RESOLUTION NO. 26-0010

A RESOLUTION OF THE MANHATTAN BEACH CITY COUNCIL APPROVING A DEVELOPMENT IMPACT FEE NEXUS STUDY, ADOPTING A CAPITAL IMPROVEMENT PLAN AS PART OF THE NEXUS STUDY, ESTABLISHING THE FEE AMOUNTS FOR THE CITY'S DEVELOPMENT IMPACT FEES, AND MAKING FINDINGS OF EXEMPTION PURSUANT TO CEQA

## RECITALS

A. Due to changing patterns of development over recent years and Manhattan Beach's desire to facilitate and accommodate much needed housing, the type of development in Manhattan Beach has changed, and continues to change. Until recently, the City has not seen the type of large-scale proposed developments that require much greater infrastructure to accommodate projected residents. The collective increase in these future development projects will significantly impact City infrastructure, capital needs and demand on City systems.

B. The Mitigation Fee Act (AB 1600), codified as California Government Code Section 66000 et. seq., authorizes the City to impose Development Impact Fees on new development within the City. Development Impact Fees (DIFs) are one-time charges on new development that are collected and used by the City to pay the costs incurred in connection with increased public infrastructure, capital facilities, vehicles, equipment, and public services that are necessary to serve that new development.

C. The City desires to adopt DIFs on new development to fund the costs associated with increased demand for new public infrastructure, capital facilities, vehicles, equipment, and public services.

D. Proposed Ordinance No. 26-0002, upon adoption, will add Chapter 8.40 ("Development Impact Fees") to the Manhattan Beach Municipal Code. Chapter 8.40 will establish the imposition of development impact fees on development projects and will provide that the City Council shall, by resolution, adopt a schedule setting forth the specific amount of development impact fees that will be levied on upon new development in the City for each category of fee.

E. Independent consultant Harris and Associates has prepared the Development Impact Fee Nexus Study dated January 2026, attached hereto as Exhibit A ("2026 Nexus Study") and hereby incorporated by reference.

F. The 2026 Nexus Study identifies: (1) the purpose of the impact fee; (2) the use of the impact fee; (3) the reasonable relationship between the use of the impact fee and the development type on which it is imposed; (4) the reasonable relationship between the need for the facilities and the type of development between the need for the type of

development on which the fee is imposed; and (5) the reasonable relationship between the amount of the fee and facility cost attributable to the applicable development project. In the limited cases where the City has not calculated a fee proportionate to the square footage of the proposed units of development, the 2026 Nexus Study also provides: (1) an explanation as to why square footage is not an appropriate metric to calculate fees imposed on a housing development project; (2) an explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development; and (3) that other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees. The City Council hereby agrees with and incorporates all the findings set forth in the 2026 Nexus Study and adopts them as their own as if set forth in full here.

G. In addition, Appendix A of the 2026 Nexus Study identified capital projects necessary to provide the necessary infrastructure and facilities required to serve new development.

H. The City Council hereby incorporates by reference all of the findings set forth in Ordinance No. 26-0002.

I. The City has complied with the findings requirements and notice and hearing requirements of state law and the Mitigation Fee Act prior to adopting the 2026 Nexus Study, Capital Improvement Plan and this Resolution, and a notice of public hearing on the development impact fees was mailed as required by law to any interested party who filed a written request with the City Clerk for mailed notice of a meeting on new or increased fees.

J. The City Council held a duly noticed Study Session on January 13, 2026, to receive public input on the fees.

K. The City Council held a duly noticed hearing at its Regular City Council Meeting held on February 3, 2026, at which time further testimony was presented prior to the close of the public hearing.

L. The City Council hereby finds that the record of these proceedings, including the 2026 Nexus Study and appendices, Ordinance No. 26-0002, the staff report and its attachments, written correspondence received by the City, and the testimony received at the hearing prior to the adoption of this Resolution, contains substantial evidence to support the imposition and collection of the development Impact fees established herein.

M. The City Council has reviewed and considered the development impact fees established herein, and finds that the fees will mitigate some of the impacts associated with additional and increased infrastructure, capital improvements, and City services necessitated by new development in the City.

NOW, THEREFORE, THE MANHATTAN BEACH CITY COUNCIL DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS. The findings and recitals set forth in this Resolution are true and correct, and are hereby incorporated herein.

SECTION 2. CEQA. The approval of the 2026 Nexus Study, Capital Improvement Plan associated with the 2026 Nexus Study, and the adoption of the DIFs specified in this Resolution, was reviewed in accordance with the criteria contained in the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. The City Council finds that approval of the 2026 Nexus Study and the adoption of the DIFs specified in this Resolution will not have a significant impact on the environment and are exempt from CEQA pursuant to Section 15061(b)(3) of State CEQA Guidelines because these actions involve the adoption of DIFs and no specific development is authorized by the adoption of the 2026 Nexus Study or the adoption of new DIFs. Furthermore, the Capital Improvement Plan is a prioritizing and funding allocation program and cannot and does not have the potential to cause a significant effect on the environment. No physical activity will occur until all required environmental review is conducted at the time the physical improvements prioritized in the Capital Improvement Plan are undertaken at a future unspecified date. Therefore, the approval of the 2026 Nexus Study, Capital Improvement Plan associated with the 2026 Nexus Study, and adoption of the DIFs does not have the potential for causing a significant effect on the environment. In addition, the adoption of this Resolution approves and sets forth a procedure for determining fees for the purpose of obtaining funds for capital projects and equipment necessary to maintain service within existing service areas and is statutorily exempt from CEQA pursuant to State CEQA Guidelines 15273(a)(4). Also, approval of the Capital Improvement Plan associated with the 2026 Nexus Study, is exempt from the requirements of CEQA pursuant to State CEQA Guidelines Section 15378(b)(4) because the Plan is not a "project" as defined by CEQA, but involves the creation of government funding mechanisms or other government fiscal activities that do not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment.

SECTION 3. Approval of the 2026 Nexus Study and Mitigation Fee Act Findings. The City Council hereby approves the *Development Impact Fee Nexus Study* prepared by Harris & Associates and dated January 2026, and the findings contained therein. A copy of the 2026 Nexus Study shall be on file with the City Clerk and available during regular City business hours for public inspection.

SECTION 4. Adoption of a Capital Improvement Plan The City Council hereby adopts the Capital Improvement Plan, attached as Appendix A to the 2026 Nexus Study, as a part of the 2026 Nexus Study.

SECTION 5. Establishing the Amount of Development Impact Fees. The City Council hereby adopts the DIFs for General Government Facilities, Police Facilities, Fire Facilities, Transportation, Storm Drainage, Water, Wastewater (Sewer), and Program Administration, in accordance with the Schedule of Fees, attached hereto as Exhibit B and incorporated by this reference. The Schedule of Fees contains the DIFs identified

above. The City Council is not readopting or revising the existing fees not identified in this Resolution or analyzed in the Nexus Study; all such fees and charges remain in place at the current amount.

SECTION 6. Adoption of Methodology for Calculation, Annual Adjustment, and Collection of Development Impact Fees. The City Council adopts the methodology set forth in the 2026 Nexus Study, for calculating and collecting the DIFs adopted herein. The DIFs established in Exhibit B shall be calculated, adjusted, and collected in accordance with Manhattan Beach Municipal Code Chapter 8.40, and the Nexus Study. Beginning 2027, the amount of the DIFs shall be automatically adjusted annually in July of each calendar year, using the Construction Cost Index (CCI) for the Los Angeles Region as reported by Engineering News Record (ENR) for the twelve-month period ending in April or a similar published index if the CCI Index is no longer available.

SECTION 7. Effective Date of DIFs. The development impact fees established by Section 5 of this Resolution shall be effective on the later of: (i) the 60th day following the adoption of this Resolution; or (ii) the effective date of Ordinance No. 26-0002.

SECTION 8. Certification. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

ADOPTED: February 3, 2026.

_____
DAVID LESSER
Mayor

ATTEST:

_____
LIZA TAMURA
City Clerk

Exhibit A – Nexus Study
Exhibit B – Development Impact Fee Schedule of Fees


# Development Impact Fee Nexus Study

## City of Manhattan Beach

**Draft – January 2026**

Prepared for:

Prepared by:

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# EXECUTIVE SUMMARY AND INTRODUCTORY SECTIONS

## INTRODUCTION

The City of Manhattan Beach (City) is a coastal city located in southwestern Los Angeles County (County), renowned for its scenic beaches, upscale residential areas, and vibrant downtown. It is one of three cities that make up the South Bay, along with Hermosa Beach and Redondo Beach. The city spans an area of approximately 3.9 square miles. The City was formally incorporated in 1912 and grew from a series of sand dunes into a beachfront community.

The City is part of the Los Angeles, California Combined Statistical Area. The California Department of Finance (DOF) estimates that as of January 1, 2025, the City population is 34,051, incorporating the 2020 Census benchmark.

As the resident population and non-resident employment in the City increase, there exists a correlating rise in the need for public infrastructure and services to support the increased demand on the City. California's Assembly Bill 1600 (AB 1600) adopted in 1987 and codified as California Government Code Section 66000 et. seq., allows the City to impose Development Impact Fees on new development within the City. Development Impact Fees (DIFs) are one-time charges on new development that are collected and used by the City to cover the cost of capital facilities, vehicles, and equipment that are required to serve new growth. The City currently has three fees: the Public Art Fee, Residential Unit Fee, and the Quimby/Parkland-In-Lieu Fee. Pursuant to the City's Municipal Code Chapter 10.90, every residential development of four or more units, and every commercial and industrial building project with a building valuation exceeding five hundred thousand ($500,000) dollars as determined by the Building Official is required to pay the Public Art Fee. This fee is also imposed upon any remodeling project of existing commercial or industrial buildings and any residential building or complex of four or more units, whether exterior or interior, when the remodeling has a building valuation exceeding two hundred fifty thousand ($250,000) dollars as determined by the City's Building Official. Pursuant to the City's Municipal Code Chapter 8.36.030, every newly-constructed dwelling unit in the City shall result in a fee of $700.00 per dwelling unit, paid by the person or entity constructing the new dwelling unit. Pursuant to the City's Municipal Code Chapter 11.20.100, any proposed subdivision which contains, in whole or in part, the location of a park or recreational facility designated under the Master Park and Recreation Plan element of the City's General Plan is required either to dedicate parkland or pay a fee in lieu of dedication.

Quimby Fees, the Public Art Fee and Residential Unit Fee are not considered development impact fees under the Mitigation Fee Act (Government Code Section 66000 et seq.) and therefore are not included as part of this analysis. This study focuses solely on fees that qualify as impact fees as

defined by the Act. To the City's knowledge, these other fees have not been updated since they were established.

The City has not experienced significant residential growth since the late 1980s and early 1990s, and development over the past three decades has largely resulted from redevelopment and land use changes . However, as part of the City's sixth cycle Housing Element, the City was allocated approximately 774 housing units at various income levels as part of the Regional Housing Need Allocation (RHNA). In order to accommodate additional housing units in a largely built-out City, the City created the Residential Overlay District (ROD) which encompasses 42 acres and creates new residential capacity to accommodate the RHNA as well as providing excess capacity beyond the RHNA for affordable housing. To ensure that public facilities and infrastructure are available to serve the increased residents as a result of the anticipated future development, the City is seeking to adopt a comprehensive impact fee program.

The goal of this update is to assess the current fees and potential DIFs on new development to assist in mitigating City-wide impacts on public improvements, public services, and community amenities and to ensure compliance with the legal requirements of AB 1600 and AB 602.

## NEXUS REQUIREMENT SUMMARY

AB 1600 was enacted by the State of California in 1987 creating the Mitigation Fee Act - Section 66000 et seq. of the Government Code. The Mitigation Fee Act requires that all public agencies satisfy the following requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project:

1. Identify the purpose of the fee.
2. Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified.
3. Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.
4. Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.
5. Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

The purpose of this report is to demonstrate that all fee components comply with the Mitigation Fee Act. The assumptions, methodologies, facility standards, costs, and cost allocation factors that were used to establish the nexus between the fees and the development on which the fees will be charged are summarized in subsequent sections of this report.

In evaluating the City's development impact fee program, it is important to distinguish between revenues available to fund services for the existing population and those that may be used to serve new development. As future residents and workers occupy new development projects, they become part of the City's existing community and begin generating General Fund revenues through property taxes, sales taxes, and other locally collected revenues. These unrestricted General Fund revenues may be used for any lawful municipal purpose citywide, including ongoing operations, maintenance of public facilities, and general governmental services. In contrast, development impact fee revenues are legally restricted and may only be used to construct or expand public facilities needed to accommodate new development. State law also requires the City to track and report the use of these impact fees annually under AB 1600, ensuring that all expenditures are directly tied to growth-related facility needs. This distinction between unrestricted General Fund revenues and restricted impact fee revenues is a core component of the City's nexus analysis and fee methodology.

## ASSEMBLY BILL 602

AB 602, enacted by the State of California in 2021, amended Sections 65940.1 and 66019 of, and added Section 66016.5 to the Government Code. AB 602 requires that if a local agency conducts and adopts an impact fee nexus study after January 1, 2022, the local agency shall follow all of the following standards and practices:

1. Before the adoption of an associated development fee, an impact fee nexus study shall be adopted.
2. When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service, and include an explanation of why the new level of service is appropriate.
3. A nexus study shall include information that supports the local agency's actions, as required by subdivision (a) of Section 66001 of the Government Code.
4. If a nexus study supports the increase of an existing fee, the local agency shall review the assumptions of the nexus study supporting the original fee and evaluate the amount of fees collected under the original fee.
5. A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A local agency that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden posed by the development. A nexus study is not required to comply with the requirements to calculate a fee imposed on a housing development project proportionally to the square footage of the proposed units if the local agency makes the following findings:

- An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.
- An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
- That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

6. Large jurisdictions shall adopt a capital improvement plan as a part of the nexus study.
7. All studies shall be adopted at a public hearing with at least 30 days' notice, and the local agency shall notify any member of the public that requests notice of intent to begin an impact fee nexus study of the date of the hearing.
8. Studies shall be updated at least every eight years, beginning on January 1, 2022.
9. The local agency may use the impact fee nexus study template developed by the Department of Housing and Community Development pursuant to Section 50466.5 of the Health and Safety Code.

This report demonstrates that all fee components comply with AB 602. The methodologies performed to calculate the updated fees ensure that the costs for facilities are proportionately spread between existing and future users.

# NEXUS STUDY SUMMARY

### *Purpose*

As development occurs in the City, new backbone infrastructure and capital facilities are required to mitigate the increased demand created by new residents and workers. DIFs fund this required backbone infrastructure and capital facilities as well as the related administrative costs through the City's fee program. The fee program contains separate fee categories for each type of infrastructure and capital facilities. Incorporated in this Nexus Study are the following fees:

- General Government Facilities
- Police Facilities
- Fire Facilities
- Transportation
- Storm Drainage
- Water
- Sewer
- Administration

This includes eight proposed new fees: General Government Facilities, Police Facilities, Fire Facilities, Transportation, Storm Drainage, Water, Sewer, and Program Administration. This report is designed to satisfy AB 1600 Nexus requirements, AB 602 guidance, and provide the necessary technical analysis to support the adoption of the updated fees. The fees will be effective 60 days after the City's final action establishing and authorizing the collection of the fees.

### *Fee Program Costs*

**Table ES-1** summarizes the costs attributable to each fee program based on the facilities identified in this Nexus Study, assuming the growth assumptions made within this report are accurate. This summary does not account for any future inflationary escalation of fees, current fund balances, or outstanding credits and reimbursements.

**Table ES-1: Costs Attributable to Fee Programs**

| Fee Program | Costs Attributable to the Fee Program |
|---|---|
| General Government Facilities | $ 7,627,819 |
| Police | $ 3,909,104 |
| Fire | $ 3,594,487 |
| Traffic | $ 5,759,812 |
| Storm Drainage | $ 6,382,547 |
| Water | $ 18,192,818 |
| Sewer | $ 16,154,421 |
| **Total** | **$ 61,621,008** |

***Fee Summary***

Pursuant to AB 602, residential development fees are to be assessed on a per square foot basis with the exception of Water Fees which are collected on a per meter basis and Storm Drainage fees which will be assessed on a per acre basis. To yield consistency across fees assessed on non-residential land uses, non-residential development fees will be assessed per 1,000 building square feet with the exception of Water Fees which are collected on a per meter basis and Storm Drainage fees which will be assessed on a per acre basis. Fees on Accessory Dwelling Units, specialized projects, and rebuild projects are detailed further in Section 11: Implementation and Administration.

While AB 602 suggests that residential development fees be assessed on a per square foot basis, it has been determined that assessing residential fees on a per acre (AC) basis for the Storm Drainage fee and the Water fee on a per unit for single family residential and a per meter basis for multi-family residential ties more directly to the impacts of new developments and results in a more equitable fee across all residential land uses. This is described in more detail in **Section 2.**

**Table ES-2** shows a summary of the proposed updated fees per square foot (SF). **Table ES-3** shows a summary of the proposed storm drainage fee per new impervious acre. **Table ES-4** shows a summary of proposed water fee per meter size.

**Table ES-2: Summary of Proposed Impact Fees**

| Land Use | General Government Facilities | Police | Fire | Transportation | Sewer | Administration (5%)[1] | Total |
|---|---|---|---|---|---|---|---|
| **Residential (Fee per Square Foot)** | | | | | | | |
| Single Family | $ 1.02 | $ 0.52 | $ 0.48 | $ 0.78 | $ 3.03 | $ 0.29 | **$ 6.12** |
| Multi-Family | $ 3.14 | $ 1.61 | $ 1.48 | $ 1.87 | $ 6.69 | $ 0.74 | **$ 15.53** |
| **Non-Residential (Fee per 1,000 Square Feet)** | | | | | | | |
| Commercial | $ 1,068.83 | $ 547.55 | $ 503.18 | $ 6,043.21 | $ 1,145.91 | $ 465.43 | **$ 9,774.11** |
| Office | $ 2,349.08 | $ 1,203.40 | $ 1,105.88 | $ 5,118.96 | $ 1,145.91 | $ 546.16 | **$ 11,469.39** |
| Industrial | $ 234.91 | $ 120.34 | $ 110.59 | $ 1,208.64 | $ 2,299.90 | $ 198.72 | **$ 4,173.10** |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

## Table ES-3: Summary of Proposed Impact Fees for Storm Drainage

| Land Use | Storm Drainage | Administration (5%)[1] | Total |
|---|---|---|---|
| **Residential (Fee per Acre)** | | | |
| Single Family | $ 51,158.96 | $ 2,557.95 | **$ 53,716.91** |
| Multi-Family | $104,754.06 | $ 5,237.70 | **$ 109,991.76** |
| **Non-Residential (Fee per Acre)** | | | |
| Commercial | $115,716.70 | $ 5,785.84 | **$ 121,502.54** |
| Office | $110,844.42 | $ 5,542.22 | **$ 116,386.64** |
| Industrial | $110,844.42 | $ 5,542.22 | **$ 116,386.64** |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

**Table ES-4: Summary of Proposed Impact Fees for Water by Meter Size**

| Meter Size | Water | Administration (5%)[1] |
|---|---|---|
| **Single Family Residential** | | |
| Single Family Residential | $ 40,196.24 | $ 2,009.81 |
| **Multi-Family Residential and Non-Residential** | | |
| 5/8-Inch Meter | $ 26,797.49 | $ 1,339.87 |
| 3/4-Inch Meter | $ 40,196.24 | $ 2,009.81 |
| 1-Inch Meter | $ 66,993.73 | $ 3,349.69 |
| 1 1/2-Inch Meter | $ 133,987.47 | $ 6,699.37 |
| 2-Inch Meter | $ 214,379.95 | $ 10,719.00 |
| 3-Inch Meter | $ 401,962.40 | $ 20,098.12 |
| 4-Inch Meter | $ 669,937.33 | $ 33,496.87 |
| 6-Inch Meter | $ 1,339,874.67 | $ 66,993.73 |
| 8-Inch Meter | $ 2,143,799.47 | $ 107,189.97 |
| 10-Inch Meter | $ 3,081,711.73 | $ 154,085.59 |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

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# Section 1 METHODOLOGY

## METHODOLOGY

Imposed fees require various findings to ensure that a reasonable relationship exists between the fee amount and the cost of the facility or portion of the facility attributable to new development. Several methodologies are available to determine fee amounts. The most common methodologies are defined by the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley. Choosing the appropriate methodology depends on the type of facility for which the fee is calculated and the availability of documentation to support the fee calculation. The following is a discussion of the methodologies available to calculate the separate fee components in this report.

### *Existing Inventory Method*

The existing inventory method, also known as the "incremental method" uses a facility standard based on an analysis of the ratio of existing facilities to the demand on the facilities by the existing population serviced by those facilities ("existing service population") on a cost per unit or cost per square foot basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development. By definition, the existing inventory method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the current facility standards serving current residents. In other words, if a deficiency exists in the current facility standards, new development is only required to fund the expansion of facilities at the currently provided standard, and the deficiency must be rectified by funding outside of the fee program. This method is often used when a long-range plan for new facilities is not available.

### *Planned Facilities Method*

The planned facilities method calculates the proposed fee based on the ratio of planned facilities to the increase in demand associated with new development. This method is appropriate when planned facilities have been defined by a long-range master plan or expenditure plan which includes specific facilities and cost estimates. As the Planned Facilities Method relies on a long-range master plan that may change as the plan is implemented, fees based on this methodology need to be regularly updated to remain consistent with the project lists and current plans.

### *System Plan Method*

The system plan method utilizes an integrated approach to allocate the cost of existing facilities and the costs of planned facilities to the total development in the study area. This method is appropriate when calculating a systemwide fee in which new development will fund an integrated system of facilities at the future standard attributable to new development. By spreading the costs

of an integrated system incorporating the existing facilities and planned facilities costs to the total development in the study area, this ensures that new development only pays their proportional share of the total system costs and is not responsible for rectifying any existing deficiencies.

## MARK-UPS

A soft cost mark-up of 35% is added to the estimated construction cost for planned facilities and improvements for Storm Drainage, Water, and Sewer to account for items such as design, fees, permits, construction management, insurance, and other indirect costs. This mark-up is consistent with the mark-up included in the City's Storm Drainage Master Plan (2021), Water Master Plan (2021), and Wastewater Master Plan (2010).

## PROGRAM ADMINISTRATION

The City, with assistance from consultants, oversees the implementation and administration of the City of Manhattan Beach Impact Fee Program, consistent with the requirements of the Mitigation Fee Act. For all City Impact fees, a Program Administration Fee of five percent (5%) is added to fund the costs of City's management and ongoing fee program administration, collection, and reporting. This includes costs associated with City staff and consultant time, studies, and administration to support the program. Industry standard ranges from three to six percent (3-6%) for the administrative component of a development fee program based on research completed by Best, Best & Krieger and presented at the California Society of Municipal Finance Officers Chapter meeting in October of 2025.

For ease of administration, this report creates a separate Program Administration Fee that will be collected in a separate fund. Additional information regarding the Program Administration Fee is presented in **Section 9**. The administrative functions of the Program Administration Fee include, but are not limited to, the following:

- Annual fee adjustments
- Annual fee reporting
- Additional fee reporting every five years
- Application and tracking of fee credits and reimbursements
- Posting of nexus studies and fee schedules on the City's website
- Periodic nexus study updates
- Staff and consultant time related to fee preparation, collection, tracking, and administration

## AB 602 AND FEE COLLECTION ALTERNATIVES

As stated in the previous section for AB 602, a nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development, unless the agency is able to make three additional findings.

The proposed Storm Drainage fee is proposed to be charged on a per acre basis. The following section discusses why square footage is not an appropriate metric to calculate the fees imposed on residential housing projects for the storm drainage fees:

- **An explanation as to why square footage is not an appropriate metric to calculate storm drainage fees imposed on housing development project.** Storm drainage fees should be assessed based on the increase in impervious surface area, as this directly correlates with stormwater runoff. Square footage is not an appropriate metric because multi-story structures with identical footprints do not increase runoff proportionally to their total floor area. Fees that are calculated based on the estimated impervious surface, more accurately account for storm drainage impacts. Higher-density developments typically generate more impervious coverage per acre than lower-density developments, and the fee structure reflects this variation. Using impervious area as the basis for storm drainage fees ensures a hydraulically relevant and equitable assessment of storm drainage impacts.

- **An explanation that an alternative basis of calculating the storm drainage fee bears a reasonable relationship between the fee charged and the burden posed by the development.** The proposed storm drainage fees are charged on a per acre basis. The fees vary based on the impervious area each land use is expected to generate based on the per acre impervious factors included in the Storm Drainage Master Plan. Because the fee is based on the additional impervious acres generated by each land use, this methodology provides a reasonable relationship between the amount of the fee charged and the burden posed by each development.

- **That other policies in the fee structure support smaller developments or otherwise ensure that smaller developments are not charged disproportionate fees.** The storm drainage fees are structured across various residential land use categories and reflect the relationship between density and impervious area. Higher-density developments typically have more units per acre with smaller unit sizes. Charging fees by acre results in a lower cost per-unit for larger, detached single family residential units which aligns with the expected stormwater generation. The fee calculation is based on the estimated impervious acreage associated with each land use category, ensuring that the fees are proportional to the impacts created by the project. By utilizing an impervious acreage methodology for determining the fee, smaller developments are not charged disproportionate fees.

The following section discusses why square footage is not an appropriate metric to calculate the fees imposed on residential housing projects for the water fees:

As stated in the previous section for AB602, A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development, unless the agency is able to make three additional findings.

The proposed water fees will be charged on a fee per meter basis. The following section discusses why square footage is not an appropriate metric to calculate the fees imposed on residential housing projects for the water fees:

- **An explanation as to why square footage is not an appropriate metric to calculate water fees imposed on housing development project.** Water fees should be assessed based on the increase in water demand generated by each new residential unit. Square footage is not an appropriate metric because residential units do not proportionally increase water demand with increases in square footage. For example, if a kitchen is 200 square feet larger in one single family home than the adjacent single-family home, the additional square footage does not necessarily increase the water demand of the home. Collecting a water fee based on meter size ensures that the fees paid are proportional to the water demand of that unit. Higher-density developments typically generate more water demand per acre than lower-density developments, and as a result will require larger water meters to accommodate the water demand of the development. Collecting a fee based on meter size reflects this variation. Using meter size as the basis for water fees ensures a hydraulically relevant and equitable assessment of water impacts.

- **An explanation that an alternative basis of calculating the water fee bears a reasonable relationship between the fee charged and the burden posed by the development.** The water fees are charged on a meter size basis with one category for single family units and ten fee categories for non-residential development based on the necessary hydraulic capacity in order to meet the water demands of the development project. The fees vary based on the water demand each development project is expected to generate based on the water demand factors included in the City's Water Master Plan. Because the fee is based on the additional water demand generated by each land use, this methodology provides a reasonable relationship between the amount of the fee charged and the burden posed by each development.

- **That other policies in the fee structure support smaller developments or otherwise ensure that smaller developments are not charged disproportionate fees.** The water fees are structured across meter size categories and reflect the relationship between density and water demand. Higher-density developments typically have more units per acre with smaller unit sizes served by a common water meter that are often subsequently sub metered. Charging fees based on meter size results in a lower cost per unit than larger, detached single family residential units which aligns with the expected water demand of each unit. The fee calculation is based on the estimated water demand associated with each meter size, ensuring that the fees are proportional to the impacts created by the project. By utilizing a meter size methodology for determining the fee, smaller developments are not charged disproportionate fees.

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# Section 2 POPULATION AND LAND USE ASSUMPTIONS

## LAND USE TYPES

To ensure a reasonable relationship between each fee and the type of development paying the fee, different land use types must be distinguished. The land use categories used in this analysis are defined below. These land use definitions may differ from those in the Manhattan Beach Municipal Code.

- **Single Family:** Single-family dwelling units located on a single lot. Includes very low density, low density and manufactured homes.
- **Multi-Family**: Two or more dwelling units on a site including manufactured homes.
- **Accessory Dwelling Unit (ADU)**: A second unit, attached or detached as described under Government Code Sections 66310–66342.
- **Commercial**: All commercial, retail, educational, and mixed-use development.
- **Office**: All general, professional, and medical office development.
- **Industrial**: All research and development, manufacturing and warehouse development.

Some developments may include more than one land use type, such as an industrial warehouse with living quarters (a live-work designation) or a mixed-use development with both Retail and Residential land uses. In these cases, the fees will be calculated separately for each land use type.

## GROWTH FORECASTS

Growth projections are used as indicators of demand. The City's existing population, as well as the City's Community Development Department's population projections, are critical assumptions used throughout the fee sections that follow in this report. The following resources were used as part of this analysis:

- Estimates of population projections and new development through buildout were based on the City's certified 6$^{th}$ Cycle Housing Element and subsequently updated with projected estimates developed by the City of Manhattan Beach Community Development Department. As the City is mostly built out, the City does not anticipate significant future non-residential development. This study assumes that Commercial land use will experience two percent (2%) growth from existing conditions, Office land use will experience five percent (5%) growth from existing conditions, and that there will not be any additional future Industrial development.
- Estimated persons per household data were based on the 2023 U.S. Census American Community Survey.
- Existing population estimates are from the 2025 E-5 Population and Housing Estimates for Cities, Counties and the State published by the California Department of Finance.

- Worker projections are based on projected non-residential square footage and the employees per square feet assumptions from the USGBC LEED BD+C: New Construction | v4 – Default Occupancy Counts.

**Table 2-1: Projected New Unit and Acreage Growth (2040 Projections)**

| Land Use [1] | Acres | Quantity | Unit of Measure |
|---|---|---|---|
| Residential | | | |
| Single Family | 12.52 | 127 | Dwelling Units |
| Multi-Family | 48.82 | 2,199 | Dwelling Units |
| Non-Residential | | | |
| Commercial | 3.08 | 134,323 | Square Feet |
| Office | 2.45 | 106,717 | Square Feet |
| Industrial | 0.00 | 0 | Square Feet |

Notes:

1 Future development assumptions provided by the City of Manhattan Beach Community Development Department on May 8th, 2025. The land use projections are calculated using the City's 6th Cycle Housing Element.

Source:

City of Manhattan Beach 6th Cycle Housing Element (2021-2029).
City of Manhattan Beach Community Development Department.

## RESIDENT AND EMPLOYMENT DENSITY

Using persons per household (PPH) data for residential units and employment density data for non-residential buildings is a common metric used to establish a reasonable relationship between the demand created by the development project and the fees charged. The residential density factors were derived using information from the U.S. Census American Community Survey (2023) and the non-residential employment density factors were derived from the U.S. Green Building Council Default Occupancy Counts. The following average density factors are used for each land use type.

| **Residential** | **Density** |
|---|---|
| Single Family Residential | 2.77 residents per dwelling unit |
| Multi-Family Residential | 1.91 residents per dwelling unit |
| **Non-Residential** | **Density** |
| Commercial | 1.82 employees per 1,000 square feet |
| Office | 4.00 employees per 1,000 square feet |
| Industrial | 0.40 employees per 1,000 square feet |

**Table 2-2** identifies the existing service population and employment in the City of Manhattan Beach.

**Table 2-2: Existing Service Population**

| Category | Total Persons | Weighting Factor [3] | Service Population |
|---|---|---|---|
| Residents [1] | 34,051 | 1.00 | 34,051 |
| Workers [2] | 19,829 | 0.37 | 7,337 |
| **Total** | **53,880** | | **41,388** |

Notes:

1 Resident population based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st, 2025.

2 Employment data for the City of Manhattan Beach derived from the United States Census Bureau's On the Map Database jobs report for 2022.

3 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:
California Department of Finance E-5 Population and Housing Estimates.
United States Census Bureau On the Map Database.

**Table 2-3** identifies the estimated growth in population and employment in the City of Manhattan Beach through 2040. **Table 2-1** shows the estimated growth in dwelling units and non-residential acreage to 2040.

**Table 2-3: Projected New Population and Employee Growth (2040 Projections)**

| Category | Future Persons (Horizon Year) | Total Persons at (Horizon Year) | Weighting Factor [5] | Future (Buildout) Service Population | Service Population at (Buildout) |
|---|---|---|---|---|---|
| Residents [1][2] | 4,552 | 38,603 | 1.00 | 4,552 | 38,603 |
| Workers [3][4] | 244 | 20,073 | 0.37 | 90 | 7,427 |
| **Total** | **4,796** | **58,676** | | **4,642** | **46,030** |

Notes:

1 Resident population based on State of California Department of Finance E-5 Population and Housing Estimates for Cities, Counties, and the State, dated January 1st , 2025.

2 Future resident population derived from development projections in the City of Manhattan Beach General Plan (2003) and 6th Cycle Housing Element.

3 Employment data for the City of Manhattan Beach derived from the United States Census Bureau's On the Map Database jobs report for 2022.

4 Future employment data derived from development projections in the City of Manhattan Beach General Plan (2003) and 6th Cycle Housing Element.

5 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

California Department of Finance E-5 Population and Housing Estimates.
United States Census Bureau On the Map Database.
City of Manhattan Beach 6th Cycle Housing Element (2021-2029).
City of Manhattan Beach General Plan (2003).

**Figure 2-1** illustrates the City of Manhattan Beach City limits and the land uses included in the City based on the City's zoning map. The City's General Plan also includes land use information and is the principal policy document for guiding future planning and development in the City. The City is approximately 3.9 square miles.

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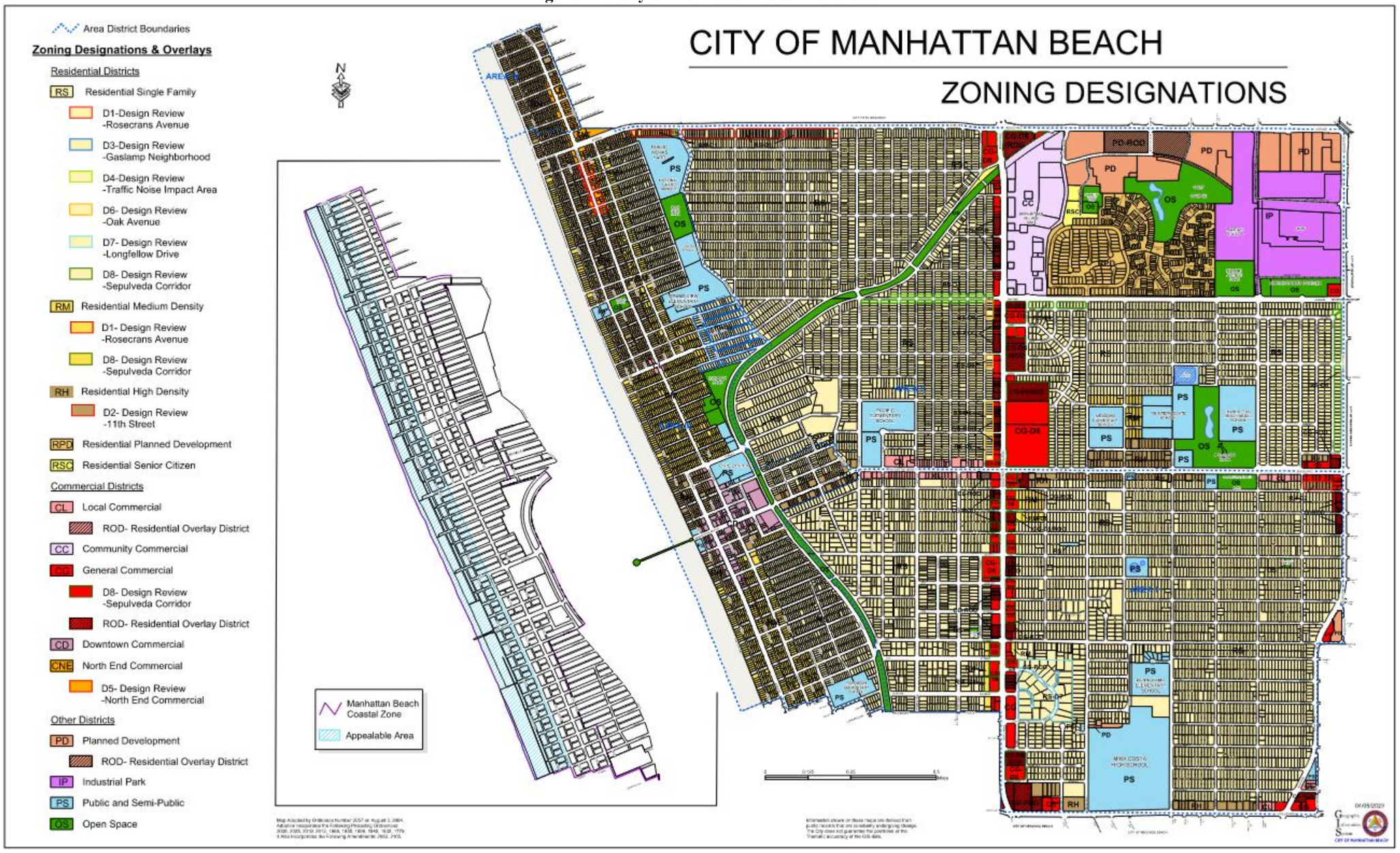
**Figure 2-1: City of Manhattan Beach Land Use**



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## AVERAGE UNIT SIZES

To meet AB 602 requirement five (5), where applicable, that advises that a fee imposed on a housing development project shall be calculated proportionately to the square footage of proposed units of the development in order to establish a reasonable relationship between the fee charged and the burden posed by the development, this Nexus Study calculates a fee per unit and then uses the average unit size for Single-Family Residential and Multi-Family Residential based on the estimated average size of planned new development within each land use category to convert to a fee per square foot. The average unit size is based on the livable square footage of the residential units.

Basing the average unit size on livable square footage for all residential units is not only consistent with the industry standard for fee calculations, but it also provides a strong nexus between the impact of the unit and the fee amount. A good example of industry standards are school fees in California. Throughout California and specifically in the Manhattan Beach Unified School District, school fees are based on assessable space, which means a quantity equal to the area (expressed in square feet) within the perimeter of a residential structure, not including the carport, communal walkway, garage, overhang, patio, enclosed patio, detached accessory structure or similar structure.

Multi-Family Residential projects that include communal spaces (i.e., clubhouse, maintenance facility, gym, etc.) will not be assessed impact fees on such areas as the impact is considered to be captured within the residential fees. Areas that contain employees and are accessible by the public will be charged impact fees according to use (i.e., leasing office would pay office fees).

Based on the average size of planned new development within each land use category for the City based on an analysis of the City's building permits issues within the last year as summarized in **Appendix B**, the following average unit sizes are utilized in this study.

Single-Family Residential……...4,294 Square Feet Per Unit
Multi-Family Residential...…….……967 Square Feet Per Unit

The City will monitor the average size of new housing units on an annual basis and if the average size of units is significantly less than anticipated, the fees will be updated as part of the annual update to reflect this change in order to ensure the fee program does not fall short.

As detailed in the next sections, the fee per square foot is calculated by dividing the fee per unit by the average size shown above for each residential unit type. Fees for Multi-Family Residential result in a higher fee per square foot than Single Family Residential due to the higher density of people per square foot of space.

The methodology for calculating the fees per unit results in a higher fee per square foot for Multi-Family Residential. The need for the facilities included in this Nexus Study s are based on the number of people that these facilities must serve. Therefore, utilizing the average number of residents that resides in any density type based on census tract data is the most justified methodology for the fee. This relates the persons per household for Single and Multi-Family residential to the average size of the unit, which results in the fee per square foot. While Multi-Family residential has a lower persons per dwelling unit assumption, the proportion of persons per unit to the size of the unit is higher than Single Family. This results in a fee that is based on the demand of those residents, which is slightly higher per square foot for Multi-Family. Because the impact of each unit is based on the additional people generated by unit type, this methodology provides a reasonable relationship and rough proportionality between the amount of the fee charged and the burden posed by each residential unit. Moreover, because most Multi-Family units are smaller than Single Family units, the fee paid per dwelling unit will likely be lower for the vast majority of Multi-Family units than Single Family units.

# Section 3 GENERAL GOVERNMENT FACILITIES FEE

## BACKGROUND

This section presents an analysis of the General Government Facilities Fee. The General Government Facilities Fee covers the costs to mitigate the effects of new development on the City's general government facilities including administrative functions and the public works department. While the City does not currently collect a General Government Facilities Fee, a fee is being proposed to ensure that new development pays its fair share to maintain the City's existing level of service. The General Government Facilities Fee is calculated using the Existing Inventory Method. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per capita basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development.

By definition, the existing inventory method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the current facility standards serving current residents. In other words, if a deficiency exists in the current facility standards, new development is only required to fund the expansion of facilities at the currently provided standard, and any current deficiency must be rectified by funding outside of the impact fee program. Furthermore, per the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, when using the Existing Inventory Method, no existing deficiencies are assumed because the impact fee associated with this method funds the expansion of facilities at the existing service level. This method is often used when a long-range plan for new facilities is not available. New development will pay the General Government Facilities Fees at building permit issuance, unless otherwise required by law, to maintain the existing level of service provided to the City's existing service population.

## SERVICE POPULATION

Demand for services and the associated facilities is based on the City's future service population, which includes residents and workers. In calculating the service population for new growth, workers are weighted less than residents to reflect a lower service demand. Workers are weighted at approximately 37% that of a resident based on the fact that workers can take advantage of the City's General Government Facilities approximately 45 hours a week relative to a resident's time of 123 hours (168 hours per week less 45 work hours). The discount factor reflects the fact that employees typically generate less service demand than residents because they are present in the community for a limited portion of the day. The calculation of the City's existing service population as it relates to General Government Facilities is shown in **Table 2-2.**

## EXISTING LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

***Identification of the Existing Level of Service***

The General Government Facilities Fee is calculated using the Existing Inventory Method. This methodology establishes the City's existing level of service through an evaluation of current facility valuation to provide civic services. The analysis and calculations detailed throughout this section provide the basis for identifying and describing the existing level of service.

As of Fiscal Year 2024-2025, the City of Manhattan Beach is providing General Government Facilities utilized to provide civic services at an approximate valuation of $1,587.23 per capita for residents and $587.27 per capita for workers. The City's existing level of service in terms of facility valuation per capita is sown in **Table 3-2**.

***Identification of the Proposed Level of Service and Rationale***

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. The existing level of service is proposed to remain consistent at general government facilities valuation of $1,587.23 per capita for residents, and $587.27 per capita valuation for workers. Future development will be required to fund its proportionate share of the additional facilities, systems, and equipment necessary to uphold the current service standard.

Maintaining the established level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the increased facility requirements necessary to serve future development.
- It maintains the existing facility valuation per capita provided to existing development.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.

## FEE METHODOLOGY

The General Government Facilities Fee uses the Existing Inventory Method methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the

California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, with the Existing Inventory Method "New development will fund the expansion of facilities at the same standard as currently used to service existing development." The fees are based on the general government facilities needed to maintain the existing level of service. As new development increases demand for civic services, the General Government Facilities fee funds capital improvements that ensure City facilities, systems, and equipment remain functional, accessible, and capable of supporting the continued delivery of general government services to residents and workers, consistent with applicable code, safety, and operational standards.

Based on the City of Manhattan Beach Property Listing which is compiled by a third-party auditor and provided by the City of Manhattan Beach Finance Department which details the insured replacement valuation for the City's assets, the total value of general government facilities provided to the City's existing service population is approximately $65.7 million. **Table 3-1** summarizes the existing General Government Facilities inventory that forms the basis of the existing level of service calculation as these are the facilities and equipment to serve the City's current residents and workers. Vehicles and equipment that have exceeded their useful life expectancy have been removed from the analysis.

## Table 3-1: General Government Facilities Inventory

| Facility | Address | Year Constructed | Square Feet | Total Real Property | Total Personal Property | Total Valuation [1] |
|---|---|---|---|---|---|---|
| **Administration** | | | | | | |
| City Hall | 1400 Highland Ave | 1975 | 27,474 | $ 14,101,510 | $ 1,952,638 | $ 16,054,148 |
| Civic Center Annex | 425 15th St | 1970 | 4,457 | $ 1,667,389 | $ - | $ 1,667,389 |
| *Subtotal Administration* | | | | *$ 15,768,899* | *$ 1,952,638* | *$ 17,721,537* |
| **Public Works** | | | | | | |
| Service Garage | 3621 Bell Avenue | 1967 | 1,260 | $ 253,465 | $ - | $ 253,465 |
| Purchasing, Warehouse, & Maintenance Shop | 3621 Bell Avenue | 1967 | 12,050 | $ 2,024,488 | $ 695,990 | $ 2,720,478 |
| Engineering Division & Service Garages | 3621 Bell Avenue | 1968 | 13,178 | $ 3,144,877 | $ 761,131 | $ 3,906,008 |
| Hopper Shelter | 3621 Bell Avenue | 1967 | 624 | $ 80,843 | $ - | $ 80,843 |
| Hazardous Materials Storage | 3621 Bell Avenue | 1967 | 370 | $ 39,387 | $ - | $ 39,387 |
| Underground Storage Tank | 3621 Bell Avenue | 1998 | 0 | $ 333,439 | $ 45,028 | $ 378,467 |
| Storage Building | 3621 Bell Avenue | 2000 | 979 | $ 87,696 | $ 32,271 | $ 119,967 |
| Band Shell Trailer | 3621 Bell Avenue | 2000 | 224 | $ - | $ 135,086 | $ 135,086 |
| City Yard: Blanket Trailers | 3621 Bell Avenue | N/A | 0 | $ - | $ 736,298 | $ 736,298 |
| Offices & Training Room | 3621 Bell Avenue | 1967 | 5,748 | $ 1,570,510 | $ 237,149 | $ 1,807,659 |
| *Subtotal Public Works* | | | | *$ 7,534,705* | *$ 2,642,953* | *$ 10,177,658* |
| **General Public** | | | | | | |
| Parking Structure #2 | 12th & Bayview | 1979 | 7,896 | $ 680,299 | $ 75,050 | $ 755,349 |
| Parking Structure #4 | Rosecrans & Highland | 1976 | 12,850 | $ 1,662,587 | $ 100,559 | $ 1,763,146 |
| Meltox Town Square Parking Structure | 1200 Morningside | 2003 | 187,257 | $ 29,747,678 | $ 3,326,339 | $ 33,074,017 |
| Meltox Town Square Seating Area | 1200 Morningside | 2003 | 12,600 | $ - | $ - | $ - |
| *Subtotal General Public* | | | | *$ 32,090,564* | *$ 3,501,948* | *$ 35,592,512* |
| **Vehicles & Equipment** | | | | | | **Replacement Value** |
| 2022 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2022 Nissan Leaf S Electric | | | | | | $ 35,708 |
| 2018 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2018 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2018 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2020 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2022 Nissan Leaf SV Electric | | | | | | $ 35,708 |
| 2016 Ford F-150 | | | | | | $ 41,660 |
| 2016 Chevrolet Colorado | | | | | | $ 41,660 |
| 2023 Ford F-550 Super Duty | | | | | | $ 64,910 |
| 2015 Ford F-450 Super Duty | | | | | | $ 103,688 |
| 2019 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2015 Ford C-MAX Energi | | | | | | $ 35,708 |
| 2016 Ford F-750 Super Duty | | | | | | $ 196,722 |
| 2022 Ford F-450 Super Duty | | | | | | $ 139,516 |
| 2021 Ford F-250 Super Duty | | | | | | $ 40,910 |
| 2009 GMC C7500 CNG | | | | | | $ 169,990 |
| 2006 Ford Explorer | | | | | | $ 35,708 |
| 2022 Freightliner MM106042S | | | | | | $ 70,000 |
| 2018 Ford F-350 Super Duty | | | | | | $ 53,500 |
| 2019 Chevrolet Colorado | | | | | | $ 41,660 |
| 2024 Ford Ranger | | | | | | $ 41,660 |
| 2024 Ford Ranger | | | | | | $ 41,660 |
| 2018 Ford F-350 Super Duty | | | | | | $ 41,660 |
| 2024 Ford Ranger | | | | | | $ 41,660 |
| 2022 Ford F-250 Super Duty | | | | | | $ 41,660 |
| 2024 Ford F-250 Super Duty | | | | | | $ 44,970 |
| 2017 Ford F-250 Super Duty | | | | | | $ 55,000 |
| 2022 Ford F-350 Super Duty | | | | | | $ 41,340 |
| 2024 Ford F-250 Super Duty | | | | | | $ 44,970 |
| 2024 Ford F-250 Super Duty | | | | | | $ 44,970 |
| 2019 Kubota RTV-X900G-H | | | | | | $ 18,943 |
| 2015 Ford Transit Connect Cargo | | | | | | $ 34,701 |
| 2023 Ford Transit | | | | | | $ 51,130 |
| 2017 Toyota Sienna | | | | | | $ 39,185 |
| 2024 Peterbilt 548 | | | | | | $ 254,000 |
| *Subtotal Vehicles* | | | | | | *$ 2,200,465* |
| **Total General Government Facilities** | | | | | | **$ 65,692,172** |

Notes:

1 General Government Facilities and Vehicle & Equipment valuations derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

Source:

City of Manhattan Beach Finance Department property list.
City of Manhattan Beach Finance Department vehicles list.

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**Table 3-2** calculates the existing level of service for General Government Facilities on a per-capita basis by dividing the total replacement value of all existing General Government Facilities by the City's current service population, which includes both residents and workers. This existing level of service per capita represents the cost required to provide facility space, vehicles, equipment, and supporting infrastructure necessary to maintain the existing level of service, which is approximately $1,587.23 per resident and $587.27 per worker.

This analysis establishes the benchmark for the City's existing level of service and is used to proportionally determine each new development's fair share of the cost for future general government facility improvements. By applying this per-capita cost to the additional service population generated by new development, the City ensures that growth contributes equitably to maintaining the same level of service as provided to existing residents and workers. Utilizing this calculation methodology ensures that if any existing deficiencies are present, they are not allocated to future development because new development is only funding expanded facilities at the same valuation per capita the City currently provides to the existing service population. Any existing deficiency that exists must be rectified by funding outside of the fee program.

**Table 3-2: General Government Facilities Cost per Capita**

| Description | | Value |
|---|---|---|
| **Existing General Governmental Facilities** | | |
| Administration | $ | 17,721,537.00 |
| Public Works | $ | 10,177,658.00 |
| General Public | $ | 35,592,512.00 |
| Vehicles & Equipment | $ | 2,200,467.16 |
| *Subtotal General Government Facilities* [1] | *$* | *65,692,174.16* |
| **Existing Service Population** | | 41,388 |
| **Total Existing Level of Service per Resident** | **$** | **1,587.23** |
| **Total Existing Level of Service per Worker** [2] | **$** | **587.27** |

Notes:

1 General Government Facilities and Vehicle & Equipment valuations derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

2 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

City of Manhattan Beach Finance Department

## FEE SUMMARY

The General Government Facilities Fee per unit and per 1,000 square feet is calculated by multiplying the cost per resident or worker by the average number of residents or worker per unit type (density). The General Government Facilities fee per unit must then be converted to a fee per square foot for each residential unit type. This calculation is shown in **Table 3-3**.

**Table 3-3: General Government Facilities Fees**

| Land Use | Cost Per Capita | Density | Subtotal Fee | Average Unit Size (SF) | Fee/SF |
|---|---|---|---|---|---|
| **Residential** | | | (per Unit) | | |
| Single Family | $ 1,587.23 | 2.77 | $ 4,396.63 | 4,294 | $ 1.02 |
| Multi-Family | $ 1,587.23 | 1.91 | $ 3,031.61 | 967 | $ 3.14 |
| **Non- Residential** | | | (per 1,000 SF) | | |
| Commercial | $ 587.27 | 1.82 | $ 1,068.83 | | |
| Office | $ 587.27 | 4.00 | $ 2,349.08 | | |
| Industrial | $ 587.27 | 0.40 | $ 234.91 | | |

## CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

**Table 3-4** summarizes the potential General Government Facilities fee revenue from the projected future development identified in **Table 2-1**. The revenue collected from the General Government Facilities Fee will be available to expand the City's General Government Facilities Fees facilities to meet the needs of new residents and workers in the City.

**Table 3-4: Projected General Government Facilities Fee Revenue**

| Land Use | Proposed Fee | Anticipated Growth | Anticipated Growth | Anticipated Fee Collection at Buildout [1] |
|---|---|---|---|---|
| **Residential** | (per SF) | (Units) | (Total SF) | |
| Single Family | $ 1.02 | 127 | 545,338 | $ 556,244.76 |
| Multi-Family | $ 3.14 | 2,199 | 2,126,433 | $ 6,676,999.62 |
| **Non-Residential** | (per 1000 SF) | (1,000 SF) | | |
| Commercial | $ 1,068.83 | 134.00 | | $ 143,223 |
| Office | $ 2,349.08 | 107.00 | | $ 251,352 |
| Industrial | $ 234.91 | 0.00 | | $ - |
| **Total** | | | | **$ 7,627,819.38** |

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

**Table 3-5** identifies the planned facilities identified by the City. The City will use the CIP facilities identified here to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

**Table 3-5: Proposed City of Manhattan Beach General Government Facilities**

| Facility | Cost [1,2] | Planned Timing [1,2] |
|---|---|---|
| **General Government Facilities Improvements** | | |
| City Hall Renovations | $ 17,421,950.00 | FY 2030 |
| City-Owned Refuse Enclosures Improvements | $ 250,000.00 | FY 2030 |
| Solar Power Installation at City Facilities | $ 450,000.00 | FY 2030 |
| Upgrade Main Electrical Feed to Public Works Yard | $ 450,000.00 | FY 2030 |
| Voter Center ADA Improvements | $ 700,000.00 | FY 2026 |
| City Yard Expansion | $ 7,000,000.00 | FY 2030 |
| *Subtotal General Government Facilities Improvements* | *$ 18,571,950.00* | |

Notes:
1 Construction costs and anticipated start dates are subject to change and may be revised in the City's annual impact fee reports.
2 Construction costs and anticipated construction start dates identified by the City of Manhattan Beach staff and in the City's adopted Capital Improvement Plan.

**Table A-1** in **Appendix A** will also serve as the General Government Facilities Fee CIP list as required by AB 602, which includes the facilities shown in **Table 3-5**.

**Table 3-6** details the proportional allocation of General Government Facilities fee revenue from the projected future development shown in **Table 3-4** to the proposed General Government Facilities shown in **Table 3-5**.

**Table 3-6: Proportional Allocation of Anticipated Fee Revenue to Proposed General Government Facilities**

| Description | Service Population | Proportion of Service Population | Proportional Share of Buildout Facilities [1] | Anticipated Facilties Funding [2] | Anticipated Funding Share | CIP Funding [3] [4] |
|---|---|---|---|---|---|---|
| Existing Development | 41,388 | 89.92% | $ 75,766,315.04 | $ 76,636,302.62 | 90.95% | $ 10,944,130.62 |
| Future Development | 4,642 | 10.08% | $ 8,497,806.96 | $ 7,627,819.38 | 9.05% | $ 7,627,819.38 |
| **Total** | **46,030** | **100.00%** | **$ 84,264,122.00** | **$ 84,264,122.00** | **100.00%** | **$ 18,571,950.00** |

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of service population by the buildout facilities valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

# NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the General Government Facilities Fees is to fund the portion of administration and public works facilities that are needed to serve new development in the City and necessary to maintain the existing level of service. Each new resident and worker generates increased demand for civic services and the General Government Facilities fee funds capital improvements that ensure City facilities, systems, and equipment remain functional, accessible, and capable of supporting the continued delivery of general government services to residents and workers,

consistent with applicable code, safety, and operational standards. In order to accommodate these needs, the improvements identified in **Table 3-5** will be constructed.

***Requirement 2: Identify the use of the fee.***

The fees will be used to fund the construction of new general government facilities and improvements as summarized in **Table 3-5**. These projects were identified by the City as facilities which will mitigate the impact of new development in the City by constructing additional general government facilities or reconfiguring poorly used space to generate additional functional space.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The General Government Facilities Fees will be used to fund general government facilities projects consisting of new administration and public works facilities necessary to serve the increased residents and workers in the City as shown in **Table 3-5**. The General Government Facilities Fees are calculated based on the level of service of the existing general government facilities provided to the City's existing service population. Workers are weighted at a lower weight than residents to reflect their lesser impact on the facilities. This weighting is calculated as resident equivalents and is used to calculate a cost per capita to maintain the existing level of service as shown in **Table 3-2**. The cost per capita is spread to each land use based on the persons per household and employment density assumptions as defined in **Section 2** ensuring a reasonable relationship between the fees use and the type of development project as shown in **Table 3-3**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development is anticipated to generate either new residents or workers. The addition of these new residents and workers directly creates the need for additional general government facilities for administration and public works facilities, which are necessary in order to maintain the existing level of service. The fees are based on the number of resident equivalents each new development is expected to generate, thus ensuring that the need for the facility is directly related to a particular development's impact. New workers generate a smaller demand than a resident and thus one worker is considered, on average, as equivalent to 0.37 times that of a resident based on the accessibility of general government facilities in relation to a resident. The relationship between the need for the facility and the type of development project is shown in **Table 3-3**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The General Government Facilities Fees will provide funding for maintaining the existing level of service of the City's general government facilities for administration and public works facilities.

These City's existing facilities and costs are summarized in **Table 3-1**. The cost per capita is derived by dividing the existing facilities based on the existing service population in the City as shown in **Table 3-2.** The cost per capita is spread to each land use based on the number of new residents or workers that the land use will generate as shown in **Table 3-3**.

Allocating fees based on the number of new residents or workers that the land use will generate, ensures each new development is only paying for their fair share of the required facilities since the need for the facilities directly correlates to the addition of new residents and worker equivalents.

The required facilities, capital expansion, vehicles and equipment to maintain the existing level of service and accommodate the 4,600 additional residents and workers are shown in **Table 3-5.** Improvements such as the renovations to City Hall, modernization and electrical upgrades are classified as optimization of existing City facilities and are necessary to ensure City facilities, systems, and equipment remain functional, accessible, and capable of supporting the continued delivery of general government services to residents and workers, consistent with applicable code, safety, and operational standards. Projects such as the City Yard expansion are directly expanding the square footage of facilities to accommodate the additional vehicles and equipment necessary to continually provide the same level of service as development occurs.

New development is projected to fund approximately $7.6 million of the total $18.5 million in programmed facility improvements. Because new development accounts for approximately 10% of the buildout service population, the projected fee revenue, which represents approximately 9% of total buildout general government facilities valuation reflects only the proportional share attributable to growth. The remaining $10.9 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions and grants as shown in **Table 3-6**.

# Section 4 POLICE FACILITIES FEE

## BACKGROUND

This section presents an analysis of the Police Facilities Fee. The Police Facilities Fees cover the cost to mitigate the effects of new development on the City's police facilities. While the City does not currently collect a Police Fee, a fee is being proposed to ensure that new development pays its fair share of the City's Police Facilities so that the level of service provided to existing development is not reduced by new development. The Police Fee is calculated using the Existing Inventory Method. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per capita basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development.

By definition, the existing inventory method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the current facility standards serving current residents. In other words, if a deficiency exists in the current facility standards, new development is only required to fund the expansion of facilities at the currently provided standard, and any existing deficiency must be rectified by funding outside of the impact fee program. Furthermore, per the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, when using the existing inventory method, no existing deficiencies are assumed because the impact fee associated with this method funds the expansion of facilities at the existing service level. This method is often used when a long-range plan for new facilities is not available. New development within the City will pay the Police Facilities Fees at building permit issuance, unless otherwise required by law, to maintain the level of service provided to the City's existing residents.

## SERVICE POPULATION

Demand for services and the associated facilities is based on the City's future service population, which includes residents and workers. In calculating the service population for new growth, workers are weighted less than residents to reflect a lower service demand. Workers are weighted at approximately 37% that of a resident based the fact that workers can take advantage of the City's Police Facilities approximately 45 hours a week relative to a resident's time of 123 hours (168 hours per week less 45 work hours). The discount factor reflects the fact that employees typically generate less service demand than residents because they are present in the community for a limited portion of the day. The calculation of the City's existing service population as it relates to Police Facilities is shown in **Table 2-2**.

## EXISTING LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

### *Identification of the Existing Level of Service*

The Police Fee is calculated using the Existing Inventory Method. This methodology establishes the City's existing level of service through an evaluation of current facility valuation to provide police services. The analysis and calculations detailed throughout this section provide the basis for identifying and describing the existing level of service.

