

**Marina Heights  
Specific Plan**

**May 16, 2003**

## Table of Contents

<b>Introduction</b>	3
<b>Chapter 1 Project Description</b>	5
1.1 Proposed Development	5
<b>Chapter 2 Utility/Public Works Improvements</b>	7
2.1 Infrastructure	7
2.2 Transportation	7
2.3 Water	9
2.4 Sewer	10
2.5 Grading/Drainage/Storm Water Facilities	11
2.6 Solid Waste	11
2.7 Utilities – Electric, Cable, Telephone	12
2.8 Energy	12
<b>Chapter 3 Development Standards and Criteria</b>	13
3.1 Marina Heights Specific Plan Development Standards	13
<b>Chapter 4 Process and Implementation</b>	16
4.1 Process	16
4.2 Implementation	19
<b>Chapter 5 Policy Analysis</b>	25
5.1 General Plan Goals	25
5.2 Community Land Use Element Goals	26
5.3 Community Infrastructure Element Goals	37
5.4 Community Design & Development Goals	44
5.5 Program and Implementation Element	52
5.6 Conclusion	53
<b>Appendix I 11” x 17” Plan Sheets</b>	56
<b>List of Tables</b>	
Table 1 - Water Demand Summary – Marina Heights	9
Table 2 - Water Demand Calculations – Marina Heights	9
Table 3 - Projected Average Daily Sewage Flow (Gallons Per Day)	11
Table 4 - City of Marina Income Qualifications and Sales Prices	21

# Marina Heights Specific Plan

May 16, 2003

## Introduction

According to the Governor's Office of Planning and Research, a specific plan is a tool for the systematic implementation of the general plan. It establishes a link between implementing policies of the general plan and the individual development proposal in a defined area. A specific plan may be as general as setting forth broad policy concepts, or as detailed as providing direction to every facet of development from the type, location and intensity of use to the design and capacity of infrastructure; from the resources used to finance public improvements to the design guidelines of a subdivision. It may also diverge from the issues contained in the general plan into other subjects viewed by the community as being of relevance.

The range of issues that are contained in a specific plan are left to the discretion of the decision-making body. However, all specific plans must comply with Sections 65450 - 65457 of the Government Code. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In addition, specific plans must be consistent with any Airport Land Use Plan pursuant to Public Utilities Code §21676. All subsequent subdivision and development, all public works projects and zoning regulations must be consistent with the specific plan.

The authority for adoption of the specific plan is vested with the local legislative body pursuant to §65453(a). Unlike the general plan, which is required to be adopted by resolution (§65356), two options are available for the adoption of a specific plan: 1) adoption by resolution, which is designed to be policy driven, or 2) adoption by ordinance, which is regulatory by design. The adoption of a specific plan is a legislative act similar to adoption of a general plan or zoning ordinance.

The Marina Heights Specific Plan is organized in 5 chapters as identified below:

### **Chapter 1 - Project Description**

Provides a description of the location and extent of land uses, including open space within the area covered by this Specific Plan.

### **Chapter 2 - Utility/Pubic Works Improvements**

Provides a description of 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.

### **Chapter 3 - Development Standards**

Identifies the standards and criteria by which the development will proceed. Please see the proposed Marina Heights Specific Plan Marina Heights Village Homes (MHVH) development standards language included therein.

**Chapter 4 - Process and Implementation**

A verbal description of the implementation measures including regulations, programs, Development Agreement, infrastructure projects and financing measures necessary to carry out the project.

**Chapter 5 - Policy Analysis**

Discusses the relationship between the specific plan and the local general plan's objectives, policies, and implementation measures.

# Chapter 1

## Project Description

Marina Heights, previously a portion of Fort Ord, consists of 248 acres. Historically referred to as Abrams Park and Upper Patton Park, the property is located west of Imjin Road and south of Reservation Road. Currently the site consists of 828 abandoned residential units, all of which shall be demolished in conjunction with this application.

Site topography was established with the grading and development associated with the original Fort Ord residential developments in the 1960's and 1970's. The former habitat of this area was Maritime Chaparral. The habitat currently exists in a combination on intact, altered and fragmented stands. Maritime Chaparral is composed of low-growing, wind tolerant tree, shrub and forage species. When the existing housing was built the construction method used was to destroy the wind-tolerant vegetation and to excavate and/or level the stabilized dunes. Areas with housing were scarped bare and now are composed of exotic weeds and struggling planted trees and shrubs. Due to years of neglect, little value is associated with these plantings. However, portions of the site contain multi-trunked oak trees and associated native vegetation.

### 1.1 Proposed Development

Marina Heights is proposed to consist of 1,050 housing units with architecture styles in keeping with the architecture of the surrounding region. Various complimentary architectural styles of homes shall be presented within Marina Heights.

The structures are one and two stories and shall consist of seven types of housing units: 102 affordable townhomes, 23 affordable cottage homes, 85 cottage homes offered at a "bridge" rate, 337 small single family homes, 80 Market rate cottage homes, 338 standard single family homes and 85 Estate homes. This mix of homes shall provide a wide range of housing opportunities for the area.

All housing types shall be integrated throughout the project with the goal of creating 5 distinct neighborhoods or districts.

The 102 townhomes shall be dispersed throughout the site. There are various floor plan options with the affordable townhomes. The townhomes have 1, 2 or 3 bedrooms, 1 or 2 stories, and a minimum square footage range from 850 to 1,350 square feet. Each unit shall also include a one or two-car garage depending on unit size.

At Marina Heights, 188 homes shall be offered in a cottage configuration. The market rate cottage homes shall have a minimum square footage range from 1,400 to 1,700 square feet provided on 2,625 square foot lots. The cottage homes have 2 to 3 bedrooms and 2 stories. Each unit shall also include a two-car garage. Twenty-three cottage homes will be offered at affordable sales prices and shall have a minimum square footage range of 950 to 1,450 square feet. The cottage homes have 1, 2 and 3 bedrooms and 1 or 2 stories. In addition, approximately 85 homes shall participate in a price-restricted program identified as "bridge" homes. The "bridge homes" are units that will be sold at below market rates to families whose incomes are above the levels designated by the state as "moderate" but whose incomes still make it difficult for them to buy a home. Currently the median home price in the City of Marina is \$345,000.00. This program is intended to address the needs of

those who fall within this gap and therefore provides the "bridge" between affordable and market rate home ownership. These "bridge" homes shall be sold for an average purchase price of \$255,000.00<sup>1</sup>.

Marina Heights shall include 337 small single-family homes that will have a minimum square footage range from 1,600 to 2,200 square feet. They shall be located on 5,000 square foot lots. These homes have 3 to 4 bedrooms, 1 or 2 stories, and shall also include a two-car garage.

Also included shall be 338 larger family homes that shall have a minimum square footage range from 2,000 to 3,000 square feet located on lots of 6,000 square feet. These homes have 3 to 4 bedrooms, 1 or 2 stories, and include a two-car garage.

The project includes 85 estate homes that shall have a minimum square footage range from 2,800 to 4,000 square feet on quarter and half acre sites. Estate homes have 3 to 5 bedrooms, 1 or 2 stories, and include a two or three car garage.

The project shall include the improvement of the 28-acre park site, which lies between Abrams Road and Imjin Road.

Although not part of the Marina Heights project, another portion of former Fort Ord abuts the Marina Heights project. One hundred ninety four (194) residential units exist on this property; commonly known as Abrams B. Abrams B is currently owned by the Federal government and will be conveyed to either the City or the Redevelopment Agency. In accordance with Redevelopment Law which places the obligation to provide affordable housing on the Agency, (unless the Agency imposes that obligation on the developer), the Option Agreement states that the developer of the Marina Heights project is not required to provide any affordable housing on the Marina Heights project site; however, despite that contractual provision, the developer has decided to sell 20 percent of the homes it develops at affordable prices. The Redevelopment Agency's affordable housing obligation pursuant to California Redevelopment Law and the Option Agreement is to provide 186 affordable units at Abrams B (1,050 units at Marina Heights + 192 units at Abrams B x 15%). Therefore, the Marina Heights project will generate 396 below-market rate units, 186 off-site and 210 on-site.

---

<sup>1</sup> May be increased annually beginning January 1, 2004 based on CPI.

## Chapter 2

### Utility/Public Works Improvements

#### 2.1 Infrastructure

The majority of the infrastructure within Marina Heights (roads, utilities, etc.) will be replaced. Any existing infrastructure that is to be replaced and/or abandoned, including wells, water and/or sewer pipes will be identified and abandoned according to Monterey County Environmental Health Department and Marina Coast Water District (MCWD) requirements. Water and sewer infrastructure will be dedicated to and accepted by the MCWD. A Landscape Maintenance District and/or Master Homeowners Association will be formed to pay for and take responsibility for the maintenance of street trees and landscaping in areas such as roundabouts and other public spaces.

Impact, plan check, and permit fees will be paid as stipulated in relevant Option/Development Agreements and City Ordinances. The following per unit fees, as set forth in the Option Agreements, will be paid with respect to each residential unit upon obtaining a building permit for such residential unit:

Final Map Plan Check Fee	\$135
Grading Plan Check and Permit Fee	\$30
Subdivision Improvement Plan & Inspection Fee	\$500
Encroachment Permit Fee	\$50
Traffic Signal Fee	\$85
Park Development Fee	\$2,224
City development Fee (former Fort Ord area)	\$3,813
Building Permit Fees:	
Permit	\$1,977.19
Plan Check	\$1,286.17
SMTP	\$25.53
BDT	\$59.32

In addition to the above fees and consistent with the Option Agreement, \$35,319.00 per residential unit will be paid to FORA at the time of building permit issuance. The payment of fees stipulated in the Option Agreement and the applicable FORA fees along with the implementation of an Infrastructure Financing Plan will ensure all appropriate fees are borne by the development.

#### 2.2 Transportation

The Marina Heights Specific Plan portrays a residential development that provides its residents a living environment that is not centered on the use of the automobile. While adequate infrastructure will be developed to accommodate automobiles, the overall design of the site allows for and encourages the use of alternative modes of transportation. Marina Heights will be integrated with existing and proposed (by the General Plan) land uses, and existing and planned transit infrastructure to reduce dependency on the automobile. Marina Heights is easily accessible by residents via Carmel Avenue and California Avenue linkages.

The Marina Heights project is designed to afford residents of the project access to Imjin Parkway with its current MST line and planned transit guideway infrastructure, as well as Reservation Road, which is designated as a Regional Bus Route and Class One Bikeway. Marina Heights will coordinate their efforts and schedules, within reason, with the development of the latter section of Imjin Parkway. With regard to the current MST line and proposed light rail facility and/or dedicated transit guideway along Imjin Parkway, residents will have a convenient walk or bike to any transit facilities located along Imjin Parkway. Most residences are within a ten minute walk or less, via pedestrian walkway/promenade, to Imjin Parkway and/or Reservation Road.

In conformance with the General Plan, streets have been designed to be narrower than traditional suburban streets. Narrower streets are safer, more attractive, and foster a greater sense of a close-knit neighborhood community. The project, by design, does not encourage the parking of boats or recreation vehicles on streets.

As per the General Plan, all streets are proposed as two lanes, one lane in each direction. The project is sensitive to the need to create a balance between integrating the project into the existing fabric of the City and discouraging use of the project site by through traffic. Roundabouts, narrower street widths, landscaping, and street layout all help to “curb” through traffic. Also, the planned Imjin Parkway (designed to serve as an arterial at the southern edge of the property) coupled with Reservation Road will help to minimize through traffic.

The project utilizes a variety of block lengths, cul-de-sacs, roundabouts, and alleys to control speed and discourage through traffic, facilitate pedestrian travel, orient home fronts to streets rather than garages, and to provide a pleasant street experience. The design of the street system, along with the layout of parks, open space and the greenbelt, all contribute to and maintain the integrity of neighborhoods within the project. The project provides the infrastructure (sidewalks, paths, bike lanes, greenbelt/trails) that allows access to and from the site to adjacent land uses via walking, bike, or auto. Parks and open space within the site, and proximity to commercial areas further encourage walking and biking.

Plans depicting Street Sections provide dimensions of three street types: a) divided entry drives; b) Abrams Drive/Main Street; and c) local streets.

- The divided entry drive utilizes a 15' landscaped center median and one 15' wide lane in each direction. Sidewalks at a width of 5' are provided on each side of the divided entry drive, separated from the roadway by a 10' wide planting strip. Class II bike lanes, 5' wide, will be provided in each direction.
- The section of Abrams Drive/Main Street consists of a 24' wide street with 5' Class II bike lanes and an 8' parking pocket on each side. Sidewalks are 5' wide on each side, separated from the roadway by a 10' wide planting strip. Abrams/Main Street will serve as a pedestrian promenade through the site.
- Local Streets are reflected on plans to utilize an 18' wide street with 8' available for parking on each side (34' total). Sidewalks are shown as 4' wide on each side, separated from the roadway by a 7'6" wide planting strip. The applicant is aware that the City of Marina has been discussing utilizing 32' wide “local” streets and is willing to work with the City to utilize 32' wide “local” streets in the project. In fact, the applicant would prefer to utilize 32' wide “local” streets as narrower streets promote a greater sense of a community and a close-knit neighborhood.



As discussed above and shown on an attached plan sheet labeled Bike Lane Paths and on plans depicting Street Sections, Class I and Class II bikeways are provided in the project. The Class I bikeway running parallel to the Arroyo area and through the Oak Grove provides one, nine-foot lane for two-way travel, separated from auto traffic with landscape and plantings.

Conceptual imagery portraying streetscapes at maturity is also provided in submitted plans. Street lighting will be in accordance with Chapter IV of City Design Guidelines.

Alleys are designed with a minimum 20' right of way, with a 20' wide paved surface.

## 2.3 Water

The MCWD is the water purveyor for the former Fort Ord, and therefore is the water purveyor for Marina Heights. Water demand is shown below.

