



## AGENDA

Tuesday, June 9, 2026

2:00 P.M. OPEN SESSION

6:00 P.M. OPEN SESSION

### SPECIAL MEETING CITY COUNCIL

**THIS MEETING WILL BE HELD IN PERSON AND VIRTUALLY (HYBRID).**

Council Chambers  
211 Hillcrest Avenue  
Marina, California

AND

**Zoom Meeting URL: <https://zoom.us/j/730251556>**

**Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556**

### PARTICIPATION

The agenda for this Special Meeting includes an in-person site visit. During a site visit, the City Council may only discuss the item(s) on this Special Meeting site visit agenda. The agenda does not allow any formal votes or motions on any proposed project or other matters. The site visit is an informational meeting where the Council may ask questions from or hear statements from members of the public attending the visit. No comments made during the site visit by the Council are binding or required to be carried through to any public meeting/hearing where actions might be taken.

### AGENDA MATERIALS

Agenda materials, staff reports and background information related to regular agenda items are available on the City of Marina's website [www.cityofmarina.org](http://www.cityofmarina.org). Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet will be made available on the City of Marina website [www.cityofmarina.org](http://www.cityofmarina.org) subject to City staff's ability to post the documents before the meeting.

### VISION STATEMENT


Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. **(Resolution No. 2006-112 - May 2, 2006)**

### MISSION STATEMENT

The City Council will provide the leadership in protecting Marina's natural setting while developing the City in a way that provides a balance of housing, jobs and business opportunities that will result in a community characterized by a desirable quality of life, including recreation and cultural opportunities, a safe environment and an economic viability that supports a high level of municipal services and infrastructure. **(Resolution No. 2006-112 - May 2, 2006)**

**LAND ACKNOWLEDGEMENT**

The City recognizes that it was founded and is built upon the traditional homelands and villages first inhabited by the Indigenous Peoples of this region - the Esselen and their ancestors and allies - and honors these members of the community, both past and present.

1. CALL TO ORDER 
2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)  
  
Jennifer McAdams, Brian McCarthy, Kathy Biala, Mayor Pro-Tem/Vice Chair  
Liesbeth Visscher, Mayor/Chair Bruce C. Delgado
3. OTHER ACTION:  
Habitat Management Plan Compliance Project and City-Wide Incidental Take Permit for Monterey Gilia Project

Site Visit: 2:00 p.m.

1. Meet at City Council Chambers at 2:00 and leave for NW Corner
  - a. Site Visit # 1 – NW Corner from 2:30 – 3:00
2. Leave NW Corner for Cypress Knolls at 3:00
  - a. Site Visit # 2 – Cypress Knolls from 3:15 – 3:30
3. Leave for Preston Park Ballfields at 3:30
  - a. Site Visit # 3 – Preston Park Ballfields from 3:45 – 4:00
4. Leave for Marina Municipal Airport at 4:00
  - a. Site Visit # 4 – Airport from 4:15 to 4:30.
5. Adjourn site visit and reconvene at Marina City Council Chambers at 6:00

Reconvene to City Council Chambers: 6:00 p.m.

1. [Receive presentation from Denise Duffy and Associates and provide direction to staff.](#)
4. ADJOURNMENT:

**CERTIFICATION**

I, Anita Sharp, Deputy City Clerk, of the City of Marina, do hereby certify that a copy of the foregoing agenda was posted at City Hall and Council Chambers Bulletin Board at 211 Hillcrest Avenue, Monterey County Library Marina Branch at 190 Seaside Circle, City Bulletin Board at the corner of Reservation Road and Del Monte Boulevard on or before 6:30 p.m., Friday, June 5, 2026.

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ANITA SHARP, DEPUTY CITY CLERK

*City Council, Airport Commission and Redevelopment Agency meetings are recorded on tape and available for public review and listening at the Office of the City Clerk and kept for a period of 90 days after the formal approval of MINUTES.*

*City Council meetings may be viewed live on the meeting night and at 12:30 p.m. and 3:00 p.m. on Cable Channel 25 on the Sunday following the Regular City Council meeting date. In addition, Council meetings can be viewed at 6:30 p.m. every Monday, Tuesday and Wednesday. For more information about viewing the Council Meetings on Channel 25, you may contact Access Monterey Peninsula directly at 831-333-1267.*

*Agenda items and staff reports are public record and are available for public review on the City's website ([www.cityofmarina.org](http://www.cityofmarina.org)), at the Monterey County Marina Library Branch at 190 Seaside Circle and at the Office of the City Clerk at 211 Hillcrest Avenue, Marina between the hours of 10:00 a.m. 5:00 p.m., on the Monday preceding the meeting.*

*Supplemental materials received after the close of the final agenda and through noon on the day of the scheduled meeting will be available for public review at the City Clerk's Office during regular office hours and in a 'Supplemental Binder' at the meeting.*

ALL MEETINGS ARE OPEN TO THE PUBLIC. THE CITY OF MARINA DOES NOT DISCRIMINATE AGAINST PERSONS WITH DISABILITIES. Council Chambers are wheelchair accessible. Meetings are broadcast on cable channel 25 and recordings of meetings can be provided upon request. To request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please call (831) 884-1278 or e-mail: [marina@cityofmarina.org](mailto:marina@cityofmarina.org). Requests must be made at least **48 hours** in advance of the meeting.

Honorable Mayor and Members  
of the Marina City Council

City Council Special Meeting  
of June 9, 2026

**CITY COUNCIL TO CONDUCT SITE VISIT AND RECEIVE A PRESENTATION REGARDING THE STATUS OF THE CITY'S FORT ORD HABITAT MANAGEMENT PLAN COMPLIANCE PROJECT AND CITY-WIDE INCIDENTAL TAKE PERMIT FOR MONTEREY GILIA PROJECT FROM DENISE DUFFY AND ASSOCIATES, INC., AND PROVIDE INPUT ON THE CONCEPTUAL MITIGATION STRATEGY FOR MONTEREY GILIA FOR THE CITY-WIDE INCIDENTAL TAKE PERMIT.**

**REQUEST:**

It is requested that the City Council consider:

1. Conducting site visits to discuss the Conceptual Mitigation Strategy for Monterey Gilia for the City-Wide Incidental Take Permit ("ITP").
2. Receiving a presentation regarding the status of the City's Fort Ord Habitat Management Plan Compliance Project and City-Wide ITP for Monterey Gilia Project.
3. Providing input on the Conceptual Mitigation Strategy for Monterey Gilia for the City-Wide ITP.

**BACKGROUND:**

**Fort Ord Habitat Management Plan Compliance**

The U.S. Army's decision to close and dispose of the Fort Ord military base was considered a major federal action that could affect listed species under the federal Endangered Species Act ("ESA"). In 1993, the U.S. Fish and Wildlife Service ("USFWS" or the "Service") issued a Biological Opinion ("BO") on the disposal and reuse of former Fort Ord requiring that a Habitat Management Plan be developed and implemented to reduce the incidental take of listed species and loss of habitat that supports these species. As a result, the U.S. Army prepared the *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord, California* ("HMP") in 1997. The Fort Ord Reuse Authority ("FORA") was in the process of preparing a Fort Ord Habitat Conservation Plan ("HCP") to support the issuance of base-wide incidental take permits, which incorporated the habitat requirements of the HMP. However, the base-wide permitting effort was discontinued, and the Fort Ord HCP is no longer proposed. As a result, the Service requested that the local jurisdictions initiate the steps necessary to comply with the approved HMP. The City is responsible for four Habitat Management Areas ("HMAs"), including the Salinas River, Airport, Northwest Corner, and Landfill HMAs "**EXHIBIT A.**" In accordance with the requirements described in the HMP and the deed restrictions for the parcels, a Resource Management Plan ("RMP") must be prepared and implemented.

On December 15, 2020, the City Council adopted Resolution No. 2020-157 approving an Agreement with Denise Duffy & Associates, Inc. ("DD&A") to provide biological consulting services to develop the RMP. The RMP will bring the City into compliance with deed restrictions and federal agency requirements to manage the City's HMAs to mitigate for development on former Fort Ord.

On April 6, 2021, the City Council adopted Resolution No. 2021-26 approving Amendment No. 1 to the DD&A Agreement, which provided for focused botanical surveys within the four habitat management areas to better inform management recommendations from the initial scope of work.

At the City Council meeting on December 17, 2024, DD&A presented an update on the status of this project, including an updated timeline for completion.

At the City Council meeting on May 20, 2025, DD&A presented an update on the status of this project, including an updated timeline for completion.

At the City Council meeting on June 3, 2025, the Council approved a new contract with DD&A to continue providing biological consulting services to the City for this project.

At the City Council meeting on November 18, 2025, the Council received an update on the status of this project, including an updated timeline and the coordination efforts with the 2045 General Plan Update. The City Council requested that the Salinas River HMA be evaluated for public access.

At the City Council Meeting on April 7, 2026, the Council received an update on the status of this project, including an updated timeline, the coordination efforts with the 2045 General Plan Update, and information related to public access within the Salinas River HMA. City Council requested staff to discuss pedestrian access in the Salinas River HMA and conduct a site visit.

### **City-Wide Incidental Take Permit for Monterey Gilia**

The City currently owns a number of parcels in the former Fort Ord that were deeded to the City by the U.S. Army as economic conveyances following the closure of the former base that allow for development for commercial/residential purposes, which are known or have the potential to support occurrences of Monterey gilia (*Gilia tenuiflora* spp. *arenaria*). Monterey gilia is a threatened species listed under the California Endangered Species Act (“CESA”) and an endangered species listed under the federal Endangered Species Act (“ESA”). Impacts to this plant species from potential future development activities on these parcels would require an Incidental Take Permit (“ITP”) in accordance with Section 2081(b) of the CESA.

Therefore, on December 15, 2020, the City Council adopted Resolution No. 2020-157 approving an agreement with DD&A to provide biological consulting services to assist the City in acquiring a City-Wide ITP from the California Department of Fish and Wildlife (CDFW) to authorize the incidental take of Monterey gilia that may result from the implementation of future planned development on City lands in the former Fort Ord.

On April 6, 2021, the City Council adopted Resolution No. 2021-26 approving Amendment No. 1 to the DD&A Agreement, which provided for additional surveys for this species.

On December 7, 2021, the City Council held an informational and public input session regarding the prioritization of conservation and development areas to inform the mitigation strategy for the City-Wide ITP for Monterey gilia. The City Council requested that options be prepared and brought back to the council and public for discussion. In response to that request, City staff and DD&A held an in-person community workshop presenting the data and various options to the public and held a study session at a special City Council meeting on December 11 and 13, 2022, respectively. The public and City Council supported focusing development opportunities within the Airport Business Park Area, Future Cypress Knolls Development Area, and Marina Northwest Corner HMA for the Del Monte Boulevard Extension, and focusing conservation within the remaining study areas, as shown in “**EXHIBIT B.**”

At the City Council meeting on December 17, 2024, DD&A presented an update on the status of this project, including recent input from the resource agencies and an updated timeline for completion.

At the City Council meeting on May 20, 2025, DD&A presented an update on the status of this project, and received input on a conceptual realignment of the proposed Del Monte Boulevard/2<sup>nd</sup> Avenue Extension.

At the City Council meeting on June 3, 2025, the Council approved a new contract with DD&A to continue providing biological consulting services to the City for this project.

At the City Council meeting on November 18, 2025, the Council received an update on the status of this project and staff requested input on the Conceptual Mitigation Strategy for Monterey gilia (“Conceptual Mitigation Strategy”), which is conceptually depicted in “**EXHIBIT C.**”

Specifically, staff solicited Council input on “joining mitigation strategies” with the Transportation Agency for Monterey County (“TAMC”) to mitigate for their impacts to Monterey gilia that would occur as a result of the construction of the proposed California Avenue Segment of the Fort Ord Regional Trail and Greenway (“FORTAG”) project (“proposed FORTAG project”), which is located on City land. The “joining mitigation strategies” approach involves aligning the mitigation measures, timelines, and conservation objectives of these three permitting efforts.

Under the “joining mitigation strategies” approach with TAMC, a portion of the 8<sup>th</sup> Street Area would be set aside to mitigate for the proposed FORTAG project. The balance of the 8<sup>th</sup> Street Area would contribute to the proposed conceptual mitigation strategy for Monterey gilia under the City-Wide ITP. At the request of the City, CDFW would be willing to provide written assurance that the City would be able to incorporate the remaining balance of the parcel for the City-Wide ITP. The City would provide for the permanent protection and management of the 8<sup>th</sup> Street Area under a conservation easement and long-term management plan, combining or coordinating the respective mitigation measures so that habitat preservation, enhancement, and monitoring requirements function cohesively.

The City recognizes the significance and community benefits of the proposed FORTAG project and greatly values its longstanding partnerships and agreements with TAMC, specifically the FORTAG Master Agreement. As a result, the City Council supported the “joining mitigation strategies” approach with TAMC as part of the City-Wide ITP mitigation strategy. As a result, City staff is coordinating with TAMC on the specific terms of this approach and completing certain permit lands package requirements. City staff will return to City Council to request approval of the agreement, record the conservation easement, and other related items in the coming months.

On March 27, 2025, CDFW issued a Notice of Violation (“NOV”) to the Dadwal Management Group (“Dadwal”) for the unauthorized take of Monterey gilia associated with the construction of the Home2Suites project in the City of Marina. The NOV requires that Dadwal submit an ITP application for the impacted Monterey gilia. To fully mitigate for the take of Monterey gilia, CDFW may require compensatory mitigation in the form of acquisition and perpetual management of habitat management lands; a 3:1 mitigation ratio has been required for similar projects in previous ITPs issued by CDFW. Because the City was currently undergoing the City-Wide ITP process, CDFW recommended that Dadwal coordinate with the City to determine the feasibility of including mitigation for the unauthorized take as part of the City-Wide ITP. As a result, City staff also solicited input from Council on incorporating the mitigation required to mitigate for the unauthorized take of Monterey gilia associated with the construction of the Home2Suites project in the City.

At the City Council meeting on November 18, 2025, the City Council had questions about incorporating the Home2Suites mitigation into the City-Wide ITP, specifically requesting a better understanding of the City's role as a fiduciary, and requested additional information on several other items. The Council also requested additional information on several other items related to the Conceptual Mitigation Strategy as follows:

- The potential implications for the City-Wide ITP associated with retaining or closing the existing equestrian trails through the 8<sup>th</sup> Street Area;
- Changing the land use designation of the southwestern portion of the Northwest Corner HMA to Conservation instead of existing designation of Habitat Preserve & Other Open Space and proposed designation under the 2045 General Plan as Regional Retail;
- Detailed traffic study for the conceptual Del Monte Extension that also allows the FORTAG connection and evaluate the placement of a trail similar to the FORTAG concept from 2<sup>nd</sup> Avenue to Del Monte Boulevard within the Northwest Corner HMA; and
- Explore the possibility of mitigation sites outside of the City limits and/or not owned by the City that would provide sufficient lands to mitigate impacts to the southern polygon in Cypress Knolls.

The Council requested this information be presented before providing any additional input and City staff agreed to return to Council with the requested information.

City staff returned to City Council on April 7, 2026, to provide the requested information and receive input on the Conceptual Mitigation Strategy for Monterey Gilia for the City-Wide ITP. City Council supported the inclusion of Dadwal's NOV remedy as part of the City-Wide ITP process with the understanding that CDFW has not determined a remedy at this time and City staff will return to City Council with more information and request approval of an agreement and any other related items as the permitting process proceeds. City Council also supported keeping the existing equestrian trails open to the public and continuing to allow access through the 8<sup>th</sup> Street Area under the City-Wide ITP. City Council requested that staff reach out to the Preston Park ballfield proponents to coordinate on project timing and permit requirements. Lastly, City Council directed staff to take a 30- to 60-day timeframe to connect with CDFW regarding the feasibility of a potential future Class I trail in the Marina Northwest Corner Habitat Management Area ("NW Corner HMA"), and hold a field workshop and council meeting with CDFW to discuss the trail.

## **ANALYSIS:**

### **Site Visit**

The site visit will be held at 2:00 pm starting in Council Chambers. The site visit timing will be as follows (meeting spots and parking are shown in "EXHIBIT D"):

1. Leave Council Chambers at 2:15 to go to NW Corner ("EXHIBIT E")
  - a. Site Visit #1 - NW Corner visit occurs from 2:30-3:00
2. Leave for Cypress Knolls at 3:00 ("EXHIBIT F")
  - a. Site Visit #2 - Cypress Knolls visit occurs 3:15-3:30
3. Leave for Preston Park at 3:30 ("EXHIBIT G")
  - a. Site Visit #3 - Preston Park visit occurs from 3:45-4:00
4. Leave for Airport Business Park at 4:00 ("EXHIBIT C")
  - a. Site Visit #4 - Airport Business Park Site Visit occurs from 4:15-4:30
5. Adjourn site visit and reconvene at Marina City Council Chambers at 6:00

Site visits will be time certain.

For safety purposes, closed-toed shoes and long pants are recommended. Potential safety issues in the area include rattlesnakes, poison oak, ticks, and military munitions (“**EXHIBIT H**”).

### **City Council Requested Information**

#### *Potential Future Class I Trail in NW Corner HMA*

On December 4, 2024, City staff met with representatives from CDFW and the U.S. Fish and Wildlife Service (“USFWS”) in the field to visit the proposed conceptual conservation and development areas. Among other recommendations, CDFW and USFWS requested that the City evaluate relocating the proposed 2<sup>nd</sup> Avenue/Del Monte Boulevard extension to avoid and reduce impacts to Monterey gilia and habitat for the Smith’s blue butterfly (*Euphilotes enoptes smithi*), a federal endangered species (“**EXHIBIT I**”).

