
City of Marina
AT MONTEREY BAY

GENERAL PLAN

Updated through December 31, 2006

**City Of Marina
2000 General Plan**

***ADOPTED OCTOBER 31, 2000
AMENDED THROUGH December 2006***

Preface

This document comprises the 2000 Marina General Plan as amended through May of 2005. The following list itemizes all amendments to the Marina 2000 General Plan adopted since the Plan was first adopted by the Marina City Council on October 31, 2000. With the exception of minor corrections or name changes and sections that have been deleted in their entirety, text that has been amended since adoption of the General Plan is indicated by the resolution number following the amended section of text or diagram. Amendment of General Plan diagrams are indicated on the diagram itself and/or in the following summary.

<i>Amendment Resolution Number</i>	<i>Date of Adoption</i>	<i>Amendments</i>
2001-07	March 6, 2001	Land Use Element: Figure 2.2, Land Use Plan—land use re-designation for 189 Seaside Circle
2001-34	May 1, 2001	Land Use Element: Sections 2.39, 2.41, and 2.46; Section 2.46.5 (new)
2001-80	July 17, 2001	Land Use Element: Figure 2.2—land use re-designation for 235 Reindollar Avenue; Sections 2.41 and 2.58
2001-120	November 6, 2001	Land Use Element: Figure 2.2—land use designation revisions for parcels on Del Monte Boulevard, Reindollar, Cypress and Sunset Avenues Sections 2.46, 2.74, 2.76.5 (new—renumbered as 2.83.1)
2002-128	July 2, 2002	Land Use Element: Figure 2.2—land use redesignation for 3125 DeForest Road
2002-168	October 15, 2002	Land Use Element: Sections 2.42.5 (new—renumbered to 2.41.8), 2.46.5
2003-09	January 7, 2003	Land Use Element: Table 2.5 (renumbered to Table 2.4); Section 2.40
2003-35	April 1, 2003	Land Use Element: Sections 2.41, 2.41.5
2004-09	January 6, 2004	Housing Element: Adoption
2004-29	January 20, 2004	Land Use Element: Figure 2.2—land use re-designations for 331 & 399 Reservation Road Section 2.71; Table 2.5 (renumbered to 2.4)
2004-42	March 3, 2004	Land Use Element: various sections; Fig. 2.2 & 2.3, Infrastructure Element: various sections; Fig. 3.3, Community Design and Development Element: Sections 4.25.5 & 4.26.1 (new—renumbered to 4.26.5 & 4.27.1,

		respectively), new Figures 4.19, 4.20 and 4.21
2004-165	September 21, 2004	Section 4.26, Reclassify Crescent Avenue from Hillcrest Avenue to northern terminus at boundary of Armstrong Ranch as Class II bikeway on Figure 3.3
2004-219	December 14, 2004	Housing Element
2005-82	April 5, 2005	Introduction: various sections; new sections added. Land Use Element: various sections; Fig. 2.2 & 2.3 Infrastructure Element: various sections; Figures 3.1, 3.2, 3.3 Development and Design Element: various sections, Fig. 4.1, 4.18 (deleted), 4.19 (deleted) Program and Implementation Element: Sections 5.7 & 5.8 (deleted); Sections 5.9, 5.10, 5.16.
2005-128	May 17, 2005	Introduction: Section 1.16 Land Use Element: Figure 2.2, Table 2.4B (renumbered to Table 2.3), various sections Infrastructure Element: Section 3.35 Development and Design Element: various sections, Figures 4.15, 4.16 (deleted)
2005-265	December 21, 2005	Land Use Diagram (Figure 2.2) – Retail Service to Office Research at NE corner of Imjin and Second. Office Research to Light Industrial at 499 Ninth Avenue. Section 2.48 (add Marina Landing Shopping Center) and 2.49 to omit specific allowed uses
2006-243	September 19, 2006	Removes references and mitigations related to the California Avenue extension north of Reservation Road.
2006-244	September 19, 2006	Adding Policy 2.41.6 to require a specific plan for any developments proposed in the Core Retail Area.
2006-284	November 8, 2006	Redesignates portions of the Cypress Knolls project site from single family residential to multi-family residential and public facility; 2) realigns the Abrams/Patton Parkway extension to connect the Crescent Street extension to Del Monte Boulevard/Second Avenue extension; 3) amends sections 2.32, 2.45, 2.34.3, and 5.27 to change the housing unit count of the Cypress Knolls project; and 4) amends section 4.120 to add flexibility to the required replacement ratio of oak trees proposed for removal.

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Figure 1.1 Marina Planning Area
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1. Introduction

Purposes of the General Plan

1.1 The Marina General Plan is a statement of what the residents of Marina believe to be in the best interest of their community. Its primary purpose is to permit them to consciously consider and determine their future. Thus, the plan serves as a response to present problems, a framework for achieving future potentialities, and a means to conserve what is generally valued. The plan has two major purposes:

1. To guide daily and long-term planning and development decisions by the City in a manner consistent with stated City goals. Areas in which the plan will serve as a guide include zoning, construction and operation of community facilities, transportation improvements, and capital improvements and financing.
2. To provide clear documentation of the City's goals and commitments for private developers, homeowners, businesses, investors, and other public entities that may want to carry on planning and development activities that will affect Marina. This will enable these actors to better coordinate their actions with those of the City, and undertake their programs in a manner that complements and promotes City aims.

1.2 The Marina General Plan provides an integrated view of the factors which make up the community. Since there can never be total unanimity on every aspect of community life, the plan provides a vehicle for citizens, acting through local political processes, to have their differing ideas and proposals considered, discussed and reconciled. The General Plan thus serves as a statement of consensus on community aspirations.

1.3 The comprehensive and integrated nature of the plan provides the community with the means to determine the relative importance of various values, such as the preservation of natural resources, community socioeconomic composition, community appearance, public safety, and convenience of travel. It does so by setting forth broad community goals, by translating these goals into more specific policies and programs which apply to various areas or elements of the City, and by identifying measures needed to accomplish these objectives.

1.4 Finally, the General Plan enables the City to fulfill its legal obligations as established in state planning law. Specifically, State Government Code Sections 65302-65303 require each city or county to prepare a general plan that encompasses policies toward land use, circulation, housing, open space, conservation, safety, noise, and any other areas a community may consider important. Such plans must encompass all territory within the boundaries of a city or county and any land outside its boundaries which in the planning agency's

judgment bears a relationship to its planning. The planning area encompassed by the Marina General Plan is shown in Figure 1.1. It includes the existing incorporated City and adjoining land judged to be necessary in the preparation of the General Plan. Included are the City's currently adopted Sphere of Influence, additional lands proposed for inclusion in an enlarged Sphere of Influence, and unincorporated lands in Monterey County lying to the north and east of the City's adopted Sphere of Influence. Sphere of Influence is defined as the probable ultimate physical boundaries and service area of the city as approved by the Local Agency Formation Commission (LAFCO). Figure 1.1 also depicts the City's Urban Growth Boundary - that is, the area within which the City will concentrate growth and new development, along with required community services until 2020. (2005-82)

General Plan Format and Content

1.5 State law provides that a general plan must address seven elements: land use, circulation, housing, natural resource conservation, open space, noise, and safety. However, the state's General Plan Guidelines note that ". . . while state planning law divides a general plan's required contents into seven distinct elements, this division is more a product of the incremental nature of the legislative process than a conscious design. The division of the general plan provisions into elements tends to mask the statutory and functional relationships among the elements and issues to be addressed in the general plan."

1.6 To avoid these problems and enable the Marina General Plan to be easily referred to by residents of Marina, the Planning Commission, and the City Council on a day-to-day basis, the plan is consolidated into four major elements. In brief, the Community Land Use Element defines how the city's land supply is to be used; the Community Infrastructure Element identifies what essential community services and facilities are to be provided; the Community Development and Design Element establishes the physical design and construction requirements to accommodate permitted uses and infrastructure; and the Program and Implementation Element describes recommended steps and programs to accomplish General Plan objectives. The General Plan also incorporates by reference the City's Local Coastal Program's land use plan and the resource protection policies contained therein. The content of each element and its relationship to state planning law is further described below.

1.7 *Community Land Use Element.* This element establishes the permitted use of land for the entire planning area as well as permissible housing densities and building intensity levels for nonresidential uses. This element distinguishes between land to be retained in open space (to protect natural resource values and avoid hazard to life and property) and land suitable for housing, commercial

and industrial uses, and for community purposes such as schools. The Community Land Use Element thus integrates into one section all land use policies required by the state-mandated land use element and those of the conservation, open space, noise and safety elements.

1.8 *Community Infrastructure Element.* This element sets forth the City's policies for vehicular, transit, pedestrian and bicycle circulation in accordance with the state circulation element requirements. This element also encompasses other infrastructure requirements including water supply, wastewater collection and treatment, storm drainage, and associated issues and concerns pertaining to water resource management and soil conservation.

1.9 *Community Development and Design Element.* This element encompasses both the functional and aesthetic requirements for the physical design and construction that accompany use of the land and provision of infrastructure. It addresses the overall design and appearance of the city and design decisions for individual sites and buildings — decisions which taken together, do much to determine how the entire city functions and appears. The following general plan features can be found in this element: policies governing citywide appearance; standards and guidelines for roads; detailed design guidance for individual neighborhoods and commercial areas; and policies and guidelines addressing environmental protection, conservation, and public safety.

1.10 *Program and Implementation Element.* This element lays out the steps and actions needed to accomplish the General Plan objectives. It makes recommendations for bringing City ordinances and codes into compliance with the General Plan — as required by state planning law. And it contains recommendations for public improvement programs and makes proposals for complementary studies. The element also includes housing programs, as set forth in the state-mandated housing element.

1.11 *Technical Appendices.* Several technical appendices are provided. The first (Appendix A) provides a summary of the geotechnical and natural resource data which underlies the General Plan's safety and conservation policies. The second (Appendix B) provides the existing and projected 2020 noise contour level maps needed to support the general plan noise policies and standards as set forth within the Public Health and Safety section of this plan. The third, Appendix C, contains the noise standards established by Table 4-1 of the Airport Comprehensive Land Use Plan. Appendix D contains mitigation measures from the Final Environmental Impact Report on the Draft General Plan and associated Mitigation Monitoring Plan which were not incorporated in the body of this plan.

Use of the Plan

1.12 The General Plan is designed to be used by elected and appointed City officials on a daily basis, as they make decisions with direct or indirect land use or development and design implications. The Plan is also intended to provide private individuals, firms, and elected or appointed representatives of other public entities with a concise, unambiguous statement of the City's intents, and of development and conservation requirements governing land within the City's planning jurisdiction.

1.13 The General Plan in its entirety, both text, maps and diagrams, constitute City policy. The following key terms are used throughout, and a proper understanding of them should accompany use the Plan.

1. Policies contained in the Plan are expressed in terms of "*shall*" or "*should*." Use of "*shall*" indicates an unequivocal commitment to require compliance, while "*should*" represents the intent of the City to require compliance unless other conditions and factors make it unfeasible to comply with the stated policy.

2. Residential density allowances are given as either "*units per gross acre*" or "*units per net acre*." When the term units per gross acre is used, the specified area excludes major roadways, open spaces, and lands occupied by public facilities such as schools, but it includes local streets, sub-neighborhood parks, recreation areas, and other common open spaces. When the term units per net acre is used, the specified area is limited to land occupied by residential parcels for single-family houses and the sites of multi-family housing developments, exclusive of required street or open space dedications.

3. The intensity of non-residential development is given as the floor area ratio of a site — that is, the ratio between the square footage of enclosed building space and the square footage of the site. Floor area ratios, commonly referred to as FARs, are given as numerical ratios. Thus, an FAR of 0.5 indicates that the permitted enclosed floor area of a building is equal to one-half the square footage of the parcel on which it is located. An FAR of 1.0, therefore, indicates that a building may have a total floor area equal to the total square footage of its site.

4. The Marina Planning Area is the entire geographic territory covered by this General Plan and as depicted in its various figures, including Figure 1.1. The Urban Growth Boundary defines the area within which the City will concentrate development and urban services until the year 2020. (2005-82)

1.14 The General Plan encompasses three time horizons. The first is the ultimate permitted buildout, as represented by the overall land use policies of the Community Land Use Element Map. This non-time-specific horizon represents the community's current understanding of future long-term demographic and economic conditions, natural resource or geotechnical limitations on the use of land for development purposes, and the values and aspirations of the present

residents of Marina. The second horizon is the year 2020. This 20-year period is appropriate in terms of planning for major public investments in transportation, utilities, and other facilities such as schools. It also allows adequate time to address the financing and construction of these facilities. A third time horizon of five years is used in the Program and Implementation Element (Chapter 5) to provide a guide for steps and actions in regard to which there is greater immediacy. The five-year period also corresponds to the state housing element requirement for a five-year housing program, and to other state guidelines that recommend revisiting the General Plan every five years.

1.15 Based on demographic and economic trends and forecasts, it is estimated that by 2020 practically all General Plan-designated residential lands in Marina will be developed to their planned capacity. However, undeveloped commercial and industrial land will remain in the city since the amount of such land designated by the Plan exceeds projected 2020 market demand. Specific transportation, utility and school requirements are all based on anticipated 2020 development. (The companion General Plan Environmental Impact Report also uses the year 2020 growth estimate as a basis for its environmental impact assessments.)

1.16 References are made throughout the General Plan to the following specific areas, the locations of which are shown in Figure 1.2:

- A. *Armstrong Ranch* —the incorporated portion of land in the northern portion of the planning area within the Urban Growth Boundary.
- B. *Marina Municipal Airport and Business Park* — former Fort Ord land conveyed to the City of Marina for purposes of a municipal airport and associated business park and golf course/resort hotel.
- C. *MBEST Center* — former Fort Ord lands conveyed to the University of California and encompassed in the Monterey Bay Education, Science and Technology Center Master Plan adopted by the University of California Board of Regents.
- D. *CSUMB* — those northern portions of the California State University at Monterey Bay campus that are located within the Marina Planning Area.
- E. *University Villages* — the portion of South Marina bounded by 8th Street and 1st Street to the south, Highway One to the west and Imjin Parkway to the north. The east boundary is California Avenue in the north and 2nd Avenue in the south.
- F. *Abrams Park, Preston Park, and Frederick-Schoonover Park* — former Fort Ord family housing areas located in South Marina with rehabilitated rental or for-sale units.
- G. *Cypress Knolls* – portion of South Marina between Highway One and Marina Heights in which former military family housing has been replaced by largely age-restricted housing.

- H. *Marina Heights* –portion of South Marina north of Imjin Road in which former military family housing has been replaced by single-family housing and townhomes.
- I. *South Marina*— former Fort Ord lands within the planning area, exclusive of the MBEST Center, the CSUMB Main Campus, and the Marina Municipal Airport and Business Park. (2005-82) (2005-128)

Figure 1.2 Major Plan Subareas
(Click Here to Access Figure)

Community Goals

1.17 The overall goal of the Marina General Plan is the creation of a community which provides a high quality of life for all its residents; which offers a broad range of housing, transportation, and recreation choices; and which conserves irreplaceable natural resources. Toward this end, this Plan sets forth the following General Plan vision statement: “Marina desires to grow and mature, along with its image, from a small town, primarily bedroom community, to become a small city which is diversified, vibrant and mostly self-sufficient. The City can and will accomplish this by achieving both the necessary level and diversity of jobs, economic activity, public services, housing, and civic life (including culture and recreation), and parks and open space.” The following 17 specific goals provide the framework for reaching this overall goal. They also provide the foundation for the various General Plan elements.

1.18 During the preparation of this General Plan the following goals, phrased in the form of planning principles, provided the basis for developing appropriate land use, infrastructure, and community design proposals for specific areas of the city, and for judging among several citywide General Plan alternatives and providing direction for selecting the preferred alternative. As incorporated into the General Plan, these framework goals provide the overall direction necessary to ensure that, as it grows, the city will be well functioning and attractive; that it will balance the needs of residents and business; and that appropriate use will be made of its natural, human and economic resources:

1. Housing within the means of households of all economic levels, ages and lifestyles, and, therefore, a diversified and integrated housing supply in which new residential development emphasizes a mix of housing types and lot sizes at the neighborhood level.
2. Community development which avoids or minimizes to the greatest extent possible the consumption or degradation of non-renewable natural resources including natural habitats, water, energy, and prime agricultural land.
3. A city within which the majority of the residences, businesses and community facilities are served by frequent, cost-effective transit.
4. A balance of jobs and housing that provides the greatest possible opportunity both to live and work in Marina.
5. A city designed for and attractive to pedestrians, in which most of the housing, shops, businesses, and community facilities are within easy walking distance of each other.
6. A balanced land use/transportation system which minimizes traffic congestion, noise, excessive energy consumption, and air pollution.
7. A city that helps avoid sprawl in the region by making efficient use of lands designated for community development purposes.

8. A city physically and visually distinguish-able from the other communities of the Monterey Bay region, with a sense of place and identity in which residents can take pride.
9. A diversified and sound economic base that will permit the delivery of high-quality public services to city residents and businesses.
10. A community responsive to the housing and transportation needs of Monterey County.
11. One or more centers which bring together commercial, civic, cultural and recreational uses and serve as a focus for community life.
12. A physically and socially cohesive community in which existing and future land uses, transportation facilities, and open spaces are well integrated.
13. Ample opportunities for outdoor recreation for all residents, both within their immediate neighborhoods, elsewhere in the city, and in the immediate environs.
14. Development which maintains continuity with the city's history and is responsive to the climate and the natural and scenic features of the local and regional setting, including the city's strategic position as the Monterey Peninsula's scenic entry.
15. Attractive, distinctive residential neighbor-hoods and commercial districts which contribute to the overall vitality, image and identity of the city.
16. Prevention of threats to life and property from flooding, slope failure, and seismic activity.
17. Equitable distribution of responsibilities and benefits between existing and future residents and businesses.

Amendment of the General Plan

Overview

1.19 The General Plan may be amended up to four times in any one calendar year. California Government Code §65358 and §65302.3 allows certain exceptions to this limitation, including, amendments to and/or related to:

- Optional elements such as an economic element,
- Affordable housing,
- Achieving compliance with an airport land use plan.

Government Code also provides that each amendment may include multiple revisions to the general plan which can be reviewed both individually and cumulatively with respect to citywide implications and effects. **(2005-82)**

Amendment Procedures

1.20 The following procedures are established to ensure that amendments are processed in a consistent manner and in accord with the Community Goals and Primary Policies of this Plan:

1. The City Council, or the Planning Commission with the concurrence of the City Council, may initiate general plan amendments at any time by directing staff

to prepare the necessary analysis and scheduling the proposed amendment for consideration at a public hearing.

2. Any person or agency or organization may request an amendment to the general plan by filing the appropriate application and paying required fees. Such application shall include:

- a. A description of the proposed amendment and why it is needed; and
- b. An explanation of how the proposed revision(s) is or are consistent with community values and needs as articulated by the Community Goals and Primary Policies of the General Plan.

3. At least one study session should be held before the Planning Commission to consider the citywide implications and effects of any proposed major general plan amendment. (2005-82)

Amendment of the Urban Growth Boundary and UGB-related General Plan Policies

1.21 The following provisions are excerpted from Section 2 of the Marina Urban Growth Boundary (UGB) Initiative. These, along with other provisions added to this Plan by Section 2 of the UGB Initiative, shall continue to be included in the Marina General Plan until December 31, 2020, unless earlier repealed or amended pursuant to the procedures set forth herein. **(2005-82)**

1.22 Until December 31, 2020, the location of the Urban Growth Boundary or UGB may be amended only by a vote of the people, or by the City according to the following provisions and procedures:

1. To comply with state law relating to the provision of housing for all economic segments of the community, the City Council may amend the Urban Growth Boundary as shown on Figures 1.1, 2.1 and 2.2 in order to provide affordable housing, provided that no more than 10 acres of land are incorporated within the UGB for this purpose in any one calendar year.

2. Such amendment of the UGB may be adopted only if, based upon substantial evidence, the City makes each of the following findings:

a. That the land to be included within the Urban Growth Boundary is immediately adjacent to an area where development already exists, and that specific evidence in the administrative record relating to the amendment demonstrates that the Public Safety and Public Works departments have adequate capacity to accommodate the proposed development and to provide adequate public services for the proposed development; and

b. That the proposed development will consist of housing primarily for low, very low or moderate income persons, and that effective restrictions will be imposed to maintain the housing as available to such persons in perpetuity; and

c. That there is no other existing residentially-designated land available within the UGB to accommodate the proposed affordable housing development (i.e., housing affordable to very low, low and/or moderate income persons); and

d. That it is not reasonably feasible to redesignate lands within the UGB in order to accommodate the proposed affordable housing development; and

e. The proposed development is necessary to comply with state law requirements for provision of housing affordable to persons of very low, low or moderate income.

3. Upon request of an affected landowner, the City Council may amend the Urban Growth Boundary or any of the goals or policies of Section 2 of the UGB Initiative as incorporated in this Plan, pursuant to a finding based on substantial evidence in the administrative record, and without substantial evidence to the contrary, that the application of one or more of the UGB provisions to any specific property constitutes an unconstitutional taking of a landowner's property. Such amendment, however, shall be made only to the minimum extent necessary to avoid an unconstitutional taking of a landowner's property. (2005-82)

1.23 Prior to approving any UGB-related amendments pursuant to Section 1.21 of this Plan, at least one noticed public hearing before the City Council shall be held for the purpose of receiving testimony and evidence from the applicant and the public on the proposed amendment and any findings proposed in connection with such amendment. This hearing shall be in addition to any other public hearings regularly required for a General Plan amendment. **(2005-82)**

1.24 No general plan amendment, re-zoning, specific plan, subdivision map, conditional use permit, building permit or any other entitlement inconsistent with the Marina UGB Initiative shall be approved by the City or any of its commissions, boards, departments, and officers and employees. **(2005-82)**

2. Community Land Use

Function and Content

2.1 Community land use encompasses use of the land for residential, commercial, industrial and other purposes requiring construction on the land as well as use of the land for agriculture, natural habitat, outdoor recreation, scenic preservation, avoidance of hazards, and other open space purposes. The enactment of environmentally, socially and economically appropriate land use policies and regulations for this broad range of uses requires careful consideration of many factors. Among these are limitations on use of the land due to seismic hazard, flooding, and slope instability; the need to safeguard natural habitats, prime agricultural soils, and water and air quality; and the desire to protect developed areas from man-generated adverse impacts such as noise.

2.2 State planning law mandates that the General Plan establish policies addressing land use, housing, open space, conservation, safety, and noise. Although each of these topics is often addressed by separate plan elements, planning law allows for their consolidation into one or more combined elements. The Marina General Plan employs this latter approach, incorporating all concerns pertaining to the appropriate use of land - whether for community development, open space, noise protection, or public safety concerns - into a single element. This approach is used so as to better document the bases for City land use policies. For example, it might help trace whether a recommended land use arises in response to noise problems, the need to protect valued natural habitat, or the desire to establish an overall strategy to protect air quality. This consolidated approach also helps ensure consistency throughout the General Plan by directly linking land use policies pertaining to conservation, safety, noise and housing. The housing provisions of this plan are intended to be consistent with the Housing Element's predominant themes of providing for affordability, adequacy and diversity of the City's housing stock.

2.3 This element is organized into the following seven sections:

1. *Primary Policies*. This section establishes the overall basis and framework for specific land use policies.
2. *Land Resources*. This section addresses natural resource protection, conservation needs, and required safeguards against natural and manmade hazards, so as to distinguish between lands appropriate for community development and lands which might more properly remain in open use.
3. *Open Space*. The open space policies of this section serve three purposes:
 - 1) to ensure retention of land with significant agricultural or natural resource values and to encourage ongoing agricultural, open space and natural resource

uses on lands north or outside of the Urban Growth Boundary; 2) to avoid construction on land where there are potential threats to life and/or property due to natural or man-produced hazards; and 3) to provide for the outdoor recreation needs of Marina residents and others who may be working in or visiting the City.

4. *Housing and Neighborhoods.* Policies pertaining to the use of land for residential purposes are found in this section. Here can be found the policies and recommendations for accommodating projected population growth, providing housing to meet the needs of all income levels and of residents with special needs, and protecting and enhancing the quality of neighborhoods.

5. *Commercial.* This section establishes the land use requirements to meet the retail and personal-service needs of existing and future Marina residents, and for accommodating visitor-serving retail and service uses and regional retail facilities at levels sufficient to provide for the economic and fiscal needs of the City. Also included are provisions for various types of office use, including those associated with research and development activities.

6. *Industrial.* This section provides for industrial and warehousing activities and commercial-service uses with space, transportation, or storage characteristics similar to industrial uses.

7. *Community Facilities.* The function of this section is to ensure that appropriately sized and located sites are provided for schools, city administrative and cultural facilities, and police and fire services to meet the needs of existing and future Marina residents and businesses.

Primary Policies

2.4 The intent of the community land use element is to help achieve the overall General Plan goals of providing a satisfying, safe and healthful living and working environment and promoting the economic well-being of city residents and businesses. To accomplish these ends, City planning, regulatory and development decisions shall be governed by the following policies which adhere to the goals in the “Introduction” (Chapter 1).

1. The City shall provide a land supply within (i.e., south of) its Urban Growth Boundary sufficient in size and appropriately located to accommodate a fair share of the future population and employment growth within Monterey County. Unless otherwise amended by a vote of the Marina electorate, until December 31, 2020, the City’s Urban Growth Boundary– as shown on Figures 1.1, 2.1 and 2.2 of this plan– may be amended by the City Council only to accommodate lands designated for affordable housing in accordance with Sections 1.21 through 1.24 of this Plan. **(2005-82)**

2. The City shall prevent under-utilization of land within its UGB that is appropriate for community development, in order to ensure that development proceeds in an orderly and consistent manner and to minimize the dispersal of future growth in Monterey County to outlying areas with potentially higher natural resource value. With respect to phasing and timing, whenever feasible, the City

shall encourage new development to locate within the existing developed portion of Marina and Marina's former Fort Ord in preference to the development of currently vacant, undeveloped lands located within the City's UGB (*from Section 2 of UGB Initiative*). **(2005-82)**

3. The Marina Heights Specific Plan area is to be developed within Marina's former Fort Ord in preference to development of currently vacant, undeveloped lands. Development of Marina Heights in accordance with the adopted Specific Plan represents a more efficient utilization of land at the residential densities proposed than the existing pattern of development in the former military housing area, and, as such, can be considered consistent with Policy 2.4.2 Section 2.36 discusses the Marina Heights Residential Homes (MHRH) designation, as stipulated in the Marina Heights Specific Plan, which will be utilized to regulate development on portions of the Marina Heights development. The purpose of this designation is to ensure comprehensively planned development of an area intended primarily for residential use. **(2004-42)**

4. Wherever possible, lands with significant agricultural, natural habitat, or scenic value shall be retained and protected from degradation.

5. Future land development, whether it involves development of new areas, infilling of existing neighborhoods or commercial areas, or redevelopment of former Fort Ord lands, shall be organized and have sufficient intensity to help ensure the longer-term feasibility of public transit for work and other purposes, and to create a pedestrian-oriented community.

6. The Marina Heights project may be deemed supportive of transit and pedestrian-oriented development if affordable housing goals are met, and amenities such as pedestrian and bicycle facilities (encouraging alternative access to transit routes and offsite destinations), and home office areas (to encourage telecommuting) are provided, thereby reducing reliance on the private automobile. The City will actively work with Monterey Salinas Transit to develop and promote routes to minimize reliance on the private automobile by residents. **(2004-42)**

7. Retail and personal-service uses shall be channeled into existing commercial areas and other identified commercial centers in the plan, and efforts shall be taken to avoid strip-type commercial development.

8. Construction of a broad range of housing types shall be permitted and promoted in order to provide greater housing choice and diversity.

9. Development shall be prohibited or restricted where natural conditions present a serious threat to life or may lead to the destruction of homes, businesses, or public facilities.

10. Where feasible, the community shall be demarcated from adjacent communities by permanent open space.

11. Sufficient land shall be set aside to meet the outdoor recreation needs of existing and future residents.

12. Land appropriate for community development shall be allocated and phased in a manner that enhances local employment and economic opportunities and

provides the City with a strong economic and fiscal base. The City recognizes that, while the Marina Heights Specific Plan will not directly supply permanent employment opportunities, it will dramatically enhance the City's economic and fiscal base. **(2004-42)**

13. The City will provide adequate urban services, including water, only to areas within its designated Urban Growth Boundary. The costs of providing the public facilities and services needed for new development shall be borne by new development unless the City chooses to help assume such costs in order to obtain identified community-wide benefits. **(2005-82)**

Land Resources

2.5 The City of Marina Planning Area encompasses approximately 10,880 acres of land, exclusive of major right-of-ways. Based on documentation and analysis of natural factors (such as the presence of prime agricultural soils, wildlife habitat, flood danger, slope instability, and seismic hazards) and manmade hazards (such as excessive noise and aviation-related danger), the unbuilt portion of the Marina Planning Area has been classified into two major categories:

1. Land to be retained in open space use to allow conservation of biological, water, soil, and mineral resources and for outdoor recreation; and
2. Land suitable for community development purposes. Figure 2.1 documents the location of these lands. Approximately 60 percent of the planning area is designated for open space purposes including the proposed golf course, and the remaining 40 percent for residential, commercial, industrial, and community facilities, including school sites and a reservoir site to store recycled water.

2.6 The following sections of the Community Land Use Element set forth specific policies governing appropriate uses of these lands. General Plan-designated land uses for the planning area are shown in Figure 2.2, the Community Land Use Element Map. **(2005-82)**

Open Space

2.7 The open space system in the Marina Planning Area shall be implemented by designating the following categories of open space:

1. *Habitat Reserves and Other Open Space* for the protection of important habitat areas, scenic areas, and other areas of natural open space.
2. *Agriculture Reserve* for the long-term protection of prime and other productive agricultural lands outside of the City's Urban Growth Boundary.
3. *Parks and Recreation* for the provision of local, regional and state parklands and recreational facilities.
4. *Golf* for the provision of privately or publicly owned golf facilities.

5. *UGB Open Space.* A parks and open space category consistent with and intended to carry out the Urban Growth Boundary Initiative. **(2005-82)**

2.8 Wherever possible, public open space in the form of natural undeveloped lands and/or developed parklands shall be incorporated into all major subdivisions and developments, including residential, commercial and institutional (educational and civic) projects. Wherever feasible, major open space areas shall be linked to each other through the provision of wildlife habitat corridors and/or recreational trails.

2.9 Approximately 6,500 acres of land in the Marina Planning Area (60 percent, exclusive of right-of-ways) are designated for open space uses (see Figure 2.2 and Table 2.1). Specific policies pertaining to the use of open space lands for agriculture, natural habitat, and recreation are contained in the sections which follow. **(2005-82)**

Figure 2.1 Community Land Supply
(Click Here to Access Figure)

Habitat Reserves and Other Open Space

2.10 Lands designated as “Habitat Reserve and Other Open Space” are intended for permanent retention in open space to protect significant plants and wildlife inhabiting these areas. These lands consist of the following natural areas:

1. *Riparian Habitat.* Land occupied by riparian vegetation along the banks of the Salinas River shall be retained and the scarce riparian habitat preserved. Use of these lands for development purposes is further restricted by the potential for flooding.

2. *Coastal Strand and Dunes.* These lands adjacent to Monterey Bay provide habitat for rare, threatened wildlife and plant species. Approximately 1,600 acres west of Highway One are designated as habitat reserve for this purpose. Except for a limited number of areas where visitor-serving facilities and public park use is to be permitted, this entire area shall be retained as open space. As part of the “Habitat Reserve” designation, a stand-alone State Park designation is recognized as an appropriate use by this plan for the 370 acre Lonestar property, with the condition that most of this site be provided with an implementing funding source for protection of its habitat values, and recreational uses be limited and subordinated to the habitat requirements of sensitive plant and wildlife species occurring here. On both public and privately owned lands, dune habitat shall be restored to a healthy condition.

3. *Maritime Chaparral, Coastal Scrub, and Coast Live Oak Woodland.* Approximately 1,160 acres of land within the Marina Planning Area is designated for permanent retention in open space so as to protect maritime chaparral, coastal scrub, and coast live oak woodlands and other plant and wildlife species that inhabit these areas. The designated lands include approximately 600 acres in the University of California Natural Reserve System located next to the Monterey Bay Educational, Science, and Technology Center; an adjoining 124-acre site occupying a combination of lands conveyed to the City as part of the transfer of the airport and adjacent land on Armstrong Ranch and 160 acres located within the larger East Garrison Reserve. Another 227-acre reserve is located south of Imjin Road. This area is a former landfill site that has been capped, and which will be restored as a natural habitat area. An additional 50 acres located along the east side of Highway One in the vicinity of the planned extension of Del Monte Boulevard is also a designated reserve.

4. *Wetlands.* An area of 80 acres on the Armstrong Ranch property between Del Monte Boulevard and Highway One is designated as Habitat Reserve due to the presence of vernal ponds. Additional small areas where vernal ponds occur may exist elsewhere on the Armstrong property. Prior to approval of development plans for this property, biological field surveys shall be conducted to determine if additional vernal ponds exist. If such surveys document the existence of such ponds, development plans must provide either for the preservation or replacement of this habitat.

In Central Marina, several vernal ponds are also designated as open space, and a potential seasonal pond is located at the southwest corner of the Reservation Road/Beach Road intersection. Any development application for this latter site shall be evaluated by a qualified biologist to determine the pond boundaries and any needed restoration measures consistent with the Marina Landing Enhancement Plan, incorporated as part of the 1989 Local Coastal Program Land Use Plan Amendment. **(2005-82)**

Agriculture

2.11 A 1,250-acre band of land along the southwest side of the Salinas River contains mostly prime agricultural soils– that is, soils classified as Class I and II and currently in agricultural production. These unincorporated lands are designated as Agriculture Reserve in order to support long-term agricultural uses. **(2005-82)**

Table 2.1. Summary of General Plan-Designated Open Space (Acres) (2005-82)

Geographic Subarea	Agriculture Reserve	Habitat Reserve and Other Open Space	Parks and Recreation	UGB Open Space	Golf Course	Total
Central Marina	0	240	46	0	0	286
Former Fort Ord	0	1,700	527	0	190	2,417
Armstrong Ranch– Incorporated Area	0	35	80	0	5	120
Lands North of UGB	1,250	1,217	0	1,230	0	3,697
Total Area	1,250	3,192	653	1,230	195	6,520

Parks and Recreation

2.12 To meet the needs of existing and future Marina residents and persons employed within the City, outdoor park and recreation space shall be provided consistent with the standards of Table 2.2.

2.12.1 Some areas of the Marina Heights Specific Plan may be exempted from the standards set forth in Table 2.2 where the pedestrian circulation patterns in those areas to be exempted provide a high degree of pedestrian connectivity to

the sub-neighborhood park serving those areas and if, in addition, either the means to finance improvement of unimproved parks and recreation sites, above standard park development fees, is provided via development agreement or other means, or site specific factors dictate that strict compliance with Table 2.2 is not feasible. **(2004-42)**

2.13 At present the City of Marina has a total of 96.7 acres devoted to local and community-serving park and recreation use, including the sports center, teen center, equestrian center, and school playfields. The present ratio of City park and recreation land to population, excluding former Fort Ord sites, is 5.3 acres per 1,000 residents. This ratio is consistent with the current City standard of 5.3 acres of improved parkland for every 1,000 residents. This General Plan reserves an additional 477 acres for parks and recreation purposes in former Fort Ord alone, along with neighborhood and sub-neighborhood parks provided by individual developments, not including sports fields for new schools, while about 182 acres have been designated for parks and recreation uses on Armstrong Ranch. If the unimproved former Fort Ord sites are included, the present ratio increases to 19.5 acres per 1,000 residents.

2.14 The outdoor recreational assets of Marina are further augmented by more than 650 acres of state and regional coastal parkland within the Marina Planning Area and another 16,000 acres of U.S. Bureau of Land Management land in close proximity to but outside of the Marina Planning Area. Approximately half the BLM lands are currently open for public recreational uses.

2.15 Despite the citywide abundance of existing and already-planned park and recreation areas, there will remain a need to provide neighborhood-serving park and recreation facilities for under-served existing neighborhoods and for new residential areas planned for the Armstrong Ranch property. There also exists a need to finance improvements of unimproved parks and recreation sites and fund on-going maintenance costs. In the near-term, the City should actively pursue funding and acquisition of vacant lots for park site development in underserved neighborhoods as identified in Policy 2.16.3. To help meet this objective, the City, in cooperation with the Marina Coast Water District, shall study the feasibility of utilizing percolation lots.

2.16 The following provisions shall be made to accommodate existing and future park and recreation needs.

1. New development on the Armstrong Ranch property shall provide for park and recreation needs in accordance with the minimum standards shown in Table 2.2. All playgrounds, neighborhood and sub-neighborhood parks, and recreation trails shall be fully improved by the developer. Responsibility for the improvement of play fields and community parks shall be determined in conjunction with the

preparation of a specific plan for the Armstrong Ranch lands and the establishment of any associated development agreements.

2. New development on presently undeveloped lands within and adjacent to the Urban Growth Boundary shall provide a linear park (greenbelt) or other open space buffer between the new development and existing, adjoining residential neighborhoods. (*from UGB Initiative Section 2*) **(2005-82)**

3. At least three mini-park sites shall be provided to serve the needs of residents in existing neighborhoods— one in the west- central portion of Marina (in the vicinity of Lake Drive), one on or in the vicinity of Carmel Avenue near Seacrest, and one in the southeastern section of central Marina. The approximate location of these parks is shown in the Community Land Use Element Map (Figure 2.2). A mini-park is defined as a park of less than one acre designated primarily for use of people living within 1,000 feet of the park site.

4. In former Fort Ord, with the exception of sub-neighborhood parks to serve new or renovated housing, the dedication of land for recreational/equestrian trails, the West University Village Greenway and the hilltop park north of 8th Street, no further dedication of land for park and recreation purposes is required other than that designated for park and recreation use by former Fort Ord conveyances. Instead, all new residential, commercial and industrial development shall be required to pay in-lieu fees to finance the improvement of existing unimproved park and recreation sites and other General Plan-designated sites serving that area. See the Program and Implementation Element (Chapter 5) for further policies regarding the proportioning of responsibility for in-lieu park fees.

5. The existing equestrian center shall continue to be allowed as an interim use at its present site until such time that it can be relocated to a more suitable site south of Imjin Road.

Figure 2.2 Land Use Plan
(Click Here to Access Figure)

Table 2.2. Park and Recreation Standards

Type	Function	Required Land Area	Service Area
Sub-neighborhood	Small-scale passive and active area for informal play and relaxation close to place of residence. May be common open space available only to residents of a specific project, or public and open to all residents.	0.2 acres per approximately 40 housing units.	Within 300 feet of units served.
Playground	Play area for active and passive recreation needs of preschool and elementary-school children.	1.3 acres per 360 housing units or 1,000 residents.	Within 1,200 to 1,500 feet of units served.
Neighborhood Park	Passive landscaped area for relaxation, picnicking, and other forms of socializing	0.5 acres per 360 housing units or 1,000 residents.	Within 1,200 to 1,500 feet of units served.
Playfield	Active, turfed play fields suitable for softball, baseball, football, soccer, and other field sports.	0.5 acres per 360 housing units or 1,000 residents	Entire city.
Community Park	Passive landscaped area for relaxation and accommodation of large-scale groups for social, cultural, or other community-oriented events.	0.25 acres per 360 housing units or 1,000 residents.	Entire city.
Recreation Trails	Pathways suitable for walking, running, or biking with a minimum right-of-way width of 20 feet where trails are not located within a designated recreation or park area.	1,600 linear feet per 360 housing units or 1,000 residents.	Entire city.

2.17 Maintenance of the neighborhood parks, sub-neighborhood parks, and playgrounds as required by the standards set forth in Table 2.2 shall be the responsibility of a homeowners' association or the City with funding assured through the establishment of a Mello-Roos assessment district or similar mechanism prior to approval of the applicable final subdivision map.

2.18 New parks and playgrounds shall be provided in conjunction with new residential development in accordance with the standards of Table 2.2. The required outdoor park and recreation area shown in Table 2.2 by type may be combined with other required outdoor recreation areas provided; (a) the service area criteria are met; and (b) the design of park and active-recreation areas provides, where necessary, sufficient separation between areas so as to

simultaneously accommodate different age groups or potentially incompatible activities. To meet the recreation trail standard, a trail shall link the area served to an existing or planned trail so as to eventually create an integrated citywide trail system.

2.19 At full General Plan build-out of residential areas, and with the improvement of the former Fort Ord sites, the ratio of park and recreation land to city population will be approximately 20 acres per 1,000 residents. This figure excludes the former Fort Ord dunes areas, the State Beach, recreation sites and open space on the CSUMB campus and future multi-purpose play fields on school sites. **(2005- 82)**

Golf Courses

2.20 The City's intent is to develop approximately 190 acres of former Fort Ord lands which have been conveyed to the City as an 18-hole golf course. Designated as Open Space-Golf Course, these lands are limited to golf course uses, including golf clubhouse, lodging, food-and-beverage, and driving-range facilities. Other related recreation uses, including swimming facilities, tennis courts, play fields, and hiking and biking trails, which retain the open landscape appearance of the area, are also permitted. **(2005- 82)**

UGB Open Space

2.21 Approximately 1,230 acres are designated UGB Open Space consistent with and implementing the 2000 Urban Growth Boundary Initiative. Uses of these lands so designated are limited to those uses appropriate for unimproved open space areas as defined by Government Code 65560, including preservation of natural resources, scientific study and research, managed production of resources, and outdoor recreation. *(from UGB Initiative Section 2)* **(2005- 82)**

Housing and Neighborhoods

2.22 The General Plan's housing and neighborhood policies and related programs have a dual function: to protect and enhance the quality of the City's existing housing stock and neighborhoods; and to accommodate a fair and reasonable share of the region's growth over the next 20 years. The latter function should take place in a manner which responsibly addresses a full range of concerns, among which are: (1) environmental concerns associated with the protection of land, air and water resources; (2) a desire to mitigate the closely related problems of traffic congestion and inappropriate use of land for development purposes; (3) concerns related to quality of life, including community appearance and housing and neighborhood stability; and (4) socio-economic concerns related to affordability of housing, community diversity, a balance of housing with local jobs, and the maintenance of a sound fiscal base

for the community. The following policies and associated programs detail how the City of Marina intends to accomplish these objectives.

