theatre (Cinema & Event Center)	63.36	96.96	379.00	11.10	166.80	B-1	0.43256
Pacific Grove Museum of Natural History	15.04	22.90	23.70	3.70	684.70	B-1/ B-10-S	0.39–0.43256
Public Library	24.64	37.60	54.90	3.70	702.10	B-6	0.43
Pacific Grove Local Water Project	40.00	61.00	21.70	3.70	718.60	B-1/ B-10-S	0.39–0.43256
Public Works Yard	62.08	95.34	185.80	6.10	398.40	B-1	0.43256

TABLE 1

Average production cost across the portfolio equals roughly twelve cents per kilowatt-hour when life-cycle costs are annualized over twenty-five years—well below PG&E retail rates of thirty-nine to forty-three cents per kilowatt-hour. This differential underpins the consistently positive returns seen across the portfolio. Four of the six sites achieve payback periods under five years, while the larger, export-heavy systems exhibit longer returns yet remain cost-effective over their lifetime.

Figure 2 compares payback period and return on investment for all sites, illustrating the clear correlation between load alignment and financial outcome. Facilities with strong self-consumption, such as the Museum, Library, Pacific Grove Local Water Project, and Community Center, cluster in the upper-left quadrant, showing both rapid recovery of capital and high overall return. The Lighthouse Theatre and Public Works Yard appear farther right on the axis, reflecting their higher export exposure and opportunity for future storage integration.

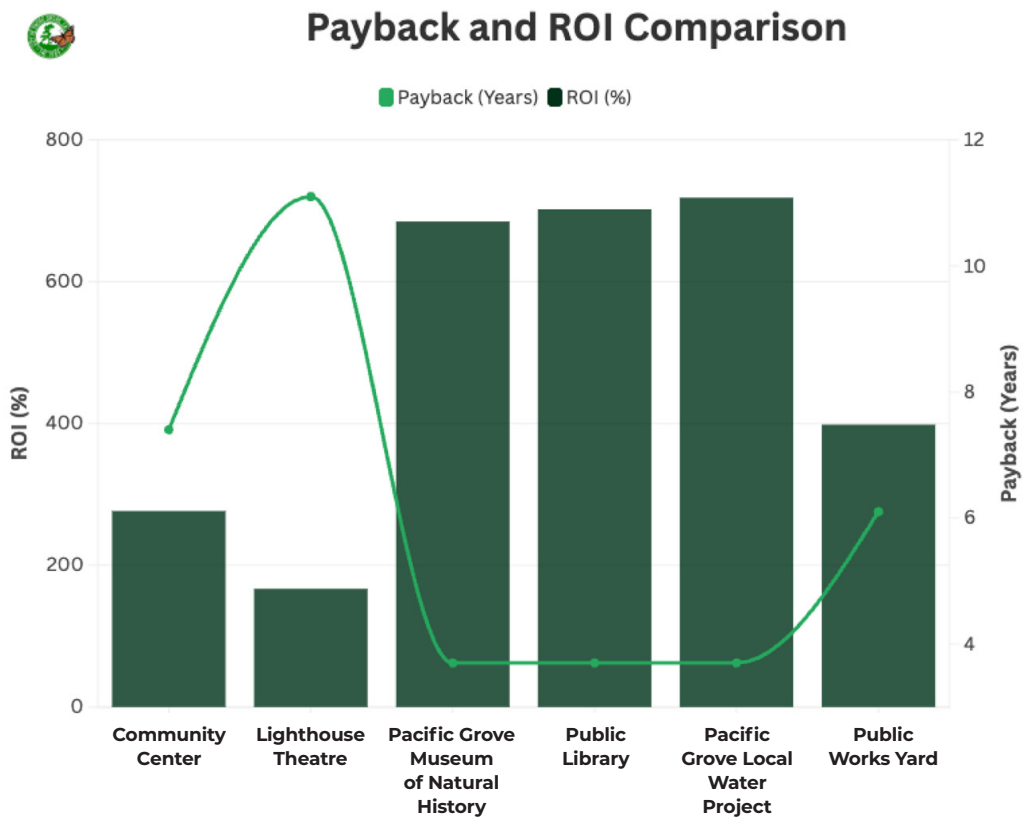


FIGURE 2

System performance modeling indicates that most installations achieve specific yields between 1,370 and 1,535 kilowatt-hours per kilowatt of capacity, confirming both the reliability of the modeling inputs and the suitability of the site conditions. As a combined portfolio, these systems now generate more renewable energy annually than the City consumes on-site, creating a platform for future electric-vehicle charging, fleet electrification, and distributed energy storage.

Under PG&E's 2025 Net Surplus Compensation rate of three cents per kilowatt-hour, the portfolio achieves a simple payback of approximately 6.4 years and an aggregate life-cycle savings exceeding $1.3 million over twenty-five years. Even with conservative export valuation, the City's distributed solar assets remain financially robust and technically sound, providing long-term energy cost stability and measurable progress toward municipal sustainability goals.

COST ANALYSIS

The City's solar portfolio includes six separate PV systems ranging in size from 15 kW to just over 60 kW. Each site has a complete turnkey EPC cost listed in the HelioScope proposal, with no incentives applied. The combined capital requirement for all six installations is 612,800 dollars based on the proposal pricing provided.

The smallest and least expensive installation is the 15.04 kW system at the Community Center, with a total cost of 37,600 dollars. This system represents standard small-commercial pricing and is designed to offset a modest share of the building's load. The 24.64 kW system at the Lighthouse Theatre is priced at 61,600 dollars, scaling proportionally with size and production expectations.

The largest share of the portfolio cost comes from the City's higher-consumption facilities. The Public Library includes a 63.36 kW system costing 158,400 dollars, the highest individual cost across all sites. The Pacific Grove Local Water Project includes a 62.08 kW system costing 155,200 dollars, reflecting similar system scale and production potential.

Two mid-sized systems, each 40.00 kW in capacity, bring additional consistency to the portfolio. The Pacific Grove Museum of Natural History system and the Public Works Yard system each cost 100,000 dollars. These costs fall within expected commercial market ranges and align closely with the cost structure demonstrated across the other sites.

Overall, the pricing across all systems follows a consistent pattern, increasing proportionally with system size and expected performance. The total portfolio cost of 612,800 dollars provides a clear basis for financial planning, budgeting, and evaluating future options such as municipal financing, phased implementation, or power purchase agreements. This cost framework supports transparent decision-making and aligns with the performance analysis for each site.

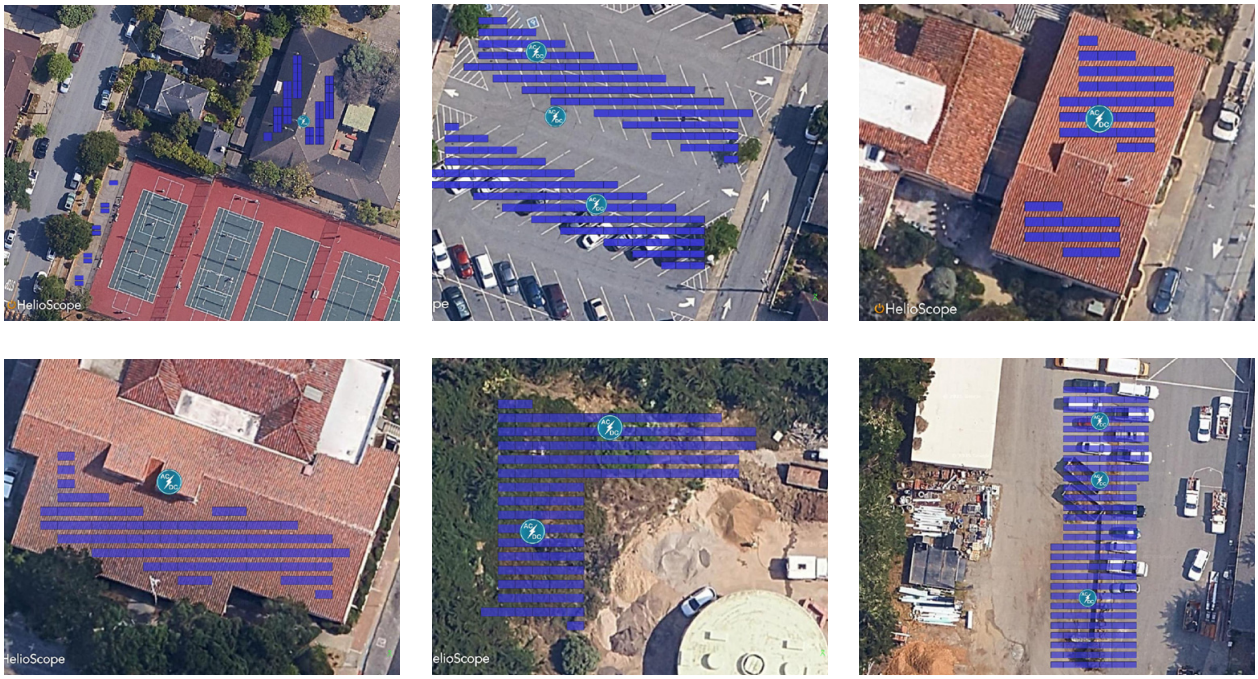
SUMMARY OF SOLAR SYSTEM CAPITAL COSTS

Site	System Size (kW DC)	Total System Pricing	Net System Cost
Community Center	15.04 kW	$37,600	$37,600
Lighthouse Theatre	24.64 kW	$61,600	$61,600
Pacific Grove Museum of Natural History	40.00 kW	$100,000	$100,000
Public Library	63.36 kW	$158,400	$158,400
Pacific Grove Local Water Project	62.08 kW	$155,200	$155,200
Public Works Yard	40.00 kW	$100,000	$100,000

TOTAL PORTFOLIO CAPITAL COST: $612,800

SITE-SPECIFIC HIGHLIGHTS

The six sites analyzed under the updated modeling represent a cross-section of Pacific Grove's municipal energy infrastructure. Each system was evaluated for technical performance, load alignment, and financial return under PG&E's current rate structures. The images above illustrate the array locations in the order described below, proceeding from left to right in the first row and continuing through the second.



Top row (left to right): Community Center, Lighthouse Theatre (Cinema & Event Center), Pacific Grove Museum of Natural History.

Bottom row (left to right): Public Library, Pacific Grove Local Water Project, Public Works Yard.

COMMUNITY CENTER

Parameter	Value
System Type	Rooftop
System Capacity	19.52 kW
Annual Generation	26.83 MWh
Performance Ratio (PR)	83.7%
Energy Offset	204%
Payback Period	7.4 years
Return on Investment (ROI)	276.6%
Rate Schedule	PG&E B-6

The Community Center's 19.52-kilowatt rooftop solar array produces 26.83 megawatt-hours per year, achieving a performance ratio of 83.7 percent. The system is well-matched to the building's load profile, providing more than twice the annual consumption and creating an effective energy buffer for future electric vehicle charging or facility expansion. With a payback period of 7.4 years and a return on investment of 276.6 percent, this installation remains one of the most reliable and balanced contributors to the citywide portfolio.

LIGHTHOUSE THEATRE (CINEMA & EVENT CENTER)

Parameter	Value
System Type	Rooftop
System Capacity	63.36 kW
Annual Generation	96.96 MWh
Performance Ratio (PR)	87.1%
Energy Offset	379%
Payback Period	11.1 years
Return on Investment (ROI)	166.8%
Rate Schedule	PG&E B-1

Two solar segments were removed from the Lighthouse Theatre design to align generation with actual consumption of 25,242 kilowatt-hours. The revised configuration corrects an earlier overproduction issue that had produced negative financial results. The updated system generates 96.96 megawatt-hours annually with a performance ratio of 87.1 percent and an energy offset of 379 percent. Although its return on investment is lower than the smaller load-matched facilities, the system remains financially sound with an 11.1-year payback. The site is a strong candidate for future energy storage to increase self-consumption and reduce exports.

PACIFIC GROVE MUSEUM OF NATURAL HISTORY

Parameter	Value
System Type	Rooftop
System Capacity	15.04 kW
Annual Generation	22.9 MWh
Performance Ratio (PR)	86.7%
Energy Offset	23.7%
Payback Period	3.7 years
Return on Investment (ROI)	684.7%
Rate Schedule	PG&E B-1 / B-10-S

The Pacific Grove Museum of Natural History continues to rank among the city's most efficient and well-aligned solar sites. The 15.04-kilowatt rooftop installation produces 22.9 megawatt-hours per year with a performance ratio of 86.7 percent. With a 23.7 percent offset and consistent daytime operation, the system directly supports the facility's energy use and demonstrates the best self-consumption characteristics in the portfolio. Its 3.7-year payback and return on investment exceeding 680 percent underscore the advantages of sizing systems to match on-site demand.