The City retained Kimley-Horn to evaluate potential alternative alignments in January 2025, which were provided and presented at the May 20<sup>th</sup> City Council meeting. CDFW submitted a letter of support for the realignment, which reduced impacts to Monterey gilia and avoided impacts to Smith’s blue butterfly habitat. City Council supported the relocation of the roadway on condition that the road would not empty into residential streets. City Council requested staff evaluate a potential future Class I trail in the NW Corner HMA to provide direct access from Del Monte Boulevard to The Dunes as an alternative to the roadway.

City staff returned to City Council on November 18, 2025, to request input on the Conceptual Mitigation Strategy. City staff noted that the proposed realignment of the 2<sup>nd</sup> Avenue/Del Monte Boulevard extension could accommodate a Class I trail. The City Council reiterated its request to evaluate a potential future Class I trail through the NW Corner HMA.

City staff discussed the request with CDFW and USFWS in multiple meetings. CDFW and USFWS stated that a trail would have similar impacts to Monterey gilia and Smith’s blue butterfly habitat as the proposed roadway. The agencies stated that constructing a trail in the NW Corner HMA would reduce the amount of proposed conservation acreage while also diminishing its conservation value due to increased edge effects. As a result, the City would be required to include additional mitigation land and/or reduce its proposed development areas. CDFW submitted an email to the City on March 27, 2026, expressing their concerns regarding the trail and emphasizing that including a trail in this area would be a significant setback in the permitting process. As requested, City staff returned to City Council on April 7, 2026, to summarize the trail alternatives provided by Kimley-Horn and the concerns of the resource agencies (“**EXHIBIT J**”). Dr. Fred Watson commented that the trail could be designed to avoid impacts to Monterey gilia and provided a reconfiguration of the trail for consideration (“**EXHIBIT J**”). The City Council requested that staff coordinate with CDFW to evaluate whether impacts associated with the proposed trail could be avoided and to conduct a field workshop and City Council meeting with CDFW to discuss the trail proposal.

Through City discussions with CDFW and USFWS, the resource agencies’ position on constructing a future trail in the NW Corner HMA has not changed. Specifically, while the design of the trail may be able to avoid direct impacts to Monterey gilia plants, the trail would not be able to avoid Monterey gilia habitat even in the area of the existing Monterey cypress trees and existing unpaved trail. Monterey gilia plants and habitat occur on both sides of the trees and trail, and, therefore, it is highly likely that seed bank for Monterey gilia occurs within that area (“**EXHIBIT I**”). Based on input from CDFW and USFWS, the City has revised the proposed mitigation strategy for the NW Corner HMA to identify potential restoration of this area (“**EXHIBIT E**”). Further, based on existing data, while the trail may be able to avoid direct

impacts, it is highly unlikely that the construction of the trail could avoid Monterey gilia plants and/or Smith's blue butterfly habitat (“**EXHIBIT I**”).

CDFW has stated that they do not see a feasible way for the currently proposed Conceptual Mitigation Strategy to fully mitigate impacts if a future trail is proposed in the NW Corner HMA. Therefore, the City would need to revise the proposed Conceptual Mitigation Strategy to identify additional mitigation land either owned by the City or others and/or reduce the acreage of the proposed future development areas. Either option would result in significant costs or losses to the City. Securing additional mitigation land would increase permit-related costs, including costs associated with conservation easements, long-term habitat management, monitoring, and regulatory compliance. If the land is not already owned by the City, the City would likely need to acquire the property or obtain an easement, resulting in additional acquisition, transaction, and ongoing management costs. Reducing proposed future development areas would result in the loss of substantial economic, fiscal, and community benefits. This could include reduced revenue, fewer jobs, and the loss or downsizing of important projects such as affordable housing at Cypress Knolls, recreational facilities at Preston Park and the Marina Equestrian Center, and future business development within the Northwest Corner HMA and Airport Business Park (“**EXHIBIT B**”). The time and resources required to revise the strategy are unknown, and given the limited availability of suitable mitigation lands, it is uncertain whether a revised strategy could adequately offset project impacts and satisfy regulatory requirements.

It is important to note that there are existing trails and roads that connect Del Monte Boulevard to The Dunes area (“**EXHIBIT K**”). Pedestrians and bicyclists can currently use the Monterey Bay Coast Recreational Trail and Beach Range Road via the west side of Del Monte Boulevard to connect to 8<sup>th</sup> Street and The Dunes area. Additionally, the proposed realigned 2<sup>nd</sup> Avenue/Del Monte Boulevard Extension would also include a trail.

#### *Coordination with Preston Park Ballfield Proponents*

City Council requested that staff reach out to the Preston Park ballfield proponents to coordinate on project timing and permit requirements. Staff has not reached out to the ballfield groups yet, but will be contacting and working with them in the next couple months. Staff first needs to establish where the boundaries for the ballfields can be and has contracted with DD&A to begin performing the environmental work to do this work.

#### *Salinas River HMA Site Visit*

City Council also requested staff to discuss pedestrian access in the Salinas River HMA and conduct a site visit. Following a preliminary field review, City staff determined that the existing trails are heavily overgrown and contain substantial poison oak. As a result, a site visit will need to be scheduled under more suitable site conditions.

#### **FISCAL IMPACT:**

As stated above, revising the Conceptual Mitigation Strategy would be costly. It is estimated that the revisions could require additional funding ranging from \$30,000-\$50,000 for consultant costs. The evaluation of the trail to date has increased the cost of the City-Wide ITP and resulted the delay in the submission of the ITP application.

Securing additional mitigation land would increase permit-related costs, including costs associated with conservation easements, long-term habitat management, monitoring, and regulatory compliance. If the land is not already owned by the City, the City would likely need to

acquire the property or obtain an easement, resulting in additional acquisition, transaction, and ongoing management costs. These costs are unknown, but would be significant and likely in the millions.

Reducing proposed future development areas would result in the loss of substantial economic, fiscal, and community benefits; the costs of which are unknown at this time.

**CONCLUSION:**

City staff have provided responses to City Council information requests and are requesting input on the proposed Conceptual Mitigation Strategy for the City-Wide ITP to support the preparation of the application.

Respectfully submitted,

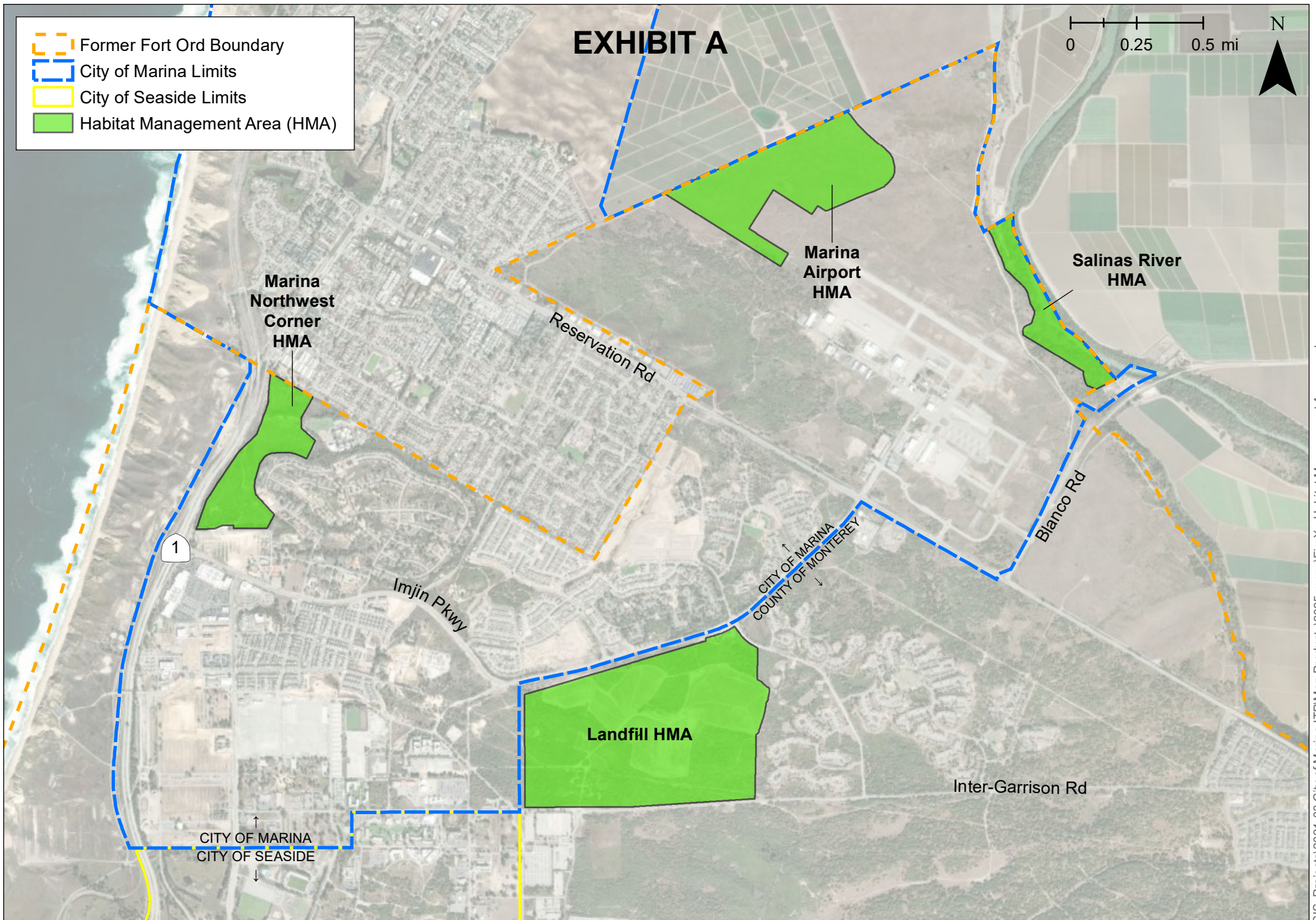
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Guido Persicone, AICP  
Community Development Director  
City of Marina

**REVIEWED/CONCUR:**

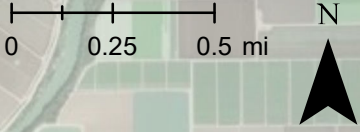
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Layne Long  
City Manager  
City of Marina



**EXHIBIT A**

- Former Fort Ord Boundary
- City of Marina Limits
- City of Seaside Limits
- Habitat Management Area (HMA)



Marina Northwest Corner HMA

Marina Airport HMA

Salinas River HMA

Landfill HMA

Reservation Rd

Blanco Rd

Imjin Pkwy

Inter-Garrison Rd

1

CITY OF MARINA  
CITY OF SEASIDE

CITY OF MARINA  
COUNTY OF MONTEREY

**City of Marina City-Wide Monterey Gilia ITP  
Habitat Management Areas**

Date  
11/12/2025  
  
Scale  
1 in = 3,000 ft



**Denise Duffy & Associates, Inc.**  
Planning and Environmental Consulting

Figure  
**X**

# EXHIBIT B

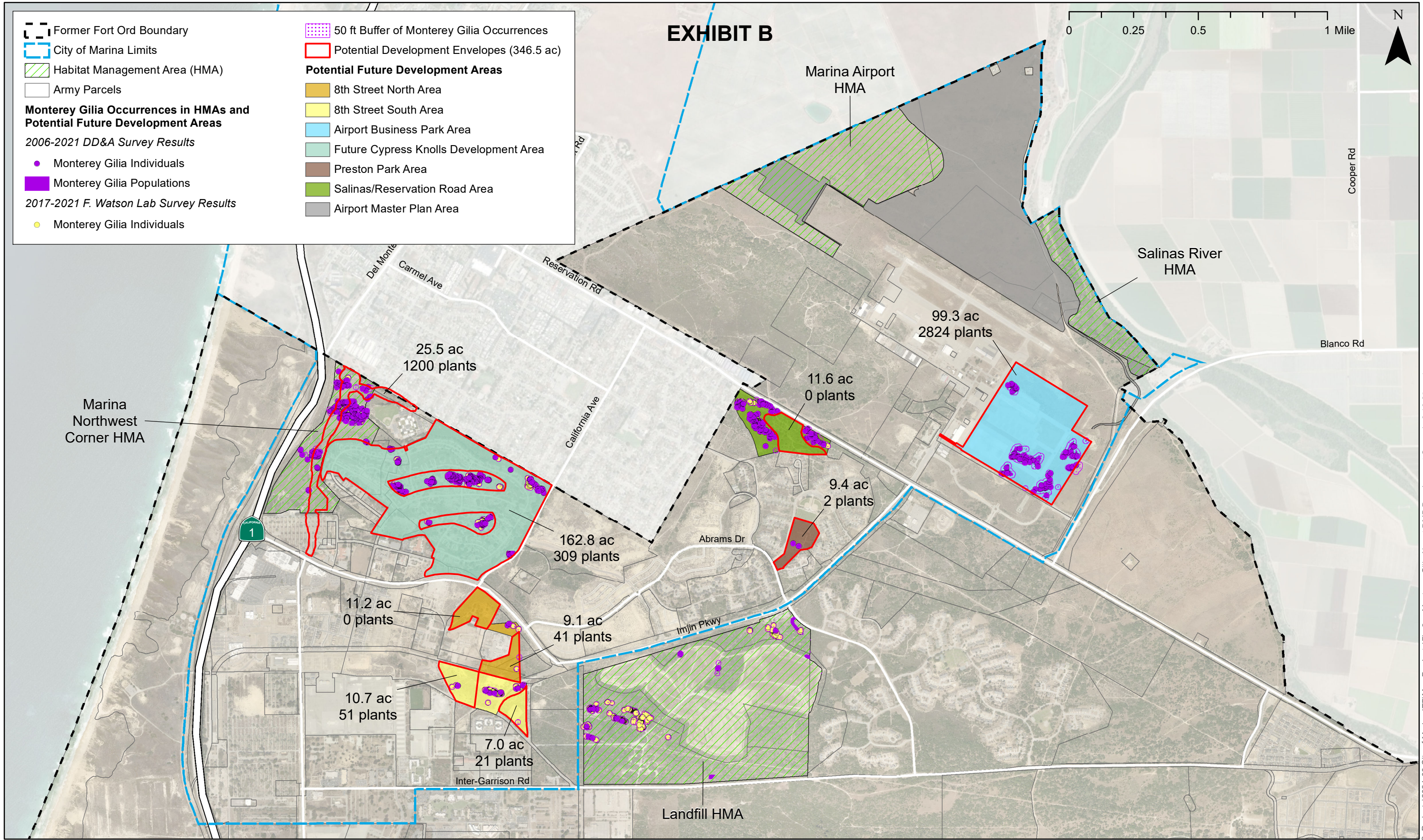


**Former Fort Ord Boundary**  
**City of Marina Limits**  
**Habitat Management Area (HMA)**  
**Army Parcels**

**Monterey Gilia Occurrences in HMAs and Potential Future Development Areas**  
*2006-2021 DD&A Survey Results*  
 ● Monterey Gilia Individuals  
 ■ Monterey Gilia Populations  
*2017-2021 F. Watson Lab Survey Results*  
 ● Monterey Gilia Individuals

**50 ft Buffer of Monterey Gilia Occurrences**  
**Potential Development Envelopes (346.5 ac)**

**Potential Future Development Areas**  
 ■ 8th Street North Area  
 ■ 8th Street South Area  
 ■ Airport Business Park Area  
 ■ Future Cypress Knolls Development Area  
 ■ Preston Park Area  
 ■ Salinas/Reservation Road Area  
 ■ Airport Master Plan Area