**Table 1 - Water Demand Summary – Marina Heights**

Unit Type	Units	Yearly Water Demand
Affordable Townhomes	102	17.08 AFY
Affordable Cottages	23	3.89 AFY
Bridge Cottages	85	17.09 AFY
Market Rate Cottages	80	16.08 AFY
Market “A”	337	91.53 AFY
Market “B”	338	101.91 AFY
Estates	85	33.11 AFY
	1050	280.69 AFY
Park Acres	5.85	11.70 AFY
	<b>TOTAL</b>	<b>292.39 AFY</b>

**Table 2 - Water Demand Calculations – Marina Heights**

### Affordable Townhomes – 102 Units

1 Bed, 1 Bath	34 x 0.1305	= 4.4370	
2 Bed, 1.5 Bath	34 x 0.1710	= 5.8140	
3 Bed, 2 Bath	34 x 0.2010	= 6.8340	17.08 AFY

### Cottages

#### 23 Affordable Units

1 Bed, 1 Bath	7 x 0.1305	= 0.9135	
2 Bed, 1.5 Bath	8 x 0.1710	= 1.3680	
3 Bed, 2 Bath	8 x 0.2010	= 1.6080	3.8895 AFY

#### 85 Bridge Units

2 Bed, 2 Bath	42 x 0.2010	= 8.4420	
3 Bed, 2 Bath	43 x 0.2010	= 8.6430	17.0850 AFY

80 Market Units			
2 Bed, 2 Bath	40 x 0.2010	= 8.0400	
3 Bed, 2 Bath	40 x 0.2010	= 8.0400	16.0800 AFY

Market “A” – 337 Units

3 Bed, 2.5 Bath	168 x 0.2415	= 40.5720	
4 Bed, 3 Bath	169 x 0.3015	= 50.9535	91.5255 AFY

Market “B” – 338 Units

3 Bed, 2.5 Bath	169 x 0.2865	= 48.4185	
4 Bed, 3 Bath	169 x 0.3165	= 53.4885	101.9070 AFY

Estates – 85 Units

3 Bed, 3.5 Bath	28 x 0.3465	= 9.7020	
4 Bed, 3.5 Bath	28 x 0.3465	= 9.7020	
5 Bed, 4.5 Bath	29 x 0.4725	= 13.7025	33.1065 AFY

<u>Parks – 5.85 Acres</u>	5.85 x 2.0000	= 11.7000	<u>11.7000 AFY</u>
---------------------------	---------------	-----------	--------------------

**Total Water Demand      292.3735 AFY**

As per the General Plan, low use fixtures and low-flush toilets will be utilized. Native or native-like landscaping will be utilized at the project to minimize the consumption of water. Provisions will be made to use recycled water for irrigation, in anticipation that recycled water will become available at the site.

All water infrastructures will be placed in public rights-of-way. All easements will be conveyed to MCWD. A *Construction and Transfer of Water, Recycled Water, and Sewer Infrastructure Agreement* will be executed as necessary with MCWD & Public Works. Connections to MCWD systems will comply with relevant MCWD ordinances, and applicable fees will be provided as per relevant MCWD ordinances.

Each dwelling unit will be individually metered, as will isolated public park and open space areas. Backflow preventers will be screened when necessary.

## 2.4 Sewer

The Marina Coast Water District (MCWD) provides wastewater collection services for the former Fort Ord, and therefore for Marina Heights. The project shall have an equitable utilization of existing sewage treatment capacity including existing connections to the Fort Ord Sewage Collection System. As with water infrastructure, all sewer infrastructures will be placed in public rights-of-way. All easements will be conveyed to MCWD. Existing infrastructure will be replaced as necessary. A *Construction and Transfer of Water, Recycled Water, and Sewer Infrastructure Agreement* will be executed as

necessary with MCWD & Public Works. Connections to MCWD systems will comply with relevant MCWD ordinances, and applicable fees will be provided as per relevant MCWD ordinances.

According to the City’s General Plan, the Monterey Regional Water Pollution Control Agency’s (MRWPCA) treatment plant, which serves Marina, has sufficient capacity to accommodate projected growth. The Marina Heights project will obtain verification of adequate wastewater treatment capacity from the MRWPCA as part of the discretionary approval process, as per the General Plan.

Projected sewage flows are as follows:

**Table 3 - Projected Average Daily Sewage Flow (Gallons Per Day)**

Unit Description	Sewage Production (GPD/Unit)	Number of Units	Sewage Production
Townhome	200 GPD/Unit	102	20,400 GPD
Affordable Cottages	200 GPD/Unit	23	4,600 GPD
Bridge Housing	200 GPD/Unit	85	17,000 GPD
Small Lot Product	200 GPD/Unit	80	16,000 GPD
Market “A” Lots	200 GPD/Unit	337	67,400 GPD
Market “B: Lots	250 GPD/Unit	338	84,500 GPD
Estates	250 GPD/unit	85	<u>21,250 GPD</u>
<b>Total Projected Average Daily Sewage Flow</b>			<b>231,150 GPD</b>

## 2.5 Grading/ Drainage/Storm Water Facilities

Please refer to the grading information for the project and plan sheet entitled Preliminary Mass Grading Plan submitted with this Specific Plan. Site topography was established with the grading and development associated with the original Fort Ord residential developments in the 1960’s and 1970’s. With respect to grading and soil movement, the goal of the project is to balance the movement of soil onsite to reduce the need for import or export.

Site drainage will utilize a storm drain system. Water will be directed to drainage areas at various points. Post construction drainage will be accommodated onsite. However, in areas where storm drainage is currently being carried offsite, such as Patton Park, those existing facilities will be utilized. Retention basins will be appropriately landscaped and designed where possible as components of open space and/or parks. Facilities are designed to convey runoff from a minimum of a 10-year frequency. Best management practices will be utilized during construction to minimize the impacts of storm water runoff during construction. As per Figure A-5 in the General Plan, moderate erosion potential exists at the site.

A storm drainage report and plan will made be made available for review and approval by the City Public Works Director.

## 2.6 Solid Waste

Marina Heights, pursuant to its location at the former Fort Ord, is served by the Monterey Bay Disposal Corporation. Waste will be disposed of at the Monterey Regional Waste Management

District's (MRWMD) landfill, which, according to the General Plan, has capacity to accommodate waste management needs for approximately 90 years.

Building removals for the future development of the site will be in compliance with demolition permits issued by the City.

## **2.7 Utilities – Electric, Cable, Telephone**

All utilities will be installed pursuant to the requirements of relevant utility companies and will be placed underground. Any facilities and equipment required to be above ground will be screened with landscaping elements when necessary.

Adequate public utility easements will be provided at locations and of widths required by the serving utilities.

## **2.8 Energy**

The project will incorporate energy conservation measures into building plans, as such measures are deemed feasible. Energy conserving techniques may include the installation of energy efficient appliances and lighting. Air conditioning will be offered only as an option to buyers and will not be standard.

## Chapter 3

### Development Standards and Criteria

Recognizing that the approval of a specific plan allows development to proceed with standards and criteria that may be different than those specified in the applicable zoning ordinance, State Law requires that such standards and criteria must be identified in the Specific Plan. As identified in the City of Marina General Plan, (Zoning Ordinance Update Section 5.4) a mechanism is not currently in place (zoning) that allows for development of the subject property to be carried out in accordance with the land use designation in the General Plan. However, the approval of a Specific Plan will allow the project to proceed independent of the Zoning Ordinance update. The Marina Heights Specific Plan development standards, which can also be referred to as the Marina Heights Village Homes Zoning Designation (MHVH), identifies criteria, standards for conservation, and utilization of natural resources, as applicable, below.

#### 3.1 Marina Heights Specific Plan Development Standards

- 1.0 Generally
- 2.0 Permit Processing
- 3.0 Findings Required for Approval of the Marina Heights Specific Plan
- 4.0 Permitted Uses
- 5.0 Requirements of the General Plan
- 6.0 Lot Size/Density
- 7.0 Setbacks for Buildings and Structures
- 8.0 Building Coverage
- 9.0 Height Limits
- 10.0 Parking
- 11.0 Streets
- 12.0 Open Space
- 13.0 Landscaping

##### 1.0 Generally

The Marina Heights Specific Plan regulations of this chapter shall apply in the Marina Heights Village Homes (MHVH) District. It is the purpose of this district to ensure comprehensively planned development of large acreage within designated urban areas that are intended primarily for residential use. The intent of this district is to:

1. Promote flexibility and innovative design of residential development, to provide desirable aesthetic and efficient use of space and to preserve significant natural, scenic, and cultural resources of a site;
2. Allow for a diversity of housing types; and
3. Provide recreational opportunities for use by both residents of the site and the public.

##### 2.0 Processing

No permits for development, including grading, shall be issued except in conformance with the City Council approved Marina Heights Specific Plan. In addition, all structures shall receive aesthetic approval from the Design Review Board.

### 3.0 Findings Required for Approval of Marina Heights Specific Plan

The Specific Plan shall not be approved unless all of the following findings are made:

- A. That the density and type of the proposed development is in conformance with the VH District and applicable General Plan policies.
- B. That adequate provisions have been made within the proposed Covenants, Conditions and Restrictions (CC&R's) to establish permanent care and maintenance of public and common open spaces and recreational areas and facilities. Such provisions may include the creation of a Homeowners Association or Landscape Maintenance District(s).

### 4.0 Permitted Uses

- A. Residential units, either attached or detached, including single-family dwellings, duplexes, row houses, townhouses, apartments and condominiums.
- B. Recreational facilities, including but not limited to tennis courts, swimming pools, playgrounds and parks for the private use of the residents of the development and/or public, provided such facilities are not operated for remuneration.
- C. Uses, buildings and structures incidental, accessory and subordinate to permitted uses.

### 5.0 Requirements of the General Plan

As required by State Law, the Marina Heights Specific Plan must be consistent with the goals of the City of Marina General Plan.

### 6.0 Lot Size/Density

No minimum lot size. The maximum density for the areas that will be designated MHVH in the Marina Heights Specific Plan has been established at 965 dwelling units<sup>2</sup> for a range in density of 5.5 - 6.5 units per acre. The total number of dwelling units shall not exceed the density specified in the Specific Plan.

### 7.0 Setbacks for Buildings and Structures

There are no standard setback requirements provided in this district. Use of standard zoning methods generally employed throughout the City of Marina do not give adequate means by which the City can accomplish the results desired in this district.

Setbacks shall be proposed and approved on the Marina Heights Specific Plan in order to protect and preserve property values of the site and adjacent properties, ensure compatibility of different uses, avoid nuisances, and advance the general welfare within the District. In addition, siting of structures shall be based on the following factors: privacy, light and air, sun exposure, building configuration and aesthetics.

### 8.0 Building Coverage

Not more than forty (40) percent of the net area of the property shall be covered by buildings containing dwelling units and in no case shall the total building coverage exceed fifty (50) percent of the net area of the property.

### 9.0 Height Limits

No building or structure shall exceed a height of thirty-five (35) feet.

---

<sup>2</sup> The applicant proposes that parks and open space areas will be designated with recreational or open space zoning. Estate lots will be designated with single-family residential zoning.

## 10.0 Parking

The following regulations shall apply

### A. Design:

1. Parking areas shall be arranged so as to prevent through traffic to other parking areas.
2. All interior streets shall be designed to allow for street parking on both sides.
3. Uncovered parking areas, excluding driveways, shall be screened from the street and adjacent residences to a height of at least four (4) feet with hedges, dense plantings, solid fences, or walls

### B. Numbers of spaces

1. Single Family and two family dwellings: Two spaces per dwelling unit
2. Multiple Dwelling Units:
  - a. Single bedroom or studio dwelling unit One space per dwelling unit
  - b. Two or three bedroom dwelling: Two spaces per dwelling unit
  - c. Visitor Parking One space per 5 dwelling units

## 11.0 Streets

Streets shall be public. The City, upon recommendation from Public Works, may modify the standards for any on-site improvements (streets, walks, drainage, and utilities) for the Marina Heights Specific Plan. Street design shall relate to the function of the street and its intended capacity. Innovation in street and walkway design, use of cul-de-sacs and loop streets, and reduction of grading for streets is encouraged.

## 12.0 Open Space

### A. Amount.

The City shall specify the required amount of public and/or common open space in a Marina Heights Specific Plan at the time of approval of said plan but in no case shall the total amount of public and/or common open space be less than ten (10) percent of the gross acreage. Determination of the appropriate amount of public and/or common open space shall be based on consideration of the following factors:

1. The need to protect for public use areas historically used by the public such as trails;
2. The avoidance of siting of structures in hazardous areas or on steep slopes; and
3. The protection of environmentally sensitive habitat areas and archaeological sites.

Lands to be preserved as public open space will be memorialized to the satisfaction of the City of Marina in order to guarantee the public's right of access and use of such open space.

### B. Maintenance of Open Space

Preservation and maintenance of all open space and communal recreational facilities shall be the responsibility of a landscape maintenance district(s).

## 13.0 Landscaping

Landscaping shall be installed and maintained in accordance with the approved final Specific Plan. Along each side or rear yard of the Marina Heights Specific Plan boundary abutting property zoned other than VH, an adequate buffer consisting of fencing, walls, plant materials or any combination thereof shall be installed and maintained to protect adjacent properties from impacts of noise or lighting and to provide separation of different uses. Such buffer shall be depicted on the Final Marina Heights Specific Plan.

## Chapter 4

### Process and Implementation

This chapter provides a description of actions and measures required to implement the Marina Heights Specific Plan, including: documents to be developed; legislative actions; regulations to be amended; agreements to be executed; infrastructure projects; and financing measures.

The Office of Planning and Research (OPR) encourages that local jurisdictions adopted written specific plan guidelines. These guidelines are intended to establish the ground rules for preparing and adopting a specific plan within a particular jurisdiction. The guidelines are intended to keep the preparation of all specific plans consistent by establishing minimum content requirements and by specifying a common format for all plans that will be adopted by a community. The jurisdictionally adopted Specific Plan guidelines are also intended to provide developers with a written summary of what a specific plan is and how it is used in that jurisdiction. While the City of Marina General Plan anticipates the use of numerous Specific Plans (Section/Policy 5.13 of the General Plan) in order to carry out certain projects, implementation guidelines have yet to be developed. In lieu of such guidelines, the following chapter is intended to provide a verbal description of process / implementation measures including regulations, programs, relevant agreements, public works projects and financing measures typically identified by the local jurisdiction's Specific Plan guidelines.

#### 4.1 Process

The information contained below identifies the regulatory process to carry out the Marina Heights Specific Plan. It identifies applicable plans, zoning, and applications.

##### 4.1.1 Regulations & Applications

In addition to the development agreement executed for the project, entitlement and development of the Marina Heights project will require a series of legislative actions and permits approvals on the part of the City of Marina. Said actions and approvals may include:

- General Plan
- Zoning Ordinance
- Growth Management Ordinance
- Environmental Document Certification
- Specific Plan Adoption (by Ordinance)
- Vesting Tract Map
- Use & Building Permits

##### 4.1.1.1 General Plan

The City of Marina adopted a new General Plan on October 31, 2000. Subsequent to the adoption of the plan, the Urban Growth Boundary (UGB) Initiative was passed by the Marina voters necessitating an amendment to the General Plan. The City of Marina General Plan Draft Urban Growth Boundary Edition was amended most recently on November 6, 2001. The City of Marina



General Plan Draft Urban Growth Boundary Edition is the governing General Plan for review with the Marina Heights Specific Plan.

The General Plan identifies the current land use designation for the site as Single Family Residential (R-1) with a Village Homes overlay designation that would become effective should the existing abandon military housing be demolished (Policy 2.35.1). The Marina Heights Specific Plan creates a new land use and zoning designation of Marina Heights Village Homes (MHVH).

