

MARINA STATION

S P E C I F I C P L A N



FINAL

F E B R U A R Y 2 0 0 8

MARINA STATION SPECIFIC PLAN

Final



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TERMS AND ACRONYMS

AMBAG	Association of Monterey Bay Area Governments
BMPs	Best Management Practices
CC&Rs	Covenants, Codes and Restrictions
CFD	Community Facilities District
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
City	City of Marina
CNDDDB	California Natural Diversity Database
CO	Carbon Monoxide
DA	Development Agreement
dBA	Decibels
EIR	Environmental Impact Report
General Plan	City of Marina General Plan
GPA	General Plan Amendment
LLD	Landscaping and Lighting District
MBUAPCD	Monterey Bay Unified Air Pollution Control District
MCWD	Marina Coast Water District
MGD	Million Gallons Per Day
MPUSD	Monterey Peninsula Unified School District
MRWMD	Monterey Regional Waste Management District
MRWPCA	Monterey Regional Water Pollution Control Agency

CCRWQCB	Central Coast Regional Water Quality Control Board
MST	Monterey-Salinas Transit
NCCAB	Northern Central Coast Air Basin
NPDES	National Pollutant Discharge Elimination System
PG&E	Pacific Gas and Electric
PM10	Particulate Matter less than 10 micrometers in size
ROW	Right Of Way
SB	California Senate Bill
TAMC	Transportation Agency for Monterey County
TND	Traditional Neighborhood Development
USFWS	United States Fish and Wildlife Service

1.0 INTRODUCTION

The Marina Station Specific Plan (“Specific Plan” or “Plan”) provides the land use planning and regulatory guidance for the development of approximately 320 acres of land on Armstrong Ranch within the City of Marina. This section provides the context and purpose for the proposed Specific Plan and its relationship to the Marina General Plan (General Plan) and Zoning Code.

1.1 Specific Plan Introduction

Background

The railroad first came to the Monterey Peninsula in 1874. The Monterey and Salinas Valley Railroad was chartered in February of 1874 with 72 stockholders and capital stock of community subscribers totaling \$300,000. Construction of the nineteen-mile section linking the port of Monterey to Salinas began in April and was completed in October. Plagued with financial troubles from the beginning, this railroad was purchased by the Southern Pacific in December 1879. Upgrade to the standard gauge was completed in 1880 when Southern Pacific began operation of the Monterey Railroad Company with service between Castroville and Monterey (Archaeological Resource Management, Review of the Historic Evaluation of the Southern Pacific Railroad Sites, April 19, 2002). A train stop was located on Armstrong Ranch, along the northwestern border of the Plan area.



The Transportation Agency for Monterey County (TAMC) has discussed future plans for an express bus station and long term plans for a train station within the Plan area. The history of the railroad passing through Armstrong Ranch and Marina, along with future plans for express bus service to the area, led the project developer, CreekBridge Homes, to name this new neighborhood Marina Station.

Location

The undeveloped asymmetrical (“L” shaped) Plan area is located along the southern portion of Armstrong Ranch within the City of Marina in Monterey County. [Figure 1-1, Regional Location](#), presents the regional location of the Plan area. Undeveloped grazing lands border the Plan area to the north and east and existing city development borders the Plan area to the south and west. State Route (SR) 1 runs along

the western boundary of the Plan area's "panhandle". Del Monte Boulevard runs through the central portion of the panhandle. The area is currently used for open range cattle grazing. [Figure 1-2, Specific Plan Area Vicinity](#), shows the Specific Plan boundary in relationship to the vicinity road network and surrounding land uses.

Topography

The topography within the Specific Plan area comprises varying elevations ranging from 105 feet above sea level to 10 feet above sea level that often form small closed drainage basins. The area slopes in a northwesterly direction towards the Pacific Ocean.

Specific Plan Description

Marina Station

Marina Station will foster the creation of three new "old time" traditional neighborhoods within the City of Marina in accordance with new urbanism, or Traditional Neighborhood Design principles, as distinct from conventional suburban development. New urbanism incorporates a number of design, development and infrastructure features indicative of a self-reliant neighborhood. These features include, but are not limited to, multi-purpose streets linking residential areas with neighborhood activity and commercial centers and multi-modal transportation alternatives; quality and craftsmanship in the built environment; a lively mix of neighborhood shopping and community services; an advantageous and sensitive use of natural resource features and open spaces; and innovative and imaginative site planning in order to develop a sense of place where the amenities, facilities and features exhibit an overall high level of urban design and architectural integration. To accomplish the goal of creating the three traditional neighborhoods, the Specific Plan proposes eight distinct housing types that include carriage homes, row homes, lane homes,

cottages, small single family, large single family, (some with Charleston courtyard side entries), and villa homes as well as village center condominium apartments in the three neighborhoods. These types are defined in Section 6.1. Each street section was carefully designed based on location, function, and projected traffic with an emphasis on pedestrian safety.

The locations of Del Monte Avenue, the airport approach zone and Windy Hill Park within the Plan area provided the opportunity to create three distinct neighborhood areas. [Figure 1-3, Marina Station Neighborhoods](#), illustrates these areas. Each neighborhood contains a neighborhood center that will include recreational, retail, entertainment and service amenities within an average five minute walk for all residents and workers in Marina Station.

The northeastern Neighborhood Center is created around a large circular village green and encompasses a soccer field and park and is connected to both the Del Monte Neighborhood Center and the Windy Hill Park Neighborhood Center.

The southern Windy Hill Park Neighborhood Center was designed specifically around the expansion of Windy Hill Park and the preservation of the eucalyptus grove along the southern edge of the Plan area. The idea was to create a new neighborhood center for both the new residents and the existing residents in the neighborhood to the south and west and provide a focal point with amenities within walking distance to both the new and existing residents. The office and industrial park lies within easy walking distance of both the Windy Hill Park neighborhood and the northern soccer park neighborhood.

The western Neighborhood Center will be anchored on Del Monte Boulevard with a grand civic plaza and, with the TAMC's and the City's cooperation, CreekBridge will design and construct an 1890's Victorian Canopy over the platform for the Monterey

MARINA STATION CIVIC PLAZA



INTRODUCTION

* NOTE: This figure is provided for graphical representation only. Final layout may vary.

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Source: EMC Planning Group Inc. 2006, Monterey County GIS Team 2003, and Orthophotos 1999

Figure 1-2

Specific Plan Area Vicinity

Marina Station Specific Plan



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Source: EMC Planning Group Inc. 2008
and CreekBridge Homes 2007

Figure 1-3

Marina Station Neighborhoods

Marina Station Specific Plan



FIVE MINUTE WALK



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to Marina express bus station. The two large sand dune depressions between Del Monte Boulevard and State Route 1 have been preserved in a large open space park.

Description

The Specific Plan provides for a residential development capacity of approximately 1,360 dwelling units, 60,000 square feet of commercial retail, 143,808 square feet of office space, and 651,624 square feet of industrial uses. Of the 1,360 residential units, approximately 887 are single-family units and 473 are multi-family units. Uses include low, medium, and high-density residential, commercial, office, industrial, parks, and conservation/open space for wildlife conservation and passive recreation.

As defined by the General Plan Housing Element (adopted January 2004), the average population density for the City is 2.79 persons per household. Based on this density factor, the Specific Plan would generate a population of approximately 3,795 people. The Specific Plan is estimated to create approximately 2,044 jobs within the City of Marina. Please refer to Section 2.0, Land Use Plan, for more information.

Buildout of the Specific Plan area is broken into eight phases and estimated to take 10 to 20 years. Phases one and two will include all of the streets and other services for the industrial and office uses while phases one through eight include the residential and commercial retail uses. Phases one and two will lay the foundation for the Plan area infrastructure for the industrial, office and residential uses on the east side of Del Monte Boulevard. Section 8.0, Implementation and Financing, discusses the development schedule/phasing.

Jobs-Housing Balance

Population growth in California continues at an ever-increasing rate. Between 1990 and 2000, the



Promenade serving hotel on left and offices on right

population of California grew by 13.8 percent to 33.8 million people. Monterey County population grew by 13 percent during the same time period. By 2020, it is forecasted that Monterey County will grow by 25 percent to a population of approximately 505,359 people. Over the next ten years, the City of Marina is expected to be one of the fastest growing cities in Monterey County. By 2020, Marina's population is expected to grow by 81 percent to approximately 34,362 people.

The current jobs to housing ratio within the City of Marina is approximately 0.6 jobs per home which requires many existing residents to commute outside the city to their jobs (Economic and Planning Systems, Inc. 2003). Planned development within the city, including Marina Station, is expected to increase the number of dwelling units in the city by 3,901 over the next 10 to 15 years. The city's goal is to require new job opportunities to keep pace with new residential development.

The Marina Station Specific Plan includes an industrial, office and commercial component which is expected to generate approximately 2,044 jobs. The housing component of the Specific Plan includes the development of approximately 1,360 dwelling units. This equates to a jobs to housing ratio of approximately 1.5 new jobs for each new home within the

Plan area. The General Plan's community Land Use Policies 2.25 and 2.26 set goals of 38,000 to 40,000 residents citywide and a 17,700 person workforce. Using 2.79 persons per household, the 17,700 jobs and 14,000 households indicate a City goal of 1.26 jobs per household at buildout. Figure 2.2 from the General Plan calls for Marina Station to have approximately 35 +/- acres of industrial zoned land. Due to the configuration of the airport safety zone, Marina Station will contain 40 acres of Industrial zoned land, plus 14 acres of Office zoned land. Buildout of the infrastructure (utilities, public right-of-ways, and street landscaping) for 30 acres of the Industrial/Office component shall be completed within the first phase.

1.2 Relationship of the Specific Plan to the General Plan and Zoning Code

California State law requires cities and counties to prepare a general plan, which describes what the city or county (and its residents) desire for their community, both now and in the future. General plans are required to address land use, circulation, housing, conservation, open space, noise, and safety.

Specific plans provide comprehensive guidelines for a more defined and localized area within a jurisdiction's boundaries. They offer more specific information and guidance than what is available in a general plan. The Specific Plan has been prepared consistent with the specific plan content and requirements identified in California Government Code Section 65451.

An evaluation of the Specific Plan's consistency with the General Plan goals is contained in Section 1.3.

The current zoning for the entire Plan area is Transitional District. The master developer is

requesting a zone change for the properties within the Plan area to "SP" (Specific Plan District). The Specific Plan is a supplemental tool to the existing Zoning Code. However, where inconsistencies with city zoning standards occur, as shown in Section 7.0, Zoning, the Specific Plan supersedes the existing code in order to implement the proposed land use designations within the Specific Plan area.

1.3 Consistency of the Specific Plan with the General Plan

The City of Marina's General Plan sets the overall land use and long-term planning policy affecting development in the City, including the Marina Station Specific Plan area. The General Plan serves as the City's vision for long-range physical growth, economic development, and preservation of natural resources. The Marina Specific Plan will help achieve the vision established by the policies and implementation program of the General Plan by providing diversified and integrated housing, expanding public access to park and open space opportunities, making efficient use of land, improving the jobs/housing balance, and creating distinct neighborhood centers that bring together commercial, residential, and recreational uses.

The General Plan contains planning principles that provide the basis for developing appropriate land use, infrastructure and community design proposals for specific areas of the City, including the Marina Station Specific Plan area. These principles are articulated as framework goals that provide the overall direction necessary to ensure that the City, as it grows, will be well-functioning and attractive, will balance the needs of residents and businesses and will make appropriate



California Government Code Section 65451.

- (a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:
- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- (b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

use of its natural, human and economic resources. These framework goals are elucidated and advanced by specific policies contained in its three major elements — Land Use, Infrastructure, and Development and Design -- and implemented through specific measures contained in the Program Implementation Element.

The Marina Station Specific Plan is consistent with both the General Plan framework goals and the specific policies designed to achieve the community's goals. The guiding principles used in development of the Specific Plan were based upon relevant General Plan framework goals and land use, development and design policies, including the following:

- Providing housing for households of all economic levels, ages and lifestyles;
- Achieving a balance of jobs and housing that would provide opportunities to both live and work within Marina;
- Creating a community in which housing, shops, businesses and community facilities are within easy walking distance of each other, thereby reducing traffic congestion, noise, excessive energy consumption and air pollution;
- Creating a community that is visually distinguishable from other communities, with a sense of place and identity for its residents;
- Creating centers that bring together commercial, civic, cultural and recreational uses and serve as a focus for community life;
- Providing ample opportunities for outdoor recreation;
- Creating attractive, distinctive residential neighborhoods and commercial districts that contribute to the overall vitality, image and identity of the City; and
- Creating a plan that was consistent with and substantially advanced these and other goals and objectives of the General Plan.

The result of application of these goals and policies is a plan that includes residential, commercial and

industrial uses in an integrated, pedestrian-friendly community. It includes a broad range of housing types (ranging from large, single-family homes to condominium apartments and secondary units). The diversity in housing types and price ranges (including affordable housing) offers opportunities to households of varying economic levels, ages and lifestyles. The Plan will create a large number of new employment opportunities through the industrial, office/commercial and retail components and will contribute to the economic vitality and jobs/housing balance of the City.

The Specific Plan also creates a physically and visually distinct community interspersed with naturally landscaped open space areas. It includes a land use and transportation system that employs a network of pedestrian and bicycle-friendly roadways, bikeways and promenades. This system, together with the proximity of residential, employment and retail uses within the Plan area, minimizes traffic and accompanying noise, energy consumption and air pollution. The Plan also responds to intra-City and regional transportation needs through extension or improvement of regionally serving roads, an internal network of streets connecting with those roads, and the preservation of the TAMC right-of-way for future regional transit facilities, including future express bus service.



Promenade serving park and residential uses

The Specific Plan provides for diverse neighborhoods with an eclectic mix of architectural styles, each with a neighborhood center that includes a range of residential, retail, entertainment, and office uses, with residential (apartment) units typically located above the commercial/retail uses. The Plan also includes an integrated park, open space and promenade system that supplies the community with a wide variety of passive and active recreational opportunities.

1.4 Specific Plan Preparation Process

The Specific Plan was prepared using information from the City of Marina and the property owner; technical studies and engineering reports that include biological surveys, geotechnical studies, a plan-for-services report, and a traffic study; and consultations with local, regional, and state agencies. (Sources are listed in the Appendix) Evaluations of site conditions, traffic and circulation, infrastructure and public services needs, and park and open space needs led to the identification of development opportunities and constraints, which served as the foundation for the land planning.

1.5 Specific Plan Organization and Content

Organization

The Specific Plan is organized into the following eight sections:

Section 1.0, Introduction. This section provides the context for the Specific Plan by describing new urbanism principles, purpose, relationship to and conformance with the General Plan policies, the preparation process, and content of the Plan.

Section 2.0, Land Use Plan. This section identifies the land uses, development intensities, and organization of land uses used to meet the objectives of the Specific Plan.

Section 3.0, Circulation Plan. This section discusses the location and classifications of roadways and the circulation infrastructure needed to link the Specific Plan area to the vicinity road network.

Section 4.0, Public Facilities and Infrastructure. This section identifies the public services needs and provides a framework for expansion of infrastructure systems.

Section 5.0, Open Space, Resource Conservation and Hazards. This section provides direction for conserving and managing open space and natural resources, as well as for providing parks and recreation amenities.

Section 6.0, Design Standards. This section provides the standards that guide design and planning of residential and commercial development, as well as parks and other amenities.

Section 7.0, Zoning. This section summarizes zoning standards to implement the land uses contained in the Specific Plan. The Specific Plan zoning contains new zoning standards that allow for a new urbanism style community.

Section 8.0, Implementation and Financing. This section provides information on the process, actions, and approvals needed to implement and amend the Specific Plan. It includes a capital improvement summary and identifies methods by which development within the Plan area may be financed.

Appendices. This section contains street type, lighting illustrations, and a list of arborist allowed trees and references.

Policies and Implementation Measures

A policy is a statement that provides direction to guide decision-making about future development within the Specific Plan area. An implementation measure is a specific action by a specific party or parties that must be taken to implement the policy direction and the Specific Plan. Implementation measures also identify a party or parties that are responsible for taking the action. Sections 2.0 through 5.0 and section 8.0 contain both policies and implementation measures.

The implementation actions often refer to a “master developer” and/or “individual project developers”. CreekBridge Homes will be the master developer for the Specific Plan area. In general, the master developer would be responsible for designing, financing, and constructing the major backbone infrastructure needed to support additional development throughout the Plan area. The master project developer may also construct all or portions of the residential, commercial, and industrial areas included in the Plan area. Individual project developers are interests who may purchase land within the Plan area boundary from the master developer and construct some or all of the individual residential and/or commercial and industrial developments in lieu of the master developer.

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2.0 LAND USE PLAN

The Land Use Plan is organized to meet the objectives described in Section 1.0, Introduction. The general goal of the Plan is to broaden the availability and range of housing for residents of the City of Marina, provide commercial services for day-to-day needs of the residents as well as approximately 2,044 on-site employees, ensure safe circulation for vehicular traffic, cyclists, and pedestrians, provide a range of recreational opportunities, and conserve sensitive biological resources.

2.1 Land Use Designations and Distribution

The land use designations for the Specific Plan area are outlined below. They are subject to the design guidelines and development standards discussed in Section 6.0, Design Standards.

- Neighborhood Edge (NE)
- Neighborhood General (NG)

- Neighborhood Center (NC)
- Office
- Industrial
- Parks
- Open Space

Figure 2-1, *Land Use Plan*, describes the locations of land uses.

Table 2-1, *Residential Units per Gross and Net Acre*, defines the residential densities per acre.

Neighborhood Intensity

The density of each block within the residential areas gradually increases from the neighborhood edge zone's low density boundary through the neighborhood general zone to the high density neighborhood center zone.



TABLE 2-1

Residential Units per Gross and Net Acre

Land Use	Estimated Units Allowed	Gross Acres	Approx. Units per Gross Acre	Net Acres	Approx. Units per Net Acre
Neighborhood Edge (NE) (137 single family units + 20 Carriage units)	157	47	3.3	31	5.1
Neighborhood General (NG) (702 single family units + 62 Carriage units)	764	132	5.5	81	9.0
Neighborhood Center (NC)* (48 single family units + 391 apartments)	439	26.5	16.6	17.5	25.1
Total (887 single family units + 473 apartments)	1,360**	205.5	6.6	129.5	10.5

Notes:

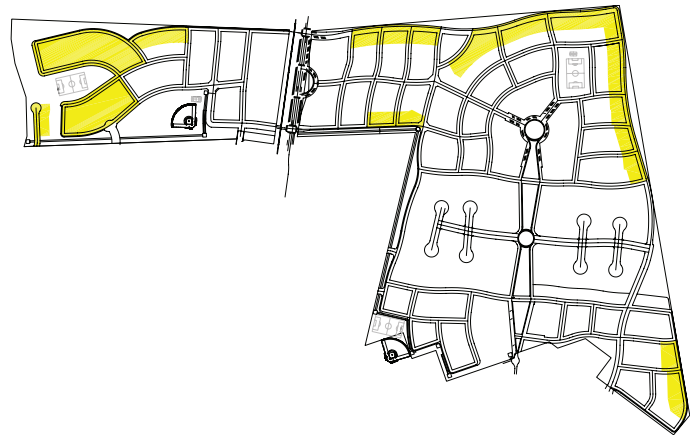
* The NC districts also allows up to 60,000 square feet of retail space.

** The actual number of units may vary.

Source: EMC Planning Group Inc. 2007 and CreekBridge Homes 2007

Neighborhood Edge (NE) – Low Density Residential Edge

Neighborhood Edge (NE) zones occur on approximately 47 acres of the Plan area. These low density areas are located along the Plan area boundary and open space corridors. The dwelling unit density of the approximately 157 units within the NE zone is approximately 3.3 units per gross acre. Housing types within the NE zone include villas and large single family homes and carriage house apartments (secondary unit). Lots range in size from approximately 6,600 square feet to approximately 15,000 square feet.





- | | |
|--|--|
|  Neighborhood Center |  Industrial |
|  Neighborhood General |  Parks |
|  Neighborhood Edge |  Open Space |
|  Office |  Olsen School Expansion |



0 1250 feet

Source: EMC Planning Group Inc. 2008
 DigitalGlobe 2007
 Google Earth 2007
 CreekBridge Homes 2007

Figure 2-1

Land Use Plan

Marina Station Specific Plan



LAND USE PLAN

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NG Zone homes showing mix of large, small and cottage homes on same block in CreekBridge's King City Arboleda Neighborhood

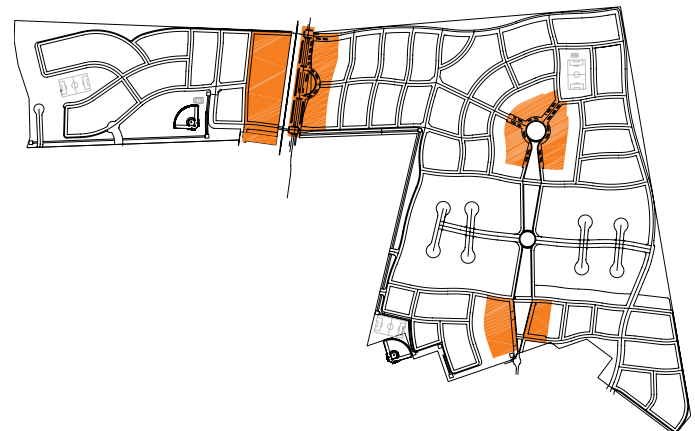
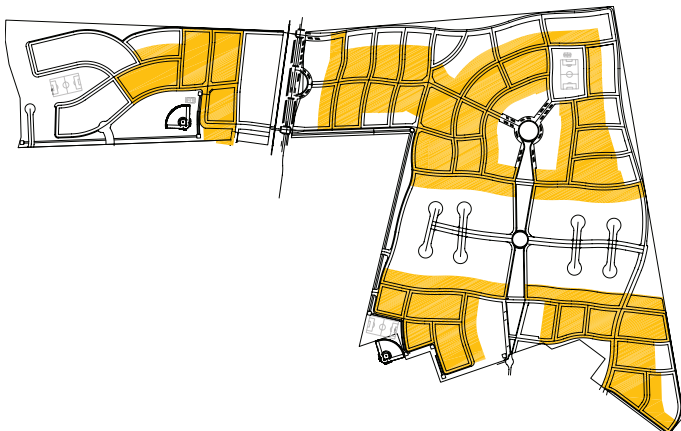
Neighborhood General (NG) – Low and Medium Density Residential

Neighborhood General (NG) zones occur between the neighborhood edge zone and the neighborhood center zones on approximately 132 acres of the Plan area and include a mix of low and medium density residential housing. Housing types within the NG zones include Villa, large single-family homes, small single family homes, cottages, row houses, town homes, lane homes, and carriage apartments. Lots range in size from approximately 2,500 square feet to 14,900 square feet. This mix of housing types and lot sizes allows for a more diverse neighborhood that is both visually and socially stimulating while offering a variety of new homes at a wide range of price levels. The average dwelling unit density of

the estimated 764 homes within the NG zones is approximately 5.5 units per gross acre or 9.0 units per net acre. The density of each block within the NG zone gradually increases from the NG zone's edges to the neighborhood center.

Neighborhood Center (NC) – Mixed Use Residential/Retail/ Office/ Entertainment

The Neighborhood Center (NC) is a unique area that allows several different uses in one location. These uses include Commercial Retail, Residential, Office, Entertainment, and Recreation. The three neighborhood centers form focal points within the larger community and create vibrant gathering places for residents. They promote alternative travel such as biking and walking by reducing the need for residents to travel far from home to obtain basic services.





NC Zone residential above retail with 60° retail parking and Village Green in CreekBridge's Greenfield St. Charles Place Neighborhood

Marina Station has three neighborhood centers located in the southern, eastern, and western portions of the Plan area. Each neighborhood center is surrounded by a mix of low and medium-density residential units, parks and open space areas. Approximately 27 gross acres of the 319-acre Plan area are devoted to the three neighborhood centers.

Approximately 60,000 square feet of commercial uses and professional office is anticipated as well as approximately 439 condominium apartments, row homes and town homes within the NC zones. This equates to about 16.6 dwelling units per gross acre or 25.1 dwelling units per net acre. Residential condominium apartments would be located on the first, second and third floors, generally above the commercial uses.

One of the goals for allowing residential above commercial is to provide housing for employees working in the area and to create vibrant, walkable and identifiable neighborhood focal points.

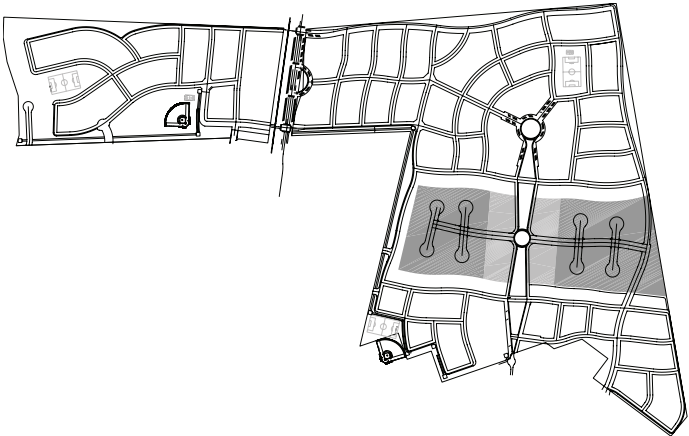
The design and development standards for the neighborhood centers are modeled after the new urbanism concept and discussed in Section 6.0, Design Standards. Section 7.0, Zoning, provides the standards for implementing the neighborhood centers.

Office and Industrial

Marina Station incorporates Office and Industrial designations between the new Windy Hill Park neighborhood to the south and the soccer park



Tot Lot Park behind Mixed Use Buildings



neighborhood to the north. The intent of the Office and Industrial district is to attract job opportunities to Marina. Locating these job-generating uses in proximity to the new neighborhood centers and the existing residential community decreases the need to travel off site for employment and capitalizes on opportunities for employees to walk to work, lunch and after work amenities.

Measures to reduce the impacts of the Industrial uses on the surrounding residential areas will be implemented, including the construction of a six-foot wall along the perimeter of the Industrial uses and Office uses abutting all Residential uses as well as requiring a landscaping buffer on both sides of the wall. A solid multi layer evergreen tree grove will be planted between the existing neighborhood and the edge street on the west side of the Industrial district and between this west edge street and the wall which will be on the property line between the Industrial district and the buffer zone on the west side. The setback from the existing homes to the closest industrial building will be over 200 feet. A solid forest will separate the existing homes from the Industrial area within a few years.

Where the industrial and office uses abut the landscaped alleys for the Residential areas to the north and south, an evergreen tree grove will be planted on both sides of the wall continuously between the alley paving and the building setback line. Noise, odor, vibration and aesthetics will need to comply with City standards. Section 7.0 provides the zoning standards for implementing these uses.

Parks and Open Space

The Specific Plan designates 55.7 net useable acres of land (which includes two acres for Olson Elementary) for sub-neighborhood, neighborhood, playground, playfield, Community Park and recreation trails or



14.7 acres of net useable parkland per 1,000 residents. This exceeds the City's park standard of 5.3 acres per 1,000 residents contained in Table 2.2 of the General Plan.

Formal Parks

According to tables 5.2 and 5.3 of the City's Development Impact Fee Study prepared in December 2005, the City of Marina would contain 4.3 acres of formal parkland per 1,000 residents plus 1.1 acres of green belts, open space and playfields upon buildout of the University Villages Specific Plan and the Marina Station Specific Plan. This ratio would equate to 16.3 acres of formal parks and 4.2 acres of green belts, open spaces and playfields within the Specific Plan area for a total of 20.5 acres of parks. The Specific Plan park system includes approximately 55.7 net useable acres of formal parks, green belts, open spaces, and playfields. The formal parks include a community park/plaza, neighborhood parks and playfields as well as picnic, tot lots, and garden areas. The Land Use Plan illustrates the location of the parks.

Linear Parks (Open Space)

Native landscaped open space recreation areas, which include promenades and trails, are planned



throughout the Specific Plan area. These areas are referred to as linear parks and are discussed below. The promenades trails and sidewalk system will connect the formal parks with the neighborhood commercial centers and linear parks.

The linear parks are designated for native habitat and passive recreation. The linear park/open space system provides a greenbelt around the Specific Plan area. The linear parks provide scenic vistas for the community and form a greenbelt buffer between the new homes and State Route 1 and between the new homes and existing homes, as well as creating an active/passive recreation area with a walking/jogging/ biking/ promenade trail system linking these areas to other neighborhood recreational areas and the City's bike path system, while restoring and protecting the sensitive native habitat of the area.

Promenade similar to proposed promenade along extension of Marina Green and Golf Boulevard



Promenade similar to proposed promenade along extension of Marina Green and Gold Boulevard



CreekBridge Baseball Park, King City



3.0 CIRCULATION PLAN

The Specific Plan area is locally accessed via Del Monte Boulevard, Drew Drive, Marina Green Drive, Paul Davis Drive, Crescent Avenue, De Forest Road, and Cardoza Avenue. State Route 1 provides regional access. A number of off-site improvements have been identified and are included as a part of the Circulation Plan.

3.1 Off-Site Circulation Improvements

A number of off-site improvements, many of them regional in nature, have been identified in the environmental impact report as necessary to accommodate the development of Marina Station and the other major projects in Marina. The Mitigation Monitoring Plan will be included as an Appendix of the Specific Plan.



3.2 Circulation Plan

The on-site circulation network is designed to integrate pedestrian, bicycle and vehicular modes of transportation.

Roadway Circulation

Figure 3-1, *Roadway Circulation Plan*, illustrates the roadway circulation plan for the Specific Plan area. Several types of street sections are proposed for the Plan area and are illustrated in Appendix A, *Street Types*. The planned locations of these sections are shown on Figure 3-1, *Roadway Circulation Plan*. Table 3-1, *Marina Station Green Street Sections*, presents a summary of the street sections. The street type is defined as follows:

- Street type “A” is a residential landscaped alley.
- Street type “LS” is a two-way low speed residential street with parking on both sides. The right-of-way is between 37 feet and 70 feet.
- Street type “MS” is a two-way medium speed residential street with/without bike lanes and parking on one or both sides of the street. The right-of-way is between 39 feet and 79 feet.



TABLE 3-1

Marina Station Green Street Sections

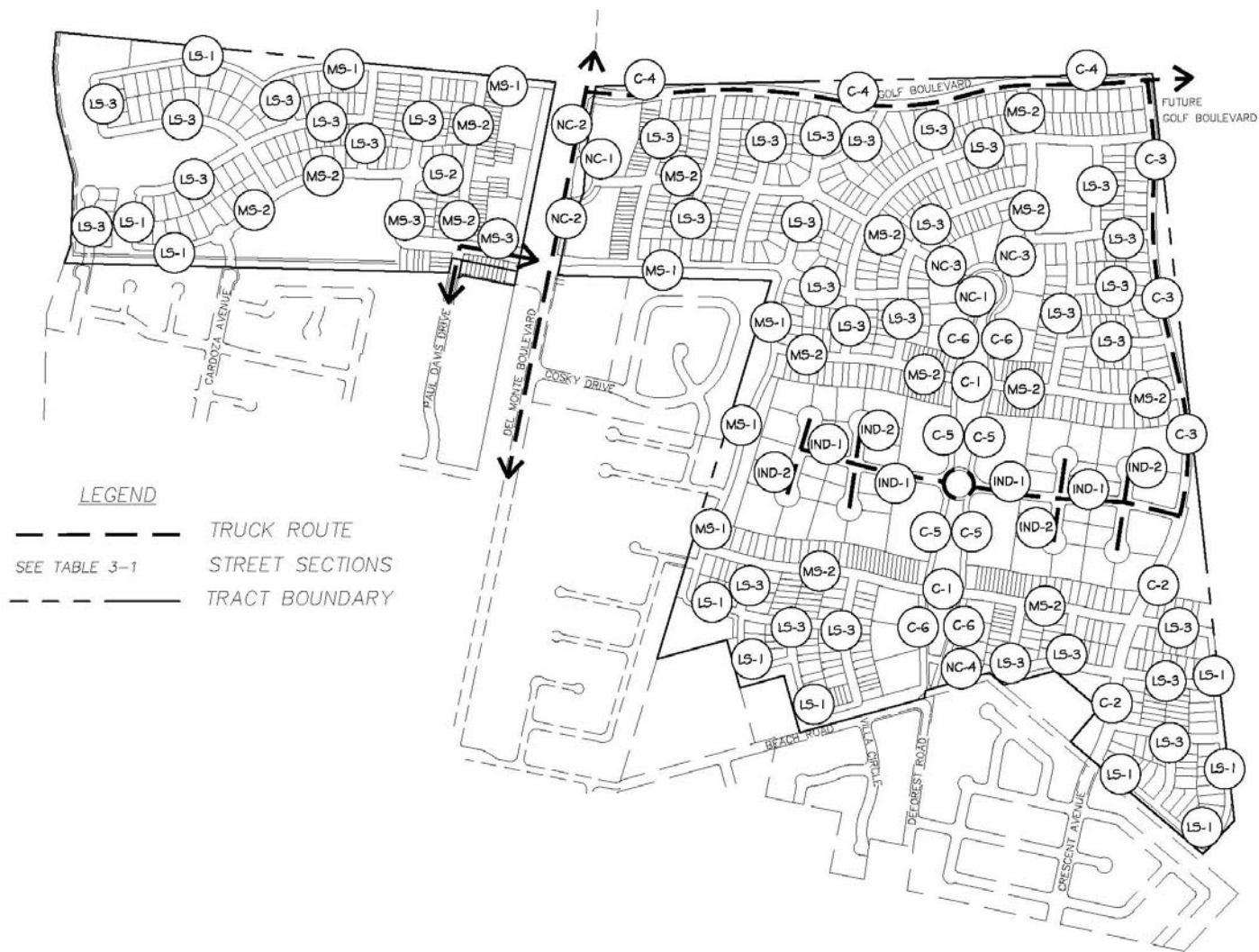
Street Type	ROW Width	Travel Lane Width	Bike Lane Width	Parking Width	Planting Width	Sidewalk Width
Residential Landscaped Alley						
A1	30' *	8'	None	None	7'	None
A2	25' *	8'	None	None	6' and 3'	None
A3	30' *	8'	None	None	7'	None
Low Speed Residential Streets						
LS-1	37'	9'	None	8'	7'	4'
LS-2	70'	9'	None	8'	8' and 32'	4' and 14'
LS-3	56'	9'	None	8'	7'	4'
Medium Speed Residential Streets						
MS-1	39'	10'	None	8'	7'	4'
MS-2	58'	10'	None	8'	7'	4'
MS-3	79'	10'	14'	8'	6' and 7'	4' and 14'
Neighborhood Center Streets						
NC-1	16.5'	16'	None	18' plus 5' Safety Zone for Parking	None	15'
NC-2	103'	12'	None	18' plus 5' Safety Zone for Parking	4 and 16; Median'	15'
NC-3	20'	10'	None	18' plus 5' Safety Zone for Parking	None	15'
NC-4	38'	12'	None	18' plus 5' Safety Zone for Parking	8'	4' and 15'
Collector Streets						
C-1	58'	10'	None	None	15'	4'
C-2	72'	10'	6'	8'	8'	4'
C-3	55'	10'	6'	8'	8'	4'
C-4	65'	12'	14'	8'	5' and 7'	None
C-5	32.5'	12'	None	8'	8'	4'
C-6	50.5'	12'	None	18' plus 5' Safety Zone for Parking	None	15'
Industrial Park Streets						
Ind-1	58'	10'	6'	None	9'	4'
Ind-2	74'	11'	6'	8'	8'	4'

Note:

* Ingress and Egress Easement (IEE)

Street Sections in Appendix A are controlling

Source: EMC Planning Group Inc. 2007 and CreekBridge Homes 2007



0 1000 feet

Source: EMC Planning Group Inc. 2008, RJA and Associates 2007

Figure 3-1

Roadway Circulation Plan

Marina Station Specific Plan



CIRCULATION PLAN

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- Street type “NC” is used in the neighborhood center commercial/retail areas with parking on one or both sides of the street. The right-of-way is between 12.5 feet and 103 feet.
- Street type “C” is a higher speed collector street intended to carry a higher volume of traffic. The right-of-way is between 32.5 feet and 72 feet.
- Street type “Ind” is used in the office and industrial areas. Parking restrictions vary from no parking to parking on one side of the street or both sides of the street. The right-of-way is between 58 feet and 74 feet.

All street designs within the Specific Plan area must be consistent with the Specific Plan and built to City structural section standards. All street sections including, for Crescent Ave, DeForest Road, Del Monte Boulevard, and Golf Boulevard are included in Appendix A.

Del Monte Boulevard is shown as a four-lane arterial, consistent with the designation in General Plan Figure 4.7. The projected traffic upon buildout of all the currently proposed projects in Marina is not expected to produce enough trips to warrant the construction of a four-lane arterial in this location. Never the less, if Marina grows to the north in the future, Del Monte may need to be a four lane road. Therefore CreekBridge has volunteered to design and pay for improving Del Monte Blvd to a full four lanes, plus a landscaped center island, and the angled parking shown on the east side. If CreekBridge is granted permission to construct the North Entry Civic Plaza and express bus station in the TAMC right of way, CreekBridge will construct the angle parking on the west side of Del Monte as well.

Consistent with General Plan Policies 3.15 and 3.18, Cardoza Avenue will extend into the Plan area to provide a link between the Specific Plan

area and the existing city as shown in [Figure 3-1, Roadway Circulation Plan](#). The proposed street sections are illustrated in Appendix A. Consistent with the above policies in the Marina General Plan, a number of 90 degree turns will be created between the existing terminus of Cardoza Avenue and Del Monte Boulevard to discourage its use as a bypass of Reservation Road for trips to and from the State Route 1 and Reservation Road interchange.

Paul Davis Drive currently serves the existing industrial lands directly south of the western portion of the Specific Plan area by providing access to Del Monte Boulevard via Marina Green Drive. The Transportation Agency for Monterey County (TAMC) right-of-way parallels Del Monte Boulevard through the Plan area. The Specific Plan requires the master developer to relocate, if approved by the appropriate authorities, Marina Green Drive approximately 100 feet to the north in order to create a safer intersection. Consistent with General Plan Policy 4.34.1, the Specific Plan proposes to construct a crossing of the TAMC right-of-way at Golf Blvd.

Crescent Avenue is planned to be maintained as a residential collector through the Plan area to accommodate the north/south traffic as shown in [Figure 3-1, Roadway Circulation Plan](#). De Forest Road and Beach Road are also intended to serve the Specific Plan area as residential collector streets. De Forest Road is planned to extend into the Plan area as shown in [Figure 3-1, Roadway Circulation Plan](#). The future Golf Blvd, which is ultimately planned to run from Del Monte Avenue east to Blanco Road, passes along the northern edge of the Specific Plan area. The primary truck access to the Industrial district is via Del Monte Boulevard and along the northern and eastern border of the project. Trucks will be allowed to travel east and west along Golf Blvd, and north and south on Crescent Ave between Golf Blvd, and the Industrial area. A tight radius curb return and a



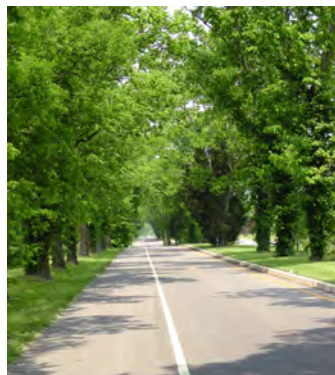
“too narrow” entry onto south bound Crescent will prevent (discourage) trucks from traveling south on Crescent Ave. into the residential neighborhoods. [Figure 3-1, Roadway Circulation Plan](#), illustrates the primary truck route through the Plan area, which will be posted with Truck Route signs.

Public Transit

The master developer is working with the City, Monterey-Salinas Transit (MST), and TAMC to expand public transit serving the Plan area. The master developer will design and construct an “old-time” station canopy and Civic Plaza within the TAMC right-of-way, and will construct bus shelters along the bus route through each of the neighborhood centers, in cooperation with TAMC, MST and the City.

Bicycle and Pedestrian Circulation

The Specific Plan includes a series of streets with bicycle lanes and pedestrian walkways that connect to multiple destinations. All proposed bike lanes are intended to provide connectivity to existing and/or proposed bicycle routes as shown in the 2005 TAMC Countywide General Bikeways Plan and City’s Circulation Element. [Figure 3-2, Bicycle and Pedestrian Circulation](#), illustrates the bicycle circulation and walking trails proposed. There are approximately 2.2 miles of new bike lanes proposed within the Specific Plan area and bike parking facilities appropriately sited. All of the proposed street sections provide sidewalks, promenades, or trails to encourage pedestrian travel between the different land uses within the



Specific Plan. In addition to the bicycle lanes and sidewalks, approximately four miles of walking/jogging and promenade trails are proposed throughout the Specific Plan.

3.3 Circulation Plan Goals and Policies

Goal 1: On-site circulation system that facilitates mobility and provides for all modes of transportation equally and safely

Circ Policy 1-1: Provide a system of neighborhood roads that facilitate internal circulation.

Implementation Measures

1. The master developer and/or individual project developers shall construct neighborhood streets and/or neighborhood alleys as shown in Appendix A, Street Types. Final improvement plans shall be subject to review and approval of the appropriate City staff. Grading plans may be issued prior to approval of the improvement plans.

Circ Policy 1-2: Traffic should operate at low speeds compatible with pedestrian and bicycle traffic through the use of speed control and traffic calming measures.

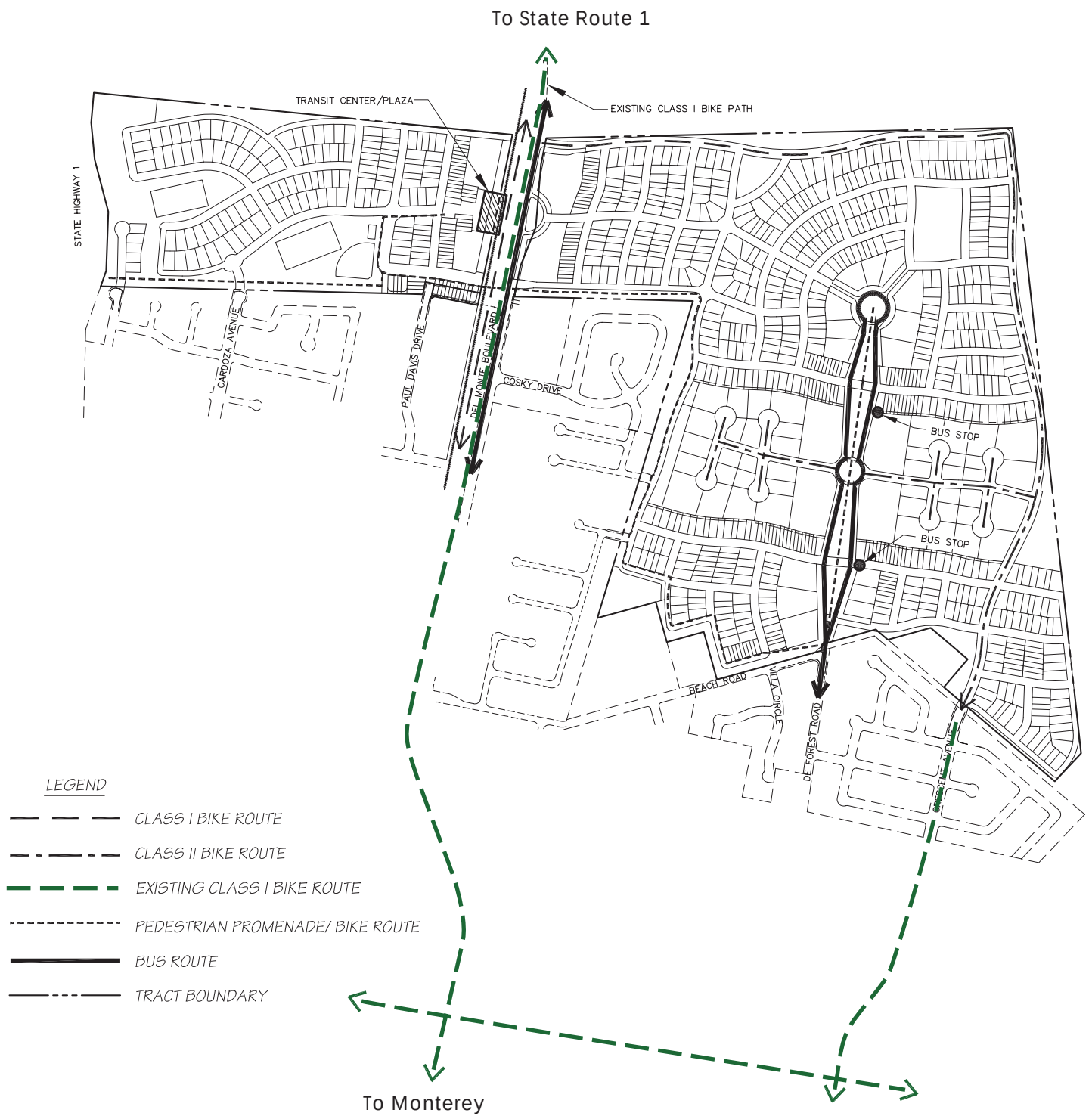
Implementation Measures

1. The master developer will construct the narrow curvilinear, slower speed neighborhood streets required by the general plan as shown in Appendix A, Street Types, where shown on Figure 3-1.

Circ Policy 1-3: Provide access to transit.

Implementation Measure

1. The master developer shall consult with MST, TAMC and the City to identify required project-



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Source: EMC Planning Group Inc. 2008, RJA and Associates 2008

Figure 3-2

Bicycle and Pedestrian Circulation

Marina Station Specific Plan



CIRCULATION PLAN

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wide transit improvements, bus stop locations and spacing, pullouts and shelter design, signage, etc.

Circ Policy 1-4: Provide shade and landscaping on all streets and surface parking lots to improve pedestrian movement, calm traffic, and improve project aesthetics.

Implementation Measures

1. The master developer, as a part of each improvement plan set, shall prepare a master street tree planting and landscaping plan for all streets and alleys that describes tree spacing, landscaping, installation, and irrigation standards/improvements. Sycamore, maple, elm, Monterey cypress, or similar large fast growing deep rooted tree species will be used for street trees and street landscaping. The landscaping plan shall be consistent with Specific Plan standards and shall be subject to approval by the appropriate City staff.

Circ Policy 1-5: Encourage pedestrian circulation by providing clearly identifiable pedestrian circulation routes that connect neighborhoods, parks, recreation trails and facilities, commercial areas, and transit stops.

Implementation Measures

1. Pedestrian circulation routes shall be separated from vehicular traffic on all streets containing sidewalks consistent with the cross-section specifications shown in Appendix A.
2. The appropriate City staff shall review the master developer's circulation improvement plans to ensure crosswalk features are included prior to approval of the improvement plans.
3. Refer to Appendix E for required pedestrian seating in all parks and along promenades, and at

all transit stops. The appropriate City staff shall review the master developer's circulation improvement plans to ensure this feature is included prior to approval of the improvement plans.

4. Streets, but not promenades and trails, shall have nighttime lighting that meets the minimum illumination standards contained in Section 7.0. Lighting fixtures and lighting design shall be consistent with Specific Plan standards. The appropriate City staff shall review master developer and individual project developer improvement plans for consistency with these lighting standards prior to approval of any final map or commercial, office or industrial project.

Circ Policy 1-6: Encourage use of bicycles for internal trips and transit for local trips.

Implementation Measures

1. The master developer shall include Class II bicycle travel lanes on type C streets, including Golf Blvd and Crescent Drive, and reconstruct the Class I bike path adjacent to Del Monte in substantial conformance with the street cross-section specifications and standards shown in Appendix A.
2. The master developer and individual project developers shall ensure that every park/recreation facility, retail, light industrial, and office use shall have bicycle parking available in the location and quantity deemed appropriate by either the Municipal Code or accepted industry standards for effective transportation demand management at the time of certificate of occupancy or construction completion. The location of the bicycle parking shall be reflected on improvement plans and be subject to review and approval of the appropriate City staff prior to approval of any building permit for a commercial, office or light industrial project.