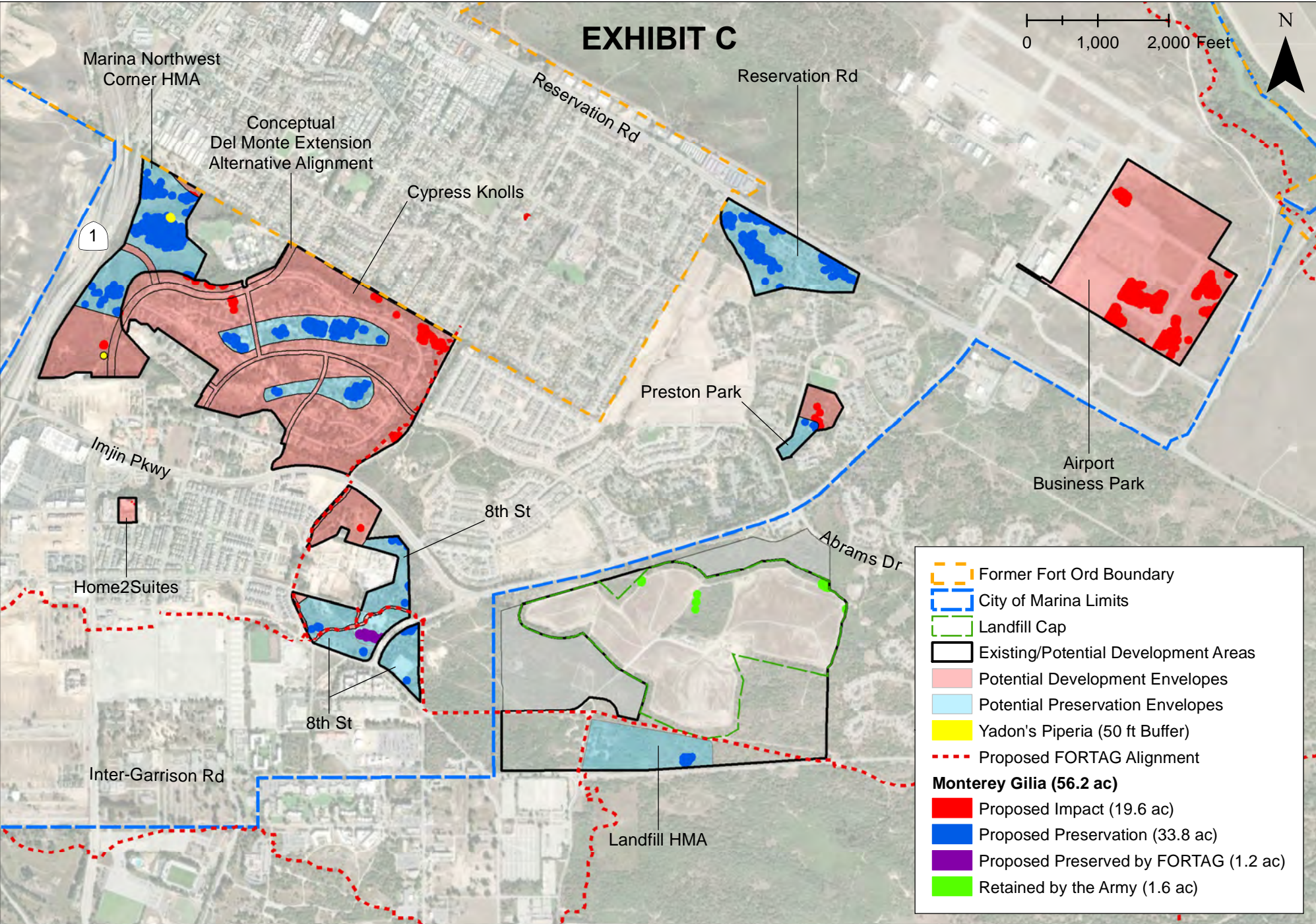
**Monterey Gilia Occurrences within Potential Future Development Areas — Airport and Del Monte Boulevard Extension Development Scenario**

Date 8/18/2022	<b>Denise Duffy &amp; Associates, Inc.</b> Planning and Environmental Consulting	Figure <b>2c</b>
Scale 1 in = 2,000 ft		

Path: D:\GIS\GIS\_Projects\2021-03 City of Marina ITP\Map Products\Fig 2c - Monterey Gilia Airport DMB Development Scenario 8-18-22.mxd

# EXHIBIT C

0 1,000 2,000 Feet



City of Marina City-Wide Monterey Gilia ITP  
 Conceptual Mitigation Strategy w/ Proposed FORTAG Alignment

Date  
 11/6/2025  
 Scale  
 1 in = 2,000 ft



**Denise Duffy & Associates, Inc.**  
 Planning and Environmental Consulting

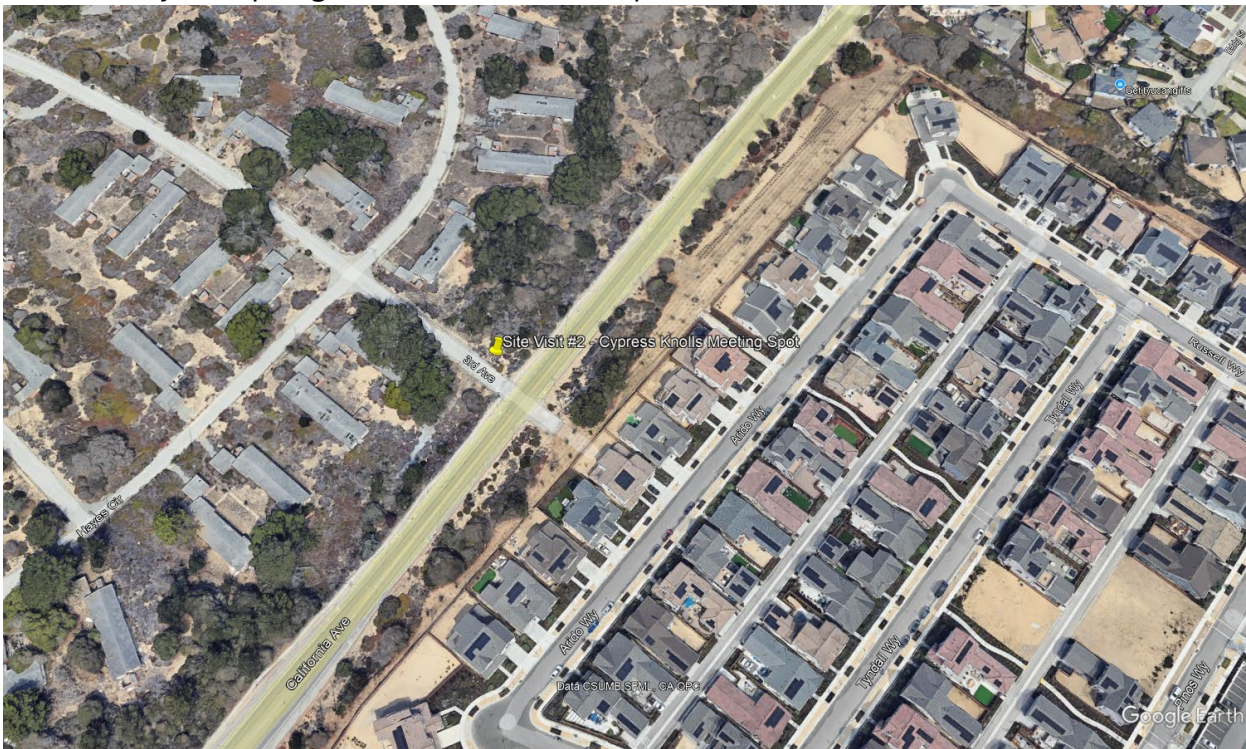
Figure  
**2**

## EXHIBIT D MEETING SPOTS AND PARKING INFORMATION

Site Visit #1 – NW Corner Meeting Spot – potential parking areas identified adjacent to Marina Auto Service at 3016 Del Monte Boulevard.



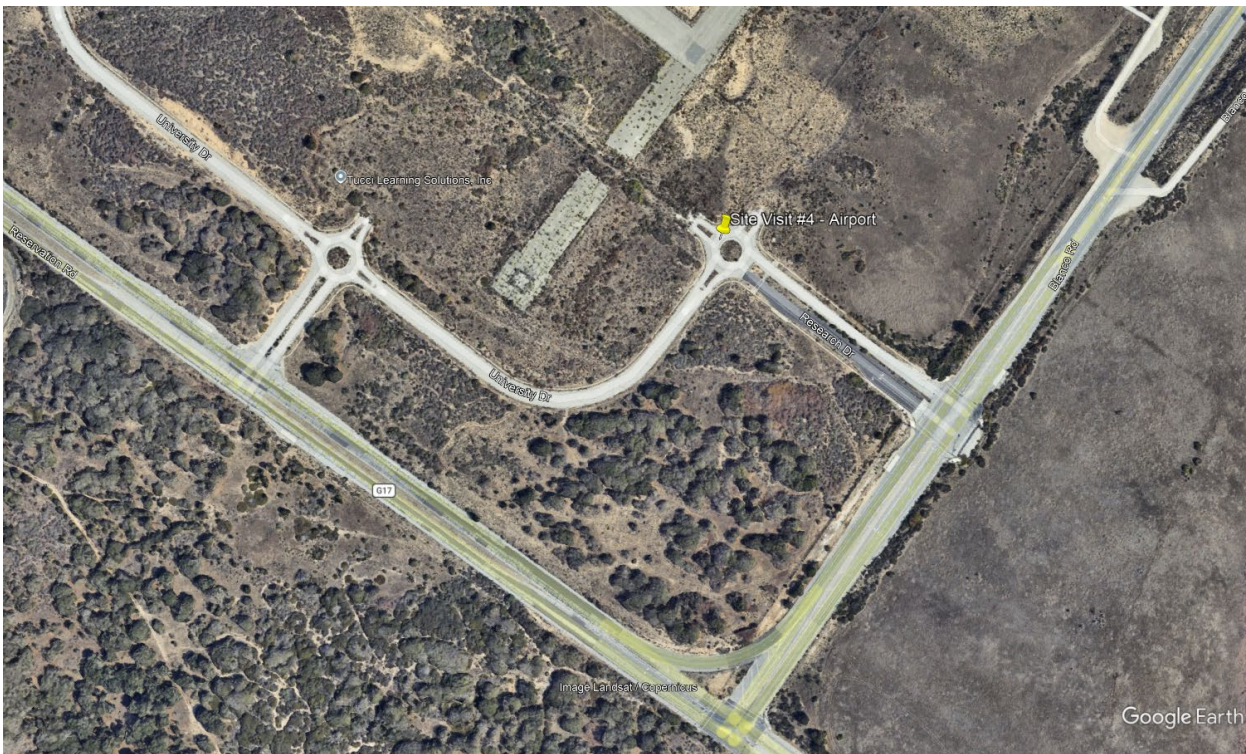
Site Visit #2 – Cypress Knolls Meeting Spot – meet at intersection of 3<sup>rd</sup> Avenue and California Avenue. City will open gate to drive inside and park.



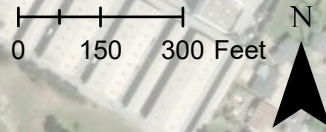
Site Visit #3 – Preston Park Meeting Spot – meet and park at the parking lot for the Preston Park Athletic Fields located off of Preston Drive.












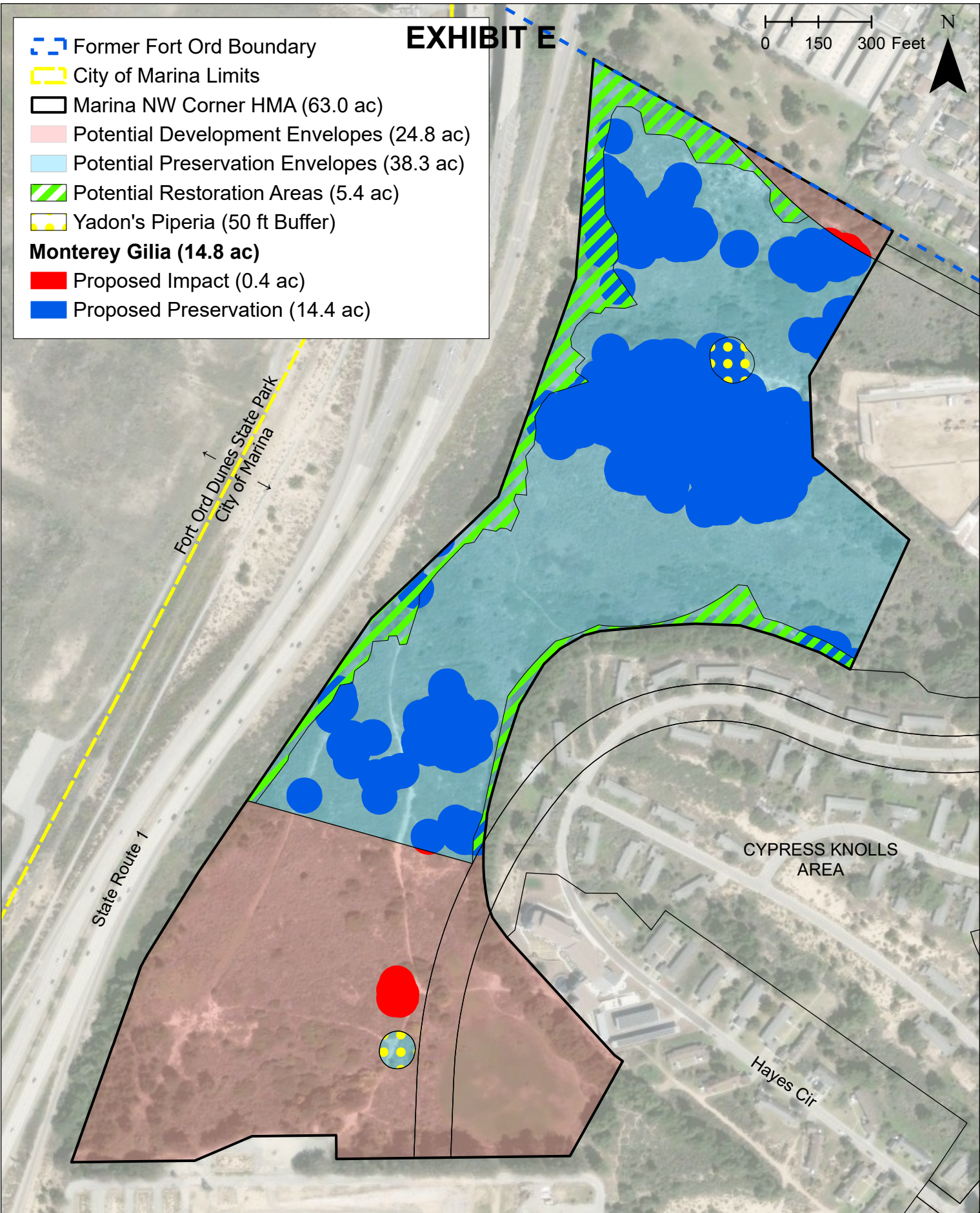
Site Visit #4 – Airport Meeting Spot – meet and park near roundabout at University Drive and Research Drive via Reservation Road or Blanco Road.



# EXHIBIT E



-  Former Fort Ord Boundary
-  City of Marina Limits
-  Marina NW Corner HMA (63.0 ac)
-  Potential Development Envelopes (24.8 ac)
-  Potential Preservation Envelopes (38.3 ac)
-  Potential Restoration Areas (5.4 ac)
-  Yadon's Piperia (50 ft Buffer)
- Monterey Gilia (14.8 ac)**
-  Proposed Impact (0.4 ac)
-  Proposed Preservation (14.4 ac)



## Marina NW Corner HMA Conceptual Mitigation Strategy

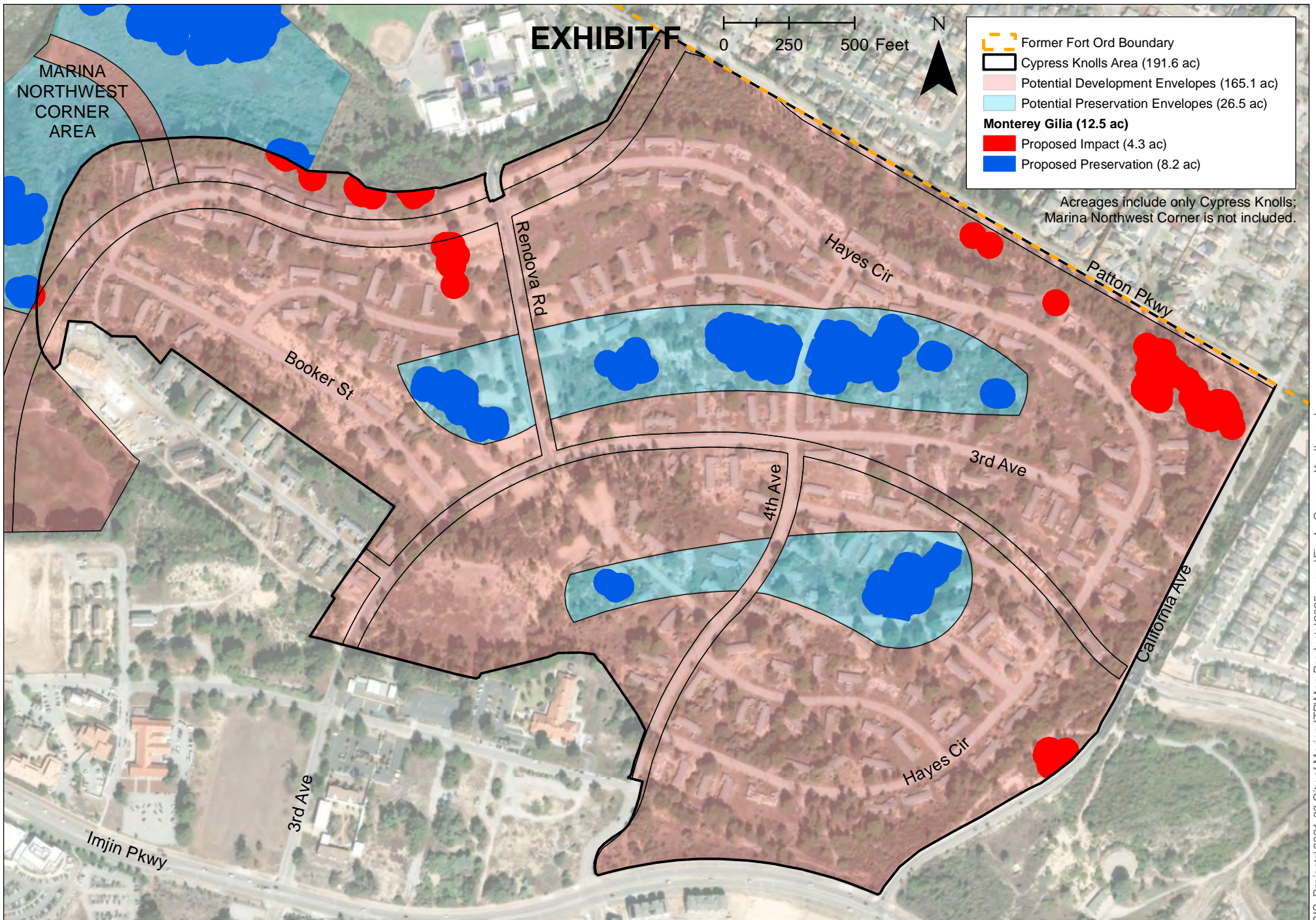
Date  
6/2/2026

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**Denise Duffy & Associates, Inc.**  
Planning and Environmental Consulting