The Marina Heights Specific Plan is generally consistent with the goals and policies in the General Plan. However, some amendment to the General Plan's policies, figures, tables and implementation measures (brief descriptions are below) will need to be carried out. Necessary amendments include:

#### Policies-

- Policies 2.35.1 - Allow the number of units to be constructed at the site to be increased from 924 to 1050
- Policy 2.31.1– Amend the policy that ties the development of new and substantially rehabilitated homes on Former Fort Ord to the creation of jobs, as it relates to Marina Heights.
- Policy 2.4.4 – Amend Village Homes density - future land development shall have sufficient intensity to help ensure the long-term feasibility of public transit for work and other trip purposes.
- Policy 2.31.5 – Amend Village Homes density - new housing shall be constructed at densities and in patterns which conserve land, reduce reliance on the private automobile and result in a walkable, attractive neighborhood
- Policy 2.33.2 – Amend Village Homes density requirement from a minimum of 7.5 units per gross acre. Put forth Marina Heights Village Homes density regulations.
- Policies 3.3.1 – Amend Village Homes density requirement of 7 units per gross acre to support provision of transit
- Policy 3.32 - Amend Village Homes density requirement to support transit
- Policy 2.4.3 – Amend location of designated open space habitat areas
- Policy 2.10.3 – Amend location of designated open space habitat areas
- Policy 3.38.1 – Allow for sidewalk widths of less than 5’ on local streets
- Policy 4.25.2 - Allow for sidewalk widths of less than 5’ on local streets
- Policy 4.26 - Allow for sidewalk widths of less than 5’ on local streets
- Policy 2.4.2 - Amend Village Homes density
- Policy 2.4.10 – Amend the policy stating land appropriate for development shall be allocated and phased to enhance local employment and economic opportunities
- Policy 2.22 – Amend the policy stating growth should be relative jobs/housing balance
- Policy 5.8.1 – Amend the policy limiting new housing based on the ratio between jobs added and the resulting housing demand to accommodate Marina Heights
- Policy 3.3.2 – Amend this policy to reflect the fact that the project does not provide jobs.
- Policy 3.23 – Future development shall be designed to help promote local and regional transit. Amend this policy with regard to density.
- Policy 4.25.4 – Allow for block lengths that exceed 450’
- Policy 3.45 – In no event shall the City permit new development requiring water allocations in excess of available supply or in excess of its allocation. Amend this policy to reflect the allocation to Marina Heights.

## Figures and Tables -

- Figure 2.2 Land Use Plan – Allow for a Marina Heights Village Homes (MHVH) and Single Family Residential (R-1) Designation on portions of the parcel and adjustment of Open Space (O) areas.
- Figure 2.3 Public Facilities - Relocation of school site
- Table 2.3 Park and Recreation Standards - Amend required service area for sub-neighborhood parks

### **4.1.1.2 Zoning Ordinance**

Section 5.4 of the City of Marina General Plan requires the preparation of a Zoning Ordinance Update to provide a mechanism that will allow for the implementation of the policies, goals and objectives identified in the General Plan. In order to facilitate the preparation of the appropriate zoning designation for the Marina Heights Specific Plan - draft language for a new Marina Heights Village Homes (MHVH) designation is provided in Chapter 3 above.

The City of Marina is in the process of revising its Zoning Ordinance. It is expected that such revisions will go before the City Council in the near future. However, it is not necessary that the revised Zoning Ordinance be adopted prior to the approval of the Marina Heights Specific Plan as the Specific Plan process itself provides the mechanisms to carry out the project.

### **4.1.1.3 Growth Management Ordinance**

Section 5.7 of the General Plan calls for the preparation and adoption of a Growth Management Ordinance to carry out the policies of the General Plan. Policy 5.8.5 of the General Plan states “Housing development for which there is a development agreement or similar mechanism stipulating provisions of affordable housing could be exempted from the ordinance”. The Marina Heights project it is anticipated to involve a development agreement. Therefore, the Marina Heights project will not require amendments to the Growth Management Ordinance, if said Ordinance is adopted as per General Plan policies.

### **4.1.1.4 Environmental Document Certification**

Adoption of the Marina Heights Specific Plan is subject to the California Environmental Quality Act (CEQA). As determined by the Planning Commission on January 23, 2003, the Marina Heights Specific Plan requires the preparation and consideration of an environmental impact report (EIR) disclosing the potential significant environmental effects of the plan, plan alternatives, and the means by which possible environmental damage may be reduced or avoided. A qualified consultant employed by the City of Marina has been contracted to develop the Marina Heights Specific Plan EIR.

The EIR for the Marina Heights Specific Plan will address, in as much detail as necessary, aesthetics/visual quality, air quality, land use, biological resources, noise, hazards and hazardous materials, recreation, traffic and circulation, and public services & utilities.

### **4.1.1.5 Specific Plan Adoption (by Ordinance)**

The City of Marina General Plan allows for the preparation of Specific Plans for the carrying out the General Plan's short and mid-term objectives. Section/Policy 5.13 of the General Plan recommends

the preparation of Specific Plans as a primary regulatory tool in unique geographical areas because Specific Plans permit the use of development requirements that are more location-specific.

Adoption of the Marina Heights Specific Plan by ordinance will allow the Specific Plan to effectively become a set of zoning regulations that provide specific direction to the type and intensity of uses permitted, and may define other types of design criteria including architectural standards.

Upon completion of the draft specific plan, the planning department staff will prepare reports to the Planning Commission and the City Council. The reports will describe the contents of the plan, provide a recommendation for approval or denial, related findings (for the purposes of CEQA and/or General Plan consistency), and possibly a resolution for adoption. If it has not occurred previously, staff will include recommendations for the certification of the environmental determination or document. Any proposed changes to the general plan or the zoning ordinance related to adoption and implementation of the specific plan should be presented at the same time.

The Planning Commission must hold at least one public hearing prior to forwarding its recommendations to the City Council. The City Council must hold at least one public hearing prior to adopting or amending the Marina Heights Specific Plan. Once the hearing(s) have been completed, the City Council will take action to approve, conditionally approve, or deny the specific plan.

#### **4.1.1.6 Vesting Tract Map**

The City Council will approve a tract map if it finds that the subdivision, together with the provisions for its design and improvement, is consistent with the specific plan, which has been adopted.

When the vesting tract map is approved, a vested right shall be conveyed to proceed with the project in substantial compliance with the ordinances, policies, and standards in effect at the time the application for the tentative map was complete. Once approved, the project may proceed unimpeded by subsequent changes to applicable development regulations. A specific plan adopted prior to the approval of a vesting tentative map may provide local agencies and the landowner/developer a single reference in determining the rights to be vested.

#### **4.1.1.7 Use & Building Permits**

Subsequent to the certification of the EIR, the adoption of the Marina Heights Specific Plan, and recordation of the Final Map for the project, all relevant land use and building permits will be obtained from the City of Marina. This includes the payment of all applicable fees and obtaining any relevant ancillary permits through relevant application processes and review protocols. Such ancillary permits may include tree removal, grading, and road encroachment permits.

## **4.2 Implementation**

### **4.2.1 Relevant Agreements/Programs**

In order to carry out the Marina Heights Specific Plan it may be necessary to implement various agreements and/or programs. This section identifies agreements that may be implemented in conjunction with the proposed project; Option Agreement, one or more Development Agreements, an Affordable Housing Sales Program and a Landscape Maintenance District or Master

Homeowners Association. While the Option Agreement has already been approved by the City of Marina, the remainder of the agreements and/or programs identified herein are intended to be a starting point for discussion with the City of Marina. It is anticipated that through the discretionary process it will be determined which agreements and/or programs will be necessary and such documents will be finalized and recorded with the Vesting Tract Map or other appropriate document.

#### **4.2.1.2 Option Agreement**

In 2002, the Redevelopment Agency of the City of Marina and Cypress Marina Heights LLP entered into an option agreement for 248 acres on former Fort Ord.

In the Option Agreement, the Agency grants Cypress Marina Heights an option to purchase certain property. If the option is exercised, the option agreement becomes a disposition and a development agreement.

It is anticipated that the Cypress Marina Heights and the City will also enter into at least one development agreement to establish a vested right to proceed with the Marina Heights project in conformance with the policies, rules, and regulations in effect at the time of approval. The development agreements will provide assurances for a specified length of time that the project may proceed as originally approved, even where additional discretionary approvals are required and land use regulations have changed.

The Marina Heights Specific Plan facilitates the administration of the development agreement by separating the development policies and regulations applied to the project site from those of the City as a whole. This enables the City to revise its citywide plans and ordinances without affecting the policies and regulations "frozen" by the development agreement for Marina Heights. The Specific Plan adopted in correlation with the development agreement would only be amended when corresponding changes are made to the agreement.

#### **4.2.1.2 Affordable Housing Sales Program**

As indicated in Chapter 1 of the Specific Plan, Marina Heights proposes to provide 20% of the homes within the project at below market rate sales prices. These homes will consist of 102 affordable town homes, 23 affordable cottages and 85 below market rate or "Bridge Homes". The affordable homes will be provided at sales prices established by the State Housing and Community Development (HCD). The distribution of the allocated units across the appropriate income levels will be determined through the discretionary process. As stated in the Option Agreement, the "Bridge Homes" will be sold at an average purchase price of \$255,000.00<sup>3</sup>. Unless specifically identified to the contrary, the term "affordable" shall be intended to include both affordable homes as defined by HCD and "Bridge Homes" as identified in the Option Agreement.

---

<sup>3</sup> May be increased annually beginning January 1, 2004 based on CPI.

**Table 4 - City of Marina Income Qualifications and Sales Prices**

Income Category	Annual Income Limit for a Family of Four	Maximum Monthly Rent Limit (30% of Monthly Income)	Estimated Maximum Affordable Purchase Price
Affordable Housing Categories Based upon HCD 2002 Income Standards for Monterey County			
Very Low (<50% of Median)	\$26,900	\$672	\$78,765
Low (51-80% of Median)	\$43,040	\$1,076	\$126,118
Lower Moderate (81-100% of median)	\$53,800	\$1,345	
Upper Moderate (81–120% of Median)	\$64,560	\$1,614	\$189,178
Additional Affordable Housing Category Pursuant to Marina General Plan Proposed UGB Amendments			
Below Market Rate (121-150% of Median)	\$86,800	\$2,411	\$260,400

To participate in the Marina Heights affordable housing program, homeowners must accept restrictions and responsibilities concerning purchase, residency, sales, renting and refinancing and resale of their homes. The following outline is intended as a summary of the major components of a program that could be developed in conjunction with the City of Marina in order to implement the affordable aspects of the project.

Qualifications: In order to determine qualified buyers, applicants could provide at a minimum: Verification of Employment, Verification of Financial Assets, Verification of Non-Monetary Assets, Gift Letter with supporting Financial Statements of Donors, Completed and signed 8821 Tax Information, W-2 forms for the last 3 years, IRS Forms 4506 for each of last 3 years, Copies of all pay stubs for the last 150 days, Current year Social Security Statements, Most Recent Financial Statements for all Open Accounts, 3 Year Tax Returns with Attached Schedules, Loan Pre-Qualification letter from a Federally Insured & Regulated Financial Lending Institution, Evidence of Residency in Monterey County (i.e. electrical bill) or employment in Monterey County, Copies of photo identification of applicant and all members of household , Copies of all household member's Automobile Registration and automobile loan statements.

In order to efficiently allocate affordable housing resources, it may be necessary to conduct two or more separate lotteries to comply with household size, units' size and type. For example a single person or family of 3<sup>4</sup> may participate in the lottery for the two bedroom townhomes or cottages while a family of 4 or more would participate in the lottery for the 3 bedroom townhomes or cottages. It is important to note that when applying for an affordable townhome or cottage in this project, one cannot apply for a specific unit but rather for the project itself. Lottery ranking would identify home selection order.

Purchasing: All interested potential homeowners will be required to provide income certification to ensure compliance with HCD income requirements. Qualified buyers will participate in a sales lottery. Applicants whose names come up at the top of the lottery list will be referred to the project

---

<sup>4</sup> In the case of a single parent with two children of the opposite sex, may be allowed to participate in the lottery for a 3-bedroom townhome or cottage.

developer to complete the sales process. City and developer personnel will coordinate with lenders and escrow companies to ensure application accuracy, completeness and consistency throughout the lottery and purchase process. It is the applicant's responsibility to provide complete, accurate and consistent information when applying for affordable housing opportunities. Failure to do so may result in disqualification from the program.

**Owner Occupancy:** All participants who purchase an affordable home under this program are required to live in the home as their primary place of residence. Only under exceptional circumstances, when the unit is on the market for sale, it can be rented and only for a limited duration.

**Renting of Affordable Housing:** Affordable homes purchased through this program are intended to be the owner's primary place of residence and are not permitted to be rented at any time, either in part or in whole. Individual rooms in affordable homes may not be rented out to persons not within the applicant's qualifying household.

**Refinancing:** The City must approve the terms of financing secured by the property, whether at the time of sale or at any other time. Except for the original purchase money financing, Owner shall not further encumber the property without approval of the City, and in no case shall any further encumbrance impair the City's interest in the property.

**Resale:** Affordable homes created as part of the Marina Heights project are required to remain so in perpetuity. As a result, when homes created as part of the affordable housing program are offered up for sale, potential purchasers must meet the same income level and qualifications as the original purchaser. In addition the sales price must reflect the original sales price level for which it was obtained with the actual current sales price established in HCD's annual report.

#### **4.2.1.3 Landscape Maintenance District / Homeowners Associations**

The Marina Heights Specific Plan will create numerous areas within the community that will be held in common ownership amongst all community members. It is anticipated that a Landscape Maintenance District or Master Homeowners Association, with numerous sub-associations may be used to maintain and manage these areas. A Master Homeowners Association would be responsible for overall street landscaping and maintenance and the sub-associations reimburse the Master association on a pro-rata basis. An alternative to a Master Homeowners Association could be a Landscape Maintenance District. This would place the burden of maintenance of the common areas on the City of Marina. It is our intention that the appropriate mechanism be determined in consultation with the City of Marina and that the final document will be recorded with the City Clerk at the appropriate time.

#### **4.2.2 Public Works Programs**

Any infrastructure or public works projects related to the Marina Heights project will be consistent with the Specific Plan. As discussed previously, the majority of the infrastructure within Marina Heights (roads, utilities, etc.) will be replaced.

##### **4.2.2.1 Water**

The project development agreement will stipulate the water allocation for the project.

Water infrastructure at Marina Heights will be planned, designed, and developed in cooperation with MCWD. Existing infrastructure will be utilized when feasible.

All water infrastructure will be placed in public rights-of-way. All easements will be conveyed to MCWD. A *Construction and Transfer of Water, Recycled Water, and Sewer Infrastructure Agreement* will be executed as necessary with MCWD & Public Works. Connections to MCWD systems will comply with relevant MCWD ordinances, and applicable fees will be provided as per relevant MCWD ordinances.