2.22.1 The Marina Heights Specific Plan may be considered to be consistent with Section 2.22 in recognition that fair and reasonable implementation of the Marina Heights Specific Plan may enhance opportunities for long term economic development with fiscal stability. **(2004-42)**

Accommodating Future Housing Needs

2.23 The City of Marina is an integral and important part of the Monterey Bay Region, an area of national and even international importance due to its significant agricultural and recreational resources and its evolving importance as a center for educational and scientific endeavors. As the host city for two major new educational research centers - California State University at Monterey Bay and the University of California Monterey Bay Education, Science and Technology Center - Marina's importance to the region will increase over the next several decades.

2.24 In 1990, prior to the closure of former Fort Ord, Marina's population was 26,436. By 2000, the U.S. Census estimated that the City's population had fallen to 19,163, a 27.5 percent decline. **(2005- 82)**

2.25 By the year 2020, the City's population would range between 38,000 and 40,000, including current and projected residents of the Frederick-Schoonover housing area and CSUMB's North Quad new housing. Policies contained herein will accommodate an increase of approximately 15,700 to 17,400 new residents through 2020, excluding CSUMB students residing on the main campus. This estimated increase is equivalent to an 82 - 91 percent population growth over a 20 year period, at an average annual growth rate of 4 to 4.6 percent from 2000 to 2020. **(2005- 82)**

2.26 The General Plan's commercial and industrial land use policies are intended to attract a substantial number of jobs for future City residents, providing them with a source of livelihood. The land area set aside in the General Plan for commercial and industrial uses is capable of accommodating an estimated 28,600 additional jobs, substantially in excess of the likely 2020 local work force, which is estimated at 17,700.

2.27 Unless a major imbalance of jobs and housing within Marina and its immediate environs is avoided, regional traffic congestion can be expected to worsen due to the generation of increasingly longer commute trips between housing (outside Marina environs) and new jobs created in the City. A major imbalance between jobs and housing within Marina would also help accelerate the pressure to convert prime agricultural lands in the County for housing

development. Conversely, construction of new housing commensurate with new jobs within the expanded city limits of Marina will provide ample opportunity for Marina residents to both live and work within their community as well as avoiding or substantially reducing the adverse environmental and social effects associated with an imbalance. It will be a continuing challenge for Marina, in collaboration with Monterey County and other concerned cities, to prevent the significant county and community imbalances that will likely result from major job growth in the southern portion of Silicon Valley and a spill-over of housing demand to Monterey County.

2.27.1 The Marina Heights Specific Plan may be considered to be consistent with Section 2.27 in recognition that, while the Marina Heights Specific Plan will not directly supply permanent employment opportunities, it will likely enhance the City's economic and fiscal base. **(2004-42)**

2.28 Under California law, each community also has the responsibility to provide housing affordable to all income groups. The California Department of Housing and Community Development assigns a share of what it projects to be the statewide housing need to each region in the state. In the Monterey Bay area, AMBAG then allocates the region's statewide share to local jurisdictions through its Regional Housing Needs Plan. These housing targets are subsequently incorporated into the jurisdictions' general plans through updates of their housing elements. Through implementation of its Housing Element policies and programs, Marina will continue to enhance the local supply of affordable housing and meet the housing needs of special-needs populations. **(2005- 82)**

Opportunities for New Housing

2.30 Marina's opportunity to address these future housing needs is limited to three areas:

1. *Already-Developed Residential Portions of the City.* Land available for new housing within these areas is extremely limited. Within already-developed portions of the City, excluding land west of Highway One, there remain about 61 acres of vacant land, the majority of which is located in areas currently designated for commercial or industrial uses. There are also approximately 66 acres of land in already-developed areas which are economically under-utilized - that is, where improvements to land have a lower value than the land itself. A portion of this under-utilized land is, however, occupied by mobile homes or low-cost motel units, while other portions are located along major retail frontages and may more logically be used for retail or mixed use commercial development. Consequently, it is estimated the Community Land Use Element policies would accommodate between 400-600 new units in already-developed areas of Marina, most of which would consist of multi-family housing located in multiple-use commercial areas along with secondary dwellings and small lot single-family homes.

2. *Areas of Former Fort Ord within the City's Corporate Limits or Sphere of Influence.* This area is within the jurisdiction of the Fort Ord Reuse Authority and is subject to the provisions of its Fort Ord Reuse Plan as well as this General Plan. Sections 2.34 and 2.35 and Table 2.3 identify the various housing areas within former Fort Ord and the number of potential units associated with each area. With reference to former Fort Ord, the terms "replacement" housing and "new" housing are defined as follows: Replacement housing is new housing construction intended to replace former military family housing units on a one-for-one basis, such that for each demolished unit, a new unit provided in its stead shall be considered a "replacement" unit irrespective of housing type and location of the replacement unit's building footprint. New housing refers to that increment of a project's new housing development equal to the difference between the total number of project units and the number of replacement units.

3. *The Armstrong Ranch Property.* This approximately 2,000-acre property immediately adjoins developed portions of the City to the north. Approximately 320 acres lie within the City's municipal boundary and UGB, and the remaining, greater portion lies outside the UGB but within the City's Sphere of Influence. Most of the incorporated portion of this property is considered suitable for residential, commercial, industrial, and community-serving uses such as a school and parks, after allowances have been made for natural resource protection, public safety, and open space requirements. **(2005- 82)**

Housing Policies

2.31 It is the City of Marina's intent to promote construction of new housing that is environmentally and socially responsible and that adheres to the following policies:

1. In order to promote the social and fiscal well-being of the community, new housing shall be phased and shall provide for the needs of all economic groups, particularly with respect to matching the needs of the City's current and future workforce. In addition, the development of new and substantially rehabilitated homes, other than age-restricted housing, on Armstrong Ranch and the former Fort Ord shall be linked with the creation of new jobs pursuant to a development agreement or similar mechanism stipulating requirements to help attain a citywide jobs-housing balance. **(2005- 82)**

a. The Marina Heights Specific Plan may be considered to be consistent with Policy 2.31.1 in recognition that, while the Marina Heights Specific Plan will not directly supply permanent employment opportunities and will not be phased commensurate with the creation of new jobs, it will likely enhance the City's overall economic and fiscal base. **(2004-42)**

2. To ensure that housing continues to be available to households of lower income in Marina, affordable housing shall be provided pursuant to the inclusionary housing requirement of the Housing Element of this plan. **(2005- 82)**

3. The Marina Heights development is identified as a redevelopment project on the former Fort Ord. In accordance with state redevelopment law, which places the obligation to provide affordable housing on the Redevelopment Agency (unless the Agency imposes the obligation on the developer), the Redevelopment Agency has retained the obligation to provide affordable housing in connection with the development of the Marina Heights project. The Marina Heights project is therefore not required to meet the provisions of Section 2.31.2 by providing affordable housing on the Marina Heights project site, other than 85 “bridge homes”, and, instead, the Marina Heights project’s remaining General Plan affordable housing obligations may be met by the Redevelopment Agency on a site adjoining the Marina Heights project site.

(2004-42)

4. New housing shall accommodate a broad range of life-styles, including those associated with the presence of CSUMB and the MBEST Center, with people wishing to combine living and work space, and with retired residents who will make up an increasing proportion of the region’s population in the future.

5. California State University at Monterey Bay should provide housing opportunities for both faculty and students in order to reduce commuter travel to and from the campus. The supply of on-campus housing should increase at least as fast as the level of on-campus enrollment.

6. New housing shall be constructed at densities and in patterns which conserve land, reduce reliance on the private automobile and result in walkable, attractive neighborhoods.

7. The Marina Heights Specific Plan may be considered consistent with Section 2.31.6 if affordable housing goals are met, park and open space areas are provided, and amenities such as pedestrian and bicycle facilities (encouraging alternative access to transit routes and offsite destinations), and home office areas (to encourage telecommuting) are provided, thereby reducing reliance on the private automobile. The City will actively work with Monterey Salinas Transit to develop and promote routes to minimize reliance on the private automobile by residents. **(2004-42)**

8. New housing shall be integrated into the fabric of the City in such a way that it complements existing housing areas and contributes to the overall stability, image, and sense of community of the City. Accordingly, gated communities should be avoided and, if included as part of a development application, should be allowed only if significant public benefits are provided as part of the project.

9. Amenities such as common open space, pedestrian paths and bikeways, and well-landscaped streets shall be incorporated into the design of new housing areas so as to ensure the long-term desirability and stability of these areas as well as contribute to the needs of the larger community. Single-family and Village Home dwellings may be clustered and designed to provide for additional common open space.

10. New housing shall be built to development and construction standards that conserve water and energy.

11. A fair share of infrastructure and public service costs shall be borne by new housing. However, to promote housing affordability, the City shall not apply development fees or other levies to new residential development that would require such development to pay a disproportionate share of municipal costs for facilities and services which mitigate pre-existing problems or benefit both existing and future residents of the entire community.

Housing Potential

2.32 The General Plan's land use policies allow for approximately 6,800 new or rehabilitated housing units. It is estimated that at least 95 percent of the housing to be added to the City over the next two to three decades will be accommodated in two areas: (1) Armstrong Ranch lands in the northern incorporated portion of the Marina Planning Area; and (2) the portion of former Fort Ord within the City's municipal boundaries and Sphere of Influence. Housing allowances and requirements for these two areas are specified below. Except where noted below, these estimates rely upon calculations applying the density ranges on Figure 2.2 as gross densities, as defined in Section 1.13.2 of this plan. Additional development and design policies and requirements are set forth in the Community Development and Design Element (Chapter 4). **(2006-284)**

Armstrong Ranch

2.33 In furtherance of the City and region's affordable housing objectives, land outside of the City's Urban Growth Boundary on Armstrong Ranch may be developed incrementally before 2020 for the purpose of providing housing affordable to households of very low, low and/or moderate income. Accordingly, the City's Urban Growth Boundary— as shown on Figures 1.1 and 2.2 of this plan— may be amended by the City Council for the express purpose of accommodating lands proposed for the development of housing affordable to very low, low and/or moderate-income households, provided that no more than 10 acres of land is added to the area within the UGB in any calendar year and provided that such amendment is consistent with the procedural requirements of Section 1.21 of this Plan (*from UGB Initiative Section 2*). **(2005- 82)**

2.33.5 A total of approximately 1,300 units of housing are permitted on the incorporated portions of Armstrong Ranch lands in accordance with the locational requirements shown in the Land Use Element Map (Figure 2.2). Four types of housing shall be provided as described below and indicated by Table 4-2 of the Housing Element:

1. Standard single-family detached houses at a density of 5 units per gross acre. Portions of the Armstrong Ranch lands immediately adjoining existing neighborhoods shall be developed with housing of similar density. Housing within the lands so designed — adjoining the Cardoza and Crescent Avenue areas — shall not exceed 5 units per gross acre.

2. Village homes, consisting of a mix of single-family detached and attached houses, townhouses, and multi-family housing. The mix of housing types within the 'Village Homes' area may vary from that in Table 4-2 of the Housing Element, except that the number of single-family homes shall be considered the allowable maximum for this housing type. Townhouse development outlined in Table 4-2 and mentioned in Section 2.35.4 shall be encouraged to provide for the housing needs of young adults and seniors. Village homes are to be organized into a village type of setting capable of supporting both local and regional transit, with residents being within walking distance of local shops, schools, and park and recreation facilities. The overall gross density of the area designated for Village Homes shall not exceed 8 units per gross acre, nor be less than 7.5 units per gross acre.
3. Townhouses and multi-family housing constructed within designated multiple-use areas.
4. Age-restricted housing shall be composed of a mix of housing types.
5. New residential development on Armstrong Ranch should be cumulatively phased so that the number of new units allowed to be constructed is consistent with the jobs-housing balance policy of Section 2.31. **(2005- 82)**

South Marina

2.34 South Marina consists of the Main Garrison area of former Fort Ord. Excluding the 192 units in Abrams Park housing area, it has 1,685 units of rehabilitated former military housing which are already occupied. The occupied housing is comprised of the following:

1. 1,174 units in CSUMB's Frederick-Schoonover area,
2. 381 units in Preston Park,
3. 130 units in Abrams and Patton Park.

2.35 Excluding CSUMB and UC lands, the General Plan allows for up to 3,193 units of primarily new and replacement housing on Marina's portion of former Fort Ord, including the already occupied Abrams B housing. Additional units developed by CSUMB at Frederick-Schoonover Park and its North Campus Quad and by U.C. at its multi-use area would eventually bring the total number of units that could be developed in South Marina to approximately 4,718 (refer to Table 2.3). Former Fort Ord lands within Marina shall accommodate the following broad range of new housing types:

1. All of the units at the Abrams Park and Upper Patton Park areas to become part of the Marina Heights development may be new housing if there is adequate demonstration that new housing will be provided of a similar or better quality and affordability than would have been possible for rehabilitation of most of the existing units plus new infill. If the majority or all of the existing units is replaced, new housing shall be provided in accordance with the Marina Heights Residential Homes (MHRH) and Single Family Residential (R-1) designations and shall include an integrated mix of housing types and mini-parks at the

neighborhood level. (in this event, the land use designation for this area shall become “Marina Heights Residential Homes” to replace the Single-Family Residential designation.) A total of 1,244 units are permitted within the Abrams Park and Upper Patton Park areas, including 1,050 new and replacement units developed in accordance with the adopted Marina Heights Specific Plan. **(2004-42, 2005-82, 2006-284)**

a. The Specific Plan and/or final development agreement for Marina Heights shall include a local worker/residency preference such that at least 50 percent of all designated affordable below-market-rate units and the 85 “Bridge” units, will be provided on a preferential basis to Marina workers and residents in a random manner and in the following order of preference:

i. Persons working in the City of Marina (both public and private sector workers) and for the State University at Monterey Bay, and

ii. Marina residents.

b. For affordable below-market-rate (and “Bridge”) units, eligibility for preferential housing shall be based upon both income qualification and duration of residency and/or employment; eligibility for below-market-rate units shall be based upon length of residency and/or employment. A three-month residency or employment tenure is required for qualification for both affordable and below-market rate units. This prioritization shall be reflected in the re-sale of any home designated for preferential housing, including 1,050 new and replacement units developed in accordance with the adopted Marina Heights Specific Plan. **(2004-42)**

2. A Marina Heights Residential Homes (MHRH) designation, as stipulated in the Marina Heights Specific Plan, will be utilized to regulate development on portions of the Marina Heights development. It is the purpose of this district to ensure comprehensively planned development of large acreage within designated urban areas that are intended primarily for residential use. The intent of the MHRH district is to: 1) Promote flexibility and innovative design, to provide desirable aesthetic and efficient use of space and to preserve significant natural, scenic, and cultural resources of a site; 2) Allow for a diversity of housing types; and 3) Provide recreational opportunities for use by both residents of the site and the public. The maximum density for the areas that will be designated MHRH in the Marina Heights Specific Plan has been established at 965 dwelling units for a range in the density of 5.5 – 6.5 units per acre. **(2004-42)**

3. The 712- unit Cypress Knolls senior housing project in Patton Park, consisting of the demolition of 460 existing duplex units and the construction of 460 replacement units, 252 new units and potentially a 60-bed assisted living facility. **(2005-82, 2006-284)**

4. The residential component within the University Villages area should offer flexibility in housing types including townhouses, live/work residential detached and attached, and apartments and range of densities to create an urban village. **(2005-128)**

5. Higher density housing in the University Village area within the Multiple-Use land use designation shall be an average of 20 units per acre. This housing is to be developed in conjunction with an overall multiple-use pattern of development in the area between Highway One and the campus. The average density of residential-designated land shall not exceed 35 units per net acre. The General Plan initially provides for no more than 300 total units on the 20 acres with this land use designation; however, an increased development potential of up to 400 additional units may be allowed if approved within the framework of a future specific plan adopted for the University Village area. Beyond this, live/work types of housing, that is, units which combine living and working space, are considered especially appropriate, and are encouraged in the Multiple-use Commercial designated land. **(2005-128)**
6. Housing in conjunction with the multiple-use development of University of California lands immediately to the east of the CSUMB campus.
7. Additionally, live/work housing may be incorporated with the retail, commercial, and light-industrial uses in areas designated for multiple use.
8. An additional 40 units of rehabilitated military housing for lower-income residents in the Patton Park area (Veterans' housing project). These units complement the 105 already-rehabilitated McKinney Act units for lower-income and special-needs households in Abrams Park and Preston Park.

Table 2.3. South Marina Future Housing Potential (1)

Plan Subarea (2)	Units
Marina Heights-Abrams Park (replacement/new units and rehabilitated multi-family units)	1,244
Cypress Knolls—Patton Park (replacement/new senior housing and new multi-family housing)	712
University Villages	837
University Villages	400 (3)
Subtotal	3,193
UC Multiple-Use Areas	330
CSUMB: Frederick-Schoonover Park	170
CSUMB: North Quad	1,025
Total	4,718

(1) With the exception of 192 Abrams B units, Table 2.3 excludes approximately 1,690 units of former military family housing that has already been rehabilitated and is fully occupied (see section 2.34).

(2) Refer to Figure 1.2 for locations of sub-areas.

(3) These 400 units available only if approved within the framework of a specific plan pursuant to Section 2.35.5. **(2004-42, 2005-82, 2005-128, 2006-284)**

Existing Neighborhoods

2.36 Limited opportunities exist for new housing within the City's already-established neighborhoods. The available land supply in these areas consists of a limited number of single-family lots scattered throughout existing neighborhoods, multi-family-designated parcels along Del Monte Boulevard north of Reservation Road, and multiple-use commercial areas in which housing is permitted. The latter comprises approximately 18 acres of vacant and economically underutilized land located along Sunset Avenue and Carmel Avenue. The combined capacity of these areas is approximately 200 units.

Commercial

2.37 The intent of the General Plan's commercial land use policies is as follows: (1) to provide for the shopping and service needs of local residents, businesses, and persons employed within the City; (2) to attract commercial development that will strengthen the City's fiscal base; and (3) to enhance employment and other economic opportunities for local residents. The General Plan establishes four commercial categories: Retail and Personal Services; Visitor-Serving Retail and Services; Multiple-Use Commercial; and Office and Research and Development. Policies pertaining to the four commercial categories are set forth in the following sections and in Table 2.4, which summarizes development intensity policies for different commercial land uses. The areas designated for each category are specified in Figure 2.2.

Retail and Personal Services

2.38 The land use policies of this section serve to promote the development and location of retail and other commercial personal services which adhere to the General Plan's principal goals. This entails providing locations for retail and service uses that will permit capture of a significant share of locally and regionally generated sales. It also entails providing locations that make access to such uses by foot and public transit viable and attractive as an alternative to access by private automobile, especially in the case of multi-purpose trips. The Community Land Use Element Map designates 207 acres primarily for retail and other personal- and commercial-service uses.

2.39 A "strip" form of commercial development shall be avoided, and future retail, personal-service, and business-service uses shall be concentrated to infill the Del Monte Boulevard and Reservation Road areas and create more pedestrian-oriented complexes. Wherever possible, commercial development outside of these areas shall be planned more to complement rather than directly compete with commercial activity in the Del Monte Boulevard and Reservation Road areas. Marina's core retail area is defined as those areas designated for "Commercial Retail/Personal Services" uses along the east side of Del Monte Boulevard from Carmel Avenue to Reservation Road, and along the section of Reservation Road

between Del Monte Boulevard and De Forest Road, to include the parcel at the southeast corner of De Forest and Reservation Roads as well as the similarly-sized parcel immediately adjoining to the east. **(2001-34)**

Table 2.4. Summary of Commercial Floor Area Ratios (FAR's)

Land Use	Minimum FAR	Maximum FAR
Retail and Personal Services	0.25	0.55 (4)
Regional Sales and Services	0.25	0.40
Visitor-Serving Retail and Service	0.15 (1)	0.40
Multiple-Use Commercial	0.25	0.90 (2)
Office and Research	0.25	0.60 (3)

- (1) Interim uses permitted at FAR of 0.10.
- (2) Maximum FAR to be determined by subsequent specific plans.
- (3) Upper limit, varies by area.
- (4) Maximum 0.55 FAR shall be replaced with a maximum FAR ranging between 0.55 FAR and 0.90 FAR in the following circumstances: (a) the increase in the minimum FAR above 0.55 FAR shall be contingent upon the provision a combination of landscaping, pedestrian plazas, walkways and other common open spaces on the site freely usable and accessible by the public at a ratio of one square foot of such open spaces for each five square feet of gross building floor area; and (b) off street parking is screened from view by combination of buildings and landscaping and is principally located towards the rear of the site. Required common open spaces may include covered exterior spaces and, where an agreement for public access acceptable to the City is approved, enclosed spaces may be included. **(2003-09), (2004-29)**

2.40 Designated Retail and Service areas shall be developed to a minimum floor area ratio (FAR) of 0.25 to avoid economic under-utilization and to maintain sufficient intensity of use to promote a pedestrian-oriented pattern of development. A maximum FAR of 0.55 shall be established to ensure that transportation and other infrastructure requirements of such uses are consistent with their planned capacity. **(2003-09)**

2.41 Allowable uses in the “Retail and Personal Services” category include: stores and shops of a retail commercial character, eating establishments, motels, hotels, museums, art galleries, theaters, private schools, charter schools, instructional institutions. Churches and similar religious institutions are also permissible subject to a 5-year limitation. In the retail core area (defined by Section 2.39), motels, hotels and other overnight accommodations should be limited to upper floors above ground-floor retail. Residential-above-commercial is permissible as provided by Section 2.41.8 of this plan. Except as provided otherwise herein, office types of uses are permissible as ancillary uses only to be located either on upper floors or in a manner which does not interfere or distract from the primary retail and personal-service function of an area. **(2001-34) (2001-80), (2003-35)**

2.41.5 Although most vehicle and equipment repair and maintenance services shall be restricted to areas designated for industrial and commercial services, the retail repair, maintenance, washing and detailing of personal vehicles and light trucks is a permissible use in areas designated as “Retail and Personal Services.” **(2001-120, 2003-35)**

2.41.6 Any developments proposed in the Core Retail Area are required to prepare a specific plan. **(2006-244)**

2.41.8 Residential use may be allowed when located on upper floors above commercial use, and designed and/or constructed in accordance with the noise standards of this plan. Residential living space shall be included as part of the total gross floor area proposed for a site. Within Marina’s Core Retail Area, as defined by Section 2.39 of this Plan, the residential portion of a mixed use building may occupy up to 50 percent of the total floor area. Outside of Marina’s Core Retail Area, the residential portion of a mixed use building may occupy up to 70 percent of the total allowable floor area. A comprehensive approach to parking required for such mixed use projects should be taken in which the potential for shared parking and project features which might effectively reduce parking need are considered, including possible credit for on street parking for retail. **(2002-168, 2005-82)**

2.42 Other allowances for retail, personal-service, and business-service uses are provided for in the Multiple-Use category. This allows and encourages the combination of retail uses with office, research-and-development, and light-industrial uses. Retail and service uses, such as restaurants, commercial recreation facilities, and specialty shops that serve visitors to the Monterey Peninsula are also permitted within the area designated for Visitor-Serving uses.

Local-Serving Retail and Personal Services

2.43 At present, a major portion of Marina’s population purchases everyday items such as food, drugs, and other sundries outside the City. The result is both a loss of sales tax revenue in support of City services and the generation of a greater number of vehicular trips by residents. In general, vehicular trips would be decreased both in length and number if everyday goods and services were more available locally.

2.44 In large part, the current situation results from the existence of an insufficient population and level of expendable income in the City to support the type of business enterprises that might offer desired goods and services. However, with the increased population and diversification of housing types envisioned by the General Plan in coming years, the opportunity will be presented to rectify current deficiencies. Such an opportunity will be further enhanced by

increases in the daytime population of the City as a result of employment at CSUMB and MBEST and growth in employment elsewhere in the City.

2.45 The majority of future local-serving retail and personal-service uses shall be concentrated in the following areas except as allowed otherwise by this plan:

1. At the existing Marina Landing Shopping Center. At present approximately 13 acres remain undeveloped here.
2. Along Reservation Road between Del Monte Boulevard and California Avenue. New construction in this area, however, will be limited to scattered vacant parcels and other parcels that are economically under-utilized — i.e., parcels with site improvements valued at less than 50 percent of the value of the land.
3. Along the east side of Del Monte Boulevard south of Reservation Road. Retail and service development here will be limited to several small vacant and economically under-utilized parcels. **(2005-82)**

Other Retail and Personal Service Areas

2.46 Other retail, personal-service, and business-service uses shall be permitted in the following areas provided that the type and extent of development does not detract from the viability of the primary local-serving areas identified above.

1. Small-scale convenience-center development shall be permitted at the four following designated locations: (1) the intersection of Reservation Road and existing Blanco Road; (2) the intersection of Imjin Road and Abrams Drive; (3) the southwest corner of Imjin Boulevard and California Avenue and (4) the southwest corner of 1st Street and 2nd Avenue. **(2005-128)**
2. In conjunction with the development of the MBEST Center, within areas designated by the MBEST Center Master Plan.
3. In areas designated for industrial and commercial services such that they do not detract from the viability of the primary use of the areas for industrial-service commercial uses and that they do provide services needed by the industrial-serve areas subject to specific review by the City. **(2001-120)**

2.46.5 Additional uses beyond retail and personal service type uses may be permitted in two locations outside the core retail area as defined above: (1) along the east side of Del Monte Boulevard south of its intersection with Carmel Avenue, and (2) along both sides of Reservation Road east of its intersection with De Forest Road (excluding the east side of De Forest Road). Such uses include: office type uses located anywhere on a site or other non-residential uses as allowed by this section. **(2001-34, 2002-168)**

2.47 The majority of retail and personal-service facilities shall be concentrated in the designated Multiple Use area to the west of Second Avenue, north of Eighth Street. Provision for such uses on the CSUMB campus shall be limited to no more than 107,000 square feet of space. **(2005-128)**

Regional Retail Sales and Services

2.48 Retail sales and services intended to serve the larger Monterey Peninsula shall be located in University Villages and Marina Landing Shopping Center. These areas are designated as Retail/Service and Multiple Use to take advantage of the proximity to Highway One and planned transit improvements and redevelopment opportunities provided by the decommissioning of former Fort Ord. **(2005-128, 2005-265)**

Visitor-Serving Retail and Services

2.50 The primary intent of the Visitor-Serving Retail and Services designation is to capture a significant share of the Monterey Peninsula's tourist-generated economic growth, and in turn promote the General Plan goal of providing a sound fiscal base for the City. With the sole exception of the 10-acre site at the Blanco Road entrance to the City, the areas set aside for visitor-serving uses share three characteristics which make them especially suitable for this type of use: (1) they are in close physical proximity to Monterey Bay; (2) they offer opportunities for scenic outlooks to the Bay; and (3) they offer good regional accessibility via Highway One and planned future public transportation. **(2005-82)**

2.51 Permitted uses in Visitor-Serving areas shall be limited primarily to the following, except where otherwise limited by area-specific policies:

1. Hotels, motels, and associated conference and food-service facilities and sundry shops serving hotel guests.
2. Restaurants and other food sales such as farm products and wines produced within the region.
3. Specialty retail, in particular, but not exclusively, of arts, crafts, and other goods produced within the region which have market appeal to recreational visitors.
4. Commercial recreation such as cinemas, theaters, bowling alleys, skating rinks, and other recreation or sports activities conducted within an enclosed structure.
5. Convention and exhibit facilities.
6. Other uses which the City determines to meet the following criteria: (1) the use is intended primarily to serve short-term visitors to the Monterey Peninsula; (2) the use will not preempt land required to meet future demand for hotel and associated uses; (3) the use, and the activities associated with it, will not detract from or otherwise deter development of the primary uses listed above; and (4) the use will enhance, and not detract from, the image of the City.

2.52 Development on sites designated for visitor-serving uses shall not exceed a FAR of 0.4, nor be less than 0.15. For purposes of determining compliance with the minimum required FAR, land permanently set aside as open space for

purposes of natural habitat protection, public recreation, or avoidance of natural hazards shall not be included.

2.53 An interim use may be approved by the City Council provided its FAR is less than 0.1 and a legally binding agreement is entered into requiring cessation of the use and removal of site improvements within a specified time period. Such a use must also be compatible with the intended visitor-serving purposes of an area, and it must in no way constrain or deter development of intended visitor-serving uses.

Area-Specific Policies

2.54 Limited visitor-serving commercial uses shall also be permitted on a 10-acre site located immediately west of Blanco Road on the south side of the Salinas River. The following conditions shall apply so as to address the especially sensitive issues associated with use of this area. Of particular concern are the site's adjacency to prime agricultural land, riparian habitat, the 100-year flood plain and the airport (about half of the site is located within the designated Airport Protection Zone), and its high visibility from the City's major Blanco Road gateway and nearby bluff areas of the MBEST Center.

2.55 This General Plan incorporates by reference the provisions and policies of the Marina Local Coastal Program Land Use Plan (LCP). In the event of any apparent inconsistency between the LCP and General Plan, the LCP shall prevail for that portion of Marina within the Coastal Zone. However, in any such case, the City may also pursue possible amendment to the LCP and/or General Plan as an alternative means to resolve an appearance of possible differences between the two.

Multiple-Use Commercial

2.56 The function of the Multiple-Use Commercial category is to permit and encourage a mix of different land use types in a planned and integrated manner. Intermixing uses serves a number of functions, including extending the hours of activity of an area (which increases surveillance and thus discourages crime), contributing to visual and economic vitality and interest, and reducing the total number of vehicular trips by encouraging multiple-purpose trips and access by foot to many destinations. The majority of the land assigned to the Multiple-Use category is concentrated in two areas described below.

2.57 A minimum FAR of 0.25 shall be required, and FAR's of up to 0.90 may be permitted for well-designed projects which achieve General Plan objectives such as effectively integrating two or more uses; providing for a pedestrian orientation, including landscaped courtyards, plazas and walkways; incorporating visually attractive or high-caliber architectural design, detail and materials; and providing for landscaping beyond the required minimum. The precise upper limit shall be

determined by subsequent specific plans in areas subject to a specific plan requirement, and through discretionary project review in areas not subject to a specific plan requirement. Development in Multiple-Use Commercial areas may take any one of three forms:

1. Individual sites may be developed for any of the permitted uses.
2. Two or more separate structures, each occupied by different types of use, may occupy the same site.
3. A building may contain two or more of the permitted uses.

2.58 The following uses are permitted in the Multiple-Use Commercial category, subject to specific locational, proportional, and design requirements of this section and Chapter 4.

1. Offices for administrative use, professional services, real estate, financial services, and other similar activities.
2. Retail and personal-service uses.
3. Business-service uses including those pertaining to computer hardware and software applications, printing and duplication, advertising, communication, and multimedia production.
4. For-profit and nonprofit educational or training activities.
5. Housing, provided that it occupies no more than 70 percent of the total floor area of one or more buildings on any site designated as "Multiple Use Commercial." **(2005-82)**
6. Arts and crafts studios which do not involve use of toxic or hazardous materials in a manner incompatible with other permitted uses, or which do not involve transport of goods and materials resulting in frequent truck movements or use of semi-sized trucks.
7. Small-scale manufacturing or assemblage uses whose operations are compatible in terms of noise, vibration, odors, and truck servicing with the residential and office types of uses in designated multiple-use areas within former Fort Ord.
8. Research-and-development activities conducted in an office type of environment.
9. Commercial entertainment, including indoor recreation or sports facilities, health clubs, theaters, and nightclubs.
10. Warehousing and storage, but only when ancillary to other uses, fully enclosed within a structure, and requiring only limited truck access.
11. Church and similar religious uses. **(2001-80)**
12. Hotels, motels, and associated conference and food-service facilities and sundry shops serving hotel guests. **(2005-128)**

University Village

2.60 The intent in this area is to create a unique district that avoids the sterility often associated with single-use developments such as office parks. This designation offers opportunities for both new multiple-use development and

creative reuse of existing former military buildings. The intent of the General Plan is that the area will become a lively place to work, live and recreate. The area's adjacency to the CSUMB campus and to planned transit accommodations lends additional support to this type of development.

MBEST Center

2.61 Within the portions of the MBEST Center designated for Multiple Use Commercial uses, a conferencing/hotel facility of up to 150 bedrooms may be allowed in order to support and enhance the variety of business uses planned for the MBEST Center/Airport Business Park.

UC Multiple-Use Lands North of 8th Street

2.62 The intent in this area is to allow for housing to serve educational institutions nearby Marina along with other non-residential uses, consistent with the following parameters and all in a setting which respects the natural amenities and constraints of the site. Up to 330 residential units may be allowed, and some portion of this number may be visitor-serving units. In order to accommodate this number of units, housing may occupy up to 57% of the combined total floor area of all projects in this area. Given the fairly narrow market segment of housing intended for this area, housing to serve educational institutions need not meet every one of the growth management or other General Plan provisions intended to achieve a jobs housing balance in Marina. Such housing, however, still needs to be targeted to jobs based in Monterey County. Any and all of the "existing potable water supply" as referenced in Section 3.11.5.4 (b) and elsewhere in the Fort Ord Reuse Plan which serves development in this area shall come from the Fort Ord Reuse Authority's water allocation for the University of California and its MBEST Center. Most notable among the natural amenities to be addressed are the significant oak woodlands found at this location. To protect as much of the existing oak woodland as possible, development shall be clustered, and building heights may vary from those characteristic of the vicinity as long as development is still visually compatible with its surroundings.

Central Marina

2.63 In the areas adjoining Carmel and Sunset Avenues, the above list of permitted uses in Section 2.58 is modified such that housing is restricted to no more than 70 percent of the floor area of a project only for housing uses on sites of one or more acres. Sites of less than one acre may be developed exclusively for residential use. **(2005-82)**

2.63.5 The 1.44 acre site at 3125 De Forest Road shall include child care and/or uses allowed in areas with a "Retail and Personal Services" designation, and said uses shall occupy a building area equal to or greater than one-half of the minimum floor area ratio of the site. Credit for said childcare and/or retail and personal service land use square footage requirements may be granted by the

City at a rate of 275 square feet per parking space, if parking is to be used by a retail or personal service land use on an adjoining site is provided on the site at 3125 De Forest Road. **(2002-128)**

Office/Research-and-Development

2.64 The greater portion of land designated for Office and Research-and-Development uses, approximately 297 acres, is located in the MBEST Center and the contiguous Marina Municipal Airport and Business Park. Smaller-scale areas for office/research use are provided elsewhere in the Main Garrison area, on Armstrong Ranch, and along Reservation Road. Unless otherwise specified, development shall not exceed a FAR of 0.45 or be less than 0.25. **(2005-82)**

Permitted Uses

2.65 Except as further specified in the following sections under Office and Research- and-Development, permitted uses shall be limited to offices for administrative, professional, and financial services; medical and health facilities; and research-and-development activities conducted in an office environment or in laboratory space. Production or assemblage activities which are secondary to the research function and do not require the frequent transportation of goods or materials or large bulk items may also be permitted. Such production or assemblage activities not necessarily secondary to a research function may be carried out in the MBEST Center and adjoining Marina Airport Business Park when they are consistent with the list of uses permitted under the Research and Development Land Use Category in the University of California's Monterey Bay Education, Science, and Technology Center Master Plan, which was adopted by the University of California Regents, March 21, 1997. Such production or assemblage activities not necessarily secondary to a research function may also be carried out in the interior of a single parcel or site with this designation that is 50 acres or larger. Retail, personal-service, or business-service uses are also permitted, provided such uses are ancillary to the primary use, intended primarily for the convenience of the office or R&D workforce within the same site or complex of buildings, and do not occupy more than 5 percent of the gross floor area of the building or complex within which they are located.

MBEST Center

2.66 These designated University of California-owned lands are intended to accommodate public, nonprofit, and private office and research-and-development activities devoted to educational, scientific or technology endeavors, and which may also have limited manufacturing components. Private office and research uses are limited to those which have a relationship to the University or other govern-mental and nonprofit educational and research activities located within the Center or elsewhere in the Monterey Bay area.

2.67 All applications for private and nonprofit development within the MBEST Center shall be subject to approval by the City of Marina. The development standards and guidelines governing development of office and research activities set forth in the University of California's Monterey Bay Educational, Science, and Technology Center Master Plan, which was adopted by the University of California Regents, March 21, 1997, shall be used as the primary basis for approval for such applications, with the exception that development intensity up to an FAR of 0.5 may be allowed and building heights of up to fifty-six (56) feet may be allowed, provided that visual simulations shall be prepared by project applicants for any buildings proposed over thirty-five (35) feet high. All such development shall also be subject to applicable provisions of this General Plan as well as the requirements of City of Marina Building Code, other public safety code requirements, and fees and in-lieu payments in effect at the time of application. Possible future amendments to the MBEST Master Plan by the University shall also become applicable for City review upon the City's separate acceptance of any such amendments, which may occur by the City Council without requiring amendment to this General Plan. **(2005-82)**

South Marina

2.68 Several major sites are designated for office and research-and-development uses in the North and West University Village areas of South Marina. The designated areas are intended to provide opportunities for users seeking large sites with nearby freeway access, potential for future regional transit service, and proximity to the CSUMB campus. A total of 45 acres is reserved for these purposes. Development shall be limited to FAR's ranging from 0.25 to 0.35. Development to an FAR of 0.35 is appropriate and desirable for any site located within 1,500 feet of a designated transit station site. **(2005-82)**

Armstrong Ranch

2.69 A more limited area of approximately 15 acres designated for office and research-and-development use is located on Armstrong Ranch lands at the northern edge of the existing built-up edge of the City. This area consists of an approximately 250-foot-deep band of land along the west side of the extension of Paul Davis Drive and serves as a buffer between the industrial-designated land along the east side of the roadway and housing to the west. **(2005-82)**

2.70 This location offers advantages of good regional vehicular access, potential for regional commuter-rail service, and proximity to planned retail and visitor-serving uses. The area's potential is further enhanced by its high visibility from both Highway One and Del Monte Boulevard, and by its position at the northern gateway to the City. Due to this visibility and special location, however, high standards of site, landscape and architectural design shall be required to protect and enhance the scenic quality of Highway One and the City's northern gateway.

More detailed policies addressing these design requirements are set forth in Chapter 4.

Reservation Road

2.71 Additional land area for office/research use is provided along the north side of Reservation Road extending from the western boundary of the site addressed 337 Reservation Road (APN 032-121-006) to the boundary of the University of California Habitat Reserve where it fronts upon Reservation Road. In contrast to the other major office and research areas, this area is intended to provide opportunities for smaller office developments with high roadway visibility for individual office structures while allowing some continued commercial service uses within buildings where they now exist and at the rear portions of new sites. Office and limited commercial service use of this area also serves to limit the extent of retail activities along Reservation Road, thereby avoiding or minimizing a strip type of retail frontage. It is also intended to minimize impacts on the adjacent U.C. Habitat Reserve. **(2004-29)**

2.71.1 For existing parcels on the north side of Reservation Road, those business park and commercial service type uses permitted under the prior land use designations for these areas may, when conducted in fully enclosed buildings, may continue to be established in the north portions of new buildings as established in a subsequent ordinance. These uses may also continue within buildings built prior to adoption of this general plan, also as established by subsequent ordinance. Said uses shall be considered permitted or conditionally permitted uses instead of non-conforming uses.

2.72 The FAR shall be limited to 0.45 if required parking is located in open lots, and up to 0.6 if a portion or all of the parking is located beneath or within the building it serves.

Multiple-Use Commercial Areas

2.73 Office and research-and-development uses are also permitted within Multiple-Use Commercial areas. Approximately 1.2 million square feet of office and research-and-development space could be built in Multiple-Use Commercial areas assuming development at an FAR of 0.35 if 45 percent of the floor area is devoted to such uses. **(2005-82)**

Industrial and Commercial Services

2.74 Approximately 290 acres of land are reserved for industrial and commercial-services uses. Each of the designated areas has a distinctive role based on its respective locational characteristics. The intent is to accommodate a broad range of industrial and commercial-service activities within the City, thereby enhancing

local opportunities for employment and economic development and providing for the service needs of other uses within the City. **(2005-82)**

2.74.5 Retail, personal service, and business-service uses shall also be permitted in areas designated for industrial-service commercial uses such that they do not detract from the viability of the primary use of the areas for industrial-service commercial uses and that they do provide services needed by the industrial-service areas subject to specific review by the City **(2001-120)**.

Specific policies pertaining to the designated areas are set forth below.

Permitted Industrial Uses

2.75 The following uses shall be permitted unless explicitly excluded by the policies and conditions for specific areas. Permitted industrial uses include the following:

1. Custom manufacturing such as small-scale manufacturing, processing, assembling, packaging, or treatment of specialized goods, such as precision equipment, scientific instruments, art objects, hand-crafted goods, and specialized printing and publishing.
2. Light manufacturing involving processing, assembling, fabrication, or packaging in an operation that does not create smoke, odor, dust, sound, vibration, or lighting to a degree that might be noxious or offensive to people residing or conducting businesses in the vicinity.
3. Warehousing involving the storage and distribution of raw, unfinished, and manufactured products with on-premise sales limited primarily to wholesale transactions and mini-storage serving private individuals or firms.

2.76 The designated areas are also intended to provide appropriate sites for commercial-service uses requiring space and access similar to industrial types of uses. These uses commonly require storage areas, both enclosed and outdoor, truck access and loading areas, and on-site storage of motor vehicles and may include equipment or vehicular-repair activities. Permitted uses include the following:

1. Construction-related services such as those related to general building construction and landscaping.
2. Building-maintenance services.
3. Vehicular- and equipment-repair and -maintenance services.
4. Uses involving retail sales of large bulk items such as plumbing supplies, electrical equipment, lumber, and kitchen equipment are also permissible.

Marina Municipal Airport/UC MBEST Center

2.77 A total of 214 acres of land has been provided in the Marina Municipal Airport MBEST Center area for industrial and commercial-service uses, which represents 74 percent of the total land area allocated to accommodate growth of

these uses in the City. The primary function of this area is to provide sites for industrial and commercial-service uses which are linked to aviation activities of the Municipal Airport or are complementary to the various educational, science, and technology oriented uses planned for the MBEST Center.