As of Fiscal Year 2024-2025, the City of Manhattan Beach is providing Police Facilities utilized to provide police services at an approximate police facility valuation of $813.10 per capita for residents and $300.85 per capita valuation for workers across the police administration, patrol and traffic safety operations. The City's existing level of service in terms of facility valuation per capita is calculated in **Table 4-2**.

### *Identification of the Proposed Level of Service and Rationale*

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. The existing level of service is proposed to remain consistent at a police facility valuation of $813.10 per capita for residents, and $300.85 per capita valuation for workers. Future development will be required to fund its proportionate share of the additional facilities and vehicles necessary to uphold the existing service standard.

Maintaining the established level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the increased facility requirements necessary to serve future development.
- It maintains the existing facility valuation per capita provided to existing development.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.

## FEE METHODOLOGY

The Police Facilities Fee uses the Existing Inventory Method methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, with the Existing Inventory Method "New development will fund the expansion of facilities at the same standard as currently used to service existing development." The fees are based on the police facilities, equipment and systems required to maintain the existing level of service. As new development increases demand for police services, the Police Facilities Fee funds capital improvements that ensure police facilities, vehicles, technology, and equipment remain functional, reliable, and capable of supporting the continued delivery of law enforcement services to residents and workers, consistent with applicable safety, operational, and performance standards.

Based on the City of Manhattan Beach Property Listing, which is compiled by a third-party auditor and provided by the City of Manhattan Beach Finance Department, which details the insured replacement valuation for the City's assets, the total value of police facilities provided to the City's existing service population is approximately $33.6 million. **Table 4-1** summarizes the existing Police Facilities Inventory that forms the basis of the existing level of service calculation. Vehicles and equipment that have exceeded their useful life expectancy have been removed from the analysis.

## Table 4-1: Police Facilities Inventory

| Facility | Address | Year Constructed | Square Feet | Total Real Property | Total Personal Property | Total Valuation [1] |
|---|---|---|---|---|---|---|
| **Police Facilities** | | | | | | |
| Police Headquarters [2] | 400-420 15th St | 2006 | 36,077 | $ 16,297,530 | $ 2,111,292 | $ 18,408,822 |
| Underground Parking Structure [2] | 400-420 15th St | 2006 | 116,677 | $ 11,454,268 | $ 192,925 | $ 11,647,193 |
| *Subtotal Police Facilities (rounded)* | | | | *$ 27,751,798* | *$ 2,304,217* | *$ 30,056,015* |
| **Vehicles & Equipment** | | | | | | **Replacement Value** |
| 2022 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2023 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2023 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2023 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2023 Chevrolet Bolt EV | | | | | | $ 35,708 |
| 2016 Honda Accord | | | | | | $ 35,708 |
| 2023 BMW R1250RT-P | | | | | | $ 30,360 |
| 2023 BMW R1250RT-P | | | | | | $ 30,360 |
| 2016 Honda ST1300P | | | | | | $ 30,360 |
| 2016 Honda ST1300P | | | | | | $ 30,360 |
| 2015 Honda ST1300P | | | | | | $ 30,360 |
| 2024 BMW R1250RT-P | | | | | | $ 30,360 |
| 2008 Workhorse W24 | | | | | | $ 186,370 |
| 2015 Ford Explorer | | | | | | $ 61,868 |
| 2016 Ford Explorer | | | | | | $ 61,868 |
| 2016 Ford Explorer | | | | | | $ 61,868 |
| 2015 Ford Explorer | | | | | | $ 61,868 |
| 2018 Ford Explorer | | | | | | $ 61,868 |
| 2017 Ford Explorer | | | | | | $ 61,868 |
| 2017 Ford Explorer | | | | | | $ 61,868 |
| 2017 Ford Edge | | | | | | $ 61,868 |
| 2022 Ford Explorer | | | | | | $ 61,868 |
| 2022 Ford Explorer | | | | | | $ 61,868 |
| 2022 Ford Explorer | | | | | | $ 61,868 |
| 2022 Ford Explorer | | | | | | $ 61,868 |
| 2022 Ford Explorer | | | | | | $ 61,868 |
| 2022 Ford Explorer | | | | | | $ 61,868 |
| 2022 Ford Explorer | | | | | | $ 61,868 |
| 2018 Toyota 4Runner | | | | | | $ 61,868 |
| 2024 Ford Explorer | | | | | | $ 61,868 |
| 2024 Ford Explorer | | | | | | $ 61,868 |
| 2024 Ford Explorer | | | | | | $ 61,868 |
| 2024 Dodge Durango | | | | | | $ 61,868 |
| 2024 Dodge Durango | | | | | | $ 61,868 |
| 2024 Ford Mustang Mach-E | | | | | | $ 61,868 |
| 2021 Ford Explorer | | | | | | $ 61,868 |
| 2015 Ford Explorer | | | | | | $ 61,868 |
| 2015 Ford Explorer | | | | | | $ 61,868 |
| 2023 Chevrolet Tahoe | | | | | | $ 61,868 |
| 2023 Chevrolet Tahoe | | | | | | $ 61,868 |
| 2020 Chevrolet Tahoe | | | | | | $ 61,868 |
| 2019 Chevrolet Tahoe | | | | | | $ 61,868 |
| 2020 Chevrolet Tahoe | | | | | | $ 61,868 |
| 2020 Chevrolet Tahoe | | | | | | $ 61,947 |
| 2020 Chevrolet Tahoe | | | | | | $ 63,982 |
| 2022 Chevrolet Tahoe | | | | | | $ 72,000 |
| 2022 Chevrolet Tahoe | | | | | | $ 72,000 |
| 2022 Chevrolet Tahoe | | | | | | $ 72,000 |
| 2022 Chevrolet Tahoe | | | | | | $ 72,000 |
| 2022 Chevrolet Tahoe | | | | | | $ 72,000 |
| 2015 Ford F-650 Super Duty | | | | | | $ 168,807 |
| 2024 Chevrolet Silverado 1500 | | | | | | $ 41,660 |
| 2024 Ford F-150 | | | | | | $ 41,660 |
| 2017 Chevrolet Colorado | | | | | | $ 42,148 |
| 2017 Chevrolet Colorado | | | | | | $ 42,148 |
| 2017 Chevrolet Colorado | | | | | | $ 42,148 |
| 2020 Ford F-150 | | | | | | $ 71,427 |
| 2024 Honda Odyssey | | | | | | $ 50,000 |
| 2022 Honda Odyssey | | | | | | $ 50,000 |
| 2023 Toyota Sienna | | | | | | $ 50,000 |
| *Subtotal Vehicles (rounded)* | | | | | | *$ 3,596,745* |
| **Total Police Facilities (rounded)** | | | | | | **$ 33,652,760** |

Notes:

1 Police Facilities and Vehicle & Equipment valuations derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

2 The Police Headquarters is a shared facility with the Fire Department. The square footage and valuation of the facility has been proportionally divided between the departments. The total square footage of the facility is 60,129 SF, with 36,077.40 SF dedicated to the Police Department and 24,051.60 SF dedicated to the Fire Department. Dividing the portion of the facility dedicated to each department by the total square footage results in an allocation of 60% of the facility to the Police Headquarters and 40% to the Fire Department Headquarters.

Source:
City of Manhattan Beach Finance Department.

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**Table 4-2** calculates the existing level of service for Police Facilities on a per-capita basis by dividing the total replacement value of all existing Police Facilities by the City's current service population, which includes both residents and workers. This existing level of service per capita figure represents the cost required to provide facility space, vehicles, equipment, and supporting infrastructure necessary to maintain the existing level of service, which is approximately $813.10 per capita for residents and $300.85 per capita valuation for workers.

This analysis establishes the benchmark for the City's existing level of service and is used to proportionally determine each new development's fair share of the cost for future police facility improvements. By applying this per-capita cost to the additional service population generated by new development, the City ensures that growth contributes equitably to maintaining the same level of service as provided to existing residents and workers. Utilizing this calculation methodology ensures that if any existing deficiencies are present, they are not allocated to future development because new development is only funding expanded facilities at the same valuation per capita the City currently provides to the existing service population. Any existing deficiency that exists must be rectified by funding outside of the impact fee program.

**Table 4-2: Police Facilities Cost per Capita**

| Description | | Value |
|---|---|---|
| **Existing Police Facilities** | | |
| Police Facilities | $ | 30,056,015 |
| Vehicles & Equipment | $ | 3,596,745 |
| *Subtotal Police Facilities* [1] | *$* | *33,652,760* |
| **Existing Service Population** | | 41,388 |
| **Total Existing Level of Service per Resident** [2] | **$** | **813.10** |
| **Total Existing Level of Service per Worker** | **$** | **300.85** |

Notes:

1 Police Facilities and Vehicle & Equipment valuations derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

2 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

City of Manhattan Beach Finance Department.

## FEE SUMMARY

The Police Facilities Fee per unit is calculated by multiplying the cost per resident or worker by the average number of residents or worker per unit type (density). The Police Facilities fee per residential unit must then be converted to a fee per square foot for each residential unit type. The

fee per square foot for residential is calculated by taking the cost per unit and dividing by the estimated average unit size for each land use. **Table 4-3** calculates the Police Facilities Fee.

**Table 4-3: Police Facilities Fees**

| Land Use | Cost Per Capita | Density | Subtotal Fee | Average Unit Size (SF) | Fee/SF |
|---|---|---|---|---|---|
| **Residential** | | | (per Unit) | | |
| Single Family | $ 813.10 | 2.77 | $ 2,252.29 | 4,294 | $ 0.52 |
| Multi-Family | $ 813.10 | 1.91 | $ 1,553.02 | 967 | $ 1.61 |
| **Non- Residential** | | | (per 1,000 SF) | | |
| Commercial | $ 300.85 | 1.82 | $ 547.55 | | |
| Office | $ 300.85 | 4.00 | $ 1,203.40 | | |
| Industrial | $ 300.85 | 0.40 | $ 120.34 | | |

## CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

**Table 4-4** summarizes the potential Police Facilities fee revenue from projected future development identified in **Table 2-1**. The revenue collected from the Police Facilities Fee will be available to expand the City's Police Facilities to meet the needs of new residents in the City.

**Table 4-4: Projected Police Facilities Fee Revenue**

| Land Use | Proposed Fee | Anticipated Growth (units) | Anticipated Growth | Anticipated Fee Collection at Buildout [1] |
|---|---|---|---|---|
| **Residential** | (per SF) | | (Total SF) | |
| Single Family | $ 0.52 | 127 | 545,338 | $ 283,575.76 |
| Multi-Family | $ 1.61 | 2,199 | 2,126,433 | $ 3,423,557.13 |
| **Non-Residential** | (per 1000 SF) | (1,000 SF) | | |
| Commercial | $ 547.55 | 134.32 | | $ 73,548 |
| Office | $ 1,203.40 | 106.72 | | $ 128,423 |
| Industrial | $ 120.34 | 0.00 | | $ - |
| **Total** | | | | **$ 3,909,103.89** |

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

These facilities were identified by the City of Manhattan Beach Police department as necessary to serve new development. The City will use the equipment and facilities identified here to guide their five-year Capital Improvement Plan based upon City needs and timing and will update the date in the CIP and the City's AB 1600 annual and five-year reports.

**Table 4-5: Proposed City of Manhattan Beach Police Facilities**

| Police Facilities & Equipment | | | |
|---|---|---|---|
| Drone as First Responder Program | $ | 250,000.00 | FY 2027 |
| Public Safety Radios | $ | 3,000,000.00 | FY 2026 |
| New Police Substation/Training Facility | $ | 20,000,000.00 | FY 2030 |
| Real Time Crime Center | $ | 900,000.00 | FY 2028 |
| Crime Negotiation Vehicle | $ | 150,000.00 | FY 2030 |
| Mobile Command Center | $ | 350,000.00 | FY 2030 |
| Security Camera Trailers (3) | $ | 285,000.00 | FY 2027 |
| Fixed ALPR Cameras | $ | 300,000.00 | FY 2027 |
| Patrol Mobile Data Computers Replacement | $ | 200,000.00 | FY 2028 |
| *Subtotal Police Facilities & Equipment* | *$* | *25,435,000.00* | |

Notes:
1 Construction costs and anticipated start dates are subject to change and may be revised in the City's annual impact fee reports.
2 Construction costs and anticipated construction start dates identified by the City of Manhattan Beach staff and in the City's adopted Capital Improvement Plan.

**Table A-1** in **Appendix A** will also serve as the Police Facilities Fee CIP list as required by AB 602, which includes the facilities shown in **Table 4-5**.

**Table 4-6** details the proportional allocation of Police fee revenue from the projected future development shown in **Table 4-4** to the proposed Police facilities shown in **Table 4-5**.

**Table 4-6: Proportional Allocation of Anticipated Fee Revenue to Proposed Police Facilities**

| Description | Service Population | Proportion of Service Population | Proportional Share of Buildout Facilities [1] | Anticipated Facilties Funding [2] | Anticipated Funding Share | CIP Funding [3] [4] |
|---|---|---|---|---|---|---|
| Existing Development | 41,388 | 89.92% | $ 53,128,920.51 | $ 55,178,656.11 | 93.38% | $ 21,525,896.11 |
| Future Development | 4,642 | 10.08% | $ 5,958,839.49 | $ 3,909,103.89 | 6.62% | $ 3,909,103.89 |
| **Total** | **46,030** | **100.00%** | **$ 59,087,760.00** | **$ 59,087,760.00** | **100.00%** | **$ 25,435,000.00** |

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of service population by the buildout facilities valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

# NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Police Facilities Fees is to fund the portion of police facilities that are needed to serve new development in the City and necessary to maintain the existing level of service. Each new resident and worker generates increased demand for police services and the Police Facilities fee funds capital improvements that ensure Police facilities, vehicles, technology, and equipment remain functional, reliable, and capable of supporting the continued delivery of law enforcement services to residents and workers, consistent with applicable safety, operational, and performance

standards. In order to accommodate these needs, new facilities will be built, or existing facilities will be expanded as shown within **Table 4-5**.

***Requirement 2: Identify the use of the fee.***

The fees will be used to fund or partially fund the Police Facilities summarized in **Table 4-5**. The fee will be used to fund new police facilities that are necessary to serve the increased residents and workers in the City. New development generates additional residents and workers which increases the demand for police facilities.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Police Facilities Fees will be used to fund or partially fund the expansion of the City's Police Department as shown in **Table 4-5**. The Police Facilities Fees are calculated based on the current level of service of the existing police facilities provided to the existing service population. Workers are weighted at a lower weight than residents to reflect their lesser impact on the facilities. This weighting is calculated as resident equivalents and is used to calculate a cost per capita to maintain the existing level of service as shown in **Table 4-2**. The cost per capita is spread to each land use based on the persons per household and employment density assumptions as defined in **Table 2-3,** ensuring a reasonable relationship between the fees use and the type of development project as shown in **Table 4-3**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development is anticipated to generate either new residents or workers. The addition of these new residents and workers directly creates the need for additional police facilities, which are necessary in order to maintain the existing level of service. The fees are based on the number of resident equivalents each new development is expected to generate, thus ensuring that the need for the facility is directly related to a particular development's impact. New workers generate a smaller demand than a resident and thus one worker is considered, on average, as equivalent to 0.37 times that of a resident based on the accessibility of police facilities in relation to a resident. The relationship between the need for the facility and the type of development project is shown in **Table 4-3**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The Police Facilities Fees will provide funding for maintaining the existing level of service of the City's police facilities. These City's existing facilities and costs are summarized in **Table 4-1**. The cost per capita is derived by dividing the existing facilities based on the existing service population

in the City as shown in **Table 4-2.** The cost per capita is spread to each land use based on the number of new residents or workers that the land use will generate as shown in **Table 4-3**.

Allocating fees based on the number of new residents or workers that the land use will generate, ensures each new development is only paying for their fair share of the required facilities since the need for the facilities directly correlates to the addition of new residents and worker equivalents.

The required facilities, capital expansion, vehicles and equipment to maintain the existing level of service to provide police services to the additional 4,600 residents and workers are shown in **Table 4-5.** Improvements such as the drone as first responder, new public safety radios and system are classified as optimization of existing services and are necessary as the service population continues to grow and densify because the probability of simultaneous incidents requiring police response increases and the addition and expansion of these facilities mitigates the increased operational loads associated with serving a larger population. Projects such as the Police Substation/Training Facility, real time crime center and acquisition of a new mobile command center and crime negotiation vehicles are directly expanding the square footage of facilities or capabilities of the City's police department.

New development is projected to fund approximately $3.9 million of the total $25.4 million in programmed facility improvements. Because new development accounts for approximately 10% of the buildout service population, the projected fee revenue, which represents approximately 6.6% of total buildout police facilities valuation reflects only the proportional share attributable to growth. The remaining $21.5 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions and grants as shown in **Table 4-6**.

# Section 5 FIRE FACILITIES FEE

## BACKGROUND

This section presents an analysis of the Fire Facilities Fee. The Fire Facilities Fees cover the cost to mitigate the effects of new development on the City's fire facilities. While the City does not currently collect a Fire Fee, a fee is being proposed to ensure that new development pays its fair share of the City's Fire Facilities so that the level of service provided to existing development is not reduced by new development. The Fire Fee is calculated using the Existing Inventory Method. The existing inventory method uses a facility standard based on the ratio of existing facilities to the existing service population on a cost per capita basis. Under this approach, new development funds the expansion of facilities at the same standard currently serving existing development.

By definition, the existing inventory method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the current facility standards serving current residents. In other words, if a deficiency exists in the current facility standards, new development is only required to fund the expansion of facilities at the currently provided standard, and any deficiency must be rectified by funding outside of the impact fee program. Furthermore, per the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, when using the existing inventory method, no existing deficiencies are assumed because the impact fee associated with this method funds the expansion of facilities at the existing service level. This method is often used when a long-range plan for new facilities is not available. New development within the City will pay the Fire Facilities Fees at building permit issuance, unless otherwise required by law, to maintain the level of service provided to the City's existing residents.

## SERVICE POPULATION

Demand for services and the associated facilities is based on the City's future service population, which includes residents and workers. In calculating the service population for new growth, workers are weighted less than residents to reflect a lower service demand. Workers are weighted at approximately 37% that of a resident based the fact that workers can take advantage of the City's Fire Facilities approximately 45 hours a week relative to a resident's time of 123 hours (168 hours per week less 45 work hours). The discount factor reflects the fact that employees typically generate less service demand than residents because they are present in the community for a limited portion of the day. The calculation of the City's existing service population as it relates to Fire Facilities is shown in **Table 2-2**.

# EXISTING LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

***Identification of the Existing Level of Service***

The Fire Fee is calculated using the Existing Inventory Method. This methodology establishes the City's existing level of service through an evaluation of current facility valuation to provide fire services. The analysis and calculations detailed throughout this section provide the basis for identifying and describing the existing level of service.

As of Fiscal Year 2024-2025, the City of Manhattan Beach is providing Fire Facilities utilized to provide fire administration, operations, community risk reduction, emergency medical services and support services at an approximate valuation of $747.21 per capita for residents, and $276.47 per capita for workers. The City's existing level of service is calculated in terms of facility valuation per capita is calculated in **Table 5-2**.

***Identification of the Proposed Level of Service and Rationale***

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. The existing level of service is proposed to remain consistent at a fire facilities valuation of $747.21 per capita for residents, and $276.47 per capita for workers. Future development will be required to fund its proportionate share of the additional facilities necessary to uphold the current service standard.

Maintaining the established level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the increased facility requirements necessary to serve future development.
- It maintains the existing facility valuation per capita provided to existing development.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.

## FEE METHODOLOGY

The Fire Facilities Fee uses the Existing Inventory Method methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, with the Existing Inventory Method "New development will fund the expansion of facilities at the same standard as currently used to service existing development." The fees are based on the fire facilities, vehicles, and equipment required to maintain the existing level of service. As new development increases demand for fire suppression, rescue, and emergency response services, the Fire Facilities Fee funds capital improvements that ensure fire facilities, apparatus, and specialized equipment remain functional, properly equipped, and capable of supporting the continued provision of fire and life safety services to residents and workers, consistent with applicable safety, operational, and training standards. provided to the City's current residents and workers.

Based on the City of Manhattan Beach Property Listing, which is compiled by a third-party auditor and provided by the City of Manhattan Beach Finance Department, which details the insured replacement valuation for the City's assets, the total value of fire facilities provided to the City's existing service population is approximately $30.0 million. **Table 5-1** summarizes the existing Fire Facilities Inventory that forms the basis of the existing level of service calculation. Vehicles and equipment that have exceeded their useful life expectancy have been removed from the analysis.

## Table 5-1: Fire Facilities Inventory

| Facility | Address | Year Constructed | Square Feet | Total Real Property | Total Personal Property | Total Valuation [1] |
|---|---|---|---|---|---|---|
| **Fire Facilities** | | | | | | |
| Fire Department Headquarters [2] | 400-420 15th St | 2006 | 24,052 | $ 10,865,020 | $ 1,407,528 | $ 12,272,548 |
| Fire Station No. 2 | 1400 Manhattan Beach Blvd | 2023 | 9,116 | $ 5,391,980 | $ 65,141 | $ 5,457,121 |
| Underground Parking Structure [2] | 400-420 15th St | 2006 | 116,677 | $ 7,636,179 | $ 128,617 | $ 7,764,796 |
| *Subtotal Fire Facilities (rounded)* | | | | *$ 23,893,179* | *$ 1,601,286* | *$ 25,494,465* |
| **Vehicles & Equipment** | | | | | | **Replacement Value** |
| 2022 Chevrolet Bolt EV | | | | | | $ 42,093 |
| 2013 Chevrolet Suburban | | | | | | $ 315,000 |
| 2014 Ford F-150 | | | | | | $ 41,660 |
| 2014 Ford Explorer | | | | | | $ 54,200 |
| 2023 Chevrolet Tahoe | | | | | | $ 54,200 |
| 2017 Toyota Highlander Hybrid | | | | | | $ 58,056 |
| 2017 Ford F-350 Super Duty | | | | | | $ 179,667 |
| 2017 Ford F-350 Super Duty | | | | | | $ 179,667 |
| 2024 Ford F-150 | | | | | | $ 41,660 |
| 2019 Ford F-250 Super Duty | | | | | | $ 41,660 |
| 2017 Dodge Ram Pickup 2500 | | | | | | $ 138,664 |
| 2019 Polaris Ranger Crew 4X4 | | | | | | $ 18,582 |
| 2012 Ford E450 Rescue | | | | | | $ 450,000 |
| 2005 E-ONE Truck | | | | | | $ 1,190,227 |
| 2012 KME Pumper | | | | | | $ 580,260 |
| 2024 Pierce Pumper Fire Engine | | | | | | $ 855,405 |
| 2018 E-ONE HP-75 Truck | | | | | | $ 1,190,227 |
| *Subtotal Vehicles (rounded)* | | | | | | *$ 5,431,228* |
| **Total Fire Facilities (rounded)** | | | | | | **$ 30,925,693** |

Notes:

1 Fire Facilities and Vehicle & Equipment valuations derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

2 The Fire Department Headquarters is a shared facility with the Police Department. The square footage and valuation of the facility has been proportionally divided between the departments. The total square footage of the facility is 60,129 SF, with 36,077.40 SF dedicated to the Police Department and 24,051.60 SF dedicated to the Fire Department. Dividing the portion of the facility dedicated to each department by the total square footage results in an allocation of 60% of the facility to the Police Headquarters and 40% to the Fire Department Headquarters.

Source:

City of Manhattan Beach Finance Department.

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**Table 5-2** calculates the existing level of service for Fire Facilities on a per-capita basis by dividing the total replacement value of all existing Fire Facilities by the City's current service population, which includes both residents and workers. This existing level of service per capita represents the cost required to provide facility space, vehicles, equipment, and supporting infrastructure necessary to maintain the existing level of service, which is an approximate valuation of $747.21 per capita for residents, and $276.47 per capita for worker.

This analysis establishes the benchmark for the City's existing level of service and is used to proportionally determine each new development's fair share of the cost for future fire facility improvements. By applying this per-capita cost to the additional service population generated by new development, the City ensures that growth contributes equitably to maintaining the same level of service as provided to existing residents and workers. Utilizing this calculation methodology ensures that if any existing deficiencies are present, they are not allocated to future development because new development is only funding expanded facilities at the same valuation per capita the City currently provides to the existing service population. Any existing deficiency that exists must be rectified by funding outside of the impact fee program.

**Table 5-2: Fire Facilities Cost per Capita**

| Description | | Value |
|---|---|---|
| **Existing Fire Facilities** | | |
| Fire Facilities | $ | 25,494,465 |
| Vehicles & Equipment | $ | 5,431,228 |
| *Subtotal Fire Facilities* [1] | *$* | *30,925,693* |
| **Existing Service Population** | | 41,388 |
| **Total Existing Level of Service per Resident** [2] | **$** | **747.21** |
| **Total Existing Level of Service per Worker** | **$** | **276.47** |

Notes:

1 Fire Facilities and Vehicle & Equipment valuations derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

2 Workers are weighted at 0.37 based on a 45 hour work week relative to a resident's time of 123 hours (168 hours per week less 45 work hours).

Source:

City of Manhattan Beach Finance Department.

## FEE SUMMARY

The Fire Facilities Fee per unit is calculated by multiplying the cost per resident or worker by the average number of residents or worker per unit type (density). The Fire Facilities fee per unit must then be converted to a fee per square foot for each residential unit. The fee per square foot for residential is calculated by taking the cost per unit and dividing by the estimated average unit size for each land use. **Table 5-3** calculates the Fire Facilities Fee.

**Table 5-3: Fire Facilities Fees**

| Land Use | Cost Per Capita | Density | Subtotal Fee | Average Unit Size (SF) | Fee/SF |
|---|---|---|---|---|---|
| **Residential** | | | (per Unit) | | |
| Single Family | $ 747.21 | 2.77 | $ 2,069.77 | 4,294 | $ 0.48 |
| Multi-Family | $ 747.21 | 1.91 | $ 1,427.17 | 967 | $ 1.48 |
| **Non- Residential** | | | (per 1,000 SF) | | |
| Commercial | $ 276.47 | 1.82 | $ 503.18 | | |
| Office | $ 276.47 | 4.00 | $ 1,105.88 | | |
| Industrial | $ 276.47 | 0.40 | $ 110.59 | | |

# CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

**Table 5-4** summarizes the potential Fire Facilities Fee revenue from projected future development identified in **Table 2-1**. The revenue collected from the Fire Facilities Fee will be available to expand the City's Fire Facilities to meet the needs of new residents in the City.

**Table 5-4: Projected Fire Facilities Fee Revenue**

| Land Use | Proposed Fee | Anticipated Growth (units) | Anticipated Growth | Anticipated Fee Collection at Buildout [1] |
|---|---|---|---|---|
| **Residential** | (per SF) | | (Total SF) | |
| Single Family | $ 0.48 | 127 | 545,338 | $ 261,762 |
| Multi-Family | $ 1.48 | 2,199 | 2,126,433 | $ 3,147,121 |
| **Non-Residential** | (per 1000 SF) | (1,000 SF) | | |
| Commercial | $ 503.18 | 134.32 | | $ 67,588 |
| Office | $ 1,105.88 | 106.72 | | $ 118,016 |
| Industrial | $ 110.59 | 0.00 | | $ - |
| **Total** | | | | **$ 3,594,487** |

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

These facilities were identified by the City of Manhattan Beach Fire department as to serve new development. The City will use the equipment and facilities identified here to guide their five-year Capital Improvement Plan based upon City needs and timing and will update the date in the CIP and the City's AB 1600 annual and five-year reports.

**Table 5-5: Proposed City of Manhattan Beach Fire Facilities**

| Facility | Cost [1,2] | Planned Timing [1,2] |
|---|---|---|
| **Fire Facilities & Equipment** | | |
| New Ladder Truck - 107' Quint Tiller | $ 2,200,000.00 | FY 2026 |
| Rescue Ambulance | $ 475,000.00 | FY 2028 |
| Highrise Equipment Inventory | $ 100,000.00 | FY 2028 |
| Breathing, Light & Rehab Unit | $ 500,000.00 | FY 2028 |
| Utility Vehicle for Fire Prevention | $ 70,000.00 | FY 2028 |
| Training Tower/Public Safety Training Facility | $ 2,000,000.00 | FY 2030 |
| *Subtotal Fire Facilities & Equipment* | *$ 5,345,000.00* | |

Notes:

1 Construction costs and anticipated start dates are subject to change and may be revised in the City's annual impact fee reports.

2 Construction costs and anticipated construction start dates identified by the City of Manhattan Beach staff and in the City's adopted Capital Improvement Plan.

**Table A-1** in **Appendix A** will also serve as the Fire Facilities Fee CIP list as required by AB 602, which includes the facilities shown in **Table 5-5**.

**Table 5-6** details the proportional allocation of Fire fee revenue from the projected future development shown in **Table 5-4** to the proposed Fire facilities shown in **Table 5-5**.

**Table 5-6: Proportional Allocation of Anticipated Fee Revenue to Proposed Fire Facilities**

| Description | Service Population | Proportion of Service Population | Proportional Share of Buildout Facilities [1] | Anticipated Facilties Funding [2] | Anticipated Funding Share | CIP Funding [3] [4] |
|---|---|---|---|---|---|---|
| Existing Development | 41,388 | 89.92% | $ 32,612,892.50 | $ 32,676,205.92 | 90.09% | $ 1,750,512.92 |
| Future Development | 4,642 | 10.08% | $ 3,657,800.50 | $ 3,594,487.08 | 9.91% | $ 3,594,487.08 |
| **Total** | **46,030** | **100.00%** | **$ 36,270,693.00** | **$ 36,270,693.00** | **100.00%** | **$ 5,345,000.00** |

Notes:

1 The proportional share of buildout facilities derived by multiplying the proportion of service population by the buildout facilities valuation.

2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.

4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

## NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Fire Facilities Fees is to fund the portion of fire facilities that are needed to serve new development in the City and necessary to maintain the existing level of service. Each new resident and worker generates, on average, more annual calls-for-service increasing the

likelihood of simultaneous and potentially competing calls-for-service for fire suppression, rescue, and emergency response services. The capacity of any fire station is finite and will reach practical limits through its call-for-service frequency and incident time. In order for the City to provide adequate response times as benchmarked by the National Fire Prevention Authority Standard 1710, new facilities will be built, or existing facilities will be expanded as shown within **Table 5-5**.

***Requirement 2: Identify the use of the fee.***

The fees will be used to fund or partially fund the Fire Facilities summarized in **Table 5-5**. The fee will be used to fund new fire facilities that are necessary to serve the increased residents and workers in the City. New development generates additional residents and workers which increases the demand for fire facilities.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Fire Facilities Fees will be used to fund or partially fund the expansion of the City's Fire Department including the construction, expansion or acquisition of fire facilities, apparatus, and specialized equipment as shown in **Table 5-5**. The Fire Facilities Fees are calculated based on the current level of service of the existing fire facilities provided to the existing service population. Workers are weighted at a lower weight than residents to reflect their lesser impact on the facilities. This weighting is calculated as resident equivalents and is used to calculate a cost per capita to maintain the existing level of service as shown in **Table 5-2**. The cost per capita is spread to each land use based on the persons per household and employment density assumptions as defined in **Table 2-3,** ensuring a reasonable relationship between the fees use and the type of development project as shown in **Table 5-3**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development is anticipated to generate either new residents or workers. The addition of these new residents and workers directly creates the need for additional fire facilities, which are necessary in order to maintain the existing level of service. The fees are based on the number of resident equivalents each new development is expected to generate, thus ensuring that the need for the facility is directly related to a particular development's impact. New workers generate a smaller demand than a resident and thus one worker is considered, on average, as equivalent to 0.37 times that of a resident based on the accessibility of fire facilities in relation to a resident. The relationship between the need for the facility and the type of development project is shown in **Table 5-3**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The Fire Facilities Fees will provide the funding for maintaining the existing level of service of the City's fire facilities. These City's existing facilities and costs are summarized in **Table 5-1**. The cost per capita is derived by dividing the existing facilities based on the existing service population in the City as shown in **Table 5-2**. The cost per capita is spread to each land use based on the number of new residents or workers that the land use will generate as shown in **Table 5-3**.

By allocating fees based on the number of new residents or workers that the land use will generate, each new development is only paying for their fair share of the required facilities since the need for the facilities directly correlates to the addition of new residents and worker equivalents.

The required facilities, capital expansion, vehicles and equipment to maintain the existing level of service and provide fire suppression, rescue and emergency medical services to the additional 4,600 residents and workers are shown in **Table 5-5.** Improvements such as the breathing, light and rehab unit, Training Tower/Public Safety Training Facility and the acquisition of a new 107' Quint Tiller, Rescue Ambulance, Highrise Equipment Inventory and utility vehicle for fire prevention are directly expanding the square footage of facilities or capabilities of the City's fire department. The addition of vehicles and equipment necessary to serve high rise development is directly related to new development as the City does not currently have the capability to serve high rise development that is now allowable to develop under the City's Zoning Code.

New development is projected to fund approximately $3.5 million of the total $5.3 million in programmed facility improvements. Because new development accounts for approximately 10% of the buildout service population, the projected fee revenue, which represents approximately 9.9% of total buildout fire facilities valuation reflects only the proportional share attributable to growth. The remaining $1.8 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions and grants as shown in **Table 5-6**.

# Section 6 TRANSPORTATION FEE

## BACKGROUND

The Transportation Fee is collected for the purpose of maintaining and expanding the capacity of the City's transportation network. The Transportation Fee is calculated using the System Plan Method. The System Plan Method uses an integrated system methodology where the total transportation network (existing facilities and future improvements), is divided by the total transportation demand on the system (existing users and future users).

Under this method, new development funds the expansion of facilities at a proportional rate to the facilities funded by existing development. Because the fee is based on the full buildout value of the system and allocated across full buildout demand, no existing deficiencies are passed on to future development. In other words, if a deficiency exists in the current facility standards, new development is responsible only for buying in to the existing transportation network and paying its proportional share of future improvements at the same cost per PM Peak Hour Trip as existing development. Any existing deficiencies must be addressed with funding outside the fee program. Future development within the City will pay the transportation impact fee at building permit issuance, unless otherwise required by law, to buy in to the existing network and to fund its proportional share of the system expansion projects described in this section.

Recommended improvements are based on evaluations of the existing and future transportation network of roads and intersections and ability to meet recommended performance and operational criteria under peak hour demand in terms of trips. The proposed expansion facilities in the fee program are system backbone improvements that serve the community at large and does not include on-site infrastructure required by specific development projects. Each development project will be required to construct the specific on-site improvements required to serve their project.

## SERVICE POPULATION

Demand for services and the associated facilities for transportation facilities are based on the additional trips that will be generated by new growth through 2040 within the City. The City groups the planned Transportation Facilities within the following categories: Roadway Improvements, Transit System Improvements, Traffic Signal Improvements, and Accessibility Improvements. All categories were analyzed to the projected 2040 development conditions within the City.

## COST SUMMARY AND CIP

The Transportation Fee will fund the expansion of transportation facilities necessary to serve new growth in the City based on their proportional increase in the overall PM Peak Hour Trips added to the City's Transportation System. **Table 6-1** summarizes the future transportation facilities, project costs, and costs attributable to the fee program four transportation categories: Roadway

Improvements, Transit System Improvements, Traffic Signal Improvements, and Accessibility Improvements. The facilities will be paid for in part or in whole by the Transportation Fee. The City will use the CIP facilities identified here to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue. The improvements are anticipated to benefit both existing and future development and new development will pay their fair share of the future improvements based on the total percentage of additional trips being added to the City's transportation network as well as buying in to the existing transportation improvements.

## Table 6-1: City of Manhattan Beach Future Transportation Improvements

| Facility | Construction Cost [1] | Total Cost |
|---|---|---|
| **Roadway Improvements** | | |
| Intersection Improvements Project (Cycle 1 HSIP) - Highland Ave & 40th St | $ 220,500 | $ 220,500 |
| Artestia & Aviation SB Right-Turn Improvement | $ 1,044,618 | $ 1,044,618 |
| Aviation Blvd & 33rd Sidewalk Linkage | $ 150,000 | $ 150,000 |
| Manhattan Beach Blvd & Pacific Ave Improvements | $ 1,098,661 | $ 1,098,661 |
| Manhattan Beach Blvd Pavement Rehabilitation - Sepulveda Blvd to Dianthus St. | $ 1,546,411 | $ 1,546,411 |
| Ocean Drive Walk Street Crossings | $ 400,000 | $ 400,000 |
| *Subtotal Roadway Improvements* | *$ 4,460,190* | $ 4,460,190 |
| **Transit System Improvements** | | |
| Rosecrans Bike Lane Improvements | $ 1,750,000 | $ 1,750,000 |
| *Subtotal Transit System Improvements* | *$ 1,750,000* | *$ 1,750,000* |
| **Traffic Signal Improvements** | | |
| Manhattan Beach Advanced Traffic Signal (MBATS) System | $ 15,996,936 | $ 15,996,936 |
| *Subtotal Traffic Signal Improvements* | *$ 15,996,936* | *$ 15,996,936* |
| **Accessibility Improvements** | | |
| ADA Transition Plan within Public Rights of Way | $ 163,361 | $ 163,361 |
| *Subtotal Accessibility Improvements* | *$ 163,361* | *$ 163,361* |
| **Total Improvements** | | **$ 22,370,487** |

Notes:

1 Projects and costs sourced from the City of Manhattan Beach adopted Capital Improvement Plan (2026-2030).

Source:

City of Manhattan Beach Adopted Capital Improvement Plan (2026-2030).

**Table A-1** in **Appendix A** will also serve as the Transportation Fee Capital Improvement Plan (CIP) list as required by AB 602, which includes the facilities shown in **Table 6-1**. The City's existing transportation facilities are summarized in **Table 6-2** and detailed in **Appendix C.**

**Table 6-2: City of Manhattan Beach Existing Transportation Improvements Summary**

| Description | | Value |
|---|---|---|
| **Existing Transportation Improvements** [1] [2] | | |
| Arterial/Collector | $ | 21,368,333 |
| Local Streets | $ | 62,379,914 |
| **Total Existing Transportation Improvements** | **$** | **83,748,246.25** |

Notes:

1 Costs provided by City of Manhattan Beach Public Works Department using the City's Pavement Management Plan (2024).

2 Existing roadway costs prorated based on the Pavement Condition Index (PCI).

Source:

City of Manhattan Beach Public Works Department.

City of Manhattan Beach Pavement Management Plan (2024).

## FEE METHODOLOGY

The Transportation Fee uses the System Plan Method to calculate the fee. The System Plan Method calculates the fees based on the total facilities, existing facilities plus planned expansion, which are needed to serve existing land uses plus future development. This method is appropriate when future development utilizes the existing transportation network but also incrementally expands the transportation network. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, the System Plan Method "Estimates the costs for an integrated system of existing and future facilities."

The cost per trip is calculated by dividing the total cost of the facilities identified in **Table 6-1** and **Table 6-2** by the total number of trips expected to be generated under 2040 conditions (as shown in **Table 6-6**).

In order to calculate the Transportation Impact Fee, the total trips generated by new development must be calculated. To calculate the total number of new trips attributable to new development within the City through 2040, the growth projections, detailed in **Table 2-1,** are multiplied by the corresponding trip generation rates from **Table 6-3** as derived from the Institute of Transportation Engineers (ITE).

**Table 6-3: ITE Trip Generation Rates**

| Land Use | Trip Generation Rate [1] |
|---|---|
| **Residential (per unit)** | |
| Single Family | 0.94 |
| Multi-Family | 0.51 |
| **Non-Residential (per 1,000 square feet)** | |
| Commercial [2] | 1.70 |
| Office | 1.44 |
| Industrial | 0.34 |

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:

ITE Trip Generation Manual, 11th Edition.

Residential trips are calculated by multiplying the anticipated growth in residential units (**Table 2-1)** by the corresponding single family and multi-family trip generation rates. Non-residential trips were calculated by multiplying the anticipated growth in 1,000 building SF (**Table 2-3)** by the corresponding trip generation rates for each land use. Commercial trips often coincide with other trips (i.e., Person A stops by the store on their way home from work, Person B stops by a restaurant after grocery shopping, etc.) The ITE Trip Generation Manual, 11th Edition, notes all Retail and Services land uses are entitled to a "pass-by" trip reduction between forty to sixty percent (40-60%). This study assumes a fifty percent (50%) trip reduction for commercial which reduces the PM Trip Rate for commercial land uses from 3.40 to 1.70. **Table 6-6** shows the breakdown of the total trip calculation using the City's growth assumptions identified in **Table 2-1**.

The trips attributable to existing land uses within the City are calculated in **Table 6-4**. These trips are added to the trips generated by future development within the City as shown in **Table 6-5** to determine the total trips within the City through 2040 as shown in **Table 6-6**.

## Table 6-4: Existing City of Manhattan Beach Trip Generation

| Land Use | ITE Trip Rate [1] | Units [2] | Peak PM Trips |
|---|---|---|---|
| **Residential** | | Units | |
| Single Family | 0.94 | 11,621 | 10,923.74 |
| Multi-Family | 0.51 | 3,408 | 1,738.08 |
| *Subtotal Residential* | | | *12,661.82* |
| **Non-Residential** | | SF | |
| Commercial [3] | 1.70 | 6,716,134 | 11,417.43 |
| Office | 1.44 | 2,134,333 | 3,073.44 |
| Industrial | 0.34 | 3,165,889 | 1,076.40 |
| *Subtotal Non-Residential* | | | *15,567.27* |
| **Total Existing Peak PM Trips** | | | **28,229.09** |

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 Existing land use assumptions sourced from the City of Manhattan Beach Housing Element (2021) Table 17 and SCAG GIS data.

3 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:
ITE Trip Generation Manual, 11th Edition.
City of Manhattan Beach Community Development Department.

## Table 6-5: Future City of Manhattan Beach Trip Generation

| Land Use | ITE Trip Rate [1] | Units | Peak PM Trips |
|---|---|---|---|
| **Residential** | | Units | |
| Single Family | 0.94 | 127 | 119.38 |
| Multi-Family | 0.51 | 2,199 | 1,121.49 |
| *Subtotal Residential* | | | *1,240.87* |
| **Non-Residential** | | SF | |
| Commercial [2] | 1.70 | 134,322.68 | 228.35 |
| Office | 1.44 | 106,716.64 | 153.67 |
| Industrial | 0.34 | 0.00 | 0.00 |
| *Subtotal Non-Residential* | | | *382.02* |
| **Total Future Peak PM Trips** | | | **1,622.89** |

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:
ITE Trip Generation Manual, 11th Edition.

## Table 6-6: Total City of Manhattan Beach Trip Generation

| Land Use | ITE Trip Rate [1] | Units | Peak PM Trips |
|---|---|---|---|
| **Residential** | | Units | |
| Single Family | 0.94 | 11,748 | 11,043.12 |
| Multi-Family | 0.51 | 5,607 | 2,859.57 |
| *Subtotal Residential* | | | *13,902.69* |
| **Non-Residential** | | SF | |
| Commercial [2] | 1.70 | 6,850,457 | 11,645.78 |
| Office | 1.44 | 2,241,050 | 3,227.11 |
| Industrial | 0.34 | 3,165,889 | 1,076.40 |
| *Subtotal Non-Residential* | | | *15,949.29* |
| **Total Buildout Peak PM Trips** | | | **29,851.98** |

Notes:

1 Institute of Transportation Engineers common Trip Generation Rates (PM Trip Rate) sourced from the ITE Trip Generation Manual, 11th Edition.

2 All land uses in the retail & services are entitled to a "pass-by" trip reduction of 60% if less than 50,000 SF or a reduction of 40% if equal to or greater than 50,000 SF. This Study assumes a 50% "pass-by" trip reduction.

Source:
ITE Trip Generation Manual, 11th Edition.

The cost per trip is calculated by taking the total cost of the transportation network (existing improvements plus future improvements), adding the current Transportation Fund Balance and then dividing by the total future trips within the City. This calculation is shown in **Table 6-7**.

**Table 6-7: Cost per Trip**

| Description | | Cost / Value |
|---|---|---|
| **Estimated Future Project Costs** [1] | | |
| Roadway Improvements | $ | 4,460,190 |
| Transit System Improvements | $ | 1,750,000 |
| Traffic Signal Improvements | $ | 15,996,936 |
| Accessibility Improvements | $ | 163,361 |
| *Subtotal Future Facilities* | *$* | *22,370,487* |
| Existing Transportation System | $ | 83,748,246 |
| Existing Fund Balance [2] | $ | - |
| **Total Transportation Network Costs** | ***$*** | ***106,118,733*** |
| **Total Buildout Peak PM Trips** [3] | | **29,851.98** |
| **Cost per Peak PM Trip** | **$** | **3,554.83** |

Notes:

1 Projects and costs sourced from the City of Manhattan Beach adopted Capital Improvement Plan (2026-2030).

2 There is no existing fund balance for the Transportation Development Impact Fee as this is a new proposed fee.

3 Total Buildout Peak PM Trips is derived by summing the existing land use Peak PM Trips and the future development Peak PM Trips.

Source:
ITE Trip Generation Manual, 11th Edition.

## FEE SUMMARY

The Transportation Fee per unit or 1,000 square feet is calculated multiplying the cost per trip identified in **Table 6-7** by the trip generation rate per unit or per 1,000 square feet. This fee per unit is then divided by the average unit size of planned new development in the City of Manhattan Beach to convert the fees to a fee per square foot. **Table 6-8** shows the proposed new transportation fees for new development.

**Table 6-8: Transportation Fee**

| Land Use | Cost Per Trip | Trips per Unit | Subtotal Fee | Average Unit Size (SF) | Fee/SF |
|---|---|---|---|---|---|
| **Residential** | | | (per Unit) | | |
| Single Family | $ 3,554.83 | 0.94 | $ 3,341.54 | 4,294 | $ 0.78 |
| Multi-Family | $ 3,554.83 | 0.51 | $ 1,812.96 | 967 | $ 1.87 |
| **Non-Residential** | | | (per 1,000 SF) | | |
| Commercial | $ 3,554.83 | 1.70 | $ 6,043.21 | | |
| Office | $ 3,554.83 | 1.44 | $ 5,118.96 | | |
| Industrial | $ 3,554.83 | 0.34 | $ 1,208.64 | | |

## CAPITAL IMPROVEMENT PROJECTS & REVENUE PROJECTIONS

**Table 6-9** summarizes the potential Transportation fee revenue from the projected future development identified in **Table 2-1**. The revenue collected from the Transportation Fee will be available to expand the City's transportation network to meet the needs of new residents in the City.

**Table 6-9: Projected Transportation Fee Revenue**

| Land Use | Proposed Fee | Anticipated Growth (units) | Anticipated Growth | Anticipated Fee Collection at Buildout [1] |
|---|---|---|---|---|
| **Residential** | (per SF) | | (Total SF) | |
| Single Family | $ 0.78 | 127 | 545,338 | $ 425,363.64 |
| Multi-Family | $ 1.87 | 2,199 | 2,126,433 | $ 3,976,429.71 |
| **Non-Residential** | (per 1000 SF) | (1,000 SF) | | |
| Commercial | $ 6,043.21 | 134.32 | | $ 811,740 |
| Office | $ 5,118.96 | 106.72 | | $ 546,278 |
| Industrial | $ 1,208.64 | 0.00 | | $ - |
| **Total** | | | | **$ 5,759,811.76** |

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

**Table A-1** in **Appendix A** will also serve as the Transportation Fee CIP list as required by AB 602, which includes the facilities shown in **Table 6-1. Table 6-1** identifies the planned facilities that will be paid for entirely or in part by the Transportation Fee. These facilities were identified by the City of Manhattan Beach Public Works Department. The City will use the facilities identified in **Table 6-1** to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

**Table 6-10** details the proportional allocation of Transportation Fee revenue from the projected future development shown in **Table 6-9** to the proposed Transportation facilities shown in **Table 6-1**.

**Table 6-10: Proportional Allocation of Anticipated Fee Revenue to Proposed Transportation Facilities**

| Description | Trips Generated | Proportion of Trips Generated | Proportional Share of Buildout Facilities [1] | Anticipated Facilties Funding [2] | Anticipated Funding Share | CIP Funding [3] [4] |
|---|---|---|---|---|---|---|
| Existing Development | 28,229 | 94.56% | $ 100,349,634.15 | $ 100,358,921.49 | 94.57% | $ 16,610,675.24 |
| Future Development | 1,623 | 5.44% | $ 5,769,099.10 | $ 5,759,811.76 | 5.43% | $ 5,759,811.76 |
| **Total** | **29,852** | **100.00%** | **$ 106,118,733.25** | **$ 106,118,733.25** | **100.00%** | **$ 22,370,487.00** |

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of trips generated by the buildout transportation network valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

## REDUCED TRANSPORTATION FEE

In general, residential developments near transit stations generate fewer trips than traditional land use configurations that rely on vehicles as the primary mode of transportation. According to various transportation studies, measurable trip reductions result for projects that are near transit stations and where there is a diversity of land uses that promote connectivity and walkability. To account for the reduced trip rates generated by projects meeting the above criteria, an additional trip adjustment factor will be applied to new residential land uses meeting the statutory criteria.

## EXISTING AND PROPOSED LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

### *Identification of the Existing Level of Service*

A standard of service refers to adopted policies in law or practice that are either in place for a particular service or are intended to be. Transportation is unique in that each new user creates a direct, immediate impact on the City's transportation network. There must be sufficient capacity in the transportation system to provide a consistent level of service for all users at the appropriate service standard. When the existing standards of service are not being met, a deficiency exists.

The City of Manhattan Beach adopted a Mobility Plan as part of the General Plan in 2018 which replaced the City's former Circulation Element from 2003. The adopted Mobility Plan identifies the following goals and standards:

- Provide a balanced, safe, and efficient multi-modal transportation system that serves the mobility needs of all community members, including children, seniors, and the disabled.

- Move commuter traffic through the City primarily on arterial streets and collector streets, as appropriate, to protect other streets from the intrusion of cut through traffic

The City of Manhattan Beach is currently providing a total of 106 lane miles as of the City's 2024 update of the pavement management program. When applied to the existing service population, this results in a total of 2.57 lane miles per 1,000 persons served as shown in **Table 6-11**.

**Table 6-11: Transportation Existing Level of Service**

| Description | Value |
|---|---|
| **Existing Lane Miles** [1] | |
| Arterial/Collector Roads | 15.60 |
| Local Roads | 90.60 |
| **Total Existing Roadway Lane Miles** | **106.20** |
| **Total Existing Service Population** | **41,388** |
| **Total Existing Roadway Lane Miles per 1,000 Persons Served** | **2.57** |

Notes:

1 Existing roadway network in terms of lane miles derived from the City of Manhattan Beach's Update of the Pavement Management Program completed by Bucknam Infrastructure Group, Inc. dated November 15, 2024.

Source:

City of Manhattan Beach Pavement Management Program Update (2024).

Due to the fact that the City of Manhattan Beach is mostly built out, the opportunity of expansion of the existing roadway network in terms of lane miles or the widening of existing streets is limited. In accordance with the City's Mobility Plan adopted in 2018, the City is prioritizing the expansion of the transportation network through the investment in multimodal expansion and optimization of the existing roadway network the implementation of intelligent transportation systems (ITS). These multimodal enhancements are critical to accommodate the additional residents and workers anticipated from new development.

Due to the shift to evaluating the transportation network on a multimodal metric, the City developed and adopted Transportation Impact Analysis Guidelines in 2020 which established the City's baseline total Vehicle Miles Traveled (VMT) at 31.1.

### *Identification of the Proposed Level of Service and Rationale*

The Government Code requires that an impact fee nexus study, where appropriate, identify the proposed level of service and explain why that level of service is appropriate. Under the System Plan Methodology, the City's transportation level of service is defined by an integrated system of existing and planned transportation facilities, with the future standard attributable to new

development calculated by dividing the value of the existing facilities plus the cost of planned facilities by total buildout demand.

Under this approach, new development will fund an integrated system of facilities at the future standard attributable to new development, while existing development remains responsible for addressing any existing facility deficiencies through non–impact fee funding sources.

Funding this level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the systemwide transportation facilities required to serve the additional PM Peak Hour Trips generated by future development.
- It establishes a consistent cost per PM Peak Hour Trip based on the future standard of service attributable to growth.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.
- The System Plan Methodology ensures that new development is not required to remedy existing deficiencies.

Because the Transportation fee is being calculated using the System Plan Methodology in which the value of the existing improvements and the cost of future improvements is spread based on the total trips within the City's transportation network, existing deficiencies are not being spread to future development and new development. This methodology ensures that new development is only funding their fair share of the facilities based on their impact on the system. The proportionate share of the systemwide improvements attributed to existing development will be funded by a combination of alternative funding sources including but not limited to, the City's General Fund, grants and special tax assessments.

The planned capital projects in **Table 6-1** were identified by the City's Public Works Department as required to serve the proposed future development through 2040.

## NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Transportation Fee is to fund transportation facilities included by the City of Manhattan Beach's Public Works Department through the capital improvement planning process required to serve future development in the City of Manhattan Beach. In order to accommodate this need, new facilities must be built and/or existing facilities expanded to ensure that demands from population growth do not degrade the service levels of facilities, leading to congestion, safety concerns, and a diminished quality of life for those who rely on the transportation system.

***Requirement 2: Identify the use of the fee.***

The fee will be used to fund or partially fund the transportation facilities identified in **Table 6-1**. The improvements were identified through the capital improvement planning process completed by the City of Manhattan Beach Public Works Department, as the facilities that are required to mitigate the impact of new development in the City and to ensure that the new development has adequate access to a functional transportation network. These improvements include roadway widening, intersection signalization, ADA improvements, or transit and mobility system improvements including new bicycle infrastructure.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Transportation Fee will be used to fund the new transportation facilities and improvements that are necessary to serve the increase in transportation due to new development in the City through 2040. The fee for each development project is calculated by taking the cost per trip shown in **Table 6-7** and applying this to the estimated trip generation rates of each land use as identified in **Table 6-3**. The fee calculations are shown in **Table 6-7** and **Table 6-8**.This correlation to trips ensures that each new development pays their fair share of the transportation costs.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new residential and non-residential development within the City will generate additional trips that incrementally add to the need for new transportation infrastructure and facilities to serve the increased residents and businesses within the City and ensure that transportation facilities can accommodate the increased demand. Without the expansion and improvement of transportation facilities, growth can lead to congestion and exacerbate safety risks by increasing potential conflicts at intersections, pedestrian crossings, and other high-use areas. Therefore, the transportation infrastructure projects identified in the Nexus Study are essential to support the anticipated growth. Each new residential and non-residential development pays an impact fee based on the additional trips that are expected to be generated by the new development. This calculation is shown in **Table 6-7** and **Table 6-8**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The transportation facilities and capital expansion projects that are necessary to accommodate the additional 1,622 PM peak hour trips generated by the 4,600 additional residents for new development are summarized in **Table 6-1**. Improvements are classified into four categories: roadway improvements, bicycle improvements, traffic signal improvements, and accessibility improvements. Roadway improvements and traffic signal improvements are designed to optimize the existing roadway network to increase multimodal traffic throughput while bicycle improvements and accessibility improvements provide multimodal alternatives to vehicle trips which increase the capacity of the comprehensive transportation network.

Because the fee is calculated utilizing the system plan methodology which calculates a fee per trip based on the total cost of the existing and future improvements, existing deficiencies are not spread to future development. Future development projects within the city were identified and EDUs were calculated based on the estimated trip generation rates for the various land uses. To ensure that each land use only pays their fair share of the transportation improvements based on their trip generation rate, the existing Transportation fund balance is added to the existing and future transportation improvements to determine the total cost of the City's transportation network as identified in **Table 6-7**, the cost of the transportation network is divided by the total trips estimated in 2040 to calculate the cost per Trip. The transportation fee calculation spreading the appropriate costs to the various land uses is shown in **Table 6-8**. The fee methodology ensures that each land use only pays for their fair share of the transportation improvements based on the amount of trips generated by that land use.

New development is projected to fund approximately $5.7 million of the total $22.4 million in programmed facility improvements. Because new development accounts for approximately 5.4% of the buildout PM peak hour trips, the projected fee revenue, which represents approximately 5.4% of total buildout transportation network valuation reflects only the proportional share attributable to growth. The remaining $16.6 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions and grants as shown in **Table 6-10**.

# Section 7 STORM DRAINAGE FEE

## BACKGROUND

The Storm Drainage Fee is collected for the purpose of maintaining and expanding the capacity of the City's storm drainage system. The Storm Drainage Fee is calculated using the System Plan Method. The System Plan Method uses an integrated system methodology where the total storm drainage system cost (existing facilities plus future improvements) is divided by the total storm drainage demand on the system (existing users and future users). Under this approach, new development funds the expansion of facilities at a proportional rate to the facilities funded by existing development. By definition, the System Plan Method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the buildout system valuation being spread by buildout system demand. In other words, if a deficiency exists in the current facility standards, new development is only required to buy into the existing storm drainage system capacity and fund their fair share of the future storm drainage facilities at the same cost per impervious acre as existing development, and the deficiency must be rectified by funding outside of the fee program. Future Development within the City will pay a storm drainage impact fee at building permit issuance, unless otherwise required by law, to buy into the City's existing storm drainage system and their fair share of the system expansion projects described in this section.

The *City of Manhattan Beach Storm Drainage Master Plan,* dated 2021, use a hydrologic and hydraulic (H&H) model of the City's storm drainage infrastructure to assess the existing storm drainage system and identify potential future improvements. The planned facilities in this Study are sourced from the *City of Manhattan Beach Storm Drainage Master Plan*, dated 2021, which were based on the H&H model results, Condition Assessment reports dated 2013, and the City's goals for flood protection.

The proposed expansion facilities in the fee program are system backbone improvements that serve the community at large and does not include on-site infrastructure required by specific development projects. Each development project will be required to construct the specific on-site improvements required to serve their project.

## AB 602 AND FEE COLLECTION PER ACRE

As stated in the previous section for AB 602, A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development, unless the agency is able to make three additional findings. The proposed Storm Drainage fee is proposed to be charged on a per acre basis. The following section discusses why square footage is not an appropriate metric to calculate the fees imposed on residential housing projects for the storm drainage fees:

- **An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development project.** Storm drainage fees should be assessed based on the increase in impervious surface area, as this directly correlates with stormwater runoff. Square footage is not an appropriate metric because multi-story structures with identical footprints do not increase runoff proportionally to their total floor area. Fees that are calculated based on the estimated impervious surface, more accurately account for storm drainage impacts. Higher-density developments typically generate more impervious coverage per acre than lower-density developments, and the fee structure reflects this variation. Using impervious area as the basis for storm drainage fees ensures a hydraulically relevant and equitable assessment of storm drainage impacts.

- **An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.** The proposed storm drainage fees are charged on a per acre basis. The fees vary based on the impervious area each land use is expected to generate based on the per acre impervious factors included in the Storm Drainage Master Plan. Because the fee is based on the additional impervious acres generated by each land use, this methodology provides a reasonable relationship between the amount of the fee charged and the burden posed by each development.

- **That other policies in the fee structure support smaller developments or otherwise ensure that smaller developments are not charged disproportionate fees.** The storm drainage fees are structured across various residential land use categories and reflect the relationship between density and impervious area. Higher-density developments typically have more units per acre with smaller unit sizes. Charging fees by acre results in a lower cost per-unit for larger, detached single family residential units which aligns with the expected stormwater generation. The fee calculation is based on the estimated impervious acreage associated with each land use category, ensuring that the fees are proportional to the impacts created by the project. By utilizing an impervious acreage methodology for determining the fee, smaller developments are not charged disproportionate fees.

## SERVICE POPULATION

Demand for services and the associated facilities for storm drainage facilities are based on the additional impervious acreage that will be generated by new growth in the City through 2040. Impervious surfaces are those that do not allow water to pass through. Impervious acreage is used in the calculation of the Storm Drainage Fee to ensure the relationship between the planned storm drainage facilities the fee will be expended on is related to the impact new development will have on the storm drainage system.

## COST SUMMARY AND CIP

The Storm Drainage Fee will fund the expansion of storm drainage facilities necessary to serve new growth in the City based on their proportional increase in the overall impervious acreage. **Table 7-1** summarizes the future storm drainage facilities and project costs identified in the *City of Manhattan Beach Storm Drainage Master Plan* dated 2021 by the City of Manhattan Beach Public Works Department. **Table 7-2** summarizes the City's existing storm drainage facilities, identified in the City of Manhattan Beach Storm Drainage Master Plan dated 2021.

