

RESOLUTION NO. 2020-74

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA TO
APPROVE A SPECIFIC PLAN FOR THE MARINA MUNICIPAL AIRPORT
BUSINESS AND INDUSTRIAL PARK/UC MBEST CENTER.

WHEREAS, California State Law allows for the preparation of a Specific Plan to systematic implementation of the general plan for all or part of the area covered by the general plan (ARTICLE 8. Specific Plans, 65451 – Preparation of specific plans); and,

WHEREAS, when the former Fort Ord was closed, the Fritzsche Army Airfield site lands were divided between the City and UC for a municipal airport and for developing a technology center, respectively, and each entity proceeded with separate, yet roughly parallel planning strategies that converged with the decision to work together in the creation of a specific plan for the area; and,

WHEREAS, in 1996, the UC MBEST Center Master Plan was created to guide development of the property in a way that reflects the UC mission, values and objectives and the Master Plan included a recommended development pattern for the Marina Airport Business and Industrial Park; and,

WHEREAS, the Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan (Specific Plan) represents a collaborative effort between the City and the UC to create an integrated development and implementation plan for this area; and,

WHEREAS, the Specific Plan will guide the development of these lands in a way that encourages the creation of a cohesive collection of buildings and activities reflective of: (a) the City's General Plan goals and policies; (b) UC's mission and values; (c) the unique land use types and standards for property next to a General Aviation Airport; (d) the prospect of generating revenue to support the viability of the Airport; and (e) the potential for economic development and employment growth that takes advantage of research, manufacturing and aviation activities; and,

WHEREAS, with anticipated amendments, the Specific Plan is consistent with the General Plan and Zoning Ordinance; and,

WHEREAS, Marina Coast Water District does testing of their production wells for emerging chemicals and includes those results in an annual consumer confidence report and works with the Army BRAC Office in determining what actions, if any, might need to be taken to provide safe, potable water for the Specific Plan area; and,

WHEREAS, at a regular meeting on June 16, 2020 the City Council opened a public hearing, took testimony from the public and adopted the Specific Plan; and,

WHEREAS, an Addendum to the Final Environmental Assessment/Environmental Impact Report (hereinafter referred to as the Environmental Update) has been prepared to analyze the environmental effects, if any, of implementing the Specific Plan. The 1995 FEA/EIR (SCH No. 94093005) evaluated the 1995 Phase I Airport Master Plan prepared for the Airport as a project under the California Environmental Quality Act (CEQA) (hereinafter the 1995 Environmental studies are referred to as the Original Project). The 1995 Airport Master Plan and Original Project included modified airport components for transition of the military field to a civilian general aviation use airport. The project identified 876,000 square feet of aviation compatible business park/commercial/industrial uses for the City's portion of the Park and 790,178 square feet for the UC MBEST portion of the park.

NOW, THEREFORE BE IT RESOLVED by the City Council to approve a Specific Plan for the Marina Municipal Airport Business and Industrial Park/UC MBEST Center.

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 16th day of June 2020, by the following vote:

