

**Marina Municipal Airport
Business and Industrial Park/
UC MBEST Center
Specific Plan**



LSA

June 2020

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SPECIFIC PLAN

**MARINA MUNICIPAL AIRPORT BUSINESS AND INDUSTRIAL
PARK/UC MBEST CENTER**

CITY OF MARINA, CALIFORNIA

UNIVERSITY OF CALIFORNIA

Submitted to:

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EXECUTIVE SUMMARY

This Specific Plan provides a framework for development of the Marina Municipal Airport Business and Industrial Park/University of California Monterey Bay Education Science and Technology (UC MBEST) Center Specific Plan (Specific Plan) area. This Specific Plan provides project guidance for the review of specific development proposals at the parcel map and site plan approval stages, and is the reference for determining permitted uses, intensity of use, and development standards and requirements. This Specific Plan contains five chapters and seven appendices and is organized as follows:

- **Chapter 1.0, Introduction:** Chapter 1.0 of this Specific Plan provides the purpose of the Specific Plan as well as project goals and objectives; the authority and scope, project location, and surrounding land uses; conformance with applicable plans and zoning codes; and project background and history.
- **Chapter 2.0, Land Use:** Chapter 2.0 of this Specific Plan includes the overall concept of land uses proposed within the Specific Plan area; a description of each permitted land use, along with general development standards; regulations for the distribution of land use within the Specific Plan area; and standards for individual site development within the Specific Plan area. Also included in Chapter 2.0 is a set of design guidelines that provide the architectural and landscaping guidelines, signs and lighting standards, standards for walls and fences, and sustainability guidelines for each of the land use designations.
- **Chapter 3.0, Circulation and Mobility Concept:** Chapter 3.0 of this Specific Plan describes the circulation and transportation concepts and major components, including vehicular, public transportation, and pedestrian and bicycle facilities.
- **Chapter 4.0, Public Services, Utilities, and Community Facilities:** Chapter 4.0 of the Specific Plan provides plans for water, sewer, and storm water facilities; public utilities; and community facilities. This chapter identifies how the public services will be provided and who will provide them. In addition, this chapter outlines standards for flood control and the prevention of water pollution.
- **Chapter 5.0, Administration:** Chapter 5.0 of this Specific Plan describes the manner in which the Specific Plan will be implemented, including the processing of individual developments and procedures for amending the Specific Plan. It also provides information on the manner in which construction and maintenance of shared infrastructure will be financed.
- **Appendices:**
 - **Appendix A:** Specific Plan Development and Land Use Application Form
 - **Appendix B:** Long-Term Lease Application for City-Owned Airport Land
 - **Appendix C:** Land Purchase Process for UC-Owned Off-Airport Land
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- B: LONG-TERM LEASE APPLICATION FOR CITY-OWNED AIRPORT LAND
- C: LAND PURCHASE PROCESS FOR UC-OWNED OFF-AIRPORT LAND
- D: LONG-TERM LEASE PROCESS FOR UC-OWNED OFF-AIRPORT LAND
- E: LEED V4 FOR BUILDING DESIGN AND CONSTRUCTION
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LIST OF ABBREVIATIONS AND ACRONYMS

AB	Assembly Bill
ACRP	Airport Cooperative Research Program
ADA	Americans with Disabilities Act
afy	acre-feet per year
Airport	Marina Municipal Airport
ALUC	Airport Land Use Commission
BOD	Board of Directors
Caltrans	California Department of Transportation
CASP	California Aviation System Plan
CBC	California Building Code
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Marina
CLUP	Comprehensive Land Use Plan
Corridor Conceptual Plan	<i>Marina-Salinas Multimodal Corridor Conceptual Plan</i>
County	Monterey County
CSUMB	California State University, Monterey Bay
DBH	diameter at breast height
DU	dwelling unit
EA	Environmental Assessment
EA/EIR	Environmental Assessment/Environmental Impact Report
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FAA	Federal Aviation Administration
FAR	floor-to-area ratio
FORA	Fort Ord Reuse Authority
gpd	gallons per day
IPM	integrated pest management
kV	Kilovolt