## Table 7-1: City of Manhattan Beach Future Storm Drainage Facilities Summary

| Project Name [1] | Project Total Cost |
|---|---|
| **20-Year CIP Projects** | |
| Shelly St Improvement Project | $ 1,400,000 |
| Peck Avenue Improvement Project | $ 900,000 |
| Curtis Avenue & Redondo Avenue Improvement Project | $ 700,000 |
| Dianthus Street Improvement Project | $ 400,000 |
| 14th Street Improvement Project | $ 700,000 |
| Aviation Boulevard & Artesia Blvd. Improvement Project | $ 900,000 |
| Maple Avenue Improvement Project | $ 2,500,000 |
| 36th Street & Blanche Road Improvement Project | $ 600,000 |
| 2nd Street Diversion Retrofit | $ 1,200,000 |
| *Subtotal 20-Year CIP Projects* | *$ 9,300,000* |
| **Projects Beyond 20-Year CIP Horizon** | |
| 30th Street & Flournery Road Improvement Project | $ 500,000 |
| El Porto Improvement Project | $ 2,200,000 |
| Marine Avenue & Aviation Blvd Improvement Project | $ 1,000,000 |
| The Strand Infiltration Project | $ 2,400,000 |
| Aviation Boulevard & 33rd Street Improvement Project | $ 2,300,000 |
| Duncan & Longfellow Parkway Bioswale Improvements | $ 800,000 |
| Rosecrans & Aviation Blvd Improvement Project | $ 1,200,000 |
| *Subtotal Projects Beyond 20-Year CIP Horizon* | *$ 10,400,000* |
| **City Multi-Benefit Projects** | |
| Bell Ave Sub-Basin Facility Project | $ 7,900,000 |
| 18th Street Improvement Project | $ 4,300,000 |
| North Valley Drive Improvement & Infiltration Project | $ 4,300,000 |
| Voorhees Ave Sump Infiltration Project | $ 5,000,000 |
| 19th & 14th Street Improvement Project | $ 2,700,000 |
| Pacific Elementary School Field Facility Project | $ 7,600,000 |
| North Meadows & 21st Street Improvement Project | $ 3,300,000 |
| 31st Street Improvement Project | $ 2,900,000 |
| American Martyr's Elementary School Improvement Project | $ 3,900,000 |
| *Subtotal City Multi-Benefit Projects* | *$ 41,900,000* |
| **Water Quality Facilities Projects** | |
| Citywide Parkway Bioswale Improvement Project | $ 8,100,000 |
| *Subtotal Water Quality Facilities Projects* | *$ 8,100,000* |
| **2026-2030 CIP Projects [2]** | |
| Beach Cities Green Streets Stormwater Infiltration | $ 512,500 |
| Golf Course Storm Drain Life Station Electrical Upgrades | $ 500,000 |
| Peck Avenue Storm Drain Improvements | $ 870,240 |
| Shelley Street Storm Drain Improvements | $ 1,930,000 |
| Storm Drain Capital Best Management Practices (BMPs) | $ 630,000 |
| *Subtotal 2026-2030 CIP Facilities Projects* | *$ 4,442,740* |
| **Total Facilities** | **74,142,740** |

Notes:

1 Projects and costs identified in the City of Manhattan Beach Storm Drain Master Plan (2021).

2 These projects were sourced from the Storm Drain Requests section of the City of Manhattan Beach adopted Capital Improvement Plan (2026-2030).

Source:

City of Manhattan Beach Storm Drain Master Plan (2021).

City of Manhattan Beach adopted Capital Improvement Plan (FY 2026 - 2030).

## Table 7-2: City of Manhattan Beach Existing Storm Drainage Facilities Summary

| Facility [1] | Quantity | Unit | Cost Per Unit | Total Cost |
|---|---|---|---|---|
| **Pump & Lift Stations** | | | | |
| Radisson Golf Lift Station | 1 | EA | $ 506,487 | $ 709,082 |
| Peck Pump Station | 1 | EA | $ 91,697 | $ 128,376 |
| *Subtotal Pump & Lift Stations* | | | | *$ 837,458* |
| **Pipelines** | | | | |
| 6" Diameter Storm Drain Pipe | 14,963 | LF | $ 136 | $ 2,029,052 |
| 8" Diameter Storm Drain Pipe | 9,741 | LF | $ 181 | $ 1,761,277 |
| 9" Diameter Storm Drain Pipe | 81 | LF | $ 203 | $ 16,554 |
| 10" Diameter Storm Drain Pipe | 1,157 | LF | $ 226 | $ 261,563 |
| 12" Diameter Storm Drain Pipe | 5,744 | LF | $ 271 | $ 1,557,937 |
| 14" Diameter Storm Drain Pipe | 34 | LF | $ 316 | $ 10,701 |
| 15" Diameter Storm Drain Pipe | 5,305 | LF | $ 339 | $ 1,798,422 |
| 16" Diameter Storm Drain Pipe | 429 | LF | $ 362 | $ 155,279 |
| 18" Diameter Storm Drain Pipe | 24,650 | LF | $ 453 | $ 11,154,436 |
| 21" Diameter Storm Drain Pipe | 3,611 | LF | $ 468 | $ 1,690,446 |
| 24" Diameter Storm Drain Pipe | 11,418 | LF | $ 514 | $ 5,871,341 |
| 27" Diameter Storm Drain Pipe | 6,674 | LF | $ 602 | $ 4,017,456 |
| 28" Diameter Storm Drain Pipe | 52 | LF | $ 633 | $ 32,751 |
| 30" Diameter Storm Drain Pipe | 6,031 | LF | $ 678 | $ 4,089,410 |
| 33" Diameter Storm Drain Pipe | 1,885 | LF | $ 746 | $ 1,406,258 |
| 36" Diameter Storm Drain Pipe | 377 | LF | $ 814 | $ 306,897 |
| 38" Diameter Storm Drain Pipe | 38 | LF | $ 859 | $ 32,462 |
| 39" Diameter Storm Drain Pipe | 1,844 | LF | $ 869 | $ 1,603,224 |
| 42" Diameter Storm Drain Pipe | 1,704 | LF | $ 926 | $ 1,577,130 |
| 45" Diameter Storm Drain Pipe | 666 | LF | $ 1,003 | $ 667,787 |
| 48" Diameter Storm Drain Pipe | 1,383 | LF | $ 1,070 | $ 1,479,368 |
| 51" Diameter Storm Drain Pipe | 291 | LF | $ 1,137 | $ 330,948 |
| 54" Diameter Storm Drain Pipe | 797 | LF | $ 1,234 | $ 983,449 |
| 63" Diameter Storm Drain Pipe | 574 | LF | $ 1,405 | $ 805,752 |
| 72" Diameter Storm Drain Pipe | 494 | LF | $ 1,707 | $ 843,260 |
| *Subtotal Pipelines* | | | | *$ 44,483,160* |
| **Total Facilities** | | | | **$ 45,320,618** |

Notes:

1 Existing storm drainage facilities provided by the City of Manhattan Beach Public Works department on June 10th, 2025.

2 Costs for existing storm drain pipes were sourced from the City of Costa Mesa's Storm Drainage Master Plan (2024).

Source:

City of Manhattan Beach Department of Public Works Department.

## FEE METHODOLOGY

The Storm Drainage Fee uses the System Plan methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, the System Plan Method "Estimates the costs for an integrated system of existing and future facilities."

In order to distribute the share of storm drainage costs to each land use type, the total impervious acreage of the City through 2040 must be calculated. The impervious factors per land use were sourced from the City of Manhattan Beach Storm Drainage Master Plan dated 2021.

The existing impervious acreage generated by the existing City land uses are calculated in **Table 7-3**. These impervious acres are added to future development's impervious acres as shown in **Table 7-4** to determine the total impervious acres in the City through 2040 as shown in **Table 7-5.**

**Table 7-3: Existing City of Manhattan Beach Impervious Acres**

| Land Use | Total Acres | Impervious Factor (%) | Impervious Acres |
|---|---|---|---|
| **Residential** | | | |
| Single Family | 1,452.63 | 42% | 610.10 |
| Multi-Family | 71.00 | 86% | 61.06 |
| **Non-Residential** | | | |
| Commercial | 154.18 | 95% | 146.47 |
| Office | 49.00 | 91% | 44.59 |
| Industrial | 72.68 | 91% | 66.14 |
| **Total Existing Impervious Acres** | | | **928.36** |

Notes:

1 Total Impervious Acres calculated using existing land use from the City of Manhattan Beach Housing Element (2021) and impervious percentages from the City of Manhattan Beach Storm Drainage Master Plan (2021).

Source:

City of Manhattan Beach Storm Drain Master Plan (2021).

**Table 7-4: Future City of Manhattan Beach Impervious Acres**

| Land Use | Total Acres | Impervious Factor (%) | Impervious Acres |
|---|---|---|---|
| **Residential** | | | |
| Single Family | 12.52 | 42% | 5.26 |
| Multi-Family | 48.82 | 86% | 41.98 |
| **Non-Residential** | | | |
| Commercial | 3.08 | 95% | 2.93 |
| Office | 2.45 | 91% | 2.23 |
| Industrial | 0.00 | 91% | 0.00 |
| **Total Future Impervious Acres** | | | **52.40** |

Notes:

1 Total Impervious Acres calculated using future land use from the City of Manhattan Beach Community Development Department and impervious percentages from the City of Manhattan Beach Storm Drainage Master Plan (2021).

Source:

City of Manhattan Beach Storm Drain Master Plan (2021).

**Table 7-5: Total City of Manhattan Beach Impervious Acres**

| Land Use | Total Acres | Impervious Factor (%) | Impervious Acres |
|---|---|---|---|
| **Residential** | | | |
| Single Family | 1,465.14 | 42% | 615.36 |
| Multi-Family | 119.82 | 86% | 103.04 |
| **Non-Residential** | | | |
| Commercial | 157.26 | 95% | 149.40 |
| Office | 51.45 | 91% | 46.82 |
| Industrial | 72.68 | 91% | 66.14 |
| **Total Buildout Impervious Acres** | | | **980.76** |

Notes:

1 Total Impervious Acres calculated using existing land use from the City of Manhattan Beach General Plan (2003), future land use as provided by the City of Manhattan Beach Community Development Department, and impervious percentages from the City of Manhattan Beach Storm Drainage Master Plan (2021).

Source:

City of Manhattan Beach Storm Drain Master Plan (2021).

The cost per impervious acre is calculated by taking the City's existing storm drainage improvements and adding in the planned storm drainage improvements and the fund balance and then dividing the total facility costs by the total impervious acres in the City through 2040. **Table 7-6** calculates the cost per impervious acre.

**Table 7-6: Storm Drainage Cost per Impervious Acre Calculation**

| Description | | Cost / Value |
|---|---|---|
| **Estimated Future Project Costs** [1] | | |
| 20-Year CIP Projects | $ | 9,300,000 |
| Projects Beyond 20-Year CIP Horizon | $ | 10,400,000 |
| City Multi-Benefit Projects | $ | 41,900,000 |
| Water Quality Facilities Projects | $ | 8,100,000 |
| 2026-2030 CIP Projects [1] | $ | 4,442,740 |
| *Subtotal Future Facilities* | *$* | *74,142,740* |
| Existing Storm Drainage System [2] | $ | 45,320,618 |
| Existing Fund Balance [3] | $ | - |
| **Total Drainage Costs** | ***$*** | ***119,463,358*** |
| **Total Impervious Acres** [4] | | **980.76** |
| **Cost per Impervious Acre** | **$** | **121,807.05** |

Notes:

1 Planned facilities identified in the City of Manhattan Beach Storm Drainage Master Plan (2021) and the City of Manhattan Beach adopted Capital Improvement Plan (2026-2030).

2 Costs for existing storm drain pipes were sourced from the City of Costa Mesa's Storm Drainage Master Plan (2024).

3 There is no existing fund balance as the Storm Drainage impact fee is a new proposed fee.

4 Total Impervious Acres calculated using existing land use from the City of Manhattan Beach General Plan (2003), future land use as provided by the City of Manhattan Beach Community Development Department, and impervious percentages from the City of Manhattan Beach Storm Drainage Master Plan (2021).

Source:
City of Manhattan Beach Storm Drainage Master Plan (2021)

## FEE SUMMARY

The Storm Drainage Fee is based on new development's fair share of the facilities identified in the Storm Drainage Master Plan and the City's adopted 2026-2030 Capital Improvement Plan and buy-in to the City's existing storm drainage facilities.

The Storm Drainage Fee is calculated using the cost per impervious acre from **Table 7-6**. The cost per impervious acre is then multiplied by the impervious factor for each land use to calculate a fee per acre. **Table 7-7** summarizes the Storm Drainage Fee.

**Table 7-7: Total Storm Drainage Fee**

| Land Use | Fee per Impervious Acre | Impervious Factor [1] | Fee per Acre | 5% Administration Fee | Total Fee per Acre |
|---|---|---|---|---|---|
| **Residential** | | | | | |
| Single Family | $ 121,807.05 | 42% | $ 51,158.96 | $ 2,557.95 | $ 53,716.91 |
| Multi-Family | $ 121,807.05 | 86% | $ 104,754.06 | $ 5,237.70 | $ 109,991.76 |
| **Non-Residential** | | | | | |
| Commercial | $ 121,807.05 | 95% | $ 115,716.70 | $ 5,785.84 | $ 121,502.54 |
| Office | $ 121,807.05 | 91% | $ 110,844.42 | $ 5,542.22 | $ 116,386.64 |
| Industrial | $ 121,807.05 | 91% | $ 110,844.42 | $ 5,542.22 | $ 116,386.64 |

Notes:

1 Impervious Factor identified in the City of Manhattan Beach Storm Drainage Master Plan (2021). The impervious factor represents an estimate of the percentage of surface area that will generate storm water run-off.

Source:

City of Manhttan Beach Storm Drainage Master Plan (2021).

## CAPITAL IMPROVEMENT PROJECTS AND REVENUE PROJECTIONS

**Table 7-8** summarizes the potential Storm Drainage fee revenue from the projected future development identified in **Table 2-1**. The revenue collected from the Storm Drainage Fee will be available to expand the City's storm drainage system to meet the needs of new residents in the City.

**Table 7-8: Projected Storm Drainage Fee Revenue**

| Description | Value |
|---|---|
| **Total Improvements to be Funded** | |
| 20-Year CIP Projects | $ 9,300,000 |
| Projects Beyond 20-Year CIP Horizon | $ 10,400,000 |
| City Multi-Benefit Projects | $ 41,900,000 |
| Water Quality Facilities Projects | $ 8,100,000 |
| 2026-2030 CIP Projects | $ 4,442,740 |
| **Total Future Drainage Costs** | ***$ 74,142,740*** |
| **Cost per Impervious Acre** | **$ 121,807** |
| **Future Impervious Acres** | **52.40** |
| **Total Revenue Anticipated to be Collected** | **$ 6,382,547** |
| **Costs to be Funded From Other Funding Sources** | **$ 67,760,193.09** |

**Table A-1** in **Appendix A** will also serve as the Storm Drainage Fee CIP list as required by AB 602, which includes the facilities shown in **Table 7-1**. **Table 7-1** identifies each the planned of the

facilities that will be paid for in part or in whole by the Storm Drainage Fee. These facilities were identified in the *City of Manhattan Beach Storm Drainage Master Plan*, dated 2021 and the City's adopted 2026-2030 Capital Improvement Plan and updated by the City of Manhattan Beach Public Works Department for the purposes of this study. The City will use the CIP facilities identified to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

**Table 7-9** details the proportional allocation of Storm Drainage fee revenue from the projected future development shown in **Table 7-8** to the proposed Storm Drainage facilities shown in **Table 7-1**.

**Table 7-9: Proportional Allocation of Anticipated Fee Revenue to Proposed Storm Drainage Facilities**

| Description | Impervious Acres | Proportion of Impervious Acres | Proportional Share of Buildout Facilities [1] | Anticipated Facilties Funding [2] | Anticipated Funding Share | CIP Funding [3] [4] |
|---|---|---|---|---|---|---|
| Existing Development | 928.36 | 94.66% | $ 113,080,811.11 | $ 113,080,811.09 | 94.66% | $ 67,760,193.09 |
| Future Development | 52.40 | 5.34% | $ 6,382,546.89 | $ 6,382,546.91 | 5.34% | $ 6,382,546.91 |
| **Total** | **980.76** | **100.00%** | **$ 119,463,358.00** | **$ 119,463,358.00** | **100.00%** | **$ 74,142,740.00** |

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of impervious acres generated by the buildout storm drainage system valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

# EXISTING AND PROPOSED LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

### *Identification of the Existing Level of Service*

A standard of service refers to adopted policies in law or practice that are either in place for a particular service or are intended to be. There must be sufficient capacity in the storm drainage systems to provide a consistent level of service for all customers at the appropriate service standard. When the existing standards of service are not being met, a deficiency exists.

Per the City's Storm Drainage Master Plan adopted in 2021 and subsequently updated based on the City's Geographic Information Systems (GIS) database, the City maintains approximately 21 miles of storm drainage facilities. These facilities include open channels, closed conduits, catch basins, laterals, manholes, pump stations, and other related facilities. As described in the Storm Drainage Master Plan dated 2021, the City's existing storm drainage network does not have the capacity to accommodate stormwater flows in specific locations under 10-year, 25-year and 50-

year storm events. The City's is currently meeting the existing level of service and providing storm drainage infrastructure to accommodate the runoff from a 25-year storm event with the exception of the locations identified in Figure 5-2 of the City's Storm Drainage Master Plan adopted in 2021. The upgrade of the storm drainage infrastructure to accommodate the 25-year storm event under current conditions will be funded by existing development's fair share of the Storm Drainage Master Plan's CIP.

***Identification of the Proposed Level of Service and Rationale***

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. Under the System Plan Methodology, the City's storm drainage level of service is defined as meeting the capacity requirements for an Urban Flood (a 25-year storm event on a saturated watershed), as established in the 2006 Los Angeles County Hydrology Manual, while also ensuring the protection of property and maintaining passable street conditions during a 50-year storm event. Under this approach, the City's storm drainage fee is based on an integrated system of existing and planned storm drain facilities, with the future standard attributable to new development calculated by dividing the value of the existing system plus the cost of planned improvements by total horizon-year impervious acres.

Utilizing the proposed level of service is appropriate because:

- It establishes a consistent cost per impervious acres for both existing and future development.
- It ensures new development contributes its proportional fair share of the storm drainage facilities required to mitigate the additional runoff generated by future increases in impervious surface area
- If new development did not provide funding to mitigate their storm water runoff at the same cost per impervious acre as the costs attributable to existing development, the level of service would decrease citywide and negatively impact both existing and future development through an increase in flood events.
- The System Plan Methodology ensures that new development is not required to remedy existing deficiencies.

Because the City of Manhattan Beach's Storm Drainage fee is utilizing the System Plan Methodology, which calculates the proposed fee utilizing the total value of the existing and the cost of future improvements and subsequently dividing by the total impervious acres at the horizon year, future development funds an integrated system of facilities at the future standard

applicable to new development. As the System Plan Method spreads the totality of storm drainage improvements based on the total impervious acres at the horizon year, existing deficiencies are by definition not being spread to future development and new development is not funding a higher level of service that is applied to existing development.

Existing deficiencies identified in Figure 5-2 of the City's 2021 Storm Drainage Master Plan are not attributable to new development and therefore are not included in the proportional share assigned to future development. New development will fund only its fair share of system expansions needed to serve horizon-year impervious acreage. This proportionate share of the systemwide improvements attributed to existing development, approximately 94.66% of the future improvements as shown in **Table 7-9**,will be funded by a combination of alternative funding sources including but not limited to, the City's General Fund, grants and special tax assessments.

The planned capital projects in **Table 7-1** were identified in the *City of Manhattan Beach Storm Drainage Master Plan* dated 2021 and the City's adopted 2026-2030 Capital Improvement Plan and subsequently updated by City Staff, to either maintain existing levels of service as growth occurs or to not perpetuate deficiencies.

## NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Storm Drainage Fee is to fund the facilities that are necessary to convey stormwater runoff from the increased impervious area created by future development in the City. To accommodate this increased stormwater runoff, new facilities must be built and/or existing facilities expanded.

***Requirement 2: Identify the use of the fee.***

The Storm Drainage Fee will be used to fund the storm drainage projects shown in **Table 7-1**. These storm drainage projects were identified in the *City of Manhattan Beach Storm Drainage Master Plan*, dated 2021 and the City's adopted 2026-2030 Capital Improvement Plan and subsequently updated by City Staff, as the facilities required to mitigate the impact of new development in the City to ensure that the new development would have adequate storm drainage supply and pressure.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Storm Drainage Fee will be used to fund the new storm drainage facilities and improvements that are necessary to serve the increase in storm drainage demand due to new development in City. The fee for each development project is calculated based on the estimated impervious factor of each land use type identified in the City. This correlation ensures that the fee is equal to the need generated by that specific land use. The fee calculations are shown in **Table 7-6** and **Table 7-7**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

New development requires sufficient capacity in the storm drainage system to convey stormwater runoff created by the increased impervious area within the City. Ensuring there is sufficient capacity to accommodate stormwater runoff in the City's storm drainage system requires the construction of new storm drainage lines or upsizing existing storm drainage lines. Each new residential and non-residential development pays an impact fee based on the amount of impervious acres it is expected to generate. This calculation is shown in **Table 7-6** and **Table 7-7**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The storm drainage improvements and capital expansion projects that are necessary to accommodate the additional 52.4 acres of impervious surface generated by future development and mitigate flooding under a 25-year storm urban flood event are shown in **Table 7-1**. The projects have been classified into five classifications where three classifications are based on prioritization of anticipated construction timing and anticipated demand for the facilities and two categories that increase water quality at system outfalls while maintaining ADA compliance. Projects were prioritized into short term (3-5 years), near future (5-20 year) and long term (20 year – Buildout) utilizing a weighted need matrix as defined in the 2021 Storm Drainage Master Plan.

To ensure that each land use only pays their fair share of the storm drainage improvements based on their impervious acreage generated, the total costs of the planned storm drainage facilities are divided by the total impervious acres, as shown in **Table 7-6**, to calculate costs per impervious acre. The storm drainage fee calculation to spread the appropriate costs over the various land uses is shown in **Table 7-7**. The fee methodology ensures that each land use only pays for their fair share of the storm drainage improvements based on the amount of impervious acreage generated by that land use.

New development is projected to fund approximately $6.4 million of the total $74.1 million in programmed facility improvements. Because new development accounts for approximately 5.3% of the buildout acres of impervious surface area, the projected fee revenue, which represents

approximately 5.3% of total buildout storm drainage network valuation reflects only the proportional share attributable to growth. The remaining $67.8 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions, Measure W, special tax assessments and grants as shown in **Table 7-9**.

# Section 8 WATER FEE

## BACKGROUND

The Water Fee is collected for the purpose of maintaining and expanding the capacity of the City's water system. The Water Fee is calculated using the System Plan Method. The System Plan Method uses an integrated system methodology where the total water system cost (existing facilities plus future improvements) is divided by the total water demand on the system (existing users and future users). Under this approach, new development funds the expansion of facilities at a proportional rate to the facilities funded by existing development. By definition, the System Plan Method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the buildout system valuation being spread by buildout system demand. In other words, if a deficiency exists in the current facility standards, new development is only required to buy into the existing water system capacity and fund their fair share of the future water facilities at the same cost based on the water demanded per acre as existing development, and the deficiency must be rectified by funding outside of the fee program. Future Development within the City will pay a water impact fee at building permit issuance, unless otherwise required by law, to buy into the City's existing water system and their fair share of the system expansion projects described in this section.

Recommended improvements are based on evaluations of the existing and future water system's treatment, storage and pumping capacities and ability to meet recommended performance and operational criteria under maximum day demand plus fire flow and peak hour demand scenarios. The proposed expansion facilities in the fee program are system backbone improvements that serve the community at large and does not include on-site infrastructure required by specific development projects. Each development project will be required to construct the specific on-site improvements required to serve their project.

## AB 602 AND FEE COLLECTION PER METER

As stated in the previous section for AB602, A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development, unless the agency is able to make three additional findings. The proposed water fees will be charged on a fee per meter basis. The following section discusses why square footage is not an appropriate metric to calculate the fees imposed on residential housing projects for the water fees:

- **An explanation as to why square footage is not an appropriate metric to calculate water fees imposed on housing development project.** Water fees should be assessed based on the increase in water demand generated by each new residential unit. Square footage is not an appropriate metric because residential units do not proportionally increase

water demand with increases in square footage. For example, if a kitchen is 200 square feet larger in one single family home than the adjacent single-family home, the additional square footage does not necessarily increase the water demand of the home. Collecting a water fee based on meter size ensures that the fees paid are proportional to the water demand of that unit. Higher-density developments typically generate more water demand per acre than lower-density developments, and as a result will require larger water meters to accommodate the water demand of the development. Collecting a fee based on meter size reflects this variation. Using meter size as the basis for water fees ensures a hydraulically relevant and equitable assessment of water impacts.

- **An explanation that an alternative basis of calculating the water fee bears a reasonable relationship between the fee charged and the burden posed by the development.** The water fees are charged on a meter size basis with one category for single family units and ten fee categories for non-residential development based on the necessary hydraulic capacity in order to meet the water demands of the development project. The fees vary based on the water demand each development project is expected to generate based on the water demand factors included in the City's Water Master Plan. Because the fee is based on the additional water demand generated by each land use, this methodology provides a reasonable relationship between the amount of the fee charged and the burden posed by each development.
- **That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.** The water fees are structured across meter size categories and reflect the relationship between density and water demand. Higher-density developments typically have more units per acre with smaller unit sizes served by a common water meter that are often subsequently sub metered. Charging fees based on meter size results in a lower cost per unit than larger, detached single family residential units which aligns with the expected water demand of each unit. The fee calculation is based on the estimated water demand associated with each meter size, ensuring that the fees are proportional to the impacts created by the project. By utilizing a meter size methodology for determining the fee, smaller developments are not charged disproportionate fees.

## SERVICE POPULATION

Demand for services and the associated facilities for water facilities are based on the additional water demand that will be generated by new growth in the City through 2040.

## COST SUMMARY AND CIP

The Water Fee will fund the expansion of water facilities necessary to serve new growth in the City based on their proportional increase in their water demand. **Table 8-1** summarizes the future water facilities and project costs identified in the *City of Manhattan Beach Water Master Plan*

dated 2022 and subsequently updated by the City of Manhattan Beach Public Works Department. **Table 8-2** summarizes the City's existing water facilities, identified in the City of Manhattan Beach Water Master Plan dated 2022.

# Table 8-1: City of Manhattan Beach Future Water Facilities Summary

| Facility | Existing Size | Proposed Size | Quantity | UOM | Project Description | Justification | Pressure Zone | CIP Planning Horizon | CIP Year | Unit Cost (2021) | Project Cost (2021) [1] | Project Cost (2025)[1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Facility Improvement Projects** | | | | | | | | | | | | |
| Ground Storage Tank Valve Vault | - | - | 1 | LS | Upgrade existing valve vault to meet OSHA safety requirements | Condition Assessment (Civil/Mechanical) | Main | Immediate | 2021 | | $ 101,250 | $ 110,145 |
| Block 35 Pump Station Misc Electrical Improvements | - | - | 1 | LS | Handbook 70E on all electrical equipment; Install lighting fixture | Condition Assessment (Electrical/Instrumentation) | Main | Immediate | 2022 | | $ 81,000 | $ 88,116 |
| Block 35 Pump Station Misc Mechanical Improvements | - | - | 1 | LS | corroded/rusted equipment; Improve soundproofing of the existing rolling gates | Condition Assessment(Civil/Mechanical) | Main | Immediate | 2023 | | $ 168,750 | $ 183,575 |
| Block 35 Ground Storage Tank | - | - | 1 | LS | Recommend seismic evaluation and further structural evaluation of entire structure | Condition Assessment (Structural) | Main | Immediate | 2024 | | $ 337,500 | $ 367,150 |
| Block 35 Elevated Tank | - | - | 1 | LS | Recommend seismic evaluation/retrofit and further structural evaluation | Condition Assessment (Structural) | Main | Near-Term | 2025 | | $ 337,500 | $ 367,150 |
| Phase 2 & 3 - New 12" Transmission Main in Rosecrans to Crest Dr | - | 12" | 4540 | LF | St/Crest Dr and Rosecrans Ave/PCH | Water Quality and Fire protection | Main | Future | 2030 | $ 750 | $ 4,596,750 | $ 5,000,583 |
| Block 35 Groundwater Treatment System | - | - | 1 | LS | New groundwater treatment system | Water Quality and Operations | Main | Future | 2030 | | $ 4,725,000 | $ 5,140,100 |
| *Subtotal Facility Improvement Projects* | | | | | | | | | | | $ 10,347,750 | $ 11,256,819 |
| **Fire Flow Improvement Projects** | | | | | | | | | | | | |
| Ritter Rd bw Grandview Ave and Bell Ave | 6" | 10" | 595 | LF | Replace existing 6-inch pipe with 10-inch | Fire Flow | Main | Immediate | 2021 | $ 850 | $ 683,160 | $ 743,177 |
| Near Magnolia Wy bw 33rd St and Santa Cruz Ct | 6" | 10" | 271 | LF | Replace existing 6-inch pipe with 10-inch | Fire Flow | Main | Immediate | 2021 | $ 850 | $ 310,445 | $ 337,718 |
| Harkness St bw Manhattan Beach Blvd and 11th St | 2" | 6" | 286 | LF | Replace existing 2-inch pipe with 6-inch | Fire Flow | Main | Immediate | 2021 | $ 510 | $ 196,835 | $ 214,127 |
| Lateral off Cedar Wy bw Carlotta Wy and 33rd St | 6" | 8" | 106 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Immediate | 2022 | $ 680 | $ 97,680 | $ 106,261 |
| 15th St near Roswell Ave and 17th St | 6" | 8" | 634 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Immediate | 2022 | $ 680 | $ 582,388 | $ 633,552 |
| Mira Costa HS near Ruhland Ave bw Meadows Ave andPeck Ave | 8" | 10" | 398 | LF | Replace existing 8-inch pipe with 10-inch | Fire Flow | Main | Immediate | 2022 | $ 850 | $ 456,836 | $ 496,970 |
| Bell Ave bw Rosecrans Ave and 33rd St | 6" | 10" | 170 | LF | Replace existing 6-inch pipe with 10-inch | Fire Flow | Main | Immediate | 2022 | $ 850 | $ 195,075 | $ 212,213 |
| 17th St bw Pacific Ave and Poinsettia Ave | 4" | 6" | 892 | LF | Replace existing 4-inch pipe with 6-inch | Fire Flow | Main | Immediate | 2023 | $ 510 | $ 613,931 | $ 667,866 |
| Valley Dr bw Marine Ave & Blanche Rd, 21st St bwBlanche Rd & Mandor Dr | 4" | 6" | 1,974 | LF | Replace existing 4-inch pipe with 6-inch | Fire Flow | Main | Immediate | 2023 | $ 510 | $ 1,358,858 | $ 1,478,236 |
| Mira Costa HS near Ruhland Ave bw Meadows Ave andPeck Ave | 6" | 10" | 291 | LF | Replace existing 6-inch pipe with 10-inch | Fire Flow | Main | Immediate | 2023 | $ 850 | $ 334,312 | $ 363,682 |
| Mira Costa HS near Meadows Ave between Keats Stand Artesia Blvd | 4" | 6" | 914 | LF | Replace existing 4-inch pipe with 6-inch | Fire Flow | Main | Immediate | 2023 | $ 510 | $ 629,480 | $ 684,781 |
| Artesia Blvd bw Peck Ave and Aviation Blvd | 6" | 10" | 1,739 | LF | Replace existing 6-inch pipe with 10-inch | Fire Flow | Main | Immediate | 2024 | $ 850 | $ 1,995,756 | $ 2,171,087 |
| Wendy Wy bw Marine Ave and 12th St | 6" | 8" | 2,429 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Immediate | 2024 | $ 680 | $ 2,229,886 | $ 2,425,786 |
| 15th St bw Highland Ave and Valley Dr | 6" | 8" | 511 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2026 | $ 680 | $ 468,678 | $ 509,852 |
| Duncan Ave bw Ardmore Ave and Dianthus St | 4" | 6" | 1,016 | LF | Replace existing 4-inch pipe with 6-inch | Fire Flow | Main | Near-Term | 2026 | $ 510 | $ 699,365 | $ 760,805 |
| Duncan Ave bw Dianthus St and Sepulveda Blvd | 4" | 8" | 393 | LF | Replace existing 4-inch pipe with 8-inch | Fire Flow | Hill | Near-Term | 2026 | $ 680 | $ 361,059 | $ 392,779 |
| Boundary Pl bw Dianthus St & Sepulveda Blvd and bwBoundary & Duncan | 6" | 10" | 825 | LF | Replace existing 6-inch pipe with 10-inch | Fire Flow | Hill | Near-Term | 2026 | $ 850 | $ 946,401 | $ 1,029,544 |
| John St bw 3rd St and 2nd St | 6" | 8" | 335 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2026 | $ 680 | $ 307,337 | $ 334,337 |
| 3rd St bw Ardmore Ave and Poinsettia Ave | 4" | 8" | 654 | LF | Replace existing 4-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2026 | $ 680 | $ 600,138 | $ 652,861 |
| Poinsettia Ave bw 9th St and 8th St | 6" | 8" | 21 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Hill | Near-Term | 2027 | $ 680 | $ 19,315 | $ 21,012 |
| 17th St bw (west of) Magnolia Ave and Chestnut Ave | 6" | 8" | 262 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2027 | $ 680 | $ 240,599 | $ 261,736 |
| 8th St bw Rowell Ave and Peck Ave | 4" | 6" | 744 | LF | Replace existing 4-inch pipe with 6-inch | Fire Flow | Main | Near-Term | 2027 | $ 510 | $ 512,241 | $ 557,242 |
| Ronda Rd, Longfellow Dr, Kuhn Dr | 6" | 8" | 2,507 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Hill | Near-Term | 2027 | $ 680 | $ 2,301,313 | $ 2,503,488 |
| Chabela Dr bw Keats St and Tennyson St | 6" | 8" | 464 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Hill | Near-Term | 2027 | $ 680 | $ 425,513 | $ 462,895 |
| Artesia Blvd bw Aviation Blvd and Aviation Wy | 6" | 8" | 480 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2028 | $ 680 | $ 440,401 | $ 479,091 |
| Mathews Ave bw Redondo Ave and Aviation Wy | 4" | 8" | 914 | LF | Replace existing 4-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2028 | $ 680 | $ 839,352 | $ 913,091 |
| Curtis Ave bw Peck Ave and Redondo Ave | 6" | 8" | 1,325 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2028 | $ 680 | $ 1,216,074 | $ 1,322,908 |
| 3rd St bw Peck Ave and Redondo Ave | 6" | 8" | 1,335 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2029 | $ 680 | $ 1,225,585 | $ 1,333,255 |
| 2nd St bw Aviation Blvd and Aviation Pl | 6" | 8" | 589 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2028 | $ 680 | $ 540,867 | $ 588,383 |
| 5th St bw Redondo Ave and Aviation Blvd | 4" | 6" | 1,302 | LF | Replace existing 4-inch pipe with 6-inch | Fire Flow | Main | Near-Term | 2029 | $ 510 | $ 896,505 | $ 975,265 |
| 12th St bw Manzanita Ln and Harkness St | 8" | 8" | 214 | LF | Required for fire flow & aging 8-inch pipe (installed in1950) | Fire Flow | Main | Near-Term | 2029 | $ 680 | $ 196,718 | $ 214,000 |
| 12th St bw Harkness St and Aviation Blvd, Aviation Blvdbw 12th and Manhattan Beach Blvd | 6" | 8" | 629 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2029 | $ 680 | $ 577,798 | $ 628,559 |
| 12th St bw Harkness St and Aviation Blvd, Aviation Blvdbw 12th and Manhattan Beach Blvd | 8" | 8" | 240 | LF | Required for fire flow & aging 8-inch pipe (installed in1950) | Fire Flow | Main | Near-Term | 2029 | $ 680 | $ 220,650 | $ 240,035 |
| Harkness St bw 12th St and Manhattan Beach Blvd,Manhattan Beach Blvd bw Harkness St and AviationBlvd | 6" | 8" | 629 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Near-Term | 2026 | $ 680 | $ 577,789 | $ 628,549 |
| Harkness St bw 12th St and Manhattan Beach Blvd,Manhattan Beach Blvd bw Harkness St and AviationBlvd | 8" | 8" | 238 | LF | Required for fire flow, replace aging 8-inch pipe(installed in 1950) | Fire Flow | Main | Near-Term | 2026 | $ 680 | $ 218,512 | $ 237,709 |
| Phase 1 - New 12-inch Pipeline in Rosecrans Avenuefrom Laurel Ave to Highland/38th St | - | 12" | 4,461 | LF | Required for fire flow, proposed new parallel pipe | Fire Flow | Main | Near-Term | 2025 | $ 750 | $ 4,516,763 | $ 4,913,569 |
| 18th St bw Laurel Ave and Pacific Ave | 6" | 8" | 281 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Future | 2030 | $ 680 | $ 258,201 | $ 280,884 |
| Marine Ave bw Pacific Ave and Palm Ave | 6" | 8" | 594 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Future | 2030 | $ 680 | $ 544,845 | $ 592,711 |
| Village Center Dr bw Malaga Wy and Gateway Dr | 8" | 10" | 230 | LF | Replace existing 8-inch pipe with 10-inch | Fire Flow | Main | Future | 2030 | $ 850 | $ 263,810 | $ 286,986 |
| 27th Wy bw Cedar Wy and Village Cir | 8" | 10" | 256 | LF | Replace existing 8-inch pipe with 10-inch | Fire Flow | Main | Future | 2030 | $ 850 | $ 294,321 | $ 320,178 |
| Mathews Ave bw Peck Ave and Redondo Ave | 6" | 8" | 1,328 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Future | 2030 | $ 680 | $ 1,218,821 | $ 1,325,897 |
| Aviation Wy bw Ruhland Ave and Artesia Blvd | 4" | 8" | 992 | LF | Replace existing 4-inch pipe with 8-inch | Fire Flow | Main | Future | 2030 | $ 680 | $ 910,270 | $ 990,239 |
| Ruhland Ave bw Peck Ave and Redondo Ave | 6" | 8" | 1,315 | LF | Replace existing 6-inch pipe with 8-inch | Fire Flow | Main | Future | 2030 | $ 680 | $ 1,207,069 | $ 1,313,112 |
| *Subtotal Fire Flow Improvement Projects* | | | | | | | | | | | $ 32,730,952 | $ 35,606,428 |

# City of Manhattan Beach Future Water Facilities Summary (continued)

| Facility | Existing Size | Proposed Size | Quantity | UOM | Project Description | Justification | Pressure Zone | CIP Planning Horizon | CIP Year | Unit Cost (2021) | Project Cost (2021) [1] | Project Cost (2025) [1] |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Pipe Replacement Program Projects** | | | | | | | | | | | | |
| Grandview Ave bw 23rd Pl and Marine Ave | 4" | 6" | 475 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2021 | $ 510 | $ 327,122 | $ 355,860 |
| 20th St bw Highland Ave and Grandview Ave | 4" | 6" | 649 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2021 | $ 510 | $ 446,933 | $ 486,197 |
| 19th St bw Ocean Dr and Highland Ave | 4" | 6" | 436 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2021 | $ 510 | $ 300,331 | $ 326,716 |
| 19th St bw Highland Ave and Valley Dr | 4" | 6" | 523 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2021 | $ 510 | $ 360,154 | $ 391,794 |
| 17th St bw Ocean Dr and Highland Ave | 4" | 8" | 439 | LF | Replace existing 4-inch pipe with 8-inch | Aged, end of useful life, cast iron | Main | Immediate | 2022 | $ 680 | $ 403,167 | $ 438,586 |
| 17th St bw Highland Ave and Valley Dr | 4" | 6" | 457 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2022 | $ 510 | $ 314,954 | $ 342,623 |
| 16th St bw Ocean Dr and Highland Ave | 4" | 8" | 429 | LF | Replace existing 4-inch pipe with 8-inch | Aged, end of useful life, cast iron | Main | Immediate | 2022 | $ 680 | $ 393,446 | $ 428,011 |
| 11th St bw Highland Ave and Morningside Dr | 4" | 6" | 288 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2022 | $ 510 | $ 198,102 | $ 215,506 |
| Ingleside Dr bw Francisco St and Longfellow Dr,Longfellow Dr bw Ingleside Dr and Valley Dr, Valley Drbw 1st St and Longfellow Dr | 4" | 6" | 1,191 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2023 | $ 510 | $ 819,910 | $ 891,941 |
| 3rd St bw Ardmore Ave and Poinsettia Ave | 4" | 8" | 654 | LF | Replace existing 4-inch pipe with 8-inch | Aged, end of useful life, cast iron | Main | Immediate | 2023 | $ 680 | $ 600,138 | $ 652,861 |
| Duncan Pl bw Poinsettia Ave and Sepulveda Blvd | 4" | 6" | 1,140 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Hill | Immediate | 2024 | $ 510 | $ 784,973 | $ 853,934 |
| John St bw 8th St and 5th St | 4" | 6" | 618 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Hill | Immediate | 2024 | $ 510 | $ 425,459 | $ 462,836 |
| Flournoy Rd bw Ardmore Ave and 19th St | 4" | 6" | 409 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Immediate | 2024 | $ 510 | $ 281,872 | $ 306,635 |
| Gull St bw Highland Ave and Crest Dr | 4" | 6" | 191 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 131,324 | $ 142,861 |
| 43rd St bw The Strand and Ocean Dr | 4" | 6" | 126 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 86,434 | $ 94,027 |
| Kelp St bw Ocean Dr and Highland Ave | 4" | 6" | 156 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 107,403 | $ 116,839 |
| Moonstone St bw Highland Ave and Crest Dr | 4" | 6" | 137 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 94,049 | $ 102,311 |
| Rosecrans Pl bw Highland Ave and Alma Ave | 4" | 6" | 269 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 184,883 | $ 201,125 |
| 35th St bw Highland Ave and Alma Ave | 4" | 6" | 261 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 179,944 | $ 195,752 |
| 29th St bw Highland Ave and Alma Ave | 4" | 6" | 270 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 185,571 | $ 201,874 |
| 26th St bw Highland Ave and Vista Dr | 4" | 6" | 396 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2025 | $ 510 | $ 272,602 | $ 296,551 |
| Blanche Rd bw Marine Ave and Valley Dr | 4" | 6" | 277 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2026 | $ 510 | $ 191,008 | $ 207,788 |
| Laurel Ave bw 19th St and 17th St | 4" | 6" | 720 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2026 | $ 510 | $ 495,610 | $ 539,150 |
| John St bw Marine Ave and 18th St | 4" | 6" | 1,205 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2026 | $ 510 | $ 829,946 | $ 902,858 |
| Palm Ave bw Ardmore Ave and 18th St | 4" | 6" | 1,397 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2027 | $ 510 | $ 961,708 | $ 1,046,196 |
| 31st St bw Bell Ave and Blanche Rd | 4" | 6" | 396 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2027 | $ 510 | $ 272,843 | $ 296,813 |
| 30th St bw Bell Ave and Branche Rd | 4" | 6" | 657 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2027 | $ 510 | $ 452,400 | $ 492,144 |
| 30th St bw Agnes Rd and Laurel Ave | 4" | 6" | 465 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2028 | $ 510 | $ 320,022 | $ 348,137 |
| 31st St bw Agnes Rd and Laurel Ave | 4" | 6" | 447 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2028 | $ 510 | $ 307,456 | $ 334,467 |
| Maple Ave bw 30st St and Valley Rd | 4" | 6" | 779 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2028 | $ 510 | $ 536,617 | $ 583,760 |
| 35th St bw Laurel Ave and Pacific Ave | 4" | 6" | 225 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2028 | $ 510 | $ 155,076 | $ 168,700 |
| Maple Ave bw Rosecrans Ave and 35th St | 4" | 6" | 630 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2029 | $ 510 | $ 433,478 | $ 471,560 |
| 21st St bw Chestnut Ave and Meadows Ave | 4" | 6" | 228 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2029 | $ 510 | $ 157,116 | $ 170,919 |
| Rowell Ave bw Manhattan Beach Blvd and 9th St | 4" | 6" | 971 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Near-Term | 2029 | $ 510 | $ 668,697 | $ 727,443 |
| Peck Ave bw Manhattan Beach Blvd and 11th St | 4" | 6" | 209 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Future | 2030 | $ 510 | $ 143,848 | $ 156,485 |
| 6th St bw Rowell Ave and Peck Ave | 4" | 6" | 584 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Future | 2030 | $ 510 | $ 402,222 | $ 437,558 |
| Johnson St bw 6th St and 5th St | 2" | 6" | 317 | LF | Replace existing 2-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Future | 2030 | $ 510 | $ 217,924 | $ 237,069 |
| 5th St bw Johnson St and Camino Cardinell | 4" | 6" | 259 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Future | 2030 | $ 510 | $ 178,120 | $ 193,768 |
| Harkness St bw 6th St and 5th St | 4" | 6" | 355 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Future | 2030 | $ 510 | $ 244,294 | $ 265,756 |
| Harkness St bw 10th St and 9th St | 4" | 6" | 340 | LF | Replace existing 4-inch pipe with 6-inch | Aged, end of useful life, cast iron | Main | Future | 2030 | $ 510 | $ 234,090 | $ 254,655 |
| *Subtotal Pipe Replacement Program Projects* | | | | | | | | | | | $ 14,101,246 | $ 15,340,066 |
| **Total Facilities (Rounded)** | | | | | | | | | | | **$ 57,179,948** | **$ 62,203,313** |

Notes:

1 Costs sourced from the City of Manhattan Beach Water Master Plan (2021) and escalated using the 20 Cities Engineer's News Record Construction Cost Index from February 2022 to April 2025.All project costs shown include engineering, administrative, and contingency costs.

Source:
City of Manhattan Beach Water Master Plan (2021).

## Table 8-2: City of Manhattan Beach Existing Water Facilities Summary

| Facility [1] | Quantity | UOM | Unit Cost | Total Cost (2025) [3] |
|---|---|---|---|---|
| **Existing Storage [1]** | | | | |
| Block 35 | 1 | EA | $ 8,973,902 | $ 9,762,276 |
| Peck | 1 | EA | $ 25,891,232 | $ 28,165,824 |
| Larsson | 1 | EA | $ 431,611 | $ 469,529 |
| *Subtotal Existing Supply* | | | | *$ 38,397,629* |
| **Existing Supply [1]** | | | | |
| Well 15 | 1 | EA | $ 799,291 | $ 869,510 |
| Well 11A | 1 | EA | $ 1,063,618 | $ 1,157,059 |
| *Subtotal Existing Storage* | | | | *$ 2,026,569* |
| **Existing Distribution Pipelines [2]** | | | | |
| 8 Inch | 367,202 | LF | $ 550 | $ 219,703,990 |
| 10 Inch | 155,424 | LF | $ 650 | $ 109,900,560 |
| 12 Inch | 103,413 | LF | $ 800 | $ 89,998,831 |
| 14 Inch | 1,813 | LF | $ 1,000 | $ 1,971,987 |
| 16 Inch | 46,296 | LF | $ 1,200 | $ 60,435,216 |
| 18 Inch | 3,430 | LF | $ 1,275 | $ 4,757,903 |
| 20 Inch | 658 | LF | $ 1,350 | $ 965,807 |
| *Subtotal Existing Distribution Pipelines* | | | | *$ 487,734,294* |
| **Total Facilities** | | | | **$ 528,158,492** |

Notes:

1 Existing facilities and costs derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

2 Existing pipelines derived from GIS data provided by the City of Manhattan Beach Public Works Department on June 10th,2025. Costs listed in the City of Manhattan Beach Water Master Plan (2021).

3 Costs are shown in February 2022 dollars and escalated by the change in the 20 Cities Engineer's News Record Construction Cost Index from February 2022 to April 2025 (13,798.28/12,683.97).

Source:

City of Manhattan Beach Water Master Plan (2021).
City of Manhattan Beach Public Works Department.

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## FEE METHODOLOGY

The Water Fee uses the System Plan methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, the System Plan Method "Estimates the costs for an integrated system of existing and future facilities."

In order to distribute the share of water costs to each land use type, the total water demand of the City through 2040 must be calculated. The water demand factors in terms of gallons per day per acre were sourced from the *City of Manhattan Beach Water Master Plan* dated 2022. These demand factors are summarized in **Table 8-3**. The water demand factor for each land use is then converted into an equivalent dwelling unit (EDU) factor, which is the estimated average water demand for each land use as compared to the average water demand of a single-family acre. This EDU factor is then multiplied by the acreage for each land use to determine the total EDUs.

**Table 8-3: Water Demand Factors**

| Land Use | Estimated Average Water Demand (GPD/Unit) [1] | EDU Factor |
|---|---|---|
| **Residential** | | |
| Single Family | 306.00 | 1.00 |
| Multi-Family | 41.00 | 0.13 |
| **Non-Residential** | **Estimated Average Water Demand (GPD/Acre) [1]** | |
| Commercial | 2,197.00 | 7.18 |
| Office | 2,197.00 | 7.18 |
| Industrial | 2,995.00 | 9.79 |

Notes:

1 Water Demand Factors based on the City of Manhattan Beach Water Master Plan adopted February 2022.

Source:

City of Manhattan Beach Water Master Plan (2021).

The water EDUs generated by the existing City land uses are calculated in **Table 8-4**. These water EDUs are added to future development's water EDUs as shown in **Table 8-5** to determine the total water EDUs in the City through 2040 as shown in **Table 10-6**.

## Table 8-4: Existing City of Manhattan Beach Water Demand

| Land Use | Estimated Average Water Demand (GPD/Unit) [1] | EDU Factor | Existing Acres [2] | Existing Units [2] | DU/Acre [1] | Equivalent Dwelling Units (EDU) |
|---|---|---|---|---|---|---|
| **Residential** | | | | | | |
| Single Family Residential | 306.00 | 1.00 | 1,452.63 | 11,621 | 8.10 | 11,621.00 |
| Multi-Family | 41.00 | 0.13 | 71.00 | 3,408 | 22.00 | 443.04 |
| *Subtotal Residential* | | | | | | *12,064.04* |
| **Non-Residential** | **Estimated Average Water Demand (GPD/AC) [1]** | **EDU Factor** | **Existing Acres [2]** | | | **Equivalent Dwelling Units (EDU)** |
| Commercial | 2,197.00 | 7.18 | 154.18 | | | 1,107.02 |
| Office | 2,197.00 | 7.18 | 49.00 | | | 351.80 |
| Industrial | 2,995.00 | 9.79 | 72.68 | | | 711.53 |
| *Subtotal Non-Residential* | | | | | | *2,170.35* |
| **Total Existing EDUs** | | | | | | **14,234.39** |

Notes:

1 Water Demand Factors and DU/AC assumptions based on the City of Manhattan Beach Water Master Plan adopted February 2022.

2 Existing land uses derived from the City of Manhattan Beach 6th Cycle Housing Element (2021-2029).

Source:

City of Manhattan Beach Water Master Plan (2021).

City of Manhattan Beach Housing Element (2021).

## Table 8-5: Future City of Manhattan Beach Water Demand

| Land Use | Estimated Average Water Demand (GPD/Unit) [1] | EDU Factor | Future Acres [2] | Future Units [2] | DU/Acre [1] | Equivalent Dwelling Units (EDU) |
|---|---|---|---|---|---|---|
| **Residential** | | | | | | |
| Single Family | 306.00 | 1.00 | 12.52 | 127 | 8.10 | 127.00 |
| Multi-Family | 41.00 | 0.13 | 48.82 | 2,199 | 22.00 | 285.87 |
| *Subtotal Residential* | | | | | | *412.87* |
| **Non-Residential** | **Estimated Average Water Demand (GPD/AC) [1]** | **EDU Factor** | **Future Acres [2]** | | | **Equivalent Dwelling Units (EDU)** |
| Commercial | 2,197.00 | 7.18 | 3.08 | | | 22.14 |
| Office | 2,197.00 | 7.18 | 2.45 | | | 17.59 |
| Industrial | 2,995.00 | 9.79 | 0.00 | | | 0.00 |
| *Subtotal Non-Residential* | | | | | | *39.73* |
| **Total Future EDUs** | | | | | | **452.60** |

Notes:

1 Water Demand Factors and DU/AC assumptions based on the City of Manhattan Beach Water Master Plan adopted February 2022.

2 Future development assumptions provided by the City of Manhattan Beach Community Development Department on August 5th, 2025. The land use projections are calculated using the City's Residential Overlay District and 6th Cycle Housing Element.

Source:

City of Manhattan Beach Water Master Plan (2021).

City of Manhattan Beach Housing Element (2021).

## Table 8-6: Total City of Manhattan Beach Water Demand

| Land Use | Estimated Average Water Demand (GPD/Unit) [1] | EDU Factor | Total Acres [2,3] | Total Units [2,3] | DU/Acre [1] | Equivalent Dwelling Units (EDU) |
|---|---|---|---|---|---|---|
| **Residential** | | | | | | |
| Single Family | 306.00 | 1.00 | 1,465.14 | 11,748 | 8.10 | 11,748.00 |
| Multi-Family | 41.00 | 0.13 | 119.82 | 5,607 | 22.00 | 728.91 |
| *Subtotal Residential* | | | | | | *12,476.91* |
| **Non-Residential** | **Estimated Average Water Demand (GPD/AC) [1]** | **EDU Factor** | **Total Acres [2,3]** | | | **Equivalent Dwelling Units (EDU)** |
| Commercial | 2,197.00 | 7.18 | 157.26 | | | 1,129.16 |
| Office | 2,197.00 | 7.18 | 51.45 | | | 369.39 |
| Industrial | 2,995.00 | 9.79 | 72.68 | | | 711.53 |
| *Subtotal Non-Residential* | | | | | | *2,210.08* |
| **Total Buildout EDUs** | | | | | | **14,686.99** |

Notes:

1 Water Demand Factors and DU/AC assumptions based on the City of Manhattan Beach Water Master Plan adopted February 2022.

2 Existing land uses derived from the City of Manhattan 6th Cycle Housing Element (2021-2029).

3 Future development assumptions provided by the City of Manhattan Beach Community Development Department on August 5th, 2025. The land use projections are calculated using the City's Residential Overlay District and 6th Cycle Housing Element.

Source:

City of Manhattan Beach Water Master Plan (2021).

City of Manhattan Beach Housing Element (2021).

The cost per EDU is calculated by taking the City's existing water improvements and adding in the planned water improvements and then dividing the total facility costs by the total EDUs in the City through 2040. **Table 8-7** calculates the cost per EDU.

**Table 8-7: Water Cost per EDU Calculation**

| Description | | Value |
|---|---|---|
| **Estimated Project Costs** | | |
| **Existing Water Facilities** | | |
| Water Improvement Buy-In [1] | $ | 528,158,492 |
| *Subtotal Existing Water Facilities* | *$* | *528,158,492* |
| **Future Water Facilities [2]** | | |
| Facility Improvement Projects | $ | 11,256,819 |
| Fire Flow Improvement Projects | $ | 35,606,426 |
| Pipe Replacement Program Projects | $ | 15,340,066 |
| *Subtotal Future Facilities* | *$* | *62,203,311* |
| Existing Fund Balance [3] | $ | - |
| **Total Water System Costs** | **$** | **590,361,803.00** |
| **Total System EDUs [4]** | | **14,686.99** |
| **Cost per EDU** | **$** | **40,196.24** |

Notes:

1 Existing facilities and costs derived from property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025. Existing pipelines derived from GIS data provided by the City of Manhattan Beach Public Works June 10th,2025. Costs listed in the City of Manhattan Beach Water Master Plan (2021).

2 Future Facilities values sourced from the City of Manhattan Beach Water Master Plan (2021) and escalated to 2025 dollars.

3 There is no existing fund balance as the Water impact fee is a new proposed fee.

4 Total System EDUs is derived by summing the existing land use EDUs and the future development EDUs.

Source:

City of Manhattan Beach Water Master Plan (2021).
City of Manhattan Beach Public Works Department.
City of Manhattan Beach Finance Department.

## FEE SUMMARY

The Water Fee is based on new development's fair share of the facilities identified in the Water Master Plan and to buy-in to the City's existing water facilities.

The Water Fee is converted into a per meter by multiplying the cost per single family dwelling unit times the hydraulic capacity factor of a ¾" meter which is the proportional rated maximum flow in gallons per minute as defined by the American Water Works Association. **Table 8-8** summarizes the Water Fee.

**Table 8-8: Total Water Fee**

| Meter Size | Rated Maximum Flow (GPM) [1] | Hydraulic Capacity Factor[2] | | Fee |
|---|---|---|---|---|
| **Single Family Residential** | | | | |
| Single Family Residential | 30.00 | 1.00 | $ | 40,196.24 |
| **Multi-Family Residential and Non-Residential** | | | | |
| 5/8 Inch | 20.00 | 0.67 | $ | 26,797.49 |
| 3/4 Inch | 30.00 | 1.00 | $ | 40,196.24 |
| 1 Inch | 50.00 | 1.67 | $ | 66,993.73 |
| 1 1/2 Inch | 100.00 | 3.33 | $ | 133,987.47 |
| 2 Inch | 160.00 | 5.33 | $ | 214,379.95 |
| 3 Inch | 300.00 | 10.00 | $ | 401,962.40 |
| 4 Inch | 500.00 | 16.67 | $ | 669,937.33 |
| 6 Inch | 1,000.00 | 33.33 | $ | 1,339,874.67 |
| 8 Inch | 1,600.00 | 53.33 | $ | 2,143,799.47 |
| 10 Inch | 2,300.00 | 76.67 | $ | 3,081,711.73 |

Notes:

1 Rated maximum flow rates derived from the American Water Works Association (AWWA) Manual M6 - Water Meters, 3rd Edition, dated 1986.

2 Hydraulic Capacity Factor is the ratio of rated flow capacity relative to a 3/4" meter.

Source:

AWWA Manual M6 - Water Meters, 3rd Edition, American Water Works Association (1986).

## CAPITAL IMPROVEMENT PROJECTS AND REVENUE PROJECTIONS

**Table 8-9** summarizes the potential Water fee revenue from the projected future development identified in **Table 2-1**. The revenue collected from the Water Fee will be available to expand the City's water system to meet the needs of new residents in the City.

**Table 8-9: Projected Water Fee Revenue**

| Land Use | Proposed Fee | Anticipated Growth (Units) | Anticipated Units per Acre | Anticipated Growth (EDUs) | Anticipated Fee Collection at Buildout [1] |
|---|---|---|---|---|---|
| **Residential** | (per EDU) | (Units) | | | |
| Single Family | $ 40,196.24 | 127 | 8 | 127 | $ 5,104,922.48 |
| Multi-Family | $ 40,196.24 | 2,199 | 22 | 286 | $ 11,490,899.13 |
| **Non-Residential** | | (Bldg SF) | | | |
| Commercial | $ 40,196.24 | 134,323 | | 22 | $ 889,944.75 |
| Office | $ 40,196.24 | 106,717 | | 18 | $ 707,051.86 |
| Industrial | $ 40,196.24 | 0 | | 0 | $ - |
| **Total** | | | | | **$ 18,192,818.22** |

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

**Table A-1** in **Appendix A** will also serve as the Water Fee CIP list as required by AB 602, which includes the facilities shown in **Table 8-1**. **Table 8-1** identifies each the planned of the facilities that will be paid for in part or in whole by the Water Fee. These facilities were identified in the *City of Manhattan Beach Water Master Plan*, dated 2022 and updated by the City of Manhattan Beach Public Works Department for the purposes of this study. The City will use the CIP facilities identified to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

**Table 8-10** details the proportional allocation of the Water fee revenue from the projected future development shown in **Table 8-9** to the proposed Water facilities shown in **Table 8-1**.