AYES, COUNCIL MEMBERS: Berkley, Urrutia, O'Connell, Morton, Delgado

NOES, COUNCIL MEMBERS: None

ABSENT, COUNCIL MEMBERS: None

ABSTAIN, COUNCIL MEMBERS: None

Bruce Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

EXHIBIT 3 – General Plan - Land Use Plan

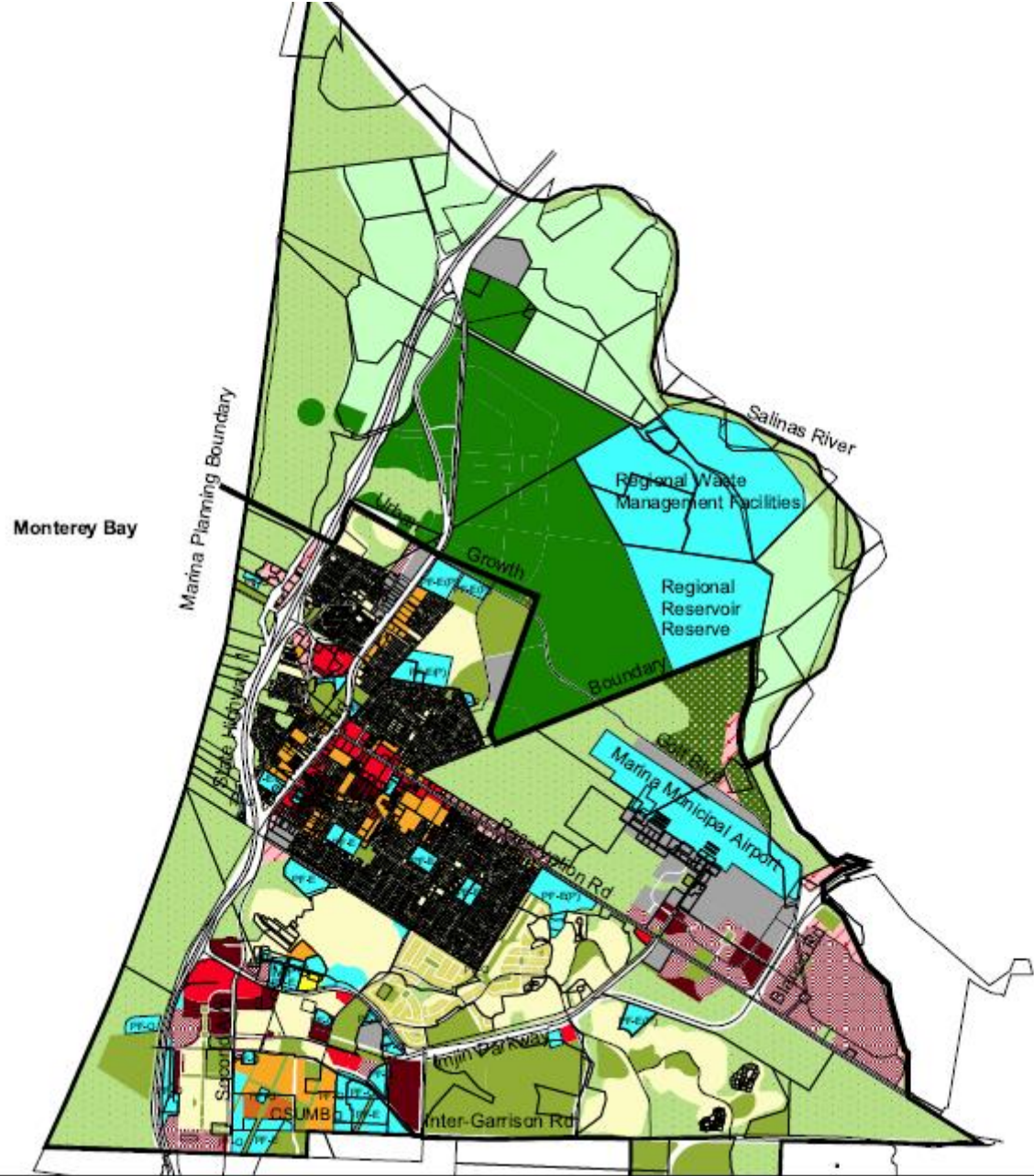


Figure 2.2. Land Use Plan

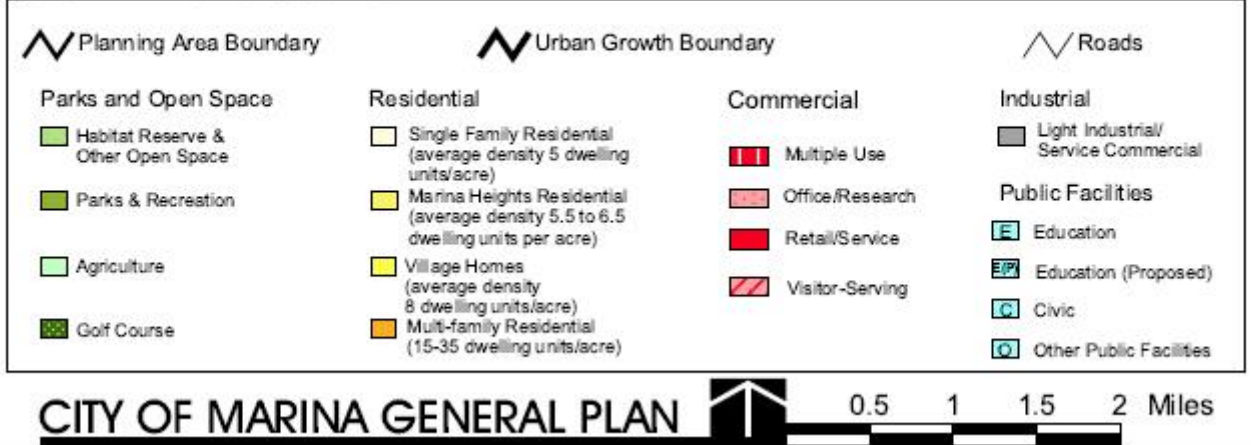
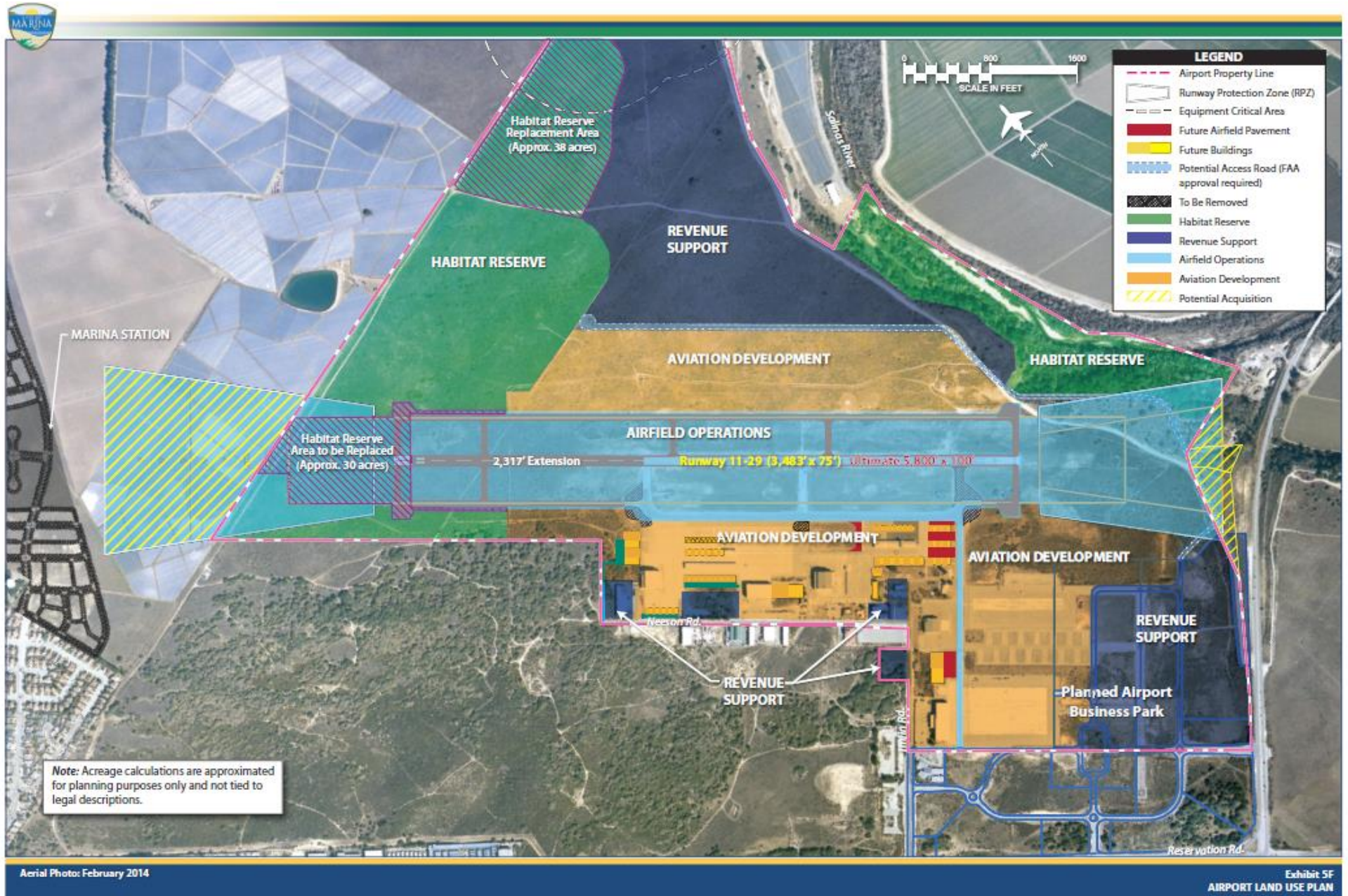