Each dwelling unit will be individually metered, as will isolated public park and open space areas. When feasible and as it becomes available, recycled water will be utilized in parks and open space. Projected water demand is discussed in Chapter 2 above.

#### **4.2.2.2 Sewer**

As with water infrastructure, sewer infrastructure will be planned, designed, and developed in cooperation with MCWD. Existing infrastructure will be utilized when feasible. As with water infrastructure, all sewer infrastructure will be placed in public rights-of-way. All easements will be conveyed to MCWD.

The project will utilize existing connections to the Fort Ord Sewage Collection System. The Marina Heights project will obtain verification of adequate wastewater treatment capacity from the MRWPCA as part of the discretionary approval process, as per the General Plan.

A *Construction and Transfer of Water, Recycled Water, and Sewer Infrastructure Agreement* will be executed as necessary with MCWD & Public Works. Connections to MCWD systems will comply with relevant MCWD ordinances, and applicable fees will be provided as per relevant MCWD ordinances.

Projected average daily sewage flows are discussed in Chapter 2 above.

#### **4.2.2.3 Drainage/Storm Water Facilities**

Site drainage will utilize a storm drain system. Water will be directed to drainage areas at various points. Post construction drainage will be accommodated onsite. However, in areas where storm drainage is currently being carried offsite, such as Patton Park, those existing facilities will be utilized. Retention basins will be appropriately landscaped and designed where possible as components of open space and/or parks. Facilities are designed to convey runoff from a minimum of a 10-year frequency. A storm drainage report and plan will be made available for review and approval by the City Public Works Director.

#### **4.2.2.4 Streets**

Street design is discussed in detail in Chapter 2 of this document. As per the General Plan, all streets are proposed as two lanes, one lane in each direction. The project utilizes a variety of block lengths, cul de sacs, roundabouts, bike lanes, and alleys.

Street designs will be reviewed and approved by the City's Public Works Department, constructed by the project applicant, and dedicated to the City as appropriate. If necessary, final street design documents will become part of this Specific Plan as they are approved.

#### 4.2.2.5 Utilities – Electric, Cable, Telephone

All utilities will be installed pursuant to the requirements of relevant utility companies and will be placed underground. Adequate public utility easements will be provided at locations and of widths required by the serving utilities.

#### 4.2.3 Financing

As stated previously, impact, plan check, and permit fees will be paid as stipulated in relevant Option/Development Agreements and City Ordinances. The following per unit fees, as set forth in the Option Agreements, will be paid with respect to each residential unit upon obtaining a building permit for such residential unit:

Final Map Plan Check Fee	\$135
Grading Plan Check and Permit Fee	\$30
Subdivision Improvement Plan & Inspection Fee	\$500
Encroachment Permit Fee	\$50
Traffic Signal Fee	\$85
Park Development Fee	\$2,224
City development Fee (former Fort Ord area)	\$3,813
Building Permit Fees:	
Permit	\$1,977.19
Plan Check	\$1,286.17
SMTP	\$25.53
BDT	\$59.32

In addition to these fees, \$35,319.00 per residential unit will also be paid to FORA at the time of building permit issuance.

The acquisition and development of the property will be funded through developer's internal equity and third party loans obtained by developer. The purchase of all materials and the completion of all work will be secured as required by relevant local agencies (Public Works and MCWD for example) via performance and labor and materials bonds or other similar mechanism. Estimates and bond amounts will be confirmed with appropriate agencies. All relevant plan check, inspection, connection, supply, and meter fees will be paid to MCWD as stipulated by MCWD. Easement and dedication agreements will be executed with MCWD as well. Form and content of documents will be to the satisfaction of relevant regulatory agencies.

Marina Heights will not utilize any of the following funding mechanisms: redevelopment funds, general or special taxes, Mello-Roos district taxes, general obligation bonds, or tax increment financing.



## Chapter 5

### Policy Analysis

The purpose of this Chapter is to discuss the relationship between the Marina Heights Specific Plan and *the City of Marina General Plan - Draft Urban Growth Boundary Edition's* objectives, policies, and implementation measures. It also summarizes the goals of the plan and then identifies how the Marina Heights Specific Plan project reflects these goals. When instances occur where the project may be consistent with the goals of the General Plan but not with the measures intended to implement the goal, alternative implementation measures consistent with said goal have been identified.

The Marina General Plan is composed of four elements: Community Land Use, Community Infrastructure, Community Design & Development and Program and Implementation. Consistency with these elements is discussed in detail below.

#### 5.1 General Plan Goals

The overall goal of the Marina General Plan is the creation of a community, which provides:

1. A high quality of life for all its residents;
2. Offers a broad range of housing, transportation and recreation choices and;
3. Conserves irreplaceable natural resources.

The Marina Heights Specific Plan provides for a community that achieves these goals. In keeping with the architecture of the surrounding region various complimentary styles of homes will be presented within Marina Heights. The structures are one and two stories and will consist of seven types of housing units. This mix of homes will provide a wide range of housing opportunities for the area. All housing types will be integrated throughout the project with the goal of creating 5 distinct neighborhoods or districts. Architectural design of the homes will encourage a community feel.

The project provides neighborhood parks within walking distance to all residences. New bikeways within the community will be linked to existing adjacent bike paths. With regard to existing transit routes and the proposed light rail facility and/or dedicated transit guideway along Imjin Road, residents will have a convenient walk or bike to any transit facilities located along Imjin Road. The integration of the project into the existing fabric of the City and the available access to future transit improvements encourages use of alternative means of travel.

In addition to the neighborhood parks provided within the community, the project will contribute up to \$1.5 million toward improvements at the 18-acre community park directly adjacent to the site. Recreational opportunities will also be available in the preserved open space areas. Walking trails, benches and play areas will encourage the residents to congregate and appreciate this area while still preserving its natural character.

All of these amenities in combination will ensure a high quality of life for all of the residents.

## 5.2 Community Land Use Element Goals

The intent of the Community Land Use Element (Policy Section 2.4) is to provide a satisfying, safe and healthful living and working environment and promoting the economic well being of city residents and businesses.

### 5.2.1 Primary Policies

Primary Community Land Use Element policies that are applicable to the project include:

- **Policy 2.4.1** - The City shall provide land supply within its Urban Growth Boundary sufficient in size and appropriately located to accommodate a fair share of the future population and employment growth within Monterey County.

The project has achieved this goal on the subject property through the land use designation of Single Family Residential (R-1), Marina Heights Village Homes (MHVH) and Open Space (O). The implementation of the Marina Heights Specific Plan will allow for the General Plan designation of Single Family Dwellings on the Estate Lots, Marina Heights Village Homes (MHVH) designation on the remainder of the residential areas and a Recreation designation on the open spaces and green belts. Coupled with the phasing plan identified below and further indicated in the Option Agreement, the project will contribute to Marina's need to accommodate a fair share of future population growth within Monterey County. In addition, employment opportunities will occur directly through the construction of the project (carpenters, plumbers, etc) and indirectly through service providers needed for the community (teachers, dentist, police, etc). Therefore the Marina Heights Specific Plan is consistent with this Community Land Use Element goal.

- **Policy 2.4.2** - The City shall prevent under-utilization of land within its UGB that is appropriate for community development in order to ensure that development proceeds in an orderly and consistent manner and to minimize the dispersal of future growth in Monterey County to outlying areas with a high natural resource value. Accordingly, whenever feasible, the City shall encourage new development to locate within existing developed portion of Marina and Marina's former Fort Ord in preference to development of currently vacant, undeveloped lands located within the City's UGB.

Marina Heights is being developed within Marina's former Fort Ord in preference to development of currently vacant, undeveloped lands located within the City's UGB. However, since the density proposed for areas to be designated MHVH is below the 7.5 units/per acre established in the General Plan, an amendment to this policy is required to implement the Specific Plan.

- **Policy 2.4.3** – Wherever possible, land with significant agricultural, natural habitat, or scenic value shall be retained and protected from degradation.

The Specific Plan requires modification of Figure 2.2 Land Use Plan; in part to accommodate the relocation of designated open space habitat areas. Due to this fact, amendment to the General Plan regarding this policy is necessary. It should be noted that development of the Specific Plan will adhere to the Habitat Conservation Plan and Implementing Agreement for Former Fort Ord as necessary.

- **Policy 2.4.4** - Future land development shall have sufficient intensity to help ensure the long-term feasibility of public transit for work and other purposes and to create a pedestrian-oriented community

Areas of the Marina Heights Specific Plan that are proposed to be designated as Marina Heights Village Homes (MHVH) have a density of 5.9 dwelling units per gross acre<sup>5</sup>. Though numerous amenities are located in walking distance creating a pedestrian-oriented community, amendment to the minimum density put forth in the General Plan will be required to accommodate the Specific Plan.

- **Policy 2.4.5** - Retail and personal-service uses shall be channeled into existing commercial areas and other identified commercial center in the plan and efforts shall be taken to avoid strip-type commercial development

The City of Marina is considering a revision to the General Plan that would allow for commercial development to be incorporated into land with a General Plan designation of Marina Heights Village Homes (MHVH). The Marina Heights Specific Plan does not include any commercial component so that any retail and personal-service uses can be channeled into existing or proposed commercial areas in order to avoid strip-type commercial development. Therefore the Marina Specific Plan is consistent with this Community land Use Element Goal.

- **Policy 2.4.6** - Construction of a broad range of housing types shall be permitted and promoted in order to provide greater housing choice and diversity.

As indicated in Chapter 1 above, The Marina Heights Specific Plan provides for broad range of housing types of complimentary styles of homes which consist of seven types of housing units that provide a range of home sizes and configurations (detached, attached, etc). All housing types will be integrated throughout the project with the goal of creating 5 distinct neighborhoods. Therefore the Marina Heights Specific Plan is consistent with this Community Land Use Element goal.

- **Policy 2.4.8** - Where feasible, the community shall be demarcated from adjacent communities by permanent open space.

As indicated on the project site plan, on the western edge of the site, the Marina Heights project provides a minimum of a 30-foot green space between the project and surrounding areas. Therefore the Marina Heights Specific Plan is consistent with this Community Land Use Element goal.

- **Policy 2.4.9** - Sufficient land to meet outdoor recreation needs.

As discussed in more detail below, Marina Heights provides: 5.85 acres of sub-neighborhood parks; an 8.53 acre Oak Grove Preserve; a 12.92 acre, approximately 150' wide greenbelt/linear park; 8.33 acres of linear park and open space areas that connect various open space elements along the border of and throughout the Marina Heights site; and improvements to the City Park. Therefore the Marina Heights Specific Plan is consistent with this Community Land Use Element goal.

---

<sup>5</sup> The applicant proposes that parks and open space areas will be designated with recreational or open space zoning. Estate lots will be designated with a single-family residential zoning. Therefore, these areas, as well as Abrams Drive and Main Street are excluded from Village Home density calculations.

- **Policy 2.4.10** - Land appropriate for community development shall be allocated and phased in a manner that enhances local employment and economic opportunities and provides the City with a strong economic and fiscal base.

Construction of the Marina Heights project will in itself create employment opportunities in the community (carpenters, tile setters, dry wall hangers, plumbers, roofers etc.). Creation of 1,050 housing units will directly and indirectly generate new employment opportunities, in the form of jobs such as teachers, doctors, dentists, etc. Further, the availability of housing is a marketing tool that may be used by the City in economic development efforts aimed toward attracting new businesses to the City. However, due to the overall intent of the policy, an amendment to the General Plan with regard to the enhancement of long-term permanent employment will be necessary.

- **Policy 2.4.11** - Costs associated with new development shall be borne by new development.

The payment of fees stipulated in the Option Agreement and the applicable FORA fees along with the implementation of an Infrastructure Financing Plan will ensure all appropriate fees are borne by the development. Therefore the Marina Heights Specific Plan is consistent with this Community Land Use Element goal.

### 5.2.2 Land Resources

Land Resources pertains to the unbuilt portion of the Marina Planning Area and therefore does not apply to this project

### 5.2.3 Open Space Goals & Policies

The open space areas of the Marina General Plan area are defined as: Habitat Reserves and Other Open Space, Agricultural Reserves, Parks and Recreation, Golf and Parks and Open Space. Within the Marina Heights Specific Plan Area existing open space land is designated Habitat Preserve and Other Open Space, Parks and Recreation. Therefore, the following policies are applicable:

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

Marina Heights includes sub-neighborhood parks, open space preserves, greenbelts & linear parks, and improvements at the 18-acre community park directly adjacent to the site (over 50 acres of improvements in total). All elements are linked by a combination of trails, greenbelts, bikeways, sidewalks, streets, and landscaped areas. Public open space is discussed in more detail below. The Marina Heights Specific Plan is consistent with this open space goal.

- **Policy 2.10.3** - The Marina Planning Area contains land designated for permanent retention in open space so as to protect maritime chaparral, coastal scrub, and coast live oak woodlands and other plant and wildlife species that inhabit these areas.

The former habitat of the Marina Heights project site was in its entirety Maritime Chaparral. The habitat currently existing is a combination of intact, altered, and fragmented Maritime Chaparral.

Areas with housing were scraped bare and now are composed of exotic weeds and struggling planted trees and shrubs. The construction and reconfiguration of the property with higher density housing will cause minimal loss of Maritime Chaparral habitat.

The General Plan, in Section 2.10.3, calls out Maritime Chaparral lands specifically designated for permanent retention in open space. The Marina Heights project site is not identified as designated for permanent retention in open space. All City of Marina ordinances for replacing oak trees removed during demolition and construction will be adhered to. The provision of a 12.92-acre greenbelt on the northeast portion of the project site will protect remaining native vegetation.

The Specific Plan requires modification of Figure 2.2 Land Use Plan; in part to accommodate the relocation of designated open space habitat areas. Due to this fact, amendment to the General Plan regarding this policy is necessary. Again, development of the Specific Plan will adhere to the Habitat Conservation Plan and Implementing Agreement for Former Fort Ord as necessary.

- **Policy 2.16.3** - The General Plan, states that in the Former Fort Ord, with the exception of sub-neighborhood parks to serve new or renovated housing and the dedication of land for recreation/equestrian trails...no further dedication of land for park and recreation purposes is required other than that designated for park and recreation use by former Fort Ord conveyances. Instead, all new residential developments shall be required to pay in-lieu fees to finance the improvement of existing unimproved park and recreation sites.

Rather than pay in-lieu fees to finance the improvement of park and recreation sites as stated in the General Plan, Marina Heights, pursuant to the Option Agreement, will contribute up to \$1.5 million toward improvements at the approximately 18-acre City Park site. Improvements include installation of grass for recreation fields and the construction of a 2,500 square foot general purpose/administration building on the park site for the City Department of Parks and Recreation. The parameters of the improvements to The City Park, as well as other recreation improvements, will be stipulated between Cypress Marina Heights Partners and the City of Marina.