2.78 Future development of lands owned by the City and successors in interest at and surrounding the airport shall be governed by standards and guidelines set forth in the City of Marina Municipal Airport & Business Park Guide for Development and Marina Municipal Airport Comprehensive Land Use Plan. Lands under the jurisdiction of the University of California shall be governed by the standards and guidelines of the University of California Monterey Bay Educational, Science and Technology Center Master Plan, except as it may be modified herein by this General Plan and, for that portion which falls within the airport planning area, the policies and standards of the Airport Comprehensive Land Use Plan, except that development intensity up to an FAR of 0.5 may be allowed and building heights of up to fifty-six (56) feet may be allowed, provided that visual simulations shall be prepared by project applicants for any buildings proposed over 35 feet high. **(2005-82)**

Industrial Area North of Marina

2.79 This approximately 40 acre site, immediately east of the North Del Monte/Highway One interchange, is located outside Marina's city limits, Urban Growth Boundary and proposed Sphere of Influence. It is currently occupied by a large food-processing facility and is indicated as an existing industrial use although not designated as such in accordance with the UGB. The combination of direct truck access from the freeway and availability of freight rail service make this an ideal location for manufacturing, processing, and packing activities which involve heavy truck movements and uses requiring freight rail service. Since these are the types of uses which are not appropriate elsewhere in the City, the additional available land supply in this area should be reserved for transportation-intensive industrial and commercial-services uses. The City should work with Monterey County to ensure that future development within the area does not adversely affect the capacity and safety of the North Del Monte Boulevard entrance to the City or detract from the attractiveness of its northern gateway. Any future development that might be approved by the County should be limited to one-story construction and a maximum FAR of 0.4. **(2005-82)**

Armstrong Industrial Park

2.80 An area of approximately 20 acres, located both within the Marina Municipal Airport Approach Protection Zone and municipal boundaries, is designated for industrial and commercial-service use. Use of this area, which is part of the Armstrong Ranch property, is limited by the provisions of the Marina Municipal Airport Comprehensive Land Use Plan. This plan specifies that uses within the Approach Protection Zone be limited to industrial uses or other nonresidential

uses of limited density. The plan's safety-compatibility policies further specify that the maximum allowable density for non-residential uses be 50 people per acre. Outdoor commercial recreation uses such as miniature golf courses, driving ranges, and water parks would also be permissible. **(2005-82)**

2.81 Based on the limitations of the Airport Comprehensive Land Use Plan, use of the site shall be limited to low-employment-intensity industrial uses, warehousing and storage, and commercial-service uses such as building construction services which involve enclosed and open storage of materials and limited occupied building space. Development intensity shall not exceed an FAR of 0.4 nor have projected employment intensity greater than 50 employees or occupants per net acre.

2.82 Due to the type of uses to be accommodated, well-landscaped buffers shall be provided along public rights-of-way bordering the designated area, and all outdoor storage shall be screened from view. Primary vehicular ingress and egress to the area shall be limited to Golf Boulevard so as not to adversely affect residential areas to the west and recreation areas to north.

Other Industrial and Commercial-Service Areas

2.83 Three smaller areas, each representing a distinct situation, are also designated for industrial and commercial-service use. The policies and requirements for these areas address conditions unique to each.

2.83.1 The potential for adverse impacts of industrial and commercial-services upon residential uses has been addressed principally by the physical separation of these areas from areas which have a significant level of existing residential use or potential for such use. However, there are two general areas designated for industrial and commercial-service uses which have close proximity to areas with a significant level of existing or potential residential use. These two general areas are (1) the Paul Davis Drive/Healy Avenue industrial and commercial-service area and (2) the Reindollar Avenue industrial and commercial-service area. **(2001-120)**

2.83.3 In these two areas, industrial and commercial-service uses which have the potential for adverse impacts upon abutting residential uses shall be mitigated by a combination of design features and operational controls as might be appropriate given the individual circumstances. Design features should include the orientation of any open storage areas and building openings away from abutting parcels which have a significant level of existing or potential residential uses and, where such orientation is not possible, by the introduction of solid masonry wall and landscape buffering at the property line. Operational controls should include limitations upon the hours of operation, i.e., prohibiting certain operations or activities to typical business hours. **(2001-120)**

2.84 The General Plan allows for expansion of the existing Marina Green and Oakridge Business Parks along the west side of Del Monte Boulevard and the Union Pacific rail line. However, industrial and commercial-service uses are limited to land lying between the railroad right-of-way and the planned extension of Paul Davis Drive and are restricted to those uses determined to be compatible with nearby residences. (As described earlier, the properties along the west side of this roadway are designated for office and research-and-development uses.) Development shall be limited to an FAR of 0.35, with allowances for an increase to 0.45 if 30 percent or more of the site is left open and attractively landscaped.

2.85 A 7.8-acre site at the south end of Del Monte Boulevard is designated as Industrial/Commercial Service. This designation recognizes the existing industrial and commercial-service use of the area. In the near-term, industrial and commercial-service types of use should be permitted to continue. However, given the location of this site at the south Del Monte Boulevard entrance to the City, its adjacency to planned visitor serving uses to the south, and its isolation from other industrial areas, longer-term visitor-serving or retail use of the areas is desirable.

2.86 The nine (9) acres located at the southeast corner of the intersection of Imjin and Reservation Roads serves as a motor pool lot for the U.S. Army Reserve. If the current military use of this site is discontinued and the site is made available for development, future uses should be limited to office and research-and-development activities similar to those permitted on the adjacent MBEST Center. Alternatively, mixed commercial use may be allowed to complement development within the MBEST Center and the Marina Airport Business Park.

Multiple-Use Commercial Areas

2.87 Allowance for industrial uses is also provided in Multiple-use Commercial areas located on former Fort Ord land. However, industrial uses in these areas shall be limited to specialized types of light-industrial activities, best characterized as small-scale cottage industries. Uses could include the manufacture, fabrication, or assembly of small precision equipment items or products such as custom clothing, art objects, or publications.

Public Facilities

2.88 Approximately 1,357 acres of the Marina Planning Area is set aside to accommodate community-serving facilities. This land area, which represents 12 percent of the total planning area, is intended to accommodate existing and planned community facilities, including schools, police and fire facilities, civic uses, utilities, and various transportation-related facilities. The designated

location of these facilities is shown in Figure 2.3. More specific policies and requirements are set forth below.

Existing K-12 School Sites

2.89 The major portion of the City of Marina, including the area within the former Fort Ord, lies within the service area of the Monterey Peninsula Unified School District (MPUSD). The northerly, unincorporated portion of the Marina Planning Area lies within the boundaries of the North Monterey County Unified School District. Within the City, MPUSD currently operates four elementary schools, one middle school, and a former elementary school in former Fort Ord now used as a continuation/alternative high school (i.e., Central Coast High School). Marina’s Del Mar, Crumpton, Marina Vista and Olson Elementary Schools presently serve students in kindergarten through fifth grade. Los Arboles Middle School serves students from sixth through eighth grade.

K-12 School Needs and Policies

2.90 With total buildout of General Plan-designated residential lands, Marina’s additional projected K-12 school enrollment will be about 2,870–students, for a total enrollment of approximately 6,000 students. The projection is based on an average of one student for every five bedrooms, with 60 percent of the students projected to be enrolled in grades K-5, 20 percent in grades 6-8, and 20 percent in grades 9-12. The distribution of projected students is therefore calculated as follows:

Elementary (K 5)	1,722
Middle School (6-8)	573
High School (9-12)	573

2.91 Accommodation of future students living within the City of Marina shall be guided by the following policies:

1. Develop a full service high school within Marina, with community-based amenities including academic and athletic opportunities.
2. Improve existing school sites as needed to correct existing deficiencies and to accommodate a growing student population consistent with each school site’s design capacity. Improve existing school sites with permanent structures to reflect a pattern of increasing, long-term utilization. Where improvements to existing school sites would be needed to accommodate the additional students generated by new (or renovated) residential development, ensure that such improvements are in place or close to completion prior to project completion or occupancy.
3. Provide adequate new school sites to meet the projected year 2020 enrollment figures.
4. Locate new elementary schools and a new middle school within convenient walking and biking distance of households served.

5. To the extent possible, minimize the need for school busing by locating the high school within two miles of the majority of Marina households with school-age children. **(2005-82)**

Figure 2.3 Public Facilities
(Click Here to Access Figure)

2.92 Based on the above policies and enrollment projections, a projected need exists for three additional K-5 school sites, one additional middle school site, and a high school site. The General Plan provides for four additional K-5 school sites, a middle school site, and a high school site - the locations of which are shown in Figure 2.2. Two of the elementary school sites are located in former Fort Ord. The remaining two elementary school sites and the middle school site are located on Armstrong Ranch lands designated for community development purposes.

2.93 Although a K-5 school site was provided adjoining the extension of Blanco Road in the Fredericks-Schoonover Park area as part of the Fort Ord conveyances, this site is considered undesirable due to poor access and proximity to a planned four-lane expressway. Alternative use of this site should be considered.

2.94 In terms of the middle school, two alternative sites are offered in the General Plan both on the Armstrong Ranch: one adjoining the existing Olson Elementary School, the other at the intersection of Del Monte Boulevard and Golf Boulevard. The latter site is adjacent to a site designated for an elementary school and neighborhood park. First priority is given to the site at the intersection of Del Monte Boulevard and Golf Boulevard, while the site adjoining Olson School is ranked second.

2.95 This plan recognizes that flexibility is needed in siting the proposed middle school and elementary schools on the Armstrong Ranch property due to aviation safety concerns and that, therefore, the designated sites may be subject to future adjustment. In the event that the elementary school site just east of the Del Monte Boulevard middle school site is deemed unsuitable, a potential alternative site would be immediately west of the designated park site (between Del Monte Blvd. and the park site in part of the area now designated as an alternative middle school site).

2.96 The General Plan provides for three potential high school sites. First priority is given to the site at Salinas Avenue south of Reservation Road (Site #1); second priority is given to a site north of Reservation and east of Blanco Road (Site #2); and a site at the south end of Marina on the CSUMB campus (Site #3) is ranked third. All three sites should be further analyzed based upon the feasibility of site acquisition and established state school siting review criteria as well as City and School District objectives. Site #1 is given the highest priority for high school development because of its central location and absence of acquisition constraints (i.e., it is part of the former Fort Ord economic conveyance to the City). Sites #2 and #3 may be feasible for high school use only if a suitable property acquisition or exchange can be arranged with the current owners. If either Site #2 or #3 do become feasible candidates for high school use, Site #1

should then be considered as an alternative for development of a new middle school.

Other Educational Sites

2.97 Excluding portions of the CSUMB campus lying within the City of Marina’s jurisdiction, another 60 acres of land is designated for use by educational institutions. This land allocation is largely the result of conveyances made in conjunction with the decommissioning of Fort Ord. Areas of the CSUMB campus located within the City of Marina’s jurisdiction occupy approximately 222-acres. The CSUMB Master Plan allocates this land as follows:

Academic Facilities	32.5 acres
Student Housing	83.5 acres
Open Space/Recreation	49.9 acres
Multiple Use	16.5 acres
Support Facilities	39 acres

2.98 University of California lands - the MBEST Center, and the 47-acre site located immediately north of 8th Street - are excluded from this public facilities section of the General Plan, and are addressed under other land use categories. Although educational types of activities are permitted on these lands, the primary intent is to provide for both public, private, and nonprofit uses related to educational, scientific, and technological-research activities.

Potential Civic Center Sites

2.99 One of the primary goals of the General Plan is to bring together civic, commercial, cultural and recreational uses to create a center, or centers, to serve as a focus for community life and a source of community identity in Marina. To accomplish this goal, the Community Land Use Element has identified three potential locations for such a center. Prior to making any further commitments on the location, design, or financing of any City administrative offices, public-safety facilities, or other cultural or community-center types of facilities with the exception of the library, the City shall prepare a master plan for civic facilities and make a determination as to which site or sites shall fulfill this function.

2.100 The center or centers shall be multipurpose in nature, and shall incorporate uses which provide for active use both day and evening, weekdays and weekends. At a minimum, the center should include (in addition to a primary public facility or facilities) a plaza sufficiently large to serve as a site for special community events and/or reoccurring activities such as a farmers market. Space shall also be set aside for small retail shops and food service outlets. Three possible locations for such a center are identified in the Land Use Element Map, and each is described briefly below. Other related design recommendations and conditions are provided in the Community Design and Development Element (Chapter 4).

Locke-Paddon Park/Marina Landing Site

2.101 One candidate site is land along Seaside Circle. This site is adjoined on one side by the Locke-Paddon Park and on the other by the Marina Landing Shopping Center. This site has the advantage of being located along the Reservation Road entrance to the City. Although the site has been primarily planned to accommodate a larger library for Marina, there may be an opportunity to add other civic facilities such as City offices and integrate them all with park and retail facilities. As described further in the Community Design and Development Element (Chapter 4), approximately 12 acres is available at this site.

Expanded City Hall Site

2.102 At present, the City administrative-office facility is housed in a temporary structure, and the City offices, City Council chamber, and a community-center building are located at the west terminus of Hillcrest Avenue. The City's public safety building, accommodating both police and fire services, is located on a contiguous parcel with separate access from Palm Avenue. This City-owned property is on a low bluff adjoining commercial parcels on Del Monte Boulevard.

2.103 To accommodate rebuilding or additions to the existing facilities, commercial properties along Del Monte Boulevard could be acquired. The site could be further expanded through acquisition of residential parcels along Hillcrest Avenue. A total site area of approximately 8.6 acres would be possible after all these acquisitions were made. With the expansion to Del Monte Boulevard, such a center would occupy a very prominent location at the most heavily traveled entrance to the City.

Salinas Road Site

2.104 The approximately 50-acre site located on Reservation Road east of Salinas Road is also a potential civic center site in the event that it is not used for a high school. Given the large size of this site, it is possible to build a mixed-use center that might incorporate other community-serving facilities, complementary retail and personal-services uses, a community plaza and public-event space, local-serving professional and medical-service offices, and even housing.

Police and Fire Protection

2.105 Police and fire services to all parts of the City are provided from the City of Marina's Public Safety Building on Palm Avenue. A site and building at the Marina Municipal Airport has also been acquired for use as a fire station. This small facility was transferred to the City of Marina in 1996, and is intended primarily for airport protection. However, there are currently no plans or funding to man this station. Two additional sites in former Fort Ord are also designated for potential use as a fire/police substation, one located on the south side of 8th

Street just east of 2nd Avenue, the other at the intersection of Abrams Drive and Imjin Road. These are alternative sites for a new police/fire substation, each of which may be appropriate for providing the police and fire protection services required by former Fort Ord residents and businesses.

2.106 As the population of Marina grows, the police force should be sufficiently staffed and deployed to maintain an average emergency response time of four minutes. Similarly, a maximum response time for fire protection of three to four minutes should be maintained. Where new development would be located beyond a three-to-four-minute response time, consideration should be given to the need for Class A fire-resistant roofing.

Childcare Facilities

2.107 Provisions shall be made for childcare facilities with the development of major job centers in the MBEST Center and Marina Airport Business Park, the commercial and industrial center of Armstrong Ranch, the West University Village, and all other large- scale mixed-use projects. Such facilities proposed nearby the Marina Municipal Airport shall be sited in accordance with the provisions of the Marina Municipal Airport Comprehensive Land Use Plan. All childcare facilities shall be adequate to serve the projected employee base of the respective areas.

Transportation and Utilities

2.108 In addition to the rights-of-way required for roads, rail lines, power, wastewater, water, and storm drainage, the Land Use Element Map (Figure 2.2) sets aside approximately 1,050 acres to accommodate facilities associated with transportation and utility functions. The function of existing and future sites designated for these purposes is shown in Figure 2.2. The most significant uses are the Marina Municipal Airport, which occupies 223 acres and a designated 233-acre site for a recycled-water reservoir on Armstrong Ranch lands. Figure 2.3 identifies the specific functions accommodated on the designated public-facility sites. Detailed policies and standards pertaining to transportation, water supply, storm water facilities, and wastewater facilities are contained in Chapter 3 of this document.

3. Community Infrastructure

Function and Content

3.1 The physical development and well-being of a community depend upon the ability to provide for its needs for physical infrastructure in a variety of areas in an efficient and timely manner. Among these areas are transportation, water supply, wastewater treatment and disposal, storm water drainage, and solid-waste management. To achieve this overall objective requires close coordination between land use decisions and provision of essential infrastructure elements. The policies and programs set forth below address both the circulation and infrastructure planning requirements of Section 65302(b) of the State Government Code.

3.2 This element is organized into the following five sections:

1. *Transportation.* With the exception of air transport and flights, this section establishes the route and facility requirements for all modes of travel, including automobile, transit, pedestrian and bicycle. Air flight routes and related infrastructure development shall be governed by the Marina Municipal Airport Comprehensive Land Use Plan, Airport Layout Plan, and other applicable plans, including those pertaining to development of airport capital facilities.
2. *Water Supply and Management.* This section outlines provisions for meeting the water supply needs of existing and future users and managing and conserving scarce resources.
3. *Stormwater Drainage.* This section addresses the needs and methods for accommodating the increases or changes in storm water runoff produced by anticipated development activities.
4. *Wastewater Management.* This section addresses the future needs for sewer services and treatment and discharge of wastewater.
5. *Solid-Waste Management.* This section addresses provisions for the collection and disposal of solid waste and programs to reduce the generation of solid waste.

Primary Policies

3.3 The intent of the General Plan Transportation and Infrastructure Element is to ensure that the requirements for transportation, water supply, wastewater collection and treatment, storm water drainage, and solid-waste disposal generated by existing and future development are adequately provided for. It is also the intent of this section to ensure, to the maximum extent possible, that the provision of such services does not have a deleterious affect on either natural resources or the quality of life of residents of Marina or other potentially affected areas. The major concerns of this section are outlined below:

1. Develop future areas of the City, and redevelop existing developed areas, in patterns and to densities that make the provision of frequent regional and local transit economically feasible.
 - (a) The Marina Heights Specific Plan may be considered to be consistent with Section 3.3.1 if affordable housing goals are met, park and open space areas are provided, and amenities such as pedestrian and bicycle facilities (encouraging alternative access to transit routes and offsite destinations), and

home office areas (to encourage telecommuting) are provided, thereby reducing reliance on the automobile. The City will actively work with Monterey Salinas Transit to develop and promote routes to minimize reliance on the private automobile by residents. **(2004-42)**

2. Reduce the length and travel time of work trips generated by local residents by maximizing opportunities for residents to work within the community. Figure 2.2, Land Use Plan, designates areas appropriate for industrial and commercial uses, including multiple use, office research, retail/service and visitor-serving uses. Land use changes that reduce future job opportunities in the City and immediate environs should be avoided. **(2004-42)**

3. The Marina Heights Specific Plan may be considered consistent with Policy 3.3.2 based upon contribution of appropriate impact fees, implementation of adequate mitigation and provision of design features and amenities necessary to reduce travel times to areas designated as employment centers in the community. **(2004-42)**

4. Reduce the number and length of vehicular trips and limit overall traffic congestion by promoting land use patterns which allow for multipurpose trips and trip deferral during peak travel times.

5. Design the City to enable and encourage walking and biking as a major and safe means of travel.

6. Protect existing and future residential areas from through-traffic that creates safety, noise, and pollution problems.

7. Recognize the functional and economic interrelatedness of Marina with other areas of Monterey County and surrounding regions, and work with other communities to promote a balanced plan for future automobile/transit travel.

8. Link existing and future areas of the City with an integrated system of roads, transit, footpaths and bikeways that connects neighborhoods, commercial areas, schools, parks, and other major community-serving destinations.

9. Where necessary and feasible, accept some traffic congestion to achieve other community goals, such as encouraging the integrity of neighborhoods and the use of alternative means of travel.

10. Make all transportation decisions within a broad policy context that considers visual, environmental, economic and social objectives rather than being solely responsive to existing or projected traffic problems.

11. Minimize the consumption of water for urban purposes and make maximum possible use of recycled water.

12. Design stormwater runoff facilities so as to the recharge ground water aquifers while protecting the water quality of these aquifers.

13. Ensure long-term availability of required facilities and services prior to approval of new construction.

14. Support water resource programs, including desalinization and reclamation efforts, to provide an adequate water supply to accommodate General Plan-permitted growth.

15. Promote reductions in the generation of non-recyclable solid waste.

Transportation

3.4 At present, Marina residents and businesses, like residents and businesses in most small and medium-sized cities in the U.S., are almost totally dependent on the private automobile for transportation. Public transit service provided by Monterey-Salinas Transit (MST) is limited. Opportunities to walk or bicycle to most destinations are hampered by the absence of continuous walkways or bike paths linking major community destinations, and where such paths exist, they are

hampered by unsafe and unattractive conditions. The dependency of Marina residents on the private automobile is further exacerbated by a land use pattern and street system which makes the provision of transit service or the option of walking or biking from place to place difficult and inconvenient.

3.5 The environmental and social consequences of over dependency on the private automobile are now well documented. Air pollution, excessive energy consumption, traffic congestion, noise pollution, disruption of neighborhoods, and inordinate amounts of time devoted to travel for work and other purposes are among the many problems directly attributable to automobile-dominated transportation systems.

3.6 The intent of the General Plan is to reduce this dependency on the private automobile by providing Marina residents and others traveling in, out or within the City with other practical and pleasant means of travel. Future transportation and related land use decisions shall adhere to the following transportation-related policies and programs.

Protected Neighborhoods

3.7 Existing and future residential neighborhoods shall be protected from intrusion by heavy through-traffic and from safety, noise and pollution problems created by such traffic. To achieve this end, inter-city traffic shall be directed onto designated major arterials, and intra-city traffic to designated collector streets. The network of streets shall be designed to prevent or inhibit the use of local residential streets for intra-city or cross-town vehicular travel. All streets extended so as to be integrated with developed areas of the Armstrong Ranch and former Fort Ord shall be limited to two lanes, one lane in each direction. Streets so affected are De Forest Road, Crescent Avenue, Beach Road east of Del Monte Boulevard, and Carmel Avenue. **(2006-243)**

Streets and Highways

3.8 The network of roadways to accommodate the movement of private and commercial vehicles is shown in the Transportation Policy Map (Figure 3.1). Roads shall be designed in accordance with policies and programs listed below, and, to the extent feasible, roadway system improvements shall be implemented concurrent with major development as allowed by this plan. Forecasted 2020 traffic volumes for major or critical road segments and recommended roadway standards for accommodating projected travel demands are set forth in Table 3.1. See the Community Development and Design Element (Chapter 4) for further policies governing design of designated routes.

Major Roadways

3.9 Roads serving major inter- and intra-city vehicular movement are shown in Figure 3.1. A peak period Level of Service (LOS) "D" shall be maintained for all highway segments and major roads within the Marina Planning Area, except that where existing roads and highways are operating a lower LOS standard at the time of plan adoption, the existing LOS will be maintained or improved. **(2005-82)**

Table 3.1.A documents the projected 2020 traffic volumes on these roads and specifies the required roadway design necessary to accommodate these future volumes consistent with this plan's LOS standard. Based on projected traffic

demands, each of these major travel routes has been designated as one of the following road types:

1. *Expressway*. Movements on and off the expressway should be limited to major intersecting streets, and the spacing between intersections should be sufficient to allow for proper signalization and control of traffic movements. Fully protected left-turn lanes should be provided at intersections, and, where traffic volumes require, exclusive right-turn lanes should also be provided.
2. *Arterial* – Private driveway connections to arterials should be limited so as not to unduly constrain traffic-carrying capacity, and fully protected left-turn lanes should be provided wherever sufficient right-of-way can be provided for this purposes. Since most arterials also serve as major pedestrian and bicycle routes, use of right-turn lanes should be avoided to minimize road width at crosswalks and reduce the risk for pedestrians and bicyclists at major intersections. Right-turn lanes shall be prohibited on those sections of arterials which pass through residential areas. Depending on projected traffic volumes, either two or four travel lanes shall be provided. Normally, curbside parking should be prohibited so as to maintain the required street capacity. However, parking may be allowed along designated four-lane arterials until such time that use of the full capacity of the road is required.
3. *Two-Lane Parkway*. This type of roadway provides for more limited through-capacity along routes passing through less developed areas of the community. Connections to the parkway should be limited to major road intersections and to major destinations along the route. This designation is limited to Golf Boulevard which adjoins or passes through major areas set aside for habitat protection and outdoor recreation.

3.10 Due to preexisting conditions, such as need to use an existing street in an already developed area for arterial purposes, it will be necessary in some circumstances to modify the roadway design and traffic operations to minimize adverse impacts on the adjacent uses. Such conditions occur along California Avenue as it passes through existing residential areas. Similarly, the dual use of Reservation Road east of Del Monte Boulevard as a major arterial and major retail commercial street requires compromising motorist travel times to accommodate pedestrians and bicyclists sharing this route. Under these and other similar circumstances it shall be the policy of the City to balance these competing demands and, if necessary, accept reductions in traffic capacity or travel time to adequately address the competing demands. **(2006-243)**

3.11 The rights-of-way for all new road links shall be sufficient to accommodate pedestrian, bicycle, and transit movements, landscaping, and other design requirements as specified in the Community Development and Design Element (Chapter 4).

Figure 3.1 Vehicular Circulation
(Click Here to Access Figure)

Table 3.1.A. Streets and Roadway Requirements — Major Roadways
Base Year 1997, Year 2020 Projections (2005-82)

Route/Segment	Lanes	ADT Volume (1)	Required Roadway	Projected ADT Volume	Planned Capacity
Del Monte Blvd./Reservation Road to Highway 1 North	2	4,600	4-Lane Arterial	22,600	32,500
Del Monte Blvd./Reindollar Ave. to Highway 1 on-ramp	4	32,700	4-Lane Expressway	40,300	45,000
Extension of Del Monte Blvd. to Imjin Parkway	0	0	2-Lane Arterial	8,400	16,000
Reservation Road/Highway 1 to Del Monte Blvd.	2	4,500	2-Lane Arterial	11,900	16,000
Reservation Road/Del Monte Blvd. to California Ave.	4	27,000	4-Lane Arterial	25,900	32,500
Reservation Road/California Ave. to Blanco Road	4	22,500	4-Lane Arterial	21,800	32,500
Blanco Road/N. of Reservation Road	2	18,700	4-Lane Expressway	36,200	45,000
Imjin Road/Reservation Road to Abrams Dr.	0	0	4-Lane Arterial	28,600	32,500
Imjin Parkway/W. of California Ave. to 2nd Ave.	2	700	6-Lane Expressway	40,200	45,000
Imjin Parkway/2nd Ave. to Highway 1	2	1,590	6-Lane Expressway	33,500	45,000
Golf Blvd./Blanco Road to Del Monte Blvd.	0	0	2-Lane Parkway	16,600	17,000
8th St./E. of 2nd Ave.	2	460	2-Lane Arterial	13,300	16,000
2nd Ave./N. of Imjin Parkway	2	390	4-Lane Arterial	21,700	32,500
2nd Ave./S. of Imjin Parkway	2	400	4-Lane Arterial	27,400	32,500
Intergarrison Road/E. of 8th St.	2	6,050	2-Lane Arterial	10,400	16,000
California Ave./S. of Reindollar Ave.	0	0	2-Lane Arterial	7,800	16,000
Beach Road/W. of Del Monte Blvd.	2	4,200	2-Lane Arterial	6,200	16,000

(1) ADT = Average Daily Trips
(2006-243)

Collector Streets

3.12 The function of collector streets is to gather vehicular trips from local streets within a residential neighborhood or commercial district and distribute the trips to the City's major streets. Since collector streets also provide access for individual fronting properties, and often function as the primary pedestrian and bicycle route for the area served, such streets shall be designed to discourage speeds in excess of 25 miles per hour and unrelated through trips.

3.13 The following existing streets and extensions thereof as shown in Figure 3.1 shall function as collector streets: (1) Cardoza Avenue and its northward extension into Armstrong Ranch; (2) Carmel Avenue and its extension to former Fort Ord; (3) Reindollar Avenue; (4) Salinas Road; (5) DeForest Road and Beach Road east of Del Monte Boulevard; (6) Crescent Avenue; (7) Paul Davis Drive and its northerly extension; (8) Vista Del Camino from Peninsula Drive to Reservation Road; (9) Lake Drive and Palm Avenue west of Del Monte Boulevard; (10) Seacrest Avenue; (11) Sunset Avenue; (12) Abrams Drive; and (13) California Avenue from Reindollar Avenue to Reservation Road. **(2005-82, 2006-243)**

3.14 Within the MBEST Center and Marina Municipal Airport Business Park, the existing Imjin Road from Reservation Road to Neeson Road and the following proposed new roads in the MBEST Center shall serve as collectors: (1) University Avenue from Imjin Road to Golf Boulevard; (2) MBEST Drive from Reservation Road to University Avenue; and (3) Research Drive from University Avenue to Blanco Road. Additionally, Abrams Drive and Preston Drive shall serve as collectors for the Abrams Park, Preston Park, and Frederick-Schoonover Park neighborhoods.

3.15 All residential collectors shall be limited to two travel lanes, one lane in each direction. Provisions shall be made for bicycle lanes, either within or adjacent to the roadway, and, where possible, for bus turn-outs along designated bus routes. Table 3.1.B shows the current and future status of designated residential collectors. Within residential areas and major retail areas low travel speeds shall be maintained on collectors. Where necessary, excessive travel speeds shall be avoided by use of traffic-calming devices such as speed bumps, narrowing of the street at intersections, stops sign, and roundabouts. Cardoza Avenue and its extension into Armstrong Ranch shall be designed to discourage its use as a bypass of Reservation Road for trips using the Highway One/Reservation Road interchange.

3.16 The City shall work to provide an additional means of emergency access to visitor-serving developments and other development along Dunes Drive in the event of blockage of access as a result of a rail accident or natural catastrophe. To address this public safety requirement, an emergency road connection of minimum necessary width should be provided between Dunes Drive and the Lonestar access road if necessary coastal permits and/or other Coastal Commission approvals can be obtained. The road shall be designed to minimize adverse impacts on the natural resource values of the area through which it passes and its use shall be limited to emergency vehicles, pedestrians, and bicyclists. **(2005-82)**

Table 3.1.B. Street and Roadway Requirements — Collector Roads.(1)

Base Year 1997 2020 Requirements Route/Segment	Year of	Lanes	ADT Volume (1)	Required Roadway	Projected ADT Volume	Planned Capacity
Crescent Ave./N. of Reservation Road		2	4,640	2-Lane Collector	5,536	10,500
Extension of Crescent Ave./ Reindollar Ave. to Del Monte Blvd.		0	0	2-Lane Collector	136	10,500
Carmel Ave./E. of Del Monte Blvd.		2	5,000	2-Lane Collector	8,832	10,500
Salinas Road/Carmel Ave. to Reservation Road		2	2,000	2-Lane Collector	4,200	10,500

(1) Roads shown are those that link with or serve the Armstrong Ranch or former Fort Ord.

(2) ADT= Average Daily Trips.

3.17 Commercial trucks shall be prohibited on local residential streets and local residential collectors except for purposes of local deliveries. Trucks serving existing and future industrial uses along Paul Davis Drive, and the planned extension to the north, shall be required to enter and exit the area via the planned new and/or current intersection with Del Monte Boulevard.

3.18 Cardoza Avenue, Crescent Avenue, and Carmel Avenue shall be extended to provide a link between existing areas of the City and new or redeveloped areas to the north and south.

As required by Section 3.15 above, the new road extensions shall be limited to one automobile travel lane in each direction. Any additional roadway width shall accommodate only transit, bicycle, and pedestrian circulation. However, rights-of-way and plan lines may be wider to accommodate possible additional lanes beyond the time frame of this General Plan.

Local Residential Streets

3.19 For both safety and quality-of-life purposes low travel speeds should be maintained on residential streets which do not serve as collector streets. Calming devices, such as those listed in Section 3.15, should be used where necessary to discourage unrelated through travel or speeding vehicles. Where existing road widths are excessive for the intended street function, surplus right-of-way should be used to expand on-street parking if needed, or be devoted to pedestrian and/or bicycle circulation.

3.20 In order to provide greater visual and physical separation between moving vehicles and pedestrians and moving vehicles and residences, curbside landscaping consisting of street trees and low-maintenance groundcovers shall be incorporated into the design of future local residential streets. Where existing street right -of-way allowances have already been made for such landscaping, neighborhood landscape-improvement programs should be undertaken to maintain existing street landscaping and add it where it has yet to be provided.

Intersection Improvements

3.21 In conjunction with the roadway improvements identified in Table 3.1, the following intersection changes or improvements may be necessary to accommodate future vehicular travel needs.

1. If the State Public Utility Commission limits the number of rail crossings, the existing intersection of Paul Davis Drive with Del Monte Boulevard shall be closed so as to accommodate a rail crossing at the intersection of Del Monte Boulevard and extended Cardoza Avenue.
2. The Highway One/12th Street interchange will be reconstructed In conjunction with the realignment and reconstruction of 12th Street. The reconstructed interchange shall serve as the access route to the extension of Del Monte Boulevard.
3. The extension of Del Monte Boulevard to 2nd Avenue shall be designed so as to provide vehicular access to properties along its east side and to avoid disorientation of motorists by maintaining the evident continuity of the boulevard.
4. The intersection of Blanco and Reservation Roads shall be constructed in a manner which accommodates the expressway function of Blanco Road and the arterial function of a two-lane Reservation Road while also providing for a transit guideway parallel to or within the expressway right-of-way. The design shall also provide for safe and convenient linking of the Class I bikeways to the north and south of Reservation Road. **(2005-82)**

Vehicular Trip Reduction

3.22 In addition to the land use and transportation provisions of this chapter, trip reduction measures for major new employers, expansion of existing businesses or relocation of existing businesses within Marina shall be required in order to achieve a minimum 10 percent reduction in estimated peak hour vehicular traffic volume. The threshold at which this trip reduction shall apply is to be determined during preparation and adoption of ordinances required to implement this plan.

Transit Facilities and Services

3.23 All future development shall be designed to help promote cost-effective local and regional transit service and minimize dependency on the private automobile for work, shopping, recreation, and other trip purposes. Major transit facility and service policies are described below and in accompanying Figure 3.2. While provision of some of the transit service called for may not be feasible in the near term, future City decisions as to patterns of land use and transportation should be governed by a desire to provide such services in a cost-effective manner in the future. **(2005-82)**

3.23.1 The Marina Heights Specific Plan may be considered to be consistent with Policy 3.23 if affordable housing goals are met, and sufficient amenities such as pedestrian and bicycle facilities and linkages(encouraging alternative access to transit routes and offsite destinations), and home office areas (to encourage telecommuting) are provided, thereby reducing reliance on the private automobile. **(2004-42)**

Intra-regional Passenger Rail

3.24 The City could support plans to provide passenger light rail or bus rapid transit services to the Monterey Peninsula to serve both tourists and workers needing to commute into, out of, or within the area only if the services/facilities

are designed to avoid the use of heavy rail, to directly serve the City of Marina and to adequately mitigate impacts to residents and businesses. Site reservations should be provided at the approximate locations shown in Figure 3.2 or alternative appropriate locations determined by the City and other concerned regional agencies. **(2005-82)**

Regional Bus Transit

3.26 Del Monte Boulevard, Reservation Road, and the Blanco Road/Imjin/12th Street corridor shall serve as the primary routes for intra-city bus service as provided by Monterey -Salinas Transit (MST). Intermodal accommodations shall be provided at the two proposed passenger rail stations along the Union Pacific rail line. An additional bus transit center shall be provided in central Marina in the general vicinity of the Del Monte Boulevard/Reservation Road intersection. The location and design of these centers shall be integrated with other civic or commercial developments to provide a safe, attractive, high-amenity setting that will encourage transit use.

Regional Light-Rail Transit

3.27 The Fort Ord Reuse Plan incorporates a multi-modal corridor, the purpose of which is to accommodate longer-term high-capacity transit operations that would link the cities of Marina and Salinas. The plan includes right-of-way reservation beginning at Blanco Road south of the Salinas River and extending to a final station location adjoining Highway One and 1st Street. The latter station shall be closely linked with the passenger rail station planned for the adjacent Transportation Agency of Monterey County line on the west side of Highway One.

3.28 In the early phase of transit development in the area, the transit right-of-way shall be developed with an exclusive roadway for buses. Bus transit service along this corridor shall be used to help promote public transit use and transit-oriented development at intensities sufficient to eventually support conversion of the corridor to light-rail operations. A portion of the MST service between Salinas, Marina, and other Peninsula cities should be routed along this alignment. As shown in Figure 3.2, five station sites shall be reserved to serve the planned development of the corridor.

3.29 The initial roadway and subsequent rail lines shall be designed such that these transit facilities will be integrated into and become a focus of a pedestrian-oriented street extending west from the east side of Armstrong Ranch to Highway One. Additional design and development policies and guidelines for the corridor and station areas are provided in the Community Development and Design Element (Chapter 4). **(2006-243)**

Figure 3.2 Transit Circulation
(Click Here to Access Figure)

Local Transit

3.30 The City supports productivity-based transit service — that is, concentrating transit resources in areas where there is sufficient ridership due to concentrations of housing to ensure high transit usage and, in turn, sufficient fare collections to support services. This approach differs from that of many other communities which attempt to serve all areas of the community equally regardless of density. Where resources for transit are limited, this latter approach dissipates available resources and results in low service frequency, limited ridership, further declines in fare collections, and a continuing decline in service feasibility.

3.31 Productivity-based transit service— i.e., where the service is most needed— shall be provided by limiting local transit service, except for those services required by residents with special needs, to those areas of Marina where the density of housing and/or the concentration of employment is sufficient to support cost-effective local transit operations. It shall also be limited by the need to integrate local transit services with regional and intra-regional rail and bus transit services.

Transit-Supportive Land Use Policies

3.32 To ensure the feasibility of future transit service, 80 percent or more of the City's residential growth shall be located within the transit-served corridors designated in Figure 3.2. Furthermore, all future residential development within 1,500 feet (approximately 1/4 mile) of designated transit routes shall be governed by minimum density requirements. For new development within already-developed portions this minimum density shall be 6.5 units per net acre (i.e., the area of platted lots, exclusive of all streets and public facilities). The minimum density for newly developing or redeveloping areas of the City shall be 7 units per gross acre (i.e., total development area excluding major roads, public facilities and open space, but including local streets and local open space features and amenities). See the Community Land Use and Development Element (Chapter 2) for other related policies and guidelines.

3.32.1 The Marina Heights Specific Plan may be exempted from the provisions of Section 3.32 if affordable housing goals are met, park and open space areas are provided, and amenities such as pedestrian and bicycle facilities (encouraging alternative access to transit routes and offsite destinations), and home office areas (to encourage telecommuting) are provided, thereby reducing reliance on the private automobile. The City will actively work with Monterey Salinas Transit to develop and promote routes to minimize reliance on the private automobile by residents. **(2004-42)**

3.33 As the City receives administrative or draft specific plans or applications for major subdivisions (50 units or more), these specific plans and subdivision applications should be submitted to the Monterey-Salinas Transit District for review and comment to ensure that transit concerns are adequately addressed in addition to the transit provisions below.

Non-Vehicular Circulation

3.34 With appropriate design of the City's residential and commercial areas, and development of a supporting system of pedestrian and bicycle routes, it will be possible to reduce reliance on private automobile use in Marina. To accomplish this end, the General Plan sets forth an integrated local system of pedestrian and

bicycle routes which link neighborhoods, commercial areas, schools, recreation areas, transit facilities, and regional-serving trail facilities. The alignment of these routes is shown in Figure 3.3, and associated policies are specified below.

3.35 More detailed alignment and design studies are required to resolve potential conflicts and safety issues along more heavily traveled vehicle routes. Specific areas where such studies will be required, and shall be undertaken in conjunction with specific plans, include the following:

1. Proposed Class I bikeways along 2st Avenue to Del Monte Boulevard and along the western portion of Imjin Parkway.
2. Armstrong Ranch, and the major north-south Class I bikeway along Del Monte Boulevard. **(2005-82) (2005-128)**

Class I Bikeways

Class I bikeways (paved paths set apart from vehicle traffic by intervening landscaped areas or physical barriers) shall be incorporated into the construction or reconstruction of the route segments designated in Figure 3.3, where the widths of rights-of-way permit. So as to permit joint use by pedestrians and bicyclists, these paths should have a minimum width of 9 feet when accommodating two-way movement and 6 feet when accommodating one-way movement. All new right-of-way acquisitions or dedications co-terminus with the designed routes shall provide Class I facilities.

Class II Bikeways

3.37 Class II bikeways (bike lanes striped at or near the shoulders of roadways for exclusive use by bicyclists) shall be provided along the designated routes except where infeasible due to current roadway widths between curbs in combination with necessary and frequently used on-street parking. Class II bikeways shall also be provided along those segments of Class I-designated routes where site-specific constraints make it infeasible to accommodate a Class I standard bikeway. A minimum width of 5 feet should be provided for all Class II bikeways. To minimize the danger of injury to bicyclists, wherever feasible, curbside parking adjoining the bike lane should be avoided. Where curbside parking is allowed adjoining a bike lane, the combined width of the parking and adjacent bike lane shall be not less than 13 feet.

Sidewalks

3.38 So as to provide for safe, direct and pleasant pedestrian circulation, all new local residential and commercial streets shall comply with the following standards, unless more specific standards are provided elsewhere in the General Plan:

1. Sidewalks with a minimum width of 5 feet shall be provided on each side of residential streets, or on one side of cul-de-sacs and auto courts serving less than 7 units.
2. All new streets shall provide sidewalks separated from the residential roadway by a planting strip with a minimum width of 6 feet. The planting strip shall be landscaped with ground covers and street trees as provided for in the Community Development and Design Element (Chapter 4).

Figure 3.3 Non-Vehicular Circulation
(Click Here to Access Figure)

3. Along commercial-serving and other non-residential streets, where a heavier level of pedestrian traffic is appropriate, a minimum distance of 10 feet shall be provided from the back of the curb to the front lot line and exterior side lot line for corner lots. Within this space, street trees shall be planted in cutouts in the sidewalk pavement. Along non-residential streets, where a lighter level of pedestrian traffic is appropriate, a minimum distance of 12 feet shall be provided from the back of the curb to the front lot line and exterior side lot line for corner lots. Within this space, sidewalks shall have a minimum width of 6 feet, with a minimum of 6 feet being landscaped with groundcovers and street trees.
4. Continuous sidewalks shall be provided along existing streets where sidewalks are currently lacking. In constructing new sidewalks, priority shall be given to streets which provide access to local schools, including Central Coast High School.

Equestrian Trails

3.39 Equestrian facilities in Marina should be directly linked to a system of equestrian trails on nearby BLM lands and other areas of former Fort Ord. To avoid conflicts between horses and vehicles, the existing equestrian facilities north of 8th Street should be relocated south of Imjin Road when major improvements are made to that roadway. Possible relocation sites include the former landfill site south of Imjin Road and the designated park areas south of Inter-garrison Road.

3.40 Equestrian trails should be constructed of soft materials such as dirt or granular stone in order to avoid injury to horses. Trails should have a minimum width of 5 feet and a minimum vertical clearance of 10 feet. When equestrian trails are incorporated into a multi-use trail, a physical separation, ideally in the form of a low 40- to 48-inch-high fence, should be provided between the areas of the trail used by pedestrians and bicyclists and the area used by horses.

Water Supply and Management

3.41 The Marina Coast Water District (MCWD) is the water purveyor for the incorporated portion of the Marina Planning Area. However, the service area presently excludes the 366-acre Lonestar property, Armstrong Ranch, and former Fort Ord. The District currently operates and maintains both the water and sewer systems on former Fort Ord as part of a "caretaker" agreement with the U.S. Army, and will ultimately obtain ownership of them through conveyance.