**Table 8-10: Proportional Allocation of Anticipated Fee Revenue to Proposed Water Facilities**

| Description | Water Demand EDUs | Proportion of Water Demand EDUs | Proportional Share of Buildout Facilities [1] | Anticipated Facilties Funding [2] | Anticipated Funding Share | CIP Funding [3] [4] |
|---|---|---|---|---|---|---|
| Existing Development | 14,234.39 | 96.92% | $ 572,168,983.91 | $ 572,168,984.78 | 96.92% | $ 44,010,492.78 |
| Future Development | 452.60 | 3.08% | $ 18,192,819.09 | $ 18,192,818.22 | 3.08% | $ 18,192,818.22 |
| **Total** | **14,686.99** | **100.00%** | **$ 590,361,803.00** | **$ 590,361,803.00** | **100.00%** | **$ 62,203,311.00** |

lotes:
The proportional share of buildout facilities derived by multiplying the proportion of water demand EDUs generated by the buildout water system valuation.
Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

## EXISTING AND PROPOSED LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility,

identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

***Identification of the Existing Level of Service***

A standard of service refers to adopted policies in law or practice that are either in place for a particular service or are intended to be. Water service is unique in that each new user creates a direct, immediate impact on water distribution, supply, and treatment. There must be sufficient capacity in the water systems to provide a consistent level of service for all customers at the appropriate service standard. When the existing standards of service are not being met, a deficiency exists.

Per the City's Water Master Plan adopted in 2021 and subsequently updated based on the City's Geographic Information Systems (GIS) database, the City maintains approximately 140 miles of water pipelines ranging in diameter from 4 inches to 45 inches and divided into two pressure zones. The City's two existing groundwater wells and imported water agreement with the Metropolitan Water District of Southern California provide and meet the required maximum daily demand of 4,451 gallons per minute. In addition to the maximum daily demand, the water system must maintain a minimum of 40 psi during Peak Hour Demand as well as a minimum of 20 psi at fire hydrant outlets. Based on the hydrological analysis completed by Stantec in the City's Water Master Plan adopted in 2021, the City's existing water system meets the facility needs of existing development and there are no deficiencies in the existing systems for distribution, fire flow, supply or storage. The Water Master Plan does include recommendations for system improvements in reliability in the event that a portion of the system is out of order.

***Identification of the Proposed Level of Service and Rationale***

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. Under the System Plan Methodology, the City's water level of service is defined by an integrated system of existing and planned water facilities, with the future standard attributable to new development calculated by dividing the value of the existing system plus the cost of planned improvements by total horizon-year water demand. Under this approach, new development will fund an integrated system of facilities at the future standard attributable to new development, while existing development remains responsible for addressing any existing system deficiencies through non–impact fee funding sources.

Maintaining the existing level of service of meeting the maximum daily demand of 4,451 gallons per minute, maintaining a minimum of 40 psi during Peak Hour Demand as well as maintaining a minimum of 20 psi at fire hydrant outlets is appropriate because:

- It ensures new development contributes its proportional fair share of the increased water requirements necessary to support the additional water demand generated by future development.
- It ensures required maximum daily demand of water and distribution pressure are sufficient to accommodate the additional development.
- If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development.

Because the City of Manhattan Beach's Water fee is utilizing the System Plan Methodology, which calculates the proposed fee utilizing the total value of the existing and the cost of future improvements and subsequently dividing by the total water demand at the horizon year, future development funds an integrated system of facilities at the future standard applicable to new development. As the System Plan Method spreads the totality of water improvements based on the total demand at the horizon year, existing deficiencies are by definition not being spread to future development and new development is not funding a higher level of service that is applied to existing development. The proportionate share of the systemwide improvements attributed to existing development will be funded by a combination of alternative funding sources including but not limited to, the City's General Fund, grants and special tax assessments.

The planned capital projects in **Table 8-1** were identified in the *City of Manhattan Beach Water Master Plan*, dated 2022 and subsequently updated by City Staff, to maintain existing levels of service as growth occurs and prevent the creation of future deficiencies.

## NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Water Fee is to fund the facilities that are necessary to provide adequate water supply, treatment and distribution to future development in the City. To accommodate this increased demand, new facilities must be built and/or existing facilities expanded.

***Requirement 2: Identify the use of the fee.***

The Water Fee will be used to fund or partially fund the water projects shown in **Table 8-1**. These water projects were identified in the *City of Manhattan Beach Water Master Plan*, dated 2022 and subsequently updated by City Staff, as the facilities required to mitigate the impact of new

development in the City to ensure that the new development would have adequate water supply and pressure.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Water Fee will be used to fund or partially fund the new water facilities and improvements that are necessary to serve the increase in water demand due to new development in City. The fee for each development project is calculated based on the estimated water use of each land use type identified in the City. This correlation ensures that the fee is equal to the need generated by that specific land use. The EDU calculations based on the water demand factor for each land use are shown in **Table 8-3**. The fee calculations are shown in **Table 8-7** and **Table 8-8**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

New development requires the addition of new or upsized water lines to serve the increased residents and businesses within the City and to ensure that the required water pressure can be met. Each new residential and non-residential development pays an impact fee based on the amount of water it is expected to use. This calculation is shown in **Table 8-7** and **Table 8-8.**

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The water improvements and capital expansion projects that are necessary to accommodate the additional water demand of the 452.6 EDUs generated by development are shown in **Table 8-1**. Improvements are classified into three categories: Facility Improvement Projects, Fire Flow Improvement Projects, and Pipe Replacement Projects. Facility Improvement Projects are directly related improvements for the Block 35 Facility to address functionality and optimization of the facility as discussed in the Water Master Plan dated 2021. Fire Flow Improvement Projects and Pipeline Replacement Projects are designed to increase the residual pressure of the water system, address velocity concerns and increase the reliability of the system to meet the criteria discussed in the Water Master Plan.

Future development projects within the city were identified and EDUs were calculated based on the estimated daily demand for the various land uses as shown in **Table 8-3**. The calculation of water costs per EDU is shown in **Table 8-7**. The water fee calculation to spread the appropriate costs over the various land uses is shown in **Table 8-8**. The fee methodology ensures that each land use only pays for their fair share of the water improvements based on the amount of water required by that land use.

New development is projected to fund approximately $18.2 million of the total $62.2 million in programmed facility improvements. Because new development accounts for approximately 3.1% of the buildout average water demand EDUs in terms of gallons per day per acre, the projected fee revenue, which represents approximately 3.1% of total buildout water network valuation reflects only the proportional share attributable to growth. The remaining $44 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions, water enterprise fund and grants as shown in **Table 8-10**.

# Section 9 SEWER FEE

## BACKGROUND

The Sewer Fee is collected for the purpose of maintaining and expanding the capacity of the City's sewer system. The Sewer Fee is calculated using the System Plan Method. The System Plan Method uses an integrated system methodology where the total sewer system cost (existing facilities plus future improvements) is divided by the total sewer demand on the system (existing users and future users). Under this approach, new development funds the expansion of facilities at a proportional rate to the facilities funded by existing development. By definition, the System Plan Method ensures that no facility deficiencies are spread to future development as a result of the fees being established based on the buildout system valuation being spread by buildout system demand. In other words, if a deficiency exists in the current facility standards, new development is only required to buy into the existing water system capacity and fund their fair share of the future water facilities at the same cost based on the water demanded per acre as existing development, and the deficiency must be rectified by funding outside of the fee program. Future Development within the City will pay a sewer impact fee at building permit issuance, unless otherwise required by law, to buy into the City's existing sewer system and their fair share of the system expansion projects described in this section.

Recommended improvements are based on evaluations of the existing and future sewer system's conveyance and treatment capacities and ability to meet recommended performance and operational criteria under maximum day demand and peak hour demand scenarios. The proposed expansion facilities in the fee program are system backbone improvements that serve the community at large and does not include on-site infrastructure required by specific development projects. Each development project will be required to construct the specific on-site improvements required to serve their project.

## SERVICE POPULATION

Demand for services and the associated facilities for sewer facilities are based on the additional sewer demand that will be generated by new growth in the City through 2040.

## COST SUMMARY AND CIP

The Sewer Fee will fund the expansion of sewer facilities necessary to serve new growth in the City based on their proportional increase in their sewage generation. **Table 9-1** summarizes the future sewer facilities, project costs identified in the *City of Manhattan Beach Wastewater Master Plan* dated 2010 and subsequently updated by the City of Manhattan Beach Public Works Department. **Table 9-2** summarizes the City's existing sewer facilities, identified in the City of Manhattan Beach Wastewater Master Plan dated 2010.

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## Table 9-1: City of Manhattan Beach Future Sewer Facilities Summary

| Project No. | Location | Project Cost (2010)[1] | Project Cost (2025)[1] |
|---|---|---|---|
| **Gravity Sewer Rehabilitation & Replacement Projects** | | | |
| G-1 | 1st St | $ 58,466.00 | $ 63,602 |
| G-2 | The Strand | $ 65,975.00 | $ 71,771 |
| G-3 | Manhattan Beach Blvd | $ 52,634.00 | $ 57,258 |
| G-4 | 26th Pl | $ 78,149.00 | $ 85,015 |
| G-5 | Harkness St | $ 158,387.00 | $ 172,302 |
| G-6 | 9th St | $ 101,367.00 | $ 110,272 |
| G-7 | 2nd St | $ 147,404.00 | $ 160,354 |
| G-8 | 8th St | $ 79,461.00 | $ 86,442 |
| G-9 | 8th St | $ 63,423.00 | $ 68,995 |
| G-10 | Rosecrans Ave | $ 90,007.00 | $ 97,914 |
| G-11 | 3rd St | $ 50,122.00 | $ 54,525 |
| G-12 | 18th St | $ 149,396.00 | $ 162,521 |
| G-13 | Marine Ave | $ 112,959.00 | $ 122,883 |
| G-14 | Rowell Ave | $ 55,003.00 | $ 59,835 |
| G-15 | 20th St | $ 130,090.00 | $ 141,519 |
| G-16 | Vista Dr | $ 89,849.00 | $ 97,742 |
| G-17 | 3rd St | $ 60,361.00 | $ 65,664 |
| G-18 | 6th St | $ 47,859.00 | $ 52,064 |
| G-19 | Easement | $ 54,626.00 | $ 59,425 |
| G-20 | 8th St | $ 202,370.00 | $ 220,149 |
| G-21 | Nelson Ave | $ 149,056.00 | $ 162,151 |
| G-22 | Highview Ave | $ 87,261.00 | $ 94,927 |
| G-23 | 25th St | $ 39,876.00 | $ 43,379 |
| G-24 | Marine Ave | $ 94,806.00 | $ 103,135 |
| G-25 | 18th St | $ 79,282.00 | $ 86,247 |
| G-26 | 17th St | $ 121,354.00 | $ 132,015 |
| G-27 | 17th St | $ 82,413.00 | $ 89,653 |
| G-28 | 19th St | $ 82,742.00 | $ 90,011 |
| G-29 | 17th St | $ 40,824.00 | $ 44,410 |
| G-30 | Manhattan Ave | $ 108,621.00 | $ 118,164 |
| G-31 | 4th St | $ 47,385.00 | $ 51,548 |
| G-32 | 39th St | $ 139,482.00 | $ 151,736 |
| G-33 | 32nd St | $ 50,775.00 | $ 55,236 |
| G-34 | 1st St | $ 51,953.00 | $ 56,517 |
| G-35 | Alma Ave | $ 70,932.00 | $ 77,164 |
| G-36 | Ingleside Dr | $ 93,786.00 | $ 102,025 |
| G-37 | 7th St | $ 122,508.00 | $ 133,271 |
| G-38 | Vista Dr | $ 84,808.00 | $ 92,259 |
| G-39 | 8th St | $ 128,498.00 | $ 139,787 |
| G-40 | 1st St | $ 7,290.00 | $ 7,930 |
| G-41 | Boundary Pl | $ 134,962.00 | $ 146,819 |
| G-42 | Marine Ave | $ 98,415.00 | $ 107,061 |
| G-43 | 1st St | $ 31,985.00 | $ 34,795 |
| G-44 | Valley Dr | $ 102,060.00 | $ 111,026 |
| G-45 | Faymont Ave | $ 132,484.00 | $ 144,123 |
| G-46 | Manhattan Ave | $ 87,130.00 | $ 94,785 |
| G-47 | Fracisco St | $ 80,141.00 | $ 87,182 |
| G-48 | Herrin St | $ 168,399.00 | $ 183,193 |
| G-49 | Highland Ave | $ 87,764.00 | $ 95,474 |
| G-50 | Marine Ave | $ 149,105.00 | $ 162,204 |
| G-51 | | $ 98,123.00 | $ 106,743 |
| G-52 | Rosecrans Ave | $ 66,084.00 | $ 71,890 |
| G-53 | 29th St | $ 106,361.00 | $ 115,705 |
| G-54 | Homer St | $ 121,500.00 | $ 132,174 |
| G-55 | The Strand | $ 102,643.00 | $ 111,660 |
| G-56 | 11th Pl | $ 91,125.00 | $ 99,130 |
| G-57 | 14th St | $ 149,056.00 | $ 162,151 |
| G-58 | 27th St | $ 45,563.00 | $ 49,566 |
| G-59 | 31st Pl | $ 176,710.00 | $ 192,234 |
| G-60 | 29th St | $ 74,115.00 | $ 80,626 |
| G-61 | 3rd St | $ 139,385.00 | $ 151,630 |
| G-62 | 29th St | $ 174,863.00 | $ 190,225 |

## City of Manhattan Beach Future Sewer Facilities Summary (continued)

| Project No. | Location | Project Cost (2010)[1] | Project Cost (2025)[1] |
|---|---|---|---|
| **Gravity Sewer Rehabilitation & Replacement Projects** | | | |
| G-63 | 33rd St | $ 148,785.00 | $ 161,856 |
| G-64 | Parkview Ave | $ 117,029.00 | $ 127,310 |
| G-65 | 28th St | $ 47,385.00 | $ 51,548 |
| G-66 | Marine Ave | $ 93,348.00 | $ 101,549 |
| G-67 | 5th St | $ 93,093.00 | $ 101,271 |
| G-68 | Manhattan Beach Blvd | $ 111,173.00 | $ 120,940 |
| G-69 | 31st St | $ 116,312.00 | $ 126,530 |
| G-70 | 4th St | $ 123,493.00 | $ 134,342 |
| G-71 | Ardmore Ave | $ 148,910.00 | $ 161,992 |
| G-72 | 11th St | $ 47,750.00 | $ 51,945 |
| G-73 | 10th St | $ 52,051.00 | $ 56,624 |
| G-74 | 18th St | $ 136,955.00 | $ 148,987 |
| G-75 | 3rd St | $ 91,125.00 | $ 99,130 |
| G-76 | 9th St | $ 168,253.00 | $ 183,034 |
| G-77 | Highland Ave | $ 176,637.00 | $ 192,155 |
| G-78 | Laurel Ave | $ 111,537.00 | $ 121,336 |
| G-79 | The Strand | $ 15,017.00 | $ 16,336 |
| G-80 | 30th St | $ 174,523.00 | $ 189,855 |
| G-81 | Sausalito Cir | $ 70,178.00 | $ 76,343 |
| G-82 | 33rd Pl | $ 81,113.00 | $ 88,239 |
| G-83 | 27th St | $ 45,453.00 | $ 49,446 |
| G-84 | Sepulveda Blvd | $ 54,626.00 | $ 59,425 |
| G-85 | Longfellow Dr | $ 103,032.00 | $ 112,084 |
| G-86 | 6th St | $ 111,537.00 | $ 121,336 |
| G-87 | 25th St | $ 48,424.00 | $ 52,678 |
| G-88 | 29th St | $ 117,223.00 | $ 127,521 |
| G-89 | Shores Parking Lot | $ 153,673.00 | $ 167,173 |
| G-90 | 13th Pl | $ 61,236.00 | $ 66,616 |
| G-91 | 23rd St | $ 131,220.00 | $ 142,748 |
| G-92 | Marine Ave | $ 153,333.00 | $ 166,804 |
| G-93 | 2nd St | $ 45,490.00 | $ 49,486 |
| G-94 | 19th St | $ 52,124.00 | $ 56,703 |
| G-95 | 1st St | $ 7,290.00 | $ 7,930 |
| G-96 | 36th St | $ 103,883.00 | $ 113,009 |
| G-97 | 28th St | $ 63,788.00 | $ 69,392 |
| G-98 | 13th St | $ 145,606.00 | $ 158,398 |
| G-99 | Vista Dr | $ 62,840.00 | $ 68,361 |
| G-100 | Aviation Blvd | $ 166,601.00 | $ 181,237 |
| G-101 | 20th St | $ 58,612.00 | $ 63,761 |
| G-102 | 19th St | $ 120,278.00 | $ 130,845 |
| G-103 | 16th Pl | $ 38,269.00 | $ 41,631 |
| G-104 | 19th St | $ 138,413.00 | $ 150,573 |
| G-105 | 38th Pl | $ 51,132.00 | $ 55,624 |
| G-106 | Manhattan Ave | $ 93,421.00 | $ 101,628 |
| G-107 | 33rd St | $ 79,785.00 | $ 86,794 |
| G-108 | Alma Ave | $ 148,169.00 | $ 161,186 |
| G-109 | Magnolia Way | $ 147,258.00 | $ 160,195 |
| G-110 | Rosecrans Pl | $ 72,900.00 | $ 79,304 |
| G-111 | Valley Dr | $ 126,627.00 | $ 137,751 |
| G-112 | 25th St | $ 18,480.00 | $ 20,104 |
| G-113 | 24th St | $ 109,642.00 | $ 119,274 |
| G-114 | The Strand | $ 124,319.00 | $ 135,241 |
| G-115 | Magnolia Way | $ 46,170.00 | $ 50,226 |
| G-116 | Easement | $ 127,575.00 | $ 138,783 |
| G-117 | 27th St | $ 5,285.00 | $ 5,749 |
| G-118 | 17th St | $ 41,553.00 | $ 45,204 |
| G-119 | Ocean Dr | $ 51,856.00 | $ 56,412 |
| G-120 | The Strand | $ 24,130.00 | $ 26,250 |
| G-121 | 1st St | $ 171,461.00 | $ 186,524 |
| G-122 | 27th St | $ 63,788.00 | $ 69,392 |
| G-123 | 15th St | $ 42,391.00 | $ 46,115 |
| G-124 | Valley Dr | $ 115,911.00 | $ 126,094 |
| G-125 | 1st St | $ 70,020.00 | $ 76,171 |
| G-126 | 12th St | $ 81,065.00 | $ 88,187 |
| G-127 | Rosecrans Ave | $ 54,675.00 | $ 59,478 |

## City of Manhattan Beach Future Sewer Facilities Summary (continued)

| Project No. | Location | Project Cost (2010)[1] | Project Cost (2025)[1] |
|---|---|---|---|
| **Gravity Sewer Rehabilitation & Replacement Projects** | | | |
| G-128 | 33rd St | $ 40,095.00 | $ 43,617 |
| G-129 | Valley Dr | $ 133,954.00 | $ 145,722 |
| G-130 | Magnolia Way | $ 76,108.00 | $ 82,794 |
| G-131 | Bell Ave | $ 167,792.00 | $ 182,533 |
| G-132 | 21st St | $ 96,374.00 | $ 104,841 |
| G-133 | 18th St | $ 49,135.00 | $ 53,452 |
| G-134 | 31st St | $ 106,179.00 | $ 115,507 |
| G-135 | 30th St | $ 91,807.00 | $ 99,872 |
| G-136 | 2nd St | $ 172,287.00 | $ 187,423 |
| G-137 | 27th St | $ 174,474.00 | $ 189,802 |
| G-138 | 3rd St | $ 44,287.00 | $ 48,178 |
| G-139 | Alma Ave | $ 66,339.00 | $ 72,167 |
| G-140 | The Strand | $ 100,067.00 | $ 108,858 |
| G-141 | Homer St | $ 173,453.00 | $ 188,691 |
| G-142 | 14th St | $ 42,100.00 | $ 45,799 |
| G-143 | Highland Ave | $ 130,345.00 | $ 141,796 |
| G-144 | 3rd St | $ 169,906.00 | $ 184,833 |
| G-145 | Tennyson St | $ 148,619.00 | $ 161,675 |
| G-146 | 23rd St | $ 83,944.00 | $ 91,319 |
| G-147 | 21st St | $ 95,244.00 | $ 103,611 |
| G-148 | 21st St | $ 93,713.00 | $ 101,946 |
| G-149 | 19th St | $ 115,085.00 | $ 125,195 |
| G-150 | 10th St | $ 46,729.00 | $ 50,834 |
| G-151 | 14th St | $ 163,247.00 | $ 177,589 |
| G-152 | 15th St | $ 126,263.00 | $ 137,355 |
| G-153 | The Strand | $ 125,631.00 | $ 136,668 |
| G-154 | Bell Ave | $ 46,170.00 | $ 50,226 |
| G-155 | 36th Pl | $ 118,292.00 | $ 128,684 |
| G-156 | Nelson Ave | $ 173,308.00 | $ 188,533 |
| G-157 | 18th St | $ 137,975.00 | $ 150,096 |
| G-158 | 1st St | $ 95,718.00 | $ 104,127 |
| *Subtotal Gravity Sewer Rehabilitation & Replacement Projects* | | *$ 15,329,404* | *$ 16,676,121* |
| **Manhole Rehabilitation & Replacement Projects** | | | |
| M-1 | Highland Ave | $ 30,000 | $ 32,636 |
| M-2 | 1st St | $ 10,000 | $ 10,879 |
| M-3 | Duncan Ave | $ 10,000 | $ 10,879 |
| M-4 | Gates Ave | $ 10,000 | $ 10,879 |
| M-5 | Curtis Ave | $ 13,500 | $ 14,686 |
| M-6 | 2nd St | $ 10,000 | $ 10,879 |
| M-7 | 18th St | $ 10,000 | $ 10,879 |
| M-8 | 8th St | $ 10,000 | $ 10,879 |
| M-9 | Meadows Ave | $ 10,000 | $ 10,879 |
| M-10 | 14th St | $ 10,000 | $ 10,879 |
| M-11 | Cedar Way | $ 10,000 | $ 10,879 |
| M-12 | Village Dr | $ 10,000 | $ 10,879 |
| M-13 | Rowell Ave | $ 3,500 | $ 3,807 |
| M-14 | Tennyson St | $ 10,000 | $ 10,879 |
| M-15 | Voorhees Ave | $ 10,000 | $ 10,879 |
| M-16 | Flournoy Rd | $ 10,000 | $ 10,879 |
| M-17 | 11th St | $ 10,000 | $ 10,879 |
| M-18 | The Strand | $ 6,000 | $ 6,527 |
| M-19 | 14th St | $ 10,000 | $ 10,879 |
| M-20 | 14th St | $ 10,000 | $ 10,879 |
| M-21 | 31st St | $ 10,000 | $ 10,879 |
| M-22 | Manhattan Ave | $ 10,000 | $ 10,879 |
| M-23 | 35th Pl | $ 10,000 | $ 10,879 |
| M-24 | The Strand | $ 3,500 | $ 3,807 |
| M-25 | 19th St | $ 10,000 | $ 10,879 |
| M-26 | Blanche Rd | $ 10,000 | $ 10,879 |
| M-27 | 1st St | $ 10,000 | $ 10,879 |
| M-28 | Marine Ave | $ 6,000 | $ 6,527 |
| M-29 | Highview Ave | $ 10,000 | $ 10,879 |
| M-30 | 1st St | $ 10,000 | $ 10,879 |
| M-31 | 3rd St | $ 3,500 | $ 3,807 |
| M-32 | Manhattan Ave | $ 10,000 | $ 10,879 |

## City of Manhattan Beach Future Sewer Facilities Summary (continued)

| Project No. | Location | Project Cost (2010)[1] | Project Cost (2025)[1] |
|---|---|---|---|
| *Subtotal Manhole Rehabilitation & Replacement Projects* | | *$ 316,000* | *$ 343,772* |
| **Pump Station & Force Main Improvement Projects** | | | |
| Replace Poinsettia Pump Station | | $ 2,700,000 | $ 2,937,200 |
| Replace Poinsettia Pump Station Force Main | | $ 67,000 | $ 72,886 |
| Replace Pier Pump Station Force Main | | $ 486,000 | $ 528,696 |
| Upgrade Pacific Pump Station | | $ 540,000 | $ 587,440 |
| Replace Pacific Pump Station Force Main | | $ 396,900 | $ 431,768 |
| Upgrade Voorhees Pump Station | | $ 540,000 | $ 587,440 |
| Replace Voorhees Pump Station Force Main | | $ 301,320 | $ 327,792 |
| Upgrade Meadows Pump Station | | $ 540,000 | $ 587,440 |
| Replace Meadows Pump Station Force Main | | $ 236,520 | $ 257,299 |
| Upgrade Bell Pump Station | | $ 540,000 | $ 587,440 |
| Replace Bell Pump Station Force Main | | $ 291,600 | $ 317,218 |
| Replace Palm Pump Station Force Main | | $ 251,100 | $ 273,160 |
| Construct Emergency Storage for Pacific Pump Station | | $ 1,134,000 | $ 1,233,624 |
| Construct Emergency Storage for Voorhees Pump Station | | $ 992,250 | $ 1,079,421 |
| Construct Emergency Storage for Meadows Pump Station | | $ 878,850 | $ 956,059 |
| Construct Emergency Storage for Bell Pump Station | | $ 793,800 | $ 863,537 |
| Construct Emergency Storage for Palm Pump Station | | $ 453,600 | $ 493,450 |
| *Subtotal Pump Station & Force Main Improvement Projects* | | *$ 11,142,940* | *$ 12,121,870* |
| **Collection System Capacity Improvement Projects** | | | |
| C-1 | | $ 579,555 | $ 630,470 |
| C-2 | | $ 731,238 | $ 795,479 |
| C-3 | | $ 62,898 | $ 68,424 |
| *Subtotal Collection System Capacity Improvement Projects* | | *$ 1,373,691* | *$ 1,494,373* |
| **Total Facilities** | | **$ 28,162,035** | **$ 30,636,136** |

Notes:

1 Costs sourced from the City of Manhattan Beach Wastewater Master Plan (2010) and escalated using the 20 Cities Engineer's News Record Construction Cost Index from October 2010 to April 2025. 2010 Project Costs include a 35% markup that includes engineering, administration, and contingency costs.

Source:

City of Manhattan Beach Wastewater Master Plan (2010).

## Table 9-2: City of Manhattan Beach Existing Sewer Facilities Summary

| Facility [1] | Quantity | UOM | Unit Cost | Unit Cost ($2025) | Total Cost ($2025) |
|---|---|---|---|---|---|
| **Existing Lift Stations[2]** | | | | | |
| Bell Avenue | 1 | EA | $ 191,290.00 | $ 208,095 | $ 208,095 |
| Poinsettia Avenue | 1 | EA | $ 153,755.00 | $ 167,263 | $ 167,263 |
| Meadows Avenue | 1 | EA | $ 191,287.00 | $ 208,092 | $ 208,092 |
| Voorhees Avenue | 1 | EA | $ 191,287.00 | $ 208,092 | $ 208,092 |
| Palm Avenue | 1 | EA | $ 191,287.00 | $ 208,092 | $ 208,092 |
| Pacific Avenue | 1 | EA | $ 281,346.00 | $ 306,063 | $ 306,063 |
| Civic Center | 1 | EA | $ 191,287.00 | $ 208,092 | $ 208,092 |
| Pier | 1 | EA | $ 191,287.00 | $ 208,092 | $ 208,092 |
| Highland Lift Station | 1 | EA | $ 68,875.00 | $ 74,926 | $ 74,926 |
| *Subtotal Existing Lift Stations* | | | | | *$ 1,721,881* |
| **Existing Force Main [2]** | | | | | |
| Existing Force Mains | 5,114 | LF | | $ - | $ - |
| *Subtotal Existing Force Mains* | | | | | *$ -* |
| **Existing Gravity Sewer Pipelines [2]** | | | | | |
| Less than or equal to 4 Inch | 1,063 | LF | $ 240.00 | $ 261 | $ 277,443 |
| 6 Inch | 52,778 | LF | $ 240.00 | $ 261 | $ 13,775,131 |
| 8 Inch | 328,168 | LF | $ 345.00 | $ 375 | $ 123,063,173 |
| 10 Inch | 9,600 | LF | $ 450.00 | $ 490 | $ 4,703,873 |
| 12 Inch | 10,971 | LF | $ 540.00 | $ 587 | $ 6,440,171 |
| 15 Inch | 15,446 | LF | $ 675.00 | $ 734 | $ 11,337,225 |
| 18 Inch | 4,651 | LF | $ 810.00 | $ 881 | $ 4,097,205 |
| 21 Inch | 964 | LF | $ 945.00 | $ 1,028 | $ 990,992 |
| *Subtotal Existing Gravity Sewer Pipelines* | | | | | *$ 164,685,213* |
| **Total Facilities** | | | | | **$ 166,407,094** |

Notes:

1 Existing facilities derived from GIS data provided by the City of Manhattan Beach Public Works Department and the City of Manhattan Beach Wastewater Master Plan (2010) and the property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

2 Costs are shown in October 2010 dollars and escalated by the change in the 20 Cities Engineer's News Record Construction Cost Index from October 2010 to April 2025 (13,798.28/12,683.97).

Source:

City of Manhattan Beach Wastewater Master Plan (2010).

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## FEE METHODOLOGY

The Sewer Fee uses the System Plan methodology for calculating the fee. As stated in the "Impact Fee Nexus Study Template" prepared for the California Department of Housing and Community Development by Terner Center for Housing Innovation at UC Berkeley, the System Plan Method "Estimates the costs for an integrated system of existing and future facilities."

In order to distribute the share of sewer costs to each land use type, the total sewer demand of the City through 2040 must be calculated. The sewer demand factors in terms of gallons per day per acre were sourced from the *City of Manhattan Beach Wastewater Plan* dated 2010. These demand factors are summarized in **Table 9-3**. The sewer demand factor for each land use is then converted into an EDU factor, which is the estimated average sewer demand for each land use as compared to the average sewer demand of a single-family acre. This EDU factor is then multiplied by the residential and non-residential acreage to determine the total EDUs.

**Table 9-3: Sewer Demand Factors**

| Land Use | Estimated Sewer Flow Factors (GPD/AC) [1] | EDU Factor |
|---|---|---|
| **Residential** | | |
| Single Family | 2,100.00 | 1.00 |
| Multi-Family | 2,840.00 | 1.35 |
| **Non-Residential** | | |
| Commercial | 1,500.00 | 0.71 |
| Office | 1,500.00 | 0.71 |
| Industrial | 2,000.00 | 0.95 |

Notes:

1 Sewer Demand Factors based on the City of Manhattan Beach Wastewater Master Plan adopted October 2010.

Source:

City of Manhattan Beach Wastewater Master Plan (2010).

The sewer EDUs generated by the existing City land uses are calculated in **Table 9-4**. These sewer EDUs are added to future development's sewer EDUs as shown in

**Table 9-5** to determine the total sewer EDUs in the City through 2040 as shown in **Table 9-6**.

## Table 9-4: Existing City of Manhattan Beach Sewer Demand

| Land Use | Estimated Sewer Flow Factors (GPD/AC) [1] | EDU Factor | Existing Acres [2] | Existing Units [2] | DU/Acre [3] | Equivalent Dwelling Units (EDU) |
|---|---|---|---|---|---|---|
| **Residential** | | | | | | |
| Single Family Residential | 2,100.00 | 1.00 | 1,452.63 | 11,621 | 8.10 | 1,434.69 |
| Multi-Family | 2,840.00 | 1.35 | 71.00 | 3,408 | 22.00 | 209.13 |
| *Subtotal Residential* | | | | | | *1,643.82* |
| **Non-Residential** | **Estimated Sewer Flow Factors (GPD/AC) [1]** | **EDU Factor** | **Existing Acres [2]** | | | **Equivalent Dwelling Units (EDU)** |
| Commercial | 1,500.00 | 0.71 | 154.18 | | | 109.47 |
| Office | 1,500.00 | 0.71 | 49.00 | | | 34.79 |
| Industrial | 2,000.00 | 0.95 | 72.68 | | | 69.04 |
| *Subtotal Non-Residential* | | | | | | *213.30* |
| **Total Existing EDUs** | | | | | | **1,857.12** |

Notes:

1 Sewer Demand Factors based on the City of Manhattan Beach Wastewater Master Plan adopted October 2010.

2 Existing land uses derived from the City of Manhattan 6th Cycle Housing Element (2021-2029).

3 Dwelling units per acre assumptions sourced from the City of Manhattan Beach Water Master Plan (2021).

Source:

City of Manhattan Beach Wastewater Master Plan (2010).
City of Manhattan Beach Housing Element (2021).
City of Manhattan Beach Water Master Plan (2021).

## Table 9-5: Future City of Manhattan Beach Sewer Demand

| Land Use | Estimated Sewer Flow Factors (GPD/AC) [1] | EDU Factor | Future Acres [2] | Future Units [2] | DU/Acre [3] | Equivalent Dwelling Units (EDU) |
|---|---|---|---|---|---|---|
| **Residential** | | | | | | |
| Single Family | 2,100.00 | 1.00 | 12.52 | 127 | 8.10 | 15.68 |
| Multi-Family | 2,840.00 | 1.35 | 48.82 | 2,199 | 22.00 | 134.94 |
| *Subtotal Residential* | | | | | | *150.62* |
| **Non-Residential** | **Estimated Sewer Flow Factors (GPD/AC) [1]** | **EDU Factor** | **Future Acres [2]** | | | **Equivalent Dwelling Units (EDU)** |
| Commercial | 1,500.00 | 0.71 | 3.08 | | | 2.19 |
| Office | 1,500.00 | 0.71 | 2.45 | | | 1.74 |
| Industrial | 2,000.00 | 0.95 | 0.00 | | | 0.00 |
| *Subtotal Non-Residential* | | | | | | *3.93* |
| **Total Future EDUs** | | | | | | **154.55** |

Notes:

1 Sewer Demand Factors based on the City of Manhattan Beach Wastewater Master Plan adopted October 2010.

2 Future development assumptions provided by the City of Manhattan Beach Community Development Department on August 5th, 2025. The land use projections are

3 Dwelling units per acre assumptions sourced from the City of Manhattan Beach Water Master Plan (2021).

Source:

City of Manhattan Beach Wastewater Master Plan (2010).
City of Manhattan Beach Housing Element (2021).
City of Manhattan Beach Water Master Plan (2021).

## Table 9-6: Total City of Manhattan Beach Sewer Demand

| Land Use | Estimated Sewer Flow Factors (GPD/AC) [1] | EDU Factor | Total Acres [2,3] | Total Units [2,3] | DU/Acre [4] | Equivalent Dwelling Units (EDU) |
|---|---|---|---|---|---|---|
| **Residential** | | | | | | |
| Single Family Residential | 2,100.00 | 1.00 | 1,465.14 | 11,748.00 | 8.10 | 1,450.37 |
| Multi-Family | 2,840.00 | 1.35 | 119.82 | 5,607.00 | 22.00 | 344.07 |
| *Subtotal Residential* | | | | | | *1,794.44* |
| **Non-Residential** | **Estimated Sewer Flow Factors (GPD/AC) [1]** | **EDU Factor** | **Total Acres [2,3]** | | | **Equivalent Dwelling Units (EDU)** |
| Commercial | 1,500.00 | 0.71 | 157.26 | | | 111.66 |
| Office | 1,500.00 | 0.71 | 51.45 | | | 36.53 |
| Industrial | 2,000.00 | 0.95 | 72.68 | | | 69.04 |
| *Subtotal Non-Residential* | | | | | | *217.23* |
| **Total Buildout EDUs** | | | | | | **2,011.67** |

Notes:

1 Sewer Demand Factors based on the City of Manhattan Beach Wastewater Master Plan adopted October 2010.

2 Existing land uses derived from the City of Manhattan 6th Cycle Housing Element (2021-2029).

3 Future development assumptions provided by the City of Manhattan Beach Community Development Department on August 5th, 2025. The land use projections are calculated

4 Dwelling units per acre assumptions sourced from the City of Manhattan Beach Water Master Plan (2021).

Source:

City of Manhattan Beach Wastewater Master Plan (2010).
City of Manhattan Beach Housing Element (2021).
City of Manhattan Beach Water Master Plan (2021).

The cost per EDU is calculated by taking the City's existing sewer improvements and adding in the planned sewer improvements then diving the total facility costs by the total EDUs in the City through 2040. **Table 9-7** calculates the cost per EDU.

**Table 9-7: Sewer Cost per EDU Calculation**

| Description | | Value |
|---|---|---|
| **Estimated Future Project Costs[1]** | | |
| *Wastewater Capital Improvement Projects* | $ | 12,121,870 |
| *Gravity Sewer Rehabilitation & Replacement* | $ | 31,471,553 |
| *Manhole Rehabilitation & Replacement* | $ | 648,360 |
| *Collection System Capacity Deficiencies* | $ | 1,494,382 |
| *Subtotal Future Facilities* | *$* | *45,736,165* |
| Sewer Improvement Buy-In [2] | $ | 166,407,094 |
| Existing Fund Balance [3] | $ | - |
| **Total Sewer System Costs** | | **212,143,259** |
| **Total System EDUs [4]** | | **2,011.67** |
| **Cost per EDU** | **$** | **105,456.29** |

Notes:

1 Future Facilities values sourced from the City of Manhattan Beach Wastewater Master Plan (2010) and escalated to 2025 dollars.

2 Existing facilities derived from GIS data provided by the City of Manhattan Beach Public Works Department and the City of Manhattan Beach Wastewater Master Plan (2010) and the property list provided by the City of Manhattan Beach Finance Department on June 19th, 2025.

3 There is no existing fund balance as the Sewer impact fee is a new proposed fee.

4 Total System EDUs is derived by summing the existing land use EDUs and the future development EDUs.

Source:

City of Manhattan Beach Wastewater Master Plan (2010).
City of Manhattan Beach Public Works Department.
City of Manhattan Beach Finance Department.

## FEE SUMMARY

The Sewer Fee is based on new development's fair share of the facilities identified in the Sewer Master Plan and buy-in to the City's existing sewer facilities.

The Sewer Fee is calculated using the cost per EDU from **Table 9-7**. The cost per EDU is then multiplied by the EDU factor to calculate a fee per acre. This fee per acre is then divided by the residential unit density or maximum allowable floor area ratio (per the City of Manhattan Beach General Plan) of each land use to calculate a fee per residential unit and fee per 1,000 non-residential building square footage. This fee per residential unit is then divided by the average unit assumption for Single Family and Multi-Family to reach a fee per square foot. **Table 9-8** summarizes the Sewer Fee.

**Table 9-8: Total Sewer Fee**

| Land Use | Cost Per EDU | EDU Factor | Subtotal Fee per Acre | Total Acres | Density/ FAR [1] | Total Fee | Average Unit Size (SF) | Fee/SF |
|---|---|---|---|---|---|---|---|---|
| **Residential** | | | | | | (per Unit) | | |
| Single Family | $ 105,456.29 | 1.00 | $ 105,456.29 | 12.52 | 8.10 | $ 13,019.30 | 4,294 | $ 3.03 |
| Multi-Family | $ 105,456.29 | 1.35 | $ 142,365.99 | 48.82 | 22.00 | $ 6,471.18 | 967 | $ 6.69 |
| **Non- Residential** | | | | | | (per 1,000 SF) | | |
| Commercial | $ 105,456.29 | 0.71 | $ 74,873.97 | 3.08 | 1.50 | $ 1,145.91 | | |
| Office | $ 105,456.29 | 0.71 | $ 74,873.97 | 2.45 | 1.50 | $ 1,145.91 | | |
| Industrial | $ 105,456.29 | 0.95 | $ 100,183.48 | 0.00 | 1.00 | $ 2,299.90 | | |

Notes:

1 Residential densities are based on the same densities used in the City of Manhattan Beach Water Master Plan (2021).

## CAPITAL IMPROVEMENT PROJECTS AND REVENUE PROJECTIONS

**Table 9-9** summarizes the potential Sewer fee revenue from the projected future development identified in **Table 2-1**. The revenue collected from the Sewer Fee will be available to expand the City's sewer system to meet the needs of new residents in the City.

**Table 9-9: Projected Sewer Fee Revenue**

| Land Use | Proposed Fee | Anticipated Growth | Average Unit Size (SF) | Anticipated Fee Collection at Buildout [1] |
|---|---|---|---|---|
| **Residential** | (per SF) | (Units) | | |
| Single Family | $ 3.03 | 127 | 4,294 | $ 1,652,374 |
| Multi-Family | $ 6.69 | 2,199 | 967 | $ 14,225,837 |
| **Non-Residential** | (per 1,000 SF) | (per 1,000 SF) | | |
| Commercial | $ 1,145.91 | 134 | | $ 153,922 |
| Office | $ 1,145.91 | 107 | | $ 122,288 |
| Industrial | $ 2,299.90 | 0 | | $ - |
| **Total** | | | | **$ 16,154,421** |

Notes:

1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

**Table A-1** in **Appendix A** will also serve as the Sewer Fee CIP list as required by AB 602, which includes the facilities shown in **Table 9-1**. **Table 9-1** identifies each of the planned facilities that will be paid for in part or in whole by the Sewer Fee. These facilities were identified in the *City of Manhattan Beach Wastewater Master Plan*, dated 2010 and updated by the City of Manhattan Beach Public Works Department for the purposes of this study. The City will use the CIP facilities identified to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue.

**Table 9-10** details the proportional allocation of the Sewer fee revenue from the projected future development shown in **Table 9-9** to the proposed Sewer facilities shown in **Table 9-1**.

**Table 9-10: Proportional Allocation of Anticipated Fee Revenue to Proposed Sewer Facilities**

| Description | Sewer Demand EDUs | Proportion of Sewer Demand EDUs | Proportional Share of Buildout Facilities [1] | Anticipated Facilties Funding [2] | Anticipated Funding Share | CIP Funding [3] [4] |
|---|---|---|---|---|---|---|
| Existing Development | 1,857.12 | 92.32% | $ 195,844,989.07 | $ 195,988,838.00 | 92.39% | $ 41,703,614.00 |
| Future Development | 154.55 | 7.68% | $ 16,298,269.93 | $ 16,154,421.00 | 7.61% | $ 16,154,421.00 |
| **Total** | **2,011.67** | **100.00%** | **$ 212,143,259.00** | **$ 212,143,259.00** | **100.00%** | **$ 57,858,035.00** |

Notes:
1 The proportional share of buildout facilities derived by multiplying the proportion of sewer demand EDUs generated by the buildout sewer system valuation.
2 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.
3 Existing Development's fair share of the CIP projects will be derived from a combination of general fund contributions, grants, sales tax measures or other eligible funding sources as established by the City.
4 Future development's fair share of the CIP will not be utilized to rectify any deficiencies in the City's existing facilities.

# EXISTING AND PROPOSED LEVEL OF SERVICE

AB 602 through the addition of Section 66016.5(a)(2) of the Government code states, "When applicable, the nexus study shall identify the existing level of service for each public facility, identify the proposed new level of service and include an explanation of why the new level of service is appropriate." The required findings are as follows.

### *Identification of the Existing Level of Service*

A standard of service refers to adopted policies in law or practice that are either in place for a particular service or are intended to be. Sewer service is unique in that each new user creates a direct, immediate impact on sewer conveyance and treatment. There must be sufficient capacity in the sewer system to provide a consistent level of service for all customers at the appropriate service standard. When the existing standards of service are not being met, a deficiency exists.

Per the City's Wastewater Master Plan adopted in 2010 and subsequently updated based on the City's Geographic Information Systems (GIS) database, the City of Manhattan Beach's sewer collection system is comprised of gravity sewers, pump stations and force mains. The collection system is comprised of approximately 81.6 miles of pipe across two sewer sheds and ties into the Los Angeles County Sanitation District's trunk lines at various locations within the City.

The hydraulic analysis of the City's existing sewer network completed as part of the 2010 Wastewater Master Plan was based on the depth to diameter ratio of 0.64 at peak dry weather flows. This ratio provides capacity for 25 percent of peak dry weather flow for inflow and infiltration. Based on the hydrological analysis completed by AKM Consulting Engineers in the City's Wastewater Master Plan adopted in 2010, the City's existing sewer system meets the facility needs of existing development throughout the City with the exception of three specific locations detailed in Figure 7-3 of the Wastewater Master Plan.

***Identification of the Proposed Level of Service and Rationale***

The Government Code states that the Nexus Study, if appropriate, shall identify the proposed new level of service and include an explanation of why the new level of service is appropriate. Under the System Plan Methodology, the City's wastewater level of service is defined by maintaining a maximum depth-to-diameter (d/D) ratio of 0.64 under peak dry-weather flow conditions, ensuring the sewer collection system has adequate capacity to convey projected wastewater flows at buildout. Under this approach, the City's sewer impact fee is based on an integrated system of existing and planned wastewater facilities, with the future standard attributable to new development calculated by dividing the value of the existing system plus the cost of planned improvements by total horizon-year wastewater demand.

Utilizing this level of service is appropriate because:

- It ensures new development contributes its proportional fair share of the increased sewer requirements necessary to support the additional sewage generated by future development.
- It ensures that the required maximum depth to diameter ratio of 0.64 at peak dry weather flows is maintained and ensures the sewer system has sufficient capacity to accommodate the additional development.

If new development did not provide funding to maintain the existing level of service, the level of service would decrease citywide and negatively impact both existing and future development. Because the City of Manhattan Beach's Sewer fee is utilizing the System Plan Methodology, which calculates the proposed fee utilizing the total value of the existing and the cost of future improvements and subsequently dividing by the total sewer demand at the horizon year, future development funds an integrated system of facilities at the future standard applicable to new development. As the System Plan Method spreads the totality of sewer improvements based on the total demand at the horizon year, existing deficiencies are by definition not being spread to future development and new development is not funding a higher level of service that is applied to existing development.

The existing deficiencies identified in Figure 7-3 of the Wastewater Master Plan dated 2010 are not attributed to new development and will be funded by existing developments fair share contributions to the future sewer facilities. The proportionate share of the systemwide improvements attributed to existing development approximately 92.39% of the future improvements as shown in **Table 9-10**, will be funded by a combination of alternative funding sources including but not limited to, the City's General Fund, grants and special tax assessments.

The planned capital projects in **Table 9-1** were identified in the *City of Manhattan Beach Wastewater Master Plan* dated 2010 and subsequently updated by City Staff, to either maintain existing levels of service as growth occurs or to not perpetuate deficiencies.

## NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Sewer Fee is to fund the facilities that are necessary to provide sewer to future development in the City. To accommodate this increased demand, new facilities must be built and/or existing facilities expanded.

***Requirement 2: Identify the use of the fee.***

The Sewer Fee will be used to fund the sewer projects shown in **Table 9-1**. These sewer projects were identified in the *City of Manhattan Beach Wastewater Master Plan*, dated 2010 and subsequently updated by City Staff, as the facilities required to mitigate the impact of new development in the City to ensure that the new development would have adequate sewer conveyance and treatment capacity.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Sewer Fee will be used to fund the new sewer facilities and improvements that are necessary to serve the increase in sewer demand due to new development in City. The fee for each development project is calculated based on the estimated sewer use of each land use type identified in the City. This correlation ensures that the fee is equal to the need generated by that specific land use. The EDU calculations based on the sewer demand factor for each land use are shown in **Table 9-3**. The fee calculations are shown in **Table 9-7** and **Table 9-8**.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

New development requires the addition of new or upsized sewer lines to serve the increased residents and businesses within the City and to ensure that the required sewer conveyance and treatment demand can be met. Each new residential and non-residential development pays an impact fee based on the amount of sewer it is expected to use. This calculation is shown in **Table 9-7** and **Table 9-8**.

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The sewer improvements and capital expansion projects that are necessary to accommodate the additional sewer flow rates generated by the anticipated 155 EDUs in terms of gallons per day per acre are shown in **Table 8-1**.The improvements are categorized into three categories: Collection System Capacity Improvement Projects, Collection System Condition Improvement Projects and Pump Station Improvements. These projects are essential to maintain system reliability, protect public health, and prevent overflows.

Future development projects within the city were identified and EDUs were calculated based on the estimated daily demand for the various land uses as shown in **Table 9-3**. The calculation of sewer costs per EDU is shown in **Table 9-7**. The sewer fee calculation to spread the appropriate costs over the various land uses is shown in **Table 9-8**. The fee methodology ensures that each land use only pays for their fair share of the sewer improvements based on the amount of sewage discharge generated by that land use.

New development is projected to fund approximately $16.2 million of the total $30.6 million in programmed facility improvements. Because new development accounts for approximately 7.7% of the buildout sewer flow generation EDUs in terms of gallons per day per acre, the projected fee revenue, which represents approximately 7.7% of total buildout sewer network valuation reflects only the proportional share attributable to growth. The remaining $14.4 million in required funding will be derived from a combination of other funding sources including but not limited to general fund contributions, wastewater enterprise fund and grants as shown in **Table 9-10**.

# Section 10 PROGRAM ADMINISTRATION FEE

## BACKGROUND

The City, with assistance from consultants will oversee the implementation and administration of the City of Manhattan Beach Impact Fee Program, consistent with the requirements of the Mitigation Fee Act. AB 602, which came into effect on January 1, 2022, adds additional nexus study requirements. Furthermore, AB 1483, which became effective January 1, 2020, requires that public agencies make certain information available on their website, increasing the administrative responsibilities of the City.

The five percent (5%) Program Administration Fee is added to fund the costs of the City's management and ongoing fee program administration, collection, and reporting. This includes costs associated with City staff and consultant time, studies, and administration to support the program. City staff time includes one full-time management analyst in the finance department. Industry standard ranges from three to six percent (3-6%) for the administrative component of a development fee program based on research completed by Best, Best & Krieger and presented at the California Society of Municipal Finance Officers Chapter meeting in October of 2025.

The five percent (5%) administration component of the Manhattan Beach Impact Fee Program includes, but is not limited to, the following activities:

- Posting of nexus studies and fee schedules on City's Websites
- Annual fee adjustments
- Annual fee reporting
- Five-year fee reporting
- Application and tracking of fee credits/reimbursements.
- Periodic nexus study updates
- Staff and consultant time related to fee preparation, collection, tracking and administration.

In addition to the aforementioned administrative activities, the City is responsible for using fee revenues to plan for and construct required capital facilities. The City does not currently collect an administration fee but a five percent (5%) fee is included in this Nexus Study given the additional fee reporting requirements of AB 516, posting of information per AB 1483, Nexus Study updates every eight years per AB 602, additional staff time to administer this fee program, and the potential for a Master Plan in the future to support a Nexus Study update.

For projects that are subject to only certain fee categories, the Program Administration Fee will be five percent (5%) of the fee categories fees that are assessed on the project. For example, if an area is subject to the Transportation Fee but not the other City of Manhattan Beach Impact fees, the project will be charged a Program Administration Fee equal to five percent (5%) of the

Transportation Fee. The City will calculate the applicable Program Administration Fee on case-by-case basis for such projects.

**Table 10-1** shows the proposed Program Administration Fee as five percent (5%) of the total City of Manhattan Beach Impact fees charged on each project.

**Table 10-1: Program Administration Fee**

| Land Use | | Administration (5%)[1] |
|---|---|---|
| **Residential (Fee per Square Foot)** | | |
| Single Family | $ | 0.56 |
| Multi-Family | $ | 1.57 |
| **Non-Residential (Fee per 1,000 Square Feet)** | | |
| Commercial | $ | 465.43 |
| Office | $ | 546.16 |
| Industrial | $ | 198.72 |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

**Table 10-2** shows proposed Program Administration Fee as five percent (5%) of the total City of Manhattan Beach Storm Drainage Impact fees charged per new acre of impervious area for new development.

**Table 10-2: Storm Drainage Program Administration Fee**

| Land Use | Administration (5%)[1] |
|---|---|
| **Residential (Fee per Acre)** | |
| Single Family | $ 2,557.95 |
| Multi-Family | $ 5,237.70 |
| **Non-Residential (Fee per Acre)** | |
| Commercial | $ 5,785.84 |
| Office | $ 5,542.22 |
| Industrial | $ 5,542.22 |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

**Table 10-3** shows proposed Program Administration Fee as five percent (5%) of the total City of Manhattan Beach Water Impact fees charged on each meter size for new development.

**Table 10-3: Water Program Administration Fee**

| Meter Size | Water | Administration (5%)[1] |
|---|---|---|
| **Single Family Residential** | | |
| Single Family Residential | $ 40,196.24 | $ 2,009.81 |
| **Multi-Family Residential and Non-Residential** | | |
| 5/8-Inch Meter | $ 26,797.49 | $ 1,339.87 |
| 3/4-Inch Meter | $ 40,196.24 | $ 2,009.81 |
| 1-Inch Meter | $ 66,993.73 | $ 3,349.69 |
| 1 1/2-Inch Meter | $ 133,987.47 | $ 6,699.37 |
| 2-Inch Meter | $ 214,379.95 | $ 10,719.00 |
| 3-Inch Meter | $ 401,962.40 | $ 20,098.12 |
| 4-Inch Meter | $ 669,937.33 | $ 33,496.87 |
| 6-Inch Meter | $ 1,339,874.67 | $ 66,993.73 |
| 8-Inch Meter | $ 2,143,799.47 | $ 107,189.97 |
| 10-Inch Meter | $ 3,081,711.73 | $ 154,085.59 |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

Due to the fact that program administration is a new fee, it is not possible to analyze the annual program management funding requirements. However, it is anticipated that administrative costs will continue to increase due to the additional requirements of state legislation. It is also anticipated that revenue and expenditures will vary year to year due to the cyclical nature of five-year reporting requirements, nexus study updates, and the housing market. The City will monitor and evaluate the program administration expenditures to ensure that the program administration fee is reflective of the required expenditures. **Table 10-4** identifies the total anticipated Administration Fee revenue to be collected from future development.

**Table 10-4: Administration Fee Anticipated Revenue**

| Land Use | Proposed Admin Fee | Proposed Admin Fee (Storm Drainage) | Proposed Admin Fee (Water) | Anticipated Growth | Anticipated Growth | Anticipated Growth | Anticipated Growth | Anticipated Fee Collection at Buildout [1] |
|---|---|---|---|---|---|---|---|---|
| **Residential** | (per SF) | (per AC) | (per EDU) | (Units) | (Total SF) | (Total AC) | (EDUs) | |
| Single Family | $ 0.56 | $ 2,557.95 | $ 2,009.81 | 127 | 545,338 | 12.52 | 127 | $ 592,658.73 |
| Multi-Family | $ 1.57 | $ 5,237.70 | $ 2,009.81 | 2,199 | 2,126,433 | 48.82 | 286 | $ 4,168,728.72 |
| **Non-Residential** | (per 1000 SF) | (per AC) | (per EDU) | (1,000 SF) | | | | |
| Commercial | $ 465.43 | $ 5,785.84 | $ 2,009.81 | 134.00 | 134,323 | 3.08 | 22 | $ 124,856.36 |
| Office | $ 546.16 | $ 5,542.22 | $ 2,009.81 | 107.00 | 106,717 | 2.45 | 18 | $ 107,214.68 |
| Industrial | $ 198.72 | $ 5,542.22 | $ 2,009.81 | 0.00 | 0 | 0.00 | 0 | $ - |
| **Total** | | | | | | | | **$ 4,993,458.49** |

Notes:
1 Total anticipated fee revenue may differ slightly from cost attributable to fee program due to rounding.

# NEXUS REQUIREMENT SUMMARY

AB 1600 requires that public agencies satisfy five requirements when establishing, increasing, or imposing a fee as a condition of approval of a development project. The required findings are as follows.

***Requirement 1: Identify the purpose of the fee.***

The purpose of the Program Management Fee is to provide the funding necessary to administer and update the City of Manhattan Beach Impact Fees. This includes consultant and City staff time related to services such posting of nexus studies and fee schedules on the City's website, annual fee adjustments, annual fee reporting, additional fee reporting every five years, application and tracking of fee credits/reimbursements, periodic nexus study updates and the preparation of Master Plans to support the nexus study updates, staff and consultant time related to fee preparation, collection, tracking and administration.

***Requirement 2: Identify the use of the fee.***

The Program Management Fee will be used to fund the management and administration of the City of Manhattan Beach Impact Fees. This includes consultant and City staff time related to services such as posting of nexus studies and fee schedules on the City's website, annual fee adjustments, annual fee reporting, additional fee reporting every five years, application and tracking of fee credits/reimbursements, periodic nexus study updates and the preparation of Master Plans to support the nexus study updates, staff and consultant time related to fee preparation, collection, tracking and administration.

***Requirement 3: Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed.***

The Program Administration Fee will be used to fund consultant and City staff time related to services such as providing fee quotes, updated the fee program, tracking revenue and expenditures,

calculating credits and issuing reimbursements and the required annual reporting under AB 1600 which are required to successfully and legally implement the City of Manhattan Beach's Impact Fee Program. New residents and employees that result from new development increases the demand for new infrastructure and facilities. These facilities will be funded through the City of Manhattan Beach's Impact Fee Program, which requires City staff and consultant time to manage and administer. The administration of the City of Manhattan Beach's Impact Fee Program will be funded through the Program Administration fee which is calculated as a fee of five percent of the total City of Manhattan Beach Impact Fee Program for each land use.

***Requirement 4: Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed.***

Each new development adds residents or workers to the City and in order to maintain the City's desired level of service, new parkland development, general government, parks and recreation, police, fire, transportation, storm drainage, water, and sewer facilities must be built. These facilities are funded through the City's Impact fees. To ensure these fees for new development are administered according to state law, regular updates, tracking and reporting are required. In addition, City staff must provide fee quotes for new development. To collect the funding for these resulting activities, the Program Administration Fee is five percent (5%) of the total City of Manhattan Beach Impact Fees as summarized in **Table 10-1**, **Table 10-2**, and **Table 10-3**. Using a percentage of the City of Manhattan Beach Impact fees ensures that each new development is charged their fair share based on the impacts to the City's infrastructure. A five percent (5%) fee is in alignment with the industry standard range of three to six percent (3-6%).

***Requirement 5: Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.***

The Program Administration Fee provides the funding to administer the City's Impact Fee Program. The City is adopting a policy of collecting a five percent (5%) of the total Impact fees to administer their fee program effectively. Since this fee is calculated as a percentage of the other City of Manhattan Beach Impact Fees as summarized in **Table 10-1**, **Table 10-2**, and **Table 10-3**, each land use pays for their fair share of the management costs based on their impact to the City's infrastructure.

# Section 11 IMPLEMENTATION AND ADMINISTRATION

## IMPLEMENTATION

According to the California Government Code, prior to levying a new fee or increasing an existing fee, an agency must hold at least one open and public meeting with at least 30 days' notice. In addition, notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, shall be mailed at least 14 days prior to the meeting to any interested party who files a written request with the local agency for mailed notice of the meeting on new or increased fees or service charges. Any written request for mailed notices shall be valid for one year from the date on which it is filed unless a renewal request is filed.

At least ten days prior to the meeting, the agency must make data on infrastructure costs and funding sources available to the public. Notice of the time and place of the meeting and a general explanation of the matter are to be published in accordance with Section 6062a of the Government Code, which states that publication of notice shall occur for ten days in a newspaper regularly published once a week or more. Two publications, with at least five days intervening between the dates of first and last publication not counting such publication dates, are sufficient. The period of notice commences upon the first day of publication and terminates at the end of the tenth day, including therein the first day.

The new or increased fees shall be effective no earlier than 60 days following the final action on the adoption or increase of the fees. Following adoption of the fees, the fees and supporting information must be placed on the City's website.

## FEE PROGRAM ADMINISTRATIVE REQUIREMENTS

The Government Code requires the City to report every year and every fifth year certain financial information regarding the fees. The City must make available within 180 days after the last day of each fiscal year the following information from the prior fiscal year:

1. Brief description of the type of fee in the account or fund
2. Amount of the fee
3. Beginning and ending balance in the account or fund
4. Amount of fees collected and the interest earned during the previous year
5. Identification of each public improvement for which fees were expended and the amount of expenditures, including the total percentage of the cost of the public improvement that was funded with fees
6. An identification of an approximate date by which the construction of the public improvement will commence if the local agency determines that sufficient funds have been

collected to complete financing on an incomplete public improvement and the public improvement remains incomplete

7. Description of each interfund transfer or loan made from the account, including the public improvement on which the transferred or loaned fees will be expended, and when each loan will be repaid and the rate of interest the account will receive on the loan
8. Identification of any refunds made once determined that sufficient monies have been collected to fund fee-related projects

On October 11, 2023, California Governor Gavin Newsom signed into law AB 516 which amended certain portions of the Mitigation Fee Act related to the annual and five-year reporting requirements. Under AB 516, Requirements 6 and 8 have been expanded to include the following:

6a. Identification of each public improvement identified in the previous report and whether construction began on the approximate date noted

6b. For previously identified projects that did not start construction on the approximate date in the previous report, the reason for the delay and a revised approximate date that the local agency will commence construction, if applicable

8a. For any refunds made, the number of persons or entities identified to receive those refunds

The City must make this information available for public review and must also present it at the next regularly scheduled public meeting not less than 15 days after this information is made available to the public.

