

RESOLUTION NO. 2024-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA
RECEIVING A PRESENTATION, PROVIDING INPUT AND APPROVING THE
PROGRAMMING FOR PHASE 1 OF THE DUNES CITY PARK PROJECT

WHEREAS, On May 17, 2005, the City Council passed Resolution 2005-130 adopting the University Village Specific Plan. Included in the University Village Specific Plan is the park at the Dunes, now known as Dunes City Park; and

WHEREAS, several parks have been planned for development within Marina. On June 21, 2005, City Council passed Resolution 2005-159 Adopting a Negative Declaration and Parks and Recreation Facilities Master Plan. The Master Plan served as the basis for the preliminary planning for the city parks; and

WHEREAS, community outreach for parks planning was held on November 13, 2018. The design consultant team retained by the City, Verde Design (Verde), prepared parks concept plans for City various parks, including the Dunes City Park, that were presented to a joint Public Works Commission and Recreation and Cultural Services Commission on February 21, 2019; and

WHEREAS, on April 9, 2019, Resolution 2019-36 the City Council received presentation and provided comments on several city parks including the Dunes City Park, and

WHEREAS, on January 26, 2023, an on-site Marina community engagement open house was held and was followed by an in-person public presentation in the City Council Chambers. There were 35 and 42 attendees of the community engagement and public presentation, respectively. Participant preferred option, questions and comments were received at the community engagement as well as through the email address created specifically for this project; and

WHEREAS, on March 16th, 2023, the Public Works Commission received a presentation and provided input on the Dunes City Parks concept options; and

WHEREAS, on March 21, 2023, the City Council received presentation on the various concept options and approved Option 2, see **EXHIBIT A**, with the following considerations: work with the observatory (MIRA) to develop usage policy and dark-sky certified, assessment of sand gilia at Preston Park, impact of the way that the pavilion is situated in Option 2, suggestions of alternate sites for the three barracks/museum buildings, look at the noise factor of the amphitheater and parking, explore adding one more sand volleyball court and relocate it, add an additional tennis court and remove the pickleball courts, consider the possibility of widening the entrance at Second avenue and Eight Street and investigate by national standards how many ball fields are needed in the City; and

WHEREAS, during the City Council retreat to review FY 2023-2025 budget, the City Council decided to remove the ballfield at the Dunes City Park and fund the refurbishment of Preston Park. This decision triggered a redesign on the previously approved Option 2 of the Dunes City Park; and

WHEREAS, the Option 2 redesign, **EXHIBIT A1**, includes amenities shown on the original Option 2 concept design except for the ballfield which will be constructed at Preston Park. The new concept design incorporates the addition of a new great lawn, fitness court, multicourt, an additional sand volleyball court, dedicated tennis courts and pathways throughout the park; and

WHEREAS, due to budget constraints, the Dunes City Park is divided into phases, Phase 1, and Phase 2. Phase 1, **EXHIBIT A2**, programming is recommended for City approval to begin design and preparation of construction documents; and

WHEREAS, the design team will work with MIRA on park lighting for dark-sky certified compliance and park usage. The sports pavilion and three barracks/museum building are located within the sports complex as shown on **EXHIBIT A1**. No further study and analysis of alternative locations has been conducted to this date; and

WHEREAS, the Dunes City Park Project is included in the Capital Improvement Program budget, QLP 2017. Prior year funding includes \$5.1 million. An additional developer contribution of \$4.678 million is expected to be transferred and accepted during a future City Council meeting for the award of the construction contract for the Dunes City Park Phase 1 project; and

WHEREAS, the presentation and providing input for Dunes City Park is not a project as defined by the California Environmental Quality Act (CEQA) per Article 20 Section 15378 and under General Rule Article 5 Section 15061; and

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Marina that does hereby:

1. Receive a presentation of the Option 2 redesign for the Dunes City Park project; and
2. Provide input on the Option 2 redesign for the Dunes City Park Project; and
3. Approve the programming, **EXHIBIT A2**, for Phase 1 of the Dunes City Park Project.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 6th day of February 2024, by the following vote:

AYES: COUNCIL MEMBERS: McCarthy, Biala, Visscher, Delgado

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

Bruce C. Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk



*DEL MONTE BLVD MEDIANS
& DOWNTOWN MARINA STREETSCAPE*

City Council Meeting
December 5, 2023



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



Agenda

- Present Findings & Concept Designs
 - Overview & Goals
 - Community Input
 - Landscape
 - Traffic
- Q&A
- Direction from Council



Kimley»Horn



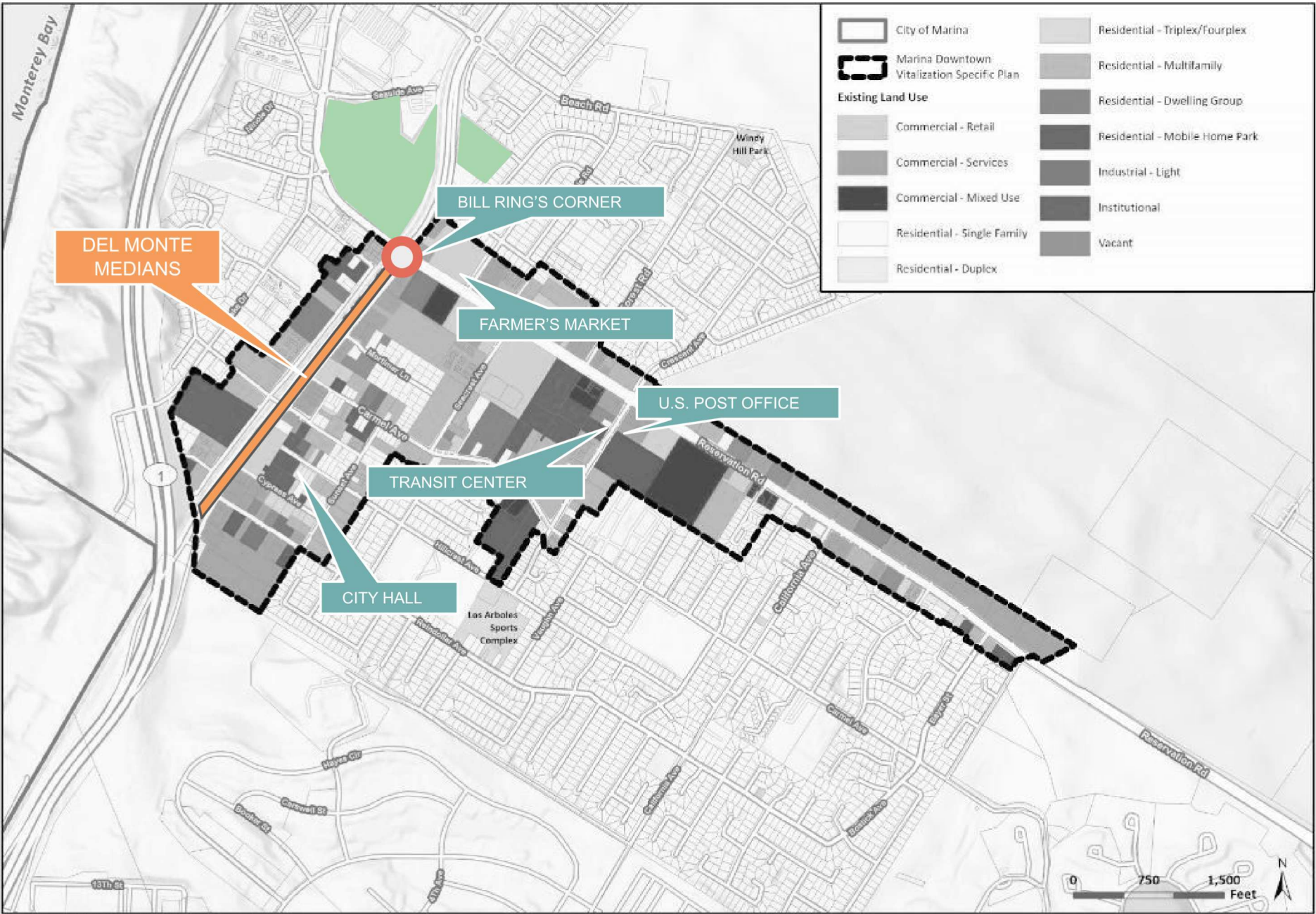
City of Marina
Current Projects

2045 Marina General Plan

 Downtown Vitalization
Specific Plan

 Del Monte Medians and
Downtown Marina
Streetscape

 Del Monte/Reservation Rd
Intersection Improvements



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Additional data provided by the City of Marina, 2022.

Map 2-3. Existing land uses in Downtown Marina.



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DOWNTOWN MARINA STREETScape



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DOWNTOWN MARINA STREETSCAPE



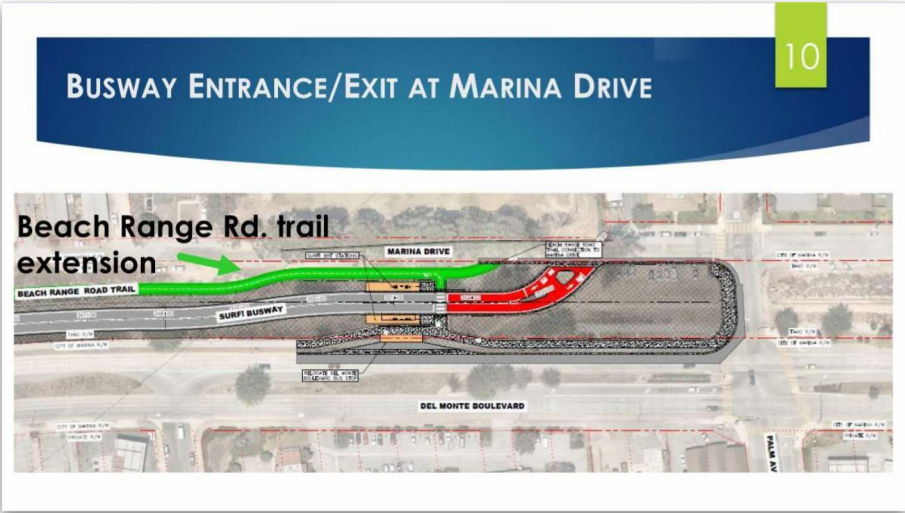
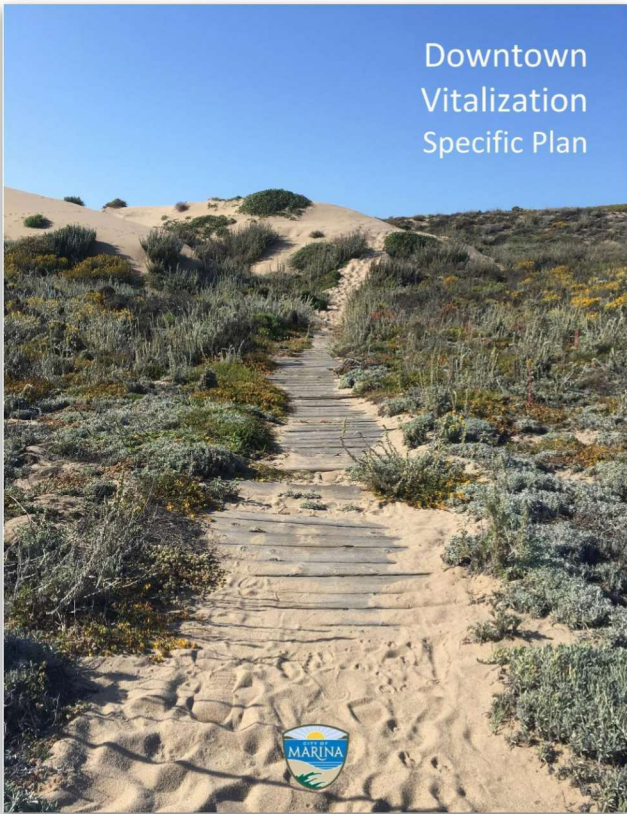
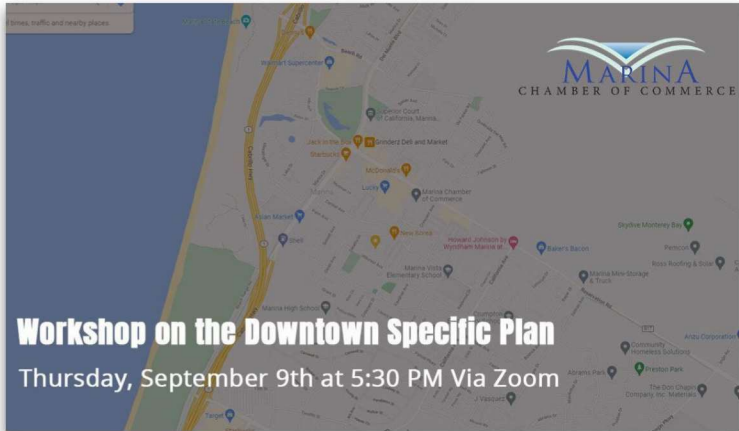
“To transform central Marina and it’s two major corridors, Reservation Road and Del Monte Boulevard, into a **unique, vibrant, and pedestrian-friendly** Downtown with diverse shopping venues and increased housing opportunities.”

-Downtown Vitalization Specific Plan Goal (City Newsletter, March 2011)



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DOWNTOWN MARINA STREETSCAPE

RESEARCH & COORDINATION



Marina 2045 General Plan
Workshop #2: Vision, Issues, Challenges
Saturday, May 20, 2023 - 10:00 am-12:00 pm
Marina City Council Chambers | 211 Hillcrest Avenue

Small Group Discussion Questions

1. What is unique and special about Marina that you don't want to lose?
Cultural
☐ Diversity *8th most diverse city in the nation*
☐ Friendliness ☐ Farmers market
☐ Volunteerism ☐ Accessible leadership *Comfort*
☐ Less traffic ☐ Police are well trained *→ accessibility to the peninsula*
☐ Controlled growth *in de-escalation* *→ friendliness*
☐ Library/area *→ 10 workers*

2. What are the issues and challenges that Marina is facing today and in the future? What concerns do you have about the future?
Need more affordable housing that stays affordable
Need to make sure there is child care connected to housing and jobs -
wrap around our CSUMB student + keep them stay here.

3. What is your vision for Marina in 2045? What is the same? What is different?
Where diverse people thrive
Community / Public Art
Families come and Seniors come first
Businesses thrive
Diversity is celebrated
Changes in affordable housing
Changes in infrastructure
Changes in safety

2045 MARINA General Plan
Advancing Our Future



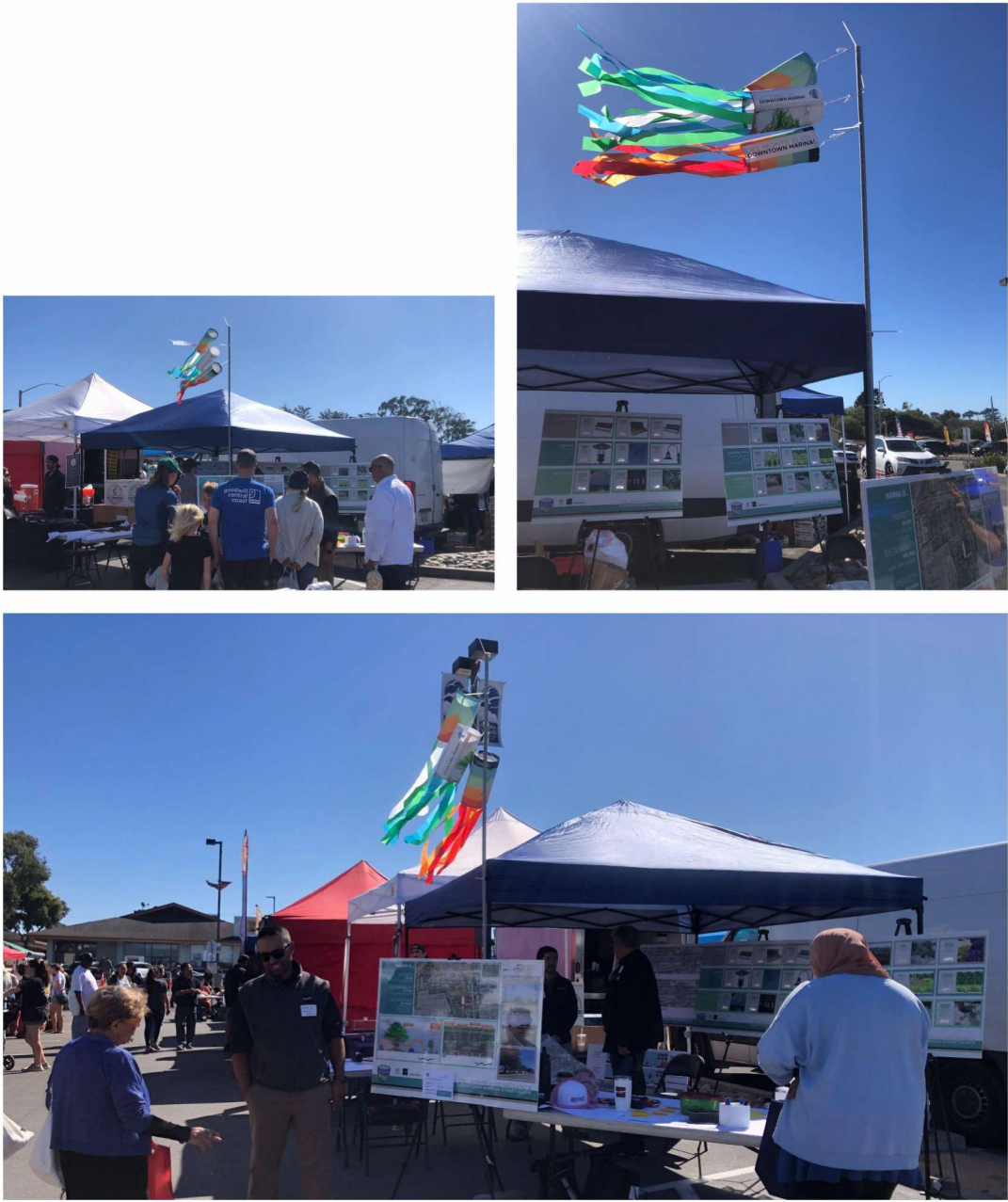
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DOWNTOWN MARINA STREETSCAPE

COMMUNITY OUTREACH

Sunday, 10/15
City of Marina Farmer’s Market
Over 40 in-person survey participants

Wednesday, 10/18
City Hall
10 in-person survey participants

Sunday, 10/18 - Sunday, 10/29
Online Survey
94 participants



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DOWNTOWN MARINA STREETSCAPE

COMMUNITY OUTREACH

Marina feels like...

“Disconnected from people who don’t happen to be driving cars”

“A sweet, culturally, and ethnically diverse community on the brink of big change.”

Marina needs...

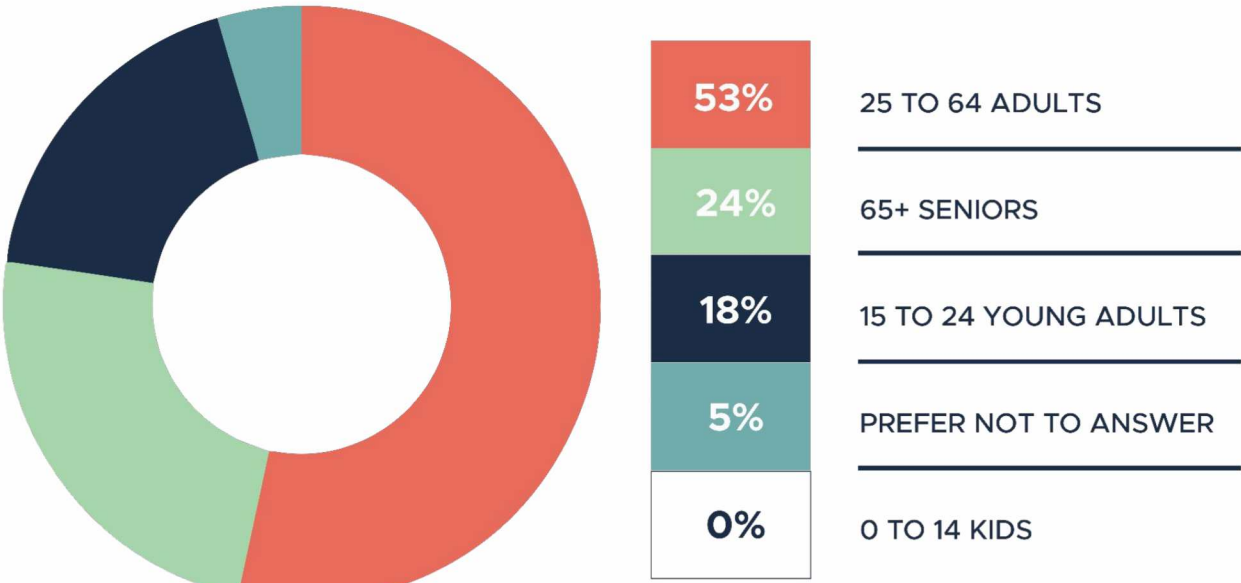
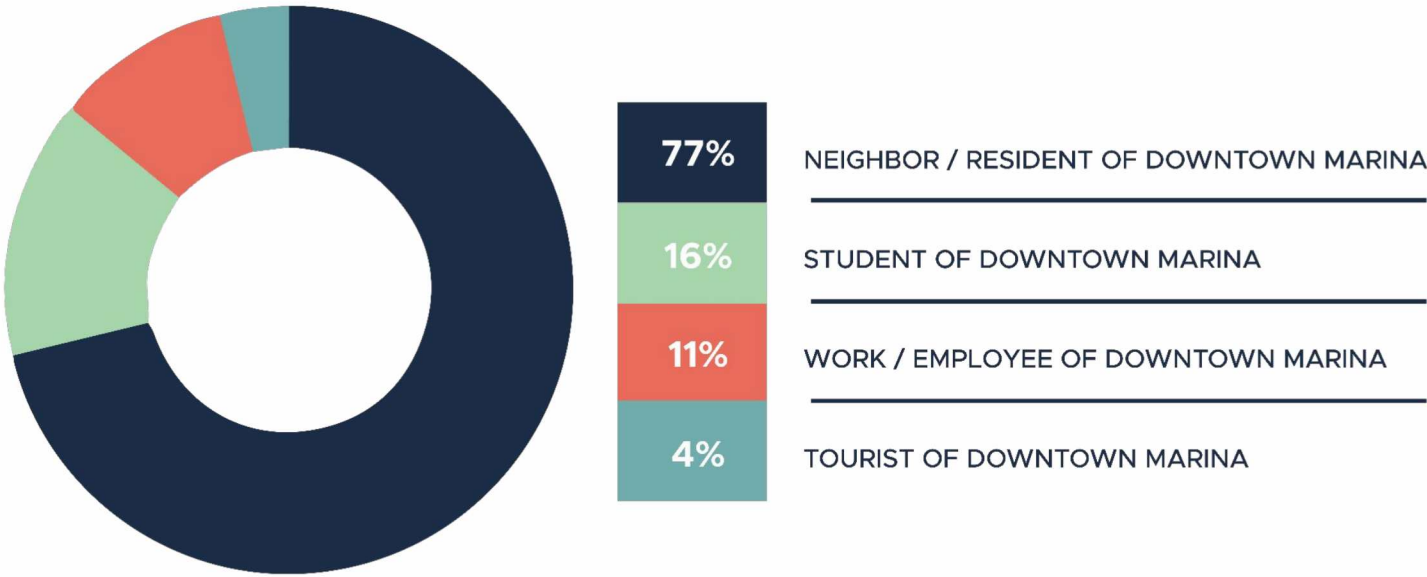
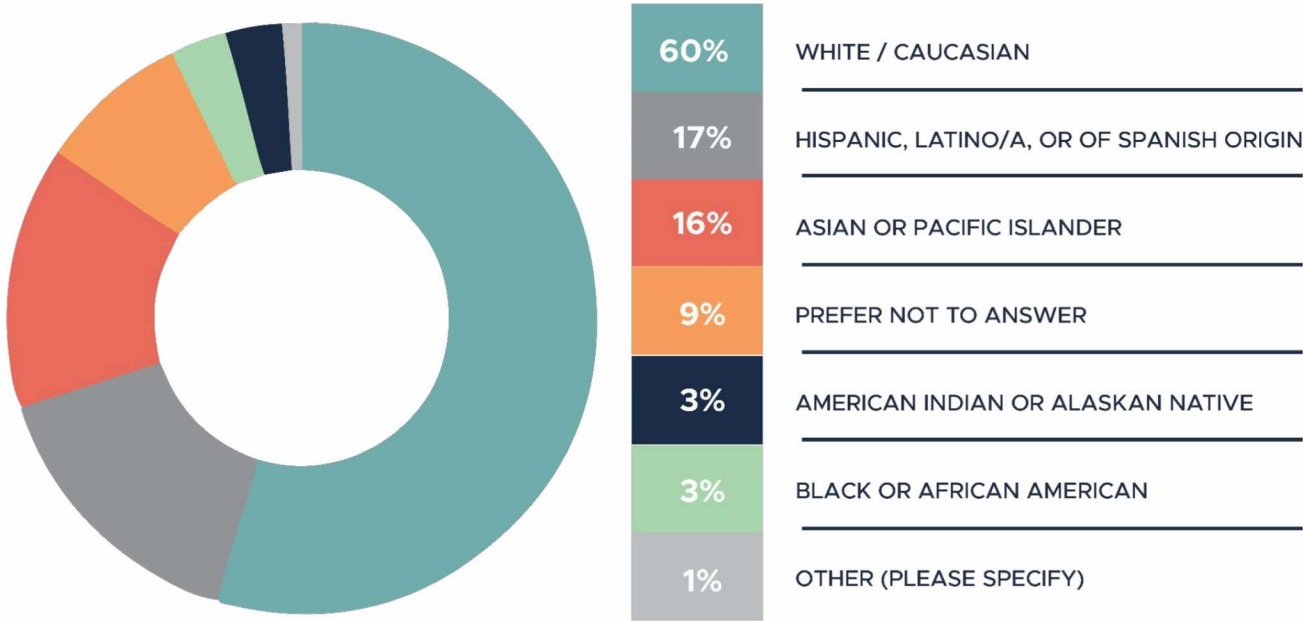
“Safe intersections.”

“A sense of place!”



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DOWNTOWN MARINA STREETSCAPE

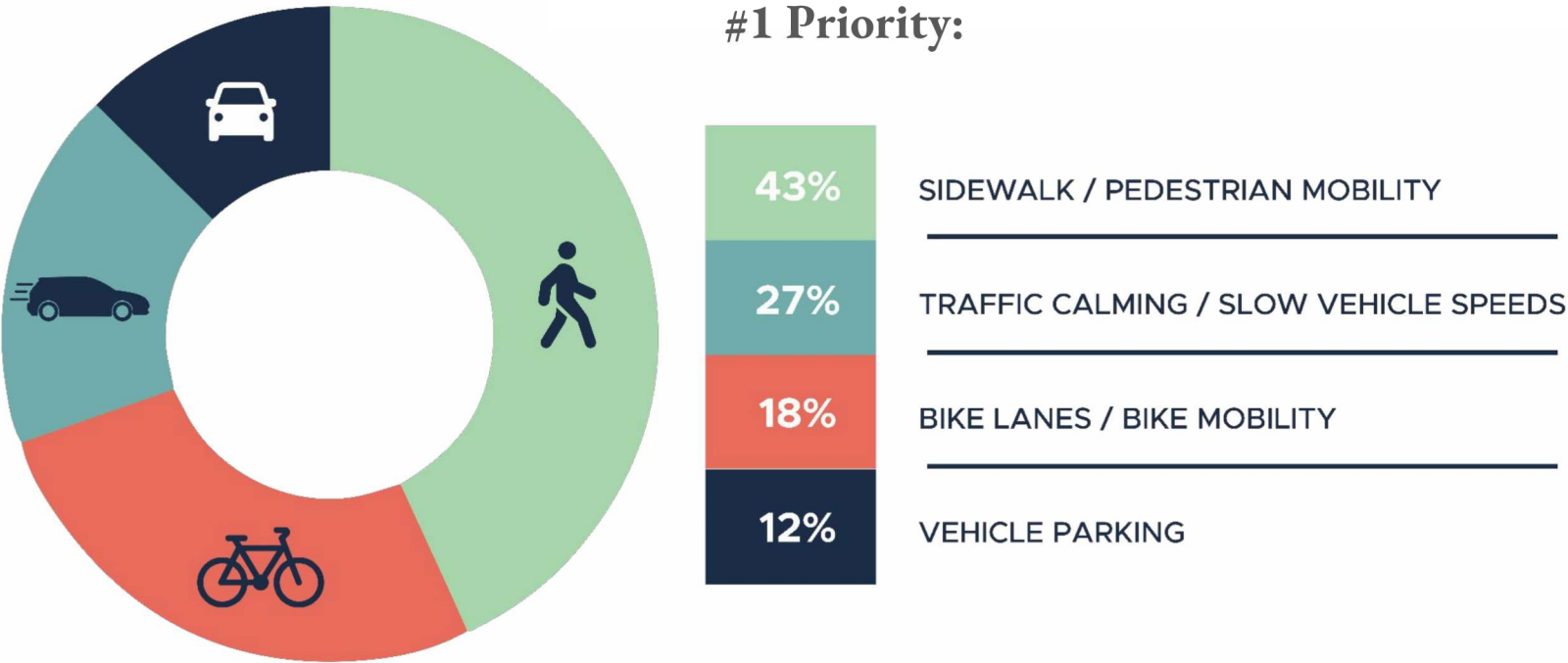
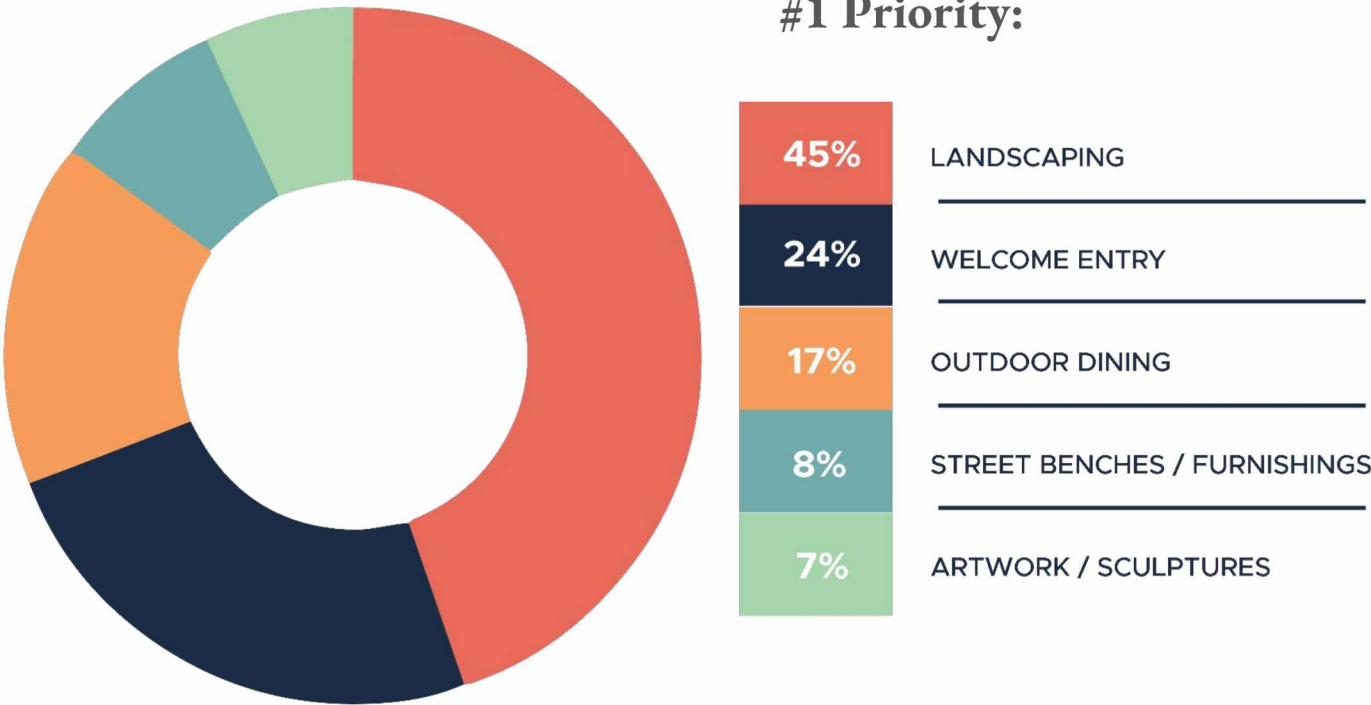
PARTICIPANT DEMOGRAPHICS



*Self-reported, online, anonymous survey



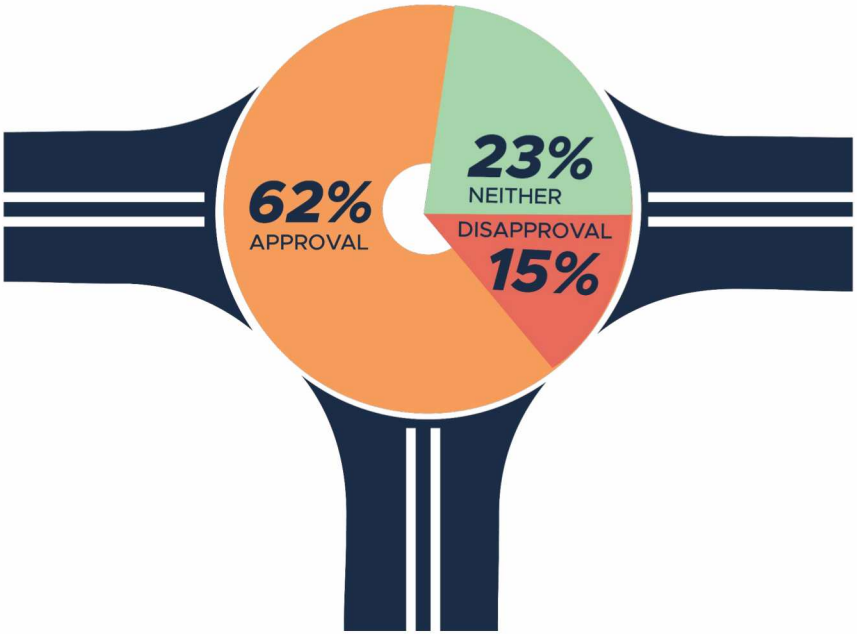
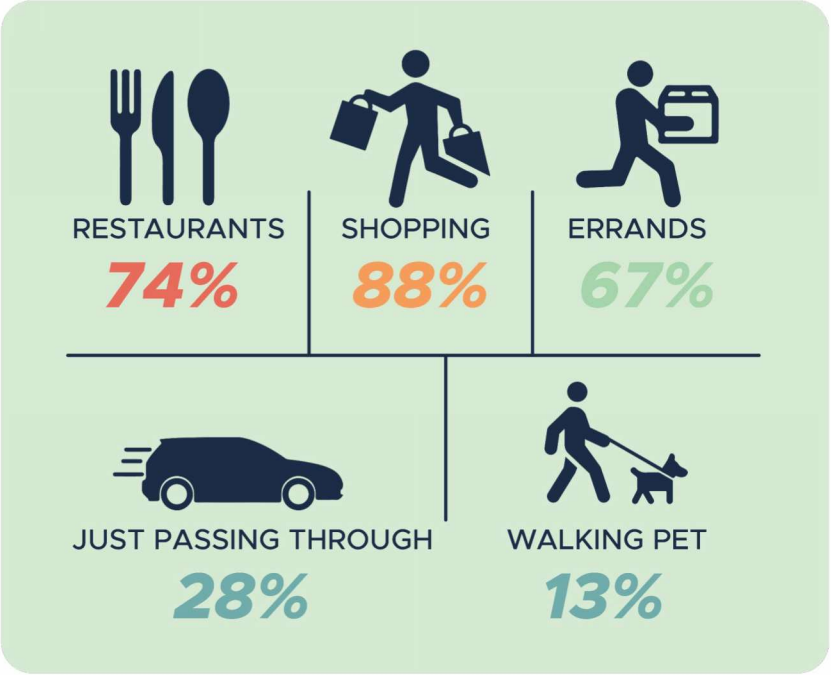
SURVEY FEEDBACK



**Not a statistically relevant survey.*

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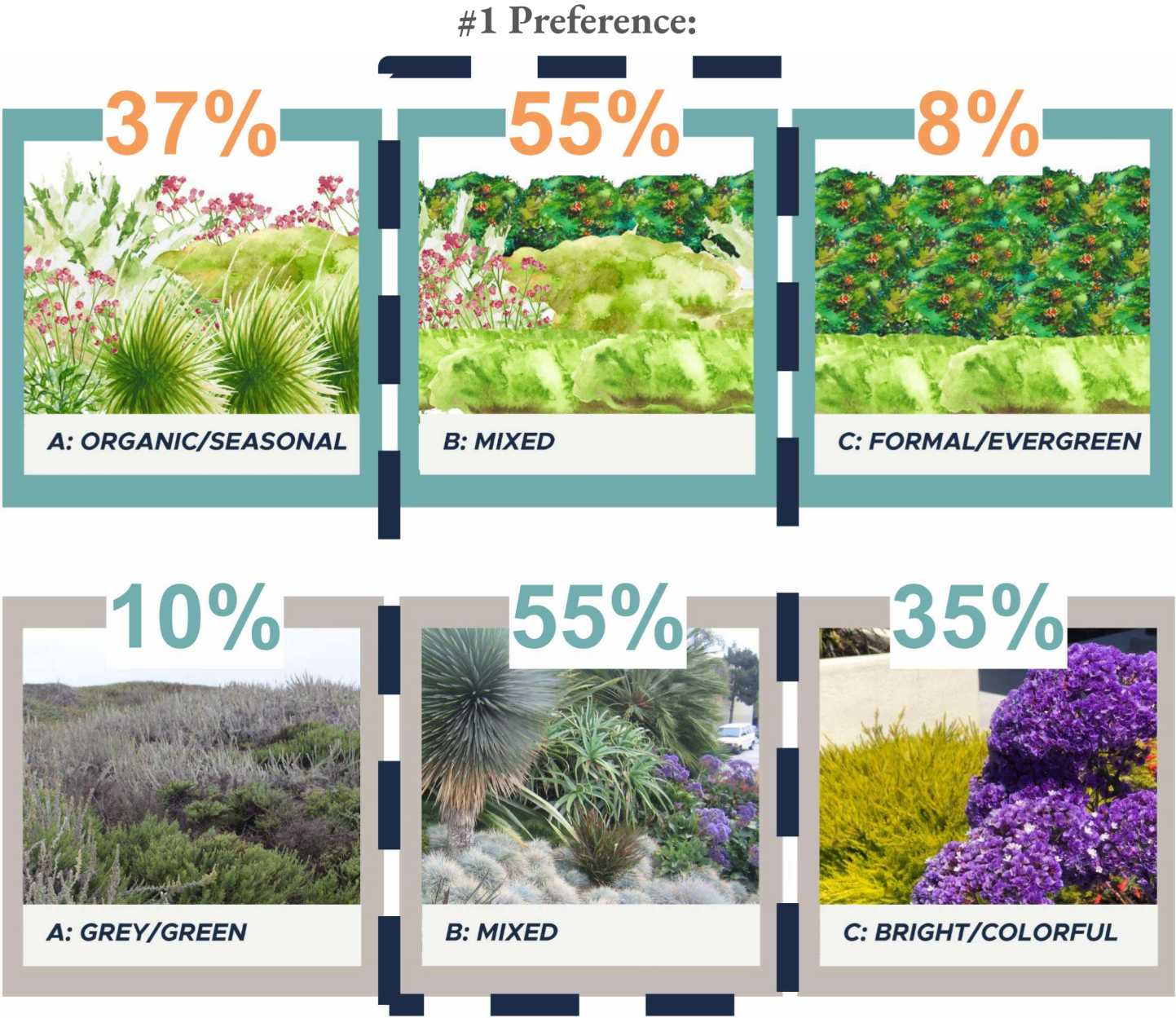
TRAFFIC SURVEY FEEDBACK



**Not a statistically relevant survey.*

LANDSCAPE SURVEY FEEDBACK

#1 Priority: Drought Tolerant/Water Wise



*Not a statistically relevant survey.

DOWNTOWN MARINA IS...





A beautiful and safe place
for residents and visitors of Marina
to linger,
to feel at home,
to connect with diverse people (both familiar and new),
to support local businesses,
to walk and move with wellness,
to delight in art, culture, and play.



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DOWNTOWN MARINA STREETSCAPE



DIVERSITY
SUSTAINABILITY
AUTHENTICITY

DELIGHT

Art, culture, play.

WELLNESS

People, planet, prosperity.

BELONGING

Unique identity, regional context, sense of place.



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DOWNTOWN MARINA STREETScape

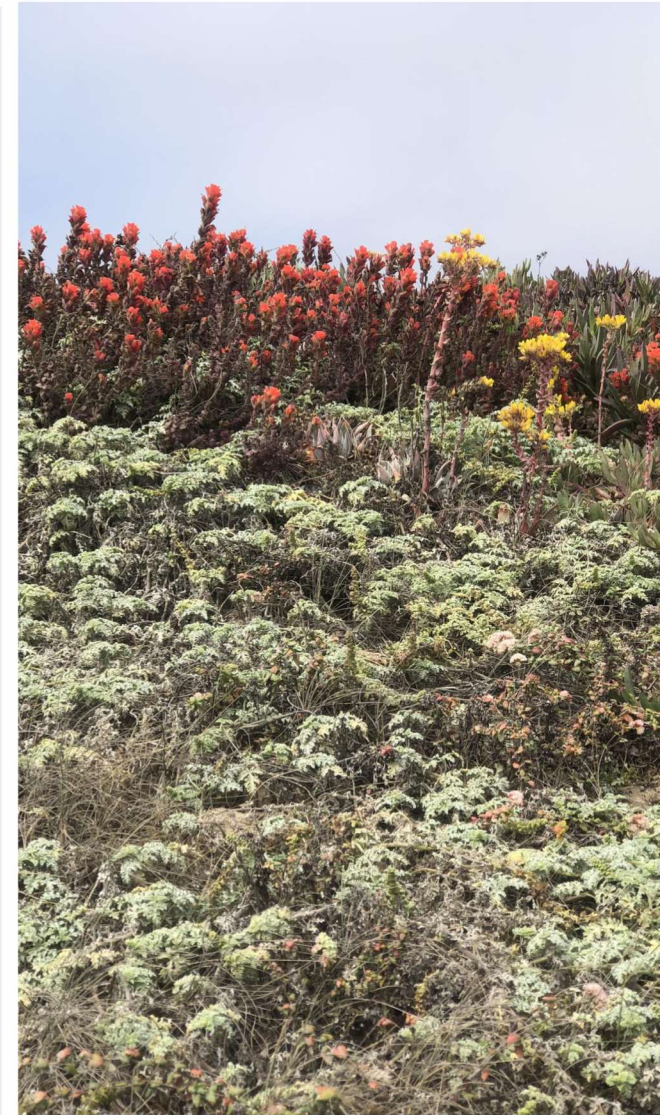


DIVERSITY

Art, culture, play

Delight

- Variety of opportunities to eat, sit, and gather.
- A rhythmic celebration of art and culture.
- Plant communities full of color and year-round appeal.



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape



SUSTAINABILITY

People, planet, and prosperity.

Wellness

- Design for walkability and multi-modal transport.
- Reduce, reuse, and repurpose materials and resources.
- Support access, visibility, and growth of local businesses.



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DOWNTOWN MARINA STREETSCAPE



AUTHENTICITY

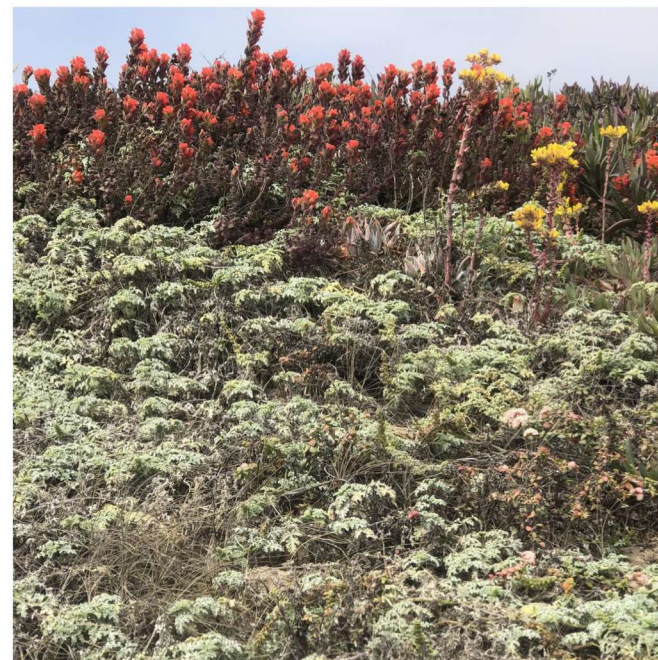
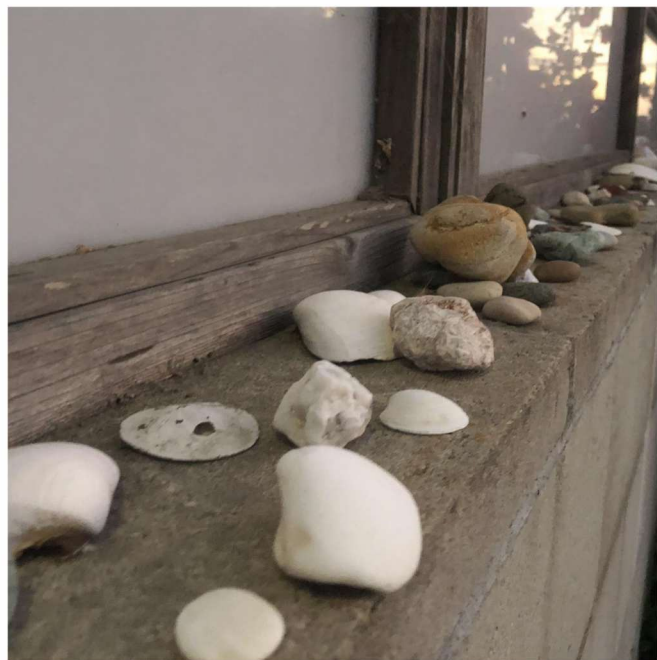
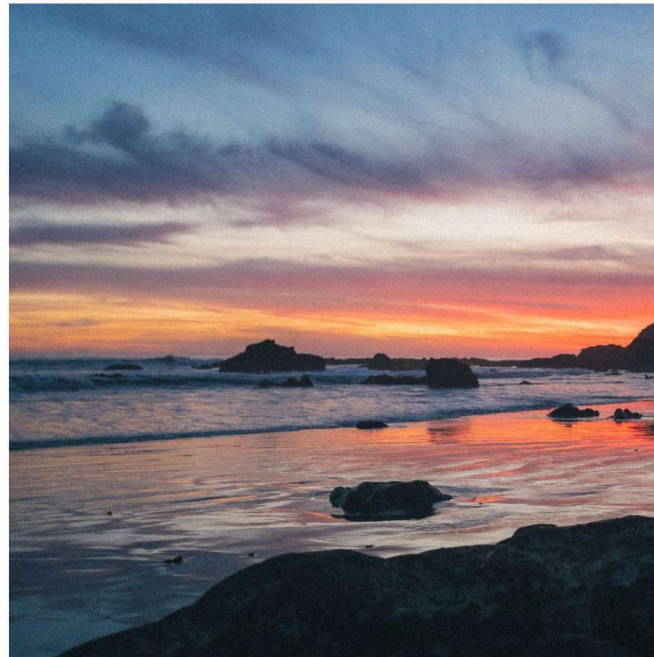
Unique identity, regional context, sense of place.

Belonging

- Climate responsive design that is sensitive to wind, fog, and salt air.
- Friendly and safe for all.
- Feels like home.



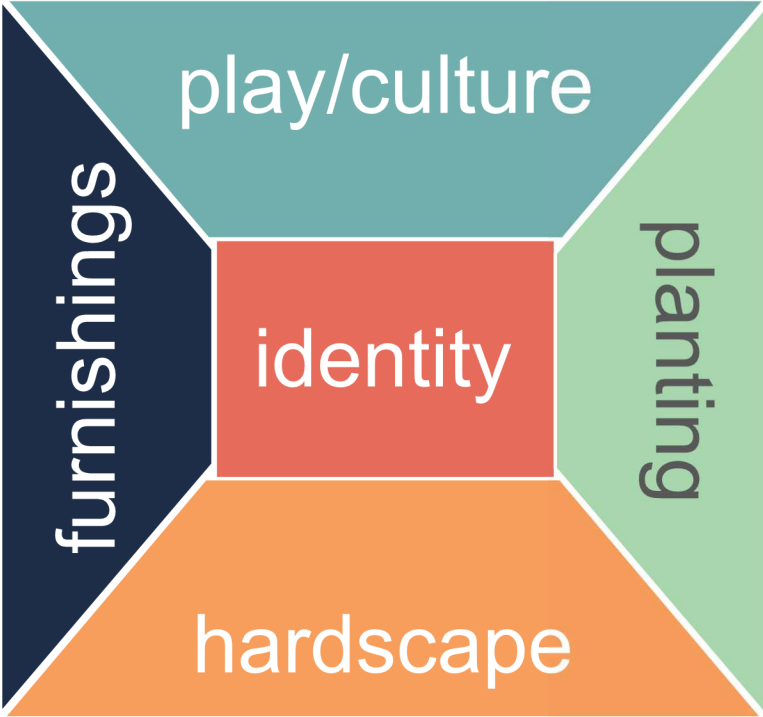
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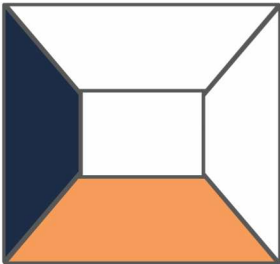
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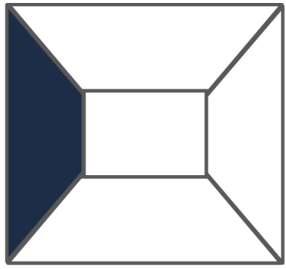
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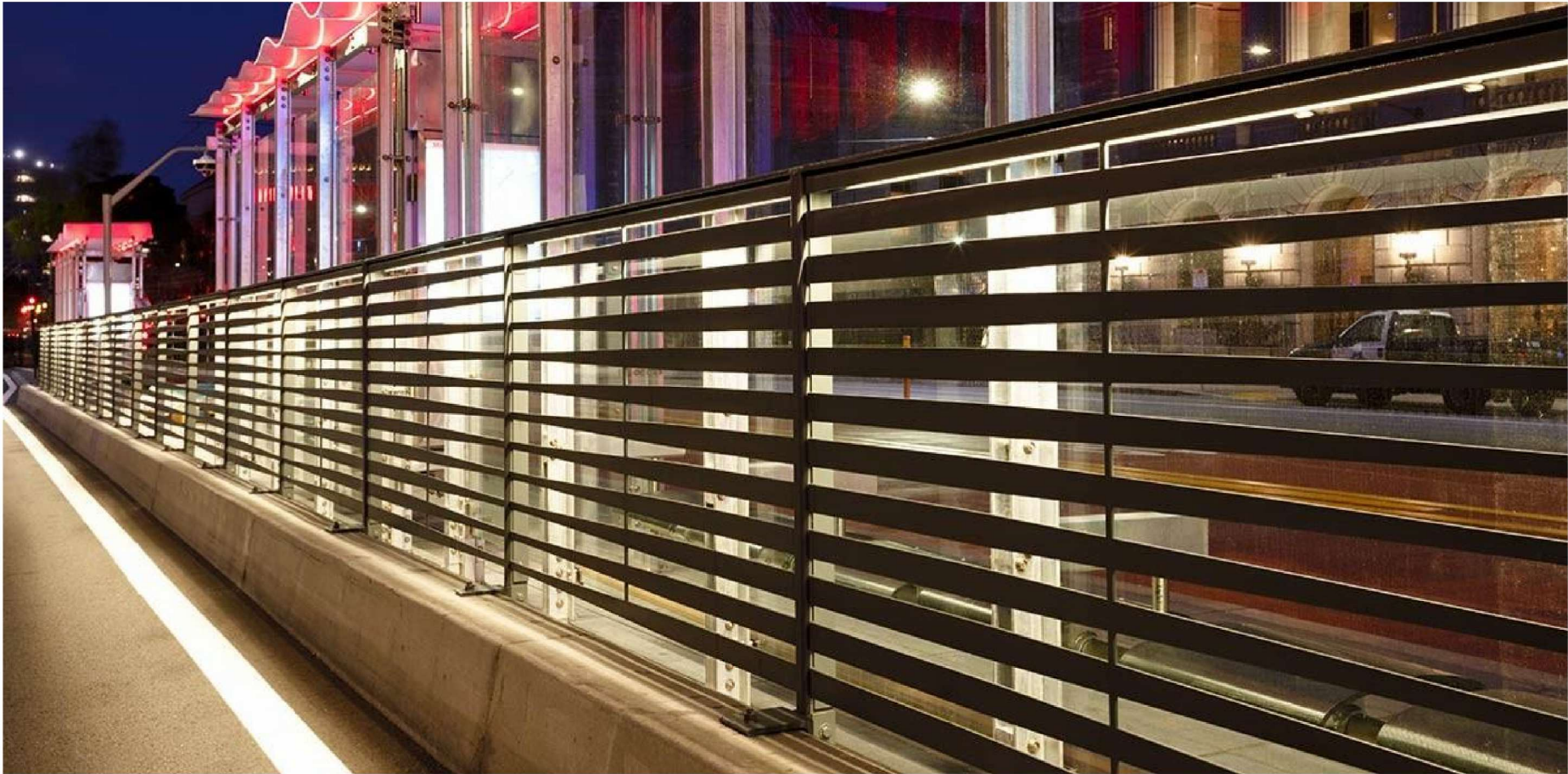
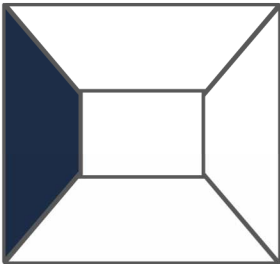
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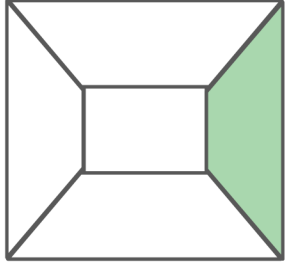
- Low maintenance
- Affordable
- Welcoming/inviting



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DOWNTOWN MARINA STREETSCAPE



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DOWNTOWN MARINA STREETSCAPE



DIVERSITY

- Mix of species and biodiversity
- Mix of colors, textures, & styles

AUTHENTICITY

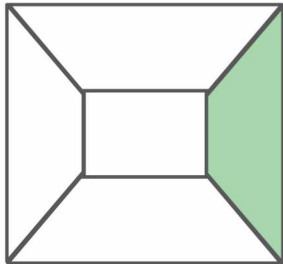
- Maintain existing, healthy trees
- Demonstrated success in the region/microclimate

SUSTAINABILITY

- Appropriate size/space/shape for sightlines, access, and low maintenance.
- Drought-tolerant/Water-wise



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



Ceanothus spp.
Lilac



Diplacus spp.
Monkey Flower



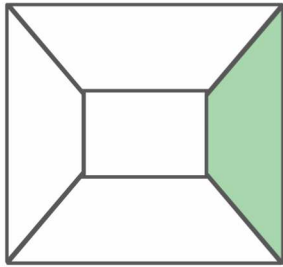
Muhlenbergia rigens
Deer Grass



Rhamnus californica
Coffeeberry



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Arctostaphylos spp.
Manzanita



Rosmarinus spp.
Rosemary



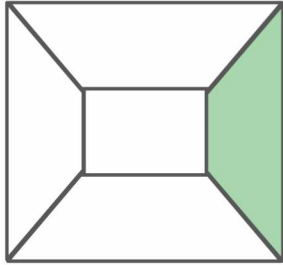
Eriogonum spp.
Buckwheat



Cistus 'Sunset'
Sunset Rockrose



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Achillea millefolium
Yarrow



Lomandra 'Breeze'
Lomandra



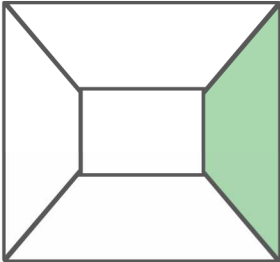
Erigeron glaucus
Seaside Daisy



Limonium perezii
Statice



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DOWNTOWN MARINA STREETSCAPE



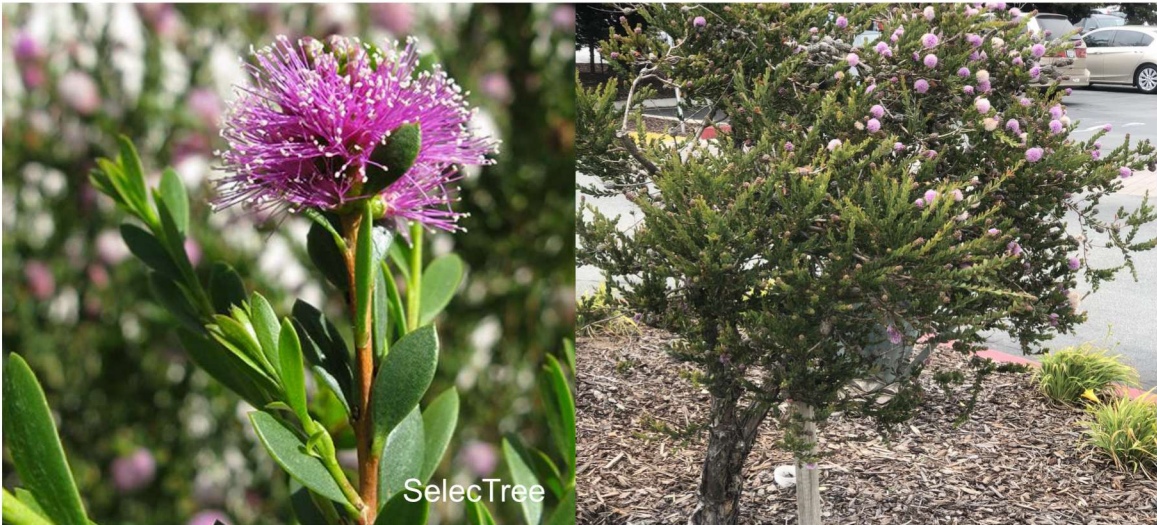
Platanus x acerifolia 'Columbia'
Columbia London Plane Tree



Metrosideros excelsa
New Zealand Christmas Tree



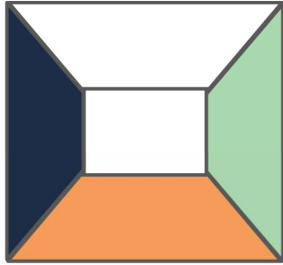
Arbutus 'Marna'
Strawberry Tree



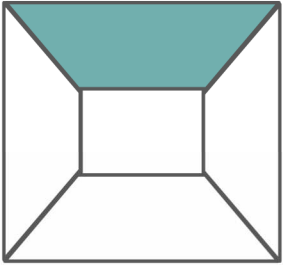
Melaleuca nesophila
Pink melaleuca



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



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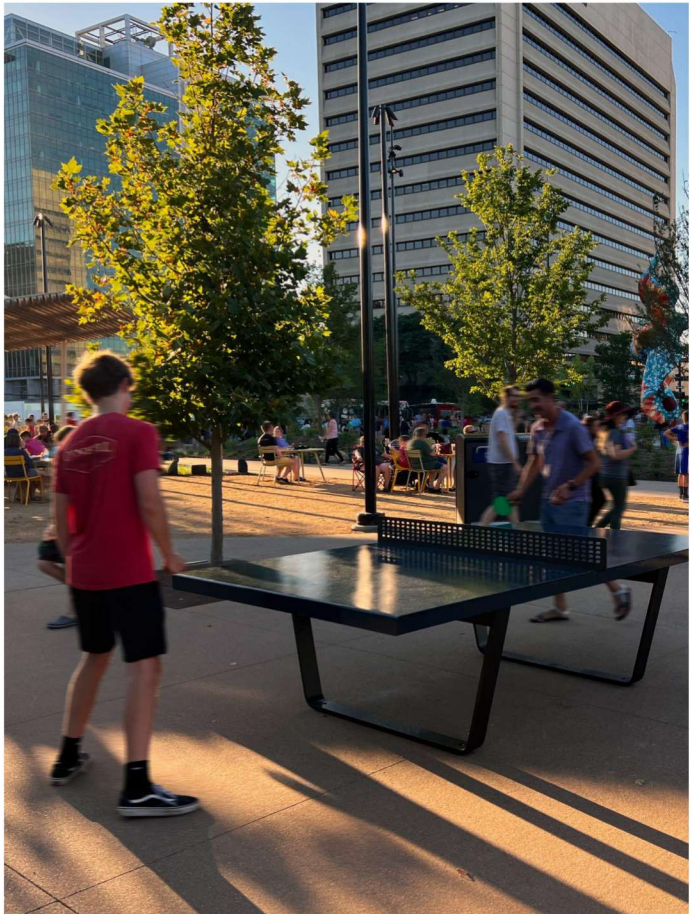
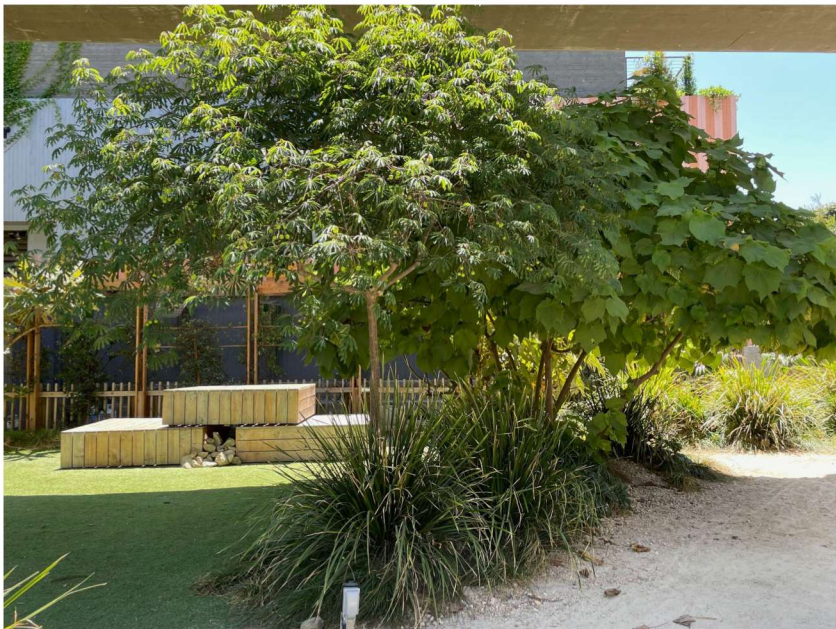


Belonging

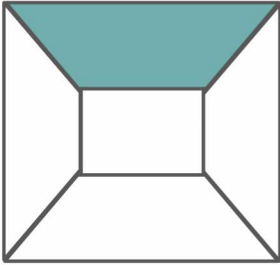
Cultural celebrations

All ages and abilities

- Youth SPOT (By PLAYCE)
- Social (*hang out, sheltered, safe*)
- Playful (*play, recreate, create*)
- Open (*visible, safe, accessible*)
- Town (*central, close to shops, relevant*)



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DOWNTOWN MARINA STREETSCAPE

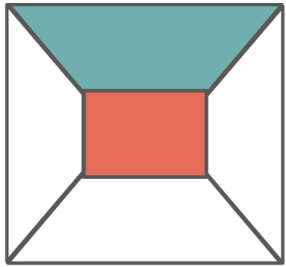


Delight

- Play
- Art
- Culture

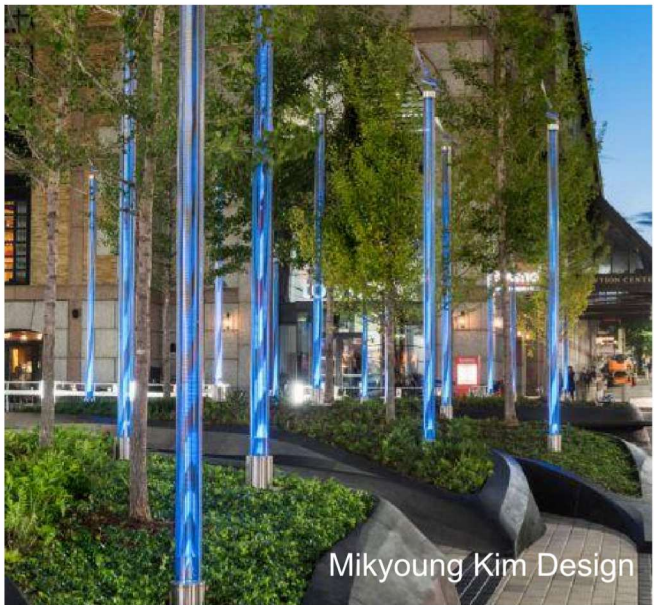
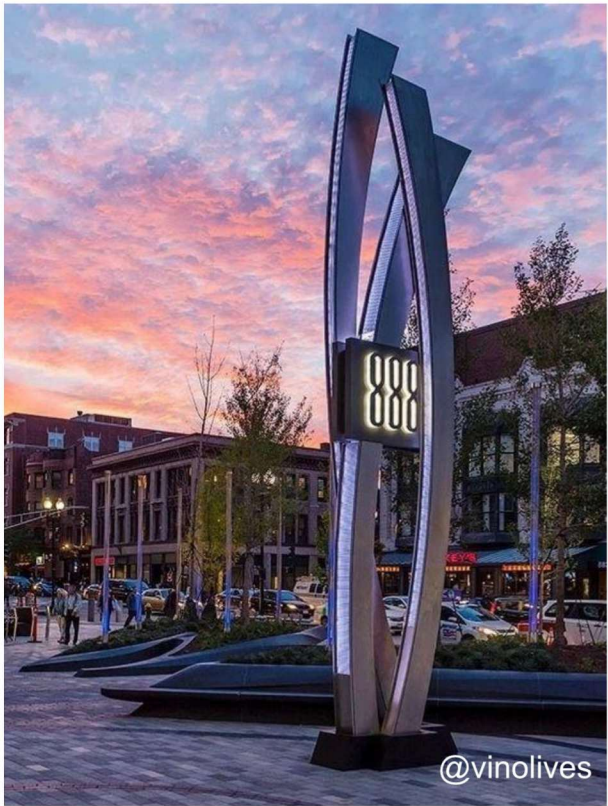


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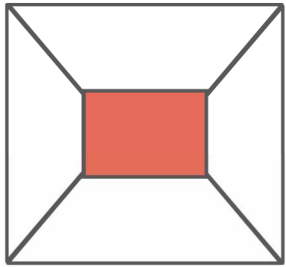


Lighting

- Unique
- Safety day/night
- Celebrations

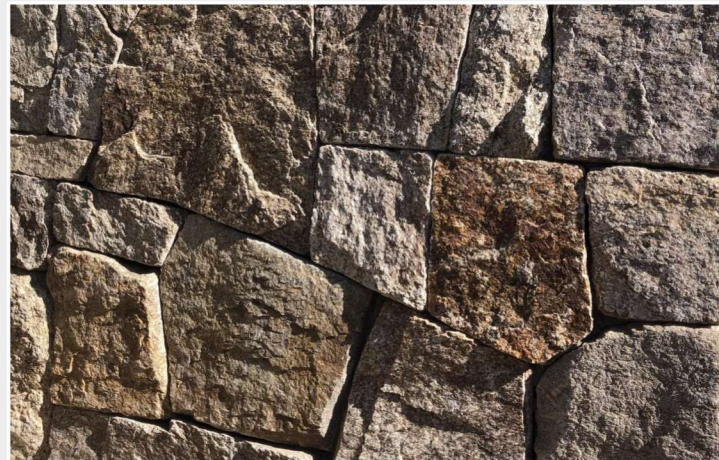
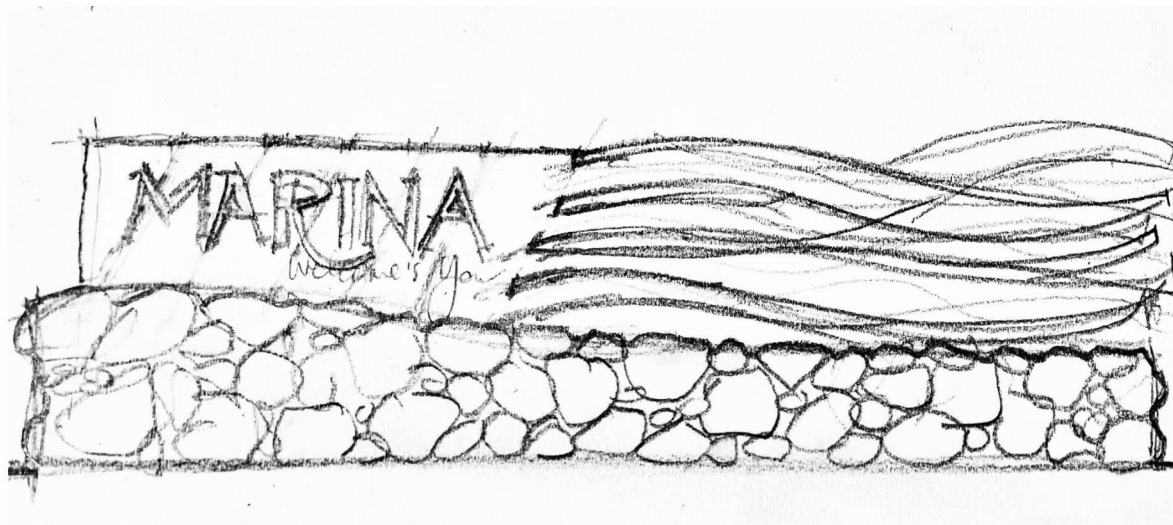
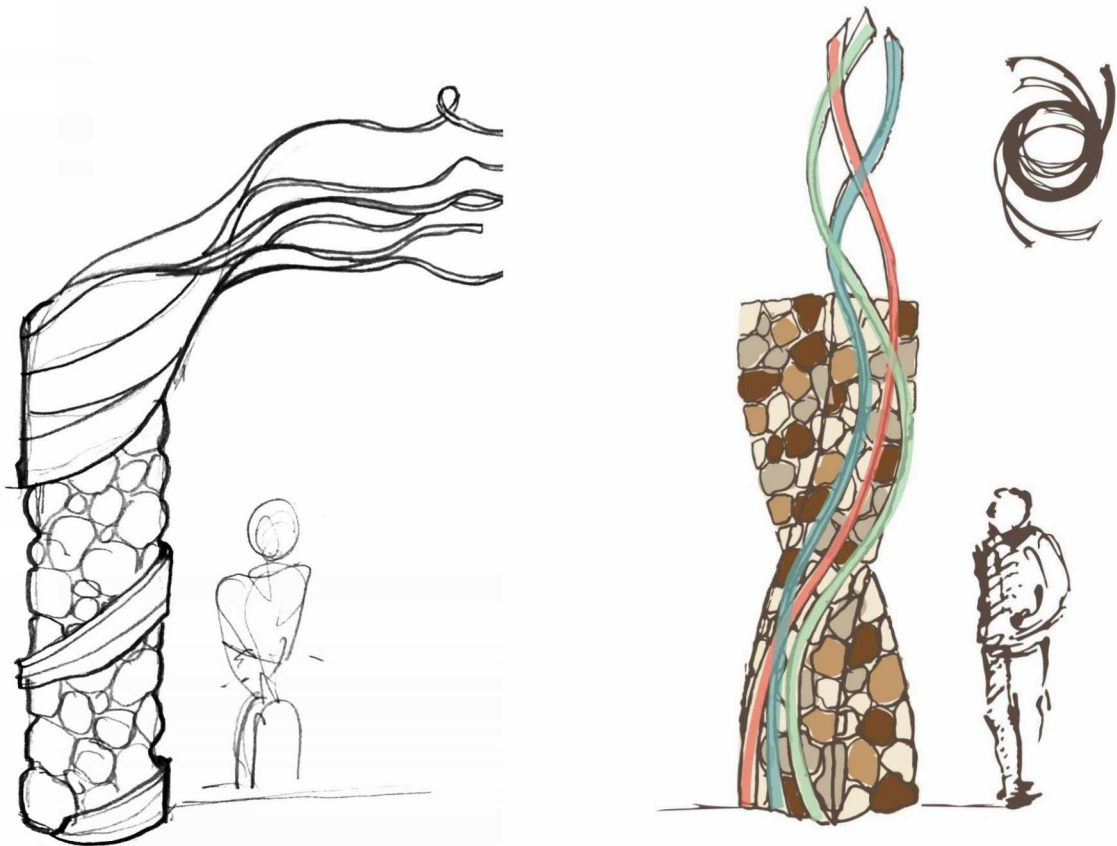


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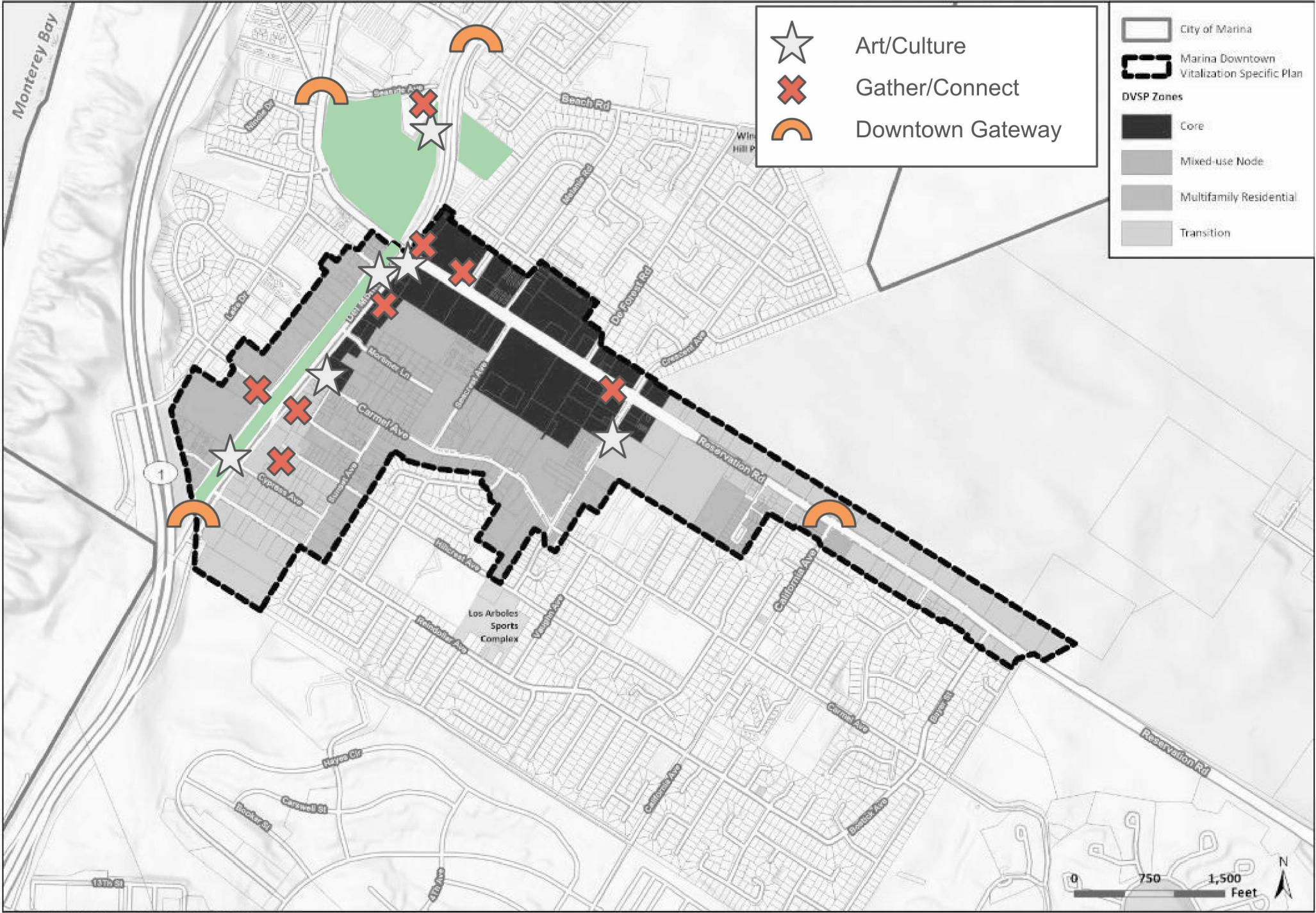
Identity

- Welcoming entry
- Sense of place



Conceptual, artistic representation, not for construction

DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



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Additional data provided by the City of Marina, 2022.

Map 4-1. Land Use Plan



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PROJECT PHASING/COORDINATION

1. **Beautify Del Monte Blvd. Medians**
2. Del Monte/Reservation Intersection Improvements (approved/funded)
3. Gateway Entry Improvements to Downtown and City of Marina
4. Streetscape Improvements
 - a. Roadway Modifications (auto/bike/sidewalk)
 - b. Pedestrian Improvements (furniture, lighting, parkway/street trees)



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape



Conceptual, artistic representation, not for construction



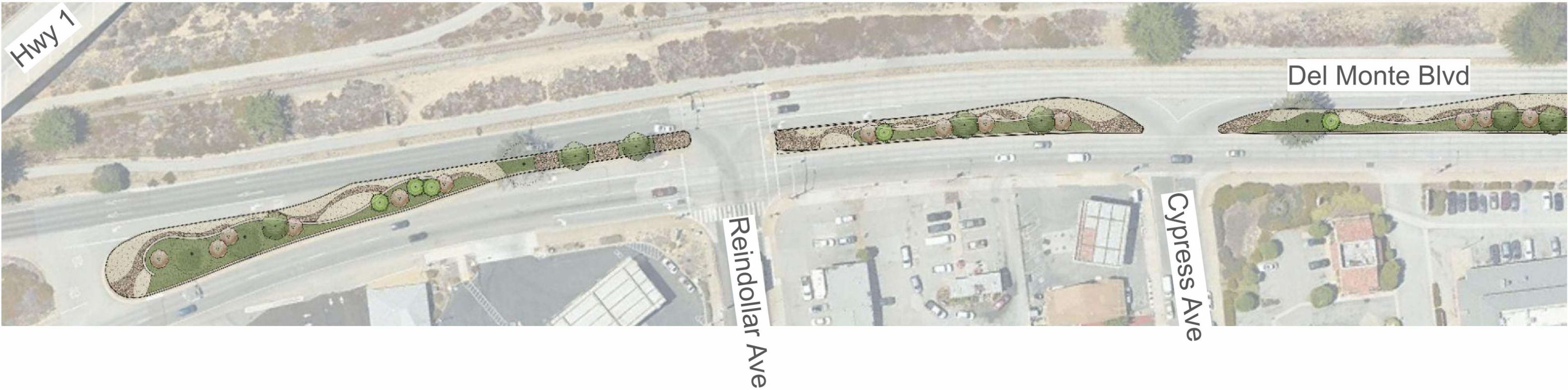
DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE



Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE



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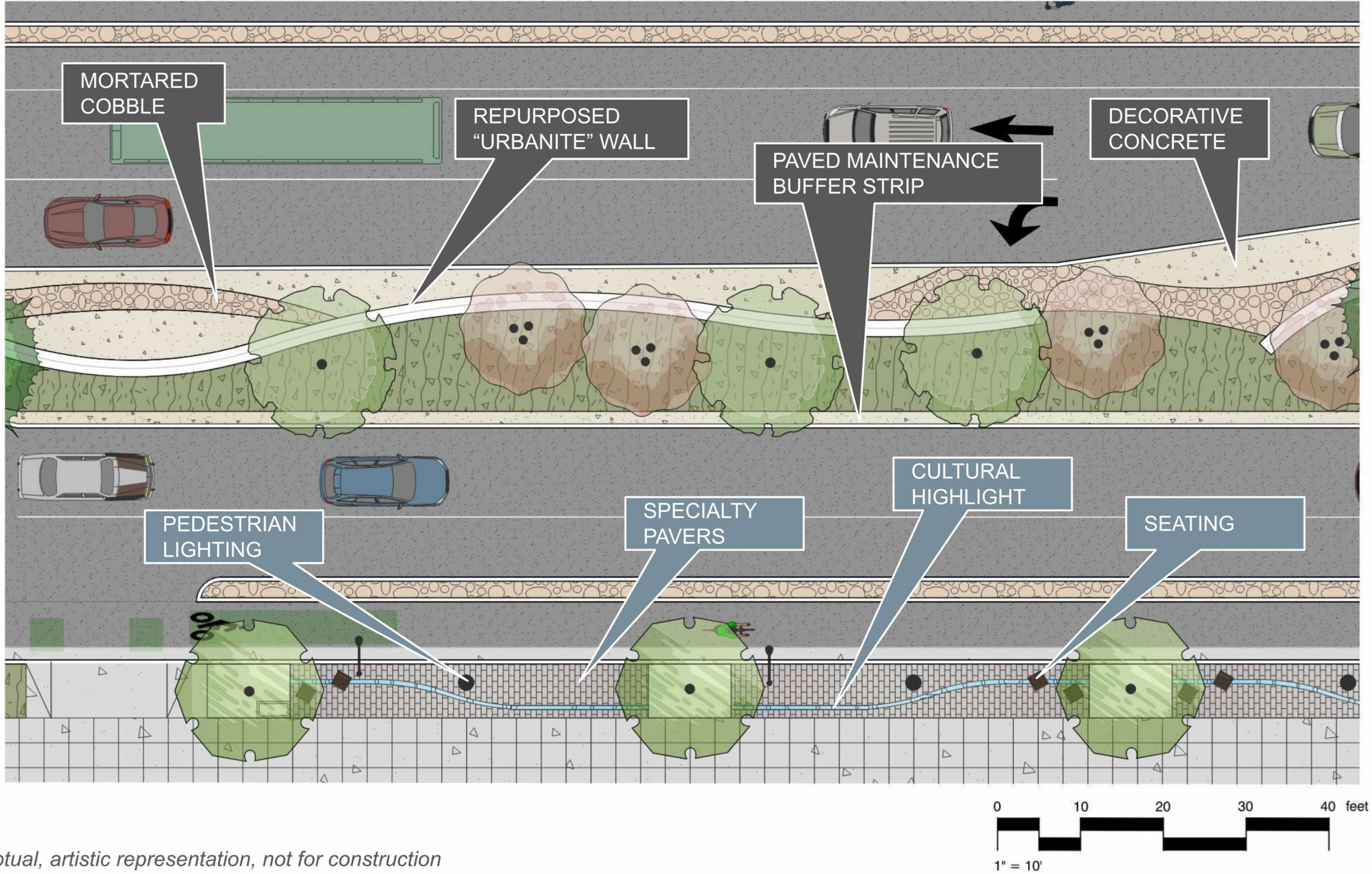
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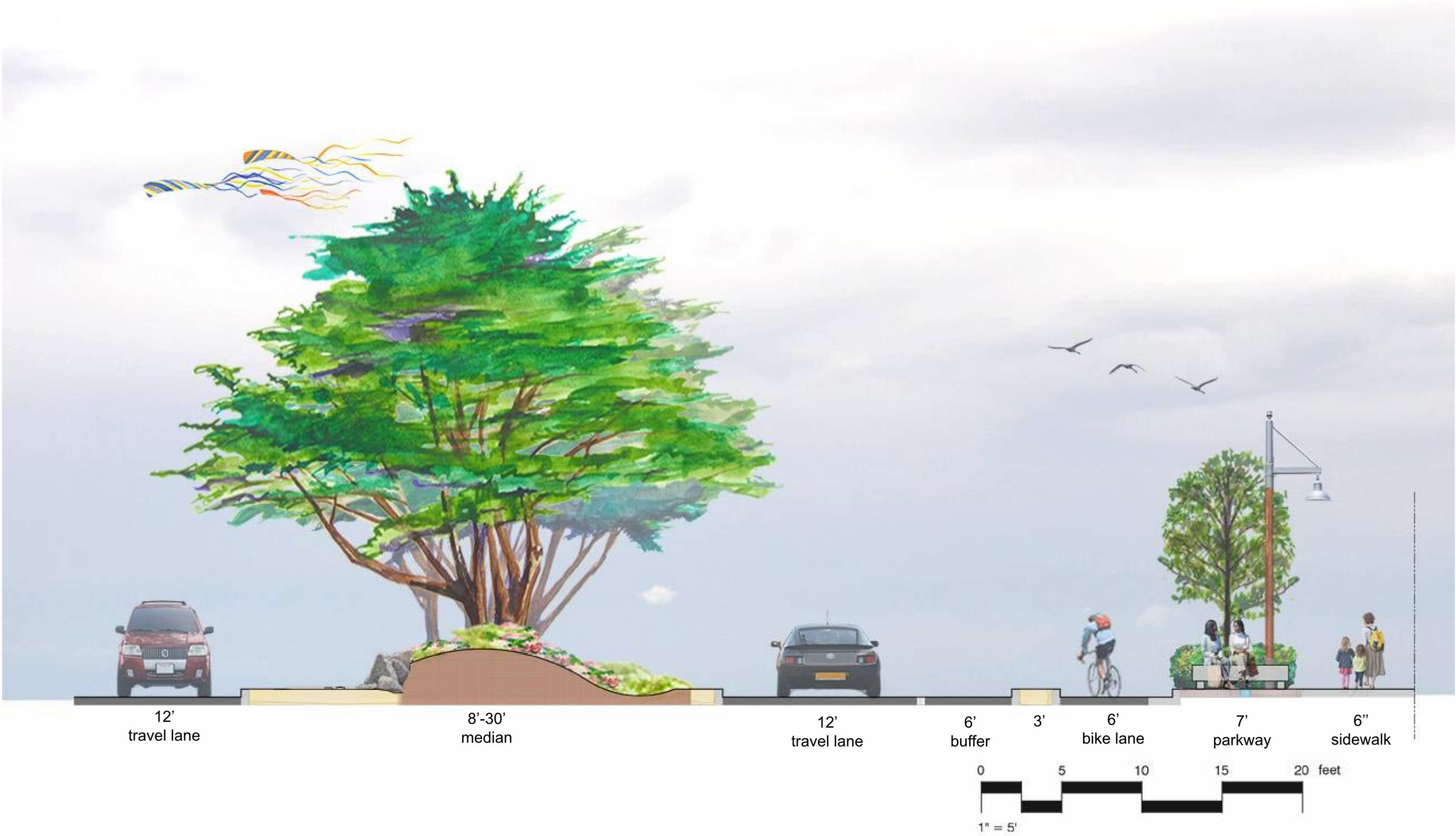
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DOWNTOWN MARINA STREETSCAPE



Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PHASE ONE: DEL MONTE MEDIANS ONLY

Installation:

66,000 square feet (1.5 acres)

- 50% landscape
- 50% hardscape (3-10x more than landscape)

\$2 - 2.5 million

Maintenance activities:

- Weed control
- Pest/rodent control
- Prevention/repair erosion control
- Trash collection
- Tree pruning
- Landscape/irrigation (3-10x more than hardscape)

\$30,000 - \$50,000/year

Conceptual budget assumptions, subject to change.



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**



DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE



PROPOSED VIEW

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DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



NORTHBOUND VIEW

Conceptual, artistic representation, not for construction



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**



SOUTHBOUND VIEW

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LANDSCAPE & TRAFFIC COORDINATION



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Del Monte Blvd Multimodal & Road Diet Traffic Analysis

December 2023



Kimley»Horn

Traffic Analysis Objectives

Determine a feasible Del Monte Boulevard roadway design consistent with the vision for a unique, vibrant, and pedestrian friendly downtown Marina

1. Compliment the Del Monte Boulevard Median Project
2. Utilize existing travel lanes to provide multimodal improvements (road diet) for bikes and pedestrians
3. Create a thriving downtown environment by improving multimodal safety and access
4. Maintain acceptable traffic operations

Traffic Analysis Overview

1. Traffic Volumes
2. Del Monte Blvd Layout Alternatives
3. Traffic Analysis & Simulations
4. Summary & Recommendations

Traffic Operations Summary

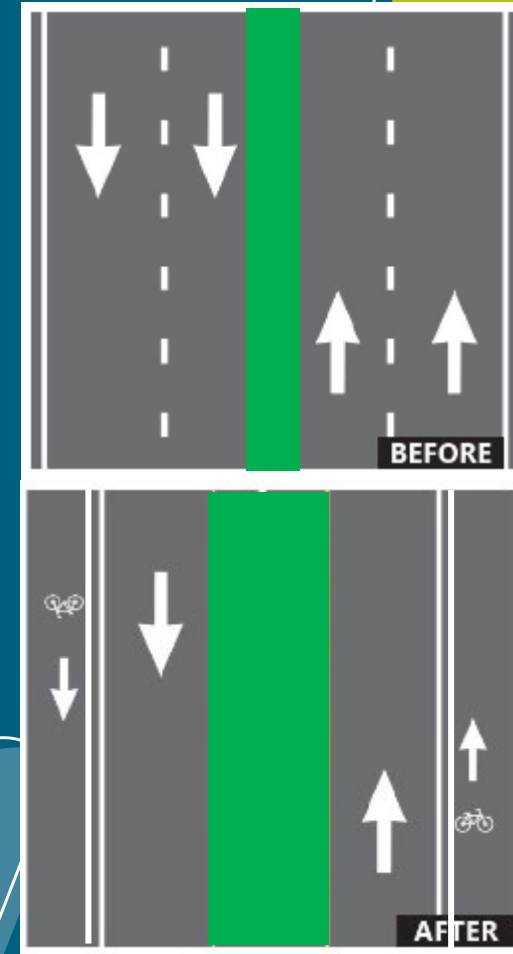
- A multi-modal street design with road diet and traffic calming improvements is a feasible solution to meet the vision and goals of downtown Marina
- Roundabout Layout is feasible
 - Recommend a Road Diet with 1 southbound (SB) lane and 2 northbound (NB) lanes to Palm
 - Reindollar Intersection 2-lane NB, 2-lane SB
 - Palm Intersection 2-lane NB, 1-lane SB
- Signal Layout is feasible
 - Recommend a Road Diet with 1 southbound (SB) lane and 2 northbound (NB) lanes to Palm
- The Reservation/Del Monte signal will remain and include multimodal improvements from grant funding

Traffic Volumes

- 2018 Traffic Counts (Pre-COVID)
 - Volumes are 2% higher than 2023 counts
- 2040 Traffic forecasts from AMBAG Travel Demand Model
 - Volumes are 20% higher than 2018 counts
 - 2040 volumes used in traffic analysis
 - Marina Downtown Plan
 - Regional and other city growth

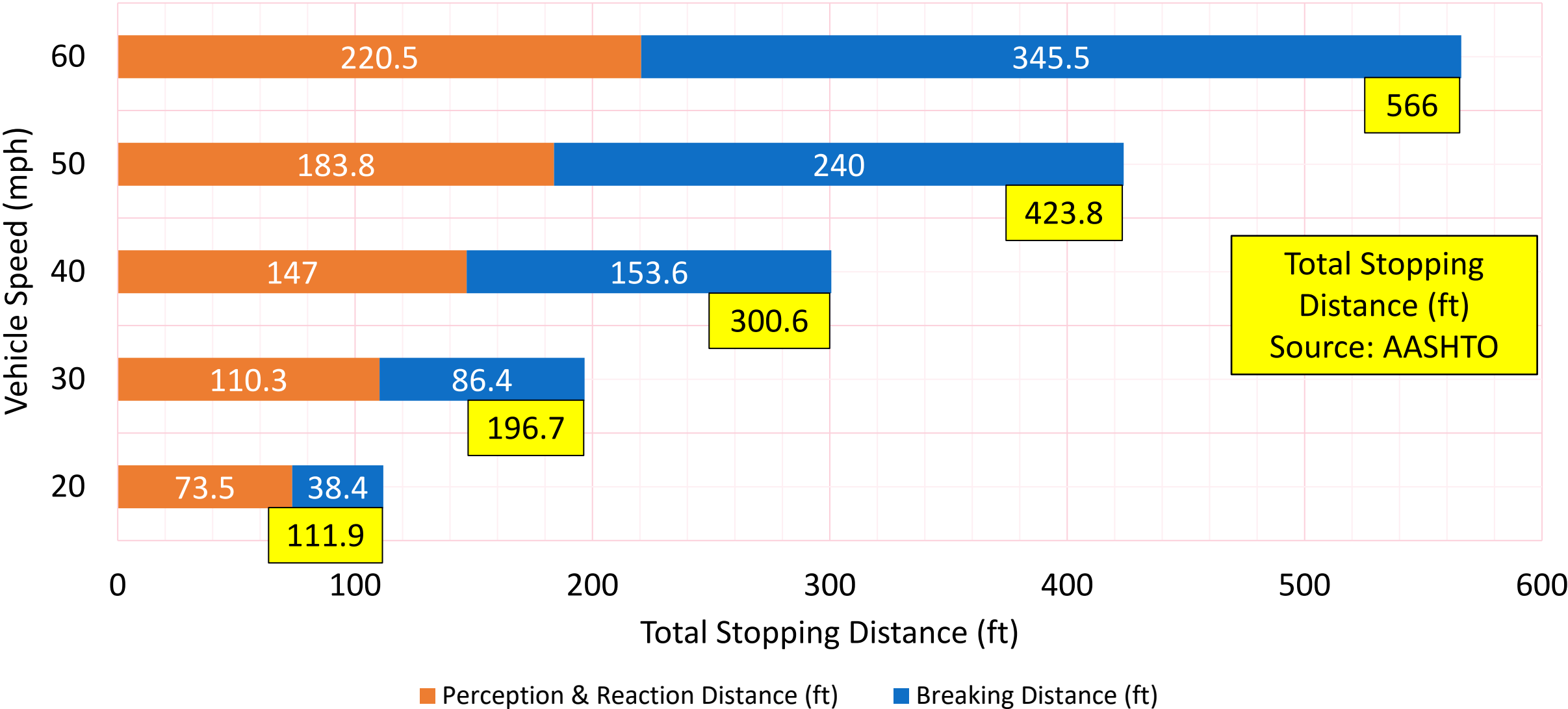
Del Monte Blvd Layout Alternatives

1. Existing 4-Lane Roadway with Signals
2. Proposed Roadway with Multi-lane Roundabouts
 - 2 NB Lanes from Reindollar to Palm, 1 SB Lane
3. Proposed Roadway with Signals
 - 2 NB Lanes from Reindollar to Palm, 1 SB Lane

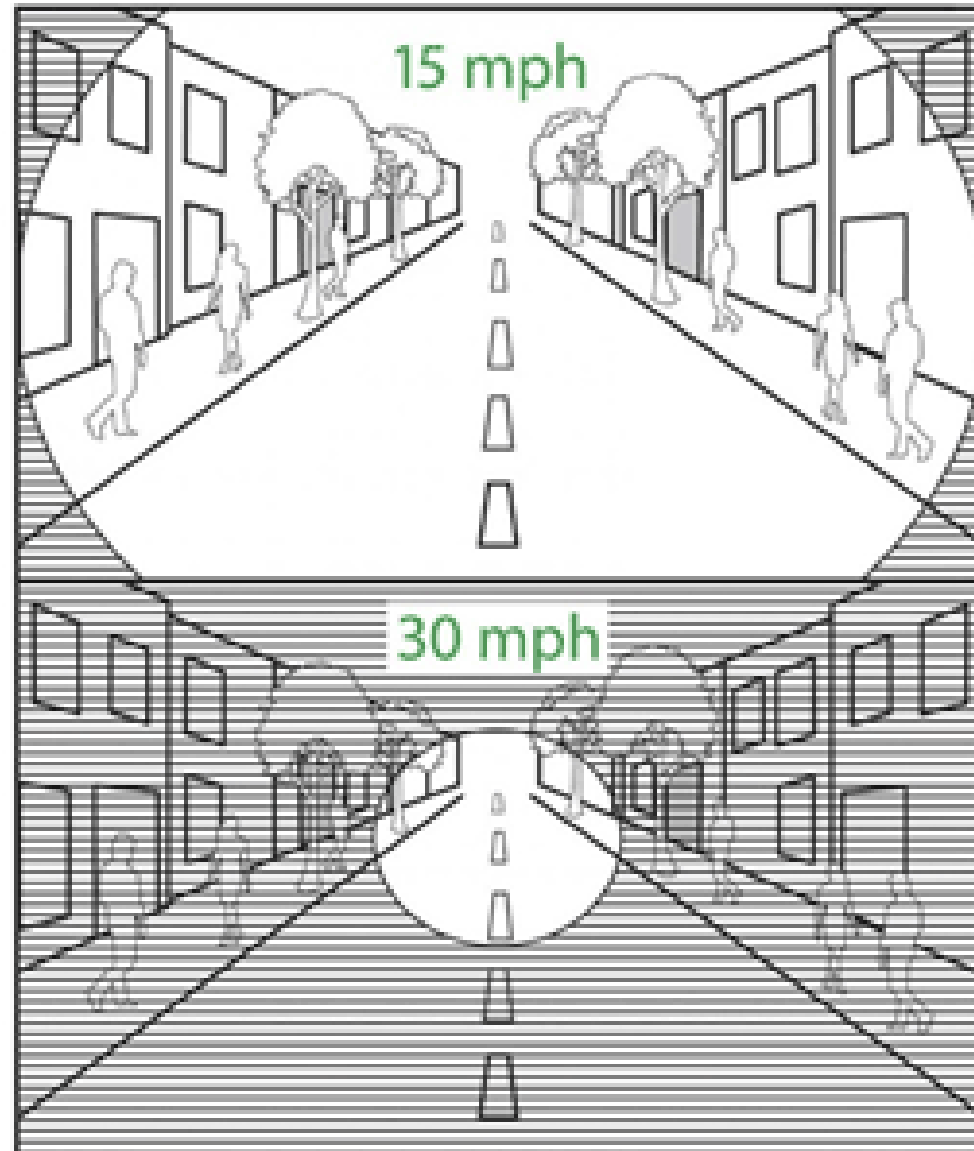


Source: ITE

Travel Speed Impact to Stopping Distance

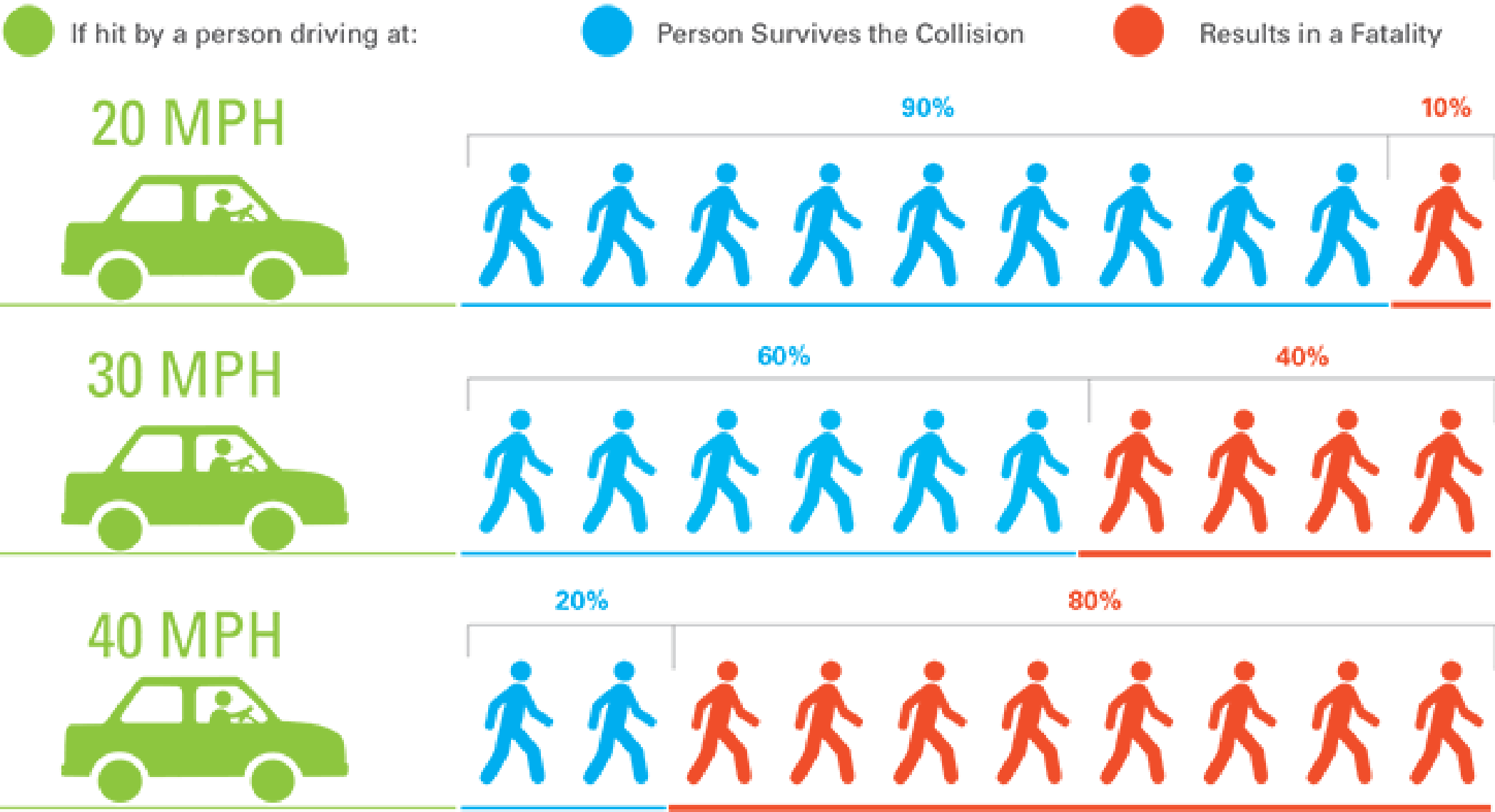


Travel Speed Impact to Driver Vision



Source: ITE

Travel Speed Impact to Pedestrian Fatality



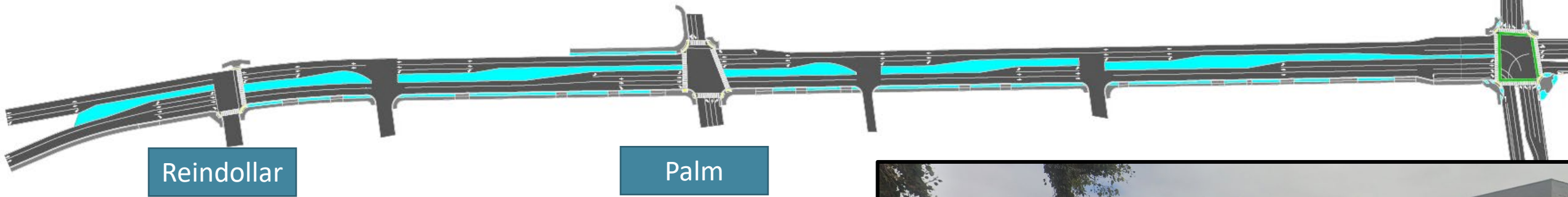
Source: ITE

Del Monte Layout

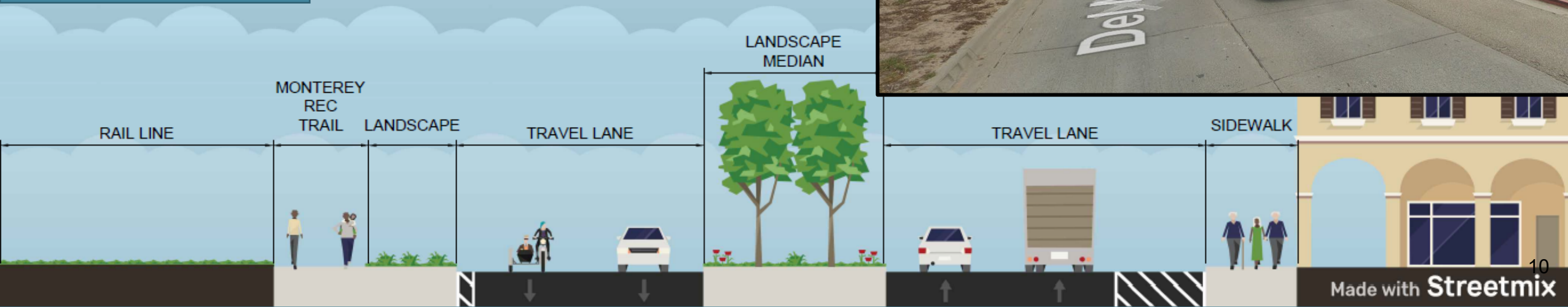
Existing 4-Lane Roadway - Signals

EXHIBIT A

Reservation

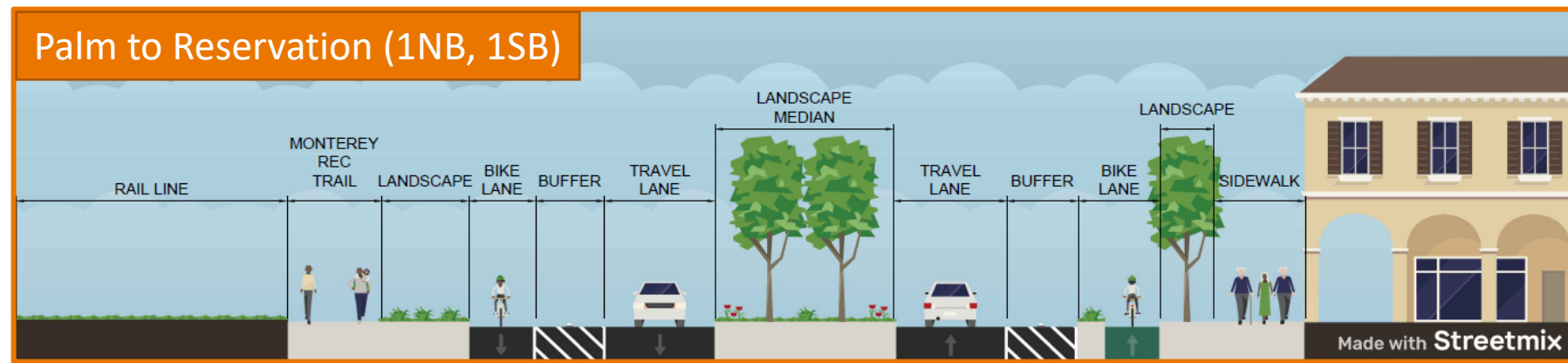
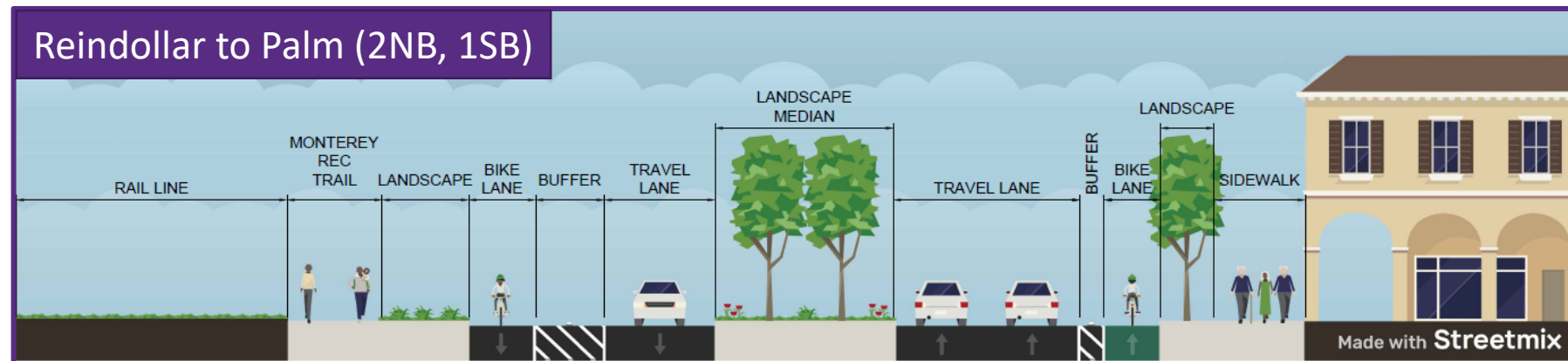
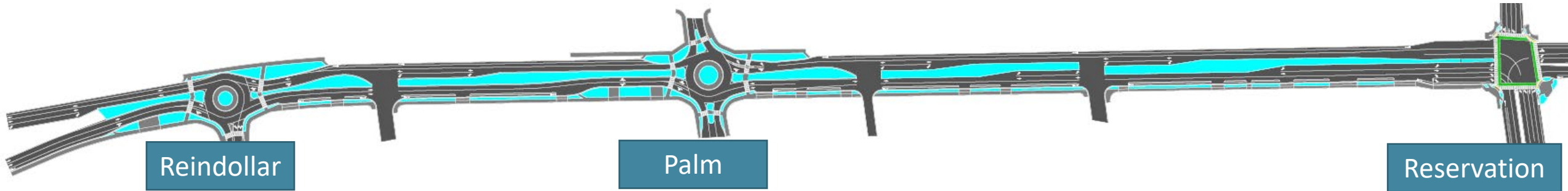


Existing Cross-Section



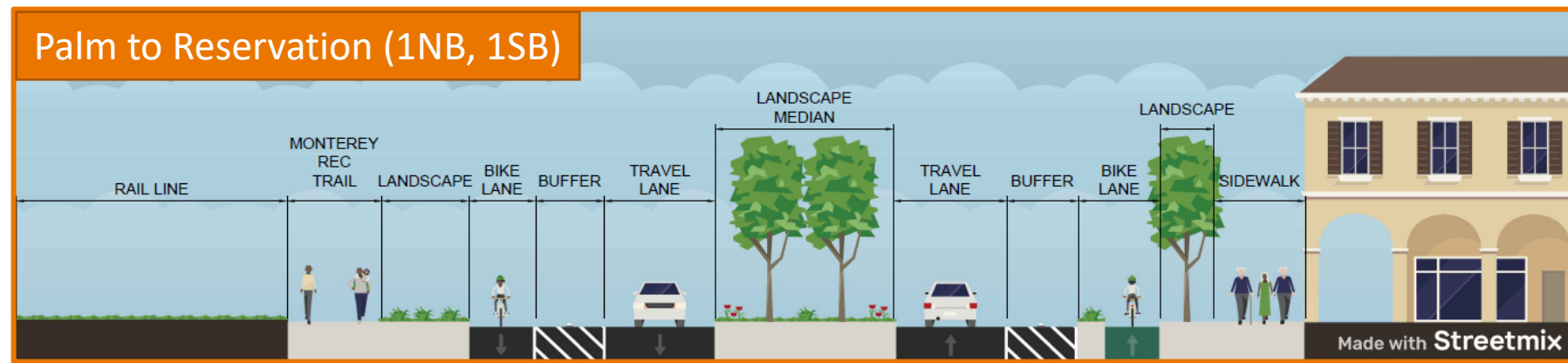
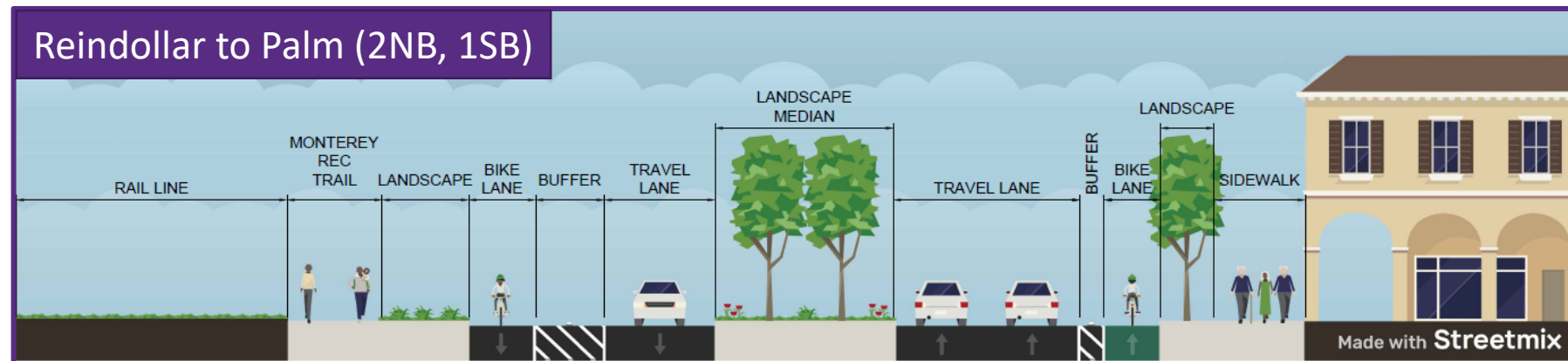
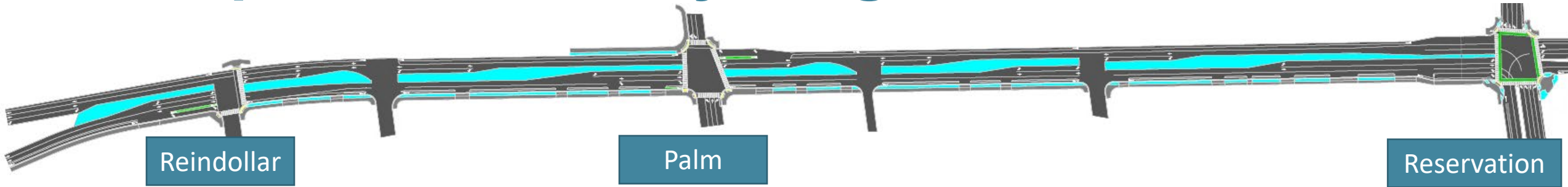
Del Monte Layout Proposed Roadway - Roundabouts

EXHIBIT A



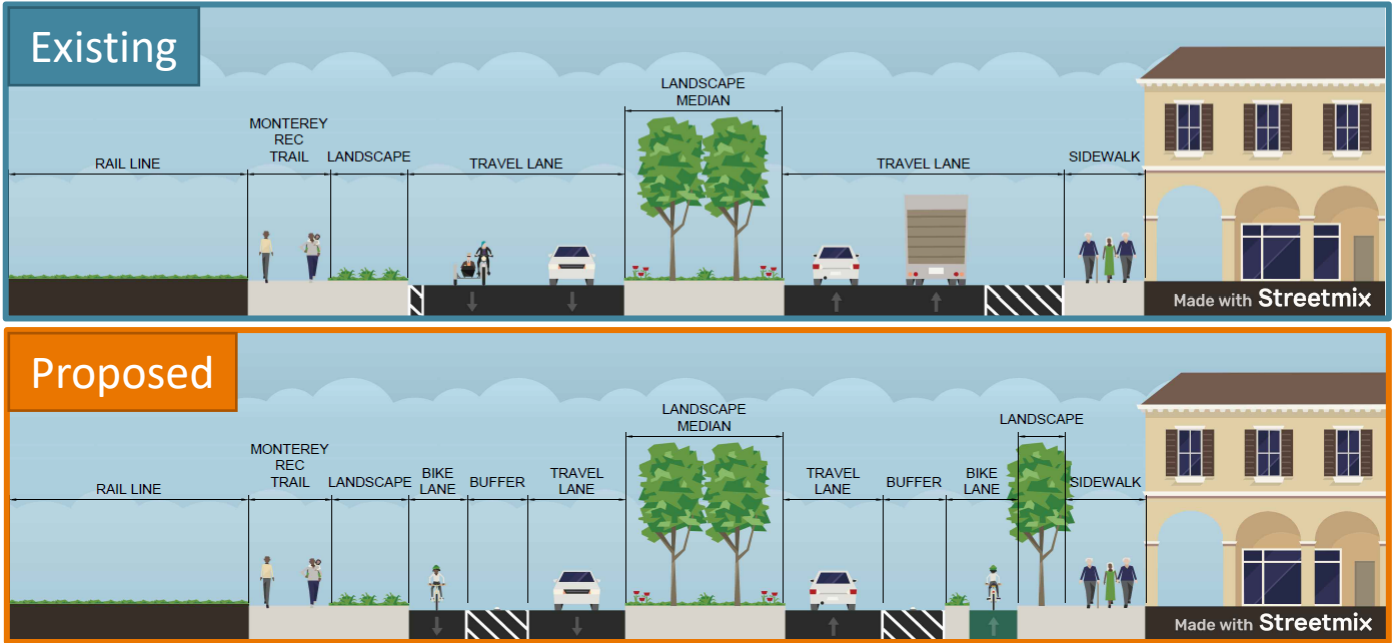
Del Monte Layout Proposed Roadway - Signals

EXHIBIT A

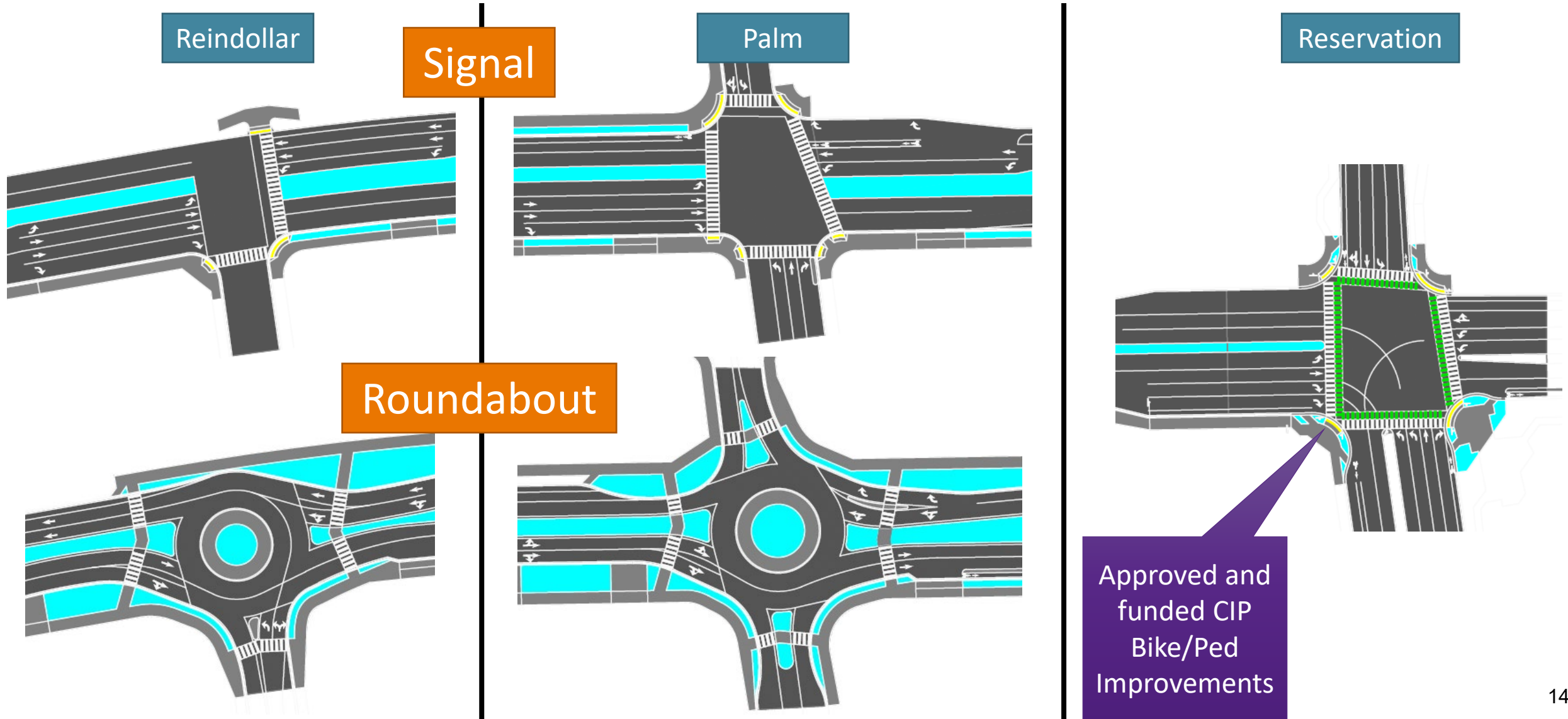


Roadway Space Allocation Comparison

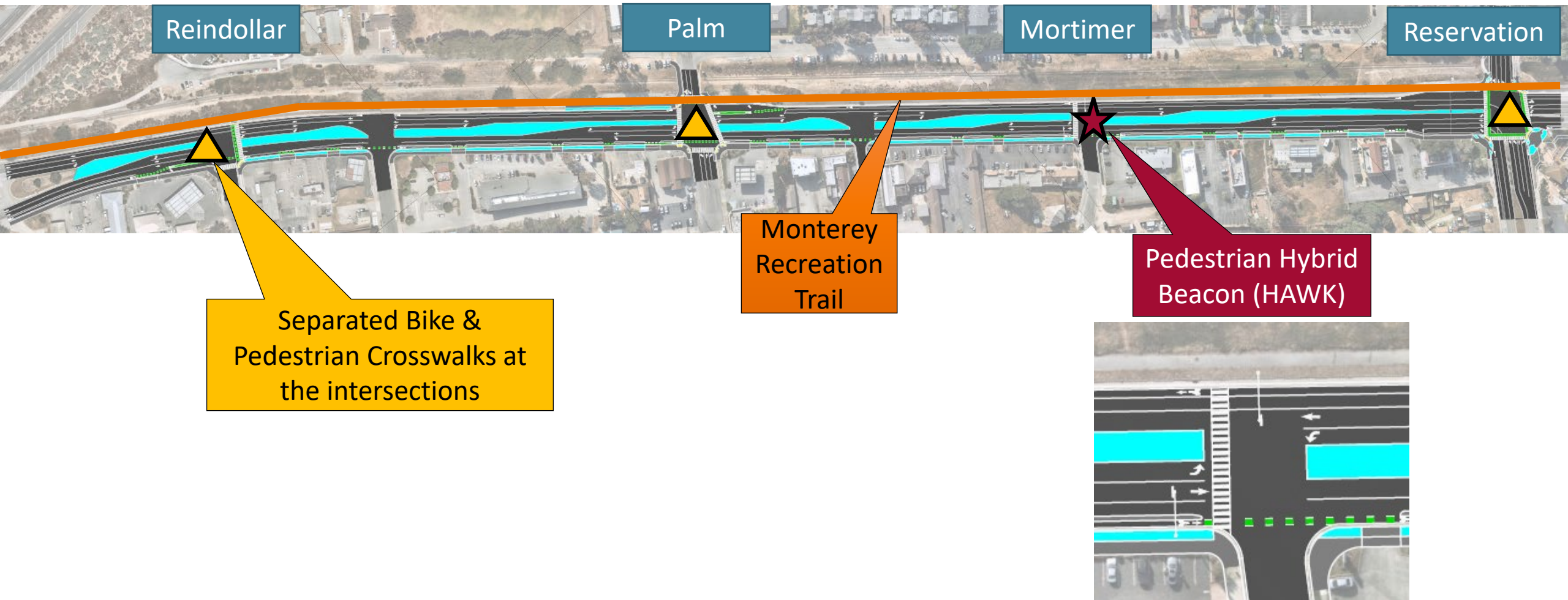
Road Layout	Roadway Space %			
	Vehicle	Bike	Pedestrian	Landscape
Existing 4-Lane Roadway	55%	5%	13%	27%
Proposed Roadway with Median Project and Road Diet	36%	16%	19%	29%



Del Monte Layout Comparison



Bike and Pedestrian Crossings



Bike and Pedestrian Crossings



Bike & Ped Crossing (San Jose)



Potential Decorative Crosswalk Markings on Bulb-outs

Bike and Pedestrian Crossings



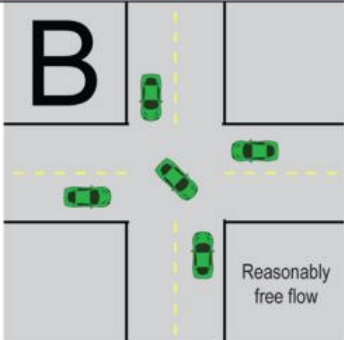
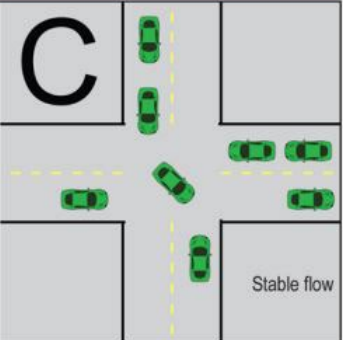
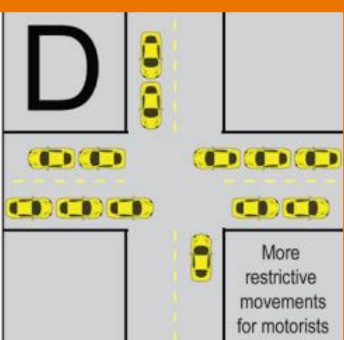
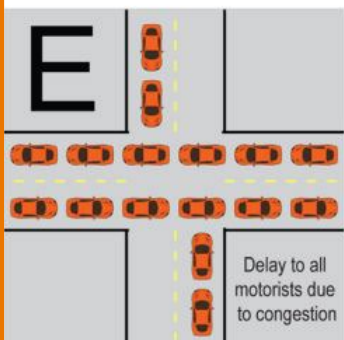
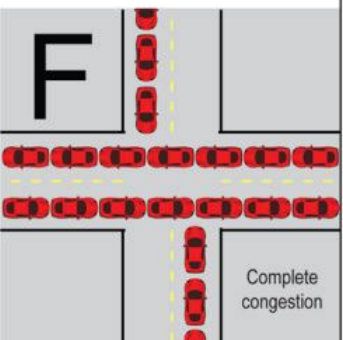
HAWK Pedestrian Beacon (California / Marina Heights)

Traffic Analysis

- 2040 AM & PM peak hour commute vehicle volumes
- Traffic simulation model and analysis using VISSIM
 - Ideal tool for roundabout vs signal comparison
 - Model bike, pedestrian, transit activity
 - Roadway travel times, speeds
 - Intersection vehicle delay, queues, level of service (LOS)

Level of Service (LOS)

Level of Service (Signalized Intersections)	Average Vehicle Delay at Intersection (seconds)
A	≤ 10
B	>10 and ≤ 20
C	>20 and ≤ 35
D	>35 and ≤ 55
E	>55 and ≤ 80
F	>80

A  Free flow	B  Reasonably free flow	C  Stable flow
D  More restrictive movements for motorists	E  Delay to all motorists due to congestion	F  Complete congestion



LOS "A"



LOS "C"



LOS "D"



LOS "F"

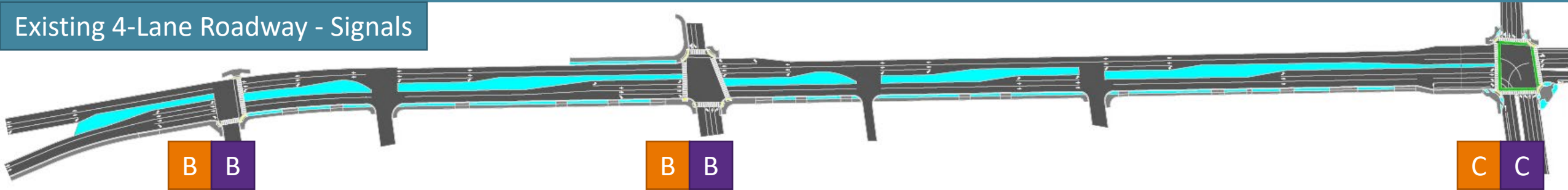
Intersection LOS Summary

AM LOS

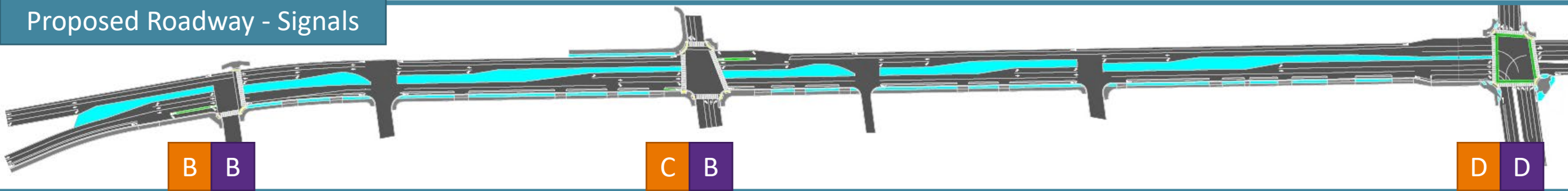
EXHIBIT A
PM LOS

LOS Ranking A to F
LOS D is City Standard

Existing 4-Lane Roadway - Signals



Proposed Roadway - Signals



Proposed Roadway - Roundabouts

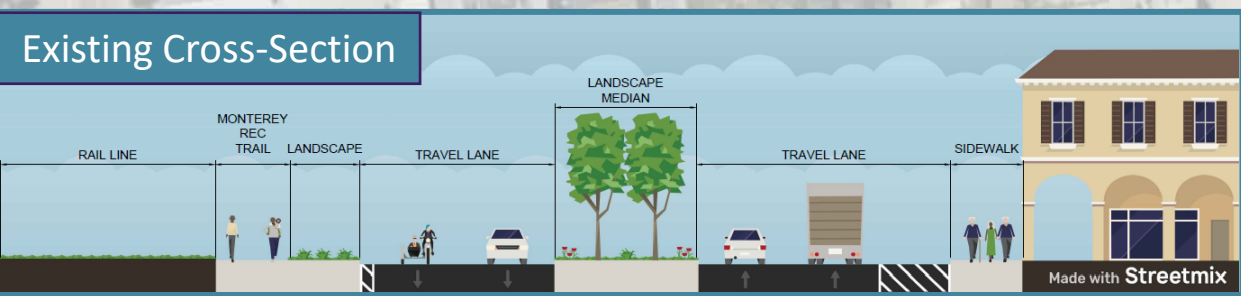
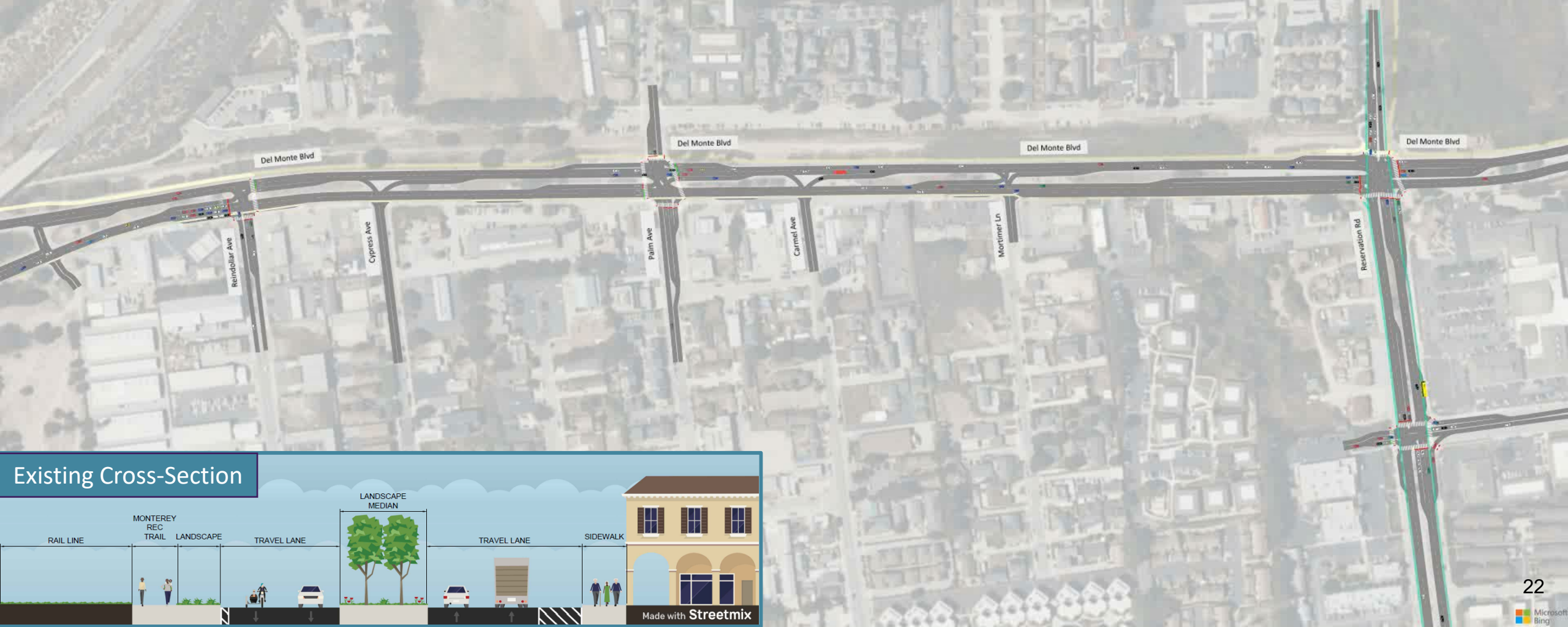


VISSIM Simulations

- 2040 PM peak hour (critical scenario)
 1. Existing 4-Lane Roadway – Signals
 2. 2-Lane Road Diet – Signals
 3. 2-Lane Road Diet – Roundabouts
 4. Road Diet (2NB to Palm, 1SB) – Signals
 5. Road Diet (2NB to Palm, 1SB) – Roundabouts

Year 2040 PM Peak (Existing) 4-Lane Roadway Signals

EXHIBIT A



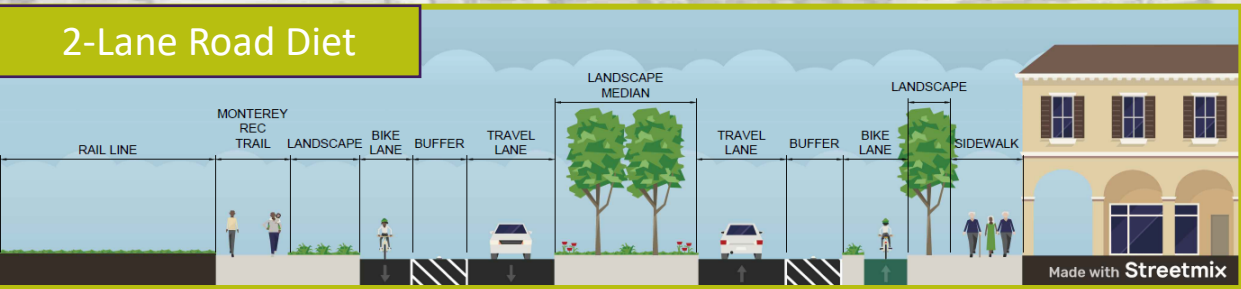
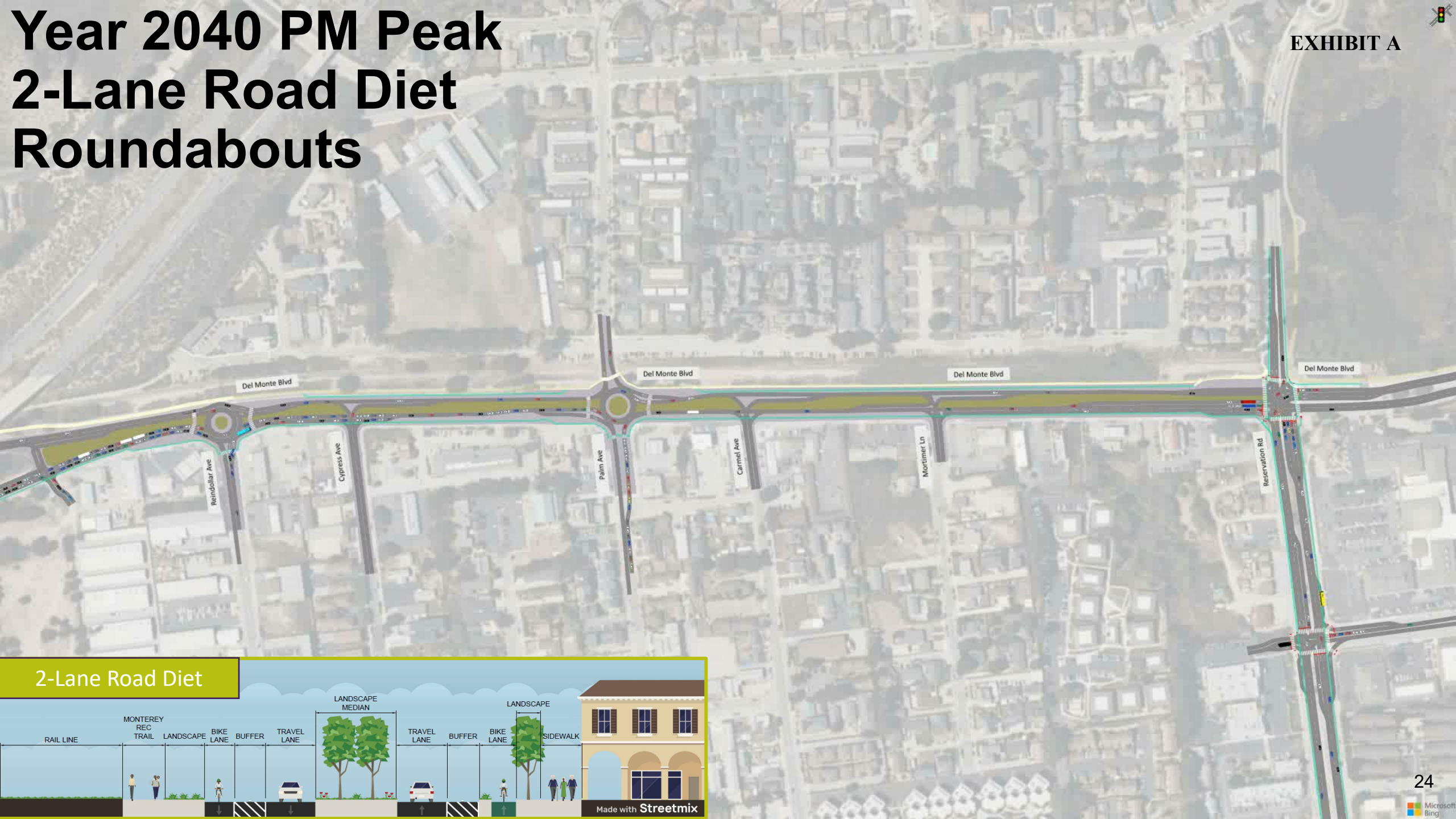
Year 2040 PM Peak 2-Lane Road Diet Signals

EXHIBIT A



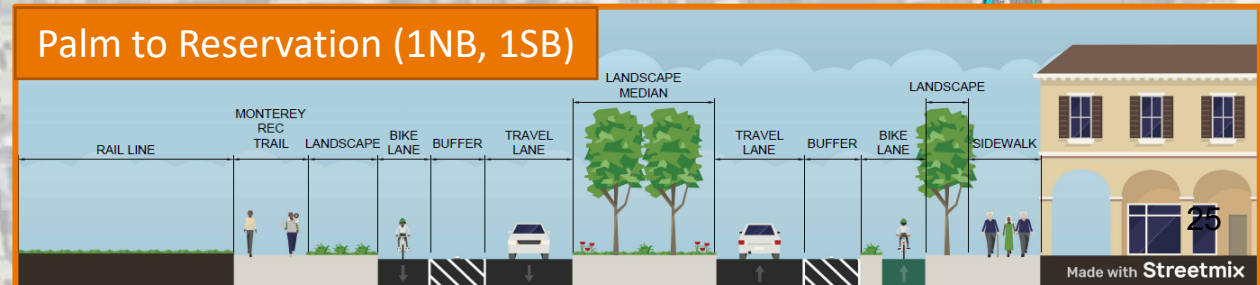
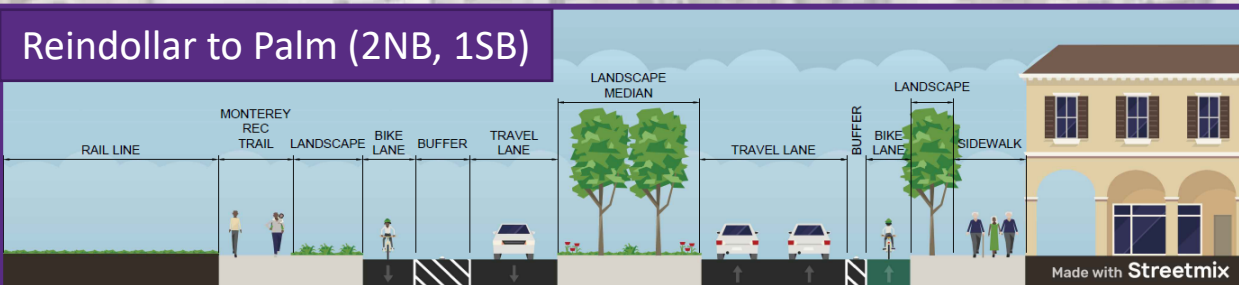
Year 2040 PM Peak 2-Lane Road Diet Roundabouts

EXHIBIT A



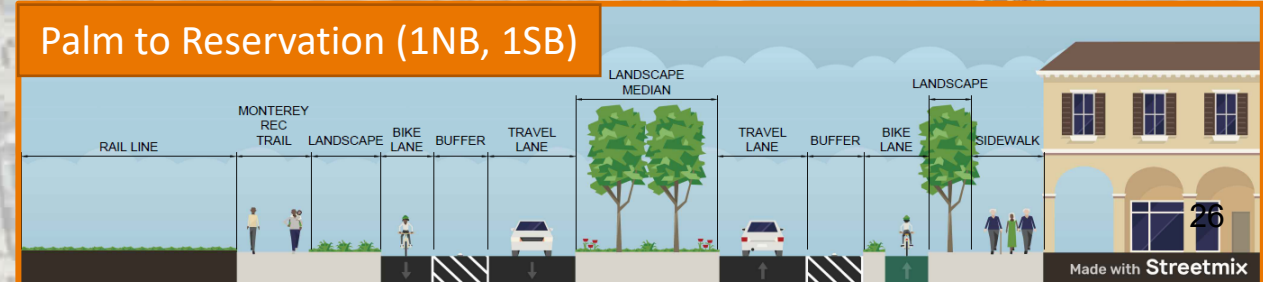
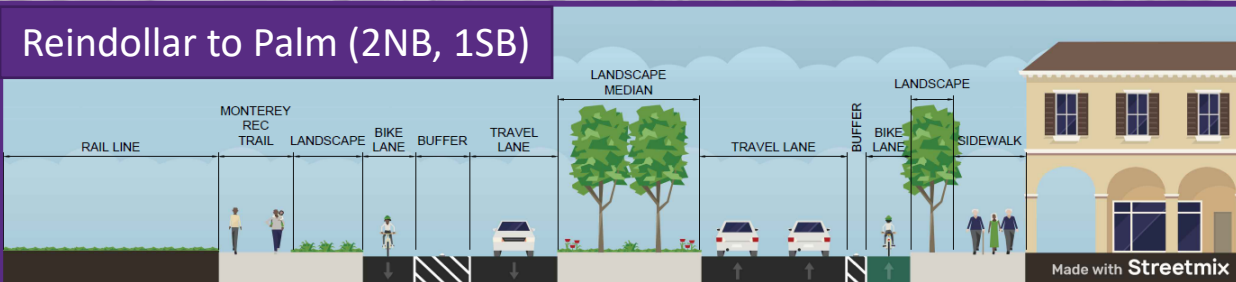
Year 2040 PM Peak Road Diet (2NB to Palm, 1SB) Signals

EXHIBIT A



Year 2040 PM Peak Road Diet (2NB to Palm, 1SB) Roundabouts

EXHIBIT A



Summary & Recommendations

2040 LOS Summary

Road Layout	Control Type	Reindollar LOS AM (PM)	Palm LOS AM (PM)	Notes
Existing 4-Lane	Signal	B (B)	B (B)	Year 2040 Baseline Scenario
2-Lane Road Diet	Signal	B (B)	C (D)	Heavy NB queues during PM peak
	Roundabout	A (F)	C (F)	Intersection NB queue fails at Palm during PM peak
Road Diet (2NB to Palm, 1SB)	Signal	B (B)	C (B)	Standing queues at intersection
	Roundabout	A (B)	C (D)	Moving queues at intersection

2040 Vehicle Queue Summary

Road Layout	Control Type	Reindollar Queues Ok?	Palm Queues Ok?	Notes
Existing 4-Lane	Signal	Yes	Yes	Year 2040 Baseline Scenario
2-Lane Road Diet	Signal	Yes	No	Heavy NB queues during PM peak
	Roundabout	No	No	Intersection NB queue fails at Palm during PM peak
Road Diet (2NB to Palm, 1SB)	Signal	Yes	Yes	Standing queues at intersection
	Roundabout	Yes	Yes	Moving queues at intersection

2040 Operations Summary

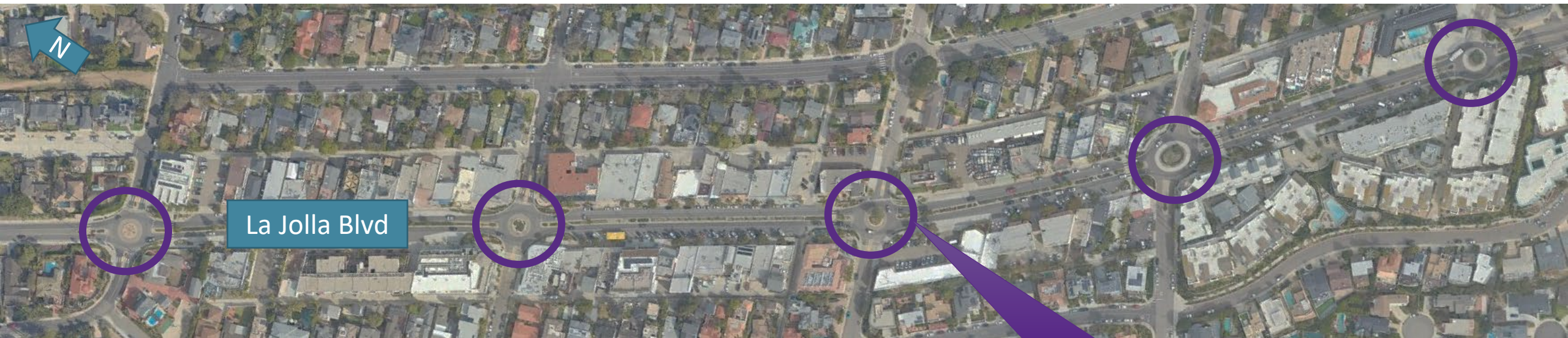
Road Layout	Control Type	Multimodal Safety	Bike Access & Mobility	Pedestrian Access & Mobility	Transit & Fire Access?
Existing 4-Lane	Signal	Poor High speeds and lack of facilities	Poor No bike lanes on Del Monte	Poor No streetscape & sidewalk Long intersection crossings	Yes
2-Lane Road Diet	Signal	Ok	Very Good Protected median Class IV bike lanes	Good Wide sidewalk & access Long intersection crossings	Yes
	Roundabout	Good	Very Good Protected median Class IV bike lanes	Very Good Wide sidewalk & access Short intersection crossings	Yes
Road Diet (2NB to Palm, 1SB)	Signal	Ok	Very Good Mix of protected striped & median Class IV bike lanes	Good Wide sidewalk & access Long intersection crossings	Yes
	Roundabout	Good	Very Good Mix of protected striped & median Class IV bike lanes	Very Good Wide sidewalk & access Short intersection crossings	Yes

Downtown Goals Summary

Road Layout	Control Type	Supports Median Project?	Provides Bike/Ped Improvements?	Creates Downtown Environment?	Maintains Acceptable Traffic Operations?
Existing 4-Lane	Signal	Yes	No	No	Yes
2-Lane Road Diet	Signal	Yes	Yes	Yes	No NB queues in PM peak
	Roundabout	Yes	Yes	Yes	No NB queues in PM peak
Road Diet (2NB to Palm, 1SB)	Signal	Yes	Yes	Yes	Yes
	Roundabout	Yes	Yes	Yes	Yes

Road Diet and Roundabout is the preferred option

La Jolla – San Diego, CA



Road Diet and Roundabouts
in Bird Rock Business District

La Jolla – San Diego, CA

2007 – 5 Lane Roadway & Stop Control



2018 – 2 Lane Road Diet & Roundabouts



Traffic Operations Summary

- A multi-modal street design with road diet and traffic calming improvements is a feasible solution to meet the vision and goals of downtown Marina
- Roundabout Layout is feasible
 - Recommend a Road Diet with 1 southbound (SB) lane and 2 northbound (NB) lanes to Palm
 - Reindollar Intersection 2-lane NB, 2-lane SB
 - Palm Intersection 2-lane NB, 1-lane SB
- Signal Layout is feasible
 - Recommend a Road Diet with 1 southbound (SB) lane and 2 northbound (NB) lanes to Palm
- The Reservation/Del Monte signal will remain and include multimodal improvements from grant funding

NEXT STEPS



- Detailed design by project team for Del Monte Medians (6 months)
- City Council & Public Works Commission meetings- Share 95% Progress Set for review and feedback
- City Council meeting- to authorize call for bids



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape

Questions?



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

CONTACT PROJECT TEAM:



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City of Marina

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City Project Manager

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Traffic Engineer

Frederik Venter, Kimley Horn

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**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape**



*DEL MONTE BLVD MEDIANS
& DOWNTOWN MARINA STREETSCAPE*

City Council Meeting
February 6, 2024



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



A beautiful and safe place
for residents and visitors of Marina
to linger,
to feel at home,
to connect with diverse people (both familiar and new),
to support local businesses,
to walk and move with wellness,
to delight in art, culture, and play.



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape



Conceptual, artistic representation, not for construction

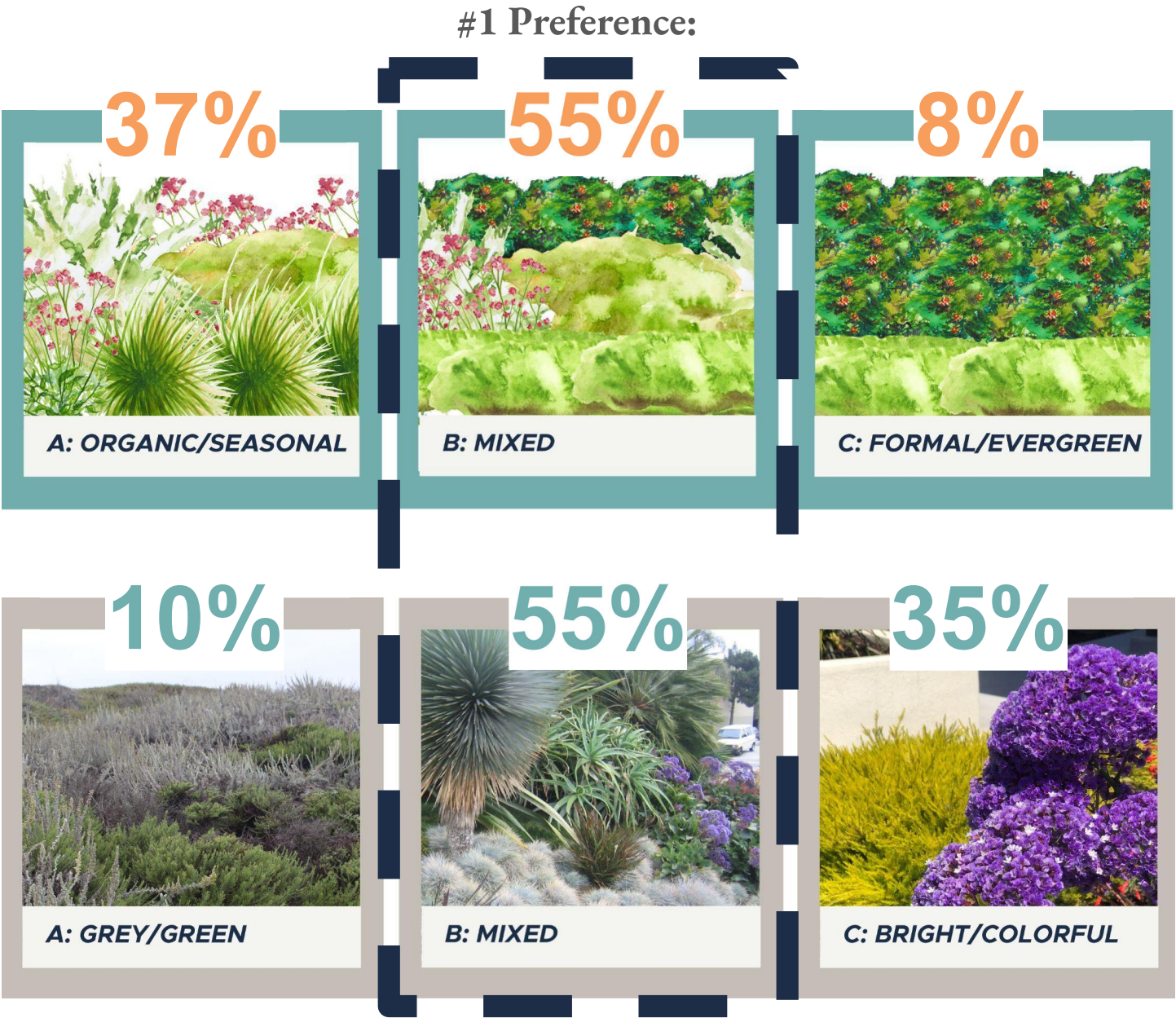


DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

LANDSCAPE SURVEY FEEDBACK

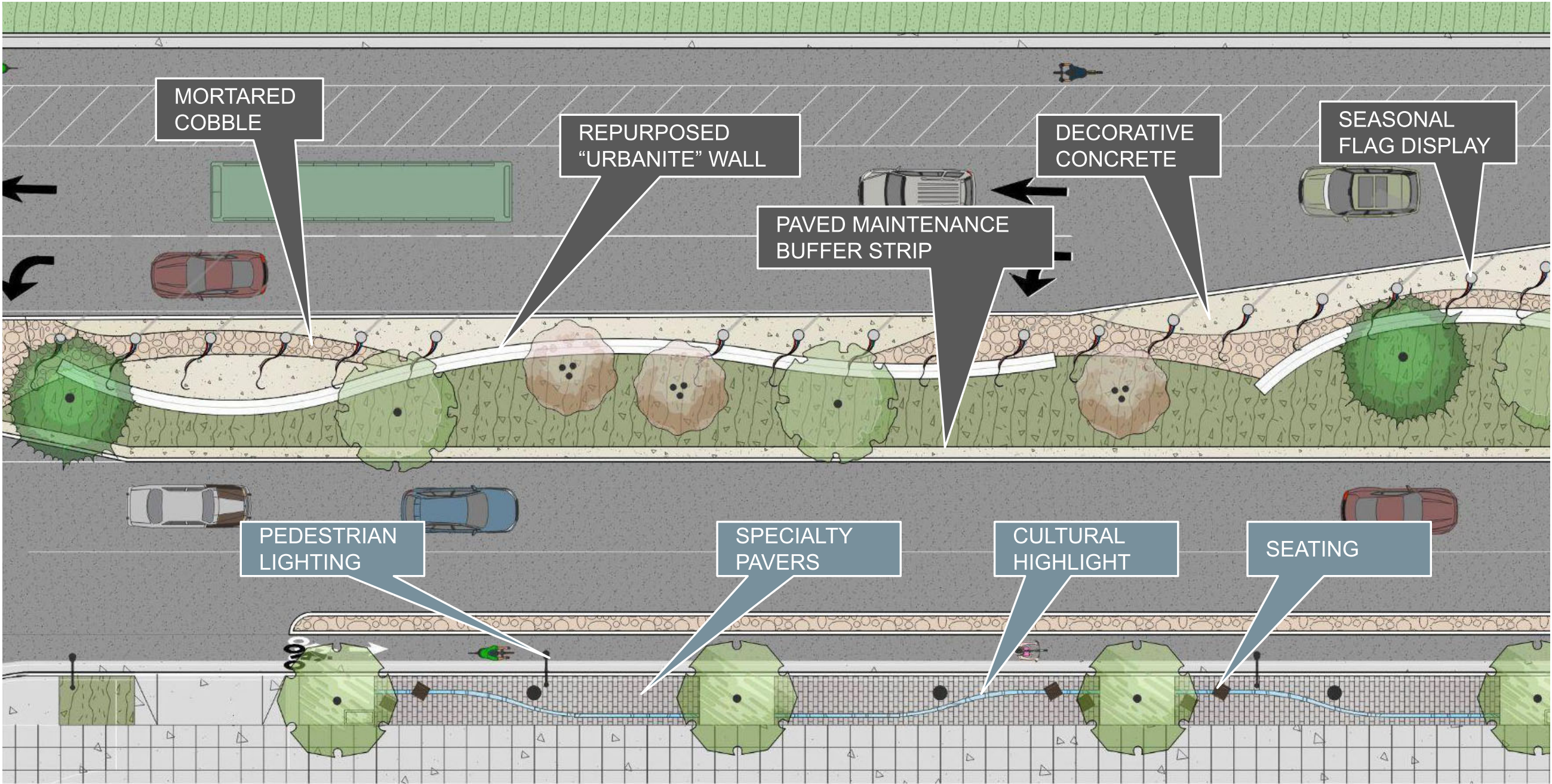
Landscape Design Preferences:

- #1 Drought Tolerant/Water Wise
- #2 Balance of California Native and Look Great All Year

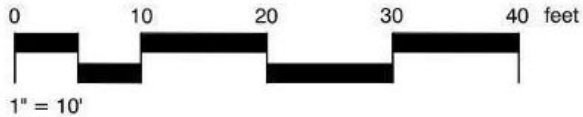


*Not a statistically relevant survey.

DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

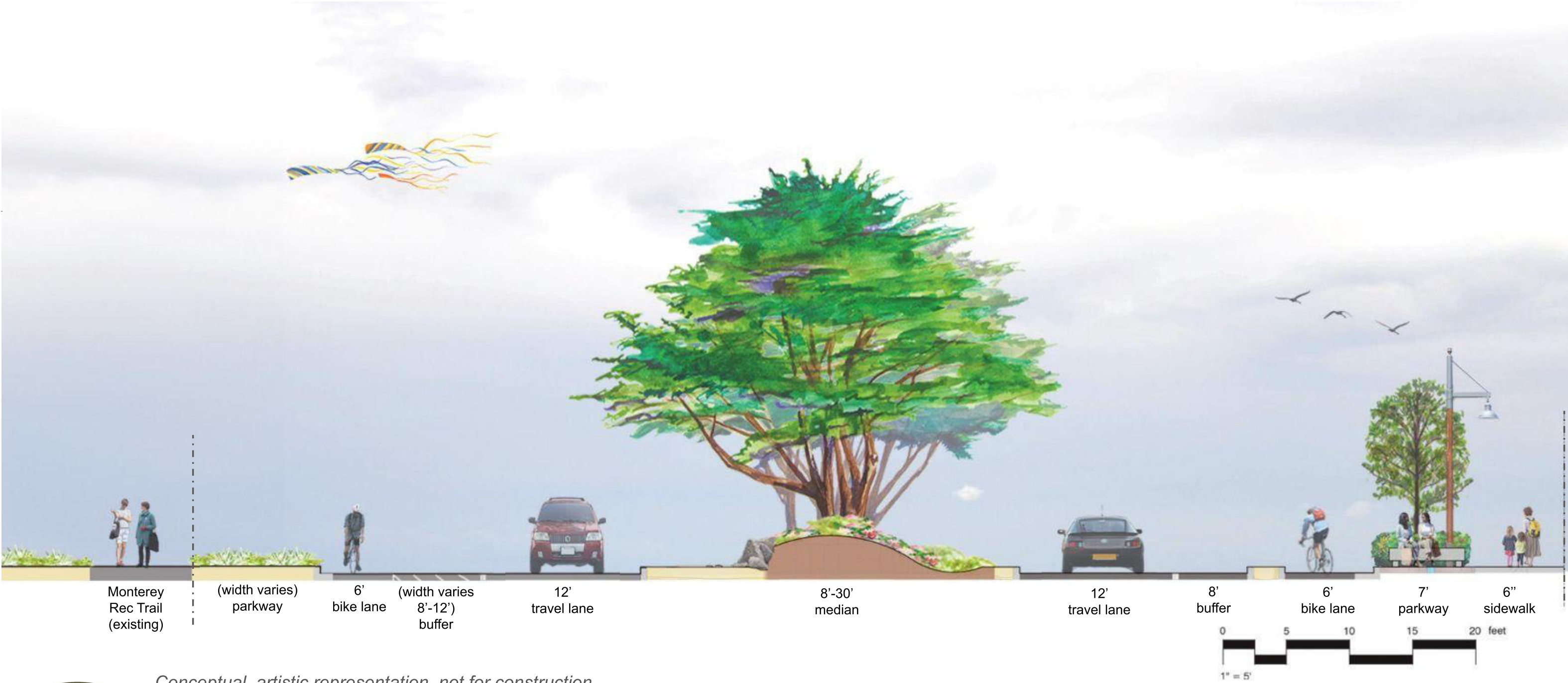


Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE





Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PHASE ONE: DEL MONTE MEDIANS ONLY

Installation:

66,000 square feet (1.5 acres)

- 50% landscape
- 50% hardscape (3-10x more than landscape)

\$2 - 2.5 million

Maintenance activities:

- Weed control
- Pest/rodent control
- Prevention/repair erosion control
- Trash collection
- Tree pruning
- Landscape/irrigation (3-10x more than hardscape)

\$30,000 - \$50,000/year
20 - 35 labor hours per month

Conceptual budget assumptions, subject to change.



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



DESIGN & MAINTENANCE CONSIDERATIONS

- Cost/SF at install vs. maintenance
- Appropriate plant size/space/shape for site constraints (access, utilities, sightlines)
- Demonstrated plant success in the region/microclimate
- Diversity of plant species
- Expectation levels for shearing/hedging
- Drought-tolerant/water-wise
- Buried and hard pipe irrigation
- Smart irrigation



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape



TREES & ENVIRONMENTAL BENEFITS

- Mix of species to enhance biodiversity of flora and fauna
- Shade reduces “Heat Island Effect”
- Helps with erosion control and stormwater management
- Absorbs carbon dioxide, pollutants, and filters out particulates in the air
- Exposure to urban forests reduces mental and physical stress, anxiety, and depression
- Creates a “sense of place”



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



EXISTING



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



PROPOSED VIEW

Conceptual, artistic representation, not for construction



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

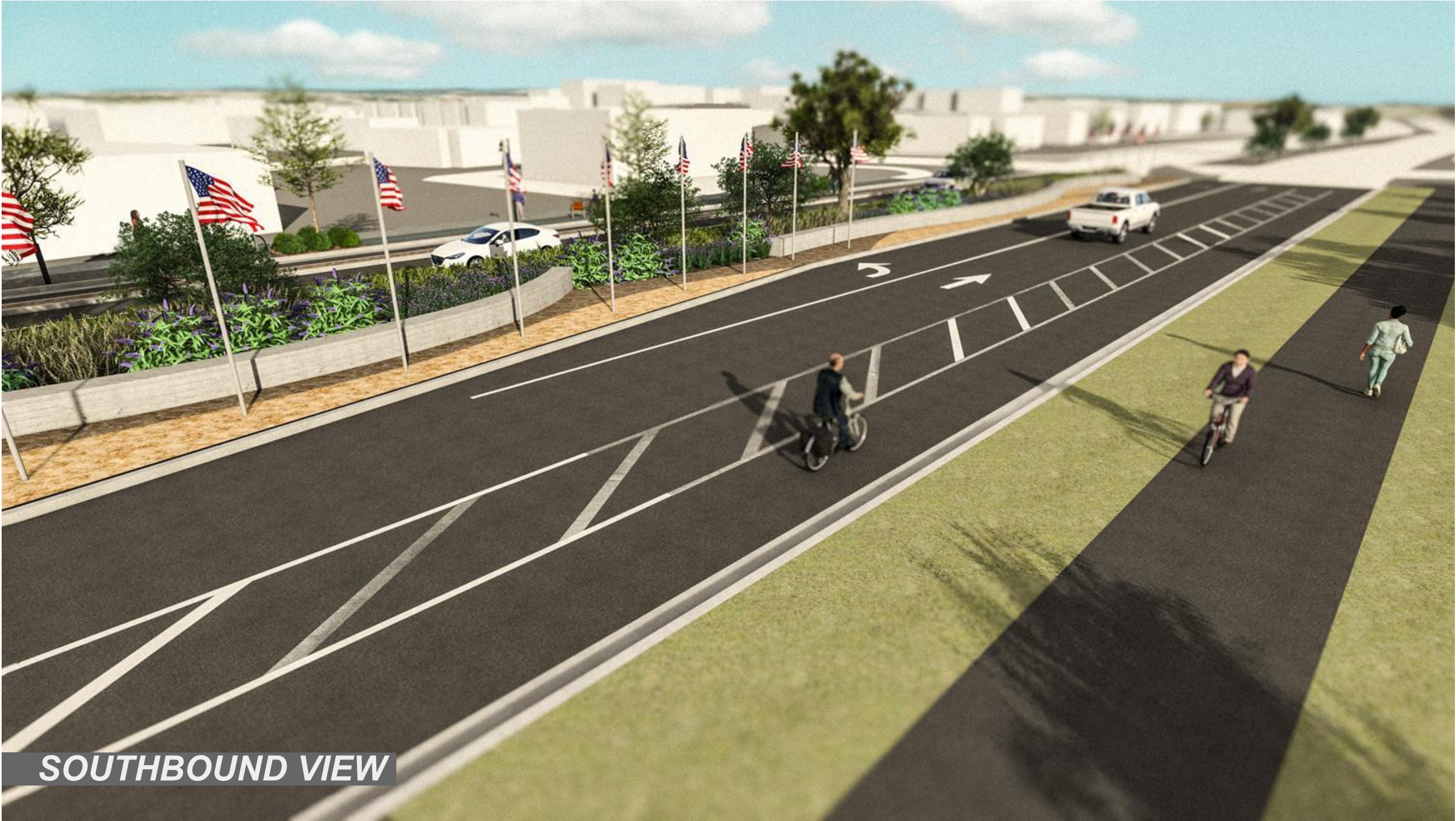


NORTHBOUND VIEW

Conceptual, artistic representation, not for construction



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**



SOUTHBOUND VIEW

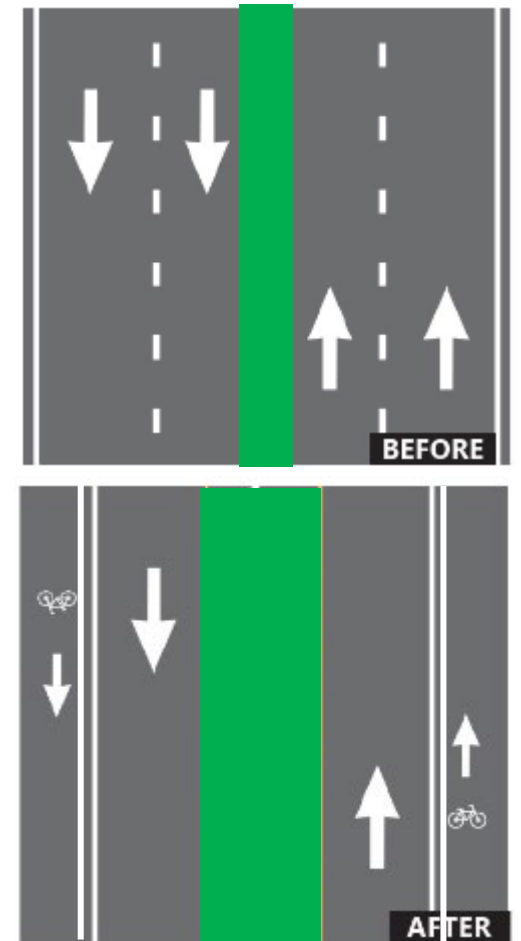
Conceptual, artistic representation, not for construction



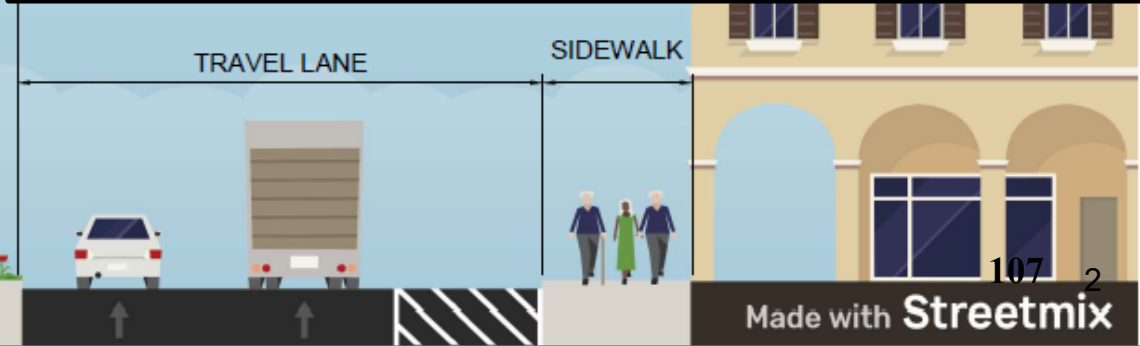
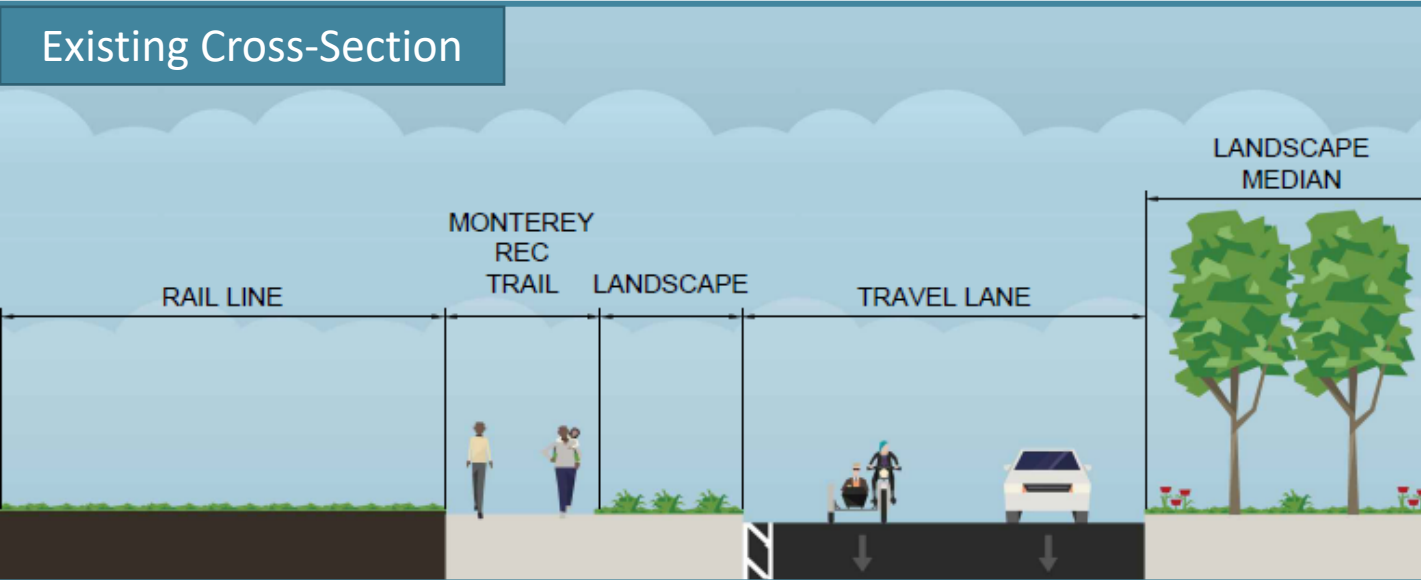
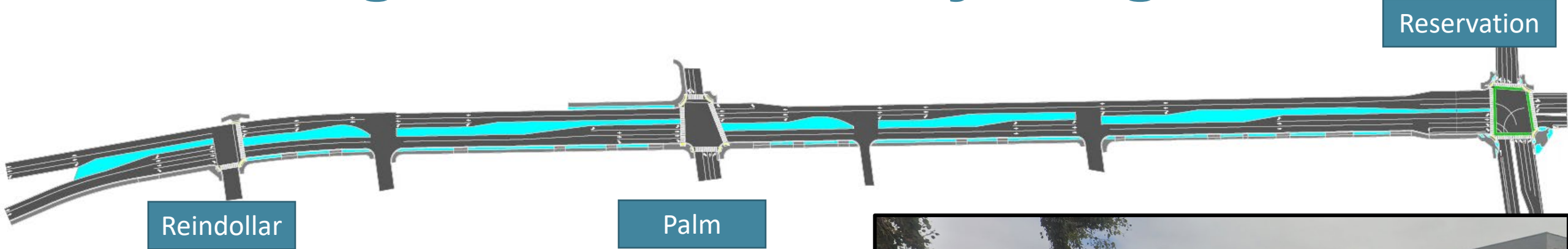
**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

Del Monte Blvd Layout Alternatives

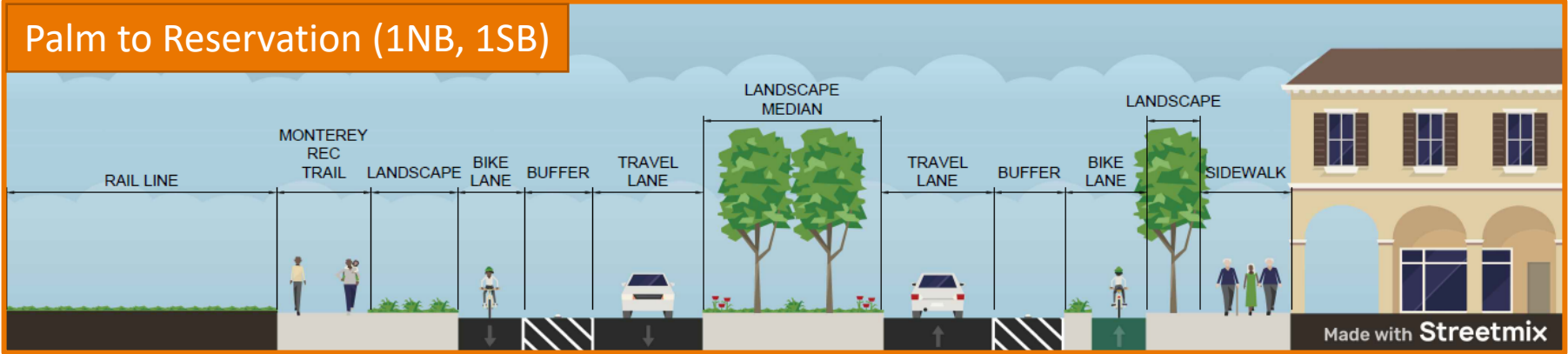
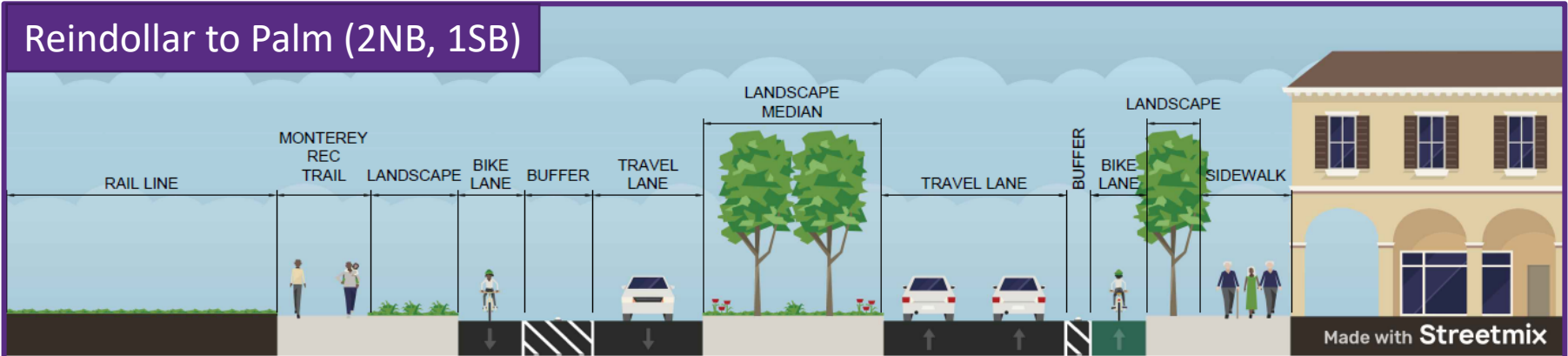
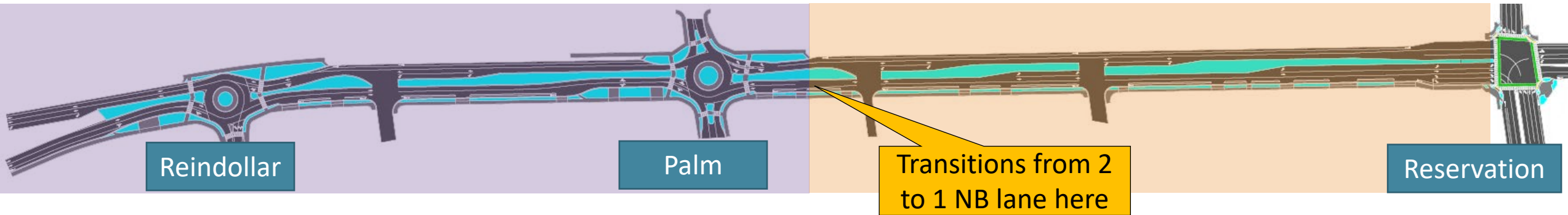
1. Existing 4-Lane Roadway with Signals
2. Proposed Roadway with Multi-lane Roundabouts
 - 2 NB Lanes from Reindollar to Palm, 1 SB Lane
3. Proposed Roadway with Signals
 - 2 NB Lanes from Reindollar to Palm, 1 SB Lane



Existing 4-Lane Roadway - Signals

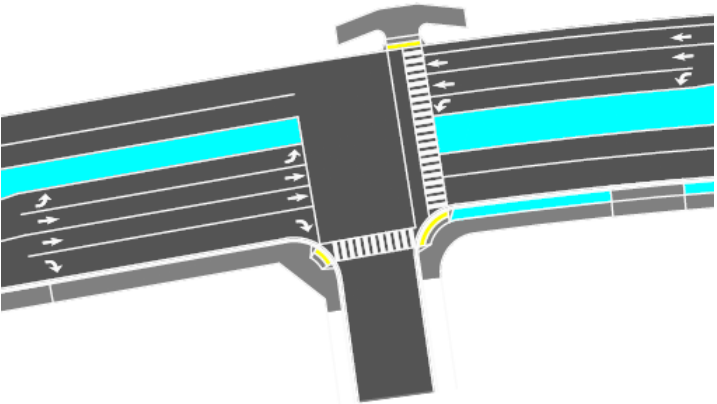


Proposed Roadway - Roundabouts

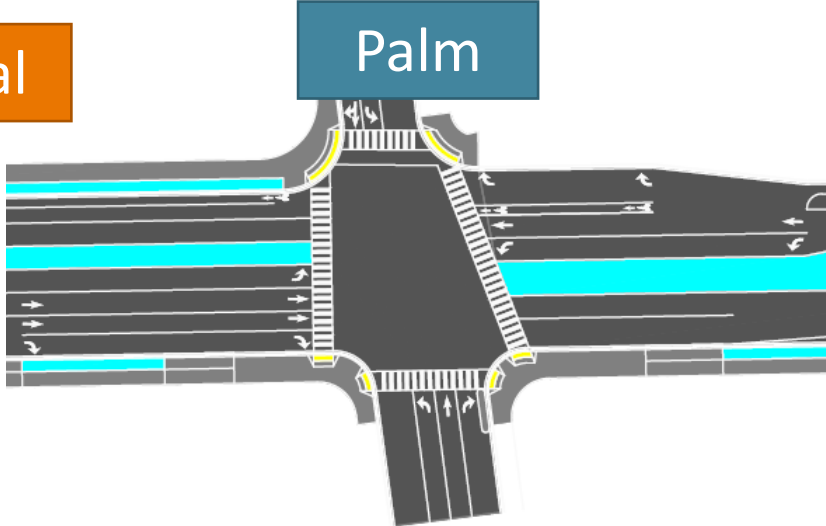


Del Monte Layout Comparison

Reindollar

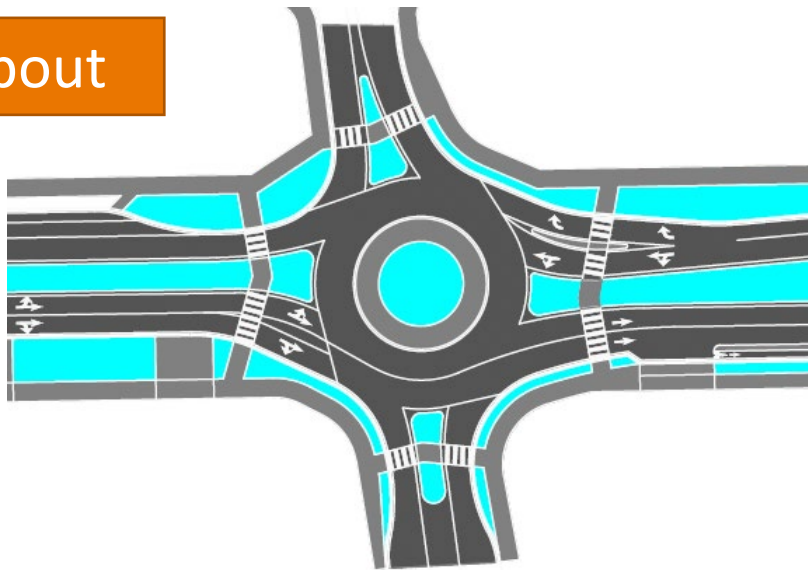
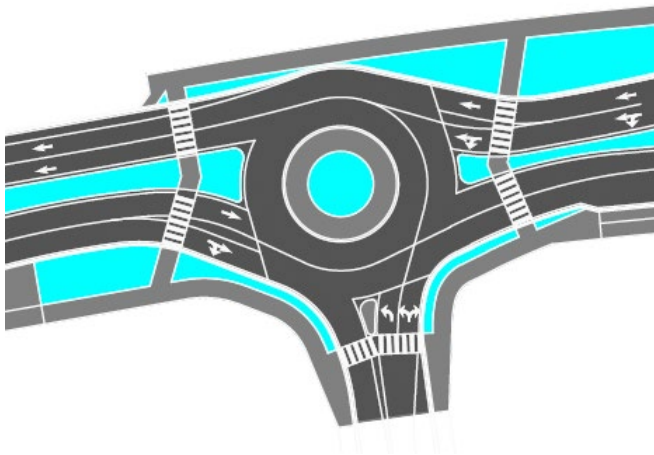


Signal



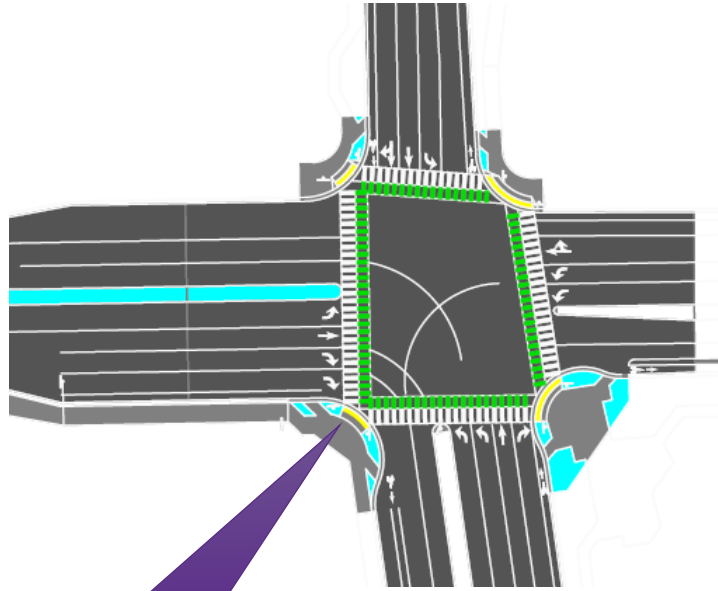
Palm

Roundabout



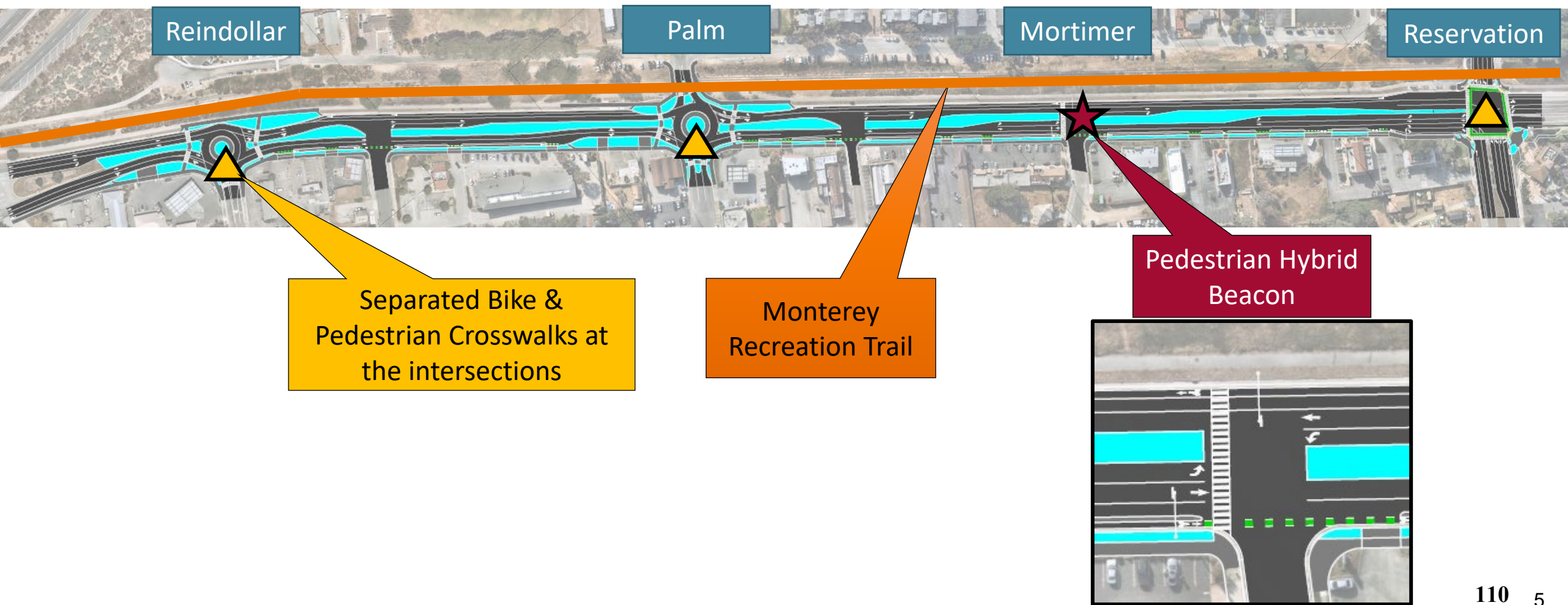
Reservation

Signal



Approved and funded CIP
Bike/Ped
Improvements

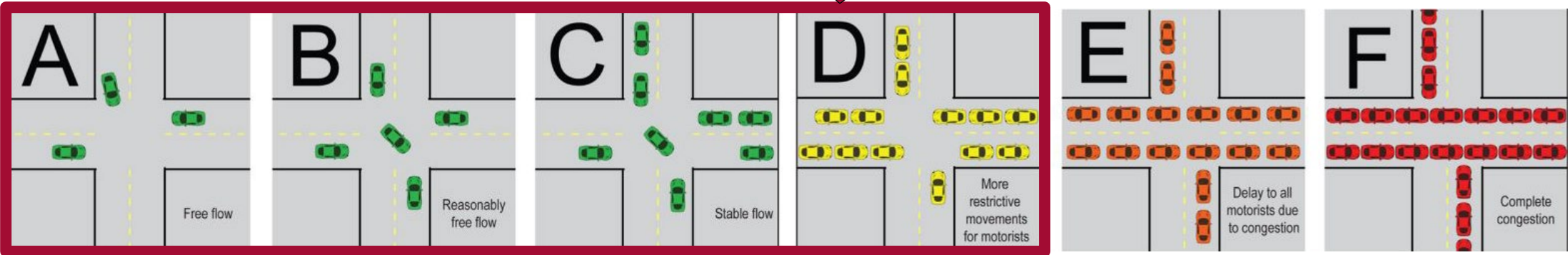
Bike and Pedestrian Crossings



Vehicle Level of Service Summary

Road Layout	Control Type	Reindollar Intersection LOS	Palm Intersection LOS	Notes
Existing 4-Lane	Signal	AM Peak: <u>B</u> PM Peak: <u>B</u>	AM Peak: <u>B</u> PM Peak: <u>B</u>	Year 2040 Baseline Scenario
Road Diet (2NB to Palm, 1SB)	Signal	AM Peak: <u>B</u> PM Peak: <u>B</u>	AM Peak: <u>C</u> PM Peak: <u>B</u>	Stationary vehicle queues at intersection
	Roundabout	AM Peak: <u>A</u> PM Peak: <u>B</u>	AM Peak: <u>C</u> PM Peak: <u>D</u>	Continuous moving queues at intersection

City LOS Standard is D



Traffic Operations Summary

Road Layout	Control Type	Multimodal Safety	Bike Access & Mobility	Pedestrian Access & Mobility	Transit & Fire Access?
Existing 4-Lane	Signal	<u>Poor</u> High speeds and lack of facilities	<u>Poor</u> No bike lanes on Del Monte	<u>Poor</u> No streetscape & sidewalk Long ped crosswalks	Yes
Road Diet (2NB to Palm, 1SB)	Signal	<u>Ok</u>	<u>Very Good</u> Mix of protected striped & median Class IV bike lanes	Good Wide sidewalk & access Long ped crosswalks	Yes
	Roundabout	<u>Good</u>	<u>Very Good</u> Mix of protected striped & median Class IV bike lanes	<u>Very Good</u> Wide sidewalk & access Short ped crosswalks	Yes

Downtown Goals Summary

Road Layout	Control Type	Supports Del Monte Median Project?	Provides Bike/Ped Improvements?	Creates Downtown Environment?	Maintains Acceptable Traffic Operations?
Existing 4-Lane	Signal	Yes	No	No	Yes
Road Diet (2NB to Palm, 1SB)	Signal	Yes	Yes	Yes	Yes
	Roundabout	Yes	Yes	Yes	Yes

Road Diet with Roundabouts is the preferred option

NEXT STEPS



PHASE ONE: DEL MONTE MEDIAN AND
DEL MONTE/RESERVATION INTERSECTION

- | | |
|-----------------|---|
| 3-4 months | ● Detailed design by project team for Del Monte Medians |
| April-June 2024 | ● Tree Committee, Public Works, and City Council Share 60% Progress Set for review and feedback |
| December 2024 | ● Final Design Documents and Permitting |
| January 2025 | ● City Council meeting- to authorize call for bids |
| April 2025 | ● Start Construction |

PHASE TWO: DEL MONTE BLVD. ROADWAY IMPROVEMENTS

- | | |
|-----------|--------------------------------------|
| 2024-2025 | ● Pursue grant/funding opportunities |
|-----------|--------------------------------------|



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape

Questions?



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

CONTACT PROJECT TEAM:

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Kimley»Horn



City of Marina

Brian McMinn, City Engineer/Director of Public Works

City Project Manager

Elvie Camacho
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Landscape Architect

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DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape

January 27, 2024,

Item No. **13b**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of February 6, 2024

**CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2024-,
RECEIVING A PRESENTATION, PROVIDING INPUT AND APPROVING
THE PROGRAMMING FOR PHASE 1 OF THE DUNES CITY PARK
PROJECT**

REQUEST:

It is requested that the City Council consider approving and adopting Resolution No. 2024-, for the following actions:

1. Receiving a presentation of the Option 2 redesign for the proposed Dunes City Park Project (“**EXHIBIT A1**”).
2. Providing input on the Option 2 redesign for the proposed Dunes City Park Project.
3. Approving the programming for Phase 1 of the Dunes City Park Project (“**EXHIBIT A2**”).

BACKGROUND:

On May 17, 2005, the City Council passed Resolution 2005-130 adopting the University Village Specific Plan. Included in the University Village Specific Plan is the park at the Dunes, now known as Dunes City Park.

Several parks have been planned for development within Marina. On June 21, 2005, City Council passed Resolution 2005-159 Adopting a Negative Declaration and Parks and Recreation Facilities Master Plan. The Master Plan served as the basis for the preliminary planning for the city parks.

Community outreach for parks planning was held on November 13, 2018. The design consultant team retained by the City, Verde Design (Verde), prepared parks concept plans for City various parks, including the Dunes City Park, that were presented to a joint Public Works Commission and Recreation and Cultural Services Commission on February 21, 2019.

On April 9, 2019, Resolution 2019-36 the city council received a presentation and provided comments on several city parks including the Dunes City Park. Comments for this park included space for the Tatum’s Garden/Treehouse, FORTAG Trail, consideration of stabilizing examples of barracks, phasing for barracks removal, phasing for existing trees and other amenities. Concerns were raised about the extent of retaining walls on the site with 40 feet of grade difference and the impact of grading on existing trees.

On January 26, 2023, an on-site Marina community engagement open house was held and was followed by an in-person public presentation in the City Council Chambers. There were 35 and 42 attendees of the community engagement and public presentation, respectively. Participant preferred option, questions and comments were received at the community engagement as well as through the email address created specifically for this project.

On March 16th, 2023, the Public Works Commission received a presentation and provided input on the Dunes City Parks concept options.

On March 21, 2023, the City Council received presentation on the various concept options and approved Option 2, see **EXHIBIT A**, with the following considerations: work with the observatory (MIRA) to develop usage policy and dark-sky certified, assessment of sand gilia at Preston Park, impact of the way that the pavilion is situated in Option 2, suggestions of alternate sites for the three barracks/museum buildings, look at the noise factor of the amphitheater and parking, explore adding one more sand volleyball court and relocate it, add an additional tennis court and remove the pickleball courts, consider the possibility of widening the entrance at Second avenue and Eight Street and investigate by national standards how many ball fields are needed in the City.

ANALYSIS:

The City Council decided to remove the ballfield at the Dunes City Park and fund the refurbishment of Preston Park when adopting the FY 2023-2025 budget. This decision triggered a redesign on the previously approved Option 2 of the Dunes City Park. Concerns about Monterey gilia impacts due to the expansion of Preston Park were addressed through surveys by Denise Duffy and Associates, Inc. Focused botanical surveys were conducted for the proposed Preston Park Fields and Monterey gilia was not observed during the April and June 2023 surveys. The survey memo is included as **EXHIBIT B**.

The Option 2 redesign, **EXHIBIT A1**, includes amenities shown on the original Option 2 concept design except for the ballfield which will be constructed at Preston Park. The new concept design incorporates the addition of a new great lawn, fitness court, multicourt, an additional sand volleyball court, dedicated tennis courts and pathways throughout the park.

Due to budget constraints, the Dunes City Park is divided into phases, Phase 1, and Phase 2. Phase 1, **EXHIBIT A2**, programming is recommended for City approval to begin design and preparation of construction documents. Phase 2 is a future project once funding is available.

The design team will work with MIRA on park lighting for dark-sky certified compliance and park usage. The sports pavilion and three barracks/museum building are located within the sports complex as shown on **EXHIBIT A1**. No further study and analysis of alternative locations has been conducted to this date.

FISCAL IMPACT:

No fiscal implications at this time.

The Dunes City Park Project is included in the Capital Improvement Program budget, QLP 2017. Prior year funding includes \$5.1 million. An additional developer contribution of \$4.678 million is expected to be transferred and accepted during a future City Council meeting for the award of the construction contract for the Dunes City Park Phase 1 project.

The preliminary estimate is \$10.3 million for the proposed phase 1 project.

California Environmental Quality Act (CEQA)

The presentation and providing input for Dunes City Park is not a project as defined by the California Environmental Quality Act (CEQA) per Article 20 Section 15378 and under General Rule Article 5 Section 15061.

CONCLUSION:

This request is submitted to the City Council for consideration and input.

Respectfully submitted,

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Program Management
Wallace Group

REVIEWED/CONCUR:

Brian McMinn, P.E., P.L.S.
Public Works Director/City Engineer
City of Marina

Layne P. Long
City Manager
City of Marina