

RESOLUTION NO. 2025-55

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROPRIATE \$85,000 FROM PUBLIC FACILITIES IMPACT FEE FUND NO. 215 (ROADWAY & INTERSECTION IMPACT FEES) TO THE CITY CAPITAL IMPROVEMENT PROJECTS FUND NO. 462. TBD FOR THE DUNES ON MONTEREY BAY (“DUNES”) _TRAFFIC IMPACT ANALYSIS (TIA) UPDATE; AUTHORIZE THE FINANCE DIRECTOR TO MAKE THE NECESSARY ACCOUNTING AND BUDGETARY ENTRIES

WHEREAS, on May 31, 2005, along with other entitlements, the Marina City Council adopted Resolution No. 2005-127, certifying the Final Environmental Impact Report (FEIR) (SCH. No. 2004091167) for University Villages Specific Plan project (now Dunes on Monterey Bay Specific Plan) in accordance with the California Environmental Quality Act (CEQA) and state and local guidelines, making certain findings and determinations thereto, adopting a statement of overriding considerations, and adopting a mitigation monitoring and reporting program. The Traffic Impact Analysis (Appendix F of the FEIR) contained an analysis of the transportation network for the Specific Plan area, and;

WHEREAS, the purpose of the original FEIR TIA (May 31, 2005) was to study the traffic impact associated with planned development within the Dunes Specific Plan area. A variety of residential, commercial and other land uses were assessed to understand their combined influence on road and intersection operating conditions, which were evaluated based on the expected level of service (LOS), and;

WHEREAS, altogether, project build-out in the FEIR TIA included 1,237 residential units, 1,122,055 square feet (sf) of retail uses, 809,171 sf of business park, 561,850 sf of government type offices, 10,000 sf of general office, and various other land uses such as a multiplex theater, gas station, community building, soccer fields, a possible transit center, a church, and “opportunity phase” development, and;

WHEREAS, vehicle trips were based upon trip rates published for various “land use types” in the Institute of Transportation Engineers’ (ITE) *Trip Generation* (7th Edition, 2003) and San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (2003). The total number of generated trips were reduced by five percent to account for captured trips. In addition, a five percent internal trip reduction was applied to account for the vision for this new mixed-use, planned community “as a fully integrated, sustainable, pedestrian friendly place, incorporating residential, employment, shopping and recreational opportunities, as well as the anticipated provision for and use of other modes of transit” (FEIR TIA, p. 26), and;

WHEREAS, the distribution of the estimated project trips from the Dunes project area to the Monterey Peninsula and the surrounding region was based on the origin/destination matrices provided by the Association of Monterey Bay Area Governments (AMBAG). The location and proximity of other existing and future land uses adjacent to the Dunes project site boundaries, including CSUMB campus activities, were considered in the project trip distribution, and;

WHEREAS, since the last update, a large portion of the Dunes project has been built or is under construction, including the Phase 1A Casual Dining (e.g. Chipotle, Teriyaki Madness) and Restaurants (e.g. Brass Tap), the Phase 1B Promenade with mixed-use Grocery Store (Trader Joes) and housing, Phase 2 West and East Residential single-, multi-family, and below-market-rate housing (Terracina at the Dunes, Site 1 & 2), and hotel rooms (Hilton Home2Suites), and;

WHEREAS, backbone infrastructure for Opportunity Phases 1A (“CDEC Hill”) and Phase 3 have been constructed to allow for active development of a Gas Station, Car Dealership and Medical Facilities. The connection of 8th Street from 2nd Avenue through to California Avenue is currently under design in conjunction with the Fort Ord Rec Trail and Greenway (FORTAG) segment along California Avenue, and;

WHEREAS, these changes, in conjunction with relocation of the multimodal corridor warrant further investigation of associated impacts to traffic operations. An updated traffic analysis is needed as part of the environmental review to support the General Plan amendments needed for these projects, and;

WHEREAS, staff requested a Scope of Services for a TIA from the City’s on-call traffic engineering consultant Kimley-Horn and Associates (KHA) to understand the implications of these changes to the traffic network, and;