For the fifth fiscal year following the first deposit into the account or fund, and every five years thereafter, the City must make the following findings with respect to any remaining funds in the fee account, regardless of whether those funds are committed or uncommitted:

1. Identify the purpose to which the fee is to be put.
2. Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
3. Identify all sources and amounts of funding anticipated to complete financing any incomplete improvements.
4. Designate the approximate dates on which funding in item (3) above is expected to be deposited into the fee account.

As with the annual disclosure, the five-year report must be made public within 180 days after the end of the City's fiscal year and must be reviewed at the next regularly scheduled public meeting.

## FEE ADJUSTMENT PROCEDURES

The City of Manhattan Beach Impact fees may be adjusted periodically to reflect revised facility requirements, receipt of funding from alternative sources (i.e., state or federal grants), revised facilities or costs, changes in demographics, changes in the average unit square footage, or changes in the land use plan. In addition, the fees will be automatically updated each year on July 1st based on the May ENR CCI for Los Angeles.

## TIMING OF PAYMENT

Fees will be collected at the time the building permit for each structure is issued, unless an alternative timing requirement applies under the California Government Code. All residential projects will be charged based on the livable square footage of each dwelling unit. For phased or multi-building residential projects, fees will be calculated and collected separately for each building at the time its permit is issued.

For multi-family communal portions of the development, the following guidance applies:

- **Residential-only common areas** (e.g., clubhouses, resident-only lounges, private gyms, laundry rooms, storage rooms, mail/package rooms, maintenance and utility rooms) are **not assessed** additional impact fees.
- **Publicly accessible areas** (e.g., leasing offices, publicly accessible commercial spaces, community rooms open to the public) **will be assessed** based on the non-residential land use category that most closely matches the use (e.g., office, retail, or other commercial use).
- **Parking garages, carports, and private circulation areas** within multi-family developments are not assessed separate fees unless they contain commercial or public-serving uses.

Further information on what portion of a project may be subject to fees is discussed within **Section 2 – Average Unit Sizes**.

## DESIGNATED RESIDENTIAL PROJECTS DEFERRED FEE PAYMENTS

California Senate Bill 937 (SB 937), which became effective on January 1, 2025, significantly delays the collection of fees for residential projects defined as "Designated Residential Development Projects." Specifically, SB 937 states that public agencies may not impose development impact fees on Designated Residential Development Projects until the project receives a Certificate of Occupancy or Temporary Certificate of Occupancy. Furthermore, local agencies may not charge interest on the delayed fee payments for such projects; rather, the fees must reflect the fee amount in place at the time the project's building permits are issued. In

addition, the bill extends housing entitlements by 24 months for projects with entitlements issued prior to January 1, 2024, and set to expire on or before December 31, 2025.

SB 937 was designed to incentivize housing production by mitigating the effects of rising construction costs and interest rates, which hinder the financial feasibility of new housing projects. By deferring fee payments with zero interest, SB 937 can help to incentivize housing developers, who must demonstrate financial feasibility to investors and lending institutions before receiving necessary funding. Additionally, by extending entitlements, the bill allows developers more time to raise funding before constructing the project. By providing these incentives to developers, the bill strives to increase housing production, allowing local jurisdictions to fulfill their housing goals.

Housing projects must meet one of the following conditions to be considered a Designated Residential Development Project:

1. 100% of residential units (excluding the manager's unit) are reserved for low-income households.
2. The project meets the requirements regarding a Low Barrier Navigation Center Developments, per Government Code Section 65662.
3. The project is approved by a local government and meets all site-specific criteria, affordability criteria, and objective development standards pertaining to affordable housing developments located in commercial zones or mixed-income housing developments along commercial corridors, as specified by Article 2 (commencing with Section 65912.110) or Article 3 (commencing with Section 65912.120) of Chapter 4.1 of the Government Code.
4. The project is subject to a streamlined ministerial approval process, per Government Code Section 65913.4.
5. The project meets the criteria specified in the Affordable Housing on Faith and Higher Education Lands Act of 2023 (SB4)
6. The project is entitled to a Density Bonus, per Government Code Section 65915.
7. The project features 10 or fewer units.

Although fees are deferred for Designated Residential Development Projects until the project receives a Certificate of Occupancy or Temporary Certificate of Occupancy, it is important to note that public agencies may still collect utility service fees after receiving an application for utility services. In addition, developers may be required to pay development impact fees prior to the Certificate of Occupancy if construction does not commence within five years of the building permit issue date.

## CREDITS AND REIMBURSEMENT POLICIES

The City may provide fee credits or reimbursements to developers who dedicate land or construct eligible facilities. Fee credits or reimbursements may be provided up to the cost of the improvement, as shown in this study, subject to periodic inflation adjustments, or the actual cost

paid by the developer, whichever is lower. For construction cost overruns, only the amount shown in the study, subject to periodic inflation adjustments, would be credited or reimbursed. The City will evaluate the appropriate fee credit or reimbursement based on the value of the dedication or improvement. Credits or reimbursements may be repaid based on the priority of the capital improvements, as determined by the City. The City will determine fee credits and reimbursements on a case-by-case basis and possibly through the use of a development agreement.

Credits for the intensification of land uses due to rezoning are discussed in the Rebuild or Expansions section of this chapter.

## PROGRAMMING REVENUES WITH THE CIP

The City should maintain its Capital Improvement Program (CIP) to adequately plan for future infrastructure needs. The CIP should commit all projected fee revenues and fund balances to specific projects that are necessary to serve growth. The CIP provides documentation necessary for the City to hold funds in a project account for longer than five years if necessary to collect sufficient funds to complete a project. In addition, the CIP is required per AB 602. This report outlines the projects that are to be funded with the fee program and forms the basis of the CIP.

**Table A-1** in **Appendix A** will also serve as the City's CIP list as required by AB 602, which includes the facilities discussed in the previous chapters. The City will use the CIP facilities identified in Appendix A to guide their five-year Capital Improvement Plan budget based upon City needs and timing of securing adequate revenue and will update the date in the CIP and the City's AB 1600 annual and five-year reports.

## FEE REPORTING

Assembly Bill No. 1483, which became effective January 1, 2020, requires that public agencies make the following information available on their website:

1. A current schedule of fees, exactions, and affordability requirements imposed by the city, county, or special district, including any dependent special districts, of the city or county applicable to a proposed housing development project, which shall be presented in a manner that clearly identifies the fees, exactions, and affordability requirements that apply to each parcel.
2. All zoning ordinances and development standards, which shall specify the zoning, design, and development standards that apply to each parcel.
3. The list of information required to be compiled pursuant to Section 65940.
4. The current and five previous annual fee reports or the current and five previous annual financial reports, that were required pursuant to AB 1600.
5. An archive of impact fee nexus studies, cost of service studies, or equivalent, conducted by the city, county, or special district on or after January 1, 2018.

Any updates to the above information must be available within 30 days.

## ACCESSORY DWELLING UNITS

An accessory dwelling unit (ADU) is a second unit that is attached or detached from the primary dwelling unit as defined by California Government Code Sections 66310-66342. In accordance with Assembly Bill No. 881 approved on October 9, 2019, City of Manhattan Beach Impact Fees will not be charged for an ADU that is less than 750 square feet. For an ADU that is 750 square feet or larger, the ADU will be charged proportionately in relation to the square footage of the primary dwelling unit. Since the City of Manhattan Beach Impact Fees residential fees are now being charged on a square footage basis, ADU fees will be calculated by multiplying the City of Manhattan Beach Impact primary dwelling unit fee amount by the ADU's square footage. ADUs will not be assessed a storm drainage fee unless the parcel's impervious surface exceeds the impervious factor for the parcels land use as the impervious surface area is accounted for in the per acre fee.

## SPECIALIZED DEVELOPMENT PROJECTS

The fees in this report may not apply to specialized development projects such as golf courses, cemeteries, sports stadium, or other specialized land uses. For specialized development projects the City will review the development's impacts to determine the applicable fees. The fee rates presented in this Nexus Study may be reduced, exempted, or waived under certain circumstances as determined by the City. Any exemption or reduction in fees will be based on the City's independent analysis and review of the subject property.

Some developments may include more than one land use type. In these cases, the fee is calculated separately for each land use. The City has the discretion to impose the fees based on the specific aspects of a proposed development regardless of zoning. The fee imposed should be based on the land use type that most closely represents the impacts of the development.

# Appendix A: Capital Improvement Plan (CIP)

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# Table A-1: Capital Improvement Plan

| Facility | Cost [1,2] | Anticipated Location | Planned Timing [1,2] |
|---|---|---|---|
| **General Government Facilities Improvements** | | | |
| City Hall Renovations | $ 17,421,950.00 | 1400 Highland Ave | FY 2030 |
| City-Owned Refuse Enclosures Improvements | $ 250,000.00 | Various City Buildings | FY 2030 |
| Solar Power Installation at City Facilities | $ 450,000.00 | Various City Buildings | FY 2030 |
| Upgrade Main Electrical Feed to Public Works Yard | $ 450,000.00 | 3621 Bell Ave | FY 2030 |
| Voter Center ADA Improvements | $ 700,000.00 | 1400 Highland Ave | FY 2026 |
| City Yard Expansion | $ 7,000,000.00 | 3621 Bell Ave | FY 2030 |
| *Subtotal General Government Facilities Improvements* | *$ 18,571,950.00* | | |
| **Police Facilities & Equipment** | | | |
| Drone as First Responder Program | $ 250,000.00 | 15th Highland St | FY 2027 |
| Public Safety Radios | $ 3,000,000.00 | 15th Highland St | FY 2026 |
| New Police Substation/Training Facility | $ 20,000,000.00 | TBD | FY 2030 |
| Real Time Crime Center | $ 900,000.00 | 15th Highland St | FY 2028 |
| Crime Negotiation Vehicle | $ 150,000.00 | 15th Highland St | FY 2030 |
| Mobile Command Center | $ 350,000.00 | 15th Highland St | FY 2030 |
| Security Camera Trailers (3) | $ 285,000.00 | 15th Highland St | FY 2027 |
| Fixed ALPR Cameras | $ 300,000.00 | 15th Highland St | FY 2027 |
| Patrol Mobile Data Computers Replacement | $ 200,000.00 | 15th Highland St | FY 2028 |
| *Subtotal Police Facilities & Equipment* | *$ 25,435,000.00* | | |
| **Fire Facilities & Equipment** | | | |
| New Ladder Truck - 107' Quint Tiller | $ 2,200,000.00 | 15th Highland St | FY 2026 |
| Rescue Ambulance | $ 475,000.00 | 15th Highland St | FY 2028 |
| Highrise Equipment Inventory | $ 100,000.00 | 15th Highland St | FY 2028 |
| Breathing, Light & Rehab Unit | $ 500,000.00 | 15th Highland St | FY 2028 |
| Utility Vehicle for Fire Prevention | $ 70,000.00 | 15th Highland St | FY 2028 |
| Training Tower/Public Safety Training Facility | $ 2,000,000.00 | TBD | FY 2030 |
| *Subtotal Fire Facilities & Equipment* | *$ 5,345,000.00* | | |
| **Transportation Facilities** | | | |
| Intersection Improvements Project (Cycle 1 HSIP) - Highland Ave & 40th St | $ 220,500.00 | Highland Ave & 40th | FY 2026 |
| Artestia & Aviation SB Right-Turn Improvement | $ 1,044,618.00 | Artesia & Aviation | FY 2030 |
| Aviation Blvd & 33rd Sidewalk Linkage | $ 150,000.00 | Aviation Blvd & 33rd | FY 2027 |
| Manhattan Beach Blvd & Pacific Ave Improvements | $ 1,098,661.00 | Manhattan Beach Blvd & Pacific Ave | FY 2030 |
| Manhattan Beach Blvd Pavement Rehabilitation - Sepulveda Blvd to Dianthus St. | $ 1,546,411.00 | Sepulbeda Blvd to Dianthus | FY 2027 |
| Ocean Drive Walk Street Crossings | $ 400,000.00 | Ocean Drive | FY 2030 |
| Rosecrans Bike Lane Improvements | $ 1,750,000.00 | Rosecrans Blvd | FY 2030 |
| Manhattan Beach Advanced Traffic Signal (MBATS) System | $ 15,996,936.00 | Various Intersections | FY 2040 |
| ADA Transition Plan within Public Rights of Way | $ 163,361.00 | Various Intersections | FY 2030 |
| *Subtotal Transportation Facilities* | *$ 22,370,487.00* | | |
| **Storm Drainage Facilities** | | | |
| Shelly St Improvement Project | $ 1,400,000.00 | Shelly St | FY 2026 |
| Peck Avenue Improvement Project | $ 900,000.00 | Peck Ave | FY 2026 |
| Curtis Avenue & Redondo Avenue Improvement Project | $ 700,000.00 | Curtis Ave & Redondo Ave | FY 2026 |
| Dianthus Street Improvement Project | $ 400,000.00 | Dianthus St | FY 2027 |
| 14th Street Improvement Project | $ 700,000.00 | 14th St | FY 2029 |
| Aviation Boulevard & Artesia Blvd. Improvement Project | $ 900,000.00 | Aviation Blvd & Artesia Blvd | FY 2031 |
| Maple Avenue Improvement Project | $ 2,500,000.00 | Maple Ave | FY 2033 |
| 36th Street & Blanche Road Improvement Project | $ 600,000.00 | 36th St & Blanche Road | FY 2036 |
| 2nd Street Diversion Retrofit | $ 1,200,000.00 | 22nd St | FY 2038 |
| 30th Street & Flournery Road Improvement Project | $ 500,000.00 | 30th St & Flournery Rd | FY 2040 |
| El Porto Improvement Project | $ 2,200,000.00 | | FY 2040 |
| Marine Avenue & Aviation Blvd Improvement Project | $ 1,000,000.00 | Marine Ave & Aviation Blvd | FY 2040 |
| The Strand Infiltration Project | $ 2,400,000.00 | | FY 2040 |
| Aviation Boulevard & 33rd Street Improvement Project | $ 2,300,000.00 | Aviation Blvd & 33rd St | FY 2040 |
| Duncan & Longfellow Parkway Bioswale Improvements | $ 800,000.00 | Duncan & Longfellow Pkwy | FY 2040 |
| Rosecrans & Aviation Blvd Improvement Project | $ 1,200,000.00 | Rosecrans Blvd & Aviation Blvd | FY 2040 |
| Bell Ave Sub-Basin Facility Project | $ 7,900,000.00 | Bell Ave | FY 2040 |
| 18th Street Improvement Project | $ 4,300,000.00 | 18th St | FY 2040 |
| North Valley Drive Improvement & Infiltration Project | $ 4,300,000.00 | North Valley Dr | FY 2040 |
| Voorhees Ave Sump Infiltration Project | $ 5,000,000.00 | Voorhees Ave | FY 2040 |
| 19th & 14th Street Improvement Project | $ 2,700,000.00 | 19th St & 14th St | FY 2040 |
| Pacific Elementary School Field Facility Project | $ 7,600,000.00 | Pacific Elementary | FY 2040 |
| North Meadows & 21st Street Improvement Project | $ 3,300,000.00 | North Medows St & 21st St | FY 2040 |
| 31st Street Improvement Project | $ 2,900,000.00 | 31st St | FY 2040 |
| American Martyr's Elementary School Improvement Project | $ 3,900,000.00 | American Marty's Ememtary | FY 2040 |
| Citywide Parkway Bioswale Improvement Project | $ 8,100,000.00 | Various Locations Citywide | FY 2040 |
| Beach Cities Green Streets Stormwater Infiltration | $ 512,500.00 | Various Locations Citywide | FY 2026 |
| Golf Course Storm Drain Lift Station Electrical Upgrades | $ 500,000.00 | 1400 Parkview Ave | FY 2027 |
| Peck Avenue Storm Drain Improvements | $ 870,240.00 | Peck Ave | FY 2026 |
| Shelley Street Storm Drain Improvements | $ 1,930,000.00 | Shelly St | FY 2030 |
| Storm Drain Capital Best Management Practices (BMPs) | $ 630,000.00 | Various Locations Citywide | FY 2030 |
| *Subtotal Storm Drainage Facilities* | *$ 74,142,740.00* | | |

# Table A-1: Capital Improvement Plan (Continued)

| Facility | Cost [1,2] | Anticipated Location | Planned Timing [1,2] |
|---|---|---|---|
| **Wastewater Facilities** | | | |
| G-1 | $ 63,602.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-2 | $ 71,771.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-3 | $ 57,258.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-4 | $ 85,015.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-5 | $ 172,302.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-6 | $ 110,272.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-7 | $ 160,354.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-8 | $ 86,442.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-9 | $ 68,995.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-10 | $ 97,914.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-11 | $ 54,525.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-12 | $ 162,521.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-13 | $ 122,883.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-14 | $ 59,835.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-15 | $ 141,519.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-16 | $ 97,742.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-17 | $ 65,664.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-18 | $ 52,064.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-19 | $ 59,425.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-20 | $ 220,149.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-21 | $ 162,151.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-22 | $ 94,927.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-23 | $ 43,379.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-24 | $ 103,135.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-25 | $ 86,247.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-26 | $ 132,015.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-27 | $ 89,653.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-28 | $ 90,011.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-29 | $ 44,410.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-30 | $ 118,164.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-31 | $ 51,548.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-32 | $ 151,736.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-33 | $ 55,236.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-34 | $ 56,517.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-35 | $ 77,164.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-36 | $ 102,025.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-37 | $ 133,271.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-38 | $ 92,259.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-39 | $ 139,787.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-40 | $ 7,930.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-41 | $ 146,819.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-42 | $ 107,061.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-43 | $ 34,795.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-44 | $ 111,026.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-45 | $ 144,123.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-46 | $ 94,785.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-47 | $ 87,182.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-48 | $ 183,193.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-49 | $ 95,474.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-50 | $ 162,204.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-51 | $ 106,743.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-52 | $ 71,890.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-53 | $ 115,705.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-54 | $ 132,174.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-55 | $ 111,660.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-56 | $ 99,130.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-57 | $ 162,151.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-58 | $ 49,566.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-59 | $ 192,234.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-60 | $ 80,626.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-61 | $ 151,630.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-62 | $ 190,225.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-63 | $ 161,856.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-64 | $ 127,310.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-65 | $ 51,548.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-66 | $ 101,549.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-67 | $ 101,271.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-68 | $ 120,940.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-69 | $ 126,530.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |

# Table A-1: Capital Improvement Plan (Continued)

| Facility | Cost [1,2] | Anticipated Location | Planned Timing [1,2] |
|---|---|---|---|
| **Wastewater Facilities** | | | |
| G-70 | $ 134,342.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-71 | $ 161,992.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-72 | $ 51,945.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-73 | $ 56,624.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-74 | $ 148,987.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-75 | $ 99,130.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-76 | $ 183,034.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-77 | $ 192,155.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-78 | $ 121,336.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-79 | $ 16,336.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-80 | $ 189,855.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-81 | $ 76,343.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-82 | $ 88,239.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-83 | $ 49,446.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-84 | $ 59,425.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-85 | $ 112,084.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-86 | $ 121,336.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-87 | $ 52,678.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-88 | $ 127,521.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-89 | $ 167,173.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-90 | $ 66,616.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-91 | $ 142,748.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-92 | $ 166,804.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-93 | $ 49,486.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-94 | $ 56,703.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-95 | $ 7,930.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-96 | $ 113,009.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-97 | $ 69,392.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-98 | $ 158,398.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-99 | $ 68,361.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-100 | $ 181,237.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-101 | $ 63,761.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-102 | $ 130,845.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-103 | $ 41,631.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-104 | $ 150,573.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-105 | $ 55,624.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-106 | $ 101,628.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-107 | $ 86,794.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-108 | $ 161,186.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-109 | $ 160,195.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-110 | $ 79,304.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-111 | $ 137,751.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-112 | $ 20,104.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-113 | $ 119,274.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-114 | $ 135,241.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-115 | $ 50,226.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-116 | $ 138,783.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| G-117 | $ 5,749.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-118 | $ 45,204.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-119 | $ 56,412.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-120 | $ 26,250.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-121 | $ 186,524.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-122 | $ 69,392.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-123 | $ 46,115.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-124 | $ 126,094.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-125 | $ 76,171.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-126 | $ 88,187.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-127 | $ 59,478.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-128 | $ 43,617.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-129 | $ 145,722.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-130 | $ 82,794.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-131 | $ 182,533.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-132 | $ 104,841.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-133 | $ 53,452.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-134 | $ 115,507.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-135 | $ 99,872.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |

# Table A-1: Capital Improvement Plan (Continued)

| Facility | Cost [1,2] | Anticipated Location | Planned Timing [1,2] |
|---|---|---|---|
| **Wastewater Facilities** | | | |
| G-136 | $ 187,423.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-137 | $ 189,802.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-138 | $ 48,178.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-139 | $ 72,167.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-140 | $ 108,858.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-141 | $ 188,691.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-142 | $ 45,799.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-143 | $ 141,796.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-144 | $ 184,833.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-145 | $ 161,675.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-146 | $ 91,319.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-147 | $ 103,611.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-148 | $ 101,946.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-149 | $ 125,195.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-150 | $ 50,834.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-151 | $ 177,589.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-152 | $ 137,355.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-153 | $ 136,668.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-154 | $ 50,226.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-155 | $ 128,684.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-156 | $ 188,533.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-157 | $ 150,096.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| G-158 | $ 104,127.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| M-1 | $ 32,636.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-2 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-3 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-4 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-5 | $ 14,686.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-6 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-7 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-8 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-9 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-10 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-11 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-12 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-13 | $ 3,807.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-14 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-15 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-16 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-17 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-18 | $ 6,527.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-19 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-20 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-21 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-22 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-23 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-24 | $ 3,807.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-25 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-26 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-27 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-28 | $ 6,527.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-29 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-30 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-31 | $ 3,807.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| M-32 | $ 10,879.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Poinsettia Pump Station | $ 2,937,200.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Poinsettia Pump Station Force Main | $ 72,886.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Pier Pump Station Force Main | $ 528,696.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Upgrade Pacific Pump Station | $ 587,440.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Pacific Pump Station Force Main | $ 431,768.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Upgrade Voorhees Pump Station | $ 587,440.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Voorhees Pump Station Force Main | $ 327,792.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Upgrade Meadows Pump Station | $ 587,440.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Meadows Pump Station Force Main | $ 257,299.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Upgrade Bell Pump Station | $ 587,440.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Bell Pump Station Force Main | $ 317,218.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Replace Palm Pump Station Force Main | $ 273,160.00 | See Wastewater Master Plan Figure 10-1 | FY 2035 |
| Construct Emergency Storage for Pacific Pump Station | $ 1,233,624.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |

# Table A-1: Capital Improvement Plan (Continued)

| Facility | Cost [1,2] | Anticipated Location | Planned Timing [1,2] |
|---|---|---|---|
| **Wastewater Facilities** | | | |
| Construct Emergency Storage for Voorhees Pump Station | $ 1,079,421.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| Construct Emergency Storage for Meadows Pump Station | $ 956,059.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| Construct Emergency Storage for Bell Pump Station | $ 863,537.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| Construct Emergency Storage for Palm Pump Station | $ 493,450.00 | See Wastewater Master Plan Figure 10-1 | FY 2040 |
| C-1 | $ 630,470.00 | See Wastewater Master Plan Figure 10-1 | FY 2030 |
| C-2 | $ 795,479.00 | See Wastewater Master Plan Figure 10-1 | FY 2030 |
| C-3 | $ 68,424.00 | See Wastewater Master Plan Figure 10-1 | FY 2030 |
| *Subtotal Wastewater Facilities* | *$ 30,636,136.00* | | |
| **Water Facilities** | | | |
| Ground Storage Tank Valve Vault | $ 110,145.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| Block 35 Pump Station Misc Electrical Improvements | $ 88,116.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| Block 35 Pump Station Misc Mechanical Improvements | $ 183,575.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2023 |
| Block 35 Ground Storage Tank | $ 367,150.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2024 |
| Block 35 Elevated Tank | $ 367,150.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| Phase 2 & 3 - New 12" Transmission Main in Rosecrans to Crest Dr | $ 5,000,583.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Block 35 Groundwater Treatment System | $ 5,140,100.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Ritter Rd bw Grandview Ave and Bell Ave | $ 743,177.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| Near Magnolia Wy bw 33rd St and Santa Cruz Ct | $ 337,718.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| Harkness St bw Manhattan Beach Blvd and 11th St | $ 214,127.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| Lateral off Cedar Wy bw Carlotta Wy and 33rd St | $ 106,261.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| 15th St near Roswell Ave and 17th St | $ 633,552.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| Mira Costa HS near Ruhland Ave bw Meadows Ave andPeck Ave | $ 496,970.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| Bell Ave bw Rosecrans Ave and 33rd St | $ 212,213.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| 17th St bw Pacific Ave and Poinsettia Ave | $ 667,866.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2023 |
| Valley Dr bw Marine Ave & Blanche Rd, 21st St bwBlanche Rd & Mandor Dr | $ 1,478,236.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2023 |
| Mira Costa HS near Ruhland Ave bw Meadows Ave andPeck Ave | $ 363,682.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2023 |
| Mira Costa HS near Meadows Ave between Keats Stand Artesia Blvd | $ 684,781.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2023 |
| Artesia Blvd bw Peck Ave and Aviation Blvd | $ 2,171,087.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2024 |
| Wendy Wy bw Marine Ave and 12th St | $ 2,425,786.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2024 |
| 15th St bw Highland Ave and Valley Dr | $ 509,852.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Duncan Ave bw Ardmore Ave and Dianthus St | $ 760,805.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Duncan Ave bw Dianthus St and Sepulveda Blvd | $ 392,779.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Boundary Pl bw Dianthus St & Sepulveda Blvd and bwBoundary & Duncan | $ 1,029,544.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| John St bw 3rd St and 2nd St | $ 334,337.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| 3rd St bw Ardmore Ave and Poinsettia Ave | $ 652,861.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Poinsettia Ave bw 9th St and 8th St | $ 21,012.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| 17th St bw (west of) Magnolia Ave and Chestnut Ave | $ 261,736.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| 8th St bw Rowell Ave and Peck Ave | $ 557,242.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| Ronda Rd, Longfellow Dr, Kuhn Dr | $ 2,503,488.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| Chabela Dr bw Keats St and Tennyson St | $ 462,895.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| Artesia Blvd bw Aviation Blvd and Aviation Wy | $ 479,091.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| Mathews Ave bw Redondo Ave and Aviation Wy | $ 913,091.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| Curtis Ave bw Peck Ave and Redondo Ave | $ 1,322,908.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| 3rd St bw Peck Ave and Redondo Ave | $ 1,333,255.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| 2nd St bw Aviation Blvd and Aviation Pl | $ 588,383.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| 5th St bw Redondo Ave and Aviation Blvd | $ 975,265.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| 12th St bw Manzanita Ln and Harkness St | $ 214,000.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| 12th St bw Harkness St and Aviation Blvd, Aviation Blvdbw 12th and Manhattan Beach Blvd | $ 628,559.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| 12th St bw Harkness St and Aviation Blvd, Aviation Blvdbw 12th and Manhattan Beach Blvd | $ 240,035.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| Harkness St bw 12th St and Manhattan Beach Blvd, Manhattan Beach Blvd bw Harkness St and Aviation Blvd | $ 628,549.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Harkness St bw 12th St and Manhattan Beach Blvd, Manhattan Beach Blvd bw Harkness St and Aviation Blvd | $ 237,709.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Phase 1 - New 12-inch Pipeline in Rosecrans Avenuefrom Laurel Ave to Highland/38th St | $ 4,913,569.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| 18th St bw Laurel Ave and Pacific Ave | $ 280,884.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Marine Ave bw Pacific Ave and Palm Ave | $ 592,711.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Village Center Dr bw Malaga Wy and Gateway Dr | $ 286,986.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| 27th Wy bw Cedar Wy and Village Cir | $ 320,178.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Mathews Ave bw Peck Ave and Redondo Ave | $ 1,325,897.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Aviation Wy bw Ruhland Ave and Artesia Blvd | $ 990,239.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Ruhland Ave bw Peck Ave and Redondo Ave | $ 1,313,112.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Grandview Ave bw 23rd Pl and Marine Ave | $ 355,860.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| 20th St bw Highland Ave and Grandview Ave | $ 486,197.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| 19th St bw Ocean Dr and Highland Ave | $ 326,716.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| 19th St bw Highland Ave and Valley Dr | $ 391,794.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2021 |
| 17th St bw Ocean Dr and Highland Ave | $ 438,586.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| 17th St bw Highland Ave and Valley Dr | $ 342,623.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| 16th St bw Ocean Dr and Highland Ave | $ 428,011.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |
| 11th St bw Highland Ave and Morningside Dr | $ 215,506.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2022 |

# Table A-1: Capital Improvement Plan (Continued)

| Facility | Cost [1,2] | Anticipated Location | Planned Timing [1,2] |
|---|---|---|---|
| **Water Facilities** | | | |
| Ingleside Dr bw Francisco St and Longfellow Dr, Longfellow Dr bw Ingleside Dr and Valley Dr, Valley Dr bw 1st St and Longfellow Dr | $ 891,941.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2023 |
| 3rd St bw Ardmore Ave and Poinsettia Ave | $ 652,861.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2023 |
| Duncan Pl bw Poinsettia Ave and Sepulveda Blvd | $ 853,934.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2024 |
| John St bw 8th St and 5th St | $ 462,836.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2024 |
| Flournoy Rd bw Ardmore Ave and 19th St | $ 306,635.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2024 |
| Gull St bw Highland Ave and Crest Dr | $ 142,861.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| 43rd St bw The Strand and Ocean Dr | $ 94,027.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| Kelp St bw Ocean Dr and Highland Ave | $ 116,839.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| Moonstone St bw Highland Ave and Crest Dr | $ 102,311.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| Rosecrans Pl bw Highland Ave and Alma Ave | $ 201,125.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| 35th St bw Highland Ave and Alma Ave | $ 195,752.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| 29th St bw Highland Ave and Alma Ave | $ 201,874.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| 26th St bw Highland Ave and Vista Dr | $ 296,551.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2025 |
| Blanche Rd bw Marine Ave and Valley Dr | $ 207,788.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Laurel Ave bw 19th St and 17th St | $ 539,150.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| John St bw Marine Ave and 18th St | $ 902,858.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2026 |
| Palm Ave bw Ardmore Ave and 18th St | $ 1,046,196.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| 31st St bw Bell Ave and Blanche Rd | $ 296,813.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| 30th St bw Bell Ave and Branche Rd | $ 492,144.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2027 |
| 30th St bw Agnes Rd and Laurel Ave | $ 348,137.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| 31st St bw Agnes Rd and Laurel Ave | $ 334,467.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| Maple Ave bw 30st St and Valley Rd | $ 583,760.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| 35th St bw Laurel Ave and Pacific Ave | $ 168,700.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2028 |
| Maple Ave bw Rosecrans Ave and 35th St | $ 471,560.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| 21st St bw Chestnut Ave and Meadows Ave | $ 170,919.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| Rowell Ave bw Manhattan Beach Blvd and 9th St | $ 727,443.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2029 |
| Peck Ave bw Manhattan Beach Blvd and 11th St | $ 156,485.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| 6th St bw Rowell Ave and Peck Ave | $ 437,558.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Johnson St bw 6th St and 5th St | $ 237,069.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| 5th St bw Johnson St and Camino Cardinell | $ 193,768.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Harkness St bw 6th St and 5th St | $ 265,756.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| Harkness St bw 10th St and 9th St | $ 254,655.00 | See Water Master Plan Figure 11-1 & 11-2 | FY 2030 |
| *Subtotal Water Facilities* | *$ 62,203,313.00* | | |
| **Total Facilities** | **$ 238,704,626.00** | | |

Notes:
1 Construction costs and anticipated start dates are subject to change and may be revised in the City's annual impact fee reports.
2 Construction costs and anticipated construction start dates identified by the City of Manhattan Beach staff and in the City's adopted Capital Improvement Plan and adopted master plans.

Source:
City of Manhattan Beach Public Works Department.
City of Manhattan Beach Parks Department.
City of Manhattan Beach Police Department.
City of Manhattan Beach Fire Department.
City of Manhattan Beach Finance Department.

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# Appendix B: City of Manhattan Beach Building Permit Summary

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# Table B-1: Single Family Residential Building Permits

| Permit Number | Address | Permit Status | Permit Issue Date | Permit Square Feet | Permit Description |
|---|---|---|---|---|---|
| BLDR-23-02470 | 605 13TH ST MANHATTAN BEACH, CA 90266 | On Hold | 1/23/2025 | 393 | NEW 2 STORY SINGLE FAMILY RESIDENCE |
| BLDR-22-01526 | 417 33RD ST MANHATTAN BEACH, CA 90266 | Withdrawn | 7/1/2024 | 4,227 | A New 3-Story Residence |
| BLDR-24-02782 | 1716 6TH ST MANHATTAN BEACH, CA 90266 | Issued | 12/3/2024 | 4,956 | NEW 2-STORY SINGLE FAMILY RESIDENCE WITH A NEW ATTACHED GARAGE |
| BLDR-22-01790 | 1541 VOORHEES AVE MANHATTAN BEACH, CA 90266 | Issued | 12/11/2024 | 5,183 | new 2-story single family with an attached garage |
| BLDR-23-01907 | 640 33RD ST MANHATTAN BEACH, CA 90266 | Issued | 7/23/2024 | 5,001 | NEW 2-STORY+BASEMENT SFR |
| BLDR-24-02727 | 1827 9TH ST MANHATTAN BEACH, CA 90266 | Issued | 11/20/2024 | 4,956 | New single-family residence |
| BLDR-24-02811 | 1642 10TH ST MANHATTAN BEACH, CA 90266 | Issued | 3/28/2025 | 4,804 | New 2-Story SFR w/ attached 3-Car Garage. |
| BLDR-24-02899 | 645 26TH ST MANHATTAN BEACH, CA 90266 | Issued | 3/6/2025 | 4,636 | New Single Family Residence with 2 Stories and Basement with Attached 3 - Car Garage |
| BLDR-22-01818 | 3524 PALM AVE MANHATTAN BEACH, CA 90266 | Issued | 7/24/2024 | 3,502 | 2 STORY RESIDENCE WITH BASEMENT AND ATTACHED 2-CAR GARAGE W/ ATTACH GARAGE |
| BLDR-23-02296 | 904 HIGHVIEW AVE MANHATTAN BEACH, CA 90266 | Issued | 10/29/2024 | 9,031 | THE ARCHITECTURE OF A SINGLE FAMILY RESIDENCE, (2) STORIES WITH (1) STORY BASEMENT, ATTACHED ADU AND 3 ENCLOSED PARKING SPACES IN THE MANHATTAN BEACH HILL SECTION - UPDATED AS OF 11/7/23 |
| BLDR-24-03050 | 1212 MAGNOLIA AVE MANHATTAN BEACH, CA 90266 | Issued | 5/16/2025 | 3,400 | Single Family Residence |
| BLDR-24-02629 | 1525 10TH ST MANHATTAN BEACH, CA 90266 | Issued | 11/21/2024 | 5,022 | New Single Family Residence with attached 3 car garage and detached accessory structure (cabana) BLDR-25-03152 |
| BLDR-24-03042 | 1731 11TH ST MANHATTAN BEACH, CA 90266 | Issued | 5/15/2025 | 3,814 | CONSTRUCT NEW SFR WITH ATTACHED GARAGE AND ATTACHED ADU |
| BLDR-22-01726 | 1642 5TH ST MANHATTAN BEACH, CA 90266 | Issued | 10/17/2024 | 4,956 | New SFR with attached 3-car garage |
| BLDR-23-02155 | 317 11TH ST MANHATTAN BEACH, CA 90266 | Issued | 7/3/2024 | 1,470 | Basement and 3 story new residential building with ADU |
| BLDR-24-02921 | 657 27TH ST MANHATTAN BEACH, CA 90266 | Issued | 3/25/2025 | 851 | NEW HOUSE WITH ATTACHED GARAGE, BALCONIES/COVERED PORCHES & R&R GRADING |
| BLDR-23-02426 | 408 HIGHLAND AVE MANHATTAN BEACH, CA 90266 | Issued | 8/16/2024 | 2,496 | New Two Unit Condominium with Attached 2 Car Garage Per Unit |
| BLDR-23-02426 | 408 HIGHLAND AVE MANHATTAN BEACH, CA 90266 | Issued | 8/16/2024 | 2,508 | New Two Unit Condominium with Attached 2 Car Garage Per Unit |
| BLDR-23-01975 | 656 30TH ST MANHATTAN BEACH, CA 90266 | Pending Workflow R | 3/6/2025 | 4,777 | NEW 2-STORY & BASEMENT SINGLE FAMILY RESIDENCE WITH 5 BEDROOMS/5BATHROOMS & AN ATTACHED 3-CAR GARAGE |
| BLDR-23-02472 | 1807 9TH ST MANHATTAN BEACH, CA 90266 | Issued | 10/9/2024 | 5,001 | NEW SFR |
| BLDR-24-02877 | 308 2ND ST MANHATTAN BEACH, CA 90266 | Issued | 3/3/2025 | 3,022 | NEW SFR W/ BASEMENT AND ATTACHED 2 CAR GARAGE. |
| BLDR-24-02533 | 517 5TH ST MANHATTAN BEACH, CA 90266 | Issued | 10/16/2024 | 5,158 | New Single Family Residence with attached 3 car garage |
| BLDR-24-03097 | 3308 THE STRAND MANHATTAN BEACH, CA 90266 | Issued | 5/7/2025 | 5,263 | New 2-Story w/ Basement, single-family residence w/ attached 3 car Garage |
| BLDR-24-02728 | 2316 PINE AVE MANHATTAN BEACH, CA 90266 | Issued | 4/3/2025 | 3,551 | New single-family residence with 2 car garage and basement |
| BLDR-24-03077 | 1612 11TH ST MANHATTAN BEACH, CA 90266 | Issued | 6/25/2025 | 4,247 | New Single Family Residence with an Attached 3 Car Garage |
| BLDR-24-03004 | 716 33RD ST MANHATTAN BEACH, CA 90266 | Issued | 5/6/2025 | 3,999 | New 2-Story + Basement Single Family Residence and ADU with 3-Car Garage |
| BLDR-24-02517 | 408 MANHATTAN AVE Manhattan Beach, CA | Issued | 10/3/2024 | 1,321 | NEW JADU + ADU + SFR RESIDENCE |
| BLDR-23-02036 | 640 12TH ST MANHATTAN BEACH, CA 90266 | Issued | 10/17/2024 | 5,323 | New 3-story SFR with basement and attached 3-car garage. |
| BLDR-23-02365 | 931 1ST ST MANHATTAN BEACH, CA 90266 | Issued | 10/9/2024 | 7,807 | New Single Family Residence with 4 car garage |
| BLDR-24-02683 | 708 35TH ST MANHATTAN BEACH, CA 90266 | Issued | 10/23/2024 | 3,352 | NEW 2-STORY HOUSE & DETACHED 2-CAR GARAGE WITH DETACHED ADU |
| BLDR-22-01830 | 868 5TH ST MANHATTAN BEACH, CA 90266 | Issued | 12/16/2024 | 5,752 | NEW 2 STORY+ BASEMENT SFR W/ ADU |
| BLDR-24-02850 | 225 36TH ST MANHATTAN BEACH, CA 90266 | Issued | 1/6/2025 | 1,924 | New SFR and attached grarage |
| BLDR-24-02512 | 601 13TH ST MANHATTAN BEACH, CA 90266 | Issued | 2/4/2025 | 1,600 | three story residence with attached two car garage |
| BLDR-23-02274 | 640 29TH ST MANHATTAN BEACH, CA 90266 | Finaled | 8/20/2024 | 3,340 | new 2 story SFR with a 2 car attached garage. |
| BLDR-24-02785 | 225 S MEADOWS AVE MANHATTAN BEACH, CA 90266 | Issued | 4/16/2025 | 6,006 | NEW two-story SFR with attached garage |
| BLDR-23-02457 | 1721 2ND ST MANHATTAN BEACH, CA 90266 | Issued | 1/16/2025 | 5,206 | NEW CONSTRUCTION OF A TWO-STORY DWELLING UNIT WITH ATTCHED 3 CAR GARAGE |
| BLDR-23-02097 | 525 N ROWELL AVE MANHATTAN BEACH, CA 90266 | Finaled | 8/27/2024 | 4,581 | New 4,581 sq. ft. Single Family Residence with Attached 609 sq. ft. 3-Car Garage |
| BLDR-24-02966 | 124 4TH ST MANHATTAN BEACH, CA 90266 | Issued | 6/26/2025 | 3,548 | DEMOLITION OF (E) DUPLEX RESIDENCE. NEW SINGLE FAMILY HOME OF (3) STORIES, 3 CAR GARAGE, AND ATTACHED ADU. |
| BLDR-23-01989 | 2712 N ARDMORE AVE MANHATTAN BEACH, CA 90266 | Issued | 10/9/2024 | 4,488 | New 3,579 sq. ft. 2-story SFR, 405 sq. ft. attached garage and 470 sq. ft. JADU |
| BLDR-24-02774 | 1221 5TH ST MANHATTAN BEACH, CA 90266 | Issued | 5/22/2025 | 7,547 | NEW 2 STORY SFR WITH BASEMENT AND ATTACHED 3 CAR GARAGE |
| BLDR-23-02115 | 212 MANHATTAN AVE MANHATTAN BEACH, CA 90266 | Issued | 8/15/2024 | 2,521 | 2 UNIT SINGLE FAMILY RESIDENCE WITH BASEMENT |
| BLDR-23-02115 | 212 MANHATTAN AVE MANHATTAN BEACH, CA 90266 | Issued | 8/15/2024 | 3,040 | 2 UNIT SINGLE FAMILY RESIDENCE WITH BASEMENT |

# Table B-1: Single Family Residential Building Permits (Continued)

| Permit Number | Address | Permit Status | Permit Issue Date | Permit Square Feet | Permit Description |
|---|---|---|---|---|---|
| BLDR-24-02838 | 819 5TH ST MANHATTAN BEACH, CA 90266 | Issued | 2/12/2025 | 2,345 | new 1 story single family residence with detached accessory structure with a 2nd story guest suite |
| BLDR-24-02916 | 1301 11TH ST MANHATTAN BEACH, CA 90266 | Issued | 4/21/2025 | 3,555 | NEW single family two story residence with attached 2 car garage |
| BLDR-24-02845 | 2904 PALM AVE MANHATTAN BEACH, CA 90266 | Finaled | 12/11/2024 | 3,250 | NEW 2 STORY SINGLE FAMILY RESIDENCE WITH ATTACHED 2 CAR GARAGE |
| BLDR-22-01583 | 1042 9TH ST MANHATTAN BEACH, CA 90266 | Issued | 8/2/2024 | 6,467 | new 2 story SFR + basement with JADU in basement |
| BLDR-24-02567 | 1806 6TH ST MANHATTAN BEACH, CA 90266 | Issued | 7/25/2024 | 5,000 | PROPOSED TWO STORY SINGLE FAMILY RESIDENCE W/ AN ATTACHED 3 CAR GARAGE |
| BLDR-23-02172 | 1617 18TH ST MANHATTAN BEACH, CA 90266 | Issued | 4/2/2025 | 3,203 | New 2 story single family residence w/attached 2 car garage |
| BLDR-25-03162 | 1421 19TH ST MANHATTAN BEACH, CA 90266 | Issued | 6/26/2025 | 3,311 | NEW 2-STORY SINGLE FAMILY RESIDENCE W/ ATTACHED 2-CAR GARAGE |
| BLDR-24-02620 | 818 2ND ST Manhattan Beach, CA | Issued | 10/31/2024 | 6,241 | New 6,259 sf SFR with attached 603 sf 3-car garage. 2 stories over basement |
| BLDR-24-02995 | 477 30TH ST MANHATTAN BEACH, CA 90266 | Issued | 6/24/2025 | 5,914 | New Single Family Residence with an attached 3 Car Garage |
| BLDR-24-02509 | 2405 PALM AVE MANHATTAN BEACH, CA 90266 | Issued | 11/25/2024 | 4,987 | New Single Family Residence with attached 3 car garage |
| BLDR-24-02565 | 1612 MAGNOLIA AVE MANHATTAN BEACH, CA 90266 | Issued | 2/7/2025 | 3,380 | New 2- story single family dwelling with attached 2- car garage |
| BLDR-24-02734 | 741 35TH ST MANHATTAN BEACH, CA 90266 | Issued | 5/22/2025 | 5,084 | New 2-story single family residence + basement with detached 3-car garage + detached ADU. |
| BLDR-24-02928 | 1712 RUHLAND AVE MANHATTAN BEACH, CA 90266 | Issued | 4/3/2025 | 4,982 | NEW 2-STORY SINGLE FAMILY RESIDENCE WITH A NEW ATTACHED 3 CAR GARAGE |
| BLDR-24-02837 | 501 JOHN ST MANHATTAN BEACH, CA 90266 | Issued | 4/22/2025 | 10,283 | New 2-story single family home with basement and detached garage. |
| BLDR-23-02051 | 745 35TH ST MANHATTAN BEACH, CA 90266 | Issued | 12/2/2024 | 3,557 | New 3,546 sq. ft. SFR and attached 524 sq. ft. ADU. |
| BLDR-24-02657 | 1823 8TH ST MANHATTAN BEACH, CA 90266 | Issued | 11/20/2024 | 5,030 | PROPOSED TWO STORY SINGLE FAMILY RESIDENCE W/ AN ATTACHED 3-CAR GARAGE |
| BLDR-23-02460 | 1801 PINE AVE MANHATTAN BEACH, CA 90266 | Issued | 12/6/2024 | 4,347 | NEW 3,131 SF TWO STORY SINGLE FAMILY DWELLING W/ ATTACHED 568 SF GARAGE & BASEMENT |
| BLDR-24-02894 | 216 MANHATTAN AVE MANHATTAN BEACH, CA 90266 | Issued | 3/18/2025 | 2,329 | NEW THREE STORY SINGLE FAMILY RESIDENCE WITH 2 CAR GARAGE |
| BLDR-23-02283 | 2100 PALM AVE MANHATTAN BEACH, CA 90266 | Issued | 7/29/2024 | 4,711 | New Single Family Residence with Attached 3 Car Garage |
| BLDR-23-02389 | 1551 10TH ST MANHATTAN BEACH, CA 90266 | Issued | 7/30/2024 | 4,729 | New Two Story Single Family Residence W/ 3 Car Garage and Detached Guest House (Guest House on separate permit BLDR-23-02406) |
| BLDR-24-02831 | 416 8TH ST MANHATTAN BEACH, CA 90266 | Issued | 1/8/2025 | 1,122 | NEW THREE STORY HOUSE WITH AN ATTACHED TWO CAR GARAGE |
| BLDR-24-02832 | 1658 5TH ST MANHATTAN BEACH, CA 90266 | Issued | 2/5/2025 | 5,000 | New two-story 5,000 sq. ft. Single Family Residence with attached 3-car garage |
| BLDR-23-01990 | 1509 CHESTNUT AVE MANHATTAN BEACH, CA 90266 | Issued | 12/10/2024 | 3,424 | New 3,424 sq. ft. SFR with attached 399 sq. ft. two-car garage. |
| BLDR-24-02653 | 325 3RD ST MANHATTAN BEACH, CA 90266 | Issued | 9/23/2024 | 4,243 | New Single Family Residence with attached 3 car garage |
| BLDR-23-02324 | 501 N POINSETTIA AVE MANHATTAN BEACH, CA 90266 | Issued | 9/5/2024 | 4,770 | A new two story plus basement SFR + ADU. |
| BLDR-24-02625 | 1701 N POINSETTIA AVE MANHATTAN BEACH, CA 90266 | Issued | 10/24/2024 | 5,435 | A new two story plus basement single-family residence. |
| BLDR-23-02114 | 1346 GATES AVE MANHATTAN BEACH, CA 90266 | Issued | 10/18/2024 | 5,120 | Proposed 2- story residence w/ attached garage and basement |
| BLDR-24-02836 | 216 25TH ST MANHATTAN BEACH, CA 90266 | Issued | 2/13/2025 | 3,048 | NEW CONSTRUCTION OF (N) SFR W/ (N) JADU & (N) ATTACHED ADU; (N) EXTERIOR DECKS, (N) RETAINING WALL ASSOCIATED with the building foundation |
| BLDR-24-02776 | 1643 3RD ST MANHATTAN BEACH, CA 90266 | Issued | 12/31/2024 | 4,956 | NEW 2-STORY SINGLE FAMILY RESIDENCE WITH A NEW ATTACHED GARAGE. |
| BLDR-24-02929 | 927 9TH ST MANHATTAN BEACH, CA 90266 | Issued | 2/20/2025 | 4,982 | NEW 2-STORY SINGLE FAMILY RESIDENCE WITH A NEW ATTACHED GARAGE |
| BLDR-24-03068 | 1420 21ST ST MANHATTAN BEACH, CA 90266 | Issued | 4/21/2025 | 5,095 | NEW 2-STORY SFR W/ATTACHED 3-CAR GARAGE AND DETACHED ACCESSORY STRUCTURE |
| | | | **AVERAGE** | **4,294** | |

## Table B-2: Multi-Family Residential Building Permits

| Description | No. Units | Unit Size | Total SQ FT For Each Unit Type (No. Units * SQ FT) | Floor Plan Model |
|---|---|---|---|---|
| **2301 N Sepulveda Blvd** | 5 | 459 | 2,295 | A |
| | 4 | 432 | 1,728 | B |
| | 3 | 549 | 1,647 | C |
| | 10 | 522 | 5,220 | D(1) |
| | 5 | 547 | 2,735 | D(2) |
| | 1 | 723 | 723 | E |
| | 3 | 785 | 2,355 | F |
| | 1 | 722 | 722 | E REV |
| | 1 | 712 | 712 | E REV SIM |
| | 3 | 784 | 2,352 | F REV |
| | 3 | 773 | 2,319 | G |
| | 1 | 899 | 899 | H |
| **Total:** | **40** | | **23,707** | |
| 401 Rosecrans Ave | 21 | 512 | 10,752 | S1 |
| | 3 | 767 | 2,301 | A1 |
| | 4 | 834 | 3,336 | A2 |
| | 2 | 796 | 1,592 | A3 |
| | 2 | 694 | 1,388 | A4 |
| | 19 | 1,073 | 20,387 | B1 |
| | 11 | 1,100 | 12,100 | B1-1 |
| | 4 | 1,144 | 4,576 | B1-2 |
| | 4 | 1,050 | 4,200 | B2 |
| | 2 | 1,269 | 2,538 | B3-PH |
| | 3 | 1,359 | 4,077 | C1 |
| | 2 | 1,262 | 2,524 | C2 |
| | 1 | 1,727 | 1,727 | C3-PH |
| | 1 | 1,434 | 1,434 | C4 |
| **Total:** | **79** | | **72,932** | |
| 3600 N Sepulveda Blvd | 56 | 733 | 41,048 | 1BR-A1 |
| | 95 | 800 | 76,000 | 1BR-A2 |
| | 18 | 932 | 16,776 | 1BR-A3 |
| | 79 | 1,282 | 101,278 | 2BR |
| | 12 | 1,524 | 18,288 | 2BR-PH |
| | 4 | 2,200 | 8,800 | 3BR |
| | 3 | 2,319 | 6,957 | 3BR-PH |
| | 4 | 2,084 | 8,336 | 3BR-TH |
| | 2 | 2,565 | 5,130 | 4BR-PH |
| **Total:** | **273** | | **282,613** | |
| **Average Unit Size** | | | **967** | |