3.42 Major changes in the management of water resources will be required in the area in the future due to the water demands of future urban users, Monterey County's nationally significant agricultural industry, and increasing problems of saltwater intrusion into local aquifers. Water conservation and water reclamation and reuse must constitute a major component of future water management efforts. The policies and programs of the General Plan are designed to promote both water conservation and the use of recycled water to protect water quality and to ensure that the demand of future community development does not exceed the capacity to provide water in an environmentally acceptable way.

Water Sources and Allocations

3.43 The City's potable water supply is provided by the Marina Coast Water District (MCWD). The primary water sources are wells tapping the deep aquifer

of the Salinas Valley Water Basin. MCWD also operates a desalinization plant with a limited capacity of 300 acre-feet of water per year.

The total potable water supply from these sources is estimated at 5,845 acre-feet per year (afy), of which approximately 55 percent, or 3,230 acre feet per year, is available to support new development in the planning area, accounting for the 15 percent reserve set forth by this plan. However, the actual use and distribution of Marina's water supply is limited pursuant to a 1996 agreement under which the Marina Coast Water District received separate allocations from the Monterey County Water Resources Agency of 3,020, 920 and 500 afy, respectively, for the City of Marina (excluding former Fort Ord), Armstrong Ranch and RMC Lonestar property. Under this Annexation Agreement, the MCWD is limited to using the 3,020 afy within the identified service area; the Agreement prohibits the use of any portion of this allocation to serve new development in other areas of the City such as former Fort Ord. Similarly, allocations to the Armstrong Ranch and RMC Lonestar properties must be used within the boundaries of those separate allocation entities as specified by this Agreement.

Former Fort Ord has received a separate allocation from the Monterey County Water Resources Agency of which 1,175 afy has been allocated by FORA to the City of Marina (excluding MBEST) and 230 afy to the MBEST Center. There is also a potentially substantial non-potable water supply available in Marina for irrigation of large areas of turf such as golf courses or parks. Under an agreement with the Monterey Regional Water Pollution Control Agency, the MCWD is entitled to receive tertiary-treated water from the regional facility up to the volume of wastewater it conveys for treatment.

Estimated Demand

3.44 The total demand for potable water by 2020 is estimated at approximately 7,720 acre-feet per year, of which an estimated 5,470 afy would be the demand generated by new land uses and development within the planning area. This estimate assumes a total build-out of all residential designated areas. For commercial and industrial lands, the estimate is based on potential market demand for these uses by 2020. With use of recycled water for irrigation of large areas of turf, the total demand for potable water could drop to a level roughly commensurate with total available supply and assuming the long-term reliability of existing deep aquifer wells. However, current limitations on the use of specified water allocations within the Marina Planning Area – pursuant to the 1996 Annexation Agreement – result in individual water use deficits for certain allocation entities – i.e., former Fort Ord, the MBEST Center and Armstrong Ranch. At the present time, the most feasible ways of reducing these water demand deficits appear to be increased reliance on water conservation, expansion of the existing desalinization facility, construction of a new desalinization facility, and/or reclaimed water for irrigation of large areas of turf and City parks.

Water Resource Management

3.45 In no event shall the City permit new development requiring water allocations in excess of the available supply or in excess of its designated water allocation for that portion of former Fort Ord within the City. Toward that end, the City shall employ a sound water resource management program which (1) protects the quality of the water supply; (2) promotes replenishment of water

sources; (3) minimizes water consumption; and (4) makes maximum use of recycled wastewater for large areas of turf. The primary responsibility for water resource management rests with the Marina Coast Water District, as the water purveyor, and the Monterey County Water Resources Agency (MCWRA), which is responsible for managing the surface and groundwater resources of the Salinas River basin. The policies and programs of the General Plan are designed to be consistent with the policies and objectives of these two agencies, and where within the legal authority of the City, promote these policies and objectives in land use and development decisions and in the adoption and enforcement of related development standards.

3.46 Enumerated below are specific land use and development policies which address the City's roles and responsibilities in terms of assisting MCWD and MCWRA in managing the area's water resources.

3.47 With the exception of the City's allocation for former Fort Ord, a minimum 15 percent reserve shall be retained to ensure the long-term protection of the City's water supply for Marina residents and businesses. If no new water sources are in place by the time the City has reached 85 percent of its available supply, new development, may not proceed until reclamation and reuse and conservation efforts are sufficient to offset the demand created by new development or other supplementary sources of water are made available to the City.

3.48 On an annual basis, the City shall request that MCWD provide the most current information on the supply of available water by specific allocation area in order to enable the City and MCWD to determine the extent to which new development or uses which have occurred during the previous 12 month period have affected the supply of available water in each allocation area. The City will also request that MCWD provide the most current water use rates by type of activity or land use, in order to provide a reliable basis for estimating future water demand rates associated with potential activities and land uses which may be allowed by this plan.

3.48.5 Additionally, when an annual report demonstrates that the City has reached 65 percent of its available water allocation within an allocation area for which a project is being considered, the City shall request that MCWD issue Provision of Service letters for all new or rehabilitated residential (projects including more than one dwelling unit) or commercial projects. The letters will include the water requirement for irrigated landscaping and turf plans which are part of these projects and not immediately scheduled for recycled water. These letters will outline the amount of water required for said project, the water district's commitment to provide such water, and what that commitment will do to the remaining water balance for that part of the City. These letters should be submitted as part of the planning process and should be part of any development application scheduled for presentation before the City Council, Planning Commission or Design Review Board.

3.49 New golf courses should be based on a links concept – that is, a layout which minimizes the extent of groomed fairways so as to minimize irrigation and fertilization. Drainage from greens and tees shall be designed to avoid impacts on sensitive habitats or on surface and groundwater sources. Except when

needed to flush courses with potable water for high salt concentrations or if there is insufficient reclaimed water stored to irrigate during the dry months, new golf courses shall rely upon irrigation from non-potable (recycled) water and shall not proceed with development until the Marina Coast Water District's distribution system for recycled water becomes available. The proposed golf course shall be designed to make maximum use of existing and future supplies of recycled water. To this end, it shall be designed utilizing modern drainage techniques to minimize salt build-up and shall use a grass variety that is not sensitive to problems associated with irrigation from reclaimed water. The immediate adjacency of the designated Marina Airport golf course site to the Monterey Regional Pollution Control Agency's wastewater treatment facility and the proposed recycled water reservoir should facilitate use of recycled water. **(2005-82)**

3.50 The City and the Marina Coast Water District shall reserve adequate water from its available allocations to serve new schools, expansion of the civic center and public safety facilities, and other community uses such as designated park sites (exclusive of landscaping, including turf, which will eventually be irrigated with non-potable water).

3.51 The City will continue to work with the Marina Coast Water District, FORA and other regional agencies to seek securement of sufficient water resources to meet the expected needs of projected growth and development as allowed by this Plan beyond the year 2015. **(2005-82)**

3.52 Environmental review shall be required for all proposed subdivisions, schools and new commercial and industrial projects which might generate significant water demands. The objective of such review is to disclose projected water demand relative to available supply and to explore effective means of achieving water savings. Additionally, all major new development entailing parcels or sites with substantial landscaping shall utilize recycled water for irrigation once the MCWD's distribution system for reclaimed or recycled water becomes available. Projects approved prior to such availability shall make provisions to accommodate water reuse at such time that it is available. The City and Marina Coast Water District shall ensure that existing Marina residents do not pay for the cost of providing recycled water to new commercial development within Marina or in other jurisdictions.

3.53 The City of Marina, in conjunction with MCWD, shall continue to promote and require water-saving devices. Specifically the following measures shall be required:

1. All new multi-family units shall be required to install water meters for each unit.
2. A study shall be undertaken to determine the feasibility of requiring separate metering of spaces within new commercial and industrial buildings and existing duplexes, triplexes, and other multifamily structures. Metering shall be required if found to be physically and economically feasible.
3. All new construction shall use low-flow water fixtures and ultra-low-flush toilets. The MCWD and the City should continue to require that all existing residential units and commercial properties be retrofitted with low-flow fixtures upon resale.

4. The City shall support MCWD rebate programs to replace older, more water-consumptive fixtures.

3.54 All infrastructure required for adequate water supply shall be in place prior to or concurrent with new development. The cost for providing water to new development shall be paid by impact fees set at a rate sufficient to cover the annual debt service of the new water supply system. This provision may be especially critical in areas of former Fort Ord, where water-distribution and storage facilities are in need of repair.

Stormwater Drainage

3.55 The manner in which storm water runoff is accommodated has major implications for water quality, safety and overall aesthetics of the area. At present, storm water runoff is accommodated through the use of small, scattered retention basins. Since Marina has mostly fine to medium-grained, generally unconsolidated soils with a high percolation rate, this type of localized storm water drainage will most likely continue to be workable and practical.

3.56 There are, however, several adverse effects of the present system of storm water drainage that should be addressed. Among these are the current practice of fencing in retention areas without regard to issues of design or appearance and the need to prevent urban runoff from contaminating groundwater sources. The latter will become an increasing problem with construction of larger-scale commercial and industrial projects, which are normally characterized by more extensive areas devoted to parking, vehicular circulation, and outdoor storage. Throughout the planning area most soils are also highly susceptible to water erosion.

3.57 To avoid the above problems related to storm water drainage, the following measures shall be taken:

1. All storm water runoff shall continue to be retained onsite and accommodated by localized retention basins. Retention basins associated with a particular project shall be landscaped with appropriate plant materials and shall be designed wherever possible as integral parts of a development project's common open space or parks, or to create new or enhance existing habitat. All onsite drainage facilities shall be designed to convey runoff from a 10-year frequency storm at minimum. In areas of the City where recycled water will not be readily available, the City encourages the provision of storm water reuse facilities of sufficient size to provide for landscape irrigation of development in proximity to retention basins. The adequacy of onsite and off-site drainage facilities shall be determined through the preparation of storm drainage reports and plans, approved by the City Public Works Director; such reports and plans shall be required for all new subdivisions and new commercial/industrial development proposed in Marina.

2. Pretreatment of storm water runoff from roads, large parking areas, and other extensive paved areas used by vehicles shall be provided using appropriate means such as primary settlement structures, routing through settlement ponds, or routing through adequately long natural swales or slopes. In addition, all development plans shall conform to the requirements of the City's National Pollution Discharge Elimination System permit and City ordinances, and all subdivisions and new commercial/industrial development shall identify Best

Management Practices (BMP's) appropriate or applicable to uses conducted onsite to effectively prevent the discharge of pollutants in storm water runoff.

3. Storm water systems shall be constructed in a manner which prevents soil erosion. Appropriate measures to avoid such impacts include the dispersal of runoff, installation of energy dissipaters where dispersal is not practical and concentration of runoff water is necessary, and retention of vegetation or revegetation of affected surfaces.

Wastewater Management

3.58 Wastewater treatment for the Marina Planning Area is provided by the Monterey Regional Water Pollution Control Agency (MRWPCA). The MRWPCA also serves the greater Monterey Peninsula, Salinas, Castroville and Moss Landing areas. The MRWPCA treatment plant, which is located adjacent to the Marina Planning Area, has been designed to serve an initial population of 286,000, but its design would allow it to be expanded to serve area growth beyond that population. The plant's present capacity is sufficient to accommodate AMBAG's projected growth in the service area until at least 2015, before a full plant expansion will be required. Prior to that time, the MRWPCA expects that expansion of a few of the facility's individual treatment processes will be needed to accommodate increased flows and loading.

3.59 Wastewater collection facilities within the City of Marina are operated and maintained by the MCWD. At present the MCWD maintains the collection system in both existing Marina and former Fort Ord and shall be responsible for maintenance of all future collection systems within the Marina Planning Area.

3.60 All development projects requiring discretionary approval shall obtain verification of adequate wastewater treatment capacity from the Monterey Regional Water pollution control Agency prior to project approval.

Solid Waste Management

3.61 Solid waste generated in the City of Marina is collected by either the Carmel-Marina Corporation or the Monterey Bay Disposal Corporation which serves former Fort Ord. Solid wastes are disposed of at the Monterey Regional Waste Management District's (MRWMD) landfill site located north of the City within the Marina Planning Area. This 475-acre landfill has a total capacity of 42 million tons, with an available refuse capacity of 34 million tons. This capacity is sufficient to accommodate waste management needs in the service area for approximately 90 years.

3.62 The City of Marina provides for curbside recycling for single-family residences through a franchise agreement with a private hauler. At present, this provides for close to a 50 percent waste-stream diversion, a rate consistent with the state-mandated diversion rate for the year 2000. As the City continues to grow, however, it will become increasingly difficult to maintain this rate.

4 Community Design & Development

Function and Content

4.1 The primary function of the Community Design and Development Element is to help guide the decisions that will shape the City's future physical and spatial form and appearance at several levels. At the citywide scale, this element addresses how the City will relate to its regional setting and how its major components (such as its network of streets, its neighborhoods, its major open spaces, and its significant concentrations of nonresidential uses) relate to one another. At the intermediate scale, design and development policies are set forth for each of these major components. And at the fine scale, policies are outlined which govern design and development decisions to be made at the scale of the individual site or building - decisions which when taken together, do much to determine the appearance of the entire City.

4.2 The policies of this element cut across and relate in some manner or other to all 17 Framework Policies of Chapter 2. Aesthetics and appearance, functional concerns, environmental protection and enhancement, and safety and security concerns are all addressed. This element thus serves as the complement to both the Community Land Use and Community Infrastructure elements. The Land Use Element defines how the city's land supply is to be used; the Infrastructure Element identifies what essential community services and facilities are to be provided; and the Community Design and Development Element establishes the physical design and construction requirements to accommodate the permitted uses and required infrastructure. Complementing and implementing the Community Design and Development Element are the City's Design Guidelines and Standards for Landscape, Lighting, Site and Parking Lot Design. These guidelines establish detailed landscaping, lighting, sign and parking lot requirements for development projects and should be consulted and applied as appropriate to all applicable projects (as identified in the Design Guidelines and Standards).

4.3 The element is organized into the following five sections.

1. *City Form and Appearance.* This section addresses three major subjects: first, the relationship of the built portion of the City to its immediate environs; second, the form and design of major citywide components, such as travel routes and major open spaces; and third, the delineation and differentiation of the city's existing and future neighborhoods and civic, commercial and industrial areas.

2. *Travel Routes.* Design policies and specifications are set forth in this section for streets, highways, transit routes, and pedestrian and bicycle routes.

3. *Neighborhoods and Districts.* Area-specific policies and guidelines are provided in this section for the major residential and nonresidential areas of the City.

4. *Livability and Safety.* Design policies and methods addressing problems of adverse noise, exposure to hazards, and security are the subject of this section.

5. *Environmental Protection.* The policies of the Community Land Use Element which limit use of land having significant natural resource value are complemented by more specific site- and building- design requirements to avoid or minimize impacts on water resources and natural habitats.

City Form and Appearance

4.4 The form and appearance of a City, when viewed at a citywide scale, can be thought of as ideally having four major defining components:

1. *Edges* which distinguish the City from other urbanized areas.
2. *Travel corridors* which establish the physical framework of the City and make its organization apparent to residents and nonresidents alike.
3. *Open spaces and natural features* which retain the relationship to significant natural characteristics of the region and which contribute another level of coherence to the overall pattern and form of the City.
4. *Neighborhoods and districts* which are readily identifiable within the larger city setting and thus further contribute to its overall imageability.

4.5 Citywide form and appearance policies addressing these four city-scale features are set forth below and in the accompanying Figure 4.1. These policies address how to preserve and enhance such features when they are already present, and how future development may augment and reinforce them to produce an attractive, highly imageable city.

City Edges

4.6 The urban form of Marina is quite unique, and distinguishes it from many U.S. cities. Historically, the presence of former Fort Ord along the City's southern and eastern edges, the Armstrong Ranch to the north, Monterey Bay and its adjoining public lands to the west have served to clearly distinguish the City from its surroundings. Enclosure within such strong boundaries has set the City apart both visually and functionally from neighboring built-up areas of the Monterey Peninsula.

4.7 Several other natural conditions have reinforced this sense of separation within the regional context. To the north, the City's boundary is clearly established by the Salinas River and the high bluff on its southern margin. The bluff creates a sharp break between low-lying riparian and agricultural areas and the higher coastal plateau that slopes westward to the beaches and dunes of Monterey Bay.

4.8 Figure 4.1 identifies those areas on the City's edge where sharp distinctions are to be maintained between open lands and adjacent development areas. Beyond the City's north edge, land use policies limiting land uses to agriculture, golf courses and related facilities including lodges, and habitat preserve will ensure the retention here of a distinction between "town and country." To the west, the presence of Highway One and coastal dunes should continue to define this edge of the City. Construction of limited visitor-serving uses to the west of Highway One shall adhere to the following design requirements:

1. Buildings shall be sited and limited to low-profile structures so as to be visually subordinate to the natural setting when viewed from Highway One.

2. Building materials, colors, and forms shall be used which blend in with the natural forms and colors of the dunes. Building space should be broken into clusters of small structures or contained in highly articulated singular structures to minimize the overall sense of building bulk.
3. All surface parking shall be screened from view of Highway One.
4. All landscaping shall be comprised of plant material native to the Marina dunes and other appropriate, non-invasive species compatible with dune vegetation.
5. No commercial signs shall be permitted on buildings or properties which are visible to people using the beach, while signage which is oriented and sized to be easily visible to travelers on Highway One shall be permitted only for those properties contiguous to the Highway One right-of-way.

4.9 Along the City's northern and eastern edges, the land designated for open space and natural habitat purposes provides a well-defined edge to the City. This condition is further reinforced southeast of Blanco Road by the Salinas River and the high bluff along its southern bank. The following design policies shall apply to these areas.

1. Adjoining village housing in the Armstrong Ranch should form a strong, well-defined edge.
2. Streets within the developed areas should be designed to provide vistas of outlying open spaces, thereby further reinforcing the sense of a relationship between the City and adjoining open spaces.

(2005-82)

4.10 Along the City's southern border the major areas reserved for habitat protection encircle the Frederick-Schoonover Park area and extend inward as far as Imjin Road to provide a well-defined edge to the City. Further to the west, however, city residential and commercial uses will eventually border CSUMB's main campus. Along this edge, 8th Street and 2nd Avenue should be designed to clearly identify the boundary between the campus and the City. However, to avoid isolating the campus from the City, this edge needs to be penetrated by streets and pathways which physically and visually link the campus and the surrounding community. A similar design approach should be applied along the campus' 2nd Avenue frontage.

Travel Corridors and Gateways

4.11 The prominent position of Marina with respect to overall patterns of regional travel also enhances the City's identity and sense of place within the region. Marina serves as the northern entrance to the urbanized area of the Monterey Peninsula for travelers arriving from the north along Highway One. The prominence of this sense of arrival is reinforced by natural features, especially the crossing of the Salinas River bridge and the abrupt change from open country to city development that follows.

Figure 4.1 City Form and Appearance
(Click Here to Access Figure)

4.12 At present, the “existing city” portion of Marina (Central Marina) as shown in Figure 1.2 can only be entered at four points: (1) from the west, at the Reservation Road/Highway One interchange; (2) from the east, along Reservation Road at Salinas Avenue; (3) from the south, at the Del Monte Boulevard/Highway One interchange; and (4) from the north, along Del Monte Boulevard at Cosky Drive. The existing city is thus distinguished by four well-defined (but not necessarily well-designed) gateways. With the closure and eventual complete redevelopment of former Fort Ord, two additional gateways will be added: at an improved 12th Street/Highway One interchange in conjunction with improvements of 12th Street; and along 2nd Avenue with the extension of Del Monte Boulevard. With development of the MBEST Center, both Blanco and Reservation Roads at the Salinas River bluff will also serve as major gateways.

4.13 The City’s major streets are probably the most important element in determining the visual image of the City for both residents and nonresidents, both in positive and negative terms. As the major east-west and north-south spines, Reservation Road and Del Monte Boulevard provide an overall organization to the City that is easily understood and remembered. And since these corridors are the most intensively used public spaces in the City, they deserve a level of design attention that extends well beyond simple concerns for traffic carrying capacity. The 12th Street/ Imjin Road/ Blanco Road corridor will be of comparable and increasing importance and, even though it is planned as an expressway, it will deserve a similar level of design attention.

4.14 Future improvements along the City’s major travel corridors shall be designed to build upon the positive attributes of these travel corridors so as to enhance the image of the City and make the use of these corridors more pleasurable for both motorists and adjoining residents and businesses. To achieve this end, the following policies shall apply.

1. Each major travel corridor shall have a generally consistent streetscape appearance along designated segments shown in Figure 4.1, so as to reinforce a sense of identity and continuity. This objective can be achieved by unified landscaping (trees, groundcover, paving, lights, and signage) of the right-of-way.
2. Significant natural features, major intersections, and points of special interest which occur along the corridor should be highlighted with special design treatment.
3. The major entry points to Marina should be designed to reinforce and enhance the image and identity of the City. Accordingly, special attention shall be given to the landscaping, building design, and signage at the designated gateways. Specifically, open parking in these areas shall be screened from view by attractive landscaping, signage shall be limited primarily to directional information, commercial signage - where permitted - shall be subdued, and buildings shall be constructed with high-quality materials. Special design treatment, consisting of distinctive lighting, banners, special paving materials, or actual structures, shall help define these entrances. Small ornamental parks or plazas may also be provided.

Open Spaces and Significant Natural Features

4.15 Natural features within the boundaries of the Marina Planning Area are major contributors to the overall form and appearance of Marina. These community-defining open spaces consist of four primary landscape types: (1) coastal dunes and related plant communities west of Highway One; (2) field crops and grazing lands north of the City; (3) chaparral and oak woodland in the areas east of the UC MBEST Center, around the Marina Municipal Airport, and in areas immediately south of the existing city and between the family housing areas on the former base; and (4) large windrows comprised primarily of Monterey Cypress. The City's four existing parks (Gloria Jean Tate, Vince DiMaggio, Windy Hill, and Locke-Paddon) also contribute to the City's overall open space/landscape character.

4.16 With the exception of its Monterey Bay frontage, there are no major defining natural topographic features within the existing city. But small-scale topographic features are important in local contexts. For example, along the east side of Highway One south of Reservation Road, high dunes buffer the City from the freeway and serve as a visual backdrop to areas of housing. More generally, the gentle undulating topography of the City's neighborhoods helps break up the generally linear pattern of both local streets and major cross town routes such as Del Monte Boulevard and Reservation Road.

4.17 Protection of many of the important open space features cited above is provided for in the land use policies of Chapter 2. These open space protection measures shall be further complemented by the following policies:

1. Existing windrows shall be retained where they are determined to have significant visual or aesthetic value and/or significant microclimatic value, and incremental programs of replanting shall be instituted to ensure their long-term survival.
2. Future development should incorporate new windrows into site landscaping where appropriate so as to reinforce this distinctive landscape feature of citywide significance. Use of windrows, for example, can serve to define and buffer residential and commercial uses, help distinguish the boundaries of neighborhoods and districts identified below, or serve as a scenic backdrop for new development.
3. Within built-up areas, existing topography shall be retained to make natural land forms more evident. This requirement of the General Plan may be fulfilled by minimizing grading and cutting and filling for roadways, by providing public space with outlooks at the higher elevations, and by locating taller structures on the upper slopes of hills.

Neighborhoods and Districts

4.18 The form and appearance of the City is further defined by major areas which are readily distinguishable from other areas. The distinction may result from evident boundaries such as streets, rail lines, watercourses, or open spaces; from contrasts in the type of use and buildings in adjoining areas; from an association with some major internal feature such as park or plaza; or from any combination of such features. When they are combined with major travel corridors and adjacent open spaces, the sense of the separateness of these areas (whether they are residential, commercial, industrial or institutional in character) defines the City's image. If each neighborhood or district could further develop a distinctive character, the

organization of the City would become more evident and its image would become more appealing.

4.19 Figure 4.1 identifies those areas of the City where establishing a distinctive neighborhood or district appearance is desirable. Within the already built-up areas, existing distinctions should be retained and reinforced. Within new development or redevelopment areas, the following three design techniques should be applied:

1. The boundaries of the neighborhood or district should be clearly defined by open space buffers or roadways.
2. Major identifying features such as park, plaza, or school sites should be provided.
3. Each area should have its own distinct street pattern, and a consistent and evident landscape scheme should be applied to its streets and associated fronting properties.

4.20 To reduce glare and lighting visible from residential neighborhoods, the use of reflective surfaces and neon lighting on commercial buildings shall be limited.

4.21 Specific methods for promoting the citywide design concept outlined above are prescribed below under the policy provisions for travel routes and specific neighborhoods and districts.

Travel Routes

4.22 The preceding Chapter 3 established the citywide system of travel routes for automotive, transit, and non-motorized travel as well as the specific functional role of the respective routes and General Plan requirements in terms of travel lanes and right-of-way width. This section defines further the design requirements for the new roads and for existing roads designated for changes such as the addition of travel lanes, the incorporation of bikeways, the expansion of right-of-way width, or other significant modifications. The design policies set forth below shall apply except where localized conditions make the attainment of a certain standard physically or economically impractical.

4.23 An overriding principle of this General Plan is to minimize to the greatest extent possible any increase in right-of-way width or road width in the City so as to reduce the total amount of land devoted to roads, limit impervious surfaces, and facilitate safer and easier pedestrian movement. Accordingly, the specified rights-of-way within former Fort Ord should be reduced wherever feasible from those shown in the FORA Reuse Plan.

Neighborhood Streets

4.24 It is a well-established fact that well-landscaped streets with slow-moving traffic contribute both to the stability of neighborhoods and to property values. It is essential, then, that "functional" concerns such as minimizing landscape maintenance costs, affording minimum constraints for infrastructure repairs, and facilitating high through-travel speeds not rule out the ability to institute safer, more attractive, more livable street design standards.

4.25 Marina is fortunate in that most of its older existing residential streets included curbside landscape strips. Unfortunately, however, along many residential streets landscaping has not been provided or has not been adequately maintained. Recently constructed residential streets have also been designed without curbside landscape areas, and have combined roadways and sidewalks into a monolithic surface which is visually out of scale with adjoining residences. The latter type of street construction standard also eliminates the separation between pedestrians and vehicles, decreasing both pedestrian safety and the attractiveness of the street.

4.26 The following design policies and programs shall apply to residential streets in the City. The standards designated for local residential and collector streets are consistent with the national standards jointly prescribed by the American Society of Civil Engineers, the Urban Land Institute, and the National Association of Homebuilders.

1. The City shall undertake a neighborhood street landscape improvement program to promote improved street landscaping and maintenance. In keeping with the neighborhood identity policies prescribed above, a distinctive landscape concept should be established for each neighborhood.

2. The City's current street standards shall be amended to require all new residential streets, with the exception of short cul-de-sacs and auto courts serving six or fewer units, to provide landscape strips or parkways between curbside and sidewalk on both sides of the street. Except as otherwise provided in subsequent sections of the General Plan, the street standards shall be further amended to require sidewalks to be 5 feet wide. The City shall establish a requirement that developers creating such new streets and lots along them shall establish a permanent funding mechanism for maintenance of these landscape strips. The City shall also establish requirements that owners of land adjoining these parkways maintain them in an attractive manner and modify them only after receiving City approval by means such as an encroachment permit.

3. With the exception of expressways, curb radii should be limited to slow vehicle travel speeds and provide greater safety for pedestrians and bicyclists.

4. So as to avoid impeding local pedestrian and vehicular travel, block lengths should not normally exceed 350 feet and only rarely 450 feet. When block lengths exceed 450 feet, short mid-block alleys should be provided for emergency vehicle access and mid-block paths should be provided for pedestrians and bicyclists. Where cul-de-sacs are proposed, connecting paths for pedestrians and bicyclists shall be provided to link neighborhoods, to connect residential and commercial areas and/or to provide pedestrian/bicyclist access to parks and schools.

5. The Marina Heights Specific Plan may be considered to be consistent with Policy 4.26.4 based upon implementation of adequate mitigation and incorporation of adequate design features and amenities such as bikeways and trail linkages as approved by the City. **(2004-42)**

6. Where appropriate, the use of alleys in residential or mixed-use areas should be permitted and encouraged. They may be designed as either secondary access to private properties and/or to provide short connections between public streets. However, they must be designed to be easily visible from adjoining residences and nearby public streets so that they may be

readily monitored to ensure their proper use. Alleys shall be constructed to accommodate emergency vehicles. Their design shall be approved by the Police Chief and other appropriate City officials to ensure that they minimize potential problems sometimes associated with older alleys in other communities, such as possibly becoming a gathering place for illegal activity, abandoned vehicles, weeds, litter; or illegal parking either by vehicles intentionally parking within an alley or from vehicles encroaching onto an alley from adjoining driveways, garages or other private parking areas off the alley. Alley widths should be 15 feet if they are planned just for vehicle access, and should increase to 22 feet or as otherwise approved by the Fire Chief when they are planned to also provide for possible future fire suppression operations.

7. Marina has historically been developed with wide streets typical of most suburban development in the United States following World War II. It is recognized that as Marina moves away from those historical street standards to safer, more attractive, and more livable street standards, the City will experience some situations which are different from those features of the previous wider residential streets. In recognition of this, the City shall establish the following new standards for narrower streets. These shall include, at least, the provision of automatic fire sprinkler systems for buildings accessed by these streets, non-combustible roofing, the possible placement of more frequent fire hydrants where determined necessary by the City's Fire Chief, and prohibitions against the parking of boats and recreational vehicles on narrower streets.

8. Both street lighting and lighting for parks and sports fields shall be shielded and should be consistent with the provisions of Chapter IV of the City Design Guidelines and Standards.

4.27.1 The pavement widths of local residential streets should only be as wide as necessary to accommodate the residences along the immediate street frontage and should provide for parking on both sides. Road widths of 34 feet are appropriate for local residential streets and should allow vehicles and bicycles to share the roadway without the need for a designated bikeway and allow for parking on both sides. In order to primarily facilitate the turning of fire apparatus, parking shall not be allowed within 20 feet of an intersection. In order to discourage parking at intersections, improve street appearance, and to improve pedestrian safety at intersections, street pavement width should be reduced to 22 feet within about 20 feet of the intersections. **(2004-42, 2004-165)**

4.27.3 Beyond the paved road widths listed here, the rights-of-way for local residential streets shall include: 11 ½ feet back of the face of the curb on each side ½ foot for the curb, a 6 foot landscape strip, and a 5 foot sidewalk adjoining the edge of the right-of-way. In the vicinity of schools and other areas of high pedestrian traffic, sidewalk width should be increased to 6 feet. **(2004-165)**

4.27.5 Notwithstanding the above, a wider local residential street width may be appropriate where a separate striped bike lane on both sides has been designated (Class II Bikeway). Such designations are appropriate where a combination of relatively high vehicular, bicycle and pedestrian traffic is present due to the proximity of the street to a school or other activity centers.

An appropriate street width for a local residential street with a designated Class II Bikeway is 40 feet. Such a street width could accommodate two 9-foot wide vehicle travel lanes, and a combined striped bike lane and parking strip with a width of 11 feet on each side of the street. Street pavement width of 28 feet at intersections is appropriate where parking has been eliminated. Such 28-foot width could accommodate two 9-foot wide vehicle lanes and two 5-foot wide bike lanes. The widths of sidewalks, landscape strips, and curbs should be the same as stated in previous paragraph except where such streets are proposed as continuations of an existing 40 foot wide streets and are located within an established 60 foot wide plan line. In such circumstances the remaining 10 feet of right-of-way on each side of the street should be developed with ½ foot wide curb, a 6-foot wide sidewalk, and a 3 ½ foot wide landscape strip between the sidewalk and curb. As an alternative to the 6-foot sidewalk and 3 ½-foot wide landscape strip, a 9 ½ foot wide sidewalk abutting right-of-way and curb with regularly spaced planting wells abutting the curb with a minimum dimension of 4 by 4 feet may be considered. **(2004-165)**

4.27.7 Local residential streets within Marina Heights shall measure no more than 28 feet between the faces of curbs. Except where determined infeasible by the City, curb extensions shall be provided at intersections such that curb to curb width is 22 to 24 feet, driveways outletting onto the streets shall be located on adjoining portions of adjoining lots, and where driveways do not outlet onto streets, curb extensions of approximately 50 foot length shall be located intermittently along the streets at a frequency and with a design to provide for assured fire-fighting capabilities along the length of the curb extension segments.

(2004-42)

Local Collectors

4.28 The function of local collector streets is to funnel vehicular travel to and from local residential areas to the City's major roadways. Since these collectors also serve individual residences along their frontages and are generally designated by Figure 3.3 as routes for Class II bikeways, the maintenance of low travel speeds is essential.

4.29 The following design criteria shall apply to the design and construction of all new local collectors and to existing collectors when changes are required to mitigate existing safety problems.

1. Along segments designated by Figure 3.3 as routes for Class II bikeways, curbside parking should be eliminated to minimize hazards for bicyclists if off-street parking is sufficient to accommodate reasonable parking demand.
2. The roadway between the curbs shall be limited to two 11-foot travel lanes and two 7-foot parking lanes (see Figure 4.2) except where segments are designated on Figure 3.3 as routes for Class II bikeways. Where so designated, the striped bicycle lanes shall be 7 foot alongside 11-foot travel lanes, except that the bicycle lanes may be reduced to 6-foot lanes alongside 12-foot travel lanes within segments which are not congested by features such as frequent short blocks or driveway entrances and where slightly higher travel speeds may therefore be appropriate. Lastly, two 7-foot parking lanes adjoining 6-foot bike lanes may be allowed in addition to two 10-foot travel lanes in the limited cases where off-street parking is not sufficient to

accommodate reasonable parking demand, but where Class II bikeways are also designated, and the resulting wider cross-section will not be detrimental to pedestrian use of the area or be otherwise infeasible.

3. Where an existing road width exceeds the required and desirable width, such as along Crescent and Cardoza Avenues, the extra road width should be devoted to expanded parkway landscaping or a Class I bicycle path, or combination thereof. Additional on-street parking is also appropriate where the right-of-way is sufficient to ensure adequate landscape separation between the parking and travel lanes, sidewalks, and bicycle lanes.

4. Where existing or future right-of-way alignments could encourage undesirable travel speeds or unrelated through movements, traffic-calming devices should be employed. Similar measures should be used where designated collectors pass by school, park or recreation sites so as to maintain low travel speeds in these critical areas. Appropriate methods of traffic calming include narrow travel lanes, roundabouts, and increasing the width of sidewalks at intersections.

5. As shown in Figure 4.2, street landscaping should create a well-defined separation between vehicles and pedestrians and adjacent residences.

6. Street landscaping consisting of street trees, groundcovers, street lights, and directional signage should be consistent along street segments within the same neighborhood, and should be easily distinguishable from that of related local streets. Street lighting shall be shielded and should be consistent with the provisions of Chapter IV of the City Design Guidelines and Standards.

California Avenue

4.30 California Avenue is planned to extend south from Reindollar through former Fort Ord lands to 8th street and the CSUMB campus. The roadway shall be limited to two travel lanes, one lane in each direction, and the roadway designed to discourage travel speeds in excess of 25 miles per hour so as to maintain a safe and compatible relationship with existing residences south of Reservation Road. **(2006-243)**

4.31 The segment of California Avenue between Reservation Road and Abrams Drive, which extends primarily through an existing residential area, is designated as a Class II bikeway; the section between Abrams Drive and 8th Street is designated for future development as a Class I facility. However, the initial development of the portion between Abrams Drive and 12th Street may be implemented as a Class II facility. **(2006-243)**

Figure 4.2. Local Collector Street
(Click Here to Access Figure)

Arterial Streets

4.32 The function of arterial streets is to accommodate cross-town traffic movement and movement in and out of the City to nearby locations. Design policies for each of the five designated arterial routes are set forth below. The design requirements vary along each route in order to respond to existing or planned conditions along the street frontages.

8th Street/Intergarrison Road

4.33 The 8th Street portion of this corridor is designated as a two-lane arterial within the approximate time frame of this plan, but may be expanded to four lanes when warranted, consistent with the cross-section design shown by Figure 4.6; the Intergarrison Road segment is designated as a two-lane arterial. The entire corridor is also designated a Class I bikeway. The Intergarrison portion of the corridor passes through permanently protected open space. In contrast, the 8th Street segment passes through land slated for extensive redevelopment, and serves as the boundary between the CSUMB campus and the City. Design specifications in Figures 4.5 and 4.6 address these two, highly varied land use conditions.

Figure 4.3. Crescent Avenue at Armstrong Ranch
(Click Here to Access Figure)

Figure 4.4. California Avenue North of Reservation Road DELETED

Figure 4.5. Intergarrison Road Looking East
(Click Here to Access Figure)

Figure 4.6. 8th Street Looking West — Future Expansion Option
(Click Here to Access Figure)

Del Monte Boulevard/2nd Avenue

4.34 The entire length of this corridor is designated as a four-lane arterial. Existing and planned land uses along this corridor, however, vary substantially and require more segment-specific design specifications. The following policies address these more localized requirements.

1. The portion of Del Monte Boulevard passing through the Armstrong Ranch shall be designed as a limited-access route, with the number of intersecting streets limited. Intersections include an intersection north of Golf Boulevard, Golf Boulevard and an intersection approximately midway between Golf Boulevard and the main retail commercial street on Armstrong Ranch. (See Figure 4.7.)
2. The two-block section adjoining the proposed train station plaza and retail area shall be designed to permit safe and easy pedestrian crossing of the boulevard. (See Figure 4.8.)
3. A landscaped median, similar to that existing along Del Monte Boulevard south of Reservation Road, should be installed from Reservation Road north to Golf Boulevard. **(2006-243)**

4.35 The following criteria shall apply to the extension of Del Monte Boulevard to 12th Street and its connection with the northbound off-ramp from Highway One:

1. The continuity of Del Monte Boulevard should be readily evident to motorists so as to avoid confusion and safety problems. Alignments which intermingle freeway on- and off-lanes with Del Monte Boulevard should be avoided.
2. Northbound off-ramp connections which permit left and right turns on Del Monte Boulevard are desirable. Permitting both movements will provide better vehicular access to redeveloped areas of former Fort Ord and provide an alternative to the 12th Street interchange to avoid congestion there in the future.
3. Roadway and off-ramp alignments should allow for reasonable vehicular access to designated visitor-serving sites along the east side of the extended roadway.
4. Adequate right-of-way reservation shall be provided to allow for consideration of major design options for the Highway One/Del Monte Boulevard connection.

4.36 Design requirements for 2nd Avenue are shown in Figures 4.9 and 4.10. The street should be designed to function both as a major arterial and a pedestrian-oriented commercial street. Specific requirements include the following.

1. With the exception of the CSUMB frontage, commercial buildings should be oriented to the street and have street level shops, entrances, displays, lobbies, and other pedestrian related features.
2. A 10-foot-wide Class I bikeway shall be provided along the east side of the right-of-way.
3. Travel lanes shall be limited to 12 feet in width. **(2005-128)**

Figure 4.7 Del Monte Boulevard North End Looking North
(Click Here to Access Figure)

**Figure 4.8 Del Monte Boulevard—Two Block Segment at “Main Street”
Looking North**

(Click Here to Access Figure)

Figure 4.9. 2nd Avenue South of 8th Street Looking North
(Click Here to Access Figure)

Figure 4.10. 2nd Avenue North of 8th Street Looking North
(Click Here to Access Figure)

Blanco Road/Imjin Road/12th Street

4.37 This corridor functions as a major east-west route with projected traffic volumes reaching approximately 40,000 vehicles per day along the 12th Street segment. To accommodate these future travel demands, the eastern portion, from the California Avenue extension to the Salinas River, is designated as a four-lane expressway, and the segment west of California Avenue is designated as a six-lane expressway. Projected traffic volumes indicate that, prior to 2020, four lanes should be sufficient, but reservation of a right-of-way accommodating six lanes should be provided to meet longer-term traffic demands. The right-of-way and related roadway, transit guideway, and bikeway requirements are shown in Figures 4.11 and 4.12.

4.38 Provision for a Class I bikeway is included along the entire right-of-way. From 6th Avenue to the eastern boundary of the MBEST Center a reservation for a transit guideway is also required. East of California access to the expressway shall be limited to the intersection with Abrams Drive, the Imjin Road link to the Municipal Airport, Reservation Road, and the intersection designated as an access point to the MBEST Center in the master plan for that facility.

4.39 12th Street west of California Avenue is designated as a six-lane expressway. Access should be limited to 2nd, 3rd and 4th Avenues and one intersection between 2nd Avenue and Highway One.

Reservation Road

4.40 Variations in adjacent land use and projected traffic on Reservation Road require more segment-specific design requirements. Specific policies and requirements tailored to address these variations are set forth below.

4.41 *West Reservation Road.* Reservation Road from Highway One to Del Monte Boulevard serves as a major entrance to the City. Travel lanes should be limited to two, and access to individual properties along its frontage should be limited so as to maximize their traffic-carrying capacity. A park-like landscaping, complementing Locke-Paddon Park, should be provided along the entire road frontage. Related commercial signage shall be limited and designed to complement the park-like appearance and convey a positive image to motorists entering and exiting the City at this gateway.

4.42 *Central Reservation Road.* Reservation Road from Del Monte Boulevard to Salinas Avenue has a dual role. In addition to serving as one of the City's major east-west arterials, it also functions as the City's major retail/commercial corridor. The latter role requires that additional consideration be given to pedestrian movements, in particular providing for safe and convenient crossings of Reservation Road for persons patronizing its shops and residents of properties both to its immediate north and south.

Figure 4.11. Imjin/Blanco Expressway Looking East from California Avenue

(Click Here to Access Figure)

Figure 4.12. 12th Street West of California Avenue Looking West
(Click Here to Access Figure)

4.43.1 The design of new projects on Central Reservation Road shall consider adjacent existing and planned uses in order to achieve some degree of architectural and design continuity on the commercial segment of this corridor. Continuity should be sought for such site and architectural design elements as roof lines and roofing materials/colors, building heights and colors, parking layouts, signs, and/or landscaping, etc. Where projects are proposed on adjacent lots, traffic and pedestrian circulation should be coordinated to attain a more integrated design and minimize the need for new ingress/egress.

4.43.3 To accommodate and balance the needs of motorists and pedestrians, all future road improvements between Del Monte Boulevard and Salinas Avenue shall be consistent with the following design conditions.