Pursuant to Policy 2.16.3 discussed above, Table 2.3 of the General Plan requires .2 acres of sub-neighborhood parks per approximately 40 housing units. Sub-neighborhood parks are defined in Table 2.3 as:

*Small-scale passive and active recreation areas for informal play and relaxation close to place of residence. May be common open space available only to residents of a specific project, or public and open to all residents.*

*The required land area for sub-neighborhood parks is .2 acres per approximately 40 housing units.*

*The service area is within 300 feet of units served.*

Current plans for Marina Heights depicting “Open Space: Parks and Preserves” identify two types of areas that fall into the category of sub-neighborhood parks: pocket parks and neighborhood parks. Pocket and neighborhood parks comprise 5.85 acres of the project site.

As Marina Heights proposes 1,050 housing units, that translates to a requirement of 5.25 acres of sub neighborhood parks (at .2 acres per approximately 40 housing units). Marina Heights’ provision of 5.85 acres of sub-neighborhood parks is in compliance with this open space policy.

Pursuant to the facts above, the Marina Heights Specific Plan recommends amending the requirements of General Plan Table 2.3, as it relates to the Marina Heights project, with regard to sub-neighborhood parks to read as in the table that follows. The recommended criteria in the following table allow for a sub-neighborhood park service area maximum of 1,300 feet, which translates to a maximum 5-minute walk. It should be noted that most residences will be within a 2 ½ minute walk (650 feet) of a sub-neighborhood park.

<b>Marina Heights Sub-Neighborhood Park and Recreation Standards</b>			
<b>General Plan Table 2.3</b>			
<b>Type</b>	<b>Function</b>	<b>Required Land Area</b>	<b>Service Area</b>
Sub-neighborhood	Small-scale passive and active recreation area for informal play and relaxation close to place of residence. May be common open space available only to residents of a specific project, or public and open to all residents.	.2 acres per approximately 40 housing units	Within 1,300 feet of units served

In addition to “sub-neighborhood” areas discussed above, Marina Heights includes:

- an 8.53 acre Oak Grove Preserve;
- a 12.92 acre greenbelt, approximately 150’ wide, with linkages to adjacent neighborhoods;
- improvements to the 28 acre City Park site; and
- 8.33 acres of linear park and open space areas that connect various open space elements along the border of and throughout the Marina Heights site.

The project’s open space and park areas are distributed throughout the site. Greenbelts, bikeways, paths, trails, and sidewalks link these areas. Each neighborhood, or district, will contain such areas.

The document entitled “*Urban Growth Boundary and Other Amendments to the General Plan: Alternatives and Issues Report – August 2002*” suggests that provisions be added to the General Plan regarding greenbelts. Specifically the Alternatives and Issues report suggests requiring a minimum dedication of 5-9 percent of the total site area primarily for use as greenbelts. As stated above, Marina Heights provides greenbelt area that equals approximately 5 percent of the project site. When the Oak Grove, which is directly connected to the greenbelt, is combined with the greenbelt acreage, the total is approximately 8.6% of the project site. The Specific Plan is consistent with the potential greenbelt provisions in the *Alternatives and Issues Report*.

- **Policy 2.17** - Maintenance of neighborhood parks, sub-neighborhood parks as required by Table 2.3 shall be the responsibility of a homeowners’ association.

In compliance with the goal of this policy, maintenance of neighborhood and pocket parks will be the responsibility of a landscape maintenance district. The Specific Plan is in compliance with this open space policy.

- **Policy 2.18** - A trail shall link the project area to an existing or planned trail so as to eventually contribute to and help create a citywide trail system.

Of note at Marina Heights is the 12.92 acre greenbelt stretching from the northeast corner of the site at Carmel Avenue, through the center of the site, and culminating at the west end of the site in an approximately 8.53-acre preserve/open space. The City Park may be accessed by a short walk from the preserve/open space. The 12.92 acre greenbelt and others proposed on site provide a means of creating common links within the project site with regard to not only recreation opportunities but in creating a cohesive overall community. The 12.92-acre greenbelt lies within a five minute or less walk of the entire project site.

Play and recreation areas and the greenbelt have been designed to not only link various neighborhoods within the site, but also to integrate the site into the existing community and adjacent offsite recreation areas and future transit guideway infrastructure. The design and layout of said areas also facilitates the provision of housing within the site at densities prescribed in the Option Agreement.

Therefore, the Marina Heights Specific Plan is consistent with this open space goal.

#### **5.2.4 Housing and Neighborhoods Goals and Policies**

As stated in Section 2.22, the General Plan's housing and neighborhood policies and related programs are intended to protect and enhance the quality of the City's existing housing stock and neighborhoods and to accommodate a fair and reasonable share of the region's growth over the next 20 years.

The Marina Heights Specific Plan can enhance the quality of the city's existing housing stock and accommodate a fair and reasonable share of the region's growth in a variety of ways. The Marina Heights Specific Plan will provide a variety of housing options. Homes vary with regards to size and cost. With a square footage of approximately 850 to 1,350 feet, affordable townhomes within the project will provide opportunities for first time homeownership for singles and young families while also providing a housing opportunity for "empty nesters" wishing to downsize from a traditional larger family home that could be found in the surrounding community. Cottage homes will be available at affordable, "Bridge Homes" or market rate sales prices. With larger homes and estate lots in Marina Heights, others members of the community who require larger homes will also be accommodated. As mentioned above, homes will also vary with regards to home price with affordable townhomes, affordable cottage homes, "Bridge Homes", single-family homes, and estate lots. One hundred and twenty-five (125) of Marina Heights homes will be sold at affordable sales prices. In addition, eighty-five (85) of Marina Heights shall consist of single-family homes provided as sales restricted "Bridge Homes". These homes shall be sold for an average purchase price of \$255,000.00. As a result, a total of 210 homes, or 20% of Marina Heights' homes will be sold below market rate.

The General Plan identifies that the intent of the housing policies is to promote construction that is environmentally and socially responsible. Specific goals and policies that are applicable to the project include the following.

- **Policy 2.22** – Growth should address socio-economic concerns related to affordability of housing, community diversity, a balance of housing and jobs, and the maintenance of a sound fiscal base for the community.

The Specific Plan adheres to the goals of affordability and diversity through its provision of affordable housing. However, an amendment to the General Plan will be required with regard to the portion of the policy addressing a balance of housing and jobs.

- **Policy 2.27** – Construction of new housing commensurate with new jobs within the expanded city limits of Marina will provide ample opportunity for Marina residents to both live and work within their community.
- **Policy 2.31.1** - New housing shall be phased and shall provide for the needs of all economic groups particularly with respect to matching the needs of the City's current and future workforce in order to promote the social and fiscal well being of the community. To achieve this goal, the General Plan identifies a limit of 200 units per year plus any unused increment from the previous year. New housing shall be linked to the creation of new jobs.

New housing will be phased and shall provide for the needs of all economic groups, particularly the needs of the City's current and future workforce. The phasing schedule will be consistent with the provisions of the Schedule of Benchmarks included in the Option Agreement. The Schedule of Benchmarks stipulates:

- 138 units may be constructed per year
- 210 bridge homes and affordable units are exempt from the 138-unit cap
- 115 market rate units are exempt from the 138-unit cap
- Undeveloped units may be transferred to the subsequent year

The Marina Heights project will be constructed at a rate of 138 market units per year. All below market rate units constructed will be exempt from this 138-unit cap. A one-time initial jump-start of 115 units is anticipated in the first year but will not on the average cause the project to exceed the General Plan building permit cap. Any unused increment from either the market rate or jump start units from the previous year can be utilized in subsequent years.

The intent of this phasing requirement is consistent with the general plan goal to accommodate a fair and reasonable growth in the community. The Marina Heights Specific Plan is consistent with the unit per year limit of this Community Land Use Element goal. However, an amendment will be required relative to the portion of the policy linking new housing and the creation of jobs.

- **Policy 2.31.2** - Housing developments of 20 or more dwellings are to include an appropriate percentage of below market rate housing. The policy identifies that for projects subject to this requirement, at least 20 percent of the units shall be identified as below market rate.

As identified in the Marina Heights Specific Plan and as further stipulated in the Option Agreement, Eighty-five (85) of the units at Marina Heights shall consist of single-family homes provided as sales restricted "Bridge Homes". These homes shall be sold for an average purchase price of \$255,000.00<sup>6</sup>.

---

<sup>6</sup> May be increased annually beginning January 1, 2004 based on CPI.



This was determined by the Marina City Council in approving the Option Agreement to be an appropriate percentage of below market housing as part of the project. However, on January 21, 2003, the applicant proposed to the Marina City Council to expand the below market rate program at Marina Heights to include the conversion of 102 proposed market rate townhomes and 23 proposed market rate cottage homes to affordable sales price. As a result, 20 percent of the units are identified as below market rate consistent with this Community Land Use Element goal. In accordance with Redevelopment Law which places the obligation to provide affordable housing on the Agency, (unless the Agency imposes that obligation on the developer), the Option Agreement states that the developer of the Marina Heights project is not required to provide any affordable housing on the Marina Heights project site. Nonetheless, the owner of the Marina Heights project has committed to provide 20 percent of the homes at below market rates. Therefore the Marina Heights Specific Plan is consistent with this Community Land Use Element goal.

- **Policy 2.31.3** - New housing shall accommodate a broad range of life-styles including those wishing to combine live work and retired residents.

As depicted on project site and architectural plans, Marina Heights will serve a variety of life-styles and meet a wide range of housing needs. As depicted on the floor plans for the single family homes, areas have been incorporated into the design that provide home offices/computer stations allowing for home based work/business. This allows for a live work environment that has no impact on the community while reducing traffic needs. In addition, a landscape maintenance district undertakes all landscape maintenance surrounding these units. Therefore the Marina Heights Specific Plan accommodate a broad range of life-styles consistent with this Community Land Use Element goal

- **Policy 2.31.5** - New housing shall be constructed at densities and in patterns, which conserve land, reduce reliance on private automobile and result in a walkable, attractive neighborhood.

The Marina Heights Specific Plan proposes to designate portions of the site Marina Heights Village Homes (MHVH) at a density of 5.9 dwelling units per gross acre which will allow for the provision of the housing units discussed above while also allowing for the protection of the arroyo on site. As the site was previously developed as part of Fort Ord, the arroyo represents the only portion of the site that has retained any biological value. Preserving the arroyo area and integrating it into the project as passive open space will allow for its conservation. Through the inclusion of home office/computer alcoves as discussed above, residents will be provided an opportunity to reduce the need for driving by providing the opportunity to work from home. Bikeways throughout and adjacent to the project (both Class I and Class II) will encourage biking and the numerous sidewalks and trails will provide a walkable neighborhood. Home and townhome garages will not dominate the streetscape through architectural design and the use of alleys resulting in an attractive neighborhood. The Marina Heights Specific Plan strives to conserve land, reduce reliance on private automobile and provide walkable, attractive neighborhood styles. However, the General Plan stipulates a minimum Village Home density described as optimal for the utilization of land and support of public transportation. Amendment to the minimum density put forth in the General Plan will be required to accommodate the Marina Heights Specific Plan.

- **Policy 2.31.6** - New housing shall be integrated into the fabric of the City.

The Marina Heights project is designed to integrate into the existing fabric of the City. Residents of the project will have access to Imjin Parkway and its planned transit guideway infrastructure as well as Reservation Road, which is designated as a Regional Bus Route and Class One Bikeway. Access by foot, bike, or auto to adjacent neighborhoods, parks, recreation areas, and commercial areas are also made feasible by the project design. Therefore, the Marina Heights Specific Plan is consistent with this Community Land Use Element goal.

- **Policy 2.31.7** - Amenities such as common open space, pedestrian paths and bikeways and well-landscaped streets shall be incorporated into the design of new housing areas to ensure long-term desirability and stability of the area and community at large.

Marina Heights contains pocket parks, neighborhood parks and a natural open space. All of these recreational spaces are accessible to the community through sidewalks and paths. In addition, the main arterial streets are designed to include a Class II bikeway (two 5' lanes, one each for one way travel) to encourage the use of bicycles within the community and allow for linkage with existing bikeways in the area. As identified on the street sections, the divided entry drive utilizes planting medians. Additionally, all streets accommodate planting areas along the street between the curb and sidewalk. As well as demonstrating good site design and circulation, these amenities will ensure long-term desirability and stability of the area and community at large consistent with this Community Land Use Element goal.

- **Policy 2.31.8** - New housing shall be built to conserve water and energy.

Marina Heights will be built utilizing development and construction standards that meet or exceed Title 24 water and energy conservation standards.

- **Policy 2.31.9** - A fair share of infrastructure and public service costs shall be borne by new housing.

The Marina Heights project will pay all relevant infrastructure and public service costs. The Marina Heights Specific Plan is therefore consistent with this Community Land Use Element goal.

- **Policy 2.33.2** - Village homes, consisting of a mix of single-family detached houses, townhouses, and multifamily housing shall be provided. Village homes are to be organized into a village type setting capable of supporting both local and regional transit, with residents being within walking distance of local shops, schools, and park and recreation facilities. The overall gross density should of the area designated for Village Homes should not exceed 8 units per gross acre, nor be less than 7.5 units per gross acre – pursuant to Section 2.35.1.

Marina Heights provides a variety of single-family detached housing opportunities as well as townhomes that will be located in areas designated as Marina Heights Village Homes (MHVH). Areas of the Marina Heights Specific Plan that are proposed to be designated as MHVH have a density of 5.9 dwelling units per gross acre, which is inconsistent with this policy. Though numerous amenities are located at Marina Heights to create distinct neighborhoods and a pedestrian-oriented community, amendment to the minimum density put forth in this policy will be required to accommodate the Specific Plan.

- **Policy 2.35.1** - Former Fort Ord lands within Marina shall accommodate the following broad range of new housing types: Rehabilitated former military multi-family housing in the Abrams Park area plus new infill housing to replace deteriorating units. However, a majority or all of the units may be new housing if there is adequate demonstration that new housing will be provided with similar or better quality and affordability than would have been possible for rehabilitation of most existing units plus new infill. If the majority of new homes are replaced, new housing shall be provided in accordance with the Village Homes designation and shall include an integrated mix of housing types and mini-parks at the neighborhood level. (In this event, the land use designation for this area shall become "Village Homes" to replace the SFR designation.) A total of 846 units are permitted within the Abrams Park area.