# Appendix C: Existing Transportation Improvements

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| **Arterial/Collector** | | | | | | |
| MANHATTAN BEACH BLVD | OAK AVE | ELM AVE | 35 | 17,168 | $ 7.83 | $ 47,048.90 |
| MANHATTAN BEACH BLVD | SEPULVEDA BLVD | OAK AVE | 39 | 16,437 | $ 7.83 | $ 50,193.67 |
| AVIATION BLVD | 10TH ST | 11TH ST | 40 | 12,082 | $ 7.83 | $ 37,840.82 |
| AVIATION BLVD | 1ST ST | 2ND ST | 41 | 14,237 | $ 7.83 | $ 45,705.04 |
| VALLEY DR | 6TH PL | 5TH ST | 41 | 11,566 | $ 7.83 | $ 37,130.33 |
| AVIATION BLVD | 6TH ST | 8TH ST | 42 | 10,370 | $ 7.83 | $ 34,102.78 |
| AVIATION BLVD | NELSON AVE | RUHLAND AVE | 43 | 19,568 | $ 7.83 | $ 65,883.50 |
| AVIATION BLVD | AVIATION PL | 6TH ST | 43 | 23,666 | $ 7.83 | $ 79,681.06 |
| MANHATTAN BEACH BLVD | DIANTHUS ST | PINE AVE | 43 | 8,049 | $ 7.83 | $ 27,100.18 |
| AVIATION BLVD | VOORHEES AVE | CURTIS AVE | 44 | 19,575 | $ 7.83 | $ 67,439.79 |
| VALLEY DR | 9TH ST | 6TH PL | 44 | 18,981 | $ 7.83 | $ 65,393.34 |
| AVIATION BLVD | RUHLAND AVE | VOORHEES AVE | 46 | 19,607 | $ 7.83 | $ 70,620.49 |
| VALLEY DR | 10TH PL | MANHATTAN BEACH BLVD | 46 | 9,593 | $ 7.83 | $ 34,552.07 |
| AVIATION BLVD | 2ND ST | AVIATION PL | 48 | 39,266 | $ 7.83 | $ 147,577.33 |
| AVIATION BLVD | GATES AVE | 1ST ST | 49 | 20,541 | $ 7.83 | $ 78,809.65 |
| VALLEY DR | 5TH ST | 3RD PL | 49 | 11,176 | $ 7.83 | $ 42,878.96 |
| VALLEY DR | 10TH PL | 9TH ST | 50 | 11,839 | $ 7.83 | $ 46,349.69 |
| MANHATTAN BEACH BLVD | ELM AVE | PINE AVE | 52 | 8,528 | $ 7.83 | $ 34,722.60 |
| ARDMORE AVE | 9TH ST | 8TH ST | 53 | 11,806 | $ 7.83 | $ 48,993.72 |
| AVIATION BLVD | CURTIS AVE | GATES AVE | 53 | 19,707 | $ 7.83 | $ 81,782.08 |
| VALLEY DR | 3RD PL | 1ST ST | 53 | 16,747 | $ 7.83 | $ 69,498.38 |
| MANHATTAN BEACH BLVD | PINE AVE | WALNUT AVE | 54 | 15,192 | $ 7.83 | $ 64,234.81 |
| AVIATION BLVD | 9TH ST | 9TH ST | 56 | 22,052 | $ 7.83 | $ 96,693.61 |
| MANHATTAN BEACH BLVD | POINSETTIA AVE | PACIFIC AVE | 56 | 48,696 | $ 7.83 | $ 213,522.22 |
| MANHATTAN BEACH BLVD | WALNUT AVE | POINSETTIA AVE | 56 | 13,953 | $ 7.83 | $ 61,181.11 |
| AVIATION BLVD | ARTESIA BLVD | MATHEWS AVE | 60 | 19,917 | $ 7.83 | $ 93,570.07 |
| ARTESIA BLVD | PROSPECT AVE | SEPULVEDA BLVD | 62 | 29,358 | $ 7.83 | $ 142,521.35 |
| ARDMORE AVE | 18TH ST | 17TH ST | 63 | 9,124 | $ 7.83 | $ 45,007.78 |
| AVIATION BLVD | 11TH ST | MANHATTAN BEACH BLVD | 65 | 10,391 | $ 7.83 | $ 52,884.99 |
| ARDMORE AVE | 8TH ST | 2ND ST | 69 | 48,628 | $ 7.83 | $ 262,722.50 |
| AVIATION BLVD | MANHATTAN BEACH BLVD | 12TH ST | 69 | 17,917 | $ 7.83 | $ 96,800.18 |
| ARTESIA BLVD | PECK AVE | MEADOWS AVE | 70 | 41,810 | $ 7.83 | $ 229,160.61 |
| ARTESIA BLVD | AVIATION BLVD | REDONDO AVE | 70 | 13,802 | $ 7.83 | $ 75,648.76 |
| ARTESIA BLVD | AVIATION WY | AVIATION BLVD | 70 | 17,962 | $ 7.83 | $ 98,449.72 |
| AVIATION BLVD | MATHEWS AVE | NELSON AVE | 71 | 21,507 | $ 7.83 | $ 119,563.87 |
| AVIATION BLVD | 33RD ST | MARINE AVE | 71 | 62,785 | $ 7.83 | $ 349,040.65 |
| MANHATTAN BEACH BLVD | PACIFIC AVE | ARDMORE AVE | 71 | 62,839 | $ 7.83 | $ 349,340.85 |
| ARDMORE AVE | 12TH ST | MANHATTAN BEACH BLVD | 72 | 5,683 | $ 7.83 | $ 32,038.48 |
| ARTESIA BLVD | HERRIN ST | PECK AVE | 72 | 25,661 | $ 7.83 | $ 144,666.45 |
| ARTESIA BLVD | REDONDO AVE | HERRIN ST | 73 | 21,787 | $ 7.83 | $ 124,532.31 |
| AVIATION BLVD | ROSECRANS AVE | 33RD ST | 73 | 51,262 | $ 7.83 | $ 293,008.47 |
| ARDMORE AVE | PACIFIC AVE | LAUREL AVE | 74 | 8,454 | $ 7.83 | $ 48,984.17 |
| ARDMORE AVE | 11TH PL | 9TH ST | 75 | 13,423 | $ 7.83 | $ 78,826.57 |
| ARDMORE AVE | 28TH ST | POINSETTIA AVE | 75 | 8,786 | $ 7.83 | $ 51,595.79 |
| ARTESIA BLVD | MEADOWS AVE | PROSPECT AVE | 75 | 13,040 | $ 7.83 | $ 76,577.40 |
| ARDMORE AVE | 15TH ST | 14TH ST | 76 | 6,590 | $ 7.83 | $ 39,215.77 |
| ARDMORE AVE | 17TH ST | 15TH ST | 76 | 7,745 | $ 7.83 | $ 46,088.95 |
| ARDMORE AVE | 30TH ST | 28TH ST | 76 | 12,826 | $ 7.83 | $ 76,324.96 |
| ROSECRANS AVE | BELL AVE | VISTA DR | 76 | 80,397 | $ 7.83 | $ 478,426.47 |
| ARDMORE AVE | FLOURNOY RD | 19TH ST | 77 | 36,923 | $ 7.83 | $ 222,612.46 |
| ARDMORE AVE | LAUREL AVE | FLOURNOY RD | 77 | 20,449 | $ 7.83 | $ 123,289.07 |
| ARDMORE AVE | 19TH ST | 18TH ST | 78 | 11,379 | $ 7.83 | $ 69,496.10 |
| ROSECRANS AVE | VISTA DR | ALMA AVE | 78 | 9,484 | $ 7.83 | $ 57,922.58 |
| ARDMORE AVE | MANHATTAN BEACH BLVD | 11TH PL | 79 | 4,831 | $ 7.83 | $ 29,883.12 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| ROSECRANS AVE | ALMA AVE | HIGHLAND AVE | 79 | 18,947 | $ 7.83 | $ 117,200.46 |
| VALLEY DR | 13TH ST | MANHATTAN BEACH BLVD | 79 | 15,022 | $ 7.83 | $ 92,921.59 |
| 15TH ST | HIGHLAND AVE | MANHATTAN AVE | 80 | 14,225 | $ 7.83 | $ 89,105.40 |
| ARDMORE AVE | ELM ST | 30TH ST | 81 | 14,088 | $ 7.83 | $ 89,350.32 |
| HIGHLAND AVE | 38TH ST | ROSECRANS AVE | 81 | 12,292 | $ 7.83 | $ 77,959.55 |
| HIGHLAND AVE | 40TH ST | 38TH ST | 81 | 23,463 | $ 7.83 | $ 148,809.38 |
| HIGHLAND AVE | 45TH ST | 40TH ST | 81 | 56,640 | $ 7.83 | $ 359,227.87 |
| MANHATTAN AVE | 14TH PL | 13TH ST | 81 | 22,291 | $ 7.83 | $ 141,376.21 |
| MANHATTAN BEACH BLVD | ARDMORE AVE | VALLEY DR | 81 | 9,263 | $ 7.83 | $ 58,748.72 |
| VALLEY DR | 15TH ST | 13TH ST | 81 | 12,092 | $ 7.83 | $ 76,691.09 |
| ARDMORE AVE | 13TH ST | 12TH ST | 82 | 6,688 | $ 7.83 | $ 42,940.97 |
| MANHATTAN BEACH BLVD | HIGHLAND AVE | MANHATTAN AVE | 82 | 17,450 | $ 7.83 | $ 112,039.47 |
| VALLEY DR | 20TH PL | 15TH ST | 82 | 51,055 | $ 7.83 | $ 327,803.73 |
| 33RD ST | SEPULVEDA BLVD | OAK AVE | 83 | 7,167 | $ 7.83 | $ 46,577.62 |
| ARDMORE AVE | 1ST ST | BOUNDARY PL | 83 | 18,717 | $ 7.83 | $ 121,639.91 |
| ARDMORE AVE | POINSETTIA AVE | PACIFIC AVE | 83 | 26,555 | $ 7.83 | $ 172,578.29 |
| ARDMORE AVE | 33RD ST | ELM ST | 83 | 7,228 | $ 7.83 | $ 46,974.05 |
| AVIATION BLVD | 12TH ST | 19TH ST | 83 | 57,055 | $ 7.83 | $ 370,794.74 |
| HIGHLAND AVE | 27TH ST | MARINE AVE | 83 | 43,299 | $ 7.83 | $ 281,395.87 |
| HIGHLAND AVE | 33RD ST | 30TH ST | 83 | 25,793 | $ 7.83 | $ 167,626.13 |
| HIGHLAND AVE | ROSECRANS AVE | 36TH ST | 83 | 10,445 | $ 7.83 | $ 67,881.01 |
| MANHATTAN AVE | MANHATTAN BEACH BLVD | 8TH ST | 83 | 47,784 | $ 7.83 | $ 310,543.44 |
| ROSECRANS AVE | MAPLE AVE | PACIFIC AVE | 83 | 8,823 | $ 7.83 | $ 57,339.79 |
| 33RD ST | OAK AVE | ARDMORE AVE | 84 | 2,880 | $ 7.83 | $ 18,942.34 |
| ARDMORE AVE | 14TH ST | 13TH ST | 84 | 7,035 | $ 7.83 | $ 46,270.60 |
| HIGHLAND AVE | 4TH PL | 4TH ST | 84 | 4,817 | $ 7.83 | $ 31,682.37 |
| HIGHLAND AVE | 6TH PL | 6TH ST | 84 | 4,639 | $ 7.83 | $ 30,511.63 |
| HIGHLAND AVE | 30TH ST | 27TH ST | 84 | 24,365 | $ 7.83 | $ 160,253.48 |
| MANHATTAN AVE | 13TH ST | MANHATTAN BEACH BLVD | 84 | 23,756 | $ 7.83 | $ 156,247.96 |
| ARDMORE AVE | 2ND ST | 1ST ST | 85 | 7,268 | $ 7.83 | $ 48,372.17 |
| AVIATION BLVD | 19TH ST | MARINE AVE | 85 | 38,927 | $ 7.83 | $ 259,078.65 |
| MARINE AVE | PINE AVE | WALNUT AVE | 85 | 5,983 | $ 7.83 | $ 39,819.86 |
| ROSECRANS AVE | POINSETTIA AVE | PALM AVE | 85 | 8,706 | $ 7.83 | $ 57,942.78 |
| ROSECRANS AVE | SEPULVEDA BLVD | OAK AVE | 85 | 14,918 | $ 7.83 | $ 99,286.75 |
| VALLEY DR | PACIFIC AVE | LAUREL AVE | 85 | 8,939 | $ 7.83 | $ 59,493.51 |
| HIGHLAND AVE | 8TH ST | 7TH PL | 86 | 4,770 | $ 7.83 | $ 32,120.23 |
| HIGHLAND AVE | 36TH ST | 33RD ST | 86 | 25,686 | $ 7.83 | $ 172,964.39 |
| MANHATTAN AVE | 6TH ST | 5TH PL | 86 | 6,196 | $ 7.83 | $ 41,722.62 |
| ROSECRANS AVE | LAUREL AVE | FLOURNOY RD | 86 | 27,618 | $ 7.83 | $ 185,974.09 |
| ROSECRANS AVE | PACIFIC AVE | LAUREL AVE | 86 | 9,636 | $ 7.83 | $ 64,886.90 |
| ROSECRANS AVE | PALM AVE | MAPLE AVE | 86 | 8,700 | $ 7.83 | $ 58,584.06 |
| HIGHLAND AVE | 18TH PL | 15TH ST | 87 | 30,042 | $ 7.83 | $ 204,649.11 |
| MANHATTAN AVE | 6TH PL | 6TH ST | 87 | 6,130 | $ 7.83 | $ 41,758.17 |
| MANHATTAN BEACH BLVD | VALLEY DR | MORNINGSIDE DR | 87 | 14,205 | $ 7.83 | $ 96,765.88 |
| MARINE AVE | SEPULVEDA BLVD | OAK AVE | 87 | 8,583 | $ 7.83 | $ 58,468.25 |
| ROSECRANS AVE | BLANCHE RD | BELL AVE | 87 | 27,348 | $ 7.83 | $ 186,297.31 |
| VALLEY DR | 1ST ST | HOMER ST | 87 | 7,529 | $ 7.83 | $ 51,288.30 |
| VALLEY DR | 21ST ST | 20TH PL | 87 | 8,391 | $ 7.83 | $ 57,160.33 |
| HIGHLAND AVE | 7TH ST | 6TH PL | 88 | 4,761 | $ 7.83 | $ 32,805.19 |
| HIGHLAND AVE | 8TH PL | 8TH ST | 88 | 4,728 | $ 7.83 | $ 32,577.81 |
| MANHATTAN AVE | 4TH ST | 3RD PL | 88 | 6,333 | $ 7.83 | $ 43,636.90 |
| MANHATTAN AVE | 5TH PL | 5TH ST | 88 | 6,075 | $ 7.83 | $ 41,859.18 |
| MARINE AVE | ELM AVE | PINE AVE | 88 | 5,761 | $ 7.83 | $ 39,695.59 |
| MARINE AVE | OAK AVE | ELM AVE | 88 | 5,592 | $ 7.83 | $ 38,531.12 |
| VALLEY DR | FLOURNOY RD | BLANCHE RD | 88 | 16,910 | $ 7.83 | $ 116,516.66 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| VALLEY DR | MAPLE AVE | PACIFIC AVE | 88 | 8,811 | $ 7.83 | $ 60,711.31 |
| MANHATTAN AVE | 3RD ST | 2ND PL | 89 | 6,235 | $ 7.83 | $ 43,449.84 |
| MARINE AVE | WALNUT AVE | POINSETTIA AVE | 89 | 6,212 | $ 7.83 | $ 43,289.56 |
| ROSECRANS AVE | FLOURNOY RD | BLANCHE RD | 89 | 24,323 | $ 7.83 | $ 169,499.69 |
| ROSECRANS AVE | OAK AVE | POINSETTIA AVE | 89 | 34,242 | $ 7.83 | $ 238,622.23 |
| VALLEY DR | HOMER ST | LONGFELLOW ST | 89 | 16,263 | $ 7.83 | $ 113,331.97 |
| VALLEY DR | BLANCHE RD | 21ST ST | 89 | 5,408 | $ 7.83 | $ 37,686.73 |
| VALLEY DR | LAUREL AVE | MARINE AVE | 89 | 6,764 | $ 7.83 | $ 47,136.29 |
| VALLEY DR | 27TH ST | PALM AVE | 89 | 10,790 | $ 7.83 | $ 75,192.27 |
| VALLEY DR | 27TH ST | POINTSETTIA AVE | 89 | 4,993 | $ 7.83 | $ 34,794.72 |
| HIGHLAND AVE | 3RD PL | 3RD ST | 90 | 4,744 | $ 7.83 | $ 33,430.97 |
| MANHATTAN AVE | 2ND ST | 1ST PL | 90 | 6,279 | $ 7.83 | $ 44,248.11 |
| MANHATTAN AVE | 5TH ST | 4TH PL | 90 | 6,197 | $ 7.83 | $ 43,670.26 |
| MANHATTAN AVE | 7TH ST | 6TH PL | 90 | 6,247 | $ 7.83 | $ 44,022.61 |
| MANHATTAN BEACH BLVD | MORNINGSIDE DR | HIGHLAND AVE | 90 | 16,620 | $ 7.83 | $ 117,121.14 |
| VALLEY DR | PALM AVE | MAPLE AVE | 90 | 9,752 | $ 7.83 | $ 68,722.34 |
| VALLEY DR | SEPULVEDA BLVD | OAK AND 35TH ST | 90 | 11,320 | $ 7.83 | $ 79,772.04 |
| HIGHLAND AVE | 2ND PL | 2ND ST | 91 | 4,836 | $ 7.83 | $ 34,457.95 |
| HIGHLAND AVE | MANHATTAN BEACH BLVD | 10TH ST | 91 | 15,373 | $ 7.83 | $ 109,537.24 |
| HIGHLAND AVE | 15TH ST | 13TH ST | 91 | 15,808 | $ 7.83 | $ 112,636.74 |
| MANHATTAN AVE | 2ND PL | 2ND ST | 91 | 6,202 | $ 7.83 | $ 44,191.11 |
| MANHATTAN AVE | 4TH PL | 4TH ST | 91 | 6,081 | $ 7.83 | $ 43,328.95 |
| MANHATTAN AVE | 8TH ST | 7TH PL | 91 | 5,647 | $ 7.83 | $ 40,236.57 |
| MANHATTAN BEACH BLVD | REDONDO AVE | PECK AVE | 91 | 82,729 | $ 7.83 | $ 589,468.94 |
| MARINE AVE | CEDAR AVE | SEPULVEDA BLVD | 91 | 22,484 | $ 7.83 | $ 160,205.25 |
| MARINE AVE | PECK AVE | ROWELL AVE | 91 | 43,652 | $ 7.83 | $ 311,033.60 |
| ROSECRANS AVE | VILLAGE DR | SEPULVEDA BLVD | 91 | 34,188 | $ 7.83 | $ 243,599.76 |
| VALLEY DR | MARINE AVE | FLOURNOY RD | 91 | 14,735 | $ 7.83 | $ 104,991.30 |
| HIGHLAND AVE | 13TH ST | MANHATTAN BEACH BLVD | 92 | 16,400 | $ 7.83 | $ 118,139.04 |
| MANHATTAN AVE | 3RD PL | 3RD ST | 92 | 6,004 | $ 7.83 | $ 43,250.41 |
| MANHATTAN AVE | 7TH PL | 7TH ST | 92 | 6,085 | $ 7.83 | $ 43,833.91 |
| MANHATTAN BEACH BLVD | MANHATTAN AVE | EAST END | 92 | 17,472 | $ 7.83 | $ 125,861.30 |
| MANHATTAN BEACH BLVD | MAGNOLIA AVE | SEPULVEDA BLVD | 92 | 56,435 | $ 7.83 | $ 406,535.17 |
| MANHATTAN BEACH BLVD | PECK AVE | ROWELL AVE | 92 | 49,149 | $ 7.83 | $ 354,049.74 |
| MARINE AVE | POINSETTIA AVE | PALM AVE | 92 | 6,543 | $ 7.83 | $ 47,133.15 |
| MARINE AVE | AVIATION BLVD | HARKNESS ST | 92 | 41,176 | $ 7.83 | $ 296,615.43 |
| VALLEY DR | WALNUT AVE | POINTSETTIA AVE | 92 | 13,041 | $ 7.83 | $ 93,942.15 |
| VALLEY DR | PINE AVE | WALNUT AVE | 92 | 12,856 | $ 7.83 | $ 92,609.48 |
| VALLEY DR | ELM AVE | PINE AVE | 92 | 12,764 | $ 7.83 | $ 91,946.75 |
| HIGHLAND AVE | 5TH PL | 5TH ST | 93 | 4,772 | $ 7.83 | $ 34,749.23 |
| HIGHLAND AVE | 10TH ST | 9TH PL | 93 | 4,957 | $ 7.83 | $ 36,096.38 |
| MANHATTAN AVE | 1ST PL | 1ST ST | 93 | 6,057 | $ 7.83 | $ 44,106.47 |
| MANHATTAN BEACH BLVD | HARKNESS ST | REDONDO AVE | 93 | 43,133 | $ 7.83 | $ 314,090.19 |
| MARINE AVE | JOHN ST | ARDMORE AVE | 93 | 8,360 | $ 7.83 | $ 60,876.68 |
| MARINE AVE | MEADOWS AVE | MAGNOLIA AVE | 93 | 29,890 | $ 7.83 | $ 217,655.99 |
| HIGHLAND AVE | 1ST PL | 1ST ST | 94 | 4,670 | $ 7.83 | $ 34,372.13 |
| HIGHLAND AVE | 2ND ST | 1ST PL | 94 | 4,859 | $ 7.83 | $ 35,763.21 |
| HIGHLAND AVE | 3RD ST | 2ND PL | 94 | 4,771 | $ 7.83 | $ 35,115.51 |
| HIGHLAND AVE | 6TH ST | 5TH PL | 94 | 4,806 | $ 7.83 | $ 35,373.12 |
| HIGHLAND AVE | MARINE AVE | 18TH PL | 94 | 30,143 | $ 7.83 | $ 221,858.51 |
| MANHATTAN AVE | 1ST ST | HOMER ST | 94 | 10,098 | $ 7.83 | $ 74,323.30 |
| MANHATTAN BEACH BLVD | AVIATION BLVD | HARKNESS ST | 94 | 39,355 | $ 7.83 | $ 289,660.67 |
| MARINE AVE | MAGNOLIA AVE | CEDAR AVE | 94 | 27,393 | $ 7.83 | $ 201,617.96 |
| ROSECRANS AVE | REDONDO BLVD | MARKET PL | 94 | 43,314 | $ 7.83 | $ 318,799.70 |
| VALLEY DR | OAK AND 35TH ST | ELM AVE | 94 | 9,865 | $ 7.83 | $ 72,608.37 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| HIGHLAND AVE | 4TH ST | 3RD PL | 95 | 4,939 | $ 7.83 | $ 36,738.75 |
| HIGHLAND AVE | 5TH ST | 4TH PL | 95 | 4,809 | $ 7.83 | $ 35,771.75 |
| HIGHLAND AVE | 7TH PL | 7TH ST | 95 | 4,808 | $ 7.83 | $ 35,764.31 |
| HIGHLAND AVE | 9TH PL | 9TH ST | 95 | 4,903 | $ 7.83 | $ 36,470.97 |
| MANHATTAN BEACH BLVD | CHESTNUT AVE | MAGNOLIA AVE | 95 | 12,790 | $ 7.83 | $ 95,138.42 |
| MANHATTAN BEACH BLVD | MEADOWS AVE | CHESTNUT AVE | 95 | 15,358 | $ 7.83 | $ 114,240.48 |
| MARINE AVE | PALM AVE | JOHN ST | 95 | 7,301 | $ 7.83 | $ 54,308.49 |
| MARINE AVE | REDONDO AVE | HERRIN AVE | 95 | 38,589 | $ 7.83 | $ 287,044.28 |
| ROSECRANS AVE | MARKET PL | NASH PKWY | 95 | 25,157 | $ 7.83 | $ 187,130.34 |
| HIGHLAND AVE | 1ST ST | HOMER ST | 96 | 10,137 | $ 7.83 | $ 76,197.80 |
| MANHATTAN BEACH BLVD | ROWELL AVE | MEADOWS AVE | 96 | 35,774 | $ 7.83 | $ 268,906.00 |
| MARINE AVE | ROWELL AVE | MEADOWS AVE | 96 | 33,998 | $ 7.83 | $ 255,556.17 |
| MARINE AVE | HERRIN AVE | PECK AVE | 96 | 39,094 | $ 7.83 | $ 293,861.78 |
| MARINE AVE | HARKNESS ST | REDONDO AVE | 96 | 45,939 | $ 7.83 | $ 345,314.28 |
| ROSECRANS AVE | NASH PKWY | VILLAGE DR | 96 | 57,465 | $ 7.83 | $ 431,952.91 |
| HIGHLAND AVE | 9TH ST | 8TH PL | 97 | 4,742 | $ 7.83 | $ 36,015.96 |
| ROSECRANS AVE | AVIATION BLVD | REDONDO BLVD | 97 | 53,682 | $ 7.83 | $ 407,720.16 |
| *Subtotal Arterial/Collector Roads* | | | | | $ 7.83 | $ 21,368,332.70 |
| **Local Streets** | | | | | | |
| CENTER PL | LAUREL AVE | EAST END | 19 | 4,781 | $ 7.83 | $ 7,112.69 |
| FLOURNOY RD | 35TH ST | 33RD ST | 23 | 7,996 | $ 7.83 | $ 14,400.00 |
| PECK AVE | 23RD ST | 18TH ST | 30 | 26,510 | $ 7.83 | $ 62,271.99 |
| 21ST ST | MEADOWS AVE | CHESTNUT AVE | 32 | 6,125 | $ 7.83 | $ 15,346.80 |
| 30TH ST | LAUREL AVE | AGNES RD | 33 | 11,203 | $ 7.83 | $ 28,947.43 |
| PECK AVE | MARINE AVE | 23RD ST | 33 | 8,071 | $ 7.83 | $ 20,854.66 |
| AGNES RD | 35TH ST | 33RD PL | 34 | 3,824 | $ 7.83 | $ 10,180.25 |
| MEADOWS AVE | CURTIS AVE | KEATS ST | 34 | 30,596 | $ 7.83 | $ 81,452.67 |
| 6TH PL | MANHATTAN AVE | OCEAN DR | 37 | 3,264 | $ 7.83 | $ 9,456.13 |
| CHESTNUT AVE | 21ST ST | MAGNOLIA AVE | 35 | 4,748 | $ 7.83 | $ 13,011.89 |
| PECK AVE | 12TH ST | MANHATTAN BEACH BLVD | 35 | 9,137 | $ 7.83 | $ 25,039.95 |
| MORNINGSIDE DR | HOMER PL | HOMER ST | 36 | 4,562 | $ 7.83 | $ 12,859.37 |
| 30TH ST | AGNES RD | FLOURNOY RD | 37 | 8,001 | $ 7.83 | $ 23,179.70 |
| BELL AVE | 31ST PL | 31ST ST | 37 | 5,418 | $ 7.83 | $ 15,696.49 |
| LAUREL AVE | 26TH ST | VALLEY DR | 37 | 5,111 | $ 7.83 | $ 14,807.08 |
| 1ST ST | ROWELL AVE | MEADOWS AVE | 38 | 17,846 | $ 7.83 | $ 53,098.99 |
| 21ST ST | REDONDO AVE | HERRIN AVE | 38 | 16,634 | $ 7.83 | $ 49,492.80 |
| 33RD PL | HIGHLAND AVE | BAYVIEW DR | 38 | 2,695 | $ 7.83 | $ 8,018.70 |
| 36TH PL | BELL AVE | GRANDVIEW AVE | 38 | 12,729 | $ 7.83 | $ 37,873.87 |
| 4TH PL | HIGHLAND AVE | BAYVIEW DR | 38 | 3,118 | $ 7.83 | $ 9,277.30 |
| BELL AVE | 27TH ST | BLANCHE RD | 38 | 29,124 | $ 7.83 | $ 86,655.55 |
| GATES AVE | ROWELL AVE | MEADOWS AVE | 38 | 17,296 | $ 7.83 | $ 51,462.52 |
| 5TH PL | MANHATTAN AVE | OCEAN DR | 39 | 2,978 | $ 7.83 | $ 9,093.92 |
| BOUNDARY PL | SEPULVEDA BLVD | DIANTHUS ST | 39 | 11,833 | $ 7.83 | $ 36,134.43 |
| 25TH ST | 23RD ST | BLANCHE RD | 40 | 11,219 | $ 7.83 | $ 35,137.91 |
| 27TH ST | AGNES RD | FLOURNOY RD | 40 | 7,989 | $ 7.83 | $ 25,021.55 |
| JOHN ST | 12TH COURT | MANHATTAN BEACH BLVD | 40 | 9,779 | $ 7.83 | $ 30,627.83 |
| MORNINGSIDE DR | 2ND ST | 1ST ST | 40 | 6,453 | $ 7.83 | $ 20,210.80 |
| ROWELL AVE | GATES AVE | CURTIS AVE | 40 | 8,395 | $ 7.83 | $ 26,293.14 |
| ROWELL AVE | 1ST ST | GATES AVE | 40 | 8,533 | $ 7.83 | $ 26,725.36 |
| 19TH ST | REDONDO AVE | HERRIN AVE | 41 | 16,647 | $ 7.83 | $ 53,441.86 |
| 1ST PL | ROWELL AVE | MEADOWS AVE | 41 | 11,848 | $ 7.83 | $ 38,035.63 |
| 2ND PL | MANHATTAN AVE | OCEAN DR | 41 | 3,261 | $ 7.83 | $ 10,468.79 |
| 30TH PL | HIGHLAND AVE | BAYVIEW DR | 41 | 3,099 | $ 7.83 | $ 9,948.72 |
| BELL AVE | CUL DE SAC | 27TH ST | 41 | 16,717 | $ 7.83 | $ 53,666.59 |
| 27TH ST | FLOURNOY RD | BELL AVE | 42 | 25,104 | $ 7.83 | $ 82,557.01 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 3RD PL | MANHATTAN AVE | OCEAN DR | 42 | 3,299 | $ 7.83 | $ 10,849.09 |
| 3RD ST | MORNINGSIDE DR | CREST DR | 42 | 5,541 | $ 7.83 | $ 18,222.13 |
| AGNES RD | 33RD ST | 31ST ST | 42 | 7,437 | $ 7.83 | $ 24,457.32 |
| CHESTNUT AVE | 23RD ST | 21ST ST | 42 | 12,003 | $ 7.83 | $ 39,473.07 |
| FLOURNOY RD | 36TH ST | 35TH ST | 42 | 7,493 | $ 7.83 | $ 24,641.48 |
| LAUREL AVE | 27TH ST | 26TH ST | 42 | 6,566 | $ 7.83 | $ 21,592.95 |
| PECK AVE | VOORHEES AVE | NELSON AVE | 42 | 26,264 | $ 7.83 | $ 86,371.79 |
| PECK AVE | CDS-SCHOOL | 12TH ST | 42 | 5,646 | $ 7.83 | $ 18,567.44 |
| 19TH ST | HERRIN AVE | PECK AVE | 43 | 22,164 | $ 7.83 | $ 74,623.97 |
| 30TH ST | BLANCHE RD | WEST END | 43 | 16,262 | $ 7.83 | $ 54,752.53 |
| 31ST PL | DEAD END | FLOURNOY RD | 43 | 10,232 | $ 7.83 | $ 34,450.12 |
| 4TH ST | CREST DR | HIGHLAND AVE | 43 | 2,925 | $ 7.83 | $ 9,848.18 |
| 7TH PL | MANHATTAN AVE | OCEAN DR | 43 | 3,302 | $ 7.83 | $ 11,117.50 |
| 9TH ST | ROWELL AVE | MEADOWS AVE | 43 | 15,387 | $ 7.83 | $ 51,806.49 |
| AGNES RD | 33RD PL | 33RD ST | 43 | 3,906 | $ 7.83 | $ 13,151.11 |
| CURTIS AVE | ROWELL AVE | MEADOWS AVE | 43 | 17,815 | $ 7.83 | $ 59,981.32 |
| DUNCAN DR | WEST EOP | KUHN DR | 43 | 11,212 | $ 7.83 | $ 37,749.68 |
| 14TH ST | PACIFIC AVE | LAUREL AVE | 44 | 11,186 | $ 7.83 | $ 38,538.01 |
| 25TH ST | VISTA DR | ALMA AVE | 44 | 2,631 | $ 7.83 | $ 9,064.32 |
| 26TH ST | FLOURNOY RD | BLANCHE RD | 44 | 15,527 | $ 7.83 | $ 53,493.62 |
| 26TH ST | AGNES RD | FLOURNOY RD | 44 | 7,094 | $ 7.83 | $ 24,440.25 |
| 2ND PL | VALLEY DR | VISTA DR | 44 | 12,517 | $ 7.83 | $ 43,123.57 |
| 2ND ST | MORNINGSIDE DR | HIGHLAND AVE | 44 | 8,425 | $ 7.83 | $ 29,025.81 |
| 30TH ST | FLOURNOY RD | BLANCHE RD | 44 | 16,823 | $ 7.83 | $ 57,958.60 |
| 8TH ST | REDONDO AVE | HERRIN AVE | 44 | 14,084 | $ 7.83 | $ 48,522.20 |
| GRANDVIEW AVE | 36TH ST | 35TH PL | 44 | 2,741 | $ 7.83 | $ 9,443.29 |
| 23RD ST | MEADOWS AVE | CEDAR AVE | 45 | 19,236 | $ 7.83 | $ 67,778.05 |
| 31ST PL | FLOURNOY RD | BELL AVE | 45 | 21,029 | $ 7.83 | $ 74,095.68 |
| 3RD ST | INGLESIDE DR | MORNINGSIDE DR | 45 | 10,836 | $ 7.83 | $ 38,180.65 |
| 12TH CT | POINSETTA AVE | JOHN ST | 46 | 12,796 | $ 7.83 | $ 46,088.63 |
| 33RD PL | FLOURNOY RD | BELL AVE | 46 | 21,065 | $ 7.83 | $ 75,871.92 |
| 35TH PL | HIGHLAND AVE | BAYVIEW DR | 46 | 2,525 | $ 7.83 | $ 9,094.55 |
| 35TH PL | FLOURNOY RD | BELL AVE | 46 | 20,196 | $ 7.83 | $ 72,741.95 |
| 36TH ST | FLOURNOY RD | BELL AVE | 46 | 28,890 | $ 7.83 | $ 104,056.00 |
| BAYVIEW DR | 1ST ST | HOMER ST | 46 | 3,280 | $ 7.83 | $ 11,813.90 |
| BELL AVE | ROSECRANS AVE | 33RD ST | 46 | 40,263 | $ 7.83 | $ 145,019.27 |
| MEADOWS AVE | 2ND ST | CURTIS AVE | 46 | 25,946 | $ 7.83 | $ 93,452.30 |
| PALM AVE | 23RD ST | 19TH ST | 46 | 11,241 | $ 7.83 | $ 40,487.83 |
| 12TH PL | MORNINGSIDE DR | CREST DR | 47 | 3,224 | $ 7.83 | $ 11,864.64 |
| 14TH ST | CHURCH ST | ARDMORE AVE | 47 | 25,461 | $ 7.83 | $ 93,699.03 |
| 18TH ST | AGNES RD | FLOURNOY RD | 47 | 6,601 | $ 7.83 | $ 24,292.34 |
| 26TH ST | LAUREL AVE | AGNES RD | 47 | 9,352 | $ 7.83 | $ 34,416.30 |
| 29TH PL | HIGHLAND AVE | BAYVIEW DR | 47 | 3,014 | $ 7.83 | $ 11,091.82 |
| 32ND PL | MANHATTAN AVE | OCEAN DR | 47 | 2,409 | $ 7.83 | $ 8,865.36 |
| 32ND ST | CUL DE SAC | VISTA DR | 47 | 12,067 | $ 7.83 | $ 44,407.77 |
| 35TH ST | PACIFIC AVE | FLOURNOY RD | 47 | 23,175 | $ 7.83 | $ 85,286.32 |
| 3RD ST | HARKNESS ST | REDONDO AVE | 47 | 18,302 | $ 7.83 | $ 67,353.19 |
| 4TH PL | MANHATTAN AVE | OCEAN DR | 47 | 3,170 | $ 7.83 | $ 11,665.92 |
| DUNCAN PL | SEPULVEDA BLVD | DIANTHUS ST | 47 | 8,607 | $ 7.83 | $ 31,674.62 |
| HOMER PL | HIGHLAND AVE | BAYVIEW DR | 47 | 3,308 | $ 7.83 | $ 12,173.77 |
| ROWELL AVE | 2ND ST | 1ST ST | 47 | 8,695 | $ 7.83 | $ 31,998.47 |
| 11TH PL | PACIFIC AVE | HIGHVIEW AVE | 48 | 5,700 | $ 7.83 | $ 21,422.88 |
| 26TH ST | BLANCHE RD | BELL AVE | 48 | 4,583 | $ 7.83 | $ 17,224.75 |
| 34TH ST | END | VISTA DR | 48 | 12,247 | $ 7.83 | $ 46,029.12 |
| 7TH PL | HIGHLAND AVE | BAYVIEW DR | 48 | 3,197 | $ 7.83 | $ 12,015.60 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| BOUNDARY PL | DIANTHUS ST | POINSETTIA AVE | 48 | 11,885 | $ 7.83 | $ 44,668.58 |
| DUNCAN PL | POINSETTA AVE | ARDMORE AVE | 48 | 5,759 | $ 7.83 | $ 21,644.63 |
| JOHN ST | 14TH ST | 12TH COURT | 48 | 9,750 | $ 7.83 | $ 36,644.40 |
| LAUREL AVE | 31ST ST | 30TH ST | 48 | 2,449 | $ 7.83 | $ 9,204.32 |
| MORNINGSIDE DR | 3RD ST | 2ND ST | 48 | 6,885 | $ 7.83 | $ 25,876.58 |
| 1ST PL | HIGHLAND AVE | BAYVIEW DR | 49 | 3,067 | $ 7.83 | $ 11,767.16 |
| 29TH ST | LAUREL AVE | AGNES RD | 49 | 8,858 | $ 7.83 | $ 33,985.49 |
| 2ND PL | MORNINGSIDE DR | CREST DR | 49 | 3,081 | $ 7.83 | $ 11,820.87 |
| 36TH ST | LAUREL AVE | FLOURNOY RD | 49 | 16,736 | $ 7.83 | $ 64,211.01 |
| 3RD ST | CREST DR | HIGHLAND AVE | 49 | 3,138 | $ 7.83 | $ 12,039.56 |
| 3RD ST | VALLEY | INGLESIDE DR | 49 | 13,701 | $ 7.83 | $ 52,566.63 |
| 5TH PL | HIGHLAND AVE | BAYVIEW DR | 49 | 3,156 | $ 7.83 | $ 12,108.63 |
| 8TH ST | HERRIN AVE | PECK AVE | 49 | 14,942 | $ 7.83 | $ 57,327.97 |
| JOHNSON ST | 3RD ST | 2ND ST | 49 | 7,739 | $ 7.83 | $ 29,692.22 |
| MARINE AVE | FLOURNOY RD | BLANCHE RD | 49 | 14,848 | $ 7.83 | $ 56,967.32 |
| POINSETTIA AVE | MANHATTAN BEACH BLVD | 10TH ST | 49 | 20,510 | $ 7.83 | $ 78,690.72 |
| RUHLAND AVE | AVIATION BLVD | REDONDO AVE | 49 | 23,344 | $ 7.83 | $ 89,563.92 |
| 15TH ST | CDS-SCHOOL | ROWELL AVE | 50 | 7,312 | $ 7.83 | $ 28,626.48 |
| 29TH ST | BLANCHE RD | BELL AVE | 50 | 12,117 | $ 7.83 | $ 47,438.06 |
| 32ND ST | VISTA DR | ALMA AVE | 50 | 2,535 | $ 7.83 | $ 9,924.53 |
| 5TH ST | CREST DR | HIGHLAND AVE | 50 | 2,768 | $ 7.83 | $ 10,836.72 |
| HARKNESS ST | 3RD ST | 2ND ST | 50 | 8,619 | $ 7.83 | $ 33,743.39 |
| HERRIN AVE | 19TH ST | 18TH ST E | 50 | 6,903 | $ 7.83 | $ 27,025.25 |
| ROWELL AVE | CURTIS AVE | VOORHEES AVE | 50 | 8,284 | $ 7.83 | $ 32,431.86 |
| 11TH PL | HIGHLAND AVE | BAYVIEW DR | 51 | 2,738 | $ 7.83 | $ 10,933.66 |
| 1ST PL | INGLESIDE DR | VISTA DR | 51 | 4,443 | $ 7.83 | $ 17,742.23 |
| 1ST ST | REDONDO AVE | HERRIN AVE | 51 | 17,657 | $ 7.83 | $ 70,509.70 |
| 34TH PL | HIGHLAND AVE | BAYVIEW DR | 51 | 2,420 | $ 7.83 | $ 9,663.79 |
| 3RD ST | CUL DE SAC | HARKNESS ST | 51 | 8,945 | $ 7.83 | $ 35,720.07 |
| 8TH ST | CREST DR | HIGHLAND AVE | 51 | 2,817 | $ 7.83 | $ 11,249.13 |
| AGNES RD | 31TH ST | 29TH ST | 51 | 10,355 | $ 7.83 | $ 41,350.62 |
| CEDAR AVE | MARINE AVE | 22ND ST | 51 | 10,066 | $ 7.83 | $ 40,196.56 |
| LAUREL AVE | 23RD ST | 19TH ST | 51 | 10,744 | $ 7.83 | $ 42,904.02 |
| LAUREL AVE | ROSECRANS AVE | 36TH ST | 51 | 7,765 | $ 7.83 | $ 31,007.97 |
| PROSPECT AVE | TENNYSON ST | ARTESIA BLVD | 51 | 17,634 | $ 7.83 | $ 70,417.85 |
| REDONDO AVE | VOORHEES AVE | RUNLAND AVE | 51 | 9,818 | $ 7.83 | $ 39,206.22 |
| ROWELL AVE | MANHATTHAN BEACH BLV | 11TH ST | 51 | 6,940 | $ 7.83 | $ 27,713.50 |
| 23RD ST | 25TH ST | BLANCHE RD | 52 | 8,684 | $ 7.83 | $ 35,357.77 |
| 31ST ST | FLOURNOY RD | BELL AVE | 52 | 29,545 | $ 7.83 | $ 120,295.42 |
| 3RD PL | INGLESIDE DR | CREST DR | 52 | 9,401 | $ 7.83 | $ 38,277.11 |
| 5TH PL | VALLEY DR | INGLESIDE DR | 52 | 5,828 | $ 7.83 | $ 23,729.28 |
| 6TH PL | HIGHLAND AVE | BAYVIEW DR | 52 | 3,173 | $ 7.83 | $ 12,919.19 |
| HARKNESS ST | 11TH ST | 10TH ST | 52 | 9,546 | $ 7.83 | $ 38,867.49 |
| JOHN ST | 6TH ST | 5TH ST | 52 | 8,727 | $ 7.83 | $ 35,532.85 |
| LAUREL AVE | 30TH ST | 29TH ST | 52 | 6,043 | $ 7.83 | $ 24,604.68 |
| TERRAZA PL | CDS | LONGFELLOW DR | 52 | 7,605 | $ 7.83 | $ 30,964.52 |
| VOORHEES AVE | AVIATION BLVD | REDONDO AVE | 52 | 23,285 | $ 7.83 | $ 94,807.21 |
| 11TH ST | PECK AVE | ROWELL AVE | 53 | 19,947 | $ 7.83 | $ 82,778.06 |
| 18TH ST | LAUREL AVE | AGNES RD | 53 | 7,672 | $ 7.83 | $ 31,838.03 |
| 1ST PL | MANHATTAN AVE | OCEAN DR | 53 | 3,268 | $ 7.83 | $ 13,561.87 |
| 32ND PL | HIGHLAND AVE | BAYVIEW DR | 53 | 3,023 | $ 7.83 | $ 12,545.15 |
| 33RD ST | FLOURNOY RD | BELL AVE | 53 | 31,653 | $ 7.83 | $ 131,356.78 |
| 36TH PL | E. END | BLANCHE RD | 53 | 21,197 | $ 7.83 | $ 87,965.43 |
| 3RD PL | VALLEY DR | INGLESIDE DR | 53 | 7,132 | $ 7.83 | $ 29,597.09 |
| 9TH PL | VALLEY DR | CREST DR | 53 | 10,416 | $ 7.83 | $ 43,225.36 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 9TH ST | POINSETTIA AVE | JOHN ST | 53 | 14,175 | $ 7.83 | $ 58,824.83 |
| LAUREL AVE | 33RD RD | 31ST ST | 53 | 7,098 | $ 7.83 | $ 29,455.99 |
| 10TH ST | ROWELL AVE | MEADOWS AVE | 54 | 15,104 | $ 7.83 | $ 63,862.73 |
| 2ND PL | HIGHLAND AVE | BAYVIEW DR | 54 | 3,000 | $ 7.83 | $ 12,684.60 |
| 31ST ST | VISTA DR | ALMA AVE | 54 | 2,483 | $ 7.83 | $ 10,498.62 |
| 36TH PL | BLANCHE RD | BELL AVE | 54 | 11,464 | $ 7.83 | $ 48,472.08 |
| 4TH ST | VALLEY DR | INGLESIDE DR | 54 | 8,625 | $ 7.83 | $ 36,468.23 |
| HARKNESS ST | 5TH ST | 3RD ST | 54 | 8,809 | $ 7.83 | $ 37,246.21 |
| HERRIN ST | NELSON AVE | ARTESIA BLVD | 54 | 18,091 | $ 7.83 | $ 76,492.37 |
| JOHN ST | MARINE AVE | 23RD ST | 54 | 13,759 | $ 7.83 | $ 58,175.80 |
| MATHEWS AVE | AVIATION BLVD | REDONDO AVE | 54 | 15,262 | $ 7.83 | $ 64,530.79 |
| MEADOWS AVE | MANHATTAN BEACH BLVD | 8TH ST | 54 | 41,946 | $ 7.83 | $ 177,356.08 |
| OCEAN DR | 12TH ST | MANHATTAN BEACH BLVD | 54 | 4,528 | $ 7.83 | $ 19,145.29 |
| VISTA DR | 2ND ST | 1ST ST | 54 | 3,934 | $ 7.83 | $ 16,633.74 |
| 1ST ST | MANHATTAN AVE | EOP | 55 | 8,633 | $ 7.83 | $ 37,178.01 |
| 33RD ST | CUL DE SAC | VISTA DR | 55 | 12,365 | $ 7.83 | $ 53,249.87 |
| 3RD PL | HIGHLAND AVE | BAYVIEW DR | 55 | 3,160 | $ 7.83 | $ 13,608.54 |
| 6TH ST | POWELL AVE | MEADOWS AVE | 55 | 15,484 | $ 7.83 | $ 66,681.85 |
| 8TH PL | VALLEY DR | CREST DR | 55 | 13,088 | $ 7.83 | $ 56,363.47 |
| AVIATION PL | AVIATION BLVD | 2ND ST | 55 | 17,200 | $ 7.83 | $ 74,071.80 |
| NELSON AVE | AVIATION BLVD | REDONDO AVE | 55 | 19,907 | $ 7.83 | $ 85,729.50 |
| OCEAN DR | 11TH PL | 11TH ST | 89 | 2,379 | $ 7.83 | $ 16,578.54 |
| REDONDO AVE | 6TH ST | 5TH ST | 55 | 8,849 | $ 7.83 | $ 38,108.22 |
| VISTA DR | 1ST ST | SOUTH END | 55 | 2,285 | $ 7.83 | $ 9,840.35 |
| 25TH ST | FLOURNOY RD | 23RD ST | 56 | 4,767 | $ 7.83 | $ 20,902.34 |
| 26TH PL | GRANDVIEW AVE | VISTA DR | 56 | 9,018 | $ 7.83 | $ 39,542.13 |
| 30TH ST | W END | SEPULVEDA BLVD | 56 | 3,702 | $ 7.83 | $ 16,232.53 |
| 4TH PL | VALLEY DR | INGLESIDE DR | 56 | 6,247 | $ 7.83 | $ 27,391.85 |
| GRANDVIEW AVE | 27TH ST | 26TH PL | 56 | 2,756 | $ 7.83 | $ 12,084.51 |
| MARINE AVE | 25TH ST | FLOURNOY RD | 56 | 4,258 | $ 7.83 | $ 18,670.48 |
| PECK AVE | 1ST ST | VOORHEES AVE | 56 | 37,134 | $ 7.83 | $ 162,825.16 |
| RUHLAND AVE | HERRIN AVE | PECK AVE | 56 | 18,032 | $ 7.83 | $ 79,066.71 |
| 10TH ST | HARKNESS ST | REDONDO AVE | 57 | 18,298 | $ 7.83 | $ 81,665.80 |
| 25TH ST | MARINE AVE | FLOURNOY RD | 57 | 3,344 | $ 7.83 | $ 14,924.61 |
| 35TH ST | VISTA DR | ALMA AVE | 57 | 3,814 | $ 7.83 | $ 17,022.26 |
| 35TH ST | FLOURNOY RD | BELL AVE | 57 | 30,237 | $ 7.83 | $ 134,950.75 |
| 35TH ST | ELM AVE | PINE AVE | 57 | 7,086 | $ 7.83 | $ 31,625.53 |
| 9TH ST | DIANTHUS ST | POINSETTIA AVE | 57 | 16,928 | $ 7.83 | $ 75,551.36 |
| BAYVIEW DR | 12TH ST | CENTER PL | 93 | 1,567 | $ 7.83 | $ 11,410.74 |
| CEDAR AVE | 22ND ST | 20TH ST | 57 | 13,742 | $ 7.83 | $ 61,331.92 |
| HERRIN AVE | 18TH ST E | 18TH ST W | 57 | 3,754 | $ 7.83 | $ 16,754.48 |
| KEATS ST | MEADOWS AVE | PROSPECT AVE | 57 | 11,849 | $ 7.83 | $ 52,883.27 |
| LAUREL AVE | 36TH ST | 35TH ST | 57 | 3,772 | $ 7.83 | $ 16,834.81 |
| LAUREL AVE | 36TH ST | 35TH ST | 57 | 3,640 | $ 7.83 | $ 16,245.68 |
| MARINE AVE | VALLEY DR | AGNES RD | 57 | 7,211 | $ 7.83 | $ 32,183.41 |
| MATHEWS AVE | REDONDO AVE | HERRIN AVE | 57 | 17,559 | $ 7.83 | $ 78,367.57 |
| PALM AVE | 19TH ST | 18TH ST | 57 | 11,161 | $ 7.83 | $ 49,812.66 |
| REDONDO AVE | CURTIS AVE | VOORHEES AVE | 57 | 9,576 | $ 7.83 | $ 42,738.65 |
| 10TH PL | VALLEY DR | MORNINGSIDE DR | 58 | 5,935 | $ 7.83 | $ 26,953.21 |
| 18TH ST | POINSETTIA AVE | PALM AVE | 58 | 7,052 | $ 7.83 | $ 32,025.95 |
| 19TH ST | PALM AVE | JOHN ST | 58 | 8,384 | $ 7.83 | $ 38,075.10 |
| 19TH ST | POINSETTIA AVE | PALM AVE | 58 | 7,602 | $ 7.83 | $ 34,523.72 |
| 23RD PL | MANHATTAN AVE | OCEAN DR | 58 | 1,705 | $ 7.83 | $ 7,743.09 |
| 26TH ST | VISTA DR | ALMA AVE | 58 | 2,647 | $ 7.83 | $ 12,021.09 |
| 2ND ST | INGLESIDE DR | MORNINGSIDE DR | 58 | 10,752 | $ 7.83 | $ 48,829.13 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 2ND ST | VALLEY DR | INGLESIDE DR | 58 | 12,674 | $ 7.83 | $ 57,557.70 |
| 38TH ST | OCEAN DR | THE STRAND | 58 | 2,600 | $ 7.83 | $ 11,807.64 |
| 7TH PL | VALLEY DR | CREST DR | 58 | 11,034 | $ 7.83 | $ 50,109.81 |
| 8TH ST | HARKNESS ST | REDONDO AVE | 59 | 18,793 | $ 7.83 | $ 86,818.02 |
| CEDAR AVE | 20TH ST | 18TH ST | 58 | 6,265 | $ 7.83 | $ 28,451.87 |
| CURTIS AVE | HERRIN AVE | PECK AVE | 58 | 18,330 | $ 7.83 | $ 83,243.86 |
| HARKNESS ST | MANHATTAN BEACH BLVD | 11TH ST | 58 | 7,286 | $ 7.83 | $ 33,088.64 |
| MATHEWS AVE | HERRIN AVE | PECK AVE | 58 | 18,355 | $ 7.83 | $ 83,357.40 |
| NELSON AVE | REDONDO AVE | HERRIN AVE | 58 | 17,661 | $ 7.83 | $ 80,205.67 |
| OCEAN DR | 45TH ST | 44TH ST | 58 | 5,171 | $ 7.83 | $ 23,483.58 |
| RAILROAD PL | 11TH ST | 9TH ST | 58 | 5,521 | $ 7.83 | $ 25,073.07 |
| SHELLEY ST | CDS | PROSPECT AVE | 58 | 11,879 | $ 7.83 | $ 53,947.29 |
| 10TH ST | OCEAN | THE STRAND | 59 | 1,809 | $ 7.83 | $ 8,357.04 |
| 10TH ST | REDONDO AVE | HERRIN AVE | 59 | 17,400 | $ 7.83 | $ 80,382.78 |
| 1ST ST | VISTA DR | MORNINGSIDE DR | 59 | 4,256 | $ 7.83 | $ 19,661.44 |
| 20TH PL | W END | VALLEY DR | 59 | 9,851 | $ 7.83 | $ 45,508.66 |
| 27TH ST | VISTA DR | ALMA AVE | 59 | 2,717 | $ 7.83 | $ 12,551.72 |
| 2ND ST | AVIATION BLVD | HARKNESS ST | 59 | 7,262 | $ 7.83 | $ 33,548.26 |
| 34TH ST | VISTA DR | ALMA AVE | 59 | 2,897 | $ 7.83 | $ 13,383.27 |
| 8TH ST | PECK AVE | ROWELL AVE | 59 | 15,910 | $ 7.83 | $ 73,499.43 |
| BAYVIEW DR | 4TH ST | 3RD ST | 59 | 4,710 | $ 7.83 | $ 21,758.79 |
| BOUNDARY PL | POINSETTIA AVE | ARDMORE AVE | 59 | 5,875 | $ 7.83 | $ 27,140.74 |
| FLOURNOY RD | ROSECRANS AVE | 36TH ST | 59 | 7,318 | $ 7.83 | $ 33,806.96 |
| LAUREL AVE | 35TH ST | 33RD RD | 59 | 6,941 | $ 7.83 | $ 32,065.34 |
| MAGNOLIA AVE | MARINE AVE | 23RD ST | 59 | 3,303 | $ 7.83 | $ 15,258.87 |
| OCEAN DR | 5TH ST | 4TH ST | 59 | 4,251 | $ 7.83 | $ 19,638.34 |
| POINSETTIA AVE | 5TH ST | 2ND ST | 59 | 21,675 | $ 7.83 | $ 100,132.00 |
| RUHLAND AVE | REDONDO AVE | HERRIN AVE | 59 | 17,082 | $ 7.83 | $ 78,913.72 |
| 10TH ST | VALLEY | CREST | 60 | 8,572 | $ 7.83 | $ 40,271.26 |
| 31ST ST | CUL DE SAC | VISTA DR | 60 | 12,547 | $ 7.83 | $ 58,945.81 |
| 34TH ST | ALMA AVE | CREST DR | 60 | 3,034 | $ 7.83 | $ 14,253.73 |
| 35TH PL | LAUREL AVE | FLOURNOY RD | 60 | 12,552 | $ 7.83 | $ 58,969.30 |
| 38TH ST | HIGHLAND AVE | OCEAN DR | 60 | 10,564 | $ 7.83 | $ 49,629.67 |
| 3RD ST | POINSETTIA AVE | JOHN ST | 60 | 14,005 | $ 7.83 | $ 65,795.49 |
| 4TH PL | INGLESIDE DR | CREST DR | 60 | 9,147 | $ 7.83 | $ 42,972.61 |
| 9TH ST | PACIFIC AVE | HIGHVIEW AVE | 60 | 8,299 | $ 7.83 | $ 38,988.70 |
| GATES AVE | AVIATION BLVD | REDONDO AVE | 60 | 23,845 | $ 7.83 | $ 112,023.81 |
| JOHN PL | 3RD ST | 2ND ST | 60 | 3,998 | $ 7.83 | $ 18,782.60 |
| LAUREL AVE | 29TH ST | 27TH ST | 60 | 5,766 | $ 7.83 | $ 27,088.67 |
| MARINE PL | HIGHLAND AVE | BAYVIEW DR | 60 | 3,116 | $ 7.83 | $ 14,638.97 |
| MARINE PL | BLANCHE RD | MANOR DR | 60 | 9,722 | $ 7.83 | $ 45,673.96 |
| OCEAN DR | 7TH ST | 6TH ST | 60 | 4,692 | $ 7.83 | $ 22,043.02 |
| OCEAN DR | 42ND ST | 41ST ST | 60 | 5,433 | $ 7.83 | $ 25,524.23 |
| OCEAN DR | 44TH ST | 43RD ST | 60 | 5,223 | $ 7.83 | $ 24,537.65 |
| PACIFIC AVE | 6TH ST | 5TH ST | 60 | 11,736 | $ 7.83 | $ 55,135.73 |
| REDONDO AVE | 3RD ST | 2ND ST | 60 | 8,381 | $ 7.83 | $ 39,373.94 |
| 10TH ST | POINSETTIA AVE | JOHN ST | 61 | 13,933 | $ 7.83 | $ 66,548.19 |
| 11TH ST | SEPULVEDA BLVD | DIANTHUS ST | 61 | 17,538 | $ 7.83 | $ 83,766.75 |
| 23RD PL | GRANDVIEW AVE | VISTA DR | 61 | 4,689 | $ 7.83 | $ 22,396.07 |
| 29TH ST | VISTA DR | ALMA AVE | 61 | 2,773 | $ 7.83 | $ 13,244.68 |
| 2ND ST | DIANTHUS ST | ANDERSON ST | 61 | 12,147 | $ 7.83 | $ 58,017.72 |
| 31ST ST | CREST DR | HIGHLAND AVE | 61 | 2,507 | $ 7.83 | $ 11,974.18 |
| 44TH ST | CREST DR | HIGHLAND AVE | 61 | 4,147 | $ 7.83 | $ 19,807.32 |
| 5TH PL | INGLESIDE DR | CREST DR | 61 | 9,074 | $ 7.83 | $ 43,340.15 |
| 5TH ST | CUL DE SAC | HARKNESS ST | 61 | 16,157 | $ 7.83 | $ 77,170.68 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 6TH ST | PECK AVE | POWELL AVE | 61 | 19,123 | $ 7.83 | $ 91,337.18 |
| 8TH ST | DIANTHUS ST | ANDERSON ST | 61 | 8,929 | $ 7.83 | $ 42,647.58 |
| 9TH ST | HIGHVIEW AVE | ARDMORE AVE | 61 | 17,214 | $ 7.83 | $ 82,219.23 |
| 9TH ST | JOHN ST | PACIFIC AVE | 61 | 9,692 | $ 7.83 | $ 46,291.90 |
| BAYVIEW DR | 2ND ST | 1ST ST | 61 | 4,434 | $ 7.83 | $ 21,178.11 |
| BLANCHE RD | MARINE AVE | VALLEY DR | 61 | 7,522 | $ 7.83 | $ 35,927.33 |
| GRANDVIEW AVE | 36TH PL | 36TH ST | 61 | 1,686 | $ 7.83 | $ 8,052.84 |
| HARKNESS ST | 8TH ST | 6TH ST | 61 | 8,898 | $ 7.83 | $ 42,499.52 |
| HERRIN ST | 3RD ST | CURTIS AVE | 61 | 32,685 | $ 7.83 | $ 156,113.37 |
| HIGHVIEW AVE | 10TH ST | 9TH ST | 61 | 9,755 | $ 7.83 | $ 46,592.81 |
| HIGHVIEW AVE | MANHATTAN BEACH BLVD | 11TH ST | 61 | 6,703 | $ 7.83 | $ 32,015.54 |
| MAPLE AVE | 27TH ST | VALLEY DR | 61 | 10,980 | $ 7.83 | $ 52,443.77 |
| MEADOWS AVE | KEATS ST | ARTESIA BLVD | 61 | 35,857 | $ 7.83 | $ 171,263.79 |
| OCEAN DR | 4TH ST | 3RD ST | 61 | 4,247 | $ 7.83 | $ 20,284.95 |
| PALM AVE | MARINE AVE | 23RD ST | 61 | 13,234 | $ 7.83 | $ 63,209.55 |
| PROSPECT AVE | KEATS ST | TENNYSON ST | 61 | 15,674 | $ 7.83 | $ 74,863.73 |
| 11TH PL | PACIFIC PL | PACIFIC AVE | 62 | 2,342 | $ 7.83 | $ 11,369.47 |
| 11TH ST | OCEAN | THE STRAND | 62 | 1,786 | $ 7.83 | $ 8,670.32 |
| 11TH ST | JOHNSON ST | SEPULVEDA BLVD | 62 | 17,438 | $ 7.83 | $ 84,654.51 |
| 17TH ST | E CDS | ARDMORE AVE | 62 | 35,428 | $ 7.83 | $ 171,988.77 |
| 19TH ST | PACIFIC AVE | LAUREL AVE | 62 | 7,695 | $ 7.83 | $ 37,356.15 |
| 1ST ST | HERRIN AVE | PECK AVE | 62 | 18,317 | $ 7.83 | $ 88,921.71 |
| 24TH PL | EOP | MANOR DR | 62 | 5,900 | $ 7.83 | $ 28,642.14 |
| 33RD ST | CREST DR | HIGHLAND AVE | 66 | 1,837 | $ 7.83 | $ 9,493.25 |
| 41ST ST | HIGHLAND AVE | OCEAN DR | 62 | 11,033 | $ 7.83 | $ 53,560.80 |
| 5TH ST | HERRIN AVE | PECK AVE | 62 | 18,148 | $ 7.83 | $ 88,101.28 |
| 8TH ST | HIGHVIEW AVE | ARDMORE AVE | 62 | 13,232 | $ 7.83 | $ 64,236.07 |
| BLANCHE RD | 23RD ST | MARINE AVE | 62 | 7,328 | $ 7.83 | $ 35,574.51 |
| CREST DR | 23RD ST | MARINE AVE | 62 | 2,956 | $ 7.83 | $ 14,350.20 |
| GATES AVE | REDONDO AVE | HERRIN AVE | 62 | 17,114 | $ 7.83 | $ 83,081.62 |
| JOHNSON ST | 5TH ST | 3RD ST | 62 | 9,463 | $ 7.83 | $ 45,939.08 |
| KELP ST | HIGHLAND AVE | OCEAN DR | 62 | 7,371 | $ 7.83 | $ 35,783.26 |
| MARINE AVE | AGNES RD | 25TH ST | 62 | 4,878 | $ 7.83 | $ 23,680.74 |
| NELSON AVE | HERRIN AVE | PECK AVE | 62 | 18,248 | $ 7.83 | $ 88,586.74 |
| OCEAN DR | 3RD ST | 2ND ST | 62 | 4,222 | $ 7.83 | $ 20,496.12 |
| PECK AVE | NELSON AVE | ARTESIA BLVD | 62 | 24,561 | $ 7.83 | $ 119,233.83 |
| REDONDO AVE | GATES AVE | CURTIS AVE | 62 | 9,576 | $ 7.83 | $ 46,487.65 |
| TENNYSON ST | MEADOWS AVE | PROSPECT AVE | 62 | 12,526 | $ 7.83 | $ 60,808.72 |
| VOORHEES AVE | HERRIN AVE | PECK AVE | 62 | 18,345 | $ 7.83 | $ 89,057.64 |
| VOORHEES AVE | REDONDO AVE | HERRIN AVE | 62 | 17,046 | $ 7.83 | $ 82,751.51 |
| 10TH ST | MEADOWS AVE | JOHNSON ST | 63 | 17,053 | $ 7.83 | $ 84,120.74 |
| 10TH ST | AVIATION BLVD | HARKNESS ST | 63 | 17,283 | $ 7.83 | $ 85,255.31 |
| 13TH PL | MANHATTAN AVE | OCEAN DR | 63 | 1,395 | $ 7.83 | $ 6,881.40 |
| 23RD ST | PACIFIC AVE | LAUREL AVE | 63 | 7,408 | $ 7.83 | $ 36,542.92 |
| 24TH PL | HIGHLAND AVE | BAYVIEW DR | 63 | 2,705 | $ 7.83 | $ 13,343.49 |
| 26TH ST | EOP | VISTA DR | 63 | 4,284 | $ 7.83 | $ 21,132.54 |
| 2ND ST | ANDERSON ST | POINSETTIA AVE | 63 | 12,095 | $ 7.83 | $ 59,663.43 |
| 30TH ST | EOP | VISTA DR | 63 | 12,803 | $ 7.83 | $ 63,155.92 |
| 34TH ST | CREST DR | HIGHLAND AVE | 63 | 2,261 | $ 7.83 | $ 11,153.29 |
| 39TH ST | HIGHLAND AVE | THE STRAND | 63 | 13,865 | $ 7.83 | $ 68,394.66 |
| 5TH ST | PACIFIC PL | ARDMORE AVE | 63 | 8,096 | $ 7.83 | $ 39,936.76 |
| 6TH PL | INGLESIDE DR | CREST DR | 63 | 10,989 | $ 7.83 | $ 54,207.64 |
| 6TH ST | REDONDO AVE | HEBRIN AVE | 63 | 17,861 | $ 7.83 | $ 88,106.53 |
| 8TH ST | LARSSON ST | DIANTHUS ST | 63 | 9,910 | $ 7.83 | $ 48,885.04 |
| BRYANT PL | MEADOWS AVE | CDS | 63 | 7,070 | $ 7.83 | $ 34,875.60 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| CREST DR | 1ST ST | HOMER ST | 63 | 3,962 | $ 7.83 | $ 19,544.15 |
| HARKNESS ST | 10TH ST | 9TH ST | 63 | 8,898 | $ 7.83 | $ 43,892.94 |
| HIGHVIEW AVE | 9TH ST | 8TH ST | 63 | 9,262 | $ 7.83 | $ 45,688.52 |
| JOHN ST | 5TH ST | 3RD ST | 63 | 8,858 | $ 7.83 | $ 43,695.63 |
| ROWELL AVE | 9TH ST | 8TH ST | 63 | 9,424 | $ 7.83 | $ 46,487.65 |
| 10TH ST | JOHN ST | PACIFIC AVE | 64 | 9,928 | $ 7.83 | $ 49,751.19 |
| 11TH ST | DIANTHUS ST | POINSETTIA AVE | 64 | 16,594 | $ 7.83 | $ 83,155.85 |
| 11TH ST | AVIATION BLVD | HARKNESS ST | 64 | 17,291 | $ 7.83 | $ 86,648.66 |
| 17TH ST | POINSETTIA AVE | PACIFIC AVE | 64 | 27,502 | $ 7.83 | $ 137,818.02 |
| 18TH ST | FLOURNOY RD | ARDMORE AVE | 64 | 32,351 | $ 7.83 | $ 162,117.33 |
| 19TH ST | FLOURNOY RD | ARDMORE AVE | 64 | 28,162 | $ 7.83 | $ 141,125.41 |
| 1ST ST | HIGHLAND AVE | MANHATTAN AVE | 64 | 8,769 | $ 7.83 | $ 43,943.21 |
| 22ND ST | CEDAR AVE | SEPULVEDA BLVD | 64 | 10,616 | $ 7.83 | $ 53,198.90 |
| 24TH ST | ALMA AVE | CREST DR | 64 | 3,033 | $ 7.83 | $ 15,198.97 |
| 27TH ST | HIGHLAND AVE | BAYVIEW DR | 64 | 3,881 | $ 7.83 | $ 19,448.47 |
| 27TH ST | ALMA AVE | CREST DR | 64 | 3,123 | $ 7.83 | $ 15,649.98 |
| 28TH PL | HIGHLAND AVE | BAYVIEW DR | 64 | 2,314 | $ 7.83 | $ 11,595.92 |
| 2ND ST | LARSSON ST | DIANTHUS ST | 64 | 12,746 | $ 7.83 | $ 63,872.76 |
| 30TH PL | MANHATTAN AVE | OCEAN DR | 64 | 2,165 | $ 7.83 | $ 10,849.25 |
| 33RD ST | ALMA AVE | CREST DR | 64 | 2,896 | $ 7.83 | $ 14,512.44 |
| 33RD ST | VISTA DR | ALMA AVE | 64 | 2,565 | $ 7.83 | $ 12,853.73 |
| 3RD ST | HERRIN AVE | PECK AVE | 64 | 18,124 | $ 7.83 | $ 90,822.99 |
| 42ND ST | CREST DR | HIGHLAND AVE | 64 | 3,370 | $ 7.83 | $ 16,887.74 |
| 45TH ST | HIGHLAND AVE | THE STRAND | 64 | 12,946 | $ 7.83 | $ 64,875.00 |
| 5TH ST | HARKNESS ST | REDONDO AVE | 64 | 18,388 | $ 7.83 | $ 92,145.95 |
| 6TH ST | HEBRIN AVE | PECK AVE | 64 | 18,929 | $ 7.83 | $ 94,857.00 |
| 8TH ST | VALLEY | CREST | 64 | 12,882 | $ 7.83 | $ 64,554.28 |
| 8TH ST | POINSETTIA AVE | JOHN ST | 64 | 14,696 | $ 7.83 | $ 73,644.60 |
| 9TH ST | HERRIN AVE | PECK AVE | 64 | 18,311 | $ 7.83 | $ 91,760.08 |
| BAYVIEW DR | 12TH PL | 12TH ST | 94 | 1,675 | $ 7.83 | $ 12,328.34 |
| CREST DR | 6TH ST | 1ST ST | 64 | 21,393 | $ 7.83 | $ 107,204.60 |
| CURTIS AVE | REDONDO AVE | HERRIN AVE | 64 | 17,884 | $ 7.83 | $ 89,620.30 |
| GATES AVE | HERRIN AVE | PECK AVE | 64 | 17,772 | $ 7.83 | $ 89,059.05 |
| HARKNESS ST | 6TH ST | 5TH ST | 64 | 8,475 | $ 7.83 | $ 42,469.92 |
| HERRIN ST | 9TH ST | 6TH ST | 64 | 14,453 | $ 7.83 | $ 72,426.87 |
| MORNINGSIDE DR | 1ST ST | HOMER PL | 64 | 4,529 | $ 7.83 | $ 22,695.72 |
| OCEAN DR | 8TH ST | 7TH ST | 64 | 4,590 | $ 7.83 | $ 23,001.41 |
| OCEAN DR | 41ST ST | 40TH ST | 64 | 5,374 | $ 7.83 | $ 26,930.19 |
| OCEAN DR | 43RD ST | 42ND ST | 64 | 5,414 | $ 7.83 | $ 27,130.64 |
| POINSETTIA AVE | 2ND ST | 1ST ST | 64 | 8,903 | $ 7.83 | $ 44,614.71 |
| VOORHEES AVE | ROWELL AVE | MEADOWS AVE | 64 | 17,227 | $ 7.83 | $ 86,327.94 |
| 10TH ST | DIANTHUS ST | POINSETTIA AVE | 65 | 16,861 | $ 7.83 | $ 85,814.06 |
| 10TH ST | PECK | ROWELL AVE | 65 | 20,609 | $ 7.83 | $ 104,889.51 |
| 1ST ST | AVIATION BLVD | REDONDO AVE | 65 | 23,865 | $ 7.83 | $ 121,460.92 |
| 23RD ST | PALM AVE | PACIFIC AVE | 65 | 16,235 | $ 7.83 | $ 82,628.03 |
| 25TH PL | HIGHLAND AVE | BAYVIEW DR | 65 | 2,196 | $ 7.83 | $ 11,176.54 |
| 38TH PL | CREST DR | HIGHLAND AVE | 65 | 2,229 | $ 7.83 | $ 11,344.50 |
| 40TH ST | HIGHLAND AVE | OCEAN DR | 65 | 11,162 | $ 7.83 | $ 56,809.00 |
| 42ND ST | OCEAN DR | THE STRAND | 65 | 2,886 | $ 7.83 | $ 14,688.30 |
| 5TH ST | REDONDO AVE | HERRIN AVE | 65 | 16,600 | $ 7.83 | $ 84,485.70 |
| 6TH ST | VALLEY | INGLESIDE | 65 | 5,574 | $ 7.83 | $ 28,368.87 |
| 6TH ST | PACIFIC AVE | ARDMORE AVE | 65 | 9,602 | $ 7.83 | $ 48,869.38 |
| 8TH ST | MEADOWS AVE | JOHNSON ST | 65 | 17,214 | $ 7.83 | $ 87,610.65 |
| 9TH ST | MEADOWS AVE | JOHNSON ST | 65 | 16,908 | $ 7.83 | $ 86,053.27 |
| ALTURA WY | LONGFELLOW DR | KEATS ST | 65 | 12,113 | $ 7.83 | $ 61,649.11 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| BAYVIEW DR | MANHATTAN BEACH BLVD | 11TH PL | 65 | 2,400 | $ 7.83 | $ 12,214.80 |
| DIANTHUS ST | 8TH ST | 1ST ST | 65 | 53,178 | $ 7.83 | $ 270,649.43 |
| DIANTHUS ST | MANHATTAN BEACH BLVD | 8TH ST | 65 | 40,482 | $ 7.83 | $ 206,033.14 |
| GRANDVIEW AVE | 28TH ST | 27TH ST | 65 | 3,786 | $ 7.83 | $ 19,268.85 |
| HERRIN ST | CURTIS AVE | NELSON AVE | 65 | 27,646 | $ 7.83 | $ 140,704.32 |
| JOHN ST | 3RD ST | 2ND ST | 65 | 8,753 | $ 7.83 | $ 44,548.39 |
| KELP ST | CREST DR | HIGHLAND AVE | 65 | 2,369 | $ 7.83 | $ 12,057.03 |
| OCEAN DR | 40TH ST | 39TH ST | 65 | 5,076 | $ 7.83 | $ 25,834.30 |
| REDONDO AVE | 8TH ST | 6TH ST | 65 | 9,316 | $ 7.83 | $ 47,413.78 |
| ROWELL AVE | 6TH ST | 5TH ST | 65 | 9,184 | $ 7.83 | $ 46,741.97 |
| TENNYSON ST | PROSPECT AVE | DEAD END | 65 | 16,896 | $ 7.83 | $ 85,992.19 |
| 11TH ST | POINSETTIA AVE | JOHN ST | 66 | 13,873 | $ 7.83 | $ 71,692.89 |
| 18TH ST | PALM AVE | JOHN ST | 66 | 8,520 | $ 7.83 | $ 44,029.66 |
| 1ST ST | MORNINGSIDE DR | CREST DR | 66 | 5,741 | $ 7.83 | $ 29,668.34 |
| 1ST ST | VALLEY DR | INGLESIDE DR | 66 | 11,463 | $ 7.83 | $ 59,238.49 |
| 1ST ST | SEPULVEDA BLVD | POINSETTIA AVE | 66 | 47,955 | $ 7.83 | $ 247,821.85 |
| 23RD PL | BLANCHE RD | MANOR DR | 66 | 9,236 | $ 7.83 | $ 47,729.80 |
| 29TH PL | MANHATTAN AVE | OCEAN DR | 66 | 1,821 | $ 7.83 | $ 9,410.56 |
| 2ND ST | HARKNESS ST | REDONDO AVE | 66 | 21,465 | $ 7.83 | $ 110,926.83 |
| 38TH PL | HIGHLAND AVE | OCEAN DR | 66 | 8,561 | $ 7.83 | $ 44,241.54 |
| 40TH ST | CREST DR | HIGHLAND AVE | 66 | 3,298 | $ 7.83 | $ 17,043.40 |
| 5TH ST | HIGHLAND AVE | MANHATTAN AVE | 66 | 9,925 | $ 7.83 | $ 51,290.42 |
| 5TH ST | JOHNSON ST | SEPULVEDA BLVD | 66 | 16,806 | $ 7.83 | $ 86,850.05 |
| 5TH ST | PECK AVE | ROWELL AVE | 66 | 20,045 | $ 7.83 | $ 103,588.55 |
| 6TH ST | INGLESIDE | CREST | 66 | 10,283 | $ 7.83 | $ 53,140.49 |
| 6TH ST | JOHN ST | PACIFIC AVE | 66 | 9,452 | $ 7.83 | $ 48,846.05 |
| 8TH ST | JOHN ST | PACIFIC AVE | 66 | 10,091 | $ 7.83 | $ 52,148.27 |
| 8TH ST | JOHNSON ST | SEPULVEDA BLVD | 66 | 18,886 | $ 7.83 | $ 97,599.07 |
| 9TH PL | MANHATTAN AVE | OCEAN DR | 66 | 2,819 | $ 7.83 | $ 14,568.03 |
| 9TH ST | SEPULVEDA BLVD | DIANTHUS ST | 66 | 17,468 | $ 7.83 | $ 90,271.13 |
| DUNCAN AVE | DIANTHUS ST | ARDMORE AVE | 66 | 39,335 | $ 7.83 | $ 203,275.41 |
| FRANCISCO ST | INGLESIDE DR | MORNINGSIDE DR | 66 | 8,149 | $ 7.83 | $ 42,112.40 |
| LARSSON ST | 8TH ST | 2ND ST | 66 | 42,594 | $ 7.83 | $ 220,117.27 |
| MORNINGSIDE DR | HOMER ST | FRANCISCO ST | 66 | 5,199 | $ 7.83 | $ 26,867.39 |
| PACIFIC PL | 8TH ST | 6TH ST | 66 | 4,023 | $ 7.83 | $ 20,790.06 |
| POINSETTIA AVE | 1ST ST | BOUNDRY PL | 66 | 28,421 | $ 7.83 | $ 146,874.04 |
| PROSPECT AVE | CDS | KEATS ST | 66 | 15,030 | $ 7.83 | $ 77,672.03 |
| ROSECRANS PL | HIGHLAND AVE | OCEAN DR | 66 | 8,742 | $ 7.83 | $ 45,176.91 |
| ROWELL AVE | 11TH ST | 10TH ST | 66 | 9,593 | $ 7.83 | $ 49,574.71 |
| 10TH PL | MORNINGSIDE DR | CREST DR | 67 | 3,772 | $ 7.83 | $ 19,788.29 |
| 11TH PL | MORNINGSIDE DR | HIGHLAND AVE | 67 | 5,567 | $ 7.83 | $ 29,205.04 |
| 11TH ST | CREST DR | HIGHLAND AVE | 67 | 1,943 | $ 7.83 | $ 10,193.17 |
| 11TH ST | ROWELL AVE | MEADOWS AVE | 67 | 15,531 | $ 7.83 | $ 81,477.18 |
| 13TH ST | LAUREL AVE | CHURCH ST | 67 | 7,896 | $ 7.83 | $ 41,423.21 |
| 1ST ST | INGLESIDE DR | VISTA DR | 67 | 6,084 | $ 7.83 | $ 31,917.27 |
| 23RD PL | HIGHLAND AVE | BAYVIEW DR | 67 | 2,285 | $ 7.83 | $ 11,987.34 |
| 30TH PL | ALMA AVE | CREST DR | 67 | 2,652 | $ 7.83 | $ 13,912.66 |
| 35TH ST | GRANDVIEW AVE | VISTA DR | 67 | 10,024 | $ 7.83 | $ 52,586.91 |
| 3RD ST | MEADOWS AVE | JOHNSON ST | 67 | 17,432 | $ 7.83 | $ 91,450.02 |
| 40TH ST | OCEAN DR | THE STRAND | 67 | 2,958 | $ 7.83 | $ 15,517.96 |
| 42ND ST | HIGHLAND AVE | OCEAN DR | 67 | 11,066 | $ 7.83 | $ 58,053.34 |
| 43RD ST | HIGHLAND AVE | OCEAN DR | 67 | 10,771 | $ 7.83 | $ 56,505.74 |
| 44TH ST | HIGHLAND AVE | THE STRAND | 67 | 12,581 | $ 7.83 | $ 66,001.18 |
| 45TH ST | HIGHLAND AVE | CREST DR | 67 | 6,583 | $ 7.83 | $ 34,535.08 |
| 6TH ST | HARKNESS ST | REDONDO AVE | 67 | 18,860 | $ 7.83 | $ 98,941.45 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 8TH ST | ANDERSON ST | POINSETTIA AVE | 67 | 9,407 | $ 7.83 | $ 49,350.06 |
| 8TH ST | AVIATION BLVD | HARKNESS ST | 67 | 17,759 | $ 7.83 | $ 93,165.49 |
| 9TH ST | HARKNESS ST | REDONDO AVE | 67 | 18,623 | $ 7.83 | $ 97,698.12 |
| BAYVIEW DR | 3RD ST | 2ND ST | 67 | 4,690 | $ 7.83 | $ 24,604.21 |
| BAYVIEW DR | 9TH ST | 8TH ST | 67 | 4,290 | $ 7.83 | $ 22,505.77 |
| CREST DR | 11TH PL | 6TH ST | 67 | 25,039 | $ 7.83 | $ 131,357.10 |
| JOHN PL | 5TH ST | 3RD ST | 67 | 4,236 | $ 7.83 | $ 22,222.48 |
| MAPLE AVE | ROSECRANS AVE | 35TH ST | 67 | 18,785 | $ 7.83 | $ 98,547.99 |
| MARINE PL | ALMA AVE | CREST DR | 67 | 1,989 | $ 7.83 | $ 10,434.49 |
| OCEAN DR | 2ND ST | 1ST ST | 67 | 3,553 | $ 7.83 | $ 18,639.39 |
| OCEAN DR | MANHATTAN BEACH BLVD | 11TH PL | 79 | 1,976 | $ 7.83 | $ 12,222.94 |
| PALM AVE | ARDMORE AVE (EOP) | MARINE AVE | 67 | 4,344 | $ 7.83 | $ 22,789.06 |
| PINE AVE | 19TH ST | 17TH ST | 67 | 15,383 | $ 7.83 | $ 80,700.76 |
| REDONDO AVE | 5TH ST | 3RD ST | 67 | 10,132 | $ 7.83 | $ 53,153.49 |
| REDONDO AVE | 11TH ST | 10TH ST | 67 | 9,310 | $ 7.83 | $ 48,841.19 |
| SEAVIEW ST | CREST DR | HIGHLAND AVE | 67 | 2,325 | $ 7.83 | $ 12,197.18 |
| 10TH PL | HIGHLAND AVE | BAYVIEW DR | 68 | 2,785 | $ 7.83 | $ 14,828.45 |
| 11TH ST | HIGHVIEW AVE | ARDMORE AVE | 68 | 17,780 | $ 7.83 | $ 94,667.83 |
| 24TH ST | VISTA DR | ALMA AVE | 68 | 2,027 | $ 7.83 | $ 10,792.56 |
| 25TH PL | MANHATTAN AVE | OCEAN DR | 68 | 2,646 | $ 7.83 | $ 14,088.36 |
| 29TH ST | GRANDVIEW AVE | VISTA DR | 68 | 10,395 | $ 7.83 | $ 55,347.14 |
| 2ND ST | SEPULVEDA BLVD | LARSSON ST | 68 | 11,787 | $ 7.83 | $ 62,758.70 |
| 2ND ST | REDONDO AVE | HERRIN AVE | 68 | 20,250 | $ 7.83 | $ 107,819.10 |
| 31ST PL | MANHATTAN AVE | OCEAN DR | 68 | 2,225 | $ 7.83 | $ 11,846.79 |
| 36TH PL | GRANDVIEW AVE | VISTA DR | 68 | 7,376 | $ 7.83 | $ 39,272.77 |
| 3RD ST | PECK AVE | ROWELL AVE | 68 | 19,859 | $ 7.83 | $ 105,737.26 |
| 3RD ST | REDONDO AVE | HERRIN AVE | 68 | 17,448 | $ 7.83 | $ 92,900.13 |
| 41ST ST | OCEAN DR | THE STRAND (EOP) | 68 | 2,975 | $ 7.83 | $ 15,840.09 |
| 9TH ST | PECK AVE | ROWELL AVE | 68 | 20,371 | $ 7.83 | $ 108,463.35 |
| 9TH ST | AVIATION BLVD | HARKNESS ST | 68 | 17,348 | $ 7.83 | $ 92,367.69 |
| ALMA AVE | 27TH ST | 26TH ST | 68 | 5,358 | $ 7.83 | $ 28,528.14 |
| BAYVIEW DR | 5TH ST | 4TH ST | 68 | 4,356 | $ 7.83 | $ 23,193.09 |
| BAYVIEW DR | 23RD ST | MARINE AVE | 68 | 2,789 | $ 7.83 | $ 14,849.75 |
| BAYVIEW DR | 31ST ST | 30TH ST | 68 | 3,618 | $ 7.83 | $ 19,263.68 |
| CHABELA DR | LONGFELLOW DR | KEATS ST | 68 | 11,636 | $ 7.83 | $ 61,954.72 |
| GRANDVIEW AVE | 35TH ST | 34TH PL | 68 | 2,862 | $ 7.83 | $ 15,238.43 |
| HERRIN ST | 11TH ST | 9TH ST | 68 | 18,643 | $ 7.83 | $ 99,262.79 |
| JOHN ST | 10TH ST | 9TH ST | 68 | 9,379 | $ 7.83 | $ 49,937.55 |
| LAUREL AVE | 12TH ST | CENTER PL | 68 | 4,498 | $ 7.83 | $ 23,949.15 |
| MANOR DR | 24TH PL | 24TH ST | 68 | 2,106 | $ 7.83 | $ 11,213.19 |
| MARINE PL | GRANDVIEW AVE | VISTA DR | 68 | 4,814 | $ 7.83 | $ 25,631.66 |
| MEADOWS AVE | 8TH ST | 2ND ST | 68 | 37,067 | $ 7.83 | $ 197,359.53 |
| PACIFIC AVE | 8TH ST | 6TH ST | 68 | 12,884 | $ 7.83 | $ 68,599.57 |
| POINSETTIA AVE | 10TH ST | 5TH ST | 68 | 45,412 | $ 7.83 | $ 241,791.65 |
| REDONDO AVE | 10TH ST | 9TH ST | 68 | 9,448 | $ 7.83 | $ 50,304.93 |
| ROWELL AVE | 3RD ST | 2ND ST | 68 | 8,009 | $ 7.83 | $ 42,643.12 |
| ROWELL AVE | 5TH ST | 3RD ST | 68 | 9,516 | $ 7.83 | $ 50,666.99 |
| SHELL ST | HIGHLAND AVE | OCEAN DR | 68 | 6,765 | $ 7.83 | $ 36,019.57 |
| VISTA DR | 3RD ST | 2ND ST | 68 | 4,028 | $ 7.83 | $ 21,446.68 |
| 10TH ST | JOHNSON ST | SEPULVEDA BLVD | 69 | 17,284 | $ 7.83 | $ 93,380.27 |
| 12TH ST | HIGHVIEW AVE | FISHER AVE | 69 | 10,449 | $ 7.83 | $ 56,452.81 |
| 1ST PL | MORNINGSIDE DR | CREST DR | 69 | 3,009 | $ 7.83 | $ 16,256.72 |
| 1ST ST | POINSETTIA AVE | ARDMORE AVE | 69 | 19,148 | $ 7.83 | $ 103,450.90 |
| 25TH PL | ALMA VE | CREST DR | 69 | 2,633 | $ 7.83 | $ 14,225.31 |
| 28TH ST | HIGHLAND AVE | MANHATTAN AVE | 69 | 5,033 | $ 7.83 | $ 27,191.79 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 28TH ST | ALMA AVE | CREST DR | 69 | 2,764 | $ 7.83 | $ 14,933.06 |
| 2ND ST | POINSETTIA AVE | ARDMORE AVE | 69 | 23,737 | $ 7.83 | $ 128,243.89 |
| 35TH PL | MANHATTAN AVE | OCEAN DR | 69 | 2,349 | $ 7.83 | $ 12,690.94 |
| 39TH ST | CREST DR | HIGHLAND AVE | 69 | 3,323 | $ 7.83 | $ 17,953.17 |
| 3RD ST | SEPULVEDA BLVD | LARSSON ST | 69 | 8,393 | $ 7.83 | $ 45,344.86 |
| 41ST ST | CREST DR | HIGHLAND AVE | 69 | 3,312 | $ 7.83 | $ 17,893.74 |
| 6TH ST | POINSETTIA AVE | JOHN ST | 69 | 13,577 | $ 7.83 | $ 73,352.46 |
| 8TH PL | MANHATTAN AVE | OCEAN DR | 69 | 3,044 | $ 7.83 | $ 16,445.82 |
| ALMA AVE | 36TH ST | 35TH ST | 69 | 4,261 | $ 7.83 | $ 23,020.90 |
| ANDERSON ST | 8TH ST | 2ND ST | 69 | 43,286 | $ 7.83 | $ 233,861.27 |
| DUNCAN AVE | SEPULVEDA BLVD | DIANTHUS ST | 69 | 24,150 | $ 7.83 | $ 130,475.21 |
| HARKNESS ST | 9TH ST | 8TH ST | 69 | 8,814 | $ 7.83 | $ 47,619.40 |
| HOMER PL | MORNINGSIDE DR | CREST DR | 69 | 2,145 | $ 7.83 | $ 11,588.79 |
| HOMER ST | HIGHLAND AVE | MANHATTAN AVE | 69 | 8,557 | $ 7.83 | $ 46,230.90 |
| MAPLE AVE | 31ST ST | 27TH ST | 69 | 18,460 | $ 7.83 | $ 99,733.84 |
| MOONSTONE ST | HIGHLAND AVE | OCEAN DR | 69 | 7,524 | $ 7.83 | $ 40,649.91 |
| PACIFIC AVE | 9TH ST | 8TH ST | 69 | 12,888 | $ 7.83 | $ 69,630.00 |