1. The number of travel lanes shall be limited to four (two in each direction).
2. In order to provide for safe and convenient pedestrian crossings, construction of right-turn lanes should be limited.
3. Sidewalk areas shall be expanded at major intersections to minimize the distances pedestrians must cover to safely move from one side of the street to the other.
4. The existing landscaped median shall be extended east to Salinas Road.
5. Bus turnouts shall be provided at convenient intervals, and their locations shall be coordinated with pedestrian circulation routes to adjoining properties.
6. A formal, more urban, landscaping pattern shall be provided along the entire frontage, consisting of regularly spaced street trees which clearly define the travel lanes from adjacent walkways. This landscape treatment will also serve to distinguish this segment of Reservation Road from its western and eastern segments, and thus highlight the community-serving retail role of the area.

4.44 *East Reservation Road.* Land uses fronting the segment of Reservation Road extending from Salinas Avenue to its intersection with Intergarrison Road are markedly different from those along other portions of Reservation Road. There are only five points of vehicular access along the entire 2,200 foot frontage. Additionally, a substantial portion of the frontage is within the University of California Natural Resource System and is permanently protected as open space, and the remainder consists of frontage along the MBEST Center where 50-foot landscaped buffers and 100-foot building setbacks are required. The net effect of these conditions is to make the retention of natural landscape appearances along the entire road length desirable.

4.45 To protect and further enhance the natural landscape appearance of this portion of Reservation Road, the following design requirements shall apply to all future improvement along the frontage:

1. Landscape improvements within the right-of-way shall use plant materials which produce a seamless appearance with the adjoining natural landscaping.
2. A 50-foot landscape reservation, similar to that required along the MBEST Center lands, shall be provided along the frontage of the designated high school site.

Golf Boulevard

4.46 The major portion of this designated arterial adjoins land designated for natural habitat protection and outdoor recreation. The only exceptions are at its southeast end, where the right-of-way adjoins industrial-designated lands around the Municipal Airport; a limited area of industrial/ commercial-service uses within the airport's restricted flight approach zone; and residential uses and a school site in the immediate vicinity of Del Monte Boulevard. An informal, naturalistic landscape shall be provided along the entire road length. A minimum right-of-way of 80 feet shall be provided from Blanco Road to the west end of the airport, as provided for in the City of Marina Municipal Airport and Business Park Guide for Development. West of the airport to Del Monte Boulevard, the right-of-way and construction shall be consistent with Figure 4.13.

Transit Guideway

4.47 A separate alignment extending from 1st Avenue east to the Salinas River is provided for transit operations. From 6th Avenue east the transit alignment is combined with the right-of-way for Imjin/Blanco Road (see Figure 4.11). To the west of 6th Avenue, a separate right-of-way is provided for transit vehicles (see Figure 4.14). This portion of the right-of-way shall serve as a transit/pedestrian street and central spine for retail-oriented areas of University Villages.

4.48 As discussed earlier in the Community Infrastructure Element, the intent in the near term is to accommodate bus and van services linking the MBEST Center and residences in the Preston Park, Abrams Park and Frederick-Schoonover Park areas with the CSUMB campus and the University Villages areas. In the longer term, the right-of-way will be available for light-rail service linking Marina to Salinas.

4.49 Figure 4.14 identifies the design requirements for the guideway west of 6th Avenue. The following design specifications shall apply to this portion of the guideway.

1. With the exception of designated future light-rail station areas, the right-of-way should be limited to 94 feet to maintain a pedestrian scale suitable for retail activities.
2. Additional right-of-way allowances shall be provided at the designated stations in the University Village areas to be used for public plazas with a minimum width of 100 feet and a depth of 80 feet.
3. Within retail-oriented areas, buildings shall be built to the right-of-way line and should occupy the major portion of the street frontage.
4. Limited access for automobiles may be permitted for purposes of providing access to commercial uses and transit stations. Such access shall be limited to non-continuous loop roadways.

Figure 4.13. Golf Boulevard West of Municipal Airport Looking West
(Click Here to Access Figure)

Figure 4.14. Transit Esplanade Looking West
(Click Here to Access Figure)

Neighborhoods and Districts

4.50 The Community Land Use Element assigns specific functional roles to general areas of the City. This section complements those Land Use Element policies by providing additional design guidance for areas of the City where major future development is permitted. The policies which follow also serve to promote the citywide design policies set forth earlier in this element. The conceptual design policy diagrams are intended to illustrate the applicable policies, and are not intended to depict exact existing or future conditions.

University Village

4.51 General development and design principles for the University Village area are set forth below and in accompanying Figure 4.15. Prior to approval of any development other than temporary projects/uses or projects already entitled to be built as part of the base decommissioning process, a specific plan shall be prepared which legally establishes development, design, and infrastructure requirements in accordance with General Plan principles and policies set forth below.

4.52 The landscape buffer of Monterey Cypress along the east side of Highway One shall be maintained and reinforced, and this landscape feature should be extended north to the existing northbound Del Monte Boulevard off-ramp. An assessment district may be formed for the University Village area to care for and maintain cypress trees recommended for saving in a forestry report.

4.53 Buildings in the University Village project area should be sited to complement the existing topography and landscape, maximize opportunities for vistas of Monterey Bay, and protect identified scenic vistas from public areas of CSUMB's West Campus, including common open space areas, greenbelts and academic buildings. Building heights should be limited in the area to a maximum of 40 feet, with the exception of the optional height areas designated in Figure 4.15. In the latter areas, the intent is to permit higher structures which can serve as attractive landmarks identifying the area and the City from Highway One and orient motorists to destinations within Marina. The higher height allowance also should serve to enhance the economic-development prospect of these areas by increasing the opportunities for views of Monterey Bay for building occupants.

Approval of heights in excess of 40 feet shall be conditioned on findings that buildings visually complement the natural landscape and topography, when seen from Highway One and protect existing identified scenic vistas from the West Campus of CSUMB.

4.54 The height of buildings located on the sloping portion of the area shall adhere to natural slopes, with the height of structures from grade increasing as the buildings step up the slopes, thereby maintaining and emphasizing the natural landforms and increasing opportunities for desirable views for building occupants. Where so designated in Figure 4.15, building heights in excess of 40 feet shall be conditionally permitted.

4.55 As shown schematically in Figure 4.15, the central organizing element of the area shall be a greenway extending from the southern boundary with Seaside north beyond 12th Street to the natural habitat preserve immediately south of the existing Del Monte/Highway One northbound off-ramp.

4.56 The main north-south spine of the greenway should occupy the ridgetop of the low hills facing Highway One and Monterey Bay with lateral corridors provided to allow for views of the Bay. The linear greenway should be augmented occasionally by smaller ridgetop parks which may serve as open space foci for the adjoining residential and mixed-use areas. Although the greenway is intended primarily for pedestrians, limited vehicular access can be permitted to provide for the access needs of adjoining properties, provided vehicle traffic movements and the area devoted to travel lanes is subordinate and compatible with the prevailing pedestrian function. Along the greenway, parking shall be concealed from view by either locating it to the rear of fronting buildings or by incorporating it into the structures in a manner which conceals the spaces from view and does not occupy ground-level space facing the greenway. Residential units should have their entrances opening directly onto the greenway. Shallow front yards or garden courts defined by low walls are appropriate. Along the 8th Street frontage, park, recreation or community-sponsored visitor-serving facilities are permitted. **(2005-128)**

4.57 Development and design of pedestrian, transit, and vehicular corridors and adjacent property shall take into consideration and reflect the functional and aesthetic differences among these corridors. The general requirements and character of major corridors in University Village project are shown in Figures 4.9, 4.10, 4.12 and 4.14.

4.58 Development fronting on the transit corridor shall provide for a pedestrian-scale street wall defined by continuous building facades with ground-floor shops and other pedestrian-serving uses. Vehicular movements shall be limited to non-through-traffic, serving businesses along the street, and permit some short-term on-street parking and provision for drop-off and pick-up of transit riders, shoppers, and residents in adjacent mixed-use housing. Consistent with the desired pedestrian orientation of the village, drive-in facilities shall be prohibited within the portion of University Villages south of 8th Street.

4.59 12th Street should function as an east-west arterial linking major areas of the City to Highway One. Given the anticipated high traffic volumes (projected at approximately 40,000 vehicles per day by 2020) and related noise issues, the portion of 12th Street east of 2nd Avenue shall be designed as an attractive parkway with ample setbacks and landscaping along its entire length. A consistent landscape palette should be established for both landscaping within the public right-of-way and fronting properties to ensure a unified, well-landscaped appearance. 12th Street should serve as the northern boundary of the University Village area.

4.60 Del Monte Boulevard/2nd Avenue serves two functions. It provides a major inter-community corridor linking Marina and Seaside, and it also serves as the major access corridor for the entire University Village area. North of

the proposed Crescent extension and south of 8th Street, a parkway standard with permitted travel speeds of 35 miles per hour is appropriate. However, despite this street's arterial function, as it passes through the more intensively developed area, travel speeds should be restricted to 25 miles per hour, and signalization should be provided that gives priority to pedestrians at major crossings and makes allowances for orientation and accommodation of motorists with destinations within the area.

4.61 Although the Land Use Element identifies specific areas for retail, personal-service, and visitor-serving uses, development in the designated areas shall be visually and functionally integrated so as to present a seamless appearance.

4.62 The retail and personal-service areas north of 8th Street shall be developed such that the greenway serves as the central focus and core of the retail center. **(2005-128)**

4.63 In areas of retail and commercial use, public parking should be provided on a consolidated basis. **(2005-128)**

4.64 University Village is intended to provide for shopping and housing needs generated by the CSUMB campus, as well as meet other community housing and commercial needs. **(2005-128)**

4.65 The Ninth Street transit guideway right-of-way shall serve as the major organizing feature of this area and its function shall be limited primarily to pedestrian and transit circulation. Continuous shop frontages shall be maintained along this route from California Avenue to 4th Street. Two- to three-story construction incorporating housing or commercial uses on upper floors is encouraged. **(2005-128)**

4.66 8th Street serves as both the northern boundary of the CSUMB campus and a major east-west pedestrian/bicycle corridor. Landscaped setbacks shall be provided along each side of the roadway. Development along both sides of the street shall be oriented to the street with major building entrances facing onto it.

4.67 The residential-designated area along the transit guideway shall include a mixture of townhouses, small-lot attached and unattached single-family homes. The pedestrian scale shall be achieved by use of narrow streets, avoidance of garages facing onto residential streets, and the use of a small, urban-grid block pattern. **(2005-128)**

4.68 The highest point in the University Village area is the reservoir site immediately north of 8th Street. This 10-acre site, which reaches an elevation of 175 feet above sea level, has been designated as a community park site to take advantage of the scenic outlooks possible from there. The designated residential land use allowed on the adjacent west and north slopes of this hill shall be designed such that its building forms reinforce and emphasize the natural hill form and provide for view corridors from the park both to the west and north. **(2005-128)**

Figure 4.15. University Village – Conceptual Design Policies
(Click Here to Access Figure)

Reservation Road Shopping Area

4.70 The retail and personal-service function of the segment of Reservation Road extending from Del Monte Boulevard to Crescent Avenue shall be retained and enhanced. The following policies address the methods required to achieve this objective.

4.71 The City shall work with property owners and businesses within this area to attract new retail uses to currently economically under-utilized parcels and to undertake area improvements which would make the area more attractive to shoppers. The overall pattern of development should be such that shoppers or business visitors will park at one location and walk to their various destinations. Specific measures relating to this goal are enumerated below and shown in Figure 4.16.

4.72 In order to retain the traffic-carrying capacity of Reservation Road, and to promote a safer and more pedestrian-friendly shopping environment, the following policies shall apply.

1. Drive-in facilities shall be given careful consideration in order to reduce single-purpose trips and minimize on-site vehicular circulation which may conflict with pedestrian circulation and increase the total area devoted to pavement.
2. At designated major pedestrian crossings (see Figure 4.16) sidewalks should be bulbed out to minimize road width. Right-turn-only lanes should be prohibited.
3. Multiple points of ingress and egress for single parcels shall be avoided and, where feasible, joint ingress and egress shall be provided for adjacent parcels.

4.73 As new development and major remodeling of existing structures along this corridor occur, the pedestrian-oriented shopping experience shall be enhanced by taking the following steps.

1. A continuous pedestrian-oriented frontage shall be provided along the street face of the buildings and be integrated, where possible, with neighboring commercial buildings.
2. Commercial buildings should be located at major pedestrian entrances from Reservation Road, and a well-defined pedestrian link shall be provided to commercial uses located back from the street edge.
3. Parking areas shall be well landscaped, with trees to provide rain and sun protection and to contribute to the attractiveness of the area.
4. A pedestrian/bicycle link should be provided to residences south of Reservation Road via an extension of DeForest Road.
5. The rights-of-way of Seacrest Avenue and Crescent Avenue from Carmel Avenue to Reservation Road should be improved to provide safe and attractive pedestrian routes to the Reservation Road shopping area.

4.74 Opportunities for longer term expansion and strengthening of the economic vitality of this area should be sought. Among these opportunities is the conversion of a portion of the area between Crescent and California Avenues which is currently occupied by mobile homes to retail use. Given sufficient economic demand, it may be feasible to provide for a relocation of this housing or incorporation of replacement housing into a mixed-use type of

development, and thereby enable creation of a large commercial site with a depth of approximately 800 feet. Such a site would be capable of accommodating the space needs of major contemporary retailers, and could serve as an anchor for the east end of the district.

Figure 4.16. Reservation Road – Conceptual Design Policies
(Click Here to Access Figure)

Armstrong Ranch

4.75 Consistent with the long-term policies of the City of Marina and Monterey County, and recognizing the future need for housing as a result of the presence of the MBEST Center, the CSUMB campus, and other land uses designated in the Fort Ord Reuse Plan which will also generate employment, a major portion of the incorporated Armstrong Ranch (i.e., the area within the City and UGB boundaries) is designated for residential development, a purpose for which the area is ideally suited. This is an area which is immediately contiguous to already-built-up areas of Marina, and urban services are readily available without requiring expensive extensions. The site thus offers the Monterey region an opportunity to channel future residential growth into a location where sprawl and large-scale loss of prime agricultural land may be avoided. **(2005-82)**

4.76 Development of the Armstrong Ranch may be allowed commensurate with sound community planning, design and environmental-protection principles. Overall, City land use, transportation, and design policies are based on promoting the following objectives for this area.

1. Emergence of a demographically and economically balanced community.
2. Development of a land use and circulation pattern that supports cost-effective, frequent transit service.
3. Creation of a development pattern and community form which enables and promotes walking and biking for most local trip purposes.
4. Creation of a positive identity and sense of place which contribute to the identity and image of the entire City.
5. Protection of open space having significant natural resource value and maintenance of a clear differentiation between the City and surrounding countryside. **(2005-82)**

4.77 Preparation of the following studies and documents will be required as a precondition for development approval.

1. Development of all or any portion of the Armstrong Ranch designated for community development purposes shall only be permitted upon preparation of a specific plan, required environmental review, and, where applicable in compliance with the UGB Initiative, annexation of that portion of the ranch proposed for development and not presently within the City limits. The specific plan shall comply with the requirements of California Law (Government Code 65450 et. seq.). In addition, the plan shall include a development phasing program indicating the sequence in which site improvements and construction will occur and the overall mix and ratio of uses.
2. As part of the environmental review for the specific plan, a noise study shall be undertaken to ensure that an adequate buffer is in place (consistent with the noise exposure standards of this plan) between new homes that are planned in proximity to Highway One and Del Monte Boulevard based on future projected traffic volumes and types of vehicles on these roads.
3. The specific plan shall ensure that the development of residential and commercial uses shall be staged so as to ensure that overall ranch development strengthens the City's fiscal status. Residential development shall be conditioned upon the creation of new jobs and the insurance that an adequate proportion of new housing will be available to persons employed

within the City of Marina and to households of low-and moderate-income in accordance with the provisions of Section 5.9 of this plan and any implementing ordinances. Additionally, each successive phase of residential development shall be further conditioned upon the construction and leasing of commercial development on Armstrong Ranch or elsewhere in Marina that can generate tax revenue adequate to pay for the cost of ongoing public services (e.g., fire and police protection, parks and recreation services, schools) needed to support new housing. Accordingly, an independent fiscal analysis shall be prepared for the successive phases of residential development that summarizes the capital, operation, and maintenance costs associated with providing required public services, including public transit, and which project estimated tax revenues from new commercial development, as well as from the new proposed housing. Where estimated tax revenues prove insufficient to cover costs, other funding mechanisms should be explored. The Monterey-Salinas Transit District should be consulted during the preparation and review of such analyses. **(2005-82)**

4. A development agreement establishing infrastructure obligations (construction, financing, and dedication); provisions for schools, parks, and police and fire protection; affordable housing commitments; and transportation-management obligations.

4.78 The specific plan and subsequent development shall adhere to the policies of this General Plan. The overall pattern of development (shown in Figure 2.2) shall be designed to promote the overall policies outlined above.

1. Open space shall be conserved by avoiding extensive low-density development.
2. Average housing densities shall be achieved that help promote affordability.
3. Excessive community-service costs associated with low-density development, such as infrastructure and service costs, shall be avoided.
4. The range of housing shall match the housing needs of persons working within Marina.
5. The density of development shall make provision of frequent, cost-effective transit service, thereby preventing traffic congestion, reducing air emissions, and conserving energy.
6. A sense of community shall be promoted among the residents.
7. Scenic and recreation resources shall be located within immediate vicinity of the residents.
8. By making walking safe, pleasant, and convenient, residents shall be encouraged to walk to local destinations.

4.79 To promote the City's objective of creating a demographically and economically balanced community, a wide range of housing options shall be provided, the cost and mix of which shall be approximately proportional to the housing needs of existing and future employed persons within the City. Housing shall be balanced with commercial uses, providing for retail and services and for office, research, commercial-service and industrial uses. To achieve this end, the permitted residential and non-residential-development shall adhere to the following policies and conditions.

4.80 *Village Homes*. Housing within this area shall be comprised primarily of single-family residences, but to also include townhouses and multifamily units

as specified in Table 2.4. The overall gross density shall not exceed 8 units per gross residential acre - except for bonus density for affordable housing - nor be less than 7.5 units per gross residential acre. Small clusters of single-family detached homes (with varying lot and home sizes), townhouses, and multifamily housing should be intermixed to achieve the overall density goal and allow a distribution that will support local transit service and encourage walking.

4.81 Infill Housing. Approximately 650 single-family homes are possible in areas immediately contiguous to existing single-family neighborhoods. Housing in these areas shall be limited to single-family residences with a maximum density of 5.5 units per gross residential acre, so as to maintain consistency with existing nearby residential patterns. Streets and open spaces shall be designed so as to functionally and visually integrate the new housing with the existing neighborhoods.

4.82 Mixed-Use Housing. Within the commercial mixed-use area, allowances are made for approximately 250 housing units. These units may be located above ground-level commercial space along the street or in the rear portion of commercial sites. **(2005-82)**

4.83 Office/Research Uses. Provision is made for office and research types of development west of Del Monte Boulevard and east of Highway One. Due to the visual prominence of this area as seen from Highway One, careful consideration must be given to the siting of buildings and their design and landscaping. More detailed site planning and requirements for building and landscape design shall be incorporated into the Armstrong Ranch Specific Plan to address this concern. **(2005-82)**

4.84 The availability of cost-effective, frequent transit service and the opportunity to walk and/or bike to many destinations shall be promoted by the following means:

1. An integrated network of pedestrian routes consisting of walkways on well-landscaped streets and off-road walking and biking paths shall link residential areas, commercially developed areas of the Ranch, and adjoining neighborhoods and commercial and retail areas.
2. Local residential streets shall be laid out to form small-scale blocks so as to minimize walking distances within the housing areas and to major community destinations such as shopping areas, schools and parks.
3. Multiple pedestrian crossings of Del Monte Boulevard shall be afforded and reduced travel speeds shall be encouraged where the boulevard adjoins the commercial shopping area of the Ranch. Changes in roadway width, landscaping, paving materials, lighting, and traffic controls shall be used here to ensure safe and appealing crossing options for pedestrians.
4. The extension of Crescent Avenue shall serve as the central spine of the Village Homes area and provide a multi-modal corridor, accommodating bicycles, pedestrians, local transit vehicles, and automobiles whose origins or destinations lie within the Village Homes area. Accommodation shall also be provided for bus turnouts and shelters. The streets and pathways of adjoining residential areas (all of which are within 1,200 feet of Crescent Avenue) shall provide residents with direct and pleasant walking connections to these transit stops.

5. At such time that passenger rail service is reintroduced to the Monterey Peninsula, a station, shall be provided in the northern portion of Marina. Accordingly, the Armstrong Ranch Specific Plan shall provide for a passenger rail station and adjacent public plaza fronting onto Del Monte Boulevard. The station should be designed to serve multiple-trip purposes. Such purposes should include commuting by rail to jobs within the Armstrong Ranch area or elsewhere in Marina with connecting local bus service; access to Armstrong Ranch areas and-nearby coastal destinations for recreational visitors, and out-commuting to jobs in other areas of the Monterey Peninsula by Armstrong Ranch residents using rail rather than automobile. **(2005-82)**

4.85 The Armstrong Ranch shall be designed and developed so that it serves as a well-recognized and desirable location in the Monterey Peninsula, enhancing both its and the City's economic character and image. In addition to the special neighborhood features outlined above, the following major components shall be incorporated into the design of the area.

4.86 *Transit Station and Plaza.* The recommended passenger rail station should be designed to serve as an attractive landmark. In connection with a transit station, a plaza shall be provided fronting on Del Monte Boulevard, and shall be sized and designed to facilitate its use for various community activities such as a farmer's market, art and craft shows, concerts, and food fairs. Building on the adjoining retail sites shall incorporate retail, food-service, and other uses which will contribute to the liveliness of the station area. The station shall be designed as a multi-modal transportation center, accommodating and linking rail passenger service, regional and local bus service, and special-purpose shuttle service to lodging or employment centers. **(2005-82)**

4.87 *Greenways.* The major travel routes through Armstrong Ranch lands - Del Monte Boulevard, Golf Boulevard, and DeForest and/or Crescent Avenues - shall be designed with a parkway appearance that will establish an attractive, understandable, and memorable image for the entire City. **(2005-82)**

Civic Center Options

4.88 One of the primary policies of the General Plan is to create a focus for community life by creating one or more centers which will bring civic, commercial, cultural and recreational uses together. Three potential locations are identified in the Community Land Use Element for this purpose. More detailed development and design policies and guidance as to how to accomplish this end on one or both of the sites is provided below.

Existing City Hall Site and Environs

4.89 The potential exists to increase the size of the site now occupied by the City offices, City Council Chambers, community recreation center, and public safety building. These existing facilities, with associated parking, now occupy approximately 2.24 acres. However, this site could be expanded by acquiring adjacent commercially zoned parcels along Del Monte Boulevard, thereby providing a more public presence and identity for these important civic uses. Such an expansion would also provide the opportunity to integrate public

facilities with retail and other commercial activities. An existing strip commercial center on Del Monte Boulevard adjacent to city-owned land occupies 2.69 acres. The remainder of the frontage of this block of Del Monte extending to Palm Avenue contains an additional 0.69 acres of commercially zoned land. The City might be able to acquire all or a portion of this frontage for redevelopment for civic and commercial uses.

4.90 Opportunities for approximately 3 additional acres is also possible along the Hillcrest Avenue frontage west of Sunset Avenue. Site expansion in this direction, however, would require acquisition and replacement of as many as 40 single-family and multi-family units along Hillcrest Avenue west.

4.91 Any expansion of current City lands for civic center purposes that involves property along Del Monte Boulevard should incorporate the following design features.

1. Multilevel buildings that step up or down to conform to the approximately 25-foot elevation difference between Del Monte Boulevard and existing city property.
2. A public plaza accessible and visible from Del Monte Boulevard. This plaza might occupy two levels, with “grand” stairs connecting the area along Del Monte Boulevard to the upper terrace level of Hillcrest.
3. Street-level shops along a portion of the Del Monte Boulevard frontage to enhance economic vitality and visual interest.
4. Elimination of parking fronting on Del Monte Boulevard and restriction of parking access to Hillcrest Avenue.

Seaside Circle Site

4.92 Another potential location for development of civic facilities exists along Seaside Circle, adjoining Locke Paddon Park. One 6.85 parcel, owned by the Monterey Peninsula Regional Park District, is currently the proposed site for a new public library and is not proposed for further civic use. A second, 5.5-acre privately- owned parcel, lying between Locke-Paddon Park and the railroad right-of-way, is substantially undeveloped. At least part of this latter parcel may be suitable for development of civic facilities, such as a new community center, given its location adjoining the park, the new library and the Marina Landing Shopping Center.

4.93 This latter commercial area currently contains vacant land, the development of which could be integrated with new civic uses to increase the overall attractiveness and vitality of the area. To achieve this objective, new construction in the Marina Landing Shopping Center should provide for a direct pedestrian/handicap access link to Seaside Circle. A plaza type development in the southeast portion of the shopping center would be the preferred design. The purpose and function of the plaza is to serve as an aesthetically attractive, safe and functional link between the library and shopping center while minimizing the impact from car traffic and truck deliveries. This site’s central location within the City and proximity to the major freeway entrance to Marina also contribute to its appropriateness as a location for major civic uses.

Salinas Avenue/Reservation Road Site

4.94 The approximately 50-acre site fronting on Reservation Road and along the east side of Salinas Avenue is also a potential site if the proposed high school were to be located elsewhere. If this site is to be used as a center for civic-serving uses, it should be developed in accordance with the following design guidelines.

1. Civic uses, such as City offices, a community theater or hall, or indoor recreation facilities should be complemented by inclusion of community-serving retail and services uses, particularly uses which are entertainment or leisure oriented, multi-family housing units in mixed-use buildings, and landscaped parks.
2. A central plaza, similar to that recommended for the other alternative sites, should serve as the focal point of the entire center.
3. A 50-foot setback should be maintained along the Reservation Road frontage, consistent with that required along the MBEST Center's Reservation Road frontage, and the setback area should be landscaped in an informal, naturalistic way so as to provide a consistent landscape along Reservation Road from Salinas Avenue to Intergarrison Road.
4. The site should be landscaped so as to achieve a seamless interrelationship to the adjacent habitat preserves and playfields in Preston and Abrams Parks.
5. Existing Salinas Avenue should be realigned to better serve the entire complex and provide for an appropriate buffering of the existing residences along Salinas Avenue.

UC MBEST Center

4.95 Design and development requirements for the University of California Monterey Bay Educational, Science, and Technology Center are provided in the master plan for the area adopted by the University of California Regents on March 21, 1997. The City shall use the standards and guidelines set forth in this master plan as the basis for approval of all development applications subject to its review. Within that context, City review shall emphasize the achievement of site and architectural design of high quality, characterized by high visual interest and an attractive overall environment. This may permit limited accent features which may employ materials, colors, and a landscaping palette beyond the normal range identified in the master plan. Also, the City's employment of the master plan's standards and guidelines may be modified by subsequent amendments to the master plan approved by the City and/or amendments to the City's General Plan.

Marina Municipal Airport Business Park

4.96 The policies, standards and guidelines contained in the City of Marina Municipal Airport and Business Park Guide for Development are hereby incorporated by reference.

Public Health and Safety

4.97 The following policies and conditions complement the policies of the Community Land Use Element which are designed to prohibit or restrict development on land where there is significant potential for threat to life or property.

Seismic and Geotechnical Hazards

4.98 The policies of the Community Land Use element prohibit development on land where there is a significant potential threat to life or property due to very high seismic shaking or seismically induced ground failure, flooding, or landslides. They incorporate, by reference, the provisions and policies of the City's certified Local Coastal Program regarding development in the Coastal Zone. In particular, new structural development, other than essential support facilities for coastal-dependent uses, will not be allowed in the 100-year tsunami runup zone. Areas of high to very high seismic risk are generally delineated in Figures 1, 3 and 4 in Appendix A, and consist of those areas having a high to very high seismic shaking hazard and high to very high susceptibility for liquefaction and lateral spreading. These appendices should be used as a basis for implementing the relevant geologic/ geotechnical policies of this General Plan. There remain, however, several localized areas with high seismic hazard or flood potential where development is permissible. These areas are generally indicated by Figures 1, 3 and 4 in Appendix A. The hazard of high seismic shaking is confined to an area generally bounded by Highway One and Lakewood Drive. Developable land with potential threat of flooding is limited to a 10-acre parcel to the north of Blanco Road within the Salinas River flood plain and isolated pockets of land shown in the FEMA maps and lying within the 100-year flood plain. The following conditions shall apply to these areas.

4.99 New development shall be permitted in areas of high seismic risk only when adequate engineering and design measures can be implemented in accordance with a geotechnical investigation and report.

4.100 To ensure that seismic and geotechnical hazards are adequately minimized, the City shall continue its practice of adopting the most recent edition of the California Uniform Building Code within six months following adoption by the State.

4.101 The City shall continue to ensure that new development is in compliance with the provisions of the federal flood insurance program. Hydrologic investigations shall be undertaken for all new development proposed within or adjacent to sites identified as "Zone A" areas. i.e., potential areas of flooding for which the 100-year flood elevation has not yet been determined as shown on FEMA's Flood Insurance Rate Map for Marina. As new information becomes available, it should be submitted to FEMA for the purpose of updating Marina's Flood Insurance Rate Map.

4.102 The following additional safeguards shall be provided:

1. Ensure that critical or sensitive facilities, e.g., hospitals, fire and police stations, schools, major transportation links, high-occupancy structures, emergency communication facilities, utility lines, and sites containing or

storing hazardous materials, are located, designed and operated to maximize their ability to remain functional after the expected or maximum credible event on any of the local active fault systems. Critical facilities shall not be located in areas of high to very high seismic shaking hazard.

2. Require that new development be sited and designed to conform to site topography and to minimize grading wherever possible. Recommendations to developers as to how to mitigate geologic or seismic hazards should include mention of the need to avoid massive grading or excavation or structures that might require substantial alteration of natural landforms.

3. Require the preparation of combined geologic and geotechnical reports where new development is proposed on slopes with greater than a 30 percent gradient or within 200 feet of slopes with more than a 50 percent gradient. As part of the project approval process, require the implementation of recommended engineering and design measures to reduce the risk of slope instability or failure for these sites.

4. Where new development is proposed within 300 feet of active dune fields (delineated as "Qds" in Figure 1 of Appendix A), require that the geotechnical report include an assessment of dune migration rates and recommend appropriate setbacks. New development in an area of Flandrian dunes (areas shown as "Qfd" on Figure 1, Appendix A) should maintain a minimum setback of 100 feet from the leeward (downwind) dune face, based upon the prevailing northwesterly wind direction, unless other adequate protective measures can be implemented.

5. Where new development or subdivisions are proposed on soils with moderate to potentially severe limitations as substrates for construction or engineering purposes, as shown in Figure 4 of Appendix A, require that geotechnical reports be prepared and engineering and design measures be implemented as part of the project approval process. Allow exceptions for development on existing lots of record where geotechnical reports were completed in conjunction with subdivision map approval or for single-family homes on existing lots of record.

Hazardous Materials

4.103 To protect the public from health threats posed by hazardous materials, the following policies shall be adhered to:

1. The City shall support all local, regional and state efforts directed at preventing injuries and avoiding environmental contamination due to the uncontrolled release of hazardous substances. The City shall follow all applicable regulations and procedures related to the use, storage and transportation of toxic, explosive and other hazardous materials to prevent uncontrolled discharges.

2. The City shall require discretionary review and approval of all commercial and industrial uses which will generate more than 27 gallons of hazardous wastes monthly (the limitation imposed by Monterey Regional Waste Management District for non-household hazardous wastes). City approval of these uses shall be contingent upon preparation and approval by the County Health Department of a hazardous-waste-disposal plan for these uses prepared in accordance with the requirements of the Monterey County Health Department.

3. All uses involving the handling of significant amounts of hazardous materials shall be subject to discretionary approval. Hazardous-materials-management and -disposal plans shall be prepared in accordance with the

requirements of the Monterey County Health Department for all such projects prior to the granting of any entitlements by the City.

4. The City shall ensure that proposed industrial or commercial projects that will use or generate hazardous materials shall be compatible with surrounding uses as designated by the General Plan. Residential uses and other sensitive uses such as schools shall be adequately buffered from adjoining uses which involve the use or generation of hazardous materials.

Aviation Hazards

4.104 Airport operation hazards are addressed by Community Land Use element policies that prohibit development within runway-protection zones, except that, when City acquisition of these lands is not feasible, limited non-residential uses may be allowed in accordance with provisions of the Airport Land Use Plan which limit development in Approach Protection Zones to low-intensity outdoor recreation and industrial and commercial-service uses with peak occupancy levels of 50 people per acre; and which further limit development in the designated Traffic Pattern Zone to residential use at a maximum density of 6 units per acre and to non-residential uses which do not generate more than 150 persons per acre unless a proposed development is reviewed and approved by the Airport Land Use Commission or otherwise approved by the City. The City and the Airport Land Use Commission will work cooperatively to address aviation hazards.

Emergency Preparedness

4.105 In coordination with other emergency-response agencies within the County, the City shall implement the following emergency-preparedness policies as set forth by the City's emergency-preparedness plan (i.e., *Standardized Emergency Management System Multi-hazard Functional Plan*): emergency planning; training of emergency-response personnel; ensuring the provision of adequate resources, supplies and equipment to respond effectively to emergencies; promoting public awareness and education; and formulating measures, including land use, design and construction regulations, to reduce the likelihood and amount of losses from disasters.

Noise Protection

4.106 The land use policies contained in the Community Land Use Element are designed to avoid conflicts between noise-sensitive uses (in particular, residences and schools) and major noise sources. Accordingly, land designated for such noise-sensitive purposes has been limited to locations which are unlikely to be exposed to excessive noise. At such time that future development of residences, schools and parks is proposed, more site-specific noise analysis shall be conducted for parcels that are in close proximity to major roadways or that lie in areas affected by aircraft-generated noise. If specific uses are found to be affected by noise levels greater than the standards set forth in Table 4.1 of this plan or, within the Airport Planning Area, Table 4-1 (see Appendix C) of the Airport Comprehensive Land Use Plan (CLUP), the mitigation measures identified in the following sections shall be required.

4.107 The maximum allowable exterior noise exposure, as measured in Ldn (dBA), (or CNEL for the Airport CLUP noise standards) shall not exceed the

“acceptable use” standards shown in Table 4.1 of this plan, or, where applicable, the “permitted use” standards of Table 4-1 of the Airport CLUP. In the Airport Planning Area, the noise standards of Table 4-1 of the Airport CLUP shall apply where such standards are more stringent than those of this plan. Where existing or projected exterior noise levels exceed the acceptable limit, construction shall be conditionally permitted only when appropriate mitigation measures are employed, including measures to attenuate exterior noise levels where development of schools, parks and playgrounds is proposed, and, within the Airport Planning Area, as conditionally allowed by Table 4-1 of the Airport CLUP.

4.108 These measures must reduce interior noise to the maximum allowable limits shown in Table 4.1, and, within the Airport Planning Area, to CNEL 45 dB for all uses which are conditionally permitted as indicated by Table 4-1 of the Airport CLUP. In such instances, the developer of a new building shall provide the City with proof from a professional acoustical consultant that exterior noise levels have been mitigated such that building occupants will not be subject to interior noise levels greater than those in Table 4.1, and, within the Airport Planning Area, in Table 4-1 of the CLUP. Except in the Airport Planning Area, if the City finds the project to be in the public interest, the City may approve a project where the exterior noise level exceeds the conditionally acceptable level. Such approval shall be contingent upon a detailed analysis by a qualified acoustical engineer showing that specific measures included in the project will reduce interior noise to the maximum interior levels shown in Table 4.1.

4.109 The construction of new or the improvement of existing arterials and collectors as identified in this plan shall require discretionary approval. A cumulative noise impact analysis shall be undertaken prior to approval of all new major new roads or improvements of existing arterials and collectors which would result in significant increases in traffic volumes. If projected cumulative traffic increases in traffic volumes would result in a substantial increase in ambient noise levels which would adversely affect existing noise-sensitive uses or subject future receptors to exterior noise levels in excess of the “acceptable” exterior noise standards of Table 4.1, appropriate noise abatement measures shall be identified and implemented, including increased setbacks for any new sensitive receptors, appropriate architectural design and construction techniques and the use of landscaped earth berms.

Table 4.1. Allowable Noise Standards Measured in Ldn (dBA)

Land Use Category	Maximum Exterior		Maximum Interior*
	Acceptable	Conditionally Acceptable	
Residential	60	70	45
Live/Work	65	75	50
Hotel/Motel	65	75	50
Office	67	77	55

Other Commercial	70	80	60
Industrial/Agriculture	70	80	60
Schools, Libraries, Theaters, Churches, Nursing Homes	60	70	45
Parks and Playfields	65	70	NA
Golf Courses, Riding Stables, Cemeteries	70	75	NA
<p><i>*It is preferred that the interior noise standard be attained with open windows. However, where the interior noise standard is attainable only with closed windows and doors, mechanical ventilation shall be required.</i></p>			

Table 4.2. Noise Standards for Stationary Noise Sources

Duration	Maximum Allowable Noise	
	Day (7:00 a.m. to 10:00 p.m.)	Night (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq} in dB ^{1,2}	50	45
Maximum Level in dB ^{1,2}	70	65
Maximum Impulsive Noise in dB ^{1,3}	65	60

¹As determined at the property line of the receiver. When determining the effectiveness of noise mitigation measures, the standards may be applied on the receptor side of noise barriers or other property-line noise mitigation measures.

²Sound level measurements shall be made with slow meter response.

³Sound level measurements shall be made with fast meter response.

4.110 Site-planning measures such as sound walls along roadways shall be the mitigation measure of last resort so as to avoid the adverse visual impacts of such structures. Where they are necessary, sound walls shall include landscaped earth berms at their bases to minimize visible wall height. Sound wall designs shall also incorporate provisions for screening landscaping and for coverage of walls by plant materials. Sound walls shall be built of attractive, durable materials

4.111 New and modified stationary noise sources adjoining or in close proximity to residential and other noise-sensitive uses shall adhere to the standards in Table 4.2 of this plan.

Environmental Protection and Conservation

4.112 The policies of the Community Land Use Element are designed to protect areas with significant agricultural or natural-habitat value from being displaced by development, and they are designed to protect and conserve air, water and energy resources. To further ensure the protection and conservation of these natural resources from the adverse affects of nearby construction and land alteration, whether for private purposes or to accommodate public facilities, the following requirements and limitations shall apply. The policies and conditions which follow are organized by three major natural resource categories: (1) biological resources, (2) water, soil and mineral resources, and (3) air quality.

Biological Resources

4.113 As used in this General Plan, “sensitive species” refers to the following categories of species and “sensitive habitat” refers to habitat identified as supporting one or more of the following: federally proposed and listed threatened and endangered species; species that are candidates for federal listing as threatened or endangered; state-listed threatened and endangered species; and California Native Plant Society list 1B species with extensive

portions (i.e., greater than 10 percent) of their known ranges within the Marina Planning Area.

4.114 Within areas identified as supporting sensitive habitat(s), the following requirements shall apply:

1. With the exceptions of areas where an approved Habitat Management Program (HMP) or Habitat Conservation Program (HCP) allows development without restrictions, and for structures erected to maintain, restore or enhance sensitive habitat and species, require discretionary approval for all new structural and road development proposed within sensitive habitat areas or on sites supporting sensitive species and habitat.

2. Site and design those new structures or roads which may be allowed within designated Habitat Reserves or other identified sensitive habitat areas so as to minimize adverse impacts upon habitat areas. This may entail site plan modification and/or the inclusion of appropriate mitigation measures developed by biologists, soils engineers, or hydrologists (e.g., erosion and storm-drainage controls, wildlife culverts, and grading limitations). **(2006-243)**

4.115 Within areas for which there is an approved (HMP) or (HCP) and where avoidance of significant impacts is not feasible as determined through discretionary review, a seasonal avoidance and/or salvage/relocation program for certain species and habitat areas should be established or undertaken, as appropriate, prior to site development.

4.116 Where new development may remove all or a portion of identified sensitive habitat in an area not subject to an approved HMP or HCP, and where no less environmentally damaging alternative can be feasibly implemented, comparable habitat should be restored either on-site or off-site on a two-to-one basis (e.g., two acres of habitat shall be restored for every acre of habitat removed).

4.117 Except where possible “take” of sensitive species is allowed (and may be mitigated in compliance with federal and state laws, regulations, and other applicable legal mechanisms such as an approved HCP or HMP), the City shall designate all areas identified as supporting sensitive habitat as “Habitat Reserve,” and, where occurring on private property, it shall ensure protection through easements, dedications, or other appropriate legal means.

4.118 Where development sites are adjacent to areas designated as “Habitat Reserves” or other identified sensitive areas, site improvements and buildings shall be located and designed so as to avoid adverse impacts on the biological resource in question. Development shall be conditioned upon the incorporation of adequate mitigation measures in terms of site design. Such measures might include the following: a) providing an adequate buffer between new development and identified sensitive habitat; b) minimizing the need for grading that would substantially alter the existing topography; c) incorporating erosion- and sediment-control techniques during and after construction; d) establishing appropriate native landscaping between new development and sensitive habitat; and e) providing wildlife corridors or connections between the sensitive habitat and other natural open space areas.

4.119 As part of any application package for development proposed on undeveloped lands in former Fort Ord or on the Armstrong Ranch, seasonally timed surveys for known or suspected sensitive or unique species and habitats shall be undertaken by a qualified biologist approved by the City Community Development Director (except in those areas where such species have already been addressed by approved habitat conservation/management plans or similar plans or agreements). This information shall be provided as part of a preliminary site and development review, and, for development on former Fort Ord, should be submitted to CRMP for review and recommendations. Where such species are found to occur, mitigation plans (or Habitat Management Plans) shall be prepared in coordination with the USFWS and DFG unless approved habitat management plans are already in place.

4.120 Oak woodland shall be protected to the greatest extent possible in recognition both of its relatively high biological and aesthetic resource value and its important role in California's and Monterey County's natural heritage. In areas supporting oak woodland, a site survey of this resource should be completed for all new subdivisions and commercial projects as part of a preliminary site and development review. All stands of oak woodland and individual specimens with a diameter of 6 inches or more when measured 4.5 feet from ground level should be identified on a base map. To the greatest extent possible, development plans shall then attempt to incorporate the oak woodland or individual specimens into the plan as an integral feature of the natural and built environment.