PUBLIC LIBRARY

Parameter	Value
System Type	Rooftop
System Capacity	15.04 kW
Annual Generation	22.9 MWh
Performance Ratio (PR)	86.7%
Energy Offset	23.7%
Payback Period	3.7 years
Return on Investment (ROI)	684.7%
Rate Schedule	PG&E B-1 / B-10-S

The Public Library's 24.64-kilowatt rooftop array produces 37.6 megawatt-hours annually and achieves a performance ratio of 86.9 percent. The system offsets more than half of the building's annual consumption, making it an ideal example of how Net Billing Tariff (NBT) load matching can maximize savings. Financially, the library demonstrates one of the strongest returns in the portfolio, with a 3.7-year payback and a return on investment above 700 percent.

PACIFIC GROVE LOCAL WATER PROJECT

Parameter	Value
System Type	Ground-Mount
System Capacity	40.00 kW
Annual Generation	61.0 MWh
Performance Ratio (PR)	86.8%
Energy Offset	21.7%
Payback Period	3.7 years
Return on Investment (ROI)	718.6%
Rate Schedule	PG&E B-1 / B-10-S

The ground-mounted system at the Pacific Grove Local Water Project produces 61 megawatt-hours annually and achieves a performance ratio of 86.8 percent. The array was optimized for daytime consumption, resulting in a moderate export volume and a 21.7 percent offset of total site energy. With a return on investment above 700 percent and a payback period of 3.7 years, this facility remains a cornerstone of the city's energy strategy, offering dependable savings and consistent performance.

PUBLIC WORKS YARD

Parameter	Value
System Type	Carport
System Capacity	62.08 kW
Annual Generation	95.34 MWh
Performance Ratio (PR)	87.4%
Energy Offset	185.8%
Payback Period	6.1 years
Return on Investment (ROI)	398.4%
Rate Schedule	PG&E B-1

Two solar segments were removed from the Public Works Yard configuration to improve spatial accuracy and eliminate modules positioned outside viable installation areas. The corrected 62.08-kilowatt carport array now generates 95.34 megawatt-hours annually with a performance ratio of 87.4 percent and an energy offset of 185.8 percent. The system's payback period of 6.1 years and return on investment near 400 percent confirm strong economic performance. This site is a leading candidate for battery integration, as storage would further reduce exports and align generation with the facility's daytime operational profile.

CONCLUSIONS

All six Pacific Grove City sites were found to be technically feasible, physically suitable, and perform above industry PR standards. Financially, the projects remain viable under current tariffs, provided retail-rate netting is applied; however, the Return on Investment (ROI) would significantly decrease if export credits replace the full retail value. In terms of energy offset, three systems at the Museum, Library, and Pacific Grove Local Water Project, are appropriately load-matched, while the remaining two sites, Lighthouse and Yard, are oversized, which makes them ideal candidates for future credit generation or battery storage integration.

NEXT STEPS – ENHANCED RATE AND LOAD ANALYSIS

The next phase of analysis will involve re-running all six site simulations using **15-minute or hourly interval consumption data** rather than monthly averages. The original feasibility analysis relied on averaged monthly loads derived from annual totals, which prevented the full application of PG&E's **Time-of-Use (TOU)** rate structures. Without interval data, rate modeling was limited to **weighted-average blended costs** based on each site's tariff (B-1, B-6, and B-10-S).

By incorporating actual interval load profiles:

1. The HelioScope and financial models can assign generation and consumption to the correct **TOU periods (peak, part-peak, off-peak)**, enabling accurate cost avoidance and export valuation.
2. Demand-charge reductions and on-peak generation benefits can be captured precisely.
3. The City can better evaluate **Net Billing Tariff (NBT)** export compensation impacts, since exports will align with the hourly Energy Export Credit (EEC) schedule.
4. The resulting analysis will provide a more defensible basis for investment decisions, interconnection applications, and future grant proposals.
5. This refined modeling will replace the weighted-average rate assumptions currently used and yield a truer reflection of system economics under each site's actual operating pattern.

Outlook

4/1/26 Agenda Item 12A- Reject

From Colleen Ingram <colleen.ingram@gmail.com>
Date Mon 3/30/2026 6:19 PM
To City Council Members <citycouncil@cityofpacificgrove.org>; Alex J. Lorca <alorca@fentonkeller.com>
Cc BNRC <bnrc@cityofpacificgrove.org>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Mayor Smith and Council Members,

I've been advocating for a sound Climate Action and Adaptation Plan for our city since 2020, when Sustainable Pacific Grove proposed a Climate Crisis Declaration to urge council action. Unfortunately, no action was taken at that time.

When I joined the Beautification and Natural Resources Committee, I was fortunate to work alongside a marine scientist focused on coastal climate issues and the sustainability manager from the Monterey Bay Aquarium. Together, we put in long hours preparing our city for the next steps in obtaining a credible CAAP. We documented the city's existing efforts, researched successfully designed climate plans from other communities, and identified potential consulting firms. The MBA sustainability manager even volunteered to help the city implement sustainable purchasing policies, drawing on their experience implementing these same policies at the Aquarium, but received no response from city staff. It wasn't until 2023 that a CAAP subcommittee was finally formed.

At this late stage in the process, Kathy Dervin and I reached out to KLA Consultants for guidance. With over 20 years of experience developing climate plans across the country, Kim's advice was clear and practical: the city should skip the glossy CAAP approach and instead focus on actionable goals that would deliver the most impact for the least investment, prioritizing the major contributors to GHG emissions in our community. They also emphasized the critical need for a robust community engagement platform to educate residents and encourage participation. I shared this valuable guidance with the city environmental programs manager on multiple occasions, but it appears to have had no impact on our approach. KLA offers free resources too. And Ecology Action's Resilient Central Coast is a known local resource.

Additionally, around 2022 I reached out to LandWatch's consultant who worked on Monterey's CAAP update who suggested that Pacific Grove could benefit from the same sophisticated CAAP tools that were being developed for Monterey's ambitious net-zero by 2045 strategy. LandWatch had partnered with EcoDataLab, a consortium of universities using data science to scale up climate solutions, to develop a comprehensive strategy that boldly addressed transportation and land use issues. The approach was designed to be a template that other Central Coast communities could duplicate. Once again, the city did not act on this expert recommendation. Read more here.

Meanwhile, when Council member Poduri repeatedly advocated for electric fleet replacements for our police and fire departments, he received no support from his colleagues. In fact, one council member laughed at his proposals. You may remember my letter sharing how my former hometown of Cary, North Carolina, purchased the first electric fire engine as part of their fleet electrification efforts. Well,

here's an update on that story: Cary has now deployed the East Coast's first electric fire truck, demonstrating real leadership in municipal fleet electrification. Read here.

What makes this particularly relevant is that Cary followed the same expert approach that KLA recommended to us. They focused on actionable strategies with community engagement, baseline assessments, clear goal setting, and practical action evaluation. Cary now has both a successful climate plan AND innovative fleet electrification results to show for it precisely because they followed the kind of expert advice we chose to ignore.

The draft CAAP that Blue Strike has delivered to Pacific Grove is exactly what experienced consultants like KLA urged us NOT to do at this late stage, create a glossy package with little logical analysis and actionable planning. So as much as I hate to say "I told you so," well... I told you so.

Please do not accept this current draft as our Climate Action and Adaptation Plan. Pacific Grove has waited too long and we deserve better. We deserve a plan with quantified emission reductions, cost-effectiveness analysis, and clear priorities that address our community's actual emission sources. We deserve to follow the expert advice we received instead of ignoring it. Please carefully consider the recommendations of leading CAAP experts like KLA and Landwatch partners, as well as local seasoned climate activists and reject this CAAP draft.

With Respect and frustration,

Colleen Ingram (she, her)
Pacific Grove Resident
Former Chair, Sustainable Pacific Grove

“On Earth, everyone loved butterflies, but I trusted the caterpillars more. I trusted the ones who knew they were not done growing.”
-Andrea Gibson

Outlook

Agenda Item 12A — Please Do Not Adopt the Current CAAP Draft

From John Mothershead <jmothershead@gmail.com>
Date Mon 3/30/2026 4:42 PM
To City Council Members <citycouncil@cityofpacificgrove.org>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Mayor and Council,

Please do not adopt this version of the Climate Action and Adaptation Plan.

Pacific Grove needs a real climate action plan, grounded in our actual emissions data and built to deliver measurable results. This draft does not meet that standard.

The plan claims its recommendations were shaped by emissions impact and cost-effectiveness, but it provides no quantified emissions reductions for the proposed actions and no meaningful comparison of cost and impact. Without that information, neither Council nor the public can evaluate what will actually reduce emissions, by how much, or at what cost.

The plan's priorities also do not align with Pacific Grove's own emissions profile. Transportation accounts for 73% of community-wide emissions, yet the highlighted actions focus largely on municipal projects instead of the broader community-wide strategies needed to address our largest source of emissions.

Please reject this draft and direct staff and the consultant to return with a revised plan that includes quantified emissions reductions, clear prioritization tied to the city's biggest sources of emissions, and a concrete implementation framework the public can track.

Sincerely,
John Mothershead

Outlook

LandWatch comments on Pacific Grove Final Draft 2025 Climate Action and Adaptation Plan

From Michael DeLapa <execdir@landwatch.org>

Date Tue 3/31/2026 9:23 AM

To City Council Members <citycouncil@cityofpacificgrove.org>; Public Works Outreach <pwoutreach@cityofpacificgrove.org>; Climate Action and Adaptation Planning <CAAP@cityofpacificgrove.org>

Cc George Fuerst <gfuerst@cityofpacificgrove.org>; City Manager <citymanager@cityofpacificgrove.org>

1 attachment (1 MB)

LandWatch comments on Pacific Grove Climate Action Plan Mar. 30, 2026.pdf;

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

[Comments attached as PDF]

RE: Comments on the Pacific Grove Final Draft 2025 Climate Action and Adaptation Plan

Dear City Council,

LandWatch remains deeply concerned that the draft Pacific Grove Climate Action and Adaptation Plan is not, in fact, a climate action plan. The City's Beautification and Natural Resources Commission recognized that on February 17, when it voted to send the draft back to the consultants for substantial revision. The Final Draft sent to you for consideration contains augmented material not included in the earlier draft.

Unfortunately, on the most fundamental points raised in our February 9th letter, the plan remains largely unresponsive. Above all, there is still no analysis of the impacts of the actual proposed actions —the policy forecast simply assumes that full community-wide electrification and EV adoption will be achieved, without indicating how much progress and impact each action is expected to make.

LandWatch is also concerned with the inadequate review period for a "final draft," which we understand to be substantially updated from the February 9 draft. No member of the public, and presumably City Council members as well, could possibly conduct a meaningful review of a nearly 200 page document under such a short timeframe. Additionally, the updated draft fails to indicate where sections have been revised or added, leaving readers with no other option than to conduct a side by side comparison of the two lengthy documents. Public participation should not be such an uphill battle.

In light of the rush review, we've provided below a point-by-point assessment put together with substantial assistance from Anthropic's Claude artificial intelligence application. The content has been reviewed and edited by LandWatch staff, but given the length and complexity of the Plan and the short (2-day) period for review, our analysis may include errors and omissions.

LandWatch's detailed comments are attached.

Best regards,

Michael

Please subscribe to the LandWatch newsletter, "like" us on Facebook, and remember LandWatch in your will

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LANDWATCH
MONTEREY COUNTY

Michael D. DeLapa
Executive Director
execdir@landwatch.org
650.291.4991 m
www.landwatch.org

Creating Monterey County's Tomorrow - Today

LANDWATCH
MONTEREY COUNTY

March 31, 2026

Pacific Grove City Council
300 Forest Avenue
Pacific Grove, CA 93950
citycouncil@cityofpacificgrove.org

RE: Comments on the Final Draft 2025 Climate Action and Adaptation Plan

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been reviewed and edited by LandWatch staff, but given the length and complexity of the Plan and the short (2-day) period for review, our analysis may include errors and omissions.

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1. "The plan claims an analytical foundation that does not exist" — Slightly Addressed

LandWatch's lead criticism was that the plan claimed scenario modeling was used to project strategy impacts, but not a single action item included an emission reduction estimate.

The final CAAP does add new forecasting content that was absent from the draft: a Business-as-Usual (BAU) forecast, an Adjusted Business-as-Usual (ABAU) forecast, and a "Top 10 Emission Reduction Forecast" with a chart (Figure E, p. 27–28) showing an emissions pathway through 2045 under full implementation of the top ten strategies.