Figure  
**2**



**Cypress Knolls  
Conceptual Mitigation Strategy**

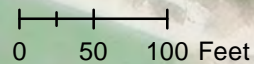
Date  
11/6/2025  
Scale  
1 in = 500 ft



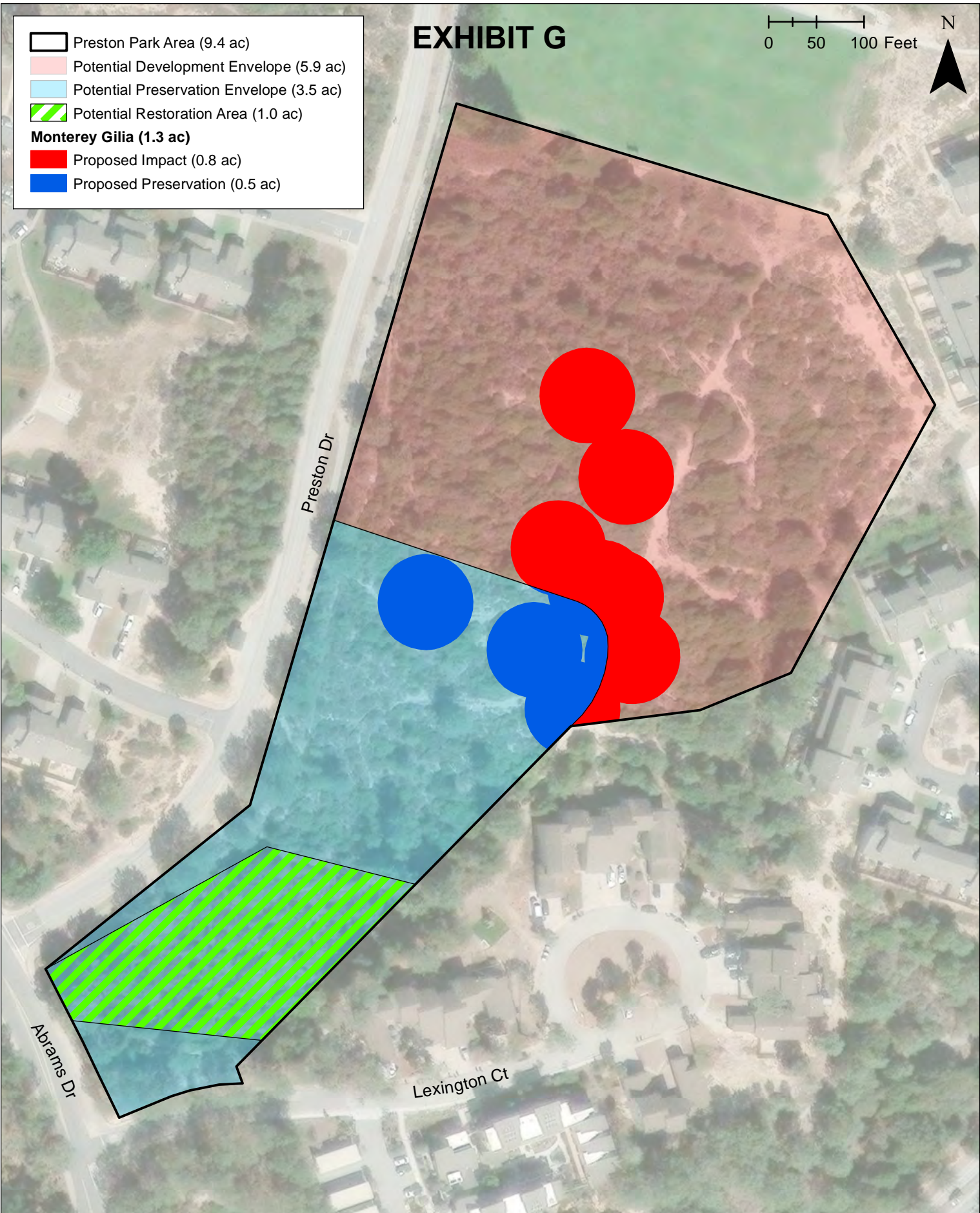
**Denise Duffy & Associates, Inc.**  
Planning and Environmental Consulting

Figure  
**4**

# EXHIBIT G



- Preston Park Area (9.4 ac)
- Potential Development Envelope (5.9 ac)
- Potential Preservation Envelope (3.5 ac)
- Potential Restoration Area (1.0 ac)
- Monterey Gilia (1.3 ac)**
- Proposed Impact (0.8 ac)
- Proposed Preservation (0.5 ac)



## Preston Park Conceptual Mitigation Strategy

Date  
11/6/2025  
Scale  
1 in = 100 ft



**Denise Duffy & Associates, Inc.**  
Planning and Environmental Consulting

Figure  
**5**

# EXHIBIT H

## No Metal Detectors

Metal detecting is prohibited on the former Fort Ord due to potential explosive hazards.

## Additional Munitions Safety Resources

The City of Seaside offers free munitions recognition and safety e-training for anyone conducting ground-disturbing activities, accessed at: [www.fortordsafety.com](http://www.fortordsafety.com)

For information about munitions cleanup at the former Fort Ord, visit: [www.fortordcleanup.com](http://www.fortordcleanup.com)

# Former Fort Ord, California



## Danger

Areas where unexploded ordnance may be present are posted with DANGER signs. Do not enter areas where you see signs like the ones below. Off-road vehicular traffic is prohibited on the former Fort Ord.



If you see a trespasser in a posted warning or danger area on the former Fort Ord, please call the Presidio of Monterey Police (831) 242-7851 or (831) 242-7852. Your call is confidential.



## Produced by the City of Seaside Environmental Services Cooperative Agreement (ESCA) Program

440 Harcourt Avenue, Seaside, CA 93955

831-899-6773

<https://www.ci.seaside.ca.us/fortordescap>

# Military Munitions 3Rs Explosives Safety Guide



If you find an object (or even a piece of one) resembling those shown in this safety guide, don't touch it, mark the location, and call 911 to report the item.

# Fort Ord Military Munitions 3Rs Explosives Safety Guide

## Introduction

The purpose of this pamphlet is to inform you of the military training activities that took place at the former Fort Ord and to raise awareness of the explosive hazards that may exist.

As a result of the Army's use of military munitions on the former Fort Ord, unexploded ordnance may be encountered during ground disturbing activity in the former Fort Ord property.

Users should be aware of the potential for unexploded ordnance to remain after cleanup and be aware of the potential hazards. To protect yourself, your family, and your neighbors, you should learn and follow the 3Rs of Explosives Safety.

## Before You Dig

Any activity within the former military munitions areas at former Fort Ord that involves the disturbance of ten cubic-yards or more of soil requires an Excavation Permit from the County or City building department.

Each City, and the County, have adopted digging and excavation ordinances that specify standards and procedures for digging on the former Fort Ord. The intent of these ordinances is to ensure that land owners, developers, and workers are aware of the potential that explosive hazards may still be located on these properties, and to implement appropriate precautions prior to any ground disturbance.

As a condition for excavation permits, all personnel working on the site must also complete munitions recognition and safety training. If a suspect munition item is encountered, it is imperative that all site workers understand the potential hazards, safety precautions, and protective measures in place.

## The 3Rs of Explosive Safety

**Recognize** - Recognizing when you may have encountered a munition is key to reducing the risk of injury or death. If you encounter, or suspect you may have encountered a munition, consider it extremely dangerous. Remember, munitions are sometimes hard to identify.

**Retreat** - If you encounter or suspect you may have encountered a munition, do not touch, move, or disturb it. Immediately and carefully - do not run - leave the area, following the same path on which you entered. If you can, mark the general area, not the munition, in some manner (e.g., with a hat, piece of cloth, etc.).

**Report** - When you think you may have encountered a munition, notify local law enforcement - call 911.

### DON'T FORGET

Munitions are dangerous and may not be easily recognizable. Never touch, move, or disturb a munition or suspect munition.



## History

As an active U.S. Army post, Fort Ord's mission was to train soldiers to protect the interests of the United States. An important part of the mission was infantry and artillery training. As a result of this training, unexploded ordnance may remain in portions of the former Fort Ord.

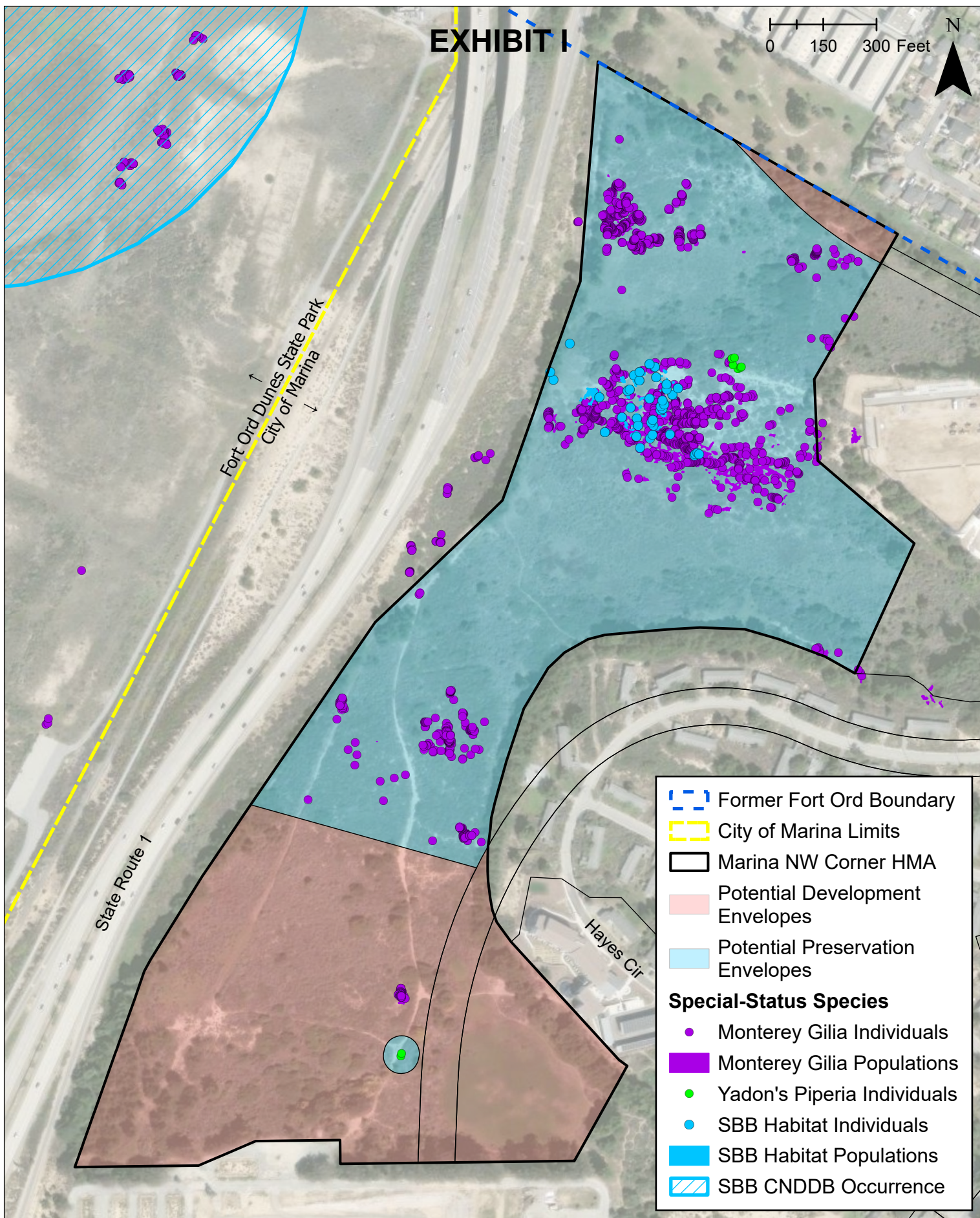
After reviewing the records of past training activities, the Army identified areas where ordnance may still remain and began conducting investigations and removing ordnance from those areas. Cleanup of all identified areas will not be completed for many years.

### Warning: Not to be used for identification.



# EXHIBIT I

0 150 300 Feet



- Former Fort Ord Boundary
- City of Marina Limits
- Marina NW Corner HMA
- Potential Development Envelopes
- Potential Preservation Envelopes
- Special-Status Species**
- Monterey Gilia Individuals
- Monterey Gilia Populations
- Yadon's Piperia Individuals
- SBB Habitat Individuals
- SBB Habitat Populations
- SBB CNDDB Occurrence

Monterey Gilia, Yadon's Piperia, and Smith's Blue Butterfly Occurrences in and Adjacent to Marina NW Corner HMA

Date  
6/2/2026

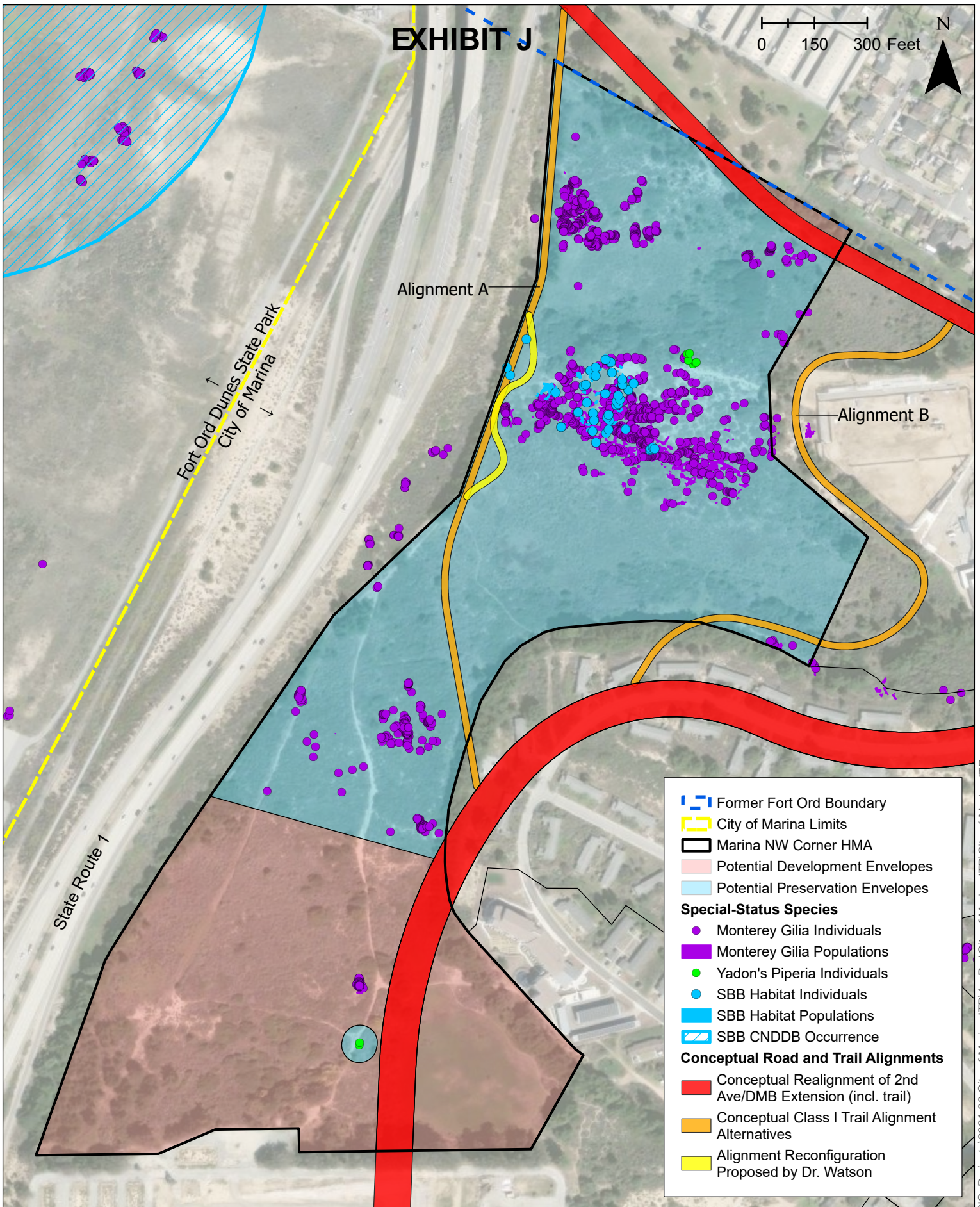
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**Denise Duffy & Associates, Inc.**  
Planning and Environmental Consulting

Figure

1



# Conceptual Class I Trail Alternatives in Marina NW Corner HMA

Date

6/2/2026

Scale

1:4,200



**Denise Duffy & Associates, Inc.**

Planning and Environmental Consulting

Figure

**3**





## AGENDA

Tuesday, June 9, 2026

2:00 P.M. OPEN SESSION

6:00 P.M. OPEN SESSION

### SPECIAL MEETING CITY COUNCIL

**THIS MEETING WILL BE HELD IN PERSON AND VIRTUALLY (HYBRID).**

Council Chambers  
211 Hillcrest Avenue  
Marina, California

AND

**Zoom Meeting URL: <https://zoom.us/j/730251556>**

**Zoom Meeting Telephone Only Participation: 1-669-900-9128 - Webinar ID: 730 251 556**

### PARTICIPATION

The agenda for this Special Meeting includes an in-person site visit. During a site visit, the City Council may only discuss the item(s) on this Special Meeting site visit agenda. The agenda does not allow any formal votes or motions on any proposed project or other matters. The site visit is an informational meeting where the Council may ask questions from or hear statements from members of the public attending the visit. No comments made during the site visit by the Council are binding or required to be carried through to any public meeting/hearing where actions might be taken.

