



Special Public Session of July 14, 2022

Santa Cruz Port Commission MINUTES

Commission Members Present:

| | |
|-----------------|-----------------------|
| Reed Geisreiter | Chair |
| Darren Gertler | Vice-chair (via Zoom) |
| Stephen Reed | Commissioner |
| Dennis Smith | Commissioner |
| Toby Goddard | Commissioner |

SPECIAL PUBLIC BUDGET SESSION – 4:00 PM

Chair Geisreiter brought the special public session to order at 4:00 PM at the Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz, CA (hybrid meeting format).

1. Oral Communication
2. Adoption of Pension Liability Management Policy

Discussion: Port Director MacLaurie stated that a draft Pension Liability Management Policy is being presented for review and consideration. She highlighted the following:

- The District's Unfunded Accrued Liability (UAL) is directly tied to CalPERS pension costs.
- The District's current UAL totals approximately \$8.6 million (with interest) across its three pension plans.
- The District has always made its required annual contribution (paid on a monthly basis), but has never taken a proactive approach to managing the debt or establishing desired funding levels for each plan.

Port Director MacLaurie stated that the proposed draft policy, which was reviewed by the Business-Finance Committee on May 18, 2022, will provide staff and the Commission with useful tools to actively manage and reduce the District's UAL over time.

Port Director MacLaurie stated that staff has worked with Andrew Flynn of CalMuni Advisors to prepare the draft policy. Mr. Flynn provided an overview of the District's current UAL and reviewed the pension management tools outlined in the draft policy. He highlighted the following:

- The District's total UAL for its largest pension plan (Classic Plan – 2.5% at 55) has grown by approximately \$2.1 million over the last decade. Additionally, the funding level for this plan has decreased by approximately 2% over the same period (from 71.58% funded to 69.6% funded).
- Establishing a desired funding level for each plan (90% is recommended) is a key component of managing UAL debt.

- Proactively managing the UAL will assist in decreasing the total liability and result in direct cost savings to the District over time.

The Commission reviewed the draft policy and recommended the following amendments:

- Section 1. Purpose (no changes)
- Section 2. Policy Goals and Objectives
 - Delete second bullet point, which states “Provide sufficient assets to permit the payment of all benefits under the Pension Plans.”
 - Delete seventh bullet point, which states “Create sustainable and fiscally sound future budgets”
- Section 3. Background and Discussion
 - Add clarifying language to define that the UAL is tied to past and current employee pension costs.
- Section 4. Policy
 - Section B (1) – Replace “The District *shall* establish...” with “The District *may establish*...”
 - Add clarifying language to define that implementation of a Pension Rate Stabilizing Fund may only be initiated once the established funding level for each plan is achieved.

There was consensus among the Commission to establish the District’s desired funding level for each pension plan at 90%.

A discussion ensued regarding the District’s FY23 UAL payment. Port Director MacLaurie stated that the annual contribution amount for FY23 totals \$408,658, but if the District opts to utilize the annual prepayment option, the total will reduce to \$395,065 (anticipated savings of \$13,593). Chair Geisreiter expressed support for prepaying the annual contribution in the amount of \$395,065 and making an additional discretionary payment in the amount of \$13,593 by July 31, 2022.

Commissioner Goddard stated that the Port Commission has adopted several financial policies over the years (i.e., reserve policy, investment policy, etc.) and recommended that they be organized and compiled into a central and accessible source.

MOTION:

Motion made by Commissioner Goddard, seconded by Commissioner Reed to approve the recommendations of the Business-Finance Committee and adopt the Pension Liability Management Policy for CalPERS pension plans with the proposed amendments, and direct staff to make the annual FY23 UAL prepayment in the amount of \$395,065, with an additional discretionary payment in the amount of \$13,593.

- *Motion carried unanimously.*

Chair Geisreiter adjourned the special public session at approximately 5:20 pm.



Special Closed and Regular Public Session of July 26, 2022

**Santa Cruz Port Commission
MINUTES**

Commission Members Present:

| | |
|-----------------|-------------------------|
| Reed Geisreiter | Chair |
| Darren Gertler | Vice-chair |
| Dennis Smith | Commissioner (via Zoom) |
| Stephen Reed | Commissioner |
| Toby Goddard | Commissioner |

SPECIAL PUBLIC SESSION – 6:00 PM

Chair Geisreiter convened the special public session at 6:00 PM at the Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz CA (hybrid meeting platform).

1. Oral Communication
2. Announcement of Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54957.6.

At 6:00 PM, Chair Geisreiter announced that the Commission will meet in closed session to discuss agenda item 3.

SPECIAL CLOSED SESSION

3. Conference with Labor Negotiations
Agency Representative: H. MacLaurie
Employee Organization: Harbor Employees' Association

SPECIAL PUBLIC SESSION

4. Action and Vote Disclosure after Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54957.1

Chair Geisreiter announced that the Commission took no reportable action in closed session on item 3.

Chair Geisreiter adjourned the special open session following the closed meeting at 6:50 PM.

REGULAR PUBLIC SESSION – 7:00 PM

Chair Geisreiter convened the regular public session at 7:00 PM at the Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz CA (hybrid meeting platform).

5. Pledge of Allegiance
6. Oral Communication

Chair Geisreiter announced that the Commission took no reportable action in closed session on item 3.

Commissioner Goddard reported that he met with representatives of the California Special Districts Association (CSDA) during the week of July 18, 2022.

Commissioner Goddard stated that Senator John Laird visited the Port District on July 21, 2022, to tour the District's new patrol boat. Commissioner Goddard and Harbormaster Anderson provided a tour of the new patrol boat and discussed Santa Cruz Harbor's marine search and rescue program.

On behalf of the Santa Cruz Yacht Club, audience member Bob Dewitt thanked staff and the Commission for their support of the upcoming 30th Annual Day on the Bay Regatta event.

Audience member, Wendy King, requested (via Zoom) that the Commission review options to restore the tsunami-damaged jetfloat at FF-Dock, noting that the jetfloat dock system is a valuable resource to the Santa Cruz Harbor rowing community.

In response to Ms. King's request, Port Director MacLaurie stated that staff is currently reviewing quotes for a new jetfloat and will be moving forward with repairs soon.

CONSENT AGENDA

7. Approval of Minutes
 - a) Special Public Meeting of June 7, 2022
 - b) Regular Public Meeting of June 28, 2022
8. Approval of Resolution 22-16 – Reauthorizing Virtual Public Meetings in Accordance with Assembly Bill 361

Commissioner Smith requested that item 7 (b) be pulled for discussion.

MOTION: Motion made by Commissioner Smith, seconded by Vice-chair Gertler to approve consent agenda items 7(a) and 8.
– *Motion carried unanimously.*

REGULAR AGENDA

7 (b). Approval of Minutes - Regular Public Meeting of June 28, 2022

Discussion: Commissioner Smith requested that a correction to the minutes of June 28, 2022, be made to reflect the following:

- Item 7 (Denial of Claim – Tomasello)
 - Commissioner Smith requested that Port District counsel perform a legal review of the District's current slip license agreement.
 - The cable depth at the time of the collision was 9' below the surface and not positioned on the channel floor.

MOTION: Motion made by Commissioner Goddard, seconded by Vice-chair Gertler to approve item 7 (b) with the proposed amendments.
– *Motion carried unanimously.*

9. Presentation by City of Santa Cruz – Regional Electric Bike Share Program

Discussion: Transportation Planner for the City of Santa Cruz Public Works Department, Claire Gallogly, provided an overview of the Regional Electric Bike Share Program, which is anticipated to launch early next year.

Ms. Gallogly highlighted the following:

- The City of Santa Cruz, in partnership with the Cities of Capitola and Watsonville, the County of Santa Cruz, UCSC, and Cabrillo College will implement a regional electric bike share program to expand boundaries beyond the Santa Cruz city limits.
- Unlike the prior e-bike program (Jump Bikes), the new program is designed to function as a dock-based system which will require riders to return an e-bike to designated docking stations only.
- Educational outreach will be performed to promote awareness of the new bike share program.

The Commission discussed the potential impacts to the harbor associated with the proposed bike share program, including safety concerns, handling of abandoned or illegally parked bikes, and increased traffic impacts (including enforcement).

In response to a question posed by Vice-chair Gertler, Ms. Gallogly stated that while there are no plans to install a docking system in the harbor currently, if the Commission would like to consider a location in the future, it can be accommodated. She noted that Port District approval would be required prior to installing any docking system on Port District property.

Audience member Bob Dewitt expressed his support for the new e-bike share program and stated that it may reduce impacts to slip renter and visitor parking in the harbor.

10. Approval of Resolution 22-17 – Authorizing the Port Director to Execute a California State Lands Commission General Lease

Discussion: Port Director MacLaurie stated that the District's current general lease with the California State Lands Commission for annual maintenance dredging is set to expire on February 21, 2023. She stated that a board resolution designating authority to the Port Director for the execution of a new 10-year general lease is required by the State Lands Commission.

In response to a question posed by Commissioner Goddard, Port Director MacLaurie stated that the general lease allows the District to dispose of dredged material from the harbor entrance onto Harbor Beach. She stated that this lease is unrelated to the granted state lands in the north harbor.

MOTION: Motion made by Commissioner Reed, seconded by Commissioner Goddard to approve resolution 22-17.
– *Motion carried. Commissioner Smith ABSENT*

11. Approval of Cash / Payroll Disbursements – June 2022

Discussion: In response to a question posed by Commissioner Goddard regarding warrant # 56775, Port Director MacLaurie stated that the Port District's Regional General Permit (RGP) application is pending final approval from the U.S. Army Corps of Engineers' (USACE) and California Coastal Commission.

Port Director MacLaurie stated that although the process to obtain the RGP has had unanticipated regulatory delays, once it is approved and issued, it will provide significant benefits to the District.

MOTION: Motion made by Vice-chair Gertler, seconded by Commissioner Reed to approve cash and payroll disbursements for June 2022, in the amount of \$793,174.97.
– *Motion carried. Commissioner Smith ABSENT*

INFORMATION

12. Port Director's Report

Port Director MacLaurie stated that staff is currently working to obtain additional information from CalOES to help guide tsunami recovery efforts after the District's application for CDAA funding was denied.

13. Harbormaster's Report

Harbormaster Anderson stated that the Santa Cruz Yacht Club will host its 30th Annual Day on the Bay Regatta benefiting Big Brothers Big Sisters of Santa Cruz County on Sunday, July 31, 2022.

Harbormaster Anderson stated that there was a large south swell event from July 17, 2022, through July 20, 2022. He stated that impacts were mitigated by performing boater outreach and dock walks.

Commissioner Goddard expressed his support and appreciation for staff's continued participation in the Monterey Bay National Marine Sanctuary Advisory Council (SAC) meetings.

14. Facilities Maintenance & Engineering Manager's Report

Facilities Maintenance & Engineering (FME) Manager Wulf stated that staff has been focused on cleanup efforts to remove graffiti markings from various locations in the harbor.

FME Manager Wulf stated that *Squirt* will be splashed on August 9, 2022, in preparation for north harbor dredge mobilization.

FME Manager Wulf stated that a semi-permanent work area canopy has been constructed in the dredge yard.

15. 2021-22 Dredge Report

FME Manager Wulf stated that despite the tsunami event of January 15, 2022, the 2021-22 dredge season ended with favorable entrance channel depths.

A brief discussion ensued regarding the new standby generator that was installed aboard *Twin Lakes*. FME Manager Wulf stated that staff will be utilizing a protective cover and heater to keep the unit dry to mitigate moisture and corrosion issues.

16. O'Neill Sea Odyssey Annual Report

Port Director MacLaurie reviewed the annual O'Neill Sea Odyssey (OSO) report. In response to a question posed by Commissioner Goddard, Port Director MacLaurie stated that the use percentage is calculated by the number of operating hours reported for classes/charters.

Tracey Weiss, Executive Director of the O'Neill Sea Odyssey, introduced herself and thanked the Commission for their support of the OSO Program.

17. Financial Reports (*There was no discussion on this agenda item*)
 - a) Comparative Seasonal Revenue Graphs
 - b) Preliminary Year-End Budget as of June 30, 2022
 - c) Employee Count as of June 30, 2022
 - d) Quarterly Boatyard Report
 - e) Quarterly Fuel Sales Report
 - f) Quarterly Concession Percentage Rent Report
 - g) LAIF Statement & PMIA/LAIF Performance Report
18. Delinquent Account Reporting (*There was no discussion on this agenda item*)
19. Harbor Patrol Incident Response Report – June 2022 (*There was no discussion on this agenda item*)
20. Written Correspondence (*There was no discussion on this agenda item*)
 - a) Email to Port Commission from B. Naef
21. Port Commission Review Calendar / Follow-Up Items (*There was no discussion on this agenda item*)

Chair Geisreiter adjourned the regular public session at 8:03 PM.

Reed Geisreiter, Chair



TO: Port Commission

FROM: Holland MacLaurie, Port Director

DATE: August 17, 2022

SUBJECT: Approval of Resolution 22-18 – Reauthorizing Virtual Public Meetings in Accordance with Assembly Bill 361

Recommendation: Approve Resolution 22-18.

BACKGROUND

As a result of the continuing impacts of the COVID-19 pandemic, the Santa Cruz Port Commission approved Resolution 22-12 (Attachment B), allowing the legislative body of the Port District to conduct teleconference meetings in accordance with modified rules authorized under Assembly Bill 361 (AB 361).

ANALYSIS

Pursuant to AB 361, once the initial resolution is adopted, a local agency may meet virtually for a maximum period of 30 days. Prior to expiration of the 30 day period, the local agency must renew its resolution in order to continue meeting virtually under the modified rules.

Resolution 22-18 is presented for approval to continue meeting virtually under the modified rules provided for in AB 361.

IMPACT ON PORT DISTRICT RESOURCES

There are no impacts associated with approval of this resolution.

ATTACHMENTS: A. Resolution 22-18 – Reauthorizing Virtual Public Meetings in Accordance with Assembly Bill 361

B. Resolution 22-12 – Authorizing the Santa Cruz Port Commission to Conduct Teleconference Meetings in Accordance with Assembly Bill 361 as a Result of the Continuing COVID-19 Pandemic State of Emergency

Santa Cruz Port District
Resolution 22-18
August 23, 2022

On the motion of _____

Duly seconded by _____

A resolution reauthorizing the Santa Cruz Port Commission to conduct teleconference meetings in accordance with Assembly Bill 361 as a result of the continuing COVID-19 pandemic state of emergency.

WHEREAS, all meetings of the Santa Cruz Port Commission are open and public, as required by the Ralph M. Brown Act (California Government Code Section 54950 – 54963), to ensure that any member of the public may attend, participate, and watch the District’s legislative body conduct business; and,

WHEREAS, on September 16, 2021, Governor Newsom signed into law Assembly Bill 361 (AB 361), which amended Government Code Section 54953 to permit legislative bodies subject to the Brown Act the ability to meet under modified teleconferencing rules if they comply with specific requirements set forth in the statute; and,

WHEREAS, under AB 361, a local agency may teleconference under the modified rules if the legislative body holds a meeting during a proclaimed state of emergency and state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, on June 7, 2022, the Santa Cruz Port Commission held an initial teleconference meeting under AB 361 and adopted Resolution 22-12, finding that the requisite conditions exist for the Santa Cruz Port Commission to conduct remote teleconference meetings under modified rules.

WHEREAS, after its initial AB 361 teleconference meeting, a legislative body can continue to hold such teleconference meetings if the legislative body has reconsidered the circumstances of the state of emergency and determined that the state of emergency continues to directly impact the ability of the members to meet safely in person and that local officials continue to recommend measures to promote social distancing; and,

WHEREAS, the Santa Cruz Port Commission has reconsidered the circumstances of the current state of emergency and find that the COVID-19 pandemic continues to directly impact the ability of the Commission to meet safely in person and further finds that the Santa Cruz County Public Health Officer continues to recommend measures to promote social distancing; and,

WHEREAS, in the interest of public health and safety, due to the emergency caused by the spread of COVID-19, the Santa Cruz Port Commission deems it necessary to continue utilizing the modified teleconferencing rules set forth in AB 361 and authorizes remote meetings as set forth in the Resolution.

NOW, THEREFORE, the Santa Cruz Port Commission hereby RESOLVES, and ORDERS as follows:

Section 1. Recitals. The Recitals set forth above are true and correct and incorporated into this resolution by reference.

Section 2. Acknowledgment of Governor’s Proclamation of a State of Emergency. The Board hereby acknowledges that the Governor of the State of California’s Proclamation of State of Emergency, as related to the COVID-19 pandemic, remains in effect.

Section 3. Remote Teleconference Meetings. The Port Director is authorized and directed to carry out the intent and purpose of this Resolution, including conducting open and public meetings in accordance with the modified teleconferencing rules as set forth in Government Code Section 54953(e) and other applicable provisions of the Brown Act.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (1) thirty days from adoption of this Resolution, or (2) such time the Board of Directors adopts a subsequent resolution in accordance with Government Code Section 54953(e)(3) to extend the time during which the Santa Cruz Port Commission may continue to teleconference without compliance with paragraph 3 of subdivision (b) of Section 54953.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 23rd day of August 2022, by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

APPROVED BY:

Reed Geisreiter, Chair
Santa Cruz Port District Commission

Santa Cruz Port District
Resolution 22-12
June 7, 2022

On the motion of Commissioner Goddard

Duly seconded by Commissioner Gertler

A resolution authorizing the Santa Cruz Port Commission to conduct teleconference meetings in accordance with Assembly Bill 361 as a result of the continuing COVID-19 pandemic state of emergency.

WHEREAS, all meetings of the Santa Cruz Port Commission are open and public, as required by the Ralph M. Brown Act (California Government Code Section 54950 – 54963), to ensure that any member of the public may attend, participate, and watch the District's legislative body conduct business; and,

WHEREAS, on September 16, 2021, Governor Newsom signed into law Assembly Bill 361 (AB 361), which amended Government Code Section 54953 to permit legislative bodies subject to the Brown Act the ability to meet under modified teleconferencing rules if they comply with specific requirements set forth in the statute; and,

WHEREAS, under AB 361, a local agency may teleconference under the modified rules if the legislative body holds a meeting during a proclaimed state of emergency and state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, on March 4, 2020, in response to the COVID-19 pandemic, Governor Newsom issued a Proclamation of State of Emergency pursuant to California Government Code section 8550 et seq., which remains in effect; and,

WHEREAS, on September 30, 2021, the Santa Cruz County Public Health Officer, Dr. Gail Newel, strongly recommended that legislative bodies in Santa Cruz County engage in physical / social distancing by meeting via teleconference as allowed by AB 361; and,

WHEREAS, after its initial AB 361 teleconference meeting, a legislative body can continue to hold such teleconference meetings if the legislative body has reconsidered the circumstances of the state of emergency and determined that the state of emergency continues to directly impact the ability of the members to meet safely in person and that local officials continue to recommend measures to promote social distancing; and,

WHEREAS, the Port Commission finds that there is a continuing threat of COVID-19 to the community and requiring all members of the legislative body to appear in-person at meetings presents greater risk to the health and safety of the meeting participants resulting from reduced social distancing, increased exposure for those who are immunocompromised or unvaccinated, and challenges associated with fully ascertaining and ensuring compliance with vaccination, face coverings, and other safety measures at such public meetings; and

WHEREAS, in the interest of public health and safety, due to the emergency caused by the spread of COVID-19, the Santa Cruz Port Commission deems it necessary to utilize the modified teleconferencing rules set forth in AB 361.

NOW, THEREFORE, the Santa Cruz Port Commission hereby RESOLVES, and ORDERS as follows:

Section 1. Recitals. The Recitals set forth above are true and correct and incorporated into this resolution by reference.

Section 2. Acknowledgement of Governor's Proclamation of a State of Emergency. The Board hereby acknowledges that the Governor of the State of California's Proclamation of State of Emergency, as related to the COVID-19 pandemic, remains in effect.

Section 3. Remote Teleconference Meetings. The Port Director is authorized and directed to carry out the intent and purpose of this Resolution, including conducting open and public meetings in accordance with the modified teleconferencing rules as set forth in Government Code Section 54953(e) and other applicable provisions of the Brown Act.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (1) thirty days from adoption of this Resolution, or (2) such time the Board of Directors adopts a subsequent resolution in accordance with Government Code Section 54953(e)(3) to extend the time during which the Santa Cruz Port Commission may continue to teleconference without compliance with paragraph 3 of subdivision (b) of Section 54953.


PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 7th day of June, by the following vote:

AYES: Geisreiter, Gertler, Reed, Goddard

NOES: n/a

ABSENT: Smith

Approved by:



Reed Geisreiter, Chairman
Santa Cruz Port District Commission

Santa Cruz Port District
Resolution 22-19

**RESOLUTION SUSPENDING EMERGENCY AUTHORITY GRANTED TO
THE SANTA CRUZ HARBOR PORT DIRECTOR
UNDER THE 2022 TSUNAMI EMERGENCY DECLARATION**

August 23, 2022

On the motion of _____

Duly seconded by _____

A resolution suspending emergency authority granted to the Santa Cruz Harbor Port Director under Resolution 22-02 in response to the tsunami event of January 15, 2022.

WHEREAS, on January 18, 2022, Resolution 22-02 was approved and granted emergency authority to the Santa Cruz Harbor Port Director as a response measure to the tsunami event of January 15, 2022, which had created a condition of extreme peril to the safety of persons and property within Santa Cruz Harbor; and,

WHEREAS, immediate steps were taken to stabilize affected areas, recovery operations commenced, and ongoing monitoring of conditions indicate that the adverse impacts of the tsunami event have been mitigated such that emergency conditions related to the January 15, 2022, tsunami no longer exists; and,

WHEREAS, the broadened emergency authorities vested in the Port Director under Resolution 22-02 (Attachment A) are no longer necessary to respond to the tsunami event.

NOW, THEREFORE, BE IT RESOLVED the Santa Cruz Port District Commission hereby suspends the existence of a local emergency due to the tsunami event and suspends the emergency authorities granted to the Port Director.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 23rd day of August 2022, by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

Approved by:

Reed Geisreiter, Chair
Santa Cruz Port District Commission

Santa Cruz Port District
Resolution 22-02

**DECLARATION OF EMERGENCY AT SANTA CRUZ HARBOR
TSUNAMI OF JANUARY 15, 2022**

A declaration of emergency at Santa Cruz Harbor by the Santa Cruz Port District Commission.

WHEREAS, the Santa Cruz Port District Commission does hereby declare that:

- I. Conditions of extreme peril to the safety of persons and property arose on January 15, 2022, within Santa Cruz Harbor as a result of a major underwater volcanic eruption near the Island Nation of Tonga, thereby causing major damage to Santa Cruz Harbor and threatening and damaging public and private properties;
- II. The significant tsunami surge and associated flooding caused damage throughout the harbor including, but not limited to, damage to pilings, docks, utility service, and landside facilities infrastructure; damage to critical dredge equipment; and severe erosion of the embankment along the eastside access road; and
- III. That the emergency will cause Santa Cruz Harbor to seek public assistance including all levels of state and federal aid; and
- IV. That the aforesaid conditions of extreme peril warrant and necessitate the proclamation of the existence of an emergency at Santa Cruz Harbor.

Now, therefore, be it resolved that the Santa Cruz Port District Commission, under emergency meeting provisions of the Brown Act, does declare that an emergency situation exists that severely impairs public health and safety and has caused significant damage to Santa Cruz Harbor; and,

It is further declared and ordered that said emergency declaration shall remain in effect until terminated by the Santa Cruz Port District Commission.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 18th day of January 2022, at a special emergency meeting of the Commission, by the following vote:

AYES: Geisreiter, Gertler, Reed, Goddard

NOES: n/a

ABSENT: Smith

Approved by:



Reed Geisreiter, Chairman
Santa Cruz Port Commission

Santa Cruz Port District
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PORT COMMISSIONERS:
Toby Goddard
Dennis Smith
Reed Geisreiter
Stephen Reed
Darren Gertler

TO: Port Commission
FROM: Holland MacLaurie, Port Director
DATE: August 2, 2022
SUBJECT: Review Draft FY22 Audited Financial Statement

INFORMATION

Kim Said of the auditing firm Hutchinson and Bloodgood will participate in the August 23 meeting and present the draft audit. The draft audit is appended as Attachment A. Ms. Said's outline summarizing audit findings will be distributed prior to the meeting.

The final audit will be presented to the Commission for acceptance at the September meeting.

ATTACHMENTS: A. DRAFT Audited Financial Statement as of March 31, 2022

SANTA CRUZ PORT DISTRICT

FINANCIAL REPORT

Years ended March 31, 2022 and 2021

DRAFT

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INDEPENDENT AUDITORS' REPORT

Board of Commissioners
Santa Cruz Port District
Santa Cruz, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the Santa Cruz Port District (the District), which comprise the statements of net position as of March 31, 2022 and 2021, and the related statements of revenues, expenses, and change in net position and cash flows for the years then ended, and the related notes to financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the Santa Cruz Port District, as of March 31, 2022 and 2021, and the respective changes in financial position, and, where applicable, cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditors' Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the schedule of proportionate share of the net pension liability, the schedule of contributions – defined benefit pension plans, and the schedule of changes in the net OPEB liability and related ratios, identified as Required Supplementary Information (RSI) in the accompanying table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the RSI in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated **September 27, 2022** on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering District's internal control over financial reporting and compliance.

September 27, 2022

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS Years Ended March 31, 2022 and 2021

Our discussion and analysis of the Santa Cruz Port District's (the District) financial performance provides an overview of the District's financial activities for the fiscal years ended March 31, 2022 and 2021. Please read in conjunction with the District's basic financial statements.

On March 11, 2020, the World Health Organization declared COVID-19 a global pandemic. Concerns related to the spread of COVID-19 and the related containment measures intended to mitigate its impacts created substantial disruption on both the global and local economy. Financial impacts associated with the District's COVID-19 mitigation response measures were most prevalent in FY21.

While there continues to be uncertainty regarding the duration and magnitude of the pandemic, COVID-19 restrictions around the world have eased. In FY22, the District recognized an almost near return to normal operation and demonstrated continued financial growth despite the challenging conditions.

The January 15, 2022, tsunami caused significant damage to infrastructure, including pilings, landside electrical transformers, and restroom and shower facility buildings. While the Port District's application for disaster recovery assistance with the California Governor's Office of Emergency Services (CalOES) was not approved, the District has been successful in facilitating repairs and maintaining services to its slip renters with minimal disruption while more extensive recovery efforts are planned.

FINANCIAL HIGHLIGHTS

During FY16, the Commission adopted a Reserve Policy and an annual contribution goal to the Capital Improvement Program (CIP) fund. In FY21, due to COVID-19 related impacts, the District's annual contributions to the CIP and Reserve Fund were eliminated. Funding contributions were reestablished in FY22.

Reserve Policy

The Reserve Policy provides that the District will strive to hold in reserve an amount equal to 25 percent of the District's annual operating expenses in the current fiscal year's adopted general fund budget. The District recognizes that reserve fund amounts may fluctuate and may need to be rebuilt over time as needed. The reserve fund will generally come from one-time revenue and from excess revenues over expenditures. The use of reserves shall generally be limited to unanticipated, non-recurring needs, not for normal or recurring annual operating expenditures.

The District's FY22 budget funded a \$76,139 contribution to the reserve fund, to bring the fund balance up to \$1,964,831. Despite the unforeseen financial impacts associated with the January 15, 2022, tsunami, reserve funding remained intact and was not utilized in FY22. As of March 31, 2022, the unrestricted Reserve Fund balance totaled \$1,964,831 (23% of the District's annual operating expense, which includes \$187,859 in unanticipated tsunami-related expenditures).

Capital Improvement Program (CIP)

The CIP fund contribution goal was set at \$500,000 annually to fund current and future infrastructure maintenance and improvements. In February 2020, the Commission elected to increase the funding contribution to \$750,000, whenever practicable. The FY22 budget funded \$500,000 to the CIP fund, with the Unallocated CIP project fund identified as an available funding source for unanticipated project needs (if any) during the fiscal year. As of April 1, 2021, the Unallocated CIP balance was \$374,639.

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS Years Ended March 31, 2022 and 2021

Priorities for capital investment focused on the following:

- Completion of north harbor paving repairs
- Acquisition of a new Moose Boat patrol vessel
- Installation of aluminum gangways for southeast area docks
- Re-roofing of the District's maintenance building
- Completion of Fishery Pier inspection
- Acquisition of a new maintenance workboat (*Big Red*)
- Initiation of conceptual design planning for the Port District-owned property on the northwest corner of 7th and Brommer
- Initiation of electrical service upgrades at 333 Lake Avenue

\$52,842 from the Unallocated CIP was utilized for north harbor paving repairs, and a funding reallocation of \$65,000 from the Unallocated CIP to the 7th and Brommer Reconnaissance Fund was approved on September 28, 2021. As of March 31, 2022, the Unallocated CIP totaled \$256,797.

US Army Corps of Engineers Memorandum of Agreement

The District finalized a Memorandum of Agreement (MOA) with the US Army Corps of Engineers (Corps) in FY16. The District had taken over responsibility for maintenance dredging from the Corps in 1986. That agreement provided funding for the purchase of the District's original dredge *Seabright*, and a small annual contribution for operations and maintenance costs through July 2013. The District began work on a successor agreement in 2008. The agreement provides that the Corps will contribute up to \$385,000 per year toward the dredging operation, provided funding is available in either the President's budget or the Corps' annual work plan. This annual amount is based on 35% of average annual dredge operation and maintenance expense which the MOA set at \$1,100,000 for calendar years 2015 – 2019. The MOA provides for an adjustment to the annual reimbursement amount based on the actual average expenses for the first 5 years of the MOA. The Corps has reviewed and approved the District's verification of expenses for calendar years 2015 – 2019 and subsequently increased the annual reimbursement amount to \$525,000 annually for calendar years 2020 – 2024, subject to funding availability.

The District received \$665,000 in revenue from the Corps in FY22, which includes the annual contribution of \$525,000 for calendar year 2021, and \$140,000 in shortfall funding for calendar year 2020.

Boatyard

The District continues to operate the Santa Cruz Harbor Boatyard (SCHB) which opened in April 2014, as a Do-It-Yourself facility. Boaters may perform their own work or hire contractors from a list of registered contractors authorized to work in the yard. The District, as permittee, manages and documents the work of boat owners and contractors for reporting to various regulatory agencies. The District has invested in equipment, rehabilitation of the marine ways, supplies and training to ensure safety, compliance with permits and best management practices for stormwater run-off and sanitary sewer discharges.

Staffing

The District's full-time equivalent staffing was reduced from twenty-nine (29) to twenty-eight (28) positions in FY21 as a result of COVID-19. This staffing reduction remained in place in FY22.

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended March 31, 2022 and 2021

Employee Labor Contracts

Effective January 1, 2022, the District entered into three-year Memorandums of Understanding (MOUs) with the Harbor Employees Association and the Operating Engineers Union (Local 3) on salaries and benefits. The MOUs reflect comparable labor market findings from an updated Classification and Compensation Study, which was completed with oversight by Public Sector Personnel Consultants (PSPC) in 2021.

Effective January 1, 2022, the District entered into a three-year salary and benefits agreement with the Harbor Management Group.

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SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS Years Ended March 31, 2022 and 2021

Fiscal Year Ended March 31, 2022

Operating Revenues

Operating revenues were \$10,887,939; \$66,544 of which were non-cash lease revenues from O'Neill Sea Odyssey, leaving total revenues at \$10,821,395, or about 111% of budgeted revenues. Operating revenues in FY22 were \$1,366,061, or approximately 14% higher than the prior year, which demonstrates that visitor-related income sources, like RV park and Parking, are rebounding after the COVID-19 pandemic.

Overall, visitor-related income sources (visitor berthing fees, launch fees, parking, and RV) were \$1,660,836, which is \$501,148 or 43% higher than the prior year. FY22 Launch revenue remained consistent with FY21 revenue, but visitor berthing increased over FY21 by approximately 73% and was more than double budget projections due to increased commercial and recreational demand. As a result of the increased commercial and recreational vessel activity, fuel sales were \$880,263, which is \$304,750 or 53% higher than the prior year. Slip rent, at \$4,690,200, met budget projections, and was approximately \$8,042 higher than the prior year. Slip rent revenue remained consistent with FY21 slip rent revenue, as no slip rent increase was implemented for FY22.

Concession income was significantly impacted by the COVID-19 pandemic in FY21, but saw a marked improvement in FY22. FY22 concession income of \$2,023,819 was 20% or \$338,819 higher than budget, and 24% higher than FY21 revenue. A portion of the increase, \$32,166, is attributable to unanticipated revenue received for the period January through March 2022, under an Amended and Restated Lease between O'Neill Sea Odyssey and the District. Additionally, in October 2021, the Port Commission authorized the purchase of a commercial property carrying a professional-administrative zoning status located at 497 Lake Avenue. Concession income generated from the newly acquired property totaled \$5,600 in FY22. The remaining \$301,053 is attributable to increased restaurant performance after various State and local COVID-19 restrictions and mandates were lifted.

Boatyard revenue in FY22 was \$467,419 an increase of \$117,358 over the prior year, or approximately 34% higher, due in part to higher demand and efficient yard oversight.

The overall increase in operating revenues in FY22 is primarily attributable to increases in visitor berthing, parking, fuel, RV park, and boatyard income.

Operating Expenses

Operating expenses (before depreciation, amortization and non-cash pension and OPEB liability) were \$7,566,005, \$293,318, or approximately 4% under budget, and approximately \$871,218, or 13% higher than the prior year. Dredging expenses of \$1,324,630 were also lower than budget and \$32,592 lower than the prior year. Non-dredging expenses of \$6,241,375 were lower than budget, and \$903,810 higher, or approximately 17% higher than the prior year, when significant cutbacks were approved as part of the District's COVID-19 pandemic response measures. Unanticipated tsunami expenses totaled \$187,859 in FY22.

Net Position

The District's net position as of March 31, 2022, is \$31,369,232. This is an increase of \$1,264,144 or approximately 4% higher than the March 31, 2021, net position of \$30,105,088.

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS Years Ended March 31, 2022 and 2021

Other key changes in the statement of net position are as follows:

Current Assets increased \$1,599,409 in FY22, attributable to an increase in cash and cash equivalents.

Deferred outflows of resources decreased by \$35,957 in FY22, to \$1,036,310. This change is primarily related to a reduction in pension asset deferred outflows as calculated per GASB Statement No. 68 (from \$897,876 in FY21 to \$829,012), and an increase in OPEB asset deferred outflows as calculated per GASB Statement No. 75 (from \$174,391 in FY21 to \$207,298). Actual OPEB contribution (expense) for retirees in FY22 was \$2,363.

The Current and Other Liabilities decreased by \$1,639,639 in FY22, to \$6,717,583. This is due primarily to a decrease in net pension liability of \$1,765,823.

Even with the assumption of new debt for 497 Lake Avenue, long-term debt obligations continue to decrease. Long-term debt obligations decreased from \$11,292,731 in FY21 to \$10,912,376 in FY22, or approximately 3% as bond financing secured with BBVA Compass Bank in 2013, and other long-term debt is paid down.

Deferred inflows of resources increased by \$2,574,245 in FY22, to \$2,798,410. This increase is primarily due to the change in pension and OPEB liability deferred inflows as calculated per GASB Statement No's. 68 and 75.

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SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS Years Ended March 31, 2022 and 2021

Fiscal Year Ended March 31, 2021

Operating Revenues

Operating revenues were \$9,521,878; \$66,544 of which were non-cash lease revenues from O'Neill Sea Odyssey, leaving total revenues at \$9,455,334, or about 97% of budgeted revenues, which is notable, considering the economic challenges faced during the COVID-19 pandemic. Operating revenues in FY21 were \$291,782, or approximately 3% lower than the prior year. Some visitor-related income sources suffered as a result of the COVID-19 pandemic (i.e., RV park and parking), while other visitor-related income sources (i.e., visitor berthing and launch) exceeded budget projections. Overall, visitor-related income sources (visitor berthing fees, launch fees, parking, and RV) were \$1,159,688, \$67,886, or 5.5% lower than the prior year. Launch revenue increased over FY20 by approximately 55% and was more than double budget projections due to increased demand. Fuel sales were \$575,513, which falls below budget projections by \$114,487. Despite this shortfall, the fuel program was more profitable than in prior years, due in part to a combination of higher visitorship by commercial and recreational vessels, launch activity, improved product pricing management, and decreased expenses (including labor), as a result of the COVID-19 pandemic. Slip rent, at \$4,679,394, exceeded budget by \$100,430, or 2%, and was approximately \$181,806 higher, or 4% greater than the prior year due to reduced vacancy (expeditious filling of slips upon turnover, temporary/interim berthing arrangements).

FY21 concession income was significantly impacted by the COVID-19 pandemic, as temporary restaurant closures and reductions to dine-in seating capacity were mandated by State and local authorities. FY21 concession income of \$1,635,555 was 12% or \$230,765 lower than budget, and 14% lower than FY20 revenue.

Boatyard revenue in FY21 was \$350,061 an increase of \$13,713 over the prior year, or approximately 4% higher, due in part to higher demand and increased commercial fishing activity.

The 3% overall decrease in operating revenues in FY21 is primarily attributable to decreases in RV park, parking, fuel, and concession income, as a result of the COVID-19 pandemic and associated mitigation measures. Additionally, the Port District's emergency response to the CZU Lightning Complex Fire further impacted RV revenue, as RV park spaces in the north harbor were made available for exclusive use by Santa Cruz area fire evacuees for a two-month period.

Operating Expenses

Operating expenses (before depreciation, amortization and non-cash pension and OPEB liability) were \$6,694,787, \$1,369,621, or approximately 17% under budget, and approximately \$148,076, or 2% lower than the prior year. Non-dredging expenses of \$5,337,565 were lower than budget, and \$134,262 lower, or approximately 2% less than the prior year. Dredging expenses of \$1,357,222 were also lower than budget and \$12,448 lower than the prior year. The reduction in overall operating expenses across all programs is due to cutbacks approved as part of the COVID-19 pandemic and response measures adopted by the Port Commission in April 2020, as well as a concerted effort by staff to minimize spending during the pandemic to offset anticipated revenue losses.

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended March 31, 2022 and 2021

Fiscal Year Ended March 31, 2021 (Continued)

Net Position

The District's net position as of March 31, 2021, is \$30,105,088. This is an increase of \$530,140 or approximately 2% higher than the March 31, 2020, net position of \$29,574,948.

Other key changes in the statement of net position are as follows:

Current Assets increased \$827,292 in FY21, attributable to an increase in cash and cash equivalents.

Deferred outflows of resources increased by \$133,963 in FY21, to \$1,072,267. This increase is primarily related to a reduction in pension asset deferred outflows as calculated per GASB Statement No. 68 (from \$927,507 in FY20 to \$897,876), and an increase in OPEB asset deferred outflows as calculated per GASB Statement No. 75 (from \$10,797 in FY20 to \$174,391). Actual OPEB contribution (expense) for retirees in FY21 was \$1,655.

The Current and Other Liabilities increased by \$617,832 in FY21, to \$8,357,222. This is due primarily to increases in net pension and OPEB liability, and an overall increase in current liabilities including accounts payable and accrued expenses, deposits and prepaid slip rents.

Long term debt obligations decreased from \$12,563,188 in FY20 to \$11,292,731 in FY21, or approximately 10% as bond financing secured with BBVA Compass Bank in 2013, and other long term debt is paid down.

Deferred inflows of resources decreased by \$183,757 in FY21, to \$224,165. This decrease was primarily due to the change in pension and OPEB liability deferred inflows as calculated per GASB Statement No's. 68 and 75.

Net pension liability and net OPEB liability combined, increased \$581,717, from \$4,821,620 in FY20, to \$5,403,337 in FY21 (See Notes 6 and 9).

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS Years Ended March 31, 2022 and 2021

USING THIS ANNUAL REPORT

This annual report consists of management's discussion and analysis, the basic financial statements, and notes to the financial statements. Management's discussion and analysis provides a narrative of the District's financial performance and activities for the year ended March 31, 2022. The basic financial statements provide readers with a broad overview of the District's finances, in a manner similar to a private-sector business. The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements.

The basic financial statements consist of three statements:

- The *Statement of Net Position* presents information on all of the District's assets, deferred outflows, liabilities and deferred inflows, with the difference reported as net position. Over time, increases or decreases in net position may serve as a useful indicator of whether the financial position of the District is improving or deteriorating.
- The *Statement of Revenues, Expenses, and Change in Net Position* presents information showing how the District's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Certain revenues and expenses are reported in this statement that will result in cash flows in future periods.
- The *Statement of Cash Flows* presents information showing how the District's cash changed during the most recent fiscal year. It shows the sources and uses of cash.

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended March 31, 2022 and 2021

FINANCIAL ANALYSIS OF THE DISTRICT AS A WHOLE

The following summarizes net position:

| | 2022 | 2021 | 2020 |
|------------------------------------|----------------------|----------------------|----------------------|
| Assets | | | |
| Current and other assets | \$ 12,836,137 | \$ 11,236,728 | \$ 10,409,436 |
| Capital assets net of depreciation | 36,908,146 | 36,653,161 | 37,921,137 |
| Other assets | <u>1,017,008</u> | <u>1,017,050</u> | <u>1,016,571</u> |
| Total Assets | 50,761,291 | 48,906,939 | 49,347,144 |
| Deferred outflows | <u>1,036,310</u> | <u>1,072,267</u> | <u>938,304</u> |
| | <u>\$ 51,797,601</u> | <u>\$ 49,979,206</u> | <u>\$ 50,285,448</u> |
| | 4% | -1% | |
| Liabilities | | | |
| Current liabilities | \$ 2,715,995 | \$ 2,571,255 | \$ 2,468,596 |
| Long-term debt | 10,912,376 | 11,292,731 | 12,563,188 |
| Unearned revenue | 316,086 | 382,630 | 449,174 |
| Net pension liability | 2,908,996 | 4,674,819 | 4,338,392 |
| Net OPEB liability | <u>776,506</u> | <u>728,518</u> | <u>483,228</u> |
| Total Liabilities | 17,629,959 | 19,649,953 | 20,302,578 |
| Deferred inflows | <u>2,798,410</u> | <u>224,165</u> | <u>407,922</u> |
| | <u>\$ 20,428,369</u> | <u>\$ 19,874,118</u> | <u>\$ 20,710,500</u> |
| | 3% | -4% | |
| Net position | | | |
| Net investment in capital assets | \$ 24,283,200 | \$ 23,637,093 | \$ 23,543,068 |
| Restricted for debt service | 1,017,008 | 1,017,050 | 1,016,571 |
| Unrestricted | <u>6,069,024</u> | <u>5,450,945</u> | <u>5,015,309</u> |
| Total net position | <u>\$ 31,369,232</u> | <u>\$ 30,105,088</u> | <u>\$ 29,574,948</u> |
| | 4% | 2% | |

Net investment in capital assets represents the District's long-term investment in capital assets, net of accumulated depreciation and related debt. The net investment in capital assets is not available for current operations.

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended March 31, 2022 and 2021

CAPITAL ASSETS AND DEBT ADMINISTRATION

Fiscal Year Ended March 31, 2022

Capital Assets

Priorities for capital investment in FY22 focused on completing north harbor paving repairs, installing aluminum gangways for southeast harbor docks; completing the acquisition of a new patrol vessel; initiating conceptual design planning for Port District-owned property at 7th and Brommer; re-roofing the District's maintenance building; acquiring a new maintenance work boat; initiating electrical service upgrades at 333 Lake Avenue; and initiating tsunami recovery efforts.

Debt Administration

The District's debt acquired in 2013, is related to facilities modernization and up-front funding for acquisition of the new dredge vessel *Twin Lakes*. New debt totaling \$3.35 million was acquired in FY19 to fund two capital infrastructure projects, a Seawall Replacement Project at 616 Atlantic Avenue (formerly referred to as the Aldo's Seawall Replacement Project) and the Pile Removal and Replacement Project. In FY22, new debt totaling \$950,000 was assumed for the purchase of 497 Lake Avenue.

The District's debt at March 31, 2022, totaled \$12,242,316. This represents a decrease of \$324,578 or approximately 3%, from FY21's total debt of \$12,566,894.

SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS
Years Ended March 31, 2022 and 2021

CAPITAL ASSETS AND DEBT ADMINISTRATION (Continued)

Fiscal Year Ended March 31, 2021

Capital Assets

Priorities for capital investment in FY21 focused on concluding construction activities for the Seawall Replacement Project at 616 Atlantic Avenue; completing Phase 3 of the Pile Removal and Replacement Project; acquiring aluminum gangways for southeast harbor docks; initiating a site assessment for the District property at 7th and Brommer, and a market study assessing development opportunities for County-owned property at 7th and Brommer; and acquisition of a new water taxi.

Debt Administration

The District's debt acquired in 2013, is related to facilities modernization and up-front funding for acquisition of the new dredge vessel *Twin Lakes*. New debt totaling \$3.35 million was acquired in FY19 to fund two capital infrastructure projects, a Seawall Replacement Project at 616 Atlantic Avenue (formerly referred to as the Aldo's Seawall Replacement Project) and the Pile Removal and Replacement Project. The District's debt at March 31, 2021, totaled \$12,566,894. This represents a decrease of \$1,259,457 or approximately 9%, from FY20's total debt of \$13,862,351.

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SANTA CRUZ PORT DISTRICT

MANAGEMENT'S DISCUSSION AND ANALYSIS

Years Ended March 31, 2022 and 2021

CONTACTING THE DISTRICT'S FINANCIAL MANAGEMENT

This financial report is designed to provide a general overview of the District's accountability for the District's assets. If you have questions about this report or need additional financial information, contact the Santa Cruz Port District office at 135 5th Avenue, Santa Cruz, California, 95062.

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SANTA CRUZ PORT DISTRICTSTATEMENTS OF NET POSITION
March 31, 2022 and 2021

| | 2022 | 2021 |
|--|----------------------|----------------------|
| ASSETS | | |
| CURRENT ASSETS | | |
| Cash and cash equivalents | \$ 12,526,327 | \$ 10,991,416 |
| Trade receivables | 193,065 | 180,128 |
| Interest receivable | 8,896 | 10,841 |
| Inventory | 16,324 | 8,781 |
| Prepaid expenses | 91,525 | 45,562 |
| | <u>12,836,137</u> | <u>11,236,728</u> |
| Total current assets | | |
| RESTRICTED ASSETS | | |
| Cash and cash equivalents (Note 2) | <u>1,017,008</u> | <u>1,017,050</u> |
| CAPITAL ASSETS (Note 3) | | |
| Nondepreciable assets: | | |
| Land | 2,201,360 | 1,349,360 |
| Construction in progress | 574,372 | 570,268 |
| Depreciable assets: | | |
| Structures and improvements | 30,705,762 | 30,057,168 |
| Docks | 27,122,552 | 27,023,464 |
| Equipment | 11,510,070 | 10,884,518 |
| Office equipment | 63,621 | 73,114 |
| | <u>72,177,737</u> | <u>69,957,892</u> |
| Less accumulated depreciation | <u>35,269,591</u> | <u>33,304,731</u> |
| | <u>36,908,146</u> | <u>36,653,161</u> |
| Total Assets | <u>50,761,291</u> | <u>48,906,939</u> |
| DEFERRED OUTFLOWS OF RESOURCES | | |
| Deferred amounts from pension plans (Note 6) | 829,012 | 897,876 |
| Deferred amounts from OPEB plan (Note 9) | 207,298 | 174,391 |
| | <u>1,036,310</u> | <u>1,072,267</u> |
| Total Deferred Outflows of Resources | | |
| TOTAL ASSETS AND DEFERRED OUTFLOWS OF RESOURCES | <u>\$ 51,797,601</u> | <u>\$ 49,979,206</u> |

SANTA CRUZ PORT DISTRICT

STATEMENTS OF NET POSITION

March 31, 2022 and 2021

| | 2022 | 2021 |
|---|----------------------|----------------------|
| LIABILITIES | | |
| CURRENT LIABILITIES | | |
| Accounts payable and accrued expenses | \$ 300,949 | \$ 213,884 |
| Accrued interest | 72,508 | 82,466 |
| Payroll liabilities | 239,105 | 229,613 |
| Current portion of long-term debt (Note 4) | 1,329,940 | 1,274,163 |
| Current portion of unearned revenue (Note 5) | 66,544 | 66,544 |
| Prepaid slip rents | 251,346 | 258,639 |
| Deposits | 455,603 | 445,946 |
| Total current liabilities | <u>2,715,995</u> | <u>2,571,255</u> |
| LONG-TERM DEBT, less current portion (Note 4) | <u>10,912,376</u> | <u>11,292,731</u> |
| OTHER LONG-TERM LIABILITIES | | |
| Unearned revenue, less current portion (Note 5) | 316,086 | 382,630 |
| Net pension liability (Note 6) | 2,908,996 | 4,674,819 |
| Net OPEB liability (Note 9) | 776,506 | 728,518 |
| Total Liabilities | <u>4,001,588</u> | <u>5,785,967</u> |
| | <u>17,629,959</u> | <u>19,649,953</u> |
| DEFERRED INFLOWS OF RESOURCES | | |
| Deferred amounts from pension plans (Note 6) | 2,661,589 | 158,902 |
| Deferred amounts from OPEB plan (Note 9) | 136,821 | 65,263 |
| Total Deferred Inflows of Resources | <u>2,798,410</u> | <u>224,165</u> |
| NET POSITION | | |
| Net investment in capital assets | 24,283,200 | 23,637,093 |
| Restricted for: | | |
| Debt service | 1,017,008 | 1,017,050 |
| Unrestricted | 6,069,024 | 5,450,945 |
| Total Net Position | <u>31,369,232</u> | <u>30,105,088</u> |
| TOTAL LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND NET POSITION | <u>\$ 51,797,601</u> | <u>\$ 49,979,206</u> |

The notes to financial statements are an integral part of these statements.

SANTA CRUZ PORT DISTRICT

STATEMENTS OF REVENUES, EXPENSES, AND CHANGE IN NET POSITION Years Ended March 31, 2022 and 2021

| | 2022 | 2021 |
|-------------------------------------|----------------------|----------------------|
| Operating revenues: | | |
| Charges for berthing and services | \$ 8,864,120 | \$ 7,886,323 |
| Rent and concessions | 2,023,819 | 1,635,555 |
| | <u>10,887,939</u> | <u>9,521,878</u> |
| Operating expenses: | | |
| Depreciation and amortization | 2,187,657 | 2,159,280 |
| Dredging operations | 1,324,630 | 1,357,222 |
| Administrative services | 663,892 | 753,848 |
| Grounds | 790,109 | 733,457 |
| Harbor patrol | 712,258 | 669,826 |
| Fuel services | 740,950 | 427,765 |
| Property management | 669,573 | 515,497 |
| Marina management | 495,234 | 483,428 |
| Parking services | 352,771 | 248,637 |
| Non-cash pension liability | 805,728 | 190,116 |
| Buildings | 321,331 | 323,175 |
| Boatyard operations | 326,087 | 303,551 |
| Docks, piers, marine structures | 320,346 | 269,258 |
| Finance and purchasing | 183,581 | 194,674 |
| Environmental and permitting | 95,646 | 139,893 |
| Rescue services | 104,968 | 84,414 |
| Utilities | 97,358 | 86,067 |
| Non-cash OPEB liability | 101,318 | 81,221 |
| Port commission support | 107,746 | 56,586 |
| Aeration | 49,913 | 40,795 |
| Events | 13,111 | -- |
| Capital projects | 54 | 1,630 |
| Fishery support | 8,588 | 5,064 |
| Tsunami expense | 187,859 | -- |
| | <u>10,660,708</u> | <u>9,125,404</u> |
| Operating income | <u>227,231</u> | <u>396,474</u> |
| Non-operating revenues (expenses): | | |
| County revenues for public services | 50,000 | 50,000 |
| Grants | 619,189 | 23,801 |
| Dredging reimbursement (Note 10) | 665,000 | 385,000 |
| Interest income | 30,375 | 80,131 |
| Other income | 83,001 | 38,570 |
| Interest expense | (410,652) | (443,836) |
| | <u>1,036,913</u> | <u>133,666</u> |
| Increase in net position | <u>1,264,144</u> | <u>530,140</u> |
| Net position, beginning | <u>30,105,088</u> | <u>29,574,948</u> |
| Net position, ending | <u>\$ 31,369,232</u> | <u>\$ 30,105,088</u> |

The notes to financial statements are an integral part of these statements.

SANTA CRUZ PORT DISTRICT

STATEMENTS OF CASH FLOWS

Years Ended March 31, 2022 and 2021

| | 2022 | 2021 |
|--|----------------------|----------------------|
| CASH FLOWS FROM OPERATING ACTIVITIES | | |
| Cash received from customers | \$ 10,810,822 | \$ 9,594,945 |
| Cash paid to suppliers and employees | <u>(7,537,633)</u> | <u>(6,648,246)</u> |
| Net cash provided by operating activities | <u>3,273,189</u> | <u>2,946,699</u> |
| CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES | | |
| County revenues received for public services | 50,000 | 50,000 |
| Grant monies received | 28,425 | 23,801 |
| Government revenues received for dredge operations | 665,000 | 385,000 |
| Cash received from other nonoperating activities | <u>126,141</u> | <u>47,333</u> |
| Net cash provided by noncapital financing activities | <u>869,566</u> | <u>506,134</u> |
| CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES | | |
| Capital expenditures | (2,485,782) | (900,067) |
| Proceeds from grantors and governmental agencies as reimbursement for capital expenditures | 590,764 | -- |
| Interest paid on long-term debt | (420,610) | (453,750) |
| Issuance of long-term debt | 950,000 | -- |
| Principal paid on long-term debt | <u>(1,274,578)</u> | <u>(1,295,457)</u> |
| Net cash used by capital and related financing activities | <u>(2,640,206)</u> | <u>(2,649,274)</u> |
| CASH FLOWS FROM INVESTING ACTIVITIES | | |
| Interest received from investments | <u>32,320</u> | <u>117,513</u> |
| Net increase in cash and cash equivalents | 1,534,869 | 921,072 |
| CASH AND CASH EQUIVALENTS, BEGINNING | <u>12,008,466</u> | <u>11,087,394</u> |
| CASH AND CASH EQUIVALENTS, ENDING | <u>\$ 13,543,335</u> | <u>\$ 12,008,466</u> |

SANTA CRUZ PORT DISTRICT

STATEMENT OF CASH FLOWS

Years Ended March 31, 2022 and 2021

| | 2022 | 2021 | |
|---|----------------------|----------------------|--------------------------------------|
| RECONCILIATION OF OPERATING INCOME TO NET CASH FLOWS FROM OPERATING ACTIVITIES | | | |
| Operating income | \$ 227,231 | \$ 396,474 | |
| Adjustments to reconcile operating income to net cash provided by operating activities: | | | |
| Depreciation and amortization | 2,187,657 | 2,159,280 | |
| Non-cash pension liability | 805,728 | 190,116 | |
| Non-cash OPEB liability | 101,318 | 81,221 | |
| (Increase) decrease in: | | | |
| Trade receivables | (12,937) | 65,422 | |
| Inventory | (7,543) | 1,482 | |
| Prepaid expenses | (45,963) | (10,985) | |
| Deferred outflows from OPEB plan | (14,679) | (7,340) | |
| Increase (decrease) in: | | | |
| Accounts payable and accrued expenses | 96,557 | 63,384 | |
| Unearned revenue | (66,544) | (66,544) | |
| Prepaid slip rents | (7,293) | 66,654 | |
| Deposits | 9,657 | 7,535 | |
| Net cash provided by operating activities | <u>\$ 3,273,189</u> | <u>\$ 2,946,699</u> | |
| RECONCILIATION OF CASH AND CASH EQUIVALENTS TO THE STATEMENT OF NET POSITION | | | |
| | Current Assets | Restricted Assets | Statements of Cash Flows Total |
| Year ended March 31, 2022 | | | |
| Cash and cash equivalents, beginning | \$ 10,991,416 | \$ 1,017,050 | \$ 12,008,466 |
| Net increase (decrease) | <u>1,534,911</u> | <u>(42)</u> | <u>1,534,869</u> |
| Cash and cash equivalents, ending | <u>\$ 12,526,327</u> | <u>\$ 1,017,008</u> | <u>\$ 13,543,335</u> |
| Year ended March 31, 2021 | | | |
| Cash and cash equivalents, beginning | \$ 10,070,823 | \$ 1,016,571 | \$ 11,087,394 |
| Net increase | <u>920,593</u> | <u>479</u> | <u>921,072</u> |
| Cash and cash equivalents, ending | <u>\$ 10,991,416</u> | <u>\$ 1,017,050</u> | <u>\$ 12,008,466</u> |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

Nature of Business: The Santa Cruz Port District (the District) is a political subdivision of the State of California. The District was organized on November 20, 1950, in conformity with Division 8, Part 4 of the Harbors and Navigation Code, Section 6200 et seq. The District was formed for the purpose of creating a legal entity to negotiate with various governmental agencies for the financing and construction of a small craft harbor and the subsequent operation of the facility. The District began the operation of the small craft harbor in January 1964.

Accounting Policies: The District is accounted for as an enterprise activity, and therefore follows the accrual basis of accounting. Under this method, revenues are recorded when earned and expenses are recorded at the time liabilities are incurred. Other significant accounting policies are:

Basis of Accounting: The accounting methods and procedures adopted by the District conform to accounting principles generally accepted in the United States of America as applied to governmental enterprise funds.

Private sector standards of accounting and financial reporting issued prior to December 1, 1989, are generally followed to the extent that those standards do not conflict with or contradict guidance of the Governmental Accounting Standards Board. Governments also have the option of following subsequent private-sector guidance for their business-type activities, subject to certain limitations. The District has elected not to follow subsequent private-sector guidance.

The District distinguishes operating revenues and expense from non-operating items. Operating revenues and expenses generally result from fees charged to users of the harbor facilities and maintaining harbor facilities. Operating expenses include maintenance, security, dredging, general and administrative expenses, and depreciation of capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses. Capital contributions are reported as a separate line item in the Statement of Revenues, Expenses, and Change in Net Position.

Use of Restricted/Unrestricted Net Assets: When an expense is incurred for purposes for which both restricted and unrestricted net assets are available, the District's policy is to apply restricted net assets first.

Use of Estimates: Preparing the District's financial statements in conformity with accounting principles generally accepted in the United States of America (GAAP) requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Cash and Cash Equivalents: For purposes of the statement of cash flows, the District considers all highly liquid debt instruments purchased with a maturity of three months or less to be cash equivalents.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Trade Receivables: Trade receivables consist of tenant and slipholder rents. The District believes its receivables to be fully collectible and, accordingly, no allowance for doubtful accounts is recorded.

Interest Receivable: Interest receivable consists of accrued interest from the Local Agency Investment Fund.

Federal and State Grants: Federal and state grants for the construction, acquisition, improvement of capital assets, or assistance for dredging costs are recorded as capital contributions. Revenues for reimbursement grants are recorded when allowable expenditures are made.

Liability for Compensated Absences: The District is required to recognize a liability for employees' rights to receive compensation for future absences. This obligation consists of the vested portion of leave balances, including vacation and compensatory time off, which are payable upon retirement. The liability for compensated absences at March 31, 2022 and 2021, included in payroll liabilities on the Statement of Net Position, was \$135,706 and \$129,276, respectively.

Revenues (Pledged): By resolution of the Board of Directors, all District revenues are pledged to secure debt service. The District derives its revenue principally from fees charged to users of the harbor facilities, rents, and concession fees.

Income Taxes: The District is a government agency that falls under Internal Revenue Code Section 115 and corresponding California Revenue and Taxation Code provisions. As such, it is not subject to federal or state income taxes.

Inventory: Inventory is stated at the lower of cost or market determined by the first-in, first-out method. Inventory consists of boat supplies and merchandise for resale.

Capital Assets: District capital assets, purchased or constructed, are recorded at cost. The cost of assets built by the District includes direct costs and eligible interest. Contributed assets are recorded at fair market value at the date of contribution.

The amount of interest capitalized as part of the District-constructed assets is the difference between the interest the District must pay on the bonds and loans issued to finance improvements, and the interest the District earns on bond and loan proceeds not yet expended. The interest as defined above is capitalized until the projects are placed in service at which time any remaining interest is expensed.

The District's policy is to capitalize all assets that cost \$5,000 or more, and to charge to current operations all additions under that limit. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend lives are also expensed in the current period, even if greater than \$5,000.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
Years Ended March 31, 2022 and 2021

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Depreciation and Amortization: Depreciation expense is computed using the straight-line method over estimated useful lives ranging from three to fifty years.

Restricted Assets: Certain cash and investments of the District are classified as restricted because their uses are limited by commitments made by the District to its lenders.

Net Position: Net position as shown in the Statement of Net Position is classified in the following categories:

Net Investment in Capital Assets – This amount consists of capital assets, net of accumulated depreciation, and reduced by outstanding debt that is attributed to the acquisition, construction, or improvement of the assets.

Restricted – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments, as reduced by related outstanding debt.

Unrestricted – This amount is all remaining net position that does not meet the definition of “net investment in capital assets” or “restricted”.

Upcoming Accounting Standards: GASB has issued the following statements which may impact the District’s financial reporting requirement in the future:

- GASB 87 - “Leases”, effective for periods beginning after June 15, 2021.

Deferred Outflows/Inflows of Resources: In addition to assets, the Statement of Net Position will sometimes report a separate section for deferred outflow of resources. This separate financial statement element, *deferred outflows of resources*, represents a consumption of net position that applies to a future period and so will not be recognized as an outflow of resources (expense/expenditure) until that time.

The District has the following items that qualify for reporting in this category:

- Deferred outflows related to pensions and OPEB equal to employer contributions made after the measurement date of the net pension liability / total OPEB liability.
- Deferred outflows related to pensions for differences between actual and expected experiences. These amounts are amortized over a closed period equal to the average of the expected remaining service lives of all employees that are provided with pensions through the pension plans.
- Deferred outflows from pensions resulting from changes in assumptions. These amounts are amortized over a closed period equal to the average expected remaining service lives of all employees that are provided with pensions through the pension plans.
- Deferred outflows related to pensions resulting from the net difference between projected and actual earnings on plan investments of the pension plans fiduciary net position. These amounts are amortized over five years.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)

Deferred Outflows/Inflows of Resources (continued):

- Deferred outflows related to pension plans for the changes in the employer's proportion and differences between the employer's contributions and the employer's proportionate share of contributions. These amounts are amortized over a closed period equal to the average of the expected remaining service lives of all employees that are provided with pensions through the pension plans.

In addition to liabilities, the Statement of Net Position will sometimes report on a separate section for deferred inflow of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net position that applies to a future period and so will not be recognized as an inflow of resources (revenue) until that time. The District has the following items that qualify for reporting in this category:

- Deferred inflows related to pensions for differences between actual and expected experiences. These amounts are amortized over a closed period equal to the average of the expected remaining service lives of all employees that are provided with pensions through the pension plans.
- Deferred inflows from pensions and OPEB resulting from changes in assumptions. These amounts are amortized over a closed period equal to the average expected remaining service lives of all employees that are provided with pensions through the pension plans.
- Deferred inflows related to pensions for the changes in employer's proportion and differences between the employer's contributions and the employer's proportionate share of contributions. These amounts are amortized over a closed period equal to the average of the expected remaining service lives of all employees that are provided with pensions through the pension plans.

NOTE 2. CASH AND CASH EQUIVALENTS

The District is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The District reports its investment in LAIF at the fair value amount provided by LAIF, which is the same as the value of the pool share. The balance available for withdrawal is based on the accounting records maintained by LAIF, which are maintained on an amortized cost basis. Included in LAIF's investment portfolio are collateralized mortgage obligations, mortgage-backed securities, other asset-backed securities, loans to certain state funds, and floating rate securities issued by federal agencies, government-sponsored enterprises, United States Treasury Notes and Bills, and corporations.

The District's investment policy, adopted by the Port Commission on November 27, 2018, requires that all funds not required for immediate use be invested in investment vehicles authorized by the Government Code of the State.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
 Years Ended March 31, 2022 and 2021

NOTE 2. CASH AND CASH EQUIVALENTS (Continued)

The District has adopted GASB Statement No. 40, *Deposit and Investment Risk Disclosures*, which addresses common deposit and investment risks related to credit risk, concentration of credit risk, interest rate risk, and foreign currency risk. Under this statement, disclosures of these risks are required for uninsured and unregistered investments and deposits collateralized with securities held by the broker or pledging financial institution’s trust department or agent, but not in the District’s name. The District did not hold any investments or deposits falling into this category of risk (generally known as Category 3) at March 31, 2022.

Restricted Cash: Restricted cash consists of the following as of March 31:

| | 2022 | 2021 |
|--|---------------------|---------------------|
| Restricted cash and cash equivalents for debt service: | | |
| Money market funds/government obligations | <u>\$ 1,017,008</u> | <u>\$ 1,017,050</u> |

NOTE 3. CAPITAL ASSETS

The following is a summary of changes in capital assets for the year ended March 31, 2022:

| | March 31, 2021 | Additions | Deletions and Transfers | March 31, 2022 |
|-----------------------------|----------------------|--------------------|----------------------------|----------------------|
| Nondepreciable assets: | | | | |
| Land | \$ 1,349,360 | \$ 852,000 | \$ -- | \$ 2,201,360 |
| Construction in progress | 570,268 | 203,913 | (199,809) | 574,372 |
| Depreciable assets: | | | | |
| Structures and improvements | 30,057,168 | 648,594 | -- | 30,705,762 |
| Docks | 27,023,464 | 17,332 | 81,756 | 27,122,552 |
| Equipment | 10,884,518 | 763,947 | (138,395) | 11,510,070 |
| Office equipment | 73,114 | -- | (9,493) | 63,621 |
| | <u>69,957,892</u> | <u>2,485,786</u> | <u>(265,941)</u> | <u>72,177,737</u> |
| Accumulated depreciation | <u>(33,304,731)</u> | <u>(2,180,286)</u> | <u>215,426</u> | <u>(35,269,591)</u> |
| | <u>\$ 36,653,161</u> | <u>\$ 305,500</u> | <u>\$ (50,515)</u> | <u>\$ 36,908,146</u> |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
Years Ended March 31, 2022 and 2021

NOTE 3. CAPITAL ASSETS (Continued)

The following is a summary of changes in capital assets for the year ended March 31, 2021:

| | March 31, 2020 | Additions | Deletions and Transfers | March 31, 2021 |
|-------------------------------|----------------------|---------------------|----------------------------|----------------------|
| Nondepreciable assets: | | | | |
| Land | \$ 1,349,360 | \$ -- | \$ -- | \$ 1,349,360 |
| Construction in progress | 3,197,517 | 308,182 | (2,935,431) | 570,268 |
| Depreciable assets: | | | | |
| Structures and improvements | 29,668,008 | 389,160 | -- | 30,057,168 |
| Docks | 24,113,526 | 2,909,938 | -- | 27,023,464 |
| Equipment | 11,864,219 | 228,218 | (1,207,919) | 10,884,518 |
| Office equipment | 153,680 | -- | (80,566) | 73,114 |
| | <u>70,346,310</u> | <u>3,835,498</u> | <u>(4,223,916)</u> | <u>69,957,892</u> |
| Accumulated depreciation | <u>(32,425,173)</u> | <u>(2,159,280)</u> | <u>1,279,722</u> | <u>(33,304,731)</u> |
| | <u>\$ 37,921,137</u> | <u>\$ 1,676,218</u> | <u>\$ (2,944,194)</u> | <u>\$ 36,653,161</u> |

In January of 2015 the District accepted a 16,000 square foot vacated right of way along Brommer Street Extension, adjacent to lands owned by the District. Due to the very limited marketability of subject property, and the time and expense involved in getting a market appraisal, the District has opted to record the asset at zero value.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 4. LONG-TERM DEBT

Long-term debt and related current portion as of March 31, 2022 and 2021, is presented below:

| | March 31, 2021 | Additions | Reductions | March 31, 2022 |
|--|----------------------|-------------------|-----------------------|----------------------|
| PNC Bank taxable loan | \$ 1,074,252 | \$ -- | \$ (228,740) | \$ 845,512 |
| PNC Bank tax-exempt loan | 8,617,606 | -- | (843,502) | 7,774,104 |
| PG&E loan | 28,934 | -- | (13,889) | 15,045 |
| 2018A Revenue Obligation | 1,381,161 | -- | (89,807) | 1,291,354 |
| 2018B Revenue Obligation | 1,510,646 | -- | (98,226) | 1,412,420 |
| 497 Lake Avenue | -- | 950,000 | (4,120) | 945,880 |
| | <u>12,612,599</u> | <u>950,000</u> | <u>(1,278,284)</u> | <u>12,284,315</u> |
| Less revenue obligation issuance costs | (45,705) | -- | 3,706 | (41,999) |
| Less current portion | <u>(1,274,163)</u> | <u>(55,777)</u> | <u>--</u> | <u>(1,329,940)</u> |
| | <u>\$ 11,292,731</u> | <u>\$ 894,223</u> | <u>\$ (1,274,578)</u> | <u>\$ 10,912,376</u> |

Total interest incurred and charged to expense during the years ended March 31, 2022 and 2021, was \$410,652 and \$443,836, respectively.

During the fiscal year ended March 31, 2014, the District refinanced its outstanding debt with loans privately placed with PNC Bank (formerly BBVA Compass Bank). The financing package included \$4,000,000 in new debt to be used to purchase a new dredge to replace the *Seabright*, which had reached the end of its useful life. The new dredge was placed in service in July 2016.