The project will construct new housing units in Upper Patton/Abrams Park. The existing units, as well as existing infrastructure, is in poor condition. The units as they exist are not marketable. As indicated in the analytical and financial analysis prepared by Jerry Keyser of Keyser Marston Associates for the City, upgrading the existing units and infrastructure would likely cost the same as providing new units. Further, it is not desirable to rehabilitate the existing units due to costs including ongoing maintenance costs, potential liability and building code concerns. New housing will be provided with better quality, affordability, and marketability than would have been possible through rehabilitation of the existing units. It is the project's desire to provide the best possible product with no potential for unanticipated concerns, hazards, or delays, whether they are environmental or structural. Therefore, with the demonstration that new housing will be provided with similar or better quality and affordability than would have been possible through rehabilitation, Marina Heights is consistent with the portion Community Land Use Element goal dealing with replacing housing.

The General Plan allows for the construction of 924 housing units within the area proposed for, in part, Marina Heights. However, this figure also includes 194 units that exist within Abrams B. When the 194 existing units are removed from the General Plan figure, an additional 730 homes are allowed for in the plan area. As stipulated in the Option Agreement, the City and applicant representatives identified 102 attached townhomes, 778 single-family dwellings, 85 "bridge homes" and 85 single family "estate lots" for a total of 1,050 residential units. As mentioned under Policy 2.31.2 above, on January 21, 2003, the applicant proposed to the Marina City Council to expand the below market rate program at Marina Heights to include the conversion of 102 proposed market rate townhomes and 23 proposed market rate cottage homes to affordable sales price. However, the total number of units identified has remained unchanged at 1,050 homes. Therefore this Section of the General Plan will need to be amended from a stated 730 homes to 1,050 to allow for the implementation of the Marina Heights Specific Plan.

In addition, the Marina General Plan designates the site a mixture of Single Family Homes and Village Homes (VH). The Marina Heights Specific Plan proposes to designate the site covered by the Specific Plan as a combination of Marina Heights Village Homes (MHVH), Single Family Residential (R-1) (estate lots), and recreation/open space. The goal of the Marina Heights Village Homes (MHVH) designation is to provide for a medium density of mixed residential development. This designation is intended to facilitate the integration of a variety of housing types organized into a village type setting capable of supporting both local and regional transit with residents being within walking distance of local shops, and park and recreation facilities. However, the General Plan stipulates a minimum Village Home density. Amendment to the minimum density put forth in the General Plan will be required to accommodate the Marina Heights Specific Plan.

The Marina Heights Specific Plan provides for a community that achieves the overall goals of a Village Home designation. Architecturally complimentary styles of homes consisting of one and two story and will consist of seven types of housing units. This mix of homes will provide a wide range of housing opportunities for the area. The homes will be integrated throughout the project with the goal of creating five (5) distinct neighborhoods consistent with the goal of the General Plan's Village Homes designation and the proposed Marina Heights Village Homes (MHVH) designation.

Adjacent to existing and future transportation opportunities on Imjin Road, the community is able to support both local and regional transit consistent with the goal of the Village Home designation. Future commercial areas (on Imjin Road) and park and recreation facilities proposed as part of the project will all be within walking distance to the residents meeting the goal of the Marina Heights Village Homes (MHVH) designation.

**Figure 2.2 Land Use Plan** will need to be amended from Single Family Residential (R-1) and Village Homes designations to Marina Heights Village Homes (MHVH) (5.5 - 6.5 units/acre), Single Family Residential (R-1) (estate lots), and Open Space (O) to allow for the implementation of the Marina Heights Specific Plan.

**Figure 2.3 Public Facilities** will require amendment to allow for relocation of the school site.

### 5.2.5 Commercial

General Plan goals related to commercial uses are intended to provide for the shopping and service needs of local residents, attract commercial development, enhance employment and other economic opportunities. While it is proposed in the General Plan's Village Homes designation to allow for limited commercial development, it is not a component of the Marina Heights Specific Plan, Marina Heights Village Homes (MHVH) General Plan designation or the Marina Heights Village Homes (MHVH) zoning designation. It was determined that it would not be economically viable to sustain given the number of residential units, and could negatively impact existing retail on Imjin Road.

### 5.2.6 Industrial and Commercial Services

Industrial and Commercial Services goals are related to the land with this use designation. Such land is not a component of the Marina Heights Specific Plan.

### 5.2.7 Public Facilities

Public facilities are areas set aside to accommodate existing and planned community facilities such as schools, police, fire, civic uses, utilities, and various transportation facilities. A high school is designated immediately adjacent to the Marina Heights Specific Plan. The General Plan also identifies an elementary school within the Marina Heights Specific Plan area.

- **Policy 2.91.4** - Locate elementary and middle schools within walking distance to the to households served.

As stated above, the General Plan identifies an elementary school within the Marina Heights Specific Plan area. It was determined during the negotiation process for the Option Agreement that the elementary school site was not appropriate. The new location for the elementary school will be determined by the school district, and may be within walking distance from households within the

community, thereby consistent with this Community Land Use Element goal. However, Figure 2.3 Public Facilities map will need to be amended to reflect a new location for a school.

### 5.3 Community Infrastructure Element Goals

Policy/Section 3.3 of the Marina General Plan states that "The intent of the General Plan Transportation and Infrastructure Element is to ensure that the requirements for transportation, water supply, wastewater collection and treatment, storm water drainage and solid waste disposal generated by existing and future development are adequately provided for. It is also the intent to ensure, to the maximum extent possible, that the provisions of such services does not have a deleterious effect in either natural resources or the quality of life of the residents of Marina or other potentially affected areas.

#### 5.3.1 Primary Policies

- **Policy 3.3.1** - Develop redeveloped areas in patterns and densities that make the provision of frequent regional and local transit economically feasible.

The General Plan states that in developing or redeveloping areas a minimum density of 7 units per gross acre will be required to ensure the feasibility of future transit service. The portion of Marina Heights to be designated Marina Heights Village Homes (MHVH) is proposed to be developed at a density of 5.9 units per gross acre. Residents of the Marina Heights project will have the opportunity to utilize, and support the economic feasibility of, transit infrastructure planned for Imjin Parkway. Residents will have a convenient walk or bike ride to any transit facilities located along Imjin Road. Due to the General Plan stipulation of 7 units per acre discussed above, the General Plan will need to be amended in relation to the Marina Heights Specific Plan with regard to density.

- **Policy 3.3.2** - Reduce the length of travel time by maximizing employment opportunities within the community.

The construction of the Marina Heights project will in itself create employment opportunities in the community (carpenters, tile setters, dry wall hangers, plumbers, roofers etc.). Creation of 1,050 housing units will directly and indirectly generate new employment opportunities within the community, in the form of jobs such as teachers, doctors, dentists, etc. Further, the availability of housing is a marketing tool that may be used by the City in economic development efforts to attract jobs to the City (quality housing supports a quality labor force which attracts quality businesses and employers). However, due to the overall intent of the policy, an amendment to the General Plan with regard to the actual provision of long-term permanent employment will be necessary.

- **Policy 3.3.3** - Promote land use patterns and uses, which allow for multipurpose trips and deferral during peak travel times.

The Marina Heights project encourages access to adjacent neighborhoods, parks, recreation areas, and commercial areas by foot, bike, transit, or auto. The design of the site and the integration of the project with existing land uses will allow for less dependence on the automobile. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.3.5** - Design to encourage walking and biking as a major and safe means of travel.

To encourage walking and bicycling, sidewalks and bikeways are provided throughout the project, as are trails through the greenbelt/linear park.

- **Policy 3.3.6** - Protect existing and future residential areas from through-traffic that creates safety, noise, and pollution problems.

As seen on the conceptual land plans, the internal street layout and design discourages through traffic. The project is sensitive to the need to create a balance between integrating into the existing fabric of the City and discouraging use of the project site by through traffic. Roundabouts, narrow street widths, landscaping, and street layout all help to “curb” through traffic. Also, the planned Imjin Parkway designed to serve as an arterial at the southern edge of the property, coupled with Reservation Road will help to minimize through traffic. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.3.7** - Link roads, transit, footpaths and bikeways that connect neighborhoods, commercial areas, schools, parks, and other major community serving destinations.

The project provides the infrastructure (sidewalks, paths, greenbelt, streets, bike lanes) that allows access to and from the site to adjacent land uses via walking, bike, transit, or auto. The project site will be well connected to adjacent neighborhoods, commercial areas, transit service, parks, and other land uses. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.3.8** - Accept traffic congestion in order to achieve other community goals such as encouraging the integrity of neighborhoods and the use of alternative means.

The integrity of the neighborhoods will be protected in part by the fact that Imjin Parkway will serve as a 4-lane arterial and Reservation Road is designated a 4-lane arterial (as per General Plan Figure 3.1). Therefore, those two roads will accept the bulk of traffic congestion by design.

As stated above, the location of the project adjacent to Imjin Parkway will afford residents the opportunity to take advantage of transit. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.3.10** - Minimize consumption of water for urban proposes and make maximum possible use of recycled water.

As per the General Plan, low use fixtures and low-flush toilets will be utilized. Native or native-like landscaping will be utilized at the project to minimize the consumption of water. Provisions will be made to use recycled water for irrigation, in anticipation that recycled water will become available at the site. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.3.11** - Design storm water runoff facilities so as to contribute to the recharge of groundwater aquifers while protecting water quality of both ground and surface water.

Site drainage will utilize a storm drain system. Water will be directed to drainage areas at various points. Post construction drainage will be accommodated onsite. However, in areas where storm drainage is currently being carried offsite, such as Patton Park, those existing facilities will be utilized. Retention basins will be appropriately landscaped and designed where possible as components of open space and/or parks. Facilities are designed to convey runoff from a minimum of a 10-year frequency. Best management practices will be utilized during construction to minimize the impacts of storm water runoff during construction. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.3.12** - Ensure long-term availability of required facilities and services prior to the approval of new construction.

According to the City's General Plan, the Monterey Regional Water Pollution Control Agency's (MRWPCA) treatment plant has sufficient capacity to accommodate projected growth. The Marina Heights project will obtain verification of adequate wastewater treatment capacity from the MRWPCA as part of the discretionary approval process, as per the General Plan. *Construction and Transfer of Water, Recycled Water, and Sewer Infrastructure Agreements* will be executed as necessary with MCWD & Public Works.

- **Policy 3.3.13** - Support water resource programs including desalination and reclamation efforts to provide adequate water supply to accommodate General Plan permitted growth.

All applicable impact fees will be paid to the appropriate City of Marina entities as stipulated in the Option Agreement. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.3.14** - Promote reductions in the generation of non-recyclable solid waste.

Residents will be afforded the opportunity to take part in any City of Marina recycling programs. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

### 5.3.2 Protected Neighborhoods

- **Policy 3.7** - Existing and future residential neighborhoods shall be protected from intrusion by heavy through-traffic and from safety, noise and pollution problems created by such traffic. To achieve this end, inter-city traffic shall be directed onto designated major arterials, and intra-city traffic to designated collector streets.

Refer to Section 2.2 of this document, which provides a description of the proposed transportation infrastructure.

In order to discourage intrusion and encourage safe speeds appropriate for a neighborhood, the project incorporates several elements (please refer to street sections for more detail):

- Streets are narrower than traditional suburban streets;
- All streets are proposed as two lanes, one lane in each direction;

- A variety of block lengths, cul-de-sacs, and alleys;
- Several roundabouts are utilized to manage traffic at a main intersection/entry point;
- Landscaping and parkways are used to calm traffic and enhance the streetscape; and
- A variety of building setbacks and lot designs.

Also, the planned Imjin Parkway (designed to serve as an arterial at the southern edge of the property) coupled with Reservation Road will help to minimize through traffic. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

### 5.3.3 Street and Highways

- **Policy 3.8** - To the extent feasible, roadway system improvements shall be implemented concurrent with major development as allowed by the plan.

Marina Heights will coordinate their efforts and schedules, as appropriate, with the development of the latter section of Imjin Parkway. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

#### 5.3.3.1 Local Residential Streets

- **Policy 3.19** - Low travel speeds should be maintained on residential streets.

Marina Heights will utilize a variety of traffic calming measures (narrow streets, cul-de-sacs, alleys, roundabouts and stop signs) to reduce speeds on local streets. As shown on “Street Sections and Lot Diagrams”, local streets are proposed to be two lanes, 18’ wide, allow parking on both sides of the street (8’ wide parking area on each side), and include sidewalks separated from the street by landscaped strips. The applicant is aware that the City of Marina has been discussing utilizing 32’ wide “local” streets and is willing to work with the City to utilize 32’ wide “local” streets in the project. In fact, the applicant would prefer to utilize 32’ wide “local” streets as narrower streets promote a greater sense of community and a close-knit neighborhood. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.20** - Curbside landscaping is to be incorporated into the design of local residential streets.

The plan sheet “Street Sections and Lot Diagrams” indicates that all street types at Marina Heights will incorporate curbside landscaping and the divided entry drive will incorporate median landscaping. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.21** – This policy speaks to intersection improvements (though not specifically about any related to the Marina Heights Project).

As part of the Marina Heights project, a new intersection will be created adjacent to the City Park on Imjin Road. The intersection will provide access to the site at the “Village Crossroads”. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.



### 5.3.4 Transit Facilities and Services

- **Policy 3.23** - All future development shall be designed to help promote cost-effective local and regional transit service and minimize dependency on the private automobile for work, shopping, recreation, and other trip purposes.

The Marina Heights project is designed to afford residents of the project access to Imjin Parkway and its planned transit guideway infrastructure, as well as Reservation Road, which is designated as a Regional Bus Route and Class One Bikeway. With regard to the proposed light rail facility and/or dedicated transit guideway along Imjin Parkway, residents will have a convenient walk or bike to any transit facilities located along Imjin Parkway. Most residences are within a ten minute walk or less, via pedestrian walkway/promenade, to Imjin Parkway and/or Reservation Road. However, the General Plan puts forth a minimum density required of areas designated Village Home. Amendment to the General Plan with regard to the minimum density of areas designated Village Home within the Marina Heights Specific Plan will be required.

- **Policy 3.32** - To ensure the feasibility of future transit services; the minimum density for newly developing or redeveloping areas of the City shall be 7 units per acre.

The portion of Marina Heights to be designated Marina Heights Village Homes (MHVH) is proposed to be developed at a density of 5.9 units per gross acre. An amendment to the General Plan will be required with regard to this policy, as it is related to the Marina Heights Specific Plan.

- **Policy 3.33** - To ensure that transit concerns are adequately addressed, draft Specific Plans or applications for subdivisions of 50 or more units shall be submitted to the Monterey-Salinas Transit District for review and comments.

The Specific Plan shall be reviewed by all relevant agencies that have jurisdiction over the project. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

### 5.3.5 Non-Vehicular Circulation

- **Policy 3.36 and Figure 3.3** - Class I bikeways shall be incorporated into the construction or reconstruction of the route segments designated in the General Plan where widths or right-of ways permit.

Class II bikeways are provided on Abrams Drive and Main Street and on the divided entry drive, as per direction and consultation with City staff. A Class I bikeway is provided through the greenbelt. Therefore, the Specific Plan is in compliance with this policy.