EXHIBIT 4 – Airport Land Use Plan - Airport Land Use Plan – Exhibit 5-F



1.5.1.7 City of Marina General Plan and EIR

The City of Marina General Plan, adopted October 31, 2000, and updated with amendments through August 4, 2010, identifies two planning sub-areas that in part make up the Specific Plan area. A portion of the UC MBEST Center Sub-Area (of which the UC MBEST Central North Campus is part) comprises the UC MBEST component, and the southeastern portion of the Marina Municipal Airport/Business Park Sub-Area corresponds to the City-owned land.

On May 22, 2001, the FORA adopted Resolution No. 01-05, including findings that the City followed the procedures and fulfilled the requirements of the Implementation Process and Procedures of the Fort Ord Base Reuse Plan and the FORA Master Resolution, thereby meeting the requirements of Government Code Section 67675 et seq. In addition, the City provided the required substantial evidence showing that the General Plan Amendments were consistent with the Fort Ord Base Reuse Plan, as well as that the City of Marina's Amendments to its General Plan (as contained in Resolution No. 2000-95) will, considering all their aspects, further the objectives and policies of the Final Base Reuse Plan. This resolution was approved and certified as meeting the requirements of Title 7.85 of the Government Code and are consistent with the Fort Ord Base Reuse Plan.

1.5.1.8 Draft Marina Municipal Airport Comprehensive Land Use Plan ~~(2006)~~2019

The purpose of the Draft Marina Municipal Airport Comprehensive Land Use Plan (CLUP) is to provide for the orderly development of the new land uses surrounding public use airports while simultaneously protecting the health, safety, and welfare of persons who live and work around the Airport. Toward that goal, the CLUP adopted a comprehensive set of policies designed to ensure that proposed development surrounding the Airport will neither impact nor be impacted by operation of the Airport. The CLUP identified specific areas surrounding the Airport for large-scale development. The areas identified include those lands included in the Specific Plan area. Anticipated uses to the east of the Airport (City-owned property) include "Non-Aviation Revenue Producing" (e.g., commercial, industrial, and corporate aviation uses). Anticipated uses to the south of the Airport (UC-owned property) are envisioned to be a multi-institutional center for science, technology, education, and policy.

The development that is planned for the Specific Plan area is consistent with the land use expectations of the Draft Marina Municipal Airport CLUP.

1.5.1.9 Marina Municipal Airport Master Plan Update ~~(2008)~~2018

The purpose of the Marina Municipal Airport Master Plan Update was to determine the type and extent of aviation facilities needed at the Airport through 2025 and to prepare a plan that would accommodate the required development. The Marina Municipal Airport Master Plan Update envisioned that the lands surrounding the main Airport facilities (e.g., taxiway, tarmac areas) would be developed as a business park to complement the existing and future Airport uses.

The development planned for the Specific Plan is consistent with the development envisioned within the Marina Municipal Airport Master Plan Update (refer to [Exhibit 5.F\)Figure 1.5-1](#)).