The loans also reduced the District's payback period, with payoff occurring in 2029 rather than 2042 under the prior loans. Through this combined financing and new debt, the District will realize cash flow savings of approximately \$3.8 million over the 16-year life of the loans.

The PNC Bank taxable loan, in the amount of \$2,384,445 was part of the refinance package noted above. Proceeds of the loan were used to payoff the existing Series 2004C revenue bonds, as well as to provide funding to payoff the OE3 pension liability. Terms of the note call for semi-annual principal and interest payments in May and November, ranging from \$114,000 to \$229,000, with an average payment of \$140,000, including interest at 4.74% per annum. Final payment on the loan is due November 1, 2026.

The PNC Bank tax-exempt loan, in the amount of \$14,418,961 was part of the refinance package noted above. Proceeds of the loan were used to pay off the existing Series 2004A revenue bonds, all of the Department of Boating and Waterways loans, as well as providing funding for the new dredge. Terms of the note call for semi-annual principal and interest payments in February and August, ranging from \$547,000 to \$590,000, including interest at 3.09% per annum. Final payment on the loan is due August 1, 2029.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 4. LONG-TERM DEBT (Continued)

PG&E loan – In August 2014 the District entered into an on-bill financing loan agreement with PG&E, in the amount of \$120,368, for the purchase of energy efficient equipment. Terms of the loan call for monthly principal payments of \$1,157, to be included in the monthly utilities bill, over a period of 104 months.

On September 1, 2018, the District entered into an installment sale agreement with PNC Bank for 2018A Revenue Obligations in the amount of \$1,750,000, for the Santa Cruz Harbor Pile Replacement Project. Terms of the agreement call for semi-annual payments of \$75,123 beginning February 1, 2019, including interest at the rate of 3.5% per annum. The final payment is due August 1, 2033.

On September 1, 2018, the District entered into an installment sale agreement with PNC Bank for 2018B Revenue Obligations in the amount of \$1,600,000, for the Santa Cruz Harbor Seawall Replacement Project. Terms of the agreement call for semi-annual payments of \$68,684 beginning February 1, 2019, including interest at the rate of 3.5% per annum. The final payment is due August 1, 2033.

The borrowing agreements with PNC Bank for the taxable and tax-exempt loans and the 2018A and 2018B revenue obligations include a restrictive covenant requiring net revenues for the fiscal year to be equal to at least 1.25 times the debt service. At March 31, 2022, the District was in compliance with the covenant.

During the year ended March 31, 2022, the District purchased property at 497 Lake Ave. The purchase price was \$1,200,000, of which \$950,000 was financed with the seller. The terms of the finance agreement call for monthly payments of \$4,535.45 beginning January 1, 2022, including interest at the rate of 4.00% per annum. A final balloon payment of \$452,500 plus any accrued interest is due December 1, 2041.

Debt service required under the notes for each of the succeeding five years and thereafter in five year increments are:

| | Principal | Interest | Total |
|-----------|----------------------|---------------------|----------------------|
| 2023 | \$ 1,329,940 | \$ 396,018 | \$ 1,725,958 |
| 2024 | 1,366,974 | 344,588 | 1,711,562 |
| 2025 | 1,413,057 | 294,301 | 1,707,358 |
| 2026 | 1,273,550 | 252,523 | 1,526,073 |
| 2027 | 1,241,518 | 212,420 | 1,453,938 |
| 2028-2032 | 4,500,218 | 496,353 | 4,996,571 |
| 2033-2037 | 553,403 | 198,033 | 751,436 |
| 2038-2042 | 605,655 | 100,830 | 706,485 |
| | <u>\$ 12,284,315</u> | <u>\$ 2,295,066</u> | <u>\$ 14,579,381</u> |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 5. UNEARNED REVENUE

In 2002, the District entered into a joint venture agreement with a not-for-profit tenant to recapitalize and reconstruct the building at 2222 East Cliff Drive. The agreement stated the tenant would pay 47% of the cost of the construction project and the District would pay 53% of the cost of the project. Title for the building remains with the District. In return for the cost sharing agreement, the tenant received a 24-year lease with payment terms similar to a ground only lease which extends through December 31, 2028.

The tenant's total contribution to the project was \$1,558,239. That amount was established as unearned revenue and will be amortized to concession rental income over the term of the lease. Since inception of the lease agreement the District has recognized \$1,175,609 of the unearned revenue as rental income. Of the remaining \$382,630, \$66,544 is considered current and \$316,086 is considered long-term.

NOTE 6. PENSION PLANS

Deferred Compensation Plan (457(a)):

The District offers its employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457. The plan, available to District employees based on eligibility, permits them to defer a portion of their salary until future years. The deferred compensation is not available to employees until termination, retirement, death, or unforeseeable emergency.

Defined Benefit Pension Plan (CalPERS):

General Information:

Plan Description: Effective April 1, 2003, the District adopted a cost-sharing multiple employer defined benefit pension plan (the Plan) that provides retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. All qualified employees are eligible to participate in the District's Plan administered by the California Public Employees' Retirement System (CalPERS).

State statutes within the Public Employees' Retirement Law establish a menu of benefit provisions as well as other requirements. The District selected its optional benefit provisions from the benefit menu when it contracted with CalPERS and adopted those benefits through local ordinance. CalPERS issues a separate comprehensive annual financial report. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office, 400 P Street, Sacramento, CA 95814, or on their website.

Benefits Provided: CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 6. PENSION PLANS (Continued)

Funding Policy: Active plan members are required to contribute a percentage of their annual covered salary. The District has a 3-tiered CalPERS plan system for miscellaneous employees – 2.5% @ 55; 2% @ 60; and 2% @ 62. Plan placement is dependent on the eligible employee’s status as an existing member or new member. Depending on plan placement, active members contribute between 6.25% and 8% of their annual covered salary: 8% contribution for 2.5% @ 55; 7% contribution for 2% @ 60; and 6.25% contribution for 2% @ 62.

The District is required to contribute the actuarially determined remaining amounts necessary to fund the benefits for its members. The actuarial methods and assumptions used are those adopted by the CalPERS’ Board of Administration. The required employer contribution rate for the 2.5% @ 55 tier was 10.823% for April 2020 – June 2020, 11.742% for July 2020 – June 2021 and 11.59% from July 2021 – March 2022. For the 2% @ 60 tier, the employer rate was 8.081% from April 2020 – June 2020, 8.794% from July 2020 – June 2021 and 8.65% from July 2021 – March 2022. For the 2% @ 62 tier, the employer rate was 6.985% from April 2020 – June 2020, 7.732% from July 2020 – June 2021 and 7.59% from July 2021 - March 2022. The contribution requirements of the plan members are established by State statute and the employer contribution rate is established and may be amended by CalPERS.

Pension Liabilities, Pension Expense and Deferred Outflows/Inflows of Resources Related to Pensions:

As of March 31, 2022 and 2021, the District reported a \$2,908,996 and \$4,674,819 net pension liability for its proportionate share of the net pension liability of the Plan, respectively.

As of March 31, 2022, the net pension liability of the Plan is measured as of June 30, 2021, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2020 rolled forward to June 30, 2021 using standard update procedures. As of March 31, 2021, the net pension liability of the Plan is measured as of June 30, 2020, and the total pension liability for the Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. The District’s proportionate share of the net pension liability was based on a projection of the District’s long-term share of contributions to the pension plan relative to the projected contributions of all participating employers, actuarially determined.

The District’s proportionate share of the net pension liability for the Plan as of March 31, 2022 was as follows:

| | |
|-----------------------------|---------|
| Proportion - March 31, 2021 | 0.0430% |
| Proportion - March 31, 2022 | 0.0538% |
| Change - Increase | 0.0108% |

The District’s proportionate share of the net pension liability for the Plan as of March 31, 2021 was as follows:

| | |
|-----------------------------|---------|
| Proportion - March 31, 2020 | 0.0423% |
| Proportion - March 31, 2021 | 0.0430% |
| Change - Increase | 0.0007% |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
 Years Ended March 31, 2022 and 2021

NOTE 6. PENSION PLANS (Continued)

For the year ended March 31, 2022, the District recognized pension expense of \$1,384,306. At March 31, 2022, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

| | Deferred outflows of resources | Deferred inflows of resources |
|--|--------------------------------------|----------------------------------|
| | <u> </u> | <u> </u> |
| Differences between actual and expected experience | \$ 326,213 | \$ -- |
| Net differences between projected and actual earnings on plan investments | -- | 2,539,400 |
| Change in employer's proportion | 60,960 | 44,966 |
| Differences between the employer's contributions and the employer's proportionate share of contributions | -- | 77,223 |
| Pension contributions subsequent to measurement date | <u>441,839</u> | <u>--</u> |
| Total | <u>\$ 829,012</u> | <u>\$ 2,661,589</u> |

The \$441,839 reported as deferred outflows of resources relates to contributions subsequent to the measurement date and will be recognized as a reduction of the net pension liability in the year ending March 31, 2023.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will increase (decrease) recognized pension expense as follows:

| <u>Year ending March 31,</u> | <u>Amount</u> |
|------------------------------|-----------------------|
| 2023 | \$ (478,276) |
| 2024 | (515,244) |
| 2025 | (579,137) |
| 2026 | <u>(701,759)</u> |
| | <u>\$ (2,274,416)</u> |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
 Years Ended March 31, 2022 and 2021

NOTE 6. PENSION PLANS (Continued)

For the year ended March 31, 2021, the District recognized pension expense of \$718,517. At March 31, 2021, the District reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

| | Deferred outflows of resources | Deferred inflows of resources |
|--|--------------------------------------|----------------------------------|
| | <u> </u> | <u> </u> |
| Differences between actual and expected experience | \$ 240,908 | \$ -- |
| Change in assumptions | -- | 33,343 |
| Net differences between projected and actual earnings on plan investments | 138,872 | -- |
| Change in employer's proportion | 106,463 | 16,629 |
| Differences between the employer's contributions and the employer's proportionate share of contributions | -- | 108,930 |
| Pension contributions subsequent to measurement date | <u>411,633</u> | <u>--</u> |
| Total | <u>\$ 897,876</u> | <u>\$ 158,902</u> |

The \$411,633 reported as deferred outflows of resources relates to contributions subsequent to the measurement date and will be recognized as a reduction of the net pension liability in the year ending March 31, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will increase (decrease) recognized pension expense as follows:

| Year ending March 31, | Amount |
|-----------------------------|-----------------------------|
| <u> </u> | <u> </u> |
| 2022 | \$ 24,524 |
| 2023 | 131,699 |
| 2024 | 104,512 |
| 2025 | <u>66,606</u> |
| | <u>\$ 327,341</u> |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
 Years Ended March 31, 2022 and 2021

NOTE 6. PENSION PLANS (Continued)

Actuarial Assumptions: The March 31 total pension liability was determined using the following actuarial methods and assumptions:

| | March 31, 2022 | March 31, 2021 |
|----------------------------------|--|----------------|
| Valuation Date | June 30, 2020 | June 30, 2019 |
| Measurement Date | June 30, 2021 | June 30, 2020 |
| Actuarial Cost Method | Entry-Age Normal Cost Method | |
| Actuarial assumptions: | | |
| Discount rate | 7.15% | |
| Inflation | 2.50% | |
| Salary Increase | Varies by entry age and service. | |
| Mortality | Derived using CalPERS' Membership Data for all Funds. The mortality table used was developed based on CalPERS specific data. The table includes 15 years of mortality improvement using Society of Actuaries Scale 90% of Scale MP 2016. For more details on this table, please refer to the December 2017 experience study report (based on CalPERS demographic data from 1997 to 2015) that can be found on the CalPERS website. | |
| Post Retirement Benefit Increase | Contract COLA up to 2.50% until Purchasing Power Protection Allowance Floor on Purchasing Power applies. | |

The underlying mortality assumptions and all other actuarial assumptions used in the valuations were based on the results of a 2017 actuarial experience study for the period 1997 to 2015. Further details of the Experience Study can be found on the CalPERS website.

Discount Rate: The discount rate used to measure the total pension liability was 7.15% for the years ended March 31, 2022 and 2021. To determine whether the municipal bond rate should be used in the calculation of a discount rate, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15% discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long-term expected discount rate of 7.15% will be applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report that can be obtained from the CalPERS website.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
Years Ended March 31, 2022 and 2021

NOTE 6. PENSION PLANS (Continued)

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11+ years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and adjusted to account for assumed administrative expenses.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation.

| Asset class | Assumed asset allocation | Real return years 1-10 (a) | Real return years 11+ (b) |
|------------------|--------------------------|----------------------------|---------------------------|
| Public equity | 50.00% | 4.80% | 5.98% |
| Fixed income | 28.00% | 1.00% | 2.62% |
| Inflation assets | 0.00% | 0.77% | 1.81% |
| Private equity | 8.00% | 6.30% | 7.23% |
| Real assets | 13.00% | 3.75% | 4.93% |
| Liquidity | 1.00% | 0.00% | -0.92% |

(a) An expected inflation of 2.00% used for this period.

(b) An expected inflation of 2.92% used for this period.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
Years Ended March 31, 2022 and 2021

NOTE 6. PENSION PLANS (Continued)

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate: The following presents the District’s proportionate share of the net pension liability, calculated using the discount rate, as well as what the District’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate:

| | <u>March 31, 2022</u> | <u>March 31, 2021</u> |
|-----------------------|-----------------------|-----------------------|
| 1% Decrease | 6.15% | 6.15% |
| Net Pension Liability | \$ 5,254,458 | \$ 6,937,862 |
| Current Discount Rate | 7.15% | 7.15% |
| Net Pension Liability | \$ 2,908,996 | \$ 4,674,819 |
| 1% Increase | 8.15% | 8.15% |
| Net Pension Liability | \$ 970,036 | \$ 2,804,938 |

Pension Plan Fiduciary Net Position: Detailed information about the Plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan: At March 31, 2022, the District had no outstanding contributions payable to the pension plan required for the year ended March 31, 2022.

NOTE 7. RISK MANAGEMENT

The District covers its liability for significant claims by purchasing workers’ compensation, property, and liability insurance. There have been no significant reductions in insurance coverage in the current year. Settlement amounts have not materially exceeded insurance coverage for the current and prior year.

NOTE 8. OPERATING LEASES

The District is the lessor of land and improvements under operating leases expiring in various years through 2032. Of the District’s total capital assets, a portion of total land, structures and improvements is available for rent and concessions, and docks (berths) are available for slip licensing, while the remainder is held for District use.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
 Years Ended March 31, 2022 and 2021

NOTE 8. OPERATING LEASES (Continued)

Following is a summary of property held for lease at March 31:

| | 2022 | 2021 |
|--|----------------------|----------------------|
| Land | \$ 2,076,703 | \$ 1,224,703 |
| Structures and improvements | 28,897,512 | 28,248,918 |
| Docks | <u>27,086,302</u> | <u>26,987,214</u> |
| | 58,060,517 | 56,460,835 |
| Less accumulated depreciation and amortization | <u>28,702,861</u> | <u>27,076,407</u> |
| | <u>\$ 29,357,656</u> | <u>\$ 29,384,428</u> |

Minimum future lease income to be received on non-cancelable rent and concession leases as of March 31, 2022, for each of the next 5 years and in the aggregate is:

| | |
|------------|---------------------|
| 2023 | \$ 909,906 |
| 2024 | 687,927 |
| 2025 | 568,052 |
| 2026 | 437,030 |
| 2027 | 403,387 |
| Thereafter | <u>1,775,995</u> |
| | <u>\$ 4,782,297</u> |

Minimum future lease income does not include contingent rentals that may be received under certain leases based on the volume of business conducted by the lessee. Contingent rental income on non-cancelable leases for the years ended March 31, 2022 and 2021, totaled approximately \$770,724 and \$396,202, respectively.

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS (OPEB)

Public Employees’ Medical and Hospital Care Act (PEMHCA)

The District administers a multiple-employer defined benefit healthcare plan (the Plan). The Plan provides medical healthcare insurance for eligible retirees and their spouses through the California Public Employees’ Retirement System (CalPERS) Health Benefits Program under the Public Employees’ Medical and Hospital Care Act (PEMHCA). No dental, vision, or life insurance benefits are provided by the Plan. Currently there are 3 retired employees and 34 active employees participating in the Plan.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
Years Ended March 31, 2022 and 2021

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Funding Policy: There is no statutory requirement for the District to pre-fund its OPEB obligation. The District has currently chosen to pay Plan benefits on a pay-as-you-go basis and does not maintain a trust fund for its OPEB obligation. The District’s fixed dollar benefit contribution cannot be less than the PEMHCA minimum for PEMHCA actives and retirees. The District accrued these benefits at the monthly statutory rate (\$149 for 2022 and \$143 for 2021) for each participant in the PEMCHA plan. The total amount paid directly by the District to CalPERS for the District’s health premium contributions under PEMHCA for retiree medical health care plan postemployment benefits for the years ending March 31, 2022 and 2021 was \$2,267 and \$1,576, respectively. Including the implicit rate subsidy of \$14,679 and administrative expenses of \$96, the District’s total contributions to the plan for the year ended March 31, 2022, were \$17,042. Including the implicit rate subsidy of \$7,340 and administrative expenses of \$79, the District’s total contributions to the plan for the year ended March 31, 2021, were \$8,995.

Total OPEB liability: For the year ended March 31, 2022, the District’s total OPEB liability was measured as of March 31, 2021 and was determined by an actuarial valuation as of April 1, 2021. A summary of the principal assumptions and methods used to determine the total OPEB liability is shown below.

Actuarial Assumptions

| | |
|---|--|
| Valuation Date | April 1, 2021 |
| Measurement Date | March 31, 2021 |
| Contribution Policy | No pre-funding |
| Actuarial assumptions: | |
| Discount rate | 2.4% at March 31, 2021 (Bond buyer 20-bond index) |
| General inflation | 2.5% annually |
| Mortality, retirement, disability and termination | CalPERS 2000-2019 experience study |
| Mortality improvement | Mortality projected fully generational with Scale MP-2021 |
| Medical trend | Non-medicare: 6.5% for 2023, decreasing to an ultimate rate of 3.75% in 2076 Medicare: 5.65% for 2023, decreasing to an ultimate rate of 3.75% for 2076 |
| PEMHCA minimum increase | \$149 and \$151 per month in 2022 and 2023 respectively increasing 4.00% annually in 2024+ |
| Participation at retirement | Actives: 35% in 2020, increasing to 50% in 2034 Retirees: based on current election |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
Years Ended March 31, 2022 and 2021

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

For the year ended March 31, 2021, the District’s total OPEB liability was measured as of March 31, 2020 and was determined by an actuarial valuation as of April 1, 2019, with update procedures used to roll forward the total pension liability to March 31, 2020. A summary of the principal assumptions and methods used to determine the total OPEB liability is shown below.

| | |
|---|--|
| Valuation Date | April 1, 2019 |
| Measurement Date | March 31, 2020 |
| Contribution Policy | No pre-funding |
| Actuarial assumptions: | |
| Discount rate | 2.27% at March 31, 2020 (Bond buyer 20-bond index) |
| General inflation | 2.75% annually |
| Mortality, retirement, disability and termination | CalPERS 1997-2015 experience study |
| Mortality improvement | Post-retirement mortality projected fully generational with Scale MP-2019 |
| Medical trend | Non-medicare: 7.25% for 2021, decreasing to an ultimate rate of 4.0% in 2076 Medicare: 6.3% for 2021, decreasing to an ultimate rate of 4.0% for 2076 |
| PEMHCA minimum increase | 4.25% annually |
| Participation at retirement | Actives: 30% initially, increasing to 50% in 2034 Retirees: 100% if covered |

Discount Rate

The discount rates used to measure the total OPEB liability as of March 31, 2022 and March 31, 2021 was 2.4% and 3.79%, respectively. These rates are equal to the municipal bond twenty-year bond index rate as the District’s OPEB plan does not have any fiduciary net position.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Changes in the Total OPEB Liability: The changes in the Total OPEB liability as of March 31, 2022 are as follows:

| | |
|---|--------------------------|
| Balance at 3/31/21 (3/31/20 measurement date) | <u>\$ 728,518</u> |
| Changes in the year: | |
| Service cost | 79,892 |
| Interest | 18,250 |
| Actual vs. expected experience | 45,917 |
| Assumption changes | (87,155) |
| Benefit payments | <u>(8,916)</u> |
| Net changes | <u>47,988</u> |
| Balance at 3/31/22 (3/31/21 measurement date) | <u><u>\$ 776,506</u></u> |

The changes in the Total OPEB liability as of March 31, 2021 are as follows:

| | |
|---|--------------------------|
| Balance at 3/31/20 (3/31/19 measurement date) | <u>\$ 483,228</u> |
| Changes in the year: | |
| Service cost | 53,462 |
| Interest | 20,235 |
| Assumption changes | 177,131 |
| Benefit payments | <u>(5,538)</u> |
| Net changes | <u>245,290</u> |
| Balance at 3/31/21 (3/31/19 measurement date) | <u><u>\$ 728,518</u></u> |

Change of Assumptions

The discount rate changed from 2.27% for the measurement period ended March 31, 2020, to 2.4% for the measurement period ended March 31, 2021 as a result of the change in the municipal bond 20-year high grade rate index. The discount rate changed from 3.79% for the measurement period ended March 31, 2019, to 2.27% for the measurement period ended March 31, 2020 as a result of the change in the municipal bond 20-year high grade rate index.

Change of Benefit Terms

There were no changes of benefit terms.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
Years Ended March 31, 2022 and 2021

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

Subsequent Events

There were no subsequent events that would materially affect the results presented in this disclosure.

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability of the District, as well as what the District's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current discount rate:

| | <u>March 31, 2022</u> | <u>March 31, 2021</u> |
|-----------------------|-----------------------|-----------------------|
| 1% Decrease | 1.40% | 1.27% |
| Total OPEB Liability | \$ 934,944 | \$ 889,726 |
| Current Discount Rate | 2.40% | 2.27% |
| Total OPEB Liability | \$ 776,506 | \$ 728,518 |
| 1% Increase | 3.40% | 3.27% |
| Total OPEB Liability | \$ 652,585 | \$ 604,559 |

Sensitivity of the Total OPEB Liability to Changes in Healthcare Trend Rates

The following presents the total OPEB liability of the District, as well as what the District's total OPEB liability would be if it were calculated using healthcare trend rates that are 1-percentage point lower and 1-percentage point higher than the current healthcare trend rate:

| | <u>March 31, 2022</u> | <u>March 31, 2021</u> |
|----------------------|-----------------------|-----------------------|
| 1% Decrease | 5.50% | 6.25% |
| Total OPEB Liability | \$ 633,723 | \$ 580,677 |
| Current Trend | 6.50% | 7.25% |
| Total OPEB Liability | \$ 776,506 | \$ 728,518 |
| 1% Increase | 7.50% | 8.25% |
| Total OPEB Liability | \$ 967,669 | \$ 930,084 |

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS
 Years Ended March 31, 2022 and 2021

NOTE 9. OTHER POSTEMPLOYMENT BENEFITS (OPEB) (Continued)

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB: For the year ended March 31, 2022, the District recognized OPEB expense of \$103,681. At March 31, 2022, the District reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

| | Deferred outflows of resources | Deferred inflows of resources |
|---|--------------------------------------|----------------------------------|
| | <u> </u> | <u> </u> |
| Differences between expected and actual experience | \$ 41,817 | \$ 55,827 |
| Change in assumptions | 148,439 | 80,994 |
| OPEB contributions made subsequent to the measurement date | <u>17,042</u> | <u>--</u> |
| Total | <u>\$ 207,298</u> | <u>\$ 136,821</u> |

The OPEB contributions subsequent to the measurement date will be recognized as a reduction of the total OPEB liability in the year ending March 31, 2023.

For the year ended March 31, 2021, the District recognized OPEB expense of \$82,876. At March 31, 2021, the District reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

| | Deferred outflows of resources | Deferred inflows of resources |
|---|--------------------------------------|----------------------------------|
| | <u> </u> | <u> </u> |
| Differences between expected and actual experience | \$ -- | \$ 63,371 |
| Change in assumptions | 165,396 | 1,892 |
| OPEB contributions made subsequent to the measurement date | <u>8,995</u> | <u>--</u> |
| Total | <u>\$ 174,391</u> | <u>\$ 65,263</u> |

The OPEB contributions subsequent to the measurement date were recognized as a reduction of the total OPEB liability in the year ending March 31, 2022.

Payable to the OPEB Plan: At March 31, 2022, the District had no outstanding amount of contributions to the OPEB plan required for the year ended March 31, 2022.

SANTA CRUZ PORT DISTRICT

NOTES TO FINANCIAL STATEMENTS

Years Ended March 31, 2022 and 2021

NOTE 10. DREDGING REIMBURSEMENT

In November, 2015, the District entered into an agreement with the Department of the Army Corps of Engineers (Corps) to reimburse the District for a portion of expected dredging costs, only if funds are specifically appropriated for that purpose. The agreement terminates on April 1, 2025. Due to the uncertainty of the availability of funds, revenue will be recorded when the funds are ultimately received. During the year ended March 31, 2022, the District received \$665,000 in payments from Department of the Army Corps of Engineers for dredging operations, \$140,000 of which occurred January-December 2020 and \$525,000 of which occurred January-December 2021. During the year ended March 31, 2021, the District received \$385,000 in payments from Department of the Army Corps of Engineers for dredging operations that occurred in 2019-20.

NOTE 11. SUBSEQUENT EVENTS

Management has evaluated its March 31, 2022 and 2021 financial statements for subsequent events through **September 27, 2022**, the date of issuance of the financial statements. The District is not aware of any subsequent events that would require recognition or disclosure in the financial statements.

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SANTA CRUZ PORT DISTRICT

SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY
Last 10 Fiscal Years*

| | <u>March 31, 2022</u> | <u>March 31, 2021</u> | <u>March 31, 2020</u> | <u>March 31, 2019</u> | <u>March 31, 2018</u> | <u>March 31, 2017</u> | <u>March 31, 2016</u> |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Measurement date | June 30, 2021 | June 30, 2020 | June 30, 2019 | June 30, 2018 | June 30, 2017 | June 30, 2016 | June 30, 2015 |
| Plan's proportion of the net pension liability | 0.0538% | 0.0430% | 0.0423% | 0.0414% | 0.0409% | 0.0406% | 0.0400% |
| Plan's proportionate share of the net pension liability | \$ 2,908,996 | \$ 4,674,819 | \$ 4,338,392 | \$ 3,990,879 | \$ 4,052,992 | \$ 3,509,957 | \$ 2,745,051 |
| Plan's covered - employee payroll** | \$ 2,211,919 | \$ 2,222,678 | \$ 2,239,940 | \$ 2,174,449 | \$ 1,995,472 | \$ 1,730,361 | \$ 1,680,148 |
| Plan's proportionate share of the net pension liability as a percentage of its covered - employee payroll | 131.51% | 210.32% | 193.68% | 183.54% | 203.11% | 202.85% | 163.38% |
| Plan's proportionate share of the fiduciary net position as a percentage of the proportionate share of the Plan's total pension liability | 88.29% | 75.10% | 75.26% | 75.26% | 73.31% | 74.06% | 78.40% |
| Plan's proportionate share of aggregate employer contributions | \$ 584,290 | \$ 550,939 | \$ 491,504 | \$ 430,069 | \$ 400,662 | \$ 365,656 | \$ 343,279 |

Notes to Schedule:

Changes in Benefit Terms:

None

Change in Assumptions:

None

* - Fiscal year 2016 was the first year of implementation, therefore seven years are shown.

** - For the year ending on the measurement date

SANTA CRUZ PORT DISTRICT

SCHEDULE OF CONTRIBUTIONS - DEFINED BENEFIT PENSION PLANS

Last 10 Fiscal Years*

| | <u>March 31, 2022</u> | <u>March 31, 2021</u> | <u>March 31, 2020</u> | <u>March 31, 2019</u> | <u>March 31, 2018</u> | <u>March 31, 2017</u> | <u>March 31, 2016</u> |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Actuarially determined contribution | \$ 578,577 | \$ 528,402 | \$ 465,337 | \$ 397,547 | \$ 332,430 | \$ 309,357 | \$ 188,042 |
| Contributions in relation to the actuarially determined contribution | <u>(578,577)</u> | <u>(528,402)</u> | <u>(465,337)</u> | <u>(397,547)</u> | <u>(332,430)</u> | <u>(309,357)</u> | <u>(188,042)</u> |
| Contribution deficiency (excess) | <u>\$ --</u> | <u>\$ --</u> | <u>\$ --</u> | <u>\$ --</u> | <u>\$ --</u> | <u>\$ --</u> | <u>\$ --</u> |
| Covered-employee payroll** | \$ 2,141,686 | \$ 2,182,330 | \$ 2,267,137 | \$ 2,227,398 | \$ 2,160,998 | \$ 1,912,027 | \$ 1,692,156 |
| Contributions as a percentage of covered-employee payroll | 27.02% | 24.21% | 20.53% | 17.85% | 15.38% | 16.18% | 11.11% |

Notes to Schedule:

Changes in Benefit Terms:

None

Change in Assumptions:

None

* - Fiscal year 2016 was the first year of implementation, therefore seven years are shown.

** - For the fiscal year ending on the date shown

SANTA CRUZ PORT DISTRICT

SCHEDULE OF CHANGES IN THE NET OPEB LIABILITY AND RELATED RATIOS
Last 10 Fiscal Years*

| | <u>March 31, 2022</u> | <u>March 31, 2021</u> | <u>March 31, 2020</u> | <u>March 31, 2019</u> |
|--|-----------------------|-----------------------|-----------------------|-----------------------|
| Measurement date | March 31, 2021 | March 31, 2020 | March 31, 2019 | June 30, 2018 |
| Total OPEB liability: | | | | |
| Service cost | \$ 79,892 | \$ 53,462 | \$ 54,348 | \$ 53,126 |
| Interest on total OPEB liability | 18,250 | 20,235 | 20,887 | 18,141 |
| Actual vs. expected experience | 45,917 | -- | (78,459) | -- |
| Changes in assumptions | (87,155) | 177,131 | 5,778 | (2,705) |
| Benefit payments, including refunds and the implied subsidy benefit payments | <u>(8,916)</u> | <u>(5,538)</u> | <u>(3,883)</u> | <u>(1,705)</u> |
| Net change in total OPEB liability | 47,988 | 245,290 | (1,329) | 66,857 |
| Total OPEB liability - beginning of the year | <u>728,518</u> | <u>483,228</u> | <u>484,557</u> | <u>417,700</u> |
| Total OPEB liability - end of the year (a) | <u>776,506</u> | <u>728,518</u> | <u>483,228</u> | <u>484,557</u> |
| Plan fiduciary net position: | | | | |
| Contributions - employer | -- | -- | -- | -- |
| Net investment income | -- | -- | -- | -- |
| Administrative expenses | -- | -- | -- | -- |
| Benefit payments, including refunds and the implied subsidy benefit payments | <u>--</u> | <u>--</u> | <u>--</u> | <u>--</u> |
| Net change in plan fiduciary net position | -- | -- | -- | -- |
| Plan fiduciary net position - beginning of the year | <u>--</u> | <u>--</u> | <u>--</u> | <u>--</u> |
| Plan fiduciary net position - end of the year (b) | <u>--</u> | <u>--</u> | <u>--</u> | <u>--</u> |
| Net OPEB Liability - Ending (a)-(b) | <u>\$ 776,506</u> | <u>\$ 728,518</u> | <u>\$ 483,228</u> | <u>\$ 484,557</u> |
| Plan fiduciary net position as a percentage of the total OPEB liability | 0.00% | 0.00% | 0.00% | 0.00% |
| Covered - employee payroll** | \$ 2,430,838 | \$ 2,458,539 | \$ 2,411,907 | \$ 2,127,435 |
| Net OPEB liability as a percentage of covered - employee payroll | 31.94% | 29.63% | 20.04% | 22.78% |

Notes to Schedule:

Changes in Benefit Terms:

None

Change in Assumptions:

The discount rate changed from 3.79% for the measurement period ended March 31, 2019, to 2.27% for the measurement period ended March 31, 2020, to 2.40% for the period ended March 31, 2021 as a result of the change in the municipal bond 20-year high grade rate index.

* - Fiscal year 2019 was the first year of implementation, therefore four years are shown.

** - For the year ending on the measurement date

INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Board of Commissioners
Santa Cruz Port District
Santa Cruz, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the basic financial statements of the Santa Cruz Port District (the District), as of and for the year ended March 31, 2022, and the related notes to the basic financial statements, which collectively comprise the District's basic financial statements, and have issued our report thereon dated **September 27, 2022**.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the District's financial statements will not be prevented, or detected and corrected on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

September 27, 2022

DRAFT

INDEPENDENT AUDITORS' REPORT ON ADDITIONAL INFORMATION

Board of Commissioners
Santa Cruz Port District
Santa Cruz, California

Our report on our audits of the basic financial statements of the Santa Cruz Port District as of and for the years ended March 31, 2022 and 2021, appears on pages 1-2. The audits were conducted for the purpose of forming an opinion on the basic financial statements taken as a whole. The Schedule of Insurance Coverage on page 48 is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information has not been subjected to the auditing procedures applied in the audits of the basic financial statements, and, accordingly, we express no opinion on it.

September 27, 2022

DRAFT

SANTA CRUZ PORT DISTRICT

SCHEDULE OF INSURANCE COVERAGE

March 31, 2022

As of March 31, 2022, the District's insurance coverage was as follows:

| | LIMITS | DEDUCTIBLE |
|--|--------------|--------------|
| UMBRELLA / BUMBERSHOOT LIABILITY | \$10,000,000 | \$25,000 |
| Each Occurrence, excess of \$1,000,000 primary | | |
| PROPERTY | | |
| Building , Business Personal Property, Business Income, Contractor's Equipment, Piers, Wharves, and Docks (Loss Limits and Deductibles are given as total, subject to sublimit described in policy) | \$40,120,198 | See policy |
| MARINA OPERATORS LEGAL LIABILITY | | |
| Each Occurrence | \$1,000,000 | \$5,000 |
| BUSINESS AUTO | | |
| Liability, Combined Single Limit | \$1,000,000 | \$1,000 |
| Medical Payments | \$5,000 | None |
| Uninsured/Underinsured Motorist | \$1,000,000 | None |
| HULL AND MACHINERY / PROTECTION AND INDEMNITY | | |
| Hull and Machinery | \$5,296,600 | Per Schedule |
| Protection and Indemnity | \$1,000,000 | \$1,000 |
| PUBLIC OFFICIALS Liability | | |
| Each Claim and in the Aggregate | \$2,000,000 | \$25,000 |
| Includes Employment Practices Liability | | \$50,000 |
| UNDERGROUND STORAGE TANKS | | |
| Each Incident | \$1,000,000 | \$25,000 |
| Total Policy Aggregate Limit | \$2,000,000 | |
| GENERAL LIABILITY | | |
| General Aggregate | \$2,000,000 | None |
| Products/Completed Operations Aggregate | \$1,000,000 | None |
| Each Occurrence | \$1,000,000 | None |
| FLOOD | | |
| Each Incident and Aggregate (2 Properties) | \$500,000 | \$1,250 |
| | \$500,000 | \$1,250 |



TO: Santa Cruz Port Commission
FROM: Holland MacLaurie, Port Director
DATE: August 15, 2022
SUBJECT: Review 50% Plan Submittals for Site Development of Port District Owned Property at 1025 7th Avenue

Recommendation: *Review 50% plan submittals and provide input / direction to staff on proposed changes.*

BACKGROUND

The Port District owns a 2.2-acre parcel on the northwest corner of 7th and Brommer (1025 7th Avenue), which is used primarily for vessel dry storage and storage of commercial fishery-related equipment. The Port District utilizes a portion of the parcel for its own storage needs, including a dredge boneyard for off-season storage of equipment. Additionally, the Port District has an encroachment permit over a portion of the County's right-of-way on the southeast corner of the site for parking and related uses.

The parcel is zoned C-2 "Community Commercial," which in addition to its current use, allows for the development of a small restaurant and retail operation.

Mesiti-Miller Engineering (MME) was retained to conduct a site assessment to study options for expanding and improving vessel dry storage, adding commercial space (a small restaurant and retail operation), and providing overflow trailer parking. The Commission reviewed preliminary site layouts at its meeting on March 23, 2021, and provided design input to make the facility more user-friendly by including angled parking spaces, wider access aisles, and improved circulation.

On June 22, 2021, MME presented revised site layouts which incorporated the Commission's previous design input and relocated the dredge boneyard to the North Harbor Dry Storage facility adjacent to the working dredge yard. Site plans C5.0 and C9.0 (Attachment A) were selected as the preferred options, and the Commission directed staff to solicit a proposal from MME for development of construction documents and specifications for the preferred layouts¹.

50% plan submittals for the preferred layouts, as well as a preliminary cost estimate for the project have been provided by MME (Attachments B and C). Rodney Cahill and Angie Hershberger of MME will be in attendance at the regular public session on August 23, 2022, to present and answer questions regarding the project.

¹ The preferred site plan layouts require the removal of one California Buckeye tree from the 7th and Brommer dry storage yard. Staff worked with MME to consider alternative design concepts that would allow for the tree to remain, however no feasible options were identified.

ANALYSIS

Geotechnical Report

To obtain geotechnical design criteria for site grading, pavement design, stormwater infiltration, and general site drainage, MME coordinated with geotechnical engineers, Haro Kasunich, and Associates, Inc. (HKA) to evaluate the surface and subsurface soil conditions at the site. The geotechnical investigation, which is included as Attachment D, revealed that the soil at the project site consists of stratified layers of clay, silt, and sand.

The presence of these expansive clays is not optimal for development and will require treatment of the first 2' to 2.5' of subgrade material to achieve stability, strength, and longevity. The preliminary cost estimate includes \$52,500 for a lime stabilization treatment of approximately 1,500 CY of material. Without the lime treatment, the clay subgrade material will shrink and swell, causing any newly paved area above to shift and crack. Other treatment options, like excavating, removing, and replacing the clay material with base rock, were considered, but not selected due to feasibility and cost.

Stormwater Control

The proposed development will require stormwater mitigation via installation of stormwater planters. As a result of the geotechnical findings, the size of the proposed stormwater planters have been increased to account for the poor infiltration rate of the existing clays. This increase resulted in the loss of 9 dry storage spaces.

Surface concrete swales will be utilized to direct stormwater into the two planters.

Landscaping

MME has identified a number of trees within the yard that will require removal to facilitate development (some of which are already dead). The removal of living trees will require mitigation (i.e., planting additional trees) and the County may require an arborist to the project to analyze the site and recommend mitigation measures.

Electrical

Electrical and lighting options are numerous and MME has been working with staff to identify a desired security lighting plan. Directional lighting that shines away from the residences, lights that increase in intensity when motion is detected, and programmable lighting with two light settings are all being considered.

Space Count

Despite the loss of 9 dry storage spaces due to the increased size of the stormwater planters, the project will still provide an overall net increase of 8 spaces at the 7th and Brommer yard. A breakdown is below:

| 7 th & BROMMER PARKING COUNT | | | |
|---|-----------|-----------|-----------|
| | EXISTING | PROPOSED | CHANGE |
| Dry Storage Spaces | 77 | 90 | 13 |
| 30'-33' | 77 | 23 | -54 |
| 28' | 0 | 45 | 45 |
| 24'-27' | 0 | 22 | 22 |
| Rig Overflow | 16 | 11 | -5 |
| Total | 93 | 101 | 8 |

Staff is seeking feedback from the Commission on the 50% plan submittal. Input and proposed changes will be worked into the overall design.

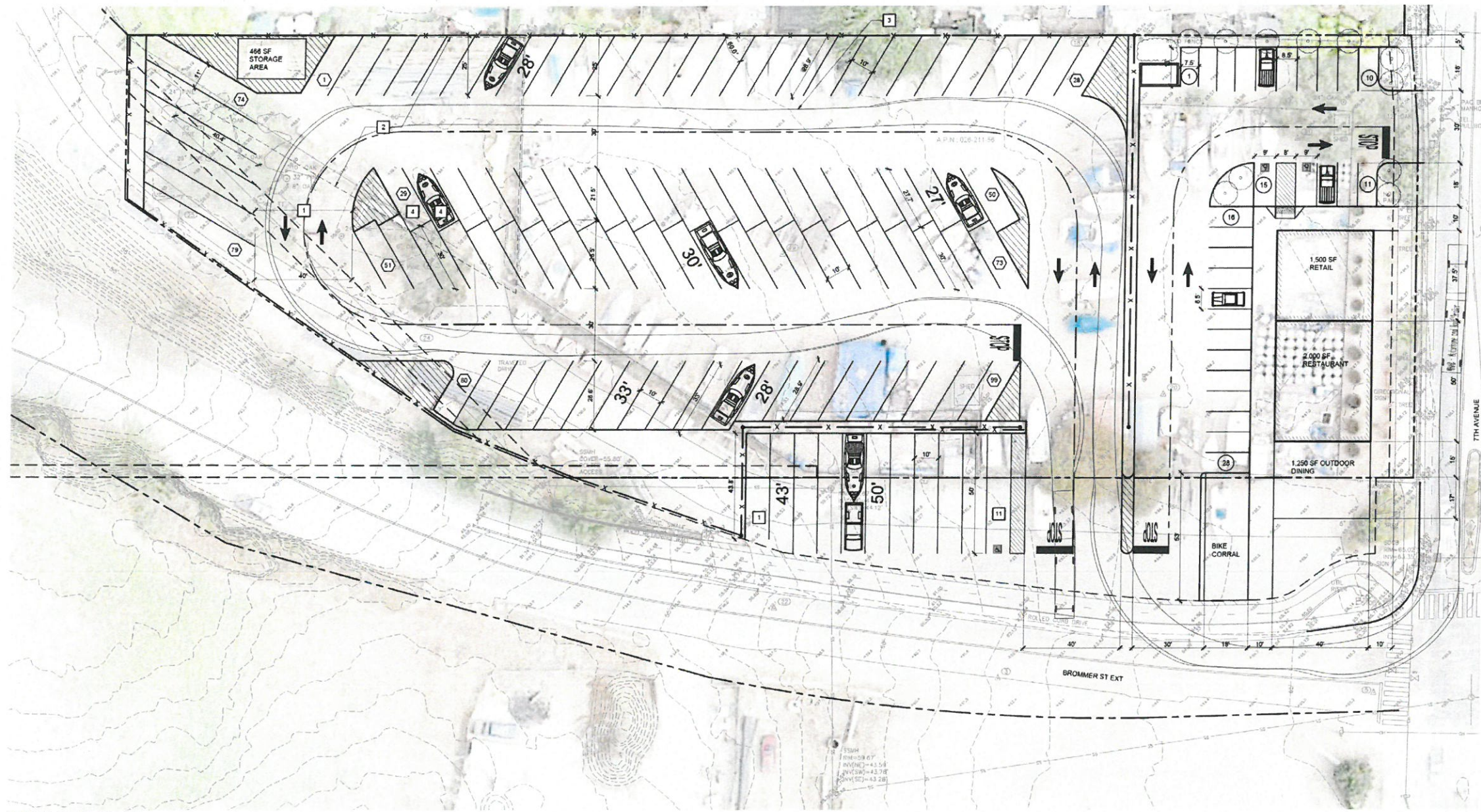
IMPACT ON PORT DISTRICT RESOURCES

As proposed, the anticipated annual revenue for the selected site plans is estimated at \$319,000, or approximately \$18,000 more than existing revenue of approximately \$301,000 at full capacity. Actual revenue may vary somewhat from estimates based on occupancy.

The preliminary construction cost estimate for this project is approximately \$1.56 million (this figure does not include development costs for the restaurant/retail space). Future Capital Improvement Plan funding will be required for the next phases of engineering and ultimately project construction.

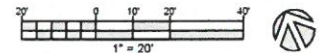
- ATTACHMENTS:
- A. Site Plan Concepts C5.0 and C9.0
 - B. 50% Plan Submittals for Site Plans C5.0 and C9.0
 - C. Preliminary Project Cost Estimate
 - D. Geotechnical Report by Haro Kasunich & Associates, Inc.

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**7BDS SITE PLAN
OPTION 5 - 60° ANGLED SPACES**

SCALE: 1" = 20'



PARKING DEMAND
 RESTAURANT = 1 PER 100 SF GROSS FLOOR AREA (GFA) = 20 SPACES
 RETAIL = 1 PER 200 SF GROSS FLOOR AREA = 8 SPACES
 TOTAL = 28 SPACES
 BIKE PARKING = 1 PER 400 GFA = 8
 ACCESSIBLE PARKING = 3, AT LEAST 1 VAN ACCESSIBLE
 COMPACT SPACES ALLOWED = 15 (10%), 3 PROVIDED

SETBACKS
 A.P.N.: 026-211-58
 ADDRESS: 1025 7TH AVENUE
 SIZE: 2.2 ACRES
 DESIGNATION: COMMUNITY COMMERCIAL
 ZONE: C-2
 MINIMUM SITE AREA PER PARCEL: 10,000 SF
 MINIMUM PARCEL FRONTAGE: 60 FT
 MINIMUM YARDS: 10 FRONT, 0 SIDE, 0 REAR
 MAXIMUM BUILDING HEIGHT: 3 STORIES, + 35 FT

SHEET NOTES

- 1 ACCESS AISLE BETWEEN ROWS, REDUCED PARKING COUNT INCREASES CIRCULATION
- 2 EXISTING DREDGE EQUIPMENT AREA TO BE REMOVED, 9,839 SF
- 3 SWEEP PATH ANALYSIS OF MOTORHOME WITH BOAT TRAILER. THIS DESIGN VEHICLE HAS A LARGER, WORST CASE TURNING CIRCLE THAN A 45 FT BUS AND A 20 FT TRUCK WITH A 20 FT TRAILER
- 4 SPACES ACCESSIBLE WITH SMALLER TOW VEHICLE

EXISTING CONDITIONS NOTES
 EXISTING SPACES AT NORTH HARBOR DRY STORAGE ARE 9' 6" TO 10' WIDE
 EXISTING PULL-THROUGH SPACES AT BOAT RAMP ARE 12' TO 10' 5" WIDE

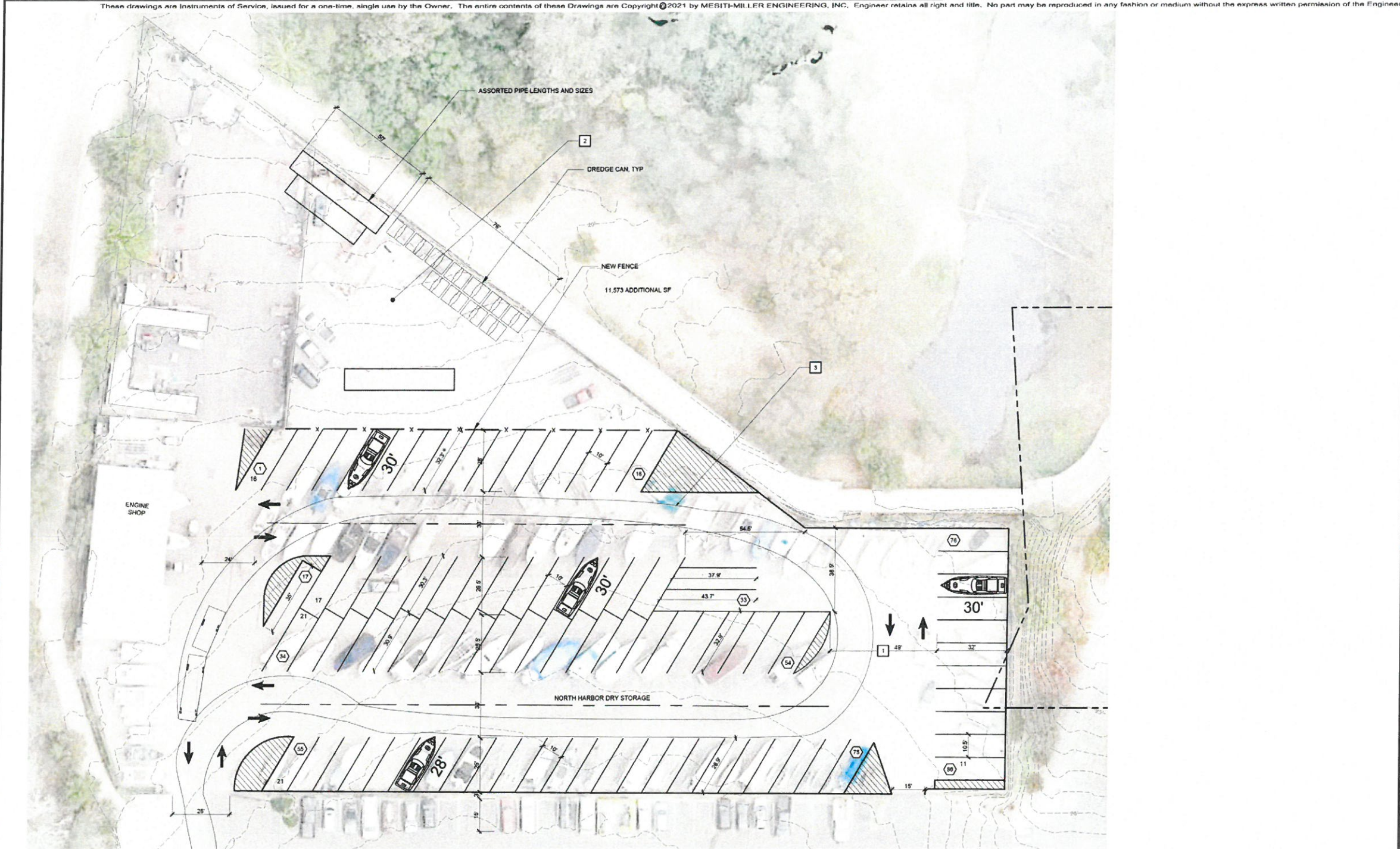
| 7TH & BROMMER PARKING COUNT | | | |
|-----------------------------|-----------|------------|-----------|
| | EXISTING | PROPOSED | CHANGE |
| DRY STORAGE | 77 | 99 | 22 |
| 30'-33' | 77 | 29 | -48 |
| 28' | 0 | 48 | 48 |
| 24'-27' | 0 | 22 | 22 |
| RIG OVERFLOW | 16 | 11 | -5 |
| RESTAURANT | 0 | 28 | 28 |
| TOTAL | 93 | 138 | 45 |

DESIGN VEHICLE
 MOTORHOME - 30FT LONG X 8FT WIDE WITH 20FT CHASSIS
 TRAILER - 20FT LONG X 8FT WIDE, 15FT FROM HITCH TO WHEEL BASE
 FORWARD DESIGN SPEED = 5 MPH
 REVERSE DESIGN SPEED = 2.5 MPH

| | | | | | |
|---|--|--|--|----|--|
| DATE | | DESCRIPTION | | BY | |
| RELEASED FOR CLIENT REVIEW ONLY | | | | RC | |
| MME | | PRELIMINARY NOT FOR CONSTRUCTION | | RC | |
| 7TH & BROMMER DESIGN STUDY PREPARED AT THE REQUEST OF MARINA OLIN, PORT DIRECTOR SANTA CRUZ, CALIFORNIA | | | MME CIVIL-STRUCTURAL ENGINEERING 224 WASHINGTON ST. SUITE 100 SANTA CRUZ, CA 95060 PHONE: (831) 455-1110 | | |
| 7BDS SITE PLAN OPTION 5 - 60° ANGLED SPACES | | | SHEET | | |
| C5.0 | | | 67 | | |

I:\2014\SCFD - 7th & Brommer Design Study - Phase 2\05\C5.0 - SITE PLAN - Option 5.dwg, 6/16/2021 10:22:24 AM, _DWG to PDF.pcl

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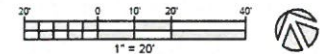


**NORTH HARBOR SITE PLAN
OPTION 9 - NEW ANGLED PARKING**

SCALE: 1" = 20'

SHEET NOTES

- 1 ACCESS AISLE BETWEEN ROWS, REDUCES PARKING COUNT INCREASES CIRCULATION
- 2 NEW DREDGE EQUIPMENT AREA
- 3 SWEEP PATH ANALYSIS OF MOTORHOME WITH BOAT TRAILER. THIS DESIGN VEHICLE HAS A LARGER, WORST CASE TURNING CIRCLE THAN A 45 FT BUS AND A 30 FT TRUCK WITH A 20 FT TRAILER




EXISTING CONDITIONS NOTES
 EXISTING SPACES AT NORTH HARBOR DRY STORAGE ARE 9.5 TO 10' WIDE
 EXISTING PULL-THROUGH SPACES AT BOAT RAMP ARE 10' TO 10.5' WIDE

| NORTH HARBOR PARKING COUNT | | | |
|----------------------------|----------|----------|--------|
| | EXISTING | PROPOSED | CHANGE |
| DRY STORAGE | 106 | 86 | -20 |
| 30'-33' | 35 | 65 | 30 |
| 26' | 42 | 21 | -21 |
| 24'-26' | 29 | 0 | -29 |
| DREDGE AREA (SF) | 13,159 | 24,732 | 11,573 |

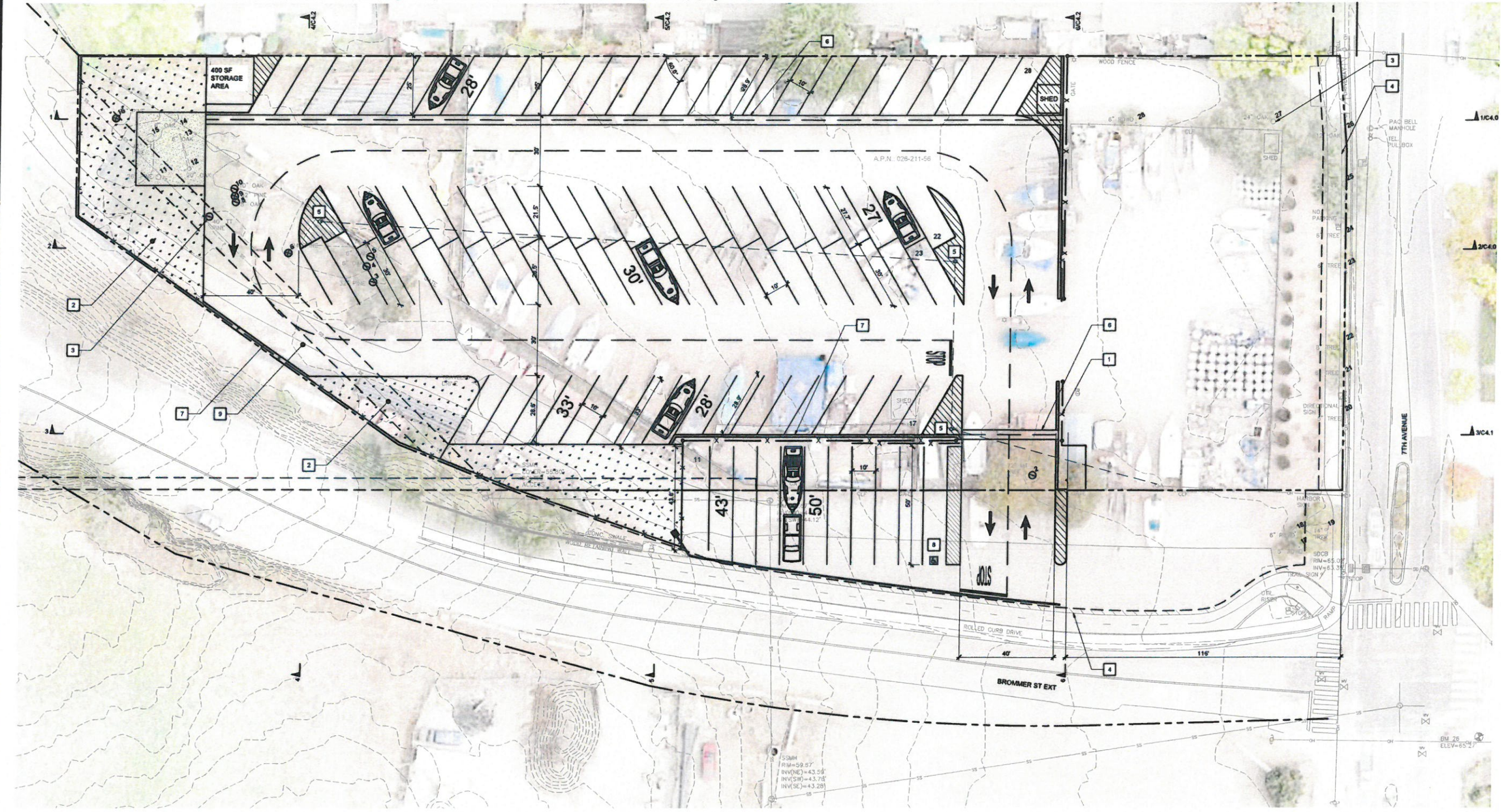
NOTE: 9,633 SF STORAGE YARD AT 7TH AND BROMMER TO BE REMOVED

DESIGN VEHICLE

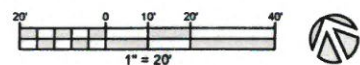
MOTORHOME -
 30FT LONG X 8FT WIDE WITH 20FT CHASSIS
 TRAILER -
 20FT LONG X 8FT WIDE, 15FT FROM HITCH TO WHEEL BASE
 FORWARD DESIGN SPEED = 5 MPH
 REVERSE DESIGN SPEED = 2.5 MPH

| | | | | | |
|---|------|----|------|----|------|
| REVISION | DATE | | | | |
| BY | DATE | BY | DATE | BY | DATE |
| 1 | | 2 | | 3 | |
| 4 | | 5 | | 6 | |
|  | | | | | |
| PRELIMINARY NOT FOR CONSTRUCTION | | | | | |
| 7TH & BROMMER DESIGN STUDY PREPARED AT THE REQUEST OF MARINA DE LOS ANJOS DIRECTOR SANTA CRUZ, CA 95062 | | | | | |
| NORTH HARBOR SITE PLAN OPTION 9 - NEW ANGLED PARKING | | | | | |
| DRAWN BY: AI CHECKED BY: RC JOB NUMBER: 20148 | | | | | |
| SHEET C9.0 | | | | | |
| 68 | | | | | |

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7BDS SITE PLAN
SCALE: 1" = 20'



SHEET NOTES

- 1 NEW FENCE, BLACK 6 FT. CHAINLINK WITH BLACK SLATS AND MANUAL ROLLER GATE WITH PADLOCK
- 2 BIORETENTION PLANTER. SEE DRAINAGE PLAN
- 3 EXISTING TREE. SEE DEMOLITION PLAN, TYP
- 4 EXISTING SIDEWALK. PROTECT IN PLACE
- 5 LIGHT POST WITH SHIELDED DOWN LIGHTS TO MATCH NEIGHBORHOOD STYLE. ELECTRICAL RECEPTACLES ATTACHED TO POSTS. SEE ELECTRICAL PLANS
- 6 CONCRETE VALLEY GUTTER. SEE DRAINAGE PLAN
- 7 CONCRETE CURB AND GUTTER. SEE DRAINAGE PLAN
- 8 ADA BOAT TRAILER SPACE
- 9 AC PAVEMENT PER DETAIL 1/C5.0

SETBACKS

A.P.N.: 028-211-56
ADDRESS: 1025 7TH AVENUE
SIZE: 2.2 ACRES
DESIGNATION: COMMUNITY COMMERCIAL
ZONE: C-2
MINIMUM SITE AREA PER PARCEL: 10,000 SF
MINIMUM PARCEL FRONTAGE: 60 FT
MINIMUM YARDS: 10 FRONT, 0 SIDE, 0 REAR
MAXIMUM BUILDING HEIGHT: 3 STORIES, < 35 FT

EXISTING CONDITIONS NOTES:

EXISTING SPACES AT NORTH HARBOR DRY STORAGE ARE 9.5' TO 10' WIDE
EXISTING PULL-THROUGH SPACES AT BOAT RAMP ARE 10' TO 10.5' WIDE

DESIGN VEHICLE

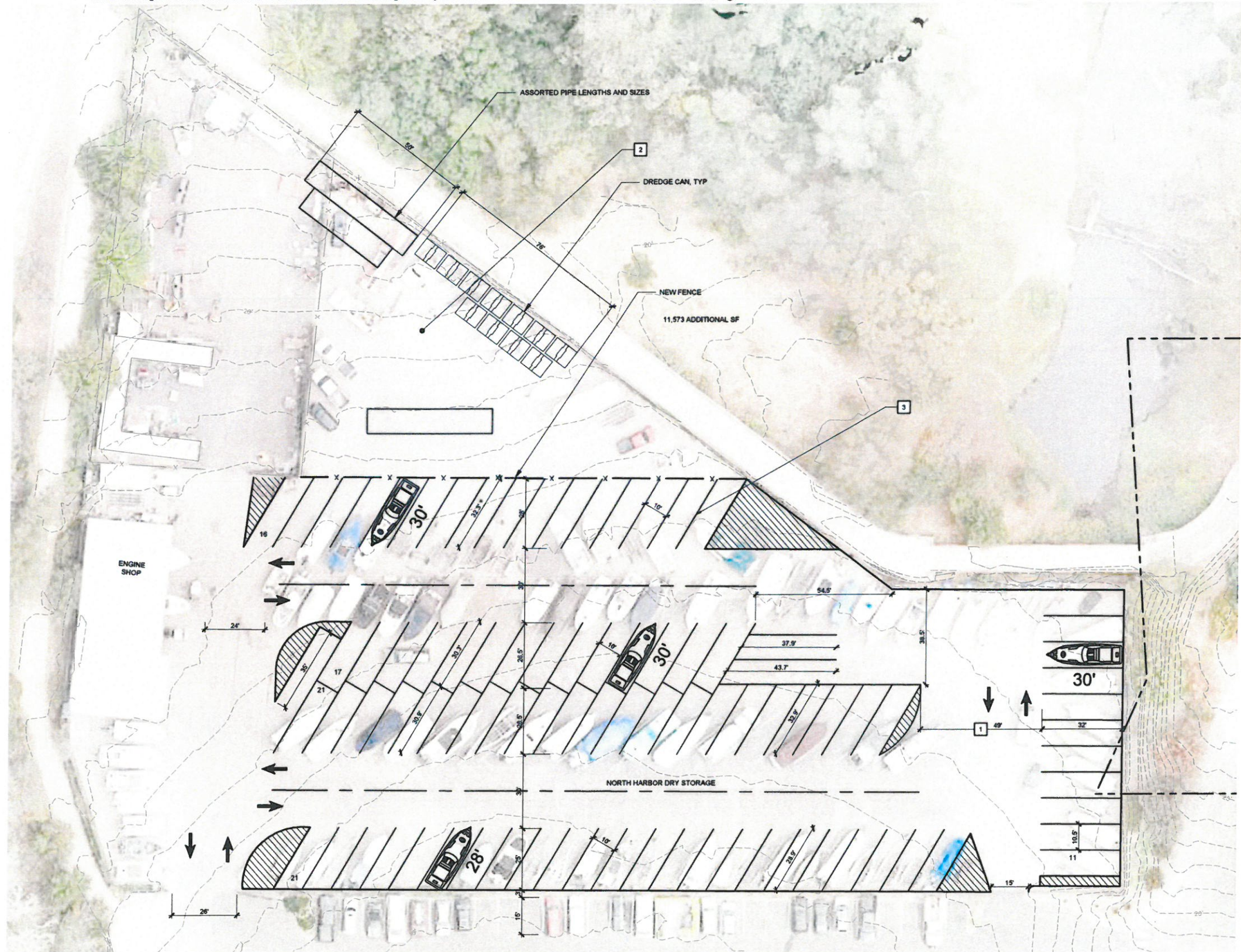
THIS DESIGN VEHICLE HAS A LARGER, WORST CASE TURNING CIRCLE THAN A 45 FT BUS AND A 20 FT TRUCK WITH A 20 FT TRAILER

MOTORHOME - 30FT LONG X 8FT WIDE WITH 20FT CHASSIS
TRAILER - 20FT LONG X 8FT WIDE, 15FT FROM HITCH TO WHEEL BASE

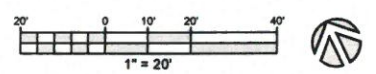
FORWARD DESIGN SPEED = 5 MPH
REVERSE DESIGN SPEED = 2.5 MPH

| 7TH & BROMMER PARKING COUNT | | | |
|-----------------------------|----------|----------|--------|
| | EXISTING | PROPOSED | CHANGE |
| DRY STORAGE | 77 | 90 | 13 |
| 30'-33' | 77 | 23 | -48 |
| 28' | 0 | 45 | 45 |
| 24'-27' | 0 | 22 | 22 |
| RIG OVERFLOW | 16 | 11 | -5 |
| TOTAL | 93 | 101 | 8 |

| <p>MME MESI-MILLER ENGINEERING CIVIL+STRUCTURAL ENGINEERING 224 Walnut Ave, Suite 8 Santa Cruz, CA 95060 Phone (831) 428-3186</p> | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>REV</th> <th>DESCRIPTION</th> <th>DATE</th> </tr> <tr> <td>1</td> <td>REV. PLANS RELEASED FOR CLIENT REVIEW ONLY</td> <td>01/19/2022</td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </table> | REV | DESCRIPTION | DATE | 1 | REV. PLANS RELEASED FOR CLIENT REVIEW ONLY | 01/19/2022 | | | | | | |
|--|--|------------|-------------|------|---|--|------------|--|--|--|--|--|--|
| REV | DESCRIPTION | DATE | | | | | | | | | | | |
| 1 | REV. PLANS RELEASED FOR CLIENT REVIEW ONLY | 01/19/2022 | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| <p>PRELIMINARY NOT FOR CONSTRUCTION</p> | | | | | | | | | | | | | |
| <p>7TH & BROMMER AND NORTH HARBOR DRY STORAGE IMPROVEMENTS</p> <p>PREPARED AT THE REQUEST OF SANTA CRUZ PORT DISTRICT HOLLAND MACLAURIE, PORT DIRECTOR SANTA CRUZ, CA 95062</p> | | | | | | | | | | | | | |
| <p>7BDS SITE PLAN</p> | <p>DRAWN BY: AH CHECKED BY: RC JOB NUMBER: 20148 SHEET</p> | | | | | | | | | | | | |
| <p>ATTACHMENT B C1.0</p> | | | | | | | | | | | | | |



**NORTH HARBOR SITE PLAN
OPTION 9 - NEW ANGLED PARKING**
SCALE: 1" = 20'



EXISTING CONDITIONS NOTES:
EXISTING SPACES AT NORTH HARBOR DRY STORAGE ARE 9.5' TO 10' WIDE
EXISTING PULL-THROUGH SPACES AT BOAT RAMP ARE 10' TO 10.5' WIDE

SHEET NOTES

- 1 ACCESS AISLE BETWEEN ROWS, REDUCES PARKING COUNT INCREASES CIRCULATION
- 2 NEW DREDGE EQUIPMENT AREA
- 3 REMOVE EXISTING STRIPING AND STRIPE NEW PARKING CONFIGURATION AS SHOWN, TYP

| NORTH HARBOR PARKING COUNT | | | |
|----------------------------|----------|----------|--------|
| | EXISTING | PROPOSED | CHANGE |
| DRY STORAGE | 108 | 86 | -20 |
| 30'-33' | 35 | 65 | 30 |
| 28' | 42 | 21 | -21 |
| 24'-26' | 29 | 0 | -29 |
| DREDGE AREA (SF) | 13,159 | 24,732 | 11,573 |

NOTE: 9,633 SF STORAGE YARD AT 7TH AND BROMMER TO BE REMOVED

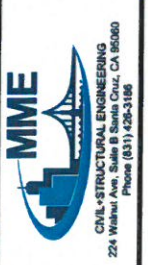
DESIGN VEHICLE

MOTORHOME -
30FT LONG X 8FT WIDE WITH 20FT CHASSIS

TRAILER -
20FT LONG X 8FT WIDE, 15FT FROM HITCH TO WHEEL BASE

FORWARD DESIGN SPEED = 5 MPH
REVERSE DESIGN SPEED = 2.5 MPH

| REV | DESCRIPTION | DATE |
|-----|---|-----------|
| 1 | 60% PLANS RELEASED FOR CLIENT REVIEW ONLY | 8/15/2022 |
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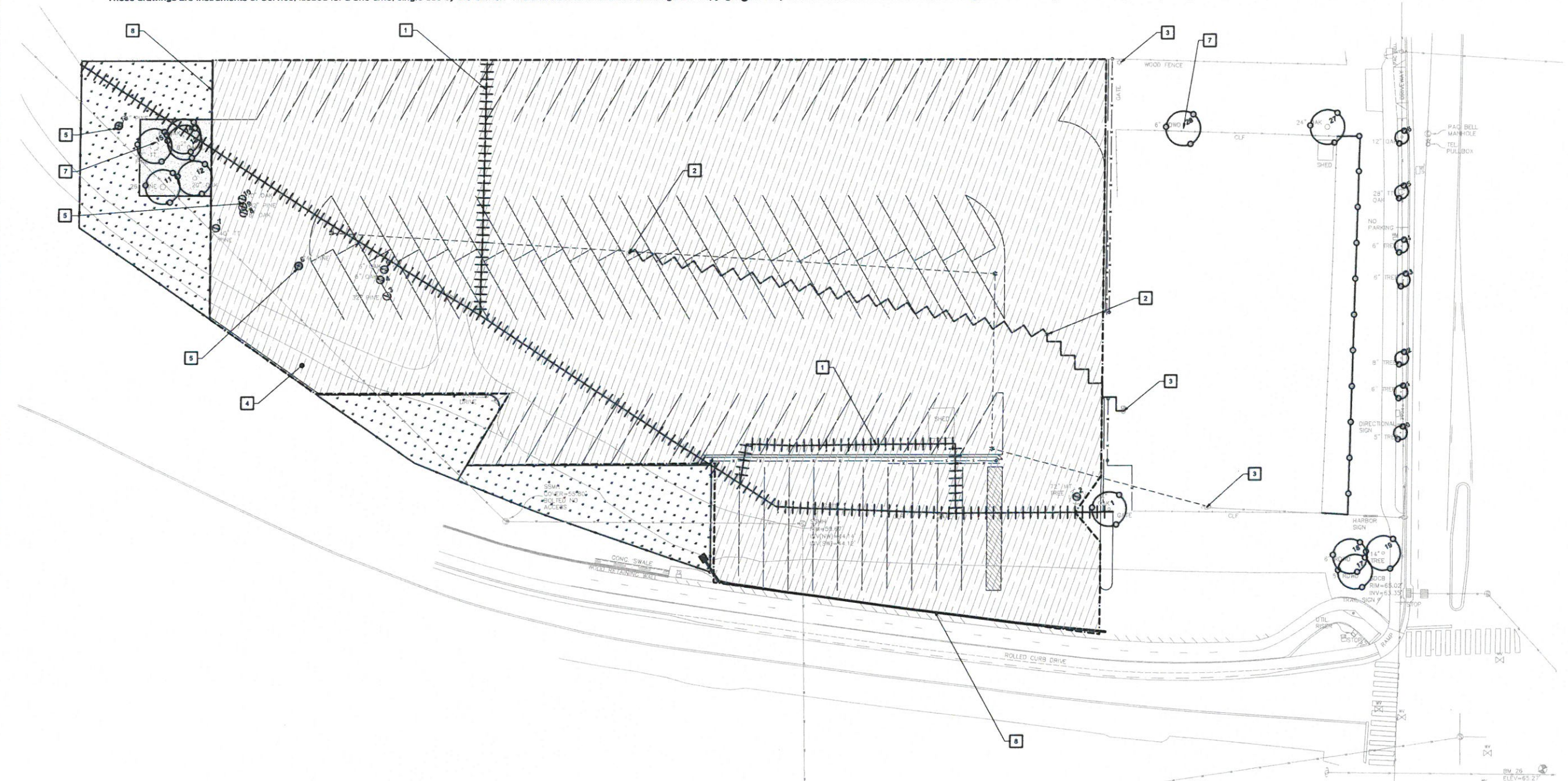
**7TH & BROMMER AND NORTH HARBOR
DRY STORAGE IMPROVEMENTS**

PREPARED AT THE REQUEST OF
SANTA CRUZ PORT DISTRICT
HOLLAND MACLAURINE, PORT DIRECTOR
SANTA CRUZ, CA 95062

NORTH HARBOR SITE PLAN
OPTION 9 - NEW ANGLED PARKING

DRAWN BY: AH
CHECKED BY: RC
JOB NUMBER: 20148

SHEET
C1.1




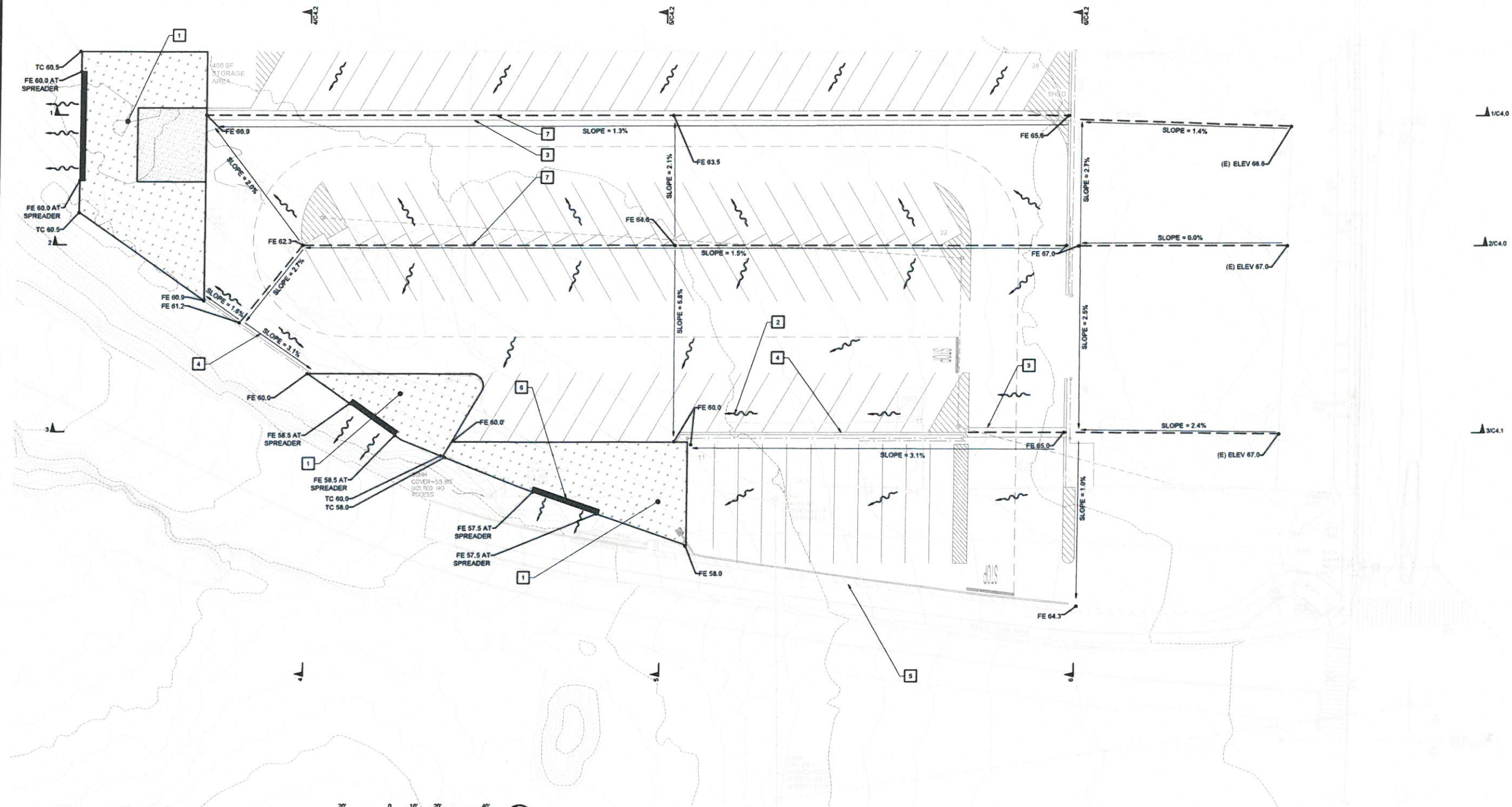
TREE TREATMENT TABLE

| TREE # | DIAMETER | TYPE | CONDITION | TREATMENT | NOTES |
|--------|----------|---------|------------|------------------|-------|
| 1 | 14" | OAK | | Protect in place | |
| 2 | 72" | BUCKEYE | | Discard | |
| 3 | 32" | PINE | | Remove | |
| 4 | 6" | OAK | | Remove | |
| 5 | 6" | OAK | | Remove | |
| 6 | 24" | PINE | Dead Tree | Remove | |
| 7 | 40" | PINE | | Remove | |
| 8 | 8" | OAK | | Remove | |
| 9 | 32" | PINE | Dead Tree | Remove | |
| 10 | 10" | OAK | | Remove | |
| 11 | 26" | PINE | | Protect in place | |
| 12 | 20" | OAK | 10' Oak | Protect in place | |
| 13 | 6" | OAK | | Protect in place | |
| 14 | 6" | OAK | | Protect in place | |
| 15 | 42" | PINE | | Protect in place | |
| 16 | 24" | PINE | Dead Stump | Remove | |
| 17 | 5" | REDWOOD | STREET | Protect in place | |
| 18 | 6" | REDWOOD | STREET | Protect in place | |
| 19 | 14" | TREE | STREET | Protect in place | |
| 20 | 5" | TREE | STREET | Protect in place | |
| 21 | 6" | TREE | STREET | Protect in place | |
| 22 | 8" | TREE | STREET | Protect in place | |
| 23 | 6" | TREE | STREET | Protect in place | |
| 24 | 6" | TREE | STREET | Protect in place | |
| 25 | 28" | OAK | STREET | Protect in place | |
| 26 | 12" | OAK | STREET | Protect in place | |
| 27 | 24" | OAK | STREET | Protect in place | |
| 28 | 6" | REDWOOD | 6" Oak | Protect in place | |

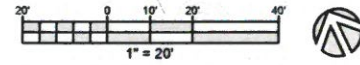
- SHEET NOTES**
- REMOVE CHAINLINK FENCES AND GATES
 - REMOVE ELECTRICAL FACILITIES INCLUDING CONDUITS, CONDUCTORS, POSTS, SECURITY CAMERAS AND LIGHTS PER ELECTRICAL PLANS. CAUTION: ACTUAL LOCATION OF UNDERGROUND FACILITIES IS UNKNOWN.
 - PROTECT EXISTING PRIVATE POWER POLE AND PG&E METER IN PLACE PER ELECTRICAL PLANS
 - REMOVE AND LEGALLY DISPOSE OF JUNK PIPE, CONCRETE, STEEL, WOOD, AND DEBRIS. CONFIRM HANDLING AND DESTINATION OF EACH ITEM WITH HARBOR'S SITE DEMOLITION SUPERVISOR.
 - REMOVE DEAD TREES (3)
 - REMOVE EXISTING TREES PER TREE TREATMENT TABLE
 - PROTECT EXISTING TREES IN PLACE PER TREE TREATMENT TABLE
 - LIMIT OF LIME TREATMENT. DEPTH OF TREATMENT SHALL BE 24" BELOW FINISHED GRADE. LIME TREATMENT SHALL BE COMPLETED IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL INVESTIGATION.