LED	light-emitting diode
LEED	Leadership in Energy and Environmental Design
MCWD	Marina Coast Water District
mph	miles per hour
MRWPCA	Monterey Regional Water Pollution Control Agency
MST	Monterey-Salinas Transit
NAVD 88	North American Vertical Datum of 1988
NPIAS	National Plan of Integrated Airport Systems
OFZ	object free zone
Overlay Area	Campus Core Overlay Area
PG&E	Pacific Gas and Electric Company
psi	pounds per square inch
ROFA	runway object free area
RPZ	runway protection zone
RUDGs	Regional Urban Design Guidelines
SB	Senate Bill
Specific Plan	Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan
SR-1	State Route 1
SR-68	State Route 68
TAMC	Transportation Agency for Monterey County
UC	University of California
UC MBEST	University of California Monterey Bay Education Science and Technology
US-101	United States Route 101
VMT	vehicle miles traveled
WSA	Water Supply Assessment and Written Verification of Supply

1.0 INTRODUCTION

1.1 PURPOSE

The Marina Municipal Airport Business and Industrial Park/University of California Monterey Bay Education Science and Technology (UC MBEST) Center Specific Plan (Specific Plan) represents a collaborative effort between the City of Marina (City) and the University of California (UC) to create an integrated development and implementation plan for the lands on and directly adjacent to the southern portion of the Marina Municipal Airport (Airport). The Specific Plan will guide the development of these lands in a way that encourages the creation of a cohesive collection of buildings and activities reflective of: (a) the City's General Plan goals and policies; (b) UC's mission and values; (c) the unique land use types and standards for property next to a General Aviation Airport, (d) the prospect of generating revenue to support the viability of the Airport; and (e) the potential for economic development and employment growth that takes advantage of research, manufacturing, and aviation activities.

When the former Fort Ord was closed, the Fritzsche Army Airfield site lands were divided between the City and UC for a municipal airport and for developing a technology center, respectively. Each entity proceeded with separate, yet roughly parallel planning strategies that have converged in this Specific Plan. Through this joint planning effort, the Specific Plan will realize the shared vision of expanding a general aviation facility and business park complemented by an adjoining university-related research and development business park. The Specific Plan will stimulate and sustain a synergistic relationship between the City and the UC MBEST Center; promote collaborative interaction and strategic alliances among research and educational institutions, private aviation, and non-aviation businesses; provide shared infrastructure; and enhance development and employment opportunities on both the City-owned portion of the Specific Plan area and the UC MBEST Central North Campus.

Moreover, the Specific Plan will prescribe and adopt policies and standards that provide for a mix of industrial, manufacturing, research, and commercial land uses. Those land uses would include both aviation and non-aviation-related uses, all of which would be compatible with existing and future Airport operations.

1.2 GOALS AND OBJECTIVES

The following objectives provide the framework on which the Specific Plan is based and address the Specific Plan's function, market responsiveness, environmental sensitivity, and identifying image:

- Create an attractive image for the entire Airport/UC MBEST Center area that will attract desired uses and enhance the 85037226 area's economic viability and employment opportunities.
- Provide details regarding the location, mix, and intensity of land uses and the development standards that will guide the physical planning and design of lands within the Specific Plan area.

- Provide a cohesive pattern of land uses within the Specific Plan area that are compatible with the existing and future Airport operations.
- Develop a flexible plan that may accommodate a fluctuating business market while assuring compliance with high development standards.
- Provide a plan for roadways, infrastructure, and utilities to support on-site land uses.
- Take advantage of its location in pursuing the long-term goal and feasibility of public transit.
- Provide a plan that can accommodate the continued growth of aviation while minimizing Airport-related environmental and safety hazards.
- Provide for a balanced mix of uses that complement each other, supported by common transportation and infrastructure systems, and a general set of design guidelines.
- Provide for a clear development submittal, review, and approval process.
- Provide a clear process for prospective developers to enter into a long-term lease for approved uses on City-owned Airport land.
- Provide a clear process for prospective developers to purchase or enter into a long-term lease for approved uses on UC-owned off-Airport land.
- Establish a framework to maximize land use compatibility and shared infrastructure resources on UC and City lands.