All oak trees shall be replaced and maintained with new trees of the same stock as those found onsite or in the site vicinity according to the following replacement formula: a minimum one-for-one (one replacement tree for each tree removed) where replacement trees are proposed to be the same diameter or greater than those to be removed; a minimum three-to-one (three replacement trees for each tree removed) for replacement trees of lesser diameter than those proposed for removal, unless, as determined by arborist, the site's specific environmental conditions would not sufficiently support a healthy oak habitat. All diameter measurements shall be taken at 4.5 feet from ground level. Replacement trees shall be a mixture of sizes. **(2006-284)**

4.121 In those areas where the potential for vernal pools exists, a site survey shall be conducted by a qualified biologist. Any development or grading of a site found to have one or more vernal pools shall provide a wetland buffer of sufficient width and size, as determined by a qualified biologist, between the vernal pond habitat, including associated wetland vegetation, and the proposed or existing development to both protect those species most sensitive to development disturbances and complement the habitat value of the wetland resource. Structures allowed within the wetland buffer shall be limited to those required for providing public access and nature observation. Grading within identified vernal ponds shall be limited to that necessary for habitat restoration, enhancement and protection or as may otherwise be recommended by a qualified biologist. No soil disturbance shall occur during the rainy season within the designated vernal pond and buffer area. Grading within the drainage area of vernal ponds but outside the designated wetland buffer may be allowed in accordance with the provisions of an

approved erosion control and landscape plan pursuant to Policy 4.125.1 of this plan with appropriate measures employed as needed to protect the wetland habitat.

4.122 The City shall require that lighting of streets and other public areas in proximity to areas of natural open space be shielded and as unobtrusive as possible so as to direct light away from habitat reserve areas and other areas of natural open space. The same requirements shall follow for outdoor lighting on private development sites adjacent to such lands.

4.123 Existing windrows shall be protected in accordance with the provisions of Policy 4.14 of this plan.

Soils and Mineral Resources

4.124 To conserve soil and mineral resources within the Marina Planning Area, the following policies and conditions shall be established:

1. The City shall continue to require erosion-control and landscape plans for all new subdivisions or major projects on sites with potentially high erosion potential. Such plans should be prepared by a licensed civil engineer or other appropriately certified professional and approved by the City Public Works Director prior to issuance of a grading permit. All erosion control plans shall incorporate Best Management Practices to protect water quality and minimize water quality impacts and shall include a schedule for the completion of erosion and sediment-control structures, which ensures that all such erosion-control structures are in place by mid-October of the year that construction begins. Site monitoring by the applicant's erosion-control specialist should be undertaken, and a follow-up report should be prepared that documents the progress and/or completion of required erosion-control measures both during and after construction is completed.
2. The City shall support continued agricultural uses on prime agricultural soils and other agricultural lands outside the City's designated Urban Growth Boundary, i.e., lands designated as "Agriculture" by this plan. The City should oppose any proposed subdivision or use of land which might result in conversion of such lands.
3. The City shall encourage continued agricultural production on lands within the City's existing and proposed Sphere of Influence as an interim use until such time that annexation and development is approved consistent with this plan.
4. The City recognizes the presence of designated mineral resources west of Highway One, and shall continue to allow the existing sand-mining operation on RMC Lonestar property west of Highway One in accordance with the provisions of Marina's local coastal plan (LCP) and the approved Reclamation Plan for that site. In accordance with the Marina LCP, new or expanded sand-mining operations shall be limited to the surf zone and already-disturbed areas, and shall be subject to completion and approval of the prerequisite environmental review, Reclamation Plan, and coastal permit process. A coastal permit for new or expanded mining operations may be granted only upon a finding, based upon conclusive evidence, that such an activity will not significantly accelerate shoreline erosion or have significant unavoidable adverse impacts upon the dune and coastal strand's biological resources.

5. The City recognizes the existence of designated mineral resources east of Highway One within the Armstrong Ranch portion of the City's Sphere of Influence area. Mineral extraction on a portion of the Ranch may constitute an appropriate interim use, recognizing also that Armstrong Ranch provides one of the last remaining large areas on the Central Coast suitable for housing and other urban development.

6. Mineral extraction on a portion of the Armstrong Ranch mineral resource area may be permitted, provided such use is reviewed and processed in accordance with applicable state laws, including environmental review pursuant to CEQA. Approval should also be contingent on completion and approval of a Reclamation Plan, use permit, and a determination that the proposed mining activity will not significantly conflict with other planned or approved uses within close proximity (i.e., a 1,000-foot radius from the perimeter of the mineral extraction site).

Water Resources

4.125 Approval of all future uses and construction within the Marina Planning Area shall be contingent upon compliance with the following policies and conditions intended to protect the quality of the area's water resources, avoid unnecessary consumption of water, and ensure that adequate water resources are available for new development.

1. Where site size and soils permit, all storm drainage systems for new development shall be designed in accordance with the provisions of Section 3.57 of this plan to retain storm water on-site and provide for its filtering of urban pollutants and its percolation into underlying aquifers.

2. All new roads should be designed to allow the localized retention, filtering of urban pollutants, and percolation of storm water into the underlying aquifer.

3. All potential major sources of water pollution shall comply with state and regional water quality programs, including the need to obtain a discharge permit from the State Water Resources Control Board for storm drain outfalls classified as "industrial."

4. All construction activities involving the alteration of land and the construction or improvement of roads, buildings and other structures, where applicable, shall maintain and enhance the quality of the environment of Monterey Bay in support of the bay's designation as a national marine sanctuary.

Scenic and Cultural Resources

4.126 The following scenic and cultural resources are deemed to be particularly valuable, and the following policies should be pursued.

1. All archaeological resources which may be present in the Marina Planning Area shall be protected and preserved. To this end, development proposed in areas of high archaeological sensitivity, i.e., the terraces and benches along the Salinas River, the peripheries of vernal ponds, and coastal beaches, shall be required to undertake a reconnaissance by a qualified archaeologist, and, where artifacts are identified, to protect and preserve such resources.

2. The historical significance of former Fort Ord should be reflected in new development and/or reuse of at least a small portion of the University Village area near the 8th Street overcrossing and at the Fort Ord State Park entrance.

3. The visual character and scenic resources of the Marina Planning Area shall be protected for the enjoyment of current and future generations. To this end, ocean views from Highway One shall be maintained to the greatest possible extent; development on the primary ridgeline of the Marina dunes shall be avoided; new development proposed for the Armstrong Ranch should maintain an adequate setback from Highway One; landscape screening and restoration shall be provided as appropriate; new development should be sited and designed to retain scenic views of inland hills from Highway One, Reservation Road, and Blanco Road; and architectural review of projects shall continue to be required to ensure that building design and siting, materials, and landscaping are visually compatible with the surrounding areas.

4. The environmental review for the Armstrong Ranch specific plan shall provide for adequately detailed visual simulations of how proposed development will look when viewed from Highway One. The specific plan for Armstrong Ranch shall give special attention to minimizing visual impacts and ensuring attractive development. In addition to adequate setbacks from the highway, building and site design measures that shall be employed include, but are not limited to, height restrictions, landscape screening, appropriate color and architectural schemes, and the use of non-reflective building materials.

5. Program and Implementation Element

Function and Content

5.1 This section lays out the near-term strategy and program for aggressively promoting the objectives embodied in the General Plan. An implementation element is not required of general plans by state planning law, but it is virtually impossible to separate consideration of community goals and policies from the actions needed to achieve them. Moreover, it is difficult to monitor the community's planning progress unless specific implementation actions are identified. The identified actions in this section are intended to serve three purposes. First, they aim to make the City's existing development regulations consistent with the policies of the General Plan, and in turn meet the legal requirements of state planning law for zoning consistency with the General Plan. Second, they identify next-stage planning programs needed to translate General Plan policies into more specific action programs. Third, they identify and prioritize near-term City improvement programs needed to implement the General Plan.

5.2 This element is organized into the three following sections.

1. *Development Regulations.* This section documents various changes and additions to the City's zoning ordinance and other ordinances that will promote development consistent with the General Plan.

2. *Near-Term Planning Studies.* This section identifies additional planning studies required to translate the more general and long-term policies of the General Plan into specific near-term action-oriented programs. Included in this section is a listing both of recommended specific plans for critical areas of the city and more detailed follow-on studies to resolve policy issues in areas where the General Plan has identified several options.

3. *Improvement Programs.* This section describes improvement programs recommended for implementation over the next five years. Included are a five-year housing program as required by the state housing element legislation, capital improvement programs, and other programs designed to attract desirable development or correct existing deficiencies which would otherwise inhibit appropriate development. This section is intended to serve as the basis for a detailed capital improvement program.

Development Regulations

5.3 Implementation of the General Plan relies in large part on the City's regulatory powers, as embodied in its zoning code, subdivision ordinance, and other regulating ordinances governing the use of land and associated development activities. It is essential, therefore, that existing ordinances be updated to be consistent with the intent of the General Plan, and that new ordinances be written to address specific General Plan policies.

Zoning Ordinance Update

5.4 A major revision of the City's existing zoning code is required to implement the General Plan. The initial step should be to thoroughly review and critique the existing code and identify its deficiencies. Readily evident deficiencies include the following:

1. Existing residential, commercial and industrial districts are inconsistent with the major land use categories set forth in the General Plan, and will require creation of new zoning districts which conform to the General Plan land use classifications and intent. For example, the General Plan in certain areas calls for residential use at densities lower than those currently permitted, and in other areas it calls for a greater intermixing of housing types than allowed by existing zoning. Similarly, the General Plan reserves certain areas primarily for visitor-serving commercial uses, multiple-use commercial, and office and research use –land use groupings which are not covered by the existing code.
2. Commercial and industrial district regulations fail to prescribe permitted development intensities, i.e., allowable floor areas.
3. Current City development standards, such as lot size, width and height, and provisions for landscaping in residential, commercial and industrial districts, are inconsistent with contemporary design and development practices. Moreover, the existing standards, or lack thereof, do not address major community-design policies of the General Plan such as the interface between residential and non-residential uses.
4. The current code does not have an adequate use classification system, and its use definitions do not address contemporary conditions.
5. Changes in the existing code are required to bring it into compliance with conditions in the FORA Reuse Plan.
6. Changes are required to implement Housing Element policies and programs.
7. Current requirements for off-street parking need review with regards to current practice, historical demand in Marina where this information is available, and parking demands anticipated with new land use patterns. This should include special attention to avoidance of on-street parking congestion, and to the review of current residential areas where parking is perceived to have one or more problems. Standards should also be established which avoid single-family residential garages being situated at the front of lots, unless they are so placed that the garage doors will be perpendicular to the street such that when cars are parked in the garage they are parallel to the street.
8. The responsibility and mechanisms for maintenance of landscape strips between curbs and sidewalks should be specified or outlined in the Zoning Ordinance or an alternative development code. For example, this could be made the responsibility of property owners' associations in larger areas planned for eventual subdivision.

5.5 Following review, evaluation and identification of needed code changes, a comprehensive update of the zoning code shall be undertaken. Normally, such a program will require a minimum of 18 months, and may require as much as two to three years to complete the redrafting and remapping of zoning districts.

5.6 It would be possible to simplify and expedite the zoning update program by relying more heavily on the use of specific plans. (See further discussion of specific plans in 5.12.) Under state planning law, cities and counties may prepare and adopt specific plans which have the same regulatory effect as zoning. If this approach were used, the zoning code could focus primarily on already-developed portions of the city and on the few remaining infill sites

therein, while specific plans could be employed to regulate development in the Armstrong Ranch and South Marina areas.

Housing Availability Ordinances

5.7 Preparation and adoption of the following ordinances should be undertaken to address the General Plan objectives of matching housing to the needs of local employees and providing housing to meet the needs of households of all economic levels.

1. *Jobs/Housing Link.* To promote a balance of jobs and housing and related objectives of the General Plan aimed at reducing the effects of commuting in terms of traffic congestion, air pollution, energy consumption, and community life, the City should draft and adopt an ordinance which encourages housing to remain available to occupants of jobs located within the City and its immediate environs. The enactment of such an ordinance will be a pioneering effort, and it will require that careful attention be paid to its legal basis, the effectiveness of its incentives, and issues of short- and long-term implementation.

2. *Inclusionary Zoning.* To help alleviate the housing shortages for households of low and moderate income, and to make housing available to persons employed within Marina in lower wage jobs (thereby promoting both the General Plan's jobs/housing balance and housing affordability objectives), the City should draft and adopt inclusionary zoning requirements. The ordinance shall require that all projects containing approximately 20 units or more, regardless of zoning district or specific plan area, include and maintain an appropriate percentage of the units as housing affordable to lower and moderate income households consistent with the Housing Element's inclusionary requirement. The ordinance should also include incentives for providing below-market-rate housing - in addition to that required as inclusionary - that is affordable to households with incomes ranging from 120 to 150 percent of the current county median income. The ordinance should determine both the income eligibility for defining affordability, and employment and residence eligibility consistent with the Housing Element, set pricing criteria for affordable units, provide restrictions on resale and re-rental of affordable units, and include incentives to help ensure the economic viability of affected projects. Where affordable housing is provided pursuant to conditions of project approval, resale conditions should be imposed. **(2005-82)**

Park Dedication and In-Lieu Fee Ordinance

5.8 The City's existing park dedication ordinance should be revised so as to conform to the policies and standards contained in the General Plan. It is essential that the revised ordinance address the distinct differences in conditions between the Armstrong Ranch and the South Marina area and, in particular, the improvement needs of park and recreation sites in South Marina. In the latter area, since the majority of needed park and recreation sites have already been obtained by the City as part of the Fort Ord conveyance process, the primary function of the ordinance will be to acquire sufficient funds to improve the sites.

Land Development Ordinance

5.9 A comprehensive revision and consolidation should be prepared for City ordinances regulating development activities involving site alteration such as grading, tree removal, and construction methods which potentially affect water quality, soil conservation, sensitive habitat protection, and public safety. The ordinance should encompass the following:

1. Provisions designed to protect and conserve sensitive natural habitats and species. Provisions should be incorporated which establish site-development and building-design standards and guidelines for development permitted within designated habitat preserves, sensitive habitat areas, and adjoining areas where development may effect habitat and related mitigation requirements.
2. Revision of the City's tree removal, preservation and protection ordinance. The revisions should require replacement of oak trees on at least a one-for-one basis, and incorporate the standards of the FORA Reuse Plan related to native vegetation and landscaping for oak trees. The ordinance should also provide for the protection, ongoing management, and incremental replacement of windrows.
3. An update of the City's regulations affecting soil resources. This should involve revision of the City's existing grading, erosion-control, and landscape requirements for subdivisions and major projects on sites with potentially high erosion potential. These provisions should include approval by the City Public Works Director for all such projects, use of certified professionals for design, and monitoring by erosion-control specialists to ensure satisfactory completion and performance of required controls.
4. Storm drainage report requirements including: calculations of runoff from new development and any tributary areas to determine the adequacy of both private and city drainage systems to accommodate runoff; hydraulic calculations for all storm drain systems; drainage shed maps, as appropriate, which show all upstream acreage; and runoff coefficients for each tributary area, with overland flow paths and site release points clearly identified. Storm drainage reports shall be prepared by a licensed civil engineer or other appropriately certified professional and reviewed and approved by the Department of Public Works Director.
5. Provisions to protect cultural resources which may be discovered during construction, including a provision that prohibits further disturbance of the area within fifty meters of a potential cultural find until it has been evaluated by an archaeologist and appropriate protective measures can be implemented. Similarly, the ordinance should include provisions to protect human remains which may be encountered during construction such that all further excavation and disturbance of the site is halted until a determination by the Monterey County Coroner has been made. If the remains are determined to be of Native American origin, handling of the human remains shall be as provided in Public Resources Code Section 5097.98.
6. As either part of a consolidated ordinance or elsewhere, the City should update its street schedules and standards to implement the various applicable policies of Chapter 4 and elsewhere within the General Plan.

Planning Programs

5.10 The following planning programs should be undertaken and completed within the next several years so as to provide as firm and consistent a basis as possible for carrying out the General Plan's short- and mid-term objectives.

Specific Plans

5.11 Specific plans shall be prepared for three major areas: 1) Armstrong Ranch; 2) North University Village; and 3) West University Village. As discussed above, such plans can serve as an alternative to zoning. Given the uniqueness of each of these areas, the use of specific plans as a primary regulatory tool will be especially advantageous because specific plans permit the use of development requirements that are more location-specific than general municipal zoning. The degree of specificity or generality of the requirements can also vary in a manner not possible with zoning, thereby allowing either greater flexibility or more specific guidance.

5.12 State planning law allows for the recovery of costs involved in the preparation of specific plans and related EIR's from affected property owners. In the case of Armstrong Ranch, the property owner or investors should be required to finance the cost of such planning efforts from their outset. Since the North University Village and West University Village are not currently in private ownership, initial public financing of plan preparation will be necessary, but these costs can be recovered at such time that development proceeds. Cost recovery may occur either in conjunction with (and as a condition for) approval of a development proposal or agreement, or at such time as building permits are issued. Costs should be distributed equitably among participating development entities based on projected economic return, residual land value, or other economic criteria.

Civic Center Study

5.13 The General Plan identifies three potential sites for accommodation of civic facilities and functions. To determine which site or sites are most appropriate for the purpose, a three-part study should be undertaken to determine future building and site needs for City government functions and other community or civic purposes. The first part should determine year 2010 and 2020 building space requirements for these uses. The second part should evaluate locational requirements, compatibility and synergy, and site area requirements for each proposed facility, and consider various site and design options for accommodating and combining uses. The third part should consist of implementation analysis, encompassing projected capital costs, sources of financing, and the identification of all beneficial and adverse affects associated with the options under consideration.

School Site Selection Studies

5.14 The General Plan designates sites for future schools sufficient to meet the projected 2020 school enrollment. In several instances alternative sites have been designated so as to allow for additional analysis and opportunities to coordinate the site selection with other planning efforts. Still to be determined are the locations of the K-5 school serving future residents in South Marina, a new middle school, and a new high school.

5.15 Two potential K-5 sites are shown in the General Plan in the Main Garrison area, only one of which is projected to be needed. One of these sites is within the Frederick-Schoonover Park area and has already been conveyed to the Monterey Peninsula Unified School District for this purpose. An alternative site is shown in the Upper Patton Park area adjoining the planned extension of California Avenue. Two possible locations are provided for the new middle school, both in the Armstrong Ranch area. The City of Marina, in collaboration with the Monterey Peninsula Unified School District, should undertake more detailed site evaluations and select the preferred sites. In order to ensure coordination with planning for Armstrong Ranch and Patton Park and Abrams Park, a high priority should be given to these studies.

5.16 Additional analysis is also required to further evaluate the adequacy of the General Plan-designated high school site on Reservation Road immediately east of Salinas Avenue, and to evaluate other potentially suitable sites. The designated site includes the conveyance parcel identified in the FORA Reuse Plan as an alternative high school site and contiguous outdoor recreation areas in the adjoining Preston Park and Abrams Park areas. More detailed site and building programming and design studies should be undertaken to determine the suitability of this site.

Housing Element Update

5.17 Once the year 2000 U.S. Census data is available and AMBAG's Regional Housing Needs Plan has been completed, a comprehensive review should be undertaken of the housing policies and programs contained in this General Plan.

Park Planning Studies

5.18 The City should undertake a park planning and design study jointly with Monterey County and CSUMB for purposes of defining the program and design requirements for the landfill park site and for recreational/equestrian trails in the Main Garrison area and on related BLM open space lands to the south.

Historical Resources Program

5.19 The City should undertake a survey of potential historical resources, determine if there are adequate potential historical resources to warrant possible state recognition as a Certified Local Government, and if so, pursue possible recognition, and consider adoption of an historical preservation ordinance as well as policy and permitting requirements for activities which might affect historical resources.

Annual Water Supply Monitoring Report

5.20 On an annual basis, information regarding water supply and demand will be compiled and analyzed in a report prepared by the City in collaboration with the Marina Coast Water District (MCWD) as specified by Policy 3.48 of this plan. This report should be completed by the end of the first trimester each year and will then be submitted to the City Council,

Planning Commission, MCWD and Fort Ord Reuse Authority for review and consideration.

Light Rail Feasibility Study

5.21 By the year 2010, FORA and the City should jointly undertake a feasibility/ engineering study of the proposed light rail facility for the purpose of determining the time frame during which such a facility would be needed, cost effectiveness (relative to other potential transportation alternatives), construction and other costs and funding sources.

Improvement Programs

5.23 Described below are a series of programs designed to promote the General Plan objectives. These programs are not intended to serve as a comprehensive list of City capital improvement programs for the next five years, but merely to highlight programs which are critical to the success of the General Plan. The listed programs are either prerequisites for other needed or desired actions, serve as a catalyst to promote General Plan objectives, or are required to meet other City obligations and near-term needs. The listing includes City housing programs and initiatives for the next five years, and thus fulfills the five-year housing program requirement of state planning law.

Streetscape Improvement Program

5.24 Undertake a pilot program within existing older neighborhoods to demonstrate the desirability and impact of well-landscaped streets and the use of traffic calming devices. Several blocks should be selected in two or three neighborhoods for the demonstration project. The areas should be selected both on the basis of need (such as existing unlandscaped curbside landscape strips and incompatible vehicular travel speeds), and interest of neighboring residents. The program should include both an initial design phase, done in collaboration with the adjacent residents, and an implementation phase, which would be undertaken with volunteer resident labor.

Public Safety Programs

5.25 A public education program should be developed for earthquake safety. The program should include guidelines for retrofitting existing structures, safety procedures during and following an earthquake, necessary survival material, and community resources identification. As a part of this program the City should make available maps showing hazard zones associated with seismically induced ground failure (e.g., liquefaction and lateral-spreading potential). This information should be updated as new information regarding faulting and seismic shaking in the region become available.

Habitat Management Program

5.26 A habitat management program should be established to provide for maintenance and enhancement of General Plan-designated "habitat reserves" under City management. The program should provide funding for professionally qualified staff, ongoing monitoring, and maintenance and enhancement programs.

Housing Programs

5.27 Implementation of the following housing programs is underway or is planned for the period 2000-2005.

1. *Marina Development Agency/20 Percent Set-Aside Requirement.* 354 units in Preston Park of former Fort Ord have been refurbished and are presently occupied on a rental basis, with 71 units reserved for households of very low income. An additional approximately 832 multi-family units in the Abrams Park area of former Fort Ord will be subject to the agency's policy that 20 percent of all units built or refurbished be made available to very low-, low-, and moderate-income households.
2. *Senior Citizen Housing.* The Marina Redevelopment Agency will assist in the combined replacement and new construction of about 712 units of former Fort Ord housing for use as a retirement community. **(2006-284)**
3. *First Time Homebuyer Program.* The City's Redevelopment Agency will continue to implement its \$1 million first-time homebuyer program which it initiated in 1999.
4. *Lease-to-Own Program.* The Redevelopment Agency will initiate a "lease-to-own" program in the year 2000.
5. *Emergency Shelters/Transition Housing.* Some 100 housing units conveyed have been or are currently being processed for McKinney Act sponsors (i.e., nonprofit or agency homeless providers). Redevelopment Agency financial assistance has and will continue to be provided to the sponsors on an "as-needed" basis to refurbish units designated for transitional housing, using a portion of the agency's 20 percent housing set-aside funds and/or providing technical assistance in grant preparation.

Implementation of EIR Mitigation Measures

5.28 A number of mitigation measures were identified in the draft and final environmental impact report on the draft Marina General Plan as necessary to mitigate identified significant environmental impacts to a level of less than significant. Many of these mitigation measures have been incorporated as policy provisions of this plan. However, others were not and these are itemized verbatim in Appendix D of this plan. Some will be included as implementing provisions of ordinances identified in this section; others may entail the preparation and adoption of separate ordinances or programs.

Appendix A: Geotechnical Maps

Appendix B: Noise Contour Maps – 1999 and 2020

Appendix C: Table 4-1 of the Airport Comprehensive Land Use Plan and Figure 4-1: Marina Municipal Airport Planning Area

Appendix D: Mitigation Measures from Final EIR and Mitigation Monitoring Plan

The following measures include those from the Final EIR and associated Mitigation Monitoring Plan which are not specifically incorporated in the text of this plan and which have been determined as necessary to reduce significant environmental impacts to a level of less than significance. In one instance— exposure to unexploded ordnance—mitigation measures are specified, but the residual impact has been determined to still be significant and unavoidable. Except as indicated otherwise, the mitigation measures itemized below are not intended to be used alone, but must be implemented along with other mitigation measures identified by the certified Final EIR and approved Mitigation Monitoring Plan. The number following each mitigation measure listed herein references the actual mitigation measure of the Final EIR and Mitigation Monitoring Plan.

MITIGATION MEASURE 4.3: Erosion Control Measures and Dune Setback

Marina General Plan Policy 4.126.1 requires the preparation of erosion control and landscape plans for all new subdivisions and major projects with a high potential for erosion. The following measures should be implemented, where appropriate, to control erosion:

Keep construction machinery off of established vegetation as much as possible, especially the vegetation on the upwind side of the construction site.

Establish specific access routes at the planning phase of the project, and limits of grading prior to development, which should be strictly observed.

Utilize mechanical measures (i.e., walls from sand bags and/or wooden slat or fabric fences) to reduce sand movement.

Immediate revegetation (plus the use of temporary stabilizing sprays), to keep sand movement to a minimum.

For larger-scale construction, fabric or wooden slat fences should be placed around the construction location to reduce sand movement.

These measures should be incorporated as provisions of the new Land Development Ordinance outlined in Section 5.11 of the General Plan.

MITIGATION MEASURE 4.5: Appropriate Setbacks to Mitigate Coastal Erosion Impacts

In accordance with the city's certified Local Coastal Program, all coastal development should incorporate a setback from the coastal bluff large enough to insure that the development is not subject to direct wave impact or undermining during the project's economic lifetime. This would reduce the impact to a level of **less than significant**.

MITIGATION MEASURE 5.3: Compliance with Flood Insurance Program

All development proposed within the City of Marina shall be required to be in full compliance with the provisions of the federal flood insurance program. Specifically, no new development shall be permitted unless all proposed foundations are at least one foot above the elevation of stormwater within the floodplain following a 100-year storm, as shown in the appropriate FEMA maps. This would reduce the hazards associated with flooding within the Marina Planning Area to a level of **less than significant**.

DELETE MITIGATION MEASURE 6.2 AND .4 (2006-243)

MITIGATION MEASURE 6.3: Avoiding Impacts to Wetlands and Obtaining Required Permits

All proposed development projects shall be designed to avoid construction in wetlands to the extent practicable. In those instance where it is not possible to avoid wetlands through design measures, the U.S. Army Corps of Engineers, the U.S. Environmental Protection Agency, the U.S. Fish and Wildlife Service, the California Department of Fish and Game and the California Regional Water Quality Control Board shall be contacted in order to achieve compliance with the appropriate regulations and to obtain all required permits prior to project approval. The granting of the required permits may be conditional on the implementation of site-specific measures designed to mitigate any modification of riparian areas or wetlands which may result from construction of the projects. Avoiding completely all wetlands through design measures would reduce this potential impact to a level of **less than significant**. However, depending on the character and purpose of a proposed project, it may not be possible to design it in such a way as to completely avoid these areas. In these instances, project-related impacts would need to be mitigated to the satisfaction of the appropriate regulatory agencies prior to the issuance of the permits necessary to allow project construction to proceed. In granting the necessary permits, the regulatory agencies would require that all project-specific wetlands impacts be reduced to a level of **less than significant**.

MITIGATION MEASURE 7.1: Best Management Practices/PM₁₀ Analyses for Reducing Construction-related Air Quality Impacts

“Best Management Practices” for dust suppression (such as watering exposed soil surfaces, covering stockpiles of debris, the routine sweeping of the construction area and adjacent streets, and the suspension of grading and other earthmoving activities during high winds) and for the operation of construction equipment shall be used to reduce adverse construction-related dust and emissions. Project-level analyses shall be required for those development projects which would involve the grading and/or excavation of 1.2 acres or more per day, to determine whether daily PM₁₀ impacts from construction activities would exceed the Monterey Bay Area Unified Air Pollution Control District’s significance threshold of 82 pounds per day. If significant impacts are anticipated, then those projects shall undertake dispersion modeling to conclude whether construction activities would generate significant levels of PM₁₀. The use of “Best Management Practices”

would generally be expected to reduce the construction-related air quality impacts associated with the implementation of the Marina General Plan to a level of **less than significant**. Feasible mitigation measures identified in the CEQA Air Quality Guidelines (Monterey Bay Unified Air Pollution Control District, October, 1995) include:

Water all active construction areas at least twice daily. Frequency should be based on the type of operation, soil, and wind exposure (Effectiveness = 50%).

Prohibit all grading activities during periods of high wind (over 15 mph) (Reduces potential for exceedance).

Apply chemical soil stabilizers on inactive construction areas (disturbed lands within construction projects that are unused for at least four consecutive days) (Effectiveness up to 80%).

Apply non-toxic binders (e.g., latex acrylic copolymer) to exposed areas after cut and fill operations and hydroseed area (Effectiveness up to 80%).

Haul trucks shall maintain at least 2'0" of freeboard (Effectiveness = 90%).

Cover all trucks hauling dirt, sand, or loose materials (Effectiveness = 90%).

Plant tree windbreaks on the windward perimeter of construction projects if adjacent to open land (Effectiveness = 4% [15% for mature trees]).

Plant vegetative ground cover in disturbed areas as soon as possible (Effectiveness ranges from 5%-99% [based on planting plan]).

Cover inactive storage piles (Effectiveness up to 90%).

Install wheel washers at the entrance to construction sites for all exiting trucks (Effectiveness = 50%).

Pave all roads on construction sites (Effectiveness = 90%).

Sweep streets if visible soil material is carried out from the construction site (Effectiveness = 34%).

Post a publicly visible sign which specifies the telephone number and person to contact regarding dust complaints. This person shall respond to complaints and take corrective action within 48 hours. The phone number of the Monterey Bay Unified Air Pollution Control District shall be visible to ensure compliance with Rule 402 (Nuisance) (Minimizes nuisance levels).

Limit the area under construction at any one time (Effectiveness = 71 pounds per acre per day).

The above measures should be incorporated in the city's new Land Development Ordinance as outlined in Section 5.11 of this General Plan.

MITIGATION MEASURE 7.2: Notification and Buffer to Mitigate Increased Exposure to Odors

Operators of the landfill facility and the Monterey Regional Water Pollution Control Agency's wastewater treatment plant should continue to make every reasonable effort to reduce objectionable odors associated with their operations. As a condition of approval, the developer of any home proposed within one mile of the boundary of either the landfill facility or the Monterey Regional Water Pollution Control Agency's wastewater treatment plant shall be required to issue a disclosure document that would run with each property title which informs prospective property owners of the nature of operations at the nearby landfill and wastewater treatment facility so that they may be aware of the possibility of exposure to objectionable odors under certain wind and weather conditions. In combination with the required 1,000-foot buffer between the landfill and/or wastewater treatment facility and the nearest housing required by Marina General Plan Policy 2.34.4 and (renumbered) Policy 4.82, these measures can be expected to result in a reduction in the number of potential odor complaints from adjacent property owners, reducing the impact to a level of **less than significant**.

MITIGATION MEASURE 7.3: Reducing Traffic Volume at Intersections/Air Quality Modeling

Major development projects which could be expected to result in significant adverse localized carbon monoxide impacts at intersections within the Marina Planning Area shall be subject to air quality modeling to determine the intersection-specific effects of such projects. As indicated in the CEQA Air Quality Guidelines (Monterey Bay Unified Air Pollution Control District, October, 1995), mitigating localized carbon monoxide impacts on existing or reasonably foreseeable sensitive receptors can be accomplished by improving traffic circulation at those intersections or roadway segments which may exceed ambient air quality standards for carbon monoxide as a result of future development under the Marina General Plan. This can be done by:

Reducing travel to and from project sites; and

Shifting travel away from peak periods.

Feasible Transportation Demand Management (TDM) mitigation measures which may be employed to reduce traffic congestion by those proposing development projects under the Marina General Plan include:

- Providing preferential car pool/van pool parking spaces;
- Implementing a parking surcharge for single occupant vehicles;
- Providing for shuttle/mini bus service;
- Providing shower/locker facilities;
- Providing on-site child care centers;
- Providing transit design features within the development;
- Developing park-and-ride lots;
- Employing a transportation/ride share coordinator;
- Implementing a ride share program;

- Providing incentives to employees to ride share or take public transportation;
- Implementing compressed work schedules; and
- Implementing tele-commuting program.

These measures are all part of the city's current transportation management ordinance which shall be implemented in order to attain the minimum trip reduction mandated by Marina General Plan Policy 3.22.

In addition to the feasible TDM mitigation measures identified above, Transportation System Management (TSM) mitigation measures such as synchronizing traffic signals may also improve traffic circulation by increasing vehicle capacity.

For each development project which may be found to contribute to any exceedance of the ambient air quality standards for carbon monoxide at local intersections, the quantification of the effectiveness of the mitigation measures employed to reduce this impact can be determined through the use of CALINE or CAL3QHC modeling, first conducted without the mitigation measures in place, and then conducted with the mitigation measures in place. The effective implementation of all feasible mitigation measures necessary to avoid exceeding ambient air quality standards for carbon monoxide would reduce potential "hot spot" impacts to a level of **less than significant**.

MITIGATION MEASURE 8.1 (B): Marina Participation in Fair-Share Regional Financing Program.

Marina will participate in a regional transportation financing mechanism, if and when adopted by TAMC, and will undertake the steps necessary to fund its "fair share" of regional roadway and transit capital improvements (through traffic impact fees exacted from developers in portions of Marina outside of former Fort Ord) based on a nexus analysis of the updated regional transportation model. If such a financing mechanism is not in place at the time a Specific Plan application for Armstrong Ranch is submitted to the City for consideration, the City's capital improvement program should be updated to include a nexus study for the affected section of Highway 1 within the Marina Planning Area for the purpose of determining needed interchange improvements, the cost of such improvements, and the fair-share portion of such improvement costs which should be assumed by Armstrong Ranch development and other new development which would significantly impact those highway segments within the planning area.

MITIGATION MEASURE 8.1 (C): Update of Regional Traffic Impact Analysis by Armstrong Ranch

As part of the environmental review undertaken for the required Armstrong Ranch Specific Plan, an update of the regional and cumulative traffic impact analysis contained in the Marina FORA Reuse Plan EIR shall be undertaken for the purpose of identifying traffic-related impacts (and corresponding "fair share funding of needed improvements) on the regional road system related

to build-out of the Armstrong Ranch as allowed under the Marina General Plan.

MITIGATION MEASURE 8.1 (D): Implementation of a Traffic Impact Fee Program

All new residential and commercial development within Marina, including development on lands owned by U.C. MBEST and CSUMB, should be subject to payment of traffic impact fees based upon the volume of traffic that would be generated by said development as established by a traffic fee impact study. This fee should be set by ordinance.

MITIGATION MEASURE 9.1 Site-Specific Noise Mitigation

(B) DELETED (2006-243)

(C) Along the southern portion of the California Avenue Extension (that is, the segment south of Reindollar Avenue, in the Cypress Knolls area and in upper Patton Park where redevelopment is proposed), projected noise levels would not be expected to exceed Marina General Plan standards (e.g., anticipated noise levels would remain below the “acceptable” 60 dBA L_{dn} level standard for residential and schools/library uses).

(D) Existing and future residential development and other noise-sensitive uses immediately adjacent to the Imjin/12th Street Expressway (i.e., in the Preston Park, Abrams Park, Schoonover Park and North University Village areas) and to 8th Street and 2nd Avenue could be subject to noise levels greater than 60 dBA L_{dn} , but less than the “conditionally acceptable” standard of 70 dBA L_{dn} for such uses. New development or major renovation in these areas would be conditioned upon the use of appropriate site design and noise abatement construction measures in those areas subject to the City’s land use jurisdiction. Appropriate setbacks and/or noise abatement construction techniques should also be imposed by CSUMB for new residential and educational development along 8th Street and 2nd Avenue on CSUMB lands to meet the noise standards of Table 4.1 of the Marina General Plan or other noise standards which may be applicable to development on State University lands.

(E) Portions of the designated high school site along Reservation Road, and the middle school and elementary school sites along Golf Boulevard, lie within the projected 60 dBA L_{dn} noise contours. However, projected noise levels would not exceed conditionally acceptable levels for these uses (e.g., 70 dBA L_{dn}), and appropriate noise abatement could be accomplished either by siting buildings outside the 60 dBA L_{dn} noise contour or through the use of noise-abating construction techniques.

(F) Any adverse noise impacts for residences or other noise-sensitive uses along major roadways (i.e., 12th Street/Imjin) could be effectively mitigated through the use of noise-abating construction techniques, and based upon the projected noise levels, the use of sound walls is not justified in these areas. The ultimate development of a light rail system would not be expected to significantly alter the projected 2020 noise contours, although project-

specific noise analysis will be necessary when the development of a light rail system is formally proposed, once the specific type of equipment to be operated on that system has been identified.

MITIGATION MEASURE 9.2: Construction Noise Abatement

With reasonable construction practices (limiting construction hours to avoid early morning and evening activity, muffling and properly maintaining construction equipment used at project sites, etc.), this impact would be reduced to a level of **less than significant**.

MITIGATION MEASURE 10.1: Site-Specific Analysis/Mitigation by School District and Marina

As the construction of new schools is proposed to meet the increased demand for such facilities anticipated under the Marina General Plan, each project shall be required to undergo environmental review to determine the extent of any physical effects associated with the construction of the proposed facility that could have adverse impacts on the environment. If such effects are identified through the site-specific environmental review process, then the City of Marina and the Monterey Peninsula Unified School District shall identify and implement appropriate measures which would mitigate these effects to a level of **less than significant**.

MITIGATION MEASURE 10.2: Site-Specific Analysis/Mitigation Associated with Parks and Recreational Facilities Construction

As the construction of new parks and recreational facilities (or the expansion of existing recreational facilities) is proposed to meet the increased demand for such facilities anticipated under the Marina General Plan, each project shall be required to undergo environmental review to determine the extent of any physical effects associated with the construction of the proposed facility that could have adverse impacts on the environment. If such effects are identified through the site-specific environmental review process, then the City of Marina shall identify and implement appropriate measures which would mitigate these effects to a level of **less than significant**.

MITIGATION MEASURE 10.3: Developer Contributions to Parks and Recreational Facilities/Capital Improvement Program Scheduling

In accordance with Marina General Plan Policy 2.16.1, Policy 2.16.3 and Table 2.3, the City shall continue to require new development to contribute to the provision of new parks and recreational facilities needed to meet the increased demand for these facilities resulting from their proposed developments. The City of Marina shall also ensure that the Capital Improvement Program accurately reflects the increased demand for parks and recreational facilities which would be expected to result from an increase in residential development within the planning area, so that proposed park and recreational facilities can be completed and operational prior to any significant increase in the local demand for such facilities. The combination of these two measures would effectively reduce the potential impact to a level of **less than significant**.

MITIGATION MEASURE 10.4: Site-Specific Analysis/Mitigation Associated with Construction of New City Fire/Police Substation(s)

When the construction of a new fire/police substation is formally proposed, said project shall be required to undergo environmental review to determine the extent of any physical effects associated with the construction of the proposed facility that could have adverse impacts on the environment. If such effects are identified through the site-specific environmental review process, then the City of Marina shall identify and implement appropriate measures which would mitigate these effects to a level of **less than significant**.

MITIGATION MEASURE 10.6: Site-Specific Analysis/Mitigation Associated with Construction of New Government Facilities

When the construction of the new government facilities is formally proposed, each project shall be required to undergo environmental review to determine the extent of any physical effects associated with the construction of the proposed facility that could have adverse impacts on the environment. If such effects are identified through the site-specific environmental review process, then the City of Marina shall identify and implement appropriate measures which would mitigate these effects to a level of **less than significant**.

MITIGATION MEASURE 13.1: Information Program/Regulation to Reduce Possible Exposure to Unexploded Ordnance

Section 15.56 of the Marina Municipal Code currently reduces the hazard posed by exposure to unexploded ordnance by requiring notification of all users, owners or occupants in former Fort Ord and by limiting ground disturbance as reiterated in Mitigation Measures (A) and (B). The following measures should be implemented either through amendment of Section 15.56 or through adoption of a new ordinance:

(C) The entire road and trail system on open space and parks and recreation portions of the former Fort Ord should be scrutinized to preclude easy access onto Unexploded Ordnance sites. Roads and trails that "dead-end" at sites known to contain Unexploded Ordnance should be closed at the intersection prior to the Unexploded Ordnance site. This would preclude a person inadvertently walking/riding into an Unexploded Ordnance site and leaving such person with no alternative other than to reverse their course or traverse the site.

(D) Field personnel (including biologists, archaeologists, wildland firefighters, and others who may need to access or excavate in areas away from existing roads, trails or other public access areas in Unexploded Ordnance sites) are subject to a higher probability of exposure than a general public that complies with land use regulations (i.e., by staying on designated trails and roads). Field personnel should be fully apprized of the dangers of Unexploded Ordnance, receive safety briefings, and be escorted by Unexploded Ordnance monitors whenever their work might involve activities that exceed the land use limitations placed on individual areas. For example, a wildland firefighter would not construct a fire line in open space areas in Unexploded

Ordnance sites that have received a surface removal. In these instances, either a "let burn" policy should be developed, or individual crew leaders be accompanied by an Unexploded Ordnance monitor upon initial attack and during fire-line construction.

Although the mitigation measures identified above would reduce the risks associated with possible exposure to Unexploded Ordnance to the maximum extent feasible given the existing technology and costs associated with the identification and removal of Unexploded Ordnance, the potential hazard to those using the "low-density" and "moderate-high-density" sites would still exist, and it would remain a potentially significant UNAVOIDABLE environmental impact associated with the implementation of the Marina General Plan.