DEMOLITION PLAN
SCALE: 1" = 20'

| | |
|--|---|
| DATE | 6/15/2022 |
| BY | RC |
| DESCRIPTION | 95% PLANS RELEASED FOR CLIENT REVIEW ONLY |
| REV | |
|  | |
| PRELIMINARY NOT FOR CONSTRUCTION | |
| 7TH & BROMMER AND NORTH HARBOR DRY STORAGE IMPROVEMENTS | |
| PREPARED AT THE REQUEST OF SANTA CRUZ PORT DISTRICT HOLLAND McLAUGHLIN, PORT DIRECTOR 1500 N. MISSION ST. SANTA CRUZ, CA 95062 | |
| DEMOLITION PLAN | |
| DRAWN BY: | DG |
| CHECKED BY: | RC |
| JOB NUMBER: | 20148 |
| SHEET | |
| C2.0 | |



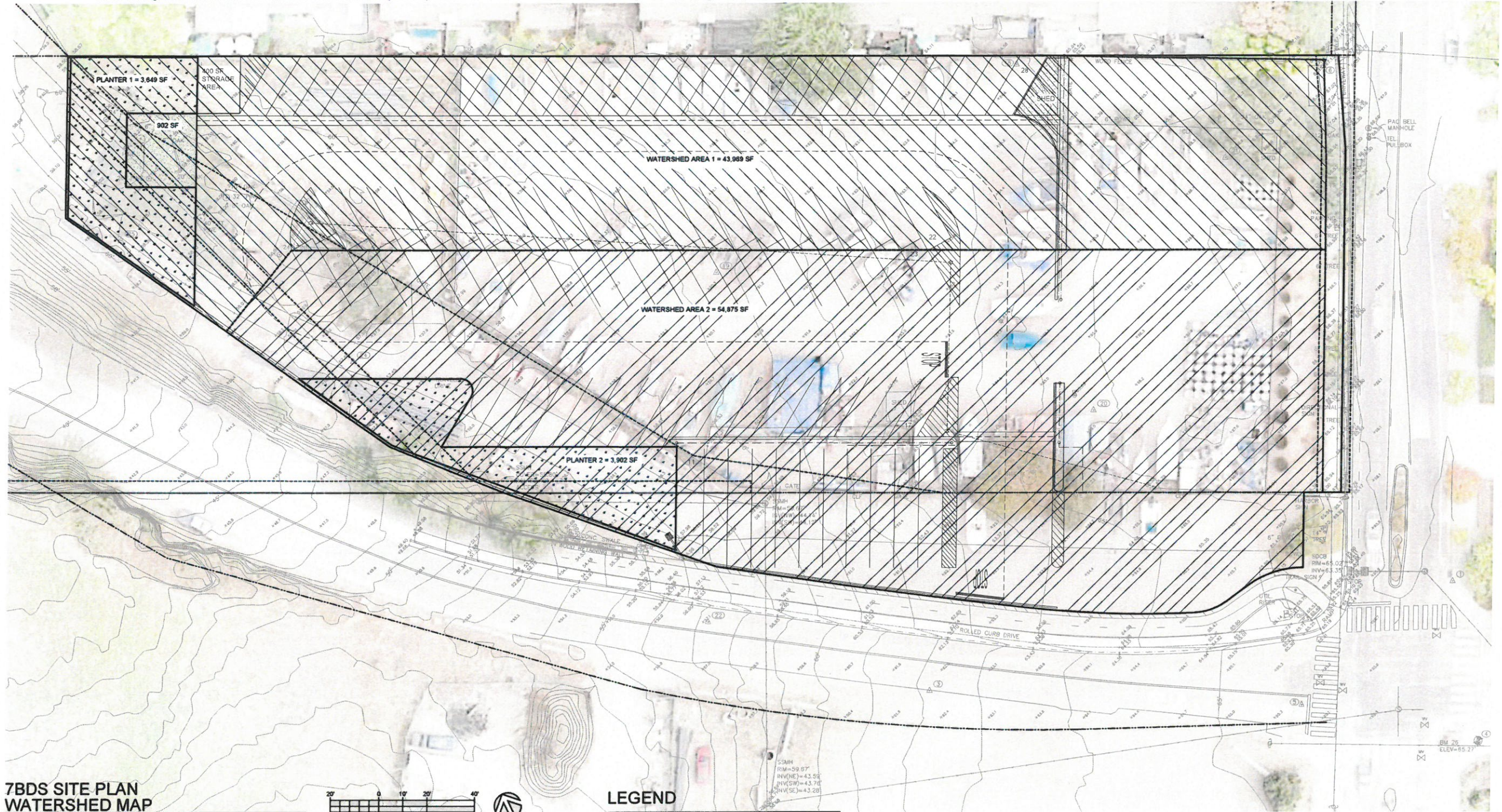
GRADING AND DRAINAGE PLAN
SCALE: 1" = 20'



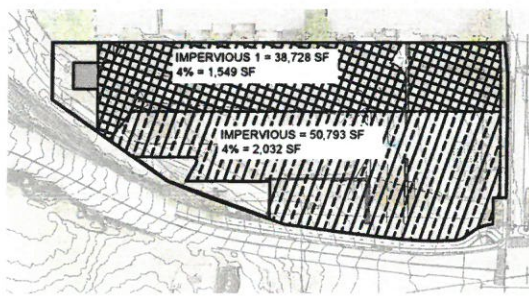
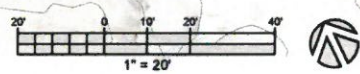
SHEET NOTES

- 1 VEGETATED BIORETENTION AREA PER DETAIL 4/C5.0
- 2 SURFACE FLOW, TYP
- 3 CONCRETE VALLEY GUTTER PER DETAIL 3/C5.0
- 4 CONCRETE CURB AND GUTTER PER COUNTY DETAIL ST-4/C5.0
- 5 TRENCH DRAIN PER DETAIL 2/C5.0
- 6 ROCKED LEVEL SPREADER, TYPICAL
- 7 GRADE BREAK, TYP

| | |
|---|---|
| DATE | 01/10/2022 |
| BY | RC |
| DESCRIPTION | 80% PLANS RELEASED FOR CLIENT REVIEW ONLY |
| REV | 1 |
| REV | 2 |
| REV | 3 |
| REV | 4 |
| REV | 5 |
| REV | 6 |
| REV | 7 |
| <p>MME MESITI-MILLER ENGINEERING CIVIL-STRUCTURAL ENGINEERING 224 Walnut Ave, Suite 8 Santa Cruz, CA 95060 Phone (831) 428-3188</p> | |
| <p>PRELIMINARY NOT FOR CONSTRUCTION</p> | |
| <p>7TH & BROMMER AND NORTH HARBOR DRY STORAGE IMPROVEMENTS</p> <p>PREPARED AT THE REQUEST OF SANTA CRUZ PORT DISTRICT HOLLAND MACLAURE, PORT DIRECTOR SANTA CRUZ, CA 95062</p> | |
| GRADING AND DRAINAGE PLAN | |
| DRAWN BY: | DG |
| CHECKED BY: | RC |
| JOB NUMBER: | 20148 |
| SHEET | |
| C3.0 | |

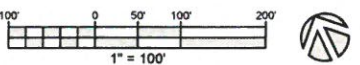


**7BDS SITE PLAN
WATERSHED MAP**
SCALE: 1" = 20'



IMPERVIOUS AREA FIGURE
SCALE: 1" = 100'

IMPERVIOUS AREA = 89,521 SF
BIO-PLANTER AREA = 7,551 SF (8.4%)



LEGEND

- WATERSHED AREA 1
- WATERSHED AREA 2
- IMPERVIOUS AREA 1
- IMPERVIOUS AREA 2
- BIORETENTION PLANTER AREA
- STANDARD PLANTER AREA

| REV | DESCRIPTION | DATE |
|-----|--|-----------|
| 1 | 8% PLANS RELEASED FOR CLIENT REVIEW ONLY | 8/18/2022 |
| | | |
| | | |
| | | |
| | | |



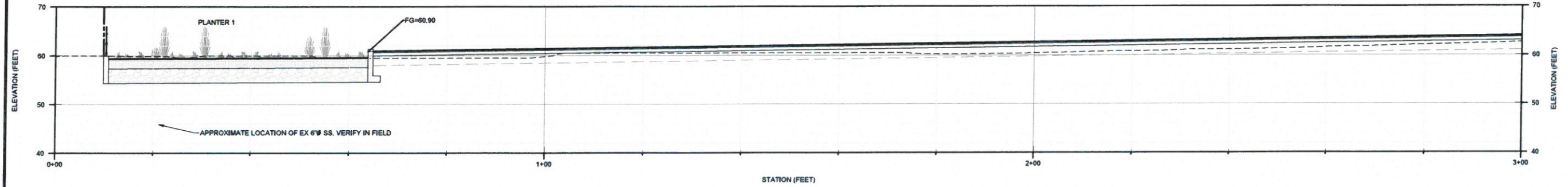
PRELIMINARY
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**7TH & BROMMER AND NORTH HARBOR
DRY STORAGE IMPROVEMENTS**
PREPARED AT THE REQUEST OF
SANTA CRUZ PORT DISTRICT
HOLLAND MACLAURINE, PORT DIRECTOR
SANTA CRUZ, CA 95062

7BDS SITE PLAN
IMPERVIOUS AREA FIGURE - INTERNAL

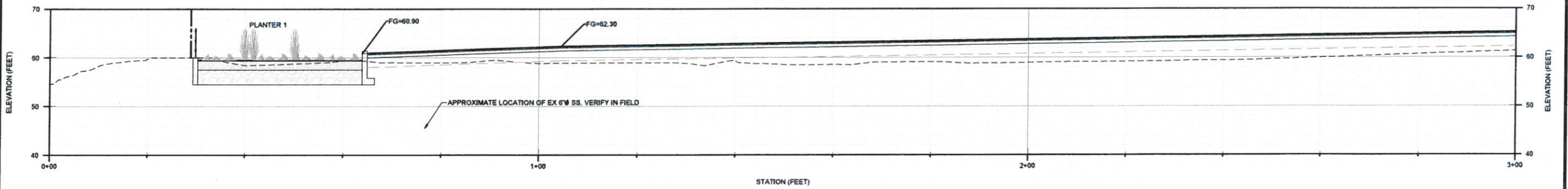
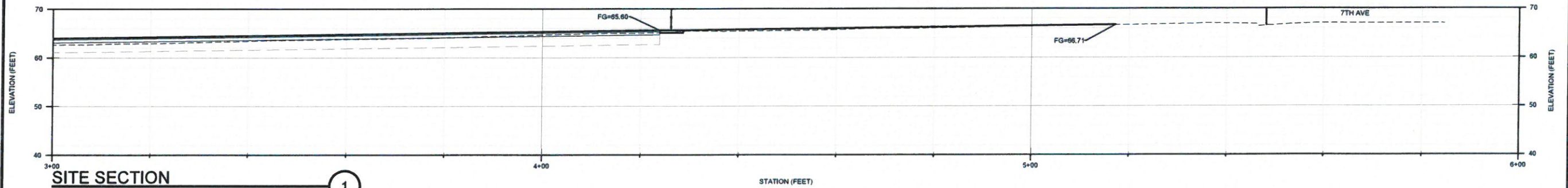
DRAWN BY: AH
CHECKED BY: RC
JOB NUMBER: 20148

SHEET
C3.1



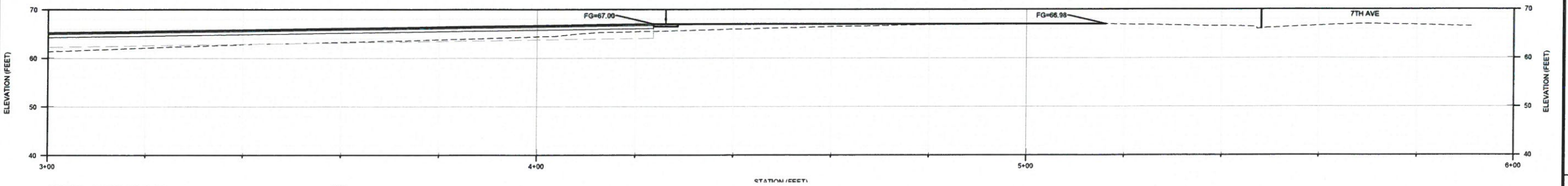
SITE SECTION
SCALE: 1" = 10'

1

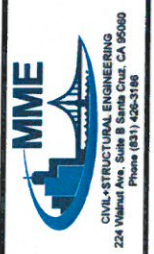


SITE SECTION
SCALE: 1" = 10'

2



| REV. | DESCRIPTION | DATE |
|------|---|-----------|
| 1 | 90% PLANS RELEASED FOR CLIENT REVIEW ONLY | 6/15/2022 |
| | | |
| | | |

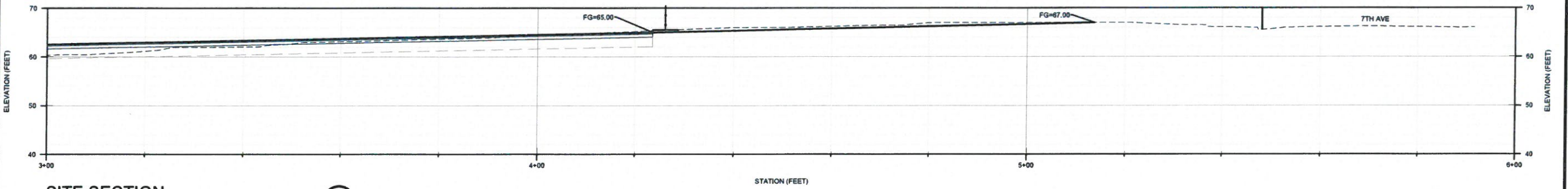
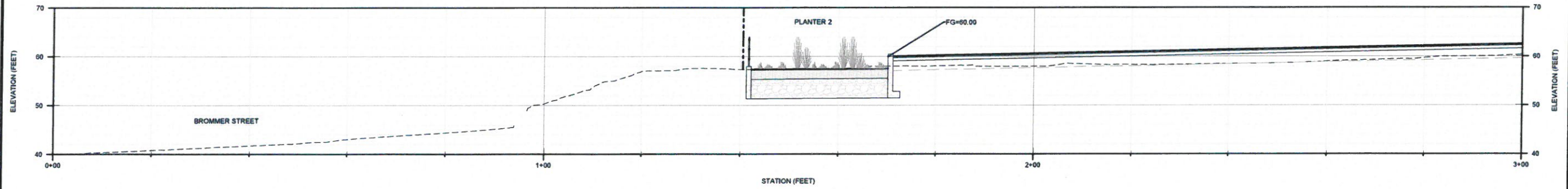


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**7TH & BROMMER AND NORTH HARBOR
DRY STORAGE IMPROVEMENTS**
PREPARED AT THE REQUEST OF
SANTA CRUZ PORT DISTRICT
HOLLAND MACLAURE, PORT DIRECTOR
SANTA CRUZ, CA 95062

| SECTIONS |
|-------------------|
| DRAWN BY: AH |
| CHECKED BY: RC |
| JOB NUMBER: 20148 |
| SHEET |

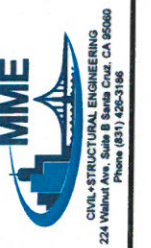
C4.0



SITE SECTION
SCALE: 1" = 10'

3

| REV | DESCRIPTION | BY | DATE |
|-----|---|----|-----------|
| 1 | 10% PLANS RELEASED FOR CLIENT REVIEW ONLY | RC | 6/15/2022 |
| | | | |
| | | | |



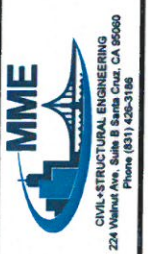
PRELIMINARY
NOT FOR
CONSTRUCTION

**7TH & BROMMER AND NORTH HARBOR
DRY STORAGE IMPROVEMENTS**
PREPARED AT THE REQUEST OF
SANTA CRUZ PORT DISTRICT
HOLLAND M. JAMES, PORT DIRECTOR
135 W. 17th Ave. Santa Cruz, CA 95062

| SECTIONS | |
|-------------|-------|
| DRAWN BY: | AH |
| CHECKED BY: | RC |
| JOB NUMBER: | 20148 |
| SHEET | |

C4.1

| REV | DESCRIPTION | DATE |
|-----|------------------------------|-----------|
| 1 | ISSUE FOR PERMIT REVIEW ONLY | 6/15/2022 |
| 2 | | |
| 3 | | |
| 4 | | |

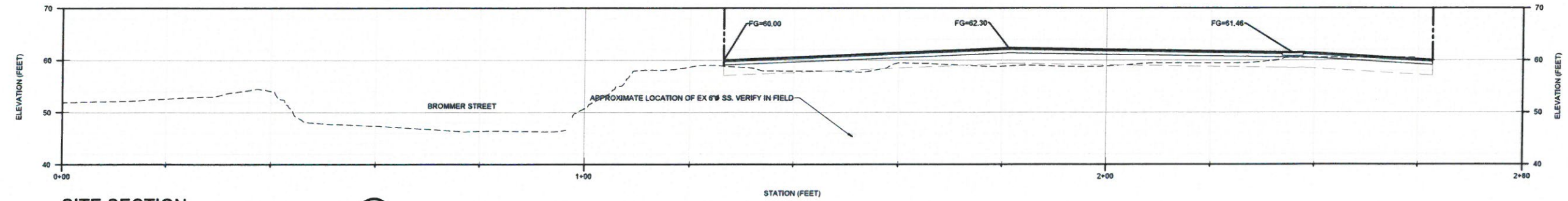


PRELIMINARY
NOT FOR
CONSTRUCTION

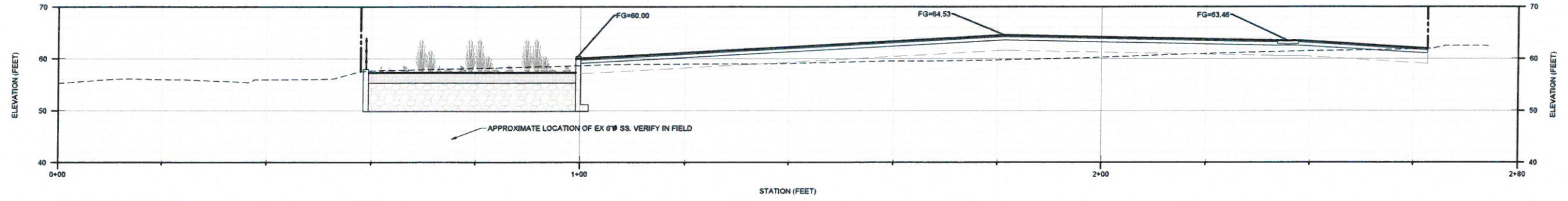
7TH & BROMMER AND NORTH HARBOR
DRY STORAGE IMPROVEMENTS
PREPARED AT THE REQUEST OF
SANTA CRUZ PORT DISTRICT
HOLLAND MACLAURIE, PORT DIRECTOR
SANTA CRUZ, CA 95062

| | |
|-------------|-------|
| DRAWN BY: | AH |
| CHECKED BY: | RC |
| JOB NUMBER: | 20148 |
| SHEET | |

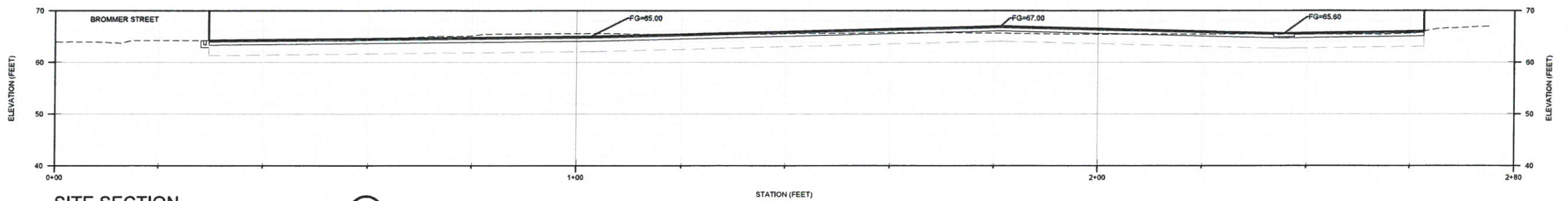
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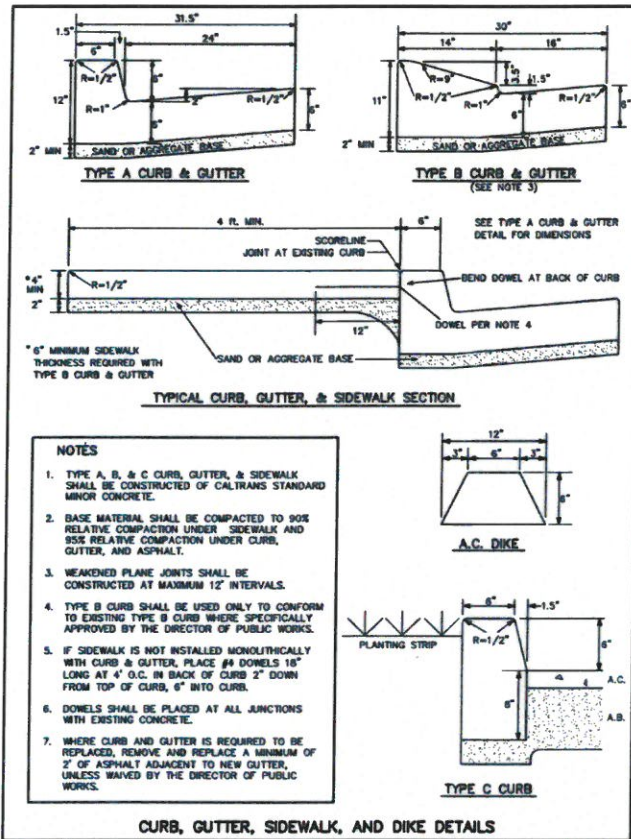
SITE SECTION ④
SCALE: 1" = 10'



SITE SECTION ⑤
SCALE: 1" = 10'



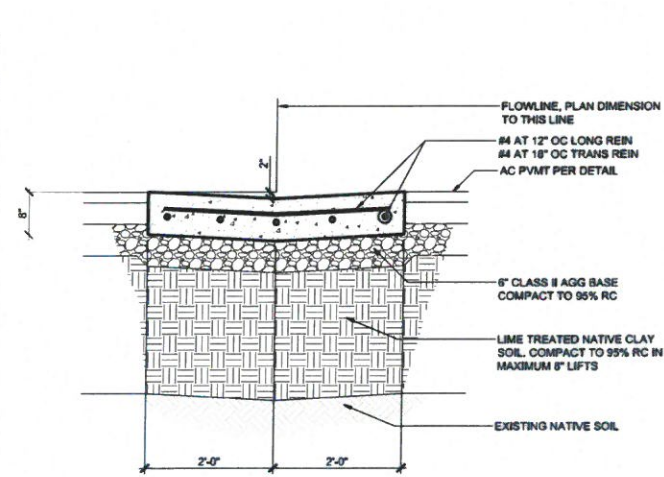
SITE SECTION ⑥
SCALE: 1" = 10'



REV 5/19

FIG. ST-4a

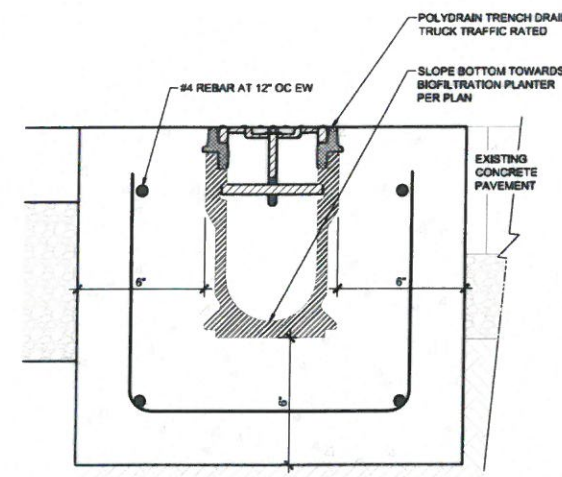
27 | Page



CONCRETE VALLEY GUTTER

SCALE: 3/4" = 1'-0"

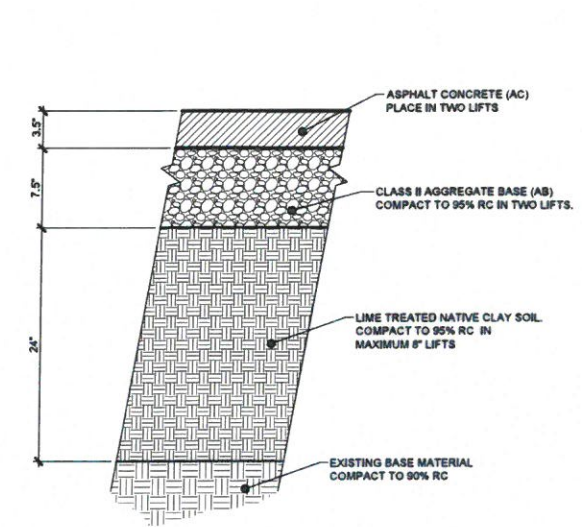
3



TRENCH DRAIN SECTION

SCALE: 3" = 1'-0"

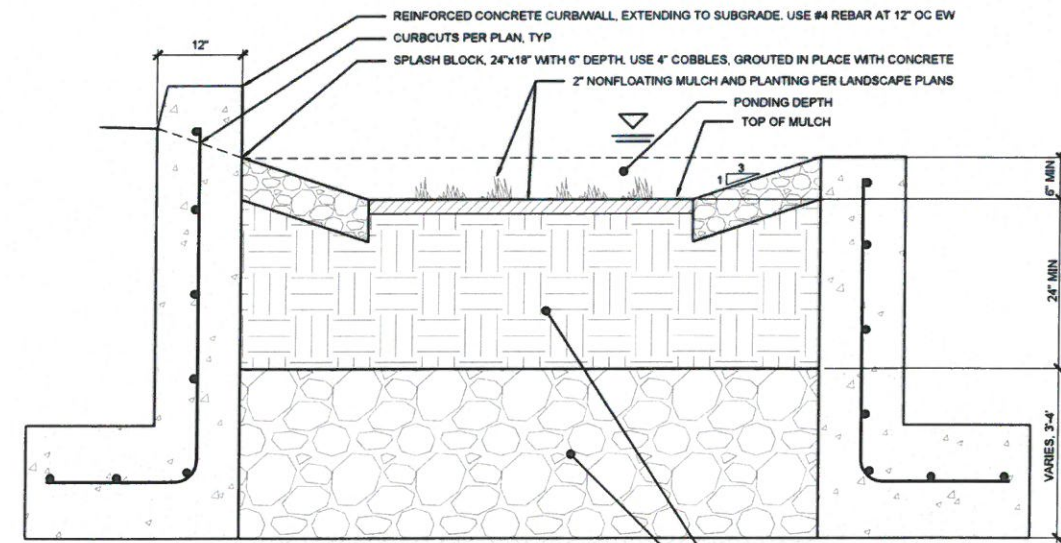
2



VEHICULAR AC PAVEMENT

SCALE: 1 1/2" = 1'-0"

1



NOTE: BIOFILTRATION SOIL MIX SHALL USE A MIXTURE OF SAND (60%-70%) MEETING THE SPECIFICATIONS OF AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM) C33 AND COMPOST (30%-40%) SHALL BE USED. THE MIX SHALL SUSTAIN A MINIMUM INFILTRATION RATE OF 5 INCHES/HOUR AND SHALL BE TESTED PRIOR TO COMPLETION PER SANTA CRUZ COUNTY APPROVED METHODS.

TYPICAL BIOFILTRATION PLANTER SECTION

SCALE: 1" = 1'-0"

4

| REV. | DESCRIPTION | DATE |
|------|-------------------|-----------|
| 1 | ISSUE FOR PERMITS | 8/17/2022 |
| 2 | ISSUE FOR PERMITS | |
| 3 | ISSUE FOR PERMITS | |
| 4 | ISSUE FOR PERMITS | |
| 5 | ISSUE FOR PERMITS | |

MME
MESITI-MILLER ENGINEERING
CIVIL & STRUCTURAL ENGINEERING
224 Walnut Ave., Suite B Santa Cruz, CA 95060
Phone (831) 426-3186

PRELIMINARY NOT FOR CONSTRUCTION

7TH & BROMMER AND NORTH HARBOR DRY STORAGE IMPROVEMENTS

PREPARED AT THE REQUEST OF
SANTA CRUZ PORT DISTRICT
HOLLAND MACLAURIE, PORT DIRECTOR
135 5TH AVENUE
SANTA CRUZ, CA 95062

DETAILS

DRAWN BY: DO

CHECKED BY:

JOB NUMBER: 20148

SHEET

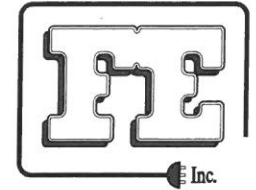
C5.0

| LIGHT FIXTURE SCHEDULE | | | |
|------------------------|---|-------|---|
| TYPE | DESCRIPTION | LAMPS | MANUFACTURES |
| A 70W | POLE MOUNTED LED FIXTURE; ONE-PIECE DIE CAST ALUMINUM HOUSING; TYPE III DISTRIBUTION; 4000°K COLOR TEMPERATURE; 6,750 LUMENS; 70 CRI; INTERNAL HOUSE SIDE SHIELD; BLACK POWDERCOAT FINISH; UL WET LOCATION LISTED; 120V | LED | GARDCO LIGHTING GLB SMALL SERIES OR EQUAL |

SYMBOLS AND ABBREVIATIONS

SYMBOLS & ABBREVIATIONS SHOWN ARE FOR GENERAL USE
DISREGARD THOSE WHICH DO NOT APPEAR ON THE PLANS

| | |
|---|--|
| LIGHT FIXTURES | CONDUIT/WIRING |
| ○ FLUORESCENT - ANY MOUNT | — CONCEALED IN WALLS OR CEILING; OR EXPOSED WHEN SPECIFICALLY NOTED |
| —○ FLUORESCENT STRIP - ANY MOUNT | — UNDER FLOOR SLABS OR UNDERGROUND |
| ○ INCAND. OR HID - CEILING RECESSED | — HOMERUN TO PANEL, TERMINAL OR EQUIPMENT INDICATED |
| ○ INCAND. OR HID - SURF. OR SUSP. | — DENOTES NEUT. WIRE |
| ○ INCAND. OR HID - WALL MOUNT | — DENOTES PHASE WIRES |
| ○ SITE LIGHT - ARM MOUNTED ON POLE | — BRANCH CIRCUIT WIRING ID. |
| ○ SITE LIGHT - GROUND, POST OR POLE MOUNTED | — CONDUIT STUB-OUT |
| ○ EXIT LIGHT - ANY MOUNT SEE PLANS FOR MTG. | — CONDUIT UP OR DOWN-AS NOTED |
| ○ EMERGENCY LIGHTING SET | — TELEPHONE SYSTEM |
| SWITCHES | — TV TELEVISION SYSTEM |
| ALL SWITCHES 20A - 120/277V - U.O.N. | — FA FIRE ALARM SYSTEM |
| SWITCH MOUNTING = +48" TO TOP OF ELECTRICAL BOX U.O.N. | — EM EMERGENCY SYSTEM |
| Ⓢ S.P.S.T. | — G GROUND SYSTEM |
| Ⓢ SINGLE LOAD MOTION SENSOR SWITCH | — C COMPUTER SYSTEM |
| Ⓢ DOUBLE LOAD MOTION SENSOR SWITCH | — EXISTING CONDUIT/WIRING |
| Ⓢ 3 - WAY | — INDICATES (E) TO BE REMOVED |
| Ⓢ 4 - WAY | MISCELLANEOUS |
| Ⓢ S.P.S.T. WITH PILOT LIGHT | ○ MOTOR CONNECTION |
| Ⓢ S.P.S.T. KEY OPERATED | ⊠ FUSED DISCONNECT SWITCH-FUSED WITH DUAL-ELEMENT TIME DELAY FUSES, SIZED PER EQUIP. MFGR'S NAME PLATE DATA |
| Ⓢ COMBINATION SWITCH/MOTION DETECTOR WHERE "X" INDICATES THE NUMBER OF CIRCUITS CONTROLLED. | ⊠ DISCONNECT SWITCH-NONFUSED U.O.N. |
| Ⓢ WALL MOUNTED OCCUPANCY SWITCH | ⊠ MAGNETIC MOTOR STARTER |
| Ⓢ PUSHBUTTON - SEE DWGS FOR TYPES | ⊠ COMBINATION MAG STARTER & FUSED DISCONNECT SWITCH |
| Ⓢ OCCUPANCY SENSOR - CEILING MOUNTED | ⊠ GROUND ROD-DIRECT BURIED |
| Ⓢ OCCUPANCY SENSOR - WALL MOUNTED | ⊠ GROUND ROD-WITH ACCESSIBLE BOX |
| Ⓢ EMERGENCY DISCONNECT PUSHBUTTON | ○ FEEDER TAG |
| OUTLETS | ○ EQUIP. ID TAG-SEE SHEET NOTES ON SAME SHEET WHERE SYMBOL APPEARS U.O.N. |
| ALL RECEPTACLE OUTLETS 20A - 125V. - U.O.N. | ○ SHEET NOTE TAG |
| OUTLET MOUNTING = +18" TO BOTTOM OF ELECTRICAL BOX U.O.N. | ⊠ TRANSFORMER PAD MOUNT OR DRY TYPE |
| ○ SINGLE RECEPTACLE - WALL MOUNT | ⊠ SWITCHGEAR OR MCC |
| ○ DUPLEX RECEPTACLE - WALL MOUNT | ⊠ PANELBOARD - FLUSH MOUNTED |
| ○ 4-PLEX RECEPTACLE - WALL MOUNT | ⊠ PANELBOARD - SURFACE MOUNTED |
| ○ DUPLEX RECEPTACLE-MOUNTED ABOVE COUNTER (VERIFY HEIGHT) | ⊠ SPECIAL PURPOSE EQUIP., DEVICE, PANEL OR TERMINAL CABINET (F.A., LIGHTING CONTROL, ETC.) EQUIPMENT PARAMETERS INDICATED ON PLANS |
| ○ SINGLE ISO. GND. RECEPT. - WALL MOUNT | ⊠ CONCRETE PULLBOX SIZE INDICATED ON PLANS |
| ○ DUPLEX ISO. GND. RECEPT. - WALL MOUNT | ⊠ INDICATES MOUNTING HEIGHT TO CENTER OF DEVICE OR EQUIP. ABOVE FINISHED FLOOR. |
| ○ DUPLEX RECEPTACLE - WITH GROUND FAULT INTERRUPTER | ○ SUBSCRIPT LETTER INDICATES CONTROL |
| ○ POWER OUTLET - SEE DWGS FOR THIS TYPES | ○ FIGURE INDICATES BRANCH CIRCUIT NUMBER |
| ○ CLOCK OUTLET - 15A-125V @ +90" U.O.N. | ABBREVIATIONS |
| ○ COMPUTER DATA OUTLET-WALL MOUNT | AFG ABOVE (N) NEW |
| ○ TELE/DATA COMBO. OUTLET-WALL MOUNT | FINISHED GRADE NIC NOT IN CONTRACT |
| ○ TELEPHONE OUTLET-WALL MOUNT | ARCH. ARCHITECT NL NIGHT LIGHT |
| ○ TV OUTLET - WALL MOUNT | B.C. BARE COPPER OFCI OWNER FURNISHED |
| ○ FLOOR RECEPTACLE - 20A | C. CONDUIT CONTRACTOR INSTALLED |
| ○ FLOOR COMPUTER DATA OUTLET | CKT CIRCUIT EQUIPMENT |
| ○ FLOOR TELEPHONE OUTLET | C.O. CONDUIT ONLY PH. PHASE |
| ○ FLOOR TV OUTLET | CONC. CONCRETE POC POINT OF |
| ○ THERMOSTAT OUTLET BOX @ +48" U.O.N. | CONTR. CONTRACTOR CONNECTION |
| ○ JUNCTION BOX - WALL MOUNT | DISC. DISCONNECT P/O PART OF |
| ○ JUNCTION BOX - CEILING MOUNT | (E) EXISTING SW SWITCH |
| ○ SPEAKER - WALL MOUNT | ELEC. ELECTRICAL SWBD SWITCHBOARD |
| ○ SPEAKER - CEILING MOUNT | EM EMERGENCY T., TELE. TELEPHONE |
| FIRE ALARM | (F) FUTURE TERM. TERMINAL |
| ⊠ HEAT DETECTOR | F.A. FIRE ALARM TSP THAISTED |
| ⊠ TAMPER SWITCH | G, GND. GROUND (ELEC.) TV TELEVISION |
| ⊠ SMOKE DETECTOR | GEC GROUNDING UG UNDERGROUND |
| ⊠ SPRINKLER RISER FLOW SWITCH | ELECTRO CONDUCTOR UON UNLESS OTHERWISE |
| ⊠ FIRE SMOKE DAMPER | ISO GND. ISOLATED GND. WP WEATHERPROOF |
| ⊠ *VOICE ANNUNCIATOR/STROBE-WALL MOUNT | KA KILO AMPERE XFMR TRANSFORMER |
| ⊠ *HORN/STROBE-ANY MOUNT-ANY TYPE | MECH. MECHANICAL |
| ⊠ *STROBE ONLY - ANY MOUNT | MCP MOTOR CIRCUIT |
| ⊠ *HORN-ANY MOUNT-ANY TYPE | PROTECTOR |
| ⊠ MANUAL PULL STATION @ +48" U.O.N. | |
| ⊠ ALARM BELL | |
| *+80" A.F.F. TO BOTTOM OF DEVICE OR 6" BELOW CEILING WHICHEVER IS LOWER | |



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Consulting Electrical Engineers

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BLDG. B, SUITE G
Aptos, California, 95003
Phone: (831) 786-0373
Fax: (831) 786-8523

Email: Tpinkerton@fehrengineering.com

Fe Project No. 21036.00



Facility:

SANTA CRUZ
PORT DISTRICT
135 5th Ave.
Santa Cruz, CA, 95062

Revisions:

Project Title:

7TH & BROMMER
LIGHTING

Project No. Date: 6/8/22

Sheet Title:

SYMBOLS &
ABBREVIATIONS,
LIGHT FIXTURE
SCHEDULE

Scale: AS NOTED

Sheet No:

E1.0

Sheets

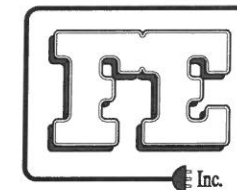
ELECTRICAL SPECIFICATIONS

2 APRIL 04

1. ALL WORK AND MATERIALS SHALL BE IN COMPLETE ACCORDANCE WITH THE 2019 CALIFORNIA ELECTRICAL CODE (C.E.C.) THE LATEST EDITION OF CAL/OSHA, AND ALL APPLICABLE LOCAL RULES AND REGULATIONS.
2. FURNISH LABOR AND MATERIAL AND INSTALL ELECTRICAL WORK COMPLETE AS SHOWN ON THE DRAWINGS. WORK SHALL INCLUDE ALL MATERIALS ON THE PLANS AND THAT WHICH IS NECESSARY TO MAKE A COMPLETE WORKING INSTALLATION OF THE ELECTRICAL SYSTEMS SHOWN OR DESCRIBED HEREIN.
3. DO ALL CUTTING, PATCHING, REPAIRING NECESSARY FOR THE PROPER INSTALLATION OF WORK AND REPAIR ANY DAMAGE DONE, COORDINATING THIS WORK WITH THAT OF OTHER CRAFTS.
4. CONTRACTOR SHALL BE HELD TO HAVE EXAMINED THE SITE AND COMPARED IT WITH THE SPECIFICATIONS AND PLANS AND TO HAVE SATISFIED HIMSELF AS TO THE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED. HE SHALL BE HELD RESPONSIBLE FOR KNOWLEDGE OF ALL EXISTING CONDITIONS WHETHER OR NOT ACCURATELY DESCRIBED. NO SUBSEQUENT ALLOWANCE SHALL BE MADE FOR ANY EXTRA EXPENSE DUE TO FAILURE TO MAKE SUCH EXAMINATION.
5. ALL EQUIPMENT AND MATERIALS SHALL BE INSTALLED IN A NEAT AND WORKMANLIKE MANNER. ALL MATERIALS SHALL BE NEW AND U.L. LISTED.
6. ELECTRICAL CONTRACTOR SHALL PROVIDE ALL NECESSARY FACILITIES FOR TEMPORARY CONSTRUCTION POWER. ENERGY COSTS SHALL BE PAID BY OWNER.
7. PAY ALL INSPECTION AND OTHER APPLICABLE FEES; PROCURE ALL LICENSES AND PERMITS NECESSARY TO THE PROSECUTION AND COMPLETION OF ELECTRICAL WORK.
8. ELECTRICAL CONTRACTOR SHALL GUARANTEE ALL WORK AND MATERIALS INSTALLED UNDER THIS CONTRACT FOR A PERIOD OF ONE (1) YEAR FROM DATE OF ACCEPTANCE BY OWNER. CONTRACTOR IS NOT REQUIRED TO GUARANTEE LAMPS AFTER ACCEPTANCE.
9. VERIFY EXISTING CONDITIONS IN FIELD AND MAKE ADJUSTMENTS AS REQUIRED TO SUIT SUCH CONDITIONS.
10. ALL WORK REQUIRING INTERRUPTION OF EXISTING CIRCUITS, USE OF OWNER'S FACILITIES, OR DISRUPTION OR INTERRUPTION OF ONGOING OWNER ACTIVITIES SHALL BE COORDINATED WITH THE OWNER.
11. AS-BUILTS: SUBMIT TO THE OWNER ONE (1) MARKED UP PRINT OF "AS-BUILT" CONDITIONS OF ALL WORK UNDER THIS SECTION.
12. SAFETY PRECAUTIONS: PROVIDE AND MAINTAIN THROUGHOUT THE WORK ADEQUATE SAFEGUARDS INCLUDING BARRIERS, WARNING SIGNS, ENCLOSURES AND LIGHTS, TO PREVENT ACCIDENTAL INJURY TO PERSON OR DAMAGE TO PROPERTY.
13. PROTECTION: PROTECT ALL WORK, MATERIALS AND EQUIPMENT FROM DAMAGE FROM ANY CAUSE WHATSOEVER AND PROVIDE ADEQUATE AND PROPER STORAGE FACILITIES DURING THE PROGRESS OF THE WORK. PROVIDE FOR THE SAFETY AND GOOD CONDITION OF ALL WORK UNTIL FINAL ACCEPTANCE OF WORK BY THE OWNER, AND REPLACE ALL DAMAGED OR DEFECTIVE WORK, MATERIALS, AND EQUIPMENT BEFORE REQUESTING FINAL ACCEPTANCE.
14. DRAWINGS: THE GENERAL ARRANGEMENT OF OUTLETS, AND EQUIPMENT, AS SHOWN ON THE PLANS, IS DIAGRAMMATIC AND APPROXIMATELY CORRECT AS TO THE LOCATIONS, WHERE MINOR CHANGES ARE REQUIRED BECAUSE OF STRUCTURAL CONDITIONS OR FOR THE CONVENIENCE OF THE OWNER. SUCH CHANGES SHALL BE MADE WITHOUT ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ACCURATE LOCATIONS OF ALL OUTLETS, ETC., WITH RESPECT TO THE WORK OF OTHERS. NO EXTRAS WILL BE ALLOWED ON ACCOUNT OF MOVING WORK UNDER THIS SECTION TO AVOID INTERFERENCE WITH WORK OF OTHER CONTRACTORS.
15. SUBMITTALS: CONTRACTOR SHALL SUBMIT A COMPLETE LIST OF ALL PROPOSED MATERIALS AND EQUIPMENT WITHIN 15 DAYS OF AWARD OF CONTRACT. CONTRACTOR SHALL MAKE NO SUBSTITUTIONS OF MATERIALS OR EQUIPMENT WITHOUT WRITTEN APPROVAL OF THE OWNER. ALL DIMENSIONAL OR ELECTRICAL CHANGES, OR CHANGES TO OTHER WORK WHICH ARE REQUIRED BY, OR ARE A RESULT OF, AN ACCEPTABLE ELECTRICAL SUBSTITUTION SHALL BE THE SOLE AND COMPLETE RESPONSIBILITY OF THE ELECTRICAL CONTRACTOR AND SHALL BE MADE AT NO ADDITIONAL COST TO THE OWNER.
16. INSPECTION: ALL WORK AND MATERIALS COVERED BY THIS SPECIFICATION SHALL BE SUBJECT TO INSPECTION AT ANY AND ALL TIMES BY REPRESENTATIVES OF THE OWNER. WORK SHALL NOT BE CLOSED IN OR COVERED BEFORE INSPECTION AND APPROVAL BY THE OWNER OR HIS REPRESENTATIVE. ANY MATERIAL FOUND NOT CONFORMING WITH THESE SPECIFICATIONS SHALL, WITHIN 3 DAYS AFTER BEING NOTIFIED BY THE OWNER, BE REMOVED FROM PREMISES; IF SAID MATERIAL HAS BEEN INSTALLED, ENTIRE EXPENSE OF REMOVING AND REPLACING SAME, INCLUDING ANY CUTTING AND PATCHING THAT MAY BE NECESSARY, SHALL BE BORNE BY THIS CONTRACTOR.
17. TESTS: UPON COMPLETION OF WORK AND ADJUSTMENT OF ALL EQUIPMENT, ALL SYSTEMS SHALL BE TESTED UNDER THE DIRECTION OF THE OWNER TO DEMONSTRATE THAT ALL EQUIPMENT FUNCTIONS ELECTRICALLY IN THE MANNER REQUIRED. ALL SYSTEMS SHALL TEST FREE FROM SHORT CIRCUITS AND GROUNDS AND SHALL BE FREE FROM MECHANICAL AND ELECTRICAL DEFECTS. ALL CIRCUITS SHALL BE TESTED FOR PROPER NEUTRAL CONNECTIONS. CONTRACTOR SHALL REMOVE AND REPLACE ALL DEFECTIVE WORKMANSHIP AND/OR MATERIALS AT NO EXPENSE TO OWNER.
18. CLEANUP: AT COMPLETION OF WORK, THIS CONTRACTOR SHALL CLEAN UP AND REMOVE ALL DEBRIS AND MATERIALS NOT INSTALLED IN WORK, LEAVING PREMISES CLEAN.

19. CONDUCTORS;
20. CONDUCTORS SHALL BE INSULATED COPPER, 600-VOLT, NO. 12 AWG MINIMUM SIZE, THHN/THWN, SOLID OR STRANDED (EXCEPT FOR LOW VOLTAGE WIRING AND WHERE SPECIFICALLY NOTED OTHERWISE ON THE PLAN)
21. ALL CONDUCTORS NO. 8 AND LARGER SHALL BE STRANDED.
22. WIRE COLOR CODE SHALL BE AS FOLLOWS:
120/240V
A PHASE - BLACK
B PHASE - RED
C PHASE - BLUE
NEUTRAL - WHITE
GROUND - GREEN
23. FOR CONDUCTORS NO. 6 AND LARGER, INSULATION COLOR MAY BE BLACK WITH TAPE BANDS (COLORED PER ABOVE) LOCATED AT EACH END OF THE CONDUCTOR RUN AND AT ALL OTHER LOCATIONS REQUIRED BY THE C.E.C.
24. ALL CONDUCTORS SHALL BE RUN IN APPROVED RACEWAY U.O.N.
25. CONDUCTOR SPLICES: JOIN THE CONDUCTORS SECURELY, BOTH MECHANICALLY AND ELECTRICALLY USING SCREW-ON TYPE CONNECTORS FOR WIRE SIZES AWG#6 AND SMALLER. THE PREFERRED PRODUCT IS WIRE-NUT® TWIST ON CONNECTOR BY IDEAL.
26. USE HIGH COMPRESSION BARREL SPLICES FOR CONDUCTORS LARGER THAN AWG#6. THE PREFERRED BARREL SPLICE IS BURNDY HTLINK™ SPLICE. THE SPLICED AREA SHALL BE COVERED TO PROVIDE EQUAL OR GREATER INSULATION THAN THAT OF THE ADJOINING CONDUCTORS. INSULATION OVER THE ORIGINAL INSULATION SHALL EXTEND 3 TO 5 OVERALL DIAMETERS OF THE INSULATED WIRE. THE PREFERRED INSULATION PRODUCT IS COLD SHRINK™ BY 3-M COMPANY.
27. CONDUIT AND WIREWAYS;
28. ALL CONDUITS SHALL BE U.L. LISTED AND BEAR THE LABEL OF THE NATIONAL BOARD OF FIRE UNDERWRITERS.
29. RIGID NONMETALLIC CONDUIT: SCHEDULE 40 PVC PLASTIC FOR UNDERGROUND OR UNDER SLAB INSTALLATIONS, RATED 90 DEGREES C. WITH GLUE-ON PVC COUPLINGS AND FACTORY MADE ELBOWS AND SWEEPS; CARLON "PLUS 40".
30. RIGID STEEL CONDUIT (GRS): HOT-DIPPED GALVANIZED WITH THREADED ONE-PIECE COUPLINGS AND FACTORY MADE ELBOWS, NIPPLES THROUGH 12" IN LENGTH SHALL BE FACTORY MADE. CONNECTORS THREADED TYPE WITH BONDING LOCKNUT, INSULATED THROAT AND NEOPRENE O-RING. PROVIDE GRS FOR OUTDOOR INSTALLATIONS EXPOSED TO WEATHER.
31. GENERAL PURPOSE WIREWAYS AND AUXILIARY GUTTERS: GALVANIZED SHEET STEEL WITH SCREW COVERS AND ANSI-49 GRAY EPOXY PAINT FINISH OVER A CORROSION RESISTANT PHOSPHATE PRIMER. NEMA-1 FOR INDOOR USE, NEMA-3R (RAINTIGHT) FOR OUTDOOR USE.
32. NO ELECTRICAL CONDUITS SHALL BE COVERED BEFORE INSPECTION AND APPROVAL BY THE OWNER. CONTRACTOR SHALL NOTIFY OWNER THAT CONDUITS ARE READY FOR INSPECTION PRIOR TO INSTALLATION OF CONDUCTORS.
33. CONDUITS SHALL BE INSTALLED IN A RIGID AND SATISFACTORY MANNER WITH SUPPORT SPACED NOT MORE THAN 8 FEET APART U.O.N. CONDUITS SHALL BE INSTALLED TO OUTLET BOXES WITH LOCKNUTS AND BY BUSHING OR OTHER APPROVED DEVICES. CONDUITS SHALL BE JOINED BY APPROVED CONDUIT COUPLINGS AND SHALL HAVE ENDS BUTTED IN ALL CASES WHERE COUPLINGS ARE USED. CONDUITS SHALL BE TIGHTLY CORKED AND OTHERWISE WELL PROTECTED DURING CONSTRUCTION AND BLOWN OUT AND SWABBED BEFORE WIRES ARE PULLED. REAM ALL CONDUITS ENDS AFTER CUTTING. BENDS SHALL BE MADE WITH STANDARD CONDUIT ELBOWS OR CONDUIT BENT TO NOT LESS THAN SAME RADIUS. ALL BENDS SHALL BE FREE FROM DENTS OR FLATTENING.
34. PVC CONDUITS: MAKE COUPLINGS AND CONNECTORS WATERTIGHT IN ALL RUNS. UTILIZE SOLVENT CEMENT OF TYPE APPROVED BY CONDUIT MANUFACTURER. PROVIDE ADAPTERS AND LOCKNUTS WHERE CONDUIT IS ATTACHED TO METAL BOXES AND PANELS.
35. RACEWAY RUNS SHOWN ON DRAWINGS ARE DIAGRAMMATIC UNLESS SPECIFICALLY DIMENSIONED. DETERMINE EXACT LOCATIONS OF ALL UNDIMENSIONED RACEWAY RUNS IN FIELD.
36. LOCATIONS AND ROUTES OF EXPOSED RACEWAYS REQUIRE OWNER APPROVAL PRIOR TO INSTALLATION. PREPARE LAYOUTS OF PROPOSED EXPOSED RACEWAY LOCATIONS/ROUTES AND COORDINATE WITH THE OWNER.
37. COORDINATE PLANNED ROUTES WITH WORK OF OTHER TRADES, INCLUDING MECHANICAL, PLUMBING AND FIRE SPRINKLER.
38. LIGHTING FIXTURES: LIGHT FIXTURES SHALL BE FURNISHED AND INSTALLED COMPLETE WITH LAMPS, BALLASTS, ETC., AND READY FOR SERVICE IN ACCORDANCE WITH THE DRAWINGS. TYPES SHALL BE AS SHOWN ON THE DRAWINGS. FIXTURE SUPPORTS SHALL BE OF DESIGN TO RESIST EARTHQUAKE FORCES OF SEISMIC ZONE 4.
39. WIRING DEVICES:
SWITCHES: 20 AMP, 120/277 VAC PASS # SEYMOUR #20ACI (SPST) OR EQUAL;
RECEPTACLES: DUPLEX, 20A, 125V, 3-WIRE GROUNDING, PASS # SEYMOUR #5352 OR EQUAL. ALL OTHER DEVICES SHALL BE AS NOTED ON DRAWINGS. ALL DEVICES SHALL BE COLORED IVORY.

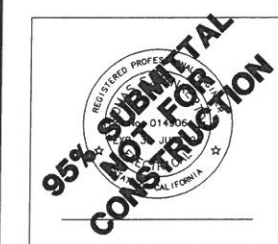
40. GROUNDING: ALL DEVICES, FIXTURES, RACEWAY, EQUIPMENT ETC. SHALL BE GROUNDED VIA A GROUNDING CONDUCTOR RUN THROUGH THE RACEWAY OR CABLE. WIRING DEVICES SHALL BE GROUNDED THROUGH A COPPER WIRE, SIZED TO COMPLY WITH CODES. A GROUNDING CONDUCTOR SIZED TO COMPLY WITH CODES SHALL BE INSTALLED IN ALL CONDUITS AND CABLES.
41. JUNCTION, PULL, DEVICE, AND FIXTURE OUTLET BOXES SHALL BE GALVANIZED SHEET STEEL FOR CONCEALED WORK CAST METAL FOR EXPOSED WORK, AND SHALL HAVE VOLUMES AS REQUIRED BY C.E.C. NO BOXES SMALLER THAN 4" SQUARE SHALL BE INSTALLED, EXCEPT WHERE SPECIFICALLY CALLED FOR ON PLANS. PLASTIC BOXES ARE NOT PERMITTED.
42. CONCRETE PULL BOXES: PRE-CAST, REINFORCED CONCRETE CONSTRUCTION WITH END AND SIDE KNOCKOUTS, NONSETTLING SHOULDERS, EXTENSIONS AS REQUIRED, AND CONCRETE BASES WITH DRAIN HOLE. UNLESS OTHERWISE INDICATED, PROVIDE REINFORCED CONCRETE LIDS WITH HOLD-DOWN BOLTS AND LIFTING PROVISIONS. LIDS SHALL BE LABELED AS NOTED ON THE DRAWINGS. BOXES LOCATED IN VEHICULAR TRAFFIC AREAS SHALL HAVE H/20 LOADING RATING AND CHECKER PLATE STEEL COVERS WITH HOLD-DOWN BOLTS. BOXES SHALL BE OF SIZES INDICATED ON THE DRAWINGS AND SHALL BE MANUFACTURED BY CHRISTY, BROOKS, UTILITY VAULT CO., OR APPROVED EQUAL.
43. BRANCH CIRCUIT BREAKERS SHALL BE OF THE SAME TYPE AND SAME A.I.C. RATING TO MATCH EXISTING PANEL, U.O.N. SEE PANEL BOARD SCHEDULES.
44. IDENTIFICATION OF SWITCHES AND APPARATUS: ALL PANELBOARDS, CONTROL DEVICES, DISCONNECT SWITCHES FEEDER BREAKERS AND MAIN BREAKER ON ELECTRIC SWITCHBOARDS, AND ALL OTHER APPARATUS USED FOR CONTROL OR OPERATION OF CIRCUITS, APPLIANCES AND EQUIPMENT, SHALL BE IDENTIFIED WITH ENGRAVED LAMICOID NAMEPLATES SECURELY FASTENED IN PLACE WITH CADMIUM PLATED SELF-TAPPING SCREWS. NAMEPLATE 1/4" LETTERING (BLACK LETTERS-WHITE FIELD).



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Facility:

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PORT DISTRICT**
135 5th Ave.
Santa Cruz, CA, 95062

Revisions:

Project Title:

**7TH & BROMMER
LIGHTING**

Project No.: _____ Date: **6/6/22**
Sheet Title:

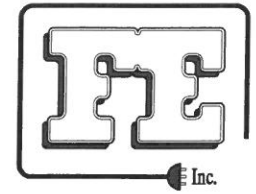
**ELECTRICAL
SPECIFICATION**

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Sheet No.:

E1.1

Sheets

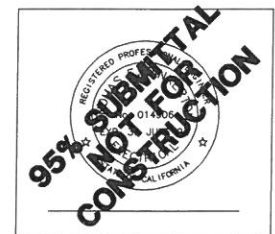
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Project No.: Date: 6/6/22

Sheet Title:

OUTDOOR
TITLE-24

Scale: AS NOTED

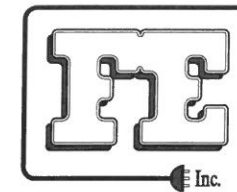
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SHEET NOTES

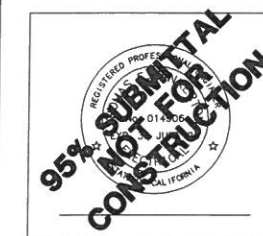
1. DEMOLISH (E) MMI CIRCUITS EXCEPT AS NOTED ON PANEL SCHEDULE, RE-USE (E) MMI IN (N) WORK AS DESCRIBED.