1.3 AUTHORITY AND SCOPE

California law authorizes cities and counties to adopt Specific Plans in designated areas to implement their General Plans. This Specific Plan has been prepared in accordance with California Government Code Sections 65450 et seq. and the applicable ordinances of the City of Marina, will be consistent with the City's General Plan land use designations, and will establish the zoning districts for the Specific Plan area. Land use standards and regulations contained in this document shall govern future development within the boundaries of this Specific Plan. The establishment of specific performance, design, and land use guidelines will direct future development within the Specific Plan area while maintaining a high degree of development flexibility. The Specific Plan will ensure consistent and sensitive land usage, landscape design, lighting, signs, and architectural treatment, as well as adequate and efficient provision of public services over the life of the development plan.

The Specific Plan is intended to implement the policies outlined in the City of Marina General Plan, the Marina Municipal Airport Master Plan Update, the Draft Marina Municipal Airport Comprehensive Land Use Plan, the Fort Ord Base Reuse Plan, and the UC MBEST Center Master Plan. In addition, the Specific Plan establishes site development standards that replace the development regulations of Chapter 17 of the City Municipal Code for the Specific Plan project area. In the event of conflict between the provisions of this document and the City Municipal Code or other City development regulations, the provisions of the Specific Plan shall take precedence. Any issue not directly or specifically covered by this Specific Plan shall be subject to the on-conflicting regulations and procedures in the City of Marina Municipal Code.

1.4 LOCATION AND LOCAL LAND USES

The Specific Plan area is approximately 150 acres. The Specific Plan area is part of the former Fritzsche Army Airfield site that was divided between lands deeded to the City and to UC. Approximately 75 acres of the Specific Plan area is owned by the City and is referred to as the Marina Municipal Airport Business and Industrial Park, while another approximately 75 acres is owned by UC and is referred to as the UC MBEST Central North Campus. The City-owned portion of the Specific Plan area is within the southeastern portion of the Marina Municipal Airport, while the UC MBEST Central North Campus is adjacent to the southern boundary of the Airport. The Specific Plan area is bounded on the north and west by the Airport and its associated uses, on the east by West Blanco Road, on the south by Reservation Road, and on the west by Imjin Road (refer to Figures 1.4-1, 1.4-2, and 1.4-3).

The general land uses immediately surrounding the Specific Plan area include a mix of aeronautical, public facility, commercial, and undeveloped land uses. Many of the properties in the general vicinity are undeveloped. Farther north and across the Salinas River is agricultural land, to the west is undeveloped UC land and habitat preserve land, to the east is undeveloped UC land, and to the south is undeveloped UC land, habitat preserve land, and former military dwelling units used now for faculty and student housing (refer to Figure 1.4-4).

1.4.1 City Land

The City-owned land in the Specific Plan area is largely undeveloped, with the exception of one-half of the Research Drive right-of-way improvements and various paved areas associated with Airport taxiway and tarmac areas. In addition, an unimproved road that provides access to Airport facilities (e.g., radar) and agricultural land north of the Specific Plan area parallels the eastern border of the City-owned Business Park-designated land before intersecting West Blanco Road.

1.4.2 UC MBEST Central North Campus

A small portion of the northwest corner of the UC MBEST Central North Campus is developed with the UC MBEST Center Headquarters complex (refer to Figure 1.4-3). The UC MBEST Central North Campus also includes roads that provide circulation and connectivity through the Specific Plan area. These roads (including University Drive, which traverses the UC MBEST Center property from Imjin Road to the west and terminates at Research Drive to the east; Research Drive, which extends along the boundary between City- and UC-owned lands to West Blanco Road; and MBEST Drive, which provides a link between Reservation Road to the south and University Drive) were developed as the initial part of a larger planned road network.