Nevertheless, the ABAU is abysmal:

1. It states that there will be a decline in electricity emissions to net zero by 2045 due to the California Carbon Allowance (CCA), when in fact electricity emissions are already ~0 from the CCA;
2. The ABAU chart shows no change in residential or commercial energy, which suggests that either there is an error or the statement about declining electricity emissions is incorrect because they are already assumed to be zero; and
3. The order of the legend does not match the order of the chart (same problem with the BAU chart).

Furthermore, the core problem LandWatch identified — that no individual action item includes a quantified GHG reduction estimate — remains entirely unaddressed. The emission reduction scenario is described only at the level of broad sector narratives ("full community-wide electrification is estimated to eliminate emissions from the natural gas sector entirely") without any specific numbers attached to specific actions. The forecasting is qualitative and directional, not the action-level quantification LandWatch requested. The plan still cannot tell the City which of its 172 actions matter most.

Additionally, the policy forecast chart falls far short of what is needed for an effective plan: the "Top 10 emission reduction forecast" assumes that the ten highest-impact strategies in the CAAP (presumably the "Top 10 Bang for your Buck" items) would achieve a "near-complete" decarbonization of transportation and building energy use, even though the actual Top 10 items do not realistically outline a pathway to that goal (the relevant Top 10 items say "Complete a community-wide electrification study and establish a long-term implementation plan" and "Accelerate the transition to EVs community-wide by making charging more accessible"). It also

completely changes the color scheme and order of emissions categories in the chart, making it difficult to compare.

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2. "The plan's priorities do not reflect the City's own emissions data" — Marginally Addressed

LandWatch pointed out that transportation accounts for 73% of community emissions, yet the Top 10 list was almost exclusively municipal projects, with only one item addressing community-wide emissions.

The final Top 10 list (Table A, p. 9) is revised from the draft and now includes three transportation-related items: a municipal Fleet Electrification Plan (TR 1.1), EV charger installation at city facilities (TR 1.2), and community-wide EV transition support (TR 1.3). This is an improvement over the prior draft.

However, the Top 10 still concentrates on municipal operations and EV electrification. LandWatch specifically called out the absence of VMT reduction strategies and land-use-based measures, citing AMBAG's MTP/SCS strategies for affordable housing, density, infill, and transit-oriented development. The final plan does include expanded strategies and actions under Goal TR 2 ("Support Transit-Oriented Development") and various active transportation strategies under TR 3, but none of these appear in the Top 10, and none are ranked Tier 1. The final version maintains the plan's bias toward electrification over VMT reduction and land use change.

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3. "The plan omits critical deliverables included in the approved scope of work" — Mixed Results

Government operations GHG inventory: Not added. The plan relies exclusively on the AMBAG 2020 community-wide inventory and contains no separate accounting of city operational emissions, despite dozens of actions targeting municipal energy use, fleet vehicles, and facilities.

Updated climate vulnerability assessment: Not added. The adaptation and resilience sections (pp. 73–92) address sea level rise, coastal erosion, wildfire, and extreme weather, but these strategies were not developed from a freshly updated vulnerability assessment. The 2015 assessment remains the last one completed; there is no indication the contract deliverable was fulfilled.

Tracking methodology: Barely addressed. The Climate Action Tracker section (p. 17) is essentially identical, describing the Tracker's functions in general terms. It still fails to specify what will be measured, how emission reductions will be quantified, or how progress will be reported publicly.

LandWatch's specific complaint — that the Tracker is described without explaining what it would actually track — is not resolved.

4. "Factual errors, unsupported claims, and internal contradictions" — Selectively Corrected

LandWatch's Appendix A catalogued a long list of specific errors. The final plan corrects only some. We note below the errors that remain.

The "existing" solar array at Public Works Yard: Appendix A describes adding battery storage to an "existing 62.08 kW DC PV array" that doesn't actually exist yet, while elsewhere the document treats it as a future project. The final Appendix A (p. 108) still describes analyzing "the addition of battery storage to the City of Pacific Grove's Public Works Yard solar carport system" and refers to the "existing 62.08 kW DC PV array." The carport figures in the main body (p. 44) describe it using future conditional language ("could generate"), while Appendix A treats it as existing. The internal contradiction is not resolved.

The PERC Water Treatment Plant location: LandWatch noted that the plan placed the PERC facility "near the intersection of Ocean View Boulevard and Central Avenue," which is wrong — those streets don't intersect, and the plant is over a mile from Central Avenue. The final plan (p. 42) includes the same error.

"Strategy evaluation" claims in the executive summary: LandWatch flagged that the plan claimed strategies were "identified for their cost-effectiveness and potential impact" when no such analysis existed. The final executive summary (p. 8) retains this language verbatim: strategies are described as "identified for their cost-effectiveness and potential impact." This unsubstantiated claim was not corrected.

The document's self-identification year: LandWatch noted the cover says "2025 CAAP" while p. 6 calls it the "2026 CAAP." Both remain in the final plan — the cover reads "2025" and p. 6 reads "2026."

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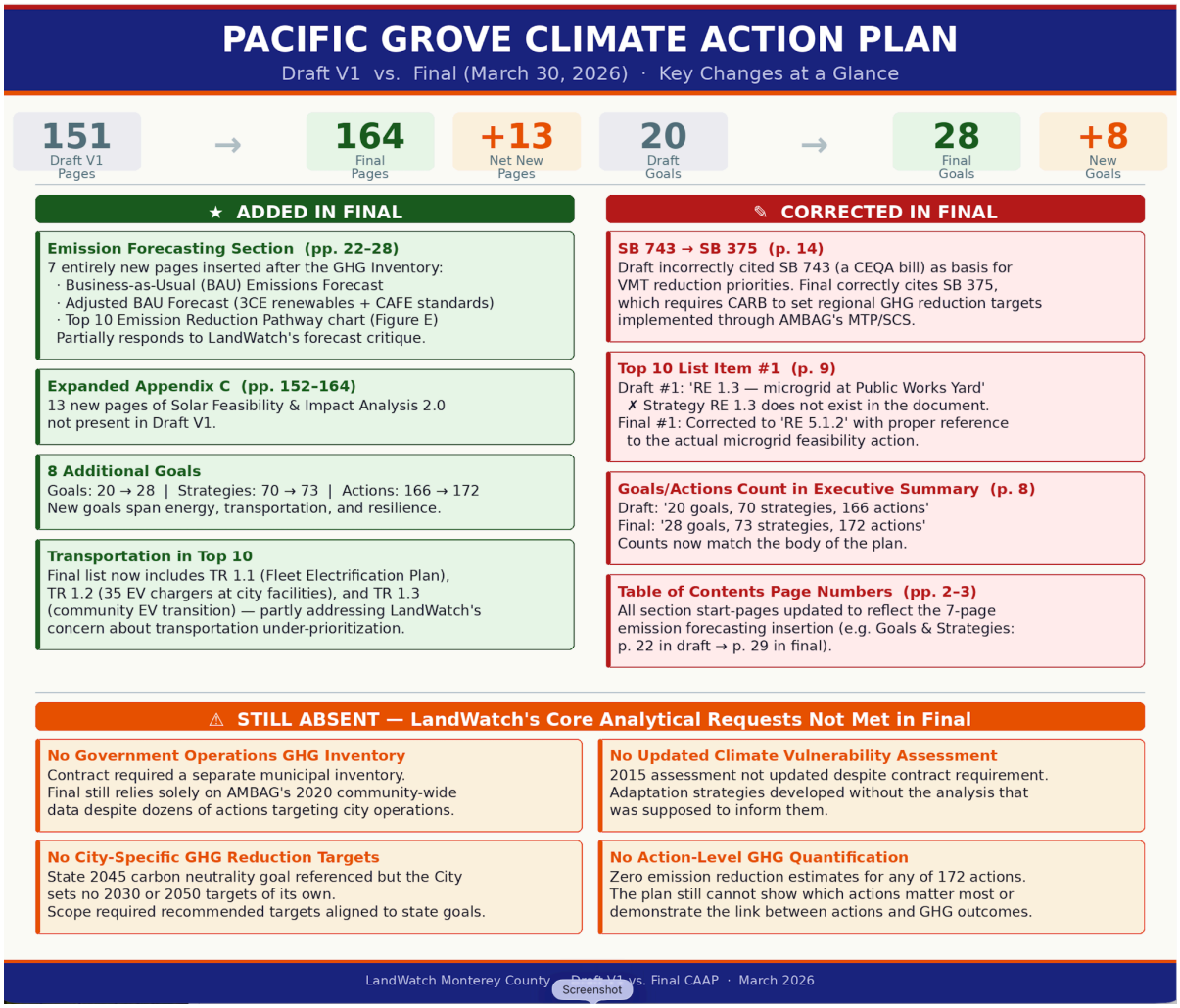
5. LandWatch's Six Specific Requests — Summary Assessment

LandWatch concluded by asking the City to require the consultant to produce, at minimum:

1. **A government operations GHG inventory** — Not provided.
2. **An updated climate vulnerability assessment** — Not provided.
3. **Community-wide and government operations GHG reduction targets for 2030 and 2050** — State targets referenced but City-specific targets not set.
4. **A business-as-usual emissions forecast** — Provided, but inadequately. This is the clearest direct response to LandWatch's comments, but the product falls short of what is needed.
5. **Quantified GHG reduction estimates for proposed actions** — Not provided at the action level.
6. **A revised prioritization grounded in that analysis and aligned with the City's actual emissions profile** — Partially addressed (transportation is better represented), but not grounded in action-level quantification as requested.

Summary

The final CAAP reflects some changes in response to LandWatch's comments — the emissions forecasting material is new and substantive and some factual errors were corrected. But the plan was not fundamentally re-conceived. The two most structurally important deficiencies LandWatch identified — the absence of action-level GHG quantification and the absence of a municipal operations inventory — remain. The plan still cannot demonstrate that its 172 actions will collectively achieve any specific emissions target, because the plan doesn't provide one. More difficult than hitting a moving target is hitting no target at all. Without including emissions targets tailored to the City, the CAAP will remain ineffective and inadequate.



Conclusion

LandWatch supports Pacific Grove's effort to address climate change. A well-developed CAAP would serve the community for years as a genuine roadmap for reducing emissions and building resilience. This draft is not that document. It presents the form of a climate action plan without the analytical work that gives a plan its value. It provides optics only and no substance.

We respectfully request that the City decline to accept this draft and direct the consultant to produce a revised plan that includes, at minimum:

1. A government operations GHG inventory;
2. An updated climate vulnerability assessment;
3. Community-wide and government operations GHG reduction targets for 2030 and 2050;
4. A business-as-usual emissions forecast;

5. Quantified GHG reduction estimates for proposed actions; and

6. A revised prioritization of strategies grounded in that analysis and aligned with the City's actual emissions profile.

LandWatch recommends Monterey County's Community Climate Action and Adaptation Plan, the City of Solano Beach's CAP and Half Moon Bay's CAP as good models for Pacific Grove.

Pacific Grove deserves a plan equal to the challenge it faces. We urge the City to hold its consultant to the standard the community was promised. For a $95K investment, the City deserves a much better return.

Regards,



Michael DeLapa
Executive Director

CC: Matthew Mogensen, City Manager, citymanager@cityofpacificgrove.org
George Fuerst, Environmental Program Manager, gfuerst@cityofpacificgrove.org

Outlook

CAAP

From Kathryn Maurer <bitsyrn33@gmail.com>
Date Tue 3/31/2026 12:58 PM
To City Council Members <citycouncil@cityofpacificgrove.org>; Pierik, Brian A. <bpierik@bwslaw.com>; Rubens, Gregory J. <grubens@bwslaw.com>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Major and Council,

I am writing to you today to urge you NOT to adapt this version of the Climate Action Adaptation Plan.
The draft CAAP is missing essential components that make climate plans credible, legally defensible, and implementable. According to expert analysis, this document lacks:

- A government operations GHG inventory
- A climate vulnerability assessment
- Specific GHG reduction targets
- Emissions forecasts
- An implementation timeline

These are fundamental requirements for any serious climate action plan. Without these elements, we have no baseline, no targets, and no clear way to measure progress.

Please reject this incomplete draft and require delivery of all essential CAAP components before moving forward.

Thank you,

Kathryn O. Maurer

Pacific Grove, Ca.

April 1, 2026

Pacific Grove City Council
City of Pacific Grove
300 Forest Avenue
Pacific Grove, CA 93950

RE: 12A. Climate Action and Adaptation Plan Review

Dear Mayor Smith and City Council:

Monterey-Salinas Transit District (MST) provides public transportation throughout Monterey County and operates in the City of Pacific Grove. MST has reviewed Item 12A regarding the Climate Action and Adaptation Plan and would like to submit the following comments for your consideration:

MST supports the City of Pacific Grove's efforts to mitigate GHG output within the city. MST has the same goal and is moving to replace our buses with a fully zero emissions fleet over time. MST appreciates that the Climate Action and Adaptation Plan notes the City's desire to continue working with MST to increase access and frequency near high usage areas. With continued coordination we can work to serve the city residents as best as possible. Most recently, our collaboration is resulting in a new bus stop that will serve Asilomar. MST also supports the City's efforts that increase transit-oriented development (TOD) near existing transit services, and we invite City staff to participate in the update to our Designing for Transit guidelines this year.