| PACIFIC AVE | 10TH ST | 9TH ST | 69 | 12,198 | $ 7.83 | $ 65,902.13 |
| PACIFIC PL | MANHATTAN BEACH BLVD | 11TH ST | 69 | 3,939 | $ 7.83 | $ 21,281.24 |
| SEAVIEW ST | HIGHLAND AVE | OCEAN DR | 69 | 7,734 | $ 7.83 | $ 41,784.48 |
| TENNYSON ST | CHABELA DR | SEPULVEDA BLVD | 69 | 10,638 | $ 7.83 | $ 57,473.92 |
| 10TH ST | SEPULVEDA BLVD | DIANTHUS ST | 70 | 17,641 | $ 7.83 | $ 96,690.32 |
| 17TH ST | PACIFIC AVE | LAUREL AVE | 70 | 6,691 | $ 7.83 | $ 36,673.37 |
| 1ST ST | CREST DR | HIGHLAND AVE | 70 | 3,857 | $ 7.83 | $ 21,140.22 |
| 20TH PL | HIGHLAND AVE | OCEAN DR | 70 | 8,992 | $ 7.83 | $ 49,285.15 |
| 28TH PL | EOP | VISTA DR | 70 | 5,840 | $ 7.83 | $ 32,009.04 |
| 2ND ST | PECK AVE | MEADOWS AVE | 70 | 49,320 | $ 7.83 | $ 270,322.92 |
| 35TH ST | OAK AVE | ELM AVE | 70 | 7,072 | $ 7.83 | $ 38,761.63 |
| 36TH PL | HIGHLAND AVE | BAYVIEW DR | 70 | 2,851 | $ 7.83 | $ 15,626.33 |
| 36TH PL | MANHATTAN AVE | OCEAN DR | 70 | 2,427 | $ 7.83 | $ 13,302.39 |
| ALLEY W/O BLANCHE RD | 21ST PL | MARINE AVE | 70 | 1,676 | $ 7.83 | $ 9,186.16 |
| ALMA AVE | 29TH ST | 28TH ST | 70 | 4,625 | $ 7.83 | $ 25,349.63 |
| BAYVIEW DR | 6TH ST | 5TH ST | 70 | 4,345 | $ 7.83 | $ 23,814.95 |
| BAYVIEW DR | 24TH ST | 23RD ST | 70 | 2,774 | $ 7.83 | $ 15,204.29 |
| DIANTHUS ST | 1ST ST | DUNCAN PL | 70 | 9,776 | $ 7.83 | $ 53,582.26 |
| FISHER AVE | 13TH ST | 12TH ST | 70 | 5,198 | $ 7.83 | $ 28,490.24 |
| FLOURNOY RD | 19TH ST | 18TH ST | 70 | 8,285 | $ 7.83 | $ 45,410.09 |
| GRANDVIEW AVE | 24TH ST | 23RD ST | 70 | 4,252 | $ 7.83 | $ 23,305.21 |
| GRANDVIEW AVE | 35TH PL | 35TH ST | 70 | 2,949 | $ 7.83 | $ 16,163.47 |
| HIGHVIEW AVE | 11TH ST | 10TH ST | 70 | 3,378 | $ 7.83 | $ 18,514.82 |
| JOHN PL | 6TH ST | 5TH ST | 70 | 4,202 | $ 7.83 | $ 23,031.16 |
| JOHNSON ST | 10TH ST | 9TH ST | 70 | 9,403 | $ 7.83 | $ 51,537.84 |
| LAUREL AVE | 17TH ST | 15TH ST | 70 | 6,184 | $ 7.83 | $ 33,894.50 |
| REDONDO AVE | RUNLAND AVE | NELSON AVE | 70 | 9,747 | $ 7.83 | $ 53,423.31 |
| 13TH PL | HIGHLAND AVE | BAYVIEW | 71 | 1,775 | $ 7.83 | $ 9,867.76 |
| 19TH ST | JOHN ST | PACIFIC AVE | 71 | 8,075 | $ 7.83 | $ 44,891.35 |
| 23RD ST | POINSETTIA AVE | PALM AVE | 71 | 6,562 | $ 7.83 | $ 36,480.13 |
| 24TH PL | MANHATTAN AVE | OCEAN DR | 71 | 1,776 | $ 7.83 | $ 9,873.32 |
| 24TH PL | ALMA AVE | CREST DR | 71 | 2,625 | $ 7.83 | $ 14,593.16 |
| 24TH ST | CREST DR | HIGHLAND AVE | 71 | 1,633 | $ 7.83 | $ 9,078.34 |
| 28TH PL | ALMA AVE | CREST DR | 71 | 2,515 | $ 7.83 | $ 13,981.64 |
| 29TH PL | ALMA AVE | CREST DR | 71 | 2,567 | $ 7.83 | $ 14,270.72 |
| 2ND ST | JOHNSON ST | SEPULVEDA BLVD | 71 | 24,246 | $ 7.83 | $ 134,790.79 |
| 2ND ST | HERRIN AVE | PECK AVE | 71 | 20,758 | $ 7.83 | $ 115,399.95 |
| 33RD PL | MANHATTAN AVE | OCEAN DR | 71 | 2,224 | $ 7.83 | $ 12,363.88 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 35TH ST | CREST DR | HIGHLAND AVE | 71 | 3,281 | $ 7.83 | $ 18,240.06 |
| 35TH ST | ALMA AVE | CREST DR | 71 | 2,611 | $ 7.83 | $ 14,515.33 |
| 36TH ST | GRANDVIEW AVE | VISTA DR | 71 | 10,238 | $ 7.83 | $ 56,916.11 |
| 5TH ST | VALLEY | INGLESIDE | 71 | 7,119 | $ 7.83 | $ 39,576.66 |
| 6TH ST | DIANTHUS ST | ANDERSON ST | 71 | 8,028 | $ 7.83 | $ 44,630.06 |
| 6TH ST | SEPULVEDA BLVD | LARSSON ST | 71 | 8,643 | $ 7.83 | $ 48,049.03 |
| AGNES RD | 23RD ST | 19TH ST | 71 | 11,119 | $ 7.83 | $ 61,813.86 |
| ALMA AVE | 28TH ST | 27TH ST | 71 | 3,237 | $ 7.83 | $ 17,995.45 |
| BAYVIEW DR | 8TH ST | 7TH ST | 71 | 4,634 | $ 7.83 | $ 25,761.80 |
| CREST DR | 27TH ST | 26TH ST | 71 | 3,356 | $ 7.83 | $ 18,657.01 |
| GRANDVIEW AVE | 29TH ST | 28TH ST | 71 | 5,296 | $ 7.83 | $ 29,442.05 |
| GULL ST | CREST DR | HIGHLAND AVE | 71 | 3,308 | $ 7.83 | $ 18,390.16 |
| JOHN PL | 8TH ST | 6TH ST | 71 | 4,260 | $ 7.83 | $ 23,682.62 |
| LAUREL AVE | 18TH ST | 17TH ST | 71 | 10,872 | $ 7.83 | $ 60,440.71 |
| MORNINGSIDE DR | MANHATTAN BEACH BLVD | 10TH PL | 71 | 7,243 | $ 7.83 | $ 40,266.01 |
| PACIFIC AVE | MANHATTAN BEACH BLVD | 11TH ST | 71 | 9,920 | $ 7.83 | $ 55,148.26 |
| REDONDO AVE | 9TH ST | 8TH ST | 71 | 9,292 | $ 7.83 | $ 51,657.02 |
| VISTA DR | 26TH ST | 24TH ST | 71 | 7,676 | $ 7.83 | $ 42,673.19 |
| 10TH ST | PACIFIC AVE | HIGHVIEW AVE | 72 | 12,279 | $ 7.83 | $ 69,224.09 |
| 11TH ST | PACIFIC AVE | HIGHVIEW AVE | 72 | 14,525 | $ 7.83 | $ 81,886.14 |
| 11TH ST | JOHN ST | PACIFIC AVE | 72 | 9,968 | $ 7.83 | $ 56,195.60 |
| 15TH ST | ARDMORE AVE | VALLEY DR | 72 | 13,820 | $ 7.83 | $ 77,911.63 |
| 27TH ST | VALLEY DR | PALM AVE | 72 | 7,719 | $ 7.83 | $ 43,516.63 |
| 30TH ST | VISTA DR | ALMA AVE | 72 | 2,669 | $ 7.83 | $ 15,046.75 |
| 3RD ST | LARSSON ST | DIANTHUS ST | 72 | 8,485 | $ 7.83 | $ 47,835.04 |
| 4TH ST | OCEAN DR | THE STRAND | 72 | 2,151 | $ 7.83 | $ 12,126.48 |
| 5TH ST | POINSETTIA AVE | PACIFIC PL | 72 | 19,210 | $ 7.83 | $ 108,298.30 |
| 6TH PL | VALLEY DR | INGLESIDE DR | 72 | 4,259 | $ 7.83 | $ 24,010.54 |
| 6TH ST | MEADOWS AVE | JOHNSON ST | 72 | 17,085 | $ 7.83 | $ 96,318.40 |
| 6TH ST | AVIATION BLVD | HARKNESS ST | 72 | 17,916 | $ 7.83 | $ 101,003.24 |
| 9TH ST | REDONDO AVE | HERRIN AVE | 72 | 17,116 | $ 7.83 | $ 96,493.16 |
| ALMA AVE | 26TH ST | 25TH ST | 72 | 4,577 | $ 7.83 | $ 25,803.30 |
| BAYVIEW DR | 7TH ST | 6TH ST | 72 | 4,783 | $ 7.83 | $ 26,964.64 |
| CHABELA DR | KEATS ST | TENNYSON ST | 72 | 9,909 | $ 7.83 | $ 55,862.98 |
| CREST DR | 13TH ST | 12TH PL | 72 | 4,115 | $ 7.83 | $ 23,198.72 |
| CREST DR | 36TH ST | 35TH ST | 72 | 3,119 | $ 7.83 | $ 17,583.67 |
| HIGHVIEW AVE | 13TH ST | MANHATTAN BEACH BLVD | 72 | 10,502 | $ 7.83 | $ 59,206.08 |
| JOHN ST | 8TH ST | 6TH ST | 72 | 9,384 | $ 7.83 | $ 52,903.24 |
| JOHN ST | 11TH ST | 10TH ST | 72 | 8,959 | $ 7.83 | $ 50,507.26 |
| JOHN ST | MANHATTAN BEACH BLVD | 11TH ST | 72 | 6,611 | $ 7.83 | $ 37,270.17 |
| JOHNSON ST | 8TH ST | 6TH ST | 72 | 8,945 | $ 7.83 | $ 50,428.33 |
| LAUREL AVE | 15TH ST | 14TH ST | 72 | 10,003 | $ 7.83 | $ 56,392.91 |
| LONGFELLOW DR | VALLEY DR | INGLESIDE DR | 72 | 7,120 | $ 7.83 | $ 40,139.71 |
| MAGNOLIA AVE | 23RD ST | 21ST ST | 72 | 10,552 | $ 7.83 | $ 59,487.96 |
| PACIFIC AVE | VALLEY DR | MARINE AVE | 72 | 7,038 | $ 7.83 | $ 39,677.43 |
| RONDA DR | SEPULVEDA BLVD | KUHN DR | 72 | 6,673 | $ 7.83 | $ 37,619.70 |
| SHELLEY ST | PROSPECT AVE | CHABELA DR | 72 | 14,719 | $ 7.83 | $ 82,979.83 |
| 18TH ST | JOHN ST | PACIFIC AVE | 73 | 7,996 | $ 7.83 | $ 45,704.34 |
| 19TH ST | WALNUT ST | POINSETTIA AVE | 73 | 6,637 | $ 7.83 | $ 37,936.43 |
| 21ST PL | HIGHLAND AVE | OCEAN DR | 73 | 8,761 | $ 7.83 | $ 50,077.00 |
| 27TH ST | CREST DR | HIGHLAND AVE | 73 | 2,166 | $ 7.83 | $ 12,380.64 |
| 27TH ST | MAPLE AVE | PACIFIC AVE | 73 | 7,184 | $ 7.83 | $ 41,063.03 |
| 32ND ST | ALMA | CREST | 73 | 2,289 | $ 7.83 | $ 13,083.70 |
| 33RD PL | EOP | FLOURNOY RD | 73 | 6,394 | $ 7.83 | $ 36,547.46 |
| 34TH PL | GRANDVIEW AVE | VISTA DR | 73 | 7,716 | $ 7.83 | $ 44,103.88 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 43RD ST | CREST DR | HIGHLAND AVE | 73 | 3,330 | $ 7.83 | $ 19,033.95 |
| 8TH ST | SEPULVEDA BLVD | LARSSON ST | 73 | 8,773 | $ 7.83 | $ 50,145.59 |
| ALMA AVE | 23RD ST | MARINE AVE | 73 | 3,928 | $ 7.83 | $ 22,452.06 |
| BAYVIEW DR | 31ST PL | 31ST ST | 73 | 1,253 | $ 7.83 | $ 7,162.02 |
| BAYVIEW DR | ROSECRANS AVE | 36TH ST | 73 | 3,408 | $ 7.83 | $ 19,479.79 |
| CHURCH ST | 14TH ST | 13TH ST | 73 | 6,392 | $ 7.83 | $ 36,536.03 |
| CREST DR | 28TH ST | 27TH ST | 73 | 2,293 | $ 7.83 | $ 13,106.56 |
| FRANCISCO ST | VALLEY DR | INGLESIDE DR | 73 | 6,324 | $ 7.83 | $ 36,147.35 |
| HERRIN ST | 6TH ST | 3RD ST | 73 | 17,794 | $ 7.83 | $ 101,708.72 |
| JOHNSON ST | 11TH ST | 10TH ST | 73 | 8,851 | $ 7.83 | $ 50,591.43 |
| KEATS ST | CHABELA DR | SEPULVEDA BLVD | 73 | 10,471 | $ 7.83 | $ 59,851.19 |
| LAUREL AVE | 14TH ST | 13TH ST | 73 | 6,321 | $ 7.83 | $ 36,130.20 |
| OCEAN DR | 6TH ST | 5TH ST | 73 | 5,117 | $ 7.83 | $ 29,248.26 |
| PACIFIC AVE | 11TH ST | 10TH ST | 73 | 12,049 | $ 7.83 | $ 68,870.88 |
| PECK AVE | 9TH ST | 6TH ST | 73 | 13,890 | $ 7.83 | $ 79,393.85 |
| 11TH ST | HARKNESS ST | HERRIN AVE | 74 | 40,347 | $ 7.83 | $ 233,778.59 |
| 18TH ST | PECK AVE | ROWELL AVE | 74 | 16,231 | $ 7.83 | $ 94,045.66 |
| 19TH ST | EOP (E) | HIGHLAND | 74 | 8,236 | $ 7.83 | $ 47,721.03 |
| 28TH ST | VISTA DR | ALMA AVE | 74 | 2,571 | $ 7.83 | $ 14,896.89 |
| 29TH ST | HIGHLAND | BAYVIEW | 74 | 2,800 | $ 7.83 | $ 16,223.76 |
| 31ST PL | ALMA AVE | CREST DR | 74 | 2,663 | $ 7.83 | $ 15,429.95 |
| 31ST ST | MAPLE AVE | PACIFIC AVE | 74 | 6,909 | $ 7.83 | $ 40,032.13 |
| 35TH PL | GRANDVIEW AVE | VISTA DR | 74 | 7,296 | $ 7.83 | $ 42,274.48 |
| 8TH ST | PACIFIC AVE | HIGHVIEW AVE | 74 | 4,554 | $ 7.83 | $ 26,386.79 |
| ALMA AVE | 33RD ST | 32ND ST | 74 | 4,520 | $ 7.83 | $ 26,189.78 |
| ALMA AVE | 35TH ST | 34TH ST | 74 | 4,468 | $ 7.83 | $ 25,888.49 |
| BAYVIEW DR | 26TH ST | 25TH ST | 74 | 2,988 | $ 7.83 | $ 17,313.07 |
| CURTIS AVE | AVIATION BLVD | REDONDO AVE | 74 | 23,720 | $ 7.83 | $ 137,438.42 |
| DIANTHUS ST | DUNCAN PL | BOUNDRY PL | 74 | 19,272 | $ 7.83 | $ 111,665.82 |
| MOONSTONE ST | CREST DR | HIGHLAND AVE | 74 | 2,108 | $ 7.83 | $ 12,214.17 |
| OCEAN DR | 23RD ST | MARINE AVE | 74 | 4,312 | $ 7.83 | $ 24,984.59 |
| PALM AVE | 35TH ST | 31ST ST | 74 | 18,537 | $ 7.83 | $ 107,407.09 |
| PINE AVE | 35TH ST | VALLEY DR | 74 | 17,786 | $ 7.83 | $ 103,055.64 |
| SHELL ST | CREST DR | HIGHLAND AVE | 74 | 2,405 | $ 7.83 | $ 13,935.05 |
| 10TH ST | CREST DR | HIGHLAND AVE | 75 | 1,953 | $ 7.83 | $ 11,468.99 |
| 13TH ST | HIGHVIEW AVE | FISHER AVE | 75 | 10,266 | $ 7.83 | $ 60,287.09 |
| 18TH PL | EOP (E) | HIGHLAND AVE | 75 | 7,491 | $ 7.83 | $ 43,990.90 |
| 18TH ST | ROWELL AVE | MEADOW AVE | 75 | 12,482 | $ 7.83 | $ 73,300.55 |
| 23RD PL | ALMA AVE | CREST DR | 75 | 2,615 | $ 7.83 | $ 15,356.59 |
| 25TH ST | OCEAN | THE STRAND | 75 | 1,896 | $ 7.83 | $ 11,134.26 |
| 27TH PL | GRANDVIEW AVE | VISTA DR | 75 | 7,170 | $ 7.83 | $ 42,105.83 |
| 29TH ST | OCEAN | THE STRAND | 75 | 1,890 | $ 7.83 | $ 11,099.03 |
| 34TH ST | HIGHLAND | BAYVIEW | 75 | 2,786 | $ 7.83 | $ 16,360.79 |
| 35TH ST | POINSETTIA AVE | MAPLE AVE | 75 | 19,465 | $ 7.83 | $ 114,308.21 |
| 3RD ST | JOHN ST | CUL DE SAC | 75 | 3,038 | $ 7.83 | $ 17,840.66 |
| 3RD ST | ANDERSON ST | POINSETTIA AVE | 75 | 8,156 | $ 7.83 | $ 47,896.11 |
| 3RD ST | DIANTHUS ST | ANDERSON ST | 75 | 8,071 | $ 7.83 | $ 47,396.95 |
| 5TH ST | CUL DE SAC | MEADOWS AVE | 75 | 11,370 | $ 7.83 | $ 66,770.33 |
| 7TH ST | CREST DR | HIGHLAND AVE | 75 | 2,746 | $ 7.83 | $ 16,125.89 |
| CREST DR | 26TH ST | 25TH ST | 75 | 2,753 | $ 7.83 | $ 16,166.99 |
| CREST DR | ROSECRANS AVE | 36TH ST | 75 | 2,919 | $ 7.83 | $ 17,141.83 |
| DUNCAN DR | KUHN DR | SEPULVEDA BLVD | 75 | 6,085 | $ 7.83 | $ 35,734.16 |
| EL PORTO ST | CREST DR | HIGHLAND AVE | 75 | 2,268 | $ 7.83 | $ 13,318.83 |
| LONGFELLOW DR | TERRAZA PL | KUHN DR | 75 | 25,977 | $ 7.83 | $ 152,549.93 |
| MANOR DR | 23RD ST | MARINE AVE | 75 | 3,660 | $ 7.83 | $ 21,493.35 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| PARKVIEW AVE | PARK WAY | VILLAGE DR | 75 | 49,508 | $ 7.83 | $ 290,735.73 |
| PECK AVE | 3RD ST | 2ND ST | 75 | 7,892 | $ 7.83 | $ 46,345.77 |
| PECK AVE | MANHATTAN BEACH BLVD | 9TH ST | 75 | 24,512 | $ 7.83 | $ 143,946.72 |
| PECK AVE | 18TH ST | SOUTH END | 75 | 2,506 | $ 7.83 | $ 14,716.49 |
| POINSETTIA AVE | 18TH ST | 17TH ST | 75 | 10,069 | $ 7.83 | $ 59,130.20 |
| POINSETTIA AVE | 35TH ST | 31ST ST | 75 | 18,608 | $ 7.83 | $ 109,275.48 |
| VISTA DR | 23RD ST | MARINE AVE | 75 | 3,160 | $ 7.83 | $ 18,557.10 |
| 11TH ST | MEADOWS AVE | JOHNSON ST | 76 | 17,564 | $ 7.83 | $ 104,519.85 |
| 13TH ST | FISHER AVE | ARDMORE AVE | 76 | 6,346 | $ 7.83 | $ 37,763.78 |
| 16TH PL | DEAD END | HIGHLAND AVE | 76 | 7,615 | $ 7.83 | $ 45,315.34 |
| 18TH ST | PACIFIC AVE | LAUREL AVE | 76 | 7,199 | $ 7.83 | $ 42,839.81 |
| 21ST PL | BLANCHE RD | MANOR DR | 76 | 11,230 | $ 7.83 | $ 66,827.48 |
| 28TH ST | CREST DR | HIGHLAND AVE | 76 | 1,934 | $ 7.83 | $ 11,508.85 |
| 2ND ST | MEADOWS AVE | JOHNSON ST | 76 | 24,328 | $ 7.83 | $ 144,771.06 |
| 31ST PL | HIGHLAND AVE | BAYVIEW DR | 76 | 3,124 | $ 7.83 | $ 18,590.30 |
| 31ST ST | WALNUT AVE | POINSETTIA AVE | 76 | 7,457 | $ 7.83 | $ 44,375.12 |
| 32ND PL | ALMA AVE | CREST DR | 76 | 2,568 | $ 7.83 | $ 15,281.65 |
| 6TH ST | LARSSON ST | DIANTHUS ST | 76 | 9,066 | $ 7.83 | $ 53,949.95 |
| ALMA AVE | 24TH ST | 23RD ST | 76 | 4,596 | $ 7.83 | $ 27,349.88 |
| ALMA AVE | 31ST ST | 30TH ST | 76 | 4,416 | $ 7.83 | $ 26,278.73 |
| ALMA AVE | 32ND ST | 31ST ST | 76 | 4,331 | $ 7.83 | $ 25,772.91 |
| AVIATION WY | MATHEWS AVE | ARTESIA BLVD | 60 | 8,464 | $ 7.83 | $ 39,763.87 |
| CARRIAGE PL | CDS | 2ND ST | 76 | 15,827 | $ 7.83 | $ 94,183.31 |
| DUNCAN PL | DIANTHUS ST | POINSETTA AVE | 76 | 8,401 | $ 7.83 | $ 49,992.67 |
| HOMER ST | MORNINGSIDE DR | HIGHLAND AVE | 76 | 8,606 | $ 7.83 | $ 51,212.58 |
| INGLESIDE DR | FRANCISCO ST | LONGFELLOW ST | 76 | 6,286 | $ 7.83 | $ 37,406.73 |
| INGLESIDE DR | 3RD ST | 2ND ST | 76 | 4,545 | $ 7.83 | $ 27,046.39 |
| INGLESIDE DR | 6TH ST | 5TH ST | 76 | 4,411 | $ 7.83 | $ 26,248.98 |
| INGLESIDE DR | 7TH ST (DE) | 6TH ST | 76 | 4,315 | $ 7.83 | $ 25,677.70 |
| JOHN ST | 23RD ST | 19TH ST | 76 | 13,069 | $ 7.83 | $ 77,771.01 |
| KUHN DR | LONGFELLOW DR | KEATS ST | 76 | 14,315 | $ 7.83 | $ 85,185.70 |
| LAUREL AVE | 19TH ST | 18TH ST | 76 | 9,749 | $ 7.83 | $ 58,014.35 |
| OCEAN DR | 10TH ST | 9TH ST | 76 | 4,807 | $ 7.83 | $ 28,605.50 |
| PARKVIEW AVE | MARKET PL | PARK WAY | 76 | 18,072 | $ 7.83 | $ 107,542.86 |
| POINSETTIA AVE | 19TH ST | 18TH ST | 76 | 9,550 | $ 7.83 | $ 56,830.14 |
| ROWELL AVE | 10TH ST | 9TH ST | 76 | 9,529 | $ 7.83 | $ 56,705.17 |
| 12TH PL | HIGHLAND AVE | BAYVIEW DR | 77 | 2,812 | $ 7.83 | $ 16,953.83 |
| 12TH ST | MANHATTAN AVE | OCEAN DR | 77 | 3,877 | $ 7.83 | $ 23,374.82 |
| 19TH PL | HIGHLAND AVE | OCEAN DR | 77 | 8,943 | $ 7.83 | $ 53,918.24 |
| 27TH ST | GRANDVIEW AVE | VISTA DR | 77 | 10,115 | $ 7.83 | $ 60,984.35 |
| 27TH ST | LAUREL AVE | AGNES RD | 77 | 12,752 | $ 7.83 | $ 76,883.08 |
| 31ST ST | MANHATTEN | OCEAN | 77 | 2,342 | $ 7.83 | $ 14,120.15 |
| 33RD PL | ALMA AVE | CREST DR | 77 | 2,591 | $ 7.83 | $ 15,621.40 |
| 5TH ST | INGLESIDE | CREST | 77 | 10,212 | $ 7.83 | $ 61,569.17 |
| 6TH ST | JOHNSON ST | SEPULVEDA BLVD | 77 | 17,463 | $ 7.83 | $ 105,286.17 |
| 9TH ST | JOHNSON ST | SEPULVEDA BLVD | 77 | 16,971 | $ 7.83 | $ 102,319.86 |
| BAYVIEW DR | 33RD ST | 32ND ST | 77 | 2,990 | $ 7.83 | $ 18,027.01 |
| EL PORTO ST | HIGHLAND AVE | OCEAN DR | 77 | 6,697 | $ 7.83 | $ 40,376.88 |
| JOHN PL | 9TH ST (EOP) | 8TH ST | 77 | 3,840 | $ 7.83 | $ 23,151.74 |
| JOHNSON ST | 6TH ST | 5TH ST | 77 | 9,524 | $ 7.83 | $ 57,421.15 |
| JOHNSON ST | 9TH ST | 8TH ST | 77 | 9,168 | $ 7.83 | $ 55,274.79 |
| LAUREL AVE | CENTER PL | MANHATTAN BEACH BLVD | 77 | 4,508 | $ 7.83 | $ 27,179.18 |
| LAUREL AVE | 13TH ST | 12TH ST | 77 | 8,826 | $ 7.83 | $ 53,212.84 |
| PECK AVE | 5TH ST | 3RD ST | 77 | 9,327 | $ 7.83 | $ 56,233.42 |
| REDONDO AVE | NELSON AVE | MATHEWS AVE | 77 | 9,578 | $ 7.83 | $ 57,746.72 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| REDONDO AVE | 2ND ST | 1ST ST | 77 | 6,279 | $ 7.83 | $ 37,856.72 |
| THE STRAND | 4TH ST | 3RD ST | 77 | 3,314 | $ 7.83 | $ 19,980.44 |
| THE STRAND | 5TH ST | 4TH ST | 77 | 3,369 | $ 7.83 | $ 20,312.04 |
| THE STRAND | 33RD ST | 32ND ST | 77 | 3,299 | $ 7.83 | $ 19,890.00 |
| 11TH PL | MANHATTAN AVE | OCEAN DR | 78 | 2,812 | $ 7.83 | $ 17,174.01 |
| 13TH ST | CHURCH ST | HIGHVIEW AVE | 78 | 3,488 | $ 7.83 | $ 21,302.61 |
| 15TH PL | HIGHLAND AVE | OCEAN DR | 78 | 8,701 | $ 7.83 | $ 53,140.49 |
| 21ST ST | MAGNOLIA AVE | CEDAR AVE | 78 | 11,624 | $ 7.83 | $ 70,992.42 |
| 26TH ST | MANHATTAN AVE | OCEAN DR | 78 | 2,432 | $ 7.83 | $ 14,853.20 |
| 28TH ST | GRANDVIEW DR | VISTA DR | 78 | 10,344 | $ 7.83 | $ 63,174.95 |
| 30TH ST | ALMA | CREST | 78 | 2,275 | $ 7.83 | $ 13,894.34 |
| 31ST ST | HIGHLAND | BAYVIEW | 78 | 2,839 | $ 7.83 | $ 17,338.91 |
| 35TH ST | MAPLE AVE | PACIFIC AVE | 78 | 9,074 | $ 7.83 | $ 55,418.55 |
| 43RD ST | OCEAN DR | THE STRAND | 78 | 2,914 | $ 7.83 | $ 17,796.96 |
| 6TH ST | ANDERSON ST | POINSETTIA AVE | 78 | 7,850 | $ 7.83 | $ 47,943.09 |
| 9TH ST | CREST DR | HIGHLAND AVE | 78 | 2,730 | $ 7.83 | $ 16,673.20 |
| AGNES RD | 19TH ST | 18TH ST | 78 | 9,166 | $ 7.83 | $ 55,980.43 |
| FISHER AVE | 12TH ST | MANHATTAN BEACH BLVD | 78 | 5,181 | $ 7.83 | $ 31,642.44 |
| JOHN ST | 9TH ST | 8TH ST | 78 | 9,381 | $ 7.83 | $ 57,293.52 |
| JOHN ST | 19TH ST | 18TH ST | 78 | 11,072 | $ 7.83 | $ 67,621.13 |
| MAPLE AVE | 35TH ST | 31ST ST | 78 | 18,724 | $ 7.83 | $ 114,354.96 |
| MARINE PL | MANHATTAN AVE | OCEAN DR | 78 | 2,207 | $ 7.83 | $ 13,479.03 |
| MATHEWS AVE | AVIATION WAY | AVIATION BLVD | 78 | 7,381 | $ 7.83 | $ 45,078.72 |
| OCEAN DR | 9TH ST | 8TH ST | 78 | 4,459 | $ 7.83 | $ 27,232.90 |
| PACIFIC AVE | 19TH ST | 18TH ST | 78 | 13,518 | $ 7.83 | $ 82,559.83 |
| PACIFIC AVE | 31ST ST | 27TH ST | 78 | 24,023 | $ 7.83 | $ 146,718.07 |
| PACIFIC PL | 10TH ST | 9TH ST | 78 | 4,112 | $ 7.83 | $ 25,113.63 |
| REDONDO AVE | MATHEWS AVE | ARTESIA BLVD | 78 | 8,765 | $ 7.83 | $ 53,531.36 |
| THE STRAND | 3RD ST | 2ND ST | 78 | 3,223 | $ 7.83 | $ 19,684.15 |
| 12TH ST | FISHER AVE | ARDMORE AVE | 79 | 6,171 | $ 7.83 | $ 38,171.95 |
| 12TH ST | LAUREL AVE | HIGHVIEW AVE | 79 | 11,288 | $ 7.83 | $ 69,824.18 |
| 18TH PL | HIGHLAND AVE | OCEAN DR | 79 | 8,836 | $ 7.83 | $ 54,656.85 |
| 19TH ST | LAUREL AVE | AGNES RD | 79 | 7,941 | $ 7.83 | $ 49,120.64 |
| 20TH PL | CUL DE SAC | HIGHLAND AVE | 79 | 14,093 | $ 7.83 | $ 87,175.07 |
| 25TH ST | BAYVIEW | MANHATTAN | 79 | 2,051 | $ 7.83 | $ 12,686.87 |
| 31ST ST | POINSETTIA AVE | PALM AVE | 79 | 7,640 | $ 7.83 | $ 47,258.75 |
| 35TH ST | PINE AVE | WALNUT AVE | 79 | 10,223 | $ 7.83 | $ 63,236.41 |
| 9TH ST | MANHATTEN | OCEAN | 79 | 2,148 | $ 7.83 | $ 13,286.88 |
| ALMA AVE | 34TH ST | 33RD ST | 79 | 4,276 | $ 7.83 | $ 26,450.05 |
| AVIATION WY | NORTH END | MATHEWS AVE | 71 | 18,906 | $ 7.83 | $ 105,104.13 |
| BAYVIEW DR | 25TH ST | 24TH ST | 79 | 3,093 | $ 7.83 | $ 19,132.37 |
| BAYVIEW DR | 36TH ST | 33RD ST | 79 | 9,770 | $ 7.83 | $ 60,434.29 |
| CREST DR | 32ND ST | 31ST ST | 79 | 3,493 | $ 7.83 | $ 21,606.65 |
| GULL ST | HIGHLAND AVE | OCEAN DR | 79 | 6,223 | $ 7.83 | $ 38,493.61 |
| KEATS ST | PROSPECT AVE | CHABELA DR | 79 | 19,736 | $ 7.83 | $ 122,080.98 |
| LONGFELLOW DR | KUHN DR | SEPULVEDA BLVD | 79 | 6,099 | $ 7.83 | $ 37,726.58 |
| MAGNOLIA AVE | 20TH ST | 18TH ST | 79 | 11,045 | $ 7.83 | $ 68,321.06 |
| MANOR DR | MARINE AVE | 21ST ST | 79 | 3,491 | $ 7.83 | $ 21,594.28 |
| OCEAN DR | 33RD ST | 29TH ST | 79 | 19,225 | $ 7.83 | $ 118,920.08 |
| PACIFIC AVE | 23RD ST | 19TH ST | 79 | 15,984 | $ 7.83 | $ 98,872.23 |
| PALM AVE | 27TH ST | VALLEY DR | 79 | 8,118 | $ 7.83 | $ 50,215.51 |
| POINSETTIA AVE | 31ST ST | VALLEY DR | 79 | 13,805 | $ 7.83 | $ 85,393.59 |
| REDONDO AVE | 1ST ST | GATES AVE | 79 | 9,572 | $ 7.83 | $ 59,209.52 |
| RONDA DR | KUHN DR | TERRAZA PL | 79 | 16,657 | $ 7.83 | $ 103,035.20 |
| 15TH PL | EOP EAST | HIGHLAND AVE | 80 | 7,924 | $ 7.83 | $ 49,635.94 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 17TH PL | EOP (E) | HIGHLAND AVE | 80 | 6,110 | $ 7.83 | $ 38,273.04 |
| 19TH PL | EOP (E) | HIGHLAND AVE | 80 | 9,063 | $ 7.83 | $ 56,770.63 |
| 21ST PL | GRANDVIEW AVE | HIGHLAND AVE | 80 | 13,275 | $ 7.83 | $ 83,154.60 |
| 26TH PL | ALMA AVE | CREST DR | 80 | 2,427 | $ 7.83 | $ 15,202.73 |
| 27TH ST | OCEAN DR | THE STRAND | 80 | 2,406 | $ 7.83 | $ 15,071.18 |
| 27TH ST | PALM AVE | MAPLE AVE | 80 | 7,645 | $ 7.83 | $ 47,888.28 |
| 8TH ST | BAYVIEW | MANHATTEN | 80 | 1,499 | $ 7.83 | $ 9,389.74 |
| BAYVIEW DR | 10TH ST | 9TH ST | 80 | 3,770 | $ 7.83 | $ 23,615.28 |
| BAYVIEW DR | 30TH ST | 27TH ST | 80 | 9,130 | $ 7.83 | $ 57,190.32 |
| CREST DR | 29TH PL | 28TH ST | 80 | 5,026 | $ 7.83 | $ 31,482.86 |
| CREST DR | 35TH ST | 34TH ST | 80 | 2,951 | $ 7.83 | $ 18,485.06 |
| GRANDVIEW AVE | MARINE AVE | 21ST ST | 80 | 4,542 | $ 7.83 | $ 28,451.09 |
| LAUREL AVE | ARDMORE AVE | 23RD ST | 80 | 8,392 | $ 7.83 | $ 52,567.49 |
| MEADOWS AVE | 21ST ST E | 17TH ST | 80 | 21,214 | $ 7.83 | $ 132,884.50 |
| OCEAN DR | 14TH ST | 13TH ST | 80 | 3,853 | $ 7.83 | $ 24,135.19 |
| PARK WY | ROSECRANS AVE | PARKVIEW | 80 | 13,993 | $ 7.83 | $ 87,652.15 |
| PECK AVE | 2ND ST | 1ST ST | 80 | 9,674 | $ 7.83 | $ 60,597.94 |
| PECK AVE | 6TH ST | 5TH ST | 80 | 9,293 | $ 7.83 | $ 58,211.35 |
| THE STRAND | 2ND ST | CITY LIMIT | 80 | 3,415 | $ 7.83 | $ 21,391.56 |
| THE STRAND | 6TH ST | 5TH ST | 80 | 3,329 | $ 7.83 | $ 20,852.86 |
| THE STRAND | 8TH ST | 7TH ST | 80 | 3,390 | $ 7.83 | $ 21,234.96 |
| THE STRAND | 9TH ST | 8TH ST | 80 | 3,284 | $ 7.83 | $ 20,570.98 |
| THE STRAND | 17TH ST | 16TH ST | 80 | 3,163 | $ 7.83 | $ 19,813.03 |
| THE STRAND | 19TH ST | 18TH ST | 80 | 3,267 | $ 7.83 | $ 20,464.49 |
| THE STRAND | 27TH ST | 26TH ST | 80 | 3,405 | $ 7.83 | $ 21,328.92 |
| THE STRAND | 34TH ST | 33RD ST | 80 | 3,383 | $ 7.83 | $ 21,191.11 |
| 14TH PL | HIGHLAND AVE | MANHATTAN AVE | 81 | 1,957 | $ 7.83 | $ 12,411.88 |
| 17TH PL | HIGHLAND AVE | OCEAN DR | 81 | 8,687 | $ 7.83 | $ 55,095.56 |
| 20TH ST | HIGHLAND | OCEAN | 81 | 7,360 | $ 7.83 | $ 46,679.33 |
| 20TH ST | EOP (E) | HIGHLAND | 81 | 8,159 | $ 7.83 | $ 51,746.83 |
| 24TH ST | MANHATTAN | OCEAN | 81 | 2,352 | $ 7.83 | $ 14,917.09 |
| 28TH ST | MANHATTAN AVE | THE STRAND | 81 | 4,012 | $ 7.83 | $ 25,445.31 |
| 29TH ST | MANHATTEN | OCEAN | 81 | 2,342 | $ 7.83 | $ 14,853.67 |
| 30TH ST | OCEAN | THE STRAND | 81 | 1,894 | $ 7.83 | $ 12,012.32 |
| 31ST PL | EOP | VISTA DR | 81 | 6,714 | $ 7.83 | $ 42,582.20 |
| 31ST ST | ALMA AVE | CREST DR | 81 | 2,888 | $ 7.83 | $ 18,316.56 |
| 32ND ST | HIGHLAND | BAYVIEW | 81 | 2,820 | $ 7.83 | $ 17,885.29 |
| 6TH ST | OCEAN | THE STRAND | 81 | 1,810 | $ 7.83 | $ 11,479.56 |
| INGLESIDE DR | 2ND ST | 1ST ST | 81 | 4,470 | $ 7.83 | $ 28,350.08 |
| INGLESIDE DR | 4TH ST | 3RD ST | 81 | 4,546 | $ 7.83 | $ 28,832.10 |
| INGLESIDE DR | 5TH ST | 4TH ST | 81 | 4,589 | $ 7.83 | $ 29,104.81 |
| MEADOWS AVE | 17TH ST | MANHATTAN BEACH BLVD | 81 | 25,747 | $ 7.83 | $ 163,295.20 |
| OAK AVE | 14TH ST | MANHATTAN BEACH BLVD | 81 | 10,648 | $ 7.83 | $ 67,532.81 |
| OAK AVE | 27TH ST | MARINE AVE | 81 | 7,920 | $ 7.83 | $ 50,231.02 |
| PACIFIC AVE | 17TH ST | 14TH ST | 81 | 23,328 | $ 7.83 | $ 147,953.17 |
| 10TH ST | BAYVIEW | MANHATTAN | 82 | 2,251 | $ 7.83 | $ 14,452.77 |
| 12TH ST | OCEAN | THE STRAND | 82 | 1,797 | $ 7.83 | $ 11,537.82 |
| 20TH ST | MAGNOLIA AVE | CEDAR AVE | 82 | 16,207 | $ 7.83 | $ 104,058.66 |
| 23RD ST | BLANCHE RD | MANOR DR | 82 | 13,452 | $ 7.83 | $ 86,369.91 |
| 31ST ST | BAYVIEW | MANHATTEN | 82 | 2,044 | $ 7.83 | $ 13,123.71 |
| 35TH ST | WALNUT AVE | POINSETTIA AVE | 82 | 9,947 | $ 7.83 | $ 63,865.71 |
| 3RD ST | JOHNSON ST | CUL DE SAC | 82 | 12,256 | $ 7.83 | $ 78,690.87 |
| 6TH ST | CREST DR | HIGHLAND AVE | 82 | 2,816 | $ 7.83 | $ 18,080.41 |
| 8TH ST | HIGHLAND | BAYVIEW | 82 | 1,903 | $ 7.83 | $ 12,218.40 |
| 9TH PL | HIGHLAND AVE | BAYVIEW DR | 82 | 3,132 | $ 7.83 | $ 20,109.32 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| ALMA AVE | 30TH ST | 29TH ST | 82 | 4,435 | $ 7.83 | $ 28,475.36 |
| CREST DR | 25TH ST | 24TH ST | 82 | 3,217 | $ 7.83 | $ 20,655.07 |
| GRANDVIEW AVE | 23RD ST | MARINE AVE | 82 | 4,777 | $ 7.83 | $ 30,671.21 |
| KUHN DR | DUNCAN DR | LONGFELLOW DR | 82 | 15,849 | $ 7.83 | $ 101,760.09 |
| OCEAN DR | 20TH ST | 19TH ST | 82 | 4,839 | $ 7.83 | $ 31,069.28 |
| OCEAN DR | 29TH ST | 25TH ST | 82 | 18,263 | $ 7.83 | $ 117,259.42 |
| PACIFIC AVE | MARINE AVE | 23RD ST | 82 | 15,647 | $ 7.83 | $ 100,463.13 |
| PARKVIEW AVE | EAST END | MARKET PL | 82 | 25,793 | $ 7.83 | $ 165,606.54 |
| POINSETTIA AVE | 23RD ST | 19TH ST | 82 | 11,163 | $ 7.83 | $ 71,673.16 |
| ROWELL AVE | 8TH ST | 6TH ST | 82 | 8,971 | $ 7.83 | $ 57,599.20 |
| THE STRAND | 15TH ST | 14TH ST | 82 | 3,375 | $ 7.83 | $ 21,669.53 |
| THE STRAND | 18TH ST | 17TH ST | 82 | 3,278 | $ 7.83 | $ 21,046.73 |
| THE STRAND | 35TH ST | 34TH ST | 82 | 3,262 | $ 7.83 | $ 20,944.00 |
| THE STRAND | 39TH ST | 38TH ST | 82 | 3,290 | $ 7.83 | $ 21,123.77 |
| VISTA DR | 32ND ST | 31ST ST | 82 | 2,752 | $ 7.83 | $ 17,669.49 |
| WALNUT AVE | 35TH ST | 31ST ST | 82 | 18,766 | $ 7.83 | $ 120,488.98 |
| 14TH ST | OAK AVE | ELM AVE | 83 | 5,288 | $ 7.83 | $ 34,366.18 |
| 14TH ST | SEPULVEDA BLVD | OAK AVE | 83 | 5,431 | $ 7.83 | $ 35,295.53 |
| 19TH ST | OCEAN | THE STRAND | 83 | 1,825 | $ 7.83 | $ 11,860.49 |
| 19TH ST | AGNES RD | FLOURNOY RD | 83 | 7,714 | $ 7.83 | $ 50,132.51 |
| 23RD ST | LAUREL AVE | AGNES RD | 83 | 7,613 | $ 7.83 | $ 49,476.13 |
| 26TH ST | OCEAN | THE STRAND | 83 | 1,910 | $ 7.83 | $ 12,412.90 |
| 28TH ST | PINE AVE | ARDMORE AVE | 83 | 6,337 | $ 7.83 | $ 41,183.53 |
| 29TH ST | CREST | HIGHLAND | 83 | 2,136 | $ 7.83 | $ 13,881.65 |
| 30TH ST | MANHATTEN | OCEAN | 83 | 2,348 | $ 7.83 | $ 15,259.42 |
| 33RD PL | EOP | VISTA DR | 83 | 7,276 | $ 7.83 | $ 47,286.00 |
| 36TH PL | ALMA AVE | CREST DR | 83 | 2,821 | $ 7.83 | $ 18,333.40 |
| 8TH PL | HIGHLAND AVE | BAYVIEW DR | 83 | 3,186 | $ 7.83 | $ 20,705.50 |
| 8TH ST | MANHATTEN | OCEAN | 83 | 2,013 | $ 7.83 | $ 13,082.29 |
| BAYVIEW DR | 13TH PL | 13TH ST | 83 | 1,617 | $ 7.83 | $ 10,508.72 |
| OCEAN DR | 11TH ST | 10TH ST | 83 | 4,560 | $ 7.83 | $ 29,634.98 |
| OCEAN DR | 24TH ST | 23RD ST | 83 | 4,721 | $ 7.83 | $ 30,681.31 |
| PACIFIC AVE | ARBOLADO COURT | MANHATTAN BEACH BLVD | 83 | 12,233 | $ 7.83 | $ 79,501.04 |
| PACIFIC AVE | 27TH ST | VALLEY DR | 83 | 15,812 | $ 7.83 | $ 102,760.61 |
| PACIFIC PL | 9TH ST | 8TH ST | 83 | 3,375 | $ 7.83 | $ 21,933.79 |
| POINSETTIA AVE | ROSECRANS AVE | 35TH ST | 83 | 18,053 | $ 7.83 | $ 117,324.64 |
| THE STRAND | 7TH ST | 6TH ST | 83 | 3,334 | $ 7.83 | $ 21,667.33 |
| THE STRAND | 12TH ST | MANHATTAN BEACH BLVD | 83 | 3,523 | $ 7.83 | $ 22,895.62 |
| THE STRAND | 13TH ST | 12TH ST | 83 | 3,503 | $ 7.83 | $ 22,765.65 |
| THE STRAND | 14TH ST | 13TH ST | 83 | 3,325 | $ 7.83 | $ 21,608.84 |
| THE STRAND | 21ST ST | 20TH ST | 83 | 3,277 | $ 7.83 | $ 21,296.90 |
| THE STRAND | 23RD ST | MARINE AVE | 83 | 4,352 | $ 7.83 | $ 28,283.21 |
| THE STRAND | 24TH ST | 23RD ST | 83 | 3,251 | $ 7.83 | $ 21,127.92 |
| THE STRAND | 26TH ST | 25TH ST | 83 | 3,574 | $ 7.83 | $ 23,227.07 |
| THE STRAND | 32ND ST | 31ST ST | 83 | 3,491 | $ 7.83 | $ 22,687.66 |
| VISTA DR | 28TH ST | 27TH ST | 83 | 1,847 | $ 7.83 | $ 12,003.47 |
| VISTA DR | 30TH ST | 29TH ST | 83 | 3,668 | $ 7.83 | $ 23,837.97 |
| VISTA DR | 34TH ST | 33RD ST | 83 | 3,502 | $ 7.83 | $ 22,759.15 |
| WALNUT AVE | 14TH ST | MANHATTAN BEACH BLVD | 83 | 11,222 | $ 7.83 | $ 72,930.66 |
| WALNUT AVE | MARINE AVE | 19TH ST | 83 | 15,671 | $ 7.83 | $ 101,844.26 |
| 14TH PL | MANHATTAN AVE | OCEAN DR | 84 | 1,555 | $ 7.83 | $ 10,227.55 |
| 14TH ST | MANHATTAN AVE | OCEAN DR | 84 | 3,469 | $ 7.83 | $ 22,816.31 |
| 17TH ST | HIGHLAND | OCEAN | 84 | 7,355 | $ 7.83 | $ 48,375.31 |
| 24TH ST | BAYVIEW | MANHATTAN | 84 | 2,053 | $ 7.83 | $ 13,502.99 |
| 27TH PL | MANHATTAN AVE | OCEAN DR | 84 | 1,917 | $ 7.83 | $ 12,608.49 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 27TH ST | BAYVIEW DR | MANHATTAN AVE | 84 | 3,054 | $ 7.83 | $ 20,086.77 |
| 27TH ST | ARDMORE AVE | VALLEY DR | 84 | 3,941 | $ 7.83 | $ 25,920.75 |
| 30TH PL | EOP | VISTA DR | 84 | 6,987 | $ 7.83 | $ 45,954.90 |
| 34TH PL | ALMA AVE | CREST DR | 84 | 2,538 | $ 7.83 | $ 16,692.93 |
| 36TH ST | CREST DR | HIGHLAND AVE | 84 | 1,955 | $ 7.83 | $ 12,858.43 |
| 7TH ST | OCEAN | THE STRAND | 84 | 1,857 | $ 7.83 | $ 12,213.86 |
| BLANCHE RD | 24TH ST | 23RD ST | 84 | 6,660 | $ 7.83 | $ 43,804.15 |
| CREST DR | 23RD PL | 23RD ST | 84 | 1,782 | $ 7.83 | $ 11,720.57 |
| MANOR DR | 24TH ST | 23RD ST | 84 | 3,674 | $ 7.83 | $ 24,164.63 |
| MARINE AVE | BLANCHE RD | MANOR DR | 84 | 16,860 | $ 7.83 | $ 110,891.59 |
| MEADOWS AVE | MARINE AVE | 21ST ST | 84 | 13,133 | $ 7.83 | $ 86,378.37 |
| OAK AVE | 33RD ST | 30TH ST | 84 | 11,628 | $ 7.83 | $ 76,479.68 |
| OCEAN DR | ROSECRANS AVE | 33RD ST | 84 | 18,137 | $ 7.83 | $ 119,290.68 |
| PACIFIC AVE | 14TH ST | VILLA ESCUELA | 84 | 13,880 | $ 7.83 | $ 91,291.54 |
| PACIFIC AVE | 18TH ST | 17TH ST | 84 | 13,674 | $ 7.83 | $ 89,936.63 |
| PINE AVE | 14TH ST | MANHATTAN BEACH BLVD | 84 | 11,737 | $ 7.83 | $ 77,196.60 |
| THE STRAND | MANHATTAN BEACH BLVD | 11TH ST | 84 | 3,476 | $ 7.83 | $ 22,862.35 |
| THE STRAND | 44TH ST | 43RD ST | 84 | 3,467 | $ 7.83 | $ 22,803.15 |
| 22ND ST | MAGNOLIA AVE | CEDAR AVE | 85 | 11,267 | $ 7.83 | $ 74,987.52 |
| 24TH ST | OCEAN | THE STRAND | 85 | 1,920 | $ 7.83 | $ 12,778.56 |
| 26TH ST | HIGHLAND AVE | MANHATTAN AVE | 85 | 6,095 | $ 7.83 | $ 40,565.27 |
| 27TH ST | SEPULVEDA BLVD | OAK AVE | 85 | 4,805 | $ 7.83 | $ 31,979.68 |
| 29TH PL | EOP | VISTA DR | 85 | 5,799 | $ 7.83 | $ 38,595.24 |
| 30TH ST | BAYVIEW | MANHATTEN | 85 | 2,079 | $ 7.83 | $ 13,836.78 |
| 31ST ST | PALM AVE | MAPLE AVE | 85 | 7,389 | $ 7.83 | $ 49,177.49 |
| 32ND ST | OCEAN | THE STRAND | 85 | 1,890 | $ 7.83 | $ 12,578.90 |
| 33RD ST | HIGHLAND AVE | MANHATTAN AVE | 85 | 5,954 | $ 7.83 | $ 39,626.85 |
| BAYVIEW DR | 32ND ST | 31ST PL | 85 | 1,953 | $ 7.83 | $ 12,998.19 |
| CREST DR | 16TH ST | 15TH ST | 85 | 3,821 | $ 7.83 | $ 25,430.67 |
| ELM AVE | 17TH ST | 14TH ST | 85 | 9,136 | $ 7.83 | $ 60,804.65 |
| MAGNOLIA AVE | 21ST ST | 20TH ST | 85 | 7,716 | $ 7.83 | $ 51,353.84 |
| MARINE AVE | GRANDVIEW AVE | HIGHLAND AVE | 85 | 25,159 | $ 7.83 | $ 167,445.72 |
| PALM AVE | 31ST ST | 27TH ST | 85 | 18,035 | $ 7.83 | $ 120,031.94 |
| PINE AVE | ROSECRANS AVE | 35TH ST | 85 | 18,361 | $ 7.83 | $ 122,201.64 |
| POINSETTIA AVE | 17TH ST | 14TH ST | 85 | 15,973 | $ 7.83 | $ 106,308.30 |
| THE STRAND | 11TH ST | 10TH ST | 85 | 3,326 | $ 7.83 | $ 22,136.19 |
| THE STRAND | 16TH ST | 15TH ST | 85 | 3,294 | $ 7.83 | $ 21,923.22 |
| THE STRAND | 20TH ST | 19TH ST | 85 | 3,287 | $ 7.83 | $ 21,876.63 |
| THE STRAND | 29TH ST | 28TH ST | 85 | 3,299 | $ 7.83 | $ 21,956.49 |
| THE STRAND | 31ST ST | 30TH ST | 85 | 3,503 | $ 7.83 | $ 23,314.22 |
| VISTA DR | 24TH ST | 23RD ST | 85 | 3,744 | $ 7.83 | $ 24,918.19 |
| VISTA DR | 29TH ST | 28TH ST | 85 | 3,531 | $ 7.83 | $ 23,500.57 |
| VISTA DR | 31ST ST | 30TH ST | 85 | 3,246 | $ 7.83 | $ 21,603.75 |
| VISTA DR | 33RD ST | 32ND ST | 85 | 3,504 | $ 7.83 | $ 23,320.87 |
| WALNUT AVE | ROSECRANS AVE | 35TH ST | 85 | 17,716 | $ 7.83 | $ 117,908.84 |
| 11TH ST | MANHATTAN AVE | OCEAN DR | 86 | 3,789 | $ 7.83 | $ 25,514.37 |
| 12TH PL | MANHATTAN AVE | OCEAN DR | 86 | 2,858 | $ 7.83 | $ 19,245.20 |
| 17TH ST | EOP (E) | HIGHLAND | 86 | 5,592 | $ 7.83 | $ 37,655.41 |
| 19TH ST | HIGHLAND | OCEAN | 86 | 7,373 | $ 7.83 | $ 49,648.31 |
| 19TH ST | ELM ST | PINE ST | 86 | 5,956 | $ 7.83 | $ 40,106.51 |
| 23RD ST | GRANDVIEW AVE | VISTA DR | 86 | 6,606 | $ 7.83 | $ 44,483.48 |
| 2ND ST | AVIATION PL | AVIATION BLVD | 86 | 10,585 | $ 7.83 | $ 71,277.27 |
| 30TH ST | CREST | HIGHLAND | 86 | 2,156 | $ 7.83 | $ 14,518.07 |
| 30TH ST | ELM AVE | PINE AVE | 86 | 4,064 | $ 7.83 | $ 27,366.16 |
| BAYVIEW DR | 13TH ST | 12TH PL | 86 | 2,112 | $ 7.83 | $ 14,221.79 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| HOMER ST | VALLEY DR | EOP | 86 | 4,054 | $ 7.83 | $ 27,298.83 |
| MARINE AVE | MANOR DR | GRANDVIEW AVE | 86 | 3,078 | $ 7.83 | $ 20,726.64 |
| OCEAN DR | 21ST ST | 20TH ST | 86 | 4,574 | $ 7.83 | $ 30,800.40 |
| PACIFIC AVE | 35TH ST | 31ST ST | 86 | 24,028 | $ 7.83 | $ 161,799.75 |
| PINE AVE | MARINE AVE | 19TH ST | 86 | 15,802 | $ 7.83 | $ 106,407.51 |
| THE STRAND | 38TH ST | ROSECRANS AVE | 86 | 3,464 | $ 7.83 | $ 23,325.88 |
| 10TH ST | HIGHLAND | BAYVIEW | 87 | 2,850 | $ 7.83 | $ 19,414.49 |
| 17TH ST | OAK AVE | ELM AVE | 87 | 5,037 | $ 7.83 | $ 34,312.55 |
| 17TH ST | SEPULVEDA BLVD | OAK AVE | 87 | 6,144 | $ 7.83 | $ 41,853.54 |
| 18TH ST | HIGHLAND | OCEAN | 87 | 7,365 | $ 7.83 | $ 50,171.12 |
| 19TH ST | SEPULVEDA BLVD | OAK ST | 87 | 6,648 | $ 7.83 | $ 45,286.84 |
| 21ST ST | PECK AVE | MEADOWS AVE | 87 | 28,748 | $ 7.83 | $ 195,834.25 |
| 27TH ST | PINE AVE | WALNUT AVE | 87 | 4,720 | $ 7.83 | $ 32,153.11 |
| 27TH ST | ELM AVE | PINE AVE | 87 | 4,430 | $ 7.83 | $ 30,177.60 |
| 30TH ST | OAK AVE | ELM AVE | 87 | 4,421 | $ 7.83 | $ 30,116.29 |
| 35TH PL | ALMA AVE | CREST DR | 87 | 2,501 | $ 7.83 | $ 17,037.06 |
| 38TH ST | CREST DR | HIGHLAND AVE | 87 | 2,919 | $ 7.83 | $ 19,884.52 |
| 9TH ST | HIGHLAND AVE | BAYVIEW DR | 87 | 4,453 | $ 7.83 | $ 30,334.28 |
| BAYVIEW DR | 11TH PL | 11TH ST | 97 | 1,355 | $ 7.83 | $ 10,291.36 |
| CREST DR | 31ST ST | 30TH ST | 87 | 3,564 | $ 7.83 | $ 24,278.32 |
| CREST DR | 34TH ST | 33RD ST | 87 | 3,267 | $ 7.83 | $ 22,255.13 |
| DEEGAN PL | 15TH ST | 14TH ST | 87 | 7,634 | $ 7.83 | $ 52,003.57 |
| KUHN DR | RONDA DR | DUNCAN DR | 87 | 10,752 | $ 7.83 | $ 73,243.70 |
| OAK AVE | 19TH ST | 17TH ST | 87 | 13,428 | $ 7.83 | $ 91,472.88 |
| OAK AVE | MARINE AVE | 19TH ST | 87 | 15,256 | $ 7.83 | $ 103,925.40 |
| OAK AVE | 30TH ST | 27TH ST | 87 | 9,705 | $ 7.83 | $ 66,111.43 |
| OCEAN DR | 38TH ST | ROSECRANS AVE | 87 | 4,650 | $ 7.83 | $ 31,676.27 |
| PACIFIC PL | 6TH ST | 5TH ST | 87 | 3,425 | $ 7.83 | $ 23,331.44 |
| PACIFIC PL | 11TH ST | 10TH ST | 87 | 3,726 | $ 7.83 | $ 25,381.88 |
| POINSETTIA AVE | 12TH ST | MANHATTAN BEACH BLVD | 87 | 7,633 | $ 7.83 | $ 51,996.76 |
| POINSETTIA AVE | MARINE AVE | 23RD ST | 87 | 11,031 | $ 7.83 | $ 75,144.28 |
| THE STRAND | 10TH ST | 9TH ST | 87 | 3,320 | $ 7.83 | $ 22,616.17 |
| THE STRAND | MARINE AVE | 21ST ST | 87 | 3,394 | $ 7.83 | $ 23,120.27 |
| THE STRAND | 25TH ST | 24TH ST | 87 | 3,511 | $ 7.83 | $ 23,917.28 |
| THE STRAND | 28TH ST | 27TH ST | 87 | 3,366 | $ 7.83 | $ 22,929.53 |
| VISTA DR | 35TH ST | 34TH ST | 87 | 3,196 | $ 7.83 | $ 21,771.47 |
| WALNUT AVE | 19TH ST | 17TH ST | 87 | 13,040 | $ 7.83 | $ 88,829.78 |
| WALNUT AVE | 27TH ST | MARINE AVE | 87 | 7,047 | $ 7.83 | $ 48,004.87 |
| 12TH ST | HIGHLAND AVE | MANHATTAN AVE | 88 | 6,761 | $ 7.83 | $ 46,585.99 |
| 17TH ST | PINE AVE | WALNUT AVE | 88 | 5,939 | $ 7.83 | $ 40,922.09 |
| 21ST ST | VALLEY DR | GRANDVIEW AVE | 88 | 16,157 | $ 7.83 | $ 111,328.19 |
| 25TH ST | MANHATTAN | OCEAN | 88 | 2,350 | $ 7.83 | $ 16,192.44 |
| 25TH ST | HIGHLAND | BAYVIEW | 88 | 2,825 | $ 7.83 | $ 19,465.38 |
| 27TH ST | WALNUT AVE | ARDMORE AVE | 88 | 5,108 | $ 7.83 | $ 35,196.16 |
| 27TH ST | OAK AVE | ELM AVE | 88 | 4,604 | $ 7.83 | $ 31,723.40 |
| 28TH PL | MANHATTAN AVE | OCEAN DR | 88 | 1,895 | $ 7.83 | $ 13,057.31 |
| 30TH ST | HIGHLAND | BAYVIEW | 88 | 2,801 | $ 7.83 | $ 19,300.01 |
| 32ND ST | CREST | HIGHLAND | 88 | 2,138 | $ 7.83 | $ 14,731.68 |
| 35TH ST | BAYVIEW | MANHATTEN | 88 | 2,058 | $ 7.83 | $ 14,180.44 |
| ALMA AVE | ROSECRANS AVE | 36TH ST | 88 | 4,434 | $ 7.83 | $ 30,552.03 |
| CENTER PL | MORNINGSIDE DR | HIGHLAND AVE | 88 | 5,188 | $ 7.83 | $ 35,747.40 |
| CREST DR | 43RD ST | 40TH ST | 88 | 10,506 | $ 7.83 | $ 72,390.54 |
| ELM AVE | MARINE AVE | 19TH ST | 88 | 15,324 | $ 7.83 | $ 105,588.49 |
| OCEAN DR | 17TH ST | 16TH ST | 88 | 4,916 | $ 7.83 | $ 33,873.21 |
| OCEAN DR | 18TH ST | 17TH ST | 88 | 4,990 | $ 7.83 | $ 34,383.10 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| PALM AVE | ROSECRANS AVE | 35TH ST | 88 | 18,135 | $ 7.83 | $ 124,957.40 |
| PINE AVE | 27TH ST | MARINE AVE | 88 | 7,896 | $ 7.83 | $ 54,406.60 |
| POINSETTIA AVE | ARDMORE AVE | MARINE AVE | 88 | 7,763 | $ 7.83 | $ 53,490.18 |
| REDONDO AVE | MARINE AVE | 19TH ST | 88 | 34,658 | $ 7.83 | $ 238,807.48 |
| THE STRAND | 36TH ST | 35TH ST | 88 | 3,348 | $ 7.83 | $ 23,069.06 |
| VISTA DR | ROSECRANS AVE | 36TH ST | 88 | 2,932 | $ 7.83 | $ 20,202.65 |
| WALNUT AVE | 31ST ST | VALLEY DR | 88 | 8,684 | $ 7.83 | $ 59,836.23 |
| WENDY WY | 23RD ST | 19TH ST | 88 | 20,913 | $ 7.83 | $ 144,098.94 |
| 16TH PL | HIGHLAND AVE | OCEAN DR | 89 | 8,935 | $ 7.83 | $ 62,265.33 |
| 17TH ST | ELM AVE | PINE AVE | 89 | 4,738 | $ 7.83 | $ 33,017.70 |
| 18TH ST | OCEAN | THE STRAND | 89 | 1,890 | $ 7.83 | $ 13,170.84 |
| 19TH ST | PECK AVE | MEADOWS AVE | 89 | 28,222 | $ 7.83 | $ 196,670.65 |
| 1ST ST | ARDMORE AVE | VALLEY DR | 89 | 8,914 | $ 7.83 | $ 62,118.99 |
| 30TH ST | DEAD END | OAK AVE | 89 | 2,395 | $ 7.83 | $ 16,690.04 |
| 34TH PL | MANHATTAN AVE | OCEAN DR | 89 | 2,367 | $ 7.83 | $ 16,494.91 |
| 36TH ST | HIGHLAND AVE | MANHATTAN AVE | 89 | 6,328 | $ 7.83 | $ 44,097.93 |
| 36TH ST | ALMA AVE | CREST DR | 89 | 3,029 | $ 7.83 | $ 21,108.19 |
| 4TH ST | INGLESIDE | CREST | 89 | 10,259 | $ 7.83 | $ 71,491.89 |
| 6TH ST | ARDMORE AVE | VALLEY DR | 89 | 3,267 | $ 7.83 | $ 22,766.74 |
| 7TH ST | MANHATTEN | OCEAN | 89 | 3,040 | $ 7.83 | $ 21,184.85 |
| BLANCHE RD | ROSECRANS AVE | 33RD ST | 89 | 23,238 | $ 7.83 | $ 161,938.65 |
| CREST DR | 30TH ST | 29TH PL | 89 | 1,723 | $ 7.83 | $ 12,007.07 |
| CREST DR | 40TH ST | 38TH ST | 89 | 7,523 | $ 7.83 | $ 52,425.53 |
| ELM AVE | 19TH ST | 17TH ST | 89 | 13,374 | $ 7.83 | $ 93,199.39 |
| ELM AVE | 27TH ST | MARINE AVE | 89 | 8,308 | $ 7.83 | $ 57,895.96 |
| MAGNOLIA AVE | 18TH ST | 17TH ST | 89 | 9,472 | $ 7.83 | $ 66,007.53 |
| OAK AVE | ROSECRANS AVE | VALLEY DR | 89 | 19,996 | $ 7.83 | $ 139,346.13 |
| OCEAN DR | 15TH ST | 14TH ST | 89 | 5,216 | $ 7.83 | $ 36,348.74 |
| OCEAN DR | 39TH ST | 38TH ST | 89 | 4,184 | $ 7.83 | $ 29,157.04 |
| PINE AVE | 30TH ST | 28TH ST | 89 | 6,501 | $ 7.83 | $ 45,303.52 |
| REDONDO AVE | 15TH ST | MANHATTHAN BEACH BLV | 89 | 24,933 | $ 7.83 | $ 173,750.60 |
| THE STRAND | 30TH ST | 29TH ST | 89 | 3,484 | $ 7.83 | $ 24,278.95 |
| THE STRAND | 40TH ST | 39TH ST | 89 | 3,378 | $ 7.83 | $ 23,540.27 |
| THE STRAND | 41ST ST | 40TH ST | 89 | 3,536 | $ 7.83 | $ 24,641.32 |
| THE STRAND | 43RD ST | 42ND ST | 89 | 3,516 | $ 7.83 | $ 24,501.95 |
| THE STRAND | 45TH ST | 44TH ST | 89 | 3,534 | $ 7.83 | $ 24,627.39 |
| VISTA DR | 27TH ST | 26TH ST | 89 | 3,393 | $ 7.83 | $ 23,644.80 |
| 14TH ST | HIGHLAND AVE | MANHATTAN AVE | 90 | 5,552 | $ 7.83 | $ 39,124.94 |
| 15TH ST | LYNNGROVE DR | REDONDO AVE | 90 | 3,898 | $ 7.83 | $ 27,469.21 |
| 21ST ST | HIGHLAND AVE | OCEAN DR | 90 | 9,329 | $ 7.83 | $ 65,741.46 |
| 23RD ST | ALMA AVE | CREST DR | 90 | 3,099 | $ 7.83 | $ 21,838.65 |
| 23RD ST | VISTA DR | ALMA AVE | 90 | 3,153 | $ 7.83 | $ 22,219.19 |
| 24TH ST | GRANDVIEW AVE | VISTA DR | 90 | 8,899 | $ 7.83 | $ 62,711.25 |
| 25TH ST | CREST | HIGHLAND | 90 | 2,123 | $ 7.83 | $ 14,960.78 |
| 25TH ST | ALMA | CREST | 90 | 2,296 | $ 7.83 | $ 16,179.91 |
| 32ND PL | EOP | VISTA DR | 90 | 6,913 | $ 7.83 | $ 48,715.91 |
| 34TH ST | MANHATTEN | OCEAN | 90 | 2,330 | $ 7.83 | $ 16,419.51 |
| 9TH ST | VALLEY | CREST | 90 | 11,534 | $ 7.83 | $ 81,280.10 |
| BLANCHE RD | 27TH ST | 24TH ST | 90 | 15,759 | $ 7.83 | $ 111,053.67 |
| BLANCHE RD | 33RD ST | 27TH ST | 90 | 22,856 | $ 7.83 | $ 161,066.23 |
| CENTER PL | MANHATTAN AVE | OCEAN DR | 90 | 2,997 | $ 7.83 | $ 21,119.86 |
| CREST DR | 45TH ST | 43RD ST | 90 | 7,094 | $ 7.83 | $ 49,991.42 |
| FAYMONT AVE | 15TH ST | 12TH ST | 90 | 11,932 | $ 7.83 | $ 84,084.80 |
| MANZANITA LN | 15TH ST | 12TH ST | 90 | 18,162 | $ 7.83 | $ 127,987.61 |
| MORNINGSIDE DR | 12TH ST | MANHATTAN BEACH BLVD | 90 | 5,306 | $ 7.83 | $ 37,391.38 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| OCEAN DR | 13TH ST | 12TH ST | 90 | 4,482 | $ 7.83 | $ 31,584.65 |
| OCEAN DR | 16TH ST | 15TH ST | 90 | 4,627 | $ 7.83 | $ 32,606.47 |
| OCEAN DR | 19TH ST | 18TH ST | 90 | 4,996 | $ 7.83 | $ 35,206.81 |
| OCEAN DR | MARINE AVE | 21ST ST | 90 | 4,411 | $ 7.83 | $ 31,084.32 |
| WALNUT AVE | 17TH ST | 14TH ST | 90 | 8,975 | $ 7.83 | $ 63,246.83 |
| 10TH PL | MANHATTAN AVE | OCEAN DR | 91 | 2,823 | $ 7.83 | $ 20,114.72 |
| 14TH ST | ELM AVE | PINE AVE | 91 | 4,923 | $ 7.83 | $ 35,077.85 |
| 15TH ST | VALLEY DR | HIGHLAND AVE | 91 | 28,796 | $ 7.83 | $ 205,180.14 |
| 23RD ST | CREST DR | HIGHLAND AVE | 91 | 2,144 | $ 7.83 | $ 15,276.64 |
| 27TH ST | MANHATTAN AVE | OCEAN DR | 91 | 3,733 | $ 7.83 | $ 26,598.74 |
| 30TH ST | PINE AVE | ARDMORE AVE | 91 | 2,434 | $ 7.83 | $ 17,342.98 |
| 8TH ST | OCEAN | THE STRAND | 91 | 1,243 | $ 7.83 | $ 8,856.75 |
| 9TH ST | BAYVIEW DR | MANHATTAN AVE | 91 | 2,848 | $ 7.83 | $ 20,292.85 |
| ALMA AVE | 25TH ST | 24TH ST | 91 | 4,594 | $ 7.83 | $ 32,733.63 |
| CENTER PL | HIGHLAND AVE | MANHATTAN AVE | 91 | 5,947 | $ 7.83 | $ 42,374.16 |
| CHESTNUT AVE | 17TH ST | MANHATTAN BEACH BLVD | 91 | 21,417 | $ 7.83 | $ 152,602.55 |
| HARKNESS ST | 12TH ST | MANHATTAN BEACH BLVD | 91 | 6,776 | $ 7.83 | $ 48,281.03 |
| LYNNGROVE DR | 15TH ST | 12TH ST | 91 | 17,884 | $ 7.83 | $ 127,428.87 |
| MANHATTAN AVE | 33RD ST | 29TH ST | 91 | 26,420 | $ 7.83 | $ 188,250.43 |
| MORNINGSIDE DR | 13TH ST | 12TH ST | 91 | 5,863 | $ 7.83 | $ 41,775.63 |
| OCEAN DR | 25TH ST | 24TH ST | 91 | 4,849 | $ 7.83 | $ 34,550.58 |
| PINE AVE | 17TH ST | 14TH ST | 91 | 9,480 | $ 7.83 | $ 67,547.84 |
| PINE AVE | 28TH ST | 27TH ST | 91 | 3,285 | $ 7.83 | $ 23,406.61 |
| POINSETTIA AVE | 14TH ST | 12TH ST | 91 | 6,168 | $ 7.83 | $ 43,948.85 |
| VILLAGE DR | ROSECRANS AVE | PRIVATE ST | 91 | 11,054 | $ 7.83 | $ 78,763.07 |
| 10TH ST | MANHATTAN | OCEAN | 92 | 3,015 | $ 7.83 | $ 21,718.85 |
| 10TH ST | HERRIN AVE | PECK AVE | 92 | 18,065 | $ 7.83 | $ 130,133.03 |
| 11TH PL | HIGHVIEW AVE | ARDMORE AVE | 92 | 10,619 | $ 7.83 | $ 76,495.03 |
| 13TH ST | HIGHLAND AVE | BAYVIEW DR | 92 | 2,158 | $ 7.83 | $ 15,545.37 |
| 13TH ST | MORNINGSIDE DR | HIGHLAND AVE | 92 | 8,650 | $ 7.83 | $ 62,311.14 |
| 14TH ST | WALNUT AVE | POINSETTIA AVE | 92 | 5,133 | $ 7.83 | $ 36,976.08 |
| 14TH ST | PINE AVE | WALNUT AVE | 92 | 5,113 | $ 7.83 | $ 36,832.01 |
| 18TH ST | EOP (E) | HIGHLAND | 92 | 5,052 | $ 7.83 | $ 36,392.59 |
| 18TH ST | REDONDO AVE | HERRIN AVE | 92 | 16,813 | $ 7.83 | $ 121,114.13 |
| 19TH ST | PINE ST | WALNUT ST | 92 | 5,705 | $ 7.83 | $ 41,096.54 |
| 20TH ST | OCEAN | THE STRAND | 92 | 1,826 | $ 7.83 | $ 13,153.77 |
| 23RD ST | PECK AVE | ROWELL AVE | 92 | 16,063 | $ 7.83 | $ 115,711.43 |
| 24TH ST | BLANCHE RD | MANOR DR | 92 | 12,942 | $ 7.83 | $ 93,228.99 |
| 35TH ST | MANHATTEN | OCEAN | 92 | 2,325 | $ 7.83 | $ 16,748.37 |
| 8TH ST | ROWELL AVE | MEADOWS AVE | 92 | 15,105 | $ 7.83 | $ 108,810.38 |
| CREST DR | 24TH ST | 23RD PL | 92 | 1,596 | $ 7.83 | $ 11,496.95 |
| CREST DR | 33RD ST | 32ND ST | 92 | 3,773 | $ 7.83 | $ 27,179.18 |
| ELM AVE | 14TH ST | MANHATTAN BEACH BLVD | 92 | 11,537 | $ 7.83 | $ 83,107.93 |
| LYNNGROVE DR | 23RD ST | 19TH ST | 92 | 18,984 | $ 7.83 | $ 136,753.14 |
| MAGNOLIA AVE | 14TH ST | MANHATTAN BEACH BLVD | 92 | 20,984 | $ 7.83 | $ 151,160.34 |
| MANHATTAN AVE | ROSECRANS AVE | 33RD ST | 92 | 25,395 | $ 7.83 | $ 182,935.42 |
| MANZANITA LN | 19TH ST | 15TH ST | 92 | 25,127 | $ 7.83 | $ 181,004.86 |
| PACIFIC AVE | ROSECRANS AVE | 35TH ST | 92 | 23,564 | $ 7.83 | $ 169,745.63 |
| ROSECRANS AVE | HIGHLAND AVE | THE STRAND | 92 | 20,955 | $ 7.83 | $ 150,951.44 |
| THE STRAND | ROSECRANS AVE | 36TH ST | 92 | 3,447 | $ 7.83 | $ 24,830.81 |
| THE STRAND | 42ND ST | 41ST ST | 92 | 3,495 | $ 7.83 | $ 25,176.58 |
| VILLAGE DR | PRIVATE ST | PARKVIEW AVE | 92 | 7,767 | $ 7.83 | $ 55,950.36 |
| 14TH ST | OCEAN | THE STRAND | 93 | 1,812 | $ 7.83 | $ 13,194.80 |
| 15TH ST | FAYMONT AVE | HARKNESS ST | 93 | 6,548 | $ 7.83 | $ 47,681.88 |
| 16TH ST | HIGHLAND | OCEAN | 93 | 7,377 | $ 7.83 | $ 53,718.58 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 17TH ST | WALNUT AVE | POINSETTIA AVE | 93 | 6,237 | $ 7.83 | $ 45,417.21 |
| 19TH ST | OAK ST | ELM ST | 93 | 5,961 | $ 7.83 | $ 43,407.41 |
| 19TH ST | LYNNGROVE DR | REDONDO AVE | 93 | 3,891 | $ 7.83 | $ 28,333.87 |
| 21ST ST | HERRIN AVE | PECK AVE | 93 | 21,935 | $ 7.83 | $ 159,728.48 |
| 23RD ST | MANOR DR | GRANDVIEW AVE | 93 | 2,436 | $ 7.83 | $ 17,738.71 |
| 23RD ST | ROWELL AVE | MEADOWS AVE | 93 | 12,469 | $ 7.83 | $ 90,798.01 |
| 23RD ST | HERRIN AVE | PECK AVE | 93 | 21,973 | $ 7.83 | $ 160,005.19 |
| 24TH ST | HIGHLAND | BAYVIEW | 93 | 2,814 | $ 7.83 | $ 20,491.27 |
| 26TH ST | CREST | HIGHLAND | 93 | 2,134 | $ 7.83 | $ 15,539.57 |
| 29TH ST | ALMA | CREST | 93 | 2,289 | $ 7.83 | $ 16,668.27 |
| 32ND ST | BAYVIEW | MANHATTEN | 93 | 2,061 | $ 7.83 | $ 15,008.00 |
| 35TH ST | HIGHLAND | BAYVIEW | 93 | 2,830 | $ 7.83 | $ 20,607.78 |
| 7TH ST | HIGHLAND | BAYVIEW | 93 | 2,859 | $ 7.83 | $ 20,818.95 |
| HARKNESS ST | 19TH ST | 15TH ST | 93 | 25,304 | $ 7.83 | $ 184,261.20 |
| OAK AVE | 17TH ST | 14TH ST | 93 | 9,208 | $ 7.83 | $ 67,051.74 |
| REDONDO AVE | 19TH ST | 15TH ST | 93 | 34,352 | $ 7.83 | $ 250,147.83 |
| WENDY WY | 19TH ST | 12TH ST | 93 | 38,356 | $ 7.83 | $ 279,304.56 |
| 11TH ST | MORNINGSIDE | CREST | 94 | 2,915 | $ 7.83 | $ 21,454.98 |
| 11TH ST | HERRIN AVE | PECK AVE | 94 | 18,552 | $ 7.83 | $ 136,546.43 |
| 12TH ST | MORNINGSIDE DR | HIGHLAND AVE | 94 | 7,204 | $ 7.83 | $ 53,022.88 |
| 12TH ST | ROWELL AVE | MEADOWS AVE | 94 | 17,514 | $ 7.83 | $ 128,906.54 |
| 12TH ST | MANZANITA LN | LYNNGROVE | 94 | 6,690 | $ 7.83 | $ 49,239.74 |
| 13TH ST | MANHATTAN | OCEAN | 94 | 3,027 | $ 7.83 | $ 22,279.33 |
| 13TH ST | HIGHLAND AVE | MANHATTAN | 94 | 2,254 | $ 7.83 | $ 16,589.89 |
| 14TH ST | POINSETTIA AVE | JOHN ST | 94 | 19,151 | $ 7.83 | $ 140,955.19 |
| 15TH ST | MANHATTAN AVE | OCEAN DR | 94 | 4,751 | $ 7.83 | $ 34,968.31 |
| 15TH ST | LAUREL AVE | DEGAN ST | 94 | 17,509 | $ 7.83 | $ 128,869.74 |
| 15TH ST | HARKNESS ST | MANZANITA LANE | 94 | 6,863 | $ 7.83 | $ 50,513.05 |
| 16TH ST | OCEAN | THE STRAND | 94 | 1,803 | $ 7.83 | $ 13,270.44 |
| 16TH ST | CREST DR | HIGHLAND AVE | 94 | 2,093 | $ 7.83 | $ 15,404.90 |
| 16TH ST | EOP EAST | CREST DR | 94 | 4,632 | $ 7.83 | $ 34,092.45 |
| 19TH ST | HARKNESS ST | MANZANITA LANE | 94 | 6,768 | $ 7.83 | $ 49,813.83 |
| 19TH ST | WENDY WAY | HARKNESS ST | 94 | 13,152 | $ 7.83 | $ 96,801.35 |
| 21ST ST | GRANDVIEW AVE | HIGHLAND AVE | 94 | 16,499 | $ 7.83 | $ 121,435.94 |
| 26TH ST | ALMA | CREST | 94 | 2,309 | $ 7.83 | $ 16,994.70 |
| 31ST ST | OCEAN | THE STRAND | 94 | 1,890 | $ 7.83 | $ 13,910.78 |
| 32ND ST | MANHATTEN | OCEAN | 94 | 2,345 | $ 7.83 | $ 17,259.67 |
| 4TH ST | MANHATTEN | OCEAN DR | 94 | 3,657 | $ 7.83 | $ 26,916.25 |
| 6TH ST | MANHATTEN | OCEAN | 94 | 3,028 | $ 7.83 | $ 22,286.69 |
| 7TH ST | INGLESIDE | CREST | 94 | 10,265 | $ 7.83 | $ 75,552.45 |
| ARDMORE WY | LAUREL AVE | AGNES RD | 94 | 5,298 | $ 7.83 | $ 38,994.34 |
| FAYMONT AVE | 19TH ST | 15TH ST | 94 | 25,979 | $ 7.83 | $ 191,210.64 |
| HARKNESS ST | 15TH ST | 12TH ST | 94 | 11,895 | $ 7.83 | $ 87,549.58 |
| HARKNESS ST | 23RD ST | 19TH ST | 94 | 19,551 | $ 7.83 | $ 143,899.27 |
| MANHATTAN AVE | 25TH ST | MARINE AVE | 94 | 18,519 | $ 7.83 | $ 136,303.54 |
| MANHATTAN AVE | 29TH ST | 25TH ST | 94 | 25,191 | $ 7.83 | $ 185,410.80 |
| ROWELL AVE | 12TH ST | MANHATTHAN BEACH BLV | 94 | 7,643 | $ 7.83 | $ 56,254.01 |
| 12TH ST | FAYMONT AVE | HARKNESS ST | 95 | 6,304 | $ 7.83 | $ 46,892.30 |
| 12TH ST | WENDY WAY | FAYMONT AVE | 95 | 6,734 | $ 7.83 | $ 50,090.86 |
| 15TH ST | MANZANITA LANE | LYNNGROVE DR | 95 | 6,762 | $ 7.83 | $ 50,299.14 |
| 18TH ST | CEDAR AVE | SEPULVEDA BLVD | 95 | 11,840 | $ 7.83 | $ 88,071.84 |
| 18TH ST | MAGNOLIA AVE | CEDAR AVE | 95 | 18,179 | $ 7.83 | $ 135,224.49 |
| 19TH ST | MANZANITA LANE | LYNNGROVE DR | 95 | 6,963 | $ 7.83 | $ 51,794.28 |
| 19TH ST | AVIATION BLVD | WENDY WAY | 95 | 3,034 | $ 7.83 | $ 22,568.41 |
| 23RD ST | MANHATTAN AVE | THE STRAND | 95 | 5,965 | $ 7.83 | $ 44,370.65 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 23RD ST | HIGHLAND AVE | MANHATTAN AVE | 95 | 6,226 | $ 7.83 | $ 46,312.10 |
| 23RD ST | HARKNESS ST | REDONDO AVE | 95 | 17,671 | $ 7.83 | $ 131,445.73 |
| 23RD ST | FAYMONT AVE | HARKNESS ST | 95 | 6,440 | $ 7.83 | $ 47,903.94 |
| 24TH ST | MANOR DR | GRANDVIEW AVE | 95 | 2,710 | $ 7.83 | $ 20,158.34 |
| 33RD ST | MANHATTEN | OCEAN | 95 | 2,338 | $ 7.83 | $ 17,391.21 |
| 35TH ST | OCEAN | THE STRAND | 95 | 1,934 | $ 7.83 | $ 14,386.06 |
| 36TH ST | MANHATTAN AVE | THE STRAND | 95 | 5,324 | $ 7.83 | $ 39,602.57 |
| 36TH ST | VISTA DR | ALMA AVE | 95 | 2,647 | $ 7.83 | $ 19,689.71 |
| BAYVIEW DR | 11TH ST | 10TH ST | 95 | 3,846 | $ 7.83 | $ 28,608.47 |
| ELM AVE | ARDMORE AVE | 30TH ST | 95 | 8,511 | $ 7.83 | $ 63,309.07 |
| ELM AVE | ROSECRANS AVE | 35TH ST | 95 | 18,485 | $ 7.83 | $ 137,500.67 |
| FAYMONT AVE | 23RD ST | 19TH ST | 95 | 19,400 | $ 7.83 | $ 144,306.90 |
| HARKNESS ST | MARINE AVE | 23RD ST | 95 | 4,732 | $ 7.83 | $ 35,198.98 |
| HERRIN AVE | 22ND ST | 21ST ST | 95 | 6,182 | $ 7.83 | $ 45,984.81 |
| HERRIN AVE | MARINE AVE | 23RD ST E | 95 | 8,193 | $ 7.83 | $ 60,943.63 |
| LYNNGROVE DR | 19TH ST | 15TH ST | 95 | 25,155 | $ 7.83 | $ 187,115.47 |
| MAGNOLIA AVE | 17TH ST | 14TH ST | 95 | 4,653 | $ 7.83 | $ 34,611.34 |
| MANZANITA LN | 23RD ST | 19TH ST | 95 | 19,388 | $ 7.83 | $ 144,217.64 |
| REDONDO AVE | MANHATTHAN BEACH BLV | 11TH ST | 95 | 8,250 | $ 7.83 | $ 61,367.63 |
| VISTA DR | 36TH ST | 35TH ST | 95 | 3,201 | $ 7.83 | $ 23,810.64 |
| 12TH ST | AVIATION BLVD | WENDY WAY | 96 | 3,581 | $ 7.83 | $ 26,917.66 |
| 13TH ST | OCEAN | THE STRAND | 96 | 1,807 | $ 7.83 | $ 13,582.86 |
| 15TH ST | OCEAN | THE STRAND | 96 | 1,758 | $ 7.83 | $ 13,214.53 |
| 15TH ST | DEGAN ST | ARDMORE AVE | 96 | 23,488 | $ 7.83 | $ 176,554.60 |
| 17TH ST | OCEAN | THE STRAND | 96 | 1,877 | $ 7.83 | $ 14,109.03 |
| 17TH ST | MEADOWS AVE | MAGNOLIA AVE | 96 | 11,953 | $ 7.83 | $ 89,848.31 |
| 21ST ST | OCEAN DR | THE STRAND | 96 | 2,160 | $ 7.83 | $ 16,236.29 |
| 23RD ST | WENDY WAY | FAYMONT AVE | 96 | 7,648 | $ 7.83 | $ 57,488.49 |
| 29TH ST | BAYVIEW | MANHATTEN | 96 | 2,088 | $ 7.83 | $ 15,695.08 |
| 2ND ST | MANHATTEN | OCEAN DR | 96 | 3,056 | $ 7.83 | $ 22,971.34 |
| 2ND ST | HIGHLAND | BAYVIEW | 96 | 2,871 | $ 7.83 | $ 21,580.73 |
| 34TH ST | OCEAN | THE STRAND | 96 | 1,894 | $ 7.83 | $ 14,236.82 |
| 3RD ST | OCEAN DR | THE STRAND | 96 | 2,173 | $ 7.83 | $ 16,334.01 |
| 3RD ST | HIGHLAND | BAYVIEW | 96 | 2,298 | $ 7.83 | $ 17,273.61 |
| 6TH ST | BAYVIEW | MANHATTEN | 96 | 2,241 | $ 7.83 | $ 16,845.15 |
| ELM AVE | 30TH ST | 27TH ST | 96 | 9,945 | $ 7.83 | $ 74,754.58 |
| ELM AVE | 35TH ST | VALLEY DR | 96 | 8,030 | $ 7.83 | $ 60,359.90 |
| MARINE AVE | HIGHLAND AVE | MANHATTAN AVE | 96 | 13,334 | $ 7.83 | $ 100,229.01 |
| ROWELL AVE | 17TH ST | 12TH ST | 96 | 21,583 | $ 7.83 | $ 162,235.09 |
| ROWELL AVE | 18TH ST | 17TH ST | 96 | 8,442 | $ 7.83 | $ 63,456.83 |
| ROWELL AVE | 23RD ST | 18TH ST | 96 | 20,818 | $ 7.83 | $ 156,484.74 |
| ROWELL AVE | MARINE AVE | 23RD ST | 96 | 5,915 | $ 7.83 | $ 44,461.87 |
| 11TH ST | HIGHLAND AVE | MANHATTAN AVE | 97 | 6,596 | $ 7.83 | $ 50,097.28 |
| 12TH ST | HARKNESS ST | MANZANITA LN | 97 | 6,414 | $ 7.83 | $ 48,714.97 |
| 17TH ST | MAGNOLIA AVE | CDS | 97 | 5,510 | $ 7.83 | $ 41,849.00 |
| 2ND ST | OCEAN DR | THE STRAND | 97 | 1,799 | $ 7.83 | $ 13,663.58 |
| 2ND ST | BAYVIEW | MANHATTEN | 94 | 2,223 | $ 7.83 | $ 16,361.72 |
| 5TH ST | OCEAN | THE STRAND | 97 | 2,167 | $ 7.83 | $ 16,458.58 |
| 7TH ST | VALLEY | INGLESIDE | 97 | 4,038 | $ 7.83 | $ 30,669.01 |
| HERRIN AVE | 21ST ST | 19TH ST | 97 | 8,861 | $ 7.83 | $ 67,300.18 |
| 3RD ST | MANHATTEN | OCEAN DR | 98 | 3,619 | $ 7.83 | $ 27,770.03 |
| 3RD ST | BAYVIEW | MANHATTEN | 98 | 1,790 | $ 7.83 | $ 13,735.39 |
| 5TH ST | MANHATTEN | OCEAN | 98 | 3,658 | $ 7.83 | $ 28,069.30 |
| 6TH ST | HIGHLAND | BAYVIEW | 98 | 2,850 | $ 7.83 | $ 21,869.19 |
| 7TH ST | BAYVIEW | MANHATTEN | 98 | 2,249 | $ 7.83 | $ 17,257.48 |