### AGENDA MATERIALS

Agenda materials, staff reports and background information related to regular agenda items are available on the City of Marina's website [www.cityofmarina.org](http://www.cityofmarina.org). Materials related to an item on this agenda submitted to the Council after distribution of the agenda packet will be made available on the City of Marina website [www.cityofmarina.org](http://www.cityofmarina.org) subject to City staff's ability to post the documents before the meeting.

### VISION STATEMENT


Marina will grow and mature from a small town bedroom community to a small city which is diversified, vibrant and through positive relationships with regional agencies, self-sufficient. The City will develop in a way that insulates it from the negative impacts of urban sprawl to become a desirable residential and business community in a natural setting. **(Resolution No. 2006-112 - May 2, 2006)**

### MISSION STATEMENT

The City Council will provide the leadership in protecting Marina's natural setting while developing the City in a way that provides a balance of housing, jobs and business opportunities that will result in a community characterized by a desirable quality of life, including recreation and cultural opportunities, a safe environment and an economic viability that supports a high level of municipal services and infrastructure. **(Resolution No. 2006-112 - May 2, 2006)**

**LAND ACKNOWLEDGEMENT**

The City recognizes that it was founded and is built upon the traditional homelands and villages first inhabited by the Indigenous Peoples of this region - the Esselen and their ancestors and allies - and honors these members of the community, both past and present.

1. CALL TO ORDER 
2. ROLL CALL & ESTABLISHMENT OF QUORUM: (City Council, Airport Commissioners, Marina Abrams B Non-Profit Corporation, Preston Park Sustainable Communities Nonprofit Corporation, Successor Agency of the Former Redevelopment Agency Members and Marina Groundwater Sustainability Agency)  
  
Jennifer McAdams, Brian McCarthy, Kathy Biala, Mayor Pro-Tem/Vice Chair  
Liesbeth Visscher, Mayor/Chair Bruce C. Delgado
3. OTHER ACTION:  
Habitat Management Plan Compliance Project and City-Wide Incidental Take Permit for Monterey Gilia Project

Site Visit: 2:00 p.m.

1. Meet at City Council Chambers at 2:00 and leave for NW Corner
  - a. Site Visit # 1 – NW Corner from 2:30 – 3:00
2. Leave NW Corner for Cypress Knolls at 3:00
  - a. Site Visit # 2 – Cypress Knolls from 3:15 – 3:30
3. Leave for Preston Park Ballfields at 3:30
  - a. Site Visit # 3 – Preston Park Ballfields from 3:45 – 4:00
4. Leave for Marina Municipal Airport at 4:00
  - a. Site Visit # 4 – Airport from 4:15 to 4:30.
5. Adjourn site visit and reconvene at Marina City Council Chambers at 6:00

Reconvene to City Council Chambers Study: 6:00 p.m.

1. [Receive presentation from Denise Duffy and Associates and provide direction to staff.](#)
4. ADJOURNMENT:

**CERTIFICATION**

I, Anita Sharp, Deputy City Clerk, of the City of Marina, do hereby certify that a copy of the foregoing agenda was posted at City Hall and Council Chambers Bulletin Board at 211 Hillcrest Avenue, Monterey County Library Marina Branch at 190 Seaside Circle, City Bulletin Board at the corner of Reservation Road and Del Monte Boulevard on or before 6:30 p.m., Friday, June 5, 2026.

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ANITA SHARP, DEPUTY CITY CLERK

*City Council, Airport Commission and Redevelopment Agency meetings are recorded on tape and available for public review and listening at the Office of the City Clerk and kept for a period of 90 days after the formal approval of MINUTES.*

*City Council meetings may be viewed live on the meeting night and at 12:30 p.m. and 3:00 p.m. on Cable Channel 25 on the Sunday following the Regular City Council meeting date. In addition, Council meetings can be viewed at 6:30 p.m. every Monday, Tuesday and Wednesday. For more information about viewing the Council Meetings on Channel 25, you may contact Access Monterey Peninsula directly at 831-333-1267.*

*Agenda items and staff reports are public record and are available for public review on the City's website ([www.cityofmarina.org](http://www.cityofmarina.org)), at the Monterey County Marina Library Branch at 190 Seaside Circle and at the Office of the City Clerk at 211 Hillcrest Avenue, Marina between the hours of 10:00 a.m. 5:00 p.m., on the Monday preceding the meeting.*

*Supplemental materials received after the close of the final agenda and through noon on the day of the scheduled meeting will be available for public review at the City Clerk's Office during regular office hours and in a 'Supplemental Binder' at the meeting.*

ALL MEETINGS ARE OPEN TO THE PUBLIC. THE CITY OF MARINA DOES NOT DISCRIMINATE AGAINST PERSONS WITH DISABILITIES. Council Chambers are wheelchair accessible. Meetings are broadcast on cable channel 25 and recordings of meetings can be provided upon request. To request assistive listening devices, sign language interpreters, readers, large print agendas or other accommodations, please call (831) 884-1278 or e-mail: [marina@cityofmarina.org](mailto:marina@cityofmarina.org). Requests must be made at least **48 hours** in advance of the meeting.

## ATTACHMENT

March 13, 2026

Item No: **13b**

Honorable Mayor and Members  
of the Marina City Council

City Council Meeting  
of April 7, 2026

**CITY COUNCIL TO RECEIVE A PRESENTATION REGARDING THE STATUS OF THE CITY'S FORT ORD HABITAT MANAGEMENT PLAN COMPLIANCE PROJECT AND CITY-WIDE INCIDENTAL TAKE PERMIT FOR MONTEREY GILIA PROJECT FROM DENISE DUFFY AND ASSOCIATES, INC., AND PROVIDE INPUT ON THE CONCEPTUAL MITIGATION STRATEGY FOR MONTEREY GILIA FOR THE CITY-WIDE ITP.**

**REQUEST:**

It is requested that the City Council consider:

1. Receiving a presentation regarding the status of the City's Fort Ord Habitat Management Plan Compliance Project and City-Wide Incidental Take Permit (ITP) for Monterey Gilia Project.
2. Providing input on the Conceptual Mitigation Strategy for Monterey Gilia for the City-Wide ITP.

**BACKGROUND:**

**Fort Ord Habitat Management Plan Compliance**

The U.S. Army's decision to close and dispose of the Fort Ord military base was considered a major federal action that could affect listed species under the federal Endangered Species Act ("ESA"). In 1993, the U.S. Fish and Wildlife Service ("USFWS" or the "Service") issued a Biological Opinion ("BO") on the disposal and reuse of former Fort Ord requiring that a Habitat Management Plan be developed and implemented to reduce the incidental take of listed species and loss of habitat that supports these species. As a result, the U.S. Army prepared the *Installation-Wide Multispecies Habitat Management Plan for Former Fort Ord, California* ("HMP") in 1997. The Fort Ord Reuse Authority ("FORA") was in the process of preparing a Fort Ord Habitat Conservation Plan ("HCP") to support the issuance of base-wide incidental take permits, which incorporated the habitat requirements of the HMP. However, the base-wide permitting effort was discontinued, and the Fort Ord HCP is no longer proposed. As a result, the Service requested that the local jurisdictions initiate the steps necessary to comply with the approved HMP. The City is responsible for four Habitat Management Areas ("HMAs"), including the Salinas River, Airport, Northwest Corner, and Landfill HMAs "**EXHIBIT A.**" In accordance with the requirements described in the HMP and the deed restrictions for the parcels, a Resource Management Plan ("RMP") must be prepared and implemented.

On December 15, 2020, the City Council adopted Resolution No. 2020-157 approving an Agreement with Denise Duffy & Associates, Inc. ("DD&A") to provide biological consulting services to develop the RMP. The RMP will bring the City into compliance with deed restrictions and federal agency requirements to manage the City's HMAs to mitigate for development on former Fort Ord.

On April 6, 2021, the City Council adopted Resolution No. 2021-26 approving Amendment No. 1 to the DD&A Agreement, which provided for focused botanical surveys within the four habitat management areas to better inform management recommendations from the initial scope of work.

At the City Council meeting on December 17, 2024, DD&A presented an update on the status of this project, including an updated timeline for completion.

At the City Council meeting on May 20, 2025, DD&A presented an update on the status of this project, including an updated timeline for completion.

At the City Council meeting on June 3, 2025, the Council approved a new contract with DD&A to continue providing biological consulting services to the City for this project.

At the City Council meeting on November 18, 2025, the Council received an update on the status of this project, including an updated timeline and the coordination efforts with the 2045 General Plan Update. The City Council requested that the Salinas River HMA be evaluated for public access.

### **City-Wide Incidental Take Permit for Monterey Gilia**

The City currently owns a number of parcels in the former Fort Ord that were deeded to the City by the U.S. Army as economic conveyances following the closure of the former base that allow for development for commercial/residential purposes, which are known or have the potential to support occurrences of Monterey gilia (*Gilia tenuiflora* spp. *arenaria*). Monterey gilia is a threatened species listed under the California Endangered Species Act (“CESA”) and an endangered species listed under the federal Endangered Species Act (“ESA”). Impacts to this plant species from potential future development activities on these parcels would require an Incidental Take Permit (“ITP”) in accordance with Section 2081(b) of the CESA.

Therefore, on December 15, 2020, the City Council adopted Resolution No. 2020-157 approving an agreement with DD&A to provide biological consulting services to assist the City in acquiring a City-Wide ITP from the California Department of Fish and Wildlife (CDFW) to authorize the incidental take of Monterey gilia that may result from the implementation of future planned development on City lands in the former Fort Ord.

On April 6, 2021, the City Council adopted Resolution No. 2021-26 approving Amendment No. 1 to the DD&A Agreement, which provided for additional surveys for this species.

On December 7, 2021, the City Council held an informational and public input session regarding the prioritization of conservation and development areas to inform the mitigation strategy for the City-Wide ITP for Monterey gilia. The City Council requested that options be prepared and brought back to the council and public for discussion. In response to that request, City staff and DD&A held an in-person community workshop presenting the data and various options to the public and held a study session at a special City Council meeting on December 11 and 13, 2022, respectively. The public and City Council supported focusing development opportunities within the Airport Business Park Area, Future Cypress Knolls Development Area, and Marina Northwest Corner HMA for the Del Monte Boulevard Extension, and focusing conservation within the remaining study areas, as shown in “**EXHIBIT B.**”

At the City Council meeting on December 17, 2024, DD&A presented an update on the status of this project, including recent input from the resource agencies and an updated timeline for completion.

At the City Council meeting on May 20, 2025, DD&A presented an update on the status of this project, and received input on a conceptual realignment of the proposed Del Monte Boulevard/2<sup>nd</sup> Avenue Extension.

At the City Council meeting on June 3, 2025, the Council approved a new contract with DD&A to continue providing biological consulting services to the City for this project.

At the City Council meeting on November 18, 2025, the Council received an update on the status of this project and staff requested input on the Conceptual Mitigation Strategy for Monterey gilia (“Conceptual Mitigation Strategy”), which is conceptually depicted in “**EXHIBIT C.**”

Specifically, staff solicited Council input on “joining mitigation strategies” with the Transportation Agency for Monterey County (“TAMC”) to mitigate for their impacts to Monterey gilia that would occur as a result of the construction of the proposed California Avenue Segment of the Fort Ord Regional Trail and Greenway (“FORTAG”) project (“proposed FORTAG project”), which is located on City land. The “joining mitigation strategies” approach involves aligning the mitigation measures, timelines, and conservation objectives of these three permitting efforts.

Under the “joining mitigation strategies” approach with TAMC, a portion of the 8<sup>th</sup> Street Area would be set aside to mitigate for the proposed FORTAG project, which is conceptually depicted in “**EXHIBIT D.**” The balance of the 8<sup>th</sup> Street Area would contribute to the proposed conceptual mitigation strategy for Monterey gilia under the City-Wide ITP. At the request of the City, CDFW would be willing to provide written assurance that the City would be able to incorporate the remaining balance of the parcel for the City-Wide ITP. The City would provide for the permanent protection and management of the 8<sup>th</sup> Street Area under a conservation easement and long-term management plan, combining or coordinating the respective mitigation measures so that habitat preservation, enhancement, and monitoring requirements function cohesively.

The City recognizes the significance and community benefits of the proposed FORTAG project and greatly values its longstanding partnerships and agreements with TAMC, specifically the FORTAG Master Agreement. As a result, the City Council supported the “joining mitigation strategies” approach with TAMC as part of the City-Wide ITP mitigation strategy. As a result, City staff is coordinating with TAMC on the specific terms of this approach and completing certain permit lands package requirements. City staff will return to City Council to request approval of the agreement, record the conservation easement, and other related items in the coming months.

On March 27, 2025, CDFW issued a Notice of Violation (“NOV”) to the Dadwal Management Group (“Dadwal”) for the unauthorized take of Monterey gilia associated with the construction of the Home2Suites project in the City of Marina. The NOV requires that Dadwal submit an ITP application for the impacted Monterey gilia. To fully mitigate for the take of Monterey gilia, CDFW may require compensatory mitigation in the form of acquisition and perpetual management of habitat management lands; a 3:1 mitigation ratio has been required for similar projects in previous ITPs issued by CDFW. Because the City was currently undergoing the City-Wide ITP process, CDFW recommended that Dadwal coordinate with the City to determine the feasibility of including mitigation for the unauthorized take as part of the City-Wide ITP. As a result, City staff also solicited input from Council on incorporating the mitigation required to mitigate for the unauthorized take of Monterey gilia associated with the construction of the Home2Suites project in the City.

However, the City Council had questions about incorporating the Home2Suites mitigation into the City-Wide ITP, specifically requesting a better understanding of the City's role as a fiduciary, and requested additional information on several other items, as identified below. The Council requested this information be presented before providing any additional input and City staff agreed to return to Council with the requested information.

## **ANALYSIS:**

### **Fort Ord Habitat Management Plan Compliance**

As described above, the City is required to develop a RMP to identify the habitat management activities required in the four HMAs within the City's jurisdiction. The City continues to coordinate with DD&A and the resource agencies to complete the administrative draft. The City and DD&A are collaborating closely to ensure that the City-Wide ITP and 2045 General Plan Update projects both inform and complement the RMP. An updated project timeline is included in the presentation.

At the November 18, 2025, City Council meeting, the public and City Council acknowledged that the Salinas River HMA is a unique area that warrants evaluation for potential public use. Under the HMP, this area is designated as a "Habitat Reserve," a land use category intended to protect biologically important habitat for HMP target species. Lands designated as Habitat Reserves are set aside from development, and the primary management objective for this category is the conservation and enhancement of threatened and endangered species. With the exception of the Oak Oval HMA owned by the County of Monterey, new development is not allowed within designated Habitat Reserves, including the construction of new roads or trails. However, public access may be permitted within the Salinas River HMA provided that the goals and objectives of the HMP, and the RMP currently under development, continue to be met. Any such access would be required on existing roads and trails unless an amendment to the HMP is approved by the USFWS.

The Draft RMP will describe the existing and potential future uses within the Salina River HMA and identify habitat management and monitoring measures, and associated costs, to ensure activities within the HMA remain consistent with the goals and objectives of the HMP and RMP. The public and Council will have the opportunity to review and provide comments on the proposed uses and management measures, and associated costs, during the public review period for the Draft RMP, anticipated in fall 2026.

### **City-Wide Incidental Take Permit for Monterey Gilia**

As summarized above, the Council raised questions and requested additional information regarding the City-Wide ITP Conceptual Mitigation Strategy, including clarification on incorporating the Dadwal NOV into the City-Wide ITP and a better understanding of the City's role as a fiduciary. The Council also requested additional information on several other items related to the Conceptual Mitigation Strategy as follows:

- The potential implications for the City-Wide ITP associated with retaining or closing the existing equestrian trails through the 8<sup>th</sup> Street Area;
- Changing the land use designation of the southwestern portion of the Northwest Corner HMA to Conservation instead of existing designation of Habitat Preserve & Other Open Space and proposed designation under the 2045 General Plan as Regional Retail;
- Detailed traffic study for the conceptual Del Monte Extension that also allows the FORTAG connection and Evaluate the placement of a trail similar to the FORTAG concept from 2<sup>nd</sup> Avenue to Del Monte Boulevard within the Northwest Corner HMA; and

- Explore the possibility of mitigation sites outside of the City limits and/or not owned by the City that would provide sufficient lands to mitigate impacts to the southern polygon in Cypress Knolls.

The City is requesting Council input on the following discussion items to finalize the Conceptual Mitigation Strategy for Monterey gilia for inclusion in the ITP application.

#### *Dadwal NOV and City-Wide ITP*

As stated above, the NOV requires that Dadwal submit an ITP application for the impacts to Monterey gilia that resulted from the construction of the Home2Suites hotel in the University Villages Specific Plan area. To fully mitigate for the take of Monterey gilia, CDFW may require compensatory mitigation in the form of acquisition and perpetual management of habitat management lands; a 3:1 mitigation ratio has been required for similar projects in previous ITPs issued by CDFW but mitigation ratios are determined on a project-by-project basis.