I would like to request that this be brought to your April meeting of the City Council. If you have any questions about the above comments, please do not hesitate to contact me at movermeyer@mst.org or 831-264-5877.

Sincerely,

Michelle Overmeyer
Director of Planning and Innovation

Outlook

comments on proposed Climate Action and Adaptation Plan

From Kathy Dervin <dervin.kathy@gmail.com>
Date Wed 4/1/2026 10:28 AM
To City Council Members <citycouncil@cityofpacificgrove.org>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

March 31, 2026

RE: Agenda Item 12A — Climate Action and Adaptation Plan Review

Dear Mayor and Councilmembers,

Thank you for the opportunity to comment on the draft CAAP. I attended 3 of the early CAAP council sub-cmt meetings 2 yrs ago but they were discontinued. At the first meeting I urged the city to work with other cities on the peninsula on our goals (especially on transportation) and to focus on ACTIONS that will make a difference.

I have worked on a number of CAAPs around the state in my role as a climate and health expert at the State Health Dept. The goals of a CAAP are to reduce local GHG emissions and increase resilience/decrease vulnerability to expected and progressive climate changes. It requires commitments to make changes to business as usual and take serious action on the timeline the state has laid out.

Unfortunately, the plan in front of you this week may look good but is full of *aspirational goals,* not the concrete commitments and the timelines to (try) to achieve them. We are a small city, but we can provide leadership both locally and in our region by working with other cities, the county, our non-profits, faith groups, schools, tourism locations, businesses (esp the MB Aquarium and Asilomar Conference Center/state Park which are two of the largest transportation sources in the whole region and in PG) and our energy procurers/suppliers 3CE and PG&E. In UN Climate parlance this is called **AMBITION.** If small island nations facing flooding and relocaton of their entire populations can show ambition, so can we.

I agree with Land's Watch's critiques and comments of this plan and urge you not to adopt it; instead, I ask you and the city manager to direct staff and the consultant to return with a revised plan that is more grounded in Pacific Grove's actual emissions data, and focused on real actions that we will implement not just put in a plan.

This is 2026, We are 4 years away from the state's (and world's) critical goal of a 40% reduction in GHG emissions by 2030, and even steeper reductions needed by 2040, and carbon neutrality by 2045. Our city needs a clear ACTION plan that guides us to measurable changes to reduce our GHG emissions. These goals were developed to help avert catastrophic climate change, which is already on our

doorstep. **This plan must be a call to action-** to the city itself, to our businesses, our residents, our faith and civic organizations, our young people/students, our service providers and contractors, and yes, to our visitors.

Going forward I think further examination of the plan must focus in much more detail on mitigation actions in **two specific areas** which make up the majority of our emissions:

- Building electrification (transitioning off natural gas in our buildings with energy efficiency)
- Transportation (for example, in this draft plan, Goal TR.1 says *reduce community wide gas combustion VMT by 25% by 2030 and by 30% by 2045*—**this is totally out of synch with state climate goals!**)

I encourage you to look the detailed comments from Land Watch as you consider how Pacific Grove can move forward on a real and effective CAAP (note: have only focused on the mitigation elements of the plan) I have many more specific comments if the process continues to be open to public engagement and comments, which I think it should be.

I strongly urge you not to adopt this plan as it is inadequate. Pacific Grove needs a climate plan with quantified emissions reductions, clear prioritization tied to the city's largest emissions sources, active community engagement built into the strategy, and a transparent implementation framework so we can see whether we are making the progress we need to meet specific goals/benchmarks. The city has invested public time, public input, and public money into this process. The community was promised a real climate ACTION plan that meets the challenges of real-world climate threats. Please hold this process to that standard.

Sincerely,

Kathy Dervin

510 Park St



City of PACIFIC GROVE

FINAL DRAFT
CLIMATE ACTION & ADAPTATION PLAN (CAAP)

FINAL DRAFT Plan Presentation: City Council

April 1, 2026

PREPARED BY: blue strike

TODAY'S **AGENDA**

- Plan Context & Goals
- Project Milestones
- CAAP Key Themes
- Project Approach
- Focus Area Framework
- Strategic Roadmap Highlights
- Receive Public Comments
- Council Plan Adoption



WELCOME & **CONTEXT**



WHY CLIMATE ACTION & ADAPTATION PLANNING NOW?

- Build on recent Pacific Grove Local Coastal Program, Shoreline Management Plan, Multi-Jurisdictional Hazard Mitigation Plan & related local and regional Plans.
- Along with pristine natural beauty and year-round mild climate, Pacific Grove offers unparalleled quality of life to its residents and visitors alike.
- Environmental stewardship, including addressing, acting to reduce impacts, and adapting to climate change are priority areas of concern to the City.
- Pacific Grove is committed to developing a plan to reduce greenhouse gas (GHG) emissions that contribute to climate change and to concurrently adapt and build resilience to the consequences of climate change.
- Adhere to state regulations and guidance for reductions by 2030 and 2045.

CAAP GOALS



The Primary Goal of the CAAP:

- Provide tools for the City of Pacific Grove and the community to reduce GHG emissions and build resilience to climate challenges.
- Align with SB-32 and Executive Order B-30-15 GHG emission reduction targets through 2030 and 2050.
- Address climate adaptation strategies in accordance with Senate Bill 379, resilience measures, as well as risks and vulnerabilities.



FINAL DRAFT CAAP REVIEW

Gratitude



- Collaborative Effort with City
  - Climate & Adaptation Committee
  - Beautification & Natural Resources Commission (BNRC)
  - City Staff, led by Environmental Program Manager
- Community Engagement
  - Survey, Workshops, Farmers Market & Good Old Days Canvassing,
    Public Meetings, Public Comments

MILESTONE TIMELINE

JAN–FEB	MAR–APR	MAY–JUL	AUG–NOV	DEC–MAR
				
BASELINE REVIEW AND INFORMATION GATHERING	**DATA ANALYSIS AND FORECASTS**	**COMMUNITY OUTREACH AND ENGAGEMENT**	**DRAFT GOALS, FRAMEWORKS, AND STRATEGIES**	**DRAFT AND FINAL CLIMATE AND ADAPTATION PLAN**

We are here

CAAP KEY THEMES



- Build on successful collaborative regional planning efforts
- Establish annual, 5 year and 10 year targets for specific project implementation *(minimize annual expenditures, maximize results)*
- Fund and implement existing plans
- **Implementation-driven plan centered on strategy prioritization and municipal leadership actions**



PROJECT APPROACH

- Emissions Baseline (based on 2020 AMBAG GHG Inventory); Analysis from key recent policy plans, including Shoreline Management Plan
- Robust Stakeholder Engagement (Community Survey, Community Workshops, Public Presentations)
- Top 10 High-Impact Strategies, Prioritization, Co-Benefit Analysis
- Strategic Roadmap (Goals, Strategies, Action by Focus Area)
- Funding & Implementation Plan

COMMUNITY ENGAGEMENT





100+ survey responses

50+ (April/Oct) community workshop participants

5+ farmers markets, good old days, meals on wheels outreach events

250+ flyers distributed

+++ newsletters, social, web







FINAL DRAFT PLAN **REFINEMENTS**

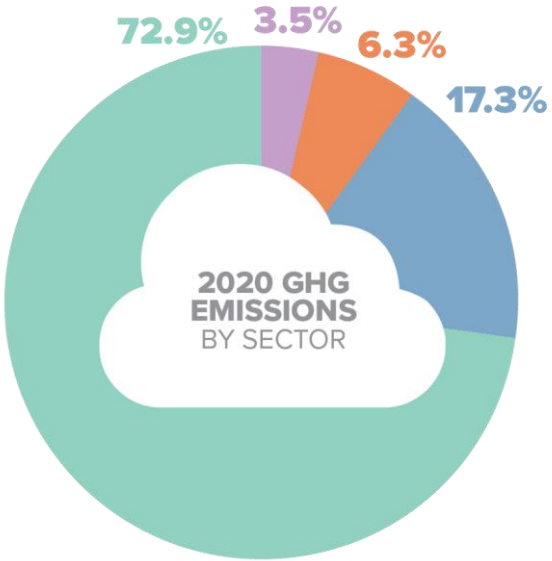
- Business-As-Usual Forecast
- Adjusted Business-As-Usual Forecast
- Top 10 Emission Reduction Forecast

- Offset new sidewalks with porous surfaces
- Leverage AMBAG and TAMC partnerships
- Alignment with the Perkins Park Plan
- Protect wildlife through local policy and planning



EMISSIONS **DATA RESULTS**

2020 GHG Emissions Baseline by Sector
(transportation & energy largest contributors)



73% TRANSPORTATION

24% ENERGY (COMMERCIAL)

ENERGY (RESIDENTIAL)

3% SOLID WASTE, WASTEWATER

Table B: Community CO2e Emissions by Sector

COMMUNITY MT CO_2e EMISSIONS BY SECTOR	MT CO_2e
Residential	19,267
Commercial and Industrial	6,970
Transportation	80,987
Solid Waste	3,875
Wastewater	44
TOTAL	**111,144**

	2020	2030	2045
Residential Energy	19,267	17,620	15,151
Commercial Energy	6,970	6,184	5,005
Transportation	80,987	67,535	51,428
Solid Waste	3,875	3,887	3,906
Wastewater	44	44	44

BAU/ABAU **FORECASTS**

Figure C. Business-as-Usual (BAU) Forecast

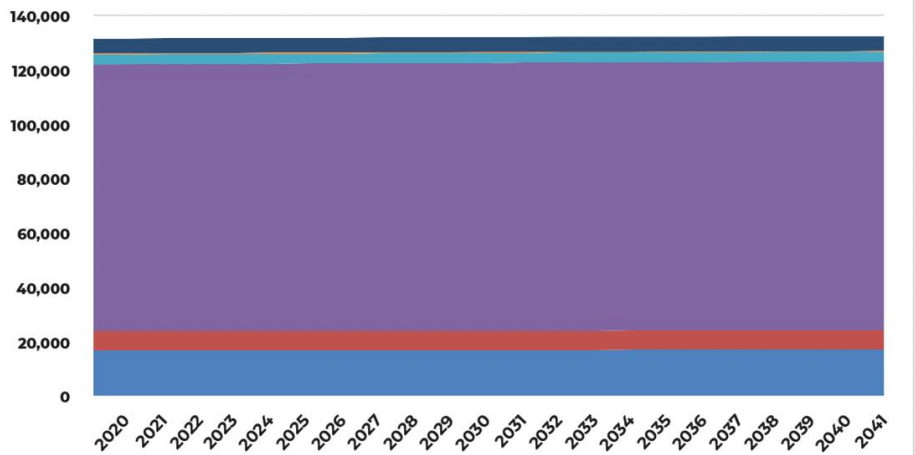
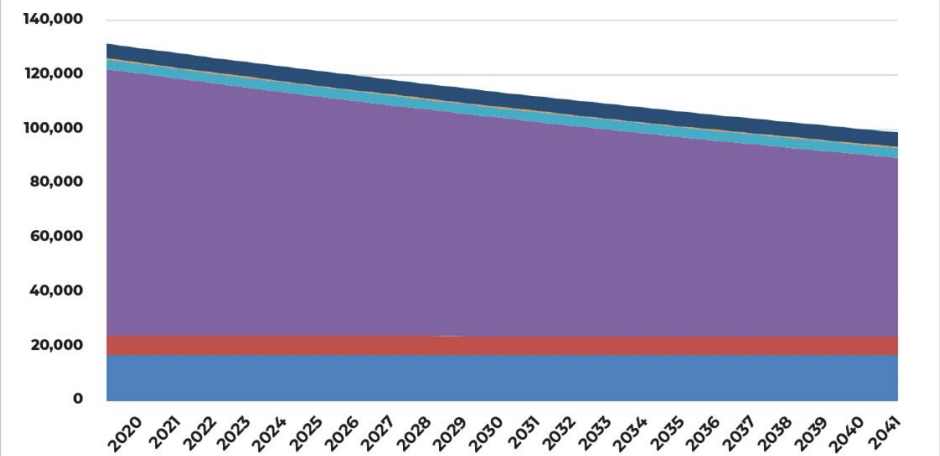