WHEREAS, the proposed TIA update would evaluate the effects of the land use and circulation changes. Traffic operations on the existing and planned road network would be compared to the traffic analysis in the original FEIR TIA. If intersections and roadway segments are found to operate at an undesirable LOS with these changes, KHA would specify feasible mitigation measures. These measures may include, but are not limited to, lane re-configuration, installation of traffic signals, minor widening to accommodate turn lanes, changes to signal phasing, timing, or coordination. It will also inform the timing of the measures required by the 2005 FEIR, given contextual changes, and;

WHEREAS, should the City Council approve this request for additional funding, adequate funding is available for a total appropriation of \$85,000 to the project account 462.TBD from the Public Facilities Impact Fees Fund No. 215, Roadway Impact Fees (\$42,500) and Intersection Impact Fees (\$42,500).

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

1. Approve the appropriation of \$85,000 from Public Facilities Impact Fee Fund No. 215 (Roadway & Intersection Impact Fees) to the City Capital Improvement Projects Fund No. 462.TBD for the Dunes on Monterey Bay (“Dunes”) Traffic Impact Analysis (TIA) update;
2. Authorize the Finance Director to make the necessary accounting and budgetary entries.

PASSED AND ADOPTED, at a regular meeting of the City Council of the City of Marina, duly held on the 3rd day of June 2025 by the following vote:

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

NOES: COUNCIL MEMBERS: None

ABSENT: COUNCIL MEMBERS: None

ABSTAIN: COUNCIL MEMBERS: None

Liesbeth Visscher, Mayor Pro Tem

ATTEST:

Anita Sharp, Deputy City Clerk

April 8, 2025

Edrie De Los Santos
City of Marina
211 Hilcrest Avenue
Marina, CA 93933

Re: Proposal – Dunes and 2nd Avenue Traffic Study Update

Dear Mr. De Los Santos,

Thank you for inviting Kimley-Horn and Associates, Inc. (“Kimley-Horn” or “Consultant”) to provide engineering services to the City of Marina (“Client”) for the proposed 2nd Avenue and Dunes Traffic Study (the Project). Per the On-Call contract with the Client, this proposal describes the scope and methodologies for providing professional services.

Project Understanding

The City of Marina is planning to improve the infrastructure within the Dunes Specific Plan area to support the future development phases along 2nd Avenue between Imjin Parkway and Lightfighter Drive. The project is a mixed-use, planned community located on approximately 429 acres of the former Fort Ord military base. The Final Environmental Impact Report (FEIR) for the Dunes Specific Plan (formerly called University Villages) was certified in 2005. Since the certification of the FEIR, there have been multiple changes to evaluated land use types and the proposed circulation network. As a result, an updated traffic analysis was prepared in 2017 by Kimley-Horn.

The proposed land uses for the Dunes Specific Plan has changed since the 2017 study, and the City is seeking a revised traffic analysis to identify future roadway and intersection improvements that are consistent with the City’s General Plan. The Consultant will evaluate the effects of the Dunes land use type and circulation network changes to the traffic operations and facilities as compared to the analysis in the original 2005 FEIR and 2017 traffic study.

Project Study Area



Project Assumptions

The traffic analysis will be based on the following analysis scenarios:

- Dunes Baseline Conditions – Current traffic and roadways plus approved project trips and conditions
- Cumulative Plus Dunes Project Conditions – Current traffic plus the latest General Plan buildout traffic volumes and geometric improvements plus traffic generated by the Dunes

The traffic analysis will evaluate the following study roadway segments and intersections:

- Study Roadways:
 - 1st Avenue between Imjin Pkwy and Lightfighter Dr
 - 2nd Avenue between Imjin Pkwy and Lightfighter Dr
 - 8th Street between 1st Ave and Imjin Rd
 - Inter-Garrison Rd between 1st Ave and 2nd Ave
 - Divarty St between 1st Ave and 2nd Ave
- Study Intersections:
 - Imjin Pkwy / 2nd Ave
 - Imjin Pkwy / 3rd Ave
 - Imjin Pkwy / 4th Ave
 - Imjin Pkwy / California Ave
 - 2nd Ave / General Stilwell Dr
 - 2nd Ave / 10th St
 - 2nd Ave / 9th St
 - 2nd Ave / 8th St
 - 2nd Ave / 6th St
 - 2nd Ave / 3rd St - Inter-Garrison Rd
 - 2nd Ave / Divarty St
 - 8th St / 3rd Ave
 - 8th St / 4th Ave – General Jim Moore Blvd
- It is assumed the proposed traffic control signals on 2nd Avenue between Imjin Parkway and 10th Street will remain.
- The existing stop control intersections on 2nd Avenue between 9th Street and Lightfighter Dr will be evaluated for future signal or roundabout control