RESOLUTION NO. 2020-73

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA TO ACCEPT THE
ADDENDUM TO THE FINAL ENVIRONMENTAL ASSESSMENT AND
ENVIRONMENTAL IMPACT REPORT FOR THE 1995 AIRPORT MASTER PLAN (EIR
SCH NO. 94093005)

WHEREAS, an Addendum to the Final Environmental Assessment/Environmental Impact Report (hereinafter referred to as the FEA/EIR) has been prepared to analyze the environmental effects, if any, of implementing the UCMBEST/Marina Airport Specific Plan; and,

WHEREAS, the 1995 FEA/EIR (SCH No. 94093005) evaluated the 1995 Phase I Airport Master Plan prepared for the Airport as a project under the California Environmental Quality Act (CEQA) (hereinafter referred to as Original Project); and,

WHEREAS, the 1995 Airport Master Plan and Original Project included modified airport components for transition of the military field to a civilian general aviation use airport; and,

WHEREAS, the Original Project identified 876,000 square feet of aviation compatible business park/commercial/industrial uses for the City's portion of the Park and 790,178 square feet for the UCMBEST portion of the Park; and,

WHEREAS, in June 2020, the Specific Plan has been prepared for the Park, including both the City and the UC properties; and,

WHEREAS, the Specific Plan includes 859,178 square feet of floor are in the City-owned portion of the Park and 759,905 square feet within the UC portion of the Park and the square footage figures, along with the type of permitted uses, are consistent with those identified in this portion of the Original Project; and,

WHEREAS, at a regular meeting on June 16, 2020 the City Council opened a public hearing, took testimony from the public and considered addendum to the FEA/EIR.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Marina to Accept the Addendum to Final Environmental Assessment and Environmental Impact Report for the 1995 Airport Master Plan (EIR SCH No. 94093005).

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 16th day of June 2020, by the following vote:

AYES, COMMISSIONERS: Berkley, Urrutia, O'Connell, Morton, Delgado

NOES, COMMISSIONERS: None

ABSENT, COMMISSIONERS: None

ABSTAIN, COMMISSIONERS: None

Bruce Delgado, Mayor

ATTEST:

Anita Sharp, Deputy City Clerk

To: Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of June 16, 2020

CITY COUNCIL TO OPEN A PUBLIC HEARING, TAKE ANY TESTIMONY FROM THE PUBLIC AND CONSIDER RECOMMENDATION TO THE CITY COUNCIL TO ADOPT RESOLUTIONS 1) ACCEPTING ADDENDUM TO FINAL ENVIRONMENTAL ASSESSMENT AND ENVIRONMENTAL IMPACT REPORT FOR THE 1995 AIRPORT MASTER PLAN (EIR SCH No. 94093005); 2) APPROVING SPECIFIC PLAN FOR THE MARINA MUNICIPAL AIRPORT BUSINESS AND INDUSTRIAL PARK/UC MBEST CENTER; AND , 3) FINDING THE SPECIFIC PLAN CONSISTENT WITH THE FORT ORD BASE REUSE PLAN AND REGIONAL URBAN DESIGN GUIDELINES.

RECOMMENDATION:

The City Council consider the Planning Commission recommendation and take the following actions

- 1) Adopt Resolution No. 2020- ____, accepting Addendum to Final Environmental Assessment and Environmental Impact Report for the 1995 Airport Master Plan (EIR SCH No. 94093005); and,
- 2) Adopt Resolution No. 2020 ____, adopting the Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan; and,
- 3) Direct Staff to prepare amendments to the City of Marina General Plan to ensure consistency between the Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan and the City of Marina General Plan

SUMMARY:

This action for the City Council is consideration of the City of Marina Planning Commission's recommendation to accept the "Addendum to the Final Environmental Assessment/Environmental Impact Report for the Marina Municipal Airport" to the 1995 Airport Master Plan and to adopt the Marina Municipal Airport Business (**See Exhibit 1**) and Industrial Park/UC MBEST Center Specific Plan (**See Exhibit 2**) Additionally, the Planning Commission has recommended directing the Staff to prepare amendments to the City's adopted General Plan to ensure consistency between the Specific Plan and the General Plan.