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4.0

PUBLIC FACILITIES AND INFRASTRUCTURE

4.1 Public Infrastructure and Services Plan Description

The Specific Plan area requires the extension of public infrastructure and services to serve the future neighborhoods. Infrastructure refers to water supply, water treatment, and water supply distribution; wastewater collection and treatment; and storm water collection and disposal. Public services refer to schools, police and fire protection, and solid waste collection and disposal. In addition to the public services and infrastructure needs, utility services such as electricity, natural gas, telephone service, and cable television are also needed to serve future residents. [Figure 4-1, Existing Utilities and Easements](#), shows the locations of the known existing utilities and easements on or near the Plan area. This section describes the infrastructure and services needs and plan.

Domestic Water Supply

Water supply is a continuing concern on the Monterey Peninsula. The protection, conservation, and replenishment of the underground water supplies are the main mission of the Marina Coast Water District (MCWD). MCWD promotes the utilization of desalinized and reclaimed water, as discussed below. In addition, Marina Station will implement a water conservation program requiring low-flow toilets and shower heads, water efficient appliances and demand

controlled irrigation systems in the public areas. All run off will percolate into the ground. Conservation, and reclaimed water use should reduce the “net” ground water use of the Marina Station development to a record low amount. Domestic water is available at several points along the Specific Plan boundary. [Figure 4-2, Proposed Water System Layout](#), shows the existing and proposed water mains for the Specific Plan area.

Water Supply and Demand

MCWD is the water purveyor for development within the Specific Plan area. MCWD’s 2005 Urban Water Management Plan, which includes the specific plan’s proposed land uses, states that MCWD has sufficient water supply for the Plan area. MCWD has completed and approved an SB 610 Water Supply Assessment and an SB221 Water Supply Verification for development of the Specific Plan area which confirms that there is sufficient water to service the Specific Plan area.

Water Allocation Utilization

In 1988 and 1996, Armstrong Ranch contracted with MCWD and the City of Marina to provide MCWD and the City with the rights to the groundwater source under the Armstrong Ranch in return for an agreement that MCWD would supply all irrigation water needed, plus an allotment for cattle, plus an allotment for potable water for development of the



Armstrong Ranch. The limits on the water use do not apply to the “use of reclaimed water or potable water developed from a source other than the Salinas Valley Groundwater Basin or the Salinas River and its tributaries.”

MCWD establishes standards and procedures for water conservation, to reduce or eliminate the waste of water within the district. An additional way to reduce over drafting of groundwater within the district is through the use of reclaimed or recycled water.

Reclaimed Water Distribution and Storage

Marina Coast Water District’s Regional Urban Water Augmentation Project will produce approximately 1,500 acre feet of reclaimed water per year and 1,500 acre feet of desalinized water per year. The Augmentation Project would predominately serve the Fort Ord community; however, Marina Station could use up to 100 acre feet of reclaimed water. The Regional Urban Water Augmentation Project is expected to be completed by the end of 2010.

Reclaimed water is wastewater that is treated, filtered, and disinfected to Health Department Standards. Marina Station will utilize reclaimed water for irrigating the large public controlled landscaped areas. Reclaimed water would not be used at individual residential units and its use in the commercial facilities would be approved on a case by case basis.

Reclaimed water would be distributed through a system of “purple” pipes (purple pipe is the common term for the color of recycled water distribution pipes required per California Title 22, which regulates recycled water production and use). Both the potable water and reclaimed water distribution mains are anticipated to be 12 inches. Mains would be extended to enable access to reclaimed water at almost all areas where it can be used for irrigation of the public open space and parks and will be extended into

the industrial/office park if the City makes sufficient additional allocation and its safe use can be assured. Installation of the backbone infrastructure is a joint effort between Marina Coast Water District and Marina Station. Please refer to [Figure 4-3, Reclaimed Water Master Plan](#) for an illustration of the backbone reclaimed water storage and distribution system. The master developer proposes to construct the Marina Station streets as “green streets” with home and street run off directed into numerous landscaped pockets, or “rain gardens,” along all streets. Cars will park on concrete or porous surfaces between these landscaped pockets. Percolation tests throughout the Plan area demonstrated that virtually all rain water and irrigation run off could be cleaned and percolated in the lawns, open spaces, porous surfaces, and in the landscaped pockets (or rain gardens) along every street if the proposed “green street” concepts are approved.

The percolated water together with conservation measures, and the use of the requested reclaimed water, are projected to reduce the net ground water draw down to a net positive recharge of the aquifer.

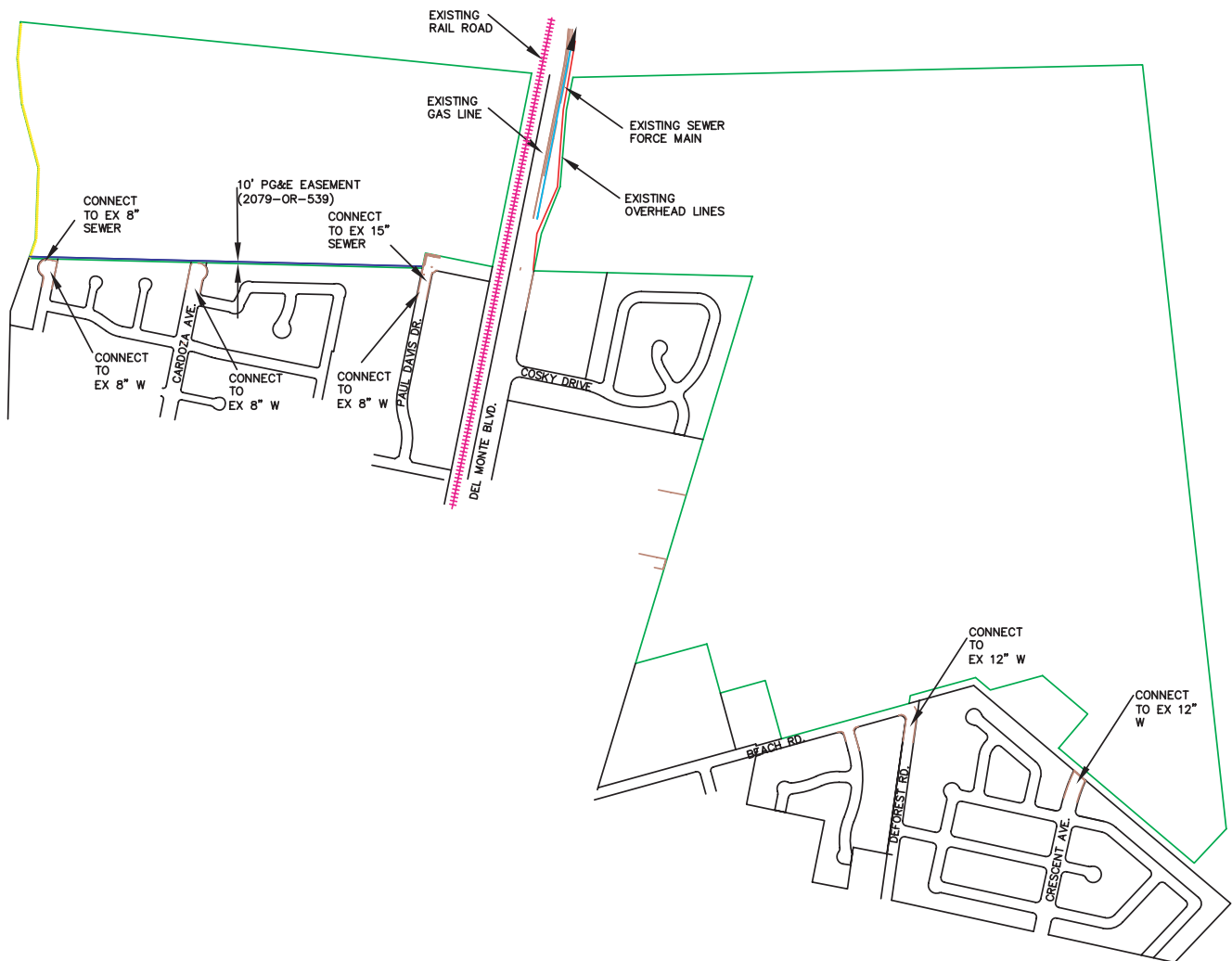
Wastewater

Wastewater Generation

MCWD provides sewer collection services to the City of Marina and this service will be extended to the Specific Plan area. The current Wastewater Collection System Master Plan includes the Specific Plan area within its study boundary.

Wastewater Collection and Conveyance

Wastewater will be conveyed in a series of mains located within the alleys and streets of the Specific Plan. [Figure 4-4, Wastewater System Layout](#), illustrates the system of internal mains within the Plan area. An existing 15-inch sanitary sewer main is located at the terminus of Paul Davis Drive and the



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Source: EMC Planning Group Inc. 2006, RJA and Associates 2006

Figure 4-1

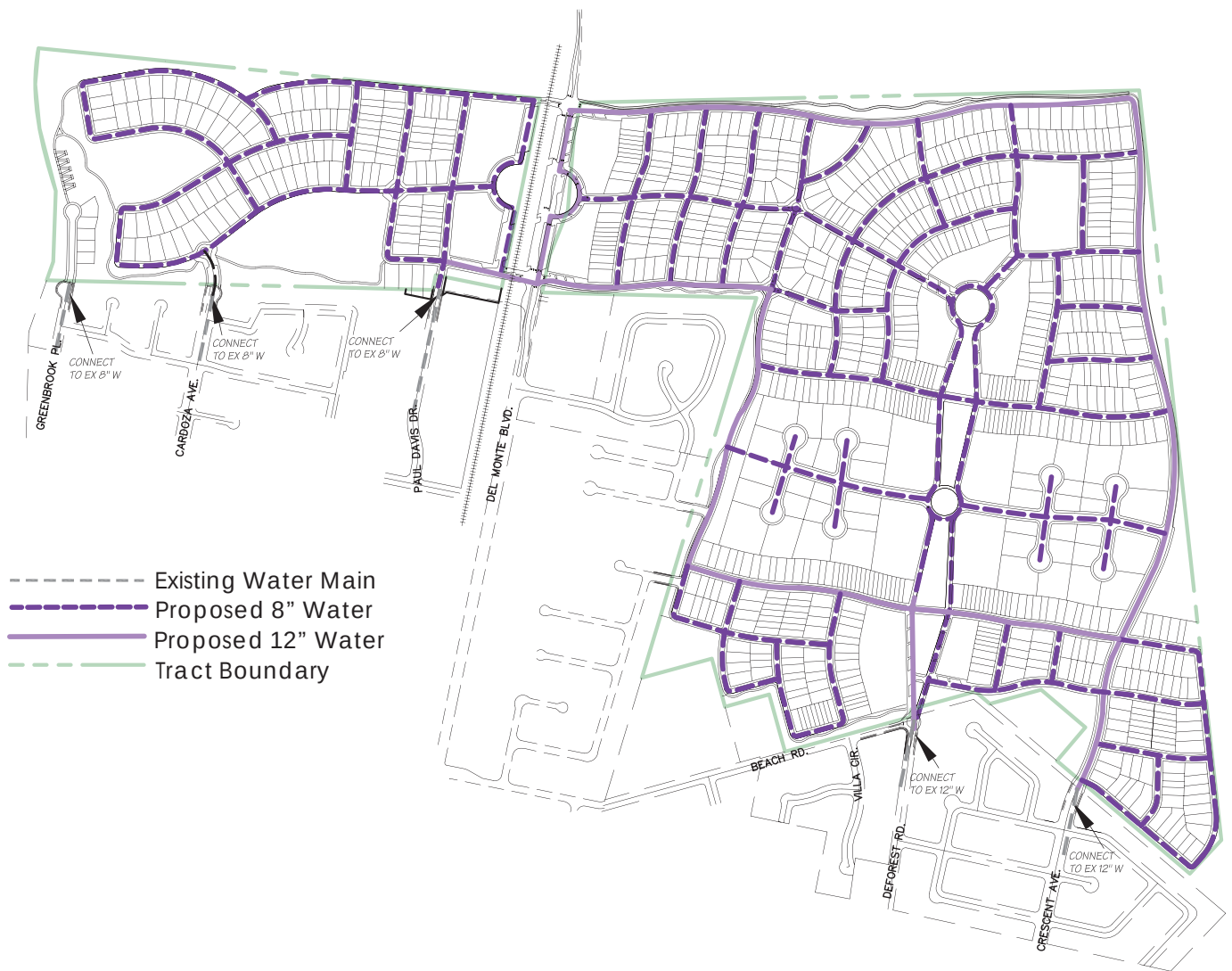
Existing Utilities and Easements

Marina Station Specific Plan



PUBLIC FACILITIES AND INFRASTRUCTURE

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Source: EMC Planning Group Inc. 2006, RJA and Associates 2006

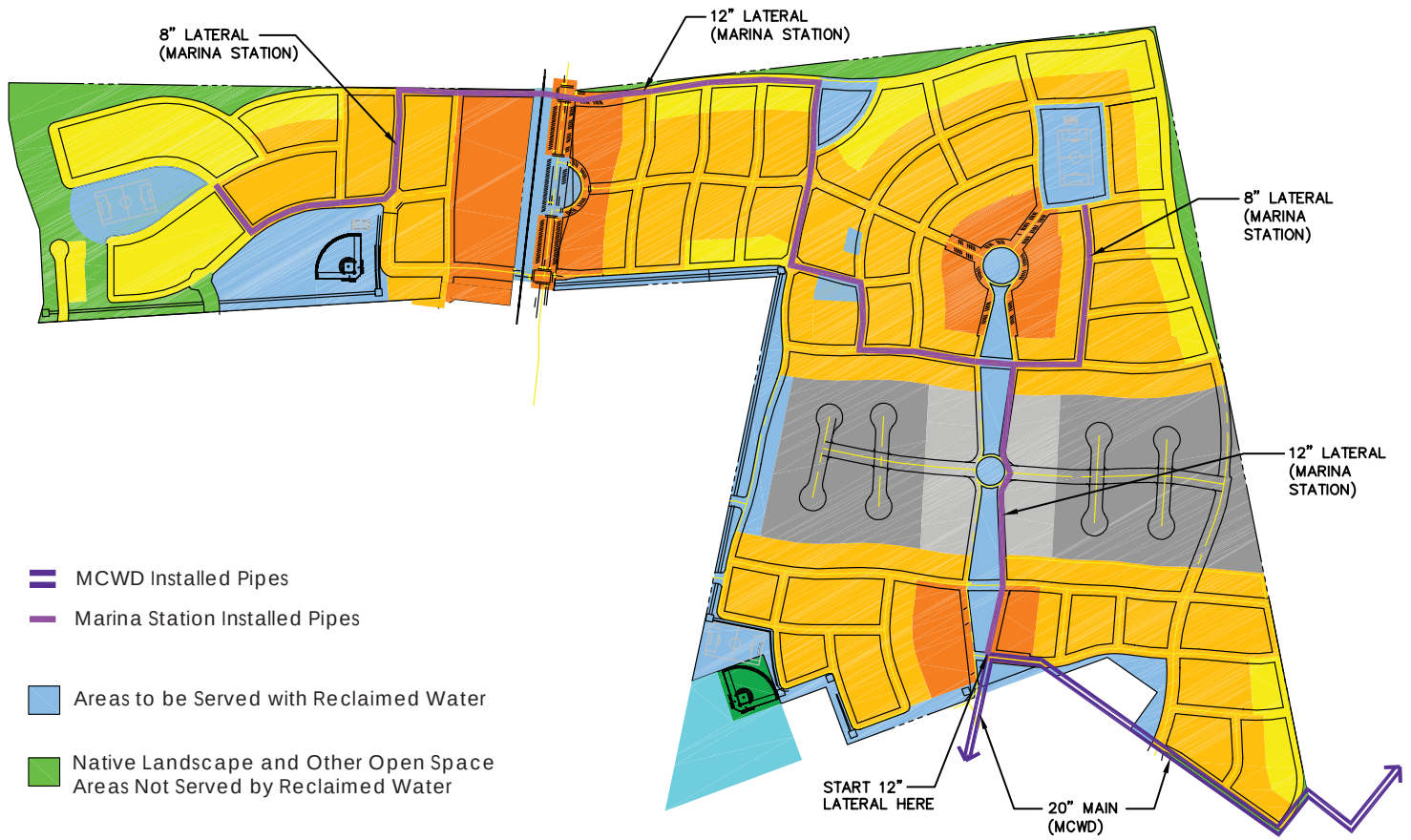
Figure 4-2

Proposed Water System Layout Marina Station Specific Plan



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Source: EMC Planning Group Inc. 2007
and CreekBridge Homes 2007

Figure 4-3

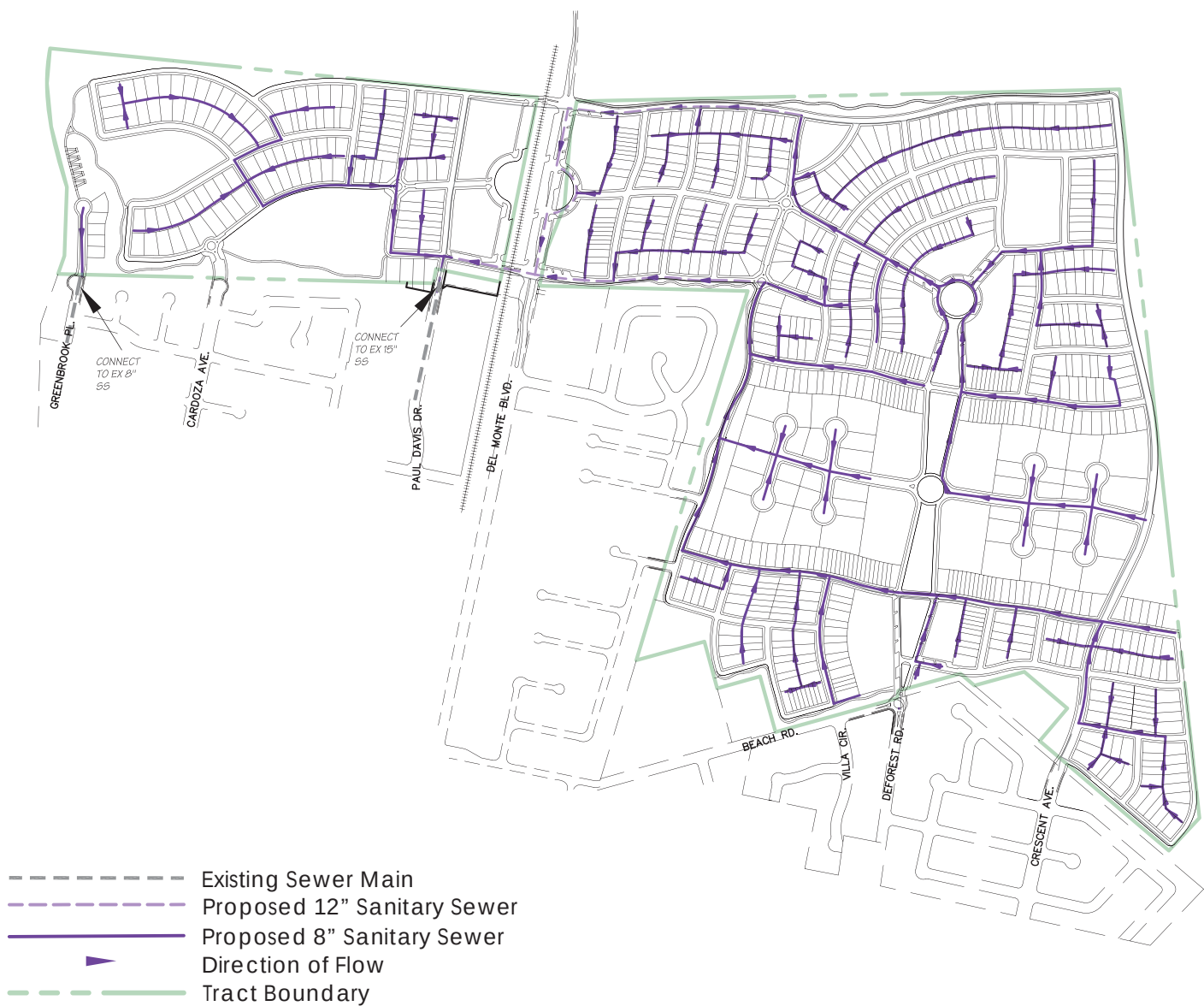
Reclaimed Water Plan

Marina Station Specific Plan



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Source: EMC Planning Group Inc. 2006, RJA and Associates 2006

Figure 4-4

Wastewater System Layout

Marina Station Specific Plan



PUBLIC FACILITIES AND INFRASTRUCTURE

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Specific Plan area boundary. With the exception of the five units located at the end of Drew Street, along the Specific Plan area's western boundary, all of the Specific Plan area will flow to the collection point in Paul Davis Drive. The final alignment and size of the sewer mains will be determined during the design of each neighborhood.

Directing all of the Specific Plan wastewater to the collection point in Paul Davis Drive is consistent with the current MCWD Sewer Conveyance and Collection Master Plan. MCWD's master plan outlines two off-site improvement projects that are directly related to development of the Armstrong Ranch. The two improvement projects are discussed below.

Project 11-Alternative Two. This project consists of upgrading and relocating existing Lift Station #2 from its current location, west of Dunes Drive, to Tate Park, east of State Route 1. MCWD's master plan specifies that this project will need to be completed by the year 2010.

Project 12. This project consists of two separate pipe segments totaling approximately 1,000 linear feet. The first segment is within Paul Davis Drive from Marina Green Drive to Healy Avenue. The second segment is in Abby Way downstream of Healy Avenue. These improvements are projected for the year 2020.

Conceptual Wastewater Treatment

Monterey Regional Water Pollution Control Agency (MRWPCA) provides wastewater treatment for the City of Marina. The Specific Plan area was included in MRWPCA's Wastewater Service Area Study Update in November 2003. The update indicates the MRWPCA has the capacity to service the Plan area (Wastewater Service Area Study Update, November 2003, p. 5-68).



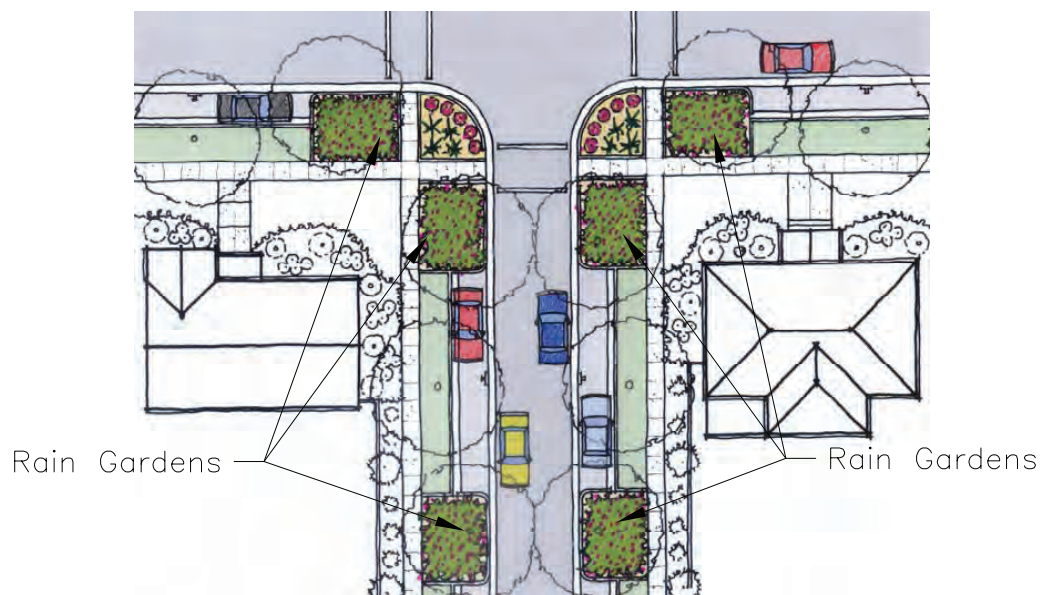
Green Streets

The conventional storm drain systems seen in Marina to date collect the rain which falls on the impervious streets, roofs and walks and directs the run off into a gutter where it is transported via storm drain pipes and discharged into a central percolation pond where the water percolates into the ground.

The conventional centralized retention pond storm drainage system is being replaced in Marina Station by a more environmentally sustainable disbursed percolation system where the run off is collected close to the source and directed into numerous small very shallow retention areas to percolate into the ground. The surface area of these "rain gardens" far exceeds the surface area of the standard centralized pond, therefore the water depth does not warrant a fenced.

Marina Station is blessed with sandy soils which percolate water at 22 inches per hour, compared to clay soil which percolates water at only ½ inch per day (Geotechnical Report, LandSet, 2006).

In Marina Station the rain that falls on the roofs and sidewalks on each lot will be directed into the landscape areas of that lot where it will be cleaned and percolated into the ground. Any excess run off from large storms will run off the lot onto the street and then into the rain gardens. The water which falls on impervious portions of the alleys and streets in Marina Station will be collected in numerous 15 foot by 20 foot or larger rain garden areas placed along both sides of the street.



Green Streets

All storm water will be captured, cleaned and percolated in the rain gardens shown.



Green Streets

Green Street in southwest Frankfurt Germany similar to Green Streets proposed in Marina Station.
Photo: Hugh Bikle – Frankfurt Germany 2007

Green Street in SW Frankfurt Germany similar to Green Streets proposed in Marina Station



Each rain garden will contain a street tree and drought tolerant landscaping. Minimal landscape maintenance procedures will be required to be performed by a professional crew, not the homeowner. An added advantage to the rain gardens is the visual appeal of these numerous planter areas extending into the street. These type of landscape bulb outs visually “narrow” the street and have proven to be an effective way to slow traffic and make streets safer.

Storm Drainage

Existing Drainage

The existing drainage basins for the Specific Plan area were identified using design level aerial photography. The Plan area consists of a series of closed basins created by the undulating topography where all precipitation percolates into the soil. There are no defined drainage courses that leave the Plan area and there are no storm drain lines that serve the Plan area.

In very large storms, some of the rain gardens may not be able to percolate all of the incoming rain water. Some of the run off may overflow a rain garden and continue down to the next rain garden. As a backup safety measure, an emergency storm drain collection system may be installed to collect the excess run off and pipe it to shallow landscaped open space areas shown on [Figure 4-5](#). The existing small retention pond serving the Paul Davis Drive neighborhood will be closed and the water will be piped to the large football field size open space nearby on Marina Station. The water depth in this area should not exceed a few inches in a 100 year storm. This area can be used as an informal area for field sports at all other times.

Storm Water Generation and Collection Infrastructure

The City of Marina requires that the runoff from a 10-year 24-hour storm be retained onsite and disposed of

on-site via percolation. To satisfy this requirement, all runoff generated within the Plan area will be percolated between the street edge and sidewalk via a “green street” design shown in [Figure 4-5](#). [Figure 4-5, Green Street Storm Drainage System](#), illustrates the storm water collection system for the Specific Plan. The system will consist primarily of storm water landscaped pockets, called rain gardens, along most streets and in many parking areas. These areas will clean and percolate all storm and irrigation runoff.

Storm Water Quality

Development of the Plan area will increase the amount of storm water runoff pollutants such as sediment, nutrients, bacteria, oil and grease, heavy metals and debris. In addition to City standards for retaining and disposing of storm water, storm water discharges are regulated under the Federal Clean Water Act through the National Pollutant Discharge Elimination System (NPDES). The NPDES program describes how storm water discharges are to be managed to reduce water pollution. Prior to construction, landowners/developers must obtain a permit. Use of storm water retention facilities is a best management practice (BMP). In addition to accepting the Plan area’s storm water discharge, the landscaped percolation pockets, or “rain gardens” can successfully remove high levels of particulates and dissolved pollutants. The rain gardens will also provide the added benefit of ground water recharge in an area where recharge is important to protect against seawater intrusion.

Schools

The project site is presently located within the North Monterey County Unified School District (NMCUSD). The closest NMCUSD school to the Plan area is approximately six miles away, in Castroville. However, Olson Elementary School, a MPUSD school, is located immediately adjacent to



the Plan area. An application has been made to transfer the Marina Station property to the Monterey Peninsula Unified School District (MPUSD). MPUSD and NMCUSD are working jointly to resolve this issue in the near future.

The NMCUSD operates four elementary schools (grades K-6), a middle school (grades 7-8), a high school, two alternative education facilities. The middle school and high school are both located in Castroville. The District offers preschool programs and extended day classes and other after-school programs to support student academic achievement. Current student enrollment within the District is approximately 4,500 students.

Using student generation rates provided by the MPUSD, buildout of the Specific Plan is anticipated to generate approximately 516 school-aged children or 885 school age children using NMCUSD's student generation rates.

The MPUSD currently operates four K-5 elementary schools, seven K-6 elementary schools, two K-8 schools, two middle schools (6-8), three high schools, and a continuation school. The MPUSD also provides after-school and childcare programs, adult education, and independent study. Total student enrollment for the 2004-05 school year was 10,252. The City, MPUSD, and several developers, including the master developer, have negotiated a memorandum of understanding regarding school mitigation. Approximately two acres of the Plan area will be reserved for future expansion of Olson Elementary School, which will likely be a part of that agreement. The reserved two acres is located in the southwestern most corner of the Plan area, adjacent to the existing Olson Elementary school. [Figure 2-1, Land Use Plan](#), in Section 2.0, shows the location of the school expansion site.

Public Safety

The City of Marina provides police and fire services to all parts of the city. The Police Department maintains at least three officers on patrol at all times (Rachel Anderson, Marina Police Department, Personal Communication, December 14, 2005).

The Police and Fire Departments' standard for emergency response is three to four minutes. The Specific Plan area falls within the maximum response time standard Marina Station

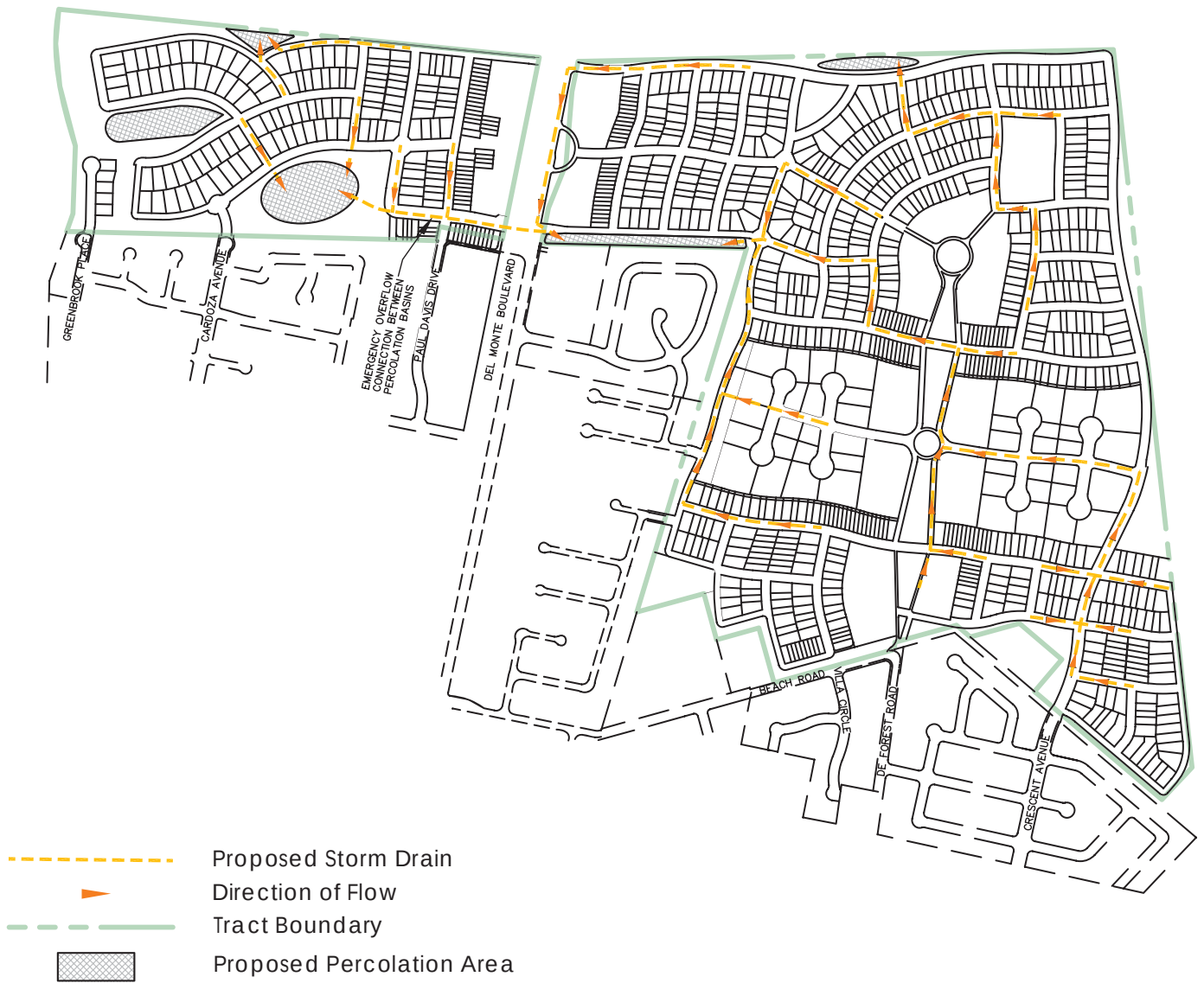
will incorporate the City's Crime Prevention through Environmental Design (CPTED) provisions.



Solid Waste

The Specific Plan area lies within the City of Marina service area. Solid waste would be disposed of at the Monterey Regional Waste Management District's (MRWMD) landfill site located north of the city, within the Marina Planning area. The landfill has a total capacity of 42 million tons, with an available refuse capacity of 34 million tons. The capacity is sufficient to accommodate waste management needs in the service area for approximately 90 years (City of Marina 2000 General Plan, as amended through May 2005).

The city also 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.



0 1000 feet

Source: EMC Planning Group Inc. 2006, RJA and Associates 2006

Figure 4-5

Storm Drainage System Layout

Marina Station Specific Plan



PUBLIC FACILITIES AND INFRASTRUCTURE

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Energy

Solar Energy

As long as the subsidy and tax credit program in effect as of January 2006 continues at current levels, every single-family home will be equipped with a 16 photovoltaic panel system, which will supply approximately 70 to 80 percent of the electric needs of each home. Thirty percent of PG&E's electric power is supplied by hydro, wind, geo-thermal, and other non-polluting sources. Therefore; the electrical needs of the homes should not contribute to air pollution or global warming.

Electric and Gas Services

Pacific Gas and Electric (PG&E) provides electricity and gas services to the City of Marina. It is anticipated that PG&E would extend their services to the Specific Plan area under a franchise agreement with the city.

Telephone and Cable Services

SBC provides telephone services and Comcast Cable provides cable television to the City of Marina. Both companies as well as other local service providers offer internet services. The services of both companies would be extended to meet the needs of the Specific Plan area. Residents would be allowed to choose between SBC and Comcast Cable for telephone, cable and internet services.

4.2 Public Facilities and Infrastructure Goals and Policies

Goal 1: Adequate water supply, wastewater collection and treatment, and storm

drainage infrastructure to meet the demands of the Plan area.

PF Policy 1-1: Ensure sufficient water supply for the buildout of the Plan area.

Implementation Measure

1. The Marina Coast Water District, in its SB610 Water Supply Assessment and SB221 Water Supply Verification, determined that there is an adequate water supply to serve the Specific Plan area. No further implementation measures are needed.

PF Policy 1-2: Construct a water supply system that expands on and is integrated with the existing system and meets the needs of future project developments.

Implementation Measures

1. Individual project developers shall install water supply system improvements within the boundaries of their individual projects that tie into the backbone infrastructure system, which shall be installed by the master developer. Water supply improvement plans shall be subject to review and approval of the MCWD for consistency with the master water supply plan and related MCWD standards prior to city approval of a final map, commercial, office or light industrial project for development within the Plan area.
2. As a part of the final map improvement plans, the developer shall grant easements for the MCWD to maintain water supply and wastewater collection mains to be located in dedicated city collector roads.

PF Policy 1-5: Construct a storm water collection and disposal system that ensures percolation of storm drainage from storm water generated within the Plan area.



Implementation Measures

1. The master developer prepared a detailed master storm drainage plan as a part of this specific plan that identifies backbone collection and retention infrastructure needed to serve development within the Plan area. Any improvement plans shall incorporate use of structural and institutional best management practices for storm water quality management and to prevent soil erosion. The improvement plans shall be subject to review and approval by the appropriate City staff.
2. Individual project developers shall install storm drainage collection improvements within the boundaries of their individual projects and which tie into the backbone storm drainage infrastructure system. Storm water collection system improvement plans for individual projects shall be subject to review and approval of the appropriate City staff prior to city approval of any commercial, office or industrial project.

PF Policy 1-6: Utilize best management practices to minimize surface water quality degradation from discharge of storm drainage.

Implementation Measure

1. The master developer shall prepare and submit a storm water pollution prevention program application to the Central Coast Regional Water Quality Control Board and the appropriate City department to secure a NPDES General Construction Permit for the entire project site. Each individual project developer shall incorporate the structural and institutional best management practices identified in the storm water management plan in improvement plans for their respective projects. The appropriate City staff

must review these plans to ensure inclusion of the practices prior to approval of a building permit for that phase. The city should monitor implementation of the measures.

Goal 2: Essential public services to meet the needs of future residents

PF Policy 2-2: Provide and maintain public safety services that are adequate in manpower, equipment, and resources to respond to emergencies and calls for service within the Plan area and that meet the three to four minute response time of the City of Marina Police and Fire Departments.

Implementation Measure

1. The master developer and/or individual project developers shall pay the public safety impact fees to the city consistent with the city's fee program. Fees shall be paid prior to receiving a building permit for each residential unit, commercial, office or industrial building or as otherwise stipulated in the fee ordinance.

PF Policy 2-3: Ensure adequate availability of solid waste disposal services.

Implementation Measure

1. Prior to City approval of any final map or commercial project, the master developer or individual developer shall obtain verification from Carmel-Marina Corporation that it can provide solid waste collection services to meet demand from build out of the Plan area. Waste collection services shall be financed through the most recently adopted fee program of Carmel-Marina Corporation.



PF Policy 2-4: Ensure availability of recycling, reduction, and reuse programs.

Implementation Measure

1. The master developer or individual developer(s) shall distribute, to all home buyers, the educational program provided by the service providers as a citywide recycling effort.



PUBLIC FACILITIES AND INFRASTRUCTURE

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5.0 OPEN SPACE, RESOURCE CONSERVATION, AND HAZARDS

Marina Station will be a leading example of Sustainable Community Design with many special features of a green community including, green streets, equipping all single-family homes with solar energy panels (as long as the January 2006 subsidy and tax credit program remains in effect at current levels), recirculating hot water systems and high-efficiency appliances. Future development of the Specific Plan area will generate an additional demand for open space resources and recreational amenities in the City of Marina. The Specific Plan addresses these issues through policies and implementation measures that promote sensitivity to open space and natural resources.

This section addresses the preservation of agricultural, biological, and aesthetic resources as well as addressing possible hazards associated with the Marina Municipal Airport.

5.1 Sustainable Community Design

Sustainable communities that incorporate the principles of smart growth and green building technologies better serve the needs and desires of today's residents and the needs of future residents. The Specific Plan responds to these principles in a number of ways, discussed below. The Specific Plan also recognizes the

importance of an economically viable community, which provides the means to implement and maintain sustainability and fosters opportunities for residents to establish, maintain and advance themselves financially. Sustainability is defined by the American Planning Association as "the capacity to equitably meet the vital human needs of the present without compromising the ability of future generations to meet their own needs by preserving and protecting the area's ecosystems and natural resources." It's ecological and energy conscious objectives can be implemented in such a way as to foster a more livable community. In its Policy Guide on Planning for Sustainability, the American Planning Association identifies four objectives for sustainability:

Objective 1: Reduce residents' and workers' dependence on fossil fuels, and other non-renewable natural resources.





Marina Station will meet this objective through:

- Provision of jobs in close proximity to house, minimizing the need to drive.
- Provision of a mix of community uses within walking and biking distance of each other.
- A pedestrian/bikeway system that encourages the use of non-motorized modes of transportation.
- Creation of human scaled and pedestrian friendly streets and public space.
- Provision of opportunities for home-based occupations.
- The use of photovoltaic panels may provide approximately 70 to 80 percent of the electrical use of the average homeowner.
- Landscape and park elements that utilize native and drought tolerant vegetation wherever appropriate.
- The use of energy efficient light fixtures throughout the site design.
- Easy access to both local and regional serving transit within the Plan area.

Objective 2: Reduce residents' and businesses' dependence on chemicals and other manufactured substances that can accumulate in nature.

Marina Station will meet this objective through:

- Creation of large native landscape areas that minimize the use of water, pesticides, and herbicides.
- Provision of proper disposal and recycling facilities for demolition and construction waste.

Objective 3: Reduce residents', businesses' and development's encroachment upon nature.

Marina Station will meet this objective through:

- Reduction of the ground water draw down to approximately net zero through conservation, percolation, and use of requested reclaimed water.
- Provision of low-flow water fixtures and water conserving irrigation systems.
- Management and retention of storm water in a way that restores the quality of on-site run-off and percolates virtually all of the run off to the underground aquifers.
- Use of reclaimed water.
- Reduction of impervious paving surfaces through narrow streets and the use of "rain garden" spaces within the green streets.
- Creation of a green space network within the community.
- Incorporation of native and drought tolerant landscaping.

Objective 4: Meet human needs fairly and efficiently.

Marina Station will meet this objective through:

- Provision of a wide range of housing options including affordable housing.
- Location of housing near services, employment centers and recreational opportunities.
- Provision of access to transportation alternatives within easy walking distance.



Economic sustainability will come from the development of a community that creates a variety of jobs and tax revenue sources. Retail and service jobs in the retail and hospitality areas provide for both entry-level and management jobs, which enable those businesses to generate significant amounts of sales, occupancy and property tax revenues to support various governmental operations.

The Marina Station Business Park will provide opportunities for businesses which provide higher paying professional and technical jobs to locate in Marina. CSUMB has powerful programs in oceanography, cyber technology and an emerging business school that will facilitate the attraction of new businesses to the area, businesses that historically provide well paying jobs and career opportunities. The Marina Station Business Park is in the center of the Plan area, within easy walking distance of homes, restaurants, services and downtown Marina.

Creative implementation of the sustainability principles listed above will create a community at Marina Station where the mix of land uses are amenities for each other, as well as for the overall community of Marina. These livability design aspects include:

- Creating a community garden with multiple benefits.
- Creating unique sense of community and place.
- Providing mix of land uses within each neighborhood.
- Utilizing narrow, curvilinear streets which emphasize and protect pedestrians and bicyclists, and traffic calming elements such as roundabouts, which make the circulation experience pleasant, safer and less intrusive to residents and visitors.

- Linking of homes, places to work, greenbelts, a future transit corridor and bicycle connections into three compact neighborhoods promotes walkability.
- Providing linkages to the surrounding community and CSUMB campus wherever possible, particularly the California coastal trail from Pacific Grove to Moss Landing.
- Providing shopping, employment and recreational opportunities within a 5-10 minute walk can reduce dependence on the automobile.
- Clustering of retail, service and high density housing uses within easy walking distance of planned Transit facilities.
- Providing a wide range of housing opportunities — including rental housing — to fairly meet the needs of different lifestyles and income levels.

Green Building

Green building techniques can enhance the success of a sustainable community. A three-tiered approach to green building design and construction is envisioned.

The first tier involves the design and construction of high profile public spaces. Emphasis is placed on public space planning and design that maximizes solar exposure to the public spaces while minimizing the effects of the frequent chilly ocean winds by surrounding these spaces with two, three, and four story mixed use buildings. Materials and energy systems that are earth friendly will be incorporated.

The second tier involves a commitment to sustainable green building techniques. The technology exists to create buildings that are smarter, more energy efficient and healthier than those of the past. Homes and



commercial buildings built at Marina Station will incorporate many of the environmentally beneficial building and energy saving techniques available. All new single family homes will be constructed to meet California Title 24 requirements for energy efficiency and will, in addition, at a minimum be wired for solar energy. All single family homes will also be equipped with solar electric panels as long as the January 2006 subsidy and tax credit program remains in effect at current levels. If these subsidies decrease, every purchaser of a new single family home will be offered on optional upgrade to purchases solar panels.

Green building techniques for Marina Station residential will include:

- Recirculating hot water systems that will reduce water consumption.
- Every single-family home will be equipped with High-Efficiency Clothes Washers: known as High Efficiency, Front Loading or Horizontal Axis these clothes washers all produce significant water conservation as well as energy saving. Estimates of annual water savings are approximately 8,000 gallons per year for a family of four. Many of these machines will also reduce energy consumption by using less hot water and because they feature higher spin speeds, the clothes come out of the washer with lower moisture content and require less drying time.
- High Efficiency Dish Washer: A typical dishwasher uses an average of about 9.3 gallons per load (Mayer, et. al. 1999). High-efficiency dishwasher models save about 1,250 gallons of water per year per house and use less energy than the standard models.
- Recycled Water: Subject to the potential availability of recycled water, a separate distribution system to deliver recycled water appropriate for

irrigation of parks, street medians and commercial landscaping will be constructed.

The third level of Marina Station' three-tiered approach involves a series of options provided to the home buyer. These options will include environmentally preferable upgrades at a reasonable cost that promote the use of recycled content materials, more energy efficient heating systems and renewable energy systems. The options may include:

- Countertops of recycled glass, concrete or bio-based products, etc.
- Floors of bamboo, natural linoleum, salvaged wood, recycled content carpets, etc.
- Light fixtures of dimmable compact fluorescent lamps and occupancy controls.
- HVAC options for higher efficiency equipment
- Solar options for water heating and larger photovoltaic systems.
- Low voltage exterior lighting.

Sustainable Landscaping Principles

One of the major driving criteria for all aspects of the landscape design is selecting and using materials in a thoughtful and sustainable manner. The land plan establishes a vibrant community that integrates living and working environments, recreation opportunities, and circulation and infrastructure. The arrangement of the uses on the land is a direct response to the land uses and circulation, site topography and land form, and site environmental factors.

The neighborhoods, retail and commercial centers, recreation and work environments are all linked together by an extensive network of pedestrian and



bicycle trails, and slow speed pedestrian and bike friendly streets, together creating a viable and attractive alternative to driving.

The desire to create a community in accordance with green building principles influences the decisions regarding the landscape design, recreational programming and physical layout of each development area. The selection of construction materials, planting and irrigation design are influenced by the need to design in response to the climate and environmental conditions present in the City of Marina. This constraint also creates an opportunity to create an aesthetic that reflects the unique beauty and sense of place that is one of the main attractions to living on the Monterey Peninsula.

The use of recycled water in the landscape design for the large public spaces acknowledges that the first use water supply is limited. Plant materials have been selected that have low water requirements and that thrive in the coastal conditions present on the site. Extensive use of native and naturalizing species is proposed, which will reduce water demands and adapt well to the soil and wind conditions. This plant palette used in combination with preserved trees will quickly establish the community as an integral part of the Monterey Bay Peninsula, yielding benefits in terms of visual quality and biological integration.

Outdoor areas will be landscaped using predominantly native and drought tolerant plants, with turf used for the play fields which will be irrigated with recycled water when available. All parks utilizing recycled water for irrigation will be posted as such. Irrigation controls will be state of the art in all public landscaping (including, but not limited to parks, medians and other associated public spaces) to minimize water usage, such as Evapotranspiration (ET)-Based Irrigation Controllers. These provide localized information to control the application of irrigation

water to match climatic requirements and plant needs. Evapotranspiration is the combination of water that is evaporated and transpired by plants as a part of their metabolic processes. Significant amounts of water are conserved by irrigating at the rate and schedule required to meet a plants needs rather than the typical clock schedules now in common use. ET controllers are available from a variety of suppliers and can be installed in commercial and municipal applications. Multi-station irrigation controllers will be used in the single family homes.

Existing Tree Preservation

This Specific Plan and the community design standards for Marina Station embraces the philosophy that existing trees and native vegetation are an important resource in the Marina community that should be preserved to the greatest extent practicable. Except for two trees at the end of DeForest Avenue, the large row of trees along Beach Road, which are of significant historic, and ecological value and horticultural quality will be preserved and maintained and enhanced as an integral part of the site and landscape development.