- **Policies 3.38.1** - So as to provide for safe, direct and pleasant pedestrian circulation sidewalks shall be a minimum of 5 feet on each side of residential street.

The plan sheet “Street Sections and Lot Diagrams” indicates that all street types at Marina Heights will incorporate sidewalks separated from the roadway by landscaping. On local streets the project proposes 4-foot sidewalks. This fact will require an amendment to the General Plan, as it relates to Marina Heights Specific Plan.

### 5.3.6 Water Supply

- **Policy 3.42** - The policies and programs of the General Plan promote water conservation and the use of recycled water to protect water quality and to ensure that the demand does not exceed capacity.

According to the General Plan, the former Fort Ord has an allocation of water from the Monterey County Water Resources Agency. It is projected that Marina Heights will create a demand for water of 292.39 acre-feet per year once the project is completed.<sup>7</sup>

Low use fixtures and low-flush toilets will be utilized. Native or native-like landscaping will be utilized at the project to minimize the consumption of water. Provisions will be made to use recycled water for irrigation, in anticipation that recycled water will become available at the site.

### 5.3.7 Water Resource Management

- **Policy 3.45** - In no event shall the City permit new development requiring water allocations in excess of the available supply or in excess of its designated water allocation for that portion of former Fort Ord.

Development of the Specific Plan area as proposed is estimated to require approximately 292 AFY. The Marina General Plan anticipates that development in the Specific Plan area would generate a water demand of 231 AFY. In developing the Option Agreement and subsequent Development Agreements, Cypress Marina Heights Partners has and will cooperate with the City in determining an appropriate allocation of water for the project.

- **Policy 3.48** - When an annual MCWD annual report has reached 65 percent of its available water allocation within an area or which a project is being considered, the City shall request a Provision of Service letter for all new or rehabilitated housing. The letter shall include the water requirements for the project (including potable landscaping needs), the districts commitment to provide the water and what the commitment will do to the remaining water balance for that part of the City.

If necessary, Marina Heights will work with the MCWD in order to facilitate an appropriate Provision of Service letter. Construction will be phased and will be consistent with the provisions of the Schedule of Benchmarks in the Option Agreement (as discussed above). At full build out, it is projected that Marina Heights will create a demand for water of approximately 292.39 acre-feet per year.<sup>8</sup>

- **Policy 3.52** - In order to disclose projected water demand relative to available supply and explore effective means of achieving savings, environmental review shall be required for all proposed subdivisions that might generate significant water demands.

At full build out, it is projected that Marina Heights will create a demand for water of 292.39 acre-feet per year.<sup>9</sup> Marina Heights will cooperate with MCWD as feasible to utilize recycled water via their distribution system.

---

<sup>7</sup> The applicant anticipates that the water allocation for the project will be finalized in the future to the satisfaction of all concerned parties.

<sup>8</sup> See footnote 7 above.

<sup>9</sup> See footnote 7 above.

- **Policy 3.53.1** - All new multifamily housing shall be required to install water meters for each unit

Marina Heights will utilize individual water meters for each unit. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.53.3** - All new construction shall use low use fixtures and low-flow toilets.

Low use fixtures and low-flush toilets will be utilized. The Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.54** - All infrastructure required for adequate water supply shall be in place prior to or concurrent with new development. The cost of providing water shall be paid by impact fees.

All water infrastructure will be placed in public rights-of-way. All easements will be conveyed to MCWD. Existing infrastructure will be replaced as necessary. A *Construction and Transfer of Water, Recycled Water, and Sewer Infrastructure Agreement* will be executed as necessary with MCWD & Public Works. Connections to MCWD systems will comply with relevant MCWD ordinances, and applicable fees will be provided as per relevant MCWD ordinances. Based on these facts, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

### 5.3.8 Stormwater Facilities

- **Policy 3.57** - Storm drainage plans shall be prepared which identify containment of storm water onsite and accommodated by localized landscaped retention basins designed to convey runoff from a 10-year storm.

Site drainage will utilize a storm drain system. Water will be directed to drainage areas at various points. Post construction drainage will be accommodated onsite. However, in areas where storm drainage is currently being carried offsite, such as Patton Park, those existing facilities will be utilized. Retention basins will be appropriately landscaped and designed where possible as components of open space and/or parks. Facilities are designed to convey runoff from a minimum of a 10-year frequency.

A storm drainage report and plan will be made available for review and approval by the City Public Works Director. The Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.57.2** - Pretreatment of storm water runoff from roads, parking area shall be provided using Best Management Practices.

The naturally sandy soil at the site will act as a sand filter for stormwater runoff in retention basins. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.57.3** - Stormwater systems shall be designed in a manner that prevents soil erosion.

Best management practices will be utilized during construction to minimize the impacts of storm water runoff during construction. As per Figure A-5 in the General Plan moderate erosion potential exists at the site.

A storm drainage report and plan will be made available for review and approval by the City Public Works Director. Based on the above information, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

### **5.3.9 Wastewater Facilities and Management**

- **Policy 3.60** - All development projects requiring discretionary approval shall obtain verification of adequate wastewater treatment capacity from Monterey Regional Water Pollution Control Agency prior to project approval.

According to the City's General Plan, the Monterey Regional Water Pollution Control Agency's (MRWPCA) treatment plant, which serves Marina, has sufficient capacity to accommodate projected growth. The Marina Heights project will obtain verification of adequate wastewater treatment capacity from the MRWPCA as part of the discretionary approval process and will therefore comply with this Community Infrastructure Element goal.

### **5.3.10 Solid Waste Disposal**

To ensure compliance with the State mandated recycling provisions the following policies are identified in the General Plan:

- **Policy 3.63.1** - All new multifamily projects shall provide for trash enclosures of adequate size to accommodate the collection of both garbage and recyclable refuse

Trash enclosures will either be stored in garages or a central trash enclosure(s) provided. Collection will be accomplished individually, unit by unit. Therefore, the Marina Heights Specific Plan is consistent with this Community Infrastructure Element goal.

- **Policy 3.63.2** - Composting program shall be instituted.

If applicable, the maintenance contractor for Marina Heights will institute and maintain a composting program, in compliance with this Community Infrastructure Element goal.

- **Policy 3.64** - All utilities shall be placed underground.

All utilities will be installed pursuant to the requirements of relevant utility companies and will be placed underground. Any facilities and equipment required to be above ground will be screened with landscaping elements when necessary and in compliance with the Community Infrastructure Element policy of screening utility infrastructure.

## **5.4 Community Design & Development Element Goals**

The Community Design and Development Element establishes the physical design and construction requirements to accommodate the permitted uses and required infrastructure identified in the Community Land Use and Community Infrastructure elements respectively. Policies that are applicable to the Marina Heights Specific Plan are identified below.

### 5.4.1 City Form and Appearance

It is the intent of Marina Heights to provide a residential area with architecture styles in keeping with the architecture of the surrounding region. Various complimentary architectural styles of homes shall be presented within Marina Heights. All housing types shall be integrated throughout the project with the goal of creating 5 distinct neighborhoods or districts.

### 5.4.2 Travel Corridors and Gateways

- **Policy 4.13.2** - Major intersections that occur along major corridors should be highlighted with special design treatment.

A Landscape Plan and Lighting Plan will be developed in compliance with the City Design Guidelines and Standards. As depicted on submitted site plans, each neighborhood or district within Marina Heights has a distinctive street pattern. Further, each neighborhood or district will have a distinctive yet complimentary landscape palette that will be identifiable with each district. The divided entry roads off of Imjin Drive and California Avenue will be designed to be gateways in to the site, and will adhere to applicable guidelines in the City Design Guidelines and Standards. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

### 5.4.3 Open Space and Significant Natural Features

In addition to those included in the Community Land Use Element applicable policies include:

- **Policy 4.16.1** - Existing windrows shall be retained.

The former habitat of the Marina Heights project site was in its entirety Maritime Chaparral. The habitat currently existing is a combination of intact, altered, and fragmented Maritime Chaparral. Areas with housing were scraped bare and now are composed of exotic weeds and struggling planted trees and shrubs. The construction and reconfiguration of the property with higher density housing will cause minimal loss of Maritime Chaparral habitat. This habitat loss is inevitable and would occur with any dense development.

All City of Marina ordinances for replacing oak trees removed during demolition and construction will be adhered to. The provision of a 12.92-acre greenbelt on the northeast portion of the project site will protect remaining Maritime Chaparral. Therefore, the Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.16.2** - Future development should incorporate windrows.

The provision of a 12.92-acre greenbelt in the northeast portion of the project site, and the linear park and open space areas that connect various open space elements along the border of and throughout the Marina Heights site will act as windrows, in compliance with this Community Design and Development Element goal.

- **Policy 4.16.3** - Existing topography shall be maintained, grading and cutting minimized and locating taller structures on the upper slopes of hills.

Site topography was established with the grading and development associated with the original Fort Ord residential developments in the 1960's and 1970's. With respect to grading and soil movement, the goal of the project is to balance the movement of soil onsite. Therefore, the Specific Plan is in compliance with this Community Design and Development Element goal.

#### 5.4.4 Neighborhoods and Districts

It is encouraged that each neighborhood or district develops a distinctive character to create a more appealing image for the City. The following applicable policies are intended to achieve this goal:

- **Policy 4.18.1** - Boundaries of the neighborhood should be clearly defined by open space buffers or roadways.

The provision of a 12.92-acre greenbelt in the northeast portion of the project site, and the linear park and open space areas that connect various open space elements along the border of and throughout the Marina Heights site will help to define Marina Heights from existing neighborhoods. Further, in compliance with this Community Design and Development Element goal, Marina Heights is designed to include 5 distinct but integrated districts:

##### 1) The Village Center

Identified by its location at the "cross roads" of Marina Heights. Higher density housing components, smaller scale neighborhood blocks and shorter distances between intersections will define this district as the core of the Marina Heights when a 28 acre community park is realized. Attached housing and smaller sized home sites will benefit with easy and direct access to major community facilities.

##### 2) The Bluffs

Identified by its location a top of some of the highest points of Marina Heights, many home sites will overlook the Oak Grove Preserve below. Lot size will vary in size and configuration with a balance of view oriented lots and porch-front homes that place garages and garage doors towards alleys and lanes. Like the Village Center, this district will have a strong relationship to the city park site.

##### 3) The Oaks

Identified by its location directly adjacent to the Oak Grove Preserve/Open Space. These home sites will relate directly to the natural open space with neighborhood streets buffering the preserve as well as a neighborhood park or recreation center integrated the oak tree preserve.

##### 4) The Arroyos

Identified by its location along a major open space corridor called the "Arroyo". Home sites in this district will be able to access other Marina Heights amenities and community facilities through this wide, naturally vegetated open space that has historically linked pedestrians to points of interests on Fort Ord.

## 5) Park Lanes

Identified by its location around its own neighborhood park, the hub or focal point of this district. A majority of homes will be strongly oriented towards front yards and front porches creating a bond to tree-lined streets, emphasizing the pedestrian activities of children playing or an evening stroll towards the park. The automobile is placed to the rear with garage access from back lanes or alleys.

These districts are bounded by roadways and/or landscaping. Therefore, the Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.18.2** - Major identifying features such as parks, plaza or school sites should be provided.

The plan sheet entitled “Open Space: Parks and Preserves” shows the location of open space amenities at the project site. Marina Heights includes sub-neighborhood parks, open space preserves, greenbelts & linear parks, and improvements to the existing City Park (over 35 acres of improvements in total). As discussed in Chapter 5, Marina Heights provides: 5.85 acres of sub-neighborhood parks; an 8.53 acre Oak Grove Preserve; a 12.92 acre, approximately 150’ wide greenbelt/linear park; a contribution of up to \$1.5 million toward improvements to the City Park; and 8.33 acres of linear park and open space areas that connect various open space elements along the border of and throughout the Marina Heights site. The project’s open space and park areas are distributed throughout the site. Greenbelts, paths, trails, and sidewalks link these areas. Each neighborhood, or district, will contain such areas. At the City Park, Marina Heights will undertake improvements to the Park as discussed in Chapter 5 (ball/play fields and a multipurpose building). Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.18.3** - Each area should have its own distinct street patterns, and consistent landscape scheme for streets and fronting properties.

As depicted on submitted site plans, each neighborhood or district within Marina Heights has a distinctive street pattern. Further, each neighborhood or district will have a distinctive yet complimentary landscape palette that will be identifiable with each district. Based on these facts and plans, the Specific Plan is in compliance with this Community Design and Development Element goal.

### 5.4.5 Travel Routes

The plan sheets “Street Sections and Lot Diagrams” and “Vehicular Circulation” portray the travel routes throughout the site. As discussed above, the intent is to integrate Marina Heights in to the existing fabric of the City of Marina while not encouraging through traffic at the site.

- **Policy 4.25.1** - A distinctive landscape concept should be established for each area.

Each neighborhood or district will have a distinctive yet complimentary landscape palette that will be identifiable with each district. Please see enclosed/attached landscape scenarios (at maturity) typical for each neighborhood or district. Based on these facts and plans, the Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.25.2** - A landscape strip or parkway shall be provided between curbside and sidewalk. Sidewalks shall be at least 5 feet in width. A permanent funding mechanism for these landscape areas shall be established.

Plans depicting Street Sections (at full maturity) provide details of three street types: a) divided entry drives; b) Abrams Drive/Main Street; and c) local streets.

- The divided entry drive utilizes a 15' landscaped center median. Five-foot sidewalks are provided on each side of the divided entry drive, separated from the roadway by a 10' wide planting strip.
- The section of Abrams Drive/Main Street includes sidewalks that are 5' wide on each side, separated from the roadway by a 10' wide planting strip. Abrams/Main Street will serve as a pedestrian promenade through the site.
- Local Streets are designed to include sidewalks that are 4' wide on each side, separated from the roadway by a 7'6" wide planting strip. Again, the applicant is aware that the City of Marina has been discussing utilizing 32' wide "local" streets and is willing to work with the City to utilize 32' wide "local" streets in the project. In fact, the applicant would prefer to utilize 32' wide "local" streets as narrower streets promote a greater sense of community and a close-knit neighborhood.

Conceptual imagery portraying streetscapes at maturity is also provided in submitted plans. A landscape maintenance district(s) will be formed to pay for and take responsibility for the maintenance and replacement of street trees and landscaping in areas such as planting strips/parkways and roundabouts.

The Specific Plan is generally in compliance with this goal. However, on local streets the project proposes 4-foot sidewalks. This fact will require an amendment to the General Plan, as it relates to Marina Heights Specific Plan.

- **Policy 4.25.3** - Curb radii should be limited to slow vehicles travel speeds and provide greater safety for pedestrians and bicyclist

As discussed above in the section addressing General Plan policies regarding protected neighborhoods, a variety of traffic calming features are being incorporated in to the design of Marina Heights. Curb radii are designed to limit speed and to provide maximum safety for pedestrians and bicyclists. The Specific Plan is in compliance with the goal of this policy to limit speeds and provide safety for pedestrians and bicyclists.