On April 25, 2017, the City Council and Planning Commission was presented with a draft of Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan, A discussion was held to provide direction to the consultants and staff concerning changes and corrections to the document. Items discussed included:

- 1) Consistency between existing planning documents and the proposed Specific Plan
- 2) Greater utilization of native plants
- 3) Use of Floor-to-Area Ratio in the document
- 4) Use of standards and guidelines in the document and potential consequences
- 5) Appropriateness of land uses
- 6) Ownership vs. leasing of property

On June 12, 2020, The Planning Commission held a properly noticed public hearing. Public notice of this initiation hearing was provided in the newspaper as well as through mailings to all property owners within the Coastal Zone. Notice was provided 10 business days prior to the hearing as required by the Marina Municipal Code (Section 17.41.280) and California Government Code. At this meeting, the Commission discussed the following issues:

- 1) native trees, specifically the Monterey Cypress, and the importance of properly locating them to avoid damage to horizontal construction such as roads, sidewalks and other paved areas, along with the issue of proximity to the airport because of bird nesting and birds in general; and
- 2) inclusion of a hotel as a land use option; and
- 3) distribution of tax dollars from the site; and
- 4) greater use of native plants; and
- 5) UC's Chancellor intends to retain the UC MBEST property and lease rather than sell property; and
- 6) challenges of water allocation for the City portion of the Business and Industrial Park; and
- 7) how job growth may affect housing demand and traffic; and
- 8) the effect of transitioning from LOS to VMT on July 1, 2020.

No public comments were made at the meeting on this item.

BACKGROUND:

California State Law allows for the preparation of a Specific Plan to systematic implementation of the general plan for all or part of the area covered by the general plan (ARTICLE 8. Specific Plans, 65451 – Preparation of specific plans).

The Marina Municipal Airport Business and Industrial Park/University of California Monterey Bay Education Science and Technology (UC MBEST) Center (the Park) includes approximately 150 acres and is located on the eastern border of the City of Marina (City), bordered on the south by Reservation Road, on the east by Blanco Road, on the west and the north by Imjin Road and the Marina Municipal Airport (Airport). The properties are about evenly divided with approximately 75 acres controlled by each of the two entities.

In 1996, the UC MBEST Center Master Plan was created to guide development of the property in a way that reflects the UC mission, values and objectives. The Master Plan included a recommended development pattern for the Marina Airport Business and Industrial Park.



The reason for this inclusion was to illustrate a pattern of how two adjacent properties might be compatibly developed. This Plan is not binding on the City of Marina; however, the Plan is consistent with the City of Marina General Plan, adopted in 2000. The Land Use Plan Map of the General Plan illustrated the types of uses proposed for the area. (See Exhibit 3. General Plan-Land Use Map). This document ultimately directs the physical development of all the area included in the joint business/research/industrial park.

The Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan (Specific Plan) represents that collaborative

effort between the City and the UC to create an integrated development and implementation plan for this area. The Specific Plan will guide the development of these lands in a way that encourages the creation of a cohesive collection of buildings and activities reflective of: (a) the City's General Plan goals and policies; (b) UC's mission and values; (c) the unique land use types and standards for property next to a General Aviation Airport; (d) the prospect of generating revenue to support the viability of the Airport; and (e) the potential for economic development and employment growth that takes advantage of research, manufacturing and aviation activities.

The Specific Plan includes five sections:

1. Introduction
2. Land Use
3. Circulation and Mobility Concept
4. Public Services, Utilities, and Community Facilities
5. Administration

Efforts to develop the plan have been in process for approximately a decade, with several starts and stops occurring as a result of varying priorities of each of the entities involved in the development of the Plan. The last time this item came before the City Council was in a joint meeting of the City Council and Planning Commission held on April 25, 2017. During that meeting, a variety of items were clarified, and the Consultant and Staff were directed to review, and in some cases, make changes to the document.