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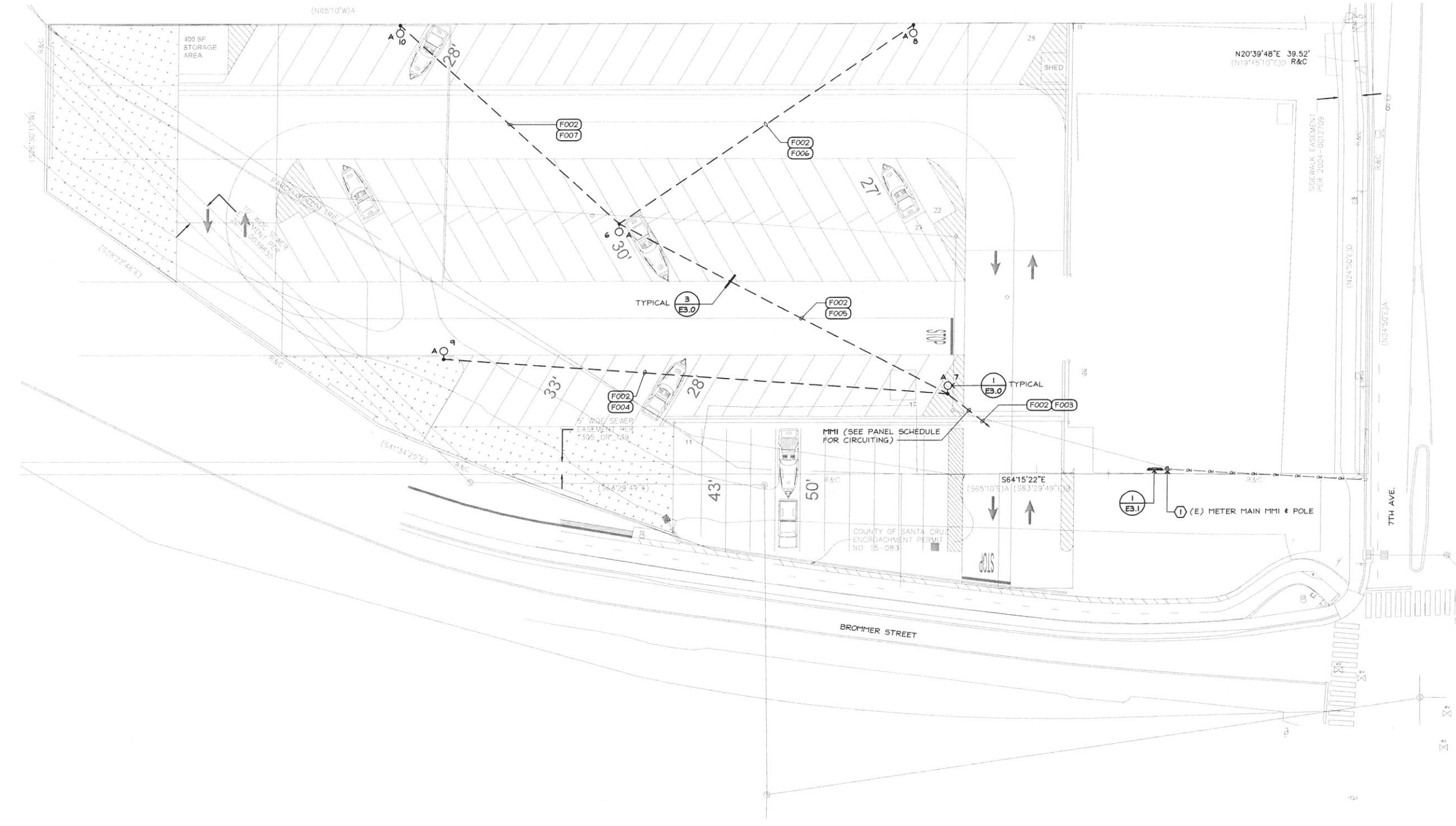
SITE PLAN

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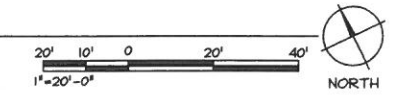
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E2.0

Sheets



1 SITE PLAN
1"=20'-0"



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PANELBOARD SCHEDULE

| | | | |
|-------------|---------------|------------------|-------------------------|
| (E)MM1 | TYPE NEMA 3R | BUS 100A, 1Ø, 3W | VOLT 120/240V |
| | MOUNT SURFACE | MAINS 60A C.B. | CONNECTED LOAD |
| | A.I.C. 10,000 | FEED TOP | KVA |
| USE | VOLT-AMPS | TRIP | TRIP |
| (E) LOAD | A B | 1 2 | 3 4 |
| LIGHTING | 350 | 20/1 | 20/1 |
| RECEPTACLES | 360 | 7 | 8 |
| | | 9 | 10 |
| | | CONNECTED LOADS | |
| | | | MAIN SERVICE DISCONNECT |
| | | | RECEPTACLES |

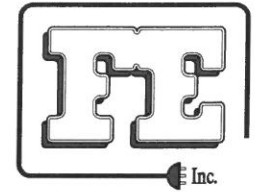
• - (E) CIRCUIT BREAKER RE-USE IN (N) WORK

FEEDER SCHEDULE

| FDR No. | CONDUIT AND CONDUCTORS | REMARK |
|---------|--------------------------|---------------------|
| F001 | 1 1/2" C. | (3) |
| F002 | 3/4" C., 2#12, 1#12 GND. | LIGHTING CIRCUIT |
| F003 | 1" C., 8#12, 1#12 GND. | RECEPTACLE CIRCUITS |
| F004 | 3/4" C., 2#12, 1#12 GND. | RECEPTACLE CIRCUITS |
| F005 | 3/4" C., 4#12, 1#12 GND. | RECEPTACLE CIRCUITS |
| F006 | 3/4" C., 2#12, 1#12 GND. | RECEPTACLE CIRCUITS |
| F007 | 3/4" C., 2#12, 1#12 GND. | RECEPTACLE CIRCUITS |

SHEET NOTES

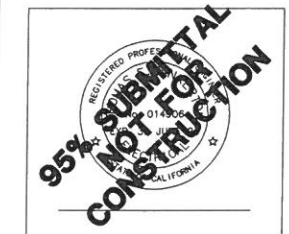
- DUPLEX POWER RECEPTACLE 120V, 20A GFCI.
- CIRCUIT TO REMAIN; MAINTAIN & REPAIR TO COMPLY WITH CEC REQUIREMENTS.
- COMMON RACEWAY BETWEEN MMI & GUTTER; ROUTE (N) BRANCH CIRCUIT TO/FROM MMI.
- PROVIDE & INSTALL (N) CIRCUIT BREAKER INDICATED.



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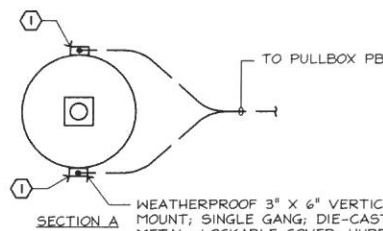
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ELECTRICAL
DETAILS

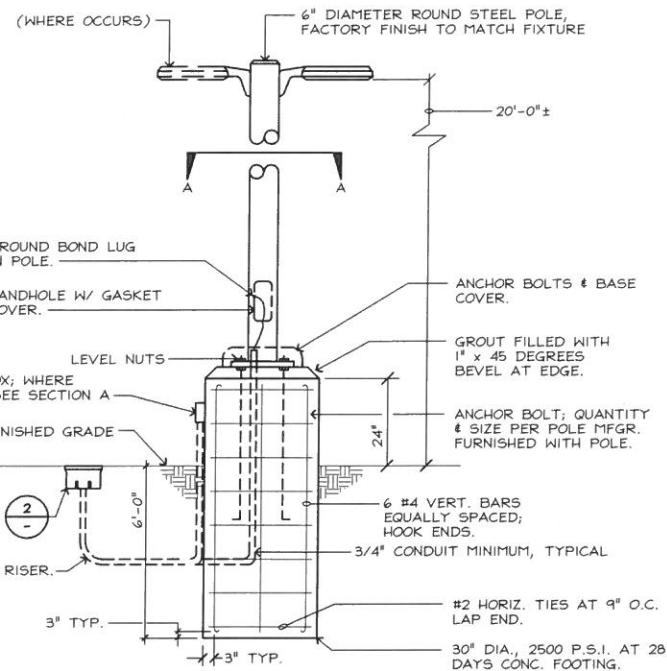
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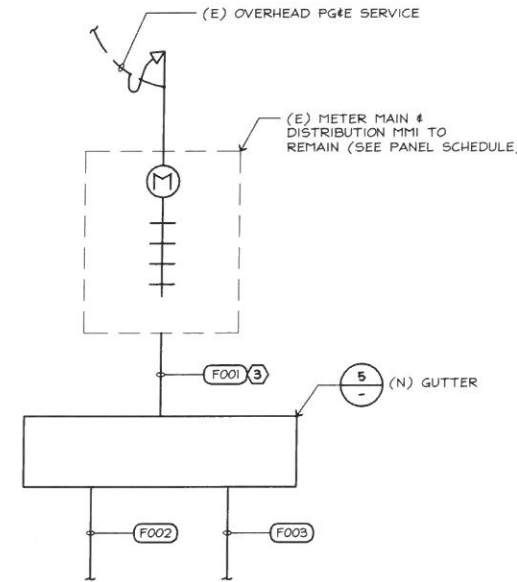
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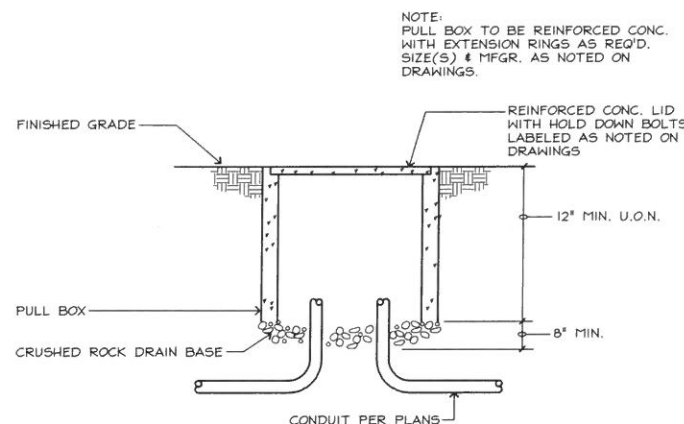
WEATHERPROOF 3" X 6" VERTICAL MOUNT; SINGLE GANG; DIE-CAST METAL; LOCKABLE COVER; HUBBELL "TAYMAC" OR EQUAL; SECURE TO CONCRETE FOUNDATION USING 3/16" DIAMETER (MINIMUM) STAINLESS STEEL CONCRETE SCREW ANCHORS; 2 SCREW ANCHORS PER BOX; TYPICAL 2 BOXES PER POLE.



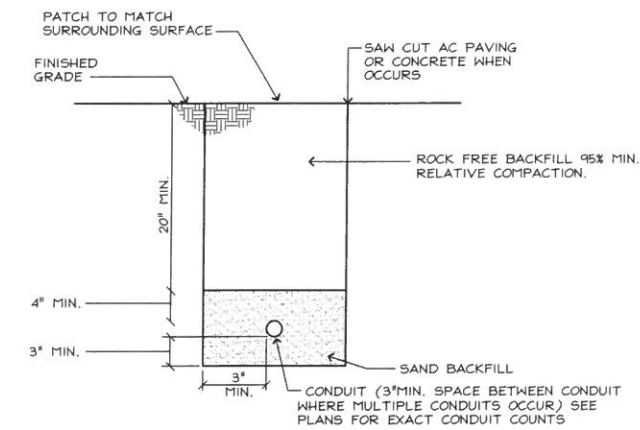
1 FIXTURE TYPE 'A' MOUNTING DETAIL
NO SCALE



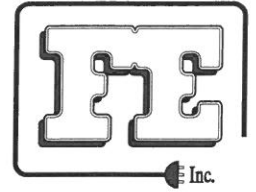
4 SINGLE LINE DIAGRAM
NO SCALE



2 CONCRETE PULL BOX
NO SCALE



3 TRENCH SECTION
NO SCALE



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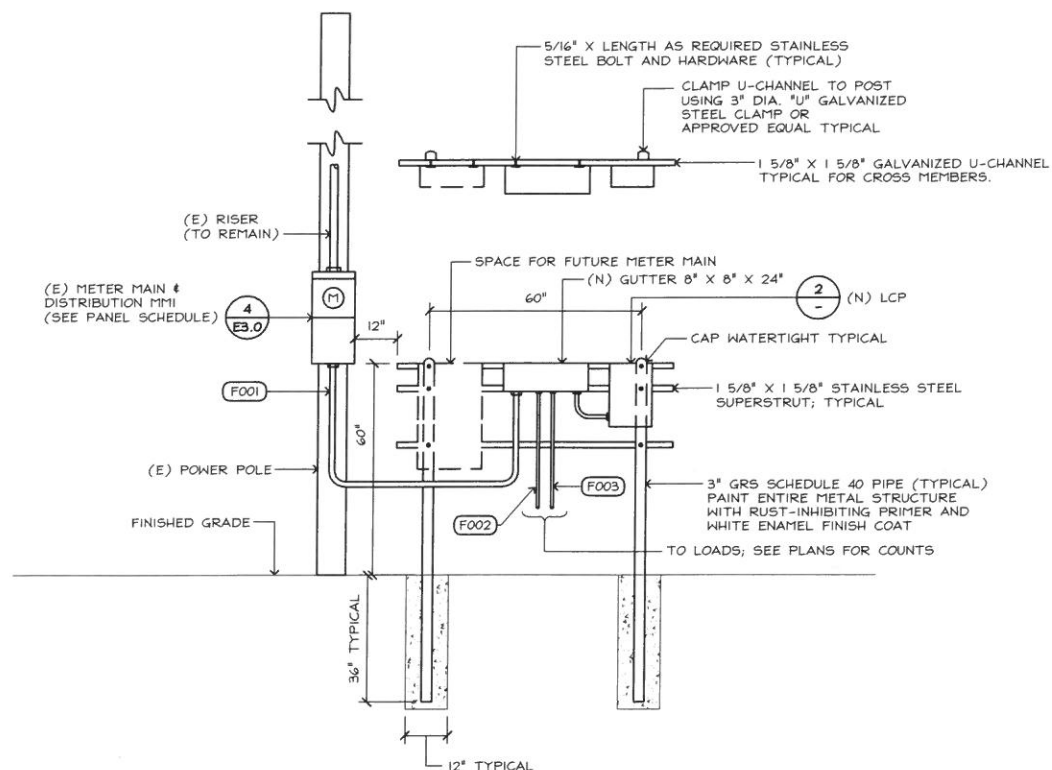
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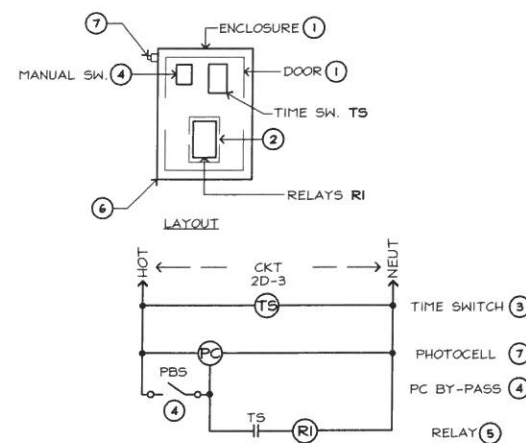
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1 BACKBOARD INSTALLATION
NO SCALE



2 LIGHTING CONTROL 'LCP'
NO SCALE

DETAIL NOTES:

- 1 6" DEEP SURF. MTD EQUIPMENT CABINET WITH FLUSH DOOR W/CONCEALED HINGES AND FLUSH LATCH W/KEYED LOCK. COORDINATE WITH OWNER.
- 2 REMOVABLE RIGID CLEAR PLASTIC BARRIER OVER OPEN RELAYS.
- 3 HEAVY DUTY MECHANICAL TIME SWITCH; 120V; 24 HOUR TIME SWITCH; 1 CIRCUIT ON/OFF SINGLE POLE SINGLE THROW INTERMATIC T101 SERIES.
- 4 PBS=15A-120/277V SPST SWITCH W/SH. BOX; MOUNT INSIDE CABINET. FOR MANUAL CONTROL OF FIXTURES; MOUNT SWITCH TO BE OPERATED WITHOUT OPENING ENCLOSURE; LABEL SWITCH "EXTERIOR LIGHTING".
- 5 RI=ELECTRICALLY HELD RELAY WITH 120VAC, COIL, 2-WIRE CONTROL; 240V, 20 AMP RATED CONTACTS. PROVIDE 4 POLE RELAY.
- 6 LCP MAY BE ASSEMBLED USING DISCRETE PARTS OR BY USING A PRE-MANUFACTURED ASSEMBLY WHICH FUNCTIONS AS SPECIFIED; PROVIDE SUBMITTAL.
- 7 PC=TORK PHOTOCELL CONTROL; MOUNTED TO LCP ENCLOSURE FACING NORTH.



Engineer's Opinion of Estimated Construction Cost - 50% Design Submittal ***NORTH HARBOR DRY STORAGE***

MME Project No: 20148-P1

August 17, 2022

| | |
|----------------------------------|--------------------|
| 7th & Brommer Dry Storage Budget | \$1,440,000 |
| North Harbor Dry Storage Budget | \$120,000 |
| Total= | \$1,560,000 |



**Engineer's Opinion of Estimated Construction Cost - 50% Design Submittal
7TH AND BROMMER DRY STORAGE**

MME Project No: 20148-P1

August 17, 2022

| | | | | | |
|--|--|-------|-----|----------|--------------------|
| PROJECT START UP | | | | | \$35,000 |
| 1 | Mobilization | 1 | LS | \$25,000 | \$25,000 |
| 2 | Construction Surveying | 1 | LS | \$10,000 | \$10,000 |
| DEMOLITION | | | | | \$40,500 |
| 3 | Clearing and Grubbing | 1 | LS | \$5,000 | \$5,000 |
| 4 | Remove Chainlink Fences and Gates | 1 | LS | \$5,000 | \$5,000 |
| 5 | Remove Electrical Facilities | 1 | LS | \$2,500 | \$2,500 |
| 6 | Remove Junk Storage Piles | 1 | LS | \$10,000 | \$10,000 |
| 7 | Remove Dead and Existing Trees | 9 | EA | \$2,000 | \$18,000 |
| GRADING | | | | | \$262,500 |
| 8 | Excavation | 1,900 | CY | \$50 | \$95,000 |
| 9 | Embankment | 1,500 | CY | \$50 | \$75,000 |
| 10 | Lime Stabilization | 1,500 | CY | \$35 | \$52,500 |
| 11 | Export | 400 | CY | \$100 | \$40,000 |
| DRAINAGE | | | | | \$134,515 |
| 12 | Trench Drain | 167 | LF | \$50 | \$8,350 |
| 13 | Specialty Top Soil (bioplanters) | 559 | CY | \$35 | \$19,565 |
| 14 | Caltrans Class II Permeable Material | 982 | CY | \$50 | \$49,100 |
| 15 | Concrete Wall/Level Spreader | 458 | LF | \$30 | \$13,740 |
| 16 | Concrete Curb/Wall with Cuts and Footing | 318 | LF | \$100 | \$31,800 |
| 17 | Tree and Plant Installation | 1 | LS | \$10,000 | \$10,000 |
| 18 | Rock Energy Dissipators | 196 | SF | \$10 | \$1,960 |
| PARKING AREA | | | | | \$499,465 |
| 19 | Hot Mix Asphalt | 1,398 | TON | \$200 | \$279,600 |
| 20 | Class II Baserock | 1,510 | CY | \$125 | \$188,750 |
| 21 | Striping | 1 | LS | \$15,000 | \$15,000 |
| 22 | Concrete Valley Gutter | 400 | LF | \$30 | \$12,000 |
| 23 | Concrete Curb and Gutter | 181 | LF | \$15 | \$2,715 |
| 24 | AC Dike | 140 | LF | \$10 | \$1,400 |
| SITE IMPROVEMENTS | | | | | \$116,000 |
| 25 | Perimeter Fencing | 860 | LF | \$50 | \$43,000 |
| 26 | Main Access Gate | 1 | EA | \$2,500 | \$2,500 |
| 27 | Interior Access Gate | 1 | EA | \$2,000 | \$2,000 |
| 28 | Sanitary Sewer Lateral Stub Out | 135 | LF | \$100 | \$13,500 |
| 29 | Electrical and Lighting | 1 | LS | \$55,000 | \$55,000 |
| TEMPORARY EROSION CONTROL | | | | | \$21,200 |
| 30 | Tree Protection | 1 | LS | \$2,500 | \$2,500 |
| 31 | Temporary Fencing | 580 | LF | \$15 | \$8,700 |
| 32 | Erosion Control | 1 | LS | \$10,000 | \$10,000 |
| SUB-TOTAL: | | | | | \$1,109,180 |
| CONTINGENCIES (30%): | | | | | \$332,754 |
| TOTAL: | | | | | \$1,441,934 |
| BUDGET: | | | | | \$1,440,000 |
| <p>The above breakdown represents our best estimate at this time and may change subject to future developments during the project. It is possible that some of the estimated costs for specific items may increase, while others may decrease. This provides us a greater degree of confidence in the overall project estimate, rather than in any given item. The cost to move boats and any other existing materials for staging during construction is excluded from this estimate.</p> | | | | | |



**Engineer's Opinion of Estimated Construction Cost - 50% Design Submittal
NORTH HARBOR DRY STORAGE**

MME Project No: 20148-P1

August 17, 2022

| | | | | | |
|--|-----------------------------------|-----|-----|----------|-----------------------------|
| PROJECT START UP | | | | | \$35,000 |
| 1 | Mobilization | 1 | LS | \$25,000 | \$25,000 |
| 2 | Construction Surveying | 1 | LS | \$10,000 | \$10,000 |
| DEMOLITION | | | | | \$5,000 |
| 3 | Remove Chainlink Fences and Gates | 1 | LS | \$5,000 | \$5,000 |
| SITE IMPROVEMENTS | | | | | \$46,000 |
| 4 | Perimeter Fencing | 180 | LF | \$50 | \$9,000 |
| 5 | Slurry Seal | 90 | TON | \$300 | \$27,000 |
| 6 | Striping | 1 | LS | \$10,000 | \$10,000 |
| TEMPORARY EROSION CONTROL | | | | | \$10,000 |
| 7 | Drainage Inlet Protection | 1 | LS | \$10,000 | \$10,000 |
| | | | | | SUB-TOTAL: |
| | | | | | \$96,000 |
| | | | | | CONTINGENCIES (30%): |
| | | | | | \$28,800 |
| | | | | | TOTAL: |
| | | | | | \$124,800 |
| | | | | | BUDGET: |
| | | | | | \$120,000 |
| <p>The above breakdown represents our best estimate at this time and may change subject to future developments during the project. It is possible that some of the estimated costs for specific items may increase, while others may decrease. This provides us a greater degree of confidence in the overall project estimate, rather than in any given item. The cost to move boats and any other existing materials for staging during construction is excluded from this estimate.</p> | | | | | |

Project No. SC12056
21 March 2022

Santa Cruz Port District
135 5th Avenue
Santa Cruz, CA 95062

Attn: Holland MacLaurie

Subject: Limited Geotechnical Investigation

Reference: Proposed Dry Storage Improvements
Boat Dry Storage Yard
7th Avenue and Brommer Street
Santa Cruz, California

Dear Mr. MacLaurie:

At your request, Haro, Kasunich and Associates, Inc. (HKA) has prepared this limited geotechnical investigation the referenced project located at the northwest corner of 7th Avenue and Brommer Street in Santa Cruz, California.

Purpose and Scope

The purpose of this investigation was to evaluate surface and subsurface soil conditions at the site in the vicinity of the proposed dry storage improvements and develop geotechnical criteria and recommendations for general site grading, pavement design, stormwater infiltration, and general site drainage.

The specific scope of our services was as follows:

- A. Review of the Santa Cruz County GIS Website and the geotechnical and geologic information in our files regarding the site and region. Coordinate field investigation.
- B. Performed a field exploration program consisting of logging soil (and any water encountered) and interval sampling of soil in four (4) test borings mechanically drilled to depths of 16.5 to 21.5 feet in the boat yard. The soil samples obtained were sealed and returned to the laboratory for testing.
- C. Performed a field exploration program consisting of logging and interval sampling of soils encountered in the percolation test area using power-driven, solid-flight auger equipment mounted on a drill rig truck. The percolation area included one (1) soil profile hole drilled to 21.5 feet deep and three (3) percolation borings drilled to depths of 3, 4, and 5 feet deep.

- D. Percolation testing of the 3 test borings at the proposed bioswale location.
- E. Performed a field exploration program consisting of two (2) double ring infiltrometer tests performed on the near surface soil to evaluate pervious paver infiltration rates.
- F. Laboratory testing of select samples obtained. Moisture content and dry density tests of selected samples were performed to evaluate the consistency of the in-situ soils. Gradation analyses were performed to determine fines content and aid in soil classification. Atterberg Limits tests were performed on near surface clayey soils to evaluate expansion potential. R-Value tests were performed to assist in preparing pavement design recommendations.
- G. Engineering analysis and evaluation. Based on our findings we developed geotechnical design criteria and recommendations for general site grading, pavement design, stormwater infiltration, and general site drainage that are compatible to the site conditions.
- H. Preparation and submittal of this report presenting the results and conclusions of our investigation.

Site Conditions and Project Description

The project parcel is located at the northwest corner of 7th Avenue and Brommer Street, in the Live Oak neighborhood of Santa Cruz in Santa Cruz County, California (Figure 1 in Appendix A). The site is currently developed as a boat dry storage yard. The level boat yard is covered with roughly 6 inches of base rock but is unpaved.

The proposed project consists of constructing a new paved parking lot with bioswale drainage management areas. Preliminary plans prepared by MME dated 16 June 2021 show the boat yard extended farther west and new bioswale areas to the west and south. The plans also show a new restaurant building, parking lot, trash enclosure, and patio on the east end of the parcel. The new restaurant building, and associated improvements are not included in this scope of work.

Site Geology

A review of the Geologic Map of Santa Cruz County, California (*Brabb et. al. 1997*) indicates the site is mapped as Qcl: Lowest Emergent Coastal Terrace Deposits (Pleistocene) and Tp: Purisima Formation (Pliocene and upper Miocene). A geologic map for the site, Figure 2, can be found in Appendix A attached to this report.

Field Exploration

Subsurface conditions were investigated on 1 November 2021. The approximate locations of the test borings are indicated on the Boring Site Plan, Figure 3 in the

Appendix A of this report. The borings were advanced with 6-inch diameter solid stem continuous flight-auger equipment mounted on a truck.

Representative soil samples were obtained from the exploratory borings at selected depths, or at major strata changes. These samples were recovered using the 3.0-inch outer diameter (O.D.) Modified California Sampler (MC) or the 2.0-inch O.D. Standard Penetration Test Sampler (SPT).

The penetration resistance blow counts noted on the boring logs were obtained as the sampler was dynamically driven into the in-situ soil. The process was performed by dropping a 140-pound hammer a 30-inch free fall distance and driving the sampler 6 to 18 inches and recording the number of blows for each 6-inch penetration interval. The blows recorded on the boring logs represent the accumulated number of blows that were required to drive the last 12 inches, or the indicated interval if less than 12 inches.

The soils encountered in the boring were continuously logged in the field and described in accordance with the Unified Soil Classification System (ASTM D2487). The Key to Logs, Figure 4, and Logs of Test Borings, Figures 5 through 9, are included in Appendix A of this report. The Boring Logs denote subsurface conditions at the locations and time observed, and it is not warranted that it is a representative of subsurface conditions at other locations or times.

Laboratory Testing

The laboratory testing program was directed toward determining pertinent engineering and index soil properties. The natural moisture contents and dry densities were determined on selected samples and are recorded on the boring logs at the appropriate depths.

Atterberg Limits tests were performed on near surface clay soil samples to evaluate expansion potential. Laboratory results suggest that the site soil retrieved from Boring B-2 consists of highly expansive soil (LL = 69, PI = 53) and soil retrieved from Boring B-4 consists of highly expansive soil (LL = 60, PI = 44). See Figures 10 to 11 in Appendix A for details.

Full gradations (grain size analyses) were performed on select samples to aid in soil classification. See Figures 12 to 14 in Appendix A for details. R-Value tests were performed to assist in pavement design. See Figures 15 to 16 in Appendix A for details.

The results of the Atterberg Limits tests and sieve analyses also appears on the "Logs of Test Boring" opposite the sample tested.

Subsurface Conditions

The soil encountered at the project site generally consisted of stratified layers of clay, silt, and sand typical of coastal terrace deposits underlain by Purisima Formation sandstone bedrock.

In Boring B-1, the subsurface soil consisted of stiff fat clay to a depth of 5 feet, over loose to medium dense clayey sand to a depth of 8.5 feet, over medium dense silty sand to a depth of 15 feet, underlain by a dense sandstone bedrock to a depth explored of 16.5 feet below ground surface (bgs).

Boring B-2 consisted of stiff fat clay to a depth of 2.5 feet, over medium dense clayey sand to a depth of 8.5 feet, over medium dense silty sand, underlain by very dense sandstone to a depth explored of 16.5 feet bgs.

Similarly, Boring B-3 consisted of 2.5 feet of stiff sandy fat clay, over medium dense clayey sand to a depth of 6.5 feet, over medium dense silty sand to a depth of 8.5 feet, over a thin layer of lean clay to a depth of 10 feet, over medium dense poorly graded sand to a depth explored of 16.5 feet bgs.

Boring B-4 consisted of stiff fat clay to a depth of 5 feet, over medium dense clayey sand to a depth of 10 feet, over stiff lean clay to a depth of 13.5 feet, over medium dense poorly graded sand to a depth explored of 16.5 feet bgs.

Boring B-5 consisted of stiff fat clay to a depth of 5 feet, over medium dense poorly graded sand with silt to a depth of 8.5 feet, over medium dense silty sand to a depth of 13.5 feet, over medium dense poorly graded sand to a depth of 18.5 feet, underlain by very dense sandstone to a depth explored of 21.5 feet bgs.

Groundwater was encountered in Boring B-5 at a depth of 18.0 feet bgs at the time of our field investigation. However, it should be noted that groundwater levels may fluctuate due to variations in rainfall or other factors not evident during our investigation. A rise in the elevation of groundwater during the rainy season should be anticipated at the site.

Double Ring Infiltrometer Testing

We performed follow-up field explorations on 2 November 2021 and 3 November 2021. The follow-up field investigation program consisted of infiltration testing using a double ring infiltrometer (ASTM Test Method D 3385) in the near surface soils in the boat yard and in the proposed bioswale at the west end of the parcel.

The double-ring infiltrometer test consists of driving two open cylinders (rings) into the surface soils at the test location, filling the rings with water and recording the rate of infiltration of the water. The water head is maintained at a constant elevation within the rings by means of Mariotte tubes or other methods.

The amount of water that is added to the inner ring over a set interval of time is the amount of water that infiltrates into the soil. Dividing the volume of water added per unit time by the area of the inner ring gives the infiltration velocity. This velocity is recorded versus elapsed time until a stable incremental infiltration velocity is obtained.

The double ring infiltrometer was installed below the existing ground cover at a depth of 6 inches. In the area of the boat yard, the infiltrometer was installed below the 6 inches of base rock and into native soil. We inspected the ring installation to verify that there were no cracks or leaks in the system, or any obstructions. The ground surface was gently sloping flat and some leveling was required. The inner ring penetrated at least 13 centimeters (5.1 inches) into the underlying soil and the outer rings penetrated at least 12 centimeters (4.7 inches) into the underlying soil. We filled the inner ring with water to check for leaks, and then we filled the outer ring with water to check for leaks.

The infiltration tests started at 9:00 AM and continued to 4:00 PM using 15-, 30-, and 60-minute intervals between readings. We recorded the incremental rate of water infiltrating into the ground for the inner rings and annular spaces, time intervals, periodic air temperatures, and weather. We then tabulated the incremental infiltration rates and created graphs of the incremental infiltration rates versus elapsed time.

The final infiltration rate at the location in the boat yard was 0.0 centimeters per hour (0.0 inches per hour). The final infiltration rate at the location of the proposed bioswale at the west end of the parcel was 1.2 centimeters per hour (0.47 inches per hour).

The approximate locations of the infiltrometer tests are indicated on the Boring Site Plan (see Figure 3 in the Appendix). The data and infiltration rates determined from the infiltration testing are included in Appendix A of this report (Figures 17 – 20). After completion of the field testing, the apparatus was removed from the test location.

Percolation Testing

We performed the follow-up field work at the site on 4 November 2021. The field-testing procedure followed the guidelines in the *Riverside County, Appendix A – Infiltration Testing* report prepared by Riverside County, dated 2011. Shallow percolation testing methodology was performed at each test location.

The percolation area included one (1) soil profile hole drilled to 21.5 feet deep and three (3) percolation borings drilled to depths of 3, 4, and 5 feet deep.

In the three percolation borings, a layer of 3/8" angular gravel approximately 2 inches thick was placed at the bottom of each borehole. A 3-inch diameter

perforated PVC pipe was placed in each test hole with additional gravel placed in the annulus between the perforated pipe and boring sidewall.

We pre-saturated the percolation holes by filling the test holes with 5-gallon bucket(s) of water at a constant head to a minimum depth of 5 times the holes radius. Testing commenced after a minimum 15 hours after pre-saturation.

On 4 November 2021, falling head percolation tests were performed as follows:

- a. Clear water was placed within the percolation zone of each test borehole to a minimum depth of 5 times the holes radius or 15 inches.
- b. Two water level readings were taken from a fixed reference point to the nearest 1/4th of an inch every 25 minutes using a water meter to determine if the change in water level is greater than 6 inches. Water was refilled to a similar depth after each test.
- c. Water level readings were taken from a fixed reference point to the nearest one quarter of an inch every 30 minutes for a total of 12 measurements using a water meter. Water was refilled to a similar depth after the test ran dry.

The percolation rate for each test hole was determined by using the last interval measured water level drop. The following table summarizes our percolation testing results:

Table 1: Percolation and Infiltration Rate Testing Results

| Boring # | Depth (in) | Diameter (in) | Percolation Rate (min/in) |
|----------|------------|---------------|---------------------------|
| P-1 | 36 | 6 | 54.55 |
| P-2 | 48 | 6 | 120.00 |
| P-3 | 60 | 6 | 25.00 |

See Figures 21 to 23 in Appendix A for detailed data and graphs of percolation testing.

Geotechnical Related Seismicity

The improvements should be designed in conformance with the most current California Building Code (2019 CBC). For seismic design, the soil properties at the site are classified as **Site Class “D”** based on definitions presented in Section 1613.2.2 in the 2019 CBC which refers to Chapter 20 of ASCE 7. The longitude and latitude were determined using a satellite image generated by Google Earth. These coordinates were taken from the approximate middle of the area of the proposed improvements:

Longitude = -121.99618°, Latitude = 36.97320°.

The coordinates listed above were used as inputs in the OSHPD seismic design maps created by California Office of Statewide Health Planning and Development (OSHPD) to determine the ground motion associated with the maximum considered earthquake (MCE) S_M and the reduced ground motion for design S_D . The results are as follows:

Site Class D

$S_S = 1.682$ g

$S_1 = 0.645$ g

$S_{MS} = 1.682$ g

$S_{M1} = 1.097$ g

refer to section 11.4.8 ASCE7-16 for site specific ground motions and exceptions¹

$S_{DS} = 1.121$ g

$S_{D1} = 0.731$ g

refer to section 11.4.8 ASCE7-16 for site specific ground motions and exceptions¹

A maximum considered earthquake geometric mean (MCE_G) peak ground acceleration (PGA) was estimated using the Figure 22-9 of the ASCE Standard 7-16. The mapped PGA was 0.704g and the site coefficient F_{PGA} for Site Class D is 1.1. The MCE_G peak ground acceleration adjusted for Site Class effects is $PGA_M = F_{PGA} * PGA$.

| |
|---|
| $PGA_M = 1.1 * 0.704 \text{ g} = 0.775 \text{ g}$ |
|---|

California Building Codes

Project design and construction should conform to the following building codes:

- 2019 California Building Code (CBC); and
- 2019 Green Building Standards Code (CAL Green)

In accordance with Section 1613.2.2 of the 2019 CBC, the project site should be assigned the Site Class D.

¹ "EXCEPTION: A ground motion hazard analysis is not required for structures other than seismically isolated structures and structures with damping systems where: ... [Exception] 2. Structures on Site Class D sites with S_1 greater than or equal to 0.2 provided the value of the seismic response coefficient C_s is determined by Eq. (12.8-2) for values of $T \leq 1.5 T_S$ and taken as equal to 1.5 times the value computed in accordance with either Eq. (12.8-3) for $T_L \geq T > 1.5T_S$ or Eq. (12.8-4) for $T > T_L$." ASCE7-16

Conclusions and Recommendations

Based on the results of our investigation, the proposed new paved parking lot with bioswale drainage management areas is compatible with site conditions from a geotechnical engineering standpoint, provided our recommendations are carefully followed during the design and construction phases of the project.

Highly expansive clay soils were encountered in the top 2.5 to 5 feet across the site. We recommend removal of the top 24 inches of soil and replacement with select granular fill to provide a uniform bearing surface for the new pavement that has a lower degree of expansion potential. As an alternative the upper 24 inches of clay soil could be processed using chemical treatment and replaced as engineered fill.

The following recommendations should be used as guidelines for preparing project plans and specifications.

Site Grading

1. HKA should be notified **at least four (4) working days** prior to any site clearing or grading so the work in the field can be coordinated with the grading contractor and arrangements for testing and observation can be made. The recommendations of this report assume the geotechnical engineer will perform the required testing and observation during grading and construction. It is the owner's responsibility to make the necessary arrangements for these required services.
2. Where referenced in this report, Percent Relative Compaction and Optimum Moisture Content shall be based on ASTM Test Designation D1557- current.
3. Areas to be graded should be cleared of all obstructions including loose/ soft soil, trees not designated to remain, grass, shrubs, or other unsuitable material. Unstable material includes removal of the upper expansive clay layer (about 24 inches thick) prior to placing fill. Existing depressions or voids should be backfilled with engineered fill.
4. Soils disturbed during demolition should be re-densified to at least 90 percent relative compaction.
5. Exposed surfaces to receive engineered fill should be scarified to a depth of 8 to 12 inches, moisture conditioned 3 to 6 percent over optimum, and compacted to 86 to 89 percent relative compaction.
6. Engineered fill should be placed on horizontal cut benches in firm approved material, in thin lifts not exceeding 8 inches in loose thickness, moisture conditioned to 1 to 2 percent over optimum, and compacted to at least 90 percent relative compaction. The upper 6 inches of pavement section subgrades should be compacted to at least 95 percent relative compaction at

- slightly above optimum moisture. The aggregate base below pavements should likewise be compacted to at least 95 percent relative compaction at slightly above optimum moisture.
7. If grading is performed during or shortly after the rainy season, the grading contractor may encounter compaction difficulty, such as pumping or bringing free water to the surface, in the upper soils. If compaction cannot be achieved after adjusting the soil moisture content, it may be necessary to over-excavate the subgrade soil and replace it with angular crushed rock to stabilize the subgrade.
 8. The project site highly expansive clay soils may **not** be used as engineered fill unless processed using chemical treatment consisting of a minimum 5 percent by mass quick lime or similar product. Actual amount should be determined by grading contractor with experience in chemical treatment of soils.
 9. Import soils utilized as engineered fill at the project site should:
 - a. Be free of wood, organic debris, and other deleterious materials;
 - b. Not contain rocks or clods greater than 4 inches in any dimension;
 - c. Not contain more than 25 percent of fines passing the #200 sieve;
 - d. Have a Sand Equivalent greater than 18;
 - e. Have a Plasticity Index less than 15;
 - f. Have an R-Value of not less than 30; and
 - g. Be approved by the project geotechnical engineer. Contractor should submit to the geotechnical engineer samples of import material or utility trench backfill for compliance testing a minimum of 4 days before it is delivered to the project site.
 10. After the earthwork operations have been completed and the geotechnical engineer has finished his observation of the work, no further earthwork operations shall be performed except with the approval of and under the observation of the geotechnical engineer.

Flexible Pavement Sections

11. Near surface soils in the area of the proposed flexible (asphalt concrete) pavements should be subexcavated, the exposed subgrade prepared, and the excavation backfilled with engineered fill prepared as discussed in the section on "Site Grading".
12. Laboratory R-Value tests taken nearby on the near-surface clayey sand or sandy clay of the terrace deposits representative of the boat yard resulted in a laboratory R-Value of 30 with expansion pressures of 10 to 20 psf. To account for site variability, we used a slightly reduced design expansion pressure of 10 psf. In the event that highly expansive clay soils are

encountered, the clayey soils should be removed to a depth of 24 inches from under the pavement section and replaced with select granular soil (or import soil) with an R-Value of at least 50 (An R-Value of 50 is typical of Class 2 Aggregate Subbase Material).

13. As an alternative the upper 24 inches of clay soil could be processed using chemical treatment and replaced as engineered fill. The chemical treatment should consist of a minimum 5 percent by mass quick lime or similar product. Actual amount should be determined by grading contractor with experience in chemical treatment of soils.
- 14.
15. Four traffic indices (TI) of 4, 5, 6 and 7 were evaluated for the design of the asphalt pavement sections for the new boat yard. The project Civil Engineer should determine the appropriate traffic index for the anticipated traffic usage. If a different traffic index is desired or required, please contact our office and a recommended asphalt concrete pavement structural section can be provided.
16. Flexible (asphalt concrete) pavement sections have been designed according to Caltrans methods including a factor of safety on the asphalt layer thickness and using a 20-year pavement life. The pavement section designs, based on a design R-value of 30, are shown on the table below:

TABLE 2

| FLEXIBLE PAVEMENT SECTION DESIGN | | | | | |
|---|---------------|--------------|-------|--|--|
| Subgrade R-Value | Traffic Index | Traffic | | Pavement Section (Inches) | |
| - | - | - | | Asphalt Concrete ¹ (Inches) | Aggregate Base ² or Aggregate Subbase ³ (Inches) |
| - | - | - | | - | Class 2 AB Class 2 ASB |
| 30 | 4 | Auto Parking | | 3.0 | 3.0 - |
| 30 | 5 | Light Duty | Alt 1 | 3.0 | 2.0 4.0 |
| | | | Alt 2 | 3.0 | 5.5 - |
| 30 | 6 | Medium Duty | Alt 1 | 3.5 | 3.5 4.5 |
| | | | Alt 2 | 3.5 | 7.5 - |
| 30 | 7 | Heavy Duty | Alt 1 | 4.0 | 4.5 5.5 |
| | | | Alt 2 | 4.0 | 9.5 - |

- 1) Type A or B Asphalt Concrete
- 2) Class 2 Aggregate Base (minimum R-value = 78)
- 3) Class 2 Aggregate Subbase (minimum R-value =50)

17. Pavement areas should not be allowed to be contaminated with organic materials. Where stripping involves topsoil and organics then these materials should be removed including loose soils, etcetera, and any required cuts. A minimum of 24 inches of compacted subgrade should be provided beneath the pavement sections. The subgrade should be moisture conditioned to above optimum moisture percentage and compacted to at least 95 percent relative compaction based on ASTM Test Method D1557. Class 2 Aggregate Base and Class 2 Aggregate Subbase should be moisture conditioned to slightly over the optimum moisture percentage and compacted to at least 95 percent relative compaction based on ASTM Test Method D1557-current.
18. Studies have indicated that a major factor in extending pavement life is to provide adequate drainage for both the pavement surface and subgrade. Care should be taken during the development of the grading plan to plan for good drainage. Landscaped and irrigated planters that are adjacent to the pavements should have cut-off curbing constructed around them that extends a minimum of 6 inches into the subgrade soil (subgrade in this case is that material beneath the pavement structural section). The recommend pavement sections assume periodic maintenance, such as crack sealing, etcetera, will be performed over the life of the pavements. Where heavy trucks, such as garbage trucks or buses will travel or make sharp turns, heavier asphalt sections or rigid concrete pavements should be considered.
19. To have pavement sections perform to their greatest efficiency, it is important that the following items be considered:
 - a. Scarify and moisture condition the top 12 inches of subgrade and compact to a minimum relative compaction of 95 percent, at a moisture content at above laboratory optimum value.
 - b. Provide sufficient gradient to prevent ponding of water.
 - c. Use only quality materials of the type and thickness (minimum) specified. All base rock (R=78 minimum) must meet CALTRANS Standard Specifications for Class II Untreated Aggregate Base (Section 26).
 - d. Compact the aggregate base uniformly to a minimum of 95 percent relative compaction.
 - e. Place the asphaltic concrete only during periods of fair weather when the free air temperature is within prescribed limits.
 - f. Maintenance should be undertaken on a routine basis.

Reservoir Excavation

20. Based on the soils encountered at the site, we anticipate that excavations for the pervious pavers and pervious pavements sections can be made with an excavator or a backhoe.
21. Where practical, clayey soils encountered during excavation at the bottom of the reservoir layer should be removed from the bottom of the reservoir, and the reservoir either deepened or the clayey soils should be replaced with an approved on-site coarse-grained material or an approved import fill material.
22. Keep the reservoir bottom as level as possible to evenly distribute the infiltration of stormwater.
23. After excavation of the reservoir, the subgrade should be rolled with a lightweight roller to level the subgrade. Areas that were either compacted during the regrading after demolitions or have become overcompacted during rolling should be scarified to a depth of at least 12 inches and rerolled with a lightweight roller to level the subgrade at the base of the reservoir.
24. In areas that will be subject to moderate traffic loads (anything heavier than cars and pickup trucks, such as garbage trucks) or the reservoir and pervious paver section is less than 20 inches, a layer of geosynthetic fabric, such as Mirafi RS380i or equivalent should be placed between the rolled subgrade and the reservoir rock. If a geosynthetic fabric other than Mirafi RS380i is proposed, it should be submitted to the civil engineer and geotechnical engineer for review prior to installation.
25. Reservoir backfill should consist of Caltrans Class 1 Type A or Type B permeable material, or Caltrans Class 2 permeable material, or an approved alternative material. The material should have a Durability Index of not less than 40, a Sand Equivalent of not less than 75 (for Class 2 permeable material), be angular, open graded and generally have a void ratio of about 30%. If reservoir backfill material other than the above materials is proposed, it should be submitted to the civil engineer and geotechnical engineer for review prior to installation. The depth of the reservoir should be determined by the civil engineer based on the required capacities, reservoir material properties, and infiltration rates. However, we recommend a thickness of at least 9 inches in vehicle areas to support light vehicle loads.
26. Reservoir backfill should be installed in thin lifts by a vibratory plate compactor to set and interlock the rock. The top of the reservoir material should be rolled with a lightweight roller to level the surface.
27. On the perimeter of the reservoir, we recommend installing a deepened

concrete curb extending at least 4 inches below the bottom of the reservoir material. We anticipate the total depth of the deepened curb to be 20 inches in depth from finish grade. On all vertical sides a vapor barrier at least 10 mil thick and puncture resistant should be installed to prevent migration of water through the deepened curb. Where building foundation footings are within 5 feet of the reservoir, the vapor barrier should wrap along the bottom of the reservoir within 3 horizontal feet from the foundation elements.

Pervious Pavements

28. Pervious concrete pavement PCP and pervious asphalt pavements PAP may be constructed directly on top of the reservoir material.
29. Pervious concrete pavement in vehicle areas subject to light automobiles and trucks should be at least 5½ inches thickness.
30. Pervious asphalt concrete should be in two layers. The upper layer consisting of an open graded friction course at least 1¼ inches in thickness overlying an asphalt treated permeable base at least 4½ inches in thickness.
31. Do not use tack coats or prime coats with pervious asphalt concrete.

Permeable Interlocking Concrete Pavers

32. Permeable interlocking concrete pavers in areas subjected to vehicle traffic should be at least 3¹/₈ inches in thickness, and permeable interlocking concrete pavers in pedestrian only areas should be at least 2³/₈ inches in thickness. Install a bedding course of under the pavers of at least 2 inches thickness of 1/4-inch to 3/8-inch open-graded crushed stone (ASTM #8 or #9). If needed, a layer of 3 to 4 inches thickness of additional choker material may be installed between the bedding and the reservoir.

Permeable Concrete Pavers With Gaps

33. Where permeable concrete pavers with gaps are used, install a bedding course under the pavers of at least 2 inches in thickness of 1/4-inch to 3/8-inch open-graded crushed stone (ASTM #8 or #9). If needed, a layer of 3 to 4 inches thickness of additional choker material may be installed between the bedding and the reservoir. The voids between pavers may be filled with 1/4-inch open-graded crushed stone (ASTM #9).

Permeable Pavement Construction Considerations

34. It is important that silts and clays not collect in the bottoms of the areas to receive pervious pavements or pavers during construction. Care should be taken to prevent siltation of the pervious pavements or pavers during construction.
35. A sample of the proposed import soil and rock materials should be submitted

- for approval by the civil engineer and geotechnical engineer prior to installation.
36. HKA should observe excavations and installation of the pervious pavers at the referenced site, to verify that the bottom of the reservoir is excavated into anticipated soils, to verify that the geotextile, reservoir backfill, bedding/choker layers, and the pavement/pavers are installed as recommended, and to provide additional recommendations as needed if varying conditions are encountered.
 37. Pervious pavers and pervious pavement sections will need to be maintained, repaired and replaced as needed over the design life of the project.

Surface Drainage

38. Surface water should be directed away from planned improvements both during and after construction. Ensure that surface drainage is controlled and not allowed to flow over the improvements and onto the nearby slope face.
39. Lined V-ditches in association with catch basins should collect surface water and direct it away from the site and prevent ponding in the boat yard. The collected drainage should be conveyed to a suitable discharge location approved by HKA.
40. Drainage improvements should include provisions to intercept and divert surface water from infiltrating over the slopes below. Discharge should be conveyed via tight line to the base of the slope. The pipe should be at durable, solid, and straight. It should be well tacked to the hillside or buried. We do not recommend corrugated flexible pipe.
41. The migration of water or spread of extensive root systems below foundations, slabs, or pavements may cause undesirable differential movements and subsequent damage to these structures. Landscaping should be planned accordingly.

Plan Review, Construction Observation and Testing

42. Haro, Kasunich and Associates, Inc. must be provided an opportunity to review project plans prior to construction to evaluate if our recommendations have been properly interpreted and implemented. We should also provide excavation observations during construction. This allows us to confirm anticipated soil conditions and evaluate conformance with our recommendations and project plans. If we do not review the plans or provide observation and testing services during the earthwork phase of the project, we assume no responsibility for misinterpretation of our recommendations.

Santa Cruz Port District
Project No. SC12056
7th and Brommer Dry Storage Improvements
21 March 2022
Page 15

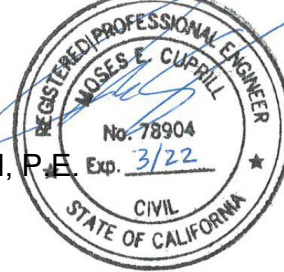
If you have any questions concerning this report, please call our office.

Respectfully Submitted,

HARO, KASUNICH & ASSOCIATES, INC.

Tia McNaughton
Staff Engineer

Moses Cuprill, P.E.
C.E. 78904



TM/MC

Attachments: Appendix A

Copies: 1 via email: Rodney Cahill (Rodney@m-me.com)
1 via email: Angie Hershberger (Angie@m-me.com)

LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed in the borings. If any variations or undesirable conditions are encountered during construction, or if the proposed construction will differ from that planned at the time, our firm should be notified so that supplemental recommendations can be given.
2. This report is issued with the understanding that it is the responsibility of the owner, or his representative, to ensure that the information and recommendations contained herein are called to the attention of the Architects and Engineers for the project and incorporated into the plans, and that the necessary steps are taken to ensure that the Contractors and Subcontractors carry out such recommendations in the field. The conclusions and recommendations contained herein are professional opinions derived in accordance with current standards of professional practice. No other warranty expressed or implied is made.
3. The findings of this report are valid as of the present date. However, changes in the conditions of a property can occur with the passage of time, whether they be due to natural processes or to the works of man, on this or adjacent properties. In addition, changes in applicable or appropriate standards occur whether they result from legislation or the broadening of knowledge. Accordingly, the findings of this report may be invalidated, wholly or partially, by changes outside our control. Therefore, this report should not be relied upon after a period of three years without being reviewed by a geotechnical engineer.

APPENDIX A

Site Vicinity Map - Figure 1

Geologic Map - Figure 2

Boring Site Plan - Figure 3

Key to Logs - Figure 4

Logs of Test Borings – Figures 5 to 9

Laboratory Test Results – Figures 10 to 16

Infiltration Testing Results – Figures 17 to 20

Percolation Testing Results – Figures 21 to 23



SITE VICINITY MAP
 7TH AVENUE AND BROMMER STREET
 SANTA CRUZ, CALIFORNIA
 APN: 026-211-69

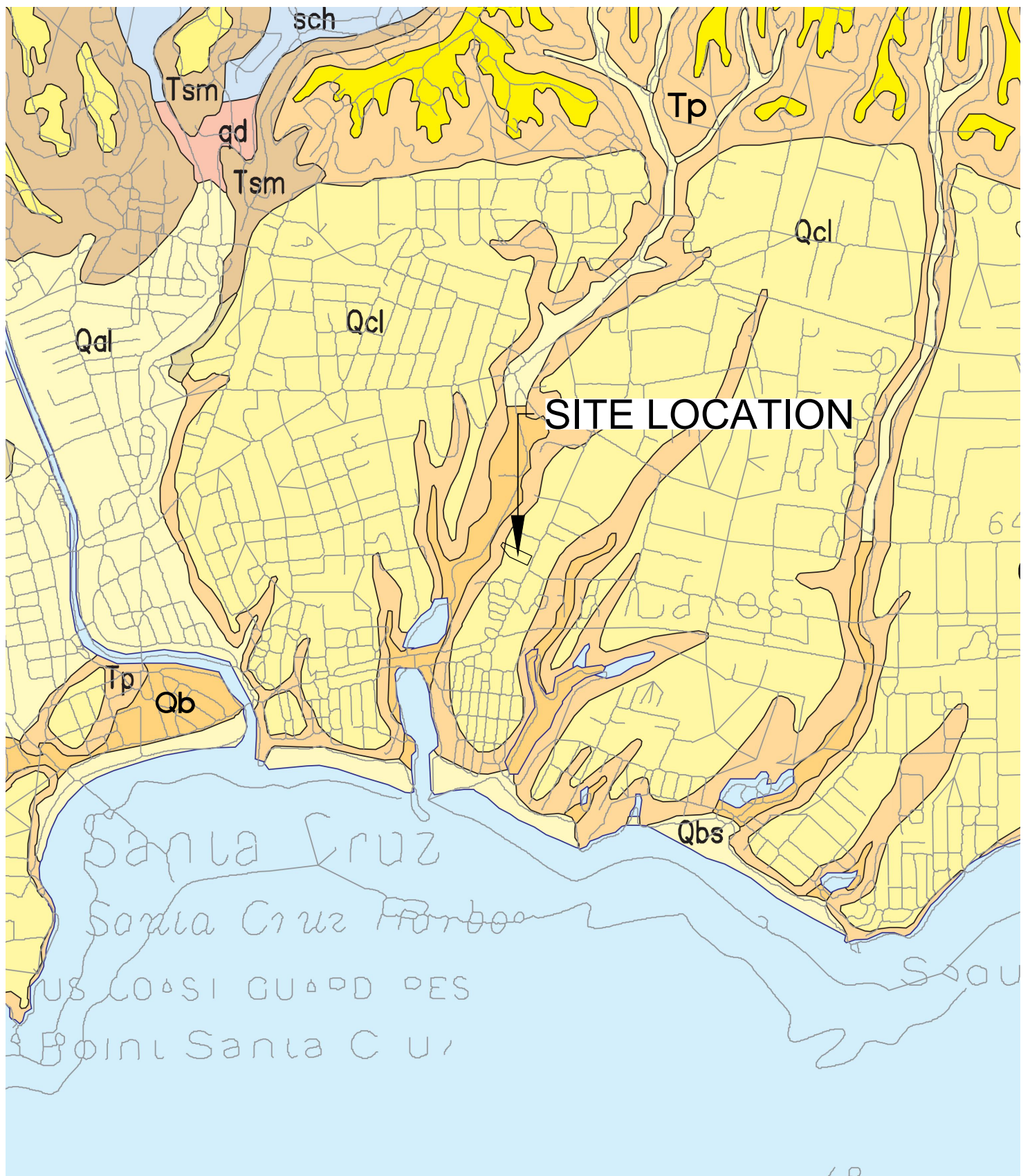
SCALE: NTS
 DRAWN BY: TSM
 DATE: JANUARY 2022
 REVISED:
 JOB NO. SC12056

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 GEOTECHNICAL AND COASTAL ENGINEERS
 116 E. LAKE AVENUE, WATSONVILLE, CA 95076
 (831) 722-4175

FIGURE NO. 1

SHEET NO. 107

FROM:
 SANTA CRUZ TOPOGRAPHIC MAP IN MONTEREY COUNTY, CALIFORNIA



KEY:
 Qb: BASIN DEPOSITS (HOLOCENE)
 Qcl: LOWEST EMERGENT COASTAL TERRACE DEPOSITS (PLEISTOCENE)
 Tp: PURISIMA FORMATION (PLIOCENE AND UPPER MIOCENE)

FROM:
 GEOLOGIC MAP OF SANTA CRUZ COUNTY, CALIFORNIA
 COMPILED BY
 EARL E. BRABB et al.
 DIGITAL DATABASE PREPARED BY S. GRAHAM, C. WENTWORTH, D. KNIFONG, R. GRAYMER
 AND J. BLISSENBACH
 1997



SCALE: NTS
 DRAWN BY: TSM
 DATE: JANUARY 2022
 REVISED:
 JOB NO. SC12056

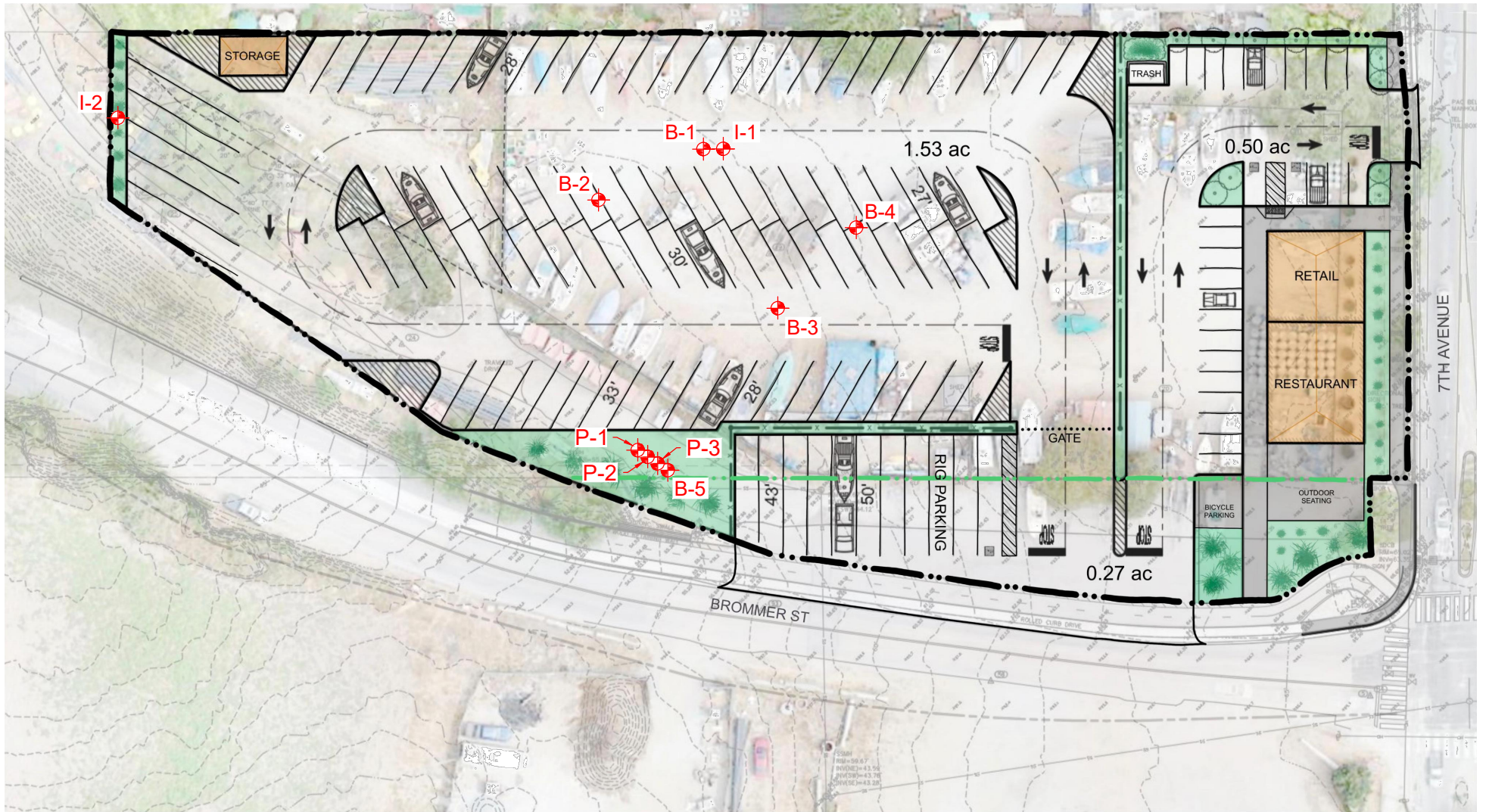
GEOLOGIC MAP
 7TH AVENUE AND BROMMER STREET
 SANTA CRUZ, CALIFORNIA
 APN: 026-211-69

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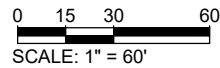
FIGURE NO. 2




SHEET NO.

108



- NOTES:
 1. PRELIMINARY SITE PLAN PREPARED BY MME DATED 16 JUNE 2021.
 2. BORING LOCATIONS ARE APPROXIMATE, TAKEN FROM MEASUREMENTS IN THE FIELD.



- KEY:
-  B-X = SOIL BORING LOCATION
 -  I-X = INFILTRATION TEST LOCATION
 -  P-X = PERCOLATION TEST LOCATION



BORING SITE PLAN
 7TH AVENUE AND BROMMER STREET
 SANTA CRUZ, CALIFORNIA
 APN: 026-211-69

SCALE: 1" = 60'
 DRAWN BY: TSM
 DATE: JANUARY 2022
 REVISED:
 JOB NO. SC12056

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FIGURE NO. 3

SHEET NO.

| PRIMARY DIVISIONS | | | GROUP SYMBOL | SECONDARY DIVISIONS |
|---|--|------------------------------------|--------------|---|
| COARSE GRADED SOILS MORE THAN HALF OF MATERIAL IS LARGER THAN NO. 200 SIEVE SIZE | GRAVEL MORE THAN HALF OF COARSE FRACTION IS LARGER THAN NO. 4 SIEVE | CLEAN GRAVELS (LESS THAN 5% FINES) | GW | WELL GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES. |
| | | | GP | POORLY GRADED GRAVELS OR GRAVEL-SAND MIXTURES, LITTLE OR NO FINES. |
| | | GRAVEL WITH FINES | GM | SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES, NON-PLASTIC FINES |
| | | | GC | CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES, PLASTIC FINES. |
| | SAND MORE THAN HALF OF COARSE FRACTION IS SMALLER THAN NO. 4 SIEVE | CLEAN SANDS (LESS THAN 5% FINES) | SW | WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES. |
| | | | SP | POORLY GRADED SANDS OR GRAVELLY SANDS, LITTLE OR NO FINES. |
| | | SANDS WITH FINES | SM | SILTY SANDS, SAND-SILT MIXTURES, NON-PLASTIC FINES. |
| | | | SC | CLAYEY SANDS, SAND-CLAY MIXTURES, PLASTIC FINES. |
| FINE GRADED SOILS MORE THAN HALF OF MATERIAL IS SMALLER THAN NO. 200 SIEVE SIZE | SILTS AND CLAYS LIQUID LIMIT LESS THAN 50% | | ML | INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY. |
| | | | CL | INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS. |
| | | | OL | ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY. |
| | SILTS AND CLAYS LIQUID LIMIT GREATER THAN 50% | | MH | INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS. |
| | | | CH | INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS. |
| | | | OH | ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS. |
| HIGHLY ORGANIC SOILS | | | Pt | PEAT AND OTHER HIGHLY ORGANIC SOILS. |

U.S. STANDARD SERIES SIEVE GRAIN SIZES CLEAR SQUARE SIEVE OPENINGS
 200 40 10 4 3/4" 2" 12"

| SILTS AND CLAYS | SAND | | | GRAVEL | | COBBLES | BOULDERS |
|-----------------|------|--------|--------|--------|--------|---------|----------|
| | FINE | MEDIUM | COARSE | FINE | COARSE | | |

| RELATIVE DENSITY | | CONSISTENCY | | | SAMPLING METHOD | | | WATER | |
|-------------------|-----------------|-----------------|------------------|-----------------|---------------------------|-----|--|-------------------------|--|
| SANDS AND GRAVELS | BLOWS PER FOOT* | SILTS AND CLAYS | STRENGTH (TSF)** | BLOWS PER FOOT* | STANDARD PENETRATION TEST | SPT | | FINAL | |
| VERY LOOSE | 0 - 4 | VERY SOFT | 0 - 1/4 | 0 - 2 | MODIFIED CALIFORNIA | MC | | INITIAL | |
| LOOSE | 4 - 10 | SOFT | 1/4 - 1/2 | 2 - 4 | PITCHER BARREL | P | | WATER LEVEL DESIGNATION | |
| MEDIUM DENSE | 10 - 30 | FIRM | 1/2 - 1 | 4 - 8 | SHELBY TUBE | S | | | |
| DENSE | 30 - 50 | STIFF | 1 - 2 | 8 - 16 | BULK | B | | | |
| VERY DENSE | OVER 50 | VERY STIFF | 2 - 4 | 16 - 32 | | | | | |
| | | HARD | OVER 4 | OVER 32 | | | | | |

*Number of blows of 140 lb hammer falling 30 inches to drive a 2" O.D. (1 3/8" I.D.) split spoon sampler (ASTM D-1586).
 **Unconfined compressive strength in tons/ft² as determined by laboratory testing or approximated by the Standard Penetration Test (ASTM D-1586), pocket penetrometer, torvane, or visual observation.

KEY TO LOGS
 7TH AVENUE AND BROMMER STREET
 SANTA CRUZ, CALIFORNIA
 APN: 026-211-69

SCALE: NTS
 DRAWN BY: TSM
 DATE: JANUARY 2022
 REVISED:
 JOB NO. SC12056

HARO, KASUNICH & ASSOCIATES, INC.
 GEOTECHNICAL AND COASTAL ENGINEERS
 116 E. LAKE AVENUE, WATSONVILLE, CA 95076
 (831) 722-4175



HARO, KASUNICH AND ASSOCIATES
116 E LAKE AVE
95076

BORING NUMBER 1

Figure No.: 5

CLIENT Santa Cruz Port District **PROJECT NAME** 7th Avenue and Brommer Street

PROJECT NUMBER SC12056 **PROJECT LOCATION** Santa Cruz, CA

DATE STARTED 11/1/21 **COMPLETED** 11/1/21 **GROUND ELEVATION** _____ **HOLE SIZE** 6"

DRILLING CONTRACTOR Cenozoic Exploration **GROUND WATER LEVELS:**

DRILLING METHOD Truck Solid Flight **AT TIME OF DRILLING** --- No Groundwater

LOGGED BY TM **CHECKED BY** MC **AT END OF DRILLING** ---

NOTES _____ **AFTER DRILLING** ---

| DEPTH (ft) | GRAPHIC LOG | MATERIAL DESCRIPTION | USCS | SAMPLE TYPE NUMBER | BLOW COUNTS | DRY UNIT WT. (pcf) | MOISTURE CONTENT (%) | SIEVE ANALYSIS | | | ATTERBERG LIMITS | | | Phi (deg) | COHESION (psf) |
|------------|---------------------|---|-------|--------------------|---------------|--------------------|----------------------|----------------|--------|---------|------------------|---------------|------------------|-----------|----------------|
| | | | | | | | | GRAVEL % | SAND % | FINES % | LIQUID LIMIT | PLASTIC LIMIT | PLASTICITY INDEX | | |
| 0 | | 6 inches of baserock | | | | | | | | | | | | | |
| | [Diagonal Hatching] | (CH) Dark brown Fat CLAY with SAND, mottled orange, very moist, stiff | CH | MC 1-1-1 | 7-7-12 (19) | 117 | 14 | | | | | | | | |
| | | Brown Sandy Fat CLAY, moist, some mottling, stiff | | SPT 1-2 | 6-7-7 (14) | | | | | | | | | | |
| 5 | | (SC) Brown orangish Clayey SAND, fine sands, moist, loose | SC | MC 1-3-1 | 5-5-6 (11) | 98 | 26 | | | | | | | | |
| | [Diagonal Hatching] | Olive brown Clayey SAND, with small to medium gravels (rounded), moist, medium dense, some mottling | | SPT 1-4 | 8-12-12 (24) | | | | | | | | | | |
| 10 | | (SM) Brown Silty SAND, moist, medium dense | SM | MC 1-5-1 | 10-13-17 (30) | | | | | | | | | | |
| | [Dotted] | Similar, seam of small gravels 2" thick fine sands | | SPT 1-6 | 9-7-9 (16) | | | | | | | | | | |
| 15 | | (SM) Brown Silty SAND, moist, medium dense, fine SAND | SM | MC 1-7-2 | 12-8-13 (21) | | | | | | | | | | |
| | [Dotted] | (SP-SM) Olive brown poorly graded sand with SILT, moist, dense, very fine sands | SP-SM | SPT 1-8 | 16-14-19 (33) | | | | | | | | | | |

Bottom of borehole at 16.5 feet.