Figure D. Adjusted Business-as-Usual (ABAU) Forecast



- RESIDENTIAL ENERGY MT CO_2e
- INDUSTRIAL ENERGY MT CO_2e
- SOLID WASTE MT CO_2e
- FUGITIVE EMISSIONS MT CO_2e
- COMMERCIAL ENERGY MT CO_2e
- TRANSPORTATION & MOBILE SERVICE MT CO_2e
- WATER & WASTEWATER MT CO_2e

FRAMEWORK **FOCUS AREAS**

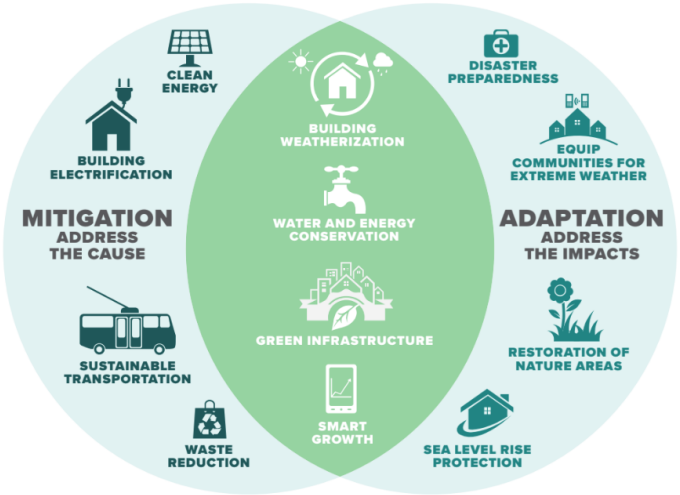
ENERGY & BUILT ENVIRONMENT

- Energy efficiency measures
- Renewable energy & procurement
- Sustainable materials & design

GREEN COMMUNITY

- Biodiversity & natural spaces
- Walkability & accessibility
- Community engagement

ADAPTATION, RESILIENCE



TRANSPORTATION & MOBILITY

- Vehicle electrification
- EV charging infrastructure
- Active transport policies

RESOURCE CONSERVATION

- Water conservation
- Reduce, reuse, recycle, rot
- Minimize waste generation

TOP 10 BIGGEST BANG FOR YOUR BUCK

 1	**RE 1.3** Consider a microgrid at the Public Works Yard
 2	**RE 2.2** Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks and facilities
 3	**RE 4.1** Complete a community-wide and municipal electrification study and establish a long-term implementation plan (Phase 1 and Phase 2)
 4	**RE 5.1** Implement energy management and energy storage systems at municipal locations to charge during low-use and release energy during peak demand hours. Implement one or more installations every 5 years by 2030, 2035, 2040 and 2045
 5	**RE 6.1** Continue to leverage 3CE for carbon free electricity, while working to increase local renewables, microgrids, and community incentives in line with early goals of the organization
 6	**TR 1.1** Develop a municipal Fleet Electrification Plan by 2028 that identifies vehicle replacement schedules, charging infrastructure needs, deployment timeframes and phasing, and estimated capital and operating costs (Consider excluding police vehicles)
 7	**TR 1.2** Install 35 electric vehicle chargers at city facilities
 8	**TR 1.3** Accelerate the transition to EVs community-wide by making charging more accessible; tap into 3CE Electrify Your Ride rebates
 9	**GC 2.1** Add funding and implementation schedule as an appendix to the Shoreline Management Plan
 10	**GC 3.3** Integrate annual CAAP report goals during the budget review process at the direction of the City Manager

RE 5.1.2 PW Yard Microgrid

RE 2.2 Energy Savings Retrofits

RE 4.1 Electrification Study (Municipal + Community)

RE 5.1 Energy Management & Storage

RE 6.1 Leverage 3CE

TR 1.1 Fleet Electrification Plan

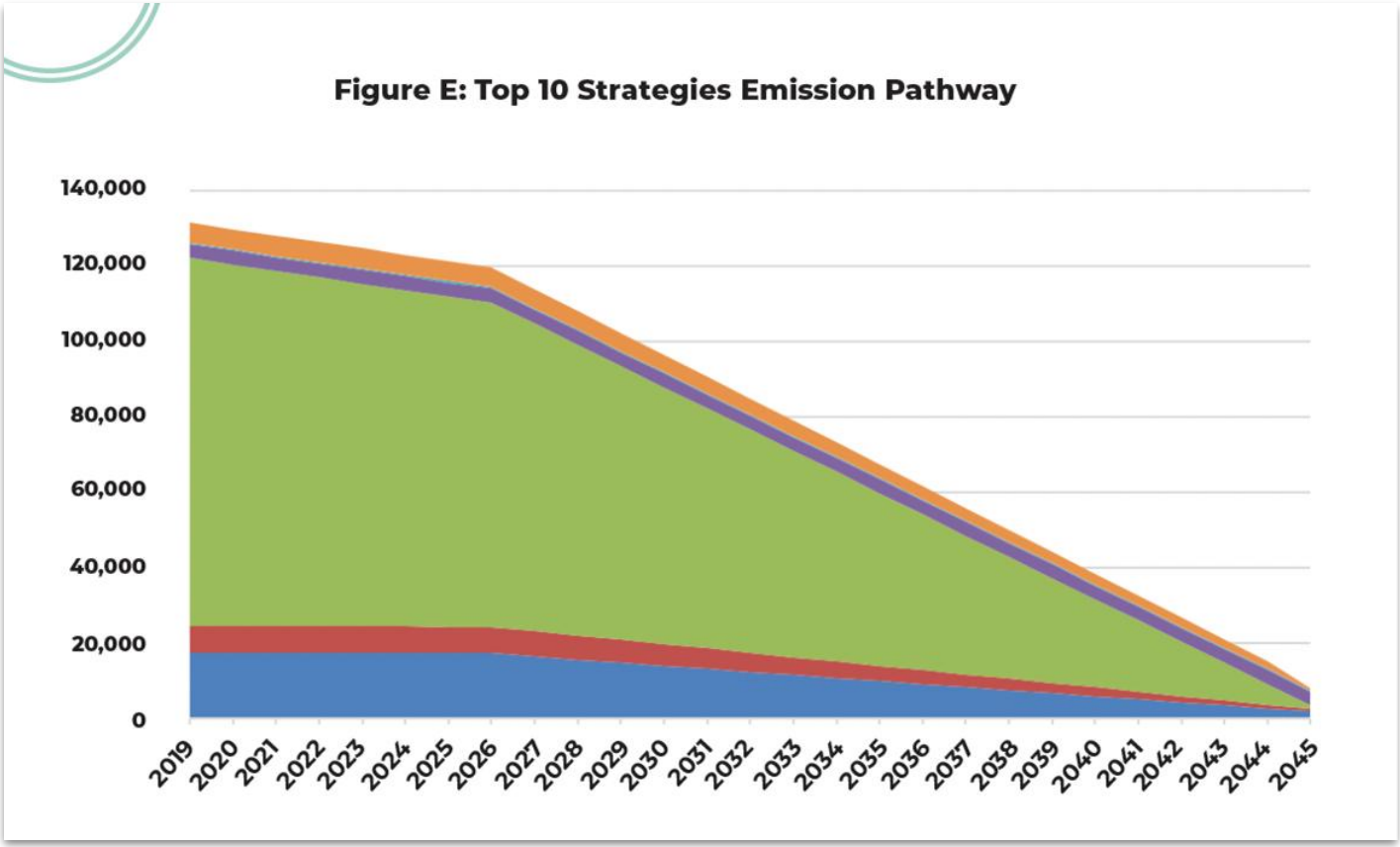
TR 1.2 Install 35 EV Charging Stations

TR 1.2 Accelerate transitions to EVs

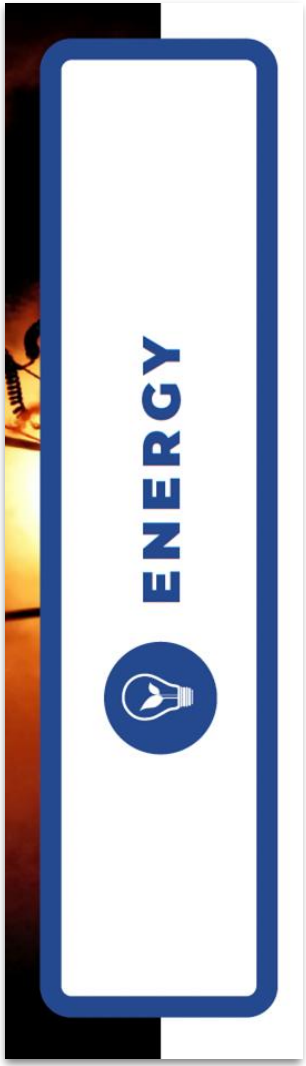
RS 7.1 SMP Implementation & Funding Schedule

GC 3.3 Annual CAAP Report

TOP 10 EMISSIONS **FORECAST**




MITIGATION
ENERGY
TRANSPORTATION
GREEN COMMUNITY
RESOURCE CONSERVATION



Goal: RE 5
Implement a DER program to reduce peak demand

STRATEGY	ACTION
RE 5.1 Work to implement energy management and energy storage systems at municipal locations to charge during low-use and release energy during peak demand hours. Plan one or more installations every five (5) years by 2030, 2035, 2040	**RE 5.1.1** Consider microgrid at the Community Center (Cross cutting strategy RS 2.1.2) - **Figure C** **RE 5.1.2** Consider a microgrid at the Public Works Yard Cross - **Figure D** **RE 5.1.3** Consider microgrid at Point Pinos Stormwater Treatment Facility - **Figure E** **RE 5.1.4** Push for better Net Energy Metering (NEM)

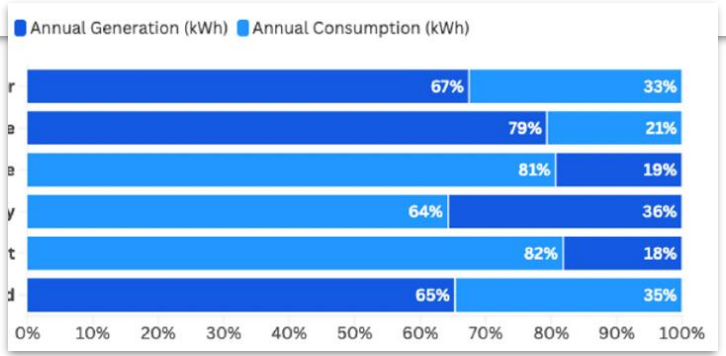
TIER 1 FOUNDATIONAL

PRIORITY SCORE: 1

CO-BENEFITS:

Goal: RE 5
Implement a DER program to reduce peak demand

PARAMETER	Value
System Type	Ground-Mount
System Capacity	40.00 kW
Annual Generation	61.0 MWh
Performance Ratio (PR)	86.8%
Energy Offset	21.7%
Payback Period	3.7 years
Return on Investment (ROI)	718.6%
Rate Schedule	PG&E B-1 / B-10-S



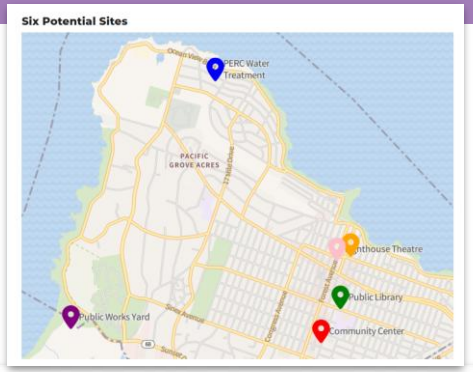


Figure D: Pacific Grove PERC Water Treatment Facility, near the intersection of Ocean View Boulevard and Central Avenue





TRANSPORTATION

Goal: TR 1

Reduce community-wide combustion engine VMT 25% by 2030 and 30% by 2045

STRATEGY	ACTION	
TR 1.3 Accelerate the transition to EVs community-wide and make charging more accessible	**TR 1.3.1** Apply to and promote 3CE's Electrify Your Ride program which offers $4,000 in rebates for new or used EVs	TIER 1 FOUNDATIONAL **PRIORITY SCORE: 1** **CO-BENEFITS:**
	TR 1.3.2 Determine four locations for additional Level 2 EV charging stations in high traffic areas (Lover's Point, PG Golf Links, Downtown, and Public Works Yard)	
	TR 1.3.3 Promote 3CE's $400 rebate for Level 2 charger	



RESOURCE CONSERVATION

Goal: RC 2
Write a community-wide Zero Waste Plan with a goal of 75% diversion by 2030 (currently 45%)

STRATEGY	ACTION	
RC 2.1 Advance targeted waste management solutions through continued regional collaboration with ReGen	**RC 2.1.1** Continue to develop and deploy service-specific recycling education, outreach and technical assistance programs and incentives (e.g. Business, Residential, and Multi-family)	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**
	RC 2.1.2 Continue to develop and deploy sector-specific recycling education, outreach, and technical assistance programs and incentives (e.g. schools, restaurants, hotels, groceries, industry, special events, venues, etc.)	
	RC 2.1.3 Continue to develop and	