Irrigation Systems

A master planned development of this scale provides an excellent opportunity to create an irrigation system for the public spaces that can be managed in a very efficient manner. Use of the following measures is encouraged: centralized controllers, on-site weather information, water sensors in the soil, and efficient emitter and spray nozzles.

Park Design

The parks have been located in such a way to provide a variety of recreation opportunities in close proximity to residential and commercial areas to encourage walking to those sites. The numerous active parks



contemplate utilizing recycled water irrigation for active sports and playfields. Portions of the parks and open spaces shall include native vegetation to stabilize the slopes and create shelter for passive uses. The intent is to install recycled water irrigation systems to help establish these plantings, so that they later thrive without supplemental watering.

The design guidelines for site furnishings will incorporate recycled materials wherever possible. Innovative green materials, such as permeable reinforced crushed stone paving and porous concrete, are two of the encouraged materials for the parking areas and pathways within the park system. Tot lot areas will be surfaced with recycled rubber materials to provide a safe and ecological environment for children to play in. Permanent bathroom facilities will be provided in the Windy Hill Neighborhood Park, the central Soccer Park, and the Del Monte Baseball Park at the end of Marina Green Drive and in the most westerly soccer park in phase eight. Consideration will be given to including an off-leash “dog park.” See Appendix E for park specifications.

Landscape Design

The landscape design incorporates site drainage and infiltration as an integral part of the site development as described in Section 4.2. The intent is to improve the water quality as storm water is filtered through planted areas wherever possible. The project will use bioswales and small numerous water retention areas along most streets and parking areas to reduce the need for conventional storm drainage piping systems. The deep, sandy soils found on the Marina Station site allow for rapid absorption of the storm water and recharge of the underground aquifers. They also provide extensive use of progressive methods to improve environmental quality and reduce the impact of site development on the existing infrastructure.

The lighting design for the project should provide a comfortable level of illumination that meets the community’s needs for use and safety and respects the needs of wildlife. High efficiency fixtures and sophisticated optics are specified to direct light where it is needed without creating excessive glare. Energy efficient lamps are used to minimize energy use and lamp replacement. Lights are placed where they are needed for specific uses, rather than to a continuous foot-candle requirement across the site, allowing for the appreciation of the dark sky in the residential neighborhoods. The result is that the quantity of fixtures and the total energy required is reduced over conventional communities. This has the benefit of creating a better quality of life, an improved aesthetic, while preserving precious energy and maintenance resources.

5.2 Parks and Recreation

The Specific Plan includes a variety of parks and recreational resources as shown in Appendix E Specifications for Marina Station Park Facilities. As mentioned in Section 2.0, Land Use Plan, the Specific Plan includes formal neighborhood and pocket parks, as well as passive recreation open space areas known as linear parks, all within a few blocks of every home and business. A total of approximately 55.7 acres of active and passive recreational areas are provided within the Plan area, which exceeds the City’s requirement of 20.5 acres of parkland/open space. The Specific Plan includes 55.7 acres of formal parks, including two acres for Olson Elementary School playfield expansion, and linear parks and includes miles of promenades and trails located around the edge of the Plan area. Upon buildout of the Plan area, Marina Station will constitute 16 percent of the City’s population and will have contributed 34 percent of the City’s parkland and open space.



Formal Parks

Formal parks within Marina Station will include small sub-neighborhood pocket parks, neighborhood parks, playfields, playgrounds, and a large civic plaza. Formal parks are dispersed throughout the Specific Plan area. [Figure 2-1, Land Use Plan](#), shows the locations of the formal parks and Appendix E presents the specifications for the park design. The land dedicated to formal parks will include the following park types.

Sub-neighborhood. A sub-neighborhood park is a small-scale passive and active area for informal play and relaxation close to the place of residence. These contain small common open space areas available to the public. The service area is typically within 660 feet of housing units served. Marina Station will exceed the city standard of 0.2 acres per 40 housing units.

Playground/Tot Lots. A playground/tot lot is a play area for active and passive recreation needs of pre-school and elementary-school children. The service area is typically within 1,200 to 1,500 feet of housing units served. Marina Station will exceed the City standard of 1.3 acres per 360 housing units (or 1,000 residents).

Neighborhood Park. A neighborhood park is a passive landscaped area for relaxation, picnicking, and other forms of socializing. The service area is typically within 1,200 to 1,500 feet of housing units served. Marina Station will exceed City standard is 0.5 acres per 360 housing units (or 1,000 residents).

Playfield. A playfield is an active, turfed play fields suitable for softball, baseball, football, soccer, and other field sports. Marina Station will exceed the City standard of 0.5 acres per 360 housing units (or 1,000 residents).



Corner of Civic Plaza in Alsfeld Germany which is similar to the Civic Plaza proposed in Marina Station

Community Park. A community park is a passive landscaped area for relaxation and accommodation of large-scale groups for social, cultural, or other community-oriented events. A large 2.9 acre civic plaza (including TAMC right of way) will be created in the center of the Del Monte Boulevard Neighborhood Center, and will exceed the City standard is 0.25 acres per 360 housing units (or 1,000 residents). The civic plaza will function as a city wide activity center for such uses as farmer's markets, ethnic festivals and music concerts.

Linear Parks (Open Space)

Linear parks are open space areas with drought tolerant landscaping. These areas are open to recreation such as walking/jogging, picnicking, reading, etc. The linear park system of the Specific Plan forms a greenbelt around the Plan area. This area will remain undeveloped. [Figure 2-1, Land Use Plan](#), shows the linear park system. Approximately three miles of promenades and trails are located throughout the Plan area within the linear parks.



Heavily used promenade connecting parks, hotels, residential and office uses along the promenade. Marina Station will have several of these promenades.

Promenade/Trail System

The promenade/trail system provides a sense of community by linking the neighborhoods in the Plan area to open space areas, parks, and neighborhood centers. The promenades and trails will be eight to fourteen feet wide. Amenities such as benches, trash receptacles, and dog waste stations would be included along the promenades and trails. The promenades and bike paths would be surfaced.

5.3 Biological Resources

The Specific Plan area contains four predominant habitat types: coastal dune scrub, native grassland, California annual grassland, and wet meadow. Coastal dune scrub is found interspersed with grassland



throughout much of the Specific Plan area. Patches of native grasslands are more prevalent west of Del Monte Avenue. Two depressions located west of Del Monte Avenue are considered wet meadows.

The California Natural Diversity Database (maintained by the California Department of Fish and Game) lists a number of special status species that may occur in the project vicinity. In addition to special status species, sensitive habitats are present within the Specific Plan area. Sensitive habitats are defined by local, state, or federal agencies as those habitats that support special status species, provide important habitat values for wildlife, represent areas of unusual or regionally restricted habitat types, and/or provide high biological diversity. Further discussion regarding biological resources can be found in the Environmental Impact Report (EIR) for this Specific Plan.

5.4 Agricultural Resources

There is no prime farmland or farmland of statewide importance within the Plan area. The area is designated grazing land and has been historically used for grazing cattle. Development of the Plan area would not conflict with General Plan goals and policies to conserve agricultural resources. By using the land in an efficient manner, Marina Station will provide 10.2 homes per net residential acre as compared to approximately six units per net residential acre in a conventional development. This relieves some of the population pressure on the remaining agricultural lands in the County.

5.5 Aesthetic Resources

The Specific Plan area is located within a scenic area of Marina. General Plan policy 4.126.3 identifies State Route 1 as scenic with views of the inland hills. Development along the ridgeline of the Marina dunes



is restricted. No development is proposed on the ridgeline of the Marina dunes within the Plan area. Linear parks are proposed along the perimeter of the Plan area so as to conserve the visual integrity of the area and surrounding landscape. Development within the Specific Plan area will be sited and designed to be visually pleasing and compatible with the surrounding areas. The numerous native Monterey Cypress trees to be planted in the large greenbelt along State Route 1 will help mask the development from this highway.

5.6 Cultural and Historical Resources

The General Plan EIR identifies the majority of the Marina Planning area east of State Route 1 as having a moderate potential for the presence of archaeological resources, which includes the Plan area. The General Plan does not identify any historical resources being located within the Plan area however, as mentioned in Section 1.0, Introduction, the Monterey-Salinas Valley Railroad ran through the Plan area during the later part of the nineteenth century through the early part of the twentieth century. Further discussion of the cultural and historical resource issues may be found in the Specific Plan EIR.

5.7 Hazards

Airport Land Use Compatibility

In 1996 the Monterey County Airport Land Use Commission (ALUC) adopted protection zones based on standards in effect in 1996. Noise modeling was prepared using an early version of the FAA's Integrated Noise Model. The adopted Marina Municipal Airport Comprehensive Land Use Plan was based on these standards and assumed an extension of the runway to 5,240 feet long. The proposed runway expansion is

consistent with the 1997 Marina Municipal Airport Layout Plan.

In 2002, the Caltrans Division of Aeronautics released an update of its California Airport Land Use Planning Handbook (Handbook). The Handbook provides safety zone standards for different types of general aviation runways based on new criteria. The safety zones adopted in the ALUC's Marina Airport Comprehensive Land Use Plan were developed prior to the 2002 Handbook and before these new standards were adopted. The 2002 Handbook now contains the best available information regarding establishment of safety zones. Additionally, in 2005 AMBAG updated aviation forecasts for the Marina Municipal Airport as well as other airports in the AMBAG region. Those forecasts have a planning horizon of 2025.

Early in 2006 the City of Marina retained an airport consultant to assist with an update of the Marina Airport Comprehensive Land Use Plan, due to the recognition that the currently adopted 1996 plan is obsolete in terms of forecasts, noise modeling software and statewide adopted safety zone methodology. The updated plan is necessary for the City and ALUC to make current and responsive evaluations of land uses, safety and development in the Marina Municipal Airport environs. Additionally, Public Resources Code section 21096 requires the City to use the Handbook as a technical resource in conducting environmental review of proposed projects in connection with airport-related noise and safety compatibility issues.

The eastern portion of the Specific Plan area is as close as 0.8 mile from the end of the planned runway extension at the Marina Municipal Airport. [Figure 5-1, Airport Safety Zones](#), shows the location of the Plan area in relation to the existing airport. The safety zones identified on Figure 5-1 are based on the airport master plan future runway (approximately 5,240 feet long and 100 feet wide) and the current 2002



Cal Trans Airport Standards. Portions of the Specific Plan area are overlaid by Zone 4 (Outer Approach/Departure Zone) and Zone 6 (Traffic Pattern Zone). The land use plan was designed so that the extended runway centerline and the “Outer Approach / Departure Safety Zone” overlay only the industrial and office portion of the Plan area.

Development of the industrial and office areas which underlie the future Safety Zones 4 and 6 will be impacted by restrictions adopted by the FAA.

Pursuant to FAA regulations, should the runway be extended, all new construction within the industrial and office zones shall comply with Title 14 of the Code of Federal Regulations CFR Part 77. Should any new construction fall within the parameters as prescribed by Form 7460-1, Notice of Proposed Construction or Alteration, said form shall be filed in conformance with FAA regulations.

Based on the 2002 Caltrans standards, if the runway is extended to 5,240 feet, approximately 62 acres of the Specific Plan area will be within the airport’s Zone 4, “Outer Approach / Departure Safety Zone”. In addition, if the runway is extended, the Windy Hill Park neighborhood and the Soccer Park neighborhood would lie within the Zone 6, “Traffic Pattern Zone”. The Marina Station Specific Plan will restrict development within these two zones to levels consistent with applicable standards and policies.

Noise modeling was prepared using an early version of the FAA’s Integrated Noise Model. Noise contours in the draft 2006 Marina Municipal Airport Comprehensive Land Use Plan indicate that the 65 and 60 CNEL noise contours for year 2025 are well within the airport property and runway environment and well outside of the Plan area. Therefore, airport noise is not a concern relative to the Specific Plan.

On April 23, 2007 the Monterey County Airport Land Use Commission recommended approval of the Marina Station Specific Plan with conditions. The conditions are provided in Appendix B.

Geologic

The Specific Plan area is located in a high seismic shaking hazard area (Marina 2000 General Plan, Figure A-3). Landset Engineers, Inc. prepared a Soil Engineering Feasibility Investigation for the Plan area in December 2003. They determined that soils conditions and geologic hazards within the Specific Plan area do not present significant constraints to development with implementation of standard engineering design of structures and infrastructure improvements.

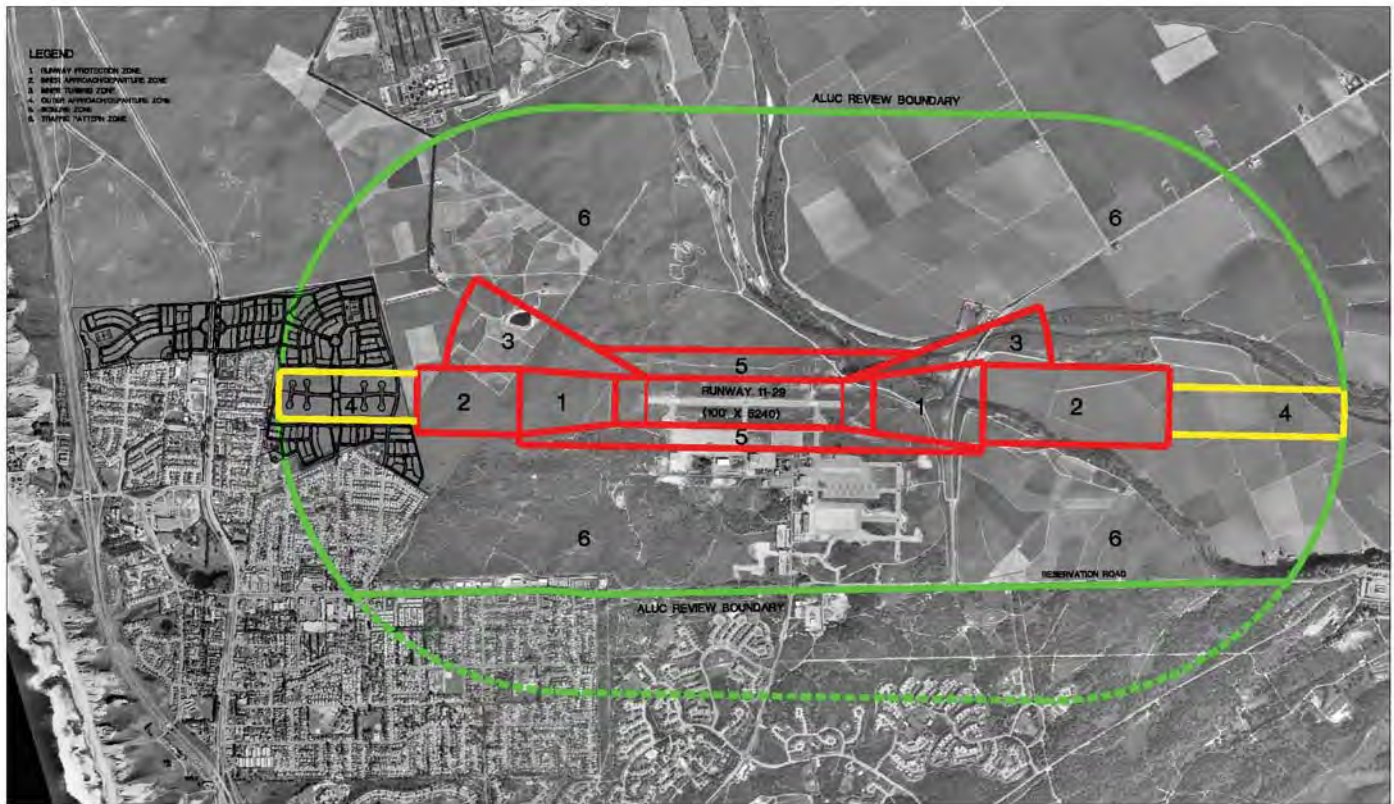
5.8 Open Space, Resource Conservation, and Hazards Goals and Policies

Goal 1: Promote green building techniques in order to promote sustainability.

OS Policy 1-1: Create buildings that are more energy and water efficient and healthier than those in the past.

Implementation Measure

1. The master developer and/or individual developers shall incorporate energy and water saving techniques into the design and construction of the homes and commercial buildings. These techniques should include the following, within the single-family detached homes: recirculating hot water systems; high efficiency appliances; formaldehyde-free insulation; and solar panels.



0 1,000 feet

Source: EMC Planning Group Inc. 2006, Wadell Engineering Corporation 2006

Figure 5-1

Marina Municipal Airport Safety Zones

Marina Station Specific Plan



OPEN SPACE, RESOURCES CONSERVATION, AND HAZARDS

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Goal 2: A coordinated system of open space, parks, and recreational amenities to meet the needs of the Plan area residents, employees and their visitors.

OS Policy 2-1: Provide neighborhood and/or local parks with appropriate facilities within each neighborhood in the Plan area.

Implementation Measures

1. The master developer shall provide the land for formal and linear parks, improved to City standards, within the Plan area, consistent with this Plan. Development plans for parks and trail systems within each phase shall be prepared by the developer and approved by the appropriate City staff prior to the approval of the improvement plans for that phase.
2. The master developer shall design, finance and construct the major parks and open space areas within the Plan area consistent with city standards. Individual project developers shall also construct small sub-neighborhood parks within the boundaries of their individual projects. Design and landscaping of the park shall be subject to review and approval of the appropriate City staff for consistency with City standards.

Goal 3: Conservation of agricultural, cultural, and natural resources, and preservation of sensitive habitat and aesthetic value.

OS Policy 3-1: Protect special status species and their habitat within the Plan area in accordance with federal and state regulatory requirements.

Implementation Measure

1. The master developer and/or individual developers shall comply with all the mitigation measures

presented in the Environmental Impact Report and Mitigation Monitoring and Reporting Plan (MMRP) regarding the protection of special status species and their habitat.

OS Policy 3-2: Protect sensitive vegetative communities, including native grassland and coastal scrub communities.

Implementation Measure

1. The master developer shall mitigate the loss of sensitive habitat as outlined in the Environmental Impact Report Mitigation Monitoring Plan prepared for the Marina Station Specific Plan.
2. Development of parks/open space areas shall provide native vegetation and shall not include species listed on the California Invasive Plant Inventory (Cal-IPC 2006).

OS Policy 3-3: Protect agricultural resources adjacent to the northern and eastern boundaries of the Plan area.

Implementation Measure

1. The master developer and/or individual project developers of property located along the northern and eastern boundaries shall buffer residential uses from land designated for agricultural use located north and east of the Plan area. One or more of the following options may be used to create a buffer between the agricultural parcel property line and habitable structures within the Plan area:
 - a. Public or private road right-of-ways;
 - b. Landscaped islands and planting areas; and/or
 - c. Recreational trail corridors;



OS Policy 3-4: Develop an attractive community that preserves the visual quality of the Plan area.

Implementation Measure

1. Developers shall adhere to the design standards in Section 6 of this Plan to ensure that the community is visually attractive when viewed from within the community, as well as from off-site public view locations including State Route 1.

OS Policy 3-5: Protect significant historical, cultural, and archaeological resources that may be accidentally uncovered during construction activities.

Implementation Measure

1. The master developer and/or individual developers shall comply with the mitigation presented in the Specific Plan EIR MMRP regarding historical, archaeological and cultural resources.

Goal 4: Reduce residents' possibility for death, injury, and property damage due to geology, soils, and hazards associated with air traffic

OS Policy 4-1: Protect residents within the Plan area from hazards associated with air traffic.

Implementation Measures

1. The City of Marina has prepared a Draft Airport Comprehensive Land Use Plan (July 2006) for the Marina Municipal Airport to reflect the 2002 Caltrans Division of Aeronautics standards. The 2002 standards are the most current and effective guidelines accepted for evaluating airport hazards and are the presiding standards until such time as the Marina Municipal Airport Comprehensive Land Use Plan is incorporated

into Monterey County Airports Master Plan and adopted by the Monterey County Airport Land Use Commission.

2. Development within the Specific Plan area that is located within the Airport Safety Zones identified on Figure 5-1 shall be limited to the land uses identified by the California Airport Land Use Planning Handbook, January 2002 edition (Tables 9B and 9C) for each specific safety zone.



This section identifies the architectural types and elevations approved within the Specific Plan area, and illustrates the overall design standards of each architectural type. New land uses and elevations and alterations to existing land uses and elevations, shall be designed in substantial conformance with the approved architectural types in this section, as well as the minimum lot size, height, setback and other provisions in Section 7.0, Specific Plan Zoning, and shall be approved by the appropriate City department.

For the purpose of this Specific Plan, the approved architectural types, the uses allowed within the architectural types, and other technical terms and phrases are defined below.

6.1 Definitions

Carriage Apartment. Carriage apartments are secondary dwellings occurring either above an existing garage or freestanding in the rear of the lot. Carriage apartments represent a valuable form of housing for the elderly, grown children, and as a form of affordable housing for the community.

Cottage. Cottage homes are small single family dwellings on thirty-five foot (35') to forty-five (45') wide lots.

Lane Homes. Lane homes are single-family dwellings on minimum thirty foot (30') wide lots, accessed from a minimum 20 foot wide pedestrian walking access lane running between two public streets with a minimum three foot (3') front setback from the edge of the lane and a minimum three foot (3') side setback

to the lot line between the homes. Pedestrian walking access lanes shall have removable decorative bollards installed at each end to allow emergency vehicle access. A five foot "no parking zone" will be installed on each side of the lane access.

Large Homes. Large Homes are large single family dwellings on fifty-five foot (55') to sixty-five foot (65') wide lots.

Mixed-Use. Mixed use or "flex" buildings are found in the Neighborhood Centers, often with retail and office uses on the first and/second floors with residential apartment units allowed on all floors. Permitted uses are described in section 7.0 Zoning.

Multi-Family Residential. Multi-family residential units are buildings with three or more housing units that share one or more common walls. The types of multi-family units allowed in the Specific Plan are Town Homes, stand alone condominium apartments and condominium apartments in a Mixed Use building.

Row Homes. Row homes are single-family homes on minimum twenty-five foot (25') lots with 1.5-foot minimum side setbacks to side property line.

Single-Family Homes. Single-family homes are designed for and/or occupied by one household. The types of single-family homes allowed within the Specific Plan area are differentiated by lot size, and include (as described herein) Row Homes, Lane Homes, Cottages, Small Family Homes, Large Family Homes, and Villas.



Small Family Homes. Small Family Homes are medium size single family dwellings on forty five foot (45') to fifty-five foot (55') wide lots.

Townhouses. Townhouses are dwellings with common walls on the side lot lines, the facades reading continuously, on twenty-five foot (25') minimum width lots.

Temporary Offices. Temporary offices are modular units used as a temporary office facility for the sale of homes, rental of apartments or construction supervision offices and storage on a construction site or off-site construction yard; a temporary business office in advance of permanent facility construction; or the temporary use of a housing unit within a residential development project as a sales office for units within the specific plan area, which is converted to residential or garage use at the conclusion of its office use.

Villas. Villas are large single-family dwellings on sixty-five foot (65') to one hundred foot (100') wide lots with seven foot, six inch (7.6') minimum side setbacks and twenty foot (20') to forty foot (40') front setbacks. These homes are generally sited on the perimeter of the Plan area.

Frontage Types. Frontage Types represent a range of additions to the basic façade of the building and are applied to each neighborhood zone (NC, NG, NE). The following are illustrations of frontage types; "ROW" means the public street right-of-way.

- **Gallery & Arcade.** Gallery and arcade is a façade of a building or an attached colonnade. Balconies may overlap the sidewalk in the NC zone while the ground floor remains set at the lot line.
- **Stoop.** A stoop is a façade placed close to the frontage line with the ground story elevated from

the sidewalk, securing privacy for the windows. This type is suitable for ground-floor residential uses at short setbacks.

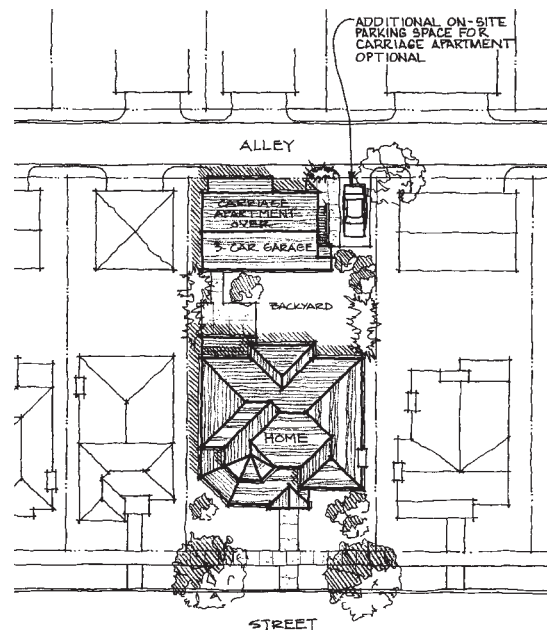
- **Forecourt.** A forecourt is a façade that is aligned close to the frontage line with a portion of it set back. The resulting forecourt is suitable for gardens, vehicular drop offs, and utility off loading. This type should be used sparingly and in conjunction with the two frontage types above, as a continuous excessive setback is boring for pedestrians. Trees within forecourts should be placed to have their canopies overhanging the sidewalks.
- **Door yard and Light court.** Door yard and Light court is a façade set back from the frontage line with an elevated garden or terrace, or a sunken light court. This type can effectively buffer residential quarters from the sidewalk, and remove a private yard from public encroachment.
- **Porch.** The façade is set back from the frontage line with a porch appended. The front edge of the porch should be within conversational distance of the sidewalk (5 ft - 12 ft) while a low fence or wall at the property line may be used to define the private space of the yard.
- **Common Lawn.** A common lawn home has its façade set back substantially from the front property line. The front yard thus created should remain unfenced and be visually continuous with adjacent yards. The ideal is to simulate buildings sitting in a common landscape. A front porch is not warranted, as social interaction from the sidewalk unlikely at such a distance. Common lawns are suitable frontages for higher speed thoroughfares.

6.2 Architectural Design Standards

Multi-Family Residential

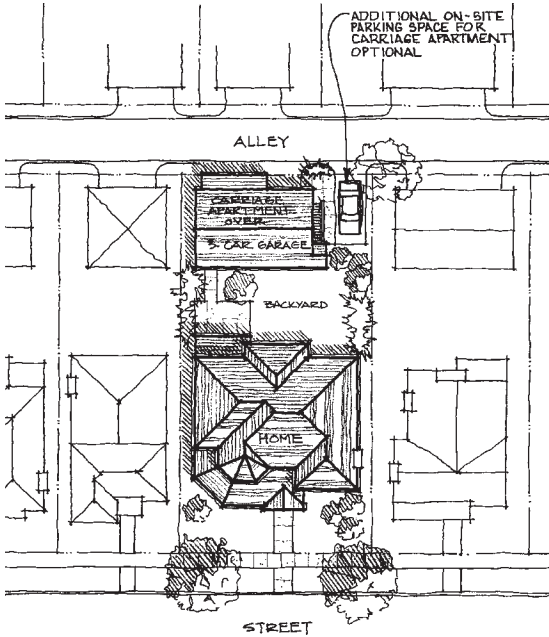


Carriage Apartment – Monterey. A secondary dwelling unit located above an attached or detached three/four-car garage located on the same lot as the primary residence. The entry is oriented to the side with access directed towards the alley. The Monterey style is used when the primary unit has a predominately stucco exterior.



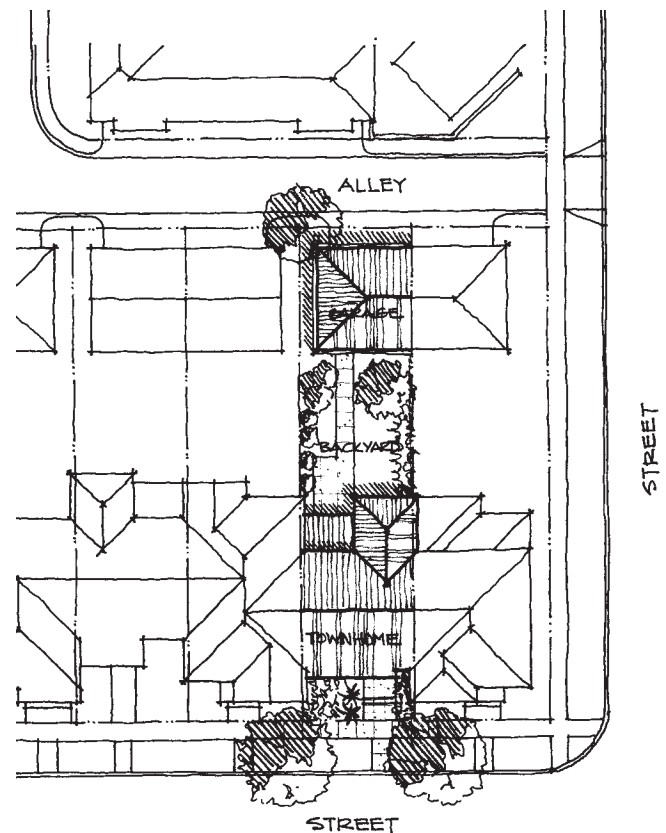


Carriage Apartment – Colonial. A secondary dwelling unit located above an attached or detached three/ four-car garage located on the same lot as the primary residence. The entry is oriented to the side with access directed towards the alley. The Colonial style is used when the primary unit has a predominately wood side exterior.



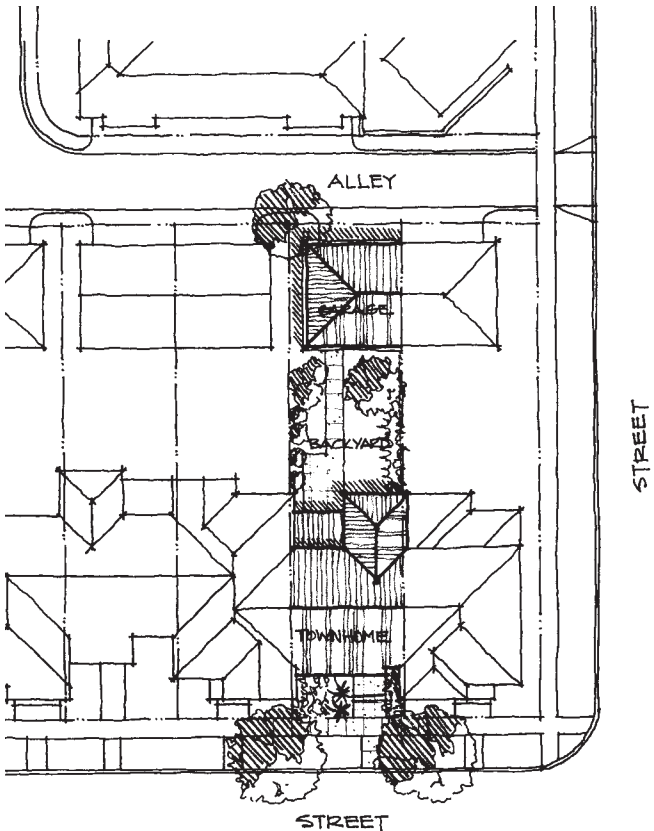


Townhouse – California. A single-family attached dwelling on a minimum 25 foot wide lot with common walls at the side property lines and a continuous front façade in the California style. The entry orientation is to the street with one and two-story massing elements, varying setbacks.





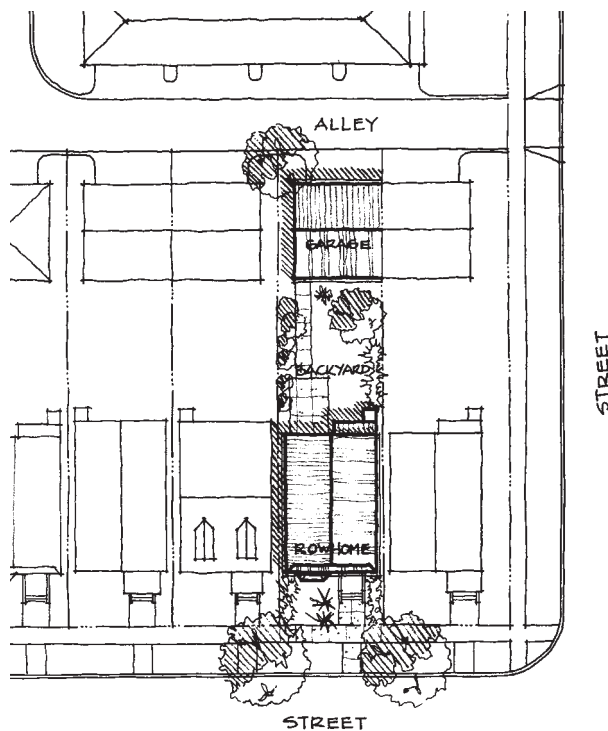
Townhouse – Colonial. A single-family attached dwelling on a minimum 25 foot wide lot with common walls at the side property lines and a continuous front façade in the Colonial style. The entry orientation is to the street with two-story massing, minimal setback variation between units.



Single-Family Residential

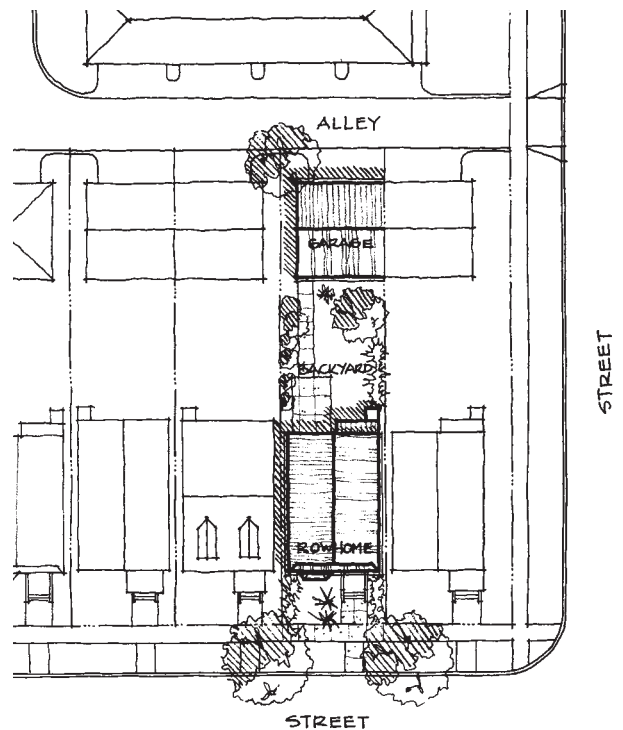


Row Homes. A detached single-family dwelling on a minimum 25 foot wide lot with 1.5 foot minimum side yards in a pleasing mix of styles (French, Colonial, Bungalow, California), with stoop entries oriented to the street.



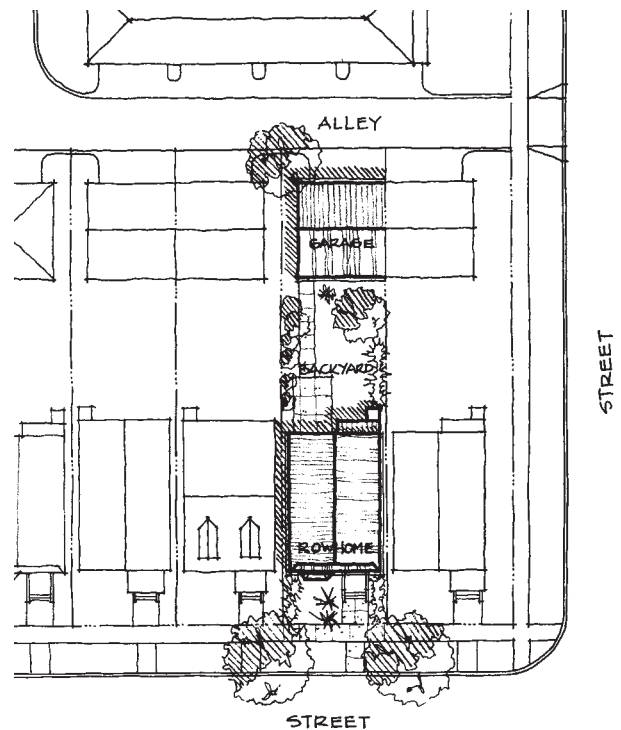


Row Homes. A detached single-family dwelling on a minimum 25 foot wide lot with 1.5 foot minimum side yards in a pleasing mix of styles (French, Colonial, Bungalow, California), with stoop entries oriented to the street.



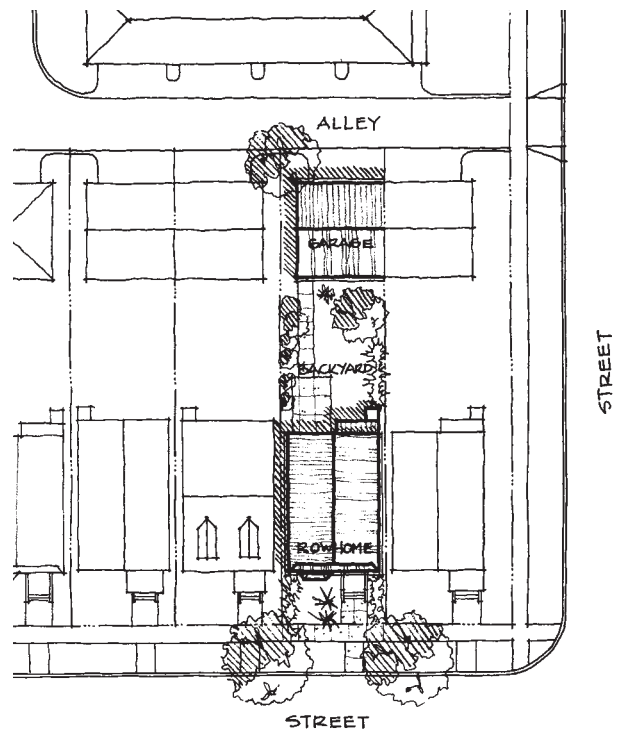


Row Homes. A detached single-family dwelling on a minimum 25 foot wide lot with 1.5 foot minimum side yards in a pleasing mix of styles (French, Colonial, Bungalow, California), with stoop entries oriented to the street.



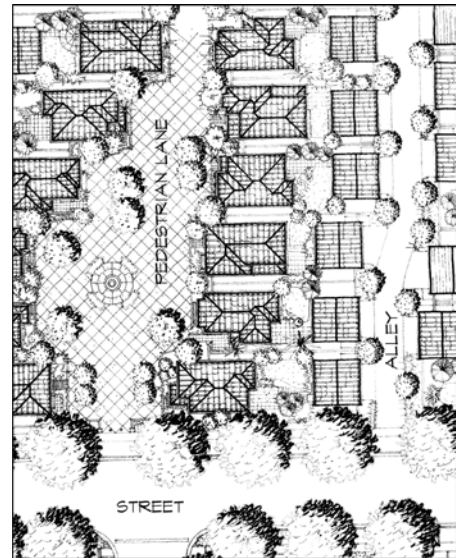


Row Homes. A detached single-family dwelling on a minimum 25 foot wide lot with 1.5 foot minimum side yards in a pleasing mix of styles (French, Colonial, Bungalow, California), with stoop entries oriented to the street.



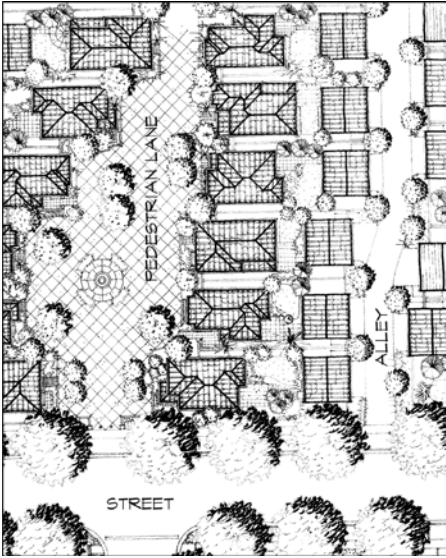


Lane Homes. A detached single-family dwelling on a minimum 30 foot wide lot with an eclectic mix of both California style and Monterey style having entry access from a narrow pedestrian lane that runs from one public street to another. Two-story massing and second floor-cantilevered balconies with minimal front setbacks from the lane are used in creating a unique intimate residential environment.



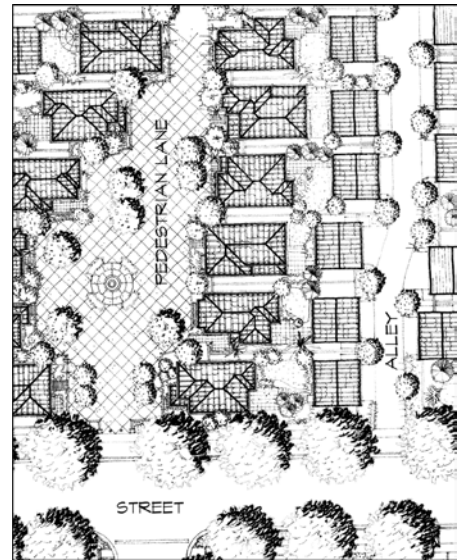


Lane Homes. A detached single-family dwelling on a minimum 30 foot wide lot with an eclectic mix of both California style and Monterey style having entry access from a narrow pedestrian lane that runs from one public street to another. Two-story massing and second floor-cantilevered balconies with minimal front setbacks from the lane are used in creating a unique intimate residential environment.



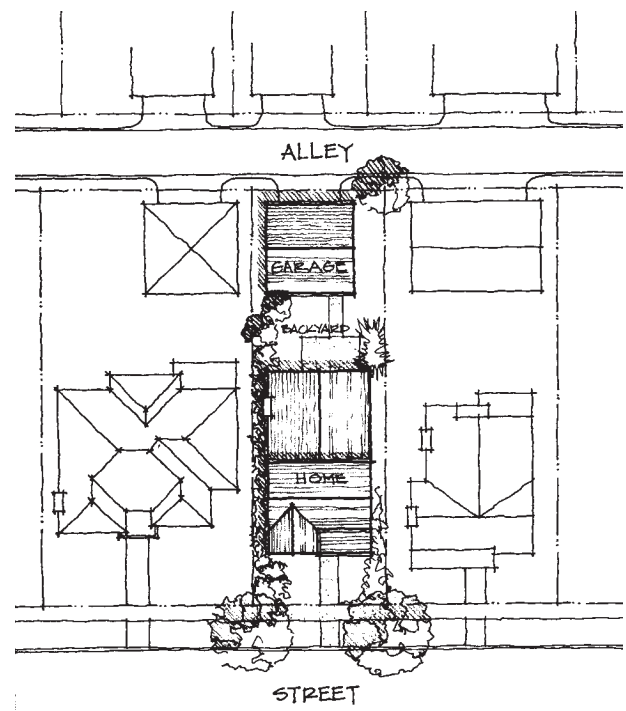


Lane Homes. A detached single-family dwelling on a minimum 30 foot wide lot with an eclectic mix of both California style and Monterey style having entry access from a narrow pedestrian lane that runs from one public street to another. Two-story massing and second floor-cantilevered balconies with minimal front setbacks from the lane are used in creating a unique intimate residential environment.



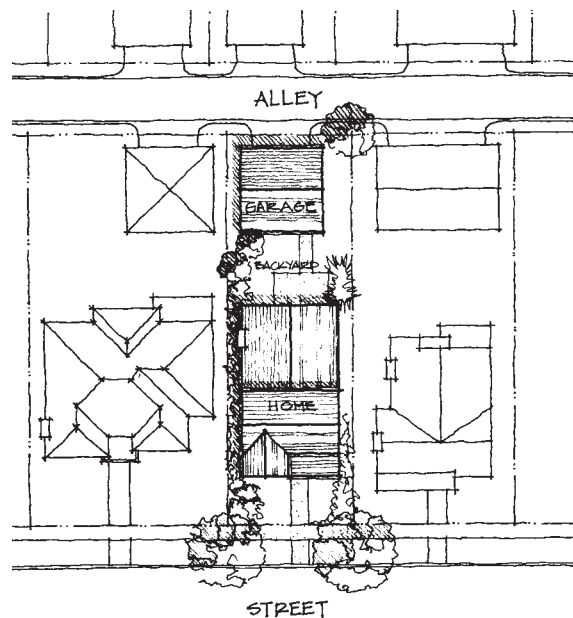


Cottage Home – One-story Bungalow. A detached single-family dwelling on a minimum 35 foot wide lot in the Bungalow style. One-story massing with a bay window and covered entry oriented to the street.



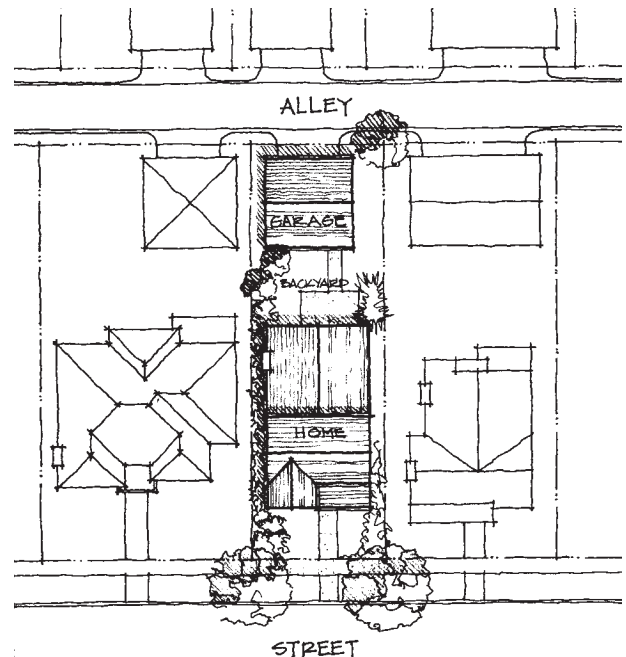


Cottage Home – One-story California. A detached single-family dwelling on a minimum 35 foot wide lot in the California style, on a small lot. One-story massing with a large living room window and covered entry oriented to the street.



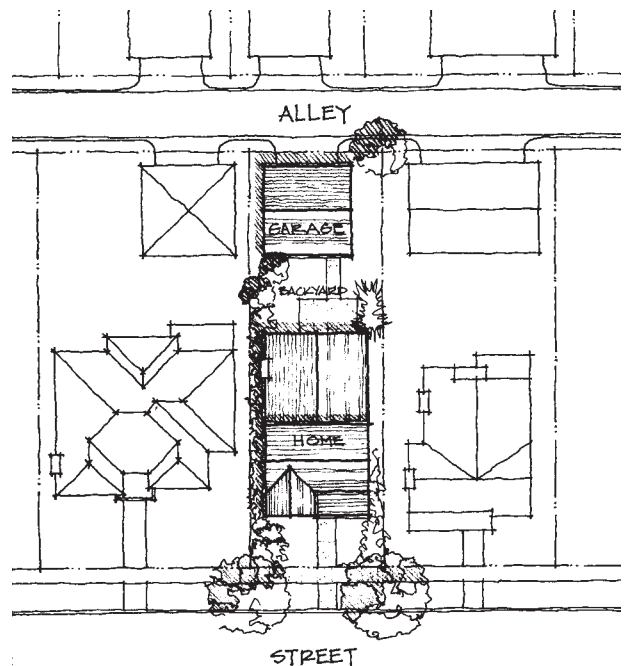


Cottage Home – Two-story California. A detached single-family dwelling on a minimum 35 foot wide lot in the California style. Two-story massing with a cantilevered balcony to create a protected entry oriented to the street.



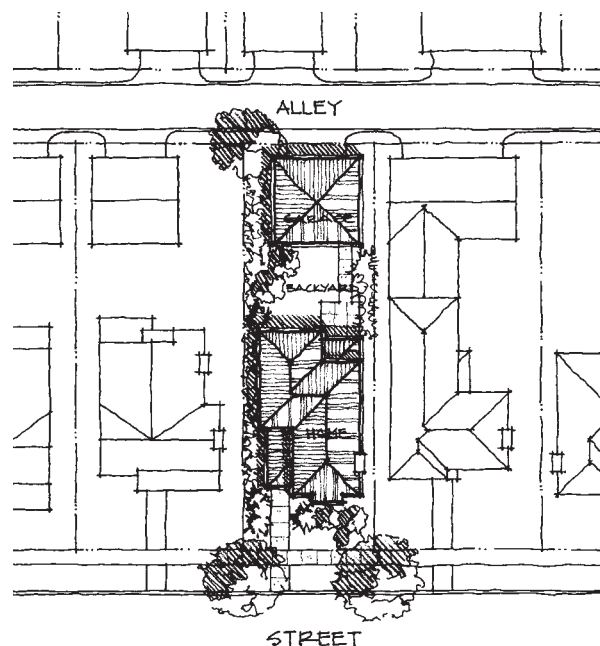


Cottage Home – Two-story Craftsman. A detached single-family dwelling on a minimum 35 foot wide lot in the California style. Two-story massing with a one-story covered entry porch oriented to the street.