GEOTECH BH COLUMNS - GINT STD US GDT - 1/12/22 11:30 - H:\PROJECTS\12000S\12056 FOLDER 7TH AVE & BROMMER ST. SC\PD\APPENDIX\BORING LOGS\12056 BORING LOGS DRAFT 11-9-21.GPJ



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116 E LAKE AVE
95076

BORING NUMBER 2

Figure No.: 6

CLIENT Santa Cruz Port District **PROJECT NAME** 7th Avenue and Brommer Street

PROJECT NUMBER SC12056 **PROJECT LOCATION** Santa Cruz, CA

DATE STARTED 11/1/21 **COMPLETED** 11/1/21 **GROUND ELEVATION** _____ **HOLE SIZE** 6"

DRILLING CONTRACTOR Cenozoic Exploration **GROUND WATER LEVELS:**

DRILLING METHOD Truck Solid Flight **AT TIME OF DRILLING** --- No Groundwater

LOGGED BY TM **CHECKED BY** MC **AT END OF DRILLING** ---

NOTES _____ **AFTER DRILLING** ---

| DEPTH (ft) | GRAPHIC LOG | MATERIAL DESCRIPTION | USCS | SAMPLE TYPE NUMBER | BLOW COUNTS | DRY UNIT WT. (pcf) | MOISTURE CONTENT (%) | SIEVE ANALYSIS | | | ATTERBERG LIMITS | | | Phi (deg) | COHESION (psf) |
|------------|-------------|--|------|--------------------|---------------|--------------------|----------------------|----------------|--------|---------|------------------|---------------|------------------|-----------|----------------|
| | | | | | | | | GRAVEL % | SAND % | FINES % | LIQUID LIMIT | PLASTIC LIMIT | PLASTICITY INDEX | | |
| 0 | | 6 inches of baserock | | | | | | | | | | | | | |
| | | (CH) Dark brown Fat CLAY with some SAND, moist, medium stiff | CH | MC 2-1-1 | 4-4-8 (12) | | | | | | | 69 | 16 | 53 | |
| | | (SC) Tan/olive brown Clayey SAND, moist, medium dense | SC | SPT 2-2 | 4-6-7 (13) | | 24 | | | | | | | | |
| 5 | | (SC) Brown Clayey SAND, small rounded gravels throughout, moist, medium dense, slightly mottled | SC | MC 2-3-1 | 7-12-15 (27) | | | | | | | | | | |
| | | Brown mottled Clayey SAND with gravels throughout, pockets of tan sticky CLAY, moist, medium dense | | SPT 2-4 | 8-8-11 (19) | | | | | | | | | | |
| 10 | | (SM) Brown Silty SAND, some cohesion, moist, medium dense | SM | MC 2-5-1 | 11-10-13 (23) | 107 | 18 | | | | | | | | |
| | | Similar, seam 2" of coarse sands, moist, medium dense | | SPT 2-6 | 6-9-10 (19) | | | | | | | | | | |
| 15 | | (SP) Tan brown poorly graded sand, moist, very dense | SP | MC 2-7-1 | 14-31-50/5" | | | | | | | | | | |
| | | Olive brown, poorly graded sand, moist, very dense | | SPT 2-8 | 17-22-36 (58) | | | | | | | | | | |

Bottom of borehole at 16.5 feet.

GEOTECH BH COLUMNS - GINT STD US GDT - 1/12/22 11:30 - H:\PROJECTS\12000S\12056 FOLDER 7TH AVE & BROMMER ST. SC\APPENDIX\BORING LOGS\12056 BORING LOGS DRAFT 11-9-21.GPJ



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116 E LAKE AVE
95076

BORING NUMBER 3

Figure No.: 7

CLIENT Santa Cruz Port District **PROJECT NAME** 7th Avenue and Brommer Street

PROJECT NUMBER SC12056 **PROJECT LOCATION** Santa Cruz, CA

DATE STARTED 11/1/21 **COMPLETED** 11/1/21 **GROUND ELEVATION** _____ **HOLE SIZE** 6"

DRILLING CONTRACTOR Cenozoic Exploration **GROUND WATER LEVELS:**

DRILLING METHOD Truck Solid Flight **AT TIME OF DRILLING** --- No Groundwater

LOGGED BY TM **CHECKED BY** MC **AT END OF DRILLING** ---

NOTES _____ **AFTER DRILLING** ---

| DEPTH (ft) | GRAPHIC LOG | MATERIAL DESCRIPTION | USCS | SAMPLE TYPE NUMBER | BLOW COUNTS | DRY UNIT WT. (pcf) | MOISTURE CONTENT (%) | SIEVE ANALYSIS | | | ATTERBERG LIMITS | | | Phi (deg) | COHESION (psf) |
|------------|-------------|---|------|--------------------|---------------|--------------------|----------------------|----------------|--------|---------|------------------|---------------|------------------|-----------|----------------|
| | | | | | | | | GRAVEL % | SAND % | FINES % | LIQUID LIMIT | PLASTIC LIMIT | PLASTICITY INDEX | | |
| 0 | | 6 inches of baserock | | | | | | | | | | | | | |
| | | (CH) Dark brown to brown highly mottled Sandy CLAY, moist, stiff, few sandstone gravels | CH | MC 3-1-1 | 9-12-16 (28) | | | | | | | | | | |
| | | (SC) Brown mottled Clayey SAND, moist, medium dense, few gravels | SC | SPT 3-2 | 6-10-11 (21) | | | | | | | | | | |
| 5 | | Red brown to brown Clayey SAND with some coarse gravels, medium dense | | MC 3-3-1 | 8-10-14 (24) | 108 | 21 | | | | | | | | |
| | | (SM) Brown Silty SAND, moist, medium dense, fine sands | SM | SPT 3-4 | 3-6-7 (13) | | | | | | | | | | |
| | | (CL) Tan/olive CLAY with SAND, slightly mottled, stiff. Grading to poorly graded SAND, medium SAND. | CL | MC 3-5-1 | 6-8-17 (25) | | | | | | | | | | |
| 10 | | (SP) Brown poorly graded SAND, moist, medium dense | SP | SPT 3-6 | 9-10-8 (18) | | | | | | | | | | |
| | | (SP) Light brown poorly graded SAND, very fine sands, moist, medium dense | SP | MC 3-7 | 10-13-18 (31) | 97 | 12 | | | | | | | | |
| 15 | | Similar | | SPT 3-8 | 8-9-13 (22) | | | | | | | | | | |

Bottom of borehole at 16.5 feet.

GEOTECH BH COLUMNS - GINT STD US GDT - 1/12/22 11:30 - H:\PROJECTS\12000S\12056 FOLDER 7TH AVE & BROMMER ST. SC\APPENDIX\BORING LOGS\12056 BORING LOGS DRAFT 11-9-21.GPJ



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116 E LAKE AVE
95076

BORING NUMBER 4

Figure No.: 8

CLIENT Santa Cruz Port District **PROJECT NAME** 7th Avenue and Brommer Street

PROJECT NUMBER SC12056 **PROJECT LOCATION** Santa Cruz, CA

DATE STARTED 11/1/21 **COMPLETED** 11/1/21 **GROUND ELEVATION** _____ **HOLE SIZE** 6"

DRILLING CONTRACTOR Cenozoic Exploration **GROUND WATER LEVELS:**

DRILLING METHOD Truck Solid Flight **AT TIME OF DRILLING** --- No Groundwater

LOGGED BY TM **CHECKED BY** MC **AT END OF DRILLING** ---

NOTES _____ **AFTER DRILLING** ---

| DEPTH (ft) | GRAPHIC LOG | MATERIAL DESCRIPTION | USCS | SAMPLE TYPE NUMBER | BLOW COUNTS | DRY UNIT WT. (pcf) | MOISTURE CONTENT (%) | SIEVE ANALYSIS | | | ATTERBERG LIMITS | | | Phi (deg) | COHESION (psf) |
|------------|---------------------|--|------|--------------------|---------------|--------------------|----------------------|----------------|--------|---------|------------------|---------------|------------------|-----------|----------------|
| | | | | | | | | GRAVEL % | SAND % | FINES % | LIQUID LIMIT | PLASTIC LIMIT | PLASTICITY INDEX | | |
| 0 | | 6 inches of baserock | | | | | | | | | | | | | |
| | [Diagonal Hatching] | (CH) Gray brown Fat CLAY slightly mottled, very moist, stiff | CH | MC 4-1-1 | 4-4-5 (9) | 99 | 24 | | | | 60 | 16 | 44 | | |
| | | Gray brown Sandy CLAY, mottled throughout, few rounded gravels, moist, stiff | | SPT 4-2 | 3-6-8 (14) | | | | | | | | | | |
| 5 | [Dotted Hatching] | (SC) Brown Clayey SAND, moist, medium dense, fine to medium sands | SC | MC 4-3-1 | 7-10-15 (25) | | | | | | | | | | |
| | | Brown Clayey SAND, moist, medium dense | | SPT 4-4 | 7-9-10 (19) | | 21 | | | | | | | | |
| | | Brown Clayey SAND, moist, medium dense | | MC 4-5-1 | 9-11-17 (28) | | | | | | | | | | |
| 10 | [Diagonal Hatching] | (CL) Light gray brown CLAY, very moist, slightly mottled, stiff | CL | SPT 4-6 | 3-4-5 (9) | | 25 | | | | | | | | |
| | | (SP) Brown poorly graded sand, moist, medium dense | SP | MC 4-7-1 | 14-14-20 (34) | | | | | | | | | | |
| 15 | [Dotted Hatching] | Similar, medium dense, some fines (clay) | | SPT 4-8 | 7-8-10 (18) | | 16 | | | | | | | | |

Bottom of borehole at 16.5 feet.

GEOTECH BH COLUMNS - GINT STD US GDT - 1/12/22 11:30 - H:\PROJECTS\12000S\12056 FOLDER 7TH AVE & BROMMER ST. SCFDAPPENDIXBORING LOGS\12056 BORING LOGS DRAFT 11-9-21.GPJ



HARO, KASUNICH AND ASSOCIATES
116 E LAKE AVE
95076

BORING NUMBER 5

Figure No.: 9

CLIENT Santa Cruz Port District **PROJECT NAME** 7th Avenue and Brommer Street

PROJECT NUMBER SC12056 **PROJECT LOCATION** Santa Cruz, CA

DATE STARTED 11/1/21 **COMPLETED** 11/1/21 **GROUND ELEVATION** _____ **HOLE SIZE** 6"

DRILLING CONTRACTOR Cenozoic Exploration **GROUND WATER LEVELS:**

DRILLING METHOD Truck Solid Flight **AT TIME OF DRILLING** 18.00 ft

LOGGED BY TM **CHECKED BY** MC **AT END OF DRILLING** ---

NOTES _____ **AFTER DRILLING** 18.50 ft

| DEPTH (ft) | GRAPHIC LOG | MATERIAL DESCRIPTION | USCS | SAMPLE TYPE NUMBER | BLOW COUNTS | DRY UNIT WT. (pcf) | MOISTURE CONTENT (%) | SIEVE ANALYSIS | | | ATTERBERG LIMITS | | | Phi (deg) | COHESION (psf) |
|------------|-------------|--|-------|--------------------|---------------|--------------------|----------------------|----------------|--------|---------|------------------|---------------|------------------|-----------|----------------|
| | | | | | | | | GRAVEL % | SAND % | FINES % | LIQUID LIMIT | PLASTIC LIMIT | PLASTICITY INDEX | | |
| 0 | | | | | | | | | | | | | | | |
| | | (CH) Dark gray brown Fat CLAY, slightly mottled damp to moist, stiff | CH | MC 5-1-1 | 9-10-14 (24) | | | | | | | | | | |
| | | Gray brown Sandy Fat CLAY, some mottling, moist, stiff | | SPT 5-2 | 8-4-7 (11) | 18 | 1 | 45 | 54 | | | | | | |
| 5 | | (SP-SM) Brown poorly graded SAND with Silt, moist, medium dense | SP-SM | MC 5-3-1 | 5-9-9 (18) | 109 | 16 | 2 | 86 | 12 | | | | | |
| | | Similar, fewer fines | | SPT 5-4 | 6-7-5 (12) | | | | | | | | | | |
| 10 | | (SM) Brown Silty SAND, very fine SAND, moist, medium dense | SM | MC 5-5-1 | 5-8-10 (18) | 91 | 24 | 0 | 85 | 15 | | | | | |
| | | Similar, very fine sands | | SPT 5-6 | 5-5-7 (12) | | | | | | | | | | |
| 15 | | (SP) Olive brown poorly graded SAND, moist, medium dense | SP | MC 5-7-1 | 10-16-25 (41) | | | | | | | | | | |
| | | Brown to dark brown/black poorly graded SAND with Silt, wet to moist, medium dense | | SPT 5-8 | 7-8-15 (23) | | | | | | | | | | |
| 20 | | (SP) Tan/gray poorly graded SAND, mottled throughout, moist, very dense | SP | MC 5-9-1 | 10-20-50/5" | | | | | | | | | | |
| | | Similar, very dense. | | SPT 5-10-1 | 16-30-50/5" | | | | | | | | | | |

Bottom of borehole at 21.5 feet.

GEOTECH BH COLUMNS - GINT STD US.GDT - 1/12/22 11:30 - H:\PROJECTS\12000S\12056 FOLDER 7TH AVE & BROMMER ST. SCPDAPPENDIXBORING LOGS\12056 BORING LOGS DRAFT 11-9-21.GPJ

| | |
|-------------------|-------|
| Liquid Limit: | 69.00 |
| Plastic Limit: | 16.00 |
| Plasticity Index: | 53.0 |



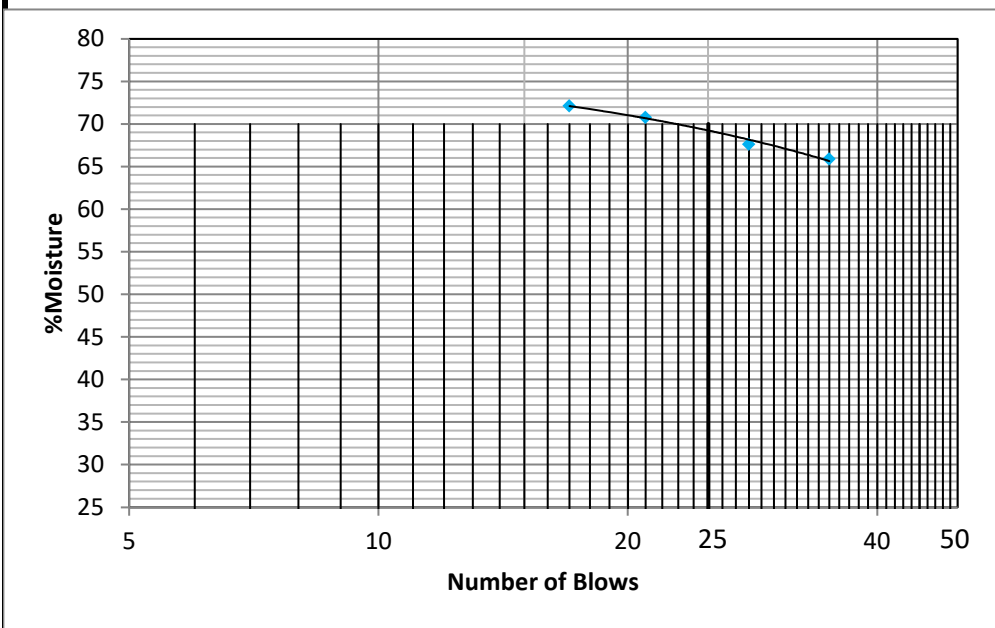
| | |
|-----------|-----------|
| File N° | 12056 |
| Sample N° | 2-1-1 |
| Date: | 1/17/2012 |
| By: | OM |

53

Job Name: 7th & Brommer

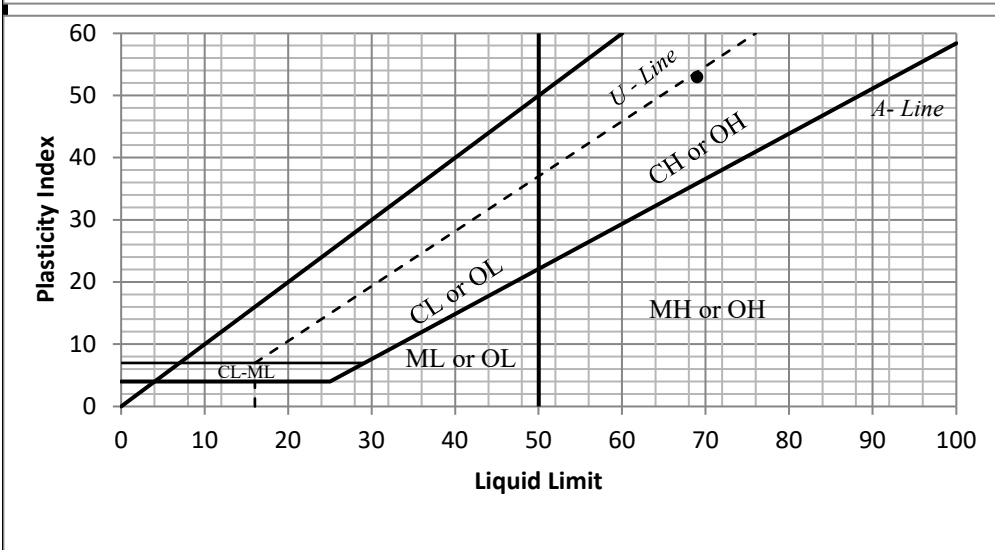
| Determination | PLASTIC LIMIT | | | |
|---------------|---------------|-------|---------|---------|
| | 1 | 2 | 3 | 4 |
| Tare N° | P8 | P9 | | |
| Gross Wet WT. | 20.30 | 20.66 | | |
| Gross Dry WT. | 19.40 | 19.70 | | |
| Tare WT. | 13.77 | 13.74 | | |
| NET DRY WT. | 5.63 | 5.96 | 0.00 | 0.00 |
| WT. OF Water | 0.90 | 0.96 | 0.00 | 0.00 |
| % Moisture | 15.99 | 16.11 | #DIV/0! | #DIV/0! |

| LIQUID LIMIT | | | |
|-----------------|-------|-------|-------|
| NUMBER OF BLOWS | | | |
| 17 | 21 | 28 | 35 |
| F4 | F1 | C2 | D1 |
| 15.77 | 15.43 | 15.69 | 16.16 |
| 12.19 | 12.03 | 12.28 | 12.62 |
| 7.23 | 7.23 | 7.24 | 7.25 |
| 4.96 | 4.80 | 5.04 | 5.37 |
| 3.58 | 3.40 | 3.41 | 3.54 |
| 72.18 | 70.83 | 67.66 | 65.92 |



| | |
|---------------|--------|
| Sample # | 2-1-1 |
| Ht. of Sample | 6.0 |
| Tare | 22 |
| Gross Wet Wt | 1286.5 |
| Gross Dry Wt. | 1098.2 |
| Tare Wt. | 416.3 |
| Net Dry Wt. | 681.9 |
| Wt. Of Water | 188.3 |
| % Moisture | 27.6% |
| Dry Density | 97.7 |

| SOIL DESCRIPTION | |
|--------------------------|-----------|
| Dark Brown (CH) Fat CLAY | |
| Group Symbol | CH |



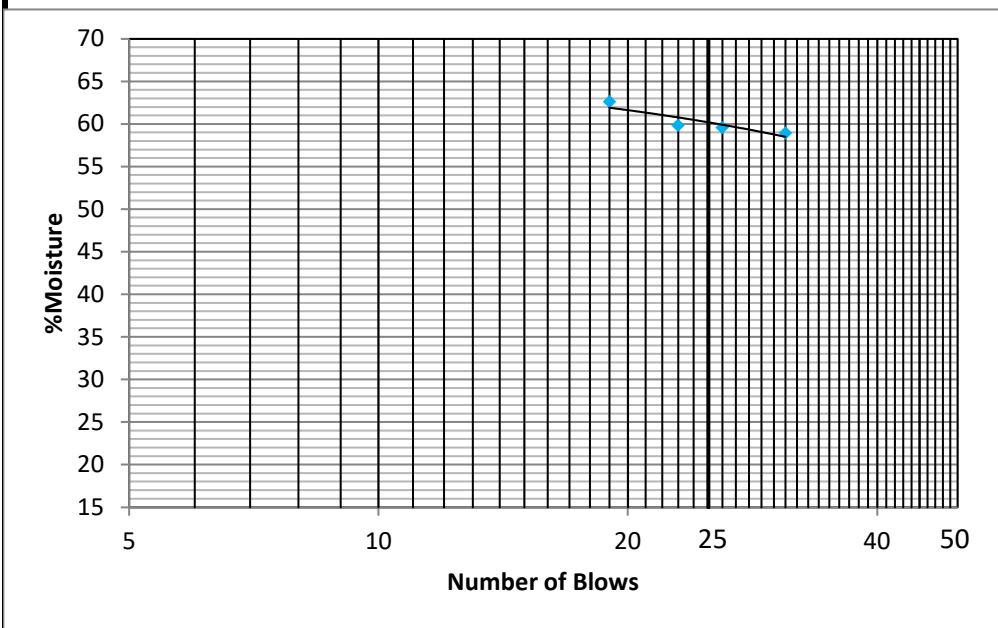
| | | | | |
|-------------------|-------|---|-----------|-----------|
| Liquid Limit: | 60.00 |  | File N° | 12056 |
| Plastic Limit: | 16.00 | | Sample N° | 4-1-1 |
| Plasticity Index: | 44.0 | | Date: | 11/3/2021 |
| | | | By: | OM |

44

Job Name: 7th and Brommer

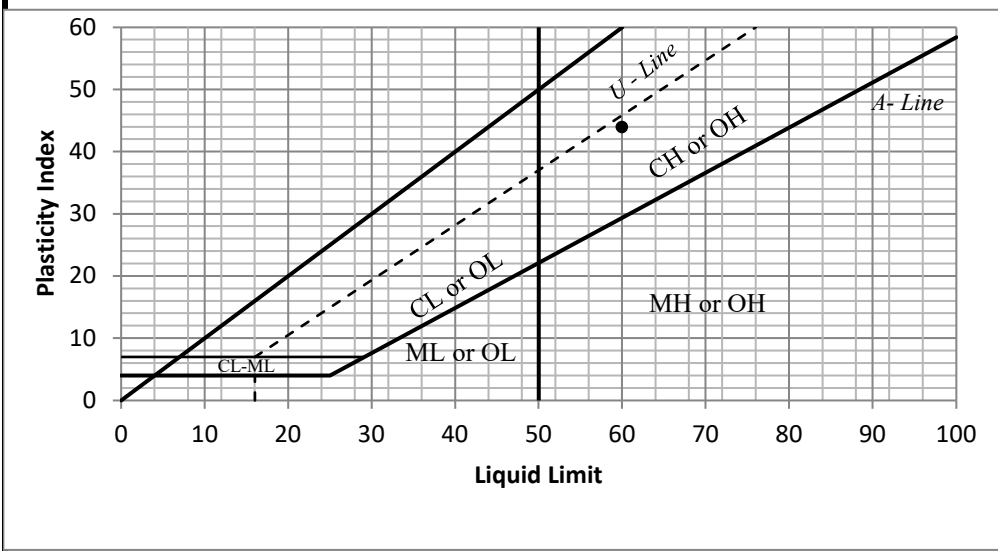
| Determination | PLASTIC LIMIT | | | |
|---------------|---------------|-------|---------|-------|
| | 1 | 2 | 3 | 4 |
| Tare N° | P8 | P9 | | P10 |
| Gross Wet WT. | 18.25 | 18.05 | | 17.43 |
| Gross Dry WT. | 17.61 | 17.48 | | 16.90 |
| Tare WT. | 13.77 | 13.75 | | 13.79 |
| NET DRY WT. | 3.84 | 3.73 | 0.00 | 3.11 |
| WT. OF Water | 0.64 | 0.57 | 0.00 | 0.53 |
| % Moisture | 16.67 | 15.28 | #DIV/0! | 17.04 |

| LIQUID LIMIT | | | |
|-----------------|-------|-------|-------|
| NUMBER OF BLOWS | | | |
| 19 | 23 | 26 | 31 |
| A4 | U2 | D4 | B3 |
| 13.02 | 16.58 | 14.35 | 12.84 |
| 10.79 | 13.09 | 11.68 | 10.77 |
| 7.23 | 7.26 | 7.20 | 7.26 |
| 3.56 | 5.83 | 4.48 | 3.51 |
| 2.23 | 3.49 | 2.67 | 2.07 |
| 62.64 | 59.86 | 59.60 | 58.97 |



| | |
|---------------|--------|
| Sample # | 4-1-1 |
| Ht. of Sample | 6.0 |
| Tare | 29 |
| Gross Wet Wt. | 1271.8 |
| Gross Dry Wt. | 1108.7 |
| Tare Wt. | 418.1 |
| Net Dry Wt. | 690.6 |
| Wt. Of Water | 163.1 |
| % Moisture | 23.6% |
| Dry Density | 99.0 |

| SOIL DESCRIPTION | |
|--------------------------|----|
| Gray Brown (CH) Fat CLAY | |
| Group Symbol | CH |





Gravel Content: 0.9%
Sand Content: 44.9%
Fines Content: 54.2%
Cumulative Sum: 100.0%

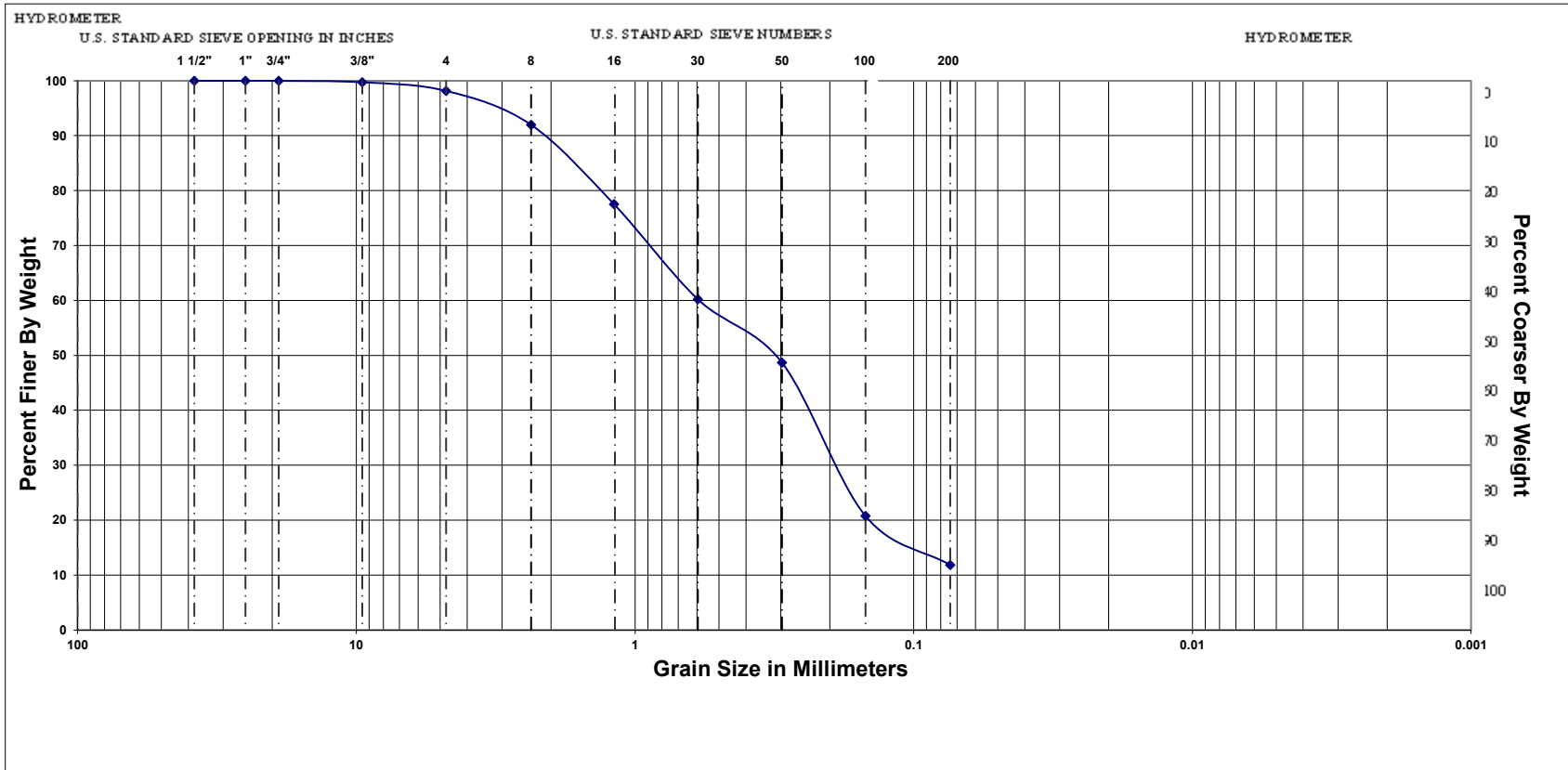
Sample Description: Gray Brown (CH) Sandy Fat CLAY
Group Symbol: CH



116 East Lake Avenue, Watsonville, California
 (831) 722-4175 ~ Fax (831) 722-3202

| | | |
|-----|---------|------------------------|
| D60 | | HKA Project No: 12056 |
| D30 | | Sample No: 5-2 |
| D10 | | Date: November 8, 2021 |
| Cu | #DIV/0! | |
| Cc | #DIV/0! | |

| |
|----------------------------|
| GRAIN SIZE ANALYSIS |
| 7th & Brommer |
| Figure No. 12 |



Gravel Content: 1.8%
Sand Content: 86.3%
Fines Content: 11.9%
Cumulative Sum: 100.0%

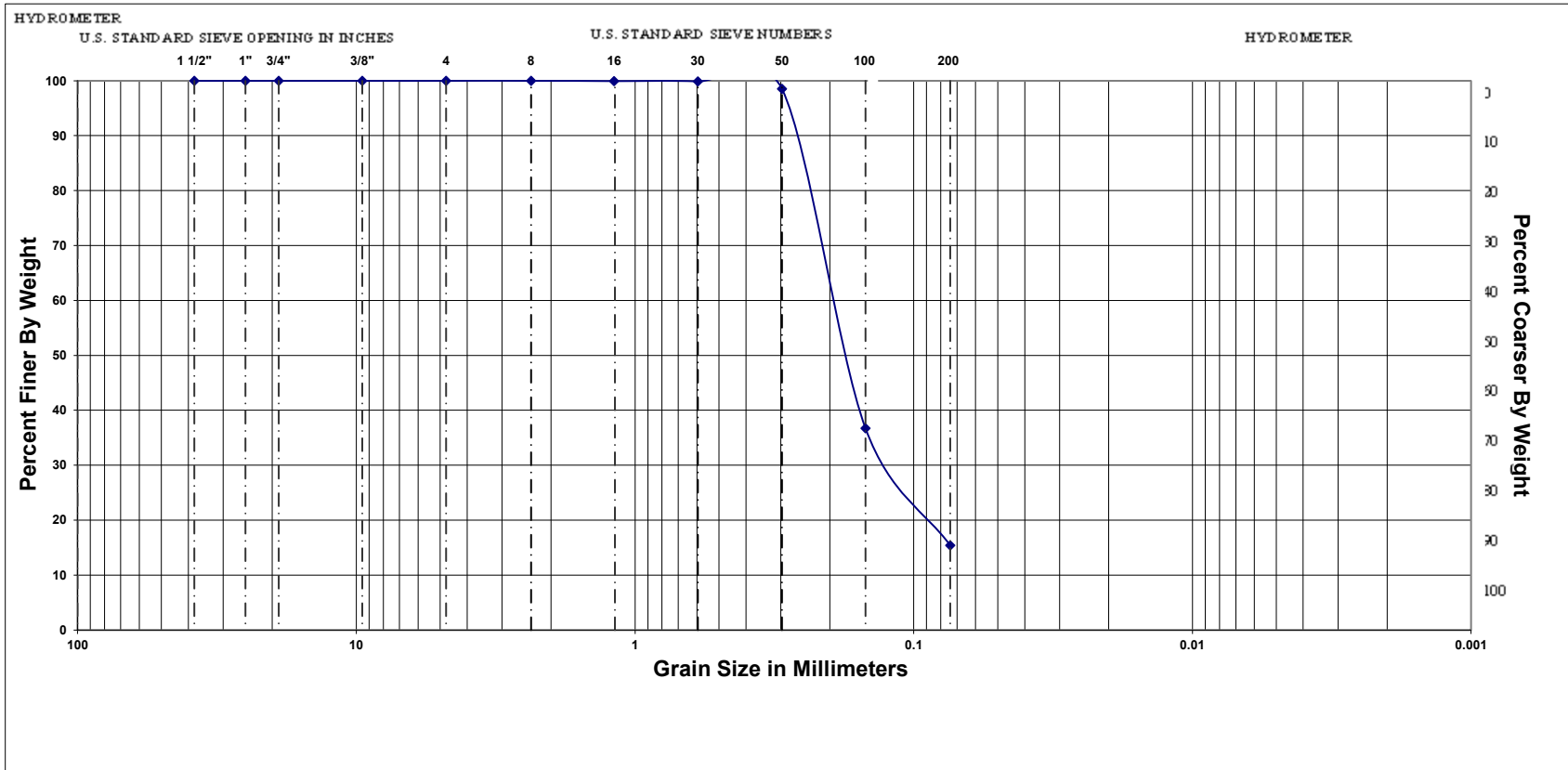
Sample Description: Brown (SP-SM) Poorly Graded SAND with Silt
Group Symbol: SP-SM



116 East Lake Avenue, Watsonville, California
 (831) 722-4175 ~ Fax (831) 722-3202

| | | |
|-----|---------|------------------------|
| D60 | | HKA Project No: 12056 |
| D30 | | Sample No: 5-3-1 |
| D10 | | Date: November 8, 2021 |
| Cu | #DIV/0! | |
| Cc | #DIV/0! | |

| |
|----------------------------|
| GRAIN SIZE ANALYSIS |
| 7th & Brommer |
| Figure No. 13 |



Gravel Content: 0.0%
 Sand Content: 84.6%
 Fines Content: 15.4%
 Cumulative Sum: 100.0%

Sample Description: Brown (SM) Silty SAND
 Group Symbol: SM



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 (831) 722-4175 ~ Fax (831) 722-3202

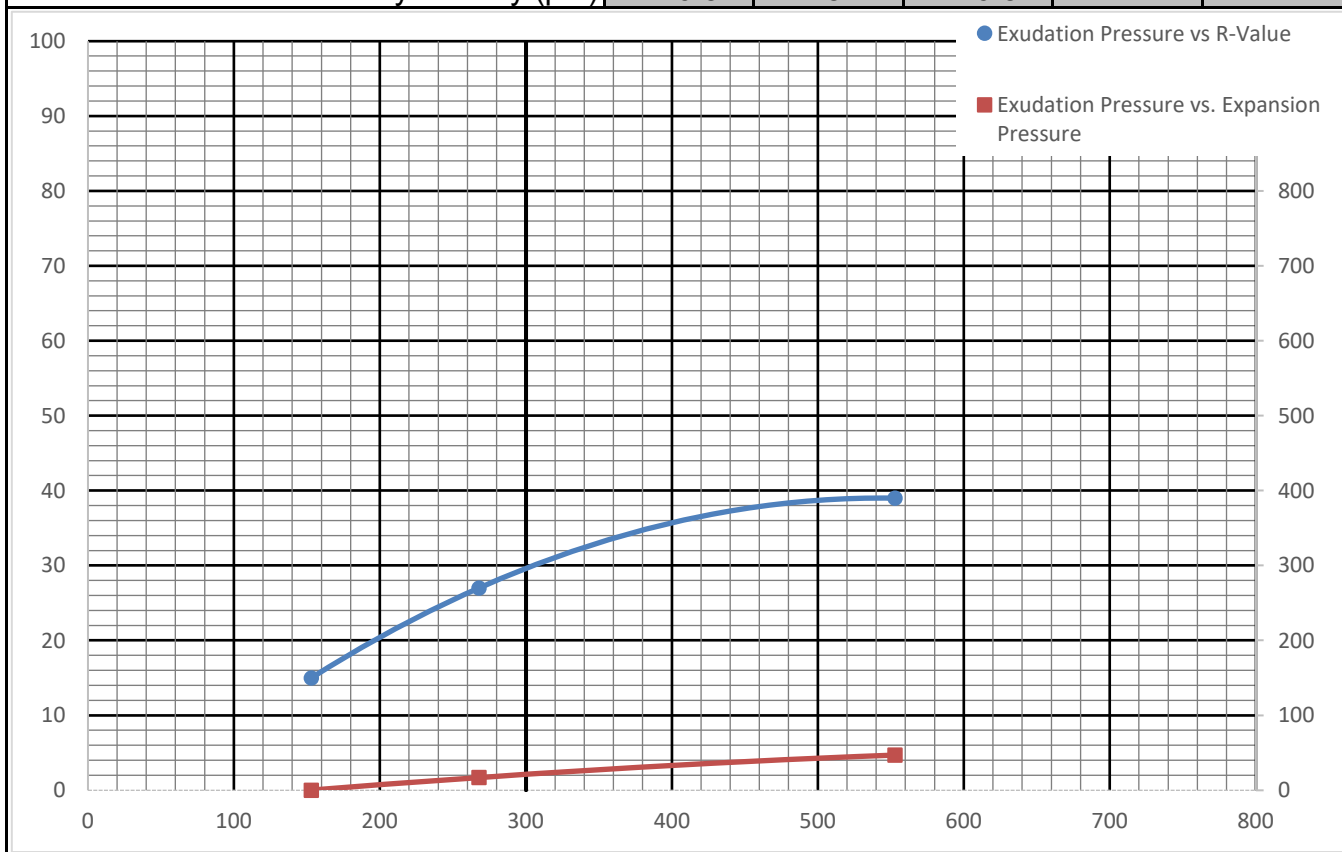
| | | |
|-----|---------|------------------------|
| D60 | | HKA Project No: 12056 |
| D30 | | Sample No: 5-5-1 |
| D10 | | Date: November 8, 2021 |
| Cu | #DIV/0! | |
| Cc | #DIV/0! | |

| |
|----------------------------|
| GRAIN SIZE ANALYSIS |
| 7th & Brommer |
| Figure No. 14 |



R-Value CTM 301

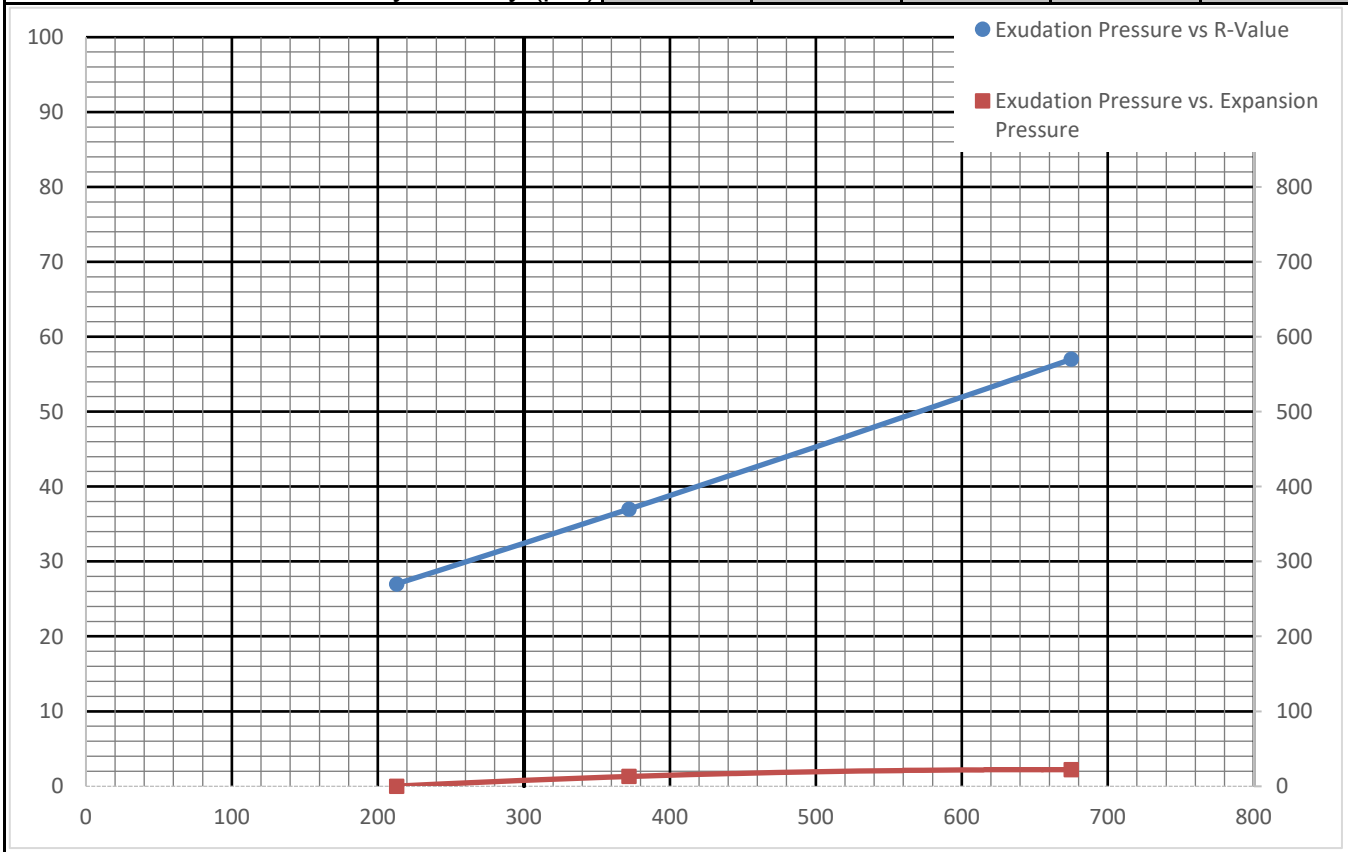
| | | | | | |
|-------------------------------|-----------------------------|---------|-----------|---------------------------|------------|
| CTL Job No.: | 032-502 | Boring: | | Reduced By: | RU |
| Client: | Haro, Kasunich & Associates | Sample: | Perc Area | Checked By: | PJ |
| Project Number: | 12056 | Depth: | | Date: | 11/16/2021 |
| Project Name: | 7th & Brommer | | | R-Value | 30 |
| Soil Description: | Dark Brown Sandy CLAY | | | | |
| Remarks: | | | | Expansion Pressure | 20 |
| Specimen Designation | A | B | C | D | E |
| Compactor Foot Pressure (psi) | 100 | 100 | 100 | | |
| Exudation Pressure (psi) | 153 | 553 | 268 | | |
| Exudation Load (lbf) | 1923 | 6949 | 3368 | | |
| Height After Compaction (in) | 2.49 | 2.41 | 2.36 | | |
| Expansion Pressure (psf) | 0 | 47 | 17 | | |
| Stabilometer @ 2000 | 128 | 74 | 104 | | |
| Turns Displacement | 3.49 | 4.12 | 3.20 | | |
| R-value | 15 | 41 | 30 | | |
| Corrected R-Value | 15 | 39 | 27 | | |
| Moisture Content (%) | 13.8 | 12.0 | 12.4 | | |
| Wet Density (pcf) | 132.6 | 132.3 | 131.3 | | |
| Dry Density (pcf) | 116.5 | 118.2 | 116.8 | | |





R-Value CTM 301

| | | | | | |
|-------------------------------|-----------------------------|---------|-----------|---------------------------|------------|
| CTL Job No.: | 032-502 | Boring: | | Reduced By: | RU |
| Client: | Haro, Kasunich & Associates | Sample: | Ship Yard | Checked By: | PJ |
| Project Number: | 12056 | Depth: | | Date: | 11/16/2021 |
| Project Name: | 7th & Brommer | | | R-Value | 30 |
| Soil Description: | Dark Brown Clayey SAND | | | | |
| Remarks: | | | | Expansion Pressure | 10 |
| Specimen Designation | A | B | C | D | E |
| Compactor Foot Pressure (psi) | 100 | 100 | 100 | | |
| Exudation Pressure (psi) | 213 | 372 | 675 | | |
| Exudation Load (lbf) | 2677 | 4675 | 8482 | | |
| Height After Compaction (in) | 2.58 | 2.45 | 2.37 | | |
| Expansion Pressure (psf) | 0 | 13 | 22 | | |
| Stabilometer @ 2000 | 106 | 80 | 62 | | |
| Turns Displacement | 3.74 | 4.28 | 2.65 | | |
| R-value | 25 | 37 | 60 | | |
| Corrected R-Value | 27 | 37 | 57 | | |
| Moisture Content (%) | 12.1 | 11.2 | 10.7 | | |
| Wet Density (pcf) | 136.4 | 133.5 | 137.6 | | |
| Dry Density (pcf) | 121.7 | 120.1 | 124.3 | | |



Project Identification: SC12056 7th and Brommer
 Test Location: Ship Yard Roadway
 Liquid Used: Water
 pH: -
 Tested By: JP/TM
 ASTM Method: D3385-09

| Constants: | Area (cm ²) | Depth of Penetration | | Liquid Containers | |
|---------------|-------------------------|----------------------|------|-------------------|---------------------------|
| | | Liquid (cm) | (cm) | No. | Vol (cm ³ /cm) |
| Inner Ring | 729.4 | 15 | 15.2 | 1 | |
| Annular Space | 2189.3 | 15 | 15.2 | 2 | |

Liquid Level Maintained Manually in Cylinders

| Trial No. | | Date 2021 | Time hr:min:sec | Elapsed Time Δ/(total) (min) | Flow Readings | | | | Liquid Temp degrees C | Incremental Infiltration Rate | | Notes |
|-----------|---|--------------|--------------------|---------------------------------------|-----------------|----------------------------|-----------------|----------------------------|-----------------------------|----------------------------------|--|-------|
| | | | | | Inner Ring | | Annular Space | | | Inner cm/hr | Annular cm/hr | |
| | | | | | Reading (cm) | Flow (cm ³) | Reading (cm) | Flow (cm ³) | | | | |
| 1 | S | 2-Nov | 9:00:00 | 15 | 42.20 | 37.00 | | | | | Tested soil directly beneath 6" baserock Air Temp 63 °F | |
| | E | 2-Nov | 9:15:00 | (15) | 42.20 | 28.30 | 0.0 | 19046.9 | 18 | 0.0 | | 34.8 |
| 2 | S | 2-Nov | 9:15:00 | 15 | 42.20 | 23.30 | | | | | | |
| | E | 2-Nov | 9:30:00 | (30) | 42.20 | 0.0 | 17.70 | 12260.1 | | 0.0 | 22.4 | |
| 3 | S | 2-Nov | 9:30:00 | 15 | 42.20 | 17.70 | | | | | | |
| | E | 2-Nov | 9:45:00 | (45) | 42.20 | 0.0 | 13.70 | 8757.2 | | 0.0 | 16.0 | |
| 4 | S | 2-Nov | 9:45:00 | 15 | 42.20 | 37.00 | | | | | Refilled | |
| | E | 2-Nov | 10:00:00 | (60) | 41.50 | 510.6 | 28.20 | 19265.8 | | 2.8 | | 35.2 |
| 5 | S | 2-Nov | 10:00:00 | 30 | 41.50 | 28.20 | | | | | | |
| | E | 2-Nov | 10:30:00 | (90) | 41.50 | 0.0 | 19.00 | 20141.6 | | 0.0 | 18.4 | |
| 6 | S | 2-Nov | 10:30:00 | 30 | 41.50 | 19.00 | | | | | | |
| | E | 2-Nov | 11:00:00 | (120) | 41.50 | 0.0 | 14.50 | 9851.9 | | 0.0 | 9.0 | |
| 7 | S | 2-Nov | 11:00:00 | 30 | 41.50 | 14.50 | | | | | | |
| | E | 2-Nov | 11:30:00 | (150) | 41.50 | 0.0 | 12.50 | 4378.6 | | 0.0 | 4.0 | |
| 8 | S | 2-Nov | 11:30:00 | 30 | 41.50 | 12.50 | | | | | | |
| | E | 2-Nov | 12:00:00 | (180) | 41.20 | 218.8 | 11.20 | 2846.1 | | 0.6 | 2.6 | |
| 9 | S | 2-Nov | 12:00:00 | 60 | 41.20 | 11.20 | | | | | | |
| | E | 2-Nov | 1:00:00 | (240) | 41.20 | 0.0 | 10.70 | 1094.7 | | 0.0 | 0.5 | |
| 10 | S | 2-Nov | 1:00:00 | 60 | 41.20 | 10.70 | | | | | | |
| | E | 2-Nov | 2:00:00 | (300) | 41.20 | 0.0 | 10.50 | 437.9 | | 0.0 | 0.2 | |
| 11 | S | 2-Nov | 2:00:00 | 60 | 41.20 | 10.50 | | | | | | |
| | E | 2-Nov | 3:00:00 | (360) | 41.00 | 145.9 | 10.50 | 0.0 | | 0.2 | 0.0 | |
| 12 | S | 2-Nov | 3:00:00 | 60 | 41.00 | 10.50 | | | | | | |
| | E | 2-Nov | 4:00:00 | (420) | 41.00 | 0.0 | 10.40 | 218.9 | | 0.0 | 0.1 | |
| 13 | S | | | | | | | | | | | |
| | E | | | | | 0.0 | | 0.0 | | #DIV/0! | #DIV/0! | |
| 14 | S | | | | | | | | | | | |
| | E | | | | | 0.0 | | 0.0 | | #DIV/0! | #DIV/0! | |

Inner: 0.0 cm/hr = 0.00E+00 cm/sec 0 in/hr
 Outer: 0.1 cm/hr = 2.78E-05 cm/sec 0.04 in/hr

Figure No.: 17

12056 7th Ave and Brommer St Infiltration Rate 1

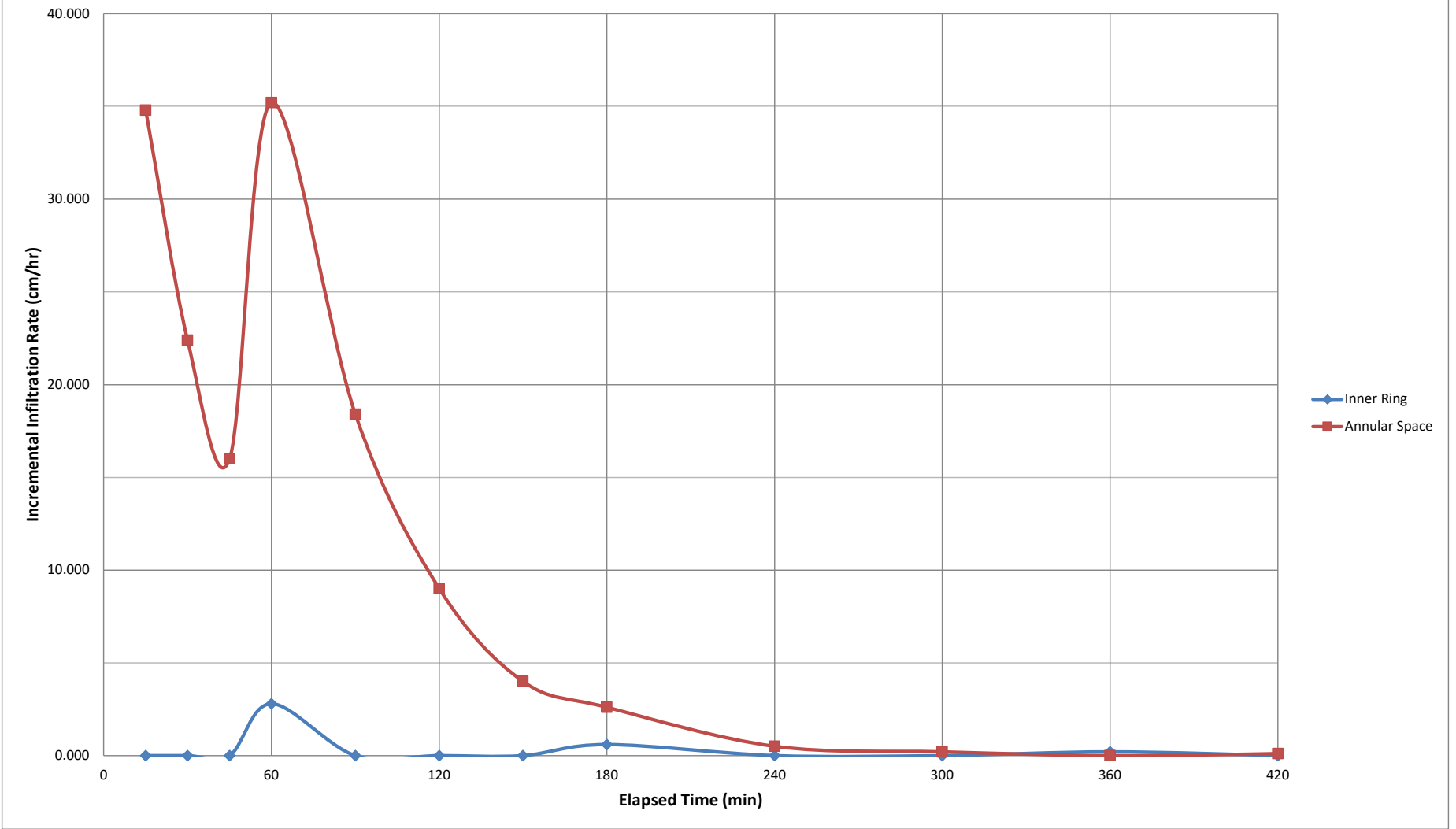


Figure No.: 18

Project Identification: SC12056 7th and Brommer
 Test Location: Access Road West of Ship Yard
 Liquid Used: Water
 pH: -
 Tested By: JP
 ASTM Method: D3385-09

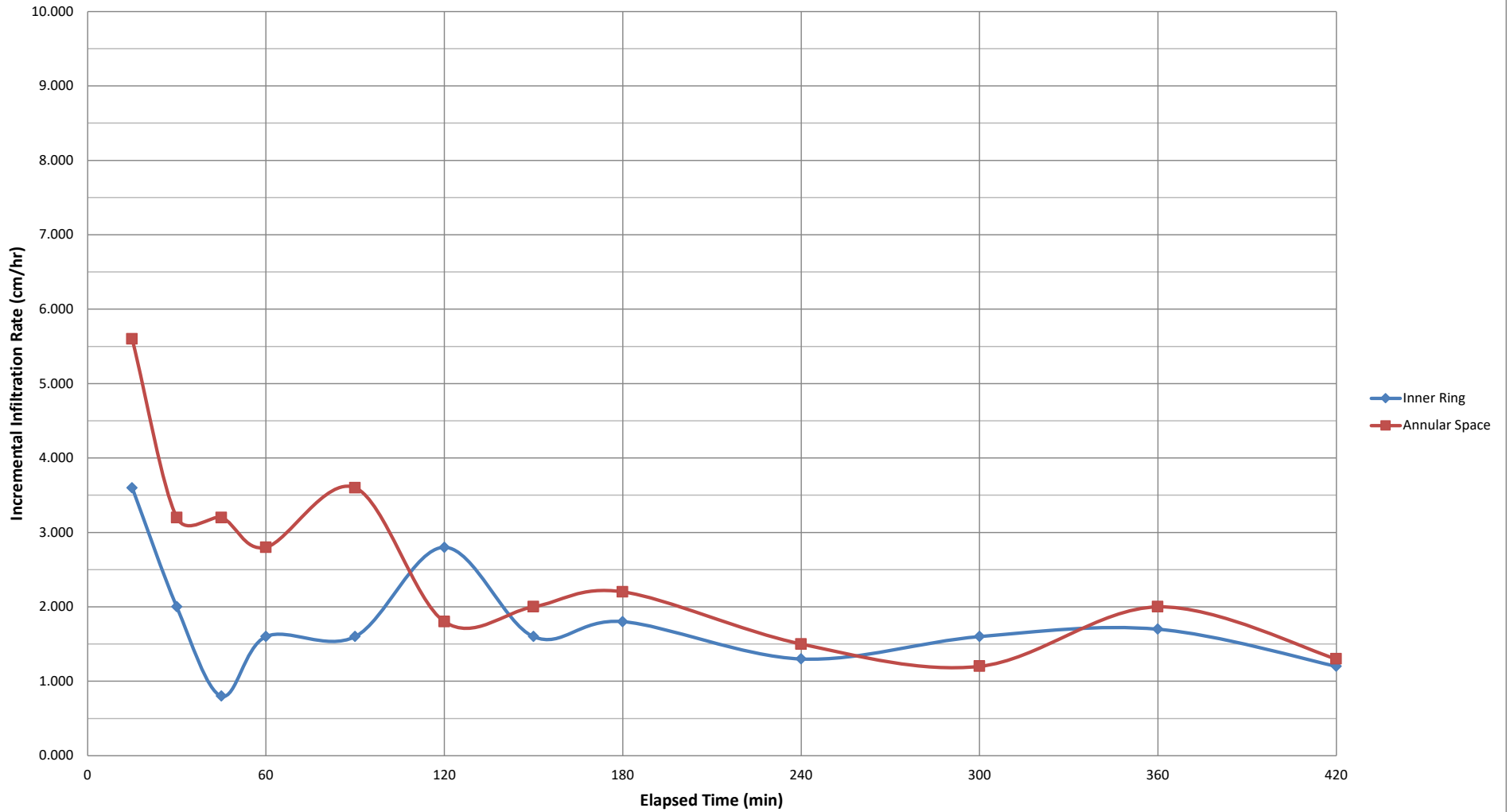
| Constants: | Area (cm ²) | Depth of Penetration | | Liquid Containers | |
|---------------|-------------------------|----------------------|------|-------------------|---------------------------|
| | | Liquid (cm) | (cm) | No. | Vol (cm ² /cm) |
| Inner Ring | 729.7 | 15 | 13.0 | 1 | NA |
| Annular Space | 2189.0 | 15 | 12.0 | 2 | NA |

Liquid Level Maintained Manually in Cylinders

| Trial No. | | Date 2021 | Time hr:min:sec | Elapsed Time Δ/(total) (min) | Flow Readings | | | | Liquid Temp degrees C | Incremental Infiltration Rate | | Notes |
|-----------|---|--------------|--------------------|---------------------------------------|-----------------|----------------------------|-----------------|----------------------------|-----------------------------|----------------------------------|------------------|-------|
| | | | | | Inner Ring | | Annular Space | | | Inner cm/hr | Annular cm/hr | |
| | | | | | Reading (cm) | Flow (cm ³) | Reading (cm) | Flow (cm ³) | | | | |
| 1 | S | 4-Nov | 9:00:00 | 15 | 24.50 | 27.50 | 3064.6 | 19.9 | | | Air temp = 67 F | |
| | E | 4-Nov | 9:15:00 | (15) | 23.60 | 26.10 | 2610.0 | | 3.6 | 5.6 | | |
| 2 | S | 4-Nov | 9:15:00 | 15 | 23.60 | 26.10 | 1751.2 | | | | | |
| | E | 4-Nov | 9:30:00 | (30) | 23.10 | 25.30 | 1751.2 | | 2.0 | 3.2 | | |
| 3 | S | 4-Nov | 9:30:00 | 15 | 23.10 | 25.30 | 1751.2 | | | | | |
| | E | 4-Nov | 9:45:00 | (45) | 22.90 | 24.50 | 1751.2 | | 0.8 | 3.2 | | |
| 4 | S | 4-Nov | 9:45:00 | 15 | 22.90 | 24.50 | 1532.3 | | | | | |
| | E | 4-Nov | 10:00:00 | (60) | 22.50 | 23.80 | 1532.3 | | 1.6 | 2.8 | | |
| 5 | S | 4-Nov | 10:00:00 | 30 | 22.50 | 23.80 | 3940.2 | | | | | |
| | E | 4-Nov | 10:30:00 | (90) | 21.70 | 22.00 | 3940.2 | | 1.6 | 3.6 | | |
| 6 | S | 4-Nov | 10:30:00 | 30 | 21.70 | 22.00 | 1970.1 | | | | | |
| | E | 4-Nov | 11:00:00 | (120) | 20.30 | 21.10 | 1970.1 | | 2.8 | 1.8 | | |
| 7 | S | 4-Nov | 11:00:00 | 30 | 20.30 | 21.10 | 2189.0 | | | | | |
| | E | 4-Nov | 11:30:00 | (150) | 19.50 | 20.10 | 2189.0 | | 1.6 | 2.0 | | |
| 8 | S | 4-Nov | 11:30:00 | 30 | 19.50 | 20.10 | 2407.9 | | | | | |
| | E | 4-Nov | 12:00:00 | (180) | 18.60 | 19.00 | 2407.9 | | 1.8 | 2.2 | | |
| 9 | S | 4-Nov | 12:00:00 | 60 | 18.60 | 19.00 | 3283.5 | | | | | |
| | E | 4-Nov | 1:00:00 | (240) | 17.30 | 17.50 | 3283.5 | | 1.3 | 1.5 | | |
| 10 | S | 4-Nov | 1:00:00 | 60 | 17.30 | 17.50 | 2626.8 | | | | | |
| | E | 4-Nov | 2:00:00 | (300) | 15.70 | 16.30 | 2626.8 | | 1.6 | 1.2 | | |
| 11 | S | 4-Nov | 2:00:00 | 60 | 15.70 | 20.30 | 4378.0 | | | | | |
| | E | 4-Nov | 3:00:00 | (360) | 14.00 | 18.30 | 4378.0 | | 1.7 | 2.0 | | |
| 12 | S | 4-Nov | 3:00:00 | 60 | 14.00 | 18.30 | 2845.7 | | | | Air temp = 73 F | |
| | E | 4-Nov | 4:00:00 | (420) | 12.80 | 17.00 | 2845.7 | | 1.2 | 1.3 | | |
| 13 | S | | | | | | 0.0 | | | | | |
| | E | | | | | | 0.0 | | #DIV/0! | #DIV/0! | | |
| 14 | S | | | | | | 0.0 | | | | | |
| | E | | | | | | 0.0 | | #DIV/0! | #DIV/0! | | |
| 15 | S | | | | | | 0.0 | | | | | |
| | E | | | | | | 0.0 | | #DIV/0! | #DIV/0! | | |
| 16 | S | | | | | | 0.0 | | | | | |
| | E | | | | | | 0.0 | | #DIV/0! | #DIV/0! | | |

Inner: 1.2 cm/hr = 3.33E-04 cm/sec 0.47 in/hr
 Outer: 1.3 cm/hr = 3.61E-04 cm/sec 0.51 in/hr

12056 7th Ave and Brommer St Infiltration Rate 2



Percolation Test Data Sheet

| Project: | 7th Ave. And Brommer | Project No: | SC12056 | Date: | 11/4/2021 | | |
|--|---|---------------------------|-------------------------------------|---------------------------------------|-------------------------------------|---|-----------------------------------|
| Test Hole No: | P-1 | Tested By: | JP | | | | |
| Depth of Test Hole, D_T : | 3 ft | USCS Soil Classification: | Clay (CH) | | | | |
| Test Hole Dimensions (inches) | | | | Length | Width | | |
| Diameter (if round) = | 6 | Sides (if rectangular) = | | | | | |
| Modified Sandy Soil Criteria Test* | | | | | | | |
| Trial No. | Start Time | Stop Time | Time Interval, (min.) | Initial Depth to Water (in.) | Final Depth to Water (in.) | Change in Water Level (in.) | Greater than or Equal to 6" (y/n) |
| 1 | 12:30 | 12:55 | 25 | 30 | 32.5 | 2.5 | n |
| 2 | 12:55 | 12:25 | 25 | 32.5 | 34 | 1.5 | n |
| <p>*If two consecutive measurements show that six inches of water seeps away in less than 25 minutes, the test shall be run for an additional hour with measurements taken every 10 minutes. Otherwise, obtain at least 12 measurements per hole over at least four hours using 30 minute intervals with a precision of at least 0.25"</p> | | | | | | | |
| Trial No. | Start Time | Stop Time | Δt Time Interval, (min.) | D_0 Initial Depth to Water (in.) | D_f Final Depth to Water (in.) | ΔD Change in Water Level (in.) | Percolation Rate (min./in.) |
| 1 | 1:30 | 2:00 | 30 | 30.00 | 32.50 | 2.50 | 12.00 |
| 2 | 2:00 | 2:30 | 30 | 32.50 | 33.70 | 1.20 | 25.00 |
| 3 | 2:30 | 3:00 | 30 | 33.70 | 34.50 | 0.80 | 37.50 |
| 4 | 3:00 | 3:30 | 30 | 34.50 | 35.20 | 0.70 | 42.86 |
| 5 | 3:30 | 4:00 | 30 | 30.00 | 32.00 | 2.00 | 15.00 |
| 6 | 4:00 | 4:30 | 30 | 32.00 | 33.50 | 1.50 | 20.00 |
| 7 | 4:30 | 5:00 | 30 | 33.50 | 34.20 | 0.70 | 42.86 |
| 8 | 5:00 | 5:30 | 30 | 34.20 | 34.75 | 0.55 | 54.55 |
| 9 | 5:30 | 6:00 | 30 | 34.75 | 35.30 | 0.55 | 54.55 |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | | | | | | | |
| 15 | | | | | | | |
| COMMENTS: | Refilled perc hole at 3:30pm Percolation rate = 54.55 min/in | | | | | | |

Percolation Test Data Sheet

| Project: | 7th Ave. And Brommer | Project No: | SC12056 | Date: | 11/4/2021 | | |
|--|---|---------------------------|-------------------------------------|---------------------------------------|-------------------------------------|---|-----------------------------------|
| Test Hole No: | P-2 | Tested By: | JP | | | | |
| Depth of Test Hole, D_T : | 4ft | USCS Soil Classification: | Clay (CH) | | | | |
| Test Hole Dimensions (inches) | | | | Length | Width | | |
| Diameter (if round) = | 6 | Sides (if rectangular) = | | | | | |
| Modified Sandy Soil Criteria Test* | | | | | | | |
| Trial No. | Start Time | Stop Time | Time Interval, (min.) | Initial Depth to Water (in.) | Final Depth to Water (in.) | Change in Water Level (in.) | Greater than or Equal to 6" (y/n) |
| 1 | 12:30 | 12:55 | 25 | 42 | 44 | 2 | n |
| 2 | 12:55 | 12:25 | 25 | 44 | 44.5 | 0.5 | n |
| <p>*If two consecutive measurements show that six inches of water seeps away in less than 25 minutes, the test shall be run for an additional hour with measurements taken every 10 minutes. Otherwise, obtain at least 12 measurements per hole over at least four hours using 30 minute intervals with a precision of at least 0.25"</p> | | | | | | | |
| Trial No. | Start Time | Stop Time | Δt Time Interval, (min.) | D_0 Initial Depth to Water (in.) | D_f Final Depth to Water (in.) | ΔD Change in Water Level (in.) | Percolation Rate (min./in.) |
| 1 | 1:30 | 2:00 | 30 | 44.50 | 44.70 | 0.20 | 150.00 |
| 2 | 2:00 | 2:30 | 30 | 44.70 | 44.90 | 0.20 | 150.00 |
| 3 | 2:30 | 3:00 | 30 | 44.90 | 45.10 | 0.20 | 150.00 |
| 4 | 3:00 | 3:30 | 30 | 45.10 | 45.30 | 0.20 | 150.00 |
| 5 | 3:30 | 4:00 | 30 | 42.00 | 43.50 | 1.50 | 20.00 |
| 6 | 4:00 | 4:30 | 30 | 43.50 | 44.25 | 0.75 | 40.00 |
| 7 | 4:30 | 5:00 | 30 | 44.25 | 45.00 | 0.75 | 40.00 |
| 8 | 5:00 | 5:30 | 30 | 45.00 | 45.25 | 0.25 | 120.00 |
| 9 | 5:30 | 6:00 | 30 | 45.25 | 45.50 | 0.25 | 120.00 |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | | | | | | | |
| 15 | | | | | | | |
| COMMENTS: | Refilled perc hole at 3:30pm Percolation rate = 120.0 min/in | | | | | | |

Percolation Test Data Sheet

| Project: | 7th Ave. And Brommer | Project No: | SC12056 | Date: | 11/4/2021 | | |
|--|---|---------------------------|--------------------------------------|---------------------------------------|-------------------------------------|---|-----------------------------------|
| Test Hole No: | P-3 | Tested By: | JP | | | | |
| Depth of Test Hole, D_T : | 5ft | USCS Soil Classification: | Poorly Graded Sand with Silt (SP-SM) | | | | |
| Test Hole Dimensions (inches) | | | | Length | Width | | |
| Diameter (if round) = | | Sides (if rectangular) = | | | | | |
| Modified Sandy Soil Criteria Test* | | | | | | | |
| Trial No. | Start Time | Stop Time | Time Interval, (min.) | Initial Depth to Water (in.) | Final Depth to Water (in.) | Change in Water Level (in.) | Greater than or Equal to 6" (y/n) |
| 1 | 12:30 | 12:55 | 25 | 54 | 55.2 | 1.2 | n |
| 2 | 12:55 | 12:25 | 25 | 55.2 | 56.25 | 1.05 | n |
| <p>*If two consecutive measurements show that six inches of water seeps away in less than 25 minutes, the test shall be run for an additional hour with measurements taken every 10 minutes. Otherwise, obtain at least 12 measurements per hole over at least four hours using 30 minute intervals with a precision of at least 0.25"</p> | | | | | | | |
| Trial No. | Start Time | Stop Time | Δt Time Interval, (min.) | D_0 Initial Depth to Water (in.) | D_f Final Depth to Water (in.) | ΔD Change in Water Level (in.) | Percolation Rate (min./in.) |
| 1 | 1:30 | 2:00 | 30 | 56.25 | 57.50 | 1.25 | 24.00 |
| 2 | 2:00 | 2:30 | 30 | 57.20 | 58.40 | 1.20 | 25.00 |
| 3 | 2:30 | 3:00 | 30 | 54.00 | 55.50 | 1.50 | 20.00 |
| 4 | 3:00 | 3:30 | 30 | 55.50 | 56.70 | 1.20 | 25.00 |
| 5 | 3:30 | 4:00 | 30 | 56.70 | 57.90 | 1.20 | 25.00 |
| 6 | 4:00 | 4:30 | 30 | 57.90 | 58.90 | 1.00 | 30.00 |
| 7 | 4:30 | 5:00 | 30 | 54.00 | 55.20 | 1.20 | 25.00 |
| 8 | 5:00 | 5:30 | 30 | 55.20 | 56.40 | 1.20 | 25.00 |
| 9 | 5:30 | 6:00 | 30 | 56.40 | 57.60 | 1.20 | 25.00 |
| 10 | | | | | | | |
| 11 | | | | | | | |
| 12 | | | | | | | |
| 13 | | | | | | | |
| 14 | | | | | | | |
| 15 | | | | | | | |
| COMMENTS: | Refilled perc hole at 2:30pm and 4:30pm Percolation rate = 25.0 min/in | | | | | | |



TO: Port Commission

FROM: Holland MacLaurie, Port Director

DATE: August 12, 2022

SUBJECT: Approval of Additional Services Contract for Engineering and Design of the Port District's Sanitary Sewer Lift Stations (NTE \$9,026.25)

Recommendation: *Authorize a contract amendment with MKN for engineering and design of the Port District's sanitary sewer lift stations in an amount not to exceed \$9,026.25.*

BACKGROUND

In October 2021, as part of a phased replacement plan, the Port District entered into a contract with MKN & Associates, Inc. (MKN) for a comprehensive engineering evaluation of the District's eight existing sanitary sewer lift stations. The contract was executed for a not to exceed amount of \$21,716.