ANALYSIS:

Plan Consistency

The Marina Municipal Airport Area is currently subject to the Fort Ord Final Base Reuse Plan (1997). On June 30, 2020, that jurisdictional oversight will end.

The General Plan of the City of Marina, adopted October 31, 2000, provides the policy direction of the City Council related to the physical development of the City. The General Plan identifies the primary uses in the Specific Plan Area to include Office/Research, Light Industrial/Service Commercial, and Retail/Service.

The General Plan is much more than just the Land Use Map. The policies of the document also provide important direction. Those policies are included in Section 1.6 of the document. Several of the policies are dated and will need to be amended to better reflect the changes of the past 20 years. More details are included in the General Plan Amendments section listed below.

Other planning documents included in the development of the Specific Plan area are included in the first chapter of the draft. Several of these are very Airport oriented. It is important to take these into consideration in reviewing the Specific Plan because of the need to protect the aeronautical mission of the Airport, which is under FAA regulations.

Two of these documents have been updated since the 2017 review by the City Council and the Planning Commission. These are the Marina Municipal Airport Master Plan Update (2018) and the Marina Municipal Airport Comprehensive Land Use Plan (2019). These plans have been reviewed and found to be in compliance with the proposed Specific Plan. The Airport Land Use Plan from the Master Plan Update is included as **Exhibit 4**.

Land Use

The proposed development of non-aviation uses on the tarmac, located on the southeast edge of the runway has resulted in examining what to do with the area of the City's portion of the Park identified for Aviation Business Park, which would limit the uses to Aviation Uses as defined by the FAA. Consideration may be given to identifying this area as Business Park and including an Aviation Business Park Overlay Zone. This would provide important options for this area that may be needed in the future.

The inclusion of schools at the UC MBEST portion of the Park has also been an issue of discussion at the 2017 meeting. UC MBEST currently includes a non-traditional school with a limited number of students. Schools of up to 300 persons per acre are a use that the FAA would consider for this area. Educationally related uses have been included as permitted use in the Commercial/Mixed-Use area and as a conditional use in the Business Park and Business Aviation Reserve.

Another issue identified was that of commercial uses within the Park, approximately 19 acres are identified for commercial and mixed use. This primarily located along Imjin Road and West Blanco Road. A typical ratio of residents to suburban commercial development is 10 acres per 1,000 residents. This ratio can vary if the area is a regional center, a visitor destination, or a specialty city (e.g., City of Industry). The City of Marina currently includes approximately 333 acres of land being used commercially. The areas identified for commercial are appropriately located in terms of types of streets and, for the most part, proximity to residences. Additionally, as the area develops with business and industry, commercial uses are an important complement to those uses.

Tribal Consultation

While tribal consultation is not required for the Specific Plan, it will need to be carried out for the amendments to the General Plan. This process will take between two to three months.

Building and Site Design

The use of native plant materials was raised at the April 2017 meeting. Reference was made to the Regional Urban Design Guidelines (RUDG), developed by FORA, in conjunction with representatives from various government agencies. Reference to the RUDG requiring 80% native trees was mentioned. The Specific Plan requires 65%. To clarify, the RUDG document stated “Consider 80% native plant composition along roadway Right-of-Way for new development.” Language has been amended to refer to the RUDG section on landscape materials and the Approved Plant Material list has been shortened to include all California Native Species, with the exception of two non-native trees.

The Floor Area Ratio (FAR) standards, which provides a percentage of floor area to the lot area, were included as part of the UC MBEST Master Plan from 1996. These standards are designed to create a low-density, campus-style office park and have been retained. Unlike some FAR standards, a maximum height has been included to address proximity to the Airport.

General Plan Amendments

Several General Plan policy statements will need to be amended to reflect the changes that have occurred over the past 20 years to the Park area. The primary changes are related to land uses. The UC MBEST portion of the Park was originally seen as a research office park, closely associated with the University. As time has progressed, this limited scope of land uses has been seen as being unrealistic from an economic perspective. The Specific Plan proposes an expansion of uses to allow for more general commercial, office, and industrial types of uses for the area. (e.g. Policies 2.65 and 2.66)

Water Policy statements concerning the use of non-potable water for large areas of turf, such as golf courses (see Policy 3.43), is no longer relevant to the vision of the City for that area.