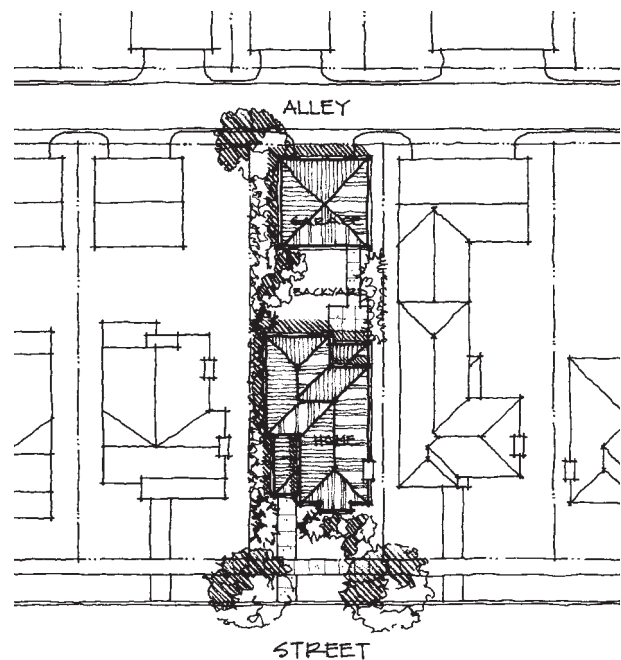


Cottage Home – Two-story Colonial. A detached single-family dwelling on a minimum 35 foot wide lot in the Colonial style. Two-story massing with a two-story covered entry porch and balcony oriented to the street.





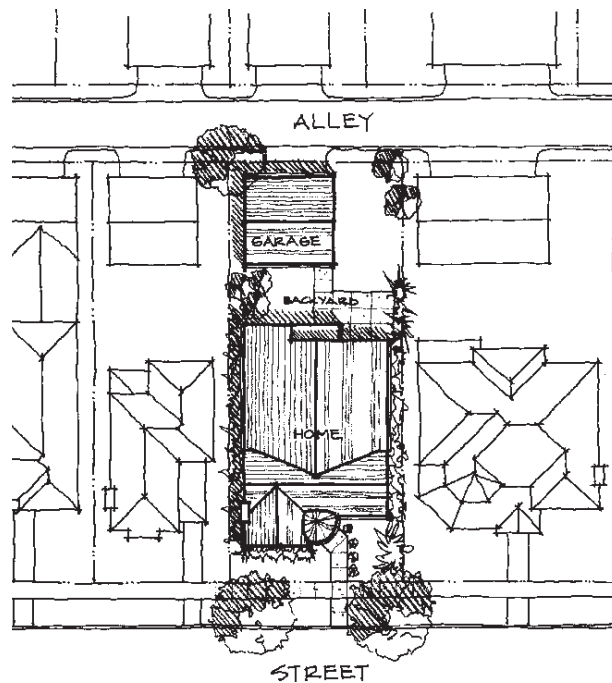
Cottage Home – Two-story California. A detached single-family dwelling on a minimum 35 foot wide lot in the California style. Two-story massing with a one-story covered entry porch oriented to the street.





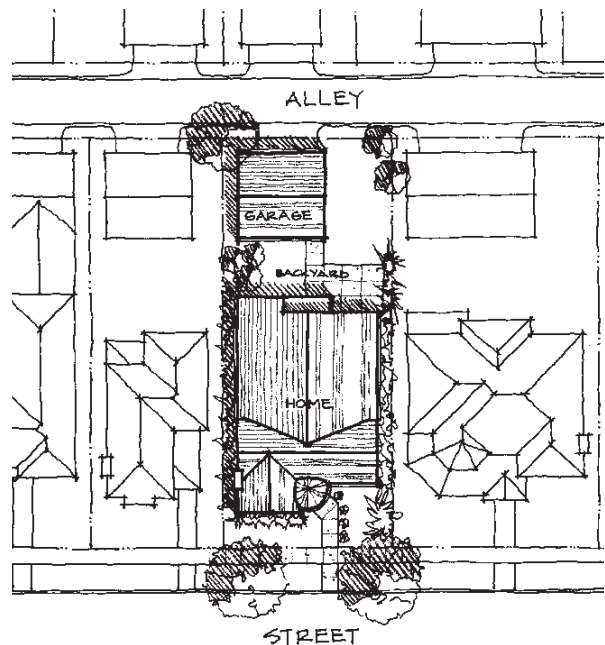
Small Single-Family Home – One-story California.

A detached single-family dwelling on a minimum 45 foot wide lot in the California style. One-story massing with a covered entry porch oriented to the street.



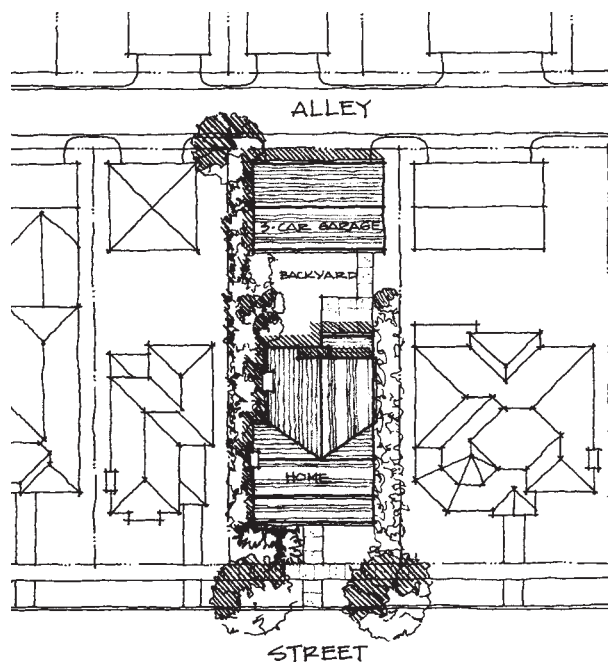


Small Single-Family Home – Bungalow. A detached single-family dwelling on a minimum 45 foot wide lot in the Bungalow style. One-story massing with an entry oriented to the street.



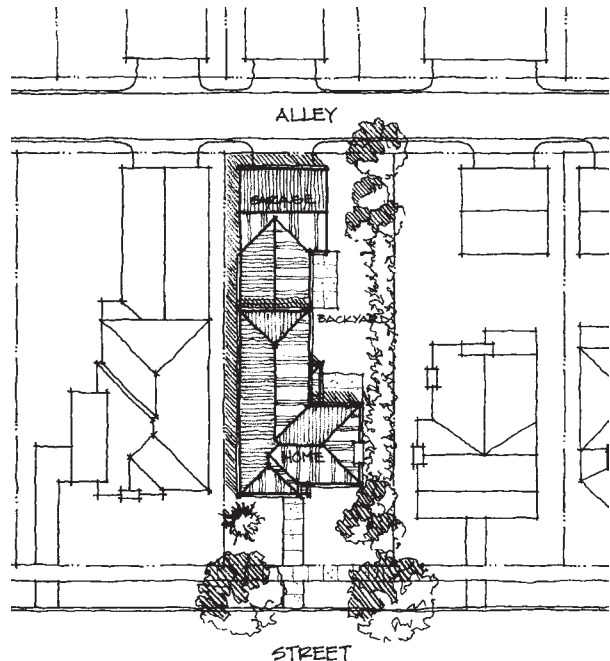


Small Single-Family Home – Monterey. A detached single-family dwelling on a minimum 45 foot wide lot in the Monterey style. Two-story massing with a cantilevered balcony to create a protected entry oriented to the street.



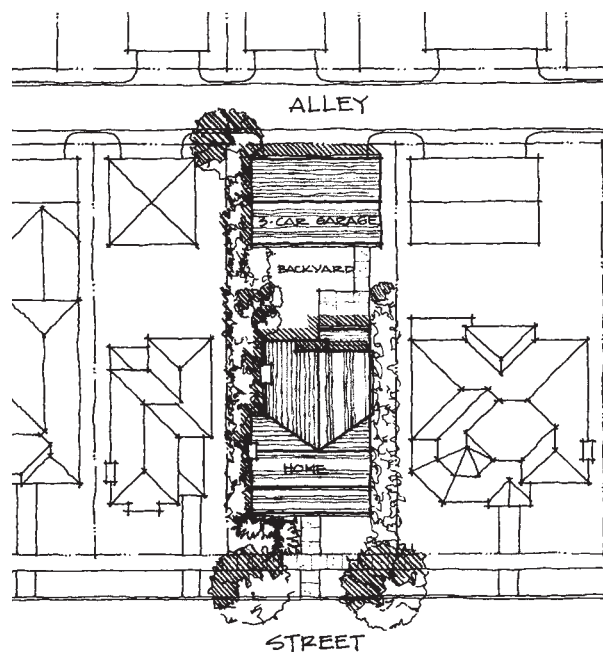


Small Single-Family Home – Monterey. A detached single-family dwelling on a minimum 45 foot wide lot in the Monterey style. Two-story massing with a two-story covered entry porch and balcony oriented to the street.



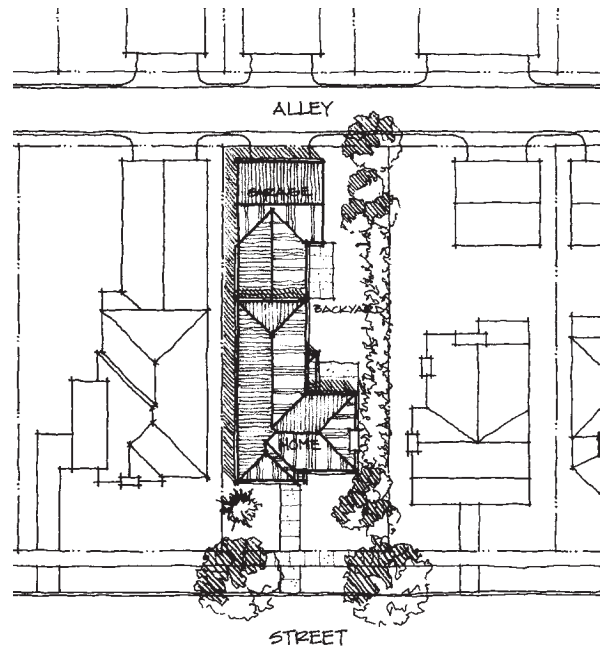


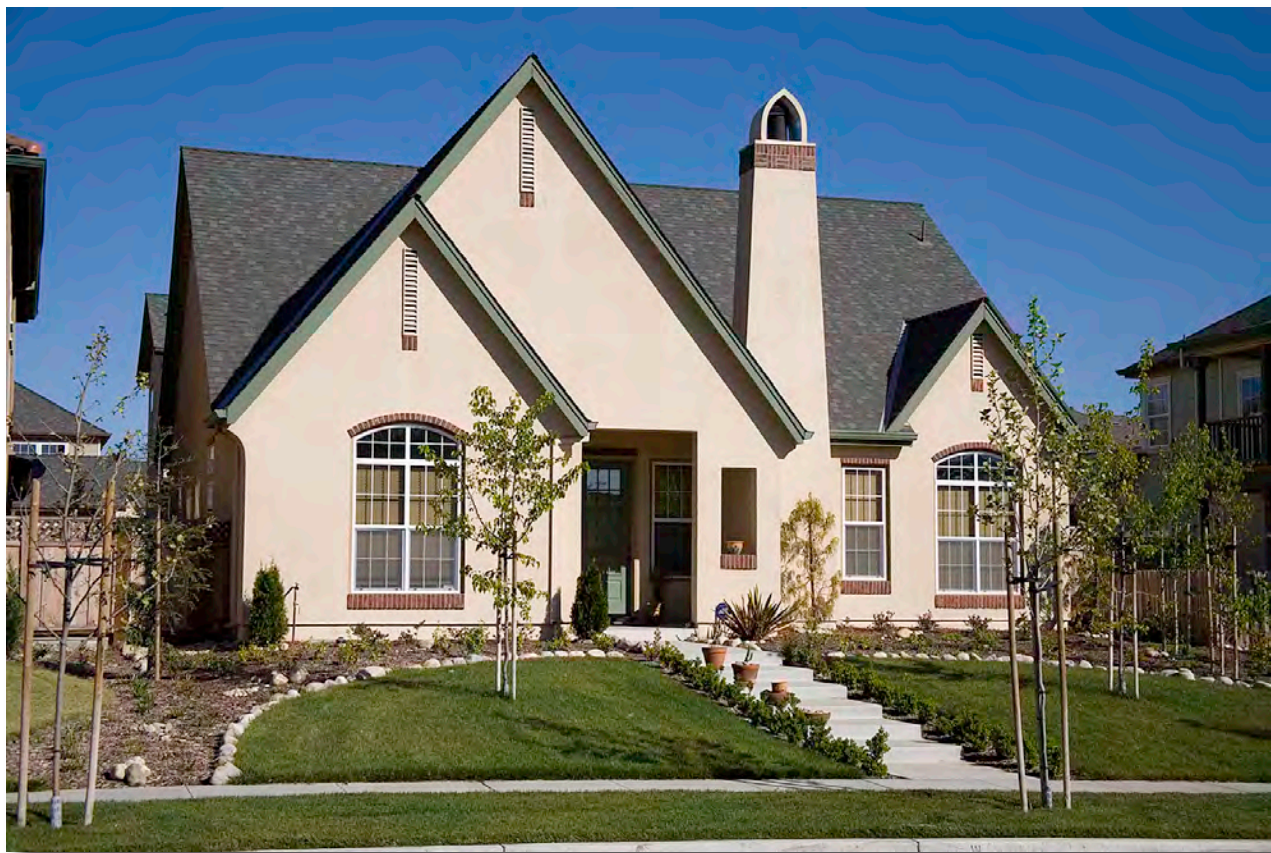
Small Single-Family Home – Colonial. A detached single-family dwelling on a minimum 45 foot wide lot in the Colonial style. Two-story massing with a full width, one-story covered entry porch oriented to the street.





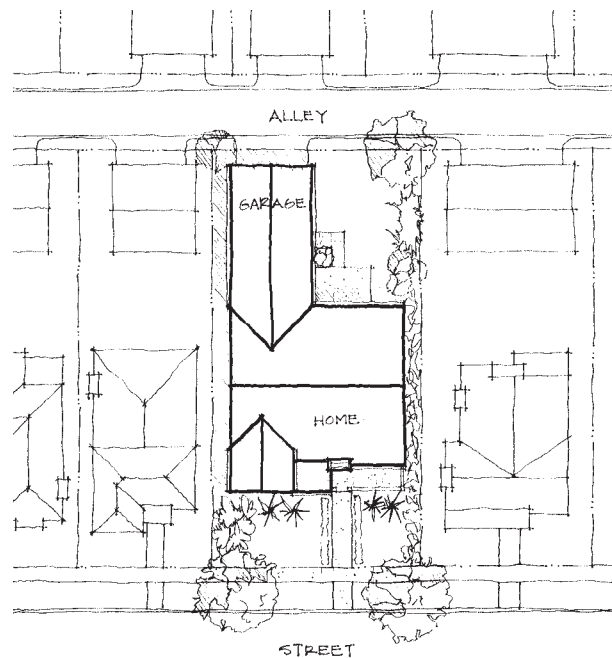
Small Single-Family Home – California. A detached single-family dwelling on a minimum 45 foot wide lot in the California style. Two-story massing with covered entry oriented to the street





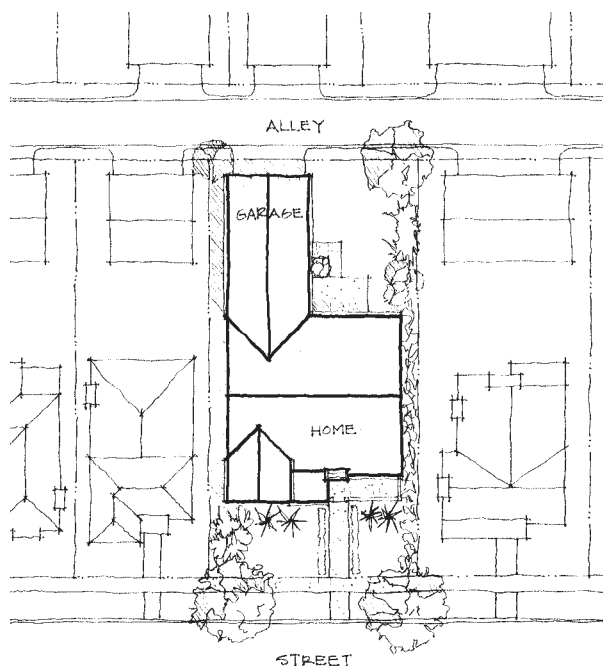
Villa/Large Single-Family Home – French Colonial.

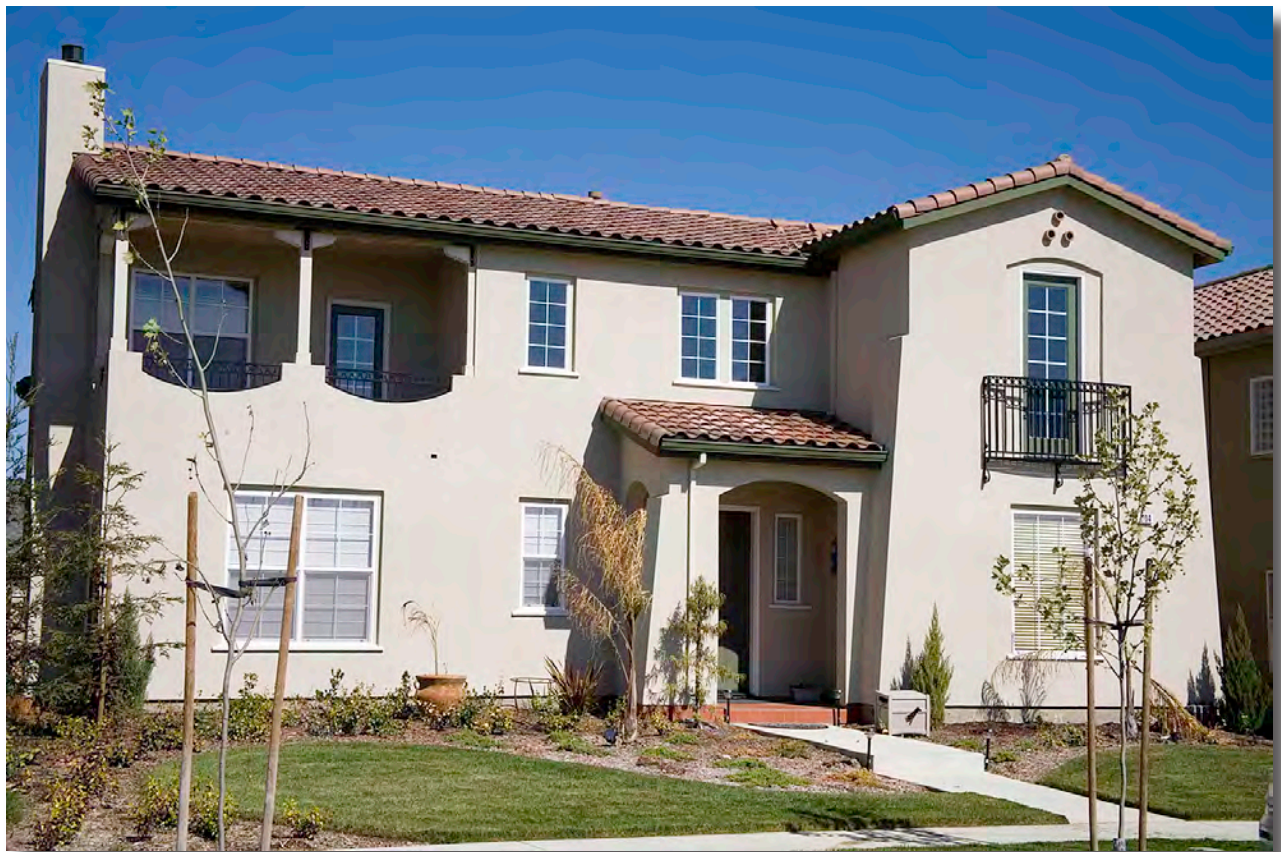
A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in the French Colonial style. One-story massing with a courtyard oriented to the street.



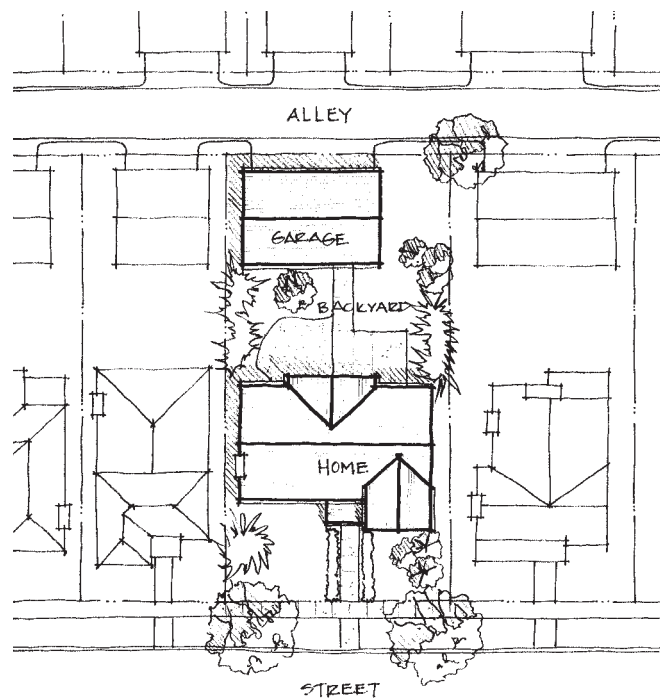


Villa/Large Single-Family Home – Spanish. A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in the Spanish style. One-story massing with a covered entry porch oriented to the street.



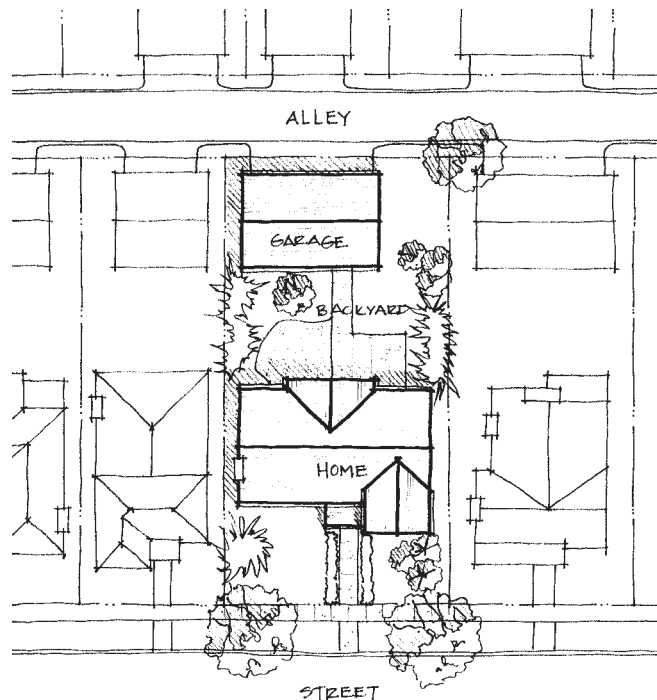


Villa/Large Single-Family Home – California. A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in the California style. Two-story massing with a covered entry porch oriented to the street.



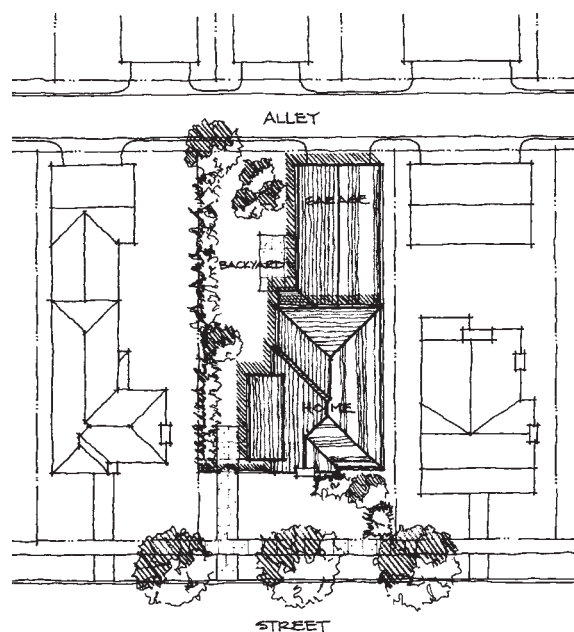


Villa/Large Single-Family Home – Italianate. A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in the Italianate style. Two-story massing with a covered entry oriented to the street.



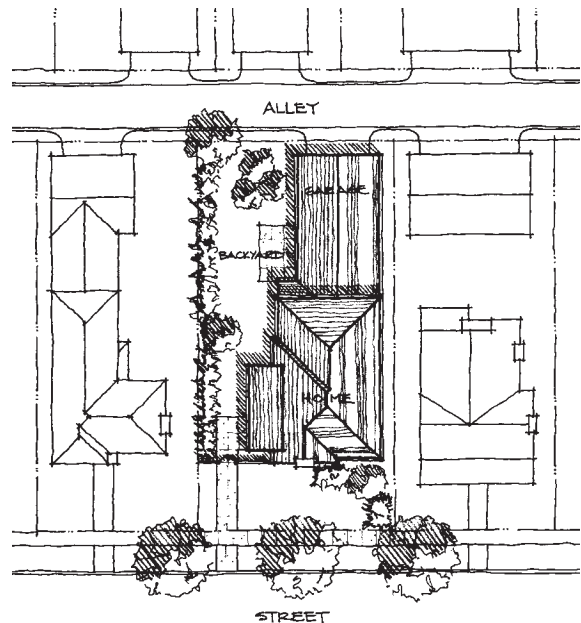


Villa/Large and Small Single-Family Home – Colonial – Side Entry. A detached single-family dwelling on a small (45 foot wide minimum) large (55 foot wide minimum), or Villa (65 foot minimum) lot in the Colonial style with a two-story massing oriented to one side of the lot and the yard oriented to the other side. The covered entry is oriented to the side yard with access to the street.



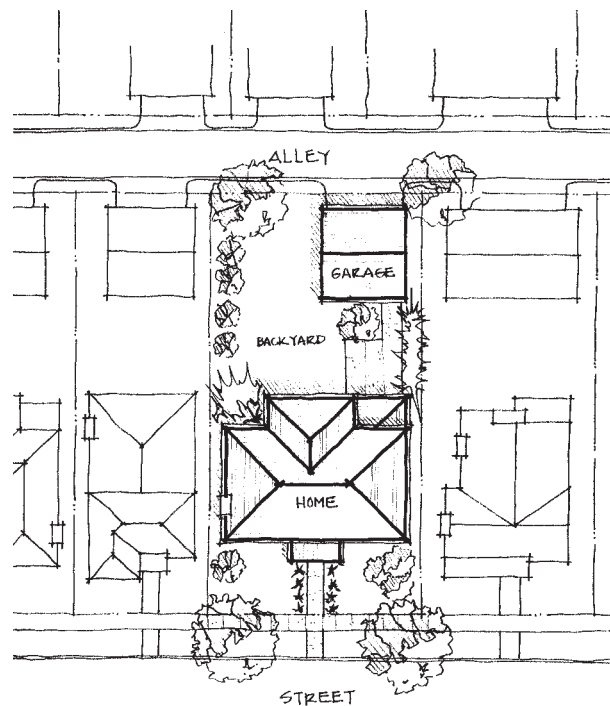


Villa/Large and Small Single-Family Home – California – Side Entry. A detached single-family dwelling on a small (45 foot wide minimum) large (55 foot wide minimum), or Villa (65 foot minimum) lot in the California style with a two-story massing oriented to one side of the lot and the yard oriented to the other side. The covered entry is oriented to the side yard with access to the street.



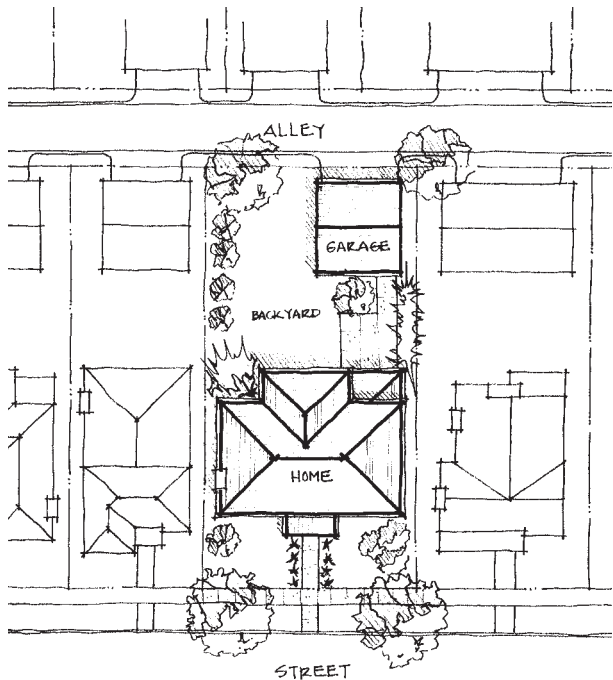


Villa/Large Single Family Home – Two-story French Colonial. A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in French Colonial style. Two-story massing with covered stoop entry oriented to the street.



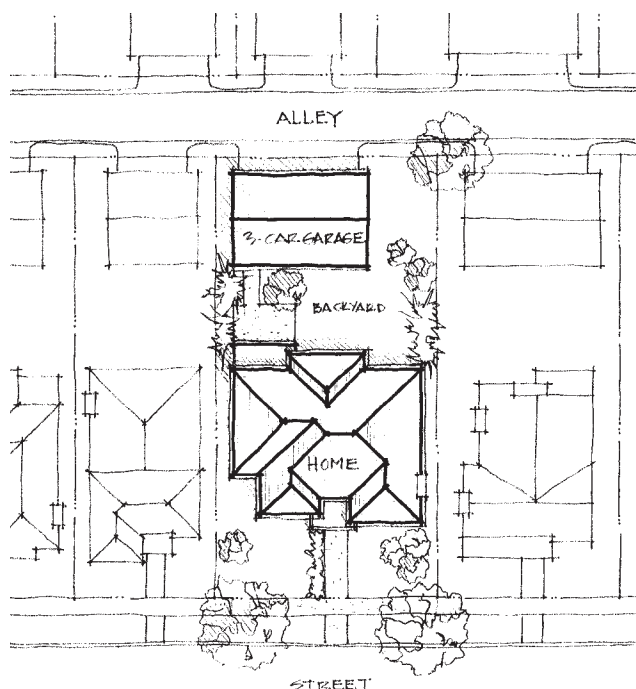


Villa/Large Single Family Home – Two-story Colonial. A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in Colonial style. Two-story massing with covered stoop entry oriented to the street.



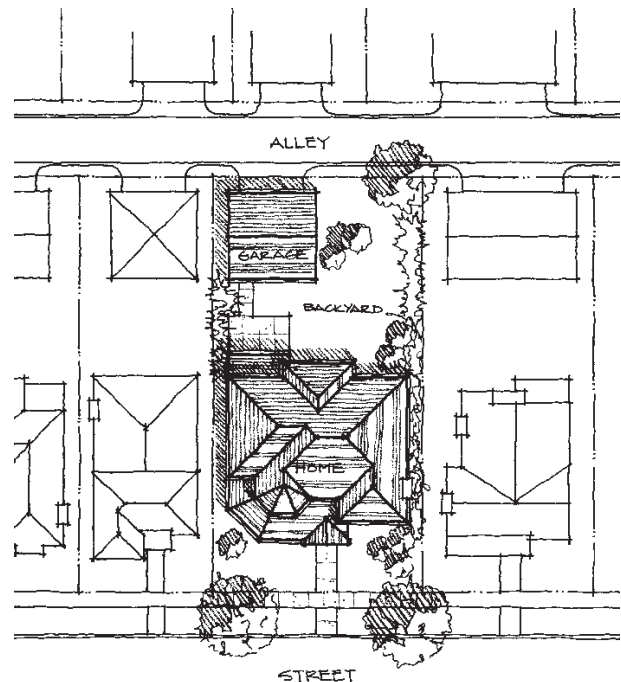


Villa/Large Single Family Home – Prairie. A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in the Prairie style. Two-story massing with a covered entry oriented to the street.





Villa/Large Single Family Home – Victorian. A detached single-family dwelling on a large (55 foot wide minimum) or Villa (65 foot wide minimum) lot in the Victorian style. Two-story massing with a covered one-story, wrap around entry porch oriented to the street.





Condominium Apartment/Retail/Office



Mixed Use Residential over retail in CreekBridge's St. Charles Place Neighborhood Center one week before grand opening.

Mixed-Use, Condominium Apartments, and Flex buildings. A mixed use or “flex” building has retail and office uses on the first and/or second floor with residential units allowed on all floors. Condominium Apartment Buildings are located in the Neighborhood Centers. Permitted uses are described in section 7.0 – Zoning.



Busy sidewalk seen in mixed use residential over retail area.

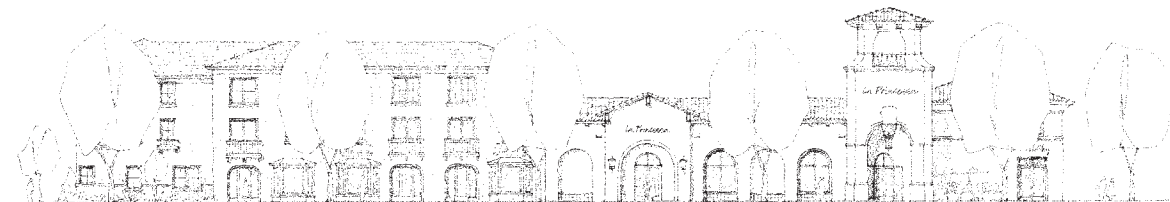




Stand Alone Retail/Office.



Retail use bordering the Village Green in CreekBridge's St. Charles neighborhood center.



A “stand alone” building with a maximum height of four stories. Parking may be provided in the front, rear, and on the sides.



Industrial/Office

The Industrial/Office component of Marina Station would provide an employment center in a quality environment. As an integral portion of the community, it is important to maintain the quality of the character established by the Neighborhood Centers. Permitted uses are described in section 7.0 – Zoning, and Table 7-1.

Individual plans shall be developed for each parcel based upon the program needs for each property. Plans should provide a positive visual identity from the surrounding properties, and address the public streets in a direct and welcoming manner. The building entrance should be clearly articulated with distinctive architectural elements, and signed to create strong simple orientation for employees, visitors, and deliveries. Landscape buffers should be provided to screen loading and utilitarian portions of the site.

The Industrial/Office zone should provide for an employment environment where people are comfortable walking from building to building with a pedestrian link to the surrounding community.

- Pedestrian paths and walks should be lined with trees and between the walk and parking areas.
- Pedestrian scaled lighting fixtures should be provided along internal walkways.

- There should be provision of street furniture such as benches, trash receptacles, bicycle racks.
- Special paving should be used at key pedestrian and vehicular intersections.
- Loading and service areas should be screened from view and not be visible to the public street.
- Architectural enclosures should be designed as integral elements of the building architecture.

To create a quality character of architecture that is both aesthetically pleasing and functionally efficient and allows for flexibility over time. Public Street facing facades of all buildings should have the same level of articulation and quality of details and materials as the “public front” of the building.

- A composition of distinct but related forms should be used.
- Roof heights may vary.
- Main entries should be easily identifiable.
- Flat unarticulated wall planes should not be used.
- Roof design should be integral to the overall building design.



CreekBridge Office Center, Salinas, California



- Rooftop mechanical equipment should be screened from adjacent ground level view and placed to provide structural elements between the equipment and the residential areas.
- Superficial roof forms or roof forms that appear to be “tacked” on should not be used.
- Materials should be appropriate to the building’s style and character and suited to commercial construction.
- Materials such as stucco, masonry, storefront glazing and well detailed concrete may be used.
- Accent materials such as brick, stone, tile, glass block, and anodized or painted metals should be used.

All office buildings and industrial buildings shall comply with the standards above as well as City standards and shall be subject to site plan and architectural review in accordance with City process.

Landscaping. The industrial building setback from the Residential zone shall be planted with multiple rows of a variety of large specie evergreen trees and shrubs. These trees shall be planted close enough together to create a solid screen that will completely block the view of any portion of the office and industrial buildings and/or uses from the view from the second story window of the adjacent homes, within 10 years. Prior to issuance of a building permit within this zone, a licensed Landscape Architect shall design this screen and irrigation system and certify that, if it is planted in accordance with their plans, and if the landscaping is maintained in a professional manner in their opinion, the landscaping will meet the requirement to create the screen within 10 years.



DESIGN STANDARDS

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7.0 ZONING

7.1 Land Use Regulations

Purpose

The purpose and intent of the Specific Plan development standards is to create a neighborhood consistent with the recognized new urbanism principles of Traditional Neighborhood Development (TND). The TND concept is distinguished from conventional suburban planning by its focus on the pedestrian, as well as its provision of mixed uses, diverse lot sizes, and wide array of housing styles and types. This is accomplished by the use of various transect zones that establishes an orderly system of locating the various land uses based on their natural occurrence in the traditional form of neighborhood development.

The transect is a system of classifications deploying the full range of rural-to-urban land uses, arranged in useful order according to the typical elements of new urbanism. The transect is a natural ordering system for urban development, as every urban element finds a place within the continuum. For example, a street is more urban than a road, a curb more urban than a swale, a brick structure is more urban than a wooden structure, an apartment is more urban than a large lot single family home, and so on.

The land use designations are divided into five transect zones: Neighborhood Center; Neighborhood General; Neighborhood Edge; Office; and Industrial. [Figure 7-1, Zoning Map](#), illustrates the location and

dispersal of each transect zone. The five transect zones are defined as follows:

- **Neighborhood Center (NC).** The NC zone is the most urban in character and is intended to be the “neighborhood centers” for the three Marina Station neighborhoods.
- **Neighborhood General (NG).** The NG zone is applied around each Neighborhood Center zone and provides the greatest array of architectural types. It represents the midpoint of the transect as the neighborhood transitions from strictly urban in appearance to semi-rural.
- **Neighborhood Edge (NE).** The NE zone is intended to provide a semi-rural character at the edge of the City and consists entirely of detached single-family homes on large lots (with occasional carriage apartments).
- **Office.** The Office zone is intended to provide a general office district for various office uses such as medical, research, and public services.
- **Industrial.** The Industrial zone is intended to provide job generating uses in proximity to neighborhoods.
- **Park.** The Park zone is intended to provide recreation opportunities in proximity to neighborhoods.

- **Open Space.** The Open Space zone is intended to provide passive recreation opportunities in proximity to neighborhoods and provide a buffer between the new neighborhood and the existing neighborhoods.

The provisions of this Specific Plan apply to all proposed subdivision, development, and future land uses within the planning area. This plan provides regulations for allowable land uses (residential, commercial, office and industrial, park/open space, and conservation areas), as well as site development.

Relationship to Zoning Regulations

The current zoning for the entire Plan area is Transitional District. The Specific Plan redesignates the properties within the Plan area as “SP” (Specific Plan District). The master developer is requesting a conforming change to the Zoning Code. The Specific Plan is a supplemental tool to the existing Zoning Code. However, where inconsistencies with City zoning standards occur, the standards described in this Specific Plan will supersede the existing code in order to implement the proposed land use designations within the Specific Plan area or “SP” zoning district. Tables 7-1 to 7-4 present the regulatory standards for the SP zoning district.

7.2 Permitted Land Uses

Table 7-1, [Permitted Uses by District](#), presents the permitted and conditionally permitted uses in the Specific Plan area by districts. Table 7-1 is fairly comprehensive however; it is not intended to prohibit an omitted but related or consistent use. Any uses not specifically regulated in the Specific Plan will be administratively reviewed by the City.

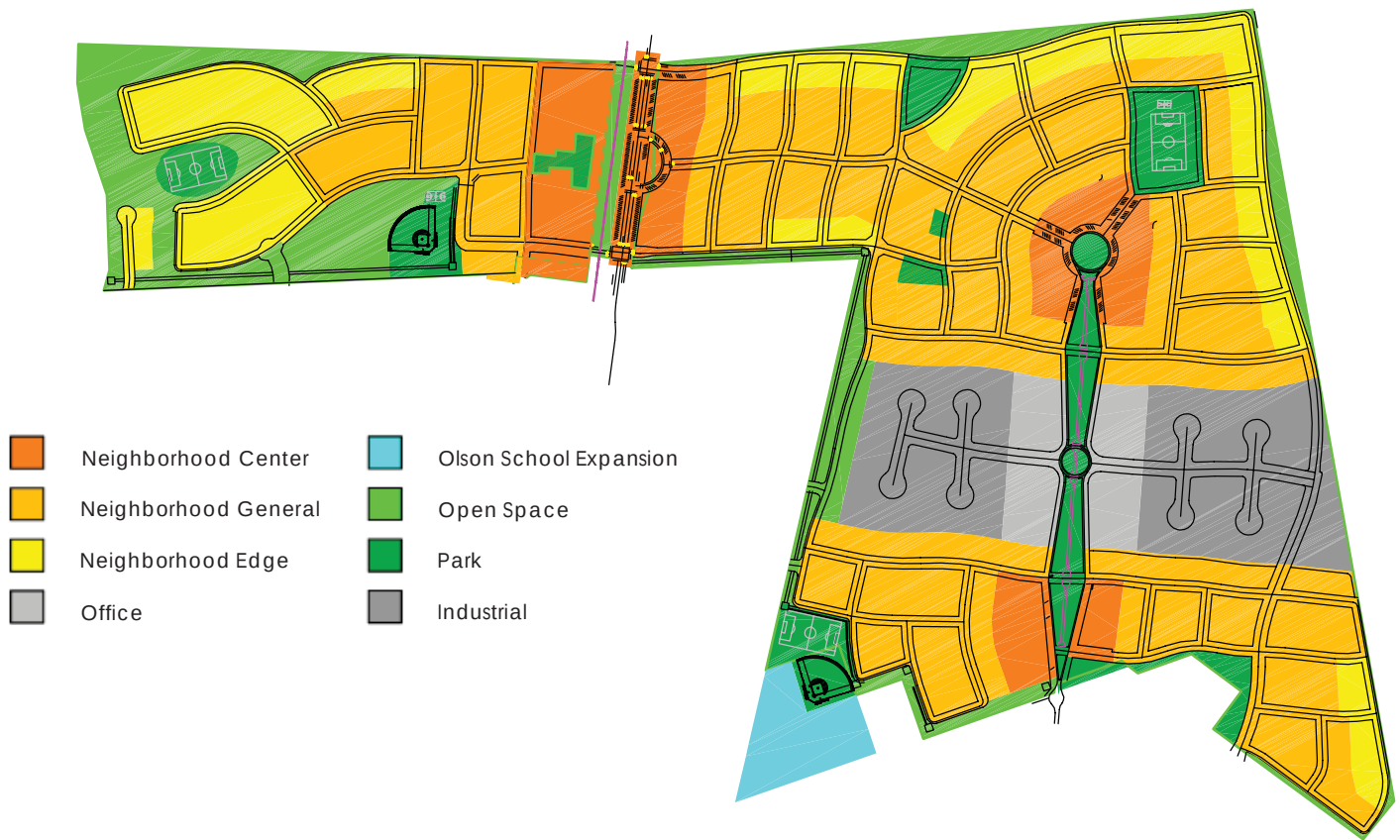
Industrial Uses

The following uses shall be permitted in the Industrial zone:

1. 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 business in the vicinity.
2. 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, specialized printing and publishing.
3. Warehousing involving the storage and distribution of raw, unfinished, and manufactured products with on-premises sales limited primarily to wholesale transaction and mini-storage serving private individuals and firms.
4. Construction-related services, such as those relating to general building construction and landscaping.
5. Building-maintenance services.
6. Vehicular- and equipment-repair and maintenance services.
7. Uses involving retail sales of large bulk items such as plumbing supplies, electrical equipment, lumber, and kitchen equipment.

Minimum Lot Sizes

Each architectural type shall be placed on a lot with the minimum lot width shown on [Table 7-2, Minimum Lot Size by Architectural Type](#).