Scope of Services

Task 1 – Data Collection and Review

Land Use Information

Kimley-Horn will review, in close collaboration with City staff, project related material consisting of the latest:

- Project description
- Land use quantities and unit totals
- Tentative Map, site access locations, and circulation network
- Approved / Built projects
- Background information
 - Dunes Specific Plan
 - California State University Monterey Bay (CSUMB) Master Plan
 - Marina Housing Element
 - Main Gate Specific Plan in City of Seaside (Divarty / 1st Avenue)

Based on the data, a table will be prepared comparing the land uses in the 2005 FEIR and 2017 study to the proposed development land use types. Kimley-Horn will rely upon the accuracy and completeness of all documents, reports, plans and specifications provided by the City or by others. Verifying the accuracy and completeness of such items is not part of this scope of services.

To determine the 1st Avenue connection to Lightfighter Drive from the planned Main Gate development, the Consultant will coordinate with the City of Seaside / developer for the latest site plan and project description.

Traffic and Field Data

To understand existing traffic conditions in the project study area and potential freeway cut-through along 2nd Avenue, Kimley-Horn will coordinate with a subconsultant to conduct an origin-destination study with a license plate survey.

- The survey will identify cut-through traffic during the AM peak for commuters heading southbound on State Route 1 and using local streets through Imjin Parkway, 2nd Avenue, and Lightfighter Drive to bypass existing southbound congestion on the freeway.

Task 2 – Project Trip Generation and Distribution

Trip Generation

The Consultant will coordinate with City staff to update the project land uses, estimate the total number of net new vehicle trips expected to be generated by the proposed development, and compare the results to the traffic analysis in the 2005 FEIR and 2017 TIA. The primary source of trip generation rates will be Trip Generation (11th Edition) published by the Institute of Transportation Engineers (ITE). These rates will be adjusted accordingly for the specific site conditions. Project trip generation volumes will be estimated for weekday Daily, AM and PM peak hours.

Trip Distribution

The trip distribution of project traffic on the roadway system will be consistent with the previous 2005 FEIR and 2017 TIA based on:

- Existing traffic patterns
- Roadway network from the Dunes project and other Specific Plan developments
- Locations of land uses within the City
- The AMBAG travel demand model (General Plan or most current AMBAG model)

Task 3 – Dunes Baseline Conditions Analysis

Intersection traffic volumes will be used to analyze level-of-service (LOS) for the baseline scenario. Kimley-Horn will conduct an analysis of weekday AM and PM peak hour traffic conditions for each development scenario. Synchro software, Sidra software, City of Marina, and Highway Capacity Manual (HCM) technical procedures will be used to determine LOS at the study intersections. Synchro software will also be used to determine intersection vehicle queuing under each development condition.

Task 4 – Cumulative Plus Project Conditions Analysis

The Cumulative Plus Project traffic volumes are assumed to represent existing traffic plus General Plan buildout, including approved projects trips and the Dunes trips.

For this analysis, it is assumed that cumulative intersection volumes will be estimated based on the buildout data from the latest AMBAG travel demand model. The AMBAG model will be updated to reflect ITE land

use types for existing development or projects under construction and changes to the road network. For the study intersections and roadway segments not included in the model, cumulative traffic volumes will be estimated based on adjustment factors developed in coordination with City staff. Kimley-Horn will use the cumulative volumes to perform peak hour capacity analysis for study intersections and roadway segments.

