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Notice of Availability of the Draft Environmental Impact Report  
For the Proposed Downtown Vitalization Specific Plan  
April 9, 2024

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DEPUTY

Pursuant to the California Environmental Quality Act (CEQA), the City of Marina, acting as the Lead Agency, has prepared a Draft Environmental Impact Report (Draft EIR) for the Downtown Vitalization Specific Plan (SCH #2023100567).

**Project Summary and Location:** The Specific Plan area encompasses approximately 322 acres near the center of the city of Marina, and is generally bounded on the northeast by parcels on the north side of Reservation Road; on the south by Reindollar Avenue and Sunset Avenue, Carmel Avenue, and Crescent Avenue; on the east by Salinas Avenue; and on the northwest by Del Monte Boulevard, approximately 0.5 mile east of State Route 1. The project area includes 11 listed active hazardous materials sites pursuant to Government Code Section 65962.5. The Specific Plan is intended to guide the future development and ultimate transformation of the City's downtown. The purpose of the Specific Plan is to create a unique and identifiable downtown core for Marina that is vibrant and pedestrian oriented, and the plan will be an aspirational policy document and regulatory tool used by the city for the next 20 years. In particular, the Specific Plan aims to reinvigorate the downtown Marina economy and sense of place through designation of land uses, designation of required access and circulation elements, location and sizing of infrastructure, financing methods for public improvements, and establishing standards of development. The planning horizon for the Specific Plan is the 20-year period starting with the plan's adoption date.

**Public Review and Comment Period:** The Draft EIR will be available for review and comment commencing **April 9, 2024 and ending May 24, 2024 at 5:00 p.m.** Comments must be received by this time. Any person wishing to comment on the Draft EIR may provide written comments via mail or email to:

Guido Persicone, Community Development Director  
Community Development Department  
211 Hillcrest Avenue  
Marina, CA 93933

[gpersicone@cityofmarina.org](mailto:gpersicone@cityofmarina.org)

Please include the name of a designated contact person.

The Draft EIR and all documents incorporated by reference are available for review on the City's website at: <https://www.cityofmarina.org/945/Environmental-Review..> Additionally, hard copies are available for review at the following locations:

- Marina Library, at 190 Seaside Circle, Marina, CA 93933
- City of Marina Community Development Department, 211 Hillcrest Avenue, Marina, CA 93933

**Project Details:** Potential buildout of the Specific Plan could include approximately 1,385,000 additional square feet of new retail and office space and 2,904 new housing units. When added to existing development, the Plan area could include a total of up to approximately 2,390,000 square feet of commercial and retail space and up to 5,205 housing units. However, the pace of future development would largely be determined by market forces, and thus it is difficult to determine at what date buildout would occur. The Draft EIR conservatively analyzes the maximum potential buildout associated with the Specific Plan, and evaluates a No Project Alternative and a Reduced Development Alternative in comparison to the proposed project. The approval of the Downtown Vitalization Specific Plan by the City is contingent on the review and certification of the Final EIR. The detailed project location can be found: <https://www.cityofmarina.org/201/Downtown-Vitalization>

**Anticipated Environmental Effects:** The City prepared a Draft EIR for the proposed project pursuant to the State Guidelines for the Implementation of the CEQA. The Draft EIR discusses and identifies significant impacts, mitigation measures to reduce impacts if feasible, and residual impacts. The Draft EIR identified potentially significant impacts related to biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise, and tribal cultural resources, which would be reduced to a less than significant level with mitigation. The Draft EIR identified significant impacts related to air quality and transportation, which would be significant and unavoidable even with implementation of mitigation measures.