	NEIGHBORHOOD EDGE	NEIGHBORHOOD GENERAL	NEIGHBORHOOD CENTER	OFFICE	INDUSTRIAL
VILLA					
LARGE					
SMALL					
COTTAGE					
ROW HOMES & TOWN HOMES					
ARBOLEDA LANE HOMES					
APARTMENTS					
MIXED USE RETAIL					
OFFICE					
INDUSTRIAL					



0 1000 feet

Source: EMC Planning Group Inc. 2007
and CreekBridge Homes 2007

Figure 7-1

Zoning Designation

Marina Station Specific Plan



ZONING

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TABLE 7-1
Permitted Uses by District

Land Uses: Office Industrial
 Park/Open Space
 Neighborhood General (NG) Neighborhood Edge (NE)
 Neighborhood Center (NC)

Classifications: NP Not Permitted P Permitted
 C Conditional Use Permit

Use Classifications	Office	Industrial	Park/Open Space	NE	NG	NC
Residential Uses						
Single-Family	NP	NP	NP	P	P	P
Multi-Family	NP	NP	NP	P	P	P
Public and Semi-Public Uses						
Clinics > 5,000 sf	C	C	NP	NP	NP	C
Clinics < 5,000 sf	C	C	NP	NP	NP	NP
Colleges and trade schools, public or private	C	C	NP	NP	NP	C
Community service facilities	P	NP	NP	NP	NP	C
Cultural institutions, Museums, art, etc.	P	C	NP	NP	NP	P
Commercial Day Care Center ¹	NP	NP	NP	NP	NP	NP
Family Day Care Center ¹	NP	NP	NP	C	C	C
Government offices	P	NP	NP	NP	NP	P
Hospitals	NP	NP	NP	NP	NP	NP
Park and recreation facilities	P	C	P	P	P	P
Religious facilities (i.e. Churches)	C	C	NP	NP	C	C
Schools, public or private (K-12)	NP	NP	NP	C	NP	C
Commercial Uses						
Animal hospitals (Veterinary services)	P	C	NP	NP	NP	C
Animal sales and services (pet stores)	NP	NP	NP	NP	NP	C
Appliance stores, household, sales	NP	C	NP	NP	NP	P



Use Classifications	Office	Industrial	Park/Open Space	NE	NG	NC
Arcades, game or movie	NP	NP	NP	NP	NP	P
Art Galleries	P	NP	NP	NP	NP	P
Automobile rental/leasing	NP	C	NP	NP	NP	C
Automobile service stations ⁽⁴⁾	NP	NP	NP	NP	NP	C
Bakeries	C	C	NP	NP	NP	P
Banks and financial institutions	P	NP	NP	NP	NP	P
Barbershops/beauty salons	NP	NP	NP	NP	NP	P
Bars and cocktail lounges ⁽²⁾	NP	NP	NP	NP	NP	C
Bed and breakfast/Inns	NP	NP	NP	NP	NP	NP
Bicycle sales/rental/repair	P	NP	NP	NP	NP	P
Billiard halls	NP	NP	NP	NP	NP	C
Bowling alley	NP	NP	NP	NP	NP	C
Breweries, micro	C	C	NP	NP	NP	C
Building materials and services (Lumber yards)	NP	C	NP	NP	NP	NP
Business services	P	C	NP	NP	NP	P
Commercial entertainment (Movie theaters, miniature golf, indoor rock climbing, etc.)	C	C	NP	NP	NP	C
Commercial recreation	C	C	NP	NP	NP	C
Convenience stores w/out gas station	C	C	NP	NP	NP	P
Distribution centers	NP	C	NP	NP	NP	NP
Drive-up/drive-through services	NP	NP	NP	NP	NP	NP
Dry cleaning, retail establishment ⁽³⁾	NP	NP	NP	NP	NP	C
Eating and drinking establishments > 5,000 < 5,000	C C	C C	NP NP	NP NP	NP NP	P C
Farmer's market ⁽⁴⁾	NP	NP	NP	NP	NP	P
Film laboratories	NP	C	NP	NP	NP	NP
Film processing, retail	P	NP	NP	NP	NP	P
Food and beverage sales	C	C	NP	NP	NP	P



Use Classifications	Office	Industrial	Park/Open Space	NE	NG	NC
Food preparation	NP	C	NP	NP	NP	P
Grocery stores	NP	NP	NP	NP	NP	P
Health clubs	C	C	NP	NP	NP	P
Hotels/lodges ⁽⁴⁾	C	C	NP	NP	NP	C
Information centers	NP	NP	NP	NP	NP	P
Laboratories, research and testing	P	C	NP	NP	NP	NP
Laundries, self service	NP	NP	NP	NP	NP	P
Liquor and/or wine sales	NP	NP	NP	NP	NP	P
Newsstands	P	C	NP	NP	NP	P
Nightclubs ⁽⁴⁾	NP	NP	NP	NP	NP	C
Nursing Homes	NP	NP	NP	C	C	C
Offices, business and professional (Medical, Dental, Financial, Insurance or similar use)	P	C	NP	NP	NP	P
Outdoor festivals, temporary	NP	NP	NP	NP	NP	C
Parking facilities, commercial	P	C	NP	NP	NP	P
Photocopying and duplicating services	P	C	NP	NP	NP	P
Post office	P	C	NP	NP	NP	P
Restaurants, full service	C	NP	NP	NP	NP	P
Restaurants, limited service	P	NP	NP	NP	NP	P
Retail sales	NP	C	NP	NP	NP	P
Trails, biking and walking/jogging	P	C	P	P	P	P
Industrial Uses						
Contractor's yards	NP	C	NP	NP	NP	NP
Dry Cleaning	NP	C	NP	NP	NP	NP
Handicraft, custom manufacturing	NP	C	NP	NP	NP	C
Industry, limited	NP	C	NP	NP	NP	NP
Custom Manufacturing	NP	C	NP	NP	NP	NP
Light Manufacturing	NP	C	NP	NP	NP	NP
Personal storage	NP	C	NP	NP	NP	NP
Warehousing and storage	NP	C	NP	NP	NP	NP



Use Classifications	Office	Industrial	Park/Open Space	NE	NG	NC
Transportation, Communication, and Utility Uses						
Communication antennae and transmission towers	C	C	NP	NP	NP	C
Communication facilities within buildings	C	C	NP	C	C	C
Freight/truck terminals and warehouses	NP	NP	NP	NP	NP	NP
Transportation passenger terminals	NP	NP	NP	NP	NP	P
Truck weigh stations	NP	NP	NP	NP	NP	NP
Utilities, major	NP	C	NP	NP	NP	NP

Notes:

1. Child care uses are subject to the safety compatibility siting criteria of the California Airport Land Use Planning Handbook (2002 or latest edition) and comprehensive Land Use Plan for the Marina Municipal Airport. Then Handbooks distinguishes the "Large Day Care Centers" are Commercial facilities, as defined in accordance with state law, are to be avoided, and that "family day care homes" (also defined by State law) are generally permitted. All uses within Airport Safety Zones 4 and 6, as shown on the draft Comprehensive Land Use Plan for the Marina Municipal Airport, shall meet the compatibility policy guidelines in the California Airport Land Use Planning Handbook (2002 or latest edition).
2. Small scale, 5,000 square feet or less. Uses over 5,000 square feet are not allowed in this area.
3. Dry Cleaning and Laundries: Limited to dry cleaning and laundries which provide retail services only, use only non-flammable solvents, and employ no more than 10 persons on-site.
4. Permitted only within the Del Monte Boulevard Neighborhood Center.
5. Industrial and Office uses must be consistent with those described in Section 7.2 under "Industrial Uses" and Office Uses." Approval of a conditional use permit includes compliance with occupancy standards of the Comprehensive Land Use Plan for the Marina Municipal Airport and Caltrans Airport guidance, i.e. no more than 50 persons per acre.
6. Any use that includes alcohol requires a conditional use permit.
7. Automobile sales are prohibited in this plan area.

Source: EMC Planning Group Inc. 2008 and CreekBridge Homes 2008

Architectural Type Allowed

Figure 7-1, *Specific Plan Zoning Map*, presents a table detailing the number of each architectural type allowed in each transect zone. An architectural type sited as required in Table 7-3 in a particular zone, and in compliance with all applicable provisions of this specific plan, shall be considered by the City as "permitted," subject only to the review and approval of a building permit.

Regulatory Standards

Table 7-3, Height, Setback, and Parking Requirements for Neighborhood Center, Neighborhood General, and Neighborhood Edge Zones, presents the regulatory standards for residential and commercial mixed-use development. **Table 7-4, Height, Setback, Floor Area Ratio (FAR), and Parking Requirements for Office and Industrial Zones**, presents the regulatory standards for office and



TABLE 7-2

Minimum Lot Size by Architectural Type

Architectural Type	Lots With Alleys			Lots Without Alleys			ALL
	Min. Lot Width (Feet)	Min. Lot Depth (Feet)	Min. Sq. Ft.	Min. Lot Width (Feet)	Min. Lot Depth (Feet)	Min. Sq. Ft.	Max. Lot Coverage
Low Density							
Villas	65	130	8,450	75	112.5	8,450	50%
Large Single-Family homes	55	120	6,600	66	100	6,600	50%
Medium Density							
Small Single-Family Homes	45	120	5,400	55	100	5,500	55%
Cottages	35	120	4,200	Not Allowed			55%
Lane Homes - Bungalows	30	100	3,000	Not Allowed			60%
Row Houses/Town Homes	25	100	2,500	Not Allowed			60%
Condominium Apartments (May be part of a Mixed-Use building)	120	120	14,400	Not Allowed			60%
Carriage Apartments	Included on rear of above lots						
Retail, Office and Industrial							
Retail Portion of Mixed-Use building	Included above			Included above			
Retail Stand Alone	120	120	14,400	120	120	14,400	25%
Industrial	120	120	14,400	120	120	14,400	55%
Office	120	120	14,400	120	120	14,400	25% to 55%

Notes:

1. Carriage apartments are only allowed on lots that can accommodate a 3-car garage and carriage apartments shall not exceed 850 square feet.
2. Minimum lot depth is measured from the street right of way to the rear property line.
3. Minimum lot depth for a Lane - Bungalow Home is measured from the centerline of the paved lane or the near edge of the sidewalk around the bungalow green to the rear property line or if there is an alley, to the centerline of the alley.
4. Minimum lot width is measured from the property line to the property line. Where the alley runs down the side of the property add ten-feet (10') to the minimum lot width.
5. All minimum lot widths and minimum lot depths shall be the average width or depth of the lot.
6. Lot coverage shall mean the percent of the site ground floor area covered by principal and accessory buildings.
7. Accessory structures other than garages shall meet the City of Marina's zoning requirements. Garage structures within the plan area shall meet the requirements shown on Table 7-3.

Source: EMC Planning Group Inc 2007 and CreekBridge Homes 2007



TABLE 7-3

**Height, Setback and Parking Requirements for
Neighborhood Center, Neighborhood General, and Neighborhood Edge Zones**

Architectural Type	Zones Permitted	Max. Height	Min. Front Setback	Min. Side Setback	Min. Side Street Setback	Min. On-site Parking	Min. Off-site Parking
Low Density							
Villas	NE	Max 35'	20'	7.5'	15'	2	2
	NG	Max 35'	15'	5'	10'	2	2
Large Single Family homes	NE	Max 35'	20'	5'	15'	2	2
	NG	Max 35'	15'	5'	10'	2	2
Medium Density							
Small Single-Family Homes	NG	Max 30'	10'	5'	10'	2	2
	NC	Max 30'	5'	5'	10'	2	2
Cottages	NG	Max 30'	10'	5'	10'	2	1
	NC	Max 30'	5'	5'	10'	2	1
Lane Homes – Bungalow/Green Homes ^{4,5}	NG	Max 30'	3'	3'	5'	2	0.5
	NC	Max 30'	3'	3'	5'	2	0.5
Row Homes	NG	Max 35'	5'	1.5'	5'	2	0.5
	NC	Max 35'	5'	1.5'	5'	2	0.5
Town Homes	NG	Max 35'	5'	0	5'	2	0.5
	NC	Max 35'	0	0	5'	2	0.5
High Density							
Mixed Use and Condominium Apartments	NC	Max 60'	0' minimum and 10' maximum ¹²	0	0	1	1
Carriage Apartments	NC, NG, NE	Max 30'	N/A	5'	10'	1	0
Retail Building Types							
Retail Portion of Mixed Use	NC	Max 60'	0	0	0	1/1,000 sq. ft	1/1,000 sq. ft
Retail Stand Alone	NC	Max 55'	0	0	0	1/1,000 sq. ft	2/1,000 sq. ft

Notes:

1. All structures must be set back 15 feet from the property line in the center of the alley.
2. A second story balcony may intrude 4' into the 15' rear alley setback.
3. Maximum building height is measured from the average finished grade at building to the highest point of a flat roof, or deck line of a mansard roof, or to the highest ridge of a gable, hip or gambrel roof. Architectural elements such as clock towers, spires, chimneys or other uninhabitable elements intrinsic to the architectural style being used may extend an additional 15' above the maximum building height. Proposal for new buildings with any portion of the structure (including uninhabited elements) over 45' in Airport Safety Zone 6 or over 35' in Airport Safety Zone 4 shown on Figure 5-1, shall require review by the Airport Land Use Commission. An FAA form 7460-1 may also need to be filed (see Appendix F).
4. Front setbacks for Lane Homes are measured from the edge of the paved lane which runs between two streets.
5. Front setbacks for Bungalow Green Homes are measured from the edge of the sidewalk closest to the home around the green.
6. The side setback for homes, which side onto alleys, shall be 15 feet from the property line in the alley.
7. The side street setback for Lane & Bungalow Green Homes is measured from the edge of the public street right of way to the side of the homes which face the lane or green.
8. The total parking requirement is the combination of the parking provided on the same property (on-site), plus the parking provided on off-street parking lots within a 300 foot path of travel to the closest unit or store (the combination is considered the total on-site parking), plus on-street parking on the block containing the buildings, plus the parking across the street abutting the property if the property across the street is a public or quasi-public open space use, such as a plaza or railroad right-of-way or park or PG&E tower line easement. Required street parking may be reduced by the additional number of on-site parking provided, but not vice versa.
9. Row home and Town home garages may have side yard setback of zero feet (0') on one side and four feet (4') on the other side. All other uses must have a minimum five foot (5') side setback on both sides of all garage and carport structures.
10. For all lots 45' wide at the rear or greater, one additional parking space may be added adjacent to garage, provided the new parking space is behind solid gates and two 2.5' wide concrete strips are used for access and the rest of the area is maintained in landscaping.
11. Front setbacks in NC zones are measured to the back of the sidewalk or plaza (not property line) and public forecourts are allowed up to 25 percent of the frontage.
12. Garages on lots without alleys may have zero feet (0') side and rear set backs.
13. Every park/recreation facility, retail, light industrial, and office use shall have bicycle parking available in the location and quantity deemed appropriate by either the Municipal Code or accepted industry standards for effective transportation demand management at the time of certificate of occupancy or construction completion. The location of the bicycle parking shall be reflected on improvement plans and be subject to review and approval of the appropriate City staff prior to approval of any building permit for a commercial, office or light industrial project.
14. Minimum garage dimensions will be 20' X 20' outside dimension.
15. Minimum separation shall be ten feet (10') between structures on the same lot.

Source: EMC Planning Group Inc 2007 and CreekBridge Homes 2007



TABLE 7-4

Height, Setback, Floor Area Ratio (FAR), and Parking Requirements for Office and Industrial Zones

Architectural Type	Zone Permitted	Max. Height	Front Setback Plane ⁵	Side/Rear Setback	Side Street Setback Plane ⁵	Setback from Residential Zone	On site Parking
Office Uses	Office, Industrial	3 stories Max. 60'	1' setback from property line per 1' of height Min. 30' setback	Min. 20'	1' setback from property line per 1' of height Min. 20'	15' from center of alley plus 2' setback per 1' of height. Min. 35' setback from center of alley.	4 spaces per 1,000 sq. ft.
Industrial Uses	Industrial	2 stories Max. 45'	2' set-back from property line per 1' of height Min. 20' setback	Min. 20'	2' setback from property line per 1' of height Min. 20'	15' from center of alley plus 2' setback per 1' of height. Min. 35' setback from center of alley	2 spaces per 1,000 sq. ft

Notes:

1. Maximum building height is measured from the average finished grade at building to the highest point of a flat roof, or deck line of a mansard roof, or to the highest ridge of a gable, hip or gambrel roof. Architectural elements such as clock towers, spires, chimneys or other uninhabitable elements intrinsic to the architectural style being used may extend an additional 15' above the maximum building height. Proposal for new buildings with any portion of the structure (including uninhabited elements) over 45' in Airport Safety Zone 6 or over 35' in Airport Safety Zone 4 shown on Figure 5-1, shall require review by the Airport Land Use Commission. An FAA form 7460-1 may also need to be filed (see Appendix F).
2. All setbacks in the Office and Industrial zones must be landscaped and maintained in a professional manner to create a solid vegetated screen between the office or industrial building and the residential uses. Up to two driveways may cross the front setback at right angles to the street to the on site parking areas. The setback areas may be used for no other purpose.
3. A six-foot high masonry wall shall be built along the Residential zone 15 feet from the center of the alley adjacent to the office and industrial zones. No access or opening from the Industrial and Office zones to the landscaped alley in the Residential zones will be allowed.
4. All office buildings and industrial buildings shall be subject to site plan and architectural review by the City of Marina.
5. The 1' or 2' setback for each 1' in height for office and industrial buildings creates an inclined plane. No portion of the building or any other structure may penetrate this plane.
6. All industrial and office buildings shall also be reviewed and conditioned, where appropriate, by the City to mitigate potential impacts caused by noise, traffic, truck routes, smoke, vibration, hours of operation and other potential causes of conflict between the industrial use and the surrounding homes.
7. Every park/recreational facility, retail, light industrial, and office use shall have a combination of one permanent bicycle space and one motorcycle parking space in place of one of every 40 spaces of the minimum total number of required car parking spaces or minimum one bicycle and one motorcycle whichever is greater. Bicycle spaces shall be located near building entrances, if reasonably possible.

Source: EMC Planning Group Inc 2008 and CreekBridge Homes 2008



industrial development. Table 7-5, *Encroachments*, presents encroachment standards for specific architectural types within the Plan area.

Application Review

Each application for a building permit shall comply with Specific Plan requirements. Applications shall be submitted to the appropriate City Department to verify compliance with the Specific Plan and any other applicable provisions of the Municipal Code.

Additional Regulations for Neighborhood Center and Office Zones

New Development. Applications for new development within the Neighborhood Center and Office Zones shall comply with the current City of Marina application process.

Changes to Existing Development. Improvement applications for existing buildings or lease space within the Neighborhood Centers shall include a dimensioned site plan and floor plan for that space.

TABLE 7-5
Encroachments

Encroachments	Extent to which a specified architectural feature may extend over a sidewalk (within the NC zone), or into a required front, side, side street, or rear setback.		
	NC	NG	NE
Over sidewalk and into public right-of-way	12 ft. max. for an arcade, awning, or balcony, provided that a min. 8 ft. high and 8ft. wide clear walkway is maintained between building face and column/post, and 2.5 ft. min. is provided between the face of curb and any post of column.	None allowed	
Into front or side street setback (1)	An arcade, awning, balcony, bay window, open covered porch, stoop or other similar architectural feature may project into front or side street setback.	A balcony, bay window, open covered porch, stoop, or other similar architectural feature may project up to 5 ft. into front or side street setback.	
Interior side setback	Open covered porches, chimneys, balconies, eaves, garden and bay windows, and trim may project up to 2 ft. into interior side setback.	Open covered porches, chimneys, balconies, eaves, garden and bay windows, and trim may project up to 2 ft. into interior side setback.	
Rear setback	Balconies, garden and bay windows, eaves and trim may project up to 4 ft. into rear setback.	Balconies, garden and bay windows, eaves and trim may project up to 4 ft. into rear setback.	

Notes:

1. Fences may encroach up to 5 ft. into side street setback in all zones.

Source: CreekBridge Homes 2008

Conversion of residential units to commercial/office uses, or vice versa, within the Neighborhood Centers shall be allowed. Applications shall include a dimensioned site plan and floor plan for the conversion.

Additional Regulations for the Industrial Zone

New Development. Applications for new development within the Industrial Zones shall comply with the current City of Marina application process.

7.3 Lighting, Signage, and Landscaping Standards

Lighting

The lighting along Del Monte Boulevard shall consist of 50 watt post lights placed a maximum of 70 feet on center on both sides of Del Monte Boulevard, as illustrated in Appendix C. The lighting along the main connector street, De Forest Drive, from the Windy Hill Park neighborhood center to the northern neighborhood center and from the northern neighborhood center to the civic plaza on Del Monte Boulevard shall be post lights placed at each intersection and no more than 100 feet on center, on both sides of the street. The lighting for the remainder of the Plan area intersections shall be consistent with City improvement standards.

Each garage in the alleys shall have a photocell controller light illuminating the alley. Lighting for the commercial and industrial districts shall be aimed away from the residential areas. The light level, measured at the property line between the residential and industrial areas shall not exceed 0.5 lumens at any

point along the common property line. All exterior lighting fixtures shall be dark sky compliant as rated by the manufacturer.

Signage

The following guidelines are intended to result in functional, attractive signage incorporating a high level of design, graphics and efficient maintenance throughout the Specific Plan area. This signage program shall cover all commercial, retail, office and industrial uses. All signage within the Specific plan area will conform to the specific requirements, spirit and intent of the City of Marina City Code provisions regulating signage, unless otherwise stated. If there are any inconsistencies between City regulations and this Specific Plan, the provisions in this Specific plan shall take precedence.

Way-finding or directory signs may be placed at key locations along the pedestrian walkways to provide information and orientation for customers.

The building architecture should be designed to accommodate signage and other graphics as an integral part of the building design.

- Individual letter characters are encouraged.
- Metal signs may be made of aluminum, brass, bronze, copper, or stainless or welded steel.
- Signs are to be free of all labels and fabricator's advertising, except for those required by code.
- Logos or trademark displays may be used on signs.
- Raised "Halo" letters on building face; pedestrian oriented blade signs; sculptured cantilevered signs; non-internally lit signs with lighting from a secondary source.

Monument signs are allowed.

- Color, materials and fonts, shall be integrated with the surrounding buildings, walls or other construction and landscaping.
- Sources of ground lighting for monument signs should be screened from view.
- Pylon Signs are prohibited.

The uses with the NC zone create a unique environment where small shops, office space or studios blend into the residential neighborhood.

- Raised individual letter characters and graphics on building face; pedestrian oriented blade signs; sculptured cantilevered signs; non-internally lit signs with lighting from a secondary source; and artistic neon signs backed by building face or storefront are encouraged.
- Signage is intended to be unique and original for each establishment and executed with a high degree of craftsmanship.

In keeping with smart growth and sustainability principles, home occupations are encouraged within the Specific Plan. Where these occur, the home occupation shall not disrupt the residential neighborhood. However, a small sign may be displayed on the residence.

- Pedestrian oriented blade signs; sculptured cantilevered signs; and individually crafted plaque signs are encouraged.
- Signage is intended to be unique and original for each establishment and executed with a high degree of craftsmanship.
- Signs shall not exceed 2 square feet.

The master developer and/or individual property owners applying for a building permit shall submit a master signage plan for each neighborhood center, office building, and industrial building. The master signage plan shall show the buildings' street elevations and the allowable location and allowable signs per City process. .

Landscaping

A landscaping plan shall be prepared by the master developer in accordance with City standards for each park and center median and included as a part of the improvement plans for the phase which includes the park or center median.

Street trees will provide a significant landscape presence enhancing the experience of walking, riding or driving along the streets in Marina Station. All of the street trees selected should be varieties which are well suited to the Marina coastal environment. A regional landscape architect has prepared a list of large evergreens and deciduous trees which will thrive in Marina's climate. The trees from this list may be used as street trees and/or park and open space trees. The list is included in Appendix D.

Commercial Landscaping

The layout of the trees along the pedestrian promenades, streets and parking areas is intended to create distinctive environments providing orientation and intimacy within this vibrant center of activity. The challenge is to reconcile the need to provide visibility to the distinctive architecture and building signage while mitigating the scale of parking areas required to provide a convenient and supportive shopping experience. The landscape design proposes to resolve these goals by creating distinctive parking lot environments that provide orientation to specific store destinations through a creative palette of trees, shrubs, decorative



pavement, pedestrian walkways, and pole lighting which reinforce the orientation of the parking areas within the overall Neighborhood Centers.

The primary paving material in the commercial parking areas will be asphalt, concrete, or porous surfaces, which may be accented with special paving at key focal points or pedestrian crossing locations. These focal points that receive enhanced paving consist of materials such as integral colored concrete paving, stamped colored asphalt paving, or interlocking paving stones. Permeable concrete and paving stone areas may be used to reduce storm water runoff and reduce the scale of the larger parking areas.

The planting designs of the storefronts and plaza areas should have individual expressions of landscape design consistent with the architectural design. This can vary from informal to formal in character. Bold use of plant material in sweeping masses of layered color and texture are expressed in plant material selections. Planting designs should be appropriate for the site environmental conditions present in Marina including wind, salt, limited water supply, temperature, exposure, soil, and slope. The individual site conditions and microclimate should be considered and evaluated in the plant selection process.

Evergreen trees are encouraged to define these auto courts to provide year-round canopy and defined edges to the parking areas. A strong and simple palette of trees should be complimented with a rich diversity of shrub plantings which provide seasonal color and textural interest to the landscape design. Bio- swales may be integrated into the parking areas to improve storm water quality and improve infiltration of storm water into the subgrade.

The landscape design for the Neighborhood Centers is intended to provide a festive and dynamic environment for shopping and passive recreation. Plantings of street trees create a canopy that enhances this urban

space. Benches and seat walls should be incorporated into the streetscape to provide seating areas along the pedestrian promenade. Tree grates, bollards and site furnishings help to articulate the street edges and provide a pleasant separation between the auto parking and the walking areas. Key focal points at pedestrian crossings may feature accent paving. The passage ways between the stores and cafes are particularly important, to encourage walking from the parking areas to the Neighborhood Center. The approaches of these spaces from the parking areas should be defined by architectural gateway elements, decorative paving, bollards, and seating courts.

Residential Landscaping

The planting in the neighborhoods should have individual expressions of landscape design consistent with the architectural character of the homes. Large species street trees are placed in the parkstrips to create shade and encourage walkway use. The residential alleys should be planted with medium sized trees and shrubs to soften and compliment the architectural design.

Planting designs should be appropriate for the site environmental conditions present in Marina, including wind, salt, limited water supply, temperature and exposure, soil, and slope.

Park Landscaping

Except for the tot-lots and playfield areas, the open space and park areas shall be landscaped with drought tolerant plants and designed according to City standards.

**8.0****PLAN IMPLEMENTATION AND FINANCING**

This section summarizes the Specific Plan entitlement process and approvals, development phasing and financing strategies. Actions needed to implement the Specific Plan are generally of three types: those needed to obtain entitlement approvals, implementation actions described in association with policies contained in the Specific Plan and mitigation measures contained in the Specific Plan Environmental Impact Report, and development phasing and financing mechanisms. The City and the Master Developer will enter into a Development Agreement (DA) establishing infrastructure obligations, including construction, financing and dedication, and provisions for public facilities and services required in connection with development within the Plan Area. A DA is a contract between the City and a developer that specifies the responsibilities and obligations of all parties involved in implementing individual development projects within the Plan area. It describes development rights, the range of implementation/mitigation action required, development phasing if any, and financing agreements. The City Council would approve one or more DAs as a primary tool for development implementation.

8.1 Development Entitlement Approval Process**Required Actions and Approvals**

The Master Developer and individual project developers shall apply for, and the City shall process such additional land use and construction approvals and permits required in connection with the proposed development pursuant to the applicable City policies and procedures.

8.2 Development Schedule/Phasing

Development of industrial, residential, and commercial projects within the Plan area will likely proceed at different rates over different time periods. The residential and industrial demand, along with the time required to construct backbone infrastructure, largely drive the overall development schedule. Development of the Plan area will occur in eight phases over the



course of 10 to 20 years. [Figure 8-1, Proposed Phasing Plan](#), illustrates the breakdown of the eight phases. The area covered by a phase may be increased in size to include more units or decreased to respond to the market. After the first phase, the other phases may be developed out of order.

8.3 Backbone Infrastructure Capital Facilities Funding and Financing Mechanisms

Backbone Infrastructure Capital Facilities Funding

Capital facilities are likely to be funded through a combination of private capital and one or more of several financing mechanisms that may require City cooperation. CreekBridge Homes, the master developer, plans to finance the backbone infrastructure and facilities located within the Plan area using cash reserves and through the formation, by the city, of an Assessment District if requested by CreekBridge Homes and approved by the City Council. In addition, improvements may be financed through reimbursement from the impact fees.

Capital Facilities and Services Financing Mechanisms

There are a variety of mechanisms typically used to finance capital improvements. One or more of these mechanisms may be used by the master developer to finance implementation of the Plan. In addition to the developers providing the funding, Commercial lenders typically provide most of the funding needed. Two additional examples of funding mechanisms are summarized as follows:

Assessment Districts

The Improvement Act of 1911 and Municipal Improvement Act of 1913 provide a mechanism for public agencies to:

- fund the acquisition or construction of public infrastructure;
- apportion infrastructure costs against properties in a designated area, which directly benefit from the infrastructure;
- issue tax-exempt, land-secured bonds to amortize payment of infrastructure costs over a 20 to 30-year term; and
- secure liens against property within the assessment district to ensure a reliable stream of revenues to pay debt service on the bonds.

A 1911/1913 assessment district is authorized to fund public infrastructure that provides a direct and special benefit to properties within the assessment district. Eligible facilities generally include transportation improvements, water, sewer, storm drainage and flood control facilities, and landscaping. The required finding of direct and special benefit provides certain challenges when “regional” improvements such as interchanges, bridges, and water and sewer treatment



	PHASE								TOTAL
	1	2	3	4	5	6	7	8	
APPROXIMATE TOTAL RESIDENTIAL UNITS	345	70	81	181	108	298	178	99	1,360
YEAR TO BE STARTED	2008	2009	2011	2013	2015	2017	2019	2020	
APPROX. MIXED USE RETAIL SQ FT	0	0	0	16,000	16,000	14,000	14,000	0	60,000
APPROX. OFFICE SQ FT	143,808	0	0	0	0	0	0	0	143,808
APPROX. INDUSTRIAL SQ FT	286,465	365,159	0	0	0	0	0	0	651,624

EMPLOYMENT USES

APARTMENT MANAGEMENT & MAINTENANCE

538 UNITS x 3 JOBS PER 100 UNIT = 16 JOBS

RETAIL 60,000 SQ FT x 2.5 JOBS PER 1,000 SQ FT = 150 JOBS

OFFICE 143,808 SQ FT x 4 JOBS PER 1,000 SQ FT = 575 JOBS

INDUSTRIAL 651,624 SQ FT x 2 JOBS PER 1,000 SQ FT = 1,303 JOBS

APPROXIMATE TOTAL JOBS 2,044 JOBS

NOTE: IN ADDITION TO THE JOBS ON SITE, OTHER JOBS WILL BE CREATED OFF SITE TO SERVE THESE USES I.E. TEACHERS, GOVERNMENT, FIRE, POLICE, RETAIL, SERVICE, ETC.



0 1000 feet

Source: EMC Planning Group Inc. 2007,
Keyser Marston Associates Inc. 2007, and CreekBridge Homes 2007

Figure 8-1

Phasing Plan

Marina Station Specific Plan



PLAN IMPLEMENTATION AND FINANCING

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plants are required. Typically, only the portion of facility costs that relates to the benefit received by the parcels in the assessment district can be funded by that assessment district. Facilities that provide “general benefit” to a community, such as schools, fire and police facilities, and parks, are typically not funded through 1911/1913 Act.

Impact Fees

Impact fees and exactions are direct charges collected on a one-time basis, typically as a standard condition of project approval. Individual developers pay impact fees typically at the time a building permit is issued. The public facilities funded by impact fees must be specifically identified, and there must be a reasonable relationship, or “nexus,” between the type of development project and the need for the facilities, the cost of the facilities, and the need to impose a fee. Public agencies generally document the nexus, or benefit finding, through a fee justification study.

Impact fees can be levied to fund many public improvements for which a nexus can be established between the improvement and the development from which the fee will be collected. Most public agencies in California collect impact fees to pay for backbone infrastructure, such as sewer, water, roadway, and storm drainage facilities. Many agencies also collect fees for community facilities, such as parks, fire and police facilities, and civic buildings.

8.4 Capital Facilities Maintenance

Roads, water, wastewater, storm drainage, parks and trails, landscaping, etc. are the critical elements of the Specific Plan that must be maintained over time. Local improvements to be made by individual developers are required within the boundary of individual projects.



Homeowners' Association

CreekBridge Homes will form a Homeowners' Association to maintain the items required in the Development Agreement.



City of Marina

The City will continue its maintenance responsibility for circulation improvements outside the Plan area boundary including Del Monte Blvd.

Project Developers

Either the master developer or independent project developers will develop the mixed-use, office and industrial areas. The developer or subsequent owner or operator will be responsible for maintenance of all on-site improvements including driveways and parking facilities, landscaping and lighting, and any other on-site infrastructure needed to connect to backbone infrastructure systems.

MCWD and MRWPCA

MCWD will be responsible for the maintenance of water supply infrastructure within public right-of-ways and easements, including the water distribution



and water storage system, and the wastewater infrastructure including wastewater collection system. MRWPCA will be responsible for the treatment of wastewater and maintenance of the treatment facilities. The master developer will design and construct these systems consistent with MCWD standards and turn ownership, operations, and maintenance over to the MCWD. The MCWD would have access to subsurface piping systems within streets and in other locations through easements.

8.5 Inclusionary Housing Program

The city of Marina's Housing Element Inclusionary Housing Program ("IHP") establishes certain requirements for the provision of a minimum level of residential housing units to be sold or rented at the "affordable" level. The IHP requires that not less than 20% of new residential development shall be affordable to certain income groups.

A separate Affordable Housing Program will be negotiated between the City and the master developer, specifying in detail on affordable housing plan which meets the provisions of IHP.

Elements of the Affordable Housing Program may be contracted out by the developers within the Specific Plan area to third parties, including to 501.(c).(3) corporations, for both construction, sale and future management of the affordable housing units and implementation of the plan AHP.

The percentage income levels and mix for very low, low, and moderate income housing to meet the requirements of the IHP shall be set forth in the Affordable Housing Program. The rents and prices of the affordable housing units, whether as rental or for-

sale, will be based on the US Department of Housing & Urban Development (HUD) published average median household income for the Monterey County.

8.6 Plan Implementation and Financing Policies

Goal 1: Entitle, phase and finance public facilities and services to meet Plan area development needs.

IMP Policy 1-1: Complete subsequent plan implementation measures and obtain all necessary approvals and permits to facilitate the development within the Plan area.

Implementation Measures

1. The master developer, in coordination with the city, shall ensure that all local, regional, and state agency approvals and permits required for development within the Plan area are obtained prior to ground disturbance.

IMP Policy 1-2: Utilize the phasing plan to dictate the timing of infrastructure improvements and financing strategies.

IMP Policy 1-3: Coordinate with public agencies to facilitate financing of capital improvements and ongoing public services costs identified in the Specific Plan.

Implementation Measures

1. The master developer may request that the city support the creation of one or more Assessment Districts consistent with developer's needs to finance capital improvements such as parks and street and off-site and on-site infrastructure improvements.



2. The city requires applicable impact fees to fund facilities needed to support development within the Plan area that include, but may not be limited to fire and police protection services, roadways and circulation facilities, health and sanitation, etc. Fees shall be paid by the master developer and/or individual project developers prior to issuance of building permits for residential or commercial development. Developers constructing improvements covered by the impact fees should be reimbursed by the city for their costs or may do the work in lieu of paying fees.
3. If the Fiscal Impact Analysis prepared by Keyser Marston Associates Inc. for Marina Station discloses a net operating shortage to the City's general fund due to the development of Marina Station, and the master developer agrees with the conclusion, the properties within the Specific Plan area shall be assessed on a prorata basis to ascertain a sufficient amount to offset the shortage.
4. Should the Vesting Tentative Map be divided into more than one project, the individual projects shall be bound by this Specific Plan and shall each pay a prorata share of the improvement costs.

IMP Policy 1-4: Integrate the Specific Plan roadway, landscaping and lighting, and storm drainage facilities into one or more public maintenance districts to provide on-going maintenance.

Implementation Measure

1. The master developer shall form a Homeowners' Association to maintain the public improvements listed in Section 8.4 under Homeowners' Association.

Goal 2: Off-site circulation improvements are needed to accommodate the Specific Plan.

IMP Policy 2-1: Create the financing mechanism for the off-site improvements described in the Traffic Impact Analysis for the Marina Station Specific Plan.

Implementation Measure

1. The master developer shall request that the City update its Capital Improvement Program and Traffic Impact Fee Program to include the off-site circulation improvements described in the EIR and determined to be required by the City.
2. The master developer shall finance, via traffic fee payments, the off-site circulation improvements. Plans for these improvements shall be subject to review and approval by the appropriate City staff.
3. The master developer shall pay the Transportation Agency of Monterey County's (TAMC) regional transportation fee when said fee is adopted, after crediting any amounts paid or payable by Marina Station for regional transportation projects.

Goal 3: Provide Housing at an affordable rate to low income residents.

IMP Policy 3-1: Allocate a percentage of total housing within the Plan area, for sale and/or rent, to residents with very low to moderate income levels.

Implementation Measure

1. The master developer shall provide housing at the below-market income levels as set forth in the adopted Marina Housing Element.



PLAN IMPLEMENTATION AND FINANCING

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9.0 REPORT PREPARATION

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Denise Duffy and Associates

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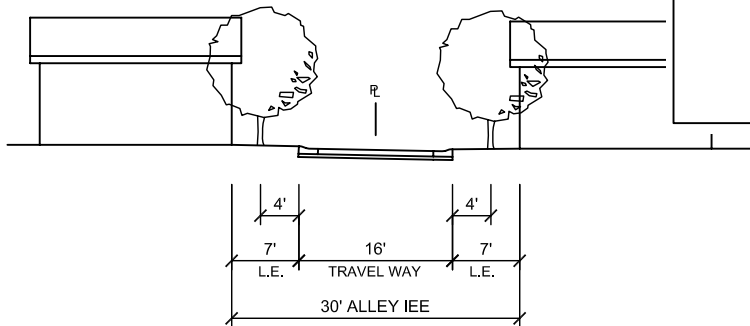
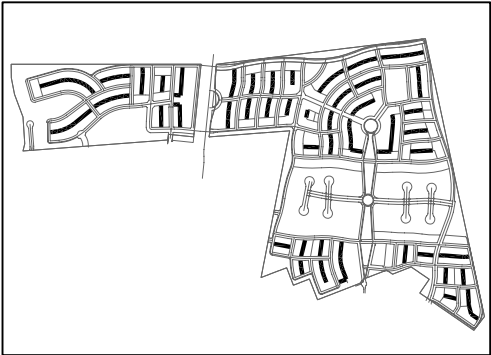
REPORT PREPARATION

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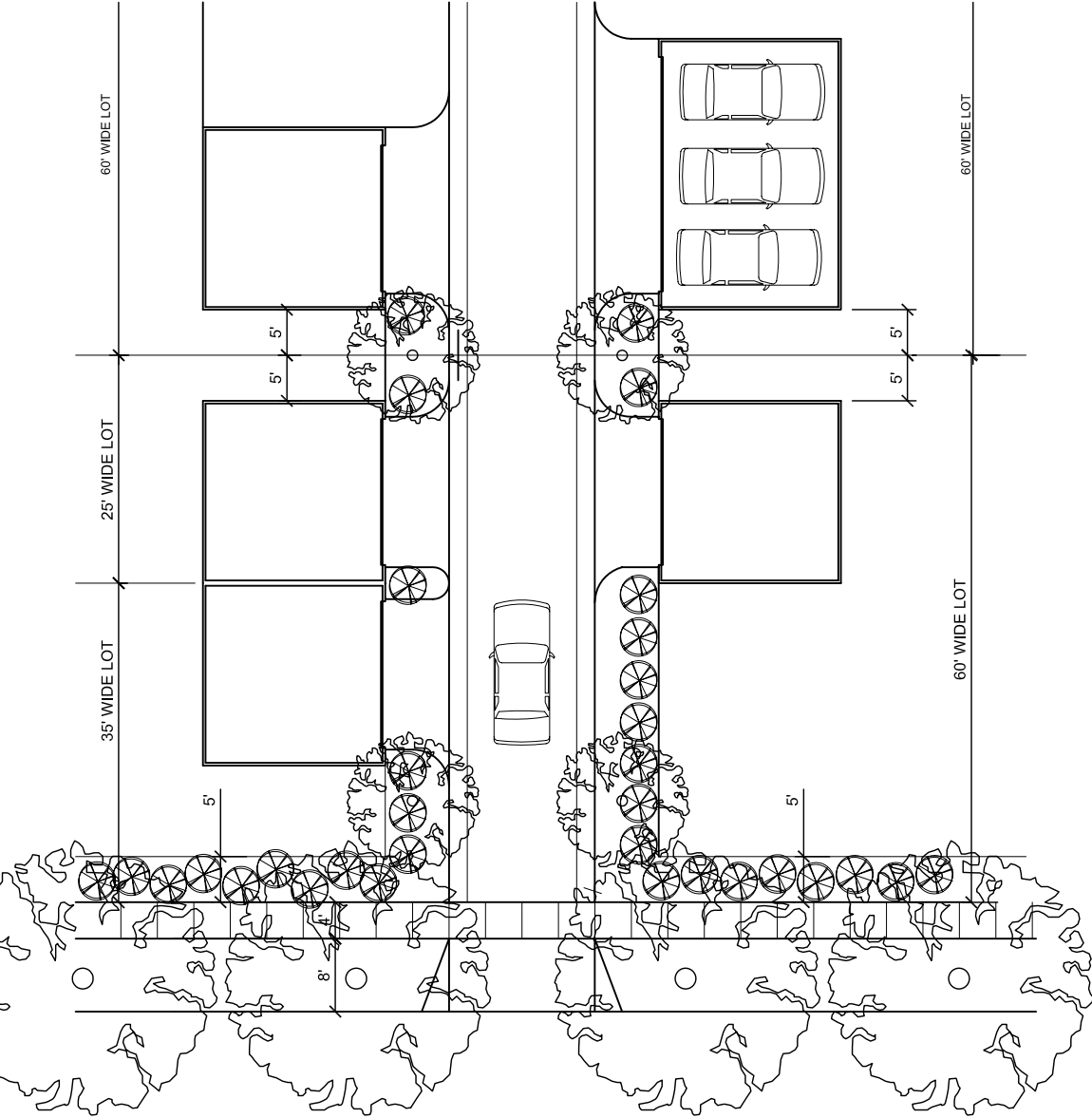
APPENDIX A

STREET TYPES

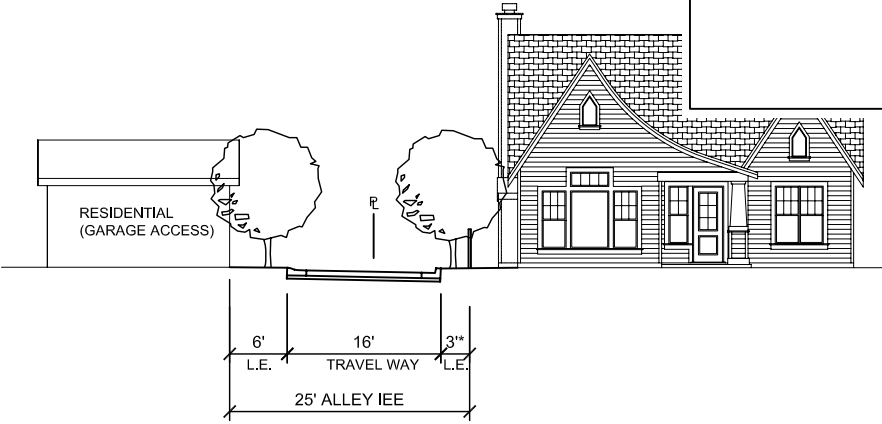
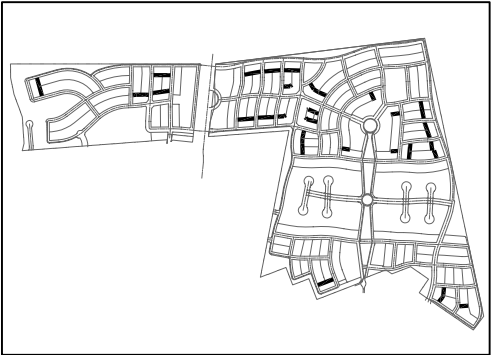
TRAFFIC AND CIRCULATION
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GARAGE ACCESS ALLOWED BOTH SIDES