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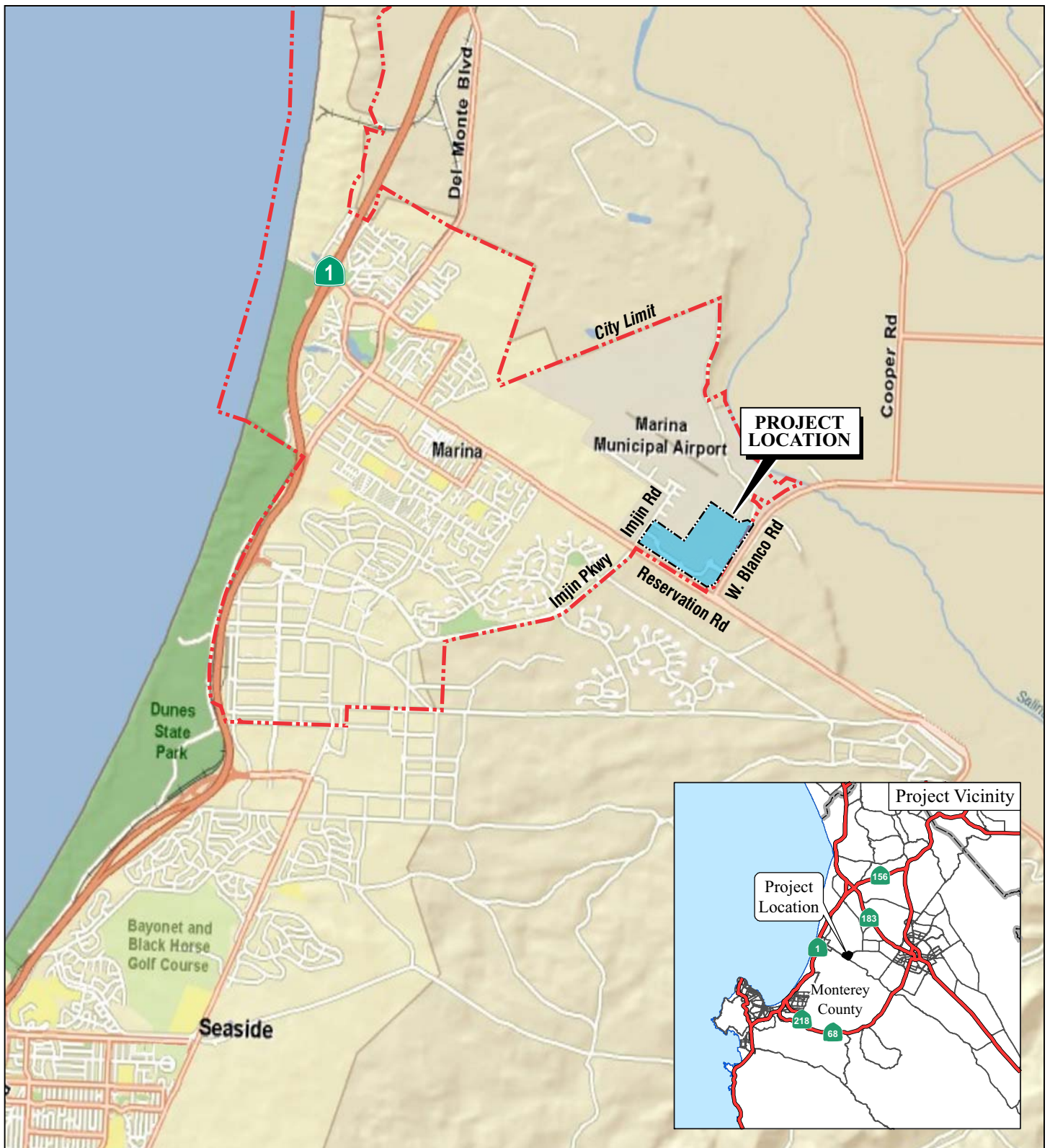
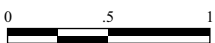


FIGURE 1.4-1

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LEGEND

- City Limit
- Specific Plan Area