GREEN COMMUNITY

Goal: GC 2
Increase initiatives that support the communities' transition to environmentally practices

STRATEGY	ACTION	
GC 2.2 Develop annual fund or grant program to support local initiatives in expanding and sustaining reach and impact	**GC 2.2.1** Collaborate with local environmental organizations such as but not limited to Save Our Shores, Monterey Bay Aquarium, Museum of Natural History, Pacific Grove Adult School, Blue Zones, and others to identify needs, opportunities and gaps to inform and launch annual funding; Incorporate targeted engagement of disadvantaged populations and services	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**


RESILIENCE
NATURE BASED SOLUTIONS

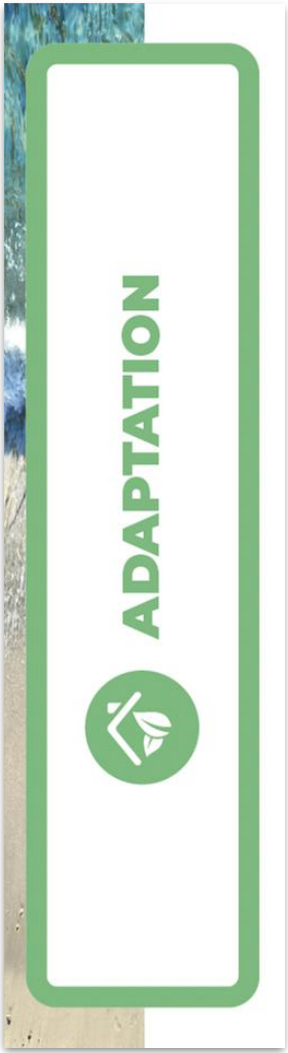


RESILIENCE

Goal: RS 5
Achieve an overall 33% tree canopy

STRATEGY	ACTION	
RS 5.1 Perform an Urban Tree Canopy Assessment, by 2027 and create a roadmap of planting activities (locations and timeline) with the goal of establishing 33% of overall tree canopy coverage within the City	**RS 5.1.1** Promote California's Turf Replacement Program which offers rebates for tree planting and transitioning to native landscaping **RS 5.1.2** Distribute free trees to residents as part of Arbor Day events **RS 5.1.3** Continue celebrating Arbor Day annually and maintaining the City's Tree City designation for	**TIER 3 COMPLIMENTARY** **PRIORITY SCORE: 3** **CO-BENEFITS:**


ADAPTATION
GREEN INFRASTRUCTURE



Goal: AP 3
Fund and implement the SMP with adaptation in mind

STRATEGY	ACTION	
AP 3.1 Integrate specific practices into projects prioritized in the SMP including trails across the road from Borg's Motel	**AP 3.1** Convert paved and gravel public parking lots along Ocean View Blvd. to porous surfaces complemented by bioswales and native plantings to support stormwater drainage management and reduce erosion. Where feasible, eliminate parking and transition to managed open space with native and tree planting, bioswales, rain gardens and other low-impact design	**TIER 2 SUPPORTIVE** **PRIORITY SCORE: 2** **CO-BENEFITS:**
	AP 3.2 Convert or remove unrestricted public parking on the ocean side of Ocean View Blvd., especially in zones directly buffering seawalls and steep slopes with minimal space for retreat. Replace with hybrid designs combining porous surface, berms, bioswales, rain gardens, native plantings, vegetated riprap, submerged breakwater and similar designs.	
	AP 3.3	


2025
MONITORING
AND
REPORTING

Prioritization and Co-Benefit Analysis *(Climate Action Tracker)*

	A	B	C	D	E	F	G	H	I
1	**Prioritization Matrix**								
2									# of one
3	IMPORT	**Weighting (total should be 100%)**	40%	10%	10%	10%	30%		# of two
4									# of three
5									
6	**Focus Area**	**Strategy**	**GHG Reduction Potential (High/Medium/Low)**	**Cost (High/Medium/Low)**	**Capital costs requirement versus available funding**	**Enhances Equity and Climate Justice**	**Community Benefits (clean air, livable community, resiliency, etc.)**	**Result**	**Priority Score**
7	Energy	RE 1.1 Consider a crowdfunding residential and commercial bulk purchasing solar campaign, "Solarize PG", to bring upfront costs down.	High	Low	Low	High	High		1
8	Energy	RE 2.1 Conduct a comprehensive energy audit of municipal facilities, including the Natural History Museum and the Pacific Grove library	Medium	Medium	Low	Low	Medium	**0.30**	2
9	Energy	RE 2.2 Continue and expand energy savings retrofits and installations including LED lighting, as well as light sensors, timers, and smart thermostats based on occupancy patterns in all applicable areas in municipal buildings, parks and facilities.	High	Medium	Medium	Low	Low	**0.50**	1
10	Energy	RE 2.3 Participate in 3CE's Hourly Flex Pricing pilot, which offers financial incentives for shifting municipal electricity use away from peak demand periods.	Medium	Low	Low	Low	Low	**0.30**	2
11	Energy	RE 2.4 Launch smart energy management systems for real-time and remote adjustments	Medium	Medium	Medium	Low	Low	**0.30**	2
12	Energy	RE 3.1 Incentivize energy efficiency upgrades for existing buildings at the time of a major remodel or change of ownership	Medium	Low	Low	Low	Medium	**0.35**	2
13	Energy	RE 3.2 Reduce permit fees and streamline permitting requirements for renewable energy building renovations	Medium	Low	Low	Low	Medium	**0.35**	2
14	Energy	RE 3.3 Implement programs to provide weatherization services, improve energy efficiency, and reduce utility costs for low income households beginning in 2026	Medium	Low	Low	High	High	**0.50**	1
		RE 4.1 Complete a community-wide and							



2025

FUNDING PLAN

APPENDIX B

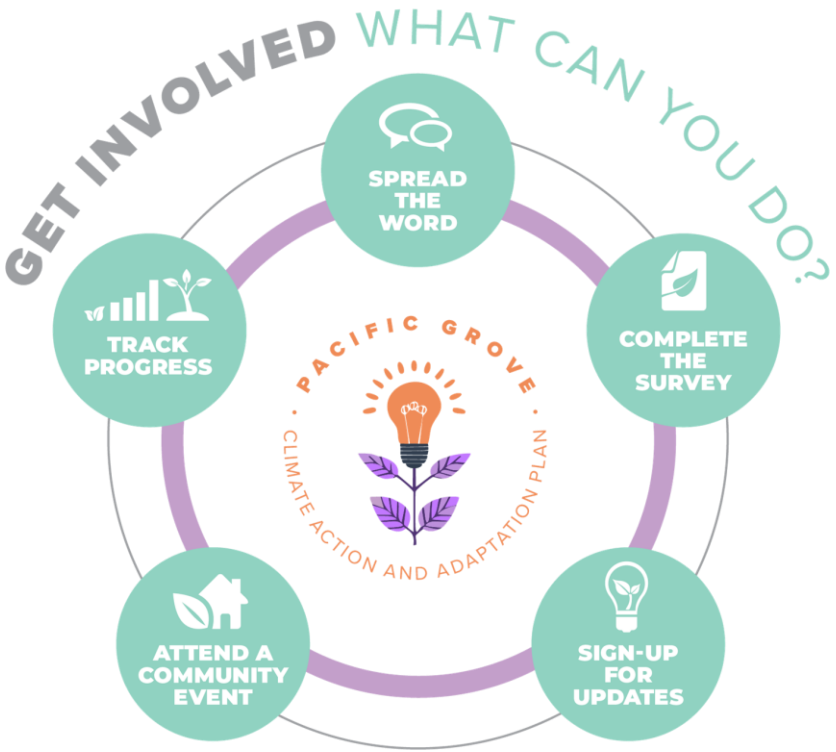
CITY OF PACIFIC GROVE FUNDING PLAN

STAFF TIME KEY:

= 1 – 20 staff hours (annually)
= 20 – 60 staff hours (annually)
= 60+ staff hours (annually)
= Recurring annual staff needed

STRATEGY	IMPLEMENTATION YEAR	ANNUAL COST ESTIMATE	TOTAL PROJECT DURATION	TOTAL PROJECT COST REMAINING	POSSIBLE FUNDING SOURCE(S)
2026					
RS 1.1 In partnership with the Monterey Fire Department, host a "Wildfire Ready Monterey" annual workshop event that is specific to Pacific Grove residents starting in 2026; offer in multiple languages and ensure inclusive engagement with vulnerable populations	2026		2026-2031	$0	Monterey Fire Department
RS 2.2 Prioritize considerations for resilient communities	2026		2026	$0	Operating Budget
RS 5.1 Using the 2026 Urban Tree Canopy Assessment, create a roadmap of planting activities (locations and timeline) with the goal of planting 100 trees annually	2026	$107,200	2026-2031	$643,200	California Department of Forestry and Fire Protection; California ReLeaf; California Natural Resources Agency

NEXT STEPS



- Receive Public Comment
- City Council Approval
- Climate Tracker & Documentation
- Plan Implementation



Thank You!

Agenda No. 12 B

CITY OF PACIFIC GROVE
300 Forest Avenue, Pacific Grove, California 93950

AGENDA REPORT

TO: Honorable Mayor and Members of the City Council

FROM: Katie Clark, Recreation Manager

MEETING DATE: April 01, 2026

SUBJECT: FY 26-27 Special Events Calendar

CEQA: Does not constitute a Project per California Environmental Quality Act Guidelines Section 15378

RECOMMENDATION

1. Approve the FY 26-27 Special Events Calendar
2. Approve 7 events as Special Events to be billed at full cost recovery rates
3. Approve 22 events as City Sponsored Events and waive the fees for City staff support and equipment/facility usage
4. Authorize pets in the park for the Pet Parade per PGMC 14.08.030
5. Authorize the serving of alcohol for the Pacific Grove Heritage Society Sunset Celebration and Good Old Days per PGMC 11.04.020

DISCUSSION

At the beginning of each calendar year, the Recreation Board reviews a list of proposed special events scheduled to occur during the upcoming fiscal year (July 1 – June 30 of the following calendar year) and makes a recommendation for City Council to approve these events as classified pursuant to City Council Policy No. 900-1. The proposed FY 26-27 Special Events Calendar has 29 events. This is 1 more than appeared on the calendar approved for the prior fiscal year. The calendar and estimated costs associated with each event can be found in the agenda attachments.

CITY COUNCIL POLICY 900-1: SPECIAL EVENTS

City Council Policy 900-1 Special Events provides clear guidance for all special events held within the City of Pacific Grove. This policy outlines the process for application submission, application review, event classification, billing, late submissions and approval by City Council. Each year the application is posted during the summer. Completed applications are due by November 30, reviewed by city staff, presented to the Recreation Board in January and then taken to City Council for final approval in February. This policy ensures that a healthy and financially feasible balance remains in place between the number of special event applications and the ability of our neighborhoods, parks, and facilities to accommodate approved events. Special events are to be classified as either:

1. Special Events: These are special events that require exclusive use of City property and require support from Police, Fire, or Public Works. Events in this classification will be billed at full cost recovery rates.

2. City Sponsored Events: These events include traditional events that are primarily hosted by the Chamber of Commerce, Pacific Grove Unified School District, or the City and they shall receive full City support. These events will be noted annually on the Special Events Calendar for approval by the City Council.

Each year the additional step of acquiring a Costal Development Permit for all events that occur in the Coastal Zone is completed prior to bringing the Special Events Calendar to City Council for approval. At their meeting on March 14, 2024, the Planning Commission approved a 3-year Costal Development Permit for special events listed on the FY 24-25 Special Events Calendar that occur within the coastal zone. At their meeting on February 13, 2025, the Planning Commission approved an amendment to this permit to include new events for FY 25-26. And at their meeting on March 12, 2026, the Planning Commission approved an amendment to the 3-year permit to include the new events for the FY 26-27. The Special Events Calednar attachment denotes the events held in the Coastal Zone.

PROPOSED CLASSIFICATIONS

Special Events (Full Cost Recovery): Events are billed at the full cost recovery rates for staff support and facility/equipment use. Most of these events consist of a variety of fundraisers, races, walks and car shows.

Special Events (Full Cost Recovery) include Celebration of our Lady of Fatima, Legends of the Autobahn, Walk 4 Epilepsy 2026, Austin Bantam Society 58th Car Show, Monterey Bay Walk & Roll to Cure ALS, Big Sur International Marathon (BSIM) Monterey Bay Half Marathon & 5K/By the Bay 3K, and the Rudolph Run 1K & 5K Walk/Run.