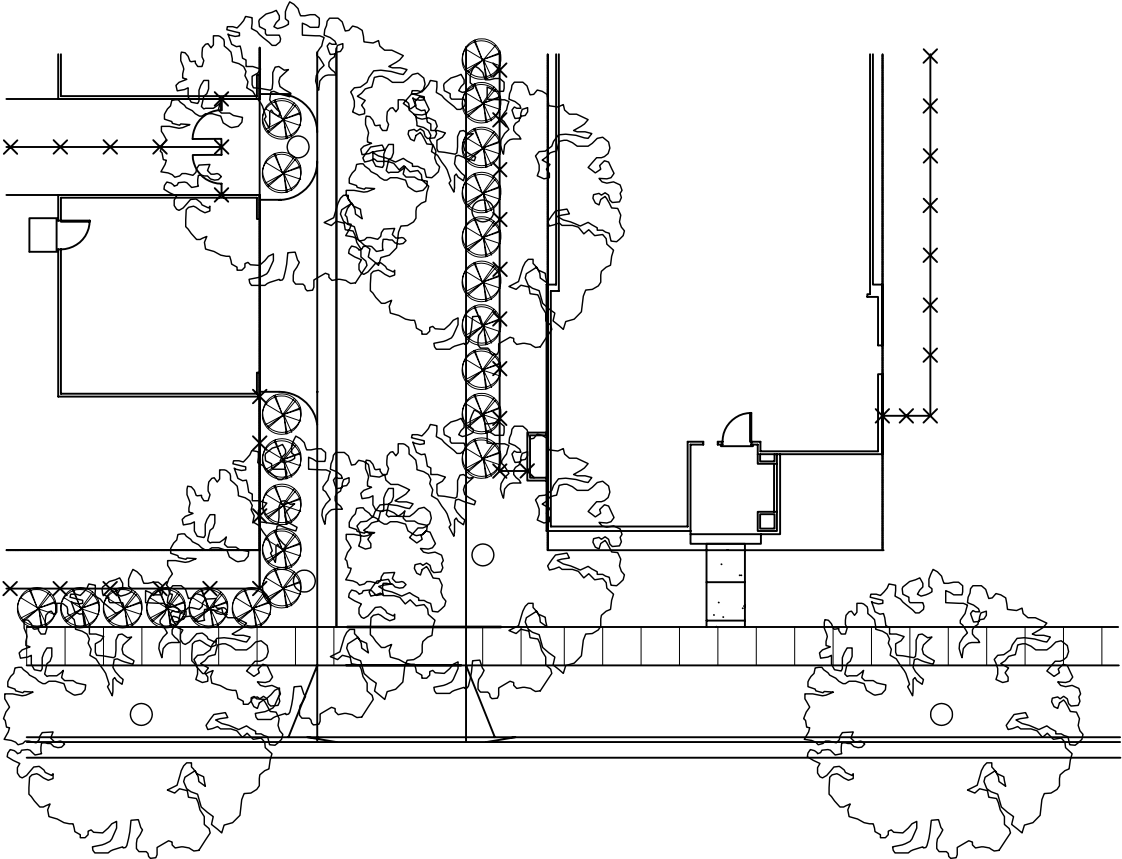
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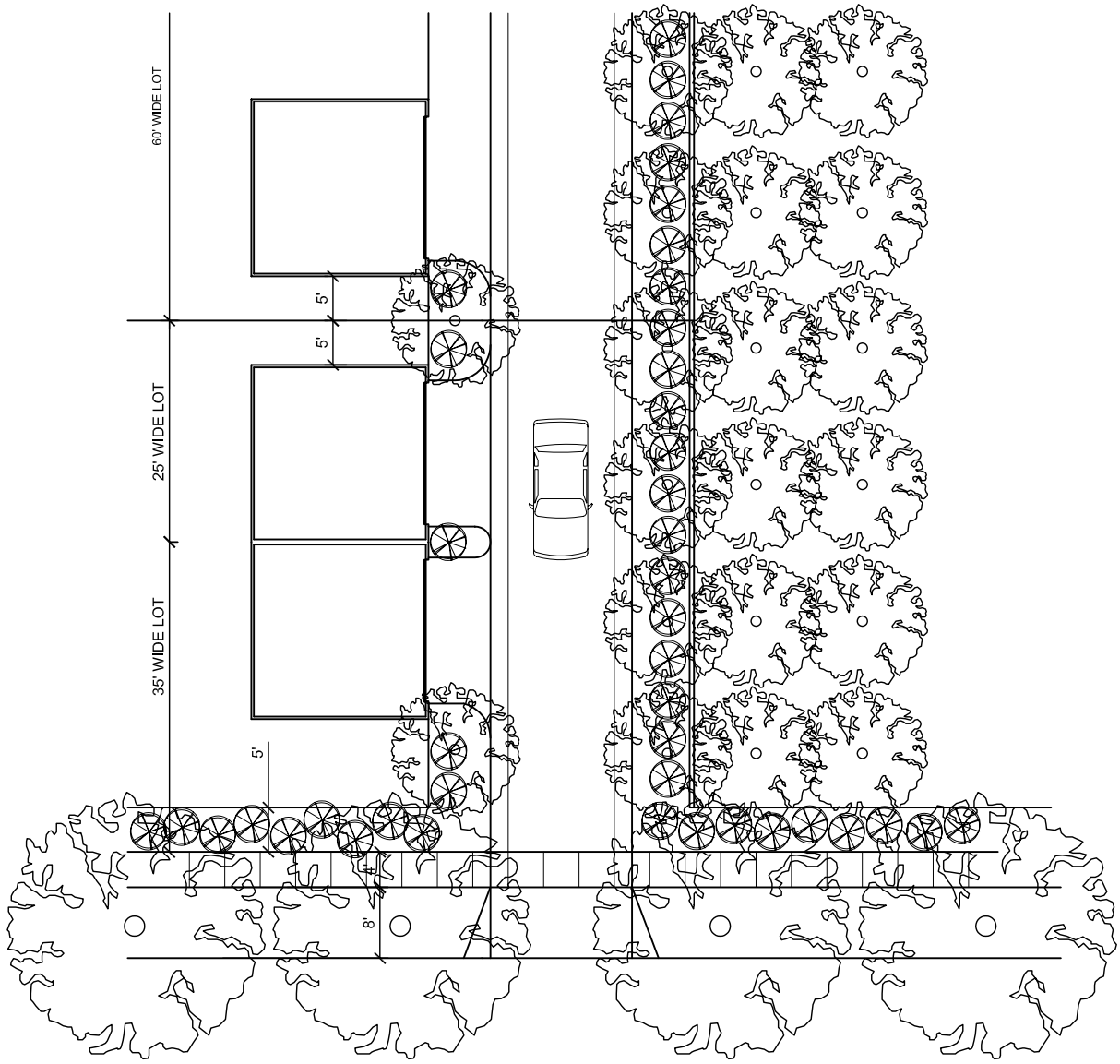
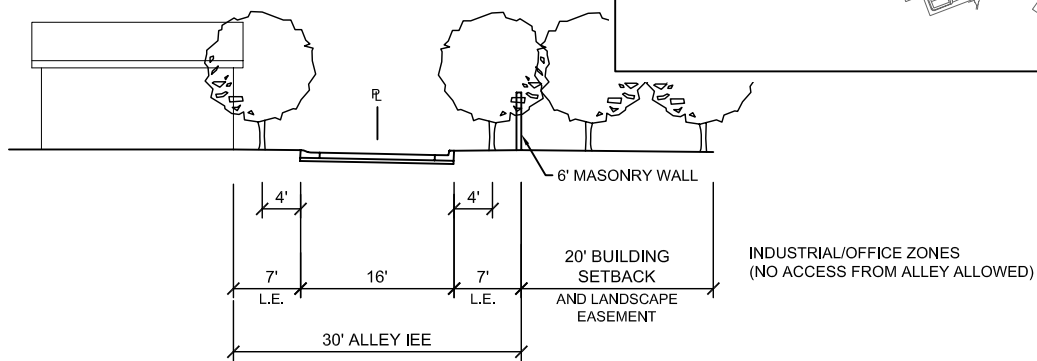
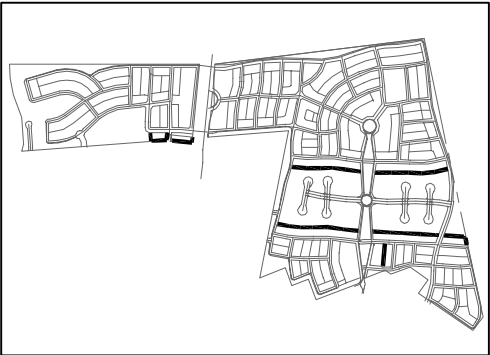
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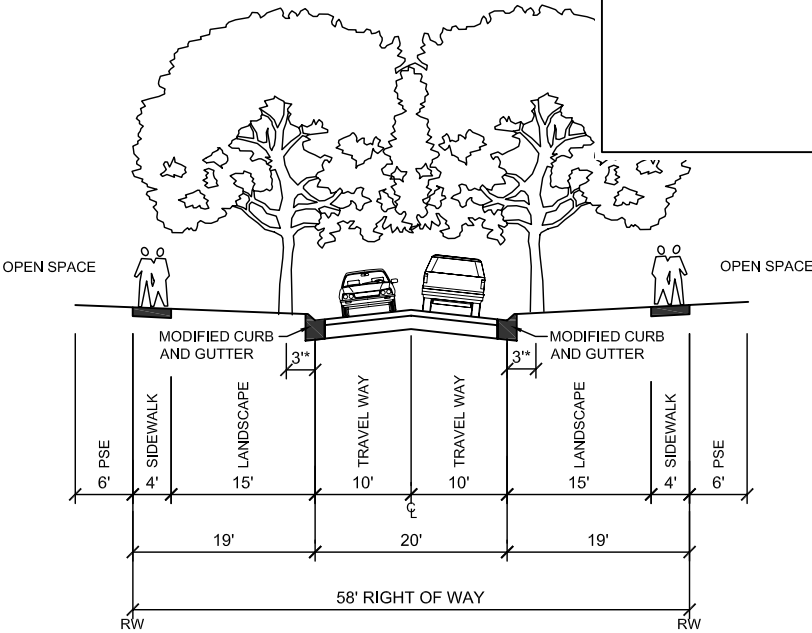
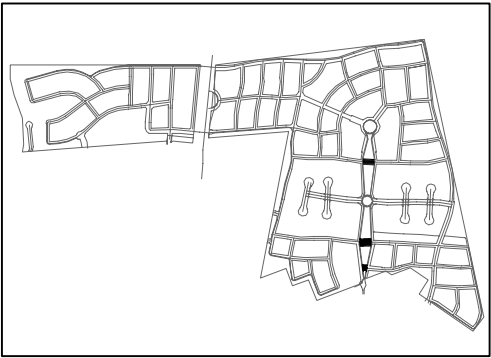
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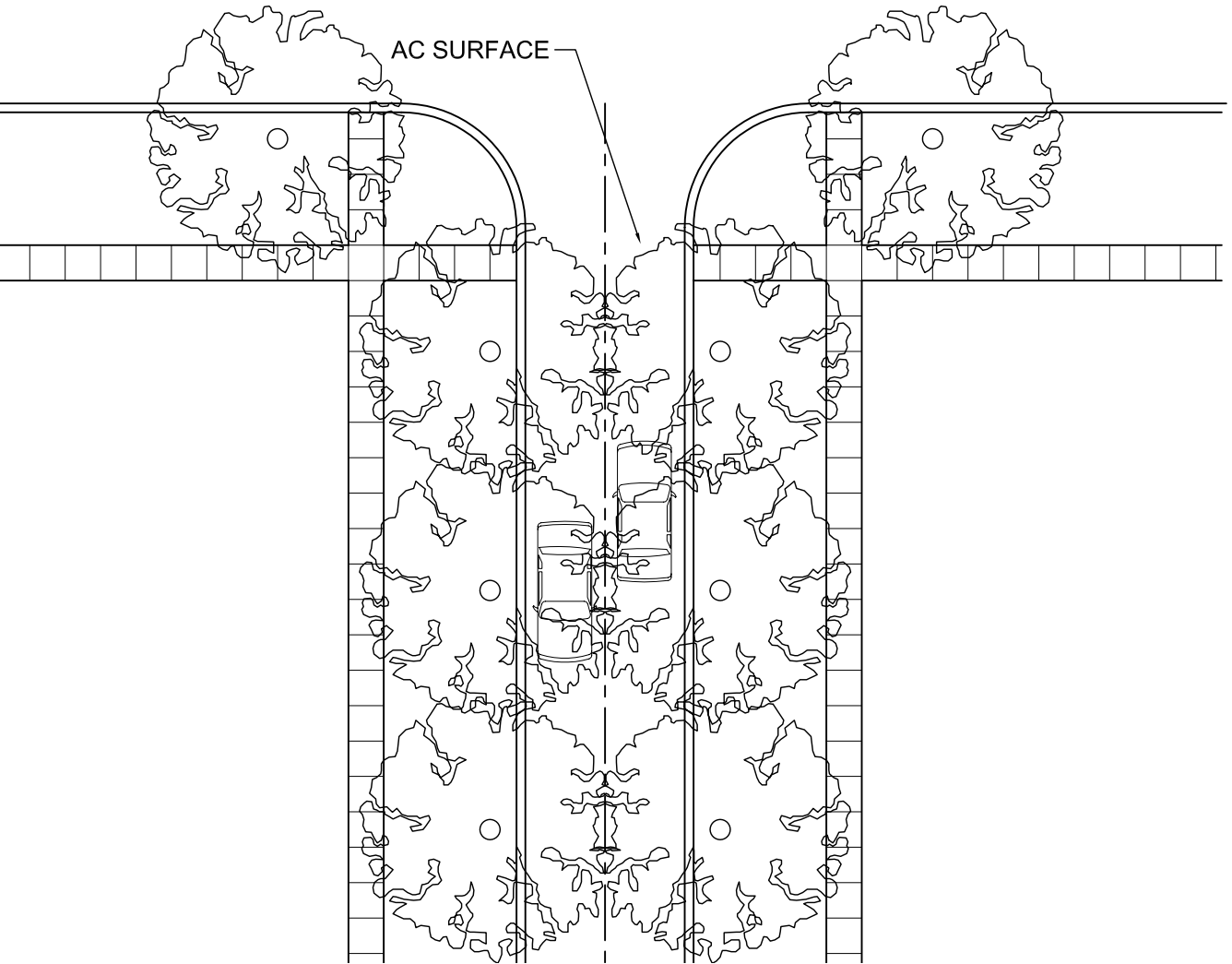
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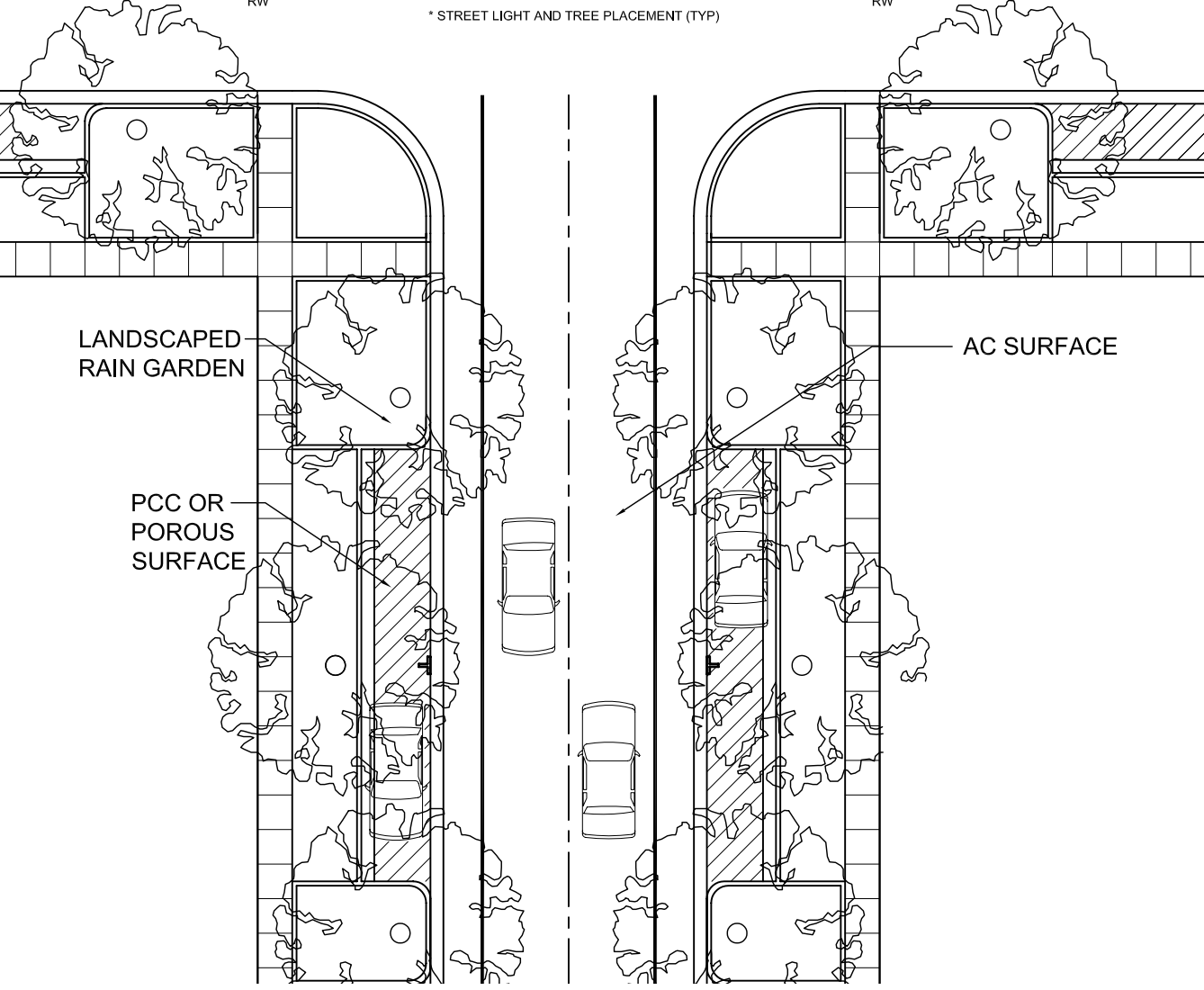
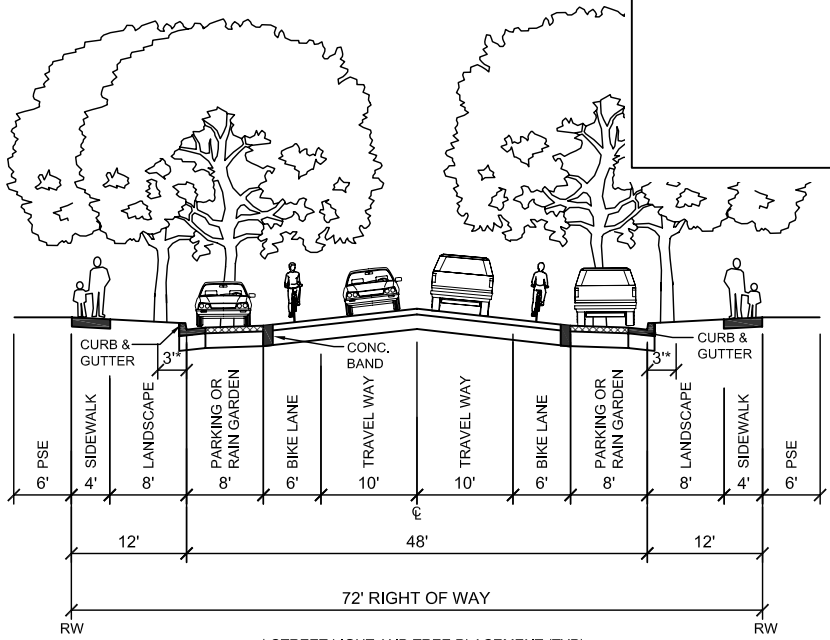
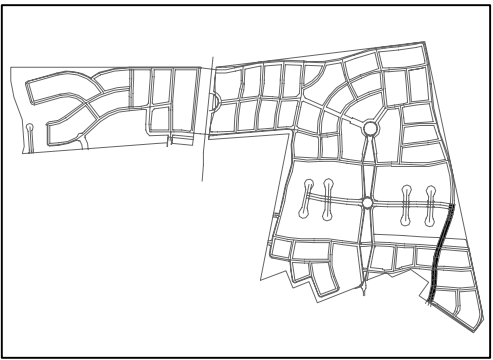
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COLLECTOR STREET - C-1
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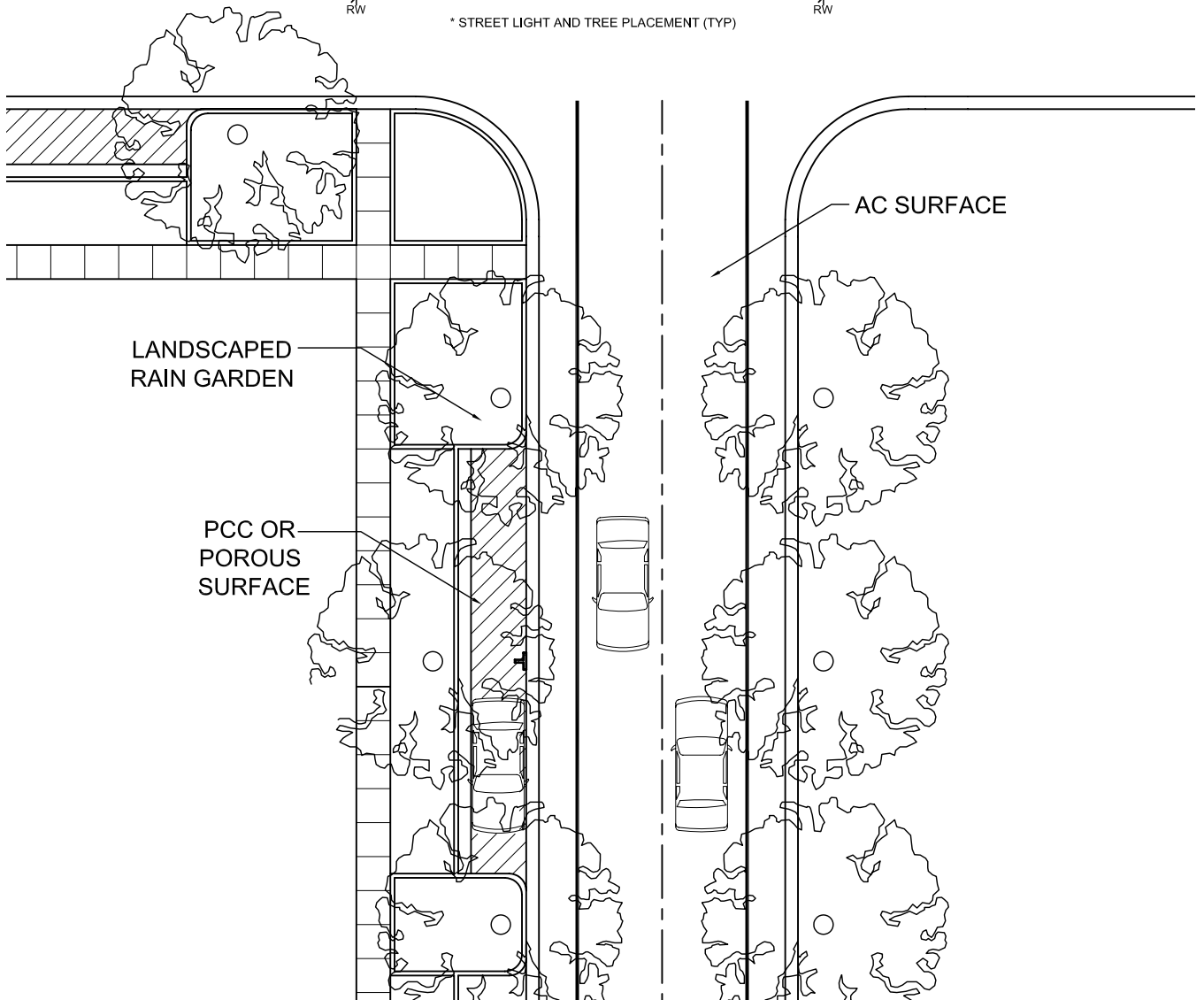
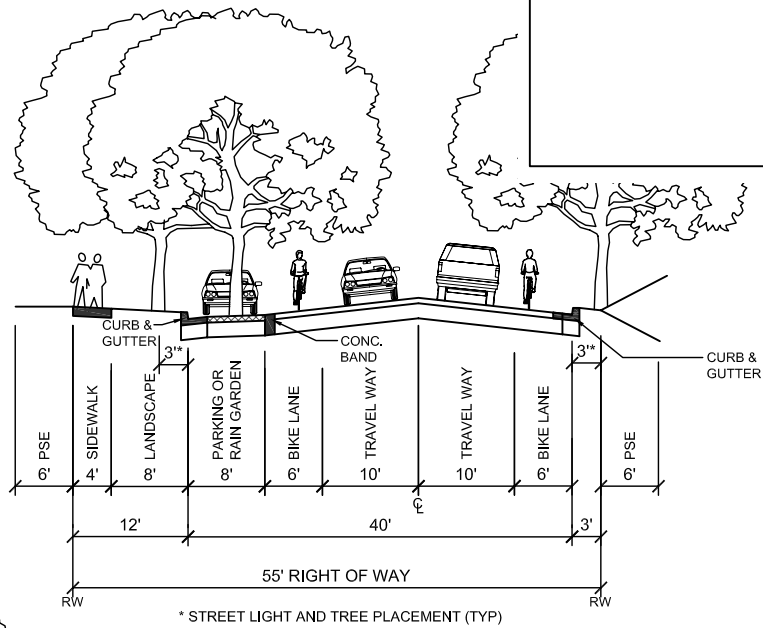
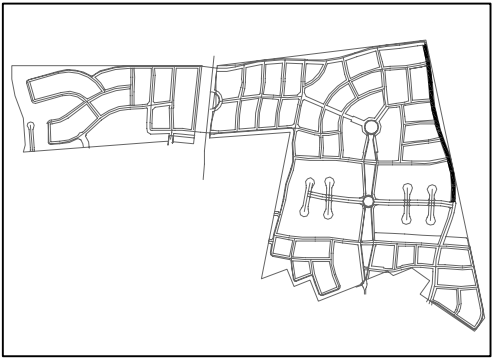
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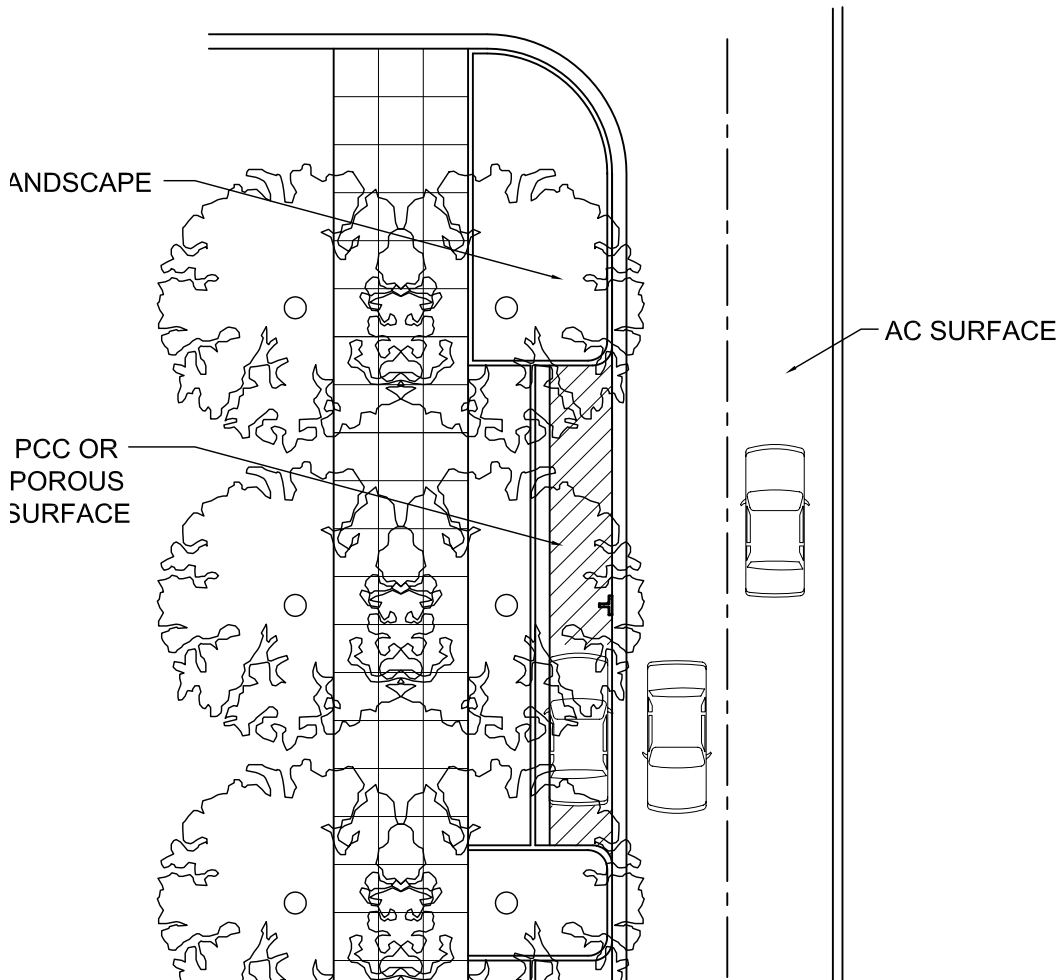
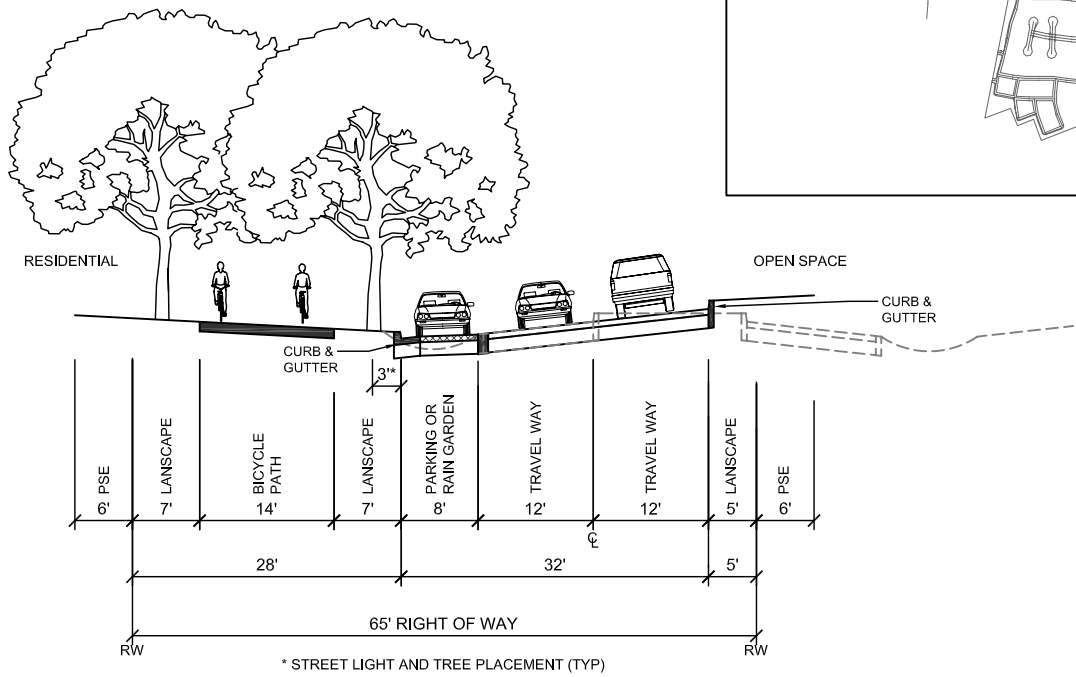
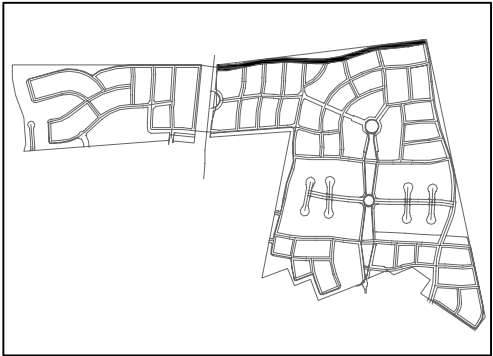
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CRESCENT AVENUE BETWEEN
EXISTING HOMES & INDUSTRIAL AREA



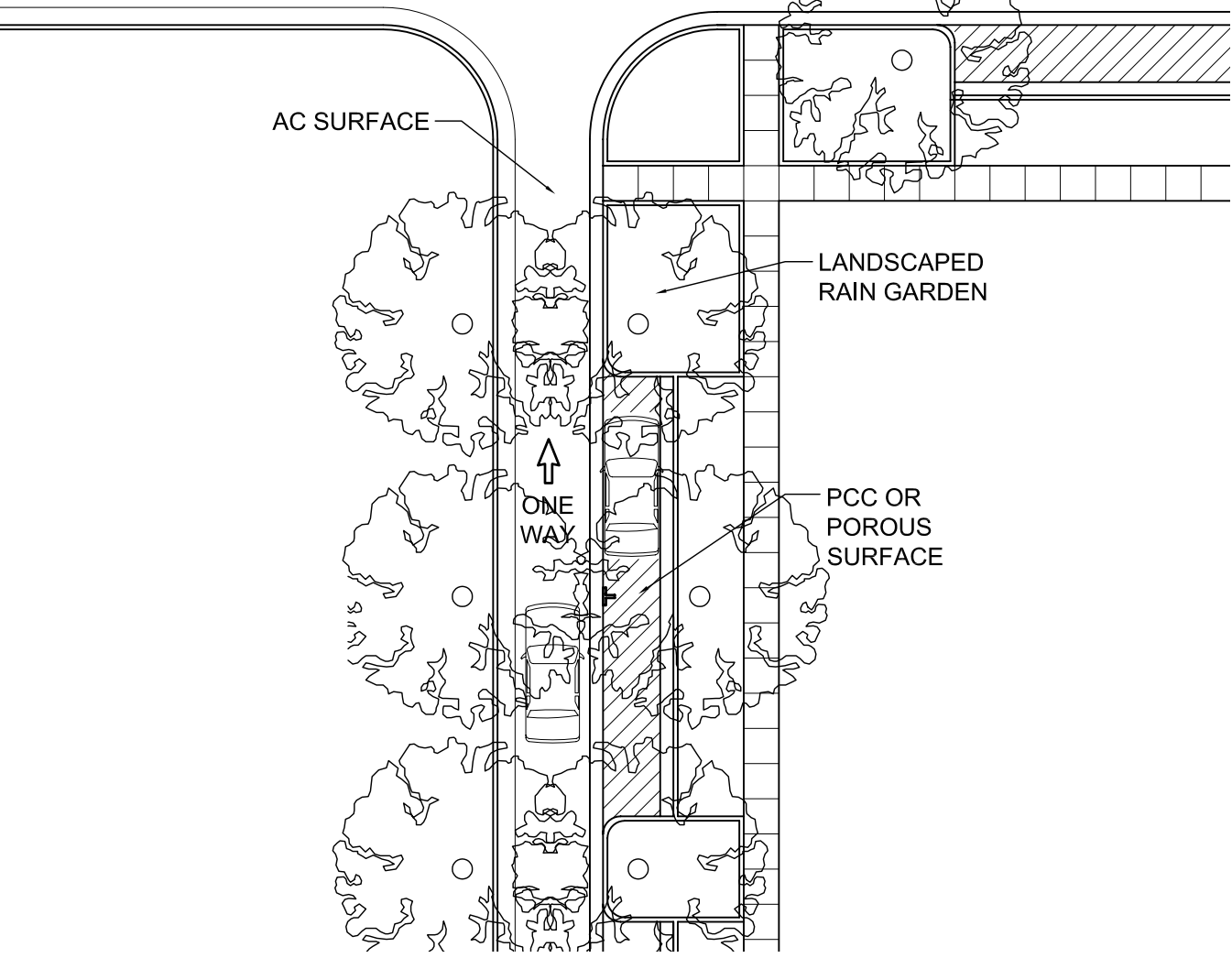
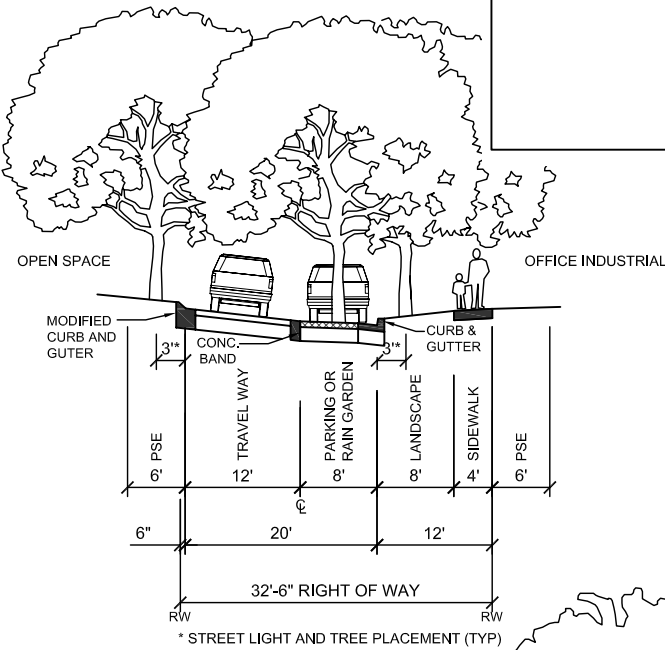
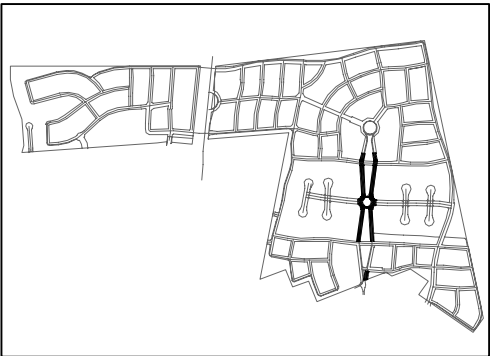
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COLLECTOR STREET - C-3
CRESCENT AVE BETWEEN INDUSTRIAL AREA & GOLF



TRAFFIC AND CIRCULATION
COLLECTOR STREET - C-4
GOLF BLVD LOOKING WEST



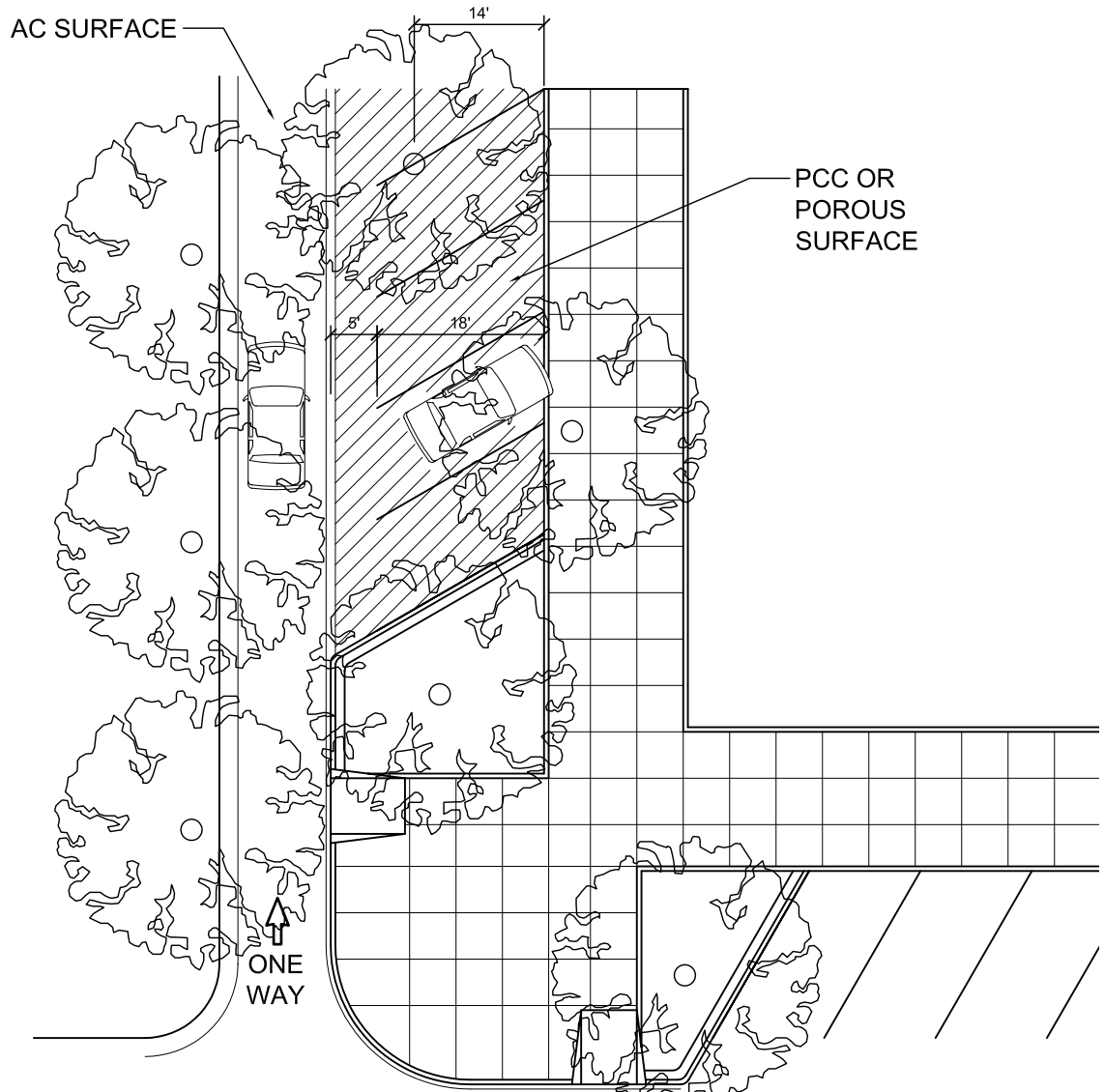
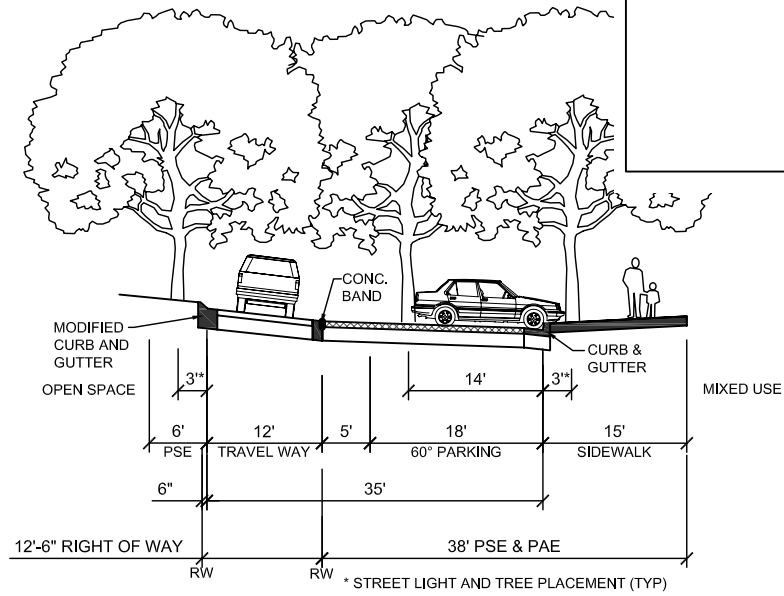
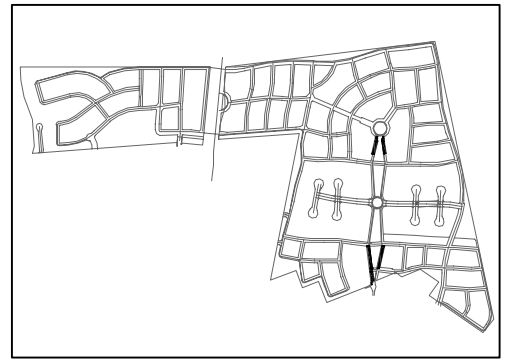
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COLLECTOR STREET - C-5
PARKING ALLOWED ON ONE SIDE ONLY



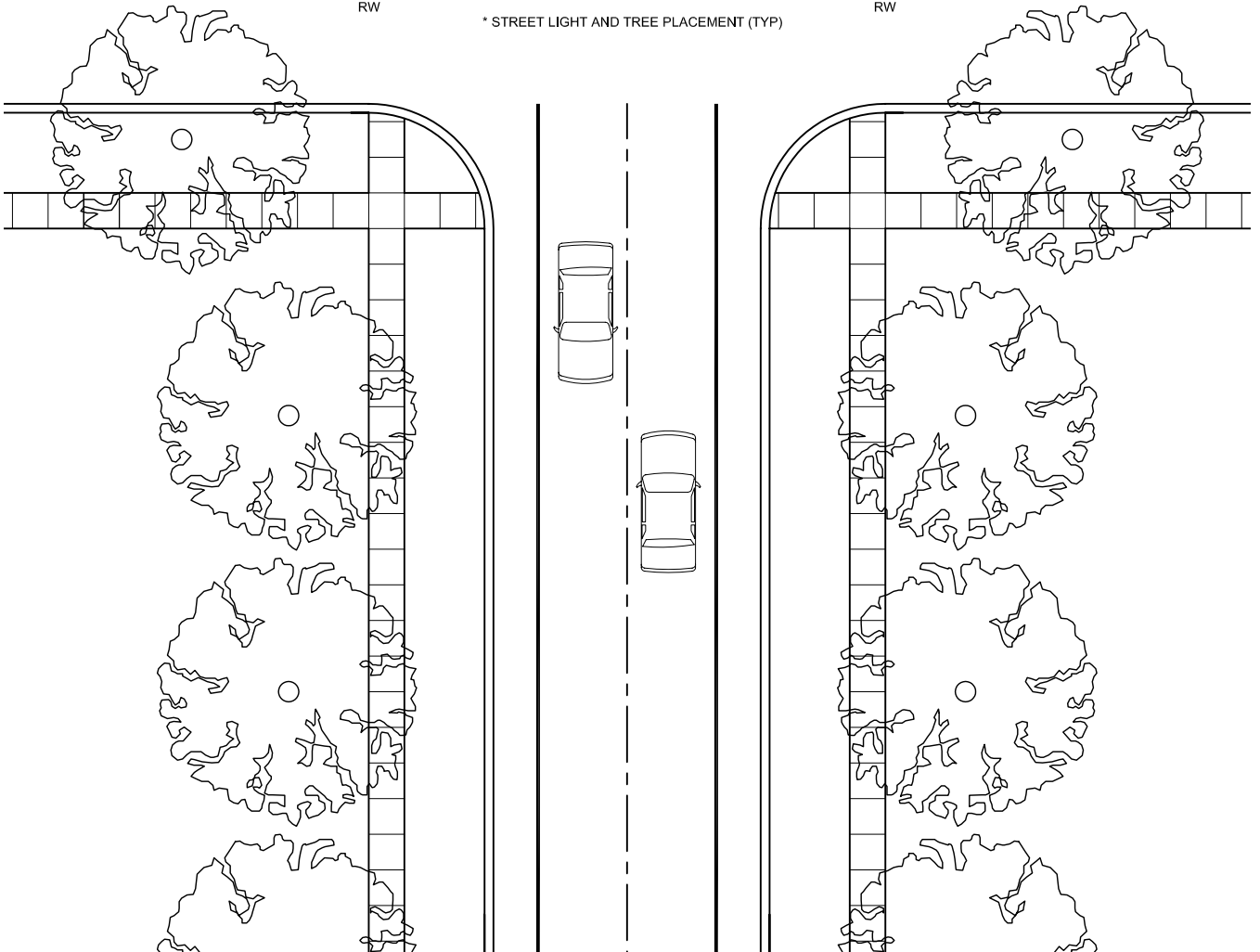
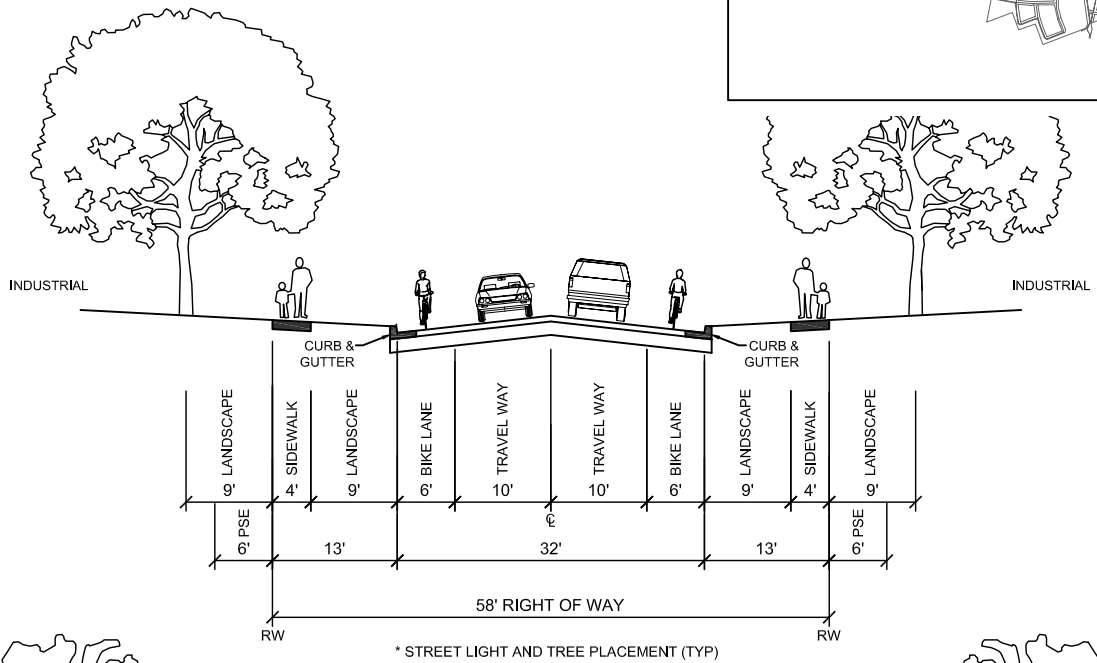
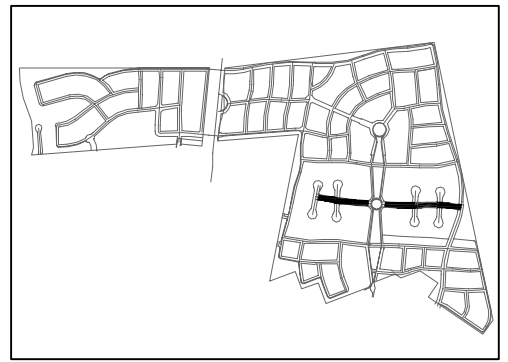
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NEIGHBORHOOD CENTER STREET - C-6