As a result of the engineering evaluation, the G-Dock lift station has been prioritized for repair and replacement. In order to facilitate the repairs and place the project out to bid, the Port District will need to execute a contract amendment with MKN for the development of construction plans and technical specifications.

ANALYSIS

The original contract with MKN included services necessary to evaluate the District's eight sanitary sewer lift stations, summarize existing deficiencies, offer potential repair/replacement options, and provide conceptual construction cost estimates for the recommended improvements. To date, \$15,632.25 has been expended under the current contract, leaving a remaining balance of \$6,083.75.

MKN has provided a contract amendment in the amount of \$15,110 for the development of construction plans and technical specifications for the G-Dock lift station. MKN will apply the remaining balance under the original contract (\$6,083.75) towards the proposed contract amendment, resulting in an additional funding need of \$9,026.25. Work under this contract, including the proposed contract amendment, will not exceed \$30,742.25¹.

The revised scope of work under this proposed contract amendment does not include project administration during construction or electrical engineering services.

IMPACT ON PORT DISTRICT RESOURCES

Project funding is adequate to cover this \$9,026.25 contract amendment. As of July 31, 2022, the Sanitary Sewer Lift Station Fund Balance (F004) totaled \$364,024.

ATTACHMENT: A. MKN Contract Amendment

¹ Note: The amount of the contract amendment is within the Port Director's \$25,000 contract authorization limit; however, the combined amount of the original contract and the amendment exceeds the \$25,000 limit, so the item is being presented for Commission approval.

SCOPE OF WORK

MKN will perform the following scope of work:

Task 1 – Project Management

The MKN Project Manager will perform project management activities throughout the duration of the project including contract administration, coordination (MKN team members, subconsultants, and District staff), development and maintenance of the project design schedule, overseeing deliverables, project meetings, and communication of project status and issues for prompt resolution with the District.

A qualified engineer will review each project deliverable to ensure the MKN work products meet the requirements of the executed scope of services and stipulated requirements of the District.

Task 2 – Design Development

MKN will prepare construction plans and technical specifications for the lift station, utilizing two (2) distinct submittals (70% and Final). After SCPD has reviewed each package, MKN will attend a review meeting to review any comments. MKN will incorporate these comments into the subsequent submissions. MKN will provide an opinion of probable construction costs with each submittal.

The 70% deliverable will provide the overall proposed site layout, key design features, and performance criteria. The performance criteria will include parameters such as flows, the proposed pumps cycle times and curves, and the anticipated wet well layout after rehabilitation. MKN will use the 70% deliverable to ensure the District staff is satisfied with the finalize the design prior to completion of the 100% bid documents.

Fehr Engineering will design and specify all electrical components for the lift station including power supply MCC, motor starters, portable emergency standby generator connection, electrical distribution, and equipment connections. Fehr Engineering will contract directly with SCPD. MKN will work with Fehr Engineering to design and specify instrumentation and controls for the lift station including communications with the District's remote monitoring and control system.

Construction Document Deliverables:

- 70% Submittal (Electronic Copy in PDF Format):
 - Draft Half-Size (11" x 17") Drawings
 - Draft Technical Specifications
 - Draft Opinion of Probable Construction Costs
- Final Submittal (Electronic Copies in PDF and AutoCAD Formats):
 - Final Half-Size (11" X 17") Drawings
 - Final Full-Size (22" x 34") Drawings
 - Final Technical Specifications
 - Final Opinion of Probable Construction Costs

Anticipated Drawings:

General & Civil (4 Sheets)

- Title, Notes, Project Location (2 sheets)
- Demolition Plan (1 sheet)
- Site Plan and Sections (2 sheets)
- Civil Details (2 sheets)

Electrical and Instrumentation Sheets by Fehr Engineering

TASK GROUP 3 – Bid Phase Support (not included)

Prior to advertisement of the project for bidding, MKN will support the District with general contractor outreach efforts by contacting three potential bidders and notify them of the upcoming bid opportunity. During bidding, MKN will receive, manage, and respond to questions from prospective bidders and will prepare any necessary addenda during the bidding phase. To facilitate bidder understanding, the addenda will clearly identify additions, deletions, or modifications by specification section or drawing number. It is anticipated one (1) bid addendum will be required. MKN will attend the pre bid meeting in Santa Cruz or via MS Teams, attend the bid opening, review the bids for general conformance with the contract documents, and assist in identifying the apparent low bidder.

Bid Phase Deliverables:

- Addenda issued during the bidding phase
- Prebid meeting notes

TASK GROUP 4 – Engineering Services During Construction (Not Included)

MKN will provide the following engineering support services during the construction phase of the project:

- Attend the Pre-Construction Meeting
- Attend one (1) Project Progress Meetings
- Respond to up to three (3) Requests for Information (RFIs) From the Contractor
- Review up to fifteen (15) equipment and material submittals and resubmittals
- MKN will prepare record drawings based from the contractor's redlined as-builts and design changes issued via addenda or change orders.
- MKN will provide support during project startup
- MKN will attend a final walk through with District staff and prepare punch list of items to be addressed by the Contractor.

Construction Phase Deliverables:

- Responses to RFI's
- Submittal review comments
- Record Drawings – Delivered electronically as PDF's or as DWG files
- Final Walk-through punch list

Project Assumptions:

- Front-end contract documents will be prepared by the District.
- Permits will be obtained by the Owner/Contractor.
- All necessary easements have been secured by the District.
- Potholing of existing utilities is not included
- Geotechnical Investigation will not be required for this project based on the limited amount of earthwork to be performed.
- Survey work is not required and if a survey work is to be required it is to be performed by the District and will be provided to MKN electronically.
- The project work is categorically exempt from CEQA, no CEQA work will be provided.
- District will provide MKN any coastal commission permit requirements
- An emergency generator will not be included in the final design.
- MKN shall be entitled to rely reasonably upon the accuracy of data and information provided by or through the District and will use good professional judgment in reviewing and evaluating such information. If MKN identifies any error or inaccuracy in data or information provided by or through the District or determines that additional data or information is needed to perform the services, MKN shall promptly notify the District.
- The existing electrical service is adequately sized for the replacement pumps.
- SCPD is responsible for advertising the project for bidding.
- Construction staking will be the responsibility of the Contractor.

FEE AND SCHEDULE

The anticipated schedule is summarized in the table below. It assumes a District review period of two weeks between submittals and progress meetings.

| Task | Time from Notice-to-Proceed |
|--|-----------------------------|
| 70% Design Package | 3 weeks |
| Final Design and Bid Documents | 3 weeks* |
| *This accounts for a 1-week District review time | |

MKN proposes to complete the scope of work included in Amendment No. 1 on a time and materials basis with an initial not to exceed fee of \$15,110. The existing contract has \$6,083.75 of budget remaining, which will be applied towards Amendment No 1. The new total contract value shall be \$30,742.25 (original contract = \$21,716, Amendment No. 1 = \$15,110, Remaining Budget from Base Contract = -\$6,083.75)



TO: Port Commission
 FROM: Holland MacLaurie, Port Director
 DATE: August 16, 2022
 SUBJECT: Review Design Concepts for I-Dock Restroom and Shower Facility

Recommendation: *Review design concepts and provide input / direction to staff on preferred options.*

BACKGROUND

The restroom and shower facility located at I-Dock encompasses approximately 650 SF and serves the needs of slip renters and visiting boaters in the area. The facility is not currently open to the public.

As a result of the January 15, 2022, tsunami, the I-Dock facility sustained prolonged water inundation and was significantly damaged. While the facility is currently operable, complete demolition and reconstruction is recommended to mitigate tsunami damages and restore the building to a satisfactory condition.

In July 2022, William Fisher of William Fisher Architecture, Inc. (WFA) was retained to develop preliminary design concepts for this project. Mr. Fisher has extensive experience with commercial remodel projects (including commercial restroom facilities) and is well versed in the associated ADA requirements and applicable building codes.

Staff met with Mr. Fisher to review preliminary design concepts and is now seeking input from the Commission on the various design options before proceeding to next steps. If a preferred option is identified, staff will solicit a more detailed construction cost estimate and construction phasing plan from Mr. Fisher.

ANALYSIS

The current configuration of the I-Dock restroom and shower facility is outlined below.

| Current I-Dock Configuration | Restroom Stalls | Urinal Stalls | Sinks | Shower Stalls |
|-------------------------------------|-----------------|---------------|-------|---------------|
| Men's Facility | 2 | 1 | 1 | 1 |
| Women's Facility | 2 | 0 | 2 | 1 |

Three design options are currently being considered and are recapped below. Staff will be available to answer any questions about the various design concepts during the regular public session.

OPTION 1: EXPAND BUILDING SIZE

Scope of Work: Expand the existing building size to achieve ADA compliance and maintain the current number of restroom stalls, urinal stalls, sinks, and shower stalls. The design plan for Option 1 is included as Attachment A.

Configuration:

| Option 1: | Restroom Stalls | Urinal Stall | Sinks | Shower Stalls |
|------------------|------------------------|---------------------|--------------|----------------------|
| Men's Facility | 2 | 1 | 1 | 1 |
| Women's Facility | 2 | 0 | 2 | 1 |

Comments: Staff has determined that this option is least desirable (and perhaps infeasible), as it will be cost prohibitive and challenging to obtain regulatory approval to install new piles and expand overwater coverage.

OPTION 2: MAINTAIN BUILDING SIZE

Scope of Work: Maintain the existing building size, but reduce the number of restroom stalls and sinks to achieve ADA compliance within the same footprint. The design plan for Option 2, which shows two unisex facilities (previously designated as men's and women's) is included as Attachment B.

Configuration:

| Option 2: | Restroom Stalls | Urinal Stall | Sinks | Shower Stalls |
|------------------|------------------------|---------------------|--------------|----------------------|
| Unisex Facility | 1 | 1 | 1 | 1 |
| Unisex Facility | 1 | 1 | 1 | 1 |

Comments: Staff has determined that maintaining the same building size may be more advantageous for cost and permitting purposes. Potential impacts due to reducing the number of restroom stalls and sinks should be considered and discussed.

OPTION 3: UTILIZE CURRENT BUILDING IN CONJUNCTION W/ NEW RESTROOM FACILITY

Scope of Work: Maintain and utilize the existing building for shower facilities only. Design and construct a new, separate restroom facility adjacent to the District's maintenance building (see Attachment C).

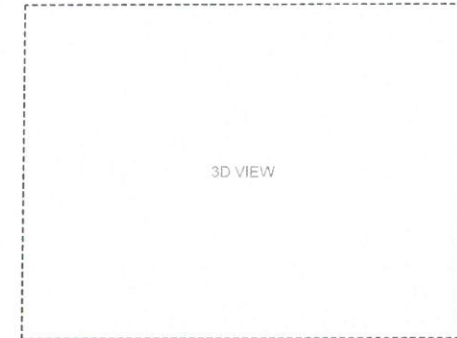
Configuration: TBD

Comments: This option is being included for discussion purposes only. A design plan for this option has not been fully vetted, but potential benefits may exist.

- ATTACHMENTS:**
- A. Option 1 Design Plan – Expanded Footprint
 - B. Option 2 Design Plan – Maintain Existing Footprint
 - C. Proposed Location for Restroom Facility

I-DOCK RESTROOMS

SANTA CRUZ HARBOR



3D VIEW

PRELIMINARY
William Fisher Architecture, Inc.
Mailing Address:
303 Perdomo St. #42-304, Santa Cruz, California 95060
P.O. Box 8
Santa Cruz, CA 95063
modern-architecture.com

PROJECT NOTES

- DONT SCALE THE DRAWINGS.
- STUDY THE CONTRACT DOCUMENTS AND THE FIELD CONDITIONS BEFORE BIDDING OR DOING WORK ON THIS PROJECT. IMMEDIATELY REPORT TO THE ARCHITECT ANY ERRORS, OMISSIONS, OR UNCLEAR DIRECTIONS. NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DEVIATIONS OR VARIATIONS FROM THE DRAWINGS OR SPECIFICATIONS SHOWN HEREIN. THE ARCHITECT WILL EVALUATE THE PROBLEM AND MAKE A WRITTEN INTERPRETATION.
- INFORM THE ARCHITECT IMMEDIATELY IF THE DRAWINGS, SPECIFICATIONS, OR OTHER CONSTRUCTION DOCUMENTS DONT SEEM TO COMPLY WITH CURRENT APPLICABLE LAWS, CODES, OR REGULATIONS.
- DIMENSIONS MARKED "CLEAR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESS OF FINISH MATERIALS.
- DIMENSIONS ARE TAKEN FROM FACE OF FINISH (FOF), OR FROM CENTER LINES AS INDICATED, U.N.O..
- THE GENERAL CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE PROJECT.
- "ALIGN" MEANS TO LOCATE FINISHED FACES IN SAME PLANE.
- "APPROVED" MEANS, UNLESS INDICATED OTHERWISE BY THE ARCHITECT, APPROVED IN WRITING BY THE ARCHITECT.
- "AS DIRECTED" OR "AS INDICATED" MEANS AS DESCRIBED EITHER VERBALLY OR IN WRITING BY THE ARCHITECT. "AS INDICATED" NORMALLY REFERS TO AN ITEM EXPLAINED IN THE CONTRACT.
- THE "CONTRACTOR" REFERS TO THE GENERAL CONTRACTOR, NOT HIS SUBCONTRACTORS.
- "PROVIDE" MEANS THAT THE CONTRACTOR SHALL FURNISH AND INSTALL.
- "UNLESS NOTED OTHERWISE," "UNO," OR "UNLESS INDICATED OTHERWISE" MEANS THAT THE ITEM DESCRIBED IS TYPICAL AS SHOWN EXCEPT AS WHERE SPECIFICALLY CALLED OUT AS DIFFERENT.
- "VERIFY" MEANS, UNLESS INDICATED OTHERWISE BY THE ARCHITECT, TO OBTAIN WRITTEN VERIFICATION OF THE ITEM OR METHOD INDICATED FROM THE ARCHITECT. THIS VERIFICATION MIGHT INCLUDE ELABORATION OR EXPLANATION BY THE ARCHITECT REQUIRING A MORE COMPLEX CONSTRUCTION SOLUTION THAN MIGHT BE ASSUMED BY READING THE DRAWING WITHOUT THE VERIFICATION, THEREFORE PLEASE MAKE VERIFICATIONS AS EARLY AS POSSIBLE BEFORE BIDDING THE WORK. APPROVED SHOP DRAWINGS DO NOT CONSTITUTE VERIFICATION.
- OBTAIN ALL PERMITS AND INSPECTIONS AND COMPLY WITH ALL CODES, LAWS, RULES, ORDINANCES, AND REGULATIONS OF ALL PUBLIC AUTHORITIES (FEDERAL, STATE, AND LOCAL) GOVERNING THE WORK. THE MOST STRINGENT SHALL APPLY.
- U.N.O. APPLY, INSTALL, CONNECT, ERECT, CLEAN, AND CONDITION PRODUCTS PER THEIR MANUFACTURER'S CURRENT WRITTEN INSTRUCTIONS.
- VERIFY WITH MANUFACTURERS THEIR EQUIPMENT REQUIREMENTS (FOR INSTANCE, STRUCTURAL BLOCKING OR SUPPORT, ELECTRICAL OR MECHANICAL REQUIREMENTS, ETC.). OBTAIN EQUIPMENT SPECIFICATIONS FROM MANUFACTURER(S) TO HELP ENSURE PROPER FIT AND OPERATION.
- SURVEY FIELD CONDITIONS AND VERIFY FEASIBILITY OF INDICATED WORK.
- DISCONNECT, CUT BACK TO THEIR SOURCE, AND CAP UTILITIES TO BE REMOVED. SEAL PENETRATIONS AND OTHER DAMAGE CREATED BY UTILITY REMOVAL. NOTIFY ARCHITECT IMMEDIATELY OF UTILITIES DETERMINED DURING CONSTRUCTION AS NECESSARY TO BE REMOVED WHICH HAVE NOT BEEN SO DESIGNATED IN THE CONTRACT DOCUMENTS. REMOVE SUCH UTILITIES ONLY AFTER CONSULTATION WITH THE ARCHITECT.
- USE LOWVOC VOC PAINT. EXCEED MANDATORY REQUIREMENTS PER CBC TABLES 4.504
- ANY NEW ROOF SHALL BE NO LESS THAN CLASS "B" RATED ROOF.
- THE JOB COPIES OF THE BUILDING PLANS AND PERMITS MUST BE ON-SITE DURING INSPECTIONS.
- RECYCLE MINIMUM 80% JOB SITE CONSTRUCTION & DEMOLITION WASTE.
- CONTRACTOR TO COMPLETE AND PROVIDE THE SIGNED AND COMPLETED CONSTRUCTION WASTE MANAGEMENT PLAN (CWMP) FORM BEFORE BUILDING PERMIT ISSUANCE.

PROJECT INFORMATION

PROJECT DESCRIPTION:
RECONSTRUCTION OF AN APPROXIMATELY 625 S.F. BUILDING DAMAGED BY A TSUNAMI.

PROJECT DIRECTORY

OWNER
SANTA CRUZ PORT DISTRICT
135 5TH AVENUE
SANTA CRUZ, CA 95062

ARCHITECT
WILLIAM FISHER ARCHITECTURE, INC.
WILLIAM FISHER
P.O. BOX 8
SANTA CRUZ, CA 95063
(831) 457-0246
BILL@MODERN-ARCHITECTURE.COM



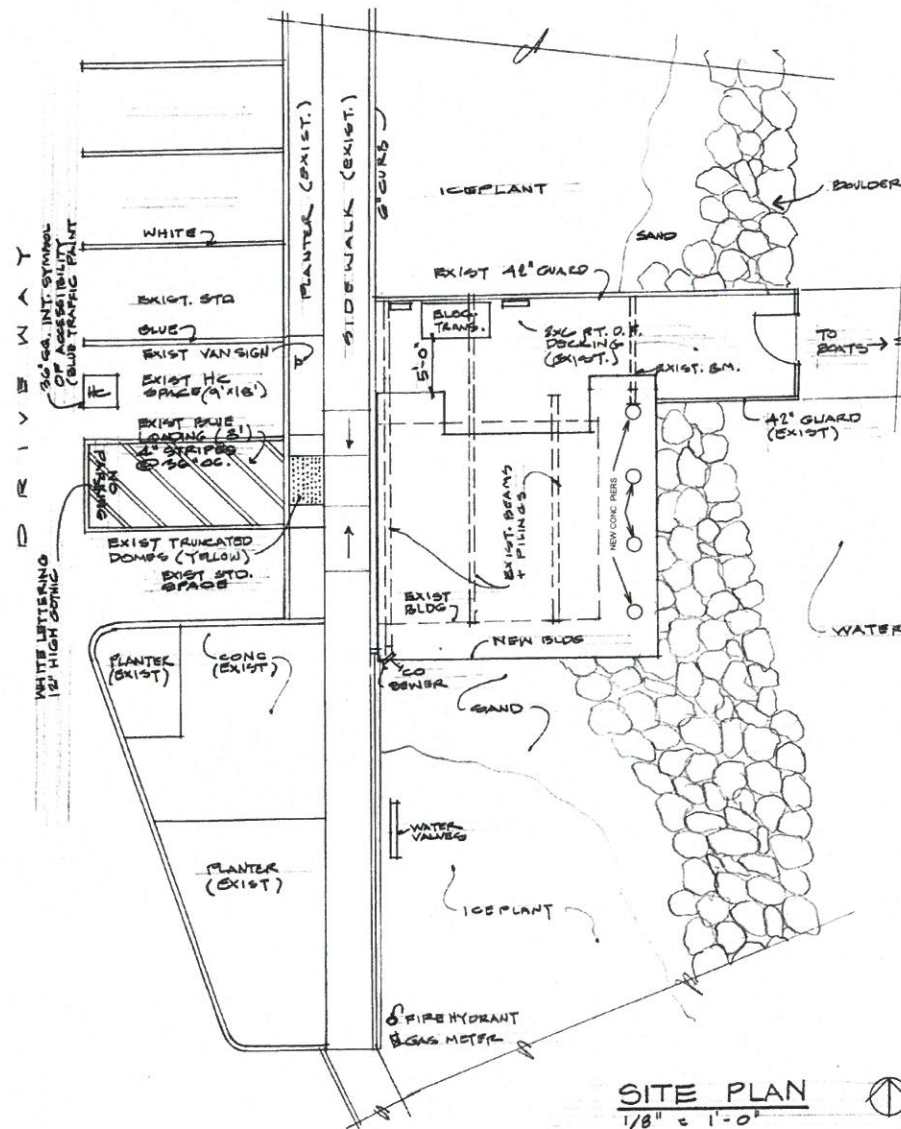
LOCATION



SITE



SITE



SITE PLAN
1/8" = 1'-0"

- REQUIRED COMPLIANCE WITH THE FOLLOWING:
- 2019 CALIFORNIA BUILDING CODE
 - 2019 CALIFORNIA ELECTRICAL CODE
 - 2019 CALIFORNIA MECHANICAL CODE
 - 2019 CALIFORNIA PLUMBING CODE
 - 2019 CALIFORNIA ENERGY CODE
 - 2019 CALIFORNIA FIRE CODE
 - 2019 CALIFORNIA GREEN BUILDING CODE

SANTA CRUZ MUNICIPAL CODE TITLE 18
SANTA CRUZ GREEN BUILDING PROGRAM (SANTA CRUZ MUNICIPAL CODE TITLE 24.15)
CITY OF SANTA CRUZ LANDSCAPE WATER CONSERVATION STANDARDS

NEW RESTROOMS AT I-DOCK
SANTA CRUZ HARBOR
WOODS LAGOON

| Revision Schedule | |
|-------------------|------|
| Rev. No. | Date |
| | |

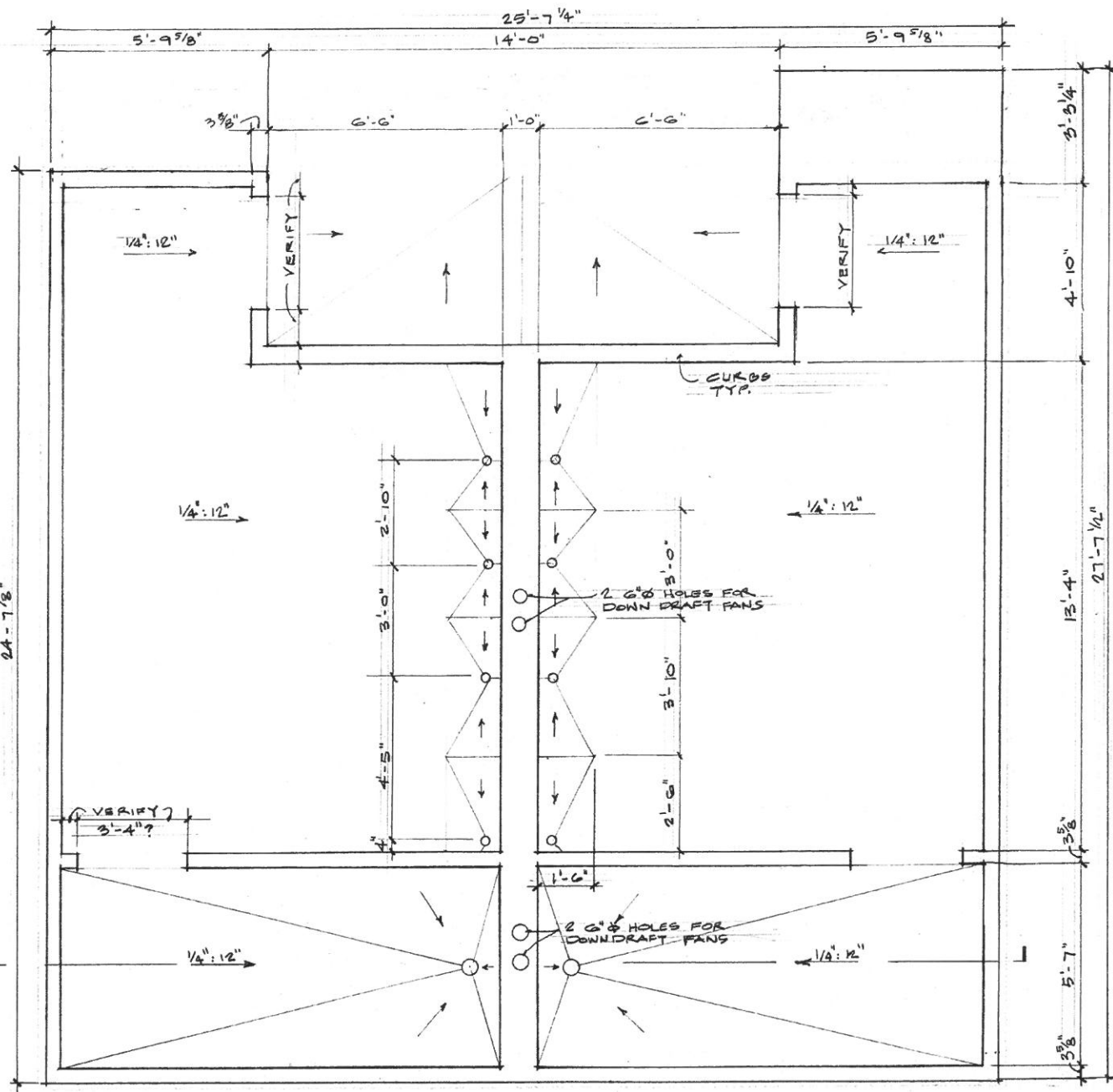
Sheet List

- A000
- A100 FLOOR AND SLAB PLANS
- A200 CEILINGS, ROOF PLAN, EXTERIORS
- A202 NORTH AND SOUTH INTERIORS
- A203 EAST AND WEST INTERIORS AND SECTION A

Issue Date

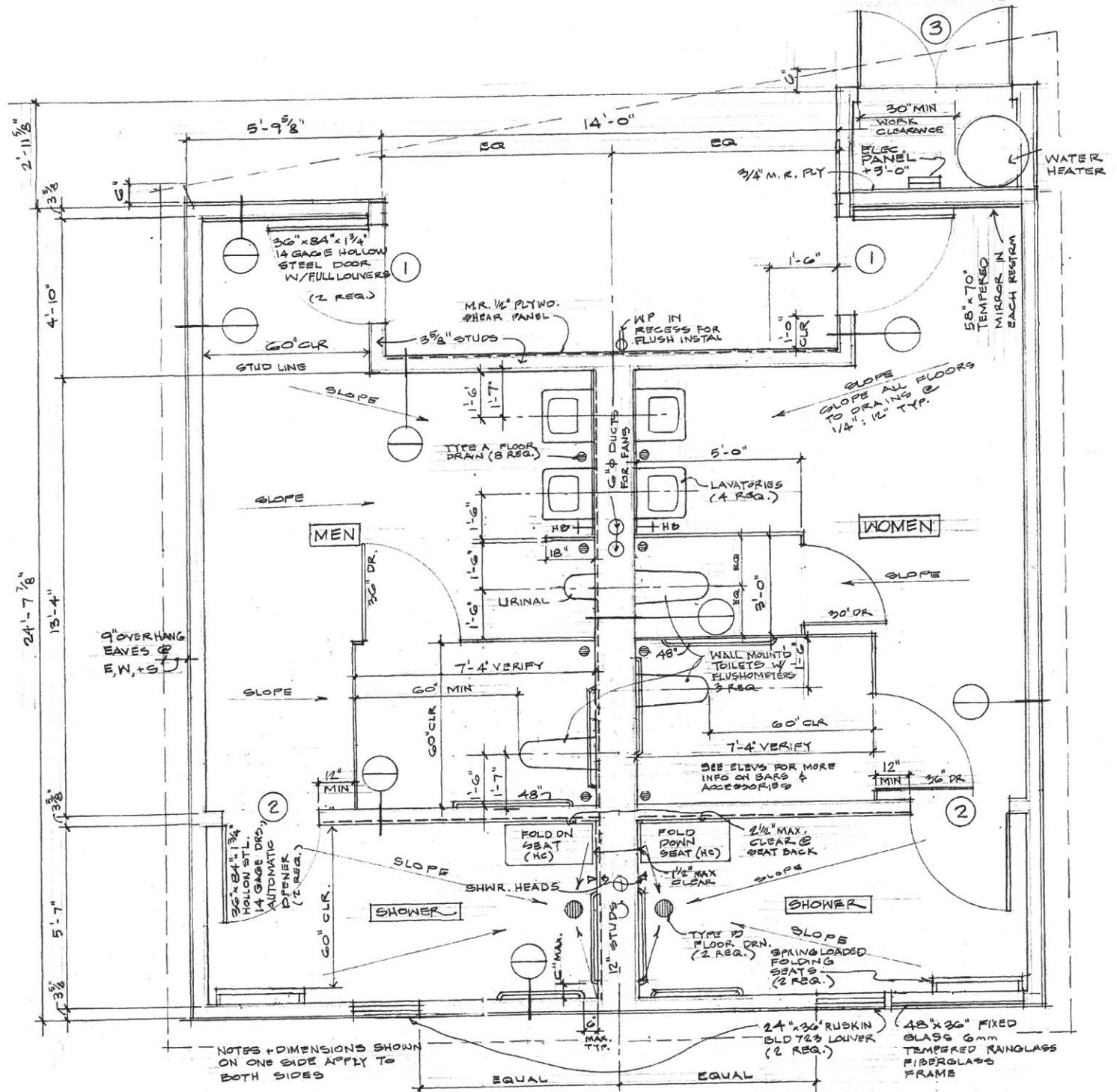
ATTACHMENT A

A000 136



SLAB PLAN

1/2" = 1'-0"



FLOOR PLAN

1/2" = 1'-0"

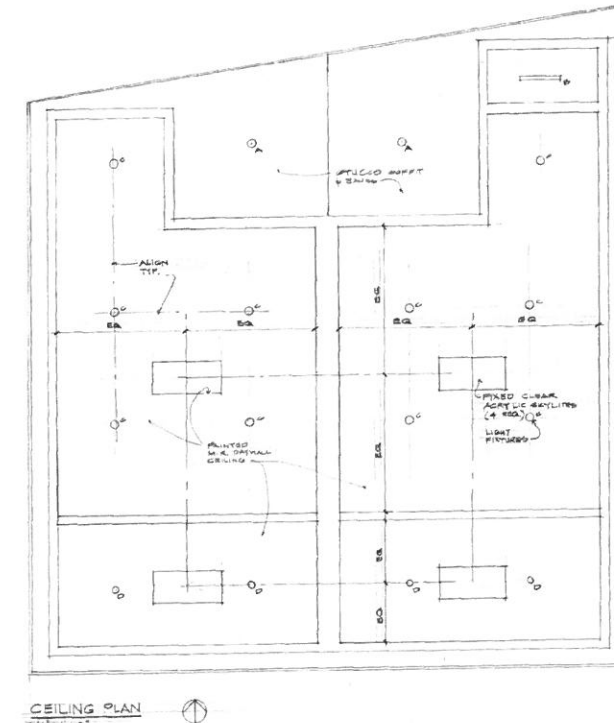
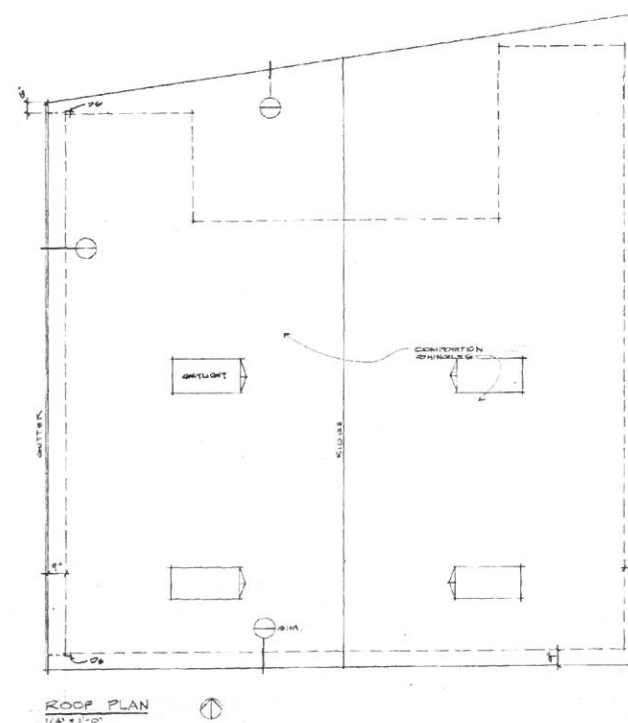
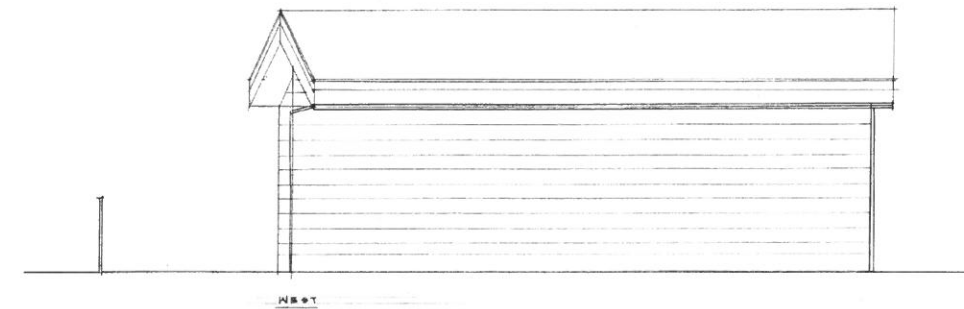
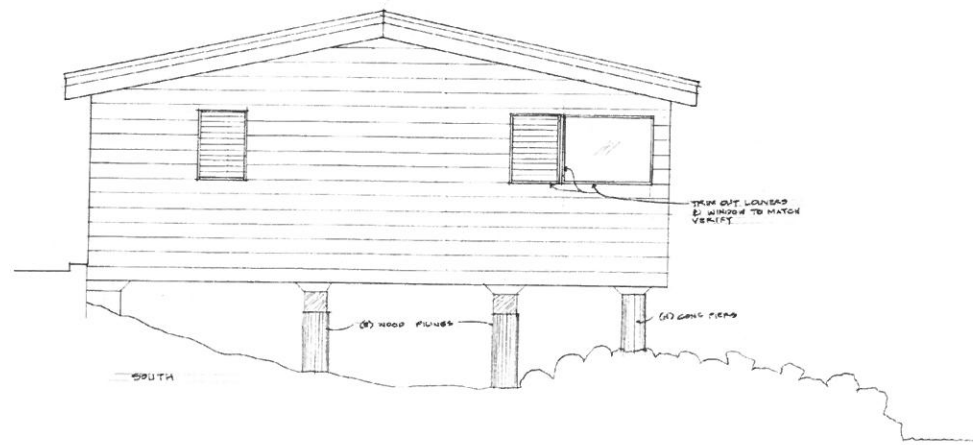
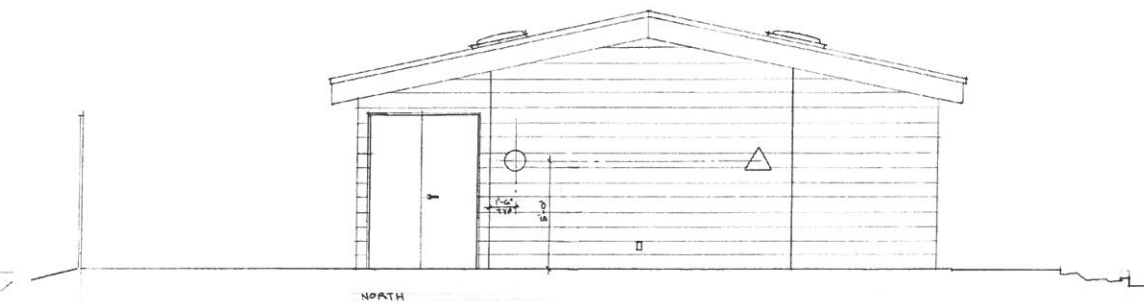
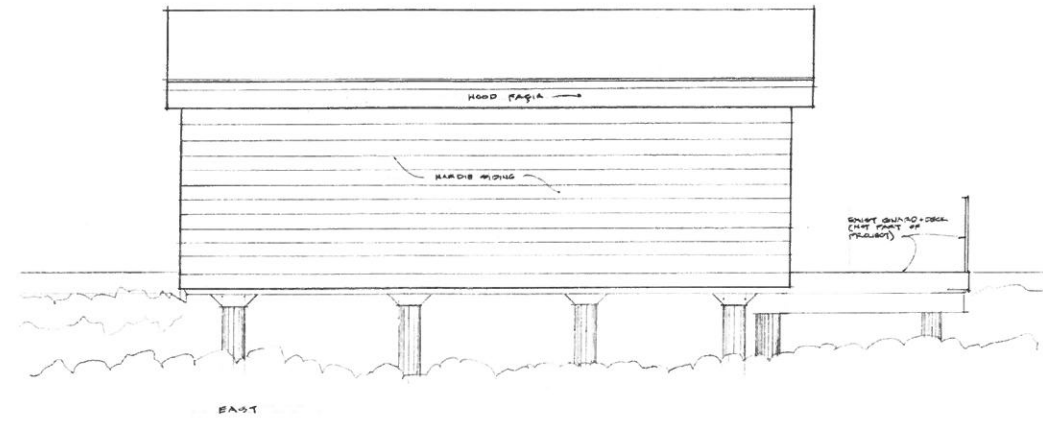


William Fisher Architecture, Inc.
 303 Potrero St. #42-304, Santa Cruz, California 95060
 (831) 246-0117 bil@modern-architecture.com
 modern-architecture.com
 Santa Cruz, CA 95063

FLOOR AND SLAB PLANS

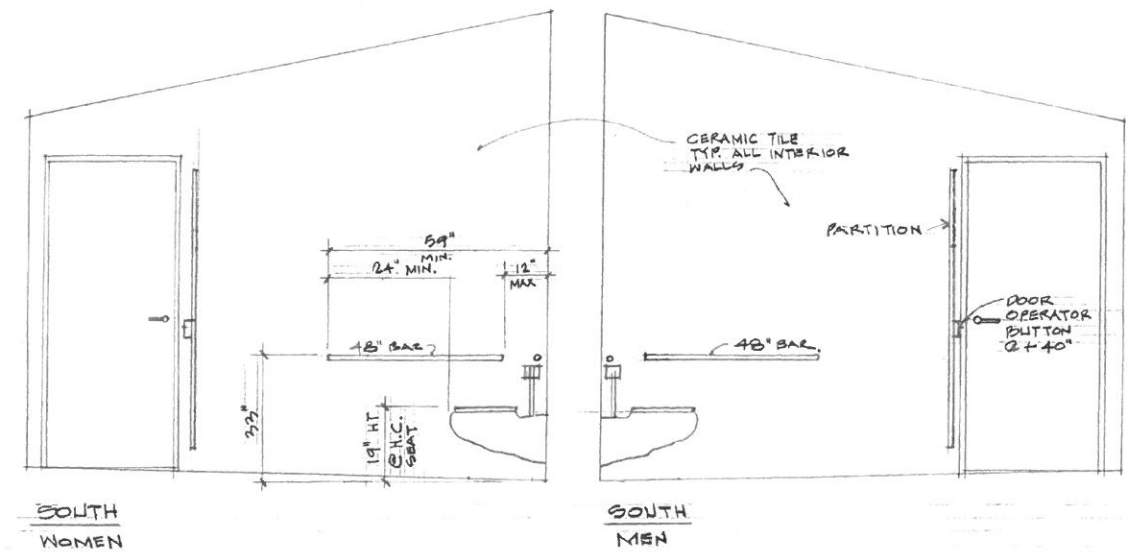
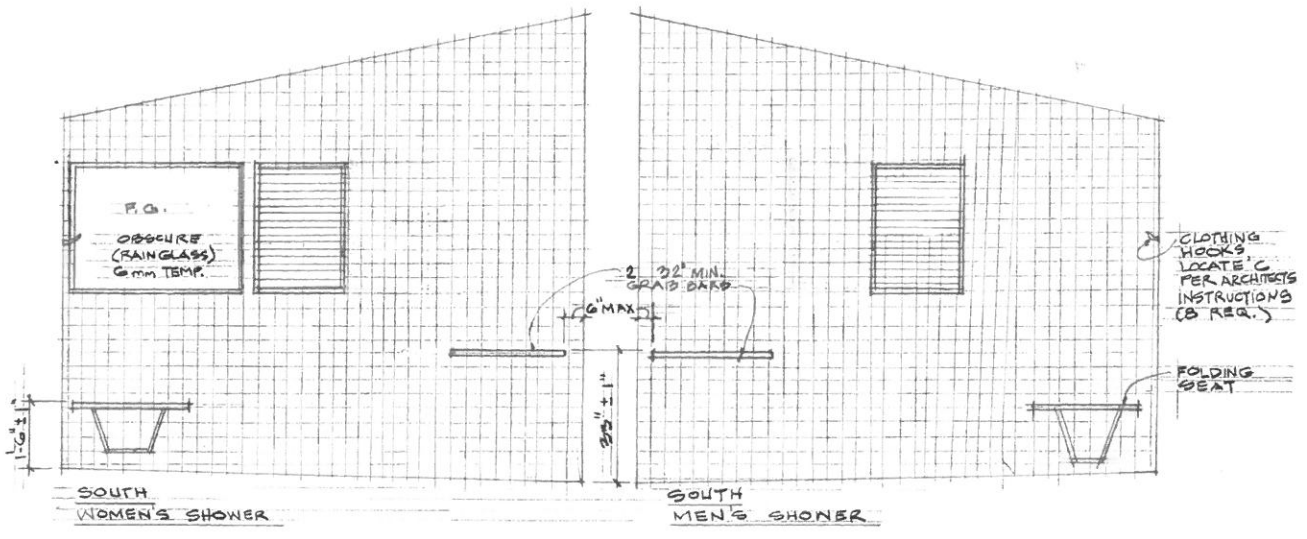
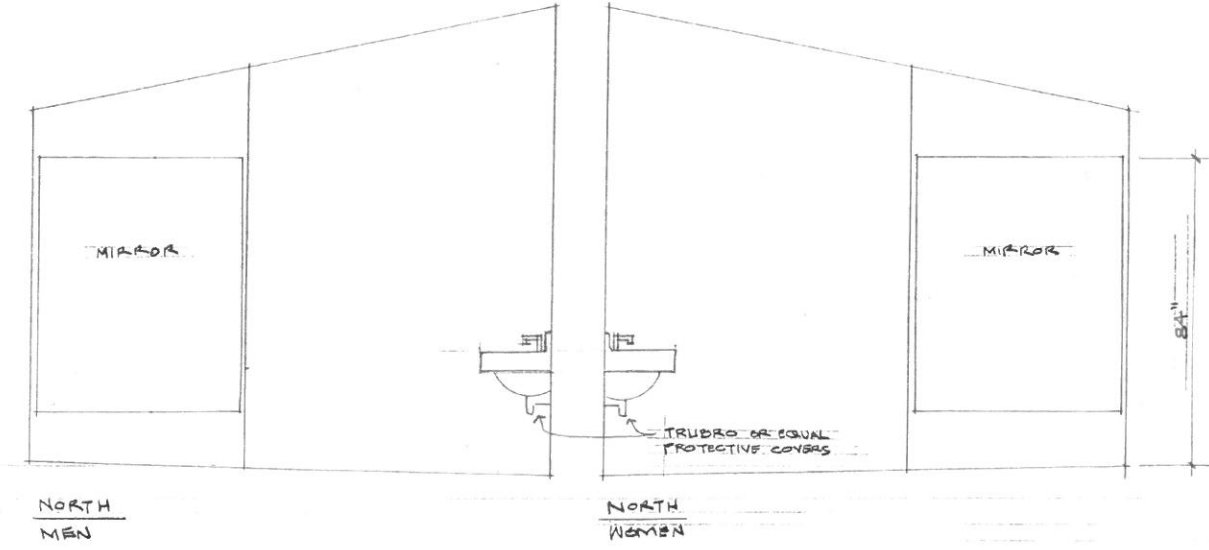
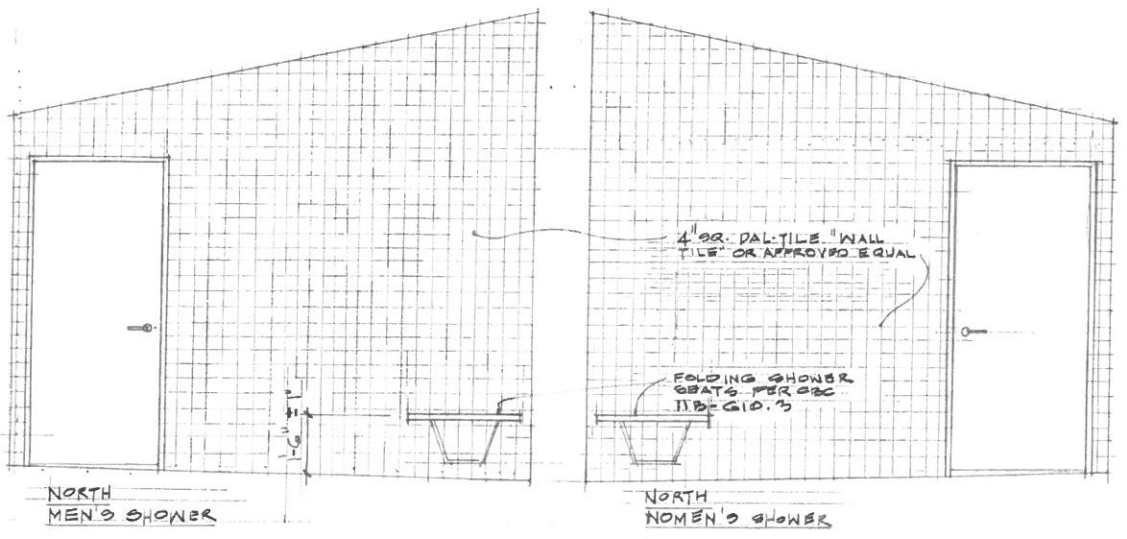
NEW RESTROOMS AT I-DOCK
 SANTA CRUZ HARBOR
 WOODS LAGOON

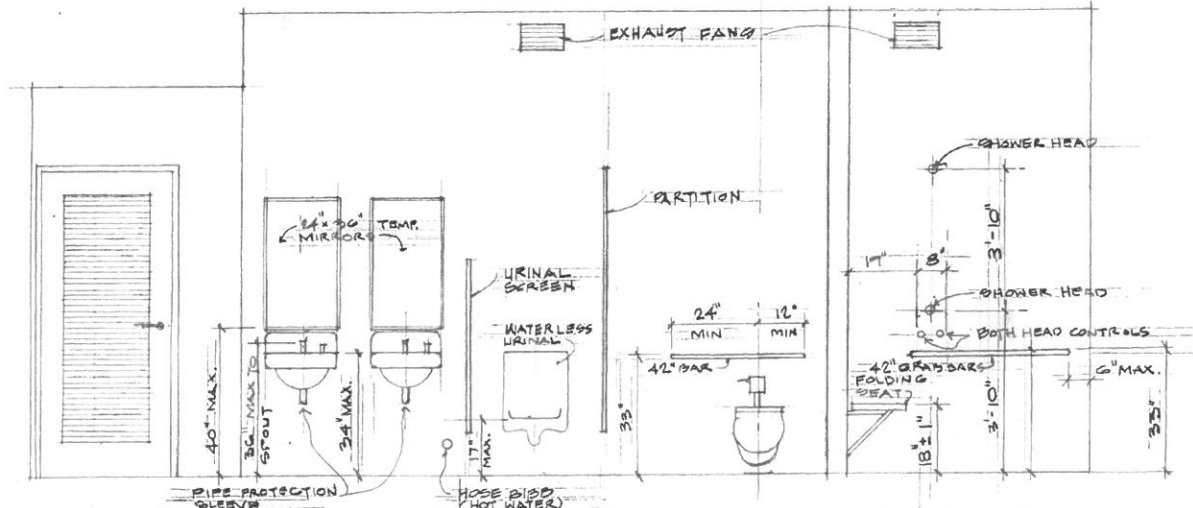
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| Rev. No. | Date |
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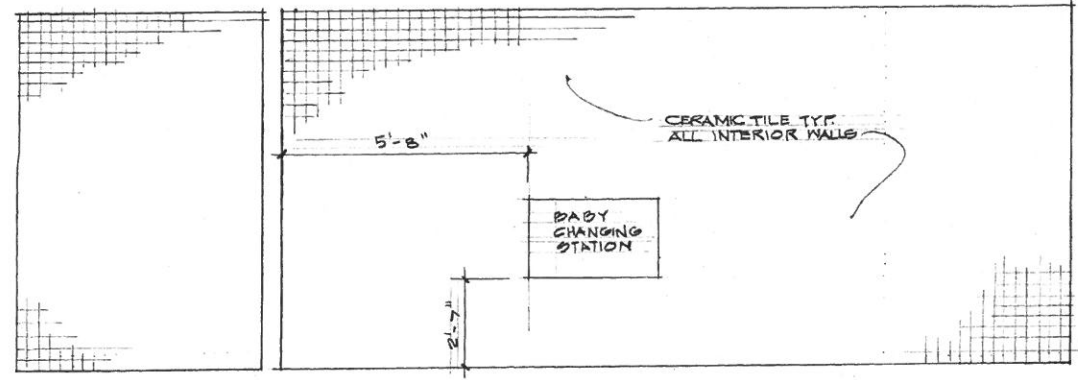
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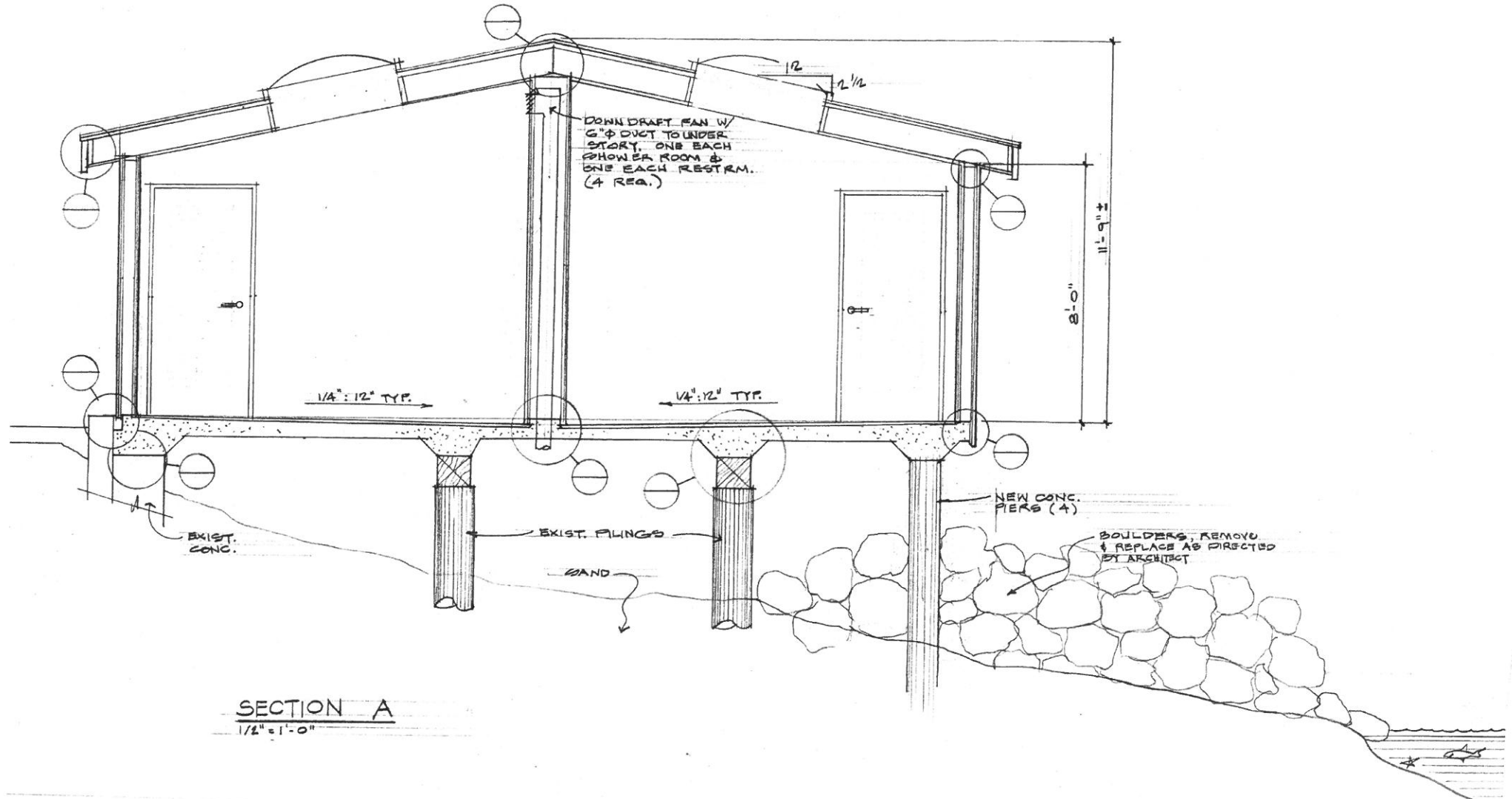




EAST MEN'S
 (WEST WOMEN'S SIMILAR)
 1/2" = 1'-0" (WEST WOMEN'S SIMILAR)



WEST MEN'S RM.
 SIMILAR EAST WOMEN'S RM.
 (EAST WOMEN'S SIMILAR)

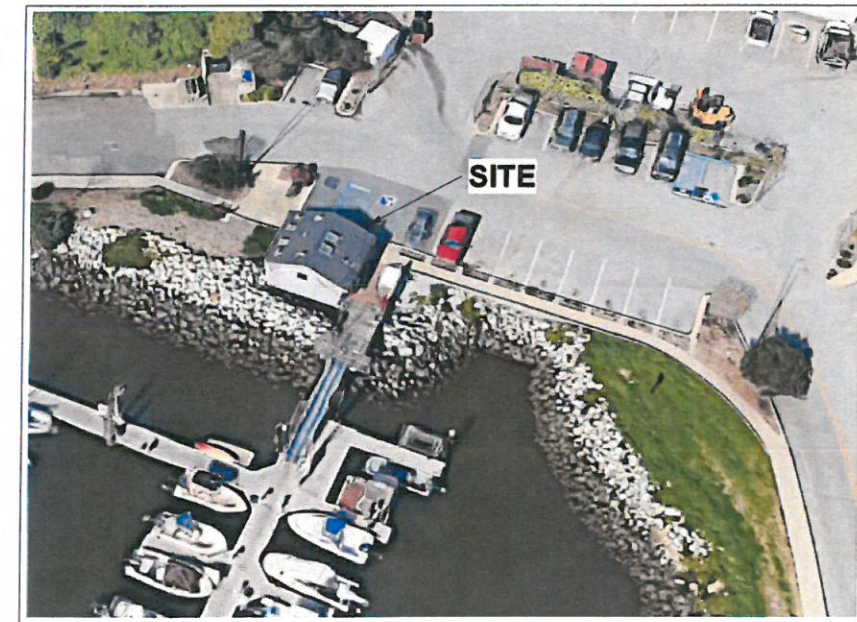
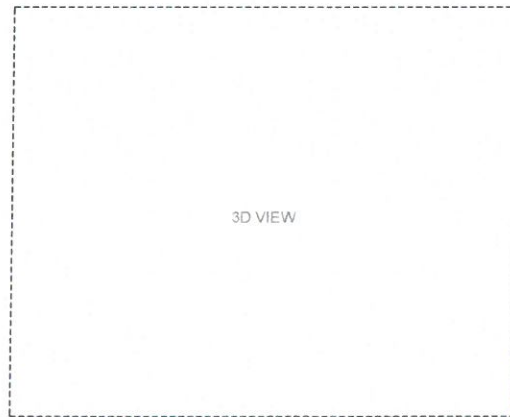


SECTION A
 1/4" = 12" TYP.

EAST AND WEST INTERIORS AND SECTION A

NEW RESTROOMS AT I-DOCK
 SANTA CRUZ HARBOR
 WOODS LAGOON

| Revision Schedule | |
|-------------------|------|
| Rev. No. | Date |
| | |



PROJECT NOTES

DONT SCALE THE DRAWINGS.

STUDY THE CONTRACT DOCUMENTS AND THE FIELD CONDITIONS BEFORE BIDDING OR DOING WORK ON THIS PROJECT. IMMEDIATELY REPORT TO THE ARCHITECT ANY ERRORS, OMISSIONS, OR UNCLEAR DIRECTIONS. NOTIFY THE ARCHITECT IMMEDIATELY OF ANY DEVIATIONS OR VARIATIONS FROM THE DRAWINGS OR SPECIFICATIONS SHOWN HEREIN. THE ARCHITECT WILL EVALUATE THE PROBLEM AND MAKE A WRITTEN INTERPRETATION.

INFORM THE ARCHITECT IMMEDIATELY IF THE DRAWINGS, SPECIFICATIONS, OR OTHER CONSTRUCTION DOCUMENTS DONT SEEM TO COMPLY WITH CURRENT APPLICABLE LAWS, CODES, OR REGULATIONS.

DIMENSIONS MARKED "CLEAR" SHALL BE MAINTAINED AND SHALL ALLOW FOR THICKNESS OF FINISH MATERIALS. DIMENSIONS ARE TAKEN FROM FACE OF FINISH (FOF), OR FROM STUD LINES, AS DRAWN.

THE GENERAL CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE PROJECT.

PRODUCTS DESCRIBED WITH THE WORDS "OR EQUAL" OR SIMILAR LANGUAGE MEAN THAT SUBSTITUTE PRODUCTS MAY BE USED IF APPROVED IN WRITING BY THE ARCHITECT. DO NOT INSTALL SUBSTITUTE PRODUCTS WITHOUT THE ARCHITECT'S WRITTEN PERMISSION. TO PROPOSE A SUBSTITUTE PRODUCT, SUBMIT EVIDENCE TO THE ARCHITECT DESCRIBING THE EQUALITY, OR BETTER, IN FUNCTION, AESTHETICS, OR OTHER FACTORS THE ARCHITECT MAY REQUEST. THE ARCHITECT'S DECISION WILL BE FINAL.

"ALIGN" MEANS TO LOCATE FINISHED FACES IN SAME PLANE.

"APPROVED" MEANS, UNLESS INDICATED OTHERWISE BY THE ARCHITECT, APPROVED IN WRITING BY THE ARCHITECT.

"AS DIRECTED" OR "AS INDICATED" MEANS AS DESCRIBED EITHER VERBALLY OR IN WRITING BY THE ARCHITECT. "AS INDICATED" NORMALLY REFERS TO AN ITEM EXPLAINED IN THE CONTRACT.

THE "CONTRACTOR" REFERS TO THE GENERAL CONTRACTOR, NOT HIS SUBCONTRACTORS.

"PROVIDE" MEANS THAT THE CONTRACTOR SHALL FURNISH AND INSTALL.

"TYP.": MEANS TYPICAL OR TYPICALLY.

"UNLESS NOTED OTHERWISE", "UNO", OR "UNLESS INDICATED OTHERWISE" MEANS THAT THE ITEM DESCRIBED IS TYPICAL AS SHOWN EXCEPT AS WHERE SPECIFICALLY CALLED OUT AS DIFFERENT.

"VERIFY" MEANS, UNLESS INDICATED OTHERWISE BY THE ARCHITECT, TO OBTAIN WRITTEN VERIFICATION OF THE ITEM OR METHOD INDICATED FROM THE ARCHITECT. THIS VERIFICATION MIGHT INCLUDE ELABORATION OR EXPLANATION BY THE ARCHITECT REQUIRING A MORE COMPLEX CONSTRUCTION SOLUTION THAN MIGHT BE ASSUMED BY READING THE DRAWING WITHOUT THE VERIFICATION. THEREFORE PLEASE MAKE VERIFICATIONS AS EARLY AS POSSIBLE BEFORE BIDDING THE WORK. APPROVED SHOP DRAWINGS DO NOT CONSTITUTE VERIFICATION.

OBTAIN ALL PERMITS AND INSPECTIONS AND COMPLY WITH ALL CODES, LAWS, RULES, ORDINANCES, AND REGULATIONS OF ALL PUBLIC AUTHORITIES (FEDERAL, STATE, AND LOCAL) GOVERNING THE WORK. THE MOST STRINGENT SHALL APPLY.

U.N.O., APPLY, INSTALL, CONNECT, ERECT, CLEAN, AND CONDITION PRODUCTS PER THEIR MANUFACTURER'S CURRENT WRITTEN INSTRUCTIONS.

VERIFY WITH MANUFACTURERS THEIR EQUIPMENT REQUIREMENTS (FOR INSTANCE, STRUCTURAL BLOCKING OR SUPPORT, ELECTRICAL OR MECHANICAL REQUIREMENTS, ETC.). OBTAIN EQUIPMENT SPECIFICATIONS FROM MANUFACTURER(S) TO HELP ENSURE PROPER FIT AND OPERATION.

SURVEY FIELD CONDITIONS AND VERIFY FEASIBILITY OF INDICATED WORK.

DISCONNECT, CUT BACK TO THEIR SOURCE, AND CAP UTILITIES TO BE REMOVED. SEAL PENETRATIONS AND OTHER DAMAGE CREATED BY UTILITY REMOVAL. NOTIFY ARCHITECT IMMEDIATELY OF UTILITIES DETERMINED DURING CONSTRUCTION AS NECESSARY TO BE REMOVED WHICH HAVE NOT BEEN SO DESIGNATED IN THE CONTRACT DOCUMENTS. REMOVE SUCH UTILITIES ONLY AFTER CONSULTATION WITH THE ARCHITECT.

USE LOWVOC VOC PAINT. EXCEED MANDATORY REQUIREMENTS PER CBC TABLES 4.504

ANY NEW ROOF SHALL BE NO LESS THAN CLASS "B" RATED ROOF.

THE JOB COPIES OF THE BUILDING PLANS AND PERMITS MUST BE ON-SITE DURING INSPECTIONS.

RECYCLE MINIMUM 80% JOB SITE CONSTRUCTION & DEMOLITION WASTE.

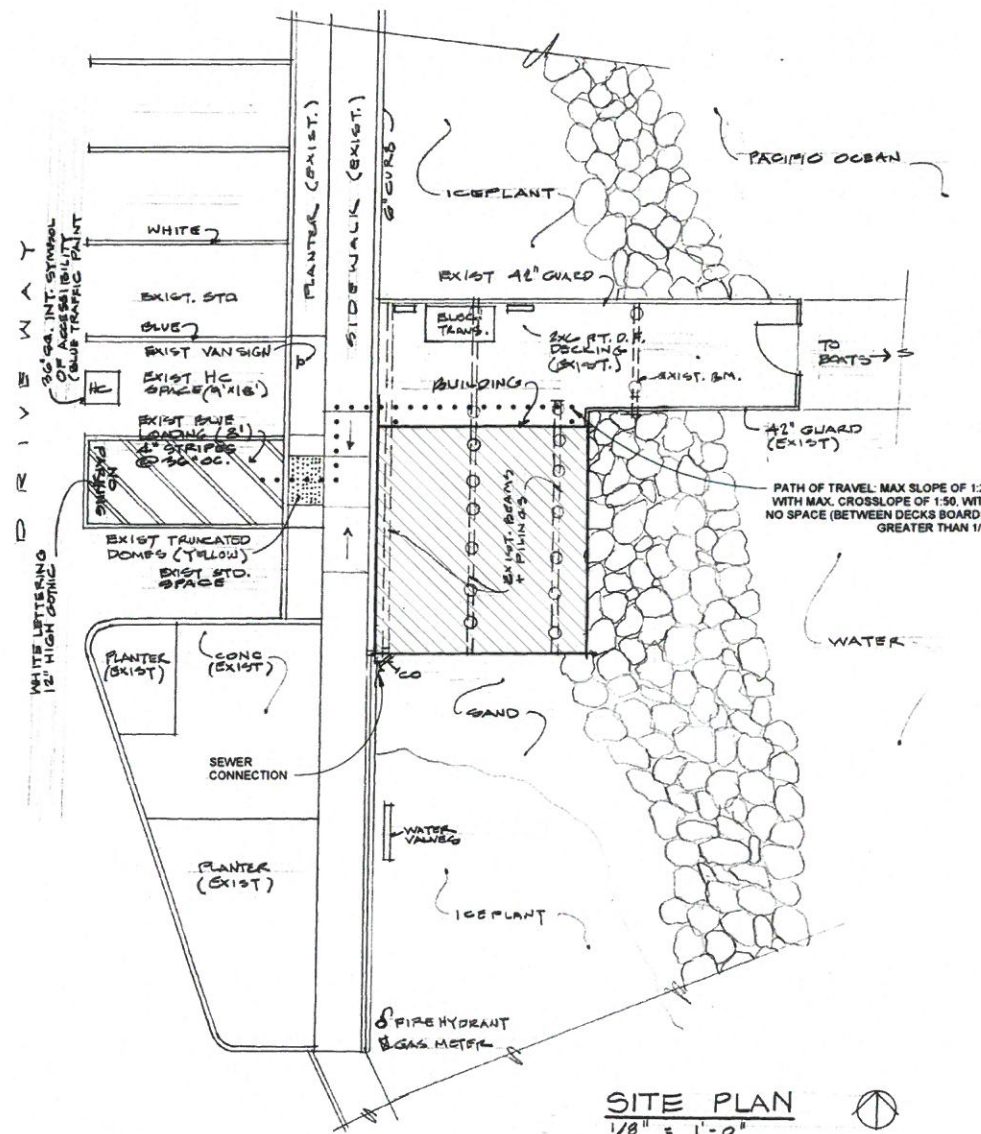
CONTRACTOR TO COMPLETE AND PROVIDE THE SIGNED AND COMPLETED CONSTRUCTION WASTE MANAGEMENT PLAN (CWMP) FORM BEFORE BUILDING PERMIT ISSUANCE.

PAINT PRODUCTS WITHOUT FINAL FACTORY FINISH, SUCH AS, HOLLOW METAL FRAMES, STEEL OR WOOD DOORS, LOUVERS IN DOORS, ETC., WITH AT LEAST 2 COATS BEHR ULTRA SCUFF DEFENSE SEMI GLOSS PAINT OVER COMPATIBLE PRIMER.

REQUIRED COMPLIANCE WITH THE FOLLOWING:

- 2019 CALIFORNIA BUILDING CODE
- 2019 CALIFORNIA ELECTRICAL CODE
- 2019 CALIFORNIA MECHANICAL CODE
- 2019 CALIFORNIA PLUMBING CODE
- 2019 CALIFORNIA ENERGY CODE
- 2019 CALIFORNIA FIRE CODE
- 2019 CALIFORNIA GREEN BUILDING CODE

SANTA CRUZ MUNICIPAL CODE TITLE 18
SANTA CRUZ GREEN BUILDING PROGRAM (SANTA CRUZ MUNICIPAL CODE TITLE 24.15)
CITY OF SANTA CRUZ LANDSCAPE WATER CONSERVATION STANDARDS



PROJECT DIRECTORY

OWNER
SANTA CRUZ PORT DISTRICT
135 5TH AVENUE
SANTA CRUZ, CA 95062

ARCHITECT
WILLIAM FISHER ARCHITECTURE, INC.
WILLIAM FISHER
P.O. BOX 8
SANTA CRUZ, CA 95063
(831) 457-0246
BILL@MODERN-ARCHITECTURE.COM

DESCRIPTION

RECONSTRUCTION OF AN APPROXIMATELY 625 S.F. BUILDING DAMAGED BY A TSUNAMI.