The NOV did not specify the amount of take that occurred during construction of the Home2Suites project. The University Villages Specific Plan EIR estimated that there were approximately 0.2 acres of occupied Monterey gilia habitat containing approximately 789 individuals within the entire 420-acre University Villages Specific Plan area. Based on the data collected for the University Villages Specific Plan EIR and GIS analysis, it is estimated that approximately 0.02 acres (871.2 square feet [sf]) of occupied Monterey gilia habitat containing approximately 59 individuals were impacted during construction of the Home2Suites. Assuming a 3:1 mitigation ratio, Dadwal may be required to acquire, restore, manage, and preserve 0.06 acres (2,613.6 sf) of compensatory mitigation lands. Given the limited availability of mitigation lands for Monterey gilia, scale of the impact, and the City is undergoing the City-Wide ITP process, CDFW recommended that Dadwal coordinate with the City to determine the feasibility of including mitigation for the unauthorized take as part of the City-Wide ITP.

Because the City is already proposing conservation of the 8<sup>th</sup> Street Area as part of the City-Wide ITP Conceptual Mitigation Strategy, City staff identified a 0.36-acre area within that conservation area where mitigation for the impacts from the Home2Suites project could occur, as shown in “**EXHIBIT D.**” This 0.36-acre area was identified due to the presence of suitable soils and open, sandy areas that could provide opportunities for planting of Monterey gilia. The ITP requirements to remedy the unauthorized take of Monterey gilia by Dadwal are not known at this time. However, based on DD&A’s experience, restoration of Monterey gilia habitat at a 3:1 ratio for the area impacted (i.e., 0.06 acres) may be considered an appropriate remedy by CDFW. Identifying a larger restoration allows restoration activities to occur at densities and distributions appropriate for Monterey gilia.

As the City is already proposing to conserve the 8<sup>th</sup> Street Area as part of the City-Wide ITP, incorporating mitigation for the Dadwal NOV into this conservation area can be accomplished without significant additional effort or resource commitment by the City. In addition, incorporating mitigation for the Dadwal NOV into the City-Wide ITP would not necessitate an increase in the amount of mitigation land included in the overall Conceptual Mitigation Strategy or reduce the area proposed for future development. Under the City-Wide ITP, the City will be required to manage and preserve the 8<sup>th</sup> Street Area in perpetuity. Once the ITP is issued this will include, among other requirements, the preparation and implementation of a Long-Term Management Plan (LTMP) and the establishment of an endowment to fund the management in perpetuity.

If mitigation for the Dadwal NOV is incorporated into the City-Wide ITP, the specific mitigation requirements would be identified in the LTMP, and the endowment would identify the associated costs to implement these requirements over the long term. The City could request reimbursement from Dadwal for these costs, in addition to costs incurred for processing the ITP and completing the lands package. The City could enter into an agreement with Dadwal to define the respective roles and responsibilities, including funding obligations for the mitigation, once ITP requirements are finalized. Such an agreement would ensure that Dadwal is responsible for his share of the costs associated with mitigation for incidental take related to the NOV.

If the City chooses not to incorporate the mitigation required by the Dadwal NOV, Dadwal will be required to obtain a project-specific ITP independently.

It would likely be necessary to engage a qualified consultant to assist in obtaining and implementing the ITP. Given the limited availability of mitigation land, the size of a suitable parcel for managing and preserving the required Monterey gilia habitat is uncertain. Assuming a minimum 3:1 ratio, Dadwal would need at least 0.06 acres of mitigation land in the project vicinity. Given that it may be likely that the 0.06 acres needs to be rounded up to 0.5 acre due to the practical difficulty of locating mitigation land that exactly matches the minimum required acreage, total costs to obtain and implement the ITP independently for 0.5 acres of mitigation land, including the consultant services, could range from \$500,000 to \$850,000.

*Potential implications for the City-Wide ITP associated with retaining or closing the existing equestrian trails through the 8<sup>th</sup> Street Area*

The City is proposing a City-Wide, or regional, approach to mitigate for impacts to Monterey gilia populations from future development. This approach results in a holistic, landscape-scale strategy rather than a project-by-project, piecemeal approach to mitigation. As a result, CDFW is evaluating the Conceptual Mitigation Strategy at a regional scale, considering overall habitat quality, rather than prescribing a specific mitigation ratio as is typically required at a project level.

Therefore, retaining the 1.1 acres equestrian trails and allowing access through the 8<sup>th</sup> Street Area would not necessitate an increase in the amount of mitigation land included in the overall Conceptual Mitigation Strategy. Potential implications for retaining these trails may include trail maintenance, installation and maintenance of fencing and signage along the trails, and monitoring to ensure that fence conditions are maintained and that trail use does not adversely affect adjacent habitat areas. These requirements would be identified in the LTMP, and costs would be included in the endowment.

Potential implications of closing the equestrian trails may include installing and maintenance of access control features and signage to deter trespassing, monitoring for unauthorized use, restoration, and inspections to ensure that new informal trails do not develop. These requirements would be identified in the LTMP, and costs would be included in the endowment.

Based on these assumptions, it is anticipated that the costs associated with retaining and closing the trails would be similar in magnitude under the City-Wide ITP.

*Changing the land use designation in the southwestern portion of the Northwest Corner HMA to Conservation instead of existing designation of Habitat Preserve & Other Open Space and the proposed designation under the 2045 General Plan as Regional Retail*

This request from City Council would involve changing the land use designation for the southwestern portion of the Northwest Corner HMA to a Conservation designation, rather than retaining the existing designation of Habitat Preserve & Other Open Space or the proposed Regional Retail designation identified in the Draft Land Use Plan prepared for the City's 2045 General Plan Update.

The City is currently preparing the 2045 General Plan Update. On January 9, 2025, the City Council identified its preferred land use alternative for the General Plan. The alternative is currently being analyzed in the Draft Environmental Impact Report (EIR), which is anticipated to be released in Summer 2026. Modifying this designation at this stage would represent a significant and costly change and would delay the release of the Draft EIR. As such, modifying the land use designation represents a planning and policy decision that should be considered through the established planning and environmental review process associated with the 2045 General Plan Update.

*Detailed traffic study for the conceptual Del Monte Extension that also allows the FORTAG connection; Evaluate the placement of a trail similar to the FORTAG concept from 2<sup>nd</sup> Avenue to Del Monte Boulevard within the Northwest Corner HMA*

The City Council requested the City staff come back with a detailed traffic study for the conceptual Del Monte Extension that also allows for the FORTAG connection. In addition, Council requested that staff evaluate the placement of a trail similar to the FORTAG concept (e.g., Class 1 Trail) that would extend from 2<sup>nd</sup> Avenue to Del Monte Boulevard within the Northwest Corner HMA.

CDFW advised the City that it may be difficult to identify sufficient conservation land within the City to mitigate for the impacts to Monterey gilia that would result from constructing the 2<sup>nd</sup> Avenue/Del Monte Extension project. The USFWS had similar concerns regarding impacts to Smith's blue butterfly. The resource agencies strongly encouraged that the City evaluate alternative alignments for the proposed roadway that would not bi-sect populations of these species. As discussed above, at the May 20, 2025, City Council meeting, City Council supported a conceptual realignment of the proposed Del Monte Boulevard/2<sup>nd</sup> Avenue Extension to avoid impacts to potential federally Endangered Smith's blue butterfly habitat and reduce impacts to Monterey gilia within the Northwest Corner HMA, per the recommendations of the USFWS and CDFW.

The conceptual realignment would be located east of the originally proposed alignment, and while the 2<sup>nd</sup> Avenue Extension would not connect directly to Del Monte Boulevard, it would connect to Patton Parkway and extend west to connect directly to Del Monte Boulevard ("EXHIBIT E"). Thus, the realignment would meet the safety and connective goals of the project.

City staff requested that Kimley-Horn evaluate the placement of a Class 1 trail within the Northwest Corner HMA; two potential alignments were evaluated: Alignment-A and Alignment-B ("EXHIBIT F"). As shown as in "EXHIBIT F," the trail would either need to be located on the far western or eastern boundary of the parcel in order to avoid and/or reduce impacts to Monterey gilia and Smith's blue butterfly.

As shown as in "EXHIBIT G," the existing grades along Alignment-A would exceed accessibility design standards and the creation of cut and fill sections to flatten grades would impact the existing Caltrans right-of-way and Monterey gilia and Smith's blue butterfly populations. In addition, this alignment may encroach into the coastal zone. Construction of this

alignment would likely require an encroachment permit from Caltrans, a Coastal Development Permit, and additional conservation land or a reduction in areas proposed for future development to mitigate impacts to Monterey gilia and Smith's blue butterfly under the City-Wide ITP. As a result, Kimley-Horn determined Alignment-A would be infeasible.

As shown as in "EXHIBIT H," there is the potential that the existing grades along Alignment-B would be within accessibility design standards and the cut and fill sections may potentially avoid the Monterey gilia and Smith's blue butterfly populations. However, this alignment would encroach into property owned by the Monterey Peninsula Unified School District ("MPUSD") in order to avoid the large population of Monterey gilia, which would require an easement from the MPUSD. The City contacted MPUSD to inquire about the potential for an easement, but MPUSD indicated it could conflict with planned field improvements. Those improvements have since been constructed, leaving insufficient space to accommodate Alignment-B without encroaching on the large population of Monterey gilia. Therefore, this alignment is not feasible without providing additional conservation land or reducing areas proposed for future development to offset impacts to Monterey gilia and Smith's blue butterfly under the City-Wide ITP.

Therefore, there is no feasible alignment for a Class 1 Trail along the eastern or western boundaries of the Northwest Corner HMA that would avoid significant impacts to Monterey gilia or Smith's blue butterfly. Construction of either alignment would require the addition of conservation land or a reduction in areas proposed for future development to offset impacts to these species under the City-Wide ITP. As noted above, identifying additional conservation land within the City, and potentially outside the City, may not be feasible.

A detailed traffic study will be completed for the proposed 2<sup>nd</sup> Avenue/Del Monte Boulevard Extension project as part of the project's planning and environmental review process; the requested study is not required for the City-Wide ITP process.

For the purposes of the City-Wide ITP process, City staff recommend including the conceptual realignment shown in "EXHIBIT E" as a future development project in the City-Wide ITP Conceptual Mitigation Strategy.

*Explore the possibility of mitigation sites outside of the City limits and/or not owned by the City that would provide sufficient lands to mitigate impacts to the southern polygon in Cypress Knolls*

City Council requested that City staff explore potential mitigation land opportunities outside of City limits and/or not owned by the City. As discussed above, CDFW is evaluating the Conceptual Mitigation Strategy at a regional scale, considering overall habitat quality, rather than prescribing a specific mitigation ratio as is typically required at a project level. Therefore, at this early stage in the permitting process, it is not yet known whether impacts to the southern polygon in Cypress Knolls would require additional mitigation land. Dr. Fred Watson of CSUMB has expressed that the two large polygons containing populations of Monterey gilia within the Cypress Knolls area represent historically important populations. In response, City staff have proposed protecting these areas as part of the planning process for the Cypress Knolls Specific Plan area. Future development proposals in this area will require focused botanical surveys as part of the biological resources analysis, which will further inform the conservation strategy.

Based on these considerations, City staff recommends continuing to propose protection of the two polygons as shown in "EXHIBIT H." If additional mitigation land is ultimately required as a result, City staff will return to Council for further direction.

## **FISCAL IMPACT:**

The fiscal impacts of the discussion items above are identified by subject below:

- Allowing public access within the Salinas River HMA
  - The Draft RMP will describe the existing and potential future uses within the Salina River HMA and identify habitat management and monitoring measures, and associated costs, to ensure activities within the HMA remain consistent with the goals and objectives of the HMP and RMP. The public and Council will have the opportunity to review and provide comments on the proposed uses and management measures, and associated costs, during the public review period for the Draft RMP, anticipated in fall 2026.
- Dadwal NOV and City-Wide ITP
  - If incorporated into the City-Wide ITP, the City could enter into an agreement with Dadwal to define the respective roles and responsibilities, including funding obligations for the mitigation, once ITP requirements are finalized. Such an agreement would ensure that Dadwal is responsible for his share of the costs associated with mitigation for incidental take related to the NOV.
- The potential implications for the City-Wide ITP associated with retaining or closing the existing equestrian trails through the 8<sup>th</sup> Street Area
  - Based on the assumptions provided, it is anticipated that the costs associated with retaining and closing the trails would be similar in magnitude.
- Changing the land use designation of the southwestern portion of the Northwest Corner HMA to Conservation instead of existing designation of Habitat Preserve & Other Open Space and proposed designation under the 2045 General Plan as Regional Retail
  - Modifying the land use designation for this portion of the Northwest Corner HMA would represent a significant and costly change and would delay the release of the Draft EIR. This change is best evaluated through the broader policy framework of the General Plan and its accompanying environmental review.
- Detailed traffic study for the conceptual Del Monte Extension that also allows the FORTAG connection and Evaluate the placement of a trail similar to the FORTAG concept from 2<sup>nd</sup> Avenue to Del Monte Boulevard within the Northwest Corner HMA
  - A detailed traffic study will be completed for the proposed 2<sup>nd</sup> Avenue/Del Monte Boulevard Extension project as part of the project's planning and environmental review process with the cost to be determined at a future date; the requested study is not needed for the City-Wide ITP process. For the purposes of the City-Wide ITP process, City staff recommend including the conceptual realignment shown in **"EXHIBIT E"** as a future development project in the City-Wide ITP Conceptual Mitigation Strategy with no additional cost anticipated at this time.
- Explore the possibility of mitigation sites outside of the City limits and/or not owned by the City that would provide sufficient lands to mitigate impacts to the southern polygon in Cypress Knolls.
  - No additional cost anticipated at this time as this exploration would occur if needed as part of the existing budget.

**CONCLUSION:**

City staff have provided responses to City Council information requests and are requesting input on the proposed Conceptual Mitigation Strategy for the City-Wide ITP to support the preparation of the application.

Respectfully submitted,

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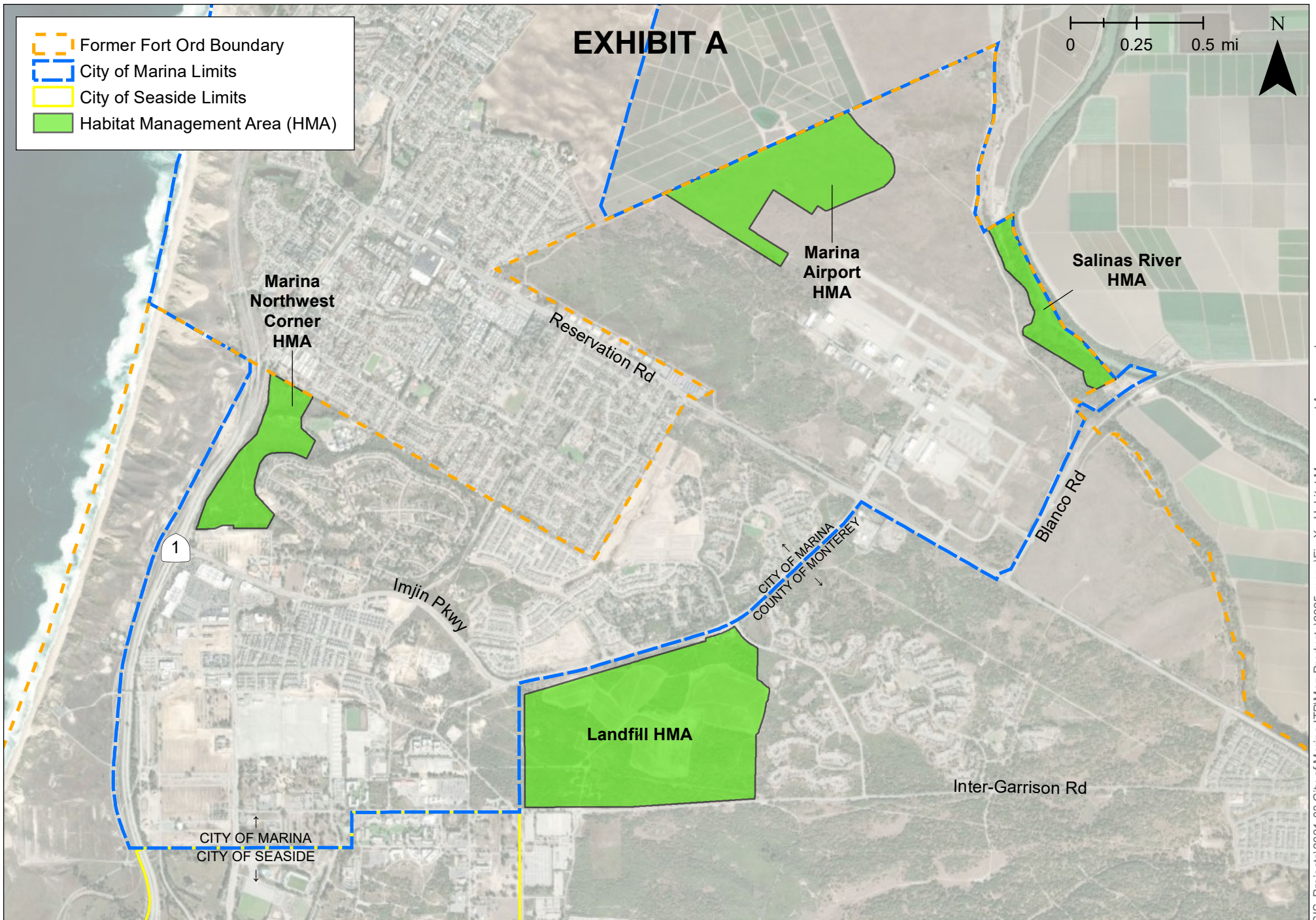
Guido Persicone, AICP  
Community Development Director  
City of Marina