60° PARKING ALLOWED ON ONE SIDE ONLY



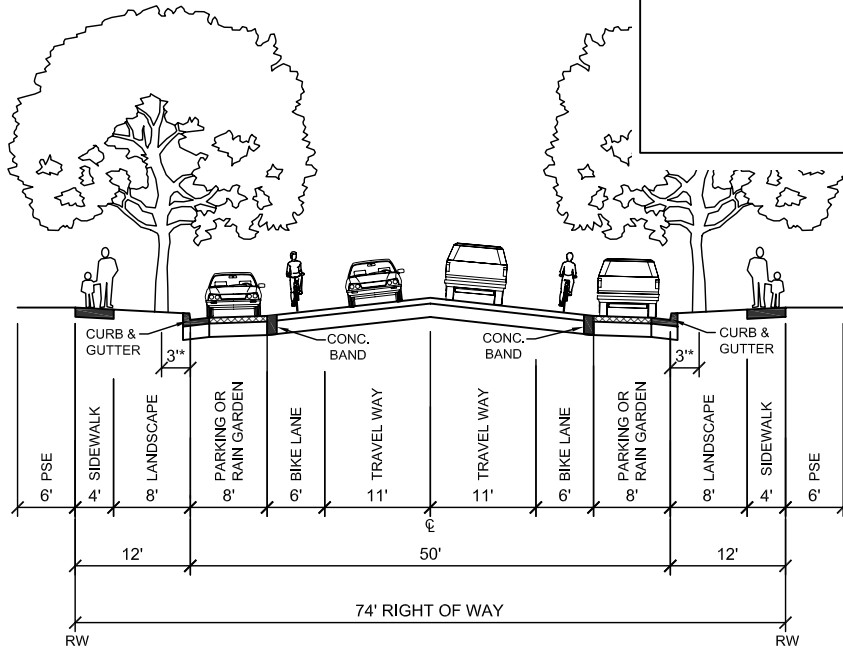
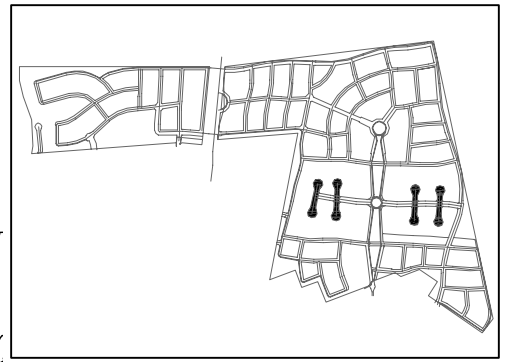
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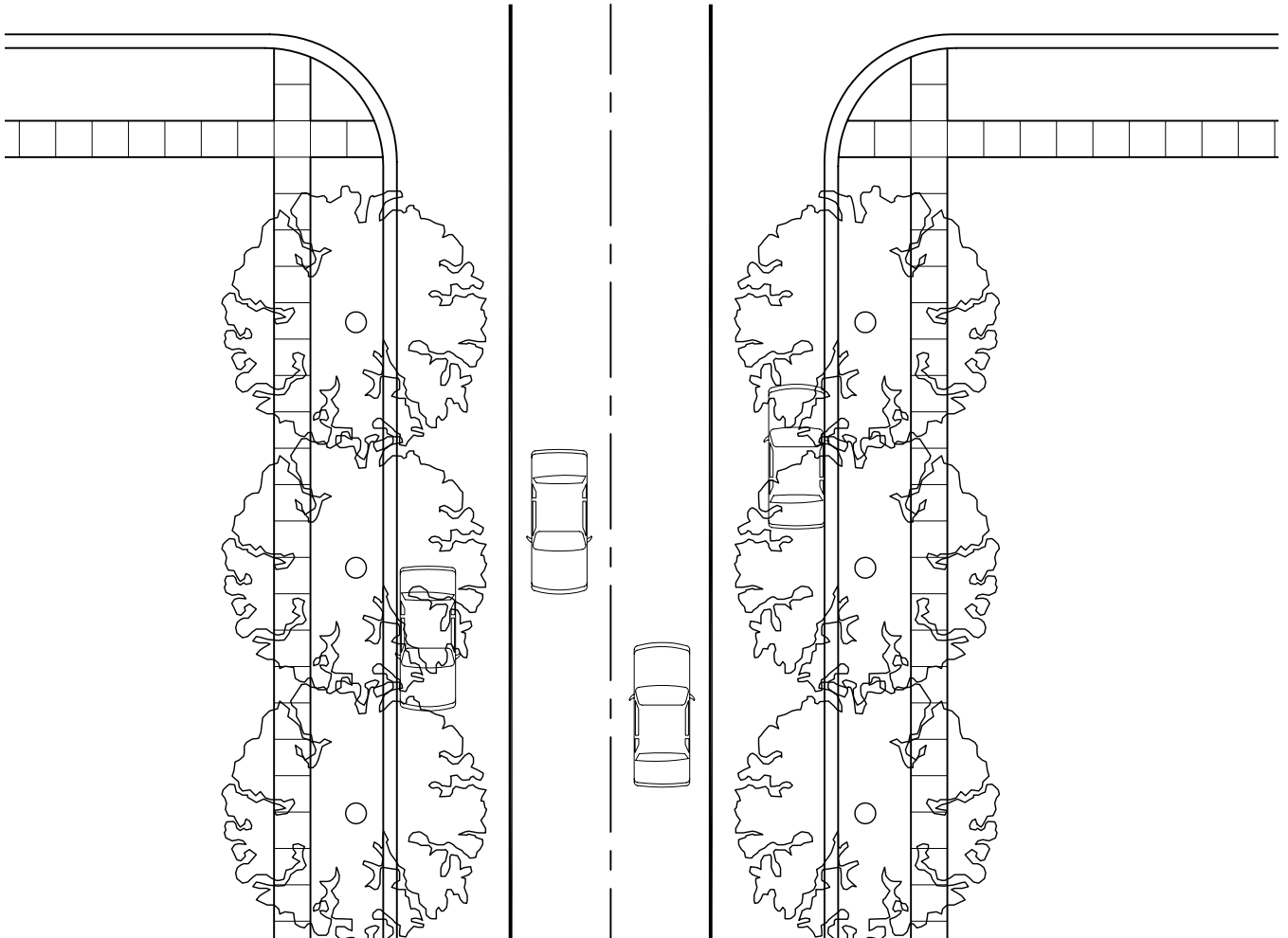
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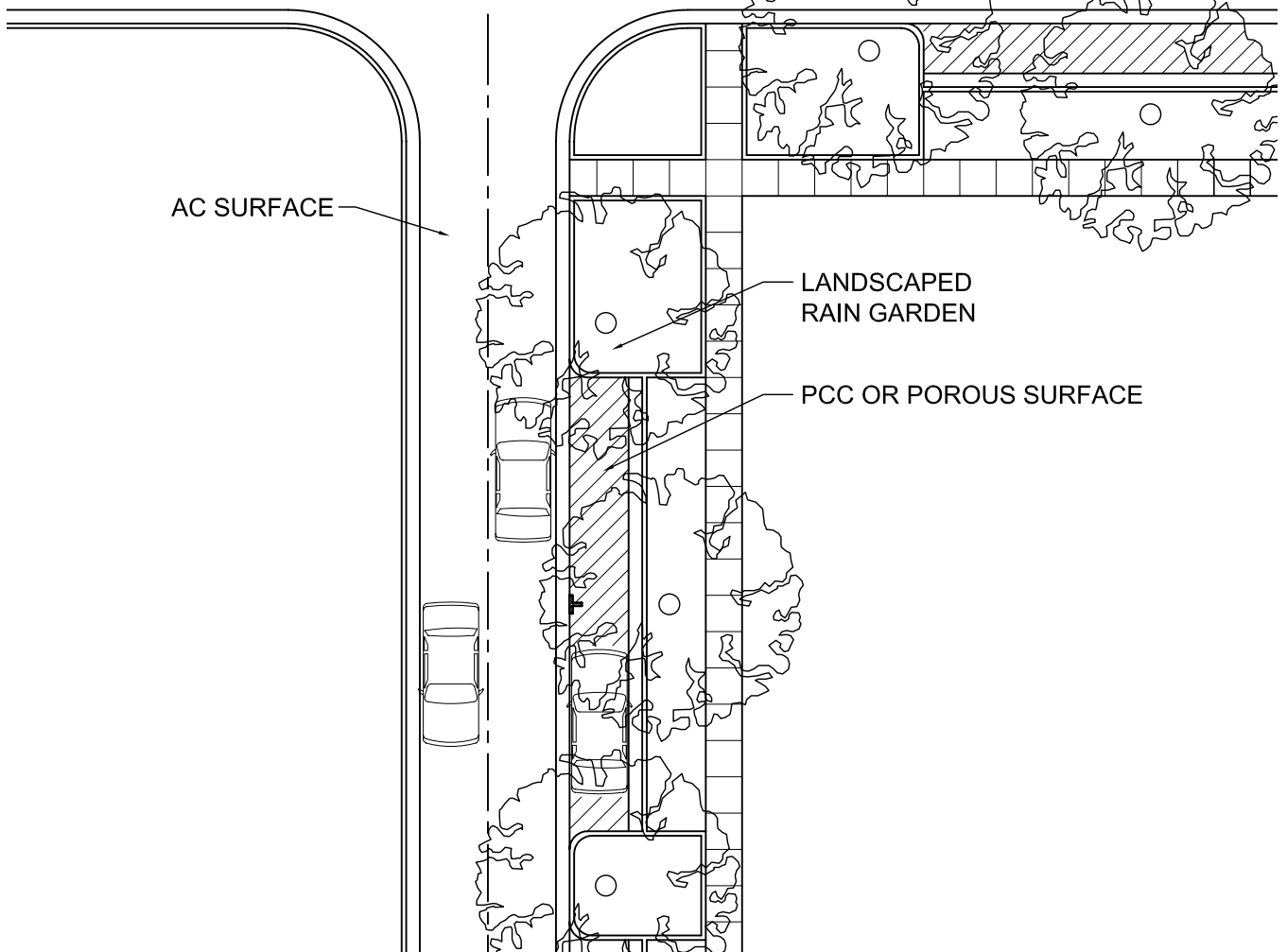
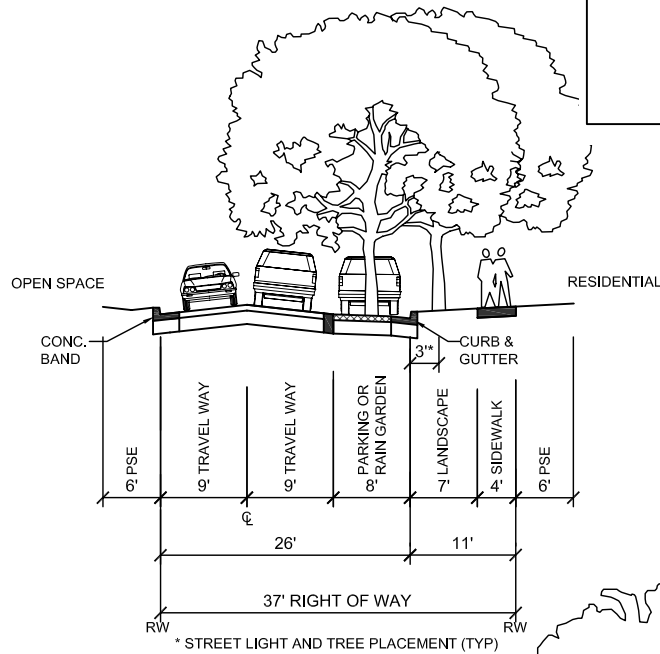
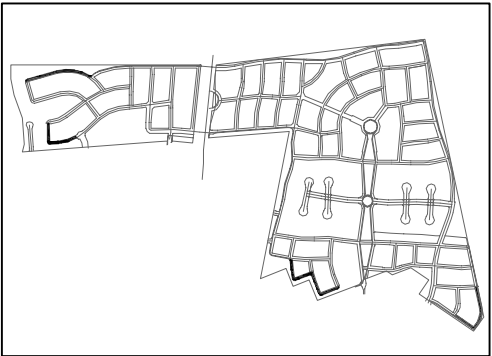
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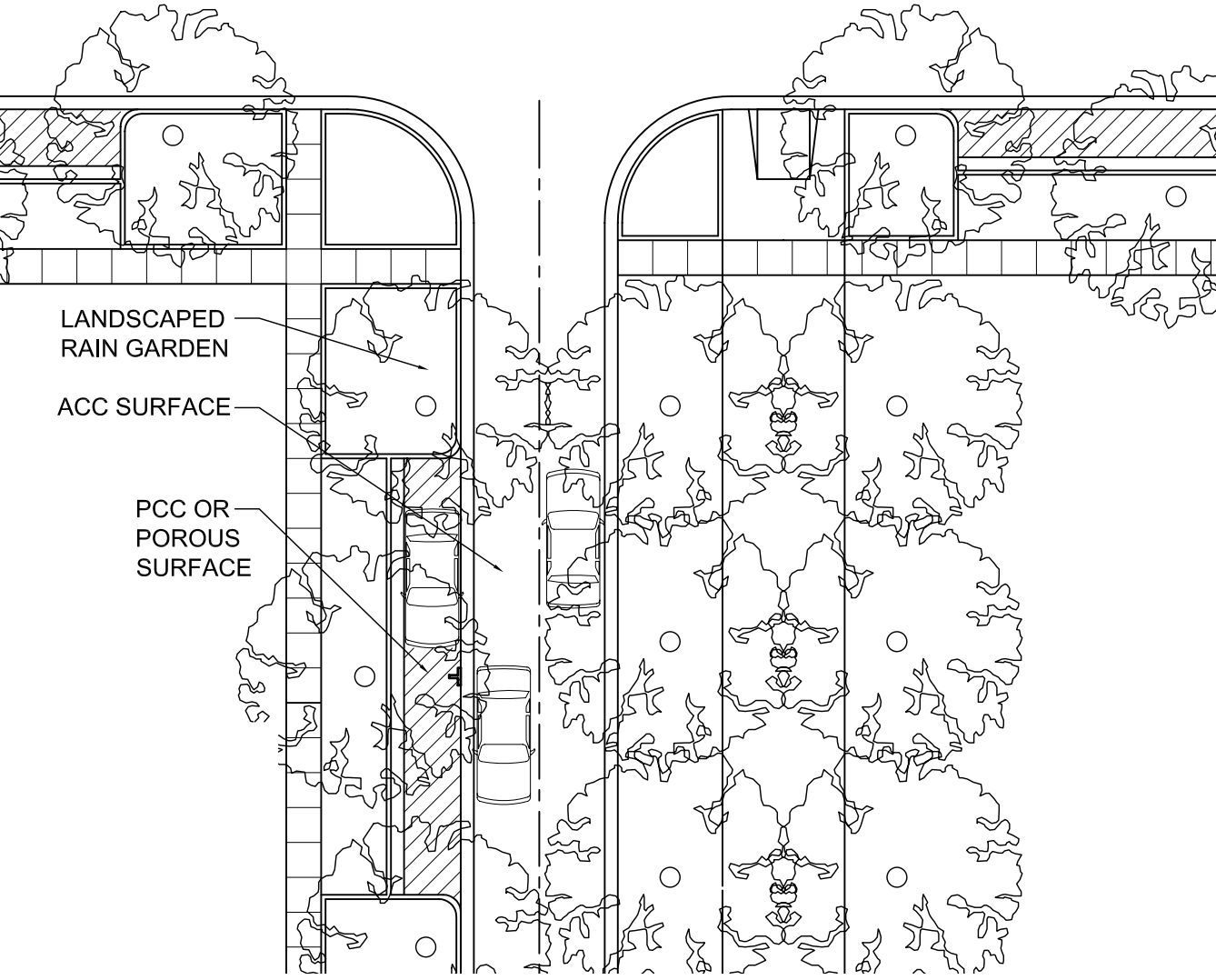
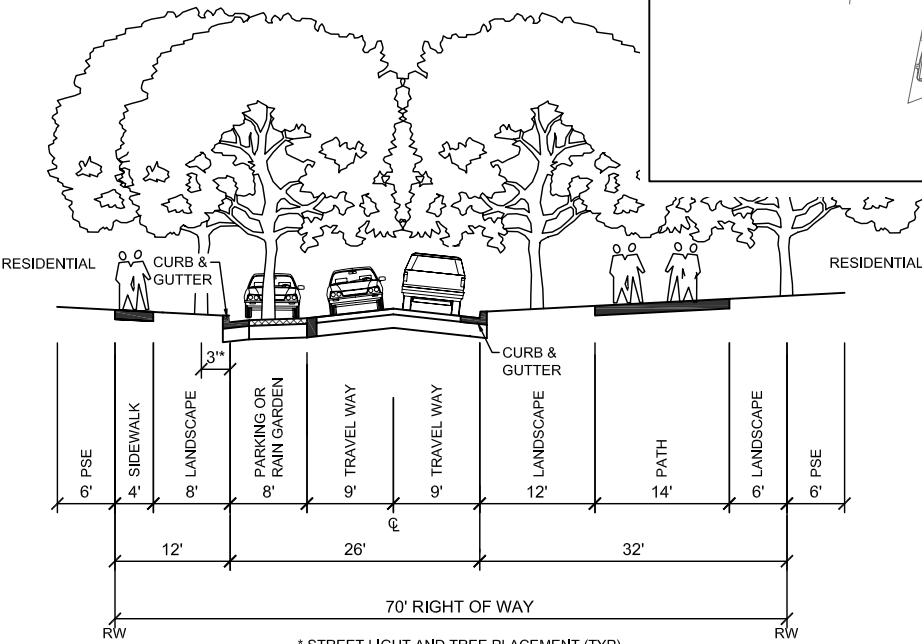
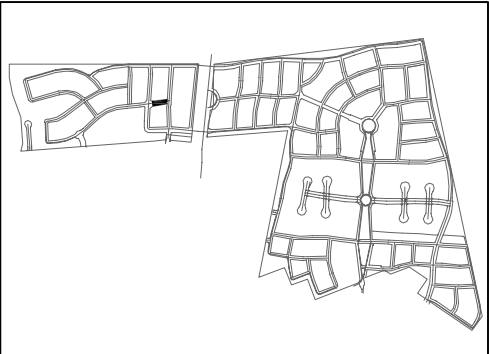
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TRAFFIC AND CIRCULATION
LOW SPEED RESIDENTIAL STREET - LS-1
PARKING ALLOWED ON ONE SIDE



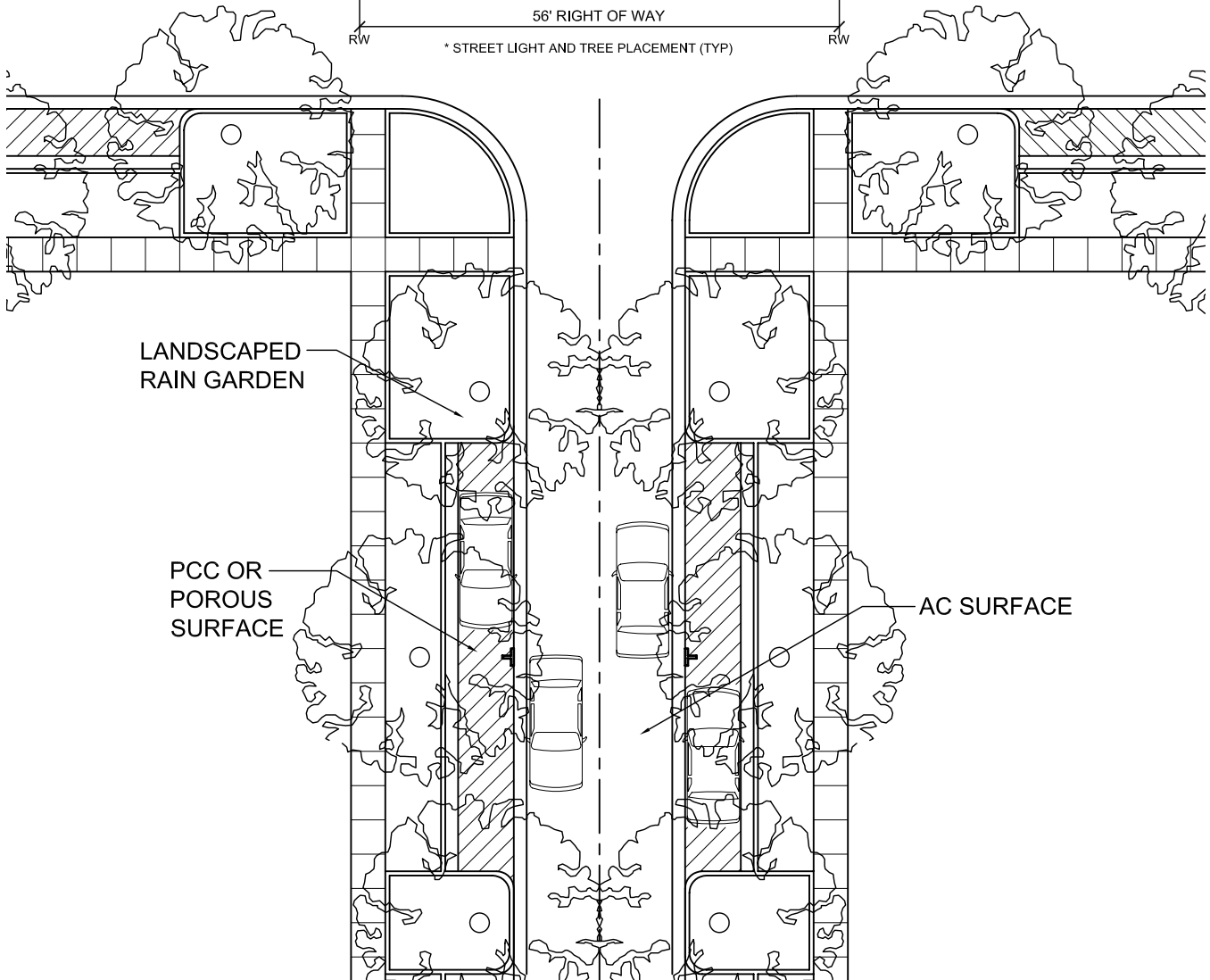
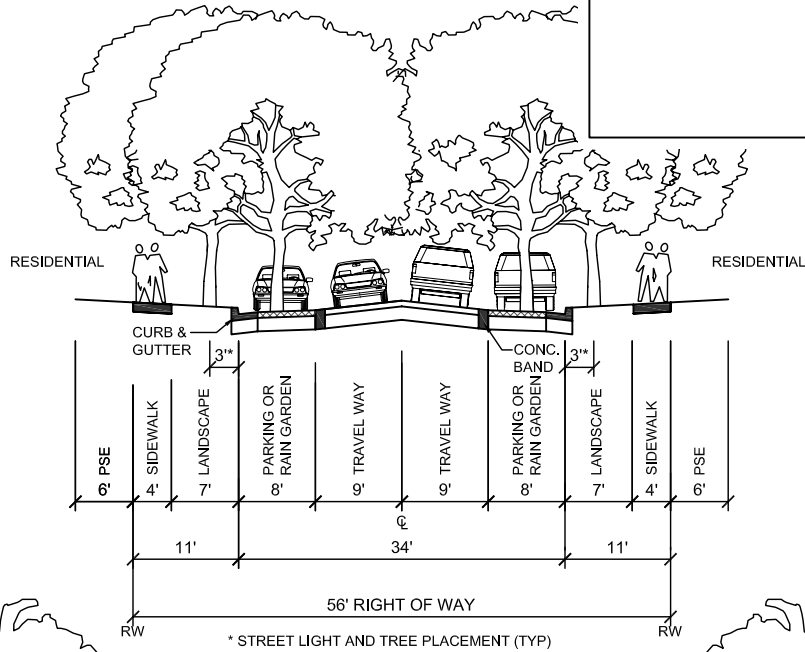
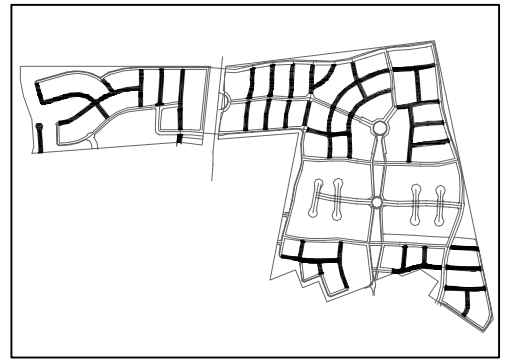
TRAFFIC AND CIRCULATION
LOW SPEED RESIDENTIAL STREET - LS-2
PARKING ALLOWED ON ONE SIDE



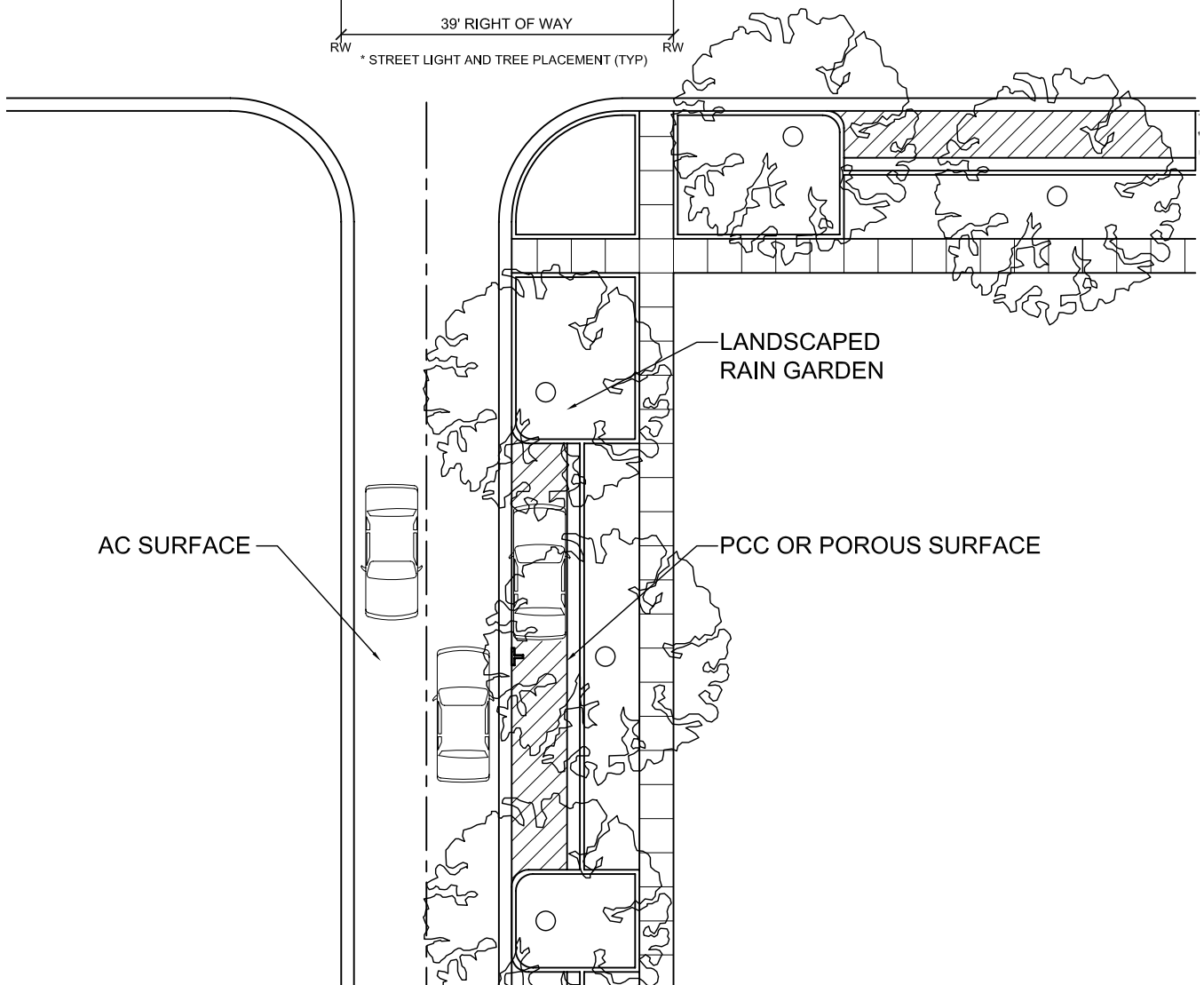
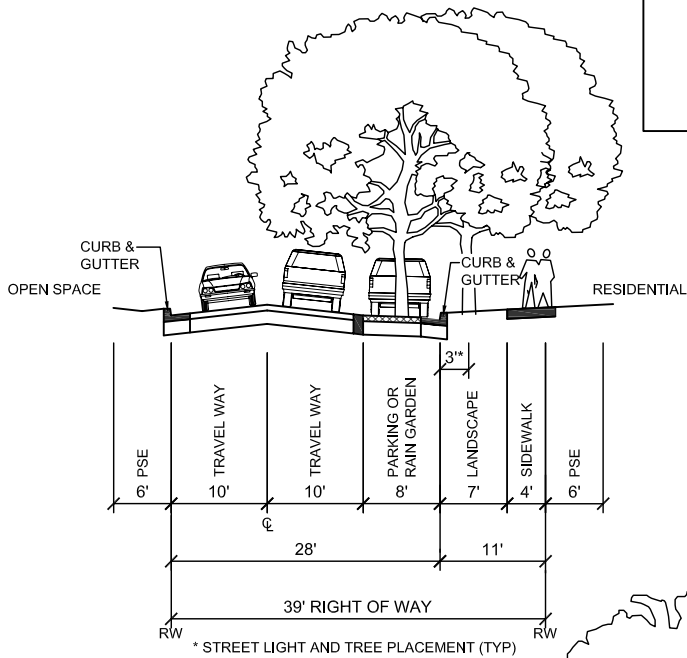
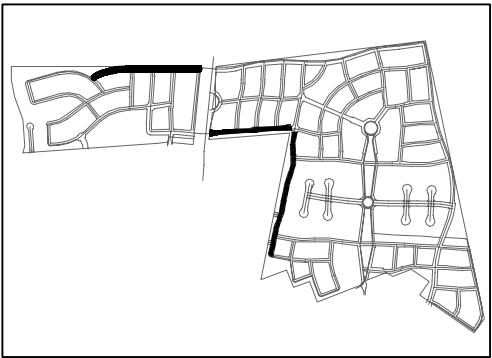
TRAFFIC AND CIRCULATION

LOW SPEED RESIDENTIAL STREET - LS-3

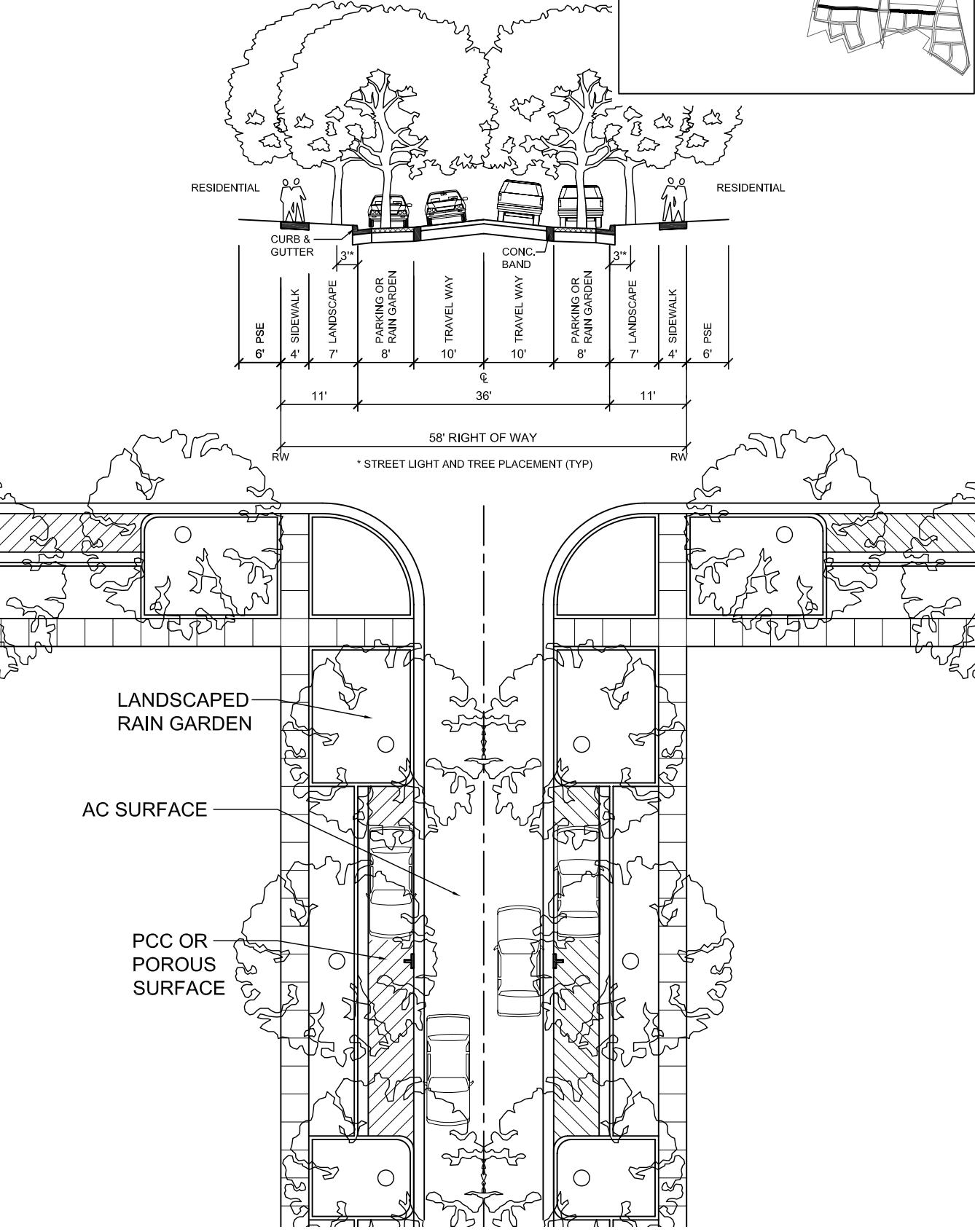
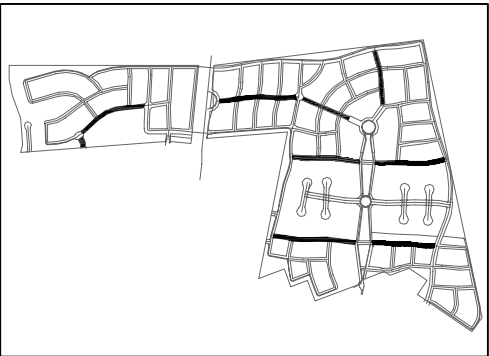
PARKING ALLOWED ON BOTH SIDES



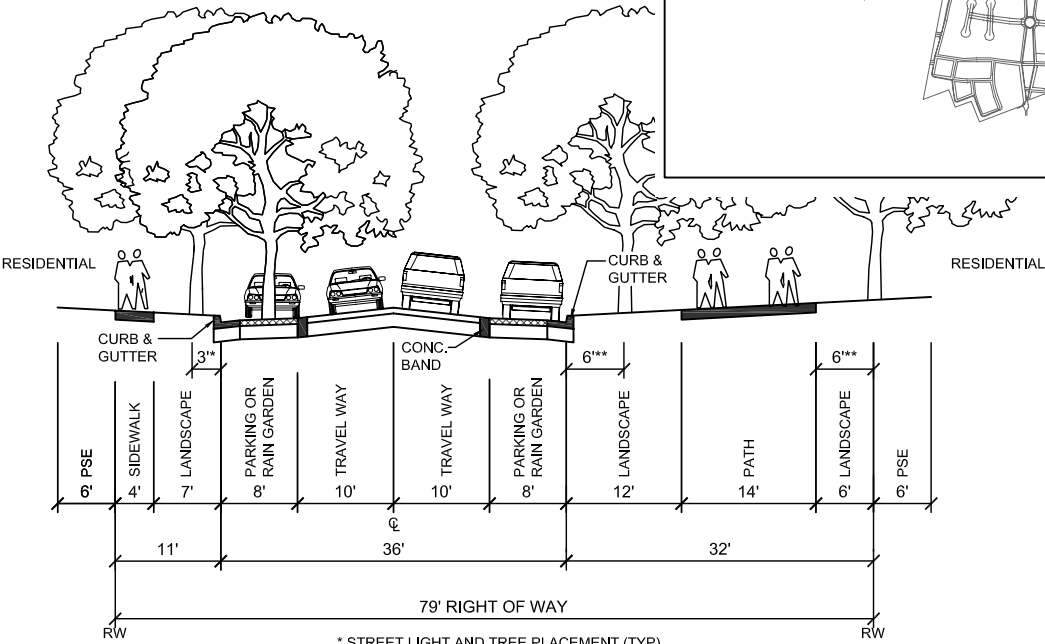
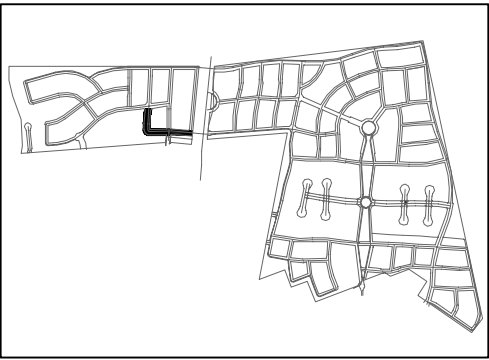
TRAFFIC AND CIRCULATION
MEDIUM SPEED RESIDENTIAL STREET - MS-1
PARKING ALLOWED ON ONE SIDE



TRAFFIC AND CIRCULATION
MEDIUM SPEED RESIDENTIAL STREET - MS-2
PARKING ALLOWED BOTH SIDES

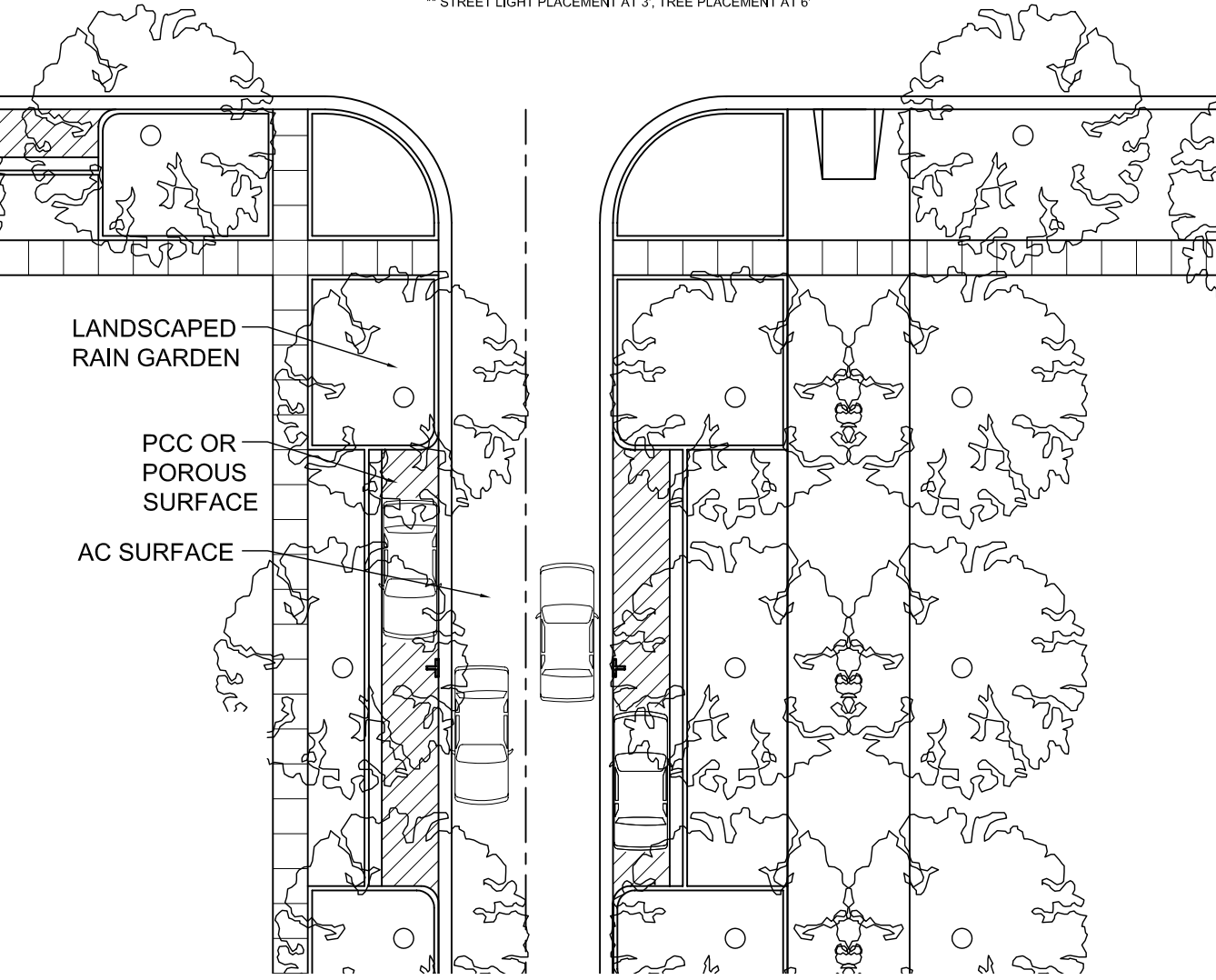


TRAFFIC AND CIRCULATION
MEDIUM SPEED RESIDENTIAL STREET - MS-3
PARKING ALLOWED ON BOTH SIDES



* STREET LIGHT AND TREE PLACEMENT (TYP)

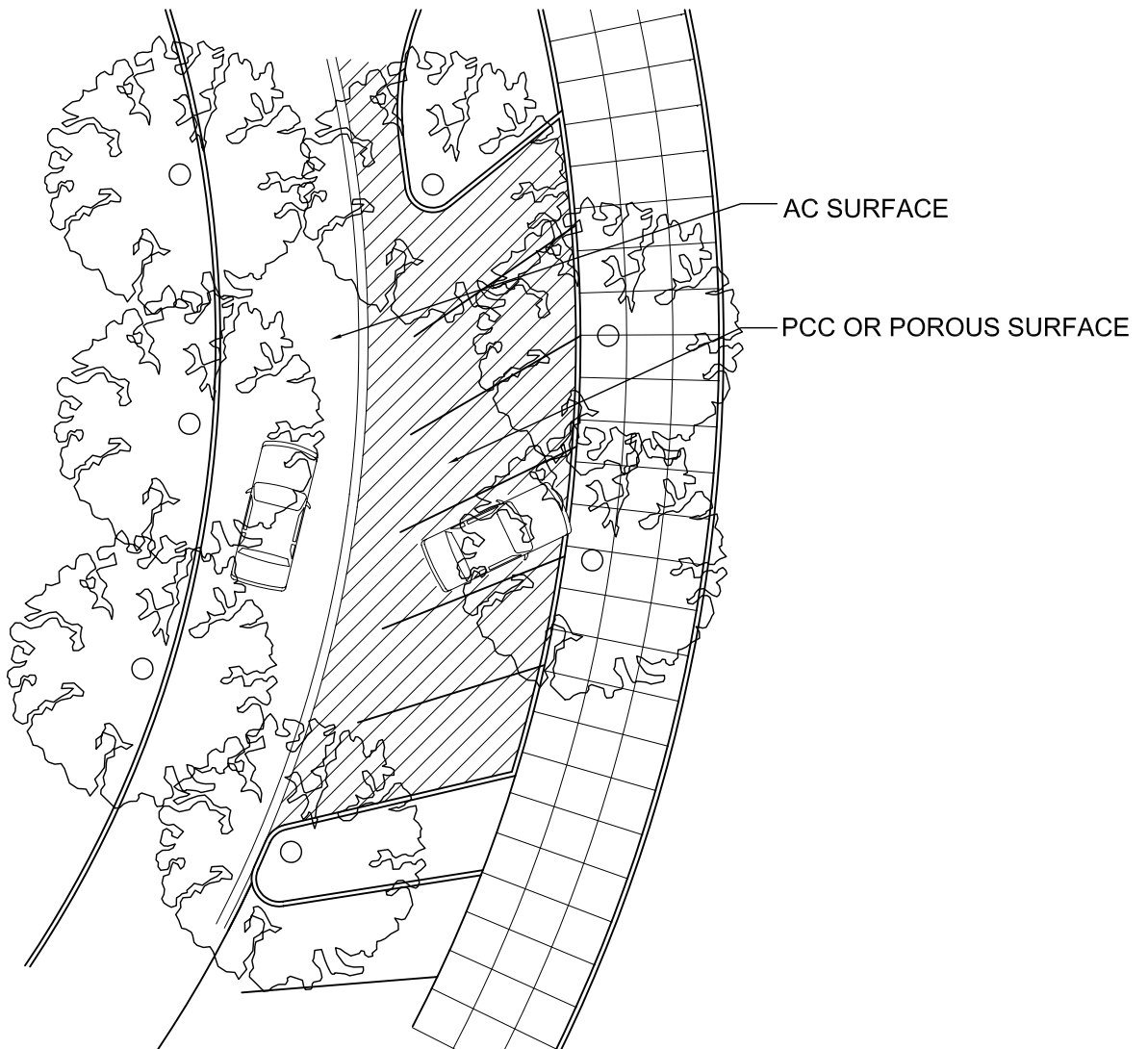
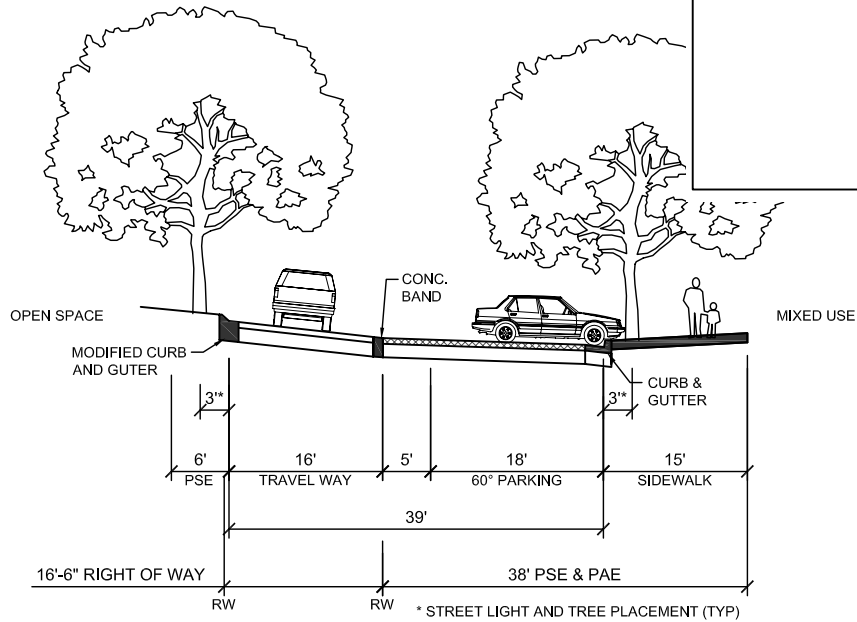
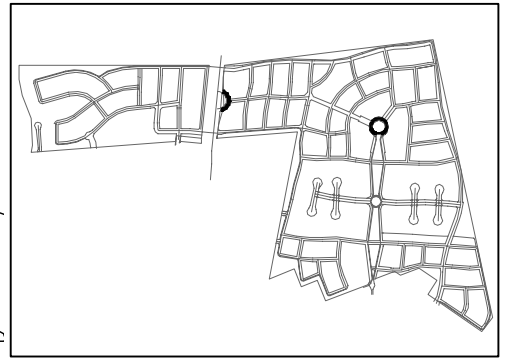
** STREET LIGHT PLACEMENT AT 3', TREE PLACEMENT AT 6'



TRAFFIC AND CIRCULATION

NEIGHBORHOOD CENTER STREET - NC-1

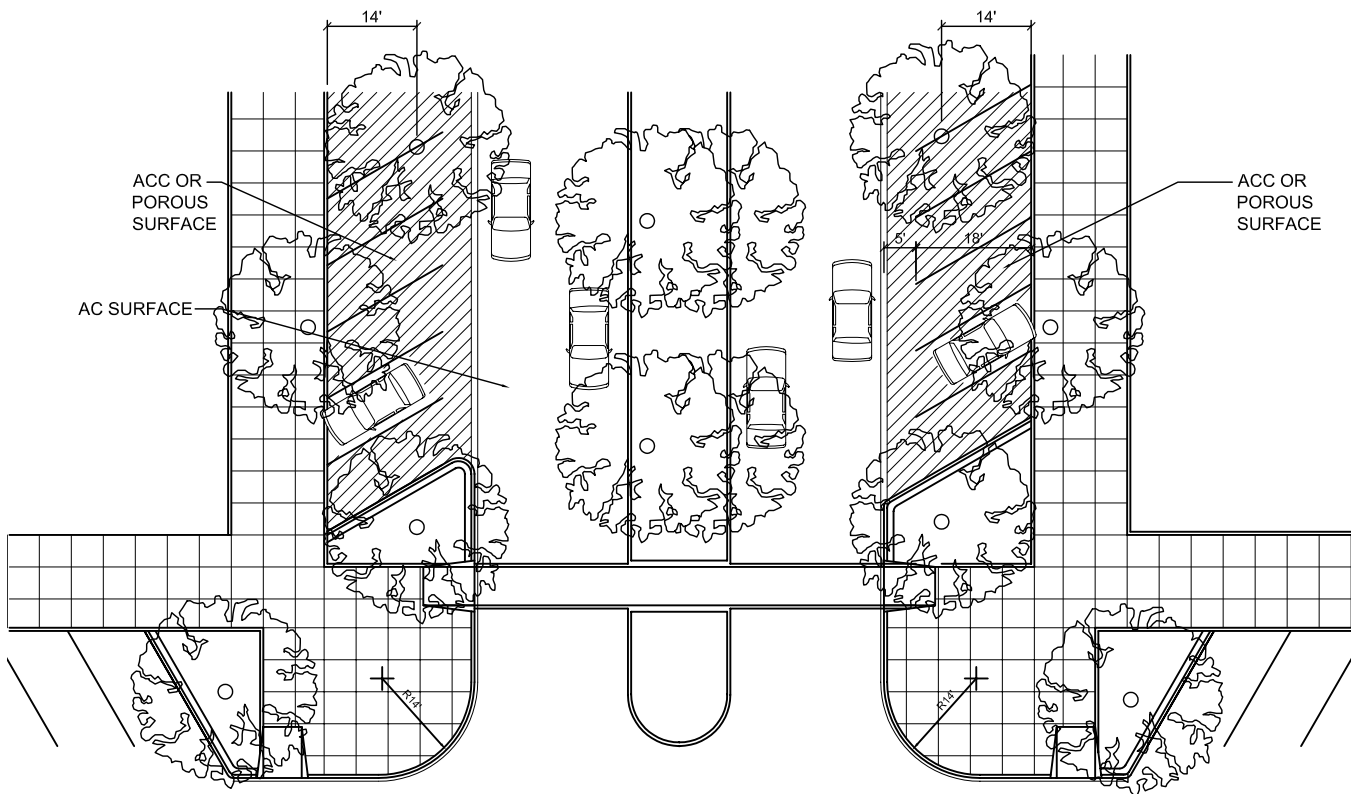
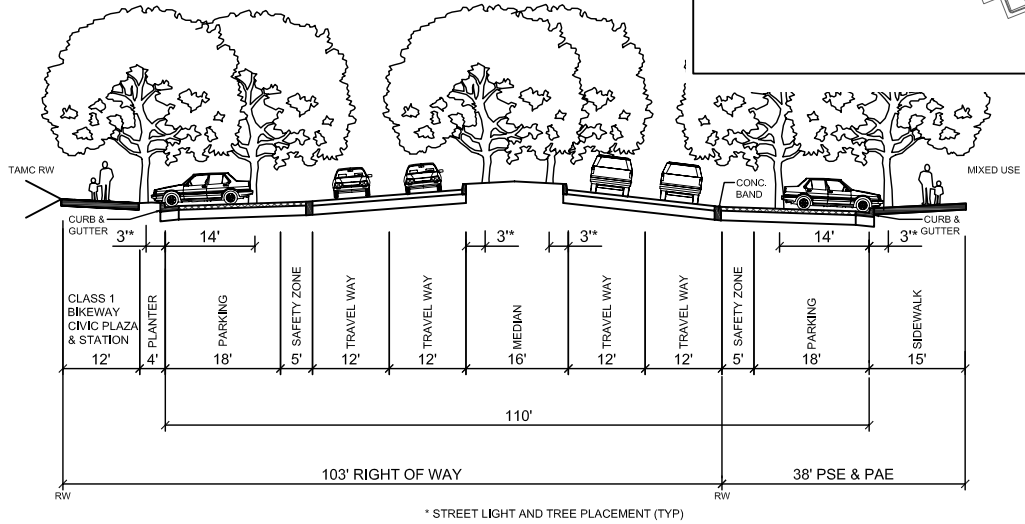
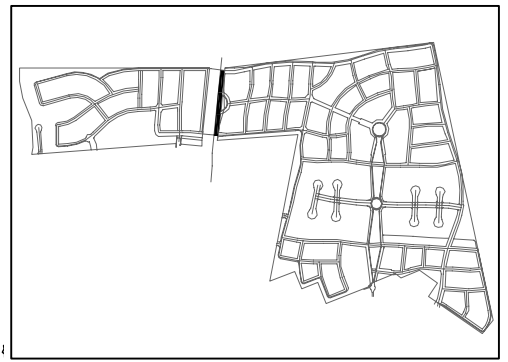
ROUND ABOUT IN NC ZONE