- **Policy 4.25.4** - Block lengths should not normally exceed 350 feet and only rarely exceed 450 feet. When block lengths exceed 450 feet, short mid block alleys should be provided for emergency vehicles access and mid block paths for pedestrians and bicyclist. Connecting paths for pedestrians and bicyclists shall be provided at cul-de-sacs to connect neighborhoods.

A variety of block lengths, alleyways, and paths are utilized at Marina Heights. All street and alley designs will be reviewed by the City's Fire Department to ensure compliance with relevant codes. In



cases where block lengths do not conform to this General Plan policy, an amendment to the General Plan, relative to this Specific Plan, would be necessary.

- **Policy 4.25.5** - Alleys should be encouraged, visible from adjoining streets and accommodate emergency vehicles.

Alleys are utilized throughout the project site to orient home fronts, rather than garages, to streets. Alleys are designed with a minimum 20' right of way, with a 20' wide paved surface. The Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.25.6** - To offset narrower street widths, new development shall include, at least, fire sprinklers, non-combustible roofing, more frequent fire hydrants and prohibit against the parking of boats and recreational vehicles.

Street and alley designs, while narrow, exceed City standards and will be reviewed by the City's Fire Department to ensure compliance with relevant codes. Street widths are designed so as to not accommodate the parking of boats and/or recreational vehicles. Fire hydrants will be placed as per direction from the City's Fire Department. Fire sprinklers and non-combustible roofing will be utilized at each unit as required by ordinance. Enforcement of any City ordinances prohibiting street parking of boats and/or recreational vehicles within the project will be the responsibility of the City of Marina. The Marina Heights Specific Plan is in compliance with this policy.

- **Policy 4.25.7** - Street lighting and park and sport field lighting shall be shielded and consistent with Chapter IV of the City Design Guidelines and Standards.

A Lighting Plan will be developed in conjunction with a Landscaping Plan. The Lighting Plan will be in compliance with Chapter IV of the City Design Guidelines and Standards. In general, exterior lighting will follow a generally subdued and uniform lighting pattern with minimum potential for glare. Energy efficient lighting will be incorporated to the maximum extent feasible. Therefore the Specific Plan complies with this Community Design and Development Element goal.

- **Policy 4.26** - The pavement widths of local residential streets should only be as wide as necessary to accommodate the residences along the immediate street frontage. Road widths of 34-feet are appropriate for local residential streets. Parking should be allowed on both sides of the street. Beyond the paved road widths listed here, the rights-of-way for local residential streets shall include 11½ feet back of the face of the curb on each side; ½ foot for the curb, a 6 foot planting strip, and a 5 foot sidewalk adjoining the edge of the right-of-way.

Plans depicting Street Sections (at full maturity) provide dimensions of three street types: a) divided entry drives; b) Abrams Drive/Main Street; and c) local streets.

- The divided entry drive utilizes a 15' landscaped center median and one 15' wide lane in each direction. In conformance with Policy 3.38, sidewalks at a width of 5' are provided on each side of the divided entry drive, separated from the roadway by a 10' wide planting strip.
- The section of Abrams Drive/Main Street consists of a 24' wide street with 8' available for parking on each side (40' total). Sidewalks are 5' wide on each side, separated from the

roadway by a 10' wide planting strip. Abrams/Main Street will serve as a pedestrian promenade through the site.

- Local Streets are currently reflected on plans to utilize an 18' wide street with 8' available for parking on each side (34' total). Sidewalks are shown as 4' wide on each side, separated from the roadway by a 7'6" wide planting strip. The applicant is aware that the City of Marina has been discussing utilizing 32' wide "local" streets and is willing to work with the City to utilize 32' wide "local" streets in the project. In fact, the applicant would prefer to utilize 32' wide "local" streets as narrower streets promote a greater sense of community and a close-knit neighborhood.

Street sections portraying streetscapes at maturity are in compliance with this Community Design and Development Element goal. However, amendment to this policy will be necessary to allow for 4' sidewalks on local streets.

#### 5.4.6 Local Collectors

- **Policy 4.28.2** - The roadway between the curbs shall be limited to two 11-foot travel lanes and two 7-foot parking lanes except where segments are designated on Figure 3.3 as routes for Class II bikeways. Where so designated, the striped bicycle lanes shall be 7-foot along side 11-foot travel lanes and may be reduced to 6-foot lanes alongside 12-foot travel lanes.

Pursuant to consultation with City staff, local streets are 34' wide with 8' designated for parking on each side. "Abrams Drive/Main Street" will provide 5' Class II bike lanes on each side of the 50' wide street (this includes 8' parking pockets on each side). The Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.28.4** - Where future right-of-way alignments could encourage undesirable travel speeds and unrelated through movement, traffic calming devices should be employed. Similar measures should be used where collectors pass school, park or recreation sites so as to maintain low travel speeds utilizing narrow travel lanes, roundabouts and increasing the width of sidewalks at intersections.

As plans indicate, Marina Heights will utilize a variety of traffic calming measures (narrow streets, cul-de-sacs, alleys, roundabouts and stop signs) to reduce speeds on local streets. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.28.5** - Landscaping should create a well-defined separation between vehicles and pedestrians and adjacent residences.

All three street types portrayed on street sections on submitted plans utilize landscape strips/parkways, varying in width from 6' to 10'. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.28.6** - Street landscaping should be consistent within the same neighborhood and should be easily distinguishable from that of related local streets. Street lighting shall be shielded.

A Landscape Plan and Lighting Plan will be developed in compliance with the City Design Guidelines and Standards. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

#### **5.4.7 Neighborhoods and Districts**

As stated in Section 4.50 of the Marina General Plan, this section complements the Land Use Element policies by providing additional design guidance for areas of the City where major future development is permitted. This section does not provide any additional guidance regarding the Marina Heights Specific Plan area.

#### **5.4.8 Livability and Safety**

- **Policy 4.100** - This section puts forth policies designed to prohibit or restrict development on land where there is significant potential for threat to life or property.

A Phase 1 assessment study has been conducted for this site. The Phase 1 assessment has revealed no evidence of recognized environmental conditions in connection with the site except for: containers of lubrication oil and household refuse and a redwood septic tank. Figures in Appendix A of the General Plan identify the site as having a moderate seismic shaking hazard potential, moderate susceptibility for liquefaction and lateral spreading potential, and moderate erosion potential from runoff and wind. The Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

#### **5.4.9 Environmental Protection**

Additional policies and conditions are contained in the Community Development & Design Element and are intended to preserve and protect natural resources from nearby constructions and land alteration.

#### **5.4.10 Biological Resources**

- **Policies 4.115 through 4.119** – These policies refer to areas where an approved Habitat Management Plan or Habitat Conservation Programs apply.

The Marina Heights project will comply with relevant Habitat Conservation Plans and the relative Implementation Agreement as appropriate. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

#### **5.4.11 Soil Resources and Mineral Resources**

- **Policy 4.126.1** - The City shall require erosion control and landscape plans for all new subdivisions or major projects on sites with potentially high erosion potential.

While proper landscape and grading plans will be developed, and best management practices will be instituted, as per Appendix A of the General Plan, the site has a moderate potential for erosion due to runoff and wind. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

#### **5.4.12 Water Resources**

- **Policy 4.127.1** - All storm drainage systems for new development shall be designed in accordance with Policy/Section 3.57 of the General Plan to retain storm water on site and provide for its filtering and percolation.

As discussed above, a storm drainage report and plan will made be made available for review and approval by the City Public Works Director.

Site drainage will utilize a storm drain system. Water will be directed to drainage areas at various points. Post construction drainage will be accommodated onsite. However, in areas where storm drainage is currently being carried offsite, such as Patton Park, those existing facilities will be utilized. Retention basins will be appropriately landscaped and designed where possible as components of open space and/or parks. Facilities are designed to convey runoff from a minimum of a 10-year frequency. Best management practices will be utilized during construction to minimize the impacts of storm water runoff during construction. As per Figure A-5 in the General Plan moderate erosion potential exists at the site. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

- **Policy 4.127.2** - All new roads should be designed to allow for the localized retention, filtering of pollutants, and percolation of stormwater into the underlying aquifer.

Again, as discussed above, a storm drainage report and plan will made be made available for review and approval by the City Public Works Director. Therefore, subsequent to review by the City Public Works Director, the Marina Heights Specific Plan will be in compliance with this Community Design and Development Element goal.

#### **5.4.13 Scenic and Cultural Resources**

- **Policy 4.128.3** - Architectural Review of projects shall continue to be required to ensure that building design and siting, materials, and landscaping are visually compatible with the surrounding area.

The project will be submitted to relevant city design review boards. Therefore, the Marina Heights Specific Plan is in compliance with this Community Design and Development Element goal.

### **5.5 Program and Implementation Element**

The function of the Programs and Implementation Element is to provide the framework for implementing the objectives of the General Plan through the identification of development regulations, near-term planning studies and improvement programs.

#### **5.5.1 Zoning Ordinance Update**

Section 5.4 of the City of Marina General Plan requires the preparation of a Zoning Ordinance Update to provide a mechanism that will allow for the implementation of the policies, goals and objectives identified in the General Plan. In order to facilitate the preparation of the appropriate zoning designation for Marina Heights Specific Plan - Marina Heights Village Homes (MHVH),

draft language was provided in conjunction with the project application. Further details regarding the development standards that would be applicable for the project are provided in Chapter 3 above.

### **5.5.2 Growth Management Ordinance**

Section 5.7 of the General Plan calls for the preparation and adoption of a Growth Management Ordinance to carry out the policies of the General Plan.

- **Policy 5.8.1** – This policy discusses limiting new housing based on the ratio between jobs added and the resulting housing demand. In addition, the issuance of building permits for new homes in former Fort Ord shall be limited to 200 units per year.

New housing will be phased and shall provide for the needs of all economic groups, particularly the needs of the City's current and future workforce. Phasing schedule will be consistent with the provisions of the Schedule of Benchmarks in the Option Agreement, discussed above, which generally stipulates that 179 dwelling units may be constructed per year plus any unused increment from the previous year. The intent of this phasing requirement is consistent with the general plan goal to accommodate a fair and reasonable growth in the community. Therefore the Marina Heights Specific Plan is consistent with the portion of this policy limiting the number of units to be built each year. An amendment to the General Plan will be required with regard to limiting new housing based on jobs added.

- **Policy 5.8.5** – Housing development for which there is a development agreement or similar mechanism stipulating provisions of affordable housing could be exempted from the ordinance.

The Marina Heights project will involve a development agreement or similar mechanism that will, among other things, stipulate provisions of affordable housing. Therefore, the Marina Heights project may be exempted from the ordinance as stated in the policy above.

### **5.5.3 Planning Programs**

The City of Marina General Plan allows for the preparation of Specific Plans for the carrying out the General Plan's short and mid-term objectives.

### **5.5.4 Specific Plans**

Section/Policy 5.13 of the General Plan recommends the preparation of Specific Plans for as a primary regulatory tool in unique geographical areas because Specific Plans permit the use of development requirements that are more location-specific. While the General Plan does not identify the Marina Heights property as an area where the preparation is required, utilization of a specific plan, as intended with the identified properties, allows for greater flexibility and more specific guidance in carrying out a project. Therefore, while not directly stipulated, Section/Policy 5.13 allows for the preparation of a Specific Plan in this unique geographic area.

## **5.6 Conclusion**

A specific plan is not a component of a general plan. It is a separately adopted general plan implementation document.

The Marina Heights Specific Plan is generally consistent with the goals and policies in the General Plan. However, some amendment to the General Plan's policies, figures, tables and implementation measures will need to be carried out. Necessary amendments include:

#### Policies-

- Policies 2.35.1 - Allow the number of units to be constructed at the site to be increased from 924 to 1050
- Policy 2.31.1– Amend the policy that ties the development of new and substantially rehabilitated homes on Former Fort Ord to the creation of jobs, as it relates to Marina Heights.
- Policy 2.4.4 – Amend Village Homes density - future land development shall have sufficient intensity to help ensure the long-term feasibility of public transit for work and other trip purposes.
- Policy 2.31.5 – Amend Village Homes density - new housing shall be constructed at densities and in patterns which conserve land, reduce reliance on the private automobile and result in a walkable, attractive neighborhood
- Policy 2.33.2 – Amend Village Homes density requirement from a minimum of 7.5 units per gross acre. Put forth Marina Heights Village Homes density regulations.
- Policies 3.3.1 – Amend Village Homes density requirement of 7 units per gross acre to support provision of transit
- Policy 3.32 - Amend Village Homes density requirement to support transit
- Policy 2.4.3 – Amend location of designated open space habitat areas
- Policy 2.10.3 – Amend location of designated open space habitat areas
- Policy 3.38.1 – Allow for sidewalk widths of less than 5’ on local streets
- Policy 4.25.2 - Allow for sidewalk widths of less than 5’ on local streets
- Policy 4.26 - Allow for sidewalk widths of less than 5’ on local streets
- Policy 2.4.2 - Amend Village Homes density
- Policy 2.4.10 – Amend the policy stating land appropriate for development shall be allocated and phased to enhance local employment and economic opportunities
- Policy 2.22 – Amend the policy stating growth should be relative jobs/housing balance
- Policy 5.8.1 – Amend the policy limiting new housing based on the ratio between jobs added and the resulting housing demand to accommodate Marina Heights
- Policy 3.3.2 – Amend this policy to reflect the fact that the project does not provide jobs.
- Policy 3.23 – Future development shall be designed to help promote local and regional transit. Amend this policy with regard to density.
- Policy 4.25.4 – Allow for block lengths that exceed 450’
- Policy 3.45 – In no event shall the City permit new development requiring water allocations in excess of available supply or in excess of its allocation. Amend this policy to reflect the allocation to Marina Heights.

#### Figures and Tables -

- Figure 2.2 Land Use Plan – Allow for a Marina Heights Village Homes (MHVH) and Single Family Residential (R-1) Designation on portions of the parcel and adjustment of Open Space (O) areas.
- Figure 2.3 Public Facilities - Relocation of school site

- Table 2.3 Park and Recreation Standards - Amend required service area for sub-neighborhood parks

### **5.6.1 Plan Sheets Submitted to the City of Marina**

The following are plans submitted to and on file at the City of Marina.

1. Conceptual Land Plan
2. Existing Structures
3. Existing Topography
4. Street Sections
5. Lot Diagrams
6. Conceptual Imagery
7. Vehicular Circulation
8. Pedestrian Circulation
9. Districts
10. Open Space: Parks & Preserves
11. Bike Lane Paths
12. Preliminary Mass Grading Plan
13. Preliminary Master Utility Plan

# **APPENDIX I**

**11" x 17" Plan Sheets**