SHEET LIST

- A1 SITE PLAN, GENERAL NOTES
- A2 FLOOR & SLAB PLANS
- A3 CEILINGS & ROOF
- A4 EXTERIORS
- A5 INTERIORS

PRELIMINARY
 William Fisher Architecture, Inc.
 303 Portero St. #42-304, Santa Cruz, California 95060
 (831) 246-0117 bill@modern-architecture.com
 modern-architecture.com
 Mailing Address:
 P.O. Box 8
 Santa Cruz, CA 95063

SITE PLAN, GENERAL NOTES

NEW RESTROOMS AT I-DOCK
 SANTA CRUZ HARBOR
 WOODS LAGOON

| Revision Schedule | |
|-------------------|------|
| Rev. No. | Date |
| | |

Issue Date

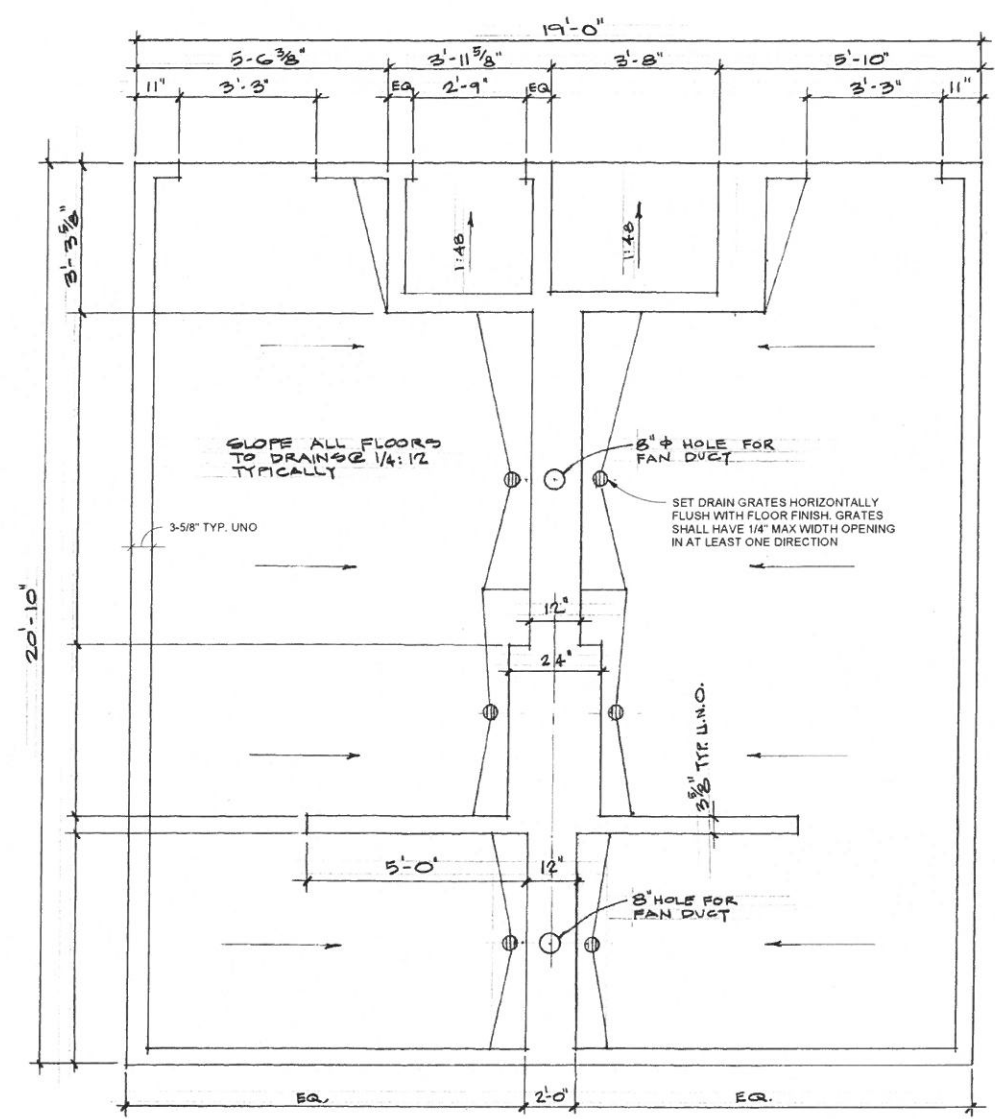
OPENINGS

| # | SIZE | TYPE | HARDWARE GROUP | FRAME |
|---|--------------------|---------------------------------|----------------|----------------------|
| 1 | 36" x 84" x 1-3/4" | 14 GAGE HOLLOW STEEL, LOUVERED | A | 14 GAGE HOLLOW STEEL |
| 2 | 32" x 84" x 1-3/4" | 14 GAGE HOLLOW STEEL | B | 14 GAGE HOLLOW STEEL |
| 3 | 30" x 84" x 1-3/4" | 16 GAGE HOLLOW STEEL | C | 14 GAGE HOLLOW STEEL |
| 4 | 42" x 48" | FIXED GLASS | - | 14 GAGE HOLLOW STEEL |
| 5 | 60" x 30" x 1-3/4" | PANEL TYPE, PAIR LOUVERED, WOOD | D | 14 GAGE HOLLOW STEEL |

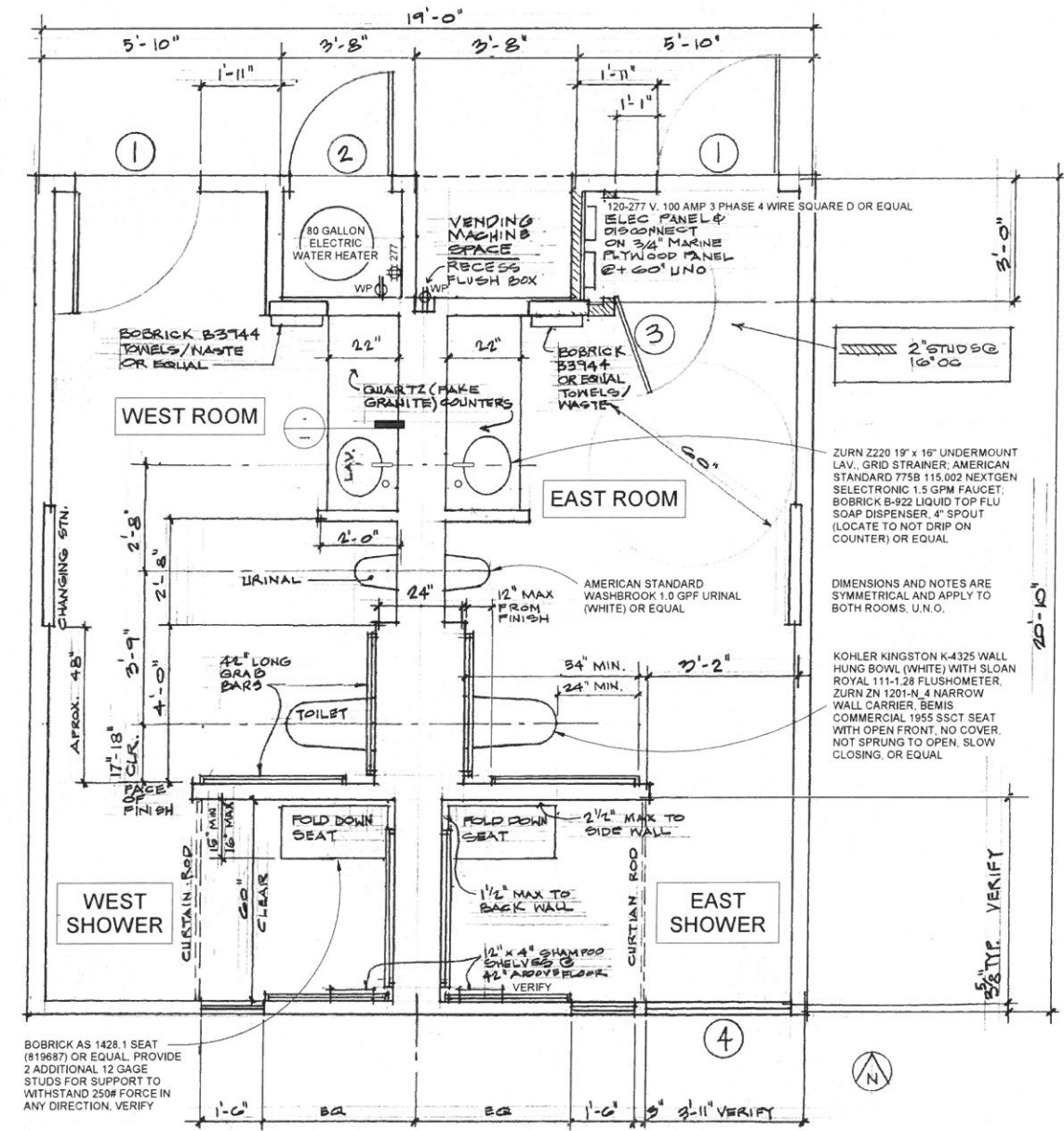
1. LOUVERS IN DOORS: FIXED OPEN, PRIVACY TYPE, WEATHER RESISTANT

HARDWARE GROUPS

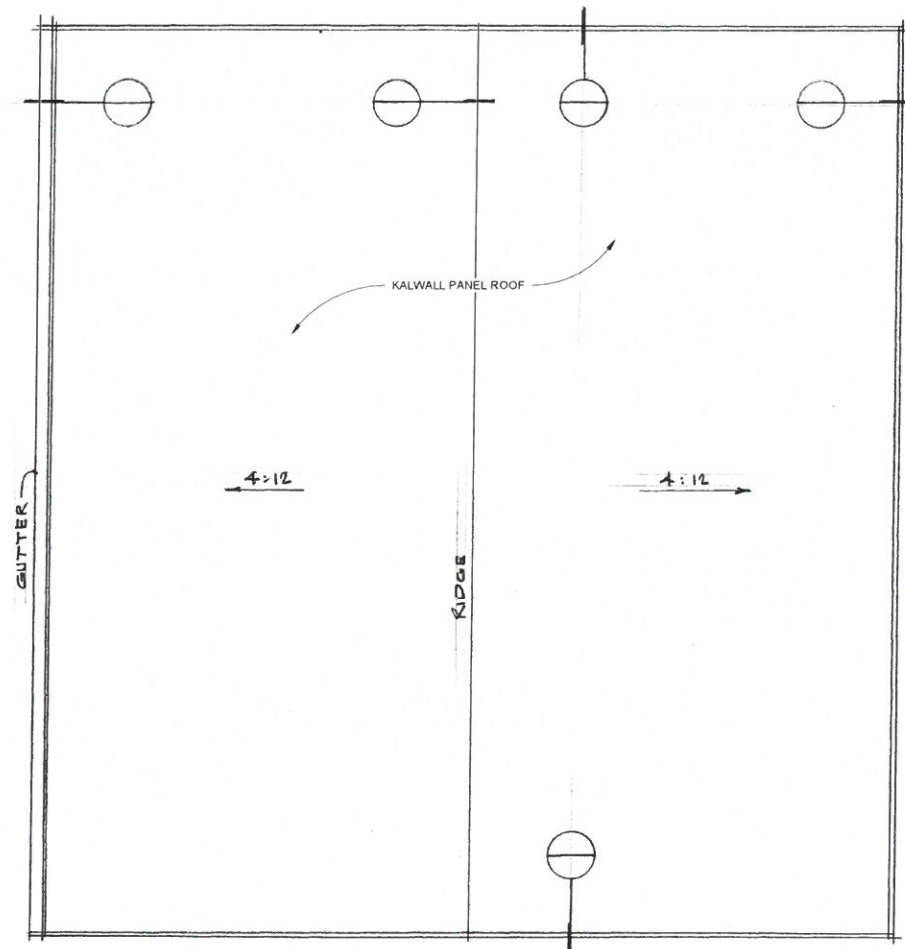
| | |
|---|--|
| A | LEVER ENTRANCE LOCKSET, 3 HINGES, CLOSER, STOP, HOLDER, ELECTRONIC LOCK, BOBRICK B587 DOOR BUMPER IN WEST ROOM. SEE ELEVATIONS FOR SIGNAGE |
| B | LEVER LOCKSET, 3 HINGES, KICK DOWN HOLDER, SIGN @ +5: "SERVICE" |
| C | LEVER LOCKSET, 3 HINGES, SIGN @ +5: "ELECTRICAL EQUIPMENT" |
| D | DEAD BOLT, BOLT TO FRAME ON INACTIVE LEAF, 2 HINGES EACH LEAF |



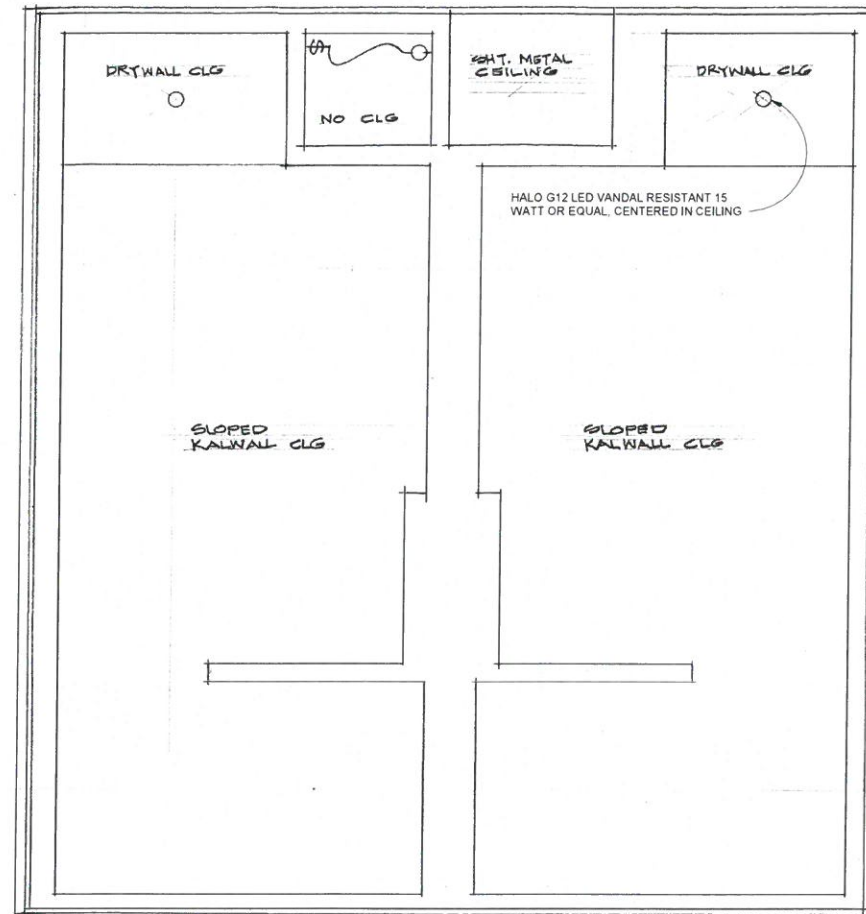
1 SLAB PLAN
 1/2" = 1'-0"



2 FLOOR PLAN
 1/2" = 1'-0"



1 ROOF PLAN
1/2" = 1'-0"



2 CEILING PLAN
1/2" = 1'-0"



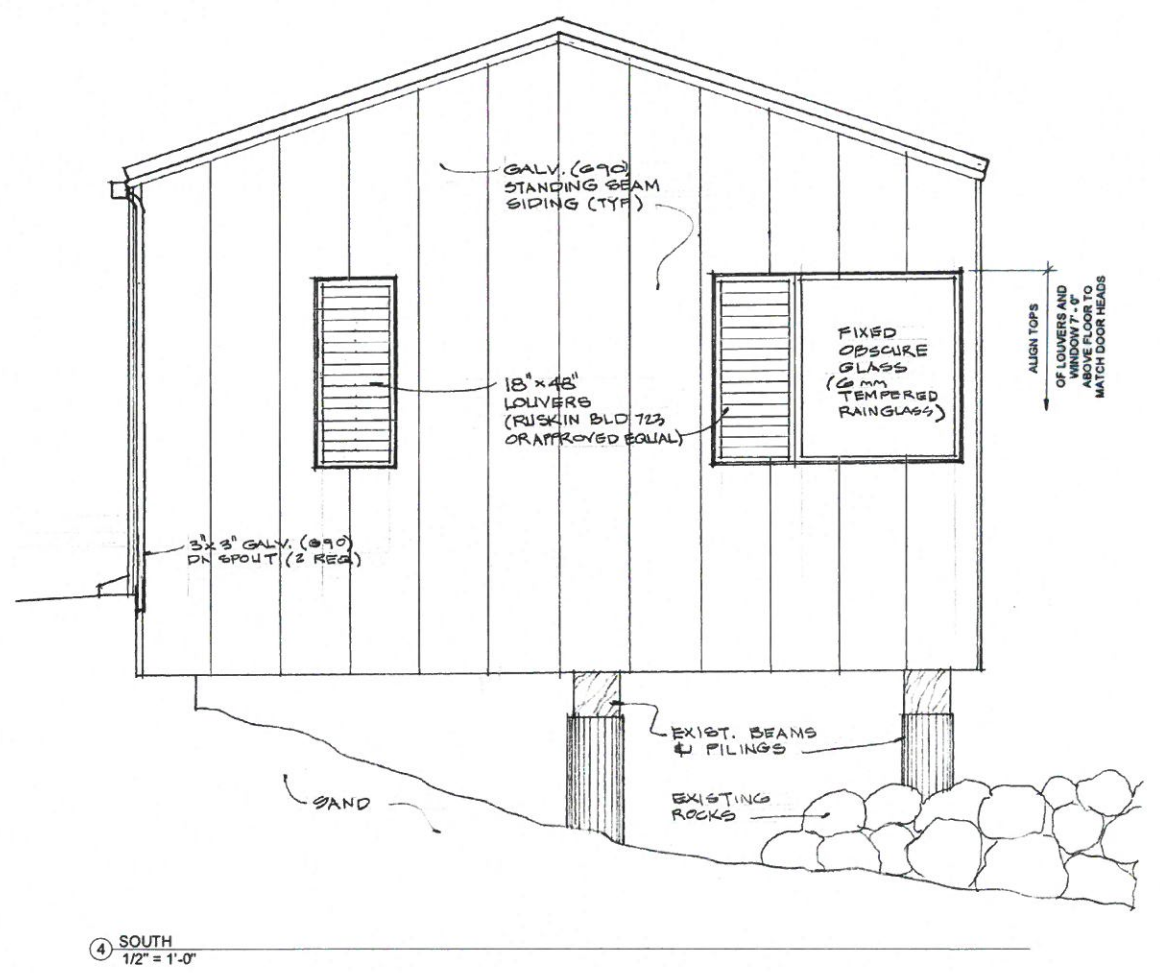
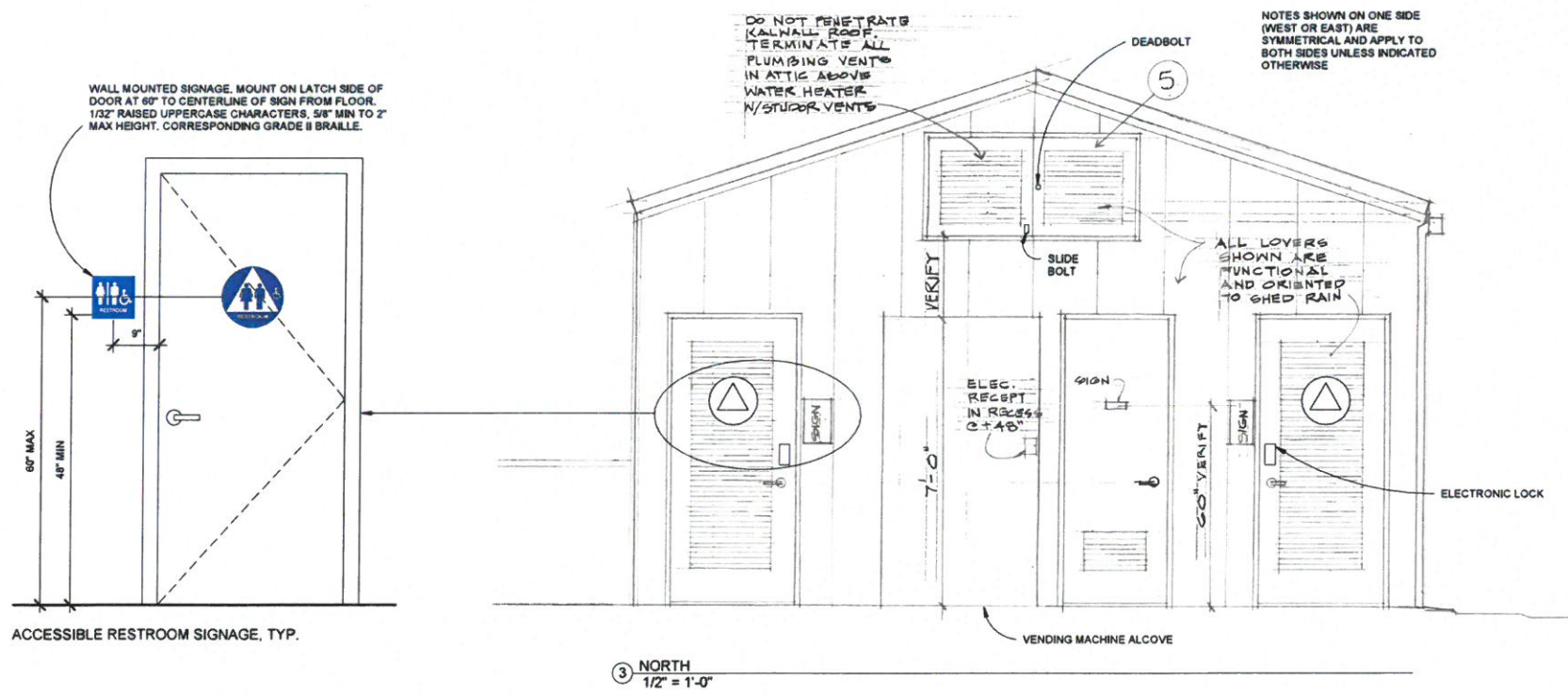
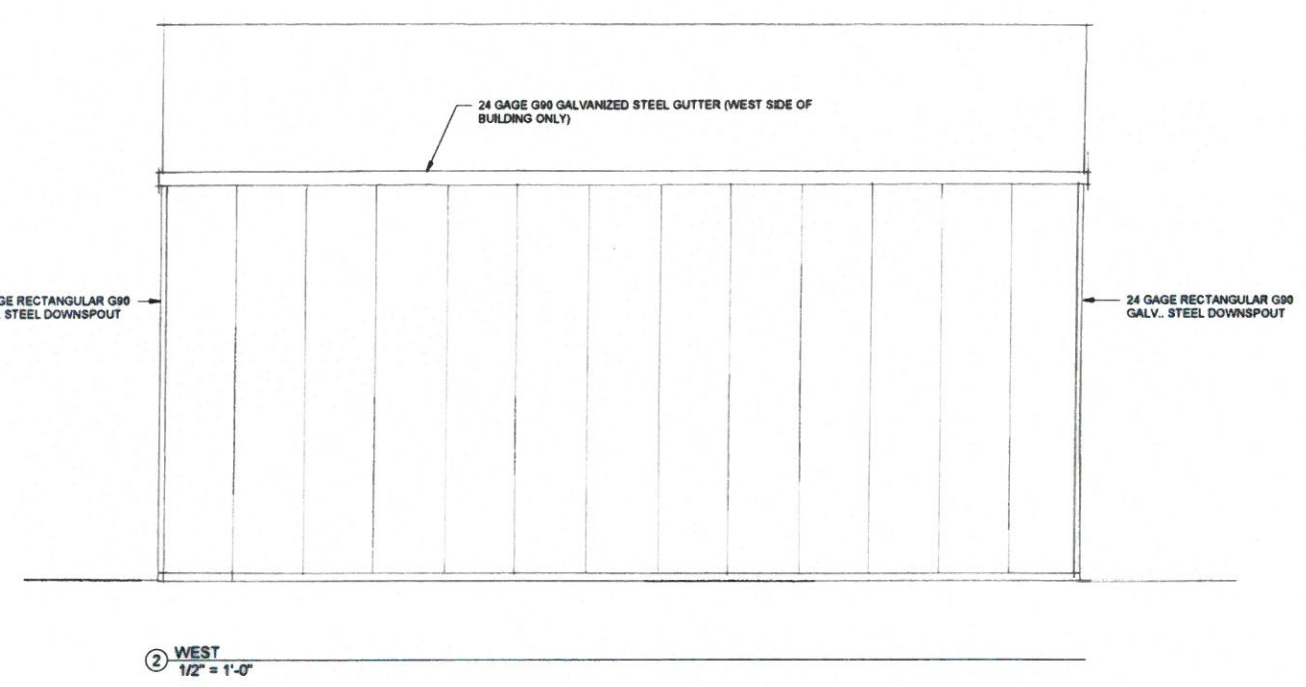
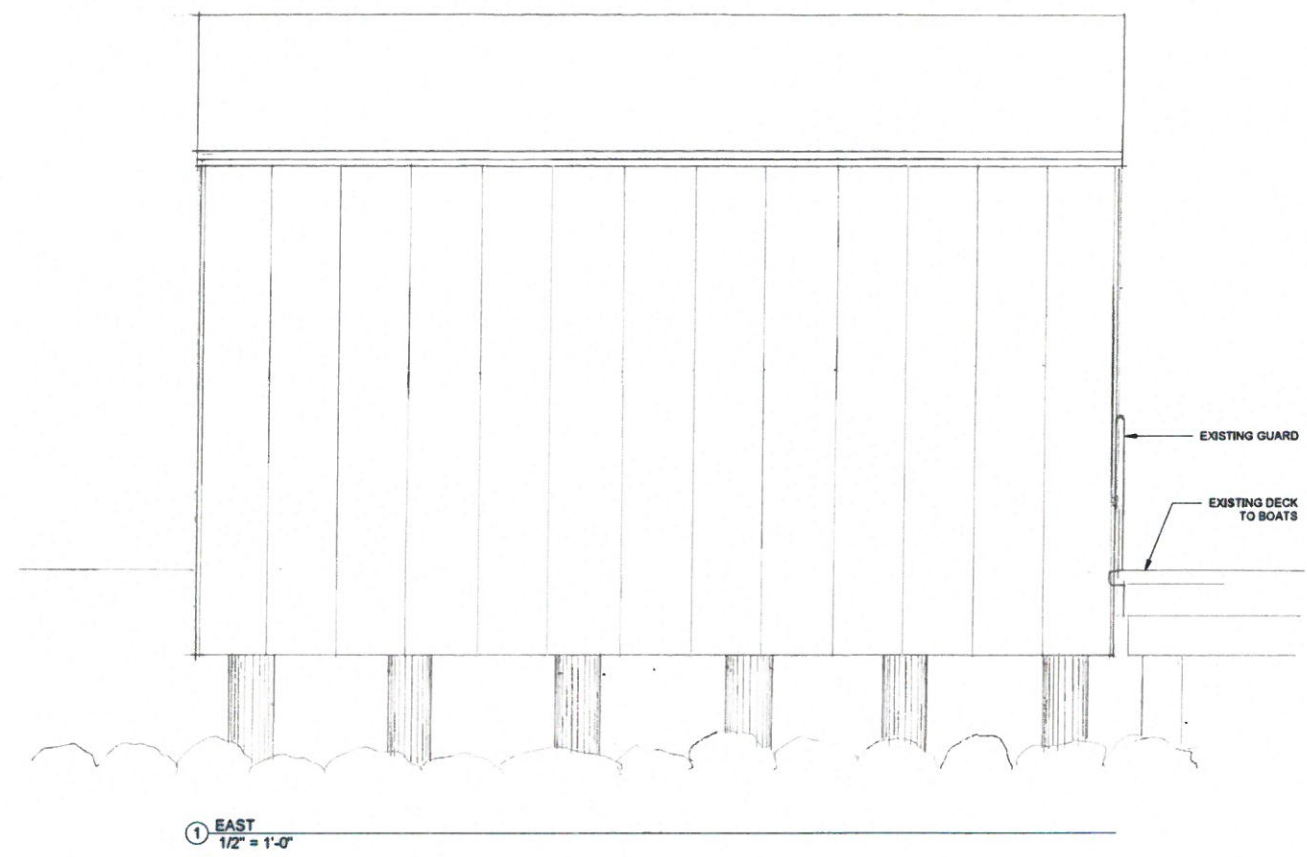
NEW RESTROOMS AT I-DOCK
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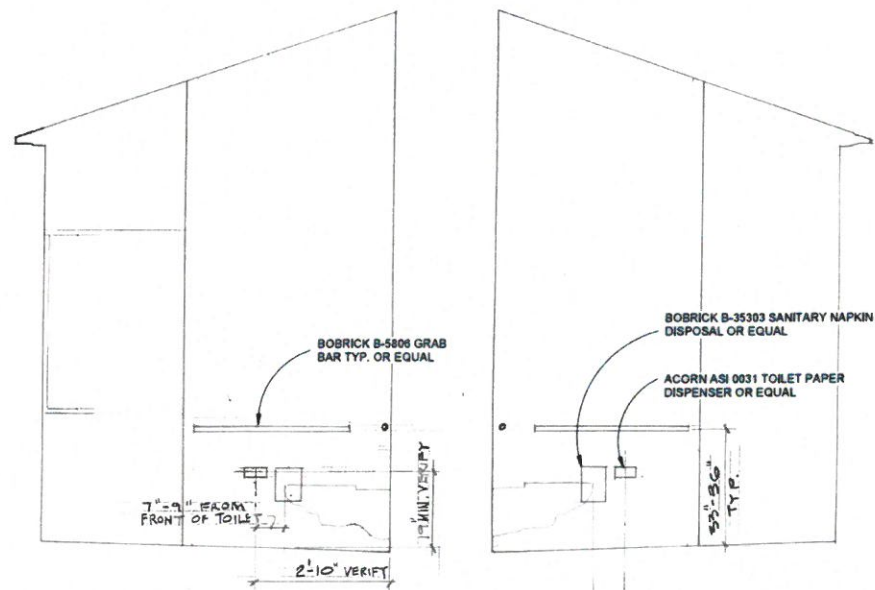
| Revision Schedule | |
|-------------------|------|
| Rev. No. | Date |
| | |

CEILING & ROOF

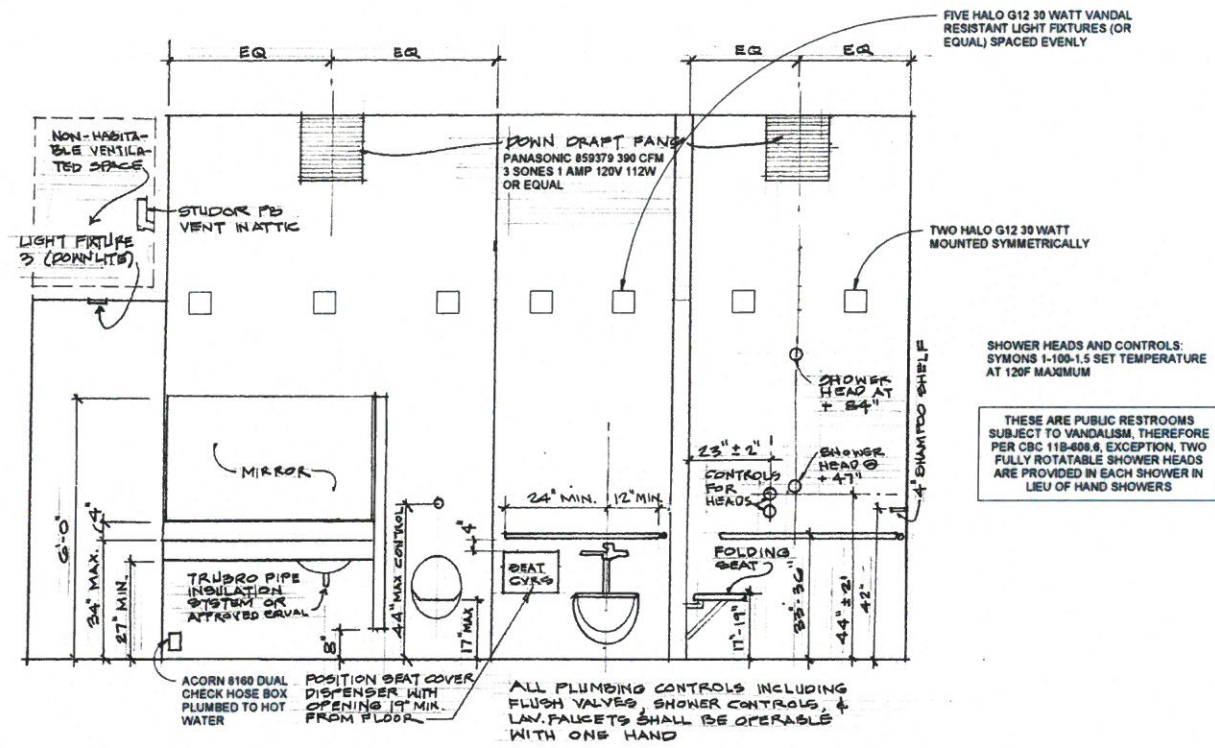
William Fisher Architecture, Inc.
 PRELIMINARY
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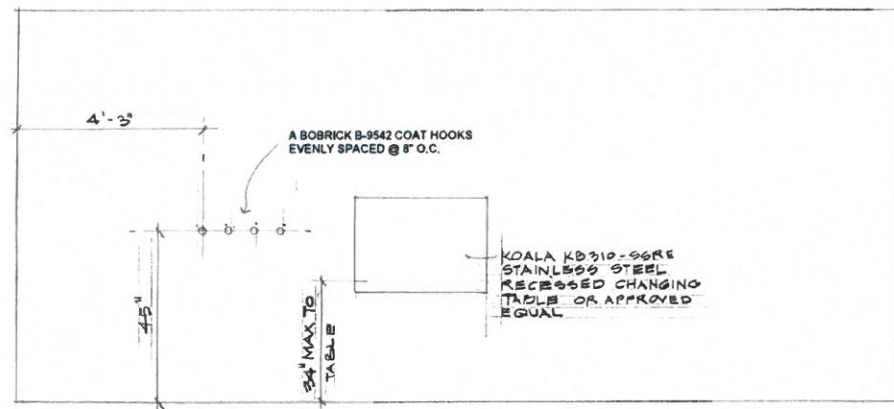




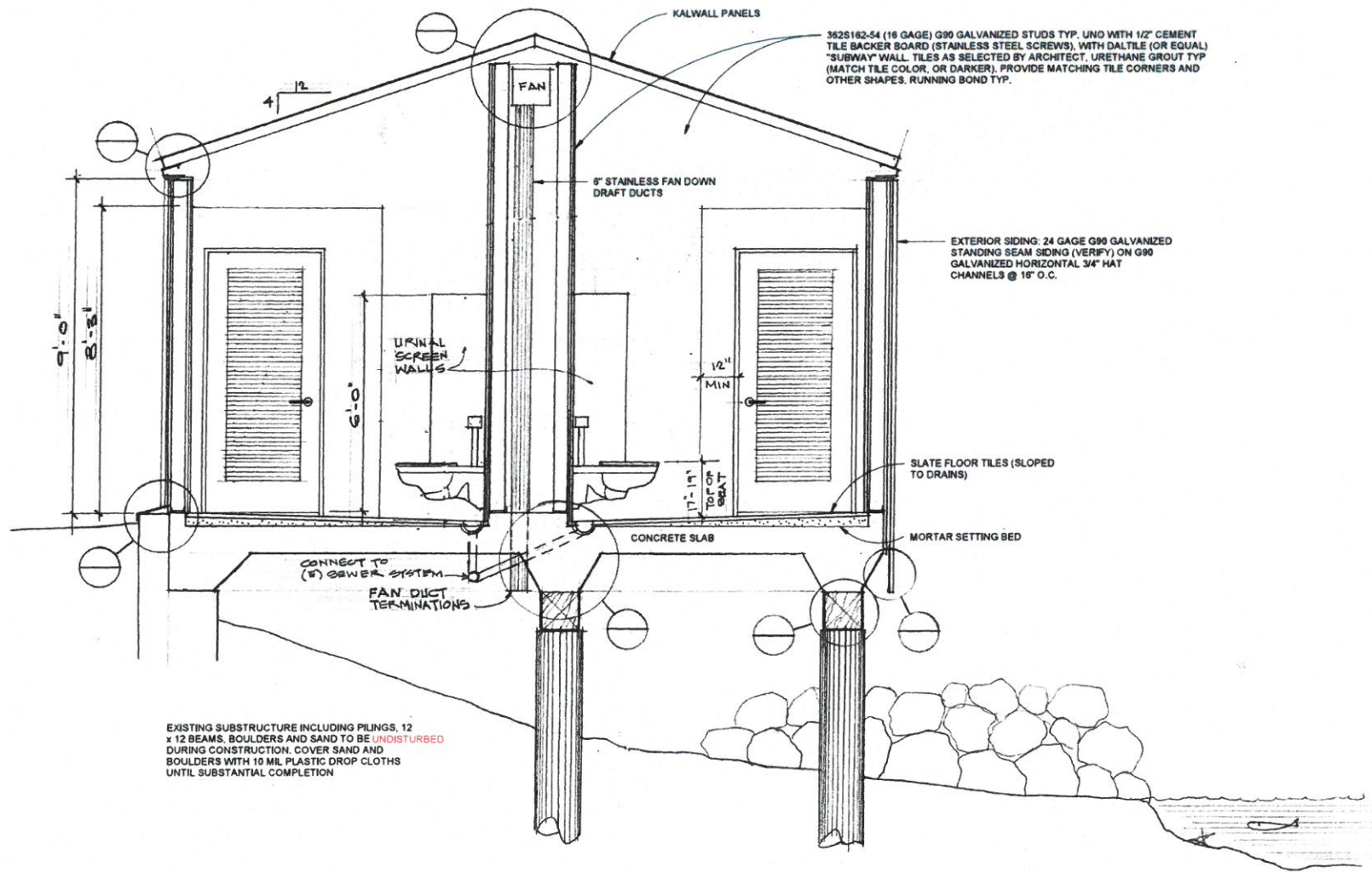
① LOOKING SOUTH
1/2" = 1'-0"



② WEST ROOM, LOOKING EAST (EAST ROOM, LOOKING WEST IS SIMILAR)
1/2" = 1'-0"



③ EAST ROOM, LOOKING EAST (WEST ROOM, LOOKING WEST IS SIMILAR)
1/2" = 1'-0"



EXISTING SUBSTRUCTURE INCLUDING PILING, 12 x 12 BEAMS, BOULDERS AND SAND TO BE UNDISTURBED DURING CONSTRUCTION. COVER SAND AND BOULDERS WITH 10 MIL PLASTIC DROP CLOTHS UNTIL SUBSTANTIAL COMPLETION

④ LOOKING NORTH
1/2" = 1'-0"

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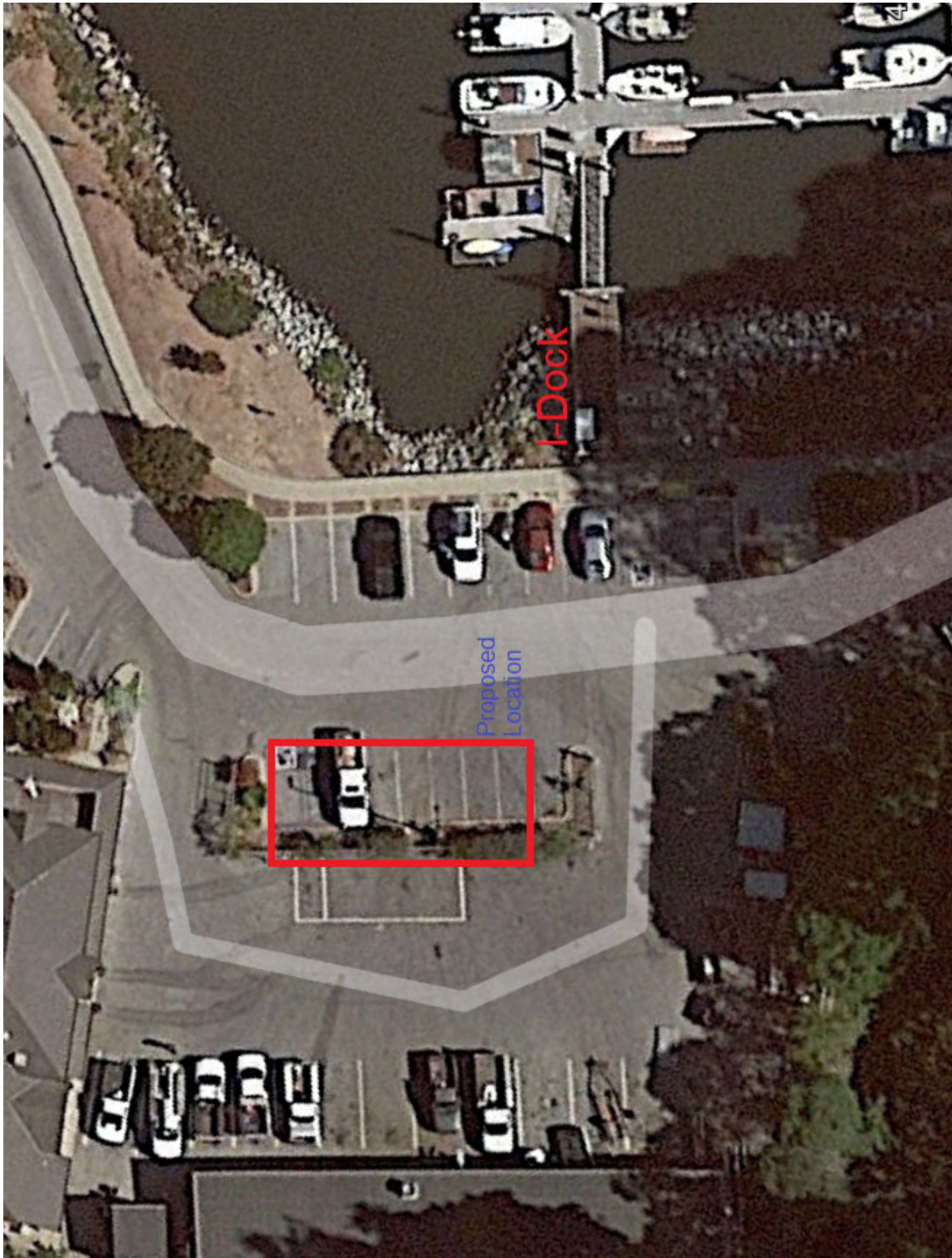
INTERIORS

NEW RESTROOMS AT I-DOCK
 SANTA CRUZ HARBOR
 WOODS LAGOON

| Revision Schedule | |
|-------------------|------|
| Rev. No. | Date |
| | |

Issue Date

A5 145





TO: Port Commission
FROM: Holland MacLaurie, Port Director
DATE: August 12, 2022
SUBJECT: Approval of Employment Reclassification for Accounting Technician II and Administrative Assistant I

- Recommendation:**
- 1) **Approve salary reclassification of Accounting Technician II, with revised job duties.**
 - 2) **Approve reclassification of one full time equivalent (FTE) Administrative Assistant to Administrative Assistant II, with revised job duties.**

BACKGROUND

Accounting Technician

The Accounting Technician II position was introduced in 2018. The position is currently responsible for performing a range of accounting functions, including payroll, accounts receivable monitoring, accounts payable, financial reporting, and other mid-level accounting duties. The current salary for this position is established at Grade 22.

The proposed change involves revising the Accounting Technician II job description to include higher level accounting responsibilities, such as external auditing of landside concessionaires, assisting in the development of departmental budgets, implementation of human resources policies (i.e., COVID-19 sick leave administration, paid family leave, FMLA/CFRA, etc.), and performing customer service duties for District management and operations staff. The revised job description is included as Attachment A.

In recognition of the increased job duties, a new salary grade is being proposed for the position. The proposed salary for the revised Accounting Technician II position is Grade 23.

Administrative Assistant II

The District currently employs one Administrative Assistant I who is responsible for a range of administrative duties including maintaining District lease files and tenant accounting records, attending Port Commission meetings and recording action taken, maintaining the marina management database, and processing monthly and annual billing statements. The current salary for this position is established at Grade 20.

The proposed change involves reclassifying the current Administrative Assistant I to the Administrative Assistant II position, revising the Administrative Assistant II job description to align with current District needs, and establishing an appropriate salary grade for the position. The proposed salary for the revised Administrative Assistant II position is Grade 22.

One key revision to the Administrative Assistant II job description (Attachment B) includes reassignment of Customer Service Representative oversight from the Administrative Services Department to the operations department, where it is more aptly suited (and currently budgeted).

ANALYSIS

The salary for the Accounting Technician II position, with revised job duties is proposed to be Grade 23. The salary for the Administrative Assistant II position, with revised job duties is proposed to be Grade 22, which is the same salary grade previously established for this position in FY17.

The proposed amendments to the Harbor Employees Association (HEA) salary ranges are appended as Attachment C.

Both reclassification proposals were presented to the HEA and supported by a majority of members.

IMPACT TO PORT DISTRICT RESOURCES

The benefited cost increase over the life of the labor contract between the HEA and Port District is calculated below:

| | 2022 | 2023 | 2024 |
|--------------------------|-------------|-------------|------------------|
| SALARIES | \$3,180 | \$8,986 | \$12,348 |
| OVERHEAD | \$686 | \$1,941 | \$2,667 |
| | \$ 3,866 | \$ 10,927 | \$ 15,015 |
| 3-YR TOTAL (MAX): | | | \$ 29,808 |

- ATTACHMENTS:
- A. Proposed Job Description – Accounting Technician II
 - B. Proposed Job Description – Administrative Assistant II
 - C. Current & Proposed HEA Salary Range Placement
 - D. Organizational Chart (Current and Proposed)

JOB DESCRIPTION

Accounting Technician II

Date Prepared: July 2022

SUMMARY: Under general supervision, performs a range of technical accounting functions for the Santa Cruz Port District (District), including document review, payroll, accounts receivable monitoring, accounts payable and financial reporting; performs work in compliance with state and federal standards, regulations and District policies and procedures.

ESSENTIAL FUNCTIONS: -- *Essential functions, as defined under the Americans with Disabilities Act, may include any of the following representative duties, knowledge, and skills. This is not a comprehensive listing of all functions and duties performed by incumbents of this class; employees may be assigned duties which are not listed below; reasonable accommodations will be made as required. The job description does not constitute an employment agreement and is subject to change at any time by the employer. Essential duties and responsibilities may include, but are not limited to, the following:*

- Using knowledge of public sector accounting procedures, performs technical accounting functions, including document review, payroll, accounts payable, financial analysis, and preparation of financial reports of varying complexity.
- Processes all new employee information to set-up and maintain payroll and time and attendance accounts; records and processes benefit information.
- Prepares payrolls, reconciles employee time cards and maintains all payroll related employee information; prepares employee deductions for remittance.
- Maintains workers' compensation insurance and other human resource related records, assists with payroll audits, and prepares OSHA forms and report.
- Receives and forwards invoices to appropriate departments for review and payment authorization; records invoices and customer refunds and processes payments; maintains records of transactions.
- Reviews and classifies accounting information, and enters data into secure database system; performs duties within scope of authority and training, and in compliance with District policies and quality standards.
- Prepares journal entries, reconciles accounts, prepares financial reports on revenues, expenditures, enterprise programs and fund balances, and assists auditors and accountants in the preparation of a variety of reports.
- Assists in the preparation of departmental budgets by analyzing revenues and preparing financial detail in cooperation with department heads.
- Analyzes and investigates variances in financial reports.
- Internal auditing of District enterprise programs including the boatyard and fuel service operation.
- Reviews financial transactions for accuracy and work with staff to determine necessary corrective action.
- Discusses and resolves billing and other issues with vendors, customers and other agencies.
- ~~Monitors leasehold utility usage and records data in accounts receivable system.~~
- Maintains and organizes financial data and reports for the purposes of grant reimbursement and associated auditing. Prepares claims for Federal and/or State reimbursement as assigned.
- Maintains confidentiality of personnel records including HIPAA.
- Identifies management information needs and assists in designing new systems. Confers with and advises department managers on fiscal policies and issues.
- Assists with other District administrative functions as needed.
- Responds to inquiries about District services, programs, and records; explains rules, policies, and procedures; provides information and assistance within scope of authority and training; refers matters beyond the scope of authority to supervisor for resolution.

- Using knowledge of District operations, policies, and procedures, performs customer service duties for District management and operations staff.
- Supports the relationship between the District and the general public by demonstrating courteous and cooperative behavior when interacting with visitors and District staff; maintains confidentiality of work-related issues and District information; performs other duties as required or assigned.

MINIMUM QUALIFICATIONS:

Education, Training and Experience Guidelines:

Bachelor’s Degree in Accounting, Business or Public Administration; AND two years’ experience in public sector accounting; OR an equivalent combination of education, training, and experience.

Knowledge of:

- District organization, operations, policies, and procedures.
- Generally Accepted Accounting Principles (GAAP) for Public Sector financial management.
- Federal and state regulations, and District policies governing finance, accounting, and payroll.
- Specialized District and state agency accounting and payroll software applications.

Skill in:

- Working independently to perform a wide variety of accounting functions.
- Meeting deadlines and strict time frames for processing payroll, technical documents, and reports.
- Maintaining interrelated financial and technical records, and identifying and reconciling errors.
- Entering data into a computer system with skill and accuracy, and maintaining electronic records and files.
- Operating a personal computer utilizing standard and specialized software.
- Communicating effectively verbally and in writing.

LICENSE AND CERTIFICATION REQUIREMENTS:

A valid California State Driver’s License may be required.

PHYSICAL DEMANDS AND WORKING ENVIRONMENT:

Work is performed in a standard office environment.

JOB DESCRIPTION

Administrative Assistant II

Date Prepared: July 2022

SUMMARY: Under general supervision, provides skilled administrative, technical support, and customer service duties for management and operations staff of the Santa Cruz Port District (District); uses knowledge of District operations, policies, and procedures to assist staff and clients; works independently, and makes appropriate decisions based on work experience and training.

ESSENTIAL FUNCTIONS: -- *Essential functions, as defined under the Americans with Disabilities Act, may include any of the following representative duties, knowledge, and skills. This is not a comprehensive listing of all functions and duties performed by incumbents of this class; employees may be assigned duties which are not listed below; reasonable accommodations will be made as required. The job description does not constitute an employment agreement and is subject to change at any time by the employer. Essential duties and responsibilities may include, but are not limited to, the following:*

- ~~Monitors staff activities, and verifies staff provides customer service duties for guests, customers, and clients of the Santa Cruz Port District (District), and processes payments, service requests, and slip licenses.~~
- ~~Supervises and schedules the daily activities of assigned staff; deploys staff and monitors work, develops staff skills, and evaluates performance; meets regularly with staff to discuss and resolve workload and technical issues; trains staff on work methods, procedures, and techniques.~~
- Works independently and makes appropriate decisions based on work experience and training; using knowledge of District operations, policies, and procedures, performs administrative and customer service duties for District management and operations staff, customers, tenants, and visitors. Performs skilled and technical support functions and special assignments for District management, requiring understanding of District operations, procedures, and terminology.
- Maintains District files and client accounting records; collects and compiles operational and financial information; maintains marina database; develops and creates a variety of technical and statistical reports; resolves complex problems encountered in marina management software.
- Maintains District lease files and tenant accounting records; collects and compiles tenant rent payments; initiates default notices; assists with requests for proposals and lease development; and creates and updates a variety of informational reports.
- **Monitors leasehold utility usage and records data in accounts receivable system.**
- Maintains official District documents and records, including Port Commission legislative actions.
- Ensures reports and correspondence are prepared in accordance with District standards.
- Creates, designs and distributes information to customers, including monthly newsletter and maintenance and update of District website.
- Provides administrative support for public bidding; maintains contract document records in accordance with District policy and state law.
- **Coordinates technical support for the District, including investigating and resolving user issues; evaluates and recommends upgrades to hardware and software to manage system requirements.**
- **Provides administrative support for personnel recruitment and onboarding.**
- Maintains confidentiality of Port Commission closed meetings in accordance with the Brown Act.
- Maintains confidentiality of personnel records.
- Provides and ensures subordinate staff provides customer services, information, and assistance to customers and clients; answers questions and resolves issues within scope of authority.
- Provides administrative and clerical support to Port Commission, including meeting agendas and minutes.
- Explains District rules, policies, and procedures; retrieves and releases information according to procedures.
- Maintains calendars, coordinates schedules, and arranges and sets up meetings and special events.

- Processes purchase requests, invoices, and other files; ensures subordinate staff maintains supplies inventory.
- Resolves routine problems encountered in performance of work assignments
- Performs work as needed to meet workload demands; enforces and follows Port District policies and procedures.
- Answers phones and walk-in inquiries about District services, programs, and records; explains rules, policies, and procedures; provides information and assistance within scope of authority and training; refers matters beyond the scope of authority to supervisor for resolution.
- Supports the relationship between the District and the general public by demonstrating courteous and cooperative behavior when interacting with visitors and District staff; maintains confidentiality of work-related issues and District information; performs other duties as required or assigned.

MINIMUM QUALIFICATIONS:

Education, Training and Experience Guidelines:

Associate's Degree in Business or Public Administration, or related field, and seven years' secretarial and administrative support experience, preferably with District or other public sector agency; OR an equivalent combination of education, training, and experience.

Knowledge of:

- District organization, operation, policies, and procedures.
- District functions, political environments, and compliance standards.
- State and federal rules and regulations covering special district governments, public contracting, and harbors.
- Research techniques, internet resources, and marine operations terminology.
- Principles of record keeping, public records, contracts management, and records management.
- Professional standards for business correspondence and meeting minutes.
- Customer service standards and protocols.

Skill in:

- Performing administrative support work involving the use of independent judgment and personal initiative.
- Interpreting and explaining District policies and procedures.
- Researching technical and financial issues, and compiling data for reports and technical documents.
- Prioritizing and completing assignments with minimum supervision.
- Composing and editing correspondence, reports, and other documents, using proper composition and grammar standards.
- Researching, compiling, and reviewing data for special projects, and preparing summary reports.
- Entering data into a computer system with skill and accuracy, and maintaining electronic records and files.
- Organizing work activities and meeting critical time deadlines.
- Providing effective customer service, and dealing tactfully and courteously with the public.
- Operating a personal computer utilizing standard and specialized software.
- Communicating effectively verbally and in writing.

LICENSE AND CERTIFICATION REQUIREMENTS:

A valid California State Driver's License may be required.

PHYSICAL DEMANDS AND WORKING ENVIRONMENT:

Work is performed in a standard office environment.

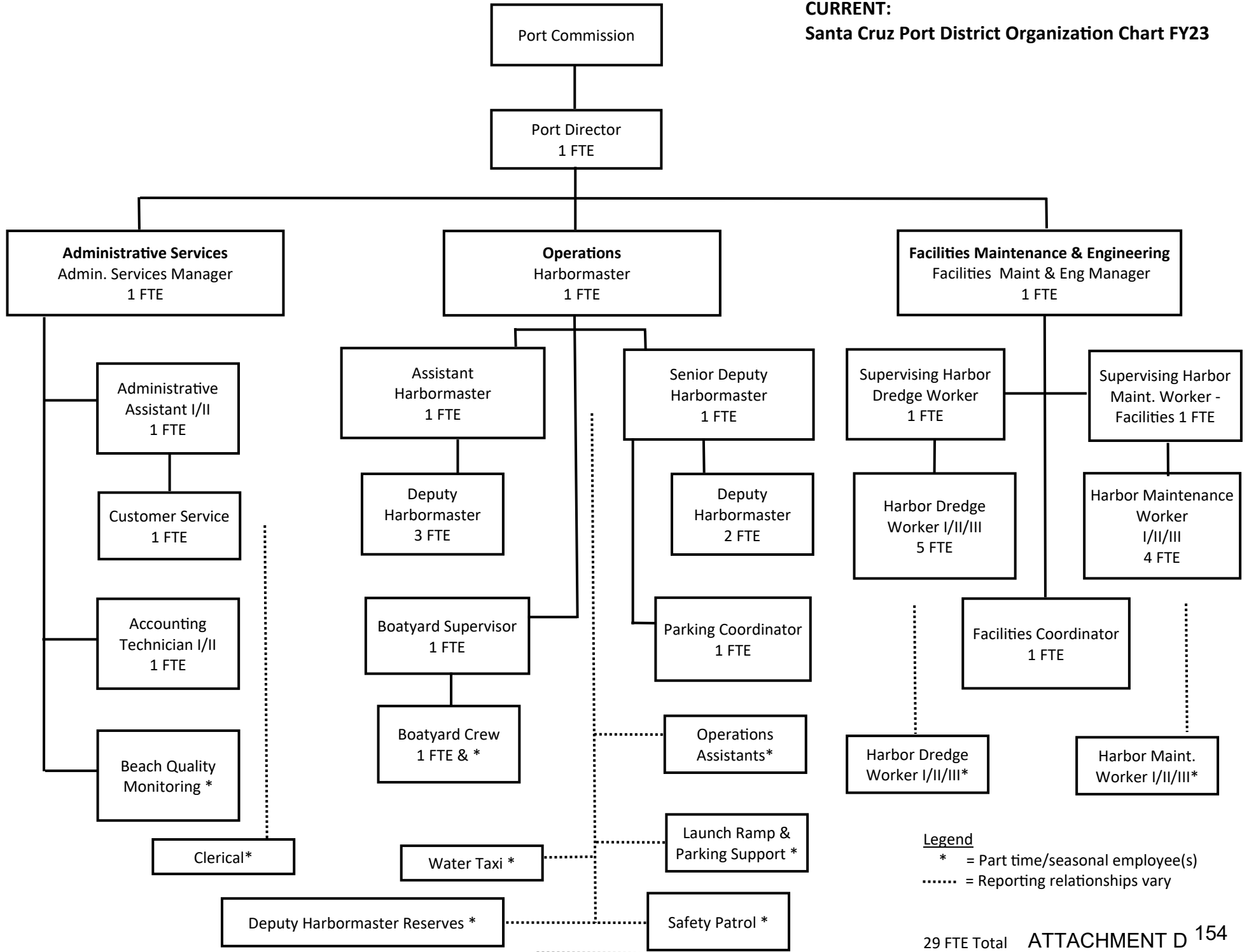
| Survey | Occupational Job Families and Job Classes | SCPD Current | |
|--------|--|---------------|----------|
| | | Current Grade | Max |
| | Administrative Services Manager | 33 | \$11,663 |
| | Facilities Maintenance and Engineering Manager | 33 | \$11,663 |
| | Harbormaster | 33 | \$11,663 |
| | Assistant Harbormaster | 25 | \$7,894 |
| | Supervising Harbor Dredge Worker | 24 | \$7,518 |
| | Boatyard Supervisor | 23 | \$7,160 |
| | Senior Deputy Harbormaster | 23 | \$7,160 |
| | Supervising Harbor Maintenance Worker | 23 | \$7,160 |
| | Accounting Technician II | 22 | \$6,819 |
| | Harbor Maintenance / Dredge Worker III | 22 | \$6,819 |
| | Deputy Harbormaster | 22 | \$6,819 |
| | Administrative Assistant I | 20 | \$6,185 |
| | Customer Service Representative | 19 | \$5,890 |
| | Facilities Coordinator | 19 | \$5,890 |
| | Harbor Maintenance / Dredge Worker II | 19 | \$5,890 |
| | Boatyard Crew | 18 | \$5,610 |
| | Harbor Maintenance / Dredge Worker I | 16 | \$5,088 |

| Occupational Job Families and Job Classes | Proposed | | |
|--|---------------|----------|----------------|
| | Current Grade | Max | Grade Increase |
| Administrative Services Manager | 33 | \$11,663 | |
| Facilities Maintenance and Engineering Manager | 33 | \$11,663 | |
| Harbormaster | 33 | \$11,663 | |
| Assistant Harbormaster | 25 | \$7,894 | |
| Supervising Harbor Dredge Worker | 24 | \$7,518 | |
| Boatyard Supervisor | 23 | \$7,160 | |
| Senior Deputy Harbormaster | 23 | \$7,160 | |
| Supervising Harbor Maintenance Worker | 23 | \$7,160 | |
| Accounting Technician II | 23 | \$7,160 | 1* |
| Administrative Assistant II | 22 | \$6,819 | 2** |
| Harbor Maintenance / Dredge Worker III | 22 | \$6,819 | |
| Deputy Harbormaster | 22 | \$6,819 | |
| Customer Service Representative | 19 | \$5,890 | |
| Facilities Coordinator | 19 | \$5,890 | |
| Harbor Maintenance / Dredge Worker II | 19 | \$5,890 | |
| Boatyard Crew | 18 | \$5,610 | |
| Harbor Maintenance / Dredge Worker I | 16 | \$5,088 | |

* Acct Tech II position was previously placed at same grade level as BYS, Sr. DHM, and SHMW

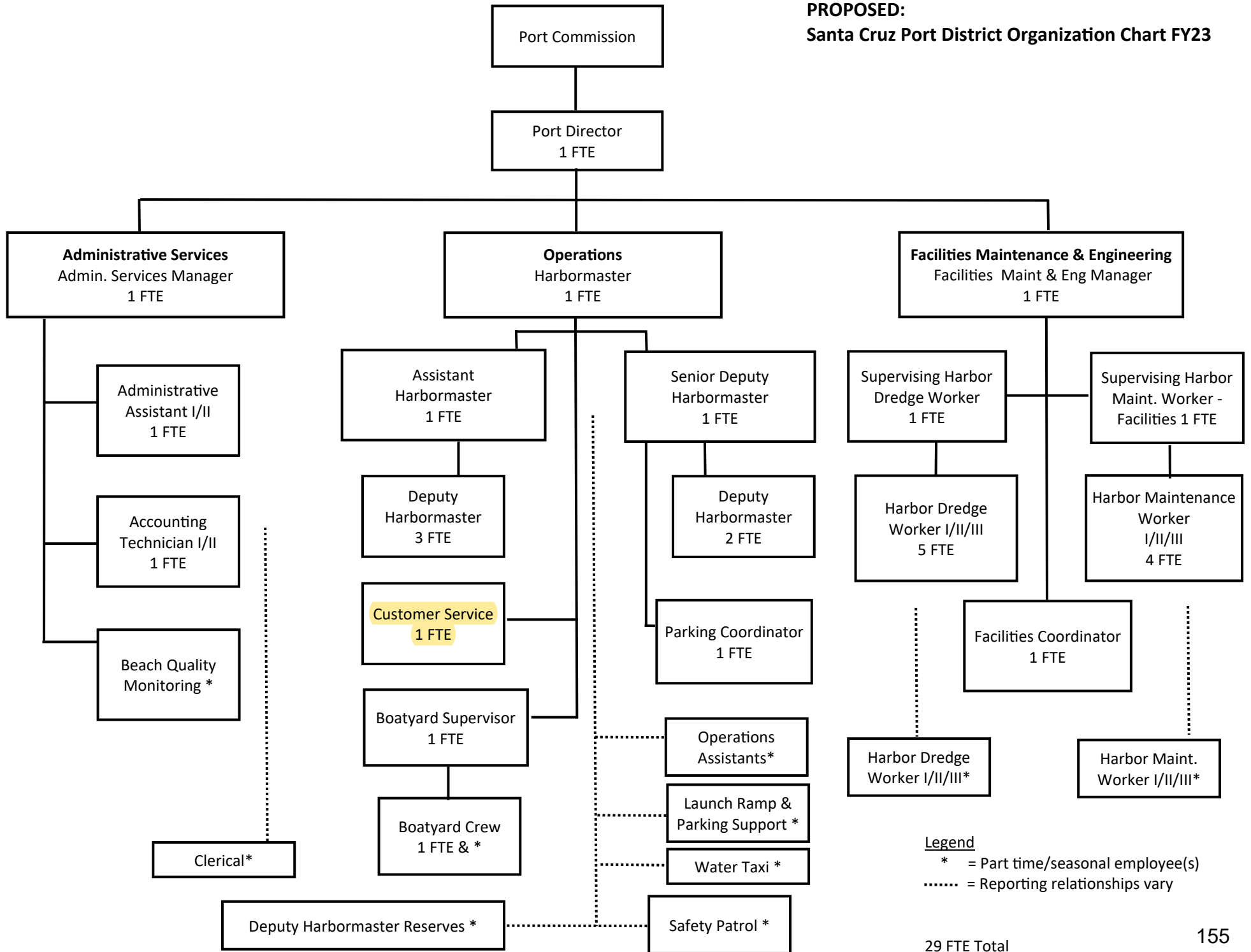
**2 grade separation between Admin I and II positions.

**CURRENT:
Santa Cruz Port District Organization Chart FY23**



Legend
 * = Part time/seasonal employee(s)
 = Reporting relationships vary

**PROPOSED:
Santa Cruz Port District Organization Chart FY23**



29 FTE Total



TO: Port Commission
FROM: Holland MacLaurie, Port Director
DATE: August 14, 2022
SUBJECT: Approval of Resolution 22-20 – Adopting Amendments to the Salary Schedule

Recommendation: ***Approve Resolution 22-20, adopting amendments to the Santa Cruz Port District's salary schedule.***

BACKGROUND

Government Code Section 20636(b)(1) requires a publicly available pay schedule for public agencies. This section was further clarified by California Code of Regulations (CCR) Section 570.5 which requires that pay schedules approved and adopted by the agency's governing body meet a number of specific requirements, i.e., a publicly available document that includes position titles, pay rates, time base, etc.

ANALYSIS

The 2022 salary schedule for represented employees has been amended to include a new Administrative Assistant II position paid on a salary grade 22 basis and reclass the Accounting Technician II position to a salary grade 23 basis. Reclassification for both positions is pending approval by the Commission. The reclassification item will be considered during the regular public session prior to this agenda item. If approved, staff recommends adoption of the amended salary schedule.

Resolution 22-20 is included as Attachment A, and Exhibit 1 to the resolution contains the actual salary schedule. The salary schedule consolidates all current classifications and contract employees, including those represented by the various bargaining units and currently adopted Memoranda of Understanding (MOU) for represented employees and those for unrepresented employees.

IMPACT TO PORT DISTRICT RESOURCES

There is no impact associated with approving the resolution.

ATTACHMENT: A. Resolution 22-20, including Exhibit 1

Santa Cruz Port District
Resolution 22-20
August 23, 2022

On the motion of _____

Duly seconded by _____

A resolution of the Santa Cruz Port District Commission adopting amendments to the salary schedule.

WHEREAS, pursuant to California Government Code 20636(b)(1), the Port Commission shall periodically adopt a pay schedule for all Port District employees; and

WHEREAS, the Government Code of Regulations (CCR) Section 570.5 further clarifies that the pay schedule be approved and adopted by the governing body; and

WHEREAS, the pay schedule consolidates all of the currently approved salaries from the various Memoranda of Understanding for contract, represented and unrepresented employees; and

WHEREAS, the amendment updates the represented salary schedule to add a new Administrative Assistant II position paid on a salary grade 22 basis, and changes the Accounting Technician II position to a salary grade 23 basis.

NOW THEREFORE, BE IT RESOLVED, that the Santa Cruz Port District Commission does hereby adopt the amended salary schedule (Exhibit 1) reflecting the salary pay rates to add a new Administrative Assistant II position paid on a salary grade 22 basis, and changes the Accounting Technician II position to a salary grade 23 basis.