**REVIEWED/CONCUR:**

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Layne Long  
City Manager  
City of Marina

2037445.1



**City of Marina City-Wide Monterey Gilia ITP  
Habitat Management Areas**

Date  
11/12/2025  
Scale  
1 in = 3,000 ft



**Denise Duffy & Associates, Inc.**  
Planning and Environmental Consulting

Figure  
**X**

# EXHIBIT B

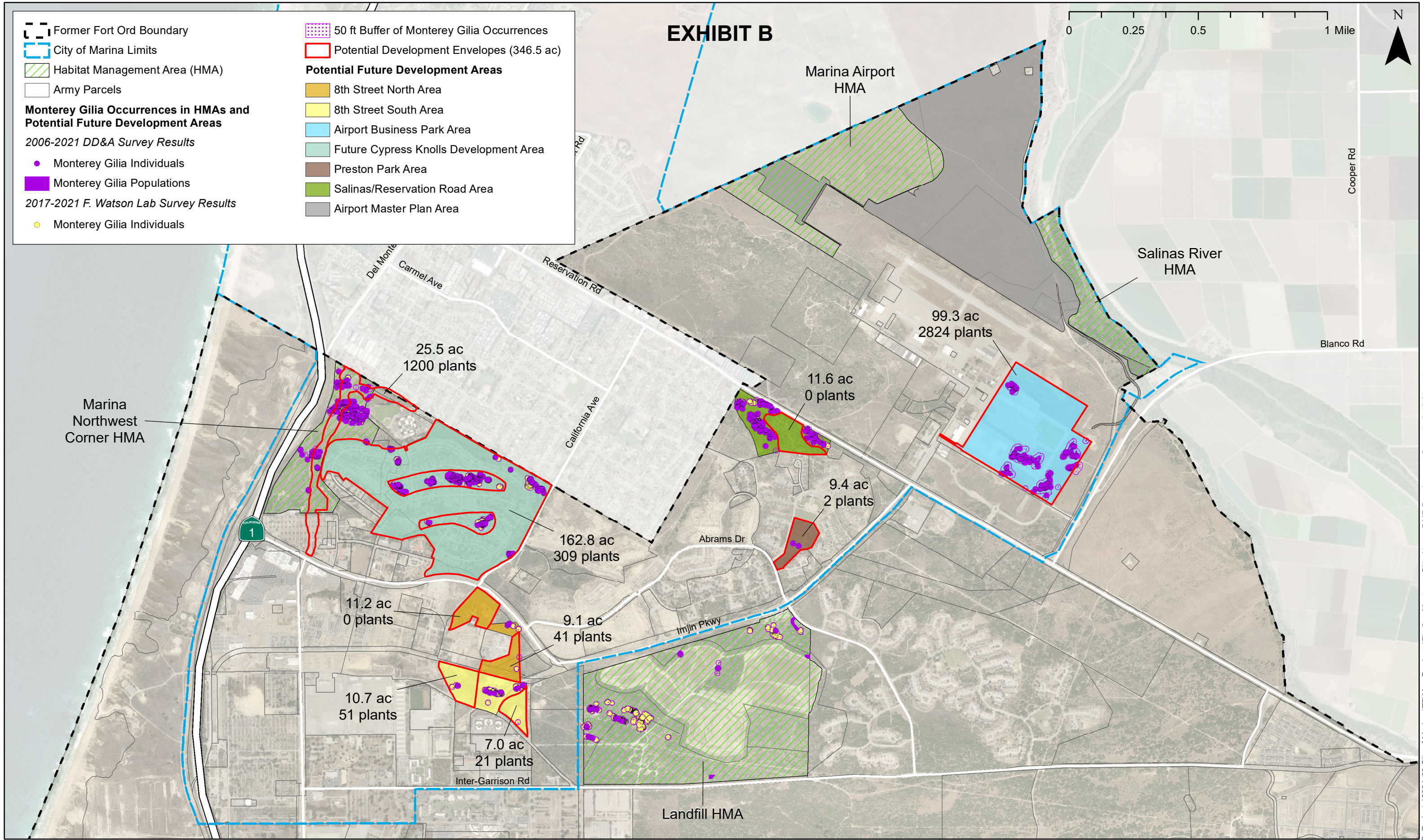


**Former Fort Ord Boundary**  
**City of Marina Limits**  
**Habitat Management Area (HMA)**  
**Army Parcels**

**Monterey Gilia Occurrences in HMAs and Potential Future Development Areas**  
*2006-2021 DD&A Survey Results*  
 ● Monterey Gilia Individuals  
 ■ Monterey Gilia Populations  
*2017-2021 F. Watson Lab Survey Results*  
 ● Monterey Gilia Individuals

**50 ft Buffer of Monterey Gilia Occurrences**  
**Potential Development Envelopes (346.5 ac)**

**Potential Future Development Areas**  
 ■ 8th Street North Area  
 ■ 8th Street South Area  
 ■ Airport Business Park Area  
 ■ Future Cypress Knolls Development Area  
 ■ Preston Park Area  
 ■ Salinas/Reservation Road Area  
 ■ Airport Master Plan Area



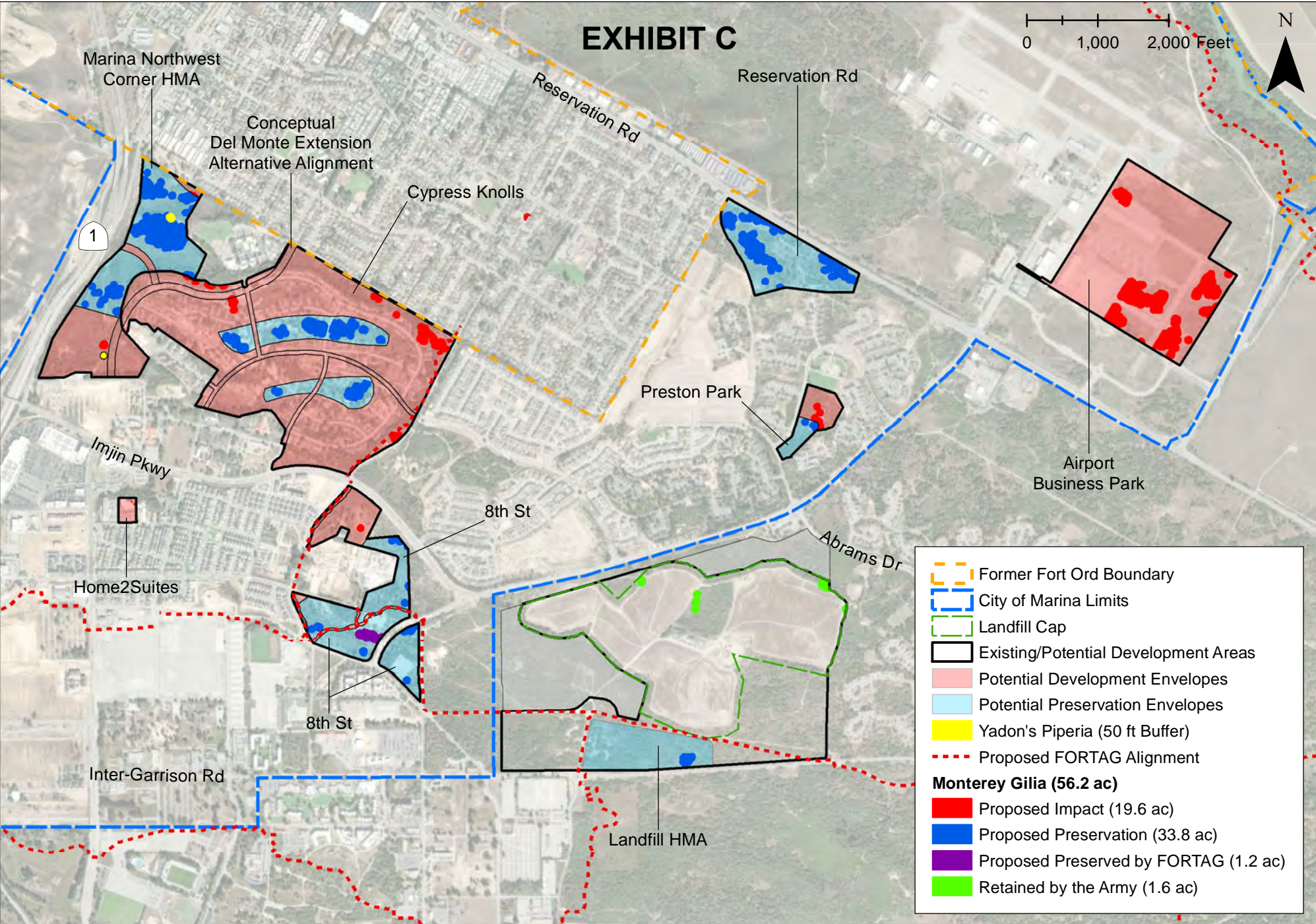
**Monterey Gilia Occurrences within Potential Future Development Areas — Airport and Del Monte Boulevard Extension Development Scenario**

Date 8/18/2022	<b>Denise Duffy &amp; Associates, Inc.</b> Planning and Environmental Consulting	Figure <b>2c</b>
Scale 1 in = 2,000 ft		

Path: D:\GIS\GIS\_Projects\2021-03 City of Marina ITP\Map Products\Fig 2c - Monterey Gilia Airport DMB Development Scenario 8-18-22.mxd

# EXHIBIT C

0 1,000 2,000 Feet



City of Marina City-Wide Monterey Gilia ITP  
 Conceptual Mitigation Strategy w/ Proposed FORTAG Alignment

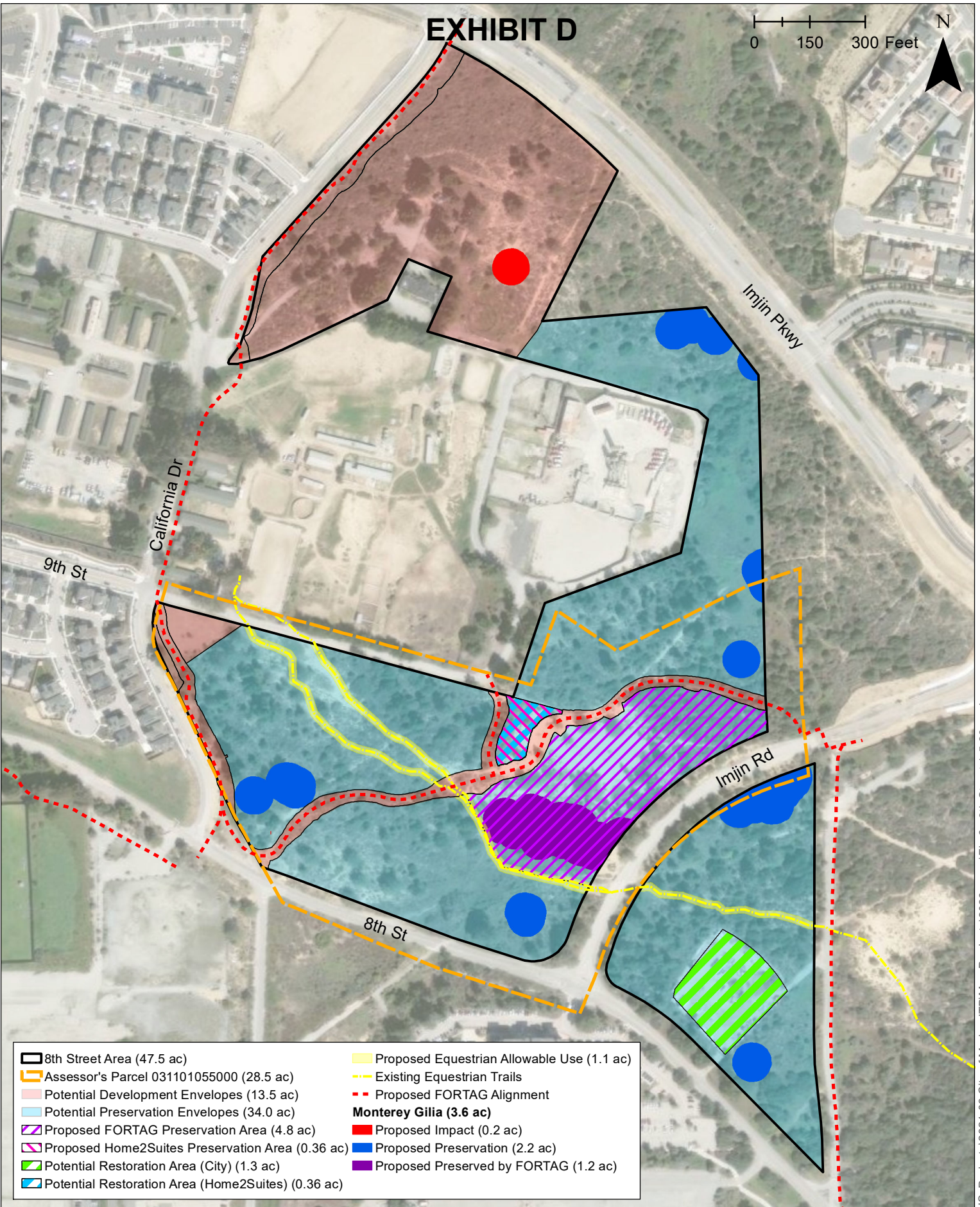
Date  
 11/6/2025  
 Scale  
 1 in = 2,000 ft



**Denise Duffy & Associates, Inc.**  
 Planning and Environmental Consulting

Figure  
**2**

# EXHIBIT D



- |  |  |
|--|--|
| 8th Street Area (47.5 ac)                          | Proposed Equestrian Allowable Use (1.1 ac) |
| Assessor's Parcel 031101055000 (28.5 ac)           | Existing Equestrian Trails                 |
| Potential Development Envelopes (13.5 ac)          | Proposed FORTAG Alignment                  |
| Potential Preservation Envelopes (34.0 ac)         | <b>Monterey Gilia (3.6 ac)</b>             |
| Proposed FORTAG Preservation Area (4.8 ac)         | Proposed Impact (0.2 ac)                   |
| Proposed Home2Suites Preservation Area (0.36 ac)   | Proposed Preservation (2.2 ac)             |
| Potential Restoration Area (City) (1.3 ac)         | Proposed Preserved by FORTAG (1.2 ac)      |
| Potential Restoration Area (Home2Suites) (0.36 ac) |  |

## 8th Street Conceptual Mitigation Strategy

Date  
3/13/2026

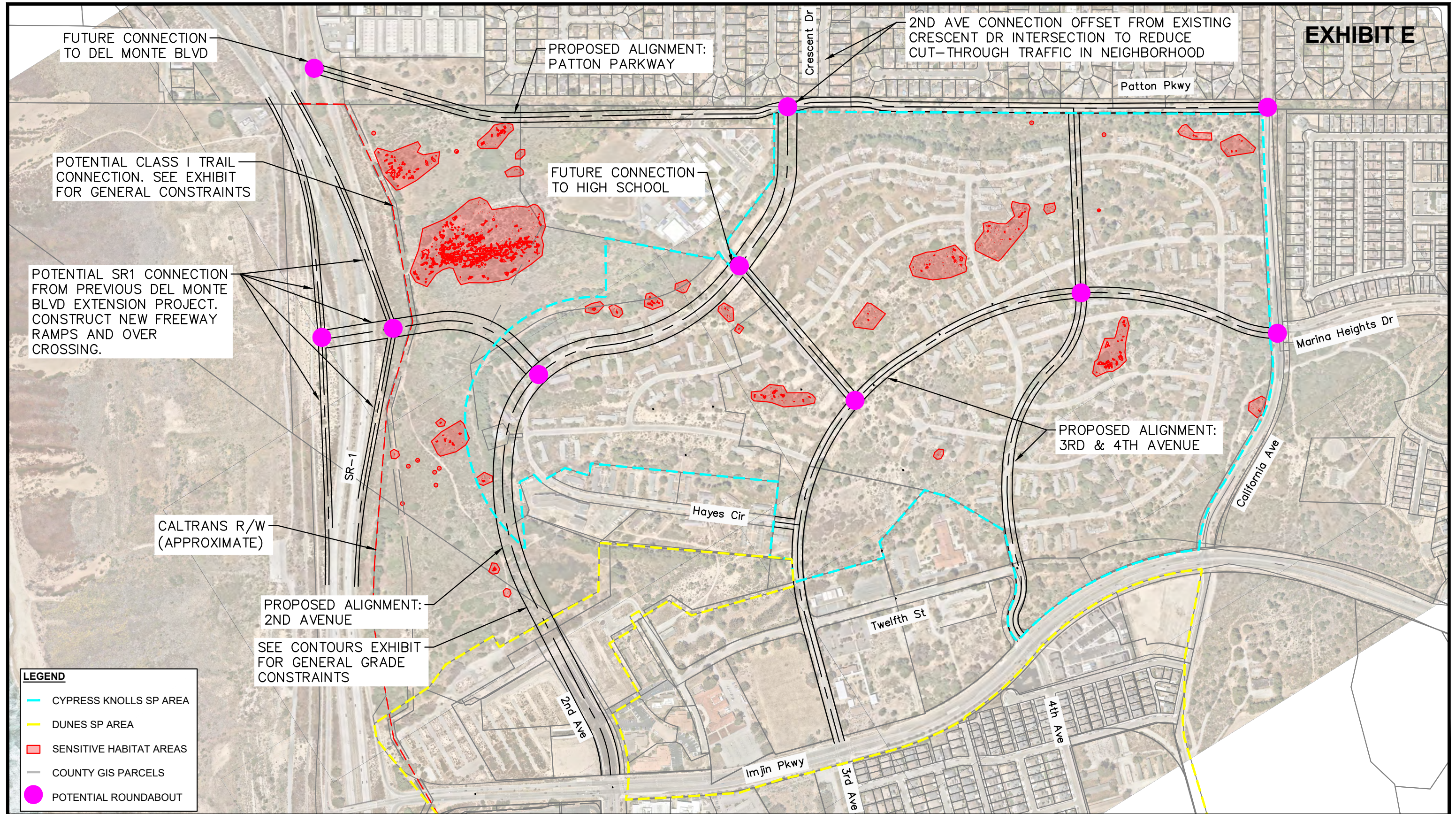
Scale  
1 in = 300 ft



**Denise Duffy & Associates, Inc.**  
Planning and Environmental Consulting

Figure  
**6**

**EXHIBIT E**



FUTURE CONNECTION TO DEL MONTE BLVD

PROPOSED ALIGNMENT: PATTON PARKWAY

2ND AVE CONNECTION OFFSET FROM EXISTING CRESCENT DR INTERSECTION TO REDUCE CUT-THROUGH TRAFFIC IN NEIGHBORHOOD

POTENTIAL CLASS I TRAIL CONNECTION. SEE EXHIBIT FOR GENERAL CONSTRAINTS

FUTURE CONNECTION TO HIGH SCHOOL

POTENTIAL SR1 CONNECTION FROM PREVIOUS DEL MONTE BLVD EXTENSION PROJECT. CONSTRUCT NEW FREEWAY RAMPS AND OVER CROSSING.