Task 5 – Transportation Mitigations and Recommendations

Kimley-Horn will compare the capacity analysis results for the analysis scenarios to the established significance criteria to determine intersections and roadway segments operating at an undesirable level of service and queueing under the study scenarios. The transportation facilities operating deficiently will be compared to the facilities with significant impacts identified in the previous analysis.

Kimley-Horn will develop feasible potential mitigation measures for intersections and roadway segments operating at an undesirable LOS and queues. These may include, but are not limited to:

- Bus priority and potential queue jumping
- Roadway alignment re-configuration
- Lane re-configuration
- Installation of traffic signals or roundabouts
- Minor widening to accommodate turn lanes
- Changes to signal phasing, timing, or coordination.

Mitigation measures will be developed in concept and tested for effective improvement in LOS. One (1) potential mitigation improvement alternative will be developed for each significant impact identified. This scope of work does not include preliminary design of mitigation or cost estimates.

Task 6 – Technical Report

Kimley-Horn will prepare a technical report for review with the Client. The draft memorandum will include text, charts, and figures describing our process, assumptions, and results. The report will be provided in electronic format and will document the findings of the traffic analysis, peer review, and recommendations for City review. Based on up to one (1) set of consolidated comments received on the draft memo from the Client, the report will be revised, and a final report will be provided in electronic format.

Task 7 – Coordination Meetings and Presentations

Kimley-Horn will attend up to three (3) meetings attended virtually or by phone with City staff to discuss the Project recommendations.

Additional Services

Any services not specifically provided for in the above scope will be billed as additional services and performed at our then current hourly rates.

Information Provided by the Client

We shall be entitled to rely on the completeness and accuracy of all information provided by the Client or the Client's consultants or representatives. If available, the Client shall provide all information requested by Kimley-Horn during the project.

Schedule

Kimley-Horn will provide the services identified above as expeditiously as practicable to meet a mutually agreed upon schedule.

Compensation, Fees and Expenses:

Kimley-Horn and Associates will perform the service described in the Scope of Services on a labor fee plus expense basis. Labor fee will be billed on an hourly basis according to our then-current fees. The Client agrees to compensate Kimley-Horn for such services as follows:

Task Number and Name		Fee	Type
1	Data Collection and Review	\$6,100	Not to exceed
2	Project Trip Generation and Distribution	\$4,960	Not to exceed
3	Dunes Baseline Conditions Analysis	\$14,630	Not to exceed
4	Cumulative Plus Project Conditions Analysis	\$14,630	Not to exceed
5	Transportation Mitigations and Recommendations	\$12,500	Not to exceed
6	Technical Report	\$10,460	Not to exceed
7	Coordination Meetings & Presentations	\$8,340	Not to exceed
Kimley-Horn Labor Fee		\$71,620	
	Subconsultant – Cut Through Traffic Counts	\$13,200	Not to exceed
Total Fee		\$84,820	

In addition to the labor fee, direct reimbursable expenses such as express delivery services, fees, air travel, and other direct expenses will be billed at 1.10 times cost. A percentage of labor fee will be added to each invoice to cover certain other expenses such as telecommunications, in-house reproduction, postage, supplies, project related computer time, and local mileage. Administrative time related to the project will be billed hourly. All permitting, application, and similar project fees will be paid directly by the Client. Should the Client request Kimley-Horn to advance any such project fees on the Client's behalf, a separate invoice for such fees, with a ten percent (10%) markup, will be immediately issued to and paid by the Client. Fees and expenses will be invoiced monthly based on the percentage of services performed as of the invoice date. Payment will be due within 30 days of the date of the invoice.

Payment will be due within 30 days of your receipt of the invoice and should include the invoice number and Kimley-Horn project number.

Closure

We appreciate the opportunity to provide these services to you. Please contact me if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.



Frederik Venter P.E.
#C64621
Senior Associate



Derek Wu P.E.
#C81401
Project Manager

City of Marina

By:

(Signature)

(Name and Title)

(Date)

(Email Address)

Attest:

(Signature)

(Name and Title)

(Client's Federal Tax ID)

(Client's Business License No.)