City Sponsored: All costs associated with these events, including staffing and equipment/facility use are proposed to be waived, with an increased emphasis of utilizing volunteers whenever possible.

City Sponsored Events include 4th of July Celebration, Youth Ambassadors Movie Night, Youth Ambassadors Dance, Pet Parade, Pacific Grove Summer Lights, National Night Out, Little Car Show, P.G. Concours Auto Rally, Walk with P.R.I.D.E., Pacific Grove Museum Night Owl, Butterfly Parade, Sunset Celebration, Butterfly Days, Croquet Tournament, Pacific Grove Home & Garden Show, Veterans Day Ceremony, Holiday Tree Lighting, Holiday Parade of Lights, Stillwell's Holiday in the Park, Quilt Show, Good Old Days, and Walk of Remembrance.

NEW EVENT APPLICATIONS

Walk for Epilepsy 2026 will be hosted by the organization Young Adults with Epilepsy. It will take place on Saturday, September 19, 2026, from 10:00 am-12:00 pm. The event will use Lovers Point Park and the portion of the Recreation Trail from Lovers Point to Berwick Park. The event will include tables for check-in, participant resources, and sponsors at Lovers Point Park, and a walk along the Recreation Trail to and from Berwick Park. The goal of the event is to provide a safe and accessible, family friendly event that raises awareness for epilepsy and provide resources. City services required will be Public Works Staff to set up parking and check the park and restrooms.

Pacific Grove Home & Garden Show will be hosted by the Pacific Grove Chamber of Commerce. It will take place on Saturday, October 10, 2026, from 10:00 am-4:00 pm and use Caledonia Park. The event will include experts and exhibitors for furniture and decor, window coverings and treatments, landscaping and outdoor design, flooring and renovation materials, architects and home designers, contractors and specialty trades. Admission will be free. City services required will be Public Works Staff to set up parking and check on the park and restrooms.

Monterey Bay Walk & Roll to Cure ALS will be hosted by the ALS Network. It will take place on Saturday, October 10, 2026, from 10:00 am-2:00 pm. It will use Lovers Point Park and the Recreation Trail from Lovers Point to the Monterey Bay Aquarium. The event will include a resource fair, entertainment, music and food in Lovers Point Park and a walk along the Recreation Trail from Lovers Point to the turn around point at the Monterey Bay Aquarium. The goal of the event is to provide a safe and accessible, family friendly event for the ALS community. All funds raised support the mission of the ALS network. City services required will be Public Works Staff to set up parking and check on park and restrooms.

LATE SUBMISSION

One application was received after the November 30, 2025 deadline. This application was for the Austin Bantam Society 58th Annual Car Show and was received on February 9, 2026. Following City Council Policy 900-1, this application was received more than 150 days prior to the event date, does not conflict with other special events on the proposed calendar, and will be billed as a full cost recovery event. The application was reviewed by City staff for safety and feasibility and is being recommended for inclusion in the proposed FY 26-27 Special Events Calendar. If approved by City Council, then City staff will take the event application to Planning Commission to obtain the required amendment to the current Coastal Development Permit for this event.

The Austin Bantam Society 58th Annual Car Show will be hosted by the Austin Bantam Society. The event will take place on Saturday, October 10, 2026, from 10:00 am to 3:00 pm at Jewell Park. This event will showcase 1930-1940 American Austin and Bantam cars as well as English Austin cars. The goal of this event is to allow a space for car owners and spectators to view a collection of cars. With instruction from City staff, cars will be loaded onto the Jewell Park grass area for spectators to view. City services required will be Public Works Staff for loading in and out cars and to check on park and restrooms.

OPTIONS

1. Approve the Special Events calendar
2. Take no action
3. Provide alternate direction

FINANCIAL IMPACT:

Each application has been reviewed by City staff for safety, feasibility, and calculation of all anticipated costs to be incurred by the City or sponsoring organization. City staff is recommending that 7 events be classified as Special Events to be billed at full cost recovery rates. The fees for City personnel, equipment usage, facility rental, and all other permitting costs will be the responsibility of the organization hosting the event. City staff is recommending 22 special events to be classified as City Sponsored Events. The fees for City personnel, including Public Works, Police, Fire and Recreation, would be subsidized by the City of Pacific Grove. The fees for equipment usage, facility rentals, and any permit charges would be waived.

The estimated staffing costs for all 29 events will be $176,136.54. Estimated staffing fees to be collected from the full-cost recovery events will be $42,333.25. And the estimated permit and usage fees to be collected from these events will be $31,530.50. This provides a total of $73,863.75 in cost recovery. In order to safely and successfully execute the 28 events listed on the proposed FY 26-27 Special Events Calendar, the City of Pacific Grove will need to subsidize an estimated $102,272.79. City staff will continue working with event organizers to lessen the City's associated costs of these events whenever possible by utilizing volunteers and community groups.

The proposed FY 26-27 Special Events Calendar provides a lineup of events that offer many benefits to our local community. These events allow our residents and visitors a chance to enjoy a variety of activities, support local businesses and non-profit groups, and engage with each other. The total economic impact and benefits in the form of increased Transient Occupancy and Sales taxes are not known, but special events traditionally have made a positive impact on the City's economy. Many of these events attract participants and visitors from outside the City of Pacific Grove or the Monterey Peninsula.

FOCUSED PRIORITY AREA: Not Applicable.

Attachments

FY 26-27 Special Events Calendar

FY 26-27 Special Events Calendar Cost Estimate

Written public comment

Written public comment

Written public comment

City of Pacific Grove

FY 2026-2027 Special Events Calendar

#	Event	Organization	Day	Date	Time	Location	Coastal Zone
1	Independence Day Celebration	Chamber of Commerce	Saturday	July 4, 2026	11:00 AM	Jewell Park	Yes
2	Youth Ambassadors Movie Night	Youth Ambassadors	Monday	July 20, 2026	6:00 PM	Chautauqua Hall or Community Center	No
3	Youth Ambassadors Dance	Youth Ambassadors	Wednesday	July 22, 2026	6:00 PM	Chautauqua Hall or Community Center	No
4	Pet Parade	Youth Ambassadors	Friday	July 24, 2026	2:00 PM	Lighthouse Ave | Caledonia Park	Yes
5	Pacific Grove Summer Lights	Youth Ambassadors	Saturday	July 25, 2026	9:00 AM	Lovers Point Park & Pier	Yes
6	National Night Out	City of Pacific Grove	Tuesday	August 4, 2026	5:00 PM	Caledonia Park	Yes
7	Celebration of Our Lady of Fatima	Lady of Fatima Society	Sunday	August 9. 2026	1:00 PM	Downtown (Lighthouse Ave)	No
8	Little Car Show	Marina Motorsports	Wednesday	August 12, 2026	10:00 AM	Downtown (Lighthouse Ave)	No
9	Legends of the Autobahn	BMW Car Club of America	Thursday	August 13, 2026	6:00 AM	Pacific Grove Golf Links	No
10	PG Concours Auto Rally	PG Rotary Club	Friday	August 14, 2026	10:00 AM	Downtown (Lighthouse Ave)	No
11	Walk With P.R.I.D.E.	PG P.R.I.D.E	Saturday	September 12, 2026	9:00 AM	Recreation Trail	Yes
12	Pacific Grove Museum Night Owl	Pacific Grove Museum	Friday	September 18, 2026	6:00 PM	Museum | Central Ave | Jewell Park	Yes
13	**Walk 4 Epilepsy 2026***	Young Adults with Epilepsy	Saturday	September 19, 2026	10:00 AM	Lover's Point Park |Recreation Trail	Yes
14	Butterfly Parade	PG Unified School District	Saturday	October 3, 2026	10:00 AM	Downtown (Lighthouse Ave)	No
15	Sunset Celebration	PG Heritage Society	Saturday	October 3, 2026	5:00 PM	Point Pinos Lighthouse	Yes
16	Butterfly Days	PG Heritage Society	Sat / Sun	October 3-4, 2026	8:00 AM	Downtown |Chautauqua Hall | TBD	No
17	Croquet Tournament	PG Heritage Society	Sat/Sun	October 3-4, 2026	9:00 AM	Caledonia Park	Yes
18	**Austin Bantam Society 58th Car Show***	Austin Bantam Society	Saturday	October 10, 2026	10:00 AM	Jewell Park	Yes
19	**Pacific Grove Home & Garden Show***	Chamber of Commerce	Saturday	October 10, 2026	10:00 AM	Caledonia Park	Yes
20	**Monterey Bay Walk & Roll to Cure ALS***	ALS Network	Saturday	October 10, 2026	10:00 AM	Lover's Point Park |Recreation Trail	Yes
21	BSIM 3K/5K & Mty Bay Half Marathon	Big Sur International	Sat / Sun	November 7-8, 2026	Varies	Lovers Point | Ocean View	Yes
22	Veterans Day Ceremony	City of Pacific Grove	Wednesday	November 11, 2026	11:00 AM	Point Pinos Lighthouse	Yes
23	Holiday Tree Lighting	City of Pacific Grove	Monday	November 30, 2026	4:30 PM	Jewell Park	Yes
24	Holiday Parade of Lights	Chamber of Commerce	Thursday	December 3, 2026	6:00 PM	Downtown (Lighthouse Ave)	No
25	Stillwell's Holiday in the Park	Chamber of Commerce	Saturday	December 5, 2026	11:00 AM	Caledonia Park | Chautauqua Hall	Yes
26	Rudolph Run 1K & 5K Walk/Run	Arthritis Research Coalition	Saturday	December 12, 2026	7:30 AM	Lovers Point | Ocean View Blvd	Yes
27	Quilt Show	Monterey Peninsula Quilters	Fri -Sun	April 30-May 2, 2027	10:00 AM	Chautauqua Hall | TBD	No
28	Good Old Days	Chamber of Commerce	Sat-Sun	May 1-2, 2027	9:00 AM	Downtown | Jewell Park	No/Yes
29	Walk of Remembrance	Pacific Grove Museum & Quock Mui Foundation	Saturday	May 8, 2027	1:00 PM	Central Ave | Rec Trail	Yes

City Sponsored - 22 | **Full Cost Recovery (F. C. R.) - 7** | **~~Event Name~~ Indicates a cancelled event** | **Event Name* Indicates new event**