CALTRANS R/W (APPROXIMATE)

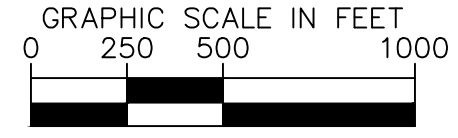
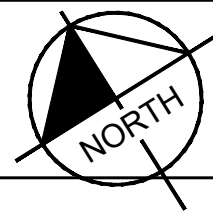
PROPOSED ALIGNMENT: 2ND AVENUE

SEE CONTOURS EXHIBIT FOR GENERAL GRADE CONSTRAINTS

PROPOSED ALIGNMENT: 3RD & 4TH AVENUE

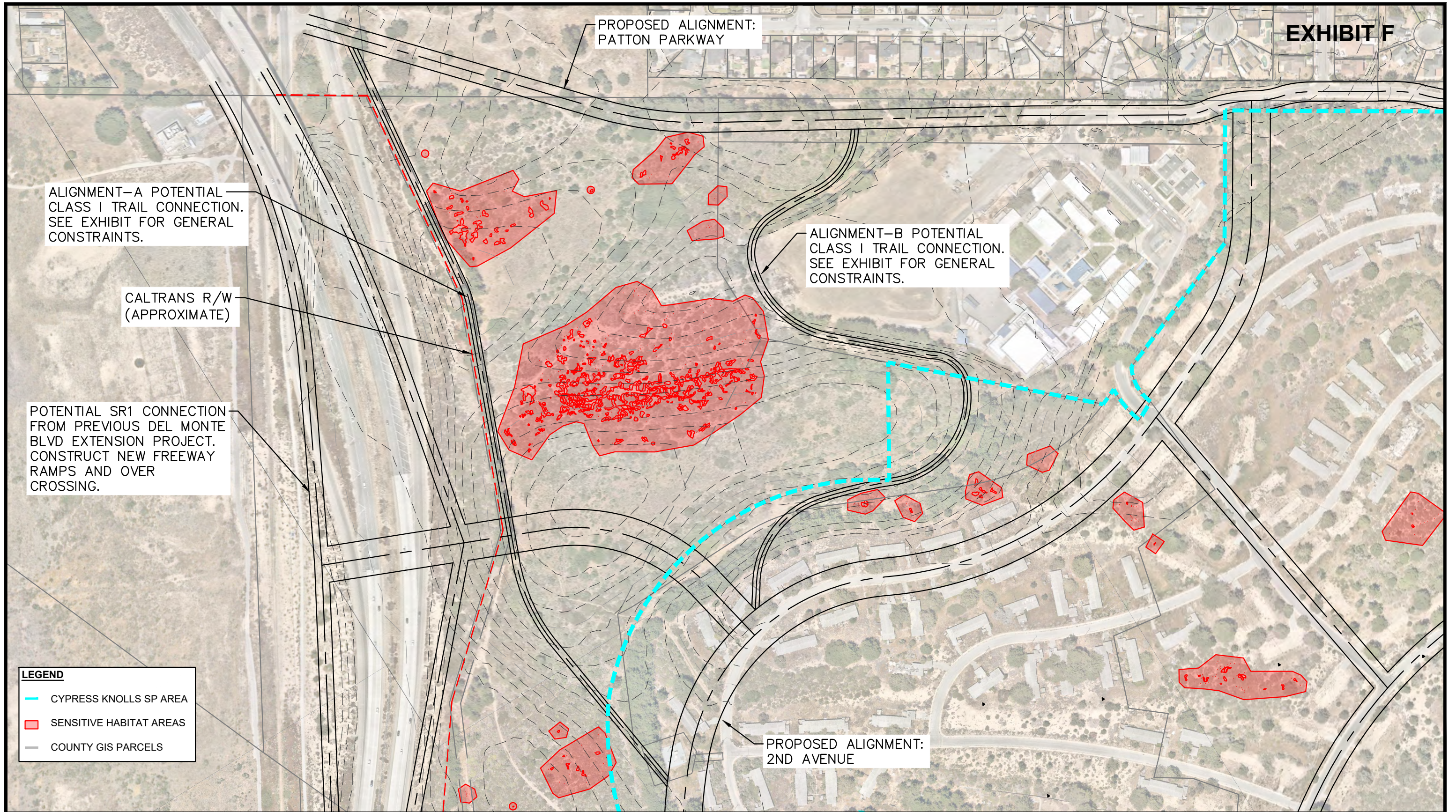
**LEGEND**

- CYPRESS KNOLLS SP AREA
- DUNES SP AREA
- SENSITIVE HABITAT AREAS
- COUNTY GIS PARCELS
- POTENTIAL ROUNDABOUT



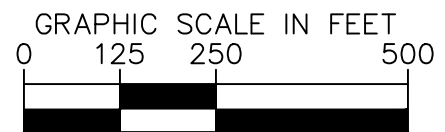
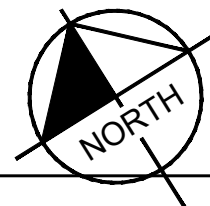
CONCEPT LAYOUT FOR PLANNING PURPOSES. NOT FOR CONSTRUCTION

**ROADWAY ALIGNMENTS - ALTERNATIVE 1B  
STATE ROUTE 1 INTERCHANGE CONCEPT**

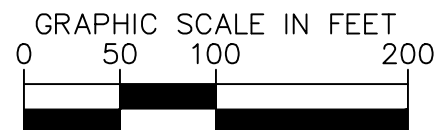
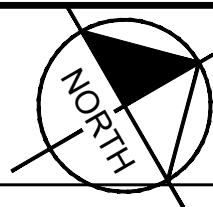
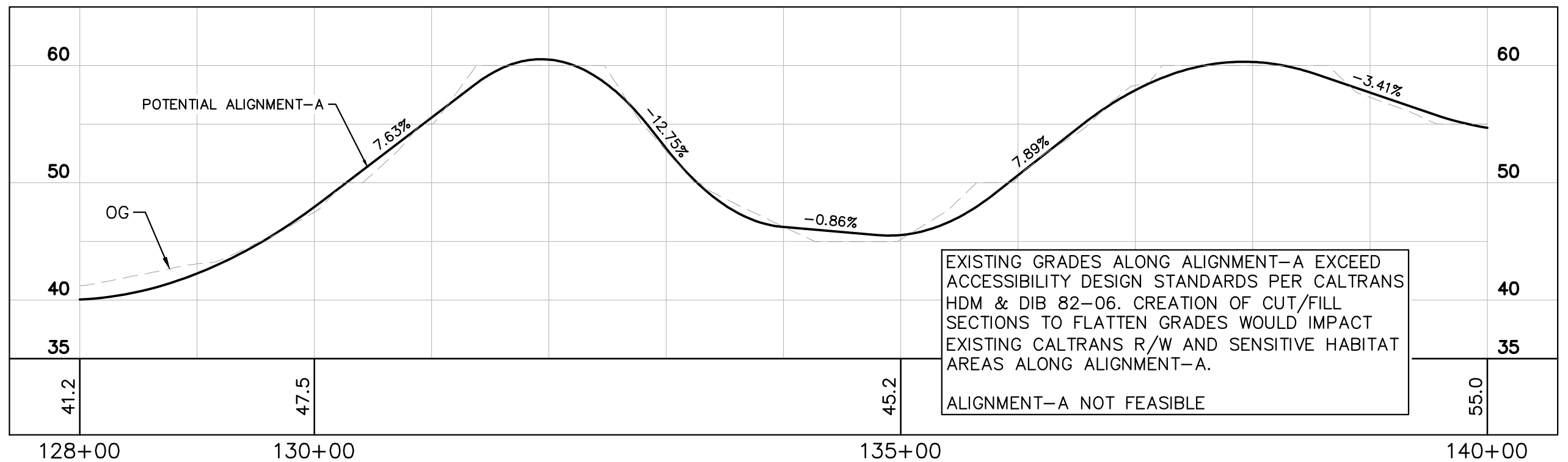
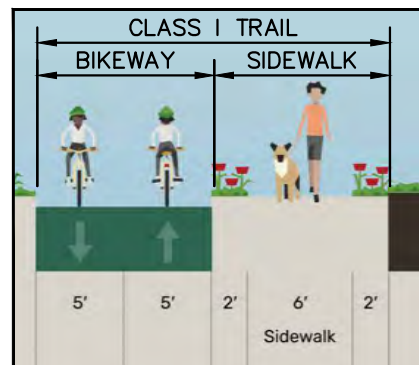
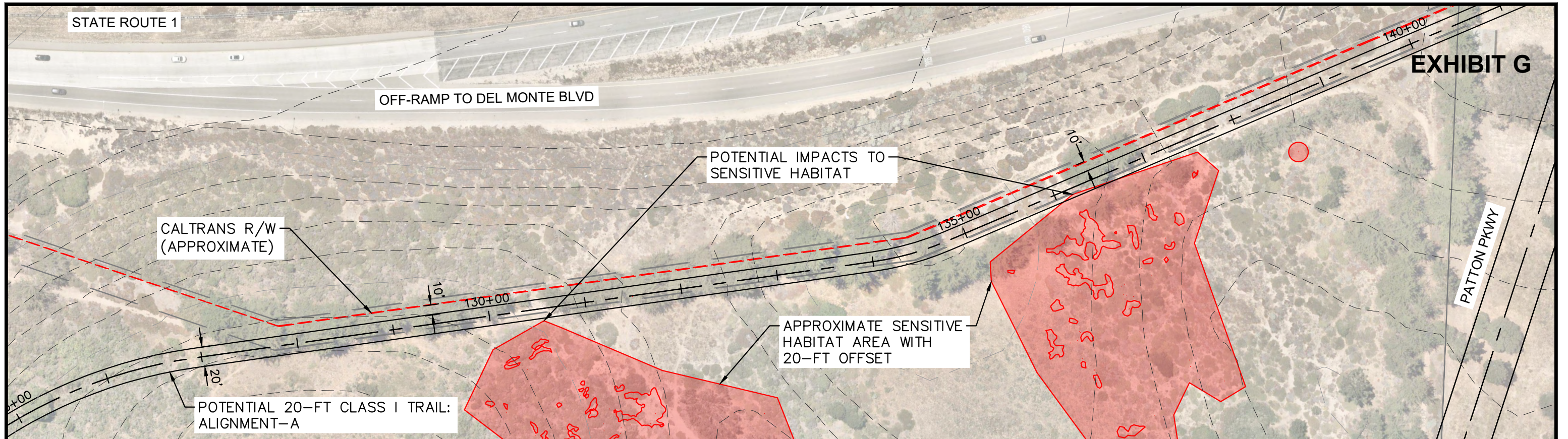


**LEGEND**

- CYPRESS KNOLLS SP AREA
- ▭ SENSITIVE HABITAT AREAS
- COUNTY GIS PARCELS

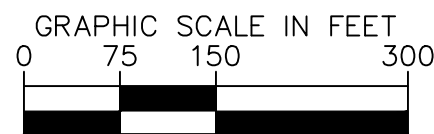
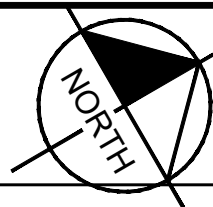
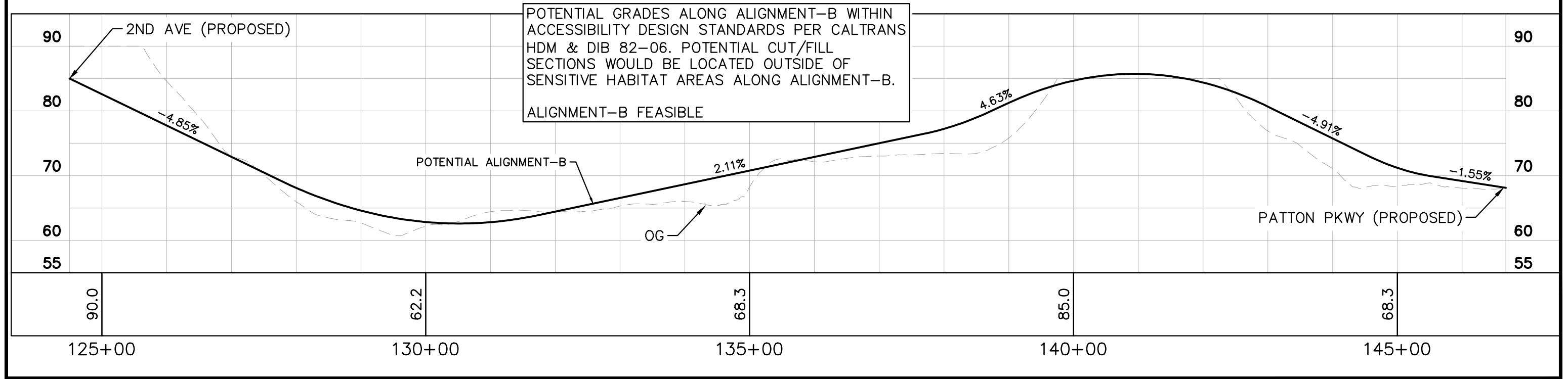
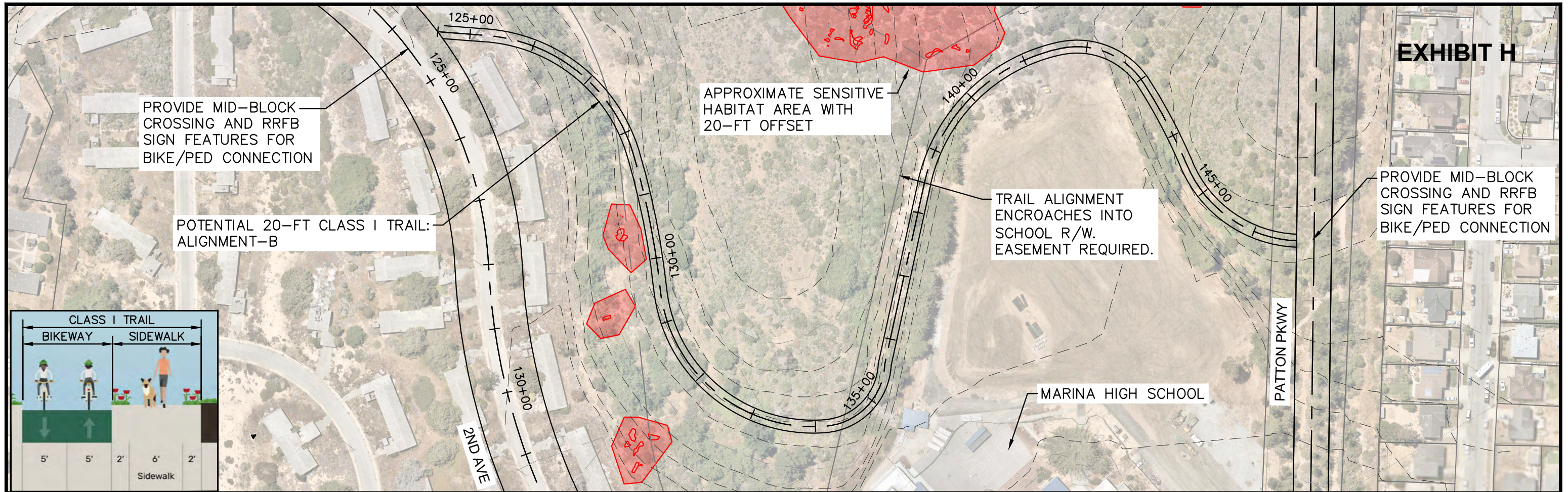


CONCEPT LAYOUT FOR  
PLANNING PURPOSES.  
NOT FOR CONSTRUCTION



CONCEPT LAYOUT FOR  
PLANNING PURPOSES.  
NOT FOR CONSTRUCTION

**EXHIBIT H**



CONCEPT LAYOUT FOR PLANNING PURPOSES. NOT FOR CONSTRUCTION