(Client's Street Address)

May 22, 2025

Item No. **10f(5)**

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 3, 2025

**REQUEST TO CONSIDER ADOPTING RESOLUTION NO. 2025-,
APPROPRIATE \$85,000 FROM PUBLIC FACILITIES IMPACT FEE
FUND NO. 215 (ROADWAY & INTERSECTION IMPACT FEES) TO
THE CITY CAPITAL IMPROVEMENT PROJECTS FUND NO. 462.
TBD FOR THE DUNES ON MONTEREY BAY (“DUNES”) TRAFFIC
IMPACT ANALYSIS (TIA) UPDATE; AUTHORIZE THE FINANCE
DIRECTOR TO MAKE THE NECESSARY ACCOUNTING AND
BUDGETARY ENTRIES**

REQUEST:

It is requested that the City Council:

1. Consider adopting Resolution No. 2025-, approving the appropriation of \$85,000 from Public Facilities Impact Fee Fund No. 215 (Roadway & Intersection Impact Fees) to the City Capital Improvement Projects Fund No. 462.TBD for the Dunes on Monterey Bay (“Dunes”) Traffic Impact Analysis (TIA) update;
2. Authorize the Finance Director to make the necessary accounting and budgetary entries.

BACKGROUND:

On May 31, 2005, along with other entitlements, the Marina City Council adopted Resolution No. 2005-127, certifying the Final Environmental Impact Report (FEIR) (SCH. No. 2004091167) for University Villages Specific Plan project (now Dunes on Monterey Bay Specific Plan) in accordance with the California Environmental Quality Act (CEQA) and state and local guidelines, making certain findings and determinations thereto, adopting a statement of overriding considerations, and adopting a mitigation monitoring and reporting program. The Traffic Impact Analysis (Appendix F of the FEIR) contained an analysis of the transportation network for the Specific Plan area.

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Altogether, project build-out in the FEIR TIA included 1,237 residential units, 1,122,055 square feet (sf) of retail uses, 809,171 sf of business park, 561,850 sf of government type offices, 10,000 sf of general office, and various other land uses such as a multiplex theater, gas station, community building, soccer fields, a possible transit center, a church, and “opportunity phase” development.

Vehicle trips were based upon trip rates published for various “land use types” in the Institute of Transportation Engineers’ (ITE) *Trip Generation* (7th Edition, 2003) and San Diego Association of Governments (SANDAG) *Vehicular Traffic Generation Rates* (2003). The total number of generated trips were reduced by five percent to account for captured trips. In addition, a five percent internal trip reduction was applied to account for the vision for this new mixed-use, planned community “as a fully integrated, sustainable, pedestrian friendly place, incorporating

residential, employment, shopping and recreational opportunities, as well as the anticipated provision for and use of other modes of transit” (FEIR TIA, p. 26).

The distribution of the estimated project trips from the Dunes project area to the Monterey Peninsula and the surrounding region was based on the origin/destination matrices provided by the Association of Monterey Bay Area Governments (AMBAG). The location and proximity of other existing and future land uses adjacent to the Dunes project site boundaries, including CSUMB campus activities, were considered in the project trip distribution.

Project Status and Existing Conditions (as of 2015)

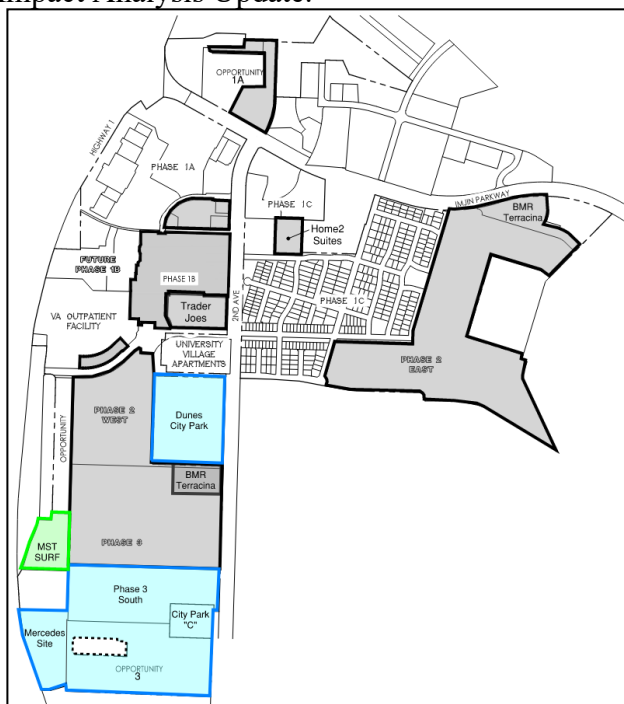
A portion of the Dunes project has been built or is under construction, including the regional retail component (Dunes Shopping Center), movie theater (Cinemark), single- and multi-family housing, Peninsula Wellness Center, VA Clinic, and hotel rooms (Marriott Springhill Suites).