2026-2027 Special Events Budget Estimate

		Staff Costs		Staff Costs		Staff Costs		Staff Costs		Total Staff Costs	Other	Refundable	Unsubsidized
		Fire		Recreation		Police		Public Works			Permit &		Without City
	EVENT NAME	Hrs	Costs	Hrs	Costs	Hrs	Costs	Hrs	Costs		Usage Fees	Sound Deposit	Sponsorship
1	Independence Day Celebration	0	$ -	0	$ -	0	$ -	8	$ 1,422.04	$ 1,422.04	$ 2,545.00	$ 500.00	$ 4,467.04
2	Youth Ambassadors Movie Night	0	$ -	0	$ -	0	$ -	2	$ 330.54	$ 330.54	$ 950.00	$ 500.00	$ 1,780.54
3	Youth Ambassadors Dance	0	$ -	0	$ -	0	$ -	2	$ 330.54	$ 330.54	$ 939.50	$ 500.00	$ 1,770.04
4	Pet Parade	0	$ -	0	$ -	12	$ 2,439.00	17	$ 2,859.53	$ 5,298.53	$ 971.00	$ 500.00	$ 6,769.53
5	Pacific Grove Summer Lights	0	$ -	0	$ -	66	$ 15,785.88	28	$ 5,027.08	$ 20,812.96	$ 5,863.50	$ 500.00	$ 27,176.46
6	National Night Out	0	$ -	40	$ 1,732.96	36	$ 8,610.48	20	$ 3,405.28	$ 13,748.72	$ 435.00	$ 500.00	$ 14,683.72
7	Celebration of Our Lady of Fatima	0	$ -	0	$ -	0	$ -	4	$ 661.08	$ 661.08	$ 352.00	$ -	$ 1,013.08
8	Little Car Show	0	$ -	0	$ -	16	$ 3,826.88	18	$ 3,124.68	$ 6,951.56	$ 639.00	$ 500.00	$ 8,090.56
9	Legends of the Autobahn	0	$ -	0	$ -	14	$ 3,348.52	18	$ 3,024.80	$ 6,373.32	$ 853.00	$ 500.00	$ 7,726.32
10	PG Concours Auto Rally	0	$ -	0	$ -	25	$ 5,979.50	18	$ 3,124.68	$ 9,104.18	$ 639.00	$ 500.00	$ 10,243.18
11	Walk With P.R.I.D.E.	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ 1,616.00	$ -	$ 1,616.00
12	Pacific Grove Museum Night Owl	0	$ -	0	$ -	0	$ -	20	$ 3,305.40	$ 3,305.40	$ 536.00	$ 500.00	$ 4,341.40
13	**Walk 4 Epilepsy 2026***	0	$ -	0	$ -	0	$ -	4	$ 661.08	$ 661.08	$ 1,456.00	$ 500.00	$ 2,617.08
14	Butterfly Parade	0	$ -	0	$ -	10	$ 2,391.80	35	$ 5,959.24	$ 8,351.04	$ 1,543.00	$ 500.00	$ 10,394.04
15	Sunset Celebration	0	$ -	0	$ -	0	$ -	2	$ 330.54	$ 330.54	$ 2,362.00	$ 500.00	$ 3,192.54
16	Butterfly Days	0	$ -	0	$ -	0	$ -	4	$ 661.08	$ 661.08	$ 2,486.00	$ 500.00	$ 3,647.08
17	Croquet Tournament	0	$ -	0	$ -	0	$ -	0	$ -	$ -	$ 2,092.00	$ -	$ 2,092.00
18	**Austin Bantam Society 58th Car Show***	0	$ -	0	$ -	0		3	$ 495.81	$ 495.81	$ 2,008.00	$ -	$ 2,503.81
19	**Pacific Grove Home & Garden Show***	0	$ -	0	$ -	0	$ -	5	$ 826.35	$ 826.35	$ 1,483.00	$ 500.00	$ 2,809.35
20	**Monterey Bay Walk & Roll to Cure ALS***	0	$ -	0	$ -	0	$ -	4	$ 661.08	$ 661.08	$ 6,659.00	$ 500.00	$ 7,820.08
21	BSIM 3K/5K & Mty Bay Half Marathon	0	$ -	0	$ -	44	$ 10,523.92	39	$ 6,795.11	$ 17,319.03	$ 11,438.50	$ 500.00	$ 29,257.53
22	Veterans Day Ceremony	0	$ -	0	$ -	2	$ 330.54	0	$ -	$ 330.54	$ -	$ -	$ 330.54
23	Holiday Tree Lighting	0	$ -	40	$ 1,676.80	0	$ -	15	$ 2,603.90	$ 4,280.70	$ -	$ -	$ 4,280.70
24	Holiday Parade of Lights	0	$ -	0	$ -	14	$ 3,348.52	38	$ 6,480.02	$ 9,828.54	$ 3,815.00	$ 500.00	$ 14,143.54
25	Stillwell's Holiday in the Park	0	$ -	0	$ -	0	$ -	6	$ 991.62	$ 991.62	$ 1,550.00	$ 500.00	$ 3,041.62
26	Rudolph Run 1K & 5K Walk/Run	0	$ -	0	$ -	24	$ 5,740.32	62	$ 10,421.53	$ 16,161.85	$ 8,764.00	$ 500.00	$ 25,425.85
27	Quilt Show	0	$ -	0	$ -	0	$ -	8	$ 1,322.16	$ 1,322.16	$ 3,902.00	$ 500.00	$ 5,724.16
28	Good Old Days	0	$ -	0	$ -	110	$ 26,309.80	96	$ 16,764.84	$ 43,074.64	$ 4,645.00	$ 500.00	$ 48,219.64
29	Walk of Remembrance	0	$ -	0	$ -	6	$ 1,435.08	6	$ 1,066.53	$ 2,501.61	$ 389.00	$ 500.00	$ 3,390.61
									Totals	**$ 176,136.54**	**$ 70,931.50**	**$ 11,500.00**	

City Sponsored = 22 Events

Full Cost Recovery = 7 Events

Total Staffing Costs*	**$ (176,136.54)**
Full Cost Recovery Staffing*	**$ 42,333.25**
Full Cost Recovery Fees*	**$ 31,530.50**
Total Net Loss**	**$ (102,272.79)**

*All estimates are based on projected hours & resources required for the application submitted by event organizers.

*Final cost may vary and will reflect actual hours and resources required during event.

*Staff cost estimates are based on Fully Burdened Rates for FY 25-26, actual cost & billing will use FBR FY 26-27.

**Model reflects amount to be subsidized by the City with approval of proposed City Sponsored Events.

Outlook

Council Meeting 12. B. Special Events. Austin Bantam Car Show

From 831ammar@gmail.com <831ammar@gmail.com>
Date Sat 3/28/2026 10:49 AM
To City Council Members <citycouncil@cityofpacificgrove.org>; Alex J. Lorca <alorca@fentonkeller.com>
Cc greeninggt@gmail.com <greeninggt@gmail.com>; Daniel Gho <dgho@cityofpacificgrove.org>; Katie Clark <kclark@cityofpacificgrove.org>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Council Members…

The purpose of my email is to shed some light on the above event.
The event is the brainchild of Traffic Commissioner Dr. Tony Greenig, who developed & owned the Inn at 213 17-Mile Drive.
It was held in PG at Jewell Park in 2011 & 2017. When I worked at the chamber of commerce, I received several compliments
from the park neighbors as well as the Mayor & Council Members. Due to its historic nature, the event fits very well with PG's
brand.
More importantly, the entire group stayed at the Seabreeze Inn or Pacific Gardens Inn when they were in PG in the past. Lunch at
the park, was catered by Goodies, & group dinner was at Fandango. Overall, it is a very low impact event with great benefits for PG
Thank you Recreation Department Staff for recommending approval of the event, I hope that the City Council will permit holding it
in town.

All the best

Moe Ammar
Business Consultant
718 Sunset Dr.
Pacific Grove, CA 93950
831-402-4490
New Email: 831ammar@gmail.com

Outlook

AGENDA ITEM #12B...AUSTIN BANTAM SOCIETY 58TH ANNUAL CAR SHOW...?

From Inge Lorentzen Daumer <ilwd50@gmail.com>
Date Tue 3/31/2026 12:17 PM
To City Council Members <citycouncil@cityofpacificgrove.org>; Katie Clark <kclark@cityofpacificgrove.org>

[**NOTICE:** This message originated outside of the City of Pacific Grove email system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Dear Mayor, Council, City Staff,

Some major information lacking in this item is the questions of street closures/detours, length of time for set-up and tear-down, impact on Library, etc... (map)?
I understand that PW and PSafety have "signed-off" on this, and that it will have another review at the Planning Commission for CDP inclusion, but more information should have been provided!
Thank you for your consideration,
Inge Lorentzen Daumer

"The Austin Bantam Society 58th Annual Car Show will be hosted by the Austin Bantam Society. The event will take place on Saturday, October 10, 2026, from 10:00 am to 3:00 pm at Jewell Park. This event will showcase 1930-1940 American Austin and Bantam cars as well as English Austin cars. The goal of this event is to allow a space for car owners and spectators to view a collection of cars. With instruction from City staff, cars will be loaded onto the Jewell Park grass area for spectators to view. City services required will be Public Works Staff for loading in and out cars and to check on park and restrooms. "

FY 2026-2027 Special Events Calendar

City of Pacific Grove

City Council

April 1, 2026

City Council Policy 900-1

- **Special Events**
  - Policy outlines the process for application submission, event classification, billing, and approval by City Council
  - Special Events Calendar runs on a fiscal year cycle (July 1-June 30)
  - Completed applications due November 30th
  - Applications reviewed by City Staff
  - Presented to Recreation Board in January, City Council for approval in February

- **Additional Step**
  - March 14, 2024 - Planning Commission approved a 3-year Coastal Development Permit
  - Permit covers events on the FY 24-25 Calendar
  - February 13, 2025 - amendment approved to include new events for FY 25-26
  - March 12, 2026 – amendment approved to include new events for FY 26-27

City Council Policy 900-1

- **Event Classification**
  - **Special Events**: require exclusive use of City property and support from Police, Fire or Public Works. Events are billed at full cost recovery rates for City staff support and facility/equipment use.

  - **City Sponsored Events**: include traditional events that are primarily hosted by the Chamber of Commerce, the School District, or the City. All costs associated with these events including city staff and equipment/facility use are waived.

FY 26/27 Special Events Calendar

- **Proposed Calendar**
  - Proposed FY 26-27 Special Events Calendar has 29 events
  - Recommendations for 22 City Sponsored & 7 Full Cost Recovery
  - Proposed calendar and estimated costs have been included as agenda attachments

- **Proposed Classifications – Full Cost Recovery Events**
  - Celebration of our Lady of Fatima
  - Legends of the Autobahn
  - **Austin Bantam Society 58th Car Show***
  - **Walk for Epilepsy 2026***
  - **Monterey Bay Walk & Roll to Cure ALS***
  - BSIM Monterey Bay Half Marathon & 3K/5K
  - Rudolph Run 1K & 5K Walk/Run

FY 26/27 Special Events Calendar

- **Proposed Classifications – City Sponsored Events**
  - 4th of July Celebration
  - Youth Ambassadors Movie Night
  - Youth Ambassadors Dance
  - Pet Parade
  - Pacific Grove Summer Lights
  - **National Night Out**
  - Little Car Show
  - P.G. Concours Auto Rally
  - PGUSD Walk with P.R.I.D.E
  - PG Museum Night Owl
  - PGUSD Butterfly Parade
  - Sunset Celebration
  - Butterfly Days
  - Croquet Tournament
  - **Pacific Grove Home & Garden Show***
  - **Veterans Day Ceremony**
  - **Holiday Tree Lighting**
  - Holiday Parade of Lights
  - Stillwell's Holiday in the Park
  - Quilt Show
  - Good Old Days
  - Walk of Remembrance

FY 26/27 Special Events Calendar

- **New Applications – Walk for Epilepsy 2026**
  - Hosted by the organization - Young Adults with Epilepsy
  - Saturday, September 19, from 10:00 am-12:00 pm
  - Lovers Point Park and the Recreation Trail from Lovers Point to Berwick Park
  - Will include participant resources and sponsors tables at Lovers Point Park
  - A walk along the Recreation Trail
  - Goal – to provide a safe and accessible, family-friendly event that raises awareness about epilepsy and provide resources to participants
  - City services required will be Public Works Staff to set up parking and check the park and restrooms

FY 26/27 Special Events Calendar

- **New Applications – Pacific Grove Home & Garden Show**
  - Hosted by the Pacific Grove Chamber of Commerce
  - Saturday, October 10, from 10:00 am-4:00 pm at Caledonia Park
  - Will include exhibitors for furniture and decor, window treatments, landscaping and outdoor design, flooring and renovation materials, architects and home designers, contractors, and specialty trades
  - Admission will be free
  - City services required will be Public Works Staff to set up parking and check on the park and restrooms

FY 26/27 Special Events Calendar

- **New Applications – Austin Bantam Society 58th Car Show**
  - Hosted by the Austin Bantam Society
  - Saturday, October 10, from 10:00 am to 3:00 pm at Jewell Park
  - Showcase 1930-1940 American Austin & Bantam Cars, English Austin Cars
  - City services required will be Public Works Staff to monitor loading in and out of cars and check park restroom and trash
  - Late application – it meets requirements per City Council Policy 900-1 – submitted more than 150 days prior to the event, does not conflict with other events on the proposed calendar, will be billed as a full-cost recovery event
  - If approved, staff will work with Planning Commission to obtain the required amendment to the current Costal Development Permit

FY 26/27 Special Events Calendar

- **New Applications – Monterey Bay Walk & Roll to Cure ALS**
  - Hosted by the ALS Network
  - Saturday, October 10, from 10:00 am-2:00 pm
  - Lovers Point Park and Recreation Trail from Lovers Point to the Monterey Bay Aquarium
  - Will include a resource fair, entertainment, music and food at Lovers Point Park
  - And a walk along the Recreation Trail
  - Goal – to provide a safe and accessible, family-friendly event for the ALS community
  - All funds raised support the mission of the ALS network
  - City services required will be Public Works Staff to set up parking and check on the park and restrooms

Fiscal Impact

Estimated Costs

Total Staffing Costs	**($176,136.54)**
Full Cost Recovery Staff Fees	$42,333.25

Full Cost Recovery Fees	$31,530.50
Total Cost to City**	**($102,272.79)**

- All estimates based on projected hours & resources required
- Final cost may vary and will reflect actual hours and resources used during the event
- Staff cost estimates are based on Fully Burdened Rates for FY 25-26
- Actual cost & billing will use FBR FY 26-27
- **Estimate reflect amount to be subsidized by the City with approval of calendar

Recommendations

1. Approve the FY 26-27 Special Events Calendar
2. Approve 7 proposed events as Special Events to be billed at full cost recovery rates
3. Approve 22 proposed events as City Sponsored Events and waive the fees for City staff support and equipment/facility usage
4. Authorize pets in the park for the Pet Parade per PGMC 14.08.030
5. Authorize the serving alcohol for the Pacific Grove Heritage Society Sunset Celebration and Good Old Days per PGMC 11.04.020

Questions?