Zoning Ordinance Amendments

The adoption of a Specific Plan results in amendments to the Zoning Map to include an SP designation. In some cases, there may be zoning text changes that may need to be considered. Where the Specific Plan is quiet on process, development standards, land uses, or design standards or guidelines, the Zoning Ordinance will be used. This can be done after the Plan has been adopted.

Subdivision

The inclusion of streets on a parcel of land necessitates the creation of a subdivision under California State Law. For some reason, the UC MBEST site was developed with road and

infrastructure without going through a subdivision process. This issue is currently being remedied.

Environmental Review

An Addendum to the Final Environmental Assessment/Environmental Impact Report (hereinafter referred to as the Environmental Update) has been prepared to analyze the environmental effects, if any, of implementing the Specific Plan. The 1995 FEA/EIR (SCH No. 94093005) evaluated the 1995 Phase I Airport Master Plan prepared for the Airport as a project under the California Environmental Quality Act (CEQA) (hereinafter the 1995 Environmental studies are referred to as the Original Project). The 1995 Airport Master Plan and Original Project included modified airport components for transition of the military field to a civilian general aviation use airport. The project identified 876,000 square feet of aviation compatible business park/commercial/industrial uses for the City's portion of the Park and 790,178 square feet for the UC MBEST portion of the park.

In June, 2020, the Specific Plan has been prepared for the Park, including both the City and the UC properties. The Specific Plan includes 859,178 square feet of floor are in the City-owned portion of the Park and 759,905 square feet within the UC portion of the Park. The square footage figures, along with the type of permitted uses, are consistent with those identified in this portion of the Original Project.

Plan Updates

The City's Municipal Airport Master Plan (2008) was updated in 2018. The portion of the plan affecting the Specific Plan was essentially unchanged. Additionally, the Airport Comprehensive Land Use Plan (2006) was updated in 2019 and did not affect the Specific Plan area. Update changes were not included in the original draft, but have been included since. This change is reflected in **Exhibit 5**

Planning Commission Recommended Changes

The Planning Commission has recommended the following text changes

- 1) Under 2.3.2, eliminate "Chemical and allied products" from the list of Expressly Prohibited Uses (2.3.2) and include the following language immediately above "2.4 Site Development Standards,"

Manufacturing, commercial and industrial uses that cannot meet any required hazardous, or public health standards required by the Marina Fire Department and/or the Monterey Bay Air Resources District are also expressly prohibited.

- 2) Amend 2.4.5.2 Landscaping of Streetscapes to include the following language from RUDG "Consider 80 percent native plant composition along roadway right-of-way for new development."
- 3) Under 2.4.5.1, include the following language:

“Special attention should be given in siting Monterey Cypress to ensure that there is adequate space for the root system at maturity. This will help protect vertical construction, such as roads, sidewalks and other paved areas, along with other structural systems such as walls.”

and

“Potential for conflict between aircraft and birds shall be considered in selection of types of trees included in the landscape plan. Larger trees should be located further from the airport runway area.”

FISCAL IMPACT:

The fiscal impacts to the City include reviewing and processing of applications. The City has adopted a fee schedule to cover these costs.

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PLANNING COMMISSION ACTION

A motion was made by Commissioner Amadeo to recommend accepting the Addendum to the Final Environmental Assessment/Environmental Impact Report for the Marina Municipal Airport and recommended adopting the Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan with amendments (see above). The motion was seconded by Vice Chair Biala.

Commissioner	Aye	Nay	Abstain
Amadeo	X		
Biala, Vice Chair	X		
Bielsker	X		
Burnett, Chair	X		
Jacobsen	X		
Mann	X		
McCarthy	X		

CONCLUSION:

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

Respectfully submitted,

J. Fred Aegerter
Community Development Director
City of Marina

REVIEWED/CONCUR:

Layne P. Long
City Manager
City of Marina