Appendix E: Federal Emergency Management Agency
Flood Insurance

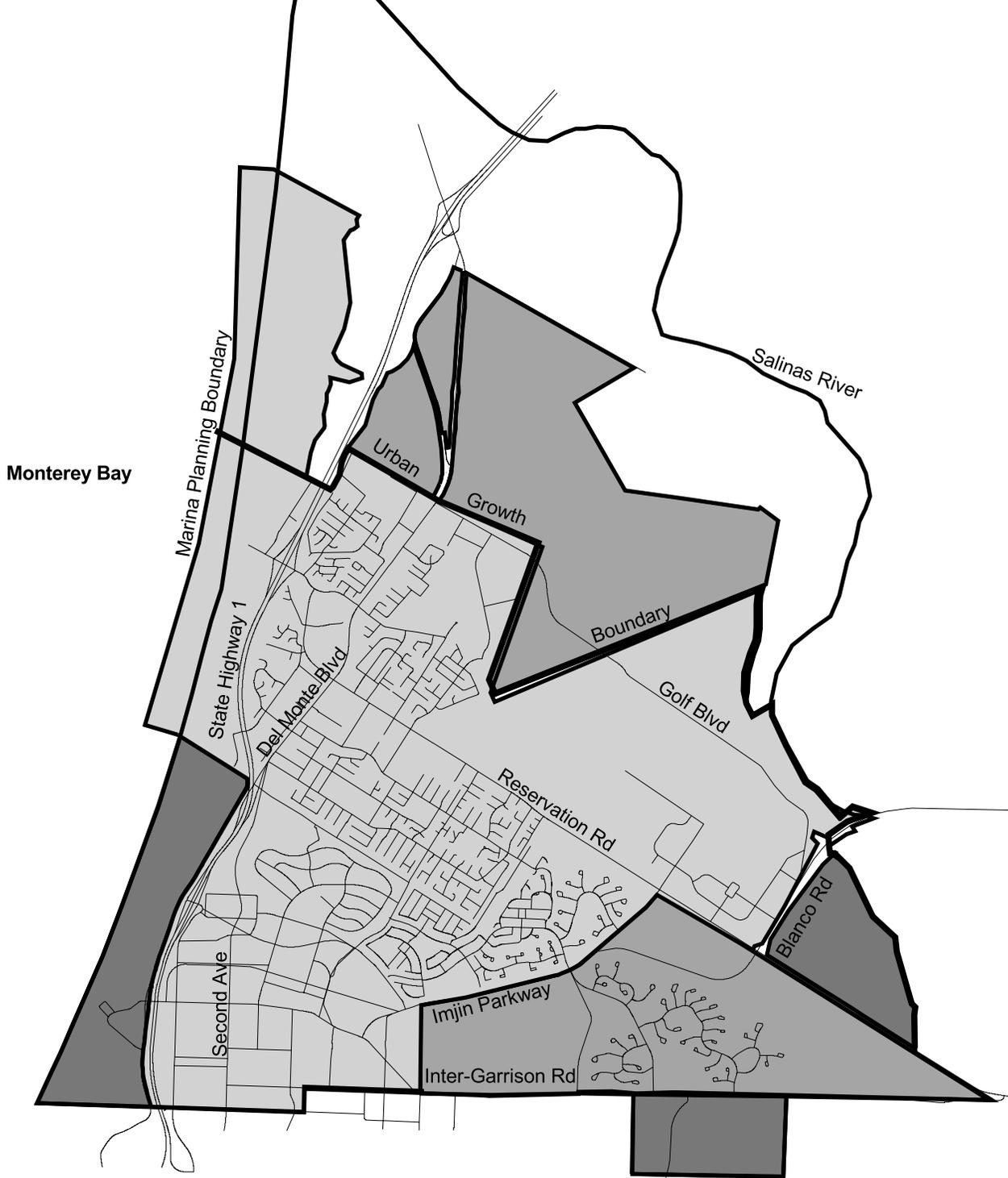


Figure 1.1. Marina Planning Area

-  Planning Area Boundary
-  Urban Growth Boundary
-  Roads

-  Marina City Limits
-  Adopted Sphere of Influence
-  Proposed Sphere of Influence



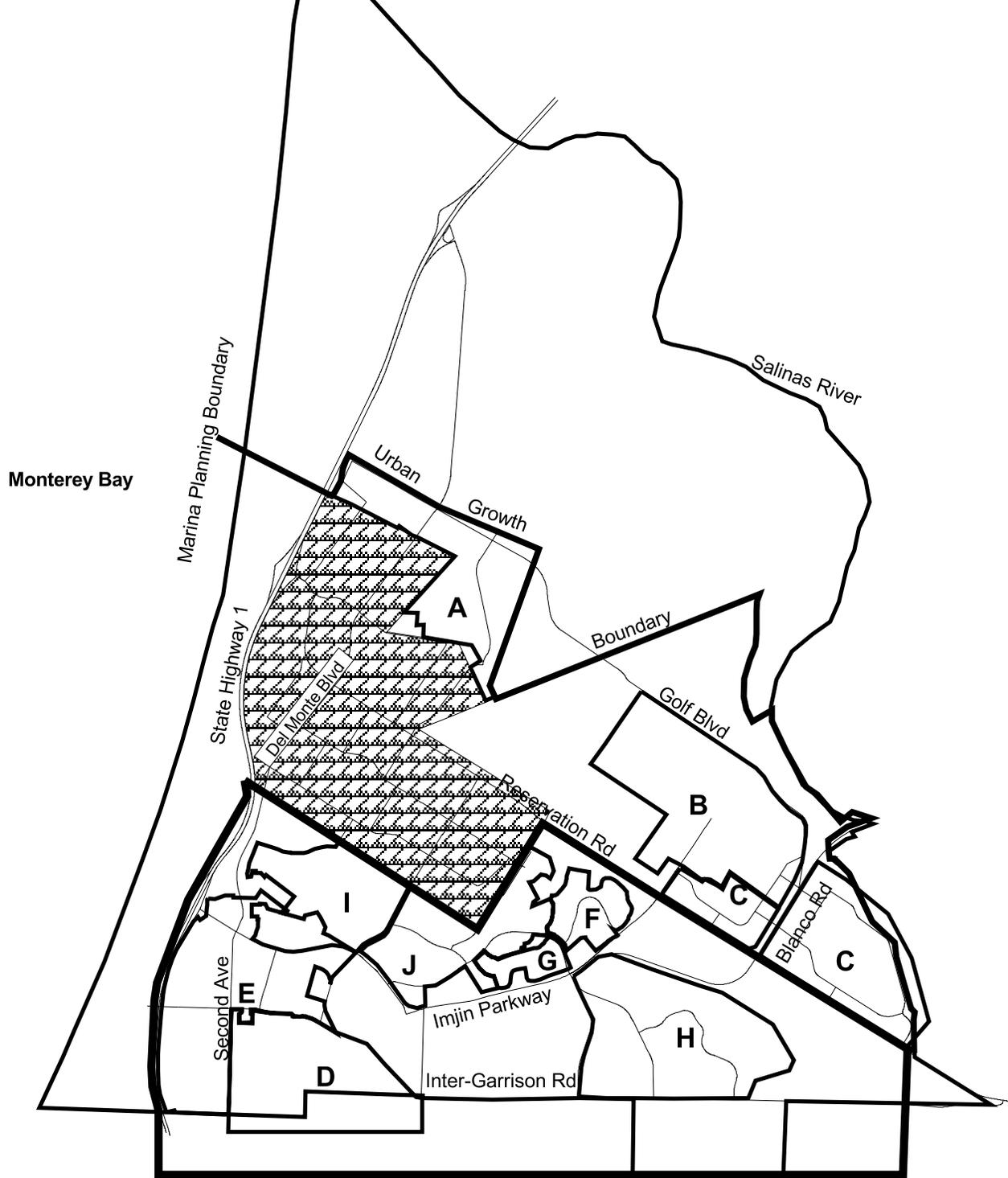


Figure 1.2. Major Plan Sub-Areas

- | | | |
|---------------------------------|--|---------------------------|
| Planning Area Boundary | Marina Station | Preston Park |
| Urban Growth Boundary | Marina Municipal Airport/Business Park | Abrams Park |
| Roads | UC MBEST Center | Frederick-Schoonover Park |
| South Marina Redevelopment Area | CSUMB | Cypress Knolls |
| Central Marina | University Village | Marina Heights |



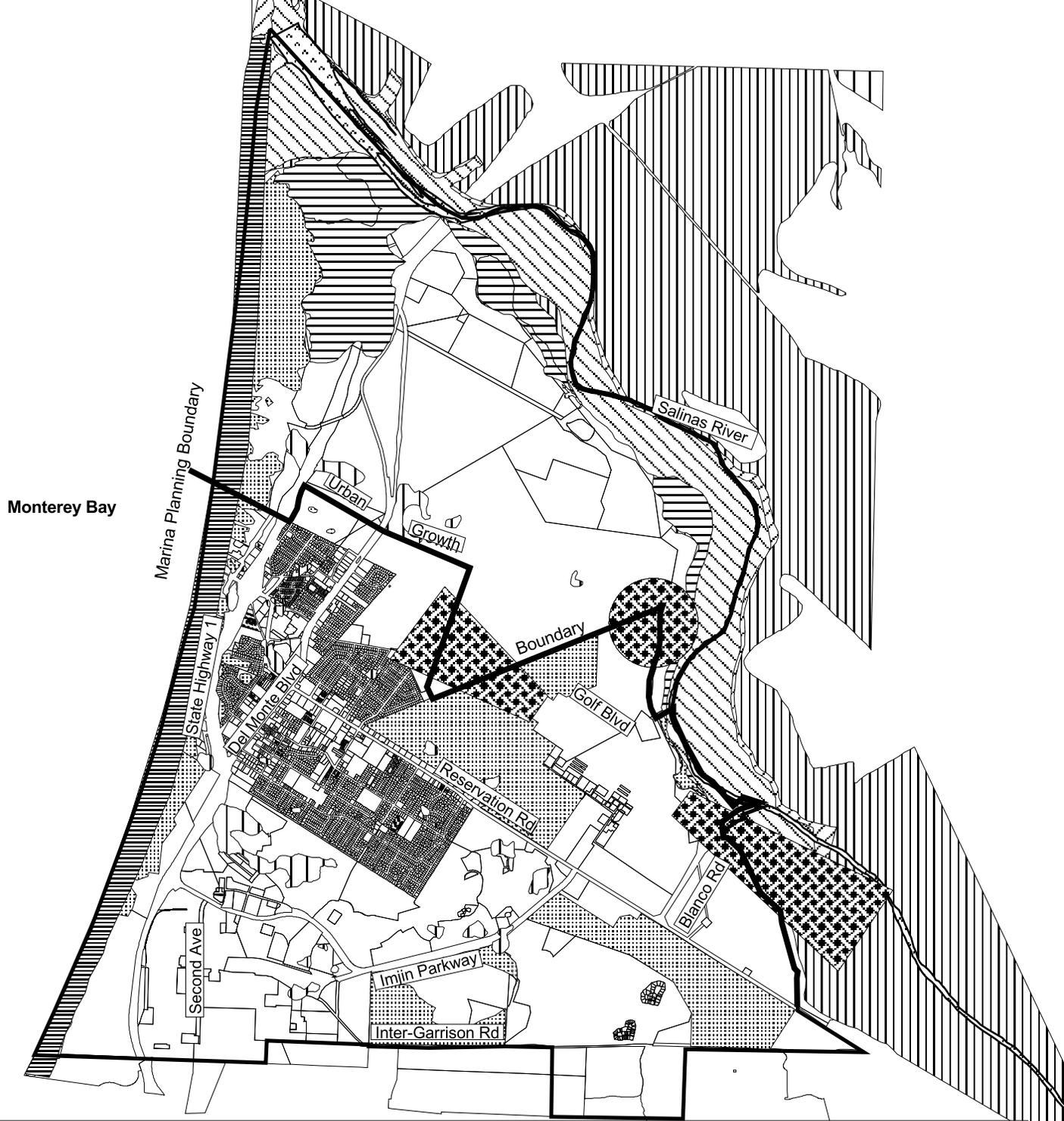


Figure 2.1. Community Land Supply

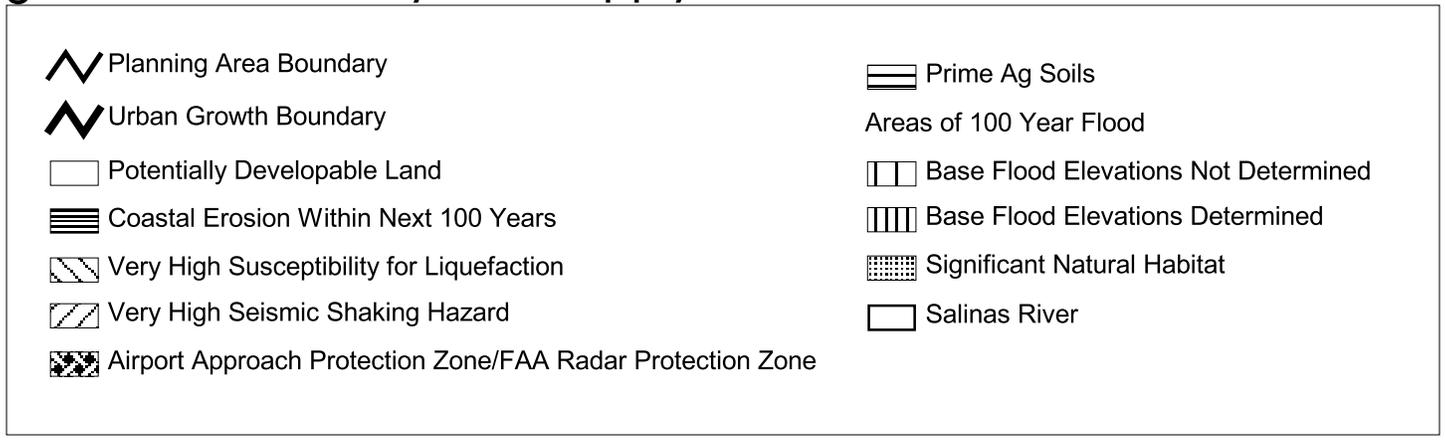
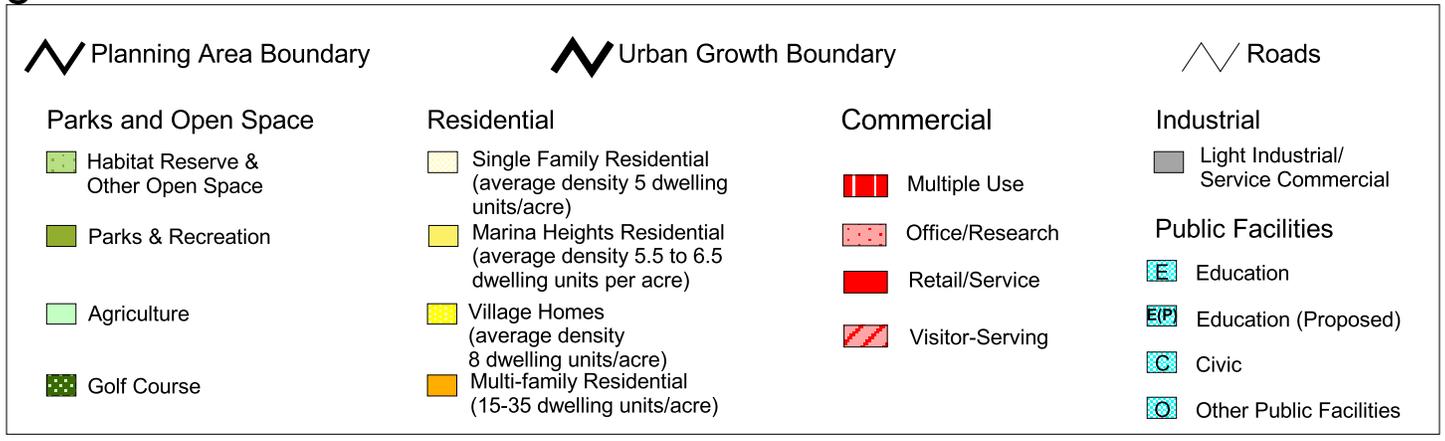




Figure 2.2. Land Use Plan



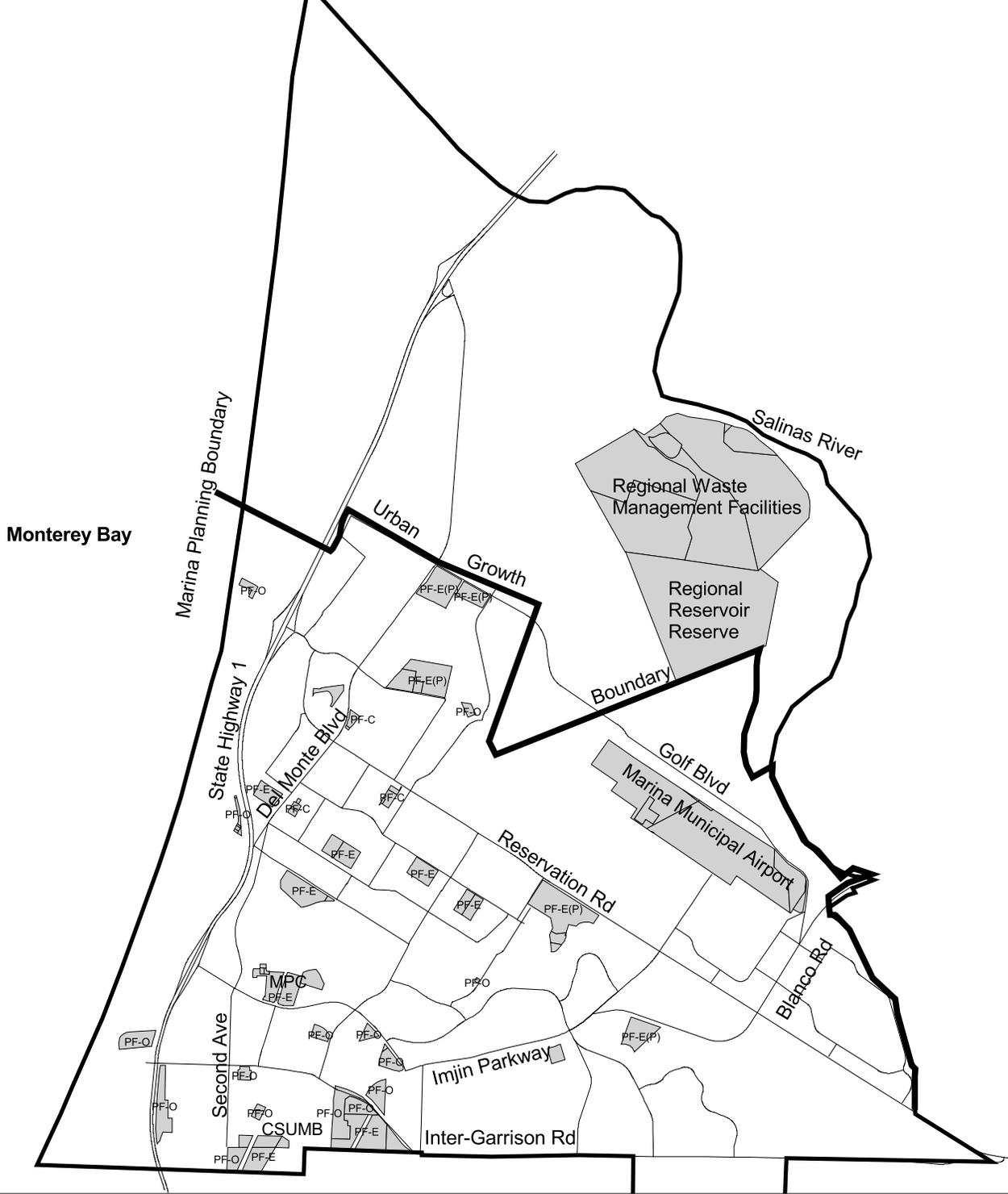


Figure 2.3. Public Facilities

<ul style="list-style-type: none">  Planning Area Boundary  Urban Growth Boundary  Roads 	<p>Public Facilities</p> <ul style="list-style-type: none">  Education  Education (Proposed)  Civic  Other Public Facilities
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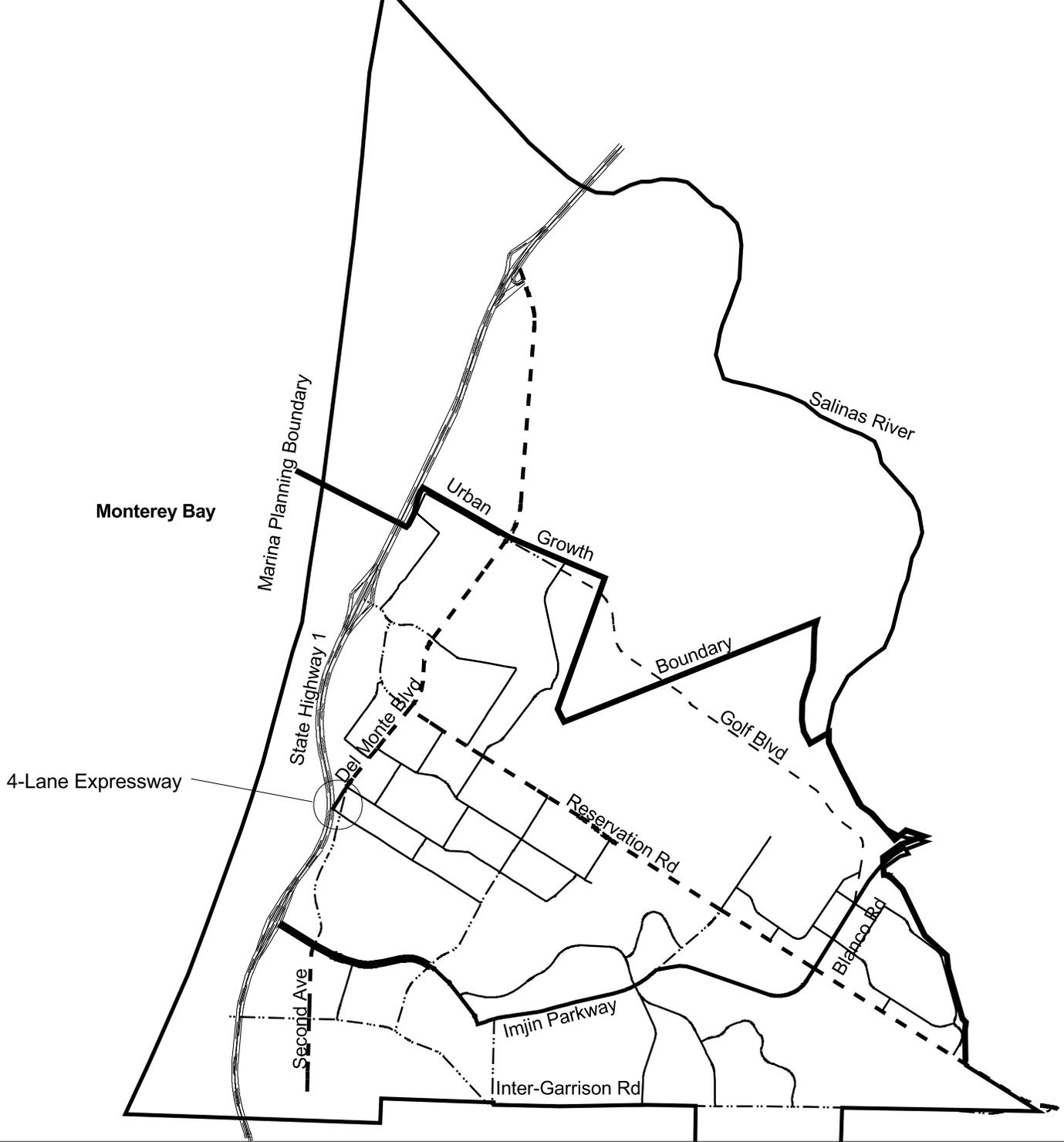


Figure 3.1. Vehicular Circulation

 Planning Area Boundary
 Urban Growth Boundary

General Plan Road Classifications

 6-Lane Expressway  4-Lane Expressway  4-Lane Arterial  State Hwy	 2-Lane Arterial  2-Lane Parkway  2-Lane Collector
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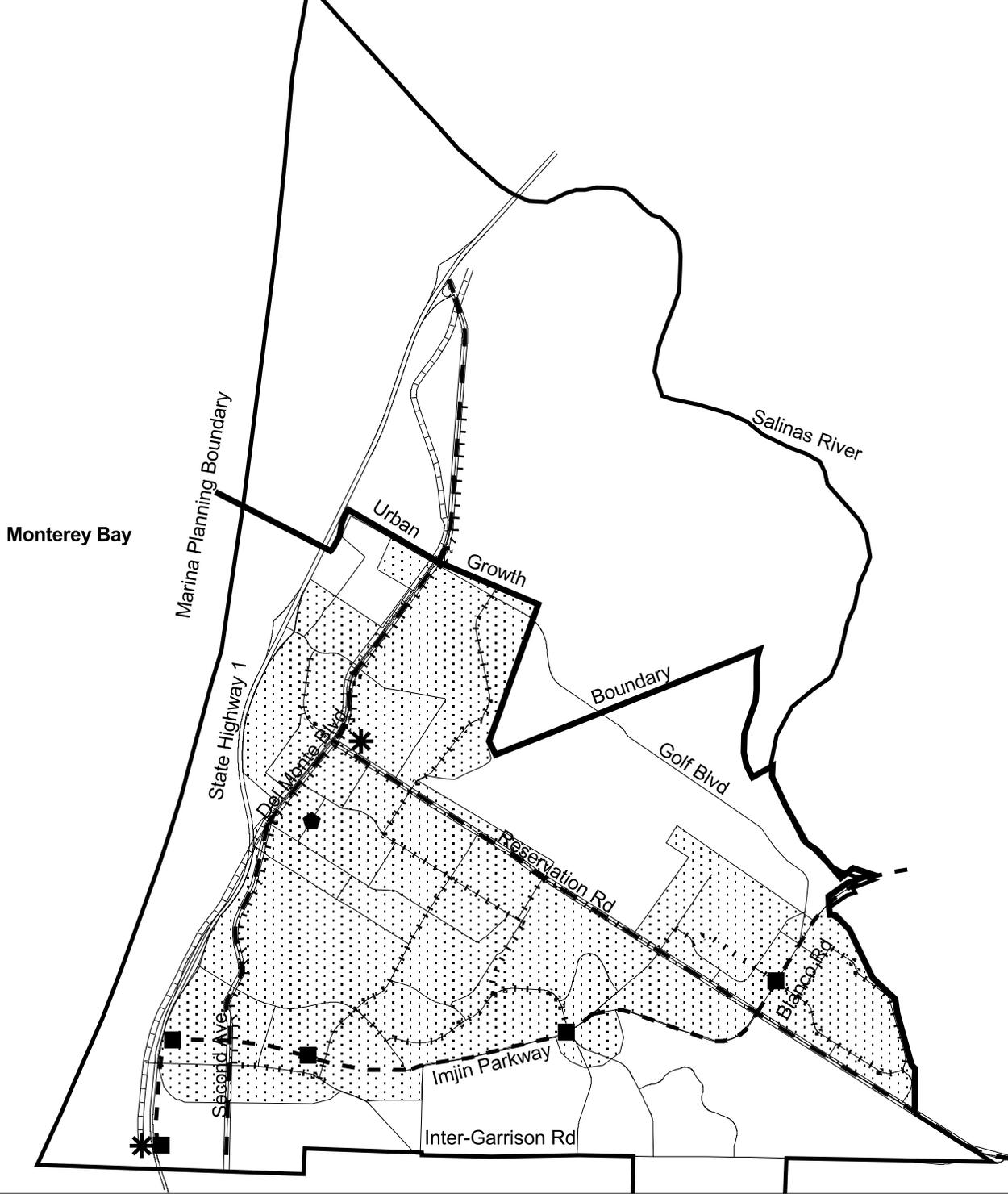
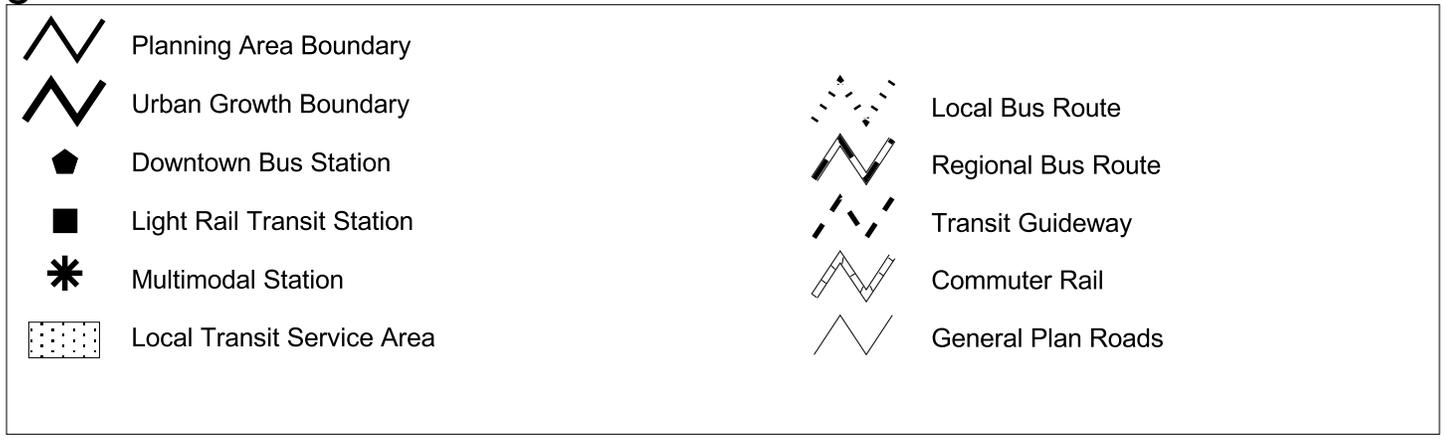


Figure 3.2. Transit Circulation



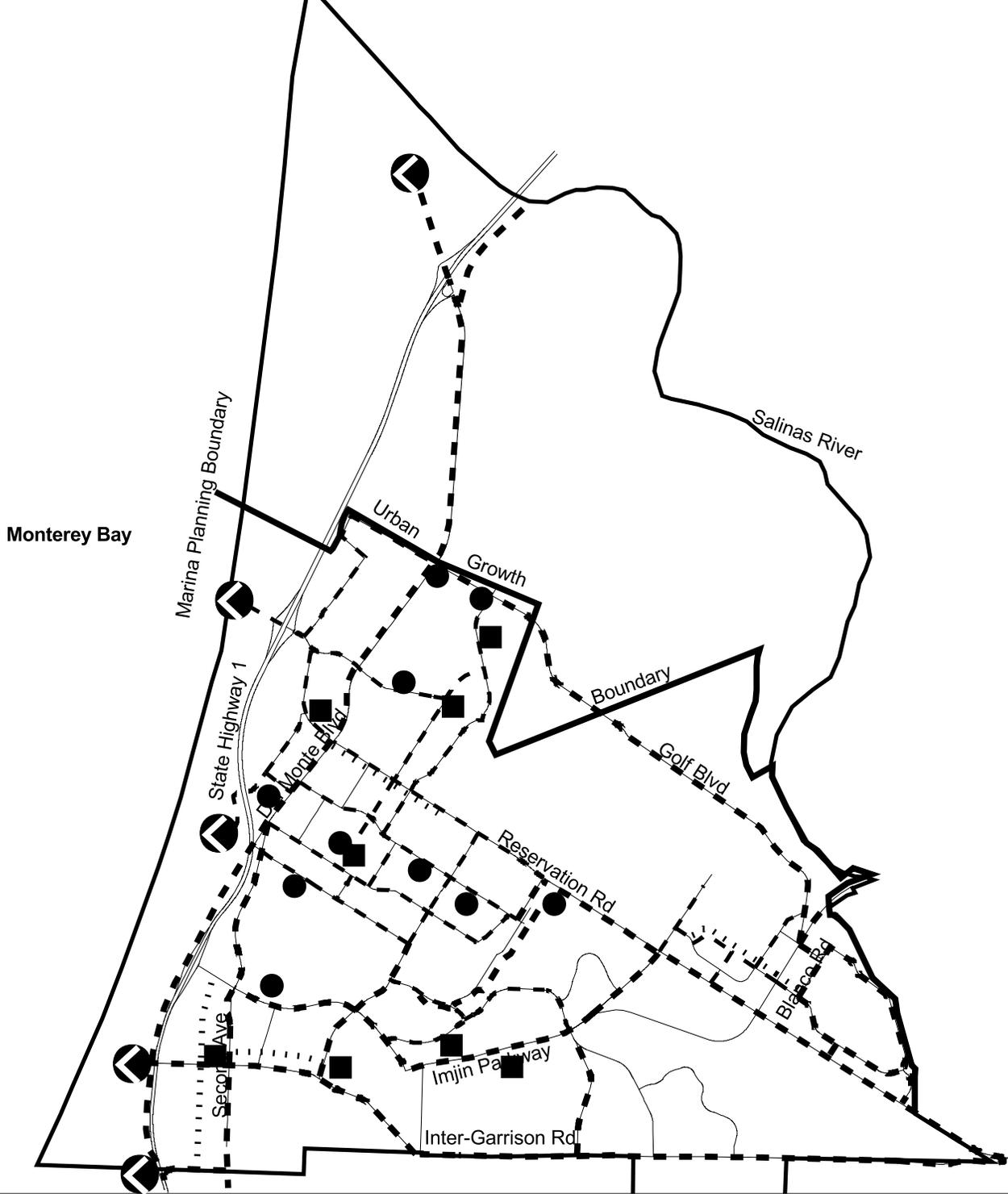
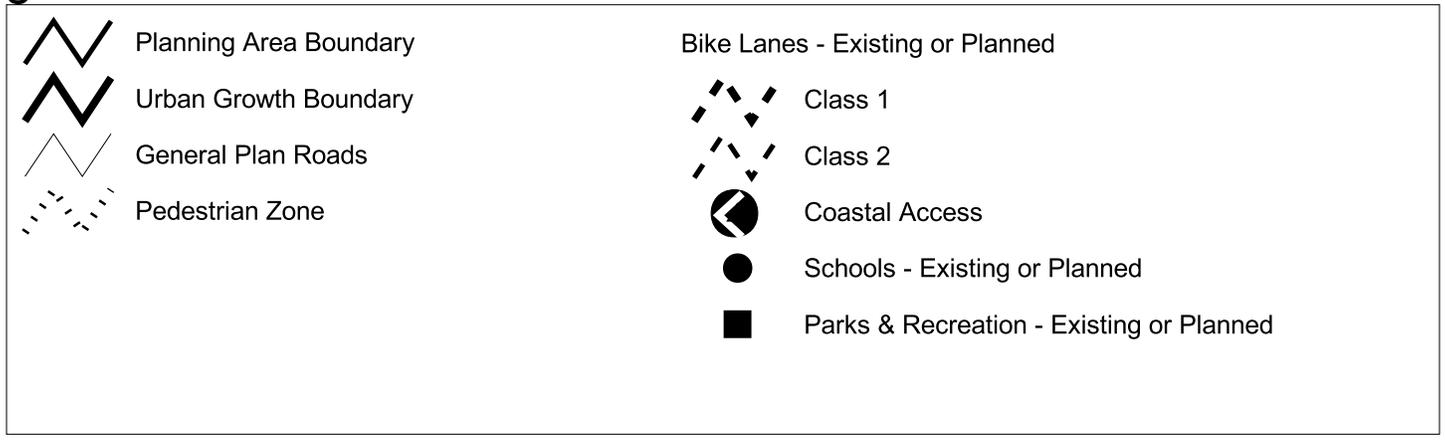


Figure 3.3. Non-Vehicular Circulation



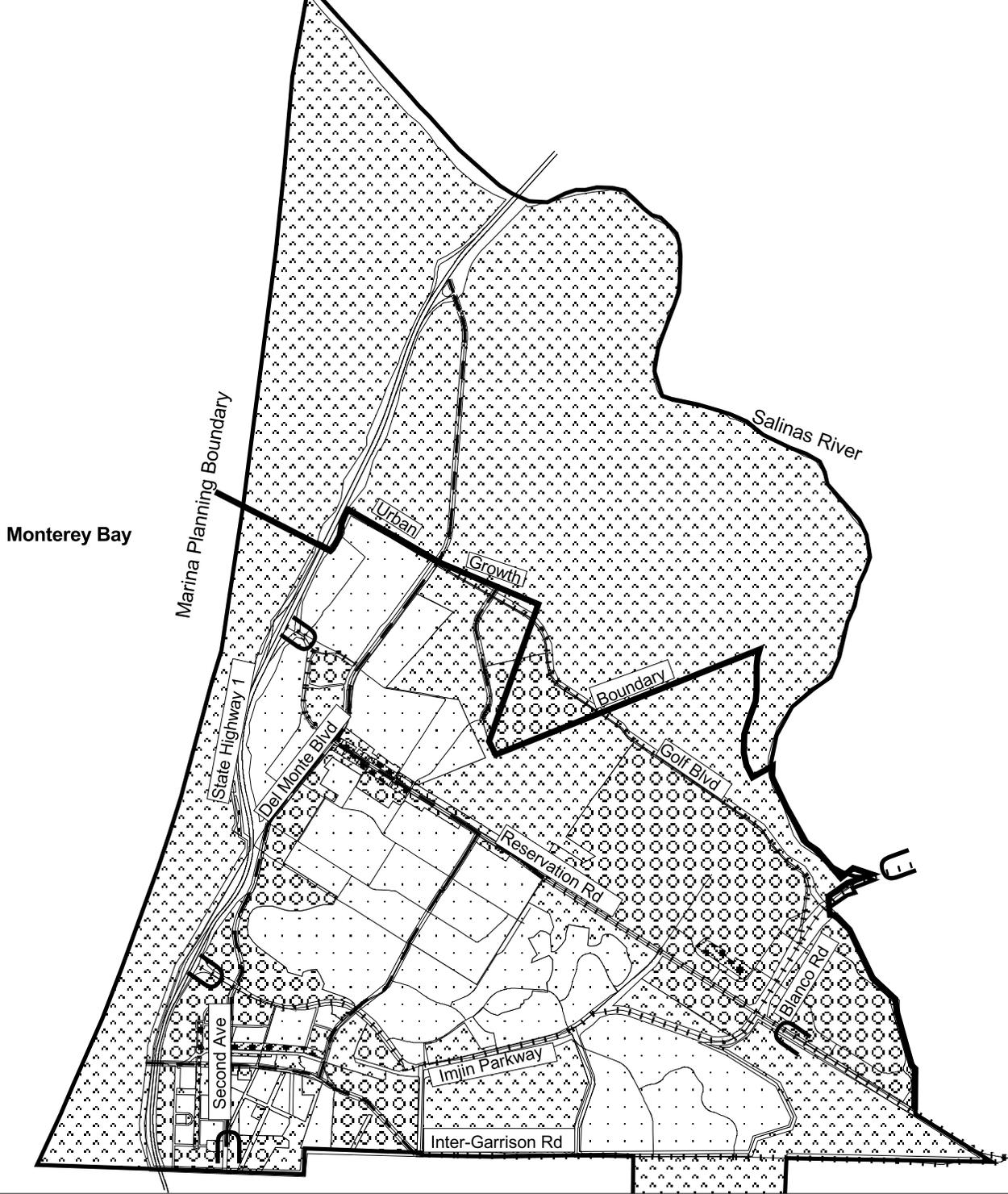
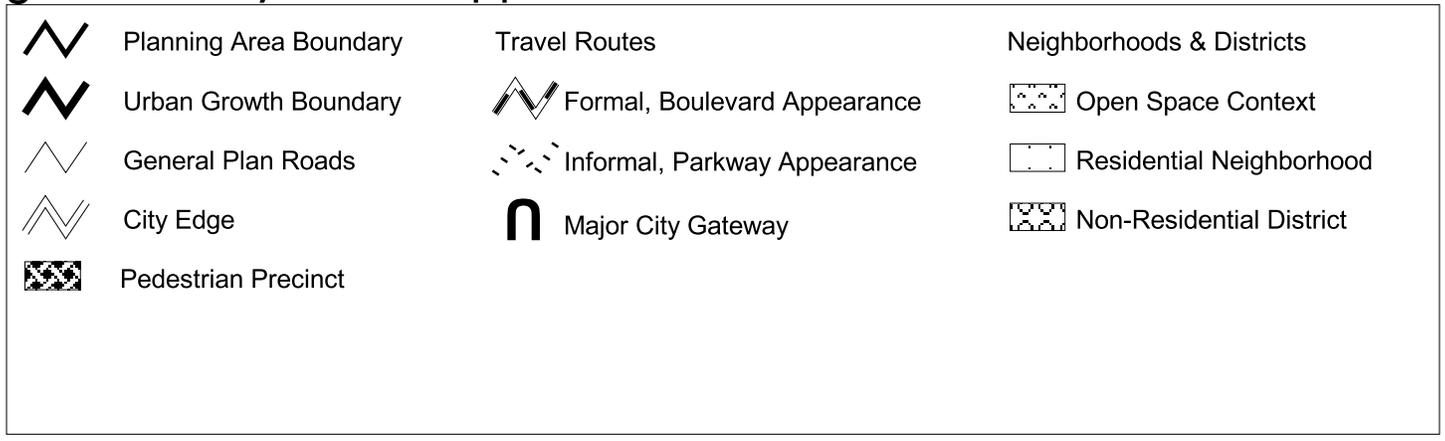