TRAFFIC AND CIRCULATION

NEIGHBORHOOD CENTER - NC-2

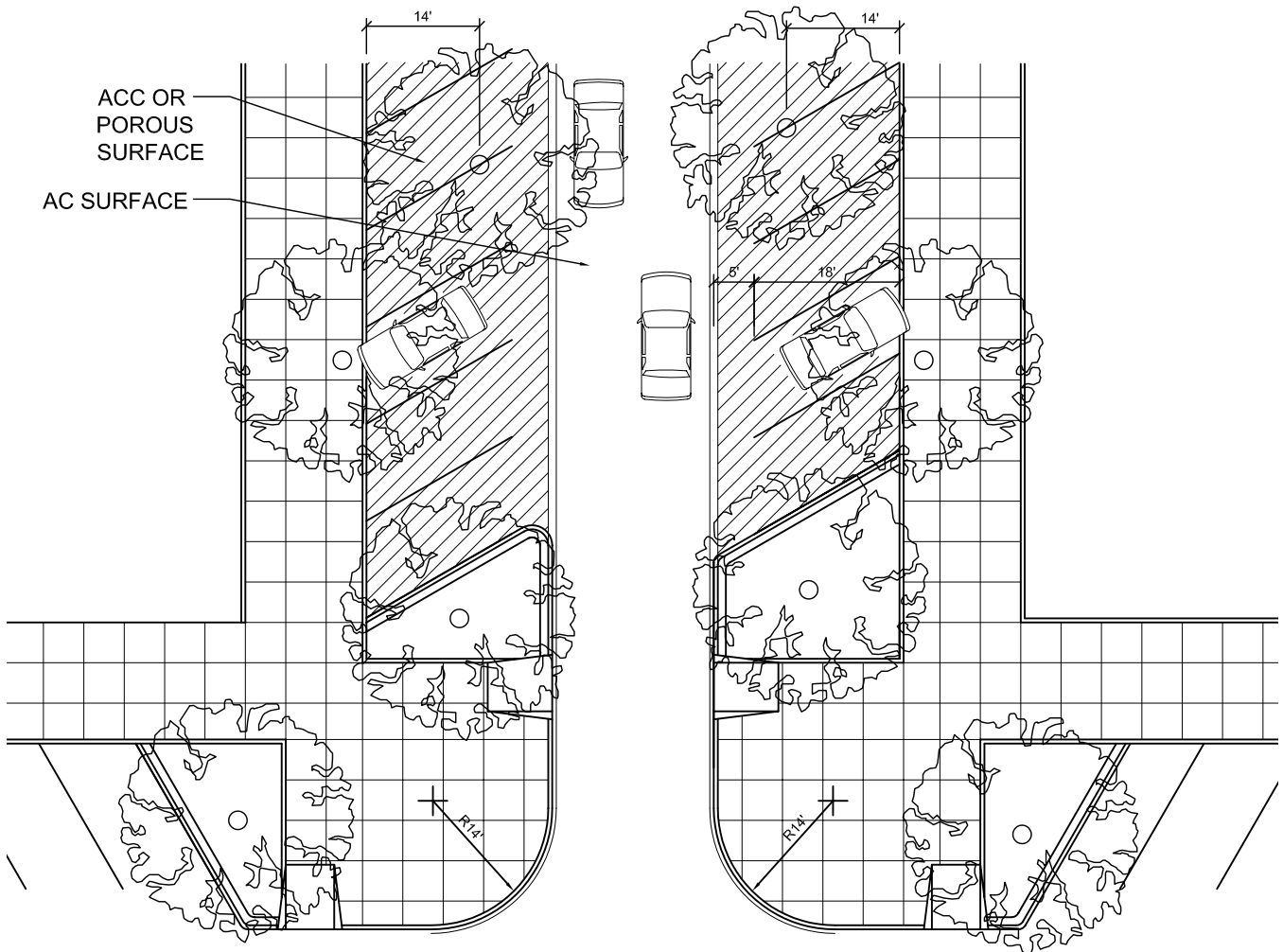
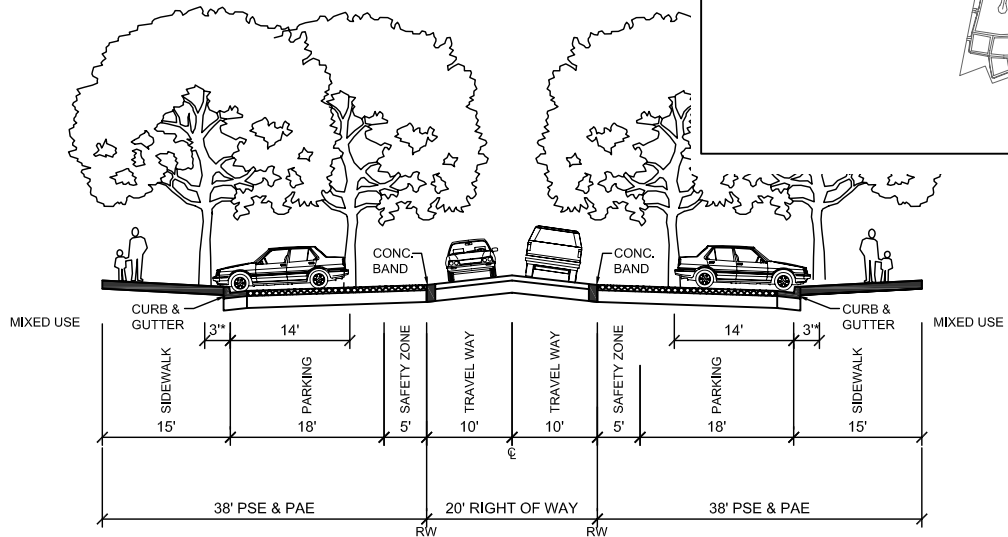
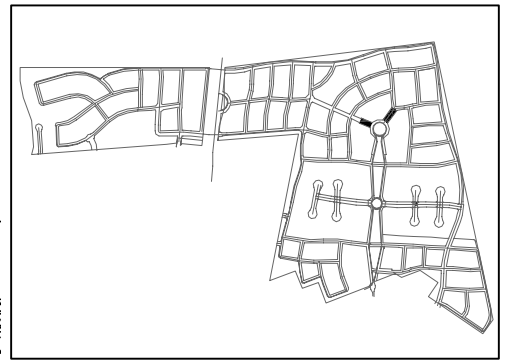
DEL MONTE BLVD



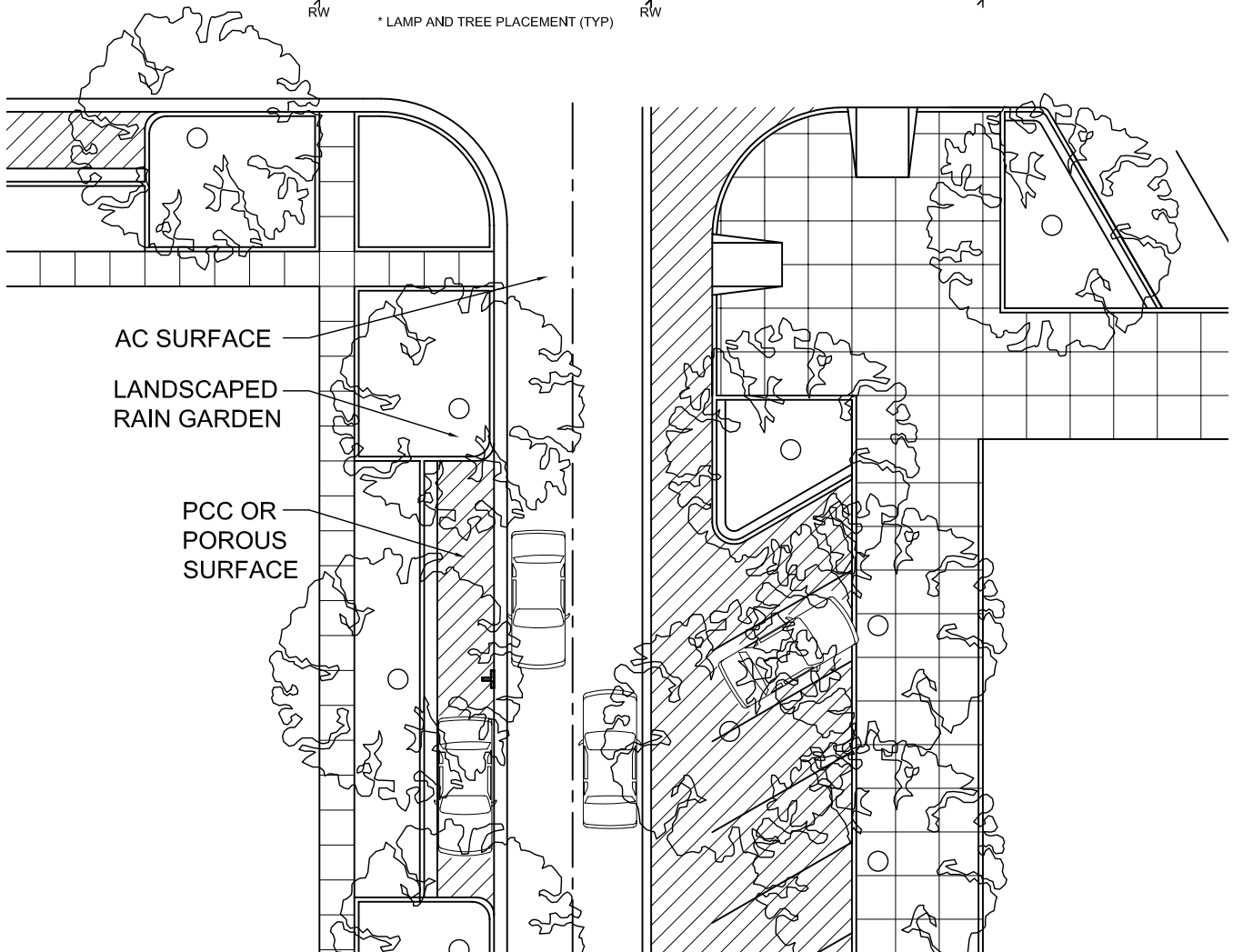
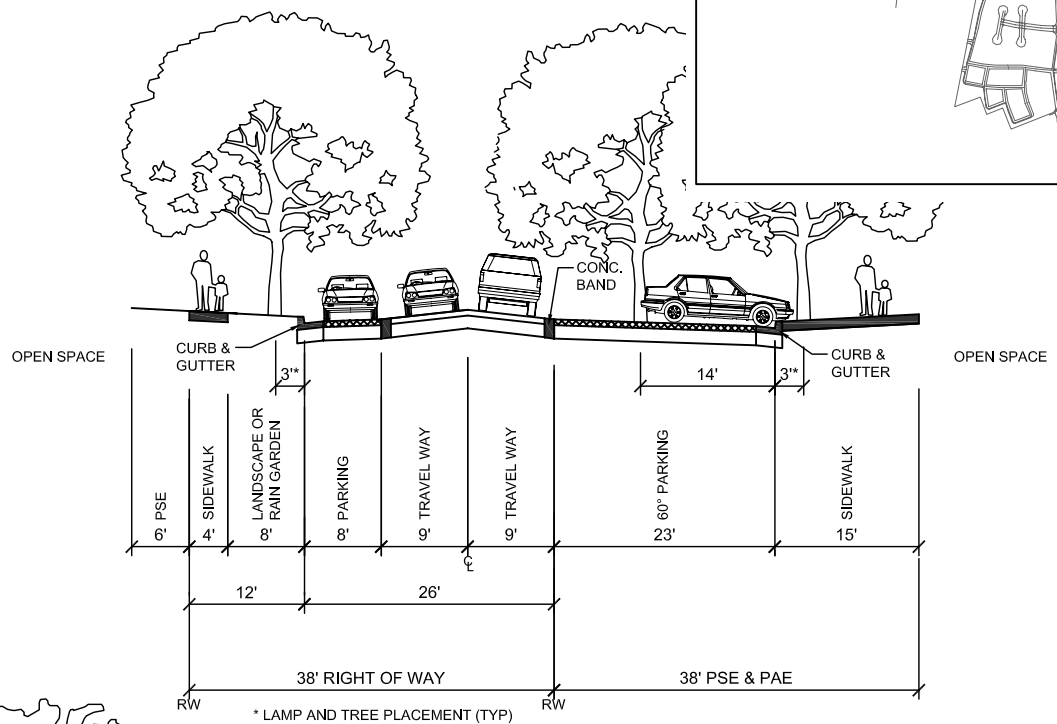
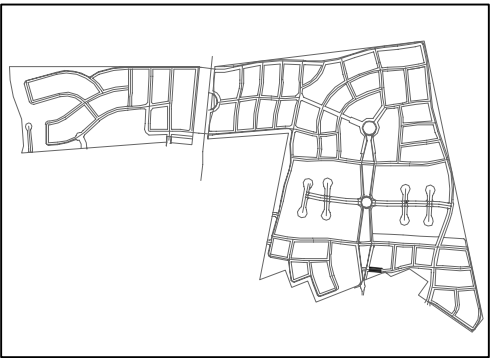
TRAFFIC AND CIRCULATION

NEIGHBORHOOD CENTER STREET - NC-3

60° PARKING ALLOWED BOTH ON SIDES



TRAFFIC AND CIRCULATION
NEIGHBORHOOD CENTER STREET - NC-4
60° PARKING ONE SIDE & PARALLEL ON OTHER SIDE



APPENDIX B

MONTEREY COUNTY AIRPORT LAND USE COMMISSION CONDITIONS

MONTEREY COUNTY

AIRPORT LAND USE COMMISSION



ALUC Standard Conditions That May be Applied to An Application Being Considered by the ALUC.

Standard Project Conditions

1. That an aviation easement be granted and accepted to the appropriate airport authority.
2. That the project conform to current noise insulation standards as set forth in code by the State of California.
3. That the project conform with Title 4, California Administrative Code, Subchapter 6, "Noise Standards" commencing with Section 5000.
4. That the project conform with the Monterey County Airport Approaches Zoning Ordinance and/or applicable zoning code relevant to airport hazards and operations.
5. That all exterior lighting plans be approved by the airport manager.
6. That the project conform with FAR Part 77 – Objects Affecting Navigable Airspace.

Obstruction Marking and Lighting –

When not specifically required by FAA Advisory Circular 70/7640-IF (Obstruction Marking and Lighting), the following ALUC recommendations may be applied to Towers:

- A. That a flashing red beacon be installed at the highest point of the structure.*
- B. That a steady burning red obstruction light be installed at the highest point of the structure.*
- C. That a steady burning red obstruction light be installed at the intermediate level of the structure.*
- D. That nine day-glow markers (20" minimum) be installed on the top level of guide wires (3 to the wire).*
- E. That the applicant contact the FAA to publish a NOTAM (notice to airmen) in Monterey County about the location, etc. of the proposed structure.
- F. Standard marking (orange and white striping) as defined in Chapter 3 of FAA AC 70/7460-IF.*

* For specifications, refer to Chapter 3 of FAA AC 70/7460-IF.

MEETING MINUTES
OF THE PROCEEDINGS OF THE COMMISSIONERS OF THE
MONTEREY COUNTY AIRPORT LAND USE COMMISSION

2007-03

APRIL 23, 2007

A. CALL TO ORDER

The Monterey County Airport Land Use Commission, Chairman Ernesto Franco presiding, convened in the Board Meeting Room at the Monterey Peninsula Airport District 200 Fred Kane Drive, Suite 200, Monterey, California at 3:00 p.m., Monday, April 23, 2007. Meeting called to order at 3:12 p.m.

B. ROLL CALL

<u>Monterey County ALUC</u>	
PRESENT	
<i>Representative</i>	<i>Appointing Authority</i>
Ernest Franco	ALUC, at large
Robert Belter	Mayor Select Committee
Theodore Larson	Airport Manager's Selection Committee
Jim Chappell	Airport Manager's Selection Committee (Salinas Municipal Airport)
ABSENT	
Steve Johnson	Monterey County Board of Supervisors

Guests Present: Robert Borchard, City of Marina; Hugh Bikle and Chris Luffman, Creekbridge Homes

Staff Present: Megan Tolbert and David Roemer

C. PUBLIC COMMENT

None.

D. SCHEDULED ITEMS**1. Marina Station Specific Plan**

Staff outlined the proposed project/plan. Hugh Bikle highlighted the Marina Station Specific Plan's safety on issues as they pertain to aviation and the environment. Roadbed aligned to the runway is designed to serve as an

emergency landing zone and will accommodate any type of aircraft now using the airport. The red-legged frog has been found on some of the development site, potentially resulting in additional area of the site that would remain undeveloped and could serve as additional emergency landing space for aircraft. The developer was given commission standard conformance guidelines to include in plan. The conditions include:

- A. Applicable ALUC standard conditions shall apply. (See attached.)
- B. Buyers of properties in the Traffic Pattern Zone (Zone 6 identified in the 2006 Draft ACLUP) and the Airport Traffic Pattern Zone (Zone 3 identified in the 1996 CLUP) shall be notified of potential aircraft impacts through recording of an aviation easement with the City of Marina.
- C. All future proposed projects within Zone 4 (2006 Draft ACLUP) and Zone 2 (1996 CLUP) that include structures greater than 35 feet tall shall be submitted to the Monterey County ALUC for review.
- D. All future proposed projects within Zone 6 (2006 Draft ACLUP) and Zone 3 (1996 CLUP) that include structures greater than 45 feet tall shall be submitted to the Monterey County ALUC for review.
- E. Marina Station Specific Plan Goal 4 and related policy and implementation measures should be revised as follows:

Goal 4: Reduce residents' possibility for death, injury, and property damage due to geology, soils, and hazards associated with air traffic

OS Policy 4-1: Protect residents within the Plan area from hazards associated with air traffic.

Implementation Measures:

- 1. The City of Marina ~~is in the process of updating the~~ has prepared a Draft Airport Comprehensive Land Use Plan (July 2006) for the Marina Municipal Airport to reflect the 2002 Caltrans Division of Aeronautics standards. The 2002 standards are the most current and effective guidelines accepted for evaluating airport hazards and are the presiding standards until such time as the Marina Municipal Airport Comprehensive Land Use Plan is incorporated into Monterey County Airports Master Plan and adopted by the Monterey County Airport Land Use Commission.
- 2. Development within the Specific Plan area that is located within the Airport Safety Zones identified on Figure 5-1 shall be limited to the land uses identified by the California Airport Land Use Planning Handbook, January 2002 edition (Tables 9B and 9C) for each specific safety zone.

Motion was made to accept the staff report and approve the project with conditions. Motion passed unanimously.

2. Williams Property – Proposed Amendment to Use Permit

Staff outlined the proposal to remove condition 19 of a use permit that allows communication towers; condition 19 states the permit expires on October 29, 2007. Staff reported no knowledge of any complaints or concerns regarding the communication towers during the last ten years of their existence.

Motion was made to approve removal of condition 19. Motion passed unanimously.

3. Update to Comprehensive Airport Land Use Plans

Staff members provided informational update including process and intent overview for the Comprehensive Airport Land Use Plans.

4. Meeting Minutes from February 26, 2007

Commissioners reviewed minutes.

Motion was made to approve minutes. Motion passed unanimously.

E. AIRPORT LAND USE PLANNING QUIZ

Commissioners answered the question correctly by stating you may amend an airport compatibility plan once per year. Commissioner's briefly discussed.

F. COMMISSIONERS' COMMENTS

Chairman Franco read an email communication from commissioner Johnston, 03/12/07, announcing his resignation from the commission and his resignation from his position as Marina's airport manager, effective March 23, 2007. Chairman Franco and Commissioner Belter will draft resolutions recognizing service on the commission for both commissioners Johnston and Cabaluna.

Commission discussed: a) staffing of the ALUC; b) seeking new members; and, c) non-representation on the commission by the Board of Supervisors.

G. CORRESPONDENCE

See discussion of Steve Johnston's resignation and commission staffing under 'Commissioner's Comments' above.

H. ADJOURNMENT

Meeting adjourned at 4:40 p.m.

APPENDIX C

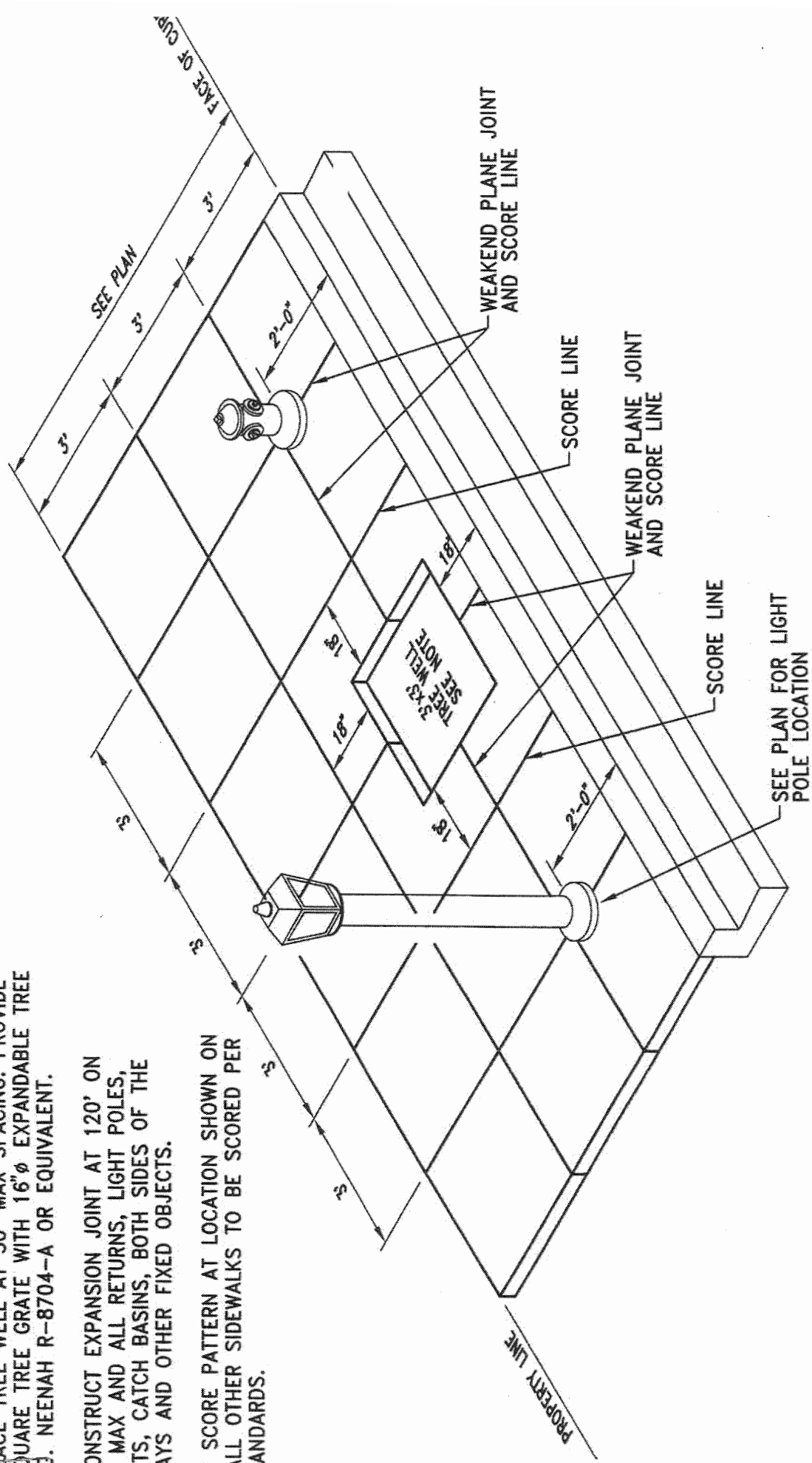
LIGHT POST ILLUSTRATION

NOTES:

1. PLACE TREE WELL AT 30' MAX SPACING. PROVIDE A 3' SQUARE TREE GRATE WITH 16" ϕ EXPANDABLE TREE OPENING. NEENAH R-8704-A OR EQUIVALENT.

2. CONSTRUCT EXPANSION JOINT AT 120' ON CENTER MAX AND ALL RETURNS, LIGHT POLES, HYDRANTS, CATCH BASINS, BOTH SIDES OF THE DRIVEWAYS AND OTHER FIXED OBJECTS.

3. 3' SCORE PATTERN AT LOCATION SHOWN ON PLAN. ALL OTHER SIDEWALKS TO BE SCORED PER CITY STANDARDS.



APPENDIX D

LIST OF APPROVED LARGE EVERGREENS AND DECIDUOUS TREES

Sugimura & Associates Architects

2155 South Bascom Avenue, Ste. 200

Campbell, CA 95008

PH: 408.879.0600

CreekBridge Homes - Marina Station Project
City of Marina, California

Approved Tree List				Planting Zones			
Scientific Botanical Name	Common Name	Tree Height	Tree Spread	Comments	Street Tree	Median Tree	Open Space Tree
Acer pseudoplatanus	Sycamore Maple	40' +	20'	Fast growth	◆	◆	◆
Aesculus carnea	Red Horsechestnut	40'	30'				◆
Arbutus "Marina"	No common name	30' - 40'			◆		◆
Arbutus unedo	Strawberry Tree	35'			◆		◆
Cupressus macrocarpa	Monterey Cypress						◆
Eucalyptus ficifolia	Red Flowering Gum	40'-50'		Spectacular flowers	◆		◆
Fraxinus Americana 'Autumn Purple'	White Ash	80'		Oval shaped crown	◆	◆	◆
Ginkgo biloba	Maidenhare Tree	50'	30' - 40'			◆	◆
Koelreuteria bipinnata	Chinese Flame Tree	40' - 60'	40' - 60'		◆	◆	◆
Leucodendron argenteum	Silver Tree	40'	25' - 30'				◆
Liquidambar styraciflua	American Sweet Gum	20' - 25'	15' - 20'		◆	◆	◆
Melaleuca quinquenervia	Cajuput Tree	40'		Good street tree..	◆	◆	◆
Metrosideros excelsa	New Zealand Christmas Tree	30'	30'			◆	◆
Pinus contorta	Shore Pine	35'		Fast growth	◆		◆
Pinus eldarica	Afghan Pine	30' - 80'		Fast growth	◆		◆
Pinus muricata	Bishop Pine	40' - 75'		Fast growth		◆	◆
Pinus patula	Jelescote Pine	60' - 80'		Fast growth			◆
Pinus pinaster	Maritime Pine	80' - 90'		Fast growth			◆
Pinus torreyana	Torrey Pine	40' - 60'		Fast growth			◆
Pistacia chinensis	Chinese Pistache	60'	50'		◆	◆	◆
Pittosporum undulatum	Victorian Box	30' - 40'	30' - 40'	Moderate growth			◆
Platanus a. 'Columbia'	Columnar Plane Tree	40' - 80'	30' - 40'		◆	◆	◆
Platanus acerifolia 'Bloodgood'	London Plane Tree	40' - 80'	30' - 40'		◆		◆
Podocarpus gracilior	Fern Pine	50' - 60'	30'			◆	◆
Prunus serrula	Yoshino Flowering Cherry	40'	30'		◆	◆	◆
Quercus ilex	Holly Oak	40' - 70'		Good street tree..	◆	◆	◆
Quercus virginiana	Southern Live Oak	60'	60'	Moderate growth		◆	◆

CreekBridge Homes - Marina Station Project
City of Marina, California

PH: 408.879.0600

Tree List		Planting Zones			
Schinus molle	California Pepper	25' - 40'	25' - 40'		◆
Sequoia sempervirens species		70' - 90'	15' - 30'		◆
Ulmus parvifolia	Chinese Evergreen Elm	40' - 60'	50' - 70'	◆	◆
Umbellularia Californica	California Laurel	75'	100'		◆

Professional Seal of Reed C. Grandy, Licensed Landscape Architect, State of California. The seal is circular with the text "LICENSED LANDSCAPE ARCHITECT" on the left and "STATE OF CALIFORNIA" on the right. In the center, it reads "REED C. GRANDY #4099". Below this, there is a signature line with the signature "Reed C. Grandy" and a date line with the date "11/13/06".

Reed C. Grandy
Principal Landscape Architect
Sugimura & Associates Architect

APPENDIX E

SPECIFICATIONS FOR MARINA STATION PARK FACILITIES

Specifications for Marina Station Park Facilities *

	2 Mile Promenade	Park 1	Park 2	Park 3	Park 4	Park 5	Park 6	Park 7	Park 8	Park 9	Park 10	Total
Soccer Field	-	1	-	-	-	1	-	-	1	-	-	3
Baseball Field	-	-	1	-	-	1	-	-	-	-	-	2
Basketball Court	-	-	1	-	-	-	-	-	1	-	-	2
Tot Lot Play Structure	-	1	-	-	-	1	-	1	-	-	-	3
Standard Play Structure	-	-	1	-	1	-	-	-	1	-	-	3
Large Play Structure	-	-	-	-	-	-	-	-	-	1	-	1
Park bench	12	-	-	1	2	1	2	1	1	2	4	26
Picnic Table	-	3	1	-	-	-	3	-	3	2	-	12
Barbeque Grill	-	1	-	-	-	-	1	-	1	-	-	3
Trash Receptacle	5	2	2	1	1	2	2	1	2	2	2	22
Drinking fountains	5	1	1	-	1	1	1	1	1	1	1	14
Permanent Restroom	-	1	1	-	-	-	1	-	1	-	-	4
Seasonal Restroom	-	-	0	-	-	1	-	-	-	1	-	2
Pet Waste Disposal System	7	1	1	-	-	1	1	1	1	1	1	15
Park Size in Acres or LF	15,682 LF	2.25	2.73	0.26	0.78	2.37	0.45	2.01	4.82	2.21	1.06	
Park Type*	A, C, F	A,B,C,D,E	A,B,C,D	A,B,C	A,B,C	A,B,C,D,E	A,C,E	A,B,C	A,B,C,D,E	A,B,C,E	A,C,E	

* Parks are indentified as follows: Sub-neighborhood (A), Playground (B), Neighborhood Park (C), Playfield (D), Community Park (E), Recreation Trails (F)
See attached map for location of each park.

	General Plan Requirement	Marina Station
Sub-neighborhood	6.8 Ac	18.94 Ac
Playground	4.91 Ac	17.43 Ac
Neighborhood Park	1.89 Ac	18.94 Ac
Playfield	1.89 Ac	12.17 Ac
Community Park	.95 Ac	13.16 Ac
Recreation Trails	6,015 LF	15,682 LF

Specifications for Marina Station Park Facilities

Site Furnishings

Parks that include Site Furnishings shall be defined by the following specifications (or Equal):

Park Bench

6' Long Metal Bench shall be:

Manufacturer/Supplier:	Dumor, Inc. as supplied by Ross Recreation
Model Number:	6' long, 2 supports, 296 lbs 58-60
Colors:	Support arm, Green
Finishes:	Polyester powder finish

Picnic Table

Standard Picnic Table shall be:

Manufacturer/Supplier:	Webcoat, Inc. as supplied by Ross Recreation
Model Number:	6' long, 296 lbs T6RCPEDSM
Colors:	VIP Green
Finishes:	

Accessible Picnic Table shall be:

Manufacturer/Supplier:	Webcoat, Inc. as supplied by Ross Recreation
Model Number:	6' Long Accessible Table, 560 lbs T6RCHDCP
Colors:	VIP Green
Finishes:	

Barbeque Grill

Shall be a standard outdoor embedded barbeque grill

Manufacturer/Supplier:	Dumor, Inc. as supplied by Ross Recreation
Model Number:	Grill 27, 27-00 For embedment, 90 lbs
Colors:	Black
Finishes:	Heat-resistant black enamel
Other:	2-3/8" O.D. steel pipe support post

Trash Receptacle

Concrete Trash Receptacle shall be:

Manufacturer/Supplier:	Quick Crete Products Corp.
Model Number:	Santa Clara Waste Cont, QS-SC2651SDW
Colors:	Steel door-Brown
Finishes:	Concrete-c-Rockport granite & Sealer-Matte sealer
Other:	Includes key for door

Drinking Fountains

Shall be a contemporary pedestal drinking fountain that is wheelchair accessible

Manufacturer/Supplier:	Haws Corporation
Model Number:	3380G, barrier-free, pedestal drinking fountain
Colors:	
Finishes:	No. 4 Satin finish stainless steel receptor & steel pedestal with galvanized finish

Permanent Restroom

Shall be a permanent restroom that is wheelchair accessible with a lattice structure covering the restroom

Seasonal Restroom

Shall be a portable restroom that is wheelchair accessible with a lattice structure covering the restroom

Pet Waste Disposal System

Shall be a polyethylene bag dispenser and 10 gallon trash receptacle

Manufacturer/Supplier:	Kay, as supplied by Ross Recreation
Model Number:	KDP1010, Poly Pet Station, Complete
Colors:	Forest Green
Finishes:	

Soccer Field

All Soccer fields shall include the following (or Equal):

Soccer Goals

Manufacturer/Supplier:	Scoremaster
Model Number:	DM-2400
Colors:	Aluminum, White Powder Coat Optional
Finishes:	Bright Aluminum Finish
Other:	Ground Anchors supplied as standard equipment

Soccer Net

Manufacturer/Supplier:	Scoremaster
Model Number:	SM-REG-NET-DM24-PKG
Colors:	Orange
Finishes:	
Other:	3mm Twisted Polyethylene Net

Field Seeding and Soil Amendment

Seed

Manufacturer/Supplier:	Seed Super Store
Model Number:	Tall Fescue (Festuca Arundinaceae)
Seeds / Pound	230,000
Seeding Rate	8 lbs. / 1,000 sq ft
Other:	

Soil Amendment

Thoroughly till fertilizer, soil amendments and additives into the top 6" of soil.	
Amount	Per 1000 Square Feet
6 Cu. Yds.	Nitrogen Fortified Organic Amendment
7 pounds	Treble Superphosphate (0-48-0)
5 pounds	Potassium Sulfate (0-0-50)

Baseball Field (Little League)

All Baseball fields shall include the following (or Equal):

Bleachers

Shall be 15' long, 5-row, double floor plank, 30 seat capacity, with powder coat seats

Manufacturer/Supplier: Athletic Recreation Services

Model Number: 5 row none elevated accessible bleacher, PN205-1997@30'-0"

Colors:

Finishes:

Infield Mix

Shall be the "Pac-Bell Stabilized Red Infield Mix"

Manufacturer/Supplier: TMT Enterprises, Inc.

Model Number: Pac-Bell Mix

Colors: Red

Finishes:

Warning Band

Shall be the "Pac-Bell Stabilized Red Infield Mix"

Manufacturer/Supplier: TMT Enterprises, Inc.

Model Number: Pac-Bell Mix

Colors: Red

Finishes:

Bases/ Homeplates/ Pitching Rubbers

Bases

Manufacturer/Supplier: LA SteelCraft

Model Number: Major League bases, 175 MLB with associated male and female ground anchors 227-FAS

Colors: White

Finishes:

Other:

Home Plate

Manufacturer/Supplier: LA SteelCraft

Model Number: Stake down Major League home plate, 310-SHP and associated 227-FAS ground anchor or approved equal

Colors: White

Finishes:

Other:

Pitcher's Plate

Manufacturer/Supplier: LA SteelCraft

Model Number: Economy Pitcher's Mound, 410-FG

Colors: White

Finishes:

Other:

Foul Pole

Manufacturer/Supplier: LA SteelCraft

Model Number: FLP-40SM, 6-5/8" OD, 40'Height

Colors: Yellow

Finishes:

Other:

Dugout Bench

Shall be (2) 12' feet long aluminum, Player's Bench
Manufacturer/Supplier: LA SteelCraft
Model Number: LBA-12P Aluminum
Colors: Aluminum
Finishes:
Other:

Seed

Manufacturer/Supplier: Seed Super Store
Model Number: Tall Fescue (Festuca Arundinaceae)
Seeds / Pound 230,000
Seeding Rate 8 lbs. / 1,000 sq ft
Other:

Soil Amendment

Thoroughly till fertilizer, soil amendments and additives into the top 6" of soil.

Amount	Per 1000 Square Feet
6 Cu. Yds.	Nitrogen Fortified Organic Amendment
7 pounds	Treble Superphosphate (0-48-0)
5 pounds	Potassium Sulfate (0-0-50)

Chain Link Fencing

All chain link fence materials must conform to ASTM and Chain Link Fence Manufacturers Institute specifications

Dugout

Chain Link w/ 4' single gate, (2) 2x12 Doug Fir planks along the bottom of the field side of the dugout. (see plans)

8' Fence

Along both base lines w / 4' Single Gate or 12' Double Gate as shown on plans

42" Fence

along perimeter of out field

Backstop

30' high, 4'x10' Single gate per plan, (2) 2x12 Doug Fir planks along bottom of fence on field side parallel to base lines. Center of backstop is 30' high w/ (3) 2x12 Doug Fir planks on bottom of fence on field side. (see plans)

Basketball Court

All Basketball courts shall include the following (or Equal):

Basketball Pole

Manufacturer/Supplier: LA SteelCraft
Model Number: 12C46 Single Curved basketball Post
Colors: Pole to be powder coating black
Finishes: Curved Post is galvanized steel pipe with 1.029" OD galvanized brace
Other: Backboard attachment plates are 3/16" x 6" x ^ hot dipped galvanized steel

Basketball Backboard

Manufacturer/Supplier: LA SteelCraft
Model Number: Basketball Backboard Model 11
Colors: Aluminum fan- Electrostatically powder coated white
Finishes: Solid one-piece cast aluminum with 1-1/2" flanged edges and extra heavy duty ribbing
Other: 12 mounting holes with cast-in threaded inserts accommodate a variety of mounting systems

Basketball Hop and Net

Manufacturer/Supplier: LA SteelCraft
Model Number: SD-1 Slammer breakaway Goal Ring
Colors: Orange
Finishes: Brace wrap, rim is a 5.8" cold roll steel with 600 lbs break strength
Other: Field adjustable locking system

Basketball Court Paint Stripping

Manufacturer/Supplier: TMT Pathways, LLC
Model Number: Yellow 150 VC Morline SB TTP115F-Type II
Colors: Yellow
Finishes:
Other: Fast drying in 60 seconds to no-pickup. (refer to plan for layout)
Manufacturer/Supplier: TMT Pathways, LLC
Model Number: White FDRY LOW VOC Morline SB TTP115F-Type II
Colors: White
Finishes:
Other: Fast drying in 60 seconds to no-pickup. (refer to plan for layout)

Play Structures

Parks that include Site Furnishings shall be defined by the following specifications (or Equal):

Tot Lot Structure

Manufacturer/Supplier: Landscape Structures
Model Number: Composite Play Structure, #2409
Consists of the following:
T-Rex Tuff Rider, #100124
Talk Tube, #115198
Tot Swings, #100048 2" ARCH
Sign to indicate age appropriateness of play structure

Colors: Per manufacture and owner's selection
Finishes:
Other: Refer to drawings for anchorage

Manufacturer/Supplier: Surface America Inc.
Model Number: PlayBound TM Poured-in-Place Playground Surfacing
Colors:
Finishes:
Other:

Standard Play Structure

Manufacturer/Supplier: Landscape Structures
Model Number: Play Shaper #35188
Consists of the following:

Post/Arches		
QTY	Part #	Description
2	111397A	122 Post
7	111397B	114 Post
1	111397C	106 Post
6	111397D	98 Post
1	111397F	82 Post
Decks		
1	134973A	Curved Transfer Module Right
2	121948A	Kick Plate for 8 Rise
5	111237A	Square Tenderdeck
Permalene Panels		
1	111284A	Hole Panel at Grade
1	111292A	Table Panel
2	111299A	House Panel at Grade
1	116120A	2 Bench W/1 End Panel Each
1		Custom Soccer Panel
1	119515A	Pilot Panel
3	117946A	Wire Panel
Slides		
1	130798A	Double Swirl Poly Slide 48 Deck
1	132117B	Slidewinder2 40 Deck

Attachments/Connectors

1	111348A	Arch Bridge
1	131956A	Belt Bridge
1	135547A	Block Climb DK-GRND
1	132023B	Cozy Climber W/ Perm Handholds
1	111364A	Loop Lader 48 Deck
1	115198F	Talk Tube (no post)
1	115198A	Talk Tube (no post)
1	111362A	Talk Tube 40' Tubing Kit
1	123284A	Wiggle Ladder 32 Deck D.B.

Independent Components

1	100124B	T-Rex (Permalene) D.B.
1	100048A	2 Arch Tot Swing 2 Place
1	100105A	Sign, 2-5 Years

Colors:

Per manufacture and owner's selection

Finishes:

Other:

Refer to drawings for anchorage

Manufacturer/Supplier:

Surface America Inc.

Model Number:

PlayBound TM Poured-in-Place Playground Surfacing

Colors:

Finishes:

Other:

Large Play Structure

Manufacturer/Supplier:

Landscape Structures

Model Number:

PlayBooster #35184

Consists of the following:

Post

QTY	Part #	Description
8	111404A	148 Alum. Post
2	111404B	140 Alum. Post
9	111404D	124 Alum. Post
2	111404E	116 Alum. Post

Decks

1	111240A	Balcony Deck
1	136905A	Curved Transfer Mod Left
4	121948A	Kick Plate for 8 Rise
1	111228A	Square Tenderdeck
1	111230A	Square Deck Corner
3	111229A	Square Deck Extension
3	111231A	Triangular Tenderdeck
2	122197A	Triangular Tenderdeck 90 Deg
3	119646A	Triangular Tenderdeck Extension

Enclosures

1	116244A	Pipe Barrier
1	117680A	Pipe Barrier Tri-Deck

Permalene Panels

1	115242A	Slant Entrance Panel
1	115222A	Slant Window (Above Deck)

Slides

1	130390A	Double Swoosh Poly Slide 64 Deck
1	130800F	Gemini Slide 72 Deck

Bridges

1	143195A	Clatterbridge 123 W/ Handrail
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Climbers

1	123283B	Chain Ladder W/ Perm PNL 48 Deck
1	123537C	Corkscrew W/ Perm 72 Deck
1	125688C	Loop Arch 90* Tri-Deck
1	128608A	Summit Climber 1 Slide
1	145624A	Vertical Ascent 48 Deck

Overhead Events

1	111469F	2 90 Degree Horizontal Ladders
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Attachments/Connectors

1	138505A	Deck Link (2 Steps)
1	111273A	End Vertical Ladder W/ Posts

Custom Charges / Products

1	110304	Tire Swing
1	110304	Arch Swing Add. Bay
1	280104	Concession Store Front PNL
1	280104	Outfielder Face Panel

Colors:

Per manufacture and owner's selection

Finishes:

Other:

Refer to drawings for anchorage

Manufacturer/Supplier:

Surface America Inc.

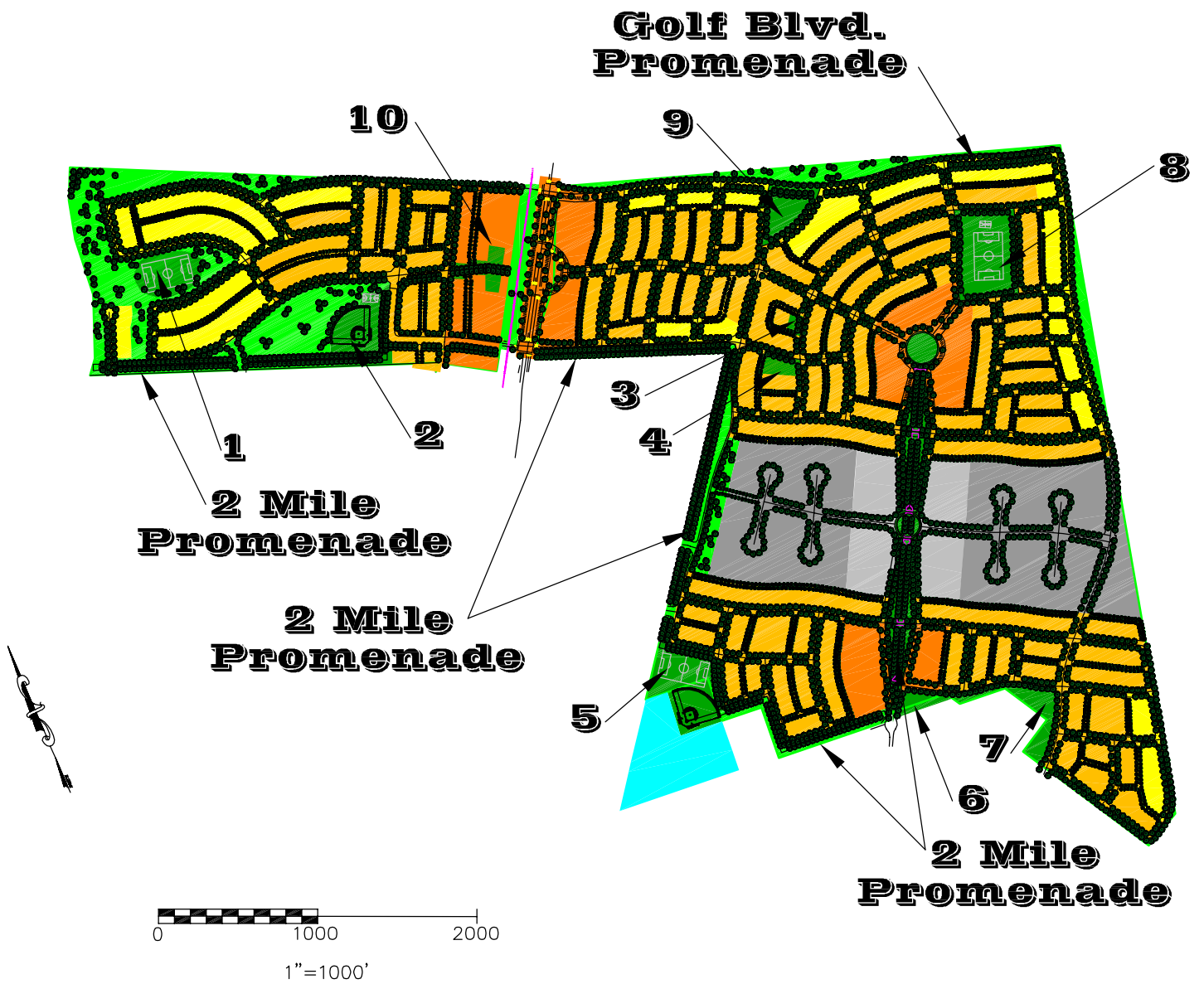
Model Number:

PlayBound TM Poured-in-Place Playground Surfacing

Colors:

Finishes:

Other:



MARINA STATION PARKS

APPENDIX F

DEVELOPMENT AGREEMENT

APPENDIX G

MITIGATION MONITORING PLAN