| Facility | To | From | PCI | Quantity | Unit Cost [1] | Total Cost [2] |
|---|---|---|---|---|---|---|
| 9TH ST | OCEAN | THE STRAND | 98 | 1,796 | $ 7.83 | $ 13,781.43 |
| HERRIN AVE | 23RD ST E | 22ND ST | 98 | 6,392 | $ 7.83 | $ 49,048.37 |
| MARINE AVE | MANHATTAN AVE | THE STRAND | 98 | 10,930 | $ 7.83 | $ 83,870.26 |
| 18TH ST | HERRIN AVE | EOP WEST | 99 | 6,307 | $ 7.83 | $ 48,889.97 |
| 34TH ST | BAYVIEW | MANHATTEN | 95 | 2,093 | $ 7.83 | $ 15,568.78 |
| 4TH ST | BAYVIEW | MANHATTEN | 99 | 1,802 | $ 7.83 | $ 13,968.56 |
| 4TH ST | HIGHLAND | BAYVIEW | 99 | 2,277 | $ 7.83 | $ 17,650.62 |
| 12TH ST | PECK AVE | ROWELL AVE | 100 | 20,212 | $ 7.83 | $ 158,259.96 |
| 13TH ST | VALLEY DR | MORNINGSIDE DR | 100 | 6,514 | $ 7.83 | $ 51,004.62 |
| 14TH ST | MAGNOLIA AVE | EOP | 100 | 4,680 | $ 7.83 | $ 36,644.40 |
| 17TH ST | ROWELL AVE | MEADOWS AVE | 100 | 18,173 | $ 7.83 | $ 142,294.59 |
| 17TH ST | CDS-SCHOOL | ROWELL AVE | 100 | 8,972 | $ 7.83 | $ 70,250.76 |
| 22ND ST | REDONDO AVE | HERRIN AVE | 100 | 16,738 | $ 7.83 | $ 131,058.54 |
| 23RD ST | REDONDO AVE | HERRIN AVE | 100 | 16,766 | $ 7.83 | $ 131,277.78 |
| 27TH ST | PACIFIC AVE | LAUREL AVE | 100 | 6,627 | $ 7.83 | $ 51,889.41 |
| 29TH ST | AGNES RD | BLANCHE RD | 100 | 20,974 | $ 7.83 | $ 164,226.42 |
| 33RD ST | OCEAN | THE STRAND | 100 | 1,893 | $ 7.83 | $ 14,822.19 |
| AGNES RD | 27TH ST | MARINE AVE | 100 | 13,977 | $ 7.83 | $ 109,439.91 |
| AGNES RD | 29TH ST | 27TH ST | 100 | 6,651 | $ 7.83 | $ 52,077.33 |
| FLOURNOY RD | ARDMORE AVE | 19TH ST | 100 | 11,518 | $ 7.83 | $ 90,185.94 |
| FLOURNOY RD | MARINE PL | VALLEY DR | 100 | 6,512 | $ 7.83 | $ 50,988.96 |
| FLOURNOY RD | 26TH ST | MARINE PL | 100 | 9,322 | $ 7.83 | $ 72,991.26 |
| FLOURNOY RD | 27TH ST | 26TH ST | 100 | 6,500 | $ 7.83 | $ 50,895.00 |
| FLOURNOY RD | 29TH ST | 27TH ST | 100 | 6,530 | $ 7.83 | $ 51,129.90 |
| FLOURNOY RD | 31ST ST | 29TH ST | 100 | 9,482 | $ 7.83 | $ 74,244.06 |
| FLOURNOY RD | 33RD ST | 31ST ST | 100 | 8,671 | $ 7.83 | $ 67,893.93 |
| GRANDVIEW AVE | 26TH PL | 26TH ST (SOUTH END) | 100 | 1,233 | $ 7.83 | $ 9,654.39 |
| *Subtotal Local Roads* | | | | | | *$ 62,379,913.55* |
| **Total Facilities** | | | | | | **$ 83,748,246.25** |

Notes:

1 Unit costs shown are an average of the unit costs included in the City of Manahattan Beach Pavement Management Plan (2024).

2 Existing roadway costs prorated based on the Pavement Condition Index (PCI).

Source:

City of Manhattan Beach Public Works Department.

City of Manhattan Beach Pavement Management Plan (2024).

**Exhibit B – Development Impact Fee Schedule of Fees**

General Government Facilities, Police Protection, Fire Protection, Transportation and WasteWater (Sewer) Impact Fees

| Land Use | General Government Facilities | Police | Fire | Transportation | Wastewater (Sewer) | Administration (5%)[1] | Total |
|---|---|---|---|---|---|---|---|
| **Residential (Fee per Square Foot)** | | | | | | | |
| Single Family | $ 1.02 | $ 0.52 | $ 0.48 | $ 0.78 | $ 3.03 | $ 0.29 | **$ 6.12** |
| Multi-Family | $ 3.14 | $ 1.61 | $ 1.48 | $ 1.87 | $ 6.69 | $ 0.74 | **$ 15.53** |
| **Non-Residential (Fee per 1,000 Square Feet)** | | | | | | | |
| Commercial | $ 1,068.83 | $ 547.55 | $ 503.18 | $ 6,043.21 | $ 1,145.91 | $ 465.43 | **$ 9,774.11** |
| Office | $ 2,349.08 | $ 1,203.40 | $ 1,105.88 | $ 5,118.96 | $ 1,145.91 | $ 546.16 | **$ 11,469.39** |
| Industrial | $ 234.91 | $ 120.34 | $ 110.59 | $ 1,208.64 | $ 2,299.90 | $ 198.72 | **$ 4,173.10** |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

## Exhibit B – Development Impact Fee Schedule of Fees

Storm Drainage Impact Fees

| Land Use | Storm Drainage | Administration (5%)[1] | Total |
|---|---|---|---|
| **Residential (Fee per Acre)** | | | |
| Single Family | $ 51,158.96 | $ 2,557.95 | **$ 53,716.91** |
| Multi-Family | $ 104,754.06 | $ 5,237.70 | **$ 109,991.76** |
| **Non-Residential (Fee per Acre)** | | | |
| Commercial | $ 115,716.70 | $ 5,785.84 | **$ 121,502.54** |
| Office | $ 110,844.42 | $ 5,542.22 | **$ 116,386.64** |
| Industrial | $ 110,844.42 | $ 5,542.22 | **$ 116,386.64** |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.

## Exhibit B – Development Impact Fee Schedule of Fees

Water Impact Fees

| Meter Size | Water | Administration (5%)[1] | Total |
|---|---|---|---|
| **Single Family Residential** | | | |
| Single Family Residential | $ 40,196.24 | $ 2,009.81 | $ 42,206.05 |
| **Multi-Family Residential and Non-Residential** | | | |
| 5/8-Inch Meter | $ 26,797.49 | $ 1,339.87 | $ 28,137.36 |
| 3/4-Inch Meter | $ 40,196.24 | $ 2,009.81 | $ 42,206.05 |
| 1-Inch Meter | $ 66,993.73 | $ 3,349.69 | $ 70,343.42 |
| 1 1/2-Inch Meter | $ 133,987.47 | $ 6,699.37 | $ 140,686.84 |
| 2-Inch Meter | $ 214,379.95 | $ 10,719.00 | $ 225,098.95 |
| 3-Inch Meter | $ 401,962.40 | $ 20,098.12 | $ 422,060.52 |
| 4-Inch Meter | $ 669,937.33 | $ 33,496.87 | $ 703,434.20 |
| 6-Inch Meter | $ 1,339,874.67 | $ 66,993.73 | $ 1,406,868.40 |
| 8-Inch Meter | $ 2,143,799.47 | $ 107,189.97 | $ 2,250,989.44 |
| 10-Inch Meter | $ 3,081,711.73 | $ 154,085.59 | $ 3,235,797.32 |

Notes:

1 The administration fee is collected to offset the fee programs impact on City Staff and is anticipated to be expended for (1) legal, accounting, and other administrative support and (2) development impact fee program administration costs including revenue collection, revenue and cost accounting, mandated public reporting, and fee justification analysis.