Figure 4.1. City Form & Appearance



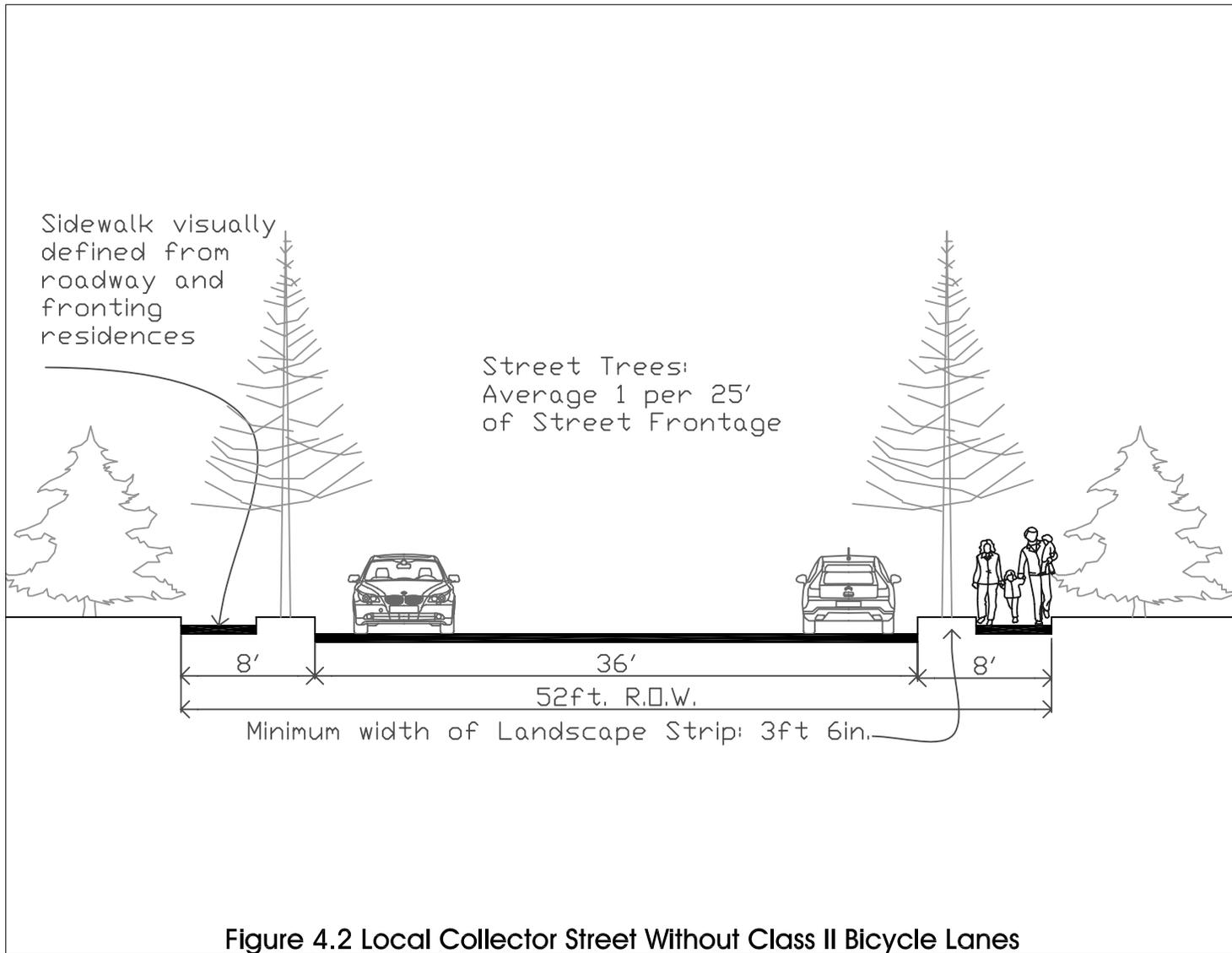


Figure 4.2 Local Collector Street Without Class II Bicycle Lanes

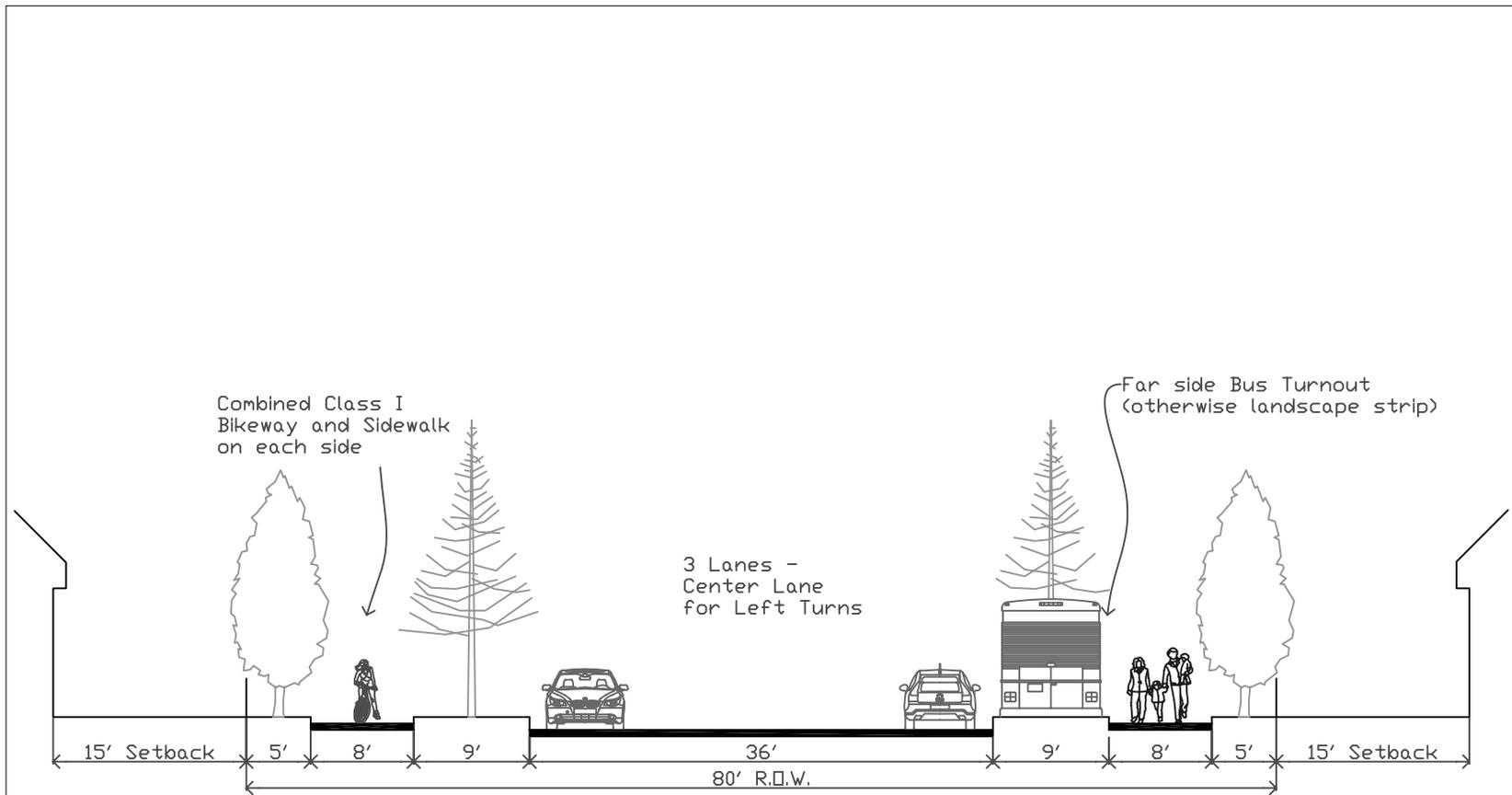


Figure 4.3. Crescent Avenue Extension at Armstrong Ranch

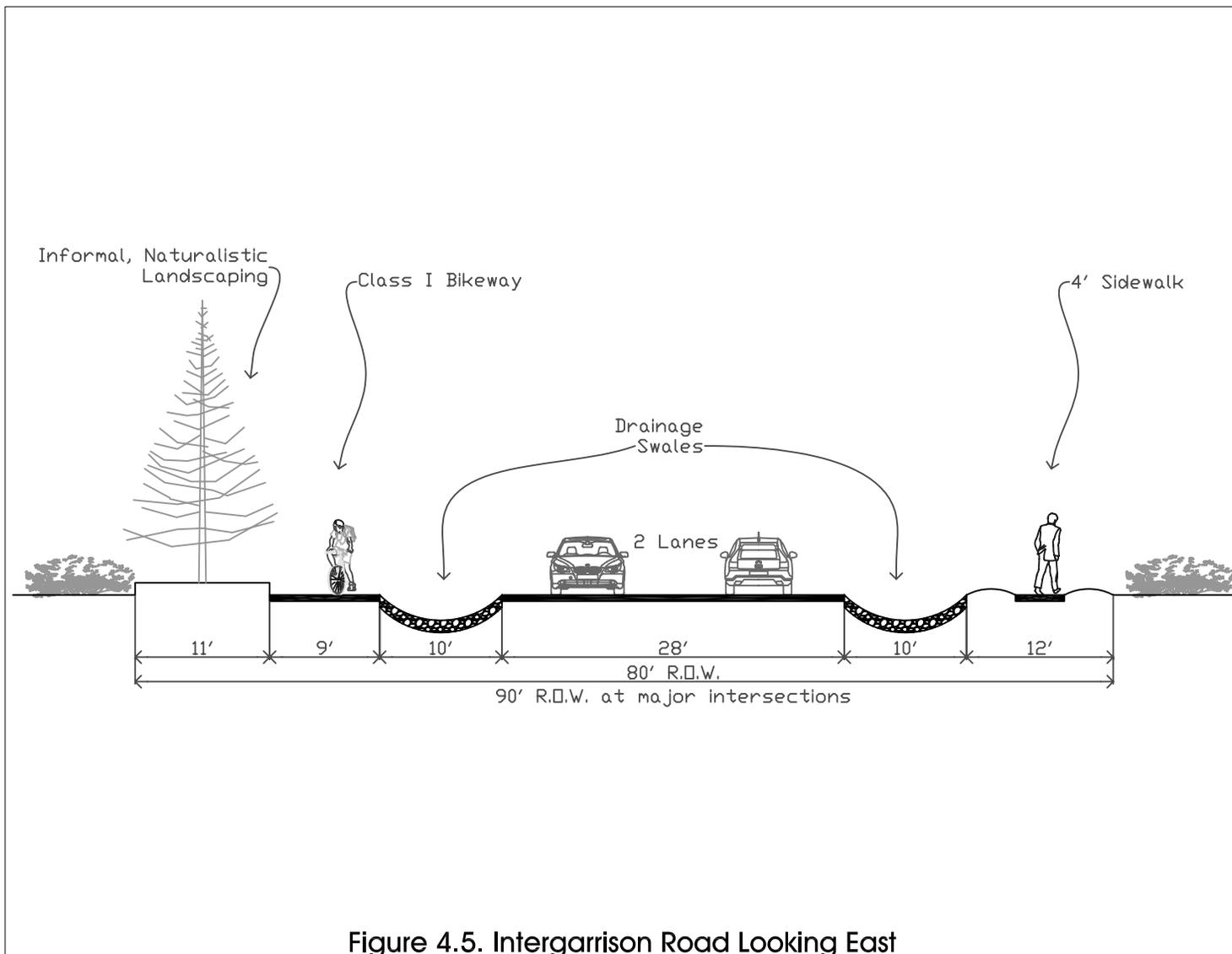


Figure 4.5. Intergarrison Road Looking East

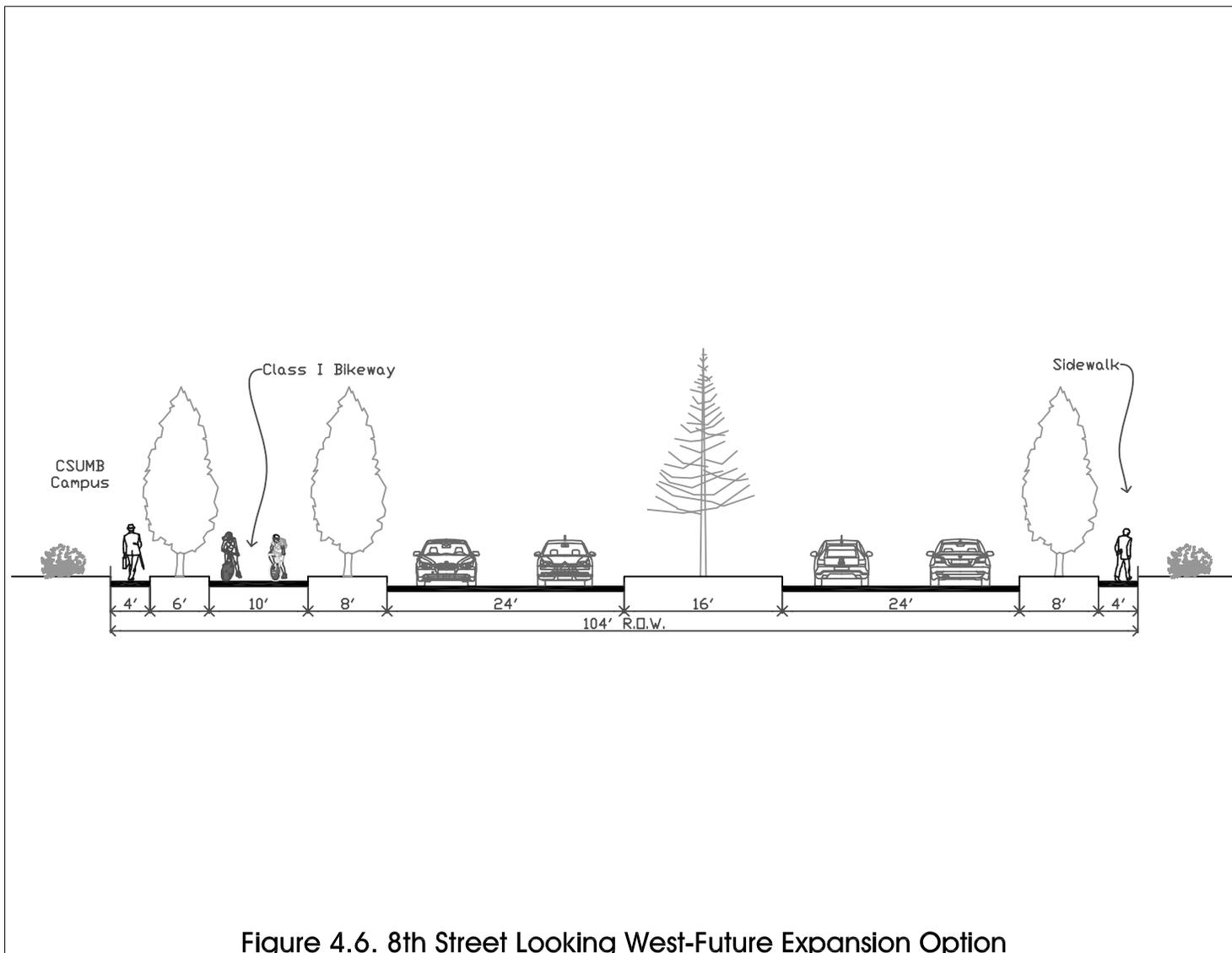


Figure 4.6. 8th Street Looking West-Future Expansion Option

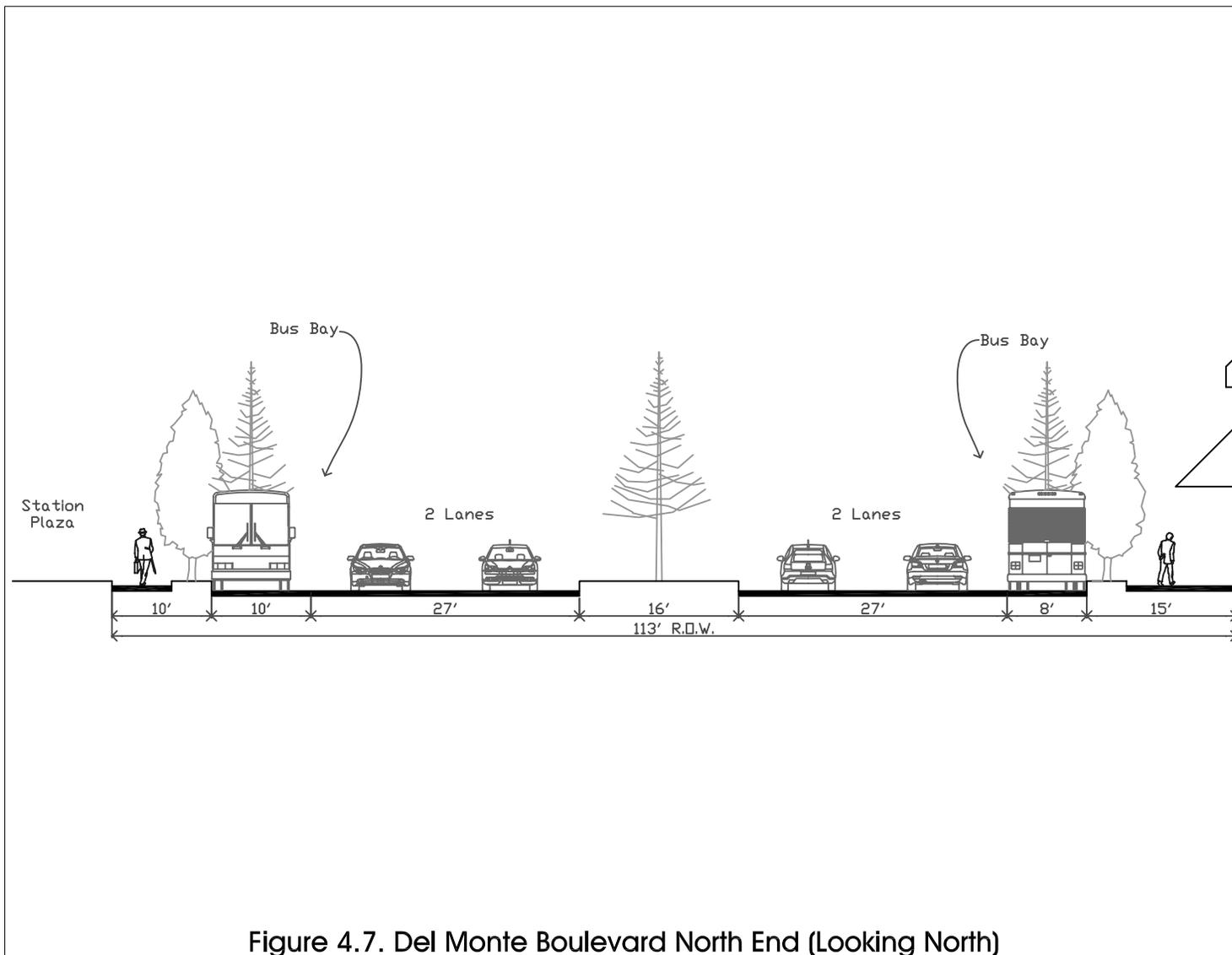


Figure 4.7. Del Monte Boulevard North End (Looking North)

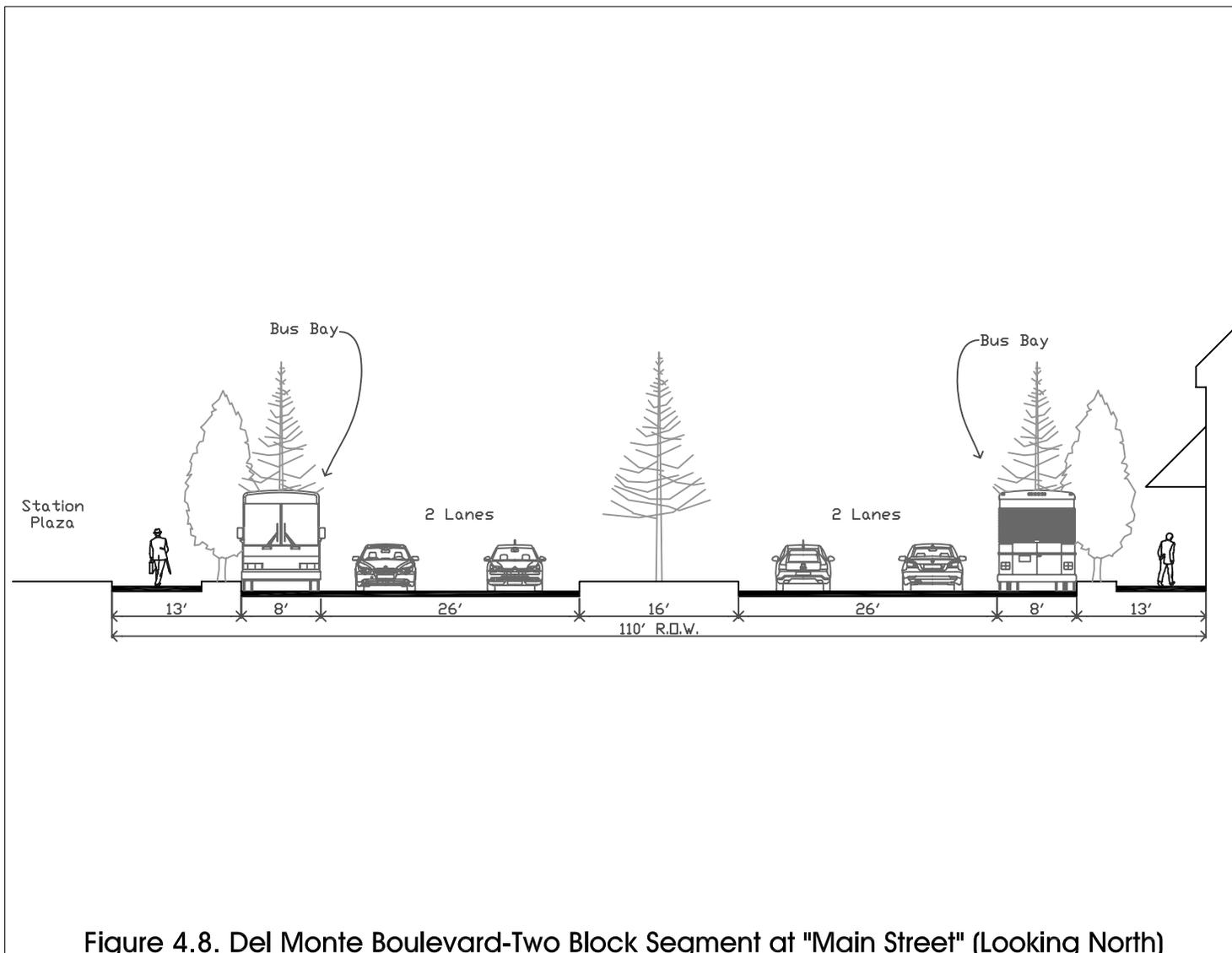


Figure 4.8. Del Monte Boulevard-Two Block Segment at "Main Street" (Looking North)

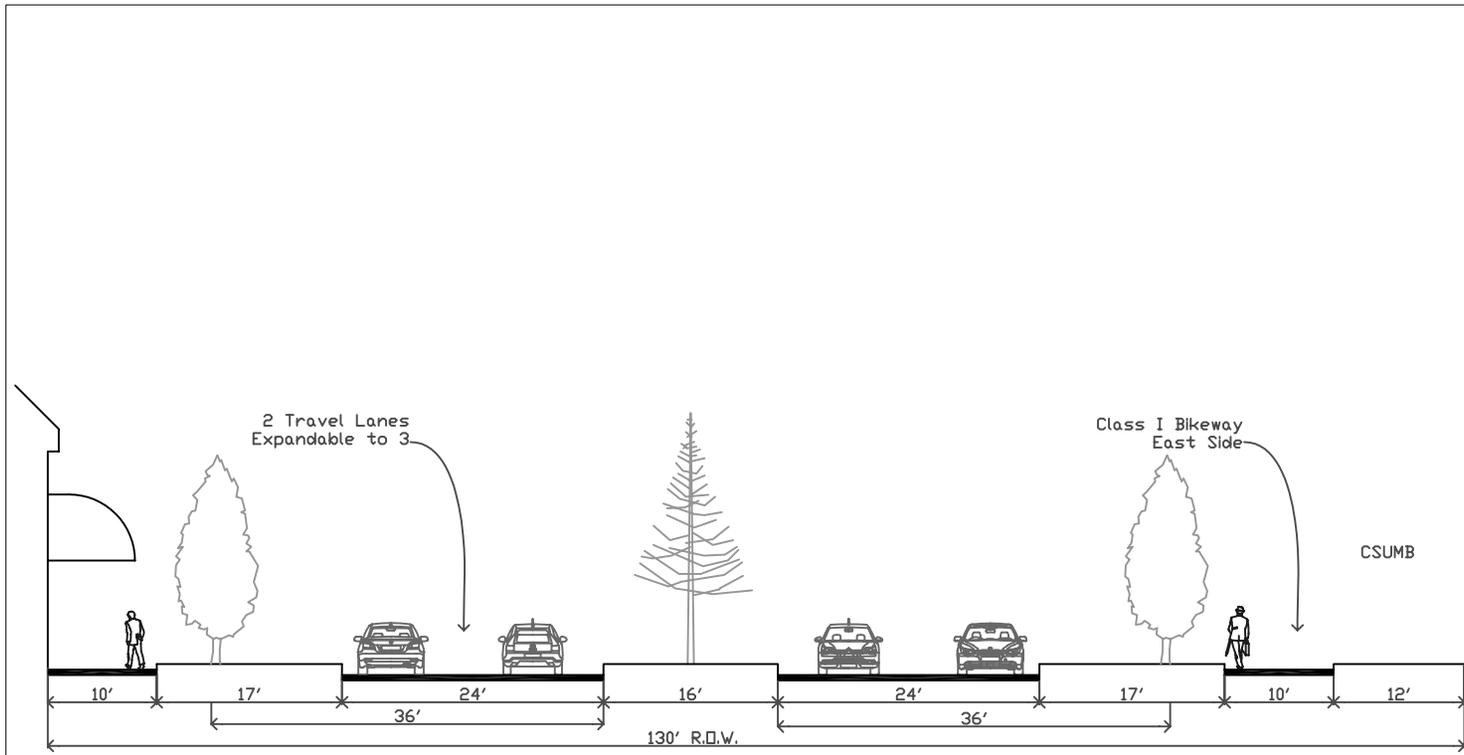


Figure 4.9. 2nd Avenue South of 8th Street (Looking North)

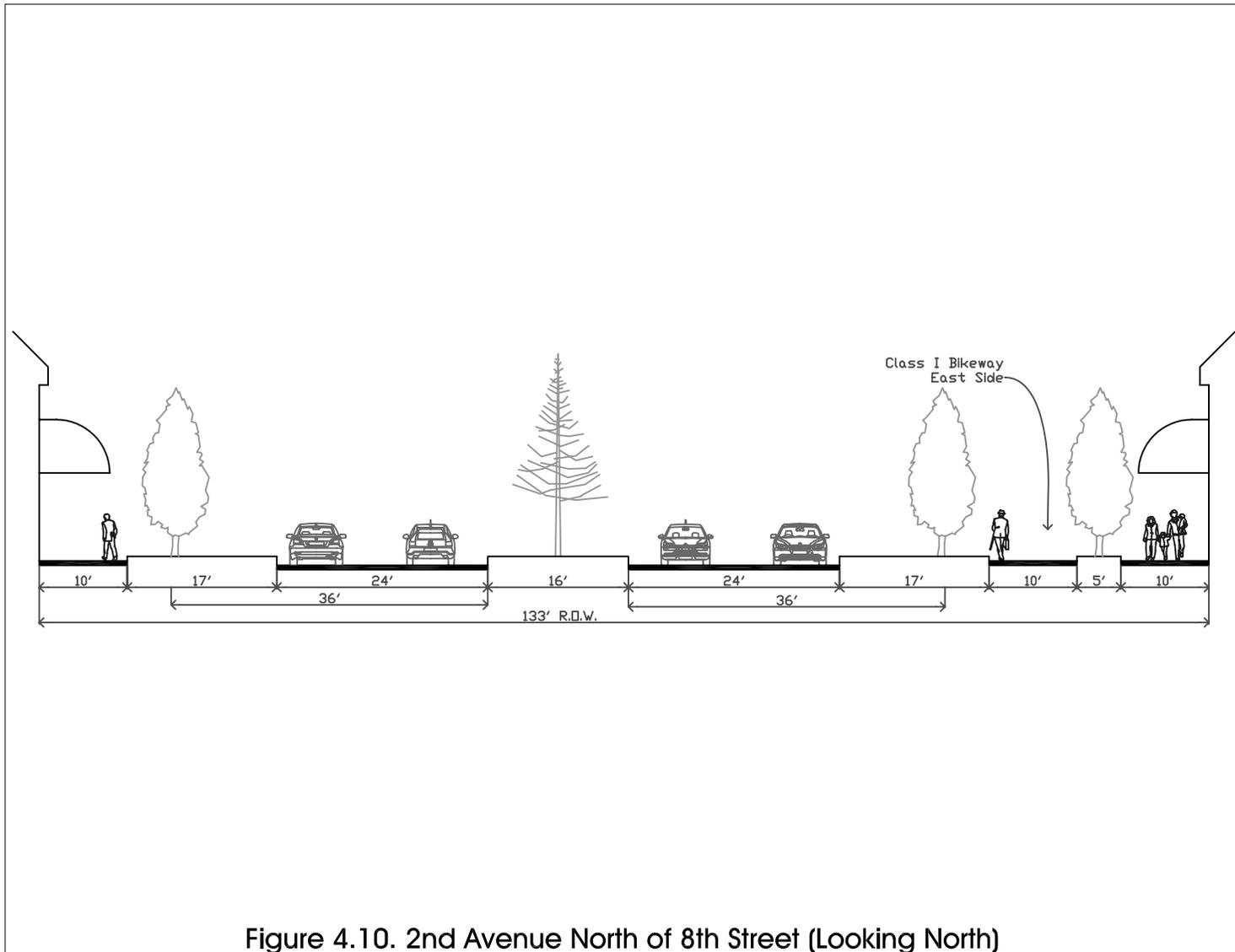


Figure 4.10. 2nd Avenue North of 8th Street (Looking North)

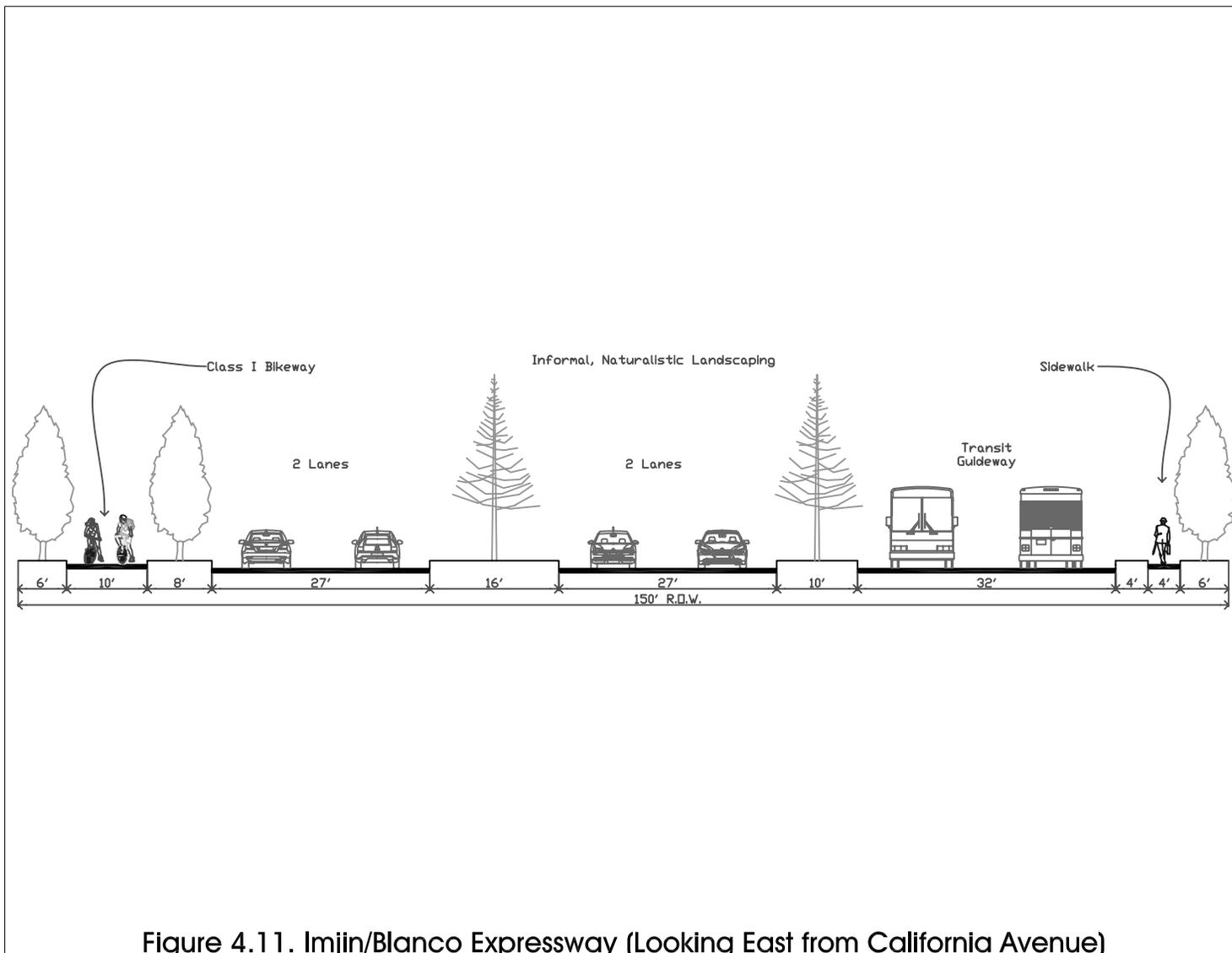
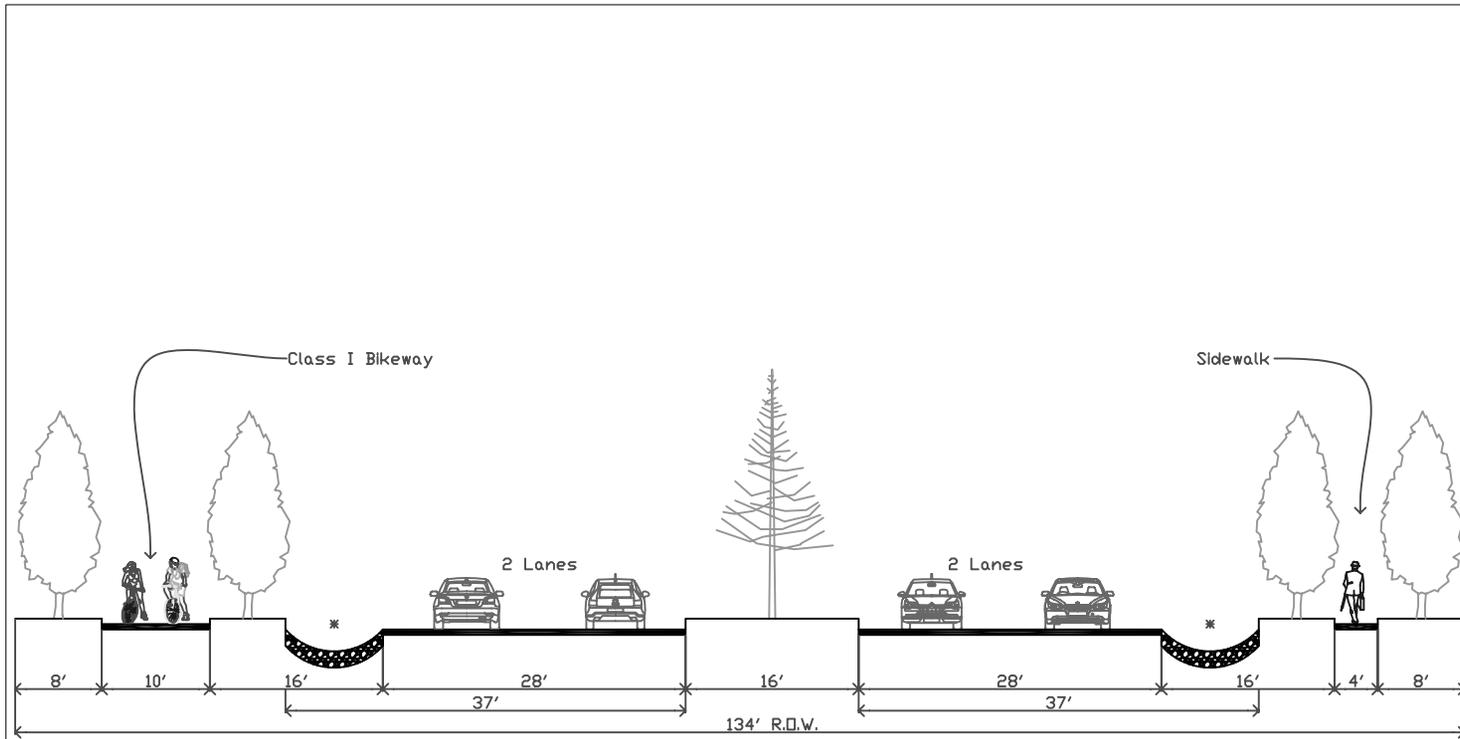
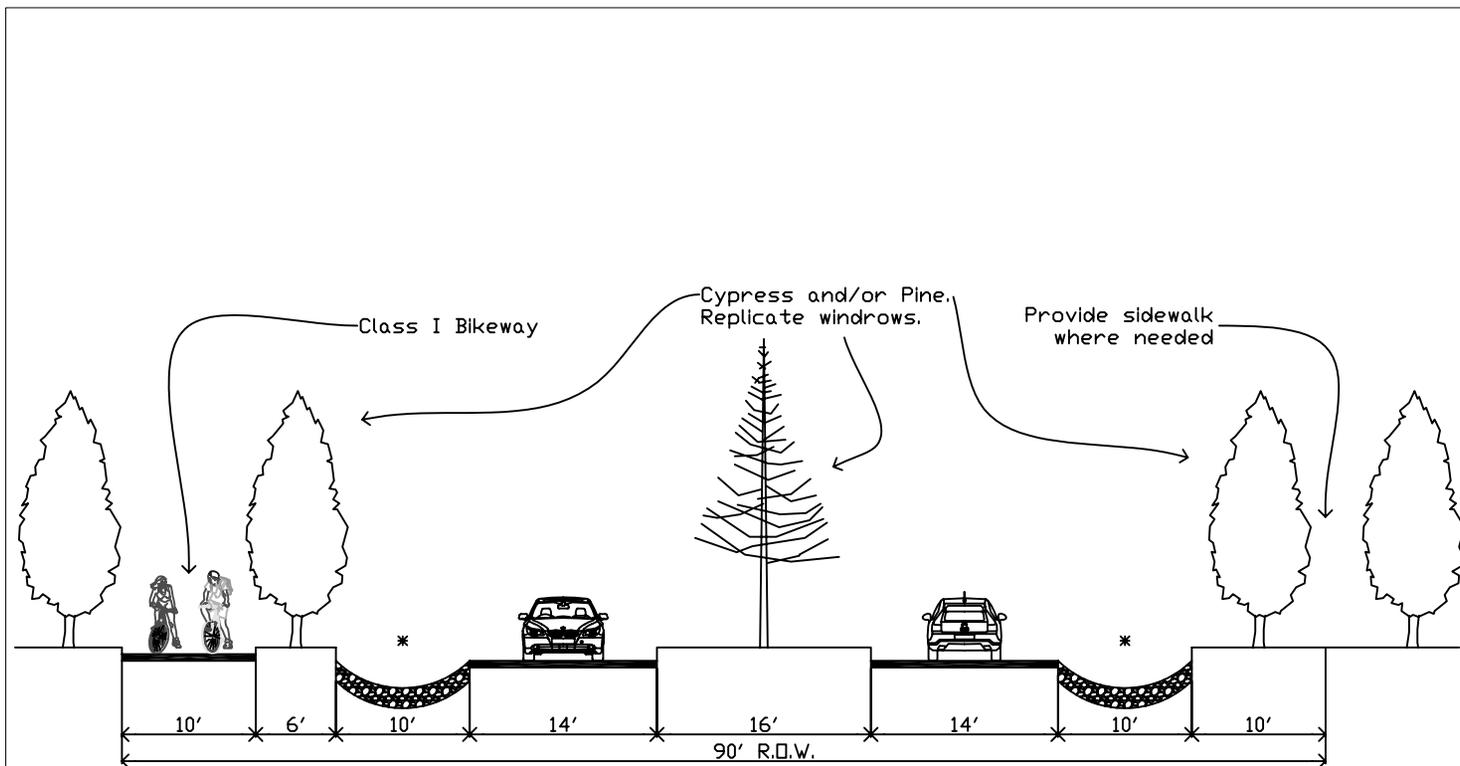


Figure 4.11. Imjin/Blanco Expressway (Looking East from California Avenue)



* Drainage Swales
 Initial Phase 4 Lanes; Long-Term +/- 2020 6 Lanes

Figure 4.12. 12th Street West of California Avenue (Looking West)



* Allowance for long-range expansion to 4 lanes if required. Projected 2020 traffic requires only 2 lanes.

Figure 4.13. Golf Boulevard West of Municipal Airport (Looking West)

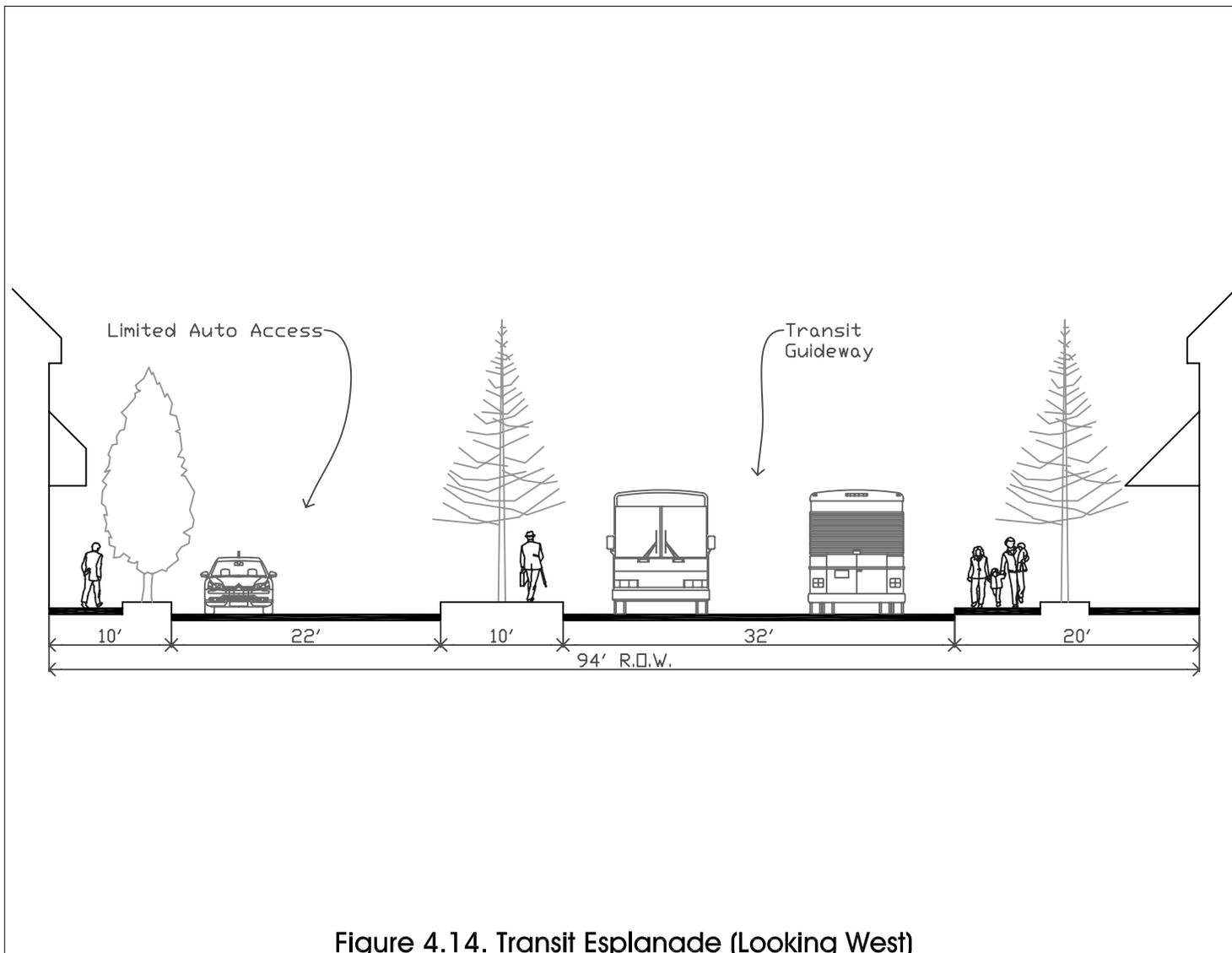


Figure 4.14. Transit Esplanade (Looking West)