PASSED AND ADOPTED by the Santa Cruz Port Commission, this 23rd day of August 2022, by the following vote:

AYES _____

NOES _____

ABSENT _____

APPROVED BY:

Reed Geisreiter, Chair
Santa Cruz Port District Commission

Santa Cruz Port District
MONTHLY SALARY RANGES BY POSITION
2022

Santa Cruz Port District Full Time Equivalent Employees -- All Positions

| Effective | Position | Bargaining Group | Salary Grade | Monthly Salary Range/Step* | | | | | | |
|-----------|--|------------------|--------------|----------------------------|---------|---------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 9/1/2022 | Accounting Technician II | HEA | 23 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 | \$7,160 |
| 9/1/2022 | Administrative Assistant I | HEA | 20 | \$4,615 | \$4,846 | \$5,088 | \$5,343 | \$5,610 | \$5,890 | \$6,185 |
| 9/1/2022 | Administrative Assistant II | HEA | 22 | \$5,088 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 |
| 9/1/2022 | Administrative Services Manager | HMG | 33 | \$8,703 | \$9,138 | \$9,595 | \$10,075 | \$10,578 | \$11,107 | \$11,663 |
| 9/1/2022 | Assistant Harbormaster | HEA | 25 | \$5,890 | \$6,185 | \$6,494 | \$6,819 | \$7,160 | \$7,518 | \$7,894 |
| 9/1/2022 | Boatyard Crew | HEA | 18 | \$4,186 | \$4,396 | \$4,615 | \$4,846 | \$5,088 | \$5,343 | \$5,610 |
| 9/1/2022 | Boatyard Supervisor | HEA | 23 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 | \$7,160 |
| 9/1/2022 | Customer Service Representative | HEA | 19 | \$4,396 | \$4,615 | \$4,846 | \$5,088 | \$5,343 | \$5,610 | \$5,890 |
| 9/1/2022 | Deputy Harbormaster | HEA | 22 | \$5,088 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 |
| 9/1/2022 | Facilities Coordinator | HEA | 19 | \$4,396 | \$4,615 | \$4,846 | \$5,088 | \$5,343 | \$5,610 | \$5,890 |
| 9/1/2022 | Facilities Maintenance and Eng Manager | HMG | 33 | \$8,703 | \$9,138 | \$9,595 | \$10,075 | \$10,578 | \$11,107 | \$11,663 |
| 9/1/2022 | Harbor Dredge Worker I | OE3 | 16 | \$3,797 | \$3,987 | \$4,186 | \$4,396 | \$4,615 | \$4,846 | \$5,088 |
| 9/1/2022 | Harbor Dredge Worker II | OE3 | 19 | \$4,396 | \$4,615 | \$4,846 | \$5,088 | \$5,343 | \$5,610 | \$5,890 |
| 9/1/2022 | Harbor Dredge Worker III | OE3 | 22 | \$5,088 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 |
| 9/1/2022 | Harbor Maintenance Worker I | HEA | 16 | \$3,797 | \$3,987 | \$4,186 | \$4,396 | \$4,615 | \$4,846 | \$5,088 |
| 9/1/2022 | Harbor Maintenance Worker II | HEA | 19 | \$4,396 | \$4,615 | \$4,846 | \$5,088 | \$5,343 | \$5,610 | \$5,890 |
| 9/1/2022 | Harbor Maintenance Worker III | HEA | 22 | \$5,088 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 |
| 9/1/2022 | Harbormaster | HMG | 33 | \$8,703 | \$9,138 | \$9,595 | \$10,075 | \$10,578 | \$11,107 | \$11,663 |
| 9/1/2022 | Port Director | NA | NA | \$9,167 | NA | NA | NA | NA | NA | \$13,085 |
| 9/1/2022 | Senior Deputy Harbormaster | HEA | 23 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 | \$7,160 |
| 9/1/2022 | Supervising Harbor Dredge Worker | OE3 | 24 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 | \$7,160 | \$7,518 |
| 9/1/2022 | Supervising Harbor Maintenance Worker | HEA | 23 | \$5,343 | \$5,610 | \$5,890 | \$6,185 | \$6,494 | \$6,819 | \$7,160 |

*Ranges shown are paid semi-monthly

Bargaining Groups:

- HMG = Harbor Management Group
- HEA = Harbor Employees Association
- OE3 = Operating Engineers Local No. 3

Santa Cruz Port District
MONTHLY SALARY RANGES BY POSITION
2023

Santa Cruz Port District Full Time Equivalent Employees -- All Positions

| Effective | Position | Bargaining Group | Salary Grade | Monthly Salary Range/Step* | | | | | | |
|-----------|--|------------------|--------------|----------------------------|---------|---------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1/1/2023 | Accounting Technician II | HEA | 23 | \$5,503 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 | \$7,375 |
| 1/1/2023 | Administrative Assistant I | HEA | 20 | \$4,754 | \$4,991 | \$5,241 | \$5,503 | \$5,778 | \$6,067 | \$6,370 |
| 1/1/2023 | Administrative Assistant II | HEA | 22 | \$5,241 | \$5,505 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 |
| 1/1/2023 | Administrative Services Manager | HMG | 33 | \$8,964 | \$9,412 | \$9,883 | \$10,377 | \$10,896 | \$11,440 | \$12,012 |
| 1/1/2023 | Assistant Harbormaster | HEA | 25 | \$6,067 | \$6,370 | \$6,689 | \$7,023 | \$7,375 | \$7,743 | \$8,131 |
| 1/1/2023 | Boatyard Crew | HEA | 18 | \$4,312 | \$4,527 | \$4,754 | \$4,991 | \$5,241 | \$5,503 | \$5,778 |
| 1/1/2023 | Boatyard Supervisor | HEA | 23 | \$5,503 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 | \$7,375 |
| 1/1/2023 | Customer Service Representative | HEA | 19 | \$4,527 | \$4,754 | \$4,991 | \$5,241 | \$5,503 | \$5,778 | \$6,067 |
| 1/1/2023 | Deputy Harbormaster | HEA | 22 | \$5,241 | \$5,505 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 |
| 1/1/2023 | Facilities Coordinator | HEA | 19 | \$4,527 | \$4,754 | \$4,991 | \$5,241 | \$5,503 | \$5,778 | \$6,067 |
| 1/1/2023 | Facilities Maintenance and Eng Manager | HMG | 33 | \$8,964 | \$9,412 | \$9,883 | \$10,377 | \$10,896 | \$11,440 | \$12,012 |
| 1/1/2023 | Harbor Dredge Worker I | OE3 | 16 | \$3,911 | \$4,106 | \$4,312 | \$4,527 | \$4,754 | \$4,991 | \$5,241 |
| 1/1/2023 | Harbor Dredge Worker II | OE3 | 19 | \$4,527 | \$4,754 | \$4,991 | \$5,241 | \$5,503 | \$5,778 | \$6,067 |
| 1/1/2023 | Harbor Dredge Worker III | OE3 | 22 | \$5,241 | \$5,505 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 |
| 1/1/2023 | Harbor Maintenance Worker I | HEA | 16 | \$3,911 | \$4,106 | \$4,312 | \$4,527 | \$4,754 | \$4,991 | \$5,241 |
| 1/1/2023 | Harbor Maintenance Worker II | HEA | 19 | \$4,527 | \$4,754 | \$4,991 | \$5,241 | \$5,503 | \$5,778 | \$6,067 |
| 1/1/2023 | Harbor Maintenance Worker III | HEA | 22 | \$5,241 | \$5,505 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 |
| 1/1/2023 | Harbormaster | HMG | 33 | \$8,964 | \$9,412 | \$9,883 | \$10,377 | \$10,896 | \$11,440 | \$12,012 |
| 1/1/2023 | Port Director | NA | NA | \$9,167 | NA | NA | NA | NA | NA | \$13,085 |
| 1/1/2023 | Senior Deputy Harbormaster | HEA | 23 | \$5,503 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 | \$7,375 |
| 1/1/2023 | Supervising Harbor Dredge Worker | OE3 | 24 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 | \$7,375 | \$7,743 |
| 1/1/2023 | Supervising Harbor Maintenance Worker | HEA | 23 | \$5,503 | \$5,778 | \$6,067 | \$6,370 | \$6,689 | \$7,023 | \$7,375 |

*Ranges shown are paid semi-monthly

Bargaining Groups:

- HMG = Harbor Management Group
- HEA = Harbor Employees Association
- OE3 = Operating Engineers Local No. 3

Santa Cruz Port District
MONTHLY SALARY RANGES BY POSITION
2024

Santa Cruz Port District Full Time Equivalent Employees -- All Positions

| Effective | Position | Bargaining Group | Salary Grade | Monthly Salary Range/Step* | | | | | | |
|-----------|--|------------------|--------------|----------------------------|---------|----------|----------|----------|----------|----------|
| | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 1/1/2024 | Accounting Technician II | HEA | 23 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 |
| 1/1/2024 | Administrative Assistant I | HEA | 20 | \$4,873 | \$5,116 | \$5,372 | \$5,641 | \$5,923 | \$6,219 | \$6,530 |
| 1/1/2024 | Administrative Assistant II | HEA | 22 | \$5,372 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 |
| 1/1/2024 | Administrative Services Manager | HMG | 33 | \$9,188 | \$9,648 | \$10,130 | \$10,636 | \$11,168 | \$11,727 | \$12,313 |
| 1/1/2024 | Assistant Harbormaster | HEA | 25 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 | \$7,937 | \$8,334 |
| 1/1/2024 | Boatyard Crew | HEA | 18 | \$4,420 | \$4,641 | \$4,873 | \$5,116 | \$5,372 | \$5,641 | \$5,923 |
| 1/1/2024 | Boatyard Supervisor | HEA | 23 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 |
| 1/1/2024 | Customer Service Representative | HEA | 19 | \$4,641 | \$4,873 | \$5,116 | \$5,372 | \$5,641 | \$5,923 | \$6,219 |
| 1/1/2024 | Deputy Harbormaster | HEA | 22 | \$5,372 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 |
| 1/1/2024 | Facilities Coordinator | HEA | 19 | \$4,641 | \$4,873 | \$5,116 | \$5,372 | \$5,641 | \$5,923 | \$6,219 |
| 1/1/2024 | Facilities Maintenance and Eng Manager | HMG | 33 | \$9,188 | \$9,648 | \$10,130 | \$10,636 | \$11,168 | \$11,727 | \$12,313 |
| 1/1/2024 | Harbor Dredge Worker I | OE3 | 16 | \$4,009 | \$4,209 | \$4,420 | \$4,641 | \$4,873 | \$5,116 | \$5,372 |
| 1/1/2024 | Harbor Dredge Worker II | OE3 | 19 | \$4,641 | \$4,873 | \$5,116 | \$5,372 | \$5,641 | \$5,923 | \$6,219 |
| 1/1/2024 | Harbor Dredge Worker III | OE3 | 22 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 |
| 1/1/2024 | Harbor Maintenance Worker I | HEA | 16 | \$4,009 | \$4,209 | \$4,420 | \$4,641 | \$4,873 | \$5,116 | \$5,372 |
| 1/1/2024 | Harbor Maintenance Worker II | HEA | 19 | \$4,641 | \$4,873 | \$5,116 | \$5,372 | \$5,641 | \$5,923 | \$6,219 |
| 1/1/2024 | Harbor Maintenance Worker III | HEA | 22 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 |
| 1/1/2024 | Harbormaster | HMG | 33 | \$9,188 | \$9,648 | \$10,130 | \$10,636 | \$11,168 | \$11,727 | \$12,313 |
| 1/1/2024 | Port Director | NA | NA | \$9,167 | NA | NA | NA | NA | NA | \$13,085 |
| 1/1/2024 | Senior Deputy Harbormaster | HEA | 23 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 |
| 1/1/2024 | Supervising Harbor Dredge Worker | OE3 | 24 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 | \$7,937 |
| 1/1/2024 | Supervising Harbor Maintenance Worker | HEA | 23 | \$5,641 | \$5,923 | \$6,219 | \$6,530 | \$6,856 | \$7,199 | \$7,559 |

*Ranges shown are paid semi-monthly

Bargaining Groups:

- HMG = Harbor Management Group
- HEA = Harbor Employees Association
- OE3 = Operating Engineers Local No. 3

Santa Cruz Port District
Accounts Payable Monthly Check Register
 July 2022

| Date | No. | Vendor | Description | Amount |
|----------|-------|---|--|-------------|
| 7/1/2022 | 56868 | Ace Portable Services | Portable Toilet Rental | \$ 205.93 |
| 7/1/2022 | 56869 | Airtec Service | 2222 East Cliff Drive Boiler Repair | \$ 1,200.00 |
| 7/1/2022 | 56870 | Amerigas | Ancillary Equipment Fuel | \$ 233.15 |
| 7/1/2022 | 56871 | APED | Restroom Exhaust Fan | \$ 70.96 |
| 7/1/2022 | 56872 | A Sign ASAP! | Parking Signs | \$ 293.03 |
| 7/1/2022 | 56873 | Atchison Barisone Condotti & Kovacevich | Legal Consultation | \$ 1,537.50 |
| 7/1/2022 | 56874 | B AND B Small Engine | String Trimmer Head & Line, Chainsaw Repair, Grounds Tool Sharpener | \$ 238.04 |
| 7/1/2022 | 56875 | Bay Building Janitorial, Inc. | Janitorial Services, Refuse Collection | \$ 9,192.00 |
| 7/1/2022 | 56876 | Bayside Oil II, Inc. | Waste Oil Disposal | \$ 65.00 |
| 7/1/2022 | 56877 | Big Creek | G-Dock Ramp Lumber | \$ 69.73 |
| 7/1/2022 | 56878 | Blake Anderson | Quarterly Uniform Allowance | \$ 190.00 |
| 7/1/2022 | 56879 | Bow Wow Pet Waste Products | Pet Waste Station Bags | \$ 340.01 |
| 7/1/2022 | 56880 | Burke, Williams & Sorensen, LLP | Legal Consultation | \$ 646.00 |
| 7/1/2022 | 56881 | Citi Cards | Service Charges | \$ 10.78 |
| 7/1/2022 | 56882 | California Marine Affairs and Navigation Conference | Annual Dues | \$ 2,100.00 |
| 7/1/2022 | 56883 | Comcast | Business Internet | \$ 301.70 |
| 7/1/2022 | 56884 | County of Santa Cruz Auditor | Citation Tax (April) | \$ 398.00 |
| 7/1/2022 | 56885 | County of Santa Cruz Department of Public Works | 7th Avenue & Brommer Overflow Lot Rental | \$ 1,200.00 |
| 7/1/2022 | 56886 | County Specialty Gases | Welding Gas | \$ 237.96 |
| 7/1/2022 | 56887 | Crow's Nest Restaurant | 1/2 Concession Lot Garbage (Tenant Reimbursable) | \$ 2,457.18 |
| 7/1/2022 | 56888 | Darco Printing & Paper | License Agreement Printing | \$ 747.27 |
| 7/1/2022 | 56889 | Data Ticket, Inc. | Citation Processing (May) | \$ 438.97 |
| 7/1/2022 | 56890 | David Hill | Quarterly Uniform Allowance | \$ 190.00 |
| 7/1/2022 | 56891 | FedEx Office | Shipping | \$ 18.86 |
| 7/1/2022 | 56892 | Gottlieb, Landon | Quarterly Uniform Allowance | \$ 190.00 |
| 7/1/2022 | 56893 | GP Crane & Hoist | Quarterly Hoist Maintenance & Additional Repair (\$919.46 Tenant Reimbursable) | \$ 1,049.19 |
| 7/1/2022 | 56894 | Grainger | Drill Press, Fish Table Water Hoses & Nozzles, Disposable Gloves, Rope Tie-Offs, Eye Bolts | \$ 5,671.65 |
| 7/1/2022 | 56895 | Guy, Parker | Quarterly Uniform Allowance | \$ 190.00 |
| 7/1/2022 | 56896 | Hose Shop | Hose Fittings | \$ 53.12 |
| 7/1/2022 | 56897 | John Haynes | Quarterly Uniform Allowance | \$ 190.00 |
| 7/1/2022 | 56898 | Lighthouse Welding | Squirt Hull Welding | \$ 4,490.00 |
| 7/1/2022 | 56899 | Lockton Insurance Brokers, LLC | Insurance Premium | \$ 4,065.00 |
| 7/1/2022 | 56900 | Marina Ware | Quarterly Software Support, Quarterly Key Access System Support | \$ 1,700.00 |
| 7/1/2022 | 56901 | Marinello, Jim | Credit Balance Refund | \$ 15.00 |
| 7/1/2022 | 56902 | McMaster-Carr Supply Company | Washers, Hex Nuts | \$ 46.73 |
| 7/1/2022 | 56903 | Melrose, Peter | Quarterly Uniform Allowance | \$ 190.00 |

Santa Cruz Port District
Accounts Payable Monthly Check Register
 July 2022

| Date | No. | Vendor | Description | Amount |
|-------------|------------|--|--|---------------|
| 7/1/2022 | 56904 | Mid County Auto Supply | Oil Filter, Forklift Hoses | \$ 53.54 |
| 7/1/2022 | 56905 | Mission Uniform Service | Uniform Service | \$ 250.80 |
| 7/1/2022 | 56906 | Moore & Sons Outboard Motors, Inc. | Patrol Boat <i>Kinnamon</i> 100 Hour Service | \$ 1,750.37 |
| 7/1/2022 | 56907 | Mutual of Omaha | Life/LTD/AD&D Insurance | \$ 807.92 |
| 7/1/2022 | 56908 | Operating Engineers Local Union No. 3 | Union Dues (Payroll Deduction) | \$ 335.00 |
| 7/1/2022 | 56909 | Capital One Trade Credit | Boatyard Banner Hardware | \$ 34.83 |
| 7/1/2022 | 56910 | Pacific Gas & Electric Company | Utilities | \$ 13,340.66 |
| 7/1/2022 | 56911 | Palace Business Solutions | Office Supplies | \$ 202.22 |
| 7/1/2022 | 56912 | Pape Material Handling | Hyster Forklift Link Assembly | \$ 578.18 |
| 7/1/2022 | 56913 | PDM Steel Service Centers, Inc. | Boatyard Ways Rail Steel | \$ 3,911.85 |
| 7/1/2022 | 56914 | Red Wing Shoe Store | Maintenance & Dredge Staff Work Boots | \$ 607.94 |
| 7/1/2022 | 56915 | Riverside Lighting & Electric | Parking Lot Lighting, FF-Dock Breaker, Exterior Light Bulb, <i>Twin Lakes</i> Light Fixture, Dock Lighting | \$ 1,686.85 |
| 7/1/2022 | 56916 | SC Fuels | Fuel Dock Gas & Diesel | \$ 41,450.61 |
| 7/1/2022 | 56917 | Santa Cruz Municipal Utilities | Utilities | \$ 13,724.93 |
| 7/1/2022 | 56918 | Sean Rothwell | Quarterly Uniform Allowance | \$ 190.00 |
| 7/1/2022 | 56919 | Svendensen's Boat Works | Boatyard Retail Items | \$ 205.07 |
| 7/1/2022 | 56920 | The Home Depot Pro Institutional | Janitorial Supplies | \$ 2,214.57 |
| 7/1/2022 | 56921 | WEX Bank | Fleet Fuel | \$ 2,743.15 |
| 7/1/2022 | 56922 | West Coast Wire Rope | Skookum Block, Wire Rope | \$ 4,744.50 |
| 7/1/2022 | 56923 | West Marine Pro | Fuel Additive, CAT Forklift Horn | \$ 137.56 |
| 7/1/2022 | 56924 | West Marine Pro | Boatyard Retail Items | \$ 324.98 |
| 7/1/2022 | 56925 | Hainer, Brian | Credit Balance Refund | \$ 15.00 |
| 7/11/2022 | 56926 | City of Santa Cruz | 333 Lake Avenue - Electrical Service Upgrades Project Building Permit Fees | \$ 338.41 |
| 7/11/2022 | 56927 | Lockton Insurance Brokers, LLC | Crime Insurance Premium | \$ 1,070.00 |
| 7/13/2022 | 56928 | Employee #1 | Vacation Payout | \$ 2,239.94 |
| 7/13/2022 | 56929 | Cantu, Tracy | Claim Settlement | \$ 350.00 |
| 7/13/2022 | 56930 | Employee #29 | Holiday & Vacation Payout | \$ 2,696.57 |
| 7/14/2022 | 56931 | Employee #168 | Holiday & Vacation Payout | \$ 2,290.59 |
| 7/15/2022 | 56932 | Ace Portable Services | O-Dock Portable Toilet Rental | \$ 214.67 |
| 7/15/2022 | 56933 | Allied Administrators for Delta Dental | Dental Insurance | \$ 2,962.53 |
| 7/15/2022 | 56934 | Allied Universal | Security Patrol | \$ 6,856.80 |
| 7/15/2022 | 56935 | Amerigas | Ancillary Equipment Fuel | \$ 93.86 |
| 7/15/2022 | 56936 | AT&T | Telephone | \$ 1,065.83 |
| 7/15/2022 | 56937 | CIT | Telephone System Lease | \$ 323.09 |
| 7/15/2022 | 56938 | Bay Building Janitorial, Inc. | Janitorial Services, Refuse Collection | \$ 9,192.00 |
| 7/15/2022 | 56939 | Bay Plumbing Supply, Inc. | Plumbing Fittings, Urinal Repair Kits | \$ 54.99 |
| 7/15/2022 | 56940 | Bayside Oil II, Inc. | Hazardous Waste Disposal | \$ 675.00 |

Santa Cruz Port District
Accounts Payable Monthly Check Register
 July 2022

| Date | No. | Vendor | Description | Amount |
|-----------|-------|--------------------------------------|---|--------------|
| 7/15/2022 | 56941 | Big Creek | V-Dock Repair Lumber | \$ 14.42 |
| 7/15/2022 | 56942 | Bow Wow Pet Waste Products | Pet Waste Station Bags | \$ 411.95 |
| 7/15/2022 | 56943 | Brass Key Locksmith, Inc. | 2222 East Cliff Drive Boiler Room Re-key, Key Blanks | \$ 254.25 |
| 7/15/2022 | 56944 | Carpi & Clay | Washington Representation | \$ 800.00 |
| 7/15/2022 | 56945 | Comcast | Business Internet | \$ 457.19 |
| 7/15/2022 | 56946 | Complete Mailing Service | Statement Mailing & Postage | \$ 583.96 |
| 7/15/2022 | 56947 | Computer Technical Specialists, Inc. | Backup Drive Replacement, Boatyard Computer Replacement, Camera Hardware & Installation, Technical Support (April - May) | \$ 4,204.15 |
| 7/15/2022 | 56948 | Conte's Generator Service | Maintenance Building Emergency Generator Repair | \$ 1,581.86 |
| 7/15/2022 | 56949 | Crystal Springs Water Co. | Boatyard Drinking Water | \$ 97.00 |
| 7/15/2022 | 56950 | Josh Pearlman | Security Deposit Refund | \$ 403.20 |
| 7/15/2022 | 56951 | Drew, John | Security Deposit Refund | \$ 336.14 |
| 7/15/2022 | 56952 | Environmental Logistics | Hazardous Waste Disposal | \$ 2,418.00 |
| 7/15/2022 | 56953 | Fehr Engineering Company, Inc. | Electrical Engineering: 333 Lake Avenue Electrical Upgrades Project | \$ 200.00 |
| 7/15/2022 | 56954 | Ferguson Enterprises, Inc. | Showerhead, Pipe Repair Fittings | \$ 100.65 |
| 7/15/2022 | 56955 | Filtrexx | Storm Drain Filters | \$ 3,065.08 |
| 7/15/2022 | 56956 | Flyers Energy, LLC | Ancillary Equipment Fuel | \$ 989.61 |
| 7/15/2022 | 56957 | Garda CL West, Inc. | Deposit Courier Service | \$ 517.43 |
| 7/15/2022 | 56958 | Grainger | Blasting Media, Electrical Tape, Pin Punch Tools, Work Gloves, Disposable Gloves, Sanding Disks | \$ 452.15 |
| 7/15/2022 | 56959 | Gsolutionz | Telephone System Maintenance | \$ 263.15 |
| 7/15/2022 | 56960 | Hutchinson & Bloodgood LLP | Fiscal Year 2022 Audit Services (Progress Payment) | \$ 3,500.00 |
| 7/15/2022 | 56961 | Ifland Survey | <i>Twin Lakes</i> Elbow Survey | \$ 1,550.00 |
| 7/15/2022 | 56962 | Kelly-Moore Paint Company, Inc. | Dredge Primer | \$ 2,166.30 |
| 7/15/2022 | 56963 | Kimball Midwest | Boatyard Retail Items | \$ 2,391.25 |
| 7/15/2022 | 56964 | Koppel, Corinne | Security Deposit Refund | \$ 1,034.60 |
| 7/15/2022 | 56965 | Lawson | Booster Pump Hydraulic Fittings | \$ 454.40 |
| 7/15/2022 | 56966 | Linde Gas & Equipment, Inc. | Welding Gas | \$ 307.11 |
| 7/15/2022 | 56967 | Lumenature | Parking Lot Light Fixtures | \$ 2,622.00 |
| 7/15/2022 | 56968 | Marine Travelift, Inc. | Loaner Travelift Remote Shipping | \$ 168.31 |
| 7/15/2022 | 56969 | McMaster-Carr Supply Company | <i>Dauntless</i> Rudder Hardware, <i>Dauntless</i> Dowel Pins, Booster Pump Hardware, Sanding Supplies, Dredge Pipe Gaskets | \$ 831.15 |
| 7/15/2022 | 56970 | McNichols Co. | <i>Twin Lakes</i> Grating | \$ 6,334.10 |
| 7/15/2022 | 56971 | Mesiti-Miller Engineering, Inc. | Engineering Services: 7th Avenue & Brommer Street NW Development | \$ 16,414.00 |
| 7/15/2022 | 56972 | Michael K. Nunley & Associates, Inc. | Engineering Services: <i>Twin Lakes</i> Snorkel Elbow Replacement | \$ 243.00 |
| 7/15/2022 | 56973 | Mid County Auto Supply | Boatyard Forklift Alternator, Belt | \$ 179.86 |
| 7/15/2022 | 56974 | Mission Uniform Service | Uniform Service | \$ 442.55 |

Santa Cruz Port District
Accounts Payable Monthly Check Register
 July 2022

| Date | No. | Vendor | Description | Amount |
|-----------|---------|--|---|---------------|
| 7/15/2022 | 56975 | Norton, Linzy | Citation Refund | \$ 49.00 |
| 7/15/2022 | 56976 | Olsen, Cody | Security Deposit Refund | \$ 501.40 |
| 7/15/2022 | 56977 | Operating Engineers Local Union No. 3 | Union Dues (Payroll Deduction) | \$ 335.00 |
| 7/15/2022 | 56978 | Pacific Gas & Electric Company | Utilities | \$ 1,551.14 |
| 7/15/2022 | 56979 | Palace Business Solutions | Office Supplies | \$ 131.11 |
| 7/15/2022 | 56980 | Peninsula Diesel Inc. | Gaskets | \$ 288.51 |
| 7/15/2022 | 56981 | Peterson | Dozer Inspection | \$ 1,131.53 |
| 7/15/2022 | 56982 | PNC Bank, N.A. | Tax Exempt Loan Principle & Interest | \$ 554,957.84 |
| 7/15/2022 | 56983 | Red Wing Shoe Store | Work Boots | \$ 255.35 |
| 7/15/2022 | 56984 | Rogers, Dan | Security Deposit Refund | \$ 381.30 |
| 7/15/2022 | 56985 | San Lorenzo | Concrete Tools | \$ 86.28 |
| 7/15/2022 | 56986 | Santa Cruz County Sheriff Corrections Bureau | Booking Fee (April - June) | \$ 1,281.24 |
| 7/15/2022 | 56987 | SC Fuels | Fuel Dock Gas & Diesel | \$ 39,696.05 |
| 7/15/2022 | 56988 | Scheidt & Bachmann | Concession Lot Parking Equipment Monthly Warranty | \$ 2,630.75 |
| 7/15/2022 | 56989 | Schmidt, Chris | Security Deposit Refund | \$ 113.70 |
| 7/15/2022 | 56990 | Santa Cruz Municipal Utilities | Utilities | \$ 2,708.60 |
| 7/15/2022 | 56991 | Stiene, Tim | Security Deposit Refund | \$ 116.54 |
| 7/15/2022 | 56992 | Superior Alarm Company | Quarterly Alarm Monitoring | \$ 228.00 |
| 7/15/2022 | 56993 | The Home Depot Pro Institutional | Janitorial Supplies | \$ 1,895.05 |
| 7/15/2022 | 56994 | U.S. Bank Equipment Finance | Copier Lease | \$ 151.31 |
| 7/15/2022 | 56995 | US Relay | Webcam Service | \$ 484.00 |
| 7/15/2022 | 56996 | Van Dierendonck, Michael | Security Deposit Refund | \$ 330.46 |
| 7/15/2022 | 56997 | Verizon Wireless | Cell Phone & Tablet Service | \$ 321.78 |
| 7/15/2022 | 56998 | Mark Larsen DBA: Viking | Window Cleaning | \$ 30.00 |
| 7/15/2022 | 56999 | Wendy L. Cumming | CPA Services | \$ 306.25 |
| 7/15/2022 | 57000 | West Marine Pro | <i>Dauntless</i> Anti-Fouling Paint, Dock Line, Anodes, Hose Clamps, Exhaust Hose | \$ 925.67 |
| 7/21/2022 | 57001 | City of Santa Cruz Finance Department | Boatyard Wastewater Discharge Permit Violation | \$ 500.00 |
| 7/21/2022 | 57002 | Employee #168 | Final Pay | \$ 2,483.30 |
| 7/5/2022 | Various | Various Employees | 6/16/22-6/30/22 Payroll | \$ 10,227.35 |
| 7/20/2022 | Various | Various Employees | 7/1/22-7/15/22 Payroll | \$ 10,877.56 |
| 7/1/2022 | EFT | Merchant Services | Online Billpay Credit Card Fees | \$ 243.80 |
| 7/1/2022 | EFT | Merchant Services | CALE Credit Card Fees | \$ 1,922.14 |
| 7/1/2022 | EFT | Merchant Services | Boatyard Credit Card Fees | \$ 557.36 |
| 7/1/2022 | EFT | Gravity Payments | Front Desk Credit Card Fees | \$ 2,961.93 |
| 7/1/2022 | EFT | Windcave, Inc. | Concession Lot Credit Card Fees | \$ 3,238.47 |
| 7/1/2022 | EFT | ElectronicPayments | Fuel Dock Credit Card Fees | \$ 1,510.02 |
| 7/1/2022 | EFT | Transaction Express | Online Billpay ACH Fees | \$ 523.09 |

Santa Cruz Port District
Accounts Payable Monthly Check Register
July 2022

| Date | No. | Vendor | Description | Amount |
|--------------------------------------|-----|---|--|------------------------|
| 7/5/2022 | EFT | PAYCHEX | Payroll Service Fees | \$ 360.18 |
| 7/5/2022 | EFT | PAYCHEX | 6/16/22-6/30/22 Payroll Direct Deposit | \$ 64,470.80 |
| 7/5/2022 | EFT | PAYCHEX | 6/16/22-6/30/22 Payroll Taxes | \$ 33,506.84 |
| 7/5/2022 | EFT | Empower Retirement | 457 Loan Repayments (Payroll Deduction) | \$ 568.90 |
| 7/8/2022 | EFT | Comerica Commercial Card Services | When I Work Subscription, AED Pads/Battery, Patrol Vehicle Windshield Replacement, Hydrogen Sulfide Test Module Calibration, Zoom Subscription, Employee Recognition, 497 Lake Avenue Awning Replacement, Recruitment Advertising, Office Supplies, Zip-Ties, Maintenance Vehicle Rear Glass Replacement, Workplace Subscription, Prosper Forms Subscription, Smartsheet Subscription, Travelift Remote Shipping, Boatyard Forklift Cleaning Supplies, Fleet Fuel, Boatyard Forklift Repair Parts, Geotextile Drain Fabric, PH Paper, Socket, Work Gloves, <i>Squirt</i> Muffler Noise Reducer, Grinder, Hybrid Meeting Supplies, Respirator, Wet/Dry Vacuum, Drill Bit Set, Grinder Arbor, <i>Dauntless</i> Cutlass Bearings, Cutting Disks, Dredge Yard Shade Structure Deposit, Pile Repair Cementitious Grout, Dredge Yard Shade Structure Foundation Concrete | \$ 17,431.62 |
| 7/10/2022 | EFT | Gravity Payments | Front Desk Credit Card Gateway Fees | \$ 18.68 |
| 7/12/2022 | EFT | CalPERS | Retirement Contributions (Employee & Employer) | \$ 7,526.83 |
| 7/12/2022 | EFT | CalPERS | Retirement Contributions (Employee & Employer) | \$ 6,305.93 |
| 7/12/2022 | EFT | CalPERS | Retirement Contributions (Employee & Employer) | \$ 1,408.26 |
| 7/12/2022 | EFT | CalPERS | 457 Contributions (Payroll Deduction) | \$ 4,034.40 |
| 7/12/2022 | EFT | CalPERS | Health Insurance | \$ 40,727.68 |
| 7/12/2022 | EFT | CalPERS | Administrative Fee | \$ 200.00 |
| 7/12/2022 | EFT | Comerica Bank | Service Charges | \$ 1,396.27 |
| 7/18/2022 | EFT | California Department of Tax and Fee Administration | Underground Storage Tank Maintenance Return | \$ 1,393.00 |
| 7/18/2022 | EFT | California Department of Tax and Fee Administration | Sales Tax Return | \$ 21,469.00 |
| 7/18/2022 | EFT | PAYCHEX | Payroll Service Fees | \$ 329.89 |
| 7/20/2022 | EFT | PAYCHEX | Time & Attendance Fees | \$ 109.00 |
| 7/20/2022 | EFT | PAYCHEX | 7/1/22-7/15/22 Payroll Direct Deposit | \$ 62,151.14 |
| 7/20/2022 | EFT | PAYCHEX | 7/1/22-7/15/22 Payroll Taxes | \$ 29,554.62 |
| 7/22/2022 | EFT | CalPERS | Retirement Contributions (Employee & Employer) | \$ 7,584.18 |
| 7/22/2022 | EFT | CalPERS | Retirement Contributions (Employee & Employer) | \$ 6,432.37 |
| 7/22/2022 | EFT | CalPERS | Retirement Contributions (Employee & Employer) | \$ 1,390.05 |
| 7/22/2022 | EFT | CalPERS | 457 Contributions (Payroll Deduction) | \$ 5,439.79 |
| 7/22/2022 | EFT | CalPERS | Unfunded Accrued Liability | \$ 387,276.00 |
| 7/22/2022 | EFT | CalPERS | Unfunded Accrued Liability | \$ 7,155.00 |
| 7/22/2022 | EFT | CalPERS | Unfunded Accrued Liability | \$ 634.00 |
| 7/25/2022 | EFT | Empower Retirement | 457 Loan Repayments (Payroll Deduction) | \$ 568.90 |
| 7/31/2022 | EFT | Windcave, Inc. | Concession Lot Credit Card Fees | \$ 257.56 |
| Total July 2022 Disbursements | | | | \$ 1,571,390.16 |



TO: Port Commission
FROM: Holland MacLaurie, Port Director
DATE: August 18, 2022
SUBJECT: Port Director's Report

Request for Proposals - 616 Atlantic Avenue

On July 6, 2022, the Port District issued a Request for Proposals (RFP) for design development, permitting, and construction of a new restaurant building and dining deck at 616 Atlantic Avenue. The commercial brokerage firm, Sherman & Boone, was retained to assist with marketing the project and soliciting qualified candidates to submit proposals. The RFP submission deadline was Friday, August 12, 2022. Despite extensive outreach efforts, no bids were received for the project.

Coastal Development Permit Extension Request

On August 3, 2020, the Coastal Commission provided authorization to extend the deadline for submission of final restaurant project plans to December 31, 2022. On June 20, 2022, the Port District requested a second extension to this deadline for submission to June 30, 2025. The Coastal Commission approved an extension to December 31, 2024, and noted that they are interested in seeing forward progress on this project.

10-Year Dredge Permit

The District's 10-year permit issued by the U.S. Army Corps of Engineers for annual maintenance dredging expired on April 30, 2022. The Port District's application with the Corps was submitted on August 4, 2021, and remains pending. Recent correspondence with the Corps indicates that the required consultation with National Marine Fisheries may delay permit issuance beyond October 1, 2022. The Corps is currently working to avoid any delays, but is reviewing available options (if needed) to ensure the District can dredge by October 1, 2022.

CSDA Capitol Staff Tour

The California Special Districts Association (CSDA) is hosting a State Capitol Staff Tour on September 12 and 13, 2022. Approximately 38 Capitol staff members and CSDA staff members will be touring special districts in Monterey and Santa Cruz County. The group will stop at Santa Cruz Harbor as part of their tour, which will provide an opportunity to highlight the services of the District and inform key Capitol staff members of the benefits the harbor provides to our region.

Insurance Proceeds Update

The Port District is still awaiting final confirmation of the anticipated insurance proceeds for damages related to the January 15, 2022, tsunami. Confirmation from the carrier was anticipated earlier this month, but has since been delayed.

Recruitment Update

Recruitment for the Administrative Services Manager position will commence later this month.

Santa Cruz Port District
135 5th Avenue Santa
Cruz, CA 95062
831.475.6161
831.475.9558 Fax
www.santacruzharbor.org



PORT COMMISSIONERS:

Toby Goddard
Dennis Smith
Reed Geisreiter
Stephen Reed
Darren Gertler

Community Outreach

- **Big Brothers Big Sisters Day on the Bay Reception**
On July 30, 2022, I attended the Santa Cruz Yacht Club's kick-off reception for the Big Brothers Big Sister annual Day on the Bay Regatta.
- **Coast Guard Auxiliary Flotilla Meeting**
On Tuesday, August 2, 2022, I attended the Coast Guard Auxiliary's Flotilla meeting and provided the group with various harbor updates.



TO: Port Commission
FROM: Blake Anderson, Harbormaster
DATE: August 15, 2022
SUBJECT: Harbormaster's Report

Big Brothers Big Sisters Day on the Bay Regatta

The Santa Cruz Yacht Club hosted the 30th Annual BBBS Day on the Bay Regatta on July 31, 2022. This year saw a great turnout with 35 boat entries over 5 divisions. This large-scale fundraising event benefits local youth and features a regatta race, catered dinner, live music, and raffle. The total raised during this year's event is still being calculated but is estimated in the \$45,000 range!



Rough Water Swim

Harbor Patrol, along with the US Coast Guard and US Coast Guard Auxiliary, assisted with water safety during the annual Rough Water Swim around the Santa Cruz Municipal Wharf on July 30, 2022. The event was put on hold the last two years due to COVID-19, but resumed this year. Historically, Harbor Patrol has assisted with the event as a waterside resource to ensure the safety of participants.

Quarterly Marine Rescue Training

Harbor Patrol participated in a quarterly Fire Department training during the week of July 18, 2022. The training focused on vessel rescues and the rescue swimmer's role during a "boat drifting onto beach" type scenario. Participants practiced swim tows, transitioning to vessel tows, and deckhand skills.

SAVE Grant Award

The District was awarded a \$20,000 Surrendered and Abandoned Vessel Exchange (SAVE) Grant. The grant will allow staff to continue disposing of unwanted and abandoned vessels through September 2024.

Crow's Nest Thursday Night Beach BBQ Update

As of August 15, 2022, there have been seven events with only three remaining. Over the last few weeks, aside from the usual parking congestion, there have been no significant issues to report.

Fisheries Update

Commercial salmon season came to a close in the Monterey management area on August 12, 2022. Several local vessels are still salmon fishing in the Northern California waters and at least two Santa Cruz-based vessels have begun fishing the commercial Albacore season off the coast of Oregon. On the recreational side, halibut and rockfish are the targeted species this time of year as the salmon fishing slows down but recreational anglers can still get lucky and find a school. Salmon season will remain open until October 2, 2022. The offshore water is warming up and like the last few years, may hold some bluefin tuna. Last year, the bluefin bite started in September and continued into December.

Fisheries Report

The fisheries report consists of data from two sources: the Department of Fish and Wildlife (DFW) and H&H Fresh Fish (resident fish buyer). The data from DFW is partially redacted in accordance with federal fisheries laws. Data is considered confidential when less than three separate vessels land species at any one port. For species landed by three or more separate vessels, the full data is made public and includes weight and value. For other data, the species landed is shown with no weight data.

Landing data continued on next page.

July 2022 – Total Port Landings:

| Species | Weight (lbs.) | Ex-Vessel (per lbs.) | Approx. Value |
|---------------------------------------|---------------|--------------------------------------|---------------|
| Chinook Salmon | 13,234.45 | \$6.61 | \$87,563.06 |
| Halibut | 7,642.10 | \$4.94 | \$37,759.44 |
| Lingcod | 176.60 | \$2.84 | \$502.75 |
| Vermillion Rockfish | 104.80 | \$2.77 | \$290.70 |
| Total Reported: 21,157.95 lbs. | | Total Ex-Vessel: \$126,115.95 | |

Species also landed* - Northern Anchovy, Starry Flounder, Rock Crab, Rockfish (various), Sablefish (blackcod), Petrale Sole, Jacksmelt, Pacific Mackerel, Jack Mackerel, White Croaker, Pacific Pompano, Pacific Sardine, Thorneyhead Shortspine, Thorneyhead Lingspine, Pacific Whiting, Sand Sole, Dover Sole, Thresher Shark, Dogfish shark,

**Weight and value data redacted by Fish and Wildlife pursuant to Fish and Game Code, Section 8022.*

July 2022 – Resident Buyer Landings:

| Species | Weight (lbs.) | Ex-Vessel (per lbs.) | Approx. Value |
|--------------------------------------|---------------|-------------------------------------|---------------|
| Chinook Salmon | 8,817.25 | \$6.50 | \$57,312.12 |
| Halibut | 3,535.30 | \$5.00 | \$17,676.50 |
| Lingcod | 138.20 | \$3.00 | \$414.60 |
| Sablefish (blackcod) | 865.00 | \$3.00 | \$2,595.00 |
| Rock Crab | 100.00 | \$3.00 | \$300.00 |
| Rock Fish (various) | 954.70 | \$3.00 | \$2,864.10 |
| Soles | 68.55 | \$2.00 | \$137.10 |
| Flounder | 14.75 | \$2.00 | \$29.50 |
| Thorneyhead (short) | 27.00 | \$3.00 | \$81.00 |
| Total Reported: 14,520.75lbs. | | Total Ex-Vessel: \$81,409.92 | |



TO: Port Commission
FROM: Carl Wulf, Facilities Maintenance Engineering Manager
DATE: August 23, 2022
SUBJECT: Facilities Maintenance & Engineering Manager's Report

Dredging Operations:

Twin Lakes

Off-season dredge maintenance is halfway finished. Representatives from DSC will be on site on August 23, 2022, to start working with staff on the installation of the hydraulic Christmas Tree lifting equipment and new Dredge RX software.

Dauntless

Staff has started to install the new rudder control parts as they arrive from the machine shop. Rebuilt propellers and shafts have been installed. The hull and cab have been sanded and repainted. *Dauntless* is scheduled to be splashed the first week of September.



Squirt

The District's 8" dredge *Squirt* was moved back to the boatyard on August 9, 2022, and refitted with its ladder and sponsons. *Squirt* is scheduled to be splashed at the end of August.



Maintenance:

Pile Repair – Phase 4

Under current pile repair and replacement permits, maintenance staff has completed jacketing of one critical pile at P-Dock. The remaining three critical piles under the East Public Pier will be repaired in conjunction with upcoming low tides prior to November 30, 2022.



Bi-Annual Slip Vacancy Report / Waiting List Statistics 2022

as of June 30, 2022

| Slip Size/Rate Type | Available Spaces* | | | | | | | | | | | | | Total Spaces | % Vacant | # on Wait List | Approx. Years Wait | Total Offers - to 6/30/22 | Slips Accepted - to 6/30/22 | Average Offers per Accept | | | | | |
|---------------------|-------------------|---|---|---|---|---|----|---|----------|------------|-----------|---|---|--------------|------------|----------------|--------------------|---------------------------|-----------------------------|---------------------------|--------------------|---------------------------|-----------------------------|---------------------------|-----|
| | A | B | C | D | E | F | FF | L | M | N | O | P | Q | | | | | | | | R | S | T | | |
| SH 2x | | | | | | | | | | | | | | | | | 0 | 5 | 0% | 7 | 5 | 140% | 1 | 1 | 1.0 |
| SH1.7x | | | | | | | | | | | | | | | | | 0 | 5 | 0% | 4 | 2 | 80% | 0 | 0 | 1.0 |
| SH 60 | | | | | | | | | | | | | | | | | 0 | 12 | 0% | 12 | 13 | 100% | 0 | 0 | 0.0 |
| SH 50 | | | | | | | | | | | | | | | | | 0 | 32 | 0% | 39 | 21 | 122% | 3 | 1 | 0.0 |
| SH 40 | | | | | | | | | | | | | | | | | 0 | 78 | 0% | 87 | 23 | 112% | 0 | 0 | 1.5 |
| SH 30 | | | | | | | | | | | | | 1 | | | | 1 | 142 | 1% | 123 | 19 | 87% | 1 | 1 | 1.0 |
| SH 24 | | | | | | | | | | | | | | | | | 0 | 78 | 0% | 32 | 6 | 41% | 5 | 3 | 1.7 |
| MULTI | | | | | | | | | | | | | | | | | 0 | 24 | 0% | 5 | 3 | 21% | 6 | 1 | 2.0 |
| SH Total | | | | | | | | | | | | | | | | | 1 | 376 | 0% | 309 | 82% | | | | |
| | G | H | I | J | U | V | W | X | | | | | | | | | | Total Spaces | % Vacant | # on Wait List | Approx. Years Wait | Total Offers - to 6/30/22 | Slips Accepted - to 6/30/22 | Average Offers per Accept | |
| NH 45 | | | | | | | | | | | | | | | | | 0 | 28 | 0% | 26 | 3 | 93% | 11 | 3 | 3.7 |
| NH 40 | | | | | | | | | | | | | | | | | 0 | 17 | 0% | 18 | 6 | 106% | 7 | 2 | 3.5 |
| NH 35 | | | | | | | | 1 | | | | | | | | | 1 | 34 | 3% | 43 | 6 | 126% | 3 | 1 | 3.0 |
| NH 30 | | | | 1 | | | | | | | | | | | | | 1 | 188 | 1% | 108 | 3 | 57% | 20 | 8 | 2.5 |
| NH 25 | | | | | | | | | | | | | | | | | 0 | 113 | 0% | 97 | 3 | 86% | 16 | 11 | 1.5 |
| NH 20 | | | 1 | | | | | | | | | | | | | | 1 | 72 | 1% | 44 | 2 | 61% | 8 | 1 | 8.0 |
| NH Total | | | | | | | | | 3 | 452 | 1% | | | | 336 | 74% | | | | | | | | | |
| YCDS | | | | | | | | | | | | | | | | | 0 | 106 | 0% | 25 | 4 | 24% | | | |
| Inside Ties | | | | | | | | | | | | | | | | | 0 | 41 | 0% | 31 | 2 | 76% | | | |
| Dory Ties | | | | | | | | | | | | | | | | | 0 | 69 | 0% | 40 | 1 | 58% | | | |
| AA-Dock Racks | | | | | | | | | | | | | | | | | 1 | 70 | 1% | 78 | 2 | 111% | | | |
| U-Dock Racks | | | | | | | | | | | | | | | | | 1 | 30 | 3% | 66 | 2 | 220% | | | |
| J-Dock Racks | | | | | | | | | | | | | | | | | 1 | 66 | 2% | 80 | 0 | 121% | | | |
| Rowing Racks | | | | | | | | | | | | | | | | | 0 | 66 | 0% | 48 | 3 | 73% | | | |
| 7th & Brommer | | | | | | | | | | | | | | | | | 1 | 82 | 1% | 91 | 2 | 111% | | | |
| NHDS | | | | | | | | | | | | | | | | | 0 | 101 | 0% | 139 | 3 | 138% | | | |
| Standby | | | | | | | | | | | | | | | | | | | | 621 | | | | | |

Waitlist Totals

| |
|-------------------|
| 309 SH |
| 336 NH |
| 621 Standby |
| 25 YCDS |
| 1291 TOTAL |

*vacant slips are currently out to offer

SEA SCOUT SHIP 669

BIANNUAL REPORT

AUG 2022

Santa Cruz Sea Scouts have been very busy this past quarter. We have grown our crew to 21 boys and girls. A few of our adults have volunteered as we have grown.

We attended our first regatta in April in Martinez. Although we had only a few weeks to train we came in third with about 10 scouts attending. This has motivated our scouts to train more and attend 2 more regattas. One at the Coast Guard Island in San Francisco and the other at Cal Maritime in Vallejo. Although we didn't do as good, we completed all tasks and our scouts are wanting to improve their skills.

Our scouts have done some service projects, one clearing trails at Lick Observatory. We have had scouts attended summer camps in Catalina Island and Sea Base in the Bahamas. They have camped on Angel Island and crewed for the Schooner Seaward from Santa Cruz to Monterey. At the end of July our ship, Pearls was the turning point for the Cruz Cruise 2.5 mile swim around the wharf. It took us awhile to get to the correct position but we anchored off the wharf and encourage over 100 swimmers as they passed the Pearls. The scouts were amazed that so many people would swim that far in the cold water.

We have taken the Pearls out on many day trips, doing training, fishing and swimming this summer. On the 4th of July they went out to watch the fireworks. It was a clear day but soon a heavy layer of fog came in. They were meeting up with the Coast Guard Auxiliary. They needed help and using the new electronics were able to slowly come into the harbor safely. It was the thickest fog that most anyone had seen.

We just did an overnight to Monterey where they did some diving after receiving their certificates to dive this summer. It had to be the most clear, calm day on the bay. They saw whales, dolphins and sharks. They berthed in Monterey and enjoyed sightseeing around the harbor.

The Coast Guard Auxiliary has done a few in class training sessions with the scouts on radio, ship operations and navigation. The Pearls has been approved as a Coast Guard Auxiliary Facility where we will be able to do patrols along with other auxiliarists.

This past June we sold our Willard fireboat to a Coast Guard Auxiliary volunteer. It was refurbished in our yard and now is an auxiliary facility in Moss Landing doing regular patrols.

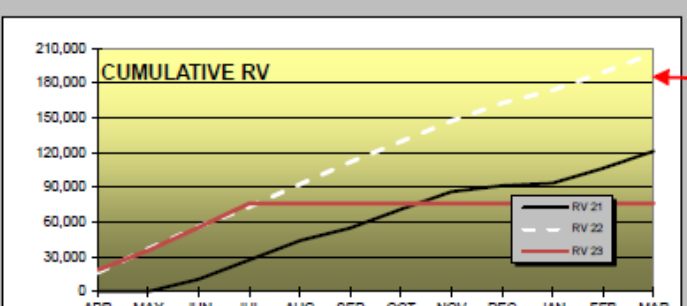
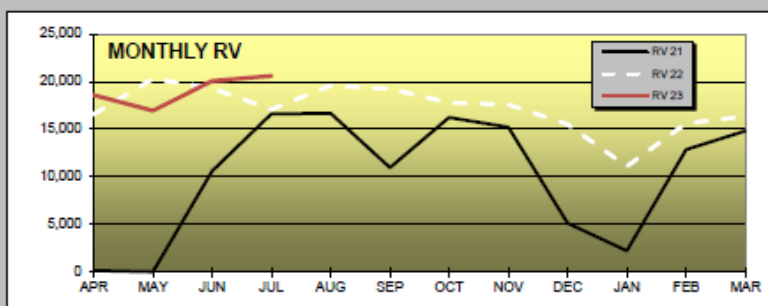
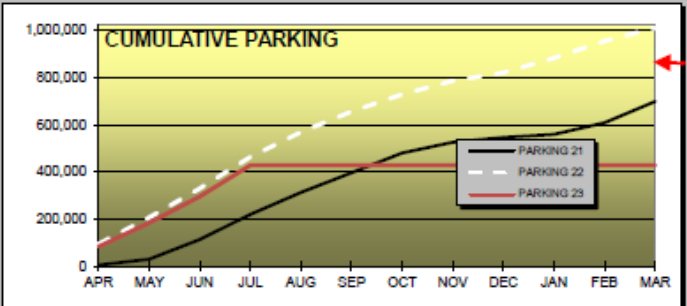
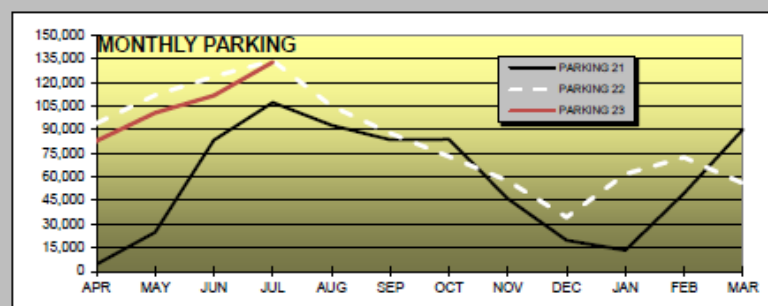
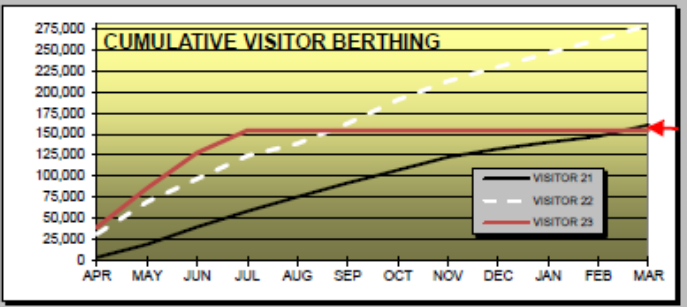
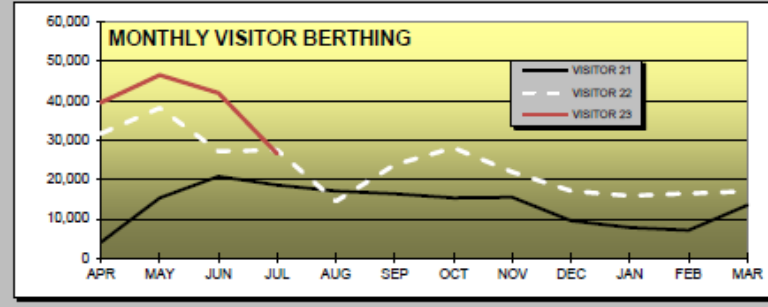
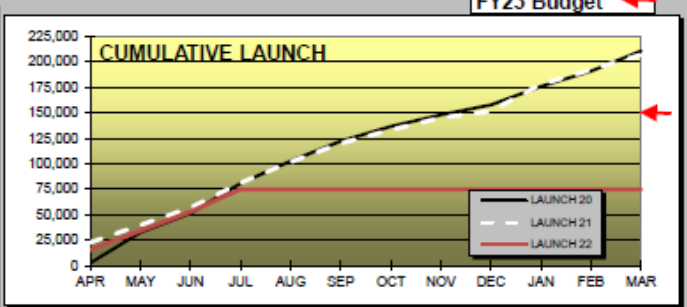
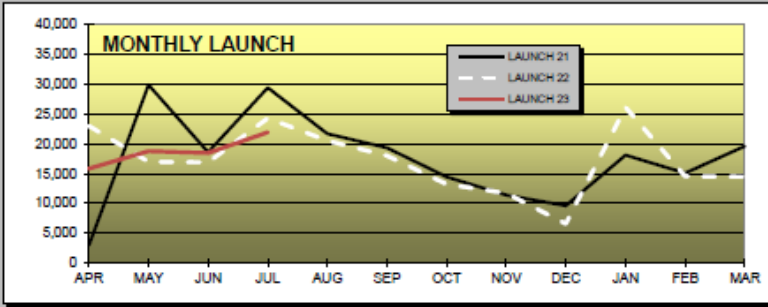
We received a donation of a Ranger 23 this past month. We are in the process of drawing up a budget to re-rig it and bottom paint. It fits our needs as its tabernacled and can berth at our end tie. The scouts have pressure washed and cleaned it up a bit. We are looking for a volunteer to help coordinate the repairs with the scouts.

Funding our program is always a struggle. We are working with our parents to do some fund raising by years end. Your continued support of the Sea Scouts in Santa Cruz continues to benefit our community and our harbor. We thank you for over 50 years of support.

Skipper Kevin Melrose

SEASONAL INCOME

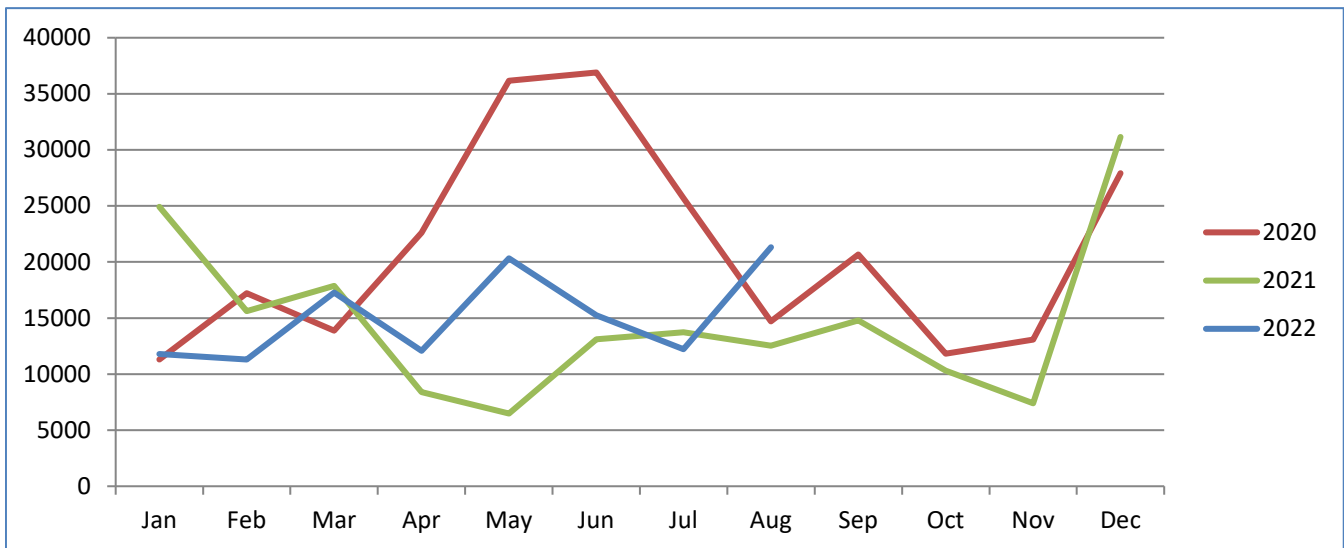
FY23 Budget ←



Santa Cruz Port District
60 DAY DELINQUENT ACCOUNTS

The following accounts have balances 60 days delinquent as of August 16, 2022

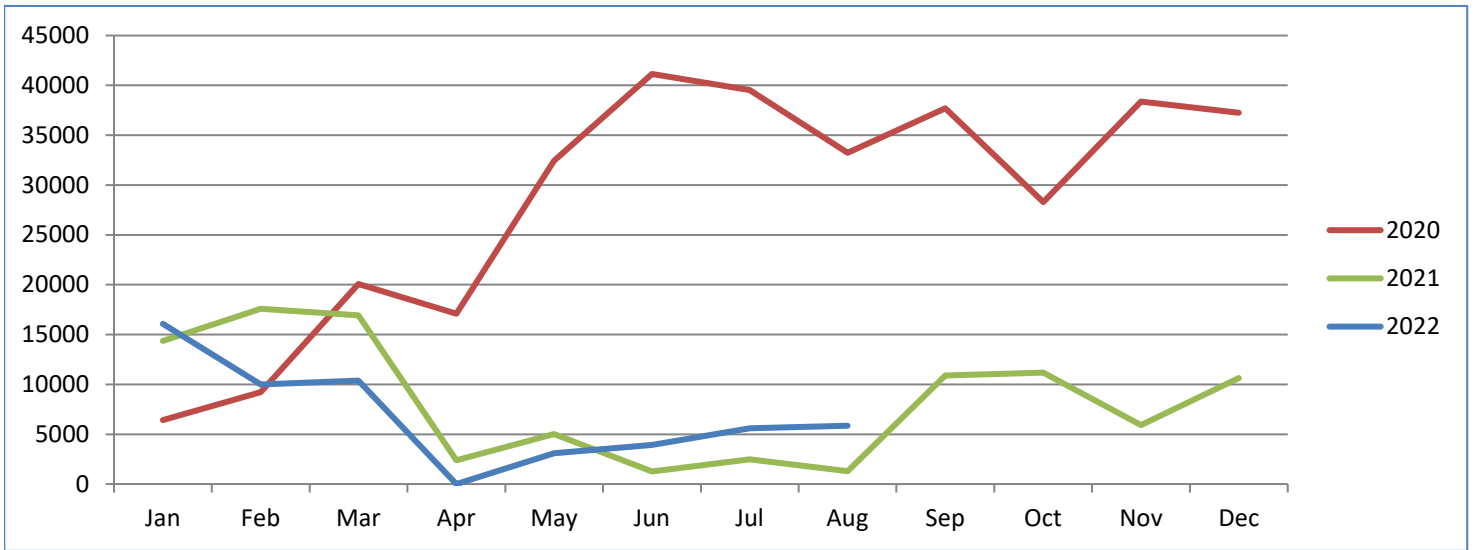
| Account Number | Current Month | 30 Day Balance | 60 Day Balance | 90 Day Balance | Total Balance |
|----------------|-----------------|-----------------|-----------------|----------------|------------------|
| 58910 | 245.29 | 2,002.85 | 462.00 | 0.00 | 2,710.14 |
| 55852 | 605.14 | 600.39 | 555.65 | 0.00 | 1,761.18 |
| 57057 | 577.03 | 572.50 | 416.10 | 0.00 | 1,565.63 |
| 56970 | 514.75 | 510.73 | 481.72 | 0.00 | 1,507.20 |
| 45260 | 490.34 | 486.52 | 457.71 | 0.00 | 1,434.57 |
| 58112 | 502.67 | 484.24 | 441.46 | 0.00 | 1,428.37 |
| 57927 | 553.40 | 549.05 | 302.98 | 0.00 | 1,405.43 |
| 47248 | 523.03 | 444.57 | 416.10 | 0.00 | 1,383.70 |
| 49036 | 599.74 | 567.77 | 130.52 | 0.00 | 1,298.03 |
| 58110 | 425.13 | 421.85 | 390.64 | 0.00 | 1,237.62 |
| 57834 | 510.36 | 506.35 | 32.17 | 0.00 | 1,048.88 |
| 47207 | 303.69 | 301.40 | 274.12 | 0.00 | 879.21 |
| 2203 | 444.46 | 216.32 | 187.58 | 0.00 | 848.36 |
| 57038 | 356.63 | 353.90 | 107.50 | 0.00 | 818.03 |
| 57958 | 207.08 | 210.02 | 183.53 | 0.00 | 600.63 |
| 58897 | 207.08 | 205.59 | 183.53 | 0.00 | 596.20 |
| 58308 | 155.06 | 154.00 | 130.33 | 0.00 | 439.39 |
| 59448 | 86.13 | 85.63 | 60.13 | 0.00 | 231.89 |
| 56589 | 25.57 | 25.57 | 69.00 | 0.00 | 120.14 |
| Total: | 7,332.58 | 8,699.25 | 5,282.77 | 0.00 | 21,314.60 |



Santa Cruz Port District
90+ DAY DELINQUENT ACCOUNTS

The following accounts have balances 90 days delinquent or greater as of August 16, 2022

| Account Number | Current Month | 30 Day Balance | 60 Day Balance | 90+ Day Balance | Total Balance | Commercial Slip | Action |
|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------|
| 57024 | 487.08 | 483.32 | 479.57 | 416.10 | 1,866.07 | | Revoke |
| 57117 | 162.19 | 161.10 | 160.00 | 443.14 | 926.43 | | Revoke |
| 3574 | 157.19 | 159.88 | 156.09 | 304.20 | 777.36 | | Revoke |
| 59015 | 87.97 | 87.47 | 86.97 | 298.57 | 560.98 | | Revoke |
| 57443 | 87.62 | 87.12 | 86.62 | 230.01 | 491.37 | | Revoke |
| 59335 | 87.62 | 87.12 | 86.62 | 230.01 | 491.37 | | Revoke |
| 57229 | 87.13 | 86.63 | 86.13 | 145.76 | 405.65 | | Revoke |
| 59763 | 86.63 | 86.13 | 85.63 | 60.13 | 318.52 | | Revoke |
| TOTAL: | 1,243.43 | 1,238.77 | 1,227.63 | 2,127.92 | 5,837.75 | | |





TO: Port Commission
FROM: Sean Rothwell, Assistant Harbormaster
DATE: August 3, 2022
SUBJECT: Harbor Patrol Incident Response Report – July 2022

Search and Rescue, Patrol Boat Response

- 7/9/22 Harbor Patrol responded to a report of a missing spearfisher in the vicinity of West Cliff Drive and Fair Avenue. Harbor Patrol conducted a search of the area with assistance from Central Fire rescue swimmers. State Parks Lifeguards later located the victim on Mitchell's Cove Beach. Harbor Patrol returned to harbor without incident.
- 7/14/22 Harbor Patrol responded to a report of a kite surfer in distress in the area of Three Mile Beach. Upon arrival, State Park Lifeguards were assisting the victim back to shore. Harbor Patrol transported a rescue swimmer and recovered equipment back to the harbor.
- 7/18/22 Harbor Patrol responded to a report of a swimmer in distress in the area of Its Beach. Prior to arrival, the swimmer had self-rescued. Harbor Patrol returned to harbor without incident.
- 7/18/22 Harbor Patrol responded to a report of a surfer in distress in the area of Davenport Beach. Prior to arrival, the surfer had self-rescued. Harbor Patrol returned to harbor without incident.
- 7/20/22 Harbor Patrol responded to a report of a swimmer in distress in the area of Sunny Cove Beach. Prior to arrival, the swimmer had self-rescued. Harbor Patrol returned to harbor without incident.
- 7/31/22 Harbor Patrol responded to a report of a capsized kayak in the area of L-dock. Upon arrival, Harbor Patrol located two victims struggling in the water and assisted them to the dock. No injuries reported.

Crime Reports, Assist Outside Department, and Incident Reports

- 7/1/22 Harbor Patrol responded to a report of a disturbance at a harbor concession. Once on scene, Harbor Patrol detained one subject and requested assistance from Santa Cruz County Behavioral Health, as it was determined that the subject was experiencing a mental health crisis. The subject was admitted to the Psychiatric Health Facility for further evaluation.

- 7/2/22 Harbor Patrol responded to a report of a bicycle accident in the area of Brommer Street and Arana Gulch Trail. Upon arrival, paramedics were evaluating the victim for minor injuries. The victim was transported to Dominican Hospital by paramedics.
- 7/4/22 Harbor Patrol took an accident report after a person carrying a canoe through the concession parking lot was struck by the lowering gate arm. Minor injuries reported, medical attention declined.
- 7/4/22 Harbor Patrol took a stolen property report after a pair of jet pump units were reported missing from a vessel in the north harbor dry storage yard. No suspect information available.
- 7/8/22 Harbor Patrol responded to a report of a suicidal subject in the area of 5th Avenue (near the harbor office). Upon arrival, Harbor Patrol located a subject who was suffering from self-inflicted injuries. Central Fire and paramedics arrived on scene and performed lifesaving efforts. The victim was transported to Valley Medical Center, where he later succumbed to his injuries.
- 7/13/22 Harbor Patrol apprehended a suspect who fled on foot into the harbor after a hit-and-run incident in the area of 4th Avenue and Marine Parade. Harbor Patrol detained the suspect near F-dock where he was taken into custody by Santa Cruz Police.
- 7/15/22 Harbor Patrol took a stolen property report after a collapsible awning was reported missing from a van in the area of V-dock. No suspect information available.
- 7/18/22 Harbor Patrol took a stolen property report after an outboard motor was reported missing from a dinghy in the area of B-dock. No suspect information available.
- 7/23/22 Harbor Patrol responded to a report of a subject swimming in the harbor entrance channel. The subject was taken into custody by Harbor Patrol for public intoxication and trespassing and transported to Santa Cruz County Jail.
- 7/31/22 Harbor Patrol took an accident report after a minor vehicle collision occurred in the area of the concession parking lot. Both parties exchanged information. No injuries reported.

July Parking Citations: 510

GAVIN NEWSOM
GOVERNOR

MARK S. GHILARUCCI
DIRECTOR



July 13, 2022

The Honorable Manu Koenig
Santa Cruz County Board of Supervisors
701 Ocean Street, Room 500
Santa Cruz, CA 95060

Subject: Response to Requests for State of Emergency and California Disaster Assistance Act Funding – Tonga Tsunami

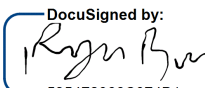
Dear Chair Koenig:

This letter is in response to Santa Cruz County's request for a state assistance for the Tonga Tsunami event.

In accordance with the California Emergency Services Act, the Governor is empowered to proclaim a State of Emergency (SOE) when extreme peril exists and when the severity and magnitude of an incident is beyond the capabilities of the local jurisdiction. The determination was made that the provisions of California Government Code section 8558(b), necessary for an SOE proclamation, were not met. Therefore, since the authorities and resources triggered by a Governor's proclamation of emergency were deemed to be unwarranted for this incident, Santa Cruz County's request for an SOE and subsequent California Disaster Assistance Act funding for the Tonga Tsunami are denied.

Cal OES will continue to work closely with your team during the recovery efforts. Feel free to contact me directly at (916) 845-8200, if you have any additional questions or if you would like to discuss this matter further.

Sincerely,

DocuSigned by:

535472066C074B1...
RYAN BURAS

Deputy Director, Recovery Operations

cc: Carlos J. Palacios, County Administrative Officer, Santa Cruz County
Holland Mac Laurie, Port Director, Santa Cruz Port District
Michael Massone, Assistant Director of Response, North Region, Cal OES
Artis Souza, Interim Regional Administrator, Coastal Region, Cal OES



Port Commission Review Calendar 2022-23

2022

January-March

- ✓ H&H Fresh Fish Lease Exp. 01/31/2022
2 (3) year options to extend
- ✓ Bayside Marine Lease Exp. 01/31/2022
no option to extend
- ✓ Committee Assignments for 2022
- ✓ Sea Scouts' Biannual Report
- ✓ FY 23 Budget
- ✓ Review 5-year CIP
- ✓ Santa Cruz Yacht Club Lease Exp. 03/31/2022
no option to extend
- ✓ Slip Vacancy Biannual Report / Waiting List Statistics
- ✓ Form 700 Filing (due by 03/31 each year)

April-June

- ✓ Chardonnay Lease Exp. 05/31/2022
1 (5) year option to extend
- ✓ PY&S Lease Exp. 05/31/2022
1 (5) year option to extend
- ✓ Biennial Update to Conflict-of-Interest Code

July-September

- ✓ Annual O'Neill Sea Odyssey Report (review slip rent reduction / charter fee. PC action of 07/07)
- ✓ Dredge Report 2022-23
- Sea Scouts' Biannual Report
- Slip Vacancy Biannual Report / Waiting List Statistics
- Nexus Wealth Advisors Lease Rent Review at Option Period Ending 11/30/2022

October-December

- Annual Vessel Use List Review
- Annual Review of Business Use of Slips
- Ethics Training Update (due by year end)
- Mid Fiscal Year Review of CIP
- Port Commission Officers for 2023

Committee Review Items (*timeline not specified*)

- Comprehensive Review of Charter Fees
- Public Benefit Discount Policy

Key

- Pending
- In process
- ✓ Done

2023

January-March

- Committee Assignments for 2023
- Sea Scouts' Biannual Report
- Slip Vacancy Biannual Report / Waiting List Statistics
- FY 24 Budget
- Review 5-year CIP
- Form 700 Filing (due by 03/31 each year)
- Biennial Anti-Harassment/Anti-Discrimination Training
- Crow's Nest Beach Market Rent Review at Option Period Ending 4/30/2023
- Intero Real Estate Lease Exp. 05/31/2022
no option to extend

April-June

- Dredge Report 2023-24

July-September

- Annual O'Neill Sea Odyssey Report (review slip rent reduction / charter fee. PC action of 07/07)
- Sea Scouts' Biannual Report
- Slip Vacancy Biannual Report / Waiting List Statistics

October-December

- Annual Vessel Use List Review
- Annual Review of Business Use of Slips
- Ethics Training Update (due by year end)
- Mid Fiscal Year Review of CIP
- Port Commission Officers for 2024

Future Calendar

- ABC End-Tie Review after Murray Street Bridge Retrofit
- 7th and Brommer Property Assessment