

RESOLUTION NO. 2024-117

CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2024-,
RECEIVING A FOLLOW-UP PRESENTATION AND, PROVIDING
APPROVAL OF THE FINAL PLANTING PALETTE SELECTION FOR THE
DEL MONTE BOULEVARD MEDIAN LANDSCAPING, PHASE 1 PROJECT

WHEREAS, the Del Monte Boulevard Medians & Downtown Marina Streetscape Project represents a major public investment that will transform the medians into a welcoming and identifying place maker for the Downtown Business District and will begin the streetscape transformation towards safer streets; and

WHEREAS, on December 5th, 2023, and February 6, 2024 City Council meetings, BEK Collective and Kimley Horn presented landscaping concept and traffic simulation for the multi-modal improvements for the Del Monte Boulevard. The traffic simulation showed that the road diet meets the city's standards for level of service for the intersections and the two roundabouts are instrumental in maintaining or improving travel times and meeting the goals for the road diet.; and

WHEREAS, the proposed median improvements include hard scape of stamped concrete and cobble stones to match the existing decorative concrete and cobble stone paving to remain. The landscaping includes low, precast concrete modular walls scalloping along the median. Decorative and interactive lights will be incorporated on the walls and can be programmed to change colors for City events. Flag holders will be re-established along with the medians. Balance of hardscape and planting of trees, shrubs and ornamental plants will be used throughout the median for year-round interest, and

WHEREAS, On September 4, 2024, the City Council adopted Resolution 2024-102 for the Del Monte Boulevard Median landscaping and Downtown Marina Streetscape for the following actions; received an updated presentation for the Del Monte Boulevard Landscaping, Multi-Modal Improvements, and Downtown Marina Streetscape project, approved phasing the delivery of the Del

Monte Boulevard Median Landscaping project, authorized the call for bids for the Del Monte Boulevard Median Landscaping Phase 1 Project and provided input and approval of the final concept and formed Ad-Hoc Subcommittee (Mayor Delgado, Council Member McCarthy, and Project Landscape Architect, Bianca Koenig) to discuss landscaping expectations and plant palette, and

WHEREAS, this follow-up presentation for the proposed Del Monte Boulevard Median landscaping and Downtown Marina Streetscape will include the following: summary of input received during the Ad-Hoc Subcommittee Planting Design meeting and proposed final plant palette with sample planting plan, and balance of garden-tolerant native plants and reliable non-native plants, and

WHEREAS, the Del Monte Boulevard Median Landscape Demonstration project (QLR 1901) and Downtown Vitalization Implementation Project (EDC2126) are included in the Capital Improvement Program with a budget of \$25,000 and \$4,000,000, respectively; and

WHEREAS, the presentation and providing design input for Del Monte Boulevard Landscaping and Multi Modal Improvements and Downtown Marina Streetscape Projects is not a project as defined by the California Environmental Quality Act (CEQA); and

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

1. Receive a follow up presentation for the Del Monte Boulevard Landscaping and Multi-Modal Improvements and Downtown Marina Streetscape; and
2. Provide approval of final planting palette selection for the Del Monte Boulevard Median Landscape project, Phase 1.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 15th day of October 2024, by the following vote:

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

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

Liesbeth Visscher, Mayor Pro Tem

ATTEST:

Anita Sharp, Deputy City Clerk



***DEL MONTE BLVD MEDIANS
& DOWNTOWN MARINA STREETSCAPE***

City Council Meeting
October 15, 2024



***DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE***



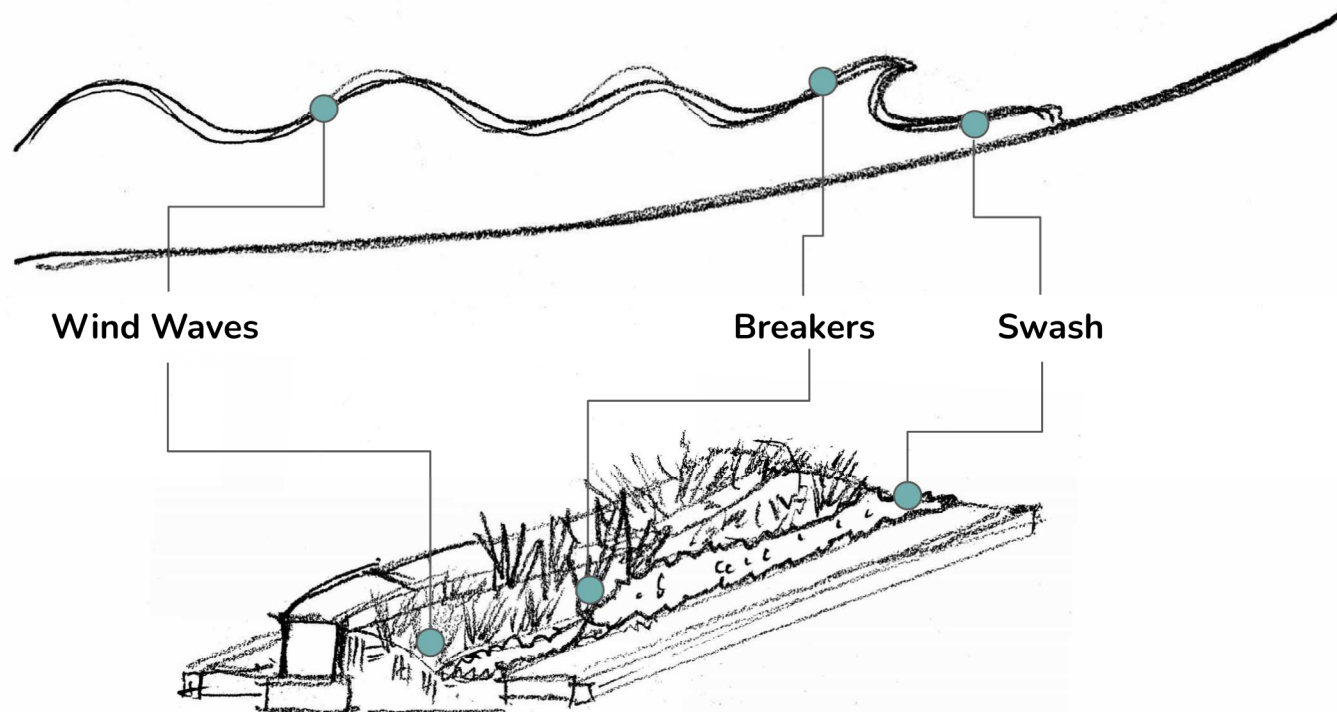
A beautiful and safe place
for residents and visitors of Marina
to linger,
to feel at home,
to connect with diverse people (both familiar and new),
to support local businesses,
to walk and move with wellness,
to delight in art, culture, and play.





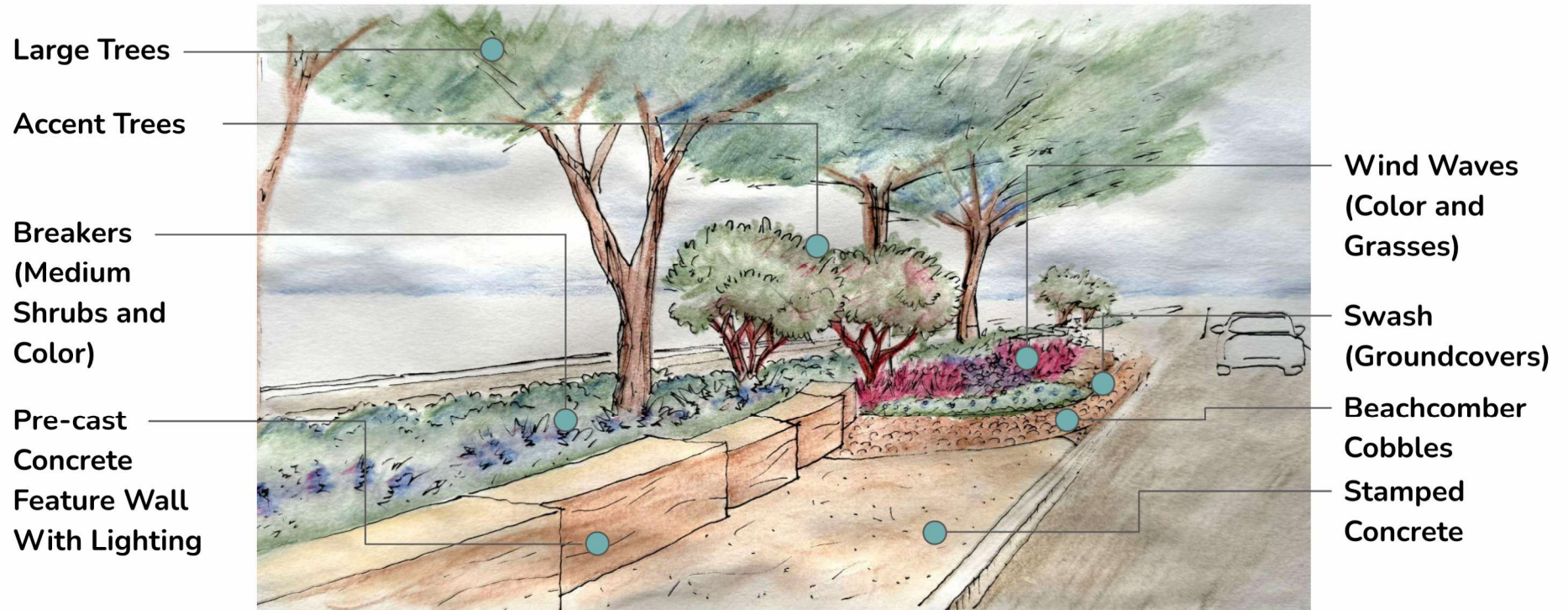
DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

DESIGN CONCEPT



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

MEDIAN DESIGN - DOWNHILL VIEW

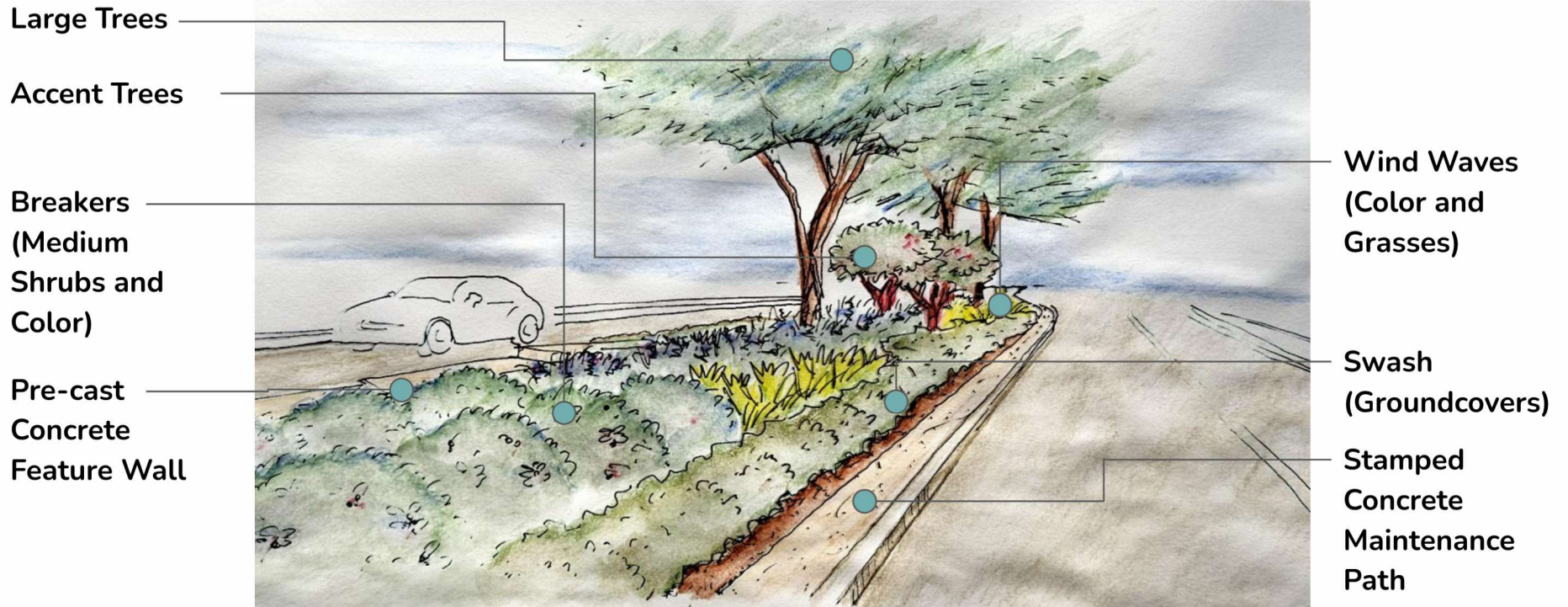


Conceptual, artistic representation, not for construction



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

MEDIAN DESIGN - UPHILL VIEW



Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

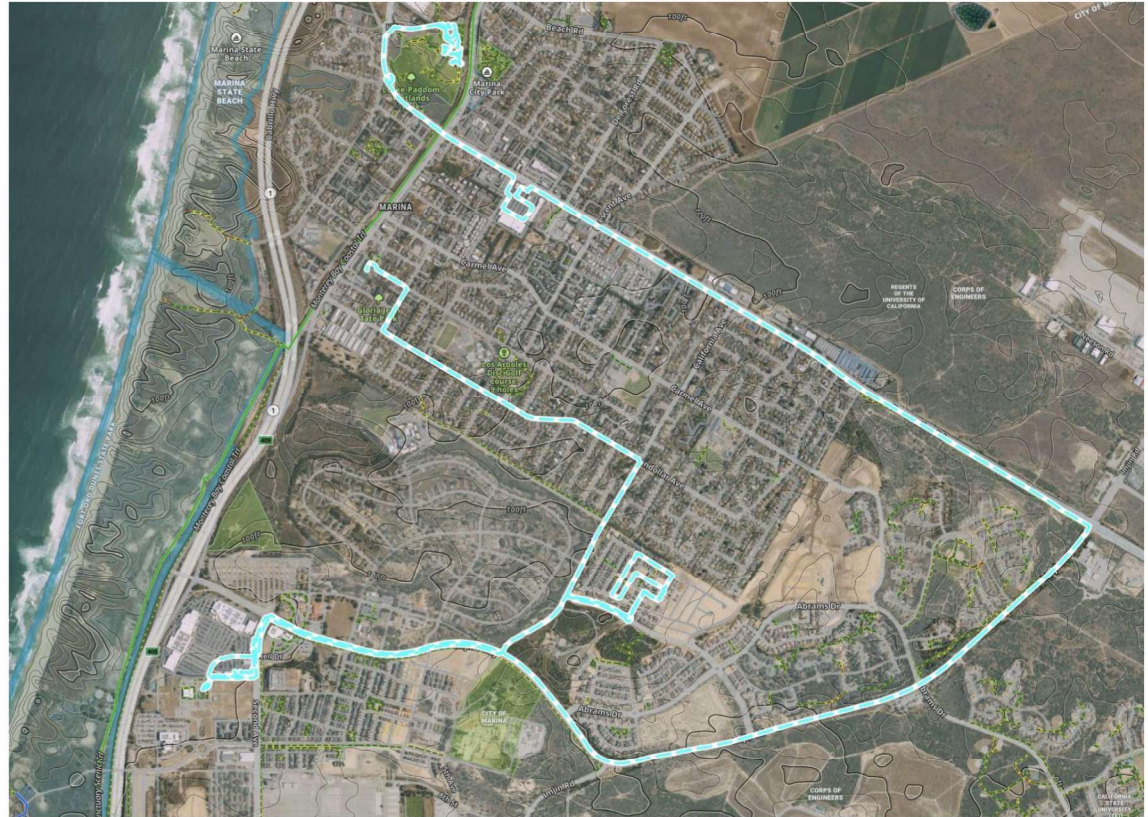
PLANT SUB COMMITTEE MEETING SUMMARY

Site Walk:

Marina Library, Locke-Paddon Park,
and the Dunes Shopping Center.

Via Car:

Main shopping center at Seacrest Dr.
and Reservation Rd. and recent
installations within the Sea Haven
development.



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

Ornamental Plants

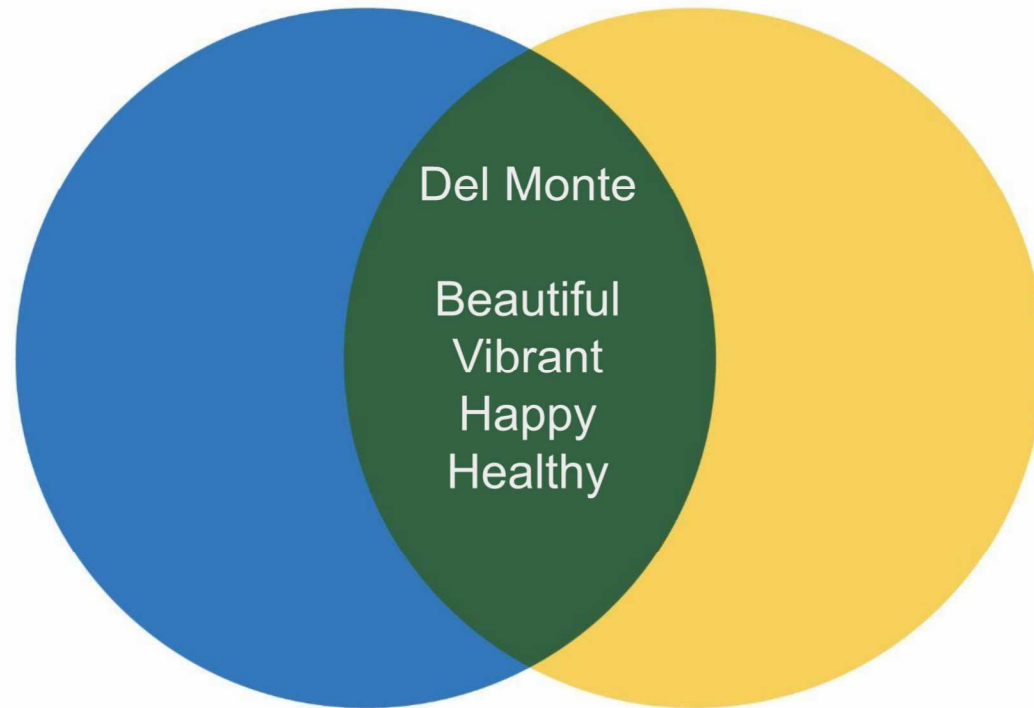
Dependable performance
Year-round appearance
Easy to maintain

Native Plants

Supports pollinators
Seasonal displays
A healthy planet for all



THE HAPPY MEDIUM



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PLANTING DESIGN GOALS

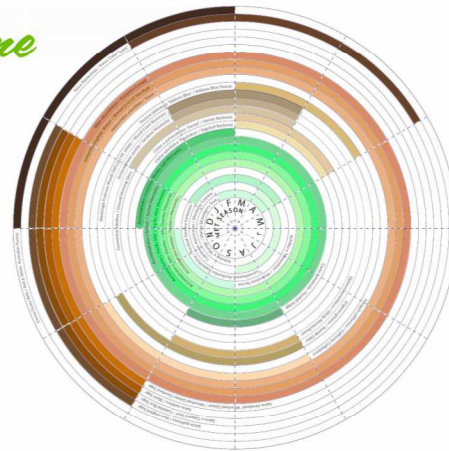
- | | |
|---|---|
| ✓ Drought-tolerant/water-wise | ★ Multi-functional |
| ✓ Weed-suppressing plants | (pollinator-friendly/bio-diversity) |
| ✓ Proven winners in Marina | ★ Locally sourced and/or readily available |
| ✓ Look good year-round | ★ Low maintenance |
| (vibrant, beautiful, attractive) | ★ Low nutrient need plants (minimize/eliminate
fertilizer) |



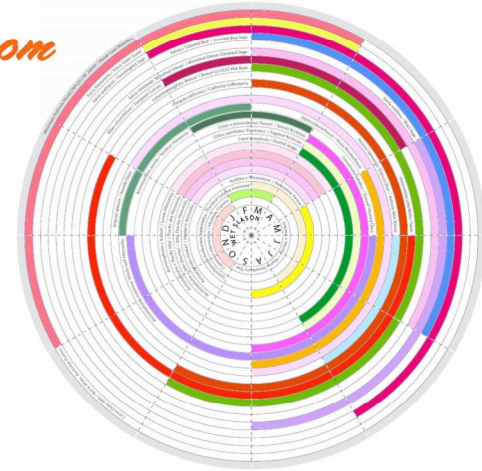
PLANT ANALYSIS

- Year-round color/beauty
- Year-round food/shelter for pollinators/fauna
- Pruning/maintenance schedule
- Size, space, and sightline constraints

Prune



Bloom



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

PLANTING DESIGN - SUN



DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

PLANT LIST - sun**SWASH
(Groundcovers)**

Arctostaphylos hookeri 'Monterey Carpet' /
Hooker's Manzanita

Arctostaphylos x 'Pacific Mist' /
Pacific Mist Manzanita

Arctostaphylos pumila / Sand Mat Manzanita

Convolvulus sabatius 'Compacta' /
Ground Morning Glory

Erigeron glaucus / Seaside Daisy

Westringia 'Mundi' / Low Coast Rosemary

**WIND WAVES
(Medium Shrubs, Accent Plants)**

Arctostaphylos hookeri /
Hooker's Manzanita

Arctostaphylos tomentosa /
Woolly Manzanita

Arctostaphylos 'Sunset' / Sunset
Manzanita

Lomandra longifolia / Mat Rush

Yucca 'Color Guard' / Color Guard Yucca

**BREAKING WAVES
(Large Shrubs, Accent Plants)**

Correa 'Ivory Bells' / White Australian Fuchsia

Frangula californica / California Coffeeberry

Salvia mellifera / Black Sage

Salvia clevelandii 'Winnifred Gilman' / Winnifred
Gilman Sage

Salvia 'Celestial Blue' / Celestial Blue Sage



PLANTING DESIGN - SHADE



***DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE***

PLANT LIST - shade**EVERGREEN TREE***Cupressus macrocarpa* / Monterey Cypress**MULTI-STEM TREE***Arbutus* 'Marina' / Strawberry Tree*Heteromeles arbutifolia* / Toyon**SWASH (Groundcovers)***Arctostaphylos hookeri* 'Monterey Carpet' /
Hooker's Manzanita*Arctostaphylos* x 'Pacific Mist' /
Pacific Mist Manzanita*Arctostaphylos pumila* / Sand Mat Manzanita*Correa* 'Dusky Bells' / Red Australian Fuchsia**WIND WAVES****(Medium Shrubs, Accent Plants)***Arctostaphylos hookerii* /
Hooker's Manzanita*Arctostaphylos tomentosa* /
Woolly Manzanita*Arctostaphylos* 'Sunset' / Sunset
Manzanita*Carex tumulicola* / Foothill Sedge*Diplacus aurantiacus* / Sticky
Monkeyflower*Salvia spathacea* / Hummingbird Sage**BREAKING WAVES****(Large Shrubs, Accent Plants)***Correa* 'Ivory Bells' / White Australian Fuchsia*Frangula californica* / California Coffeeberry*Ribes viburnifolium* / Evergreen Currant

TREE PALETTE



Existing Trees

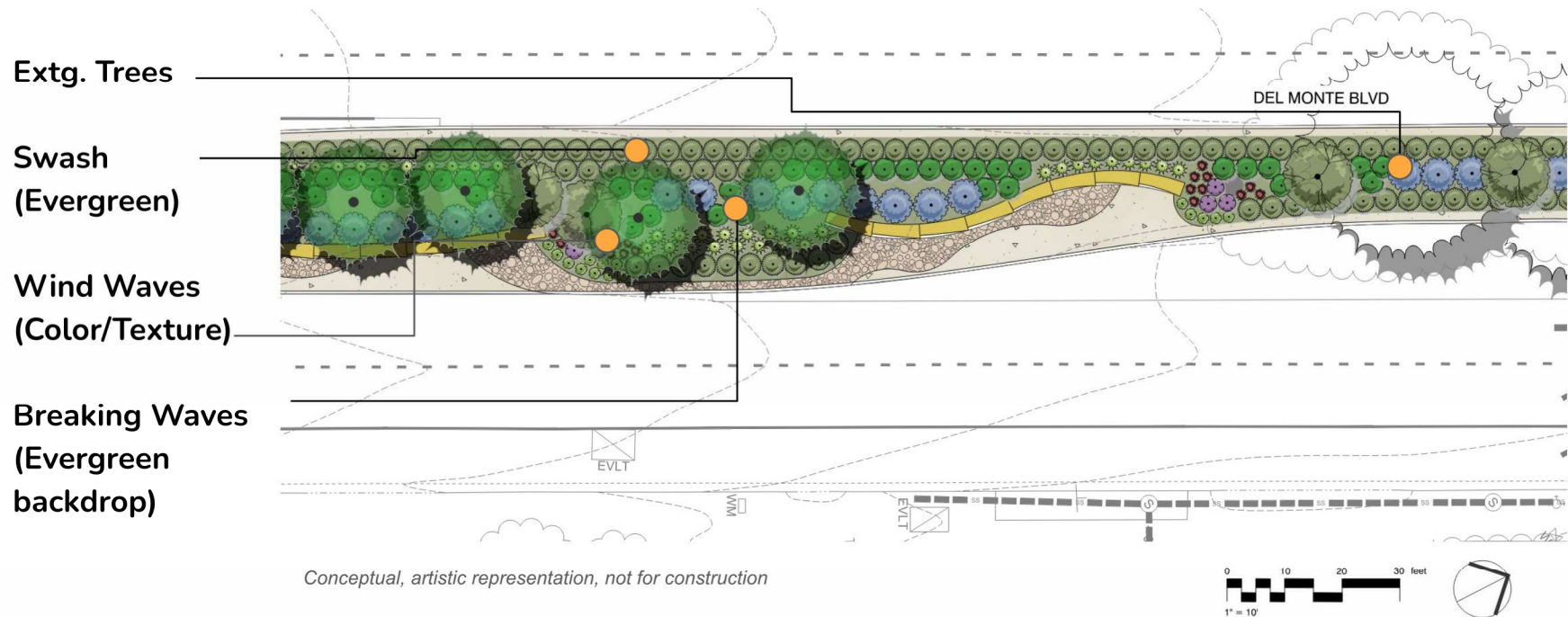
Large Trees



Accent Trees and Large Shrubs



DETAILED DESIGN



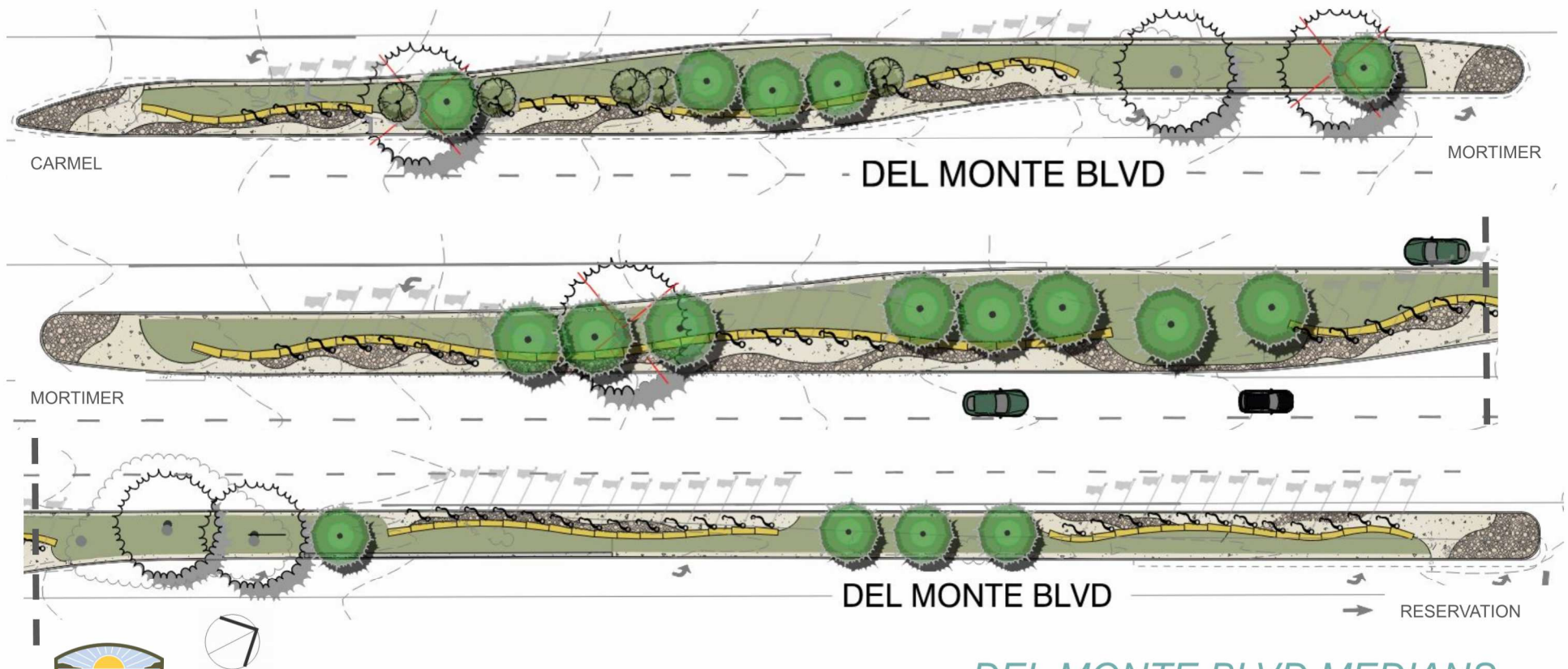
DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

PHASE ONE MEDIANS - Carmel to Reservation



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PHASE ONE MEDIANS - Carmel to Reservation



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

NEXT STEPS



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

- | | | |
|---------------|---|---|
| December 2024 | ● | Final Design Documents and Permitting (Phase 1) |
| January 2025 | ● | Call for bids |
| Spring 2025 | ● | Start Construction |

PHASE TWO: DEL MONTE BLVD. ROADWAY IMPROVEMENTS

- | | | |
|-----------|---|---|
| 2024-2025 | ● | Coordinate with grant/funding opportunities |
|-----------|---|---|



CONTACT PROJECT TEAM:

Email: delmonte@cityofmarina.org



Kimley»Horn



City of Marina

Layne Long, City Manager

City Project Manager

Elvie Camacho, Wallace Group

Landscape Architecture

Bianca Koenig, BEK Collective

Matt Wilkins, Wallace Group

Traffic Engineering

Frederik Venter, Kimley Horn

Derek Wu, Kimley Horn

Arborist

Patric Krabacher, DD&A, Inc.



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape**

August 19, 2024

Item No. **13b**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of September 4, 2024

**CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2024-,
RECEIVING An UPDATE PRESENTATION AND, PROVIDING INPUT
AND APPROVAL OF FINAL CONCEPT DESIGN AND APPROVAL OF
PHASING THE PROJECT DELIVERY FOR DEL MONTE BOULEVARD
LANDSCAPING, MULTI-MODAL IMPROVEMENTS, AND DOWNTOWN
MARINA STREETScape AND AUTHORIZE CALL FOR BIDS FOR THE
DEL MONTE BOULEVARD MEDIAN LANDSCAPING, PHASE 1
PROJECT**

REQUEST:

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

1. Receiving an update presentation, **EXHIBIT A**, for the Del Monte Boulevard Landscaping, Multi-Modal Improvements, and Downtown Marina Streetscape, and;
2. Providing input and approval of final concept design, and;
3. Approving phasing the delivery of the Del Monte Boulevard Landscaping, Multi-Modal Improvements, and Downtown Marina Streetscape, and;
4. Authorizing Call for Bids for the Del Monte Boulevard Median Landscaping Phase 1 Project.

BACKGROUND:

Since Marina's incorporation in 1975, the City has facilitated many surveys, public workshops, and studies to vitalize Marina's existing commercial areas in its Central Business District. The closure of Fort Ord military base in 1995 and the loss of jobs and population associated with that further emphasized the need to vitalize the City's downtown.

This was reiterated again with the adoption of the General Plan in 2000 and with other City Council actions in 2001 recognizing that the creation of an attractive pedestrian-friendly and visitor-serving commercial district was key to establishing Marina's identity and image.

In 2002 an Ad Hoc Marina Downtown Committee was formed that encouraged goals to revitalize Marina's retail commercial areas. In its report to the City Council the Committee stated:

"Revitalization of Marina's commercial area along Del Monte Boulevard and Reservation Road was identified by the Marina City Council in 2001 as one of a number of strategic issues which the City needed to address. In its Strategic Issues Report, the Council recognized that the creation of an attractive, pedestrian friendly and visitor-serving commercial district was key to Marina's evolving identity and image.

In 2005, the City Council adopted the Marina Downtown Vision and Downtown Design Guidelines for developing a vital downtown core. This Vision Plan illustrated design concepts for Downtown Marina. While the Plan focused on the Reservation Road corridor, it identified concepts for public streetscape right-of-way that would provide benefits of reduced automobile speeds, safe pedestrian crossings, wider sidewalks, and accommodation of multiple modes of transportation (cars, buses, bicycles, and pedestrians). Suggested concepts included:

- Reduce through-traffic travel lanes from four lanes to two lanes
- Provide roundabouts at key intersections
- Provide on-street parallel parking
- Provide bicycle lanes
- Provide wider sidewalks to encourage pedestrian travel
- Provide pedestrian street crossings to improve pedestrian visibility for drivers, and to reduce pedestrian crossing distance and time
- Provide landscaped medians
- Consider public art as part of the streetscape

It was then decided that to fulfill this vision a Specific Plan should be developed. The Downtown Vitalization Specific Plan was initiated in 2006. The stated goal of the Plan was to “transform Central Marina and its 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.”

A draft of the Downtown Vitalization Specific Plan was presented publicly in March 2011. The overall goals of the Specific Plan included:

- Create a destination center for the Marina community that accommodates a mix of commercial, retail, dining, entertainment, and residential uses served by a multi-faceted transportation system
- Establish Downtown as a place of cultural, social, economic, and civic vitality.
- Maximize the City’s ability to capture economic opportunities that may otherwise be lost to competing jurisdictions.

The Final Plan was never formally approved, and due to lack of funding the project stalled again until 2017 when the City Council appointed another Ad Hoc Committee to address new issues in the Downtown and complete the long-anticipated Specific Plan. This process has been actively going on since 2018. Draft Plans and Environmental Impact Reports have now been completed and the Final Downtown Vitalization Specific Plan is going before the Planning Commission this month, and to the City Council in October 2024 for final approval. The Vision of the Specific Plan is to establish Downtown Marina as:

“A place with a unique, small coastal town character where people can work, live, and shop in an environment that creates a feeling of cohesiveness, compactness, and individual community identity; a place with a vibrant economy that accommodates a variety of businesses, residences, and civic uses; and, a place that is architecturally pleasing and sustainable, achieved through attractive storefronts, eco-friendly design, and plentiful landscaping and pedestrian amenities to encourage people to walk along tree-lined streets and socialize in civic and public spaces.”

One of the Specific Plan key goals is, “Invest in strategic infrastructure projects through the City’s Capital Improvement Program to upgrade pavement and enhance traffic circulation.”

Since the City’s incorporation in 1975, it has been a desire and goal to improve and vitalize the City’s Downtown Business District. Lack of funding has been a primary deterrent to achieving this goal. The Del Monte Boulevard Medians & Downtown Marina Streetscape final concept plan before the City Council tonight is a beginning step to achieving this goal from almost 50 years ago.

The Downtown Vitalization Specific Plan has an implementation section that identifies various strategies to move the plan forward which will require investment from both the public and private sector. This Del Monte Boulevard Medians & Downtown Marina Streetscape Plan represents a major public investment that will transform the medians into a welcoming and identifying placemaker for the Downtown Business District, and will begin the streetscape transformation of reducing automobile speeds and pedestrian and bike improvements envisioned in 2005 by reducing the travel lanes from four to two and building key roundabouts that will better serve the City's needs and transition away from what originally functioned as a state highway.

To that end, the City Council included \$4M funding within the current Capital Improvement Program (Project No. EDC2126) for landscape and right-of-way streetscape improvements to serve as a change catalyst to initiate beneficial changes in the downtown.

The City also applied for and was successful in being selected for a Regional Surface Transportation Improvement Program funding in the amount of \$ 1,717,500 to implement pedestrian and bicycle safety improvements at the intersection of Del Monte Boulevard and Reservation Road.

ANALYSIS:

The City has engaged the services of Wallace Group and BEK Collective to develop median landscape plans and streetscape features for consideration. The traffic engineering firm, Kimley-Horn has modeled traffic in response to a road diet (reduction from four automobile lanes to two automobile lanes with additional bicycle and pedestrian facilities), as well as intersection roundabouts at Del Monte Boulevard/ Reindollar Avenue and Del Monte Boulevard/Palm Street intersections. The road diet addresses traffic speeds with traffic calming and multi-modal improvements for more balanced and safer vehicular, bicycle, and pedestrian use.

An online survey and several well attended communities outreach events were completed to collect input and feedback. The concept plans for the Del Monte Boulevard Median landscaping, downtown streetscape, and lane reallocation, and intersection roundabouts were presented to the Public Works Commission on November 16, 2023. Input from community outreach events and the Public Works Commission was addressed and are included in the presentation.

At the December 5th, 2023, City Council meeting, BEK Collective and Kimley Horn presented landscaping concept and traffic simulation for the multi-modal improvements for the Del Monte Boulevard. The traffic simulation showed that the road diet meets the city's standards for level of service for the intersections. Additionally, it showed that the northbound and southbound travel times along Del Monte from Highway 1 to Reservation Road did not increase from today's traffic volume and the traffic volume projected at 2040 with the road diet and two roundabouts. The road diet does not work as far as maintaining or improving travel times without the two roundabouts.

The City Council continued the discussion of this project on February 6th, 2024, City Council meeting and provided feedback to staff regarding cultural art area, plants and shrubs, median lighting, flags, bicycle safety and maintenance of proposed improvements.

Since the last presentation, staff/consultants completed the following:

- Arborist Report, **EXHIBIT B**
- Tree Committee Approval, **EXHIBIT B**
- ATP Grant Application for \$14.2 million submitted for the proposed roundabouts, road diet and streetscape. The horizontal layouts of roundabouts and road diet were refined to

address Right of Way limits and enhance traffic calming features, (Roundabout footprints and median alignments are slightly different from previous presentation).

- Topographic Survey of existing conditions

The Del Monte Boulevard Landscaping, Multi-Modal Improvements, and Downtown Marina Streetscape project is recommended to be phased for delivery due to funding source and construction efficiency. The Del Monte Boulevard Landscaping, Phase 1 Project will include the installation of landscaping improvements of medians between Reservation Road and Carmel Avenue. Phase 2 of the Del Monte Boulevard Landscaping will be incorporated during the construction of the proposed roundabouts and road diet and streetscape.

The arborist identified twenty-two total existing trees in the proposed project site, Del Monte Blvd. median between Reservation Road and Highway 1 on ramp. The Tree Committee approved removal of eleven trees, one (1) Monterey cypress, four (4) paperbarks, four (4) myoporum and two (2) olive trees. All trees to be removed are in poor health condition and are located within the raised median of Del Monte Blvd. Impact of the proposed construction will exacerbate their conditions and become a safety hazard. In the event of failure any of the trees could cause a safety issue for passing cars and their occupants.

Tree replacements shall be planted at a 2:1 ratio for a total of twenty-two new trees. Staff recommends tree replacement with Monterey cypress with accent colorful low-profile trees/large shrubs such as Arbutus ‘Marina’ and Toyon. Monterey cypress is recommended as it thrives in windy areas and blends well with the existing Monterey cypress to remain.

The planting palette is a balance of California native species and high performing, low water demand, low maintenance, non- invasive, and Marina weather/soils tolerant ornamentals. This palette includes a mix of groundcovers, ornamental grasses, small to medium shrubs and accent color for texture and movement inspired by the wind and waves of the region.

The median will include hard scape of stamped concrete and cobble stones to match existing, decorative concrete and cobble stone paving to remain. The landscaping includes low, precast concrete modular walls scalloping along the median. Decorative and interactive lights will be incorporated on the walls and can be programmed to change colors for City events. Flag holders will be re-established along the medians.

The Del Monte Boulevard Median Landscape project, Phase 1 is estimated to be in construction in Spring 2025.

The Reservation Road and Del Monte Boulevard Intersections Safety Improvements Project, a grant funded project is currently being designed and will be presented at a future City Council meeting. Construction of these two projects will be coordinated to minimize public inconvenience and maximize construction efficiencies.

FISCAL IMPACT:

The Del Monte Boulevard Median Landscape Demonstration project (QLR 1901) and Downtown Vitalization Implementation project (EDC2126) are included in the Capital Improvement Program with a budget of \$25,000 and \$4,000,000, respectively funded from the General Fund. At this point, the funding may be sufficient to cover all the median landscaping improvements. The Phase 1 landscaping is estimated to cost \$2.1 million. The Phase 2 landscaping portion is estimated to cost \$1.9 million.

The Del Monte Boulevard improvement portion of this project from Reservation Road to Hwy 1 consisting of the road diet reduction from four to two lanes, roundabouts, bike and pedestrian facilities, and streetscape improvements is estimated to cost \$16.2 million dollars. The City has applied for a \$14.2 million dollar transportation grant for the design and construction of the Del Monte Boulevard improvements. This grant will require a \$2.0 million dollar match (not yet funded) from the city if approved.

The project competes for a share of \$568M in funding available through the Active Transportation Program Grants (ATP). Award and certification are anticipated to be announced in December of 2024 or January 2025. Design and construction of this phase of work is contingent on successful grant selection of the project

California Environmental Quality Act (CEQA)

The presentation and providing design input for Del Monte Boulevard landscaping and multi modal improvements and downtown Marina streetscape 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,

Elvira Morla-Camacho, P.E., QSD
Project Management Services
Wallace Group

REVIEWED/CONCUR:

Layne P. Long
City Manager
City of Marina

RESOLUTION NO. 2024-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA RECEIVING AN UPDATE PRESENTATION AND, PROVIDING INPUT AND APPROVAL OF FINAL CONCEPT DESIGN AND APPROVAL OF PHASING THE PROJECT DELIVERY FOR DEL MONTE BOULEVARD LANDSCAPING, MULTI-MODAL IMPROVEMENTS, AND DOWNTOWN MARINA STREETSCAPE AND AUTHORIZE CALL FOR BIDS FOR THE DEL MONTE BOULEVARD MEDIAN LANDSCAPING, PHASE 1 PROJECT

WHEREAS, the City of Marina is in the process of developing a Downtown Vitalization Specific Plan. One aspect of this plan is changing the right-of-way to better serve the City's needs and transition away from what originally functioned as a state highway; and

WHEREAS, the Del Monte Boulevard Median Landscape Demonstration project (QLR 1901) and Downtown Vitalization Implementation Project (EDC2126) are included in the Capital Improvement Program with a budget of \$25,000 and \$4,000,000, respectively; and

WHEREAS, staff have engaged the services of the Wallace Group and BEK Collective to develop median landscape plans and streetscape features for consideration. The traffic engineering firm, Kimley-Horn has modeled traffic in response to a road diet (reduction from four automobile lanes to two automobile lanes with additional bicycle and pedestrian facilities), as well as possible intersection roundabouts on Del Monte Boulevard between Highway 1 and Reservation Road. The road diet addresses traffic calming and multi-modal improvements for a more balance and safer vehicular, bicycle and pedestrian use; and

WHEREAS, an online survey and several well attended community outreaches were completed to collect input and feedback. The concept plans for the Del Monte Boulevard Median landscaping, downtown streetscape, and lane reallocation and intersection roundabouts were presented to the Public Works Commission on November 16, 2023; and

WHEREAS, on December 5th, 2023, the City Council Meeting, BEK and Kimly Horm presented landscaping concept and traffic simulation for the multi-modal improvements for the Del Monte Boulevard. The City Council continued the discussion of this project on February 6th, 2024, City Council meeting and provided feedback to staff regarding cultural art area, plants and shrubs, median lighting, flags, bicycle safety and maintenance of proposed improvements.; and

WHEREAS, since the last presentation, staff completed the following: Arborist Report, **EXHIBIT B**, Tree Committee Approval, **EXHIBIT B** and ATP Grant Application submitted for the proposed roundabouts, road diet and streetscape. The horizontal layouts of roundabouts and road diet were refined to address Right of Way limits and enhance traffic calming features, (Roundabout footprints and median alignments are slightly different from previous presentation); and

WHEREAS, the presentation and providing design input for Del Monte Boulevard Landscaping and Multi Modal Improvements and Downtown Marina Streetscape Projects is not a project as defined by the California Environmental Quality Act (CEQA); and

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

1. Received an update presentation for the Del Monte Boulevard Landscaping and Multi-Modal Improvements and Downtown Marina Streetscape; and
2. Provided input and approval of final concept design; and
3. Approved phasing the delivery of the Del Monte Boulevard Landscaping, Multi-Modal Improvements, and Downtown Marina Streetscape; and
4. Authorized Call for Bids for the Del Monte Boulevard Median Landscaping Phase 1 Project.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 4th day of September 2024, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

ATTEST:

Bruce C. Delgado, Mayor

Anita Sharp, Deputy City Clerk



***DEL MONTE BLVD MEDIANS
& DOWNTOWN MARINA STREETScape***

City Council Meeting
September 4, 2024



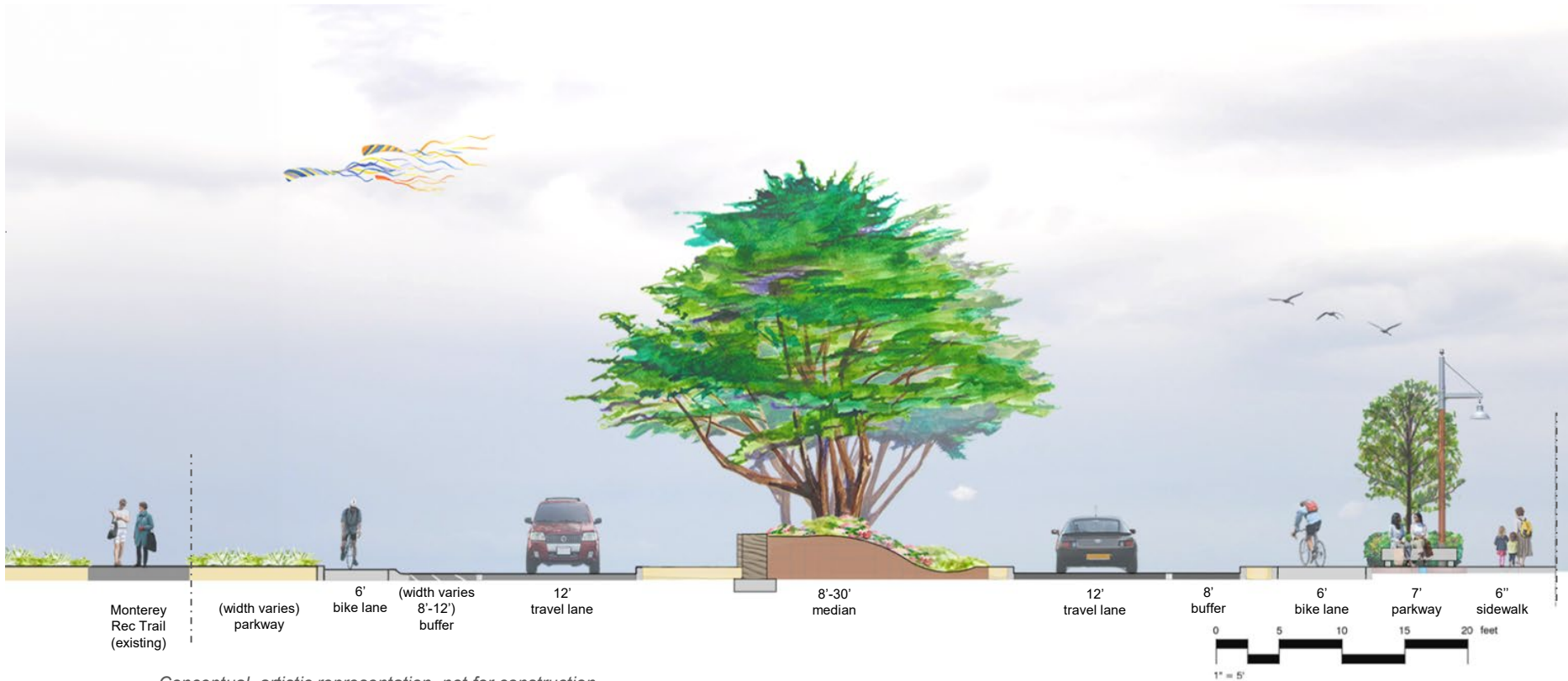
***DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape***



EXISTING



DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE



Conceptual, artistic representation, not for construction



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.

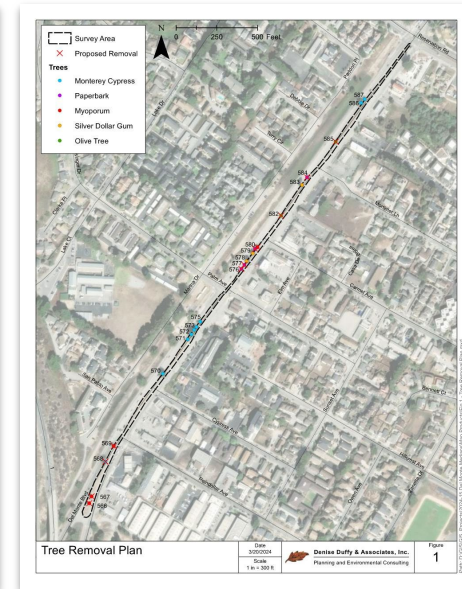


TREE COMMITTEE REVIEW

Trees for Removal*: 11

Tree Replacement
Required (2:1): 22

*Tree removal due to
poor/declining tree
health and potential for
disease.



**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

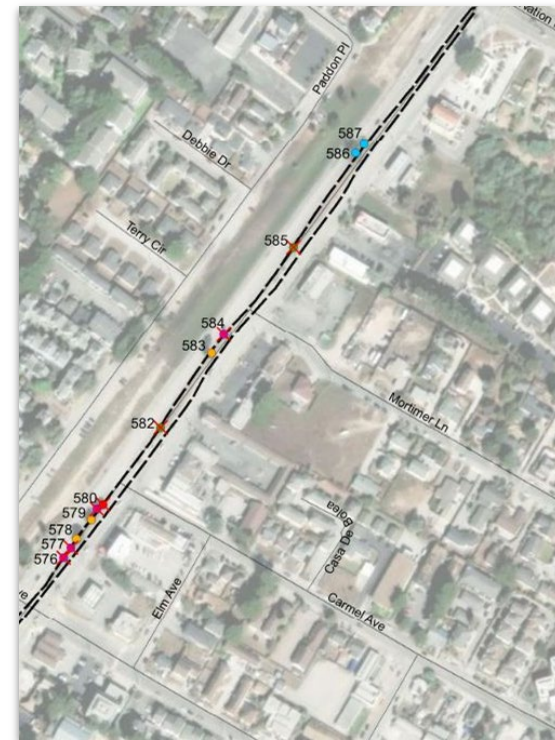
TREE COMMITTEE REVIEW

-  Survey Area
-  Proposed Removal

Trees

-  Monterey Cypress 1
-  Paperbark 4
-  Myoporum 4
-  Silver Dollar Gum 0
-  Olive Tree 2

Total Trees for removal: 11

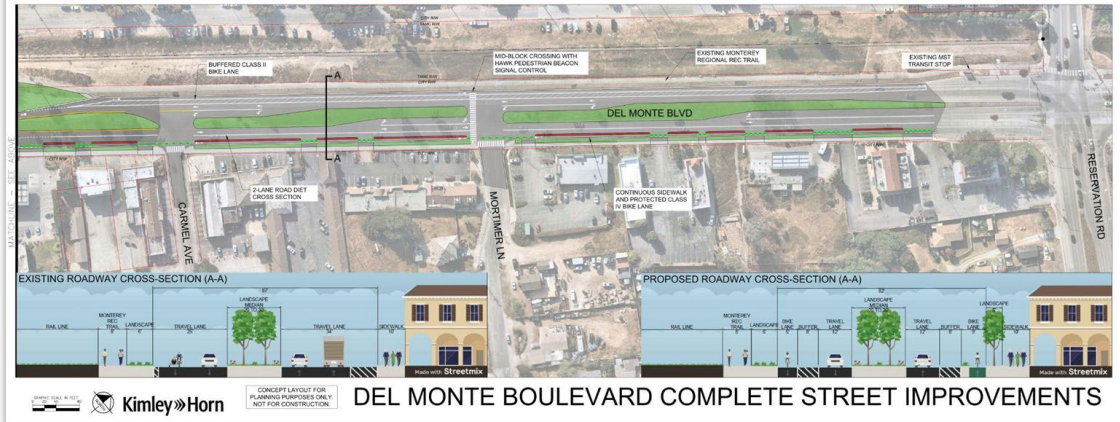
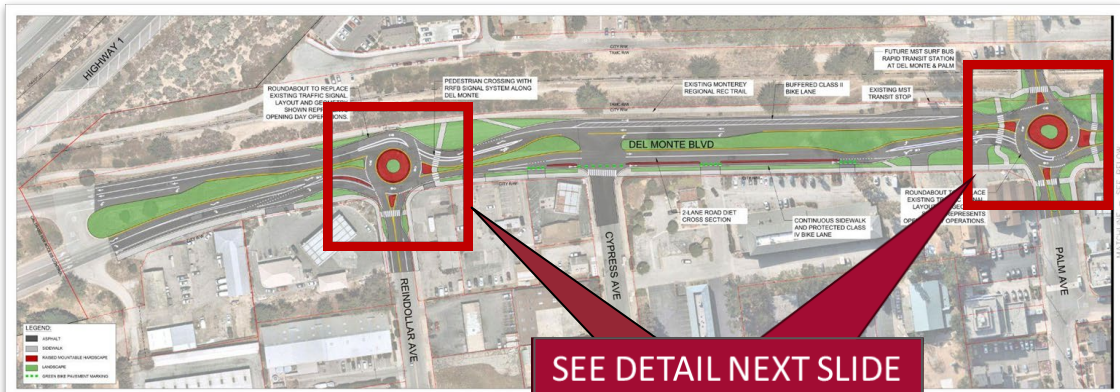


**DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE**

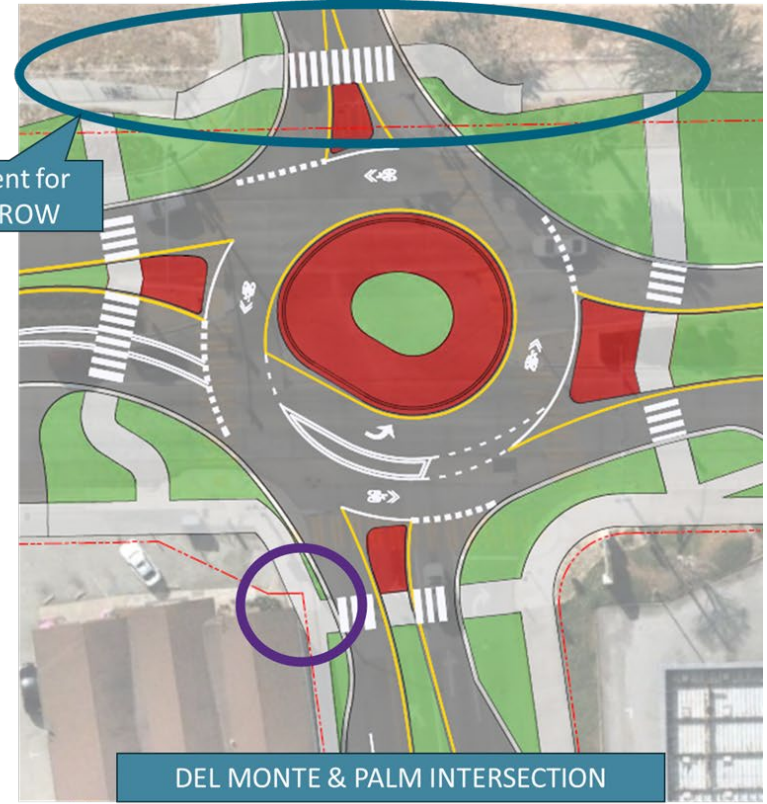
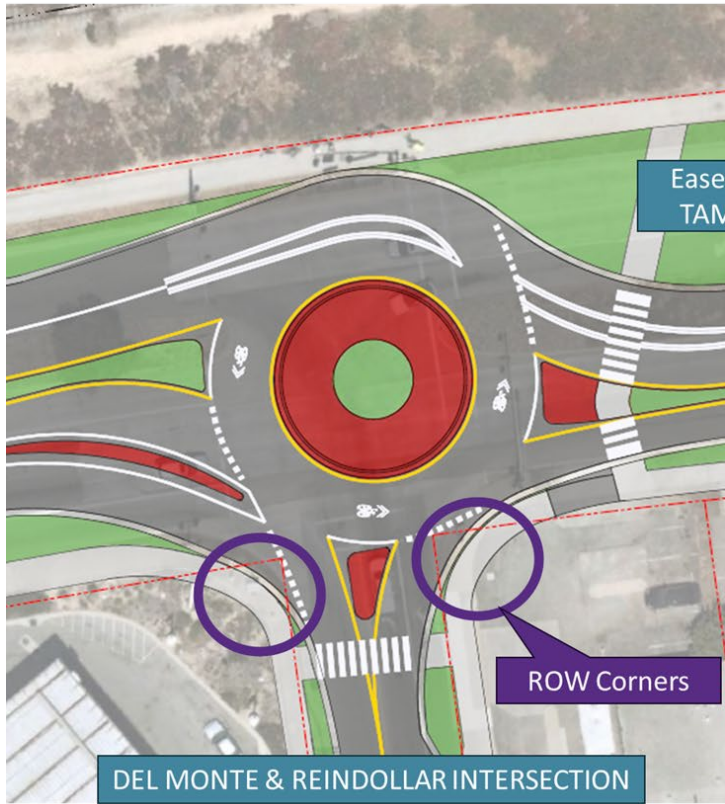
TRAFFIC SAFETY

Updates:

- ATP Grant Submitted
- Property/ROW limits
- Final Curve Design



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



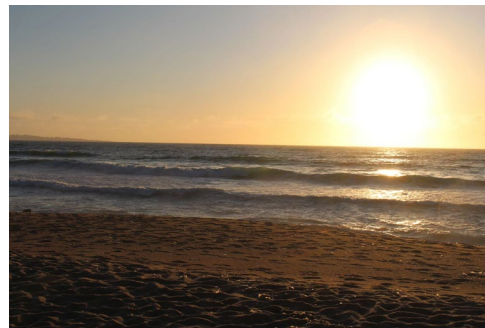
DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

PHASE 1

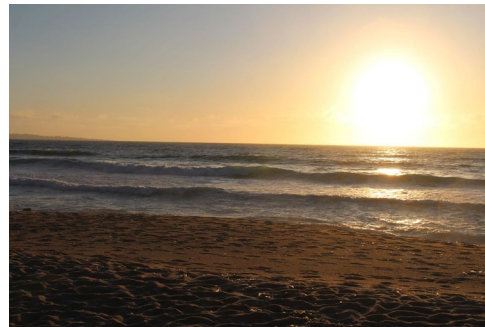




DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE



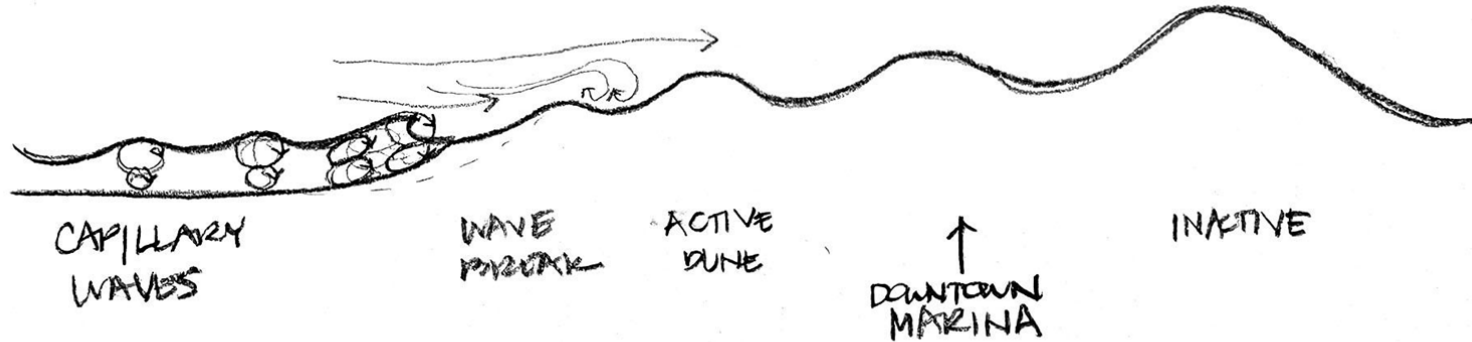
DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

DESIGN CONCEPT

Wind shapes Waves.
Waves shape Stone.
Water shapes Light.

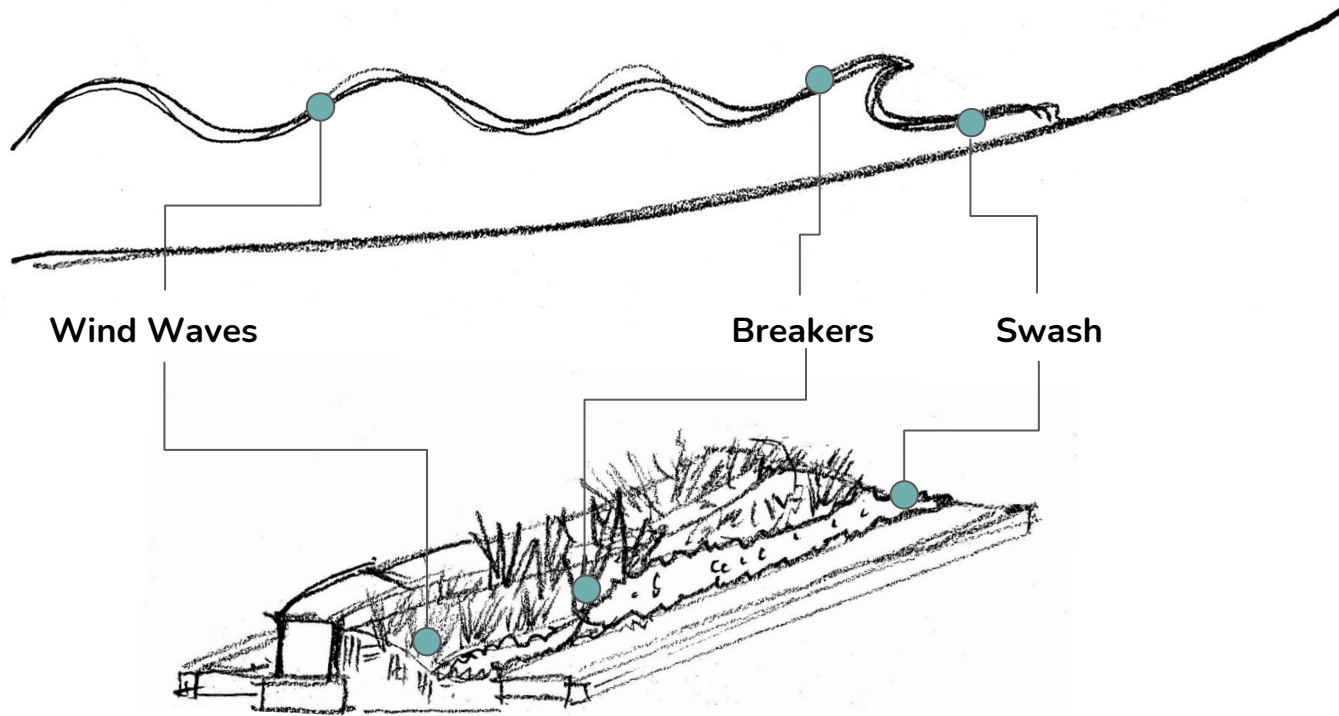
=

Coastal habitats and
the land that makes
Marina unique.



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

DESIGN CONCEPT



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

MEDIAN DESIGN - DOWNHILL VIEW

Large Trees

Accent Trees

Breakers
(Medium
Shrubs and
Color)

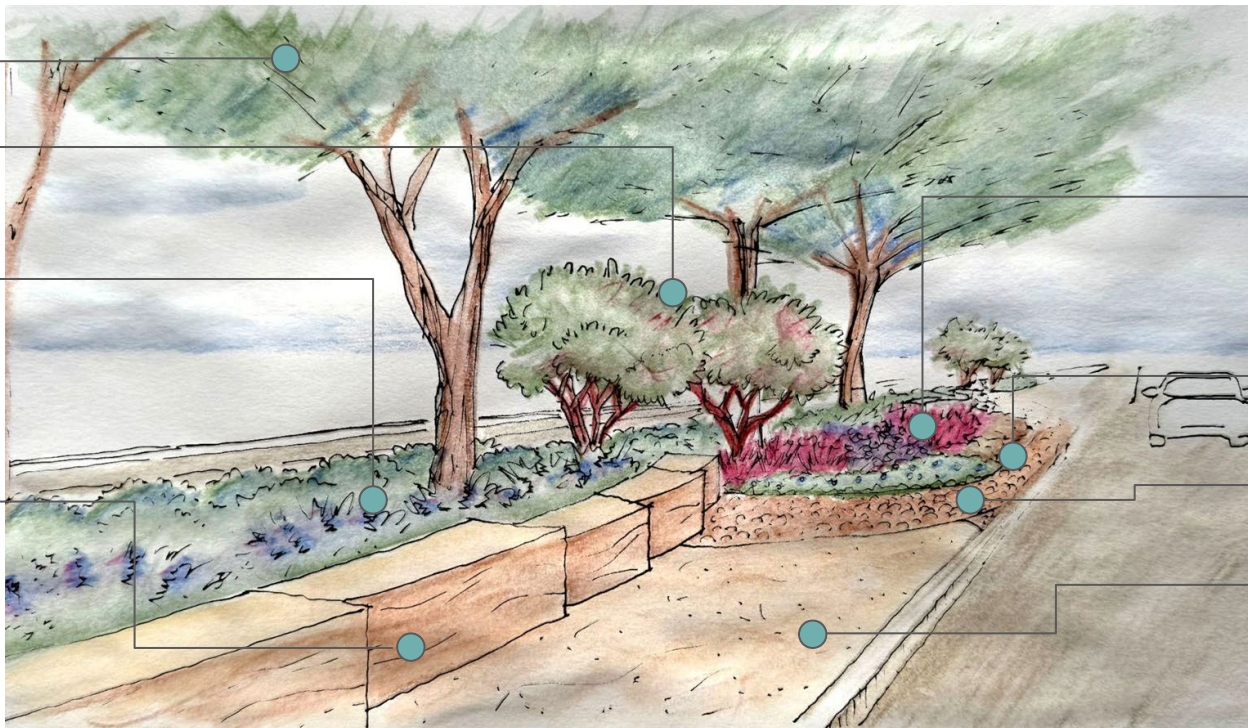
Pre-cast
Concrete
Feature Wall
With Lighting

Wind Waves
(Color and
Grasses)

Swash
(Groundcovers)

Beachcomber
Cobbles

Stamped
Concrete



Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

MEDIAN DESIGN - UPHILL VIEW

Large Trees

Accent Trees

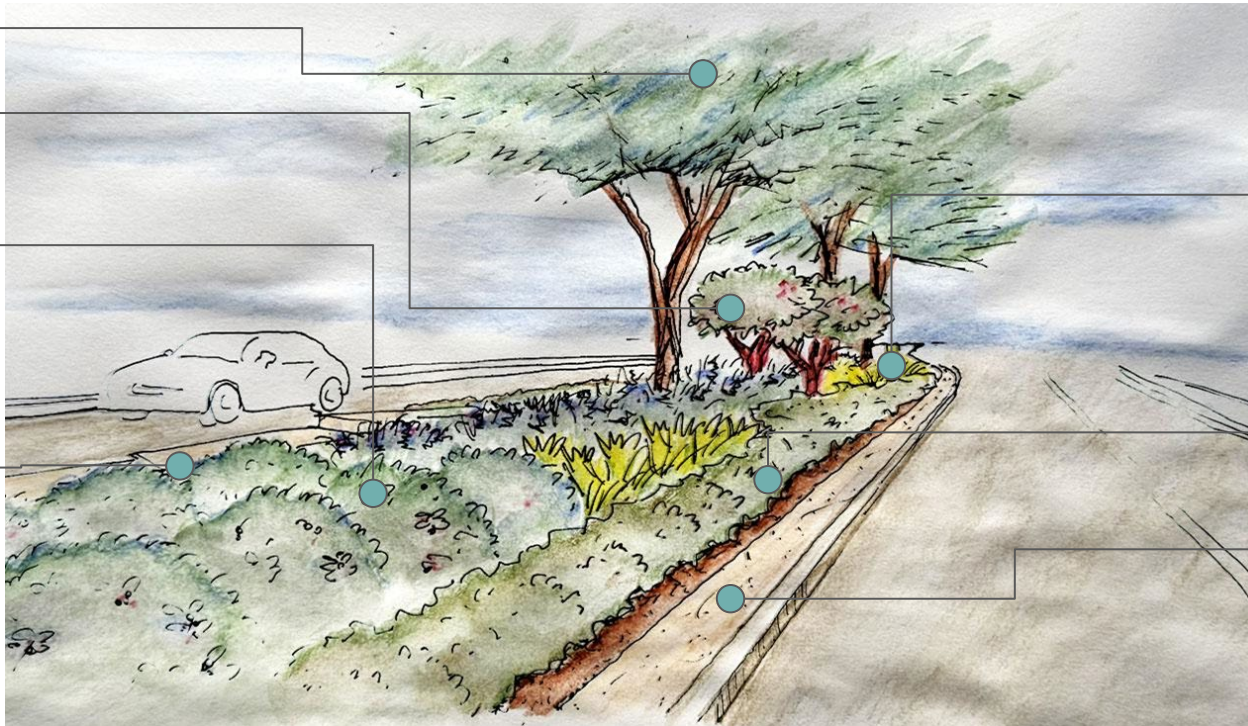
Breakers
(Medium
Shrubs and
Color)

Pre-cast
Concrete
Feature Wall

Wind Waves
(Color and
Grasses)

Swash
(Groundcovers)

Stamped
Concrete
Maintenance
Path

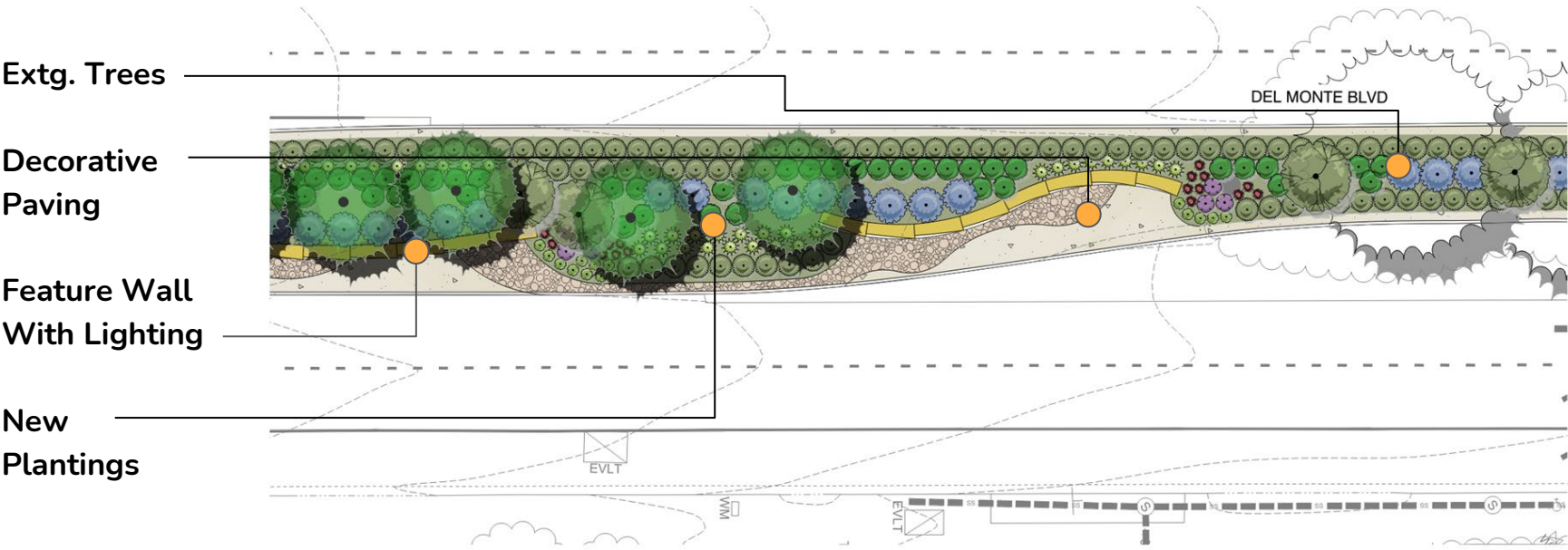


Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

DETAILED DESIGN



Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

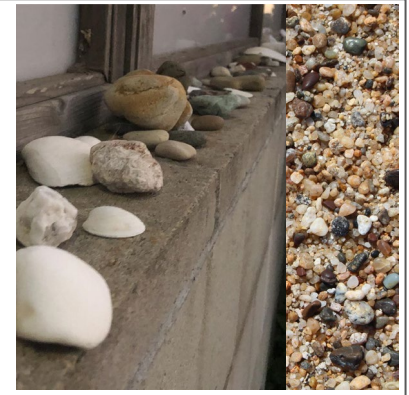
DECORATIVE PAVING



“Sandy
Beach”
Concrete

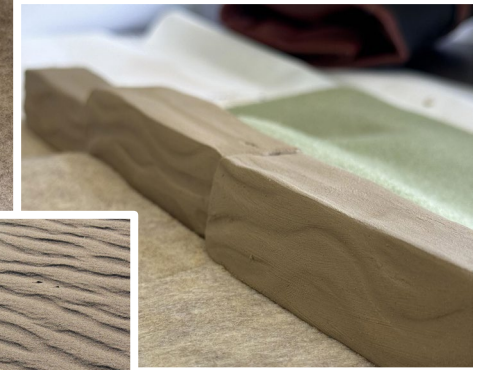


“Beachcomber”
Cobble



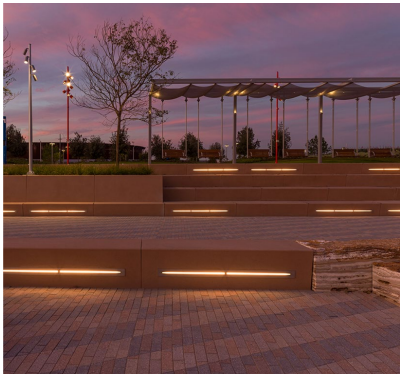
DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

FEATURE WALL



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

FEATURE WALL - LIGHTING



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

FEATURE WALL - LIGHTING



Conceptual, artistic representation, not for construction



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PLANTING DESIGN

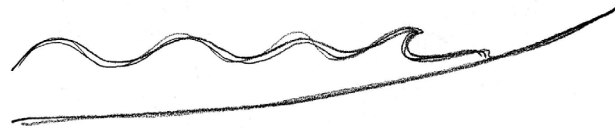


- ✓ Drought-tolerant/water-wise
- ✓ Weed-suppressing plants
- ✓ Proven winners in Marina
- ✓ Look good year-round



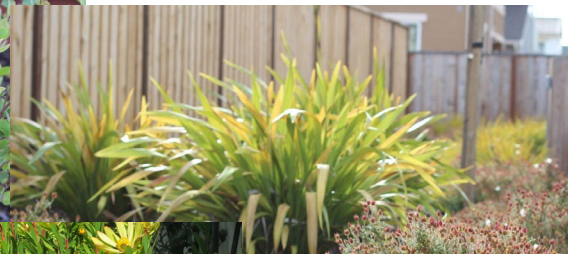
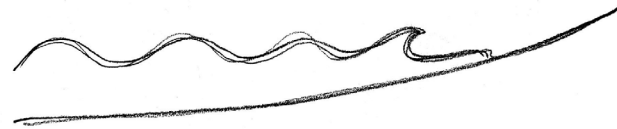
DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape

PLANTING DESIGN



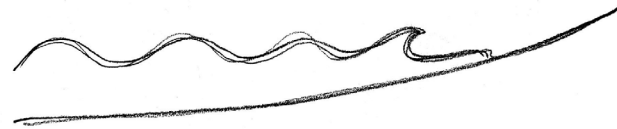
DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PLANTING DESIGN



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PLANTING DESIGN



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

TREE PALETTE



Existing Trees

Large Trees

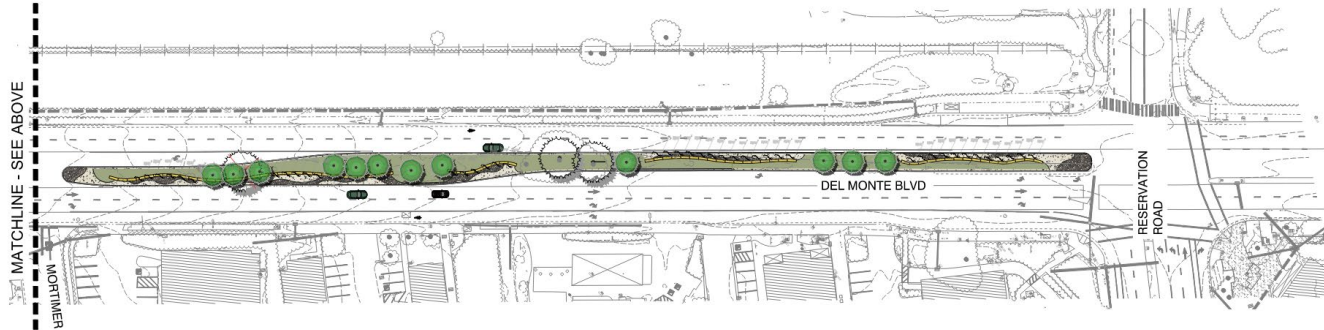
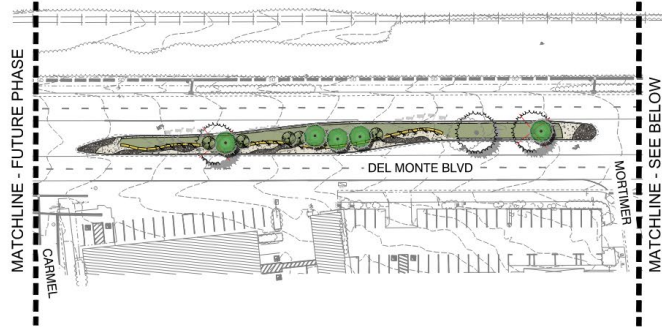


Accent Trees and Large Shrubs



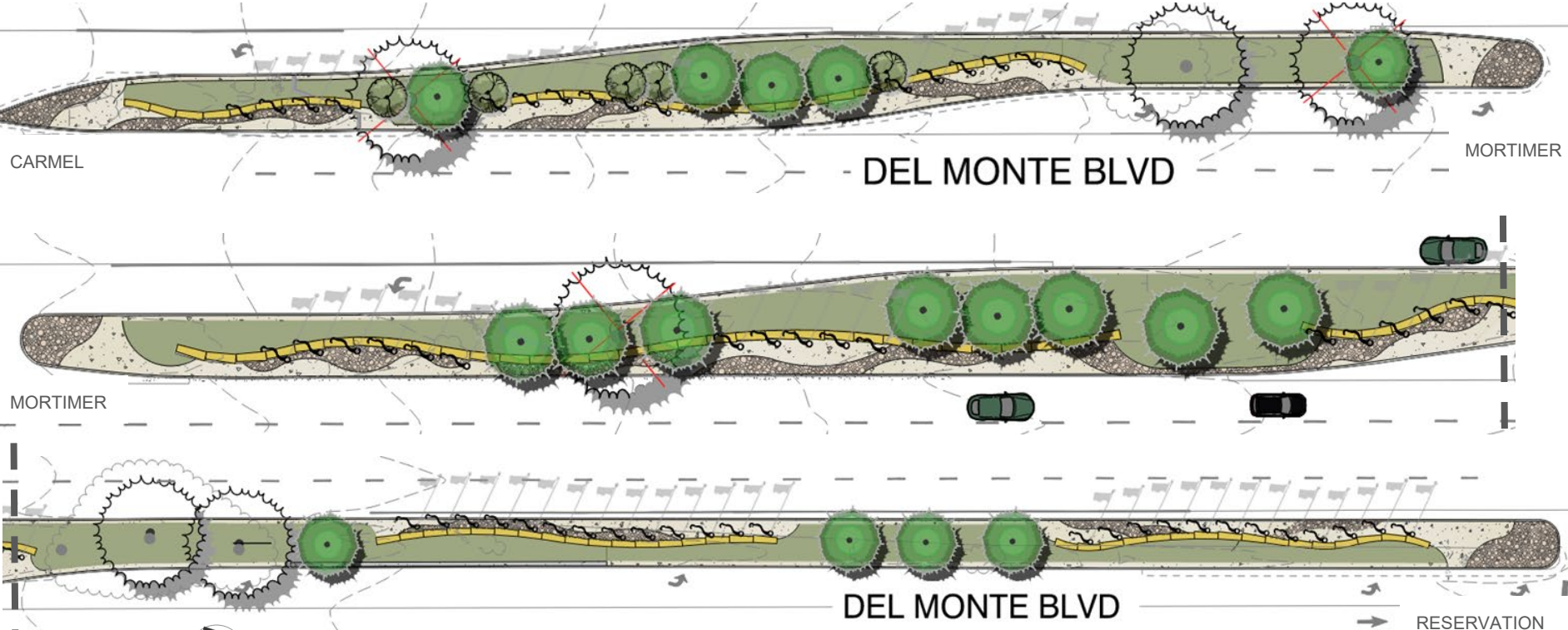
DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PHASE ONE MEDIANS - Carmel to Reservation



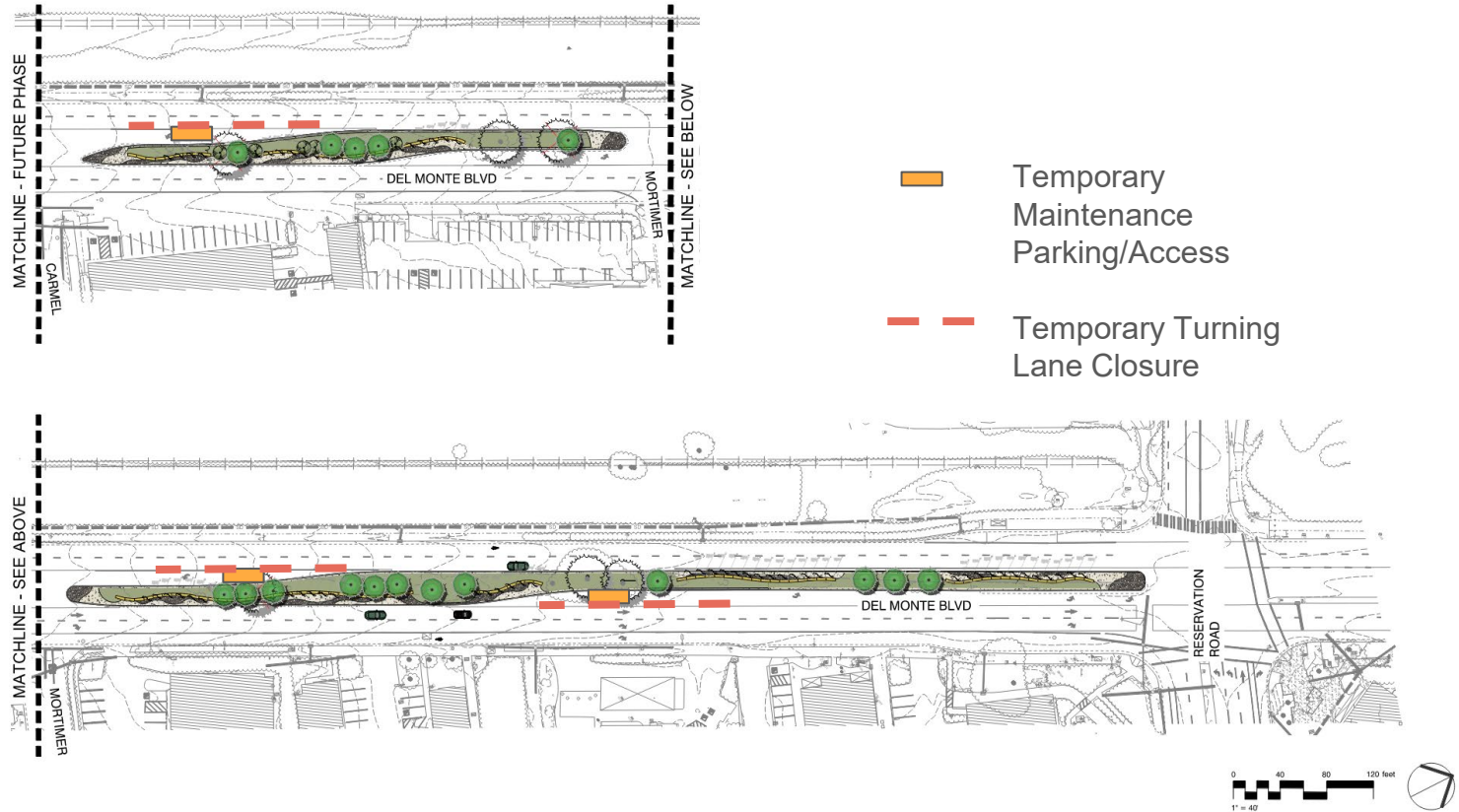
DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

PHASE ONE MEDIANS - Carmel to Reservation



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

MAINTENANCE ACCESS



DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

DEL MONTE MEDIANS: PHASE ONE

Carmel to Reservation

Installation:

22,000 square feet (0.5 acres)

~ \$2.1 million estimated

Maintenance activities:

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

~ \$18,000 - 20,000/year

Conceptual budget assumptions, subject to change.



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape

NEXT STEPS



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

- | | | |
|---------------|---|---|
| December 2024 | ● | Final Design Documents and Permitting (Phase 1) |
| January 2025 | ● | Call for bids |
| Spring 2025 | ● | Start Construction |

PHASE TWO: DEL MONTE BLVD. ROADWAY IMPROVEMENTS

- | | | |
|-----------|---|---|
| 2024-2025 | ● | Coordinate with grant/funding opportunities |
|-----------|---|---|



CONTACT PROJECT TEAM:

Email:

delmonte@cityofmarina.org



Kimley»Horn



City of Marina

Layne Long, City Manager

City Project Manager

Elvie Camacho, Wallace Group

Landscape Architecture

Bianca Koenig, BEK Collective

Matt Wilkins, Wallace Group

Traffic Engineering

Frederik Venter, Kimley Horn

Derek Wu, Kimley Horn

Arborist

Patric Krabacher, DD&A, Inc.

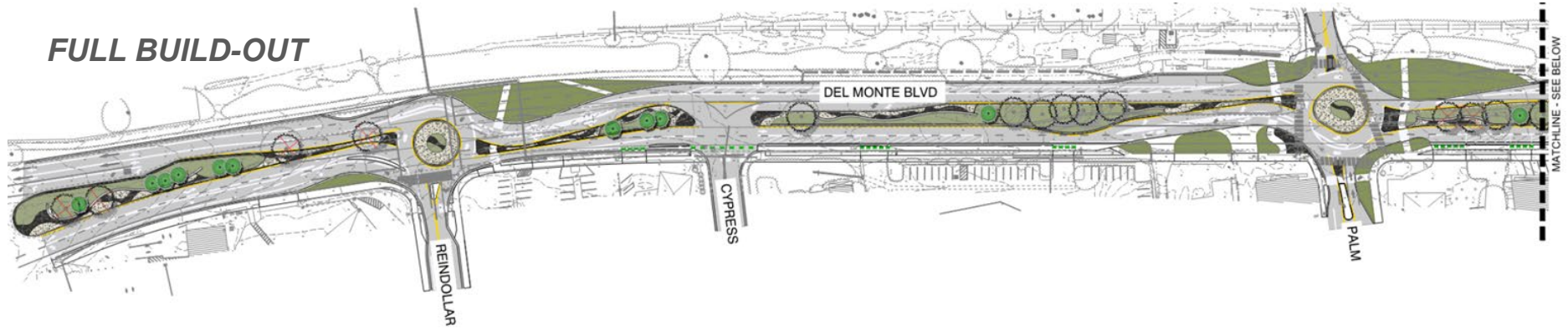


Questions?



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETScape

FULL BUILD-OUT



DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

PLANT LIST

EVERGREEN TREE

Cupressus macrocarpa / Monterey Cypress

MULTI-STEM TREE

Arbutus x 'Marina' /

Marina Strawberry Tree Multi-Trunk

Heteromeles arbutifolia / Toyon

SWASH (Groundcovers)

Arctostaphylos x 'John Dourley' /

John Dourley Manzanita

Arctostaphylos x 'Pacific Mist' /

Pacific Mist Manzanita

Ceanothus dentatus / Monterey Ceanothus

Ceanothus hearstiorum / Hearst's Ceanothus

Cistus salviifolius 'Prostratus' /

Sageleaf Rockrose

Convolvulus sabatius 'Compacta' /

Ground Morning Glory

Erigeron glaucus / Seaside Daisy

Senecio serpens / Blue Chalksticks

WIND WAVES

(Medium Shrubs, Accent Plants)

Achillea x 'Moonshine' / Moonshine Yarrow

Arctostaphylos pumila /

Sandmat Manzanita

Arctostaphylos tomentosa /

Woolly Manzanita

Bulbine frutescens / Bulbine

Ceanothus griseus horizontalis 'Yankee Point' / Yankee Point Carmel Creeper

Cistus x pulverulentus 'Sunset' /

Sunset Rockrose

Diplacus aurantiacus /

Sticky Monkeyflower

Festuca idahoensis 'Siskiyou Blue' /

Siskiyou Blue Fescue

Festuca mairei / Atlas Fescue

Limonium perezii / Statice

Lomandra longifolia 'Breeze' /

Breeze\U+2122 Mat Rush

Muhlenbergia dubia / Pine Muhly

Pennisetum 'Fairy Tales' /

Evergreen Fountain Grass

Phormium tenax 'Jack Spratt' /

Jack Spratt New Zealand Flax

Sesleria autumnalis / Autumn Moor Grass

BREAKING WAVES

(Large Shrubs, Accent Plants)

Arctostaphylos hookeri / Hooker's Manzanita

Arctostaphylos tomentosa /

Woollyleaf Manzanita

Arctostaphylos manzanita 'Dr. Hurd' /

Dr. Hurd Common Manzanita

Arctostaphylos manzanita 'Sebastopol White' /

Sebastopol White Manzanita

Frangula californica / California Coffeeberry

Leucadendron salignum 'Chief' /

Chief Conebush

Leucadendron x 'Safari Goldstrike' /

Safari Goldstrike Conebush

Phormium x 'Rainbow Warrior' /

Rainbow Warrior New Zealand Flax

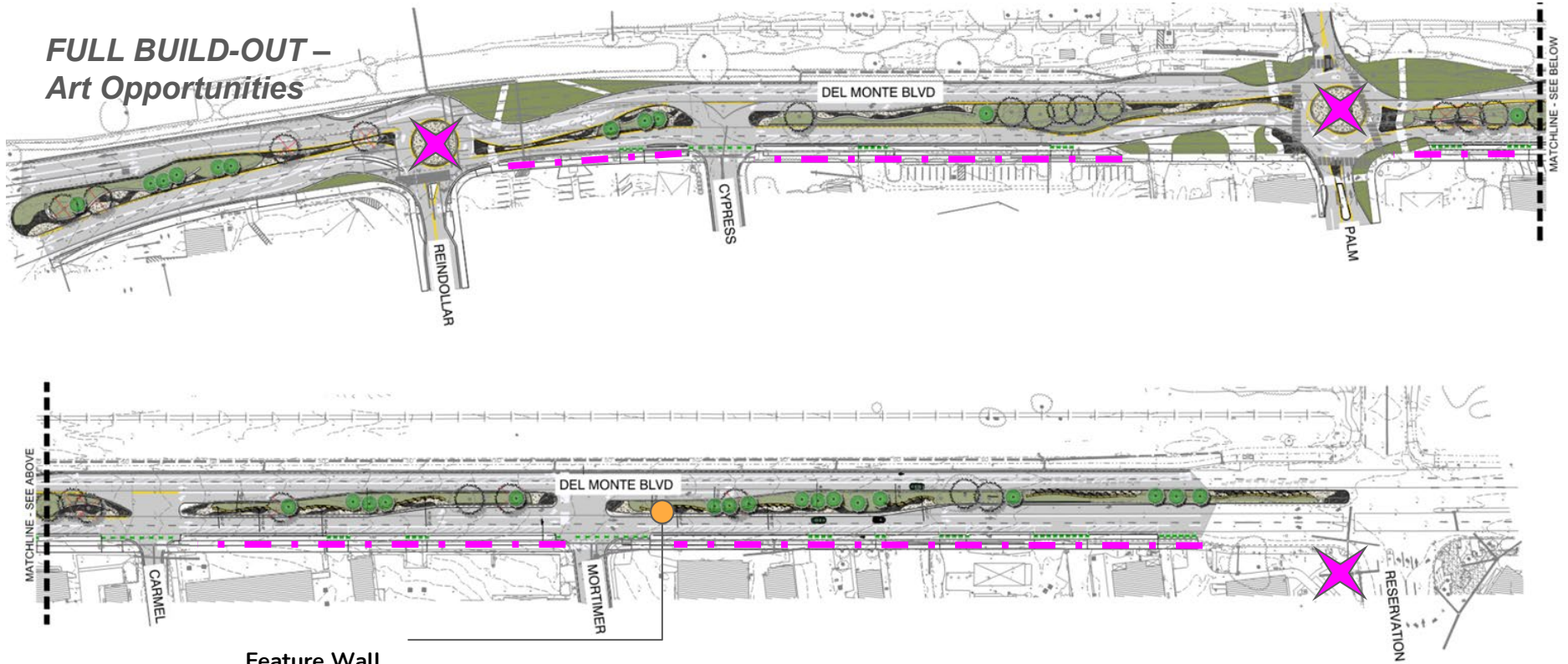
Phormium x 'Yellow Wave' /

Yellow Wave New Zealand Flax

Salvia mellifera / Black Sage



FULL BUILD-OUT – Art Opportunities



Feature Wall
With Lighting

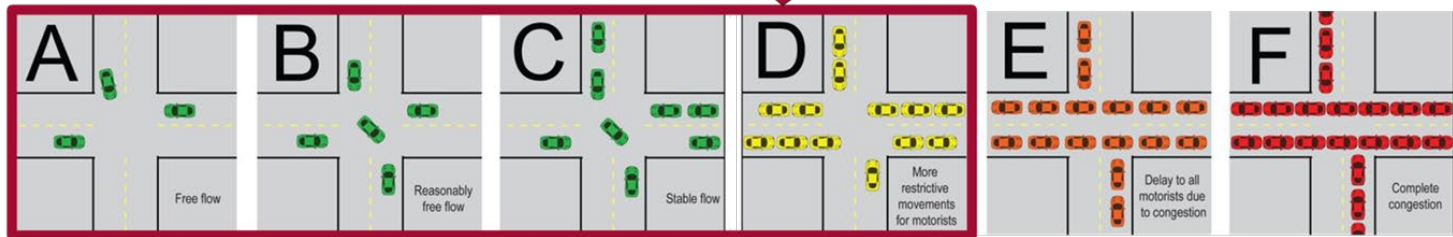


DEL MONTE BLVD MEDIANS DOWNTOWN MARINA STREETSCAPE

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



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

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	<u>Good</u> 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



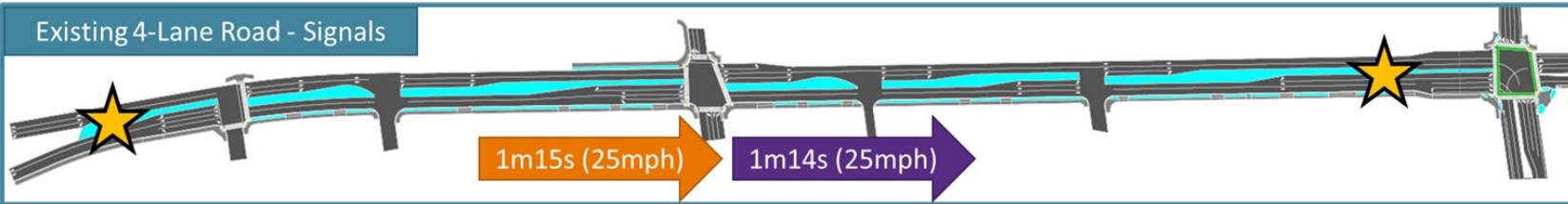
AM

PM

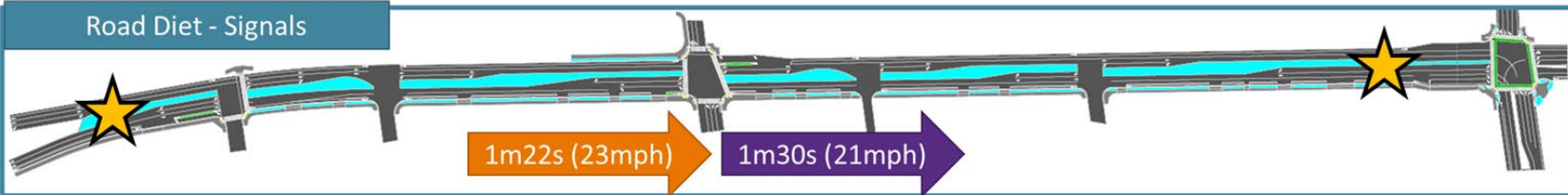
0.5-Mile Corridor

NORTHBOUND TRAVEL TIMES

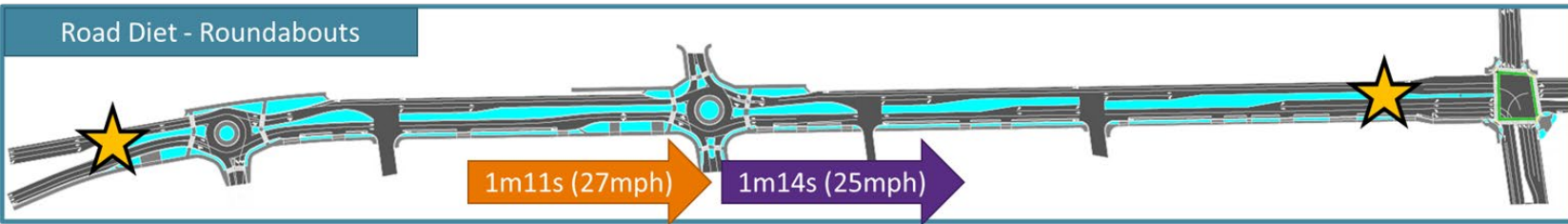
Existing 4-Lane Road - Signals



Road Diet - Signals



Road Diet - Roundabouts



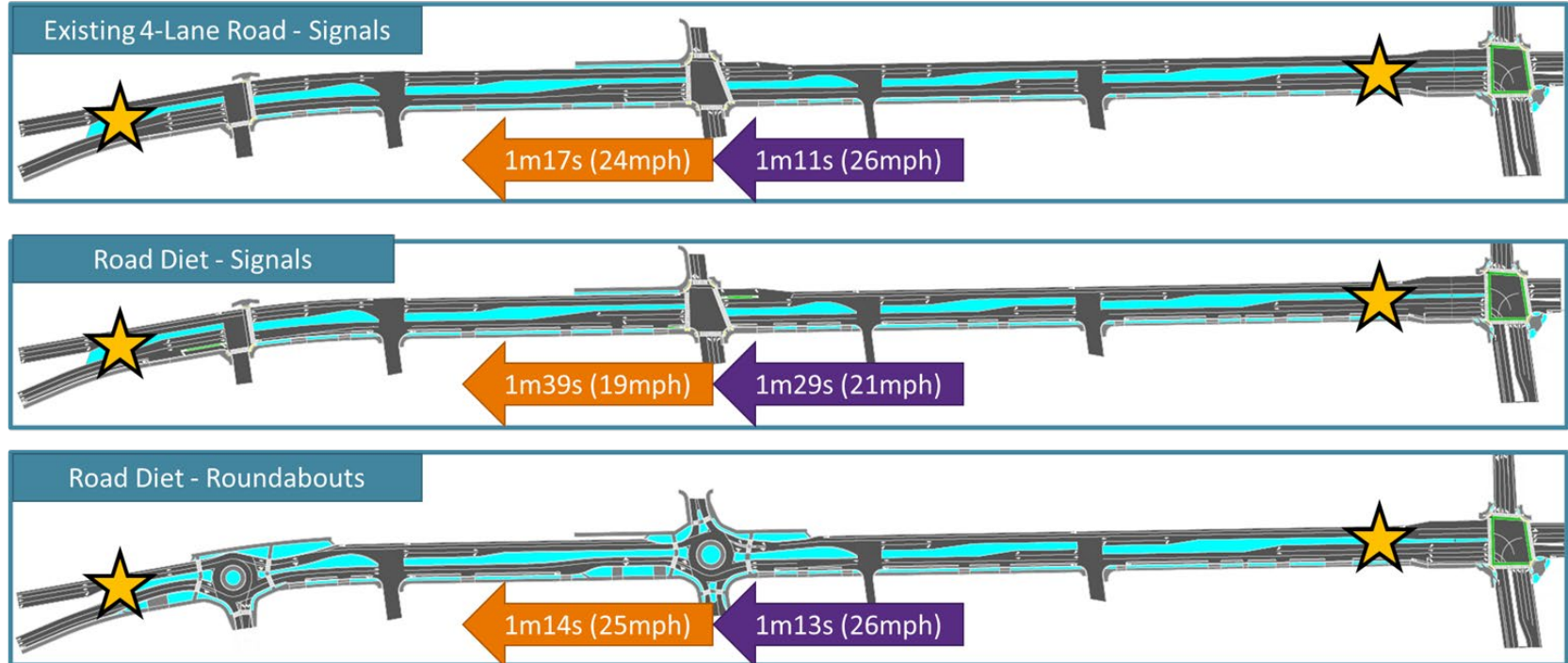
DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

SOUTHBOUND TRAVEL TIMES

AM

PM

0.5-Mile Corridor



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

CASE STUDY: LA JOLLA, SAN DIEGO, CA



1



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

CASE STUDY: LA JOLLA, SAN DIEGO, CA

2007 – 5 Lane Roadway & Stop Control



2018 – 2 Lane Road Diet & Roundabouts



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

TREES TO REMAIN



Tree #583



Tree #570



Tree #571



Tree #574



Tree #575



Tree #586



Tree #587



Tree #572



Tree #573



Tree #578



Tree #579



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

TREES FOR REMOVAL

Trees	
● Monterey Cypress	1
● Paperbark	4
● Myoporum	4
● Silver Dollar Gum	0
● Olive Tree	2



Tree #566

Tree #567

Tree #568

Tree #569

Tree #576



Tree #577

Tree #580

Tree #581

Tree #582

Tree #584

Tree #585



DEL MONTE BLVD MEDIANS
DOWNTOWN MARINA STREETSCAPE

TREE COMMITTEE RESOLUTION NO. 2024-03

TREE COMMITTEE RESOLUTION RECOMMENDING THAT THE COMMUNITY DEVELOPMENT DIRECTOR OR THEIR DESIGNEE APPROVE THE REMOVAL OF 11 TREES IN THE PUBLIC RIGHT-OF-WAY ON DEL MONTE BLVD. THIS RECOMMENDATION IS EXEMPT FROM ENVIRONMENTAL REVIEW PER § 15304 OF THE CEQA GUIDELINES.

WHEREAS, on April 8, 2024, ISA Certified Arborist Patric Krabacher of Densie Duffy & Assoc. (DD&A) submitted an Arborist Report “**Exhibit A**” prepared in accordance with Marina Municipal Code (MMC) Chapter 17.62 (Tree Removal, Preservation and Protection) for the proposed project to remove 11 trees;

WHEREAS, on May 6, 2024, at a duly noticed special public hearing, the Tree Committee considered TP24-03 requesting the removal of eleven (11) trees in the public right-of-way on Del Monte Blvd.

WHEREAS, after receiving public testimony and deliberating on the item; and

WHEREAS, the project is exempt from environmental review per Section 15304 of the CEQA Guidelines (Minor alterations to land).

WHEREAS, Marina is located in an oceanic and natural environment and there is interest in the connection to the environment. The Tree Committee recommends magnificent, well suited street trees where appropriate including Monterey Cypress, Coastal Live Oak, Cork Bark Oak and the landscaping to incorporate some local shrubs.

NOW THEREFORE BE IT RESOLVED that the Tree Committee, based on findings in “**Exhibit B**” and conditions of approval in “**Exhibit C**”, and CEQA exemptions, does hereby recommend that the CDD Director approve the removal of eleven (11) trees subject to Chapter 17.62 of the Marina Municipal Code.

PASSED AND ADOPTED by the Tree Committee of the City of Marina at a duly noticed special meeting on the 6th of May, 2024, by the following vote:

AYES, MEMBERS: Simmons, Gardner, Elvira, Markham

NOES, MEMBERS: None

ABSENT, MEMBERS: Walton

ABSTAIN, MEMBERS: None

Greg Simmons
Greg Simmons (May 11, 2024 07:15 PDT)

Greg Simmons, Chair

ATTEST:

Nicholas McIlroy

 Nicolas McIlroy
 Senior Planner
 City of Marina

Exhibit A
Arborist Report
(On Separate Sheet)

Exhibit B
Conditions of Approval

1. **Timing of Tree Removal.** Given the types and sizes of trees to be removed, all tree removal activities shall either: 1) occur outside of bird nesting season which is March 1 – August 31; or 2) a qualified biologist shall survey the trees no more than two (2) weeks prior to start of work if within the nesting season.
2. **Display of Tree Removal Permit.** Prior to and during the removal of any tree approved for removal, a copy of the tree removal permit shall be displayed on site. If no tree removal permit is displayed, the City will issue a stop work order and commence the City's administrative fine process.
3. **Tree Protection.** All trees in the project area which are scheduled for preservation or potential removal shall be temporarily fenced prior to all project-related activities. Fencing shall be installed at the edge of the root zone (the area located within 15 times the trunk diameter in all directions) or located at the edge of pavement furthest from the trunk (whichever comes first). Fencing shall consist of chain link or plastic link fence which is maintained at a minimum height of four feet above grade during all phases of construction.

Fenced areas shall not be used for material stockpile, storage, or vehicle parking. Dumping of materials, chemicals, or garbage shall be prohibited within fenced areas. Fenced areas shall be maintained in natural condition at natural or existing grade and shall not be compacted.

4. **Replacement Trees.** Upon completion of grading and site work for the medians, new trees shall be planted at a 2:1 ratio, i.e. 22 trees.
5. **Site Restoration Plan.** The ground surface shall be restored in the vicinity of the tree removals. Restoration shall include but not be limited to the removal of tree stumps and filling of any holes left by the removal.

Exhibit C
Tree Removal Permit Findings

MMC 17.62.060.C. *Required Findings for Approval of Tree Removal Permit.* The following findings are required prior to approval or conditional approval of a tree removal permit:

1. The tree is in poor condition and is in danger of falling within proximity to existing structures, high pedestrian traffic areas such as parking lots, playgrounds and pedestrian walkways, or interference with utility services that cannot be controlled or remedied through reasonable preservation and/or preventive procedures and practices; or

The trees slated for removal are all in fair or poor health and are located within the raised median of Del Monte Blvd. In the event of failure any of the trees could cause a safety issue for drivers.

2. The tree is host to a plant, or insect, or other parasitic organism which endangers other adjacent healthy trees; or

Trees #568, #576, #577, #580, and #584 have boring beetle infestation.

3. The location of more than three trees conflicts with the construction of street or sidewalk improvements, storm drain, traffic signals or signs; or

The trees are in medians that are planned to be renovated and new landscaping installed in conjunction with improvements to Del Monte Blvd.

4. The number of trees on the site is in excess of the number of healthy trees the site is able to support, based on such considerations as tree species, growth characteristics, general health of the stand, tree age, solar orientation and soil condition; or

n/a

5. The applicant outlines other clearly documented and compelling reasons for the removal or relocation of a tree which do not include the elimination of falling leaves or shade, or improving a view; and

The trees are in poor or fair condition with codominant stems and girdling roots.

6. The tree does not serve as part of a windbreak system, or assist in drainage or in the avoidance of soil erosion, or serve as a component of a wildlife habitat, or otherwise play a prominent role in maintaining the existing urban forest; and

Due to the size, health, and location, the trees proposed for removal do not serve as a windbreak system or as a habitat.

7. Due to the tree's contribution to the aesthetic beauty of the area, the removal would not have a substantial detrimental effect on neighboring property values; and

The trees are in poor and fair condition and do not contribute significantly to the aesthetic beauty of the area.

8. If the removal request is concurrent with development plans for the property and the development plans indicate that it is necessary to remove or relocate the tree to enable reasonable and conforming use of the property which is otherwise prevented by the location of the tree.

All trees will be replaced with the new median landscaping that includes new street trees.



DENISE DUFFY & ASSOCIATES, INC.
PLANNING AND ENVIRONMENTAL CONSULTING

Date: March 29, 2024

To: Elvie Camacho, Senior Civil Engineer
Wallace Group

From: Patric Krabacher, ISA Certified Arborist 11759
Denise Duffy & Associates, Inc.

RE: Arborist Report for the City of Marina Del Monte Medians and Downtown Streetscape Project

Denise Duffy & Associates, Inc. (DD&A) is contracted by the City of Marina (City) to provide on-call environmental consulting services for City projects. The City is proposing improvements to the medians along Del Monte Boulevard as part of the City's Del Monte Medians and Downtown Streetscape Project (project), which would require tree removal. In support of this effort, DD&A conducted an inventory of trees within the vicinity of the medians which are proposed for improvements. This Arborist Report documents the results of the tree inventory, recommends tree removal where necessary to facilitate construction, and recommends mitigation to avoid, minimize, or mitigate potential adverse impacts of tree removal.

METHODS

Limitations

It is not the intent of this report to provide a monetary valuation of the trees or provide risk assessment for any tree on this parcel, as any tree can fail at any time. No clinical diagnosis was performed on any pest or pathogen that may or may not be present within the site. In addition to an inspection of the property, DD&A relied on information provided by the City and/or the City's consultants (e.g., survey boundaries, property boundaries, project description) to prepare this report, and must reasonably rely on the accuracy of the information provided. DD&A shall not be responsible for another's means, methods, techniques, schedules, or procedures, or for contractor safety or any other related programs, or for another's failure to complete work in accordance with approved plans and specifications.

Regulatory Setting

City of Marina Municipal Code

MMC Section 17.62.030 requires a tree removal permit to remove, damage, or relocate, or cause to be removed, damaged, or relocated any tree on any property within City limits, unless exempted by MMC Sections 17.62.040 or 17.62.050. MMC Section 17.62.030 also prohibits construction activities within the root zone dripline of any tree, unless these activities are conducted in compliance with tree protection guidelines adopted by resolution of the planning commission.

MMC Section 17.62.060 requires replacement trees and/or payment based upon the replacement of the healthy trees to be removed on a minimum two-for-one basis or multiplied by three for each tree removed in violation of City Code.

MMC defines “tree” as any living woody perennial plant having a single stem of six (6) inches or more diameter at breast height (DBH; measured at 4.5 feet above ground) or a multi-stemmed plant having an aggregate diameter of ten inches or more measured at DBH, and any living woody perennial plant which was planted in accordance with requirements of an approved compensation plan or was planted as part of a landscaping plan approved by the city. MMC defines “dripline” as the greater of the outermost edge of the tree’s canopy, or fifteen times DBH measured from the center point of the tree. Saplings which do not meet MMC’s definition of a tree (i.e., are less than six [6] inches DBH) are not protected by City Code.

California Fish and Game Code

Section 3503 of the California Fish and Game Code states that it is “unlawful to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto.” Section 3503.5 prohibits the killing, possession, or destruction of any birds in the orders Falconiformes or Strigiformes (birds-of-prey). Section 3511 prohibits take or possession of fully protected birds. Section 3513 prohibits the take or possession of any migratory nongame birds designated under the federal Migratory Bird Treaty Act. Section 3800 prohibits the take of nongame birds.

Survey Methods

DD&A ISA Certified Arborist Patric Krabacher conducted an inventory of trees at the project site on March 13, 2024. The tree inventory included the mapping and tagging of all trees, as defined by City Code, within the project site. Trees were inventoried with City Code, as follows:

- All trees 6” diameter at breast height (DBH) or greater were tagged with a global positioning system (GPS) location and a numbered aluminum marker (on the most feasible/visible location possible).
- Diameter was recorded at breast height (4.5 feet above ground) or, for multi-stemmed trees, at the most representable location.
- Multi-stemmed trees were recorded as one tree if the root crown (the point where the trunk meets natural grade) was contiguous. Multi-stemmed tree DBH was calculated by taking the square root of the squared sum of all stems measured ($\sqrt{[\text{Stem 1 DBH}^2 + \text{Stem 2 DBH}^2 + \text{Stem 3 DBH}^2 \dots]}$). This equation returns the diameter at the base of the tree (Chojnacky, 1999).
- Species, size, and health class were recorded for each tree. Tree health was recorded based on the following definitions:
 - *Good*. Tree is healthy and vigorous, as indicated by foliage color and density, and has no apparent signs of insect, disease, structural defects, or mechanical injury. Tree has good form and structure.
 - *Fair*. Tree is in average condition and vigor for the area, but may show minor insect, disease, or physiological problems. Trees in fair condition may be improved with correctional pruning.

- *Poor.* Tree is in a general state of decline. Tree may show severe structural or mechanical defects which may lead to failure, and may have insect or disease damage, but is not dead.

Tree health was evaluated by visually inspecting each tree from its root crown to its foliar canopy for signs of decay, disease, or insect infestations. In accordance with MMC's definition of a "tree," dead trees were not inventoried.

GPS data were collected using a Trimble® TDC600 GPS and were then digitized using Trimble® TerraFlex and ESRI® ArcGIS 10.4. GPS data were collected using geographic coordinate system Universal Transverse Mercator (UTM) Zone 10 North and the World Geodetic System 1984 (WGS84) datum.

RESULTS

DD&A inventoried 22 trees in the proposed project site, including nine (9) Monterey cypresses (*Hesperocyparis macrocarpa*), four (4) paperbarks (*Melaleuca quinquenervia*), four (4) myoporum (*Myoporum laetum*), three (3) silver dollar gums (*Eucalyptus polyanthemos*), and two (2) olive trees (*Olea europaea*) (**Figure 1; Appendix A**).

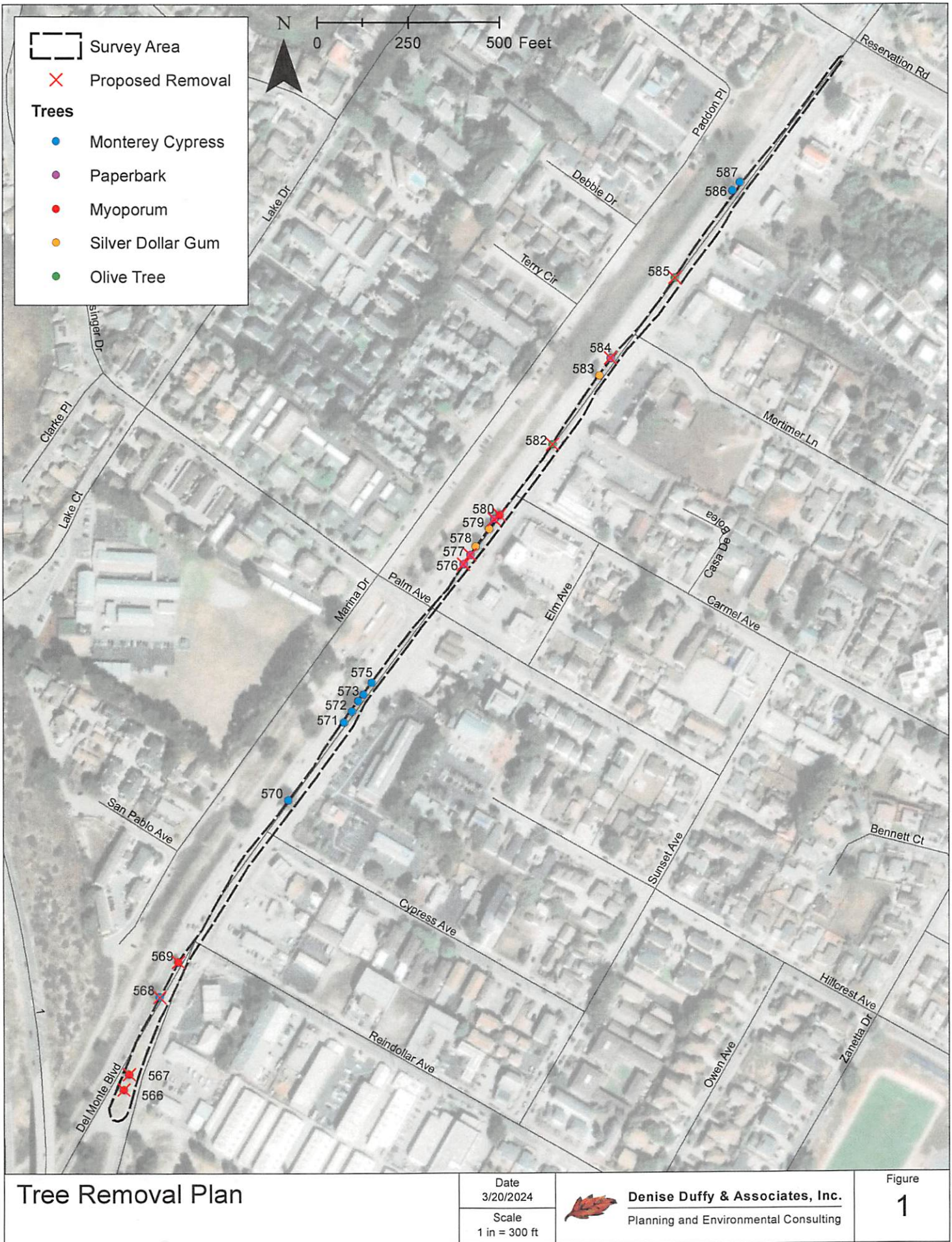
Approximately half (11) of the trees are in good or fair condition; the rest (11) are in poor condition. Observations per tree include:

- Trees 568 and 570, both Monterey cypress trees, are showing signs of boring beetles, and/or excessive pitch which is assumed to be the response to the beetles.
- Trees 579 (silver dollar eucalyptus), 566 (myoporum), 567 (myoporum), 569 (myoporum), 570 (Monterey cypress), and 581 (myoporum) have structural issues including co-dominant stems with poor response growth and/or girdling roots.
- Trees 569 (myoporum), 574 (Monterey cypress), and 575 (Monterey cypress) have crown dieback.
- Trees 576 (paperback), 577 (paperback), 578 (silver dollar eucalyptus), 580 (paperback), 584 (paperback), and 585 (olive tree) have severe leans, root collar damage, boring beetles, and crown dieback.
- Trees 582 (olive tree) and 585 (olive tree) have poor structural integrity. No symptoms of sudden oak death were observed.

DISCUSSION

DD&A is recommending the removal of eleven trees, including one (1) Monterey cypress, four (4) paperbarks, four (4) myoporum, and two (2) olive trees (**Appendices A and B**). All trees proposed for removal are in poor condition. It is anticipated that these proposed removals would not survive construction of the project due to their declining health. It is also anticipated that the remaining trees in the project site can be avoided during construction.

In accordance with City Code, a tree removal permit from the City would be required to remove all living trees, including trees in poor condition; however, poor (or unhealthy) trees do not require mitigation in the form of replacement per City Code. Therefore, the City must acquire a tree removal permit from the Planning Commission for the eleven trees prior to construction. Tree removal must conform to any requirements established in the approved tree removal permit. In accordance with City Code and California



Fish and Game Code, the following measures are recommended to avoid or minimize impacts potential adverse impacts resulting from tree removal:

1. Work should be timed to avoid the breeding and nesting season for raptors and other protected avian species. If work must occur during the avian breeding and nesting season (approximately February 1 through September 15), surveys for nesting birds shall be conducted no more than 15 days prior to project activities in all areas within 300 feet of the project footprint that may provide suitable nesting habitat. If nesting birds are identified during surveys, an appropriate buffer shall be imposed within which no work or disturbance will take place (generally 300 feet in all directions). A qualified biologist shall be on-site during work re-initiation in the vicinity of the nest offset to ensure that the buffer is adequate and that the nest is not stressed and/or abandoned. No work shall proceed in the vicinity of an active nest until such time as all young are fledged, or until after September 16, when young are assumed fledged.
2. To reduce impacts to trees not scheduled for removal, the tree removal contractor shall implement the best managements practices for working near trees established in **Appendix C**. Trees which will be retained on site shall be allowed to develop their natural forms and shall not be trimmed as topiaries or other unnatural forms.
3. Prior to ground-disturbing activities, the project contractor shall install protective fencing around trees directly adjacent to the work area which are not scheduled for removal. Protective fencing shall be maintained throughout the duration of construction. A qualified arborist, forester, or biological monitor shall conduct a site visit weekly throughout the duration of construction to ensure that protective fencing remains intact.
4. A qualified arborist, forester, or biological monitor shall be on-site during all initial ground-disturbing activities and vegetation removal. Following initial ground-disturbing activities, the qualified arborist, foresters, or biological monitor shall conduct a site visit weekly throughout the duration of construction to ensure that the tree protection measures identified in **Attachment C** are implemented.

Because all trees proposed for removal are in poor condition, no replacement trees are recommended or required by City Code.

If you have any comments or questions about this report, please contact Patric Krabacher at pkrabacher@ddaplaning.com or (831) 373-4341 ext. 29.

REFERENCES

David C. Chojnacky. 1999. Converting Tree Diameter Measured at Root Collar to Diameter at Breast Height.

APPENDIX A

Tree Table

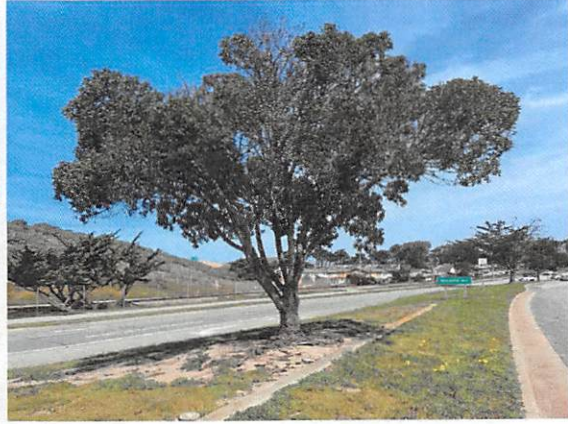
Tag	Scientific Name	Common Name	Individual Stem DBH (in)				Total DBH (in)	Dripline (ft)	Health	Status	Tolerance to Construction	Comments
566	<i>Myoporum laetum</i>	Myoporum	6				6	8	Fair	Remove	Medium	Codominant stems, girdling roots
567	<i>Myoporum laetum</i>	Myoporum	18				18	23	Fair	Remove	Medium	Codominant stems, girdling roots
568	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	32				32	40	Poor	Remove	Low	Boring beetle, 1/3 canopy deadwood
569	<i>Myoporum laetum</i>	Myoporum	17				17	21	Poor	Remove	Low	Girdling roots, excessive crown dieback
570	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	33				33	41	Good	Retain	Medium	Girdling roots
571	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	10				10	13	Fair	Retain	Medium	Excessive pitch, boring beetle
572	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	29				29	36	Good	Retain	Medium	Potential raptor nest
573	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	21				21	26	Good	Retain	Medium	
574	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	13				13	16	Fair	Retain	Medium	Crown dieback
575	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	14				14	18	Fair	Retain	Medium	Crown dieback
576	<i>Melaleuca quinquenervia</i>	Paperbark	12				12	15	Poor	Remove	Low	Severe lean, root collar damage, boring beetle, crown dieback
577	<i>Melaleuca quinquenervia</i>	Paperbark	12				12	15	Poor	Remove	Low	Severe lean, root collar damage, boring beetle, crown dieback
578	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	23				23	29	Poor	Retain	Medium	Severe lean, root collar damage, boring beetle, crown dieback
579	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	11	9	9	7	14	18	Fair	Retain	Medium	Codominant stems
580	<i>Melaleuca quinquenervia</i>	Paperbark	17				17	21	Poor	Remove	Low	Severe lean, root collar damage, boring beetle, crown dieback
581	<i>Myoporum laetum</i>	Myoporum	17				17	21	Poor	Remove	Low	Girdling roots, codominant stems
582	<i>Olea europaea</i>	Olive Tree	6				6	8	Poor	Remove	Low	Structural pruning would help tree health
583	<i>Eucalyptus polyanthemos</i>	Silver Dollar Gum	20				20	25	Fair	Retain	Medium	
584	<i>Melaleuca quinquenervia</i>	Paperbark	19				19	24	Poor	Remove	Low	Severe lean, root collar damage, boring beetle, crown dieback
585	<i>Olea europaea</i>	Olive Tree	10				10	13	Poor	Remove	Low	Severe lean, root collar damage, poor structure, crown dieback
586	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	28				28	35	Good	Retain	Medium	
587	<i>Hesperocyparis macrocarpa</i>	Monterey Cypress	17				17	21	Fair	Retain	Medium	

APPENDIX B

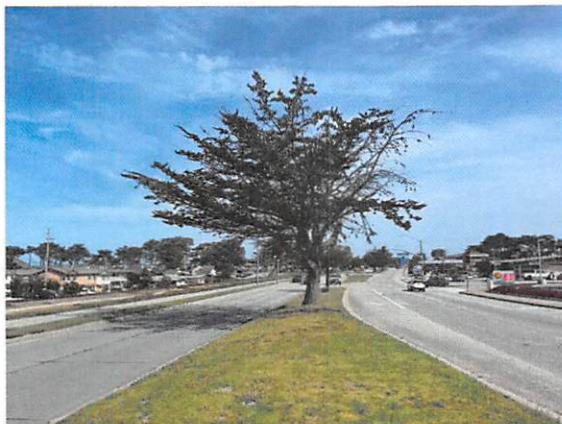
Photo Log



Tree #566



Tree #567



Tree #568



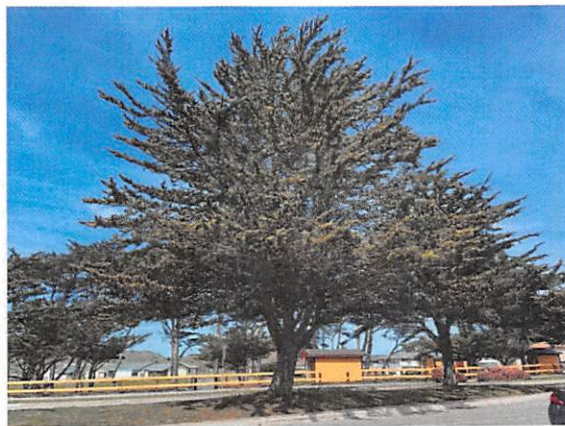
Tree #569



Tree #570



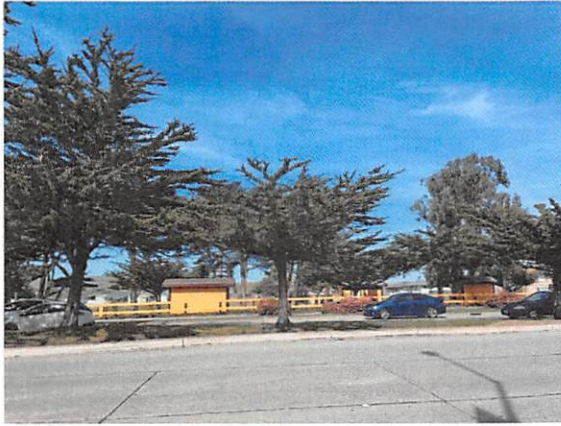
Tree #571



Tree #572



Tree #573



Tree #574



Tree #575



Tree #576



Tree #577



Tree #578



Tree #579



Tree #580



Tree #581



Tree #582



Tree #583



Tree #584



Tree #585



Tree #586



Tree #587

APPENDIX C

Best Management Practices for Working Near Trees

Tree Protection and Best Management Practices (BMPs)

Prior to the commencement of project related activities, the following tree BMPs shall be implemented and approved by a qualified arborist or forester:

- Trees located adjacent to the construction area shall be protected from damage by construction through the use of temporary fencing and wrapping of trunks with protective materials.
- Fencing shall consist of chain link, supported snowdrift or plastic mesh, hay bales, or field fence. Fencing shall have cross bracing (typically 2x4 material) on both the top and lower edges of the fencing material to prevent sagging and provide lateral support. Fencing shall stand a minimum height of four feet above grade and be placed to the farthest extent possible from the base of the trees, protecting the trees drip line area (typically 10-12 feet away from the base of a tree).
- In the cases where access or space is limited it is permissible to protect trees within the 10-12-foot distance after determination and approval are made by a qualified forester or arborist.
- Soil compaction, parking of vehicles or heavy equipment, stockpiling of construction materials, and/or dumping of materials is not permitted adjacent to trees on the property, especially within fenced areas.
- Fenced areas and the trunk protection materials shall remain in place during the entire construction period. Torn or damaged roots shall be cleanly cut to sound wood wherever possible to minimize decay entry points. Any roots found that must be cut should be cut by manually digging a trench and cutting exposed roots with a saw, vibrating knife, rock saw, narrow trencher with sharp blades, or other approved root pruning equipment. No tree seals shall be used as the seal material only promotes decay.
- A mulch layer up to approximately 4 inches deep should be applied to the ground under-protected trees following construction. Only 1 to 2 inches of mulch should be applied within 1 to 2 feet of the trunk, and under no circumstances should any soil or mulch be placed against the root crown (base) of trees. The best source of mulch would be from chipped material generated on-site.
- Irrigation should be that of normal for exterior planting. Normal watering means that soil should be kept evenly moist and watered regularly, as conditions require. Most plants prefer one (1) inch of water a week during the growing season, but care needs to be taken not to over water. It is better to water once (1) a week and water deeply (over 24 inches), than to water frequently for a few minutes.

Tree Pruning

It is to be understood that the pruning of retained trees is expected for this site. Pruning shall conform to the following standards:

- Clear the crown of diseased, crossing, weak, and dead wood to a general minimum size of 1-1/2 inch in diameter.
- Remove stubs, cutting outside the wound wood tissue that has formed around the branch.
- Interior branches shall not be stripped out.

- Reduce end weight on heavy, horizontal branches by selectively removing small- diameter branches, no greater than three (3) inches, near the ends of the scaffolds. In some cases, larger diameters may be removed depending on the situation (where critical for safety).
- Pruning cuts larger than four (4) inches in diameter, except for deadwood, shall be avoided, unless deemed crucial for safety (broken, cracked, crossing, rubbing, etc.). Pruning cuts that expose heartwood shall be avoided whenever possible.
- Pruning shall not be performed during periods of flight of adult boring insects because fresh wounds attract pests (generally spring). Pruning shall be performed only when the danger of infestation has passed.
- All pruning shall be performed by a qualified arborist or under the supervision of an ISA Certified Arborist or Tree Worker. Arborists are required to have a State of California Contractors License for Tree Service (C-61/D49) and provide proof of worker's compensation and general liability insurance.
- All pruning shall be following the Tree Pruning Guidelines (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of ANSI Z133.1.
- No more than 20 percent of live foliage shall be removed within the trees.
- Brush shall be chipped, and chips shall be spread underneath trees within the tree protection zone to a maximum depth of 6 inches, leaving the trunk clear of mulch.

Following construction, a qualified arborist should monitor trees adjacent to the area of the improvements and if any decline in health that is attributable to the construction is noted, additional trees should be planted on the site.

Root Barriers

Severe pruning of tree roots may lead to a major decline or tree death. The best solution is to select trees that are less likely to become a problem or to plant further away from foundations, curbs, gutters, parking lots, sidewalks, and driveways to reduce tree growth or to allow them to grow in another direction. Place barriers in the soil to a depth of 18 to 24 inches (see landscape details) by trenching along the area to be protected at a distance of five (5) times the trunk diameter. In the cases where access or space is limited, it is permissible to reduce the distance after determination and approval are made by a qualified forester or arborist.

TC Resolution 2024-03 - Del Monte Median Project

Final Audit Report

2024-05-11

Created:	2024-05-08
By:	Nick McIlroy (nmcilroy@cityofmarina.org)
Status:	Signed
Transaction ID:	CBJCHBCAABAAXhzZ0N-VSaqlCq-50J-cc2uPjkDSP96

"TC Resolution 2024-03 - Del Monte Median Project" History



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Adobe Acrobat Sign

October 1, 2024

Item No. **13b**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of October 15, 2024

**CITY COUNCIL TO CONSIDER ADOPTING RESOLUTION NO. 2024-,
RECEIVING A FOLLOW-UP PRESENTATION AND, PROVIDING
APPROVAL OF THE FINAL PLANTING PALETTE SELECTION FOR
THE DEL MONTE BOULEVARD MEDIAN LANDSCAPING, PHASE 1
PROJECT**

REQUEST:

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

1. Receiving a follow-up presentation, **EXHIBIT A** (highlight of the presentation), for the Del Monte Boulevard Landscaping, Multi-Modal Improvements, and Downtown Marina Streetscape, and
2. Providing input and approval of final planting palette selection for the Del Monte Boulevard Median Landscape project, Phase 1.

BACKGROUND:

The Downtown Vitalization Specific Plan has an implementation section that identifies various strategies to move the plan forward which will require investment from both the public and private sector. This Del Monte Boulevard Medians & Downtown Marina Streetscape Project represents a major public investment that will transform the medians into a welcoming and identifying place maker for the Downtown Business District and will begin the streetscape transformation towards safer streets. By mitigating automobile speeds and enhancing pedestrian and bike improvements envisioned in 2005 by reducing the travel lanes from four to two and building key roundabouts that will better serve the City's needs and transition away from what originally functioned as a state highway.

On December 5th, 2023, and February 6, 2024 City Council meetings, BEK Collective and Kimley Horn presented landscaping concept and traffic simulation for the multi-modal improvements for the Del Monte Boulevard. The traffic simulation showed that the road diet meets the city's standards for level of service for the intersections. Additionally, it showed that the northbound and southbound travel times along Del Monte from Highway 1 to Reservation Road did not increase from today's traffic volume and the traffic volume projected at 2040 with the road diet and two roundabouts. The two roundabouts are instrumental in maintaining or improving travel times and meeting the goals for the road diet.

The proposed median improvements include hard scape of stamped concrete and cobble stones to match the existing decorative concrete and cobble stone paving to remain. The landscaping includes low, precast concrete modular walls scalloping along the median. Decorative and interactive lights will be incorporated on the walls and can be programmed to change colors for City events. Flag holders will be re-established along with the medians. Balance of hard scape and planting of trees, shrubs and ornamental plants will be used throughout the median for year-round interest.

On September 4, 2024, the City Council adopted Resolution 2024-102, See **EXHIBIT B** (September 4th Staff Report, Resolution and Exhibits A & B), for the Del Monte Boulevard Median landscaping and Downtown Marina Streetscape for the following actions:

- Received an updated presentation for the Del Monte Boulevard Landscaping, Multi-Modal Improvements, and Downtown Marina Streetscape project.
- Approved phasing the delivery of the Del Monte Boulevard Median Landscaping project
- Authorized the call for bids for the Del Monte Boulevard Median Landscaping Phase 1 Project
- Provided input and approval of the final concept and formed Ad-Hoc Subcommittee (Mayor Delgado, Council Member McCarthy, and Project Landscape Architect, Bianca Koenig) to discuss landscaping expectations and plant palette.

ANALYSIS:

On September 16, the Planting Ad-Hoc Subcommittee met in the City of Marina to review goals, preferences, and example plantings to help inform the final plant palette selections. To kick-off the meeting, we took time to understand the specific goals and desires for the Del Monte median planting design. Mayor Delgado recommends as a primarily native, locally native plant palette. Council Member McCarthy recommends a beautiful, vibrant, and attractive landscape for residents and visitors alike. To help understand the root cause of these requests, we inquired deeper to reveal that ultimately, the two subcommittee members had a deep desire for a healthy Marina. One where bio-diversity of native plants could support non-human life that in turn supports healthy environments and healthy humans. In addition, through year-round beauty, vibrancy, and demonstrated care, the streetscape design could support human happiness and economic health.

Landscape examples were observed on foot around Marina Library, Locke-Paddon Park, and the Dunes Shopping Center. Additional areas were observed via car, including the main shopping center at Seacrest Dr. and Reservation Rd. and recent installations within the Sea Haven development. The meeting/site visit allowed for the observation of both native and non-native ornamental plants during the end of the California summer/dormant season and also, in some cases, we could observe how maintenance teams had recently completed dramatic pruning/shearing of various plant species. This was a true test of observing plant material performance during one of the most challenging seasons. As a result of this meeting and in accordance with the community engagement survey results, the proposed planting design has been updated for the balance of year-round aesthetics, native plants, drought tolerance, and low maintenance performance within a coastal, urban, streetscape microclimate.

This follow-up presentation for the proposed Del Monte Boulevard Median landscaping and Downtown Marina Streetscape will include the following:

- Summary of input received during the Ad-Hoc Subcommittee Planting Design meeting.
- Final Concept Plant Palette with sample planting plan, and balance of garden-tolerant native plants and reliable non-native plants.
- Request for the City Council input and approval to move forward with construction/bid documents for target bid opening in January to enable construction to begin as early as Spring of 2025.

FISCAL IMPACT:

The Del Monte Boulevard Median Landscape Demonstration project (QLR 1901) and Downtown Vitalization Implementation project (EDC2126) are included in the Capital Improvement Program with a budget of \$25,000 and \$4,000,000, respectively funded from the General Fund. At this point, the funding may be sufficient to cover all the median landscaping improvements. The Phase 1 landscaping is estimated to cost \$2.1 million. The Phase 2 landscaping portion is estimated to cost \$1.9 million.

California Environmental Quality Act (CEQA)

The presentation and providing design input for Del Monte Boulevard landscaping and multi modal improvements and downtown Marina streetscape 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,

Marcus Jackson, Senior Program Manager I
Project Management Services
Wallace Group

REVIEWED/CONCUR:

Layne P. Long
City Manager
City of Marina