Since the certification of the Dunes FEIR, in 2005, there have been a number of changes to evaluate land use types. For example, the Peninsula Wellness Center, a medical facility, was constructed instead of a grocery store and associated service retail shops at the south east corner of Imjin Parkway and 2nd Avenue.

Also within the vicinity of the Dunes Specific Plan area, land use changes have taken place, including the addition of Monterey Peninsula College (MPC) satellite campus at Imjin Parkway and 3rd Avenue and development of the Promontory student dormitory housing at 8th Street and Imjin Road. Neither were anticipated at the time of the Dunes project. Future additional student housing north of CSUMB campus is planned as Promontory 2.

These changes, in conjunction with relocation of the multimodal corridor and potential closure of 8th Street for recreational trail and greenway purposes warrant further investigation of associated impacts to traffic operations. An updated traffic analysis was needed as part of the environmental review to support the General Plan amendments needed for these projects.

At the regular meeting of December 15, 2015, the City Council adopted Resolution No. 2015-147, approving an agreement with Kimley Horn for traffic engineering services for the Traffic Impact Analysis Update.



Project Status and Existing Conditions (as of 2025)

Since the last update, a large portion of the Dunes project has been built or is under construction, including the Phase 1A Casual Dining (e.g. Chipotle, Teriyaki Madness) and Restaurants (e.g. Brass Tap), the Phase 1B Promenade with mixed-use Grocery Store (Trader Joes) and housing, Phase 2 West and East Residential single-, multi-family, and below-market-rate housing (Terracina at the Dunes, Site 1 & 2), and hotel rooms (Hilton Home2Suites).

Backbone infrastructure for Opportunity Phases 1A (“CDEC Hill”) and Phase 3 have been constructed to allow for active development of a Gas Station, Car Dealership and Medical Facilities. The connection of 8th

Street from 2nd Avenue through to California Avenue is currently under design in conjunction with the Fort Ord Rec Trail and Greenway (FORTAG) segment along California Avenue. These changes, in conjunction with relocation of the multimodal corridor warrant further investigation of associated impacts to traffic operations. An updated traffic analysis is needed as part of the environmental review to support the General Plan amendments needed for these projects.

Scope of Services

Staff requested a Scope of Services for a TIA from the City's on-call traffic engineering consultant Kimley-Horn and Associates (KHA) to understand the implications of these changes to the traffic network.

The proposed TIA update would evaluate the effects of the land use and circulation changes. Traffic operations on the existing and planned road network would be compared to the traffic analysis in the original FEIR TIA. If intersections and roadway segments are found to operate at an undesirable LOS with these changes, KHA would specify feasible mitigation measures. These measures may include, but are not limited to, lane re-configuration, installation of traffic signals, minor widening to accommodate turn lanes, changes to signal phasing, timing, or coordination. It will also inform the timing of the measures required by the 2005 FEIR, given contextual changes.

FISCAL IMPACT:

Should the City Council approve this request for additional funding, adequate funding is available for a total appropriation of \$85,000 to the project account 462.TBD from the Public Facilities Impact Fees Fund No. 215, Roadway Impact Fees (\$42,500) and Intersection Impact Fees (\$42,500).

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

Edrie Delos Santos, PE
Engineering Division
Public Works Department

REVIEWED/CONCUR:

Ismael Hernandez
Public Works Director
City of Marina

Layne P. Long
City Manager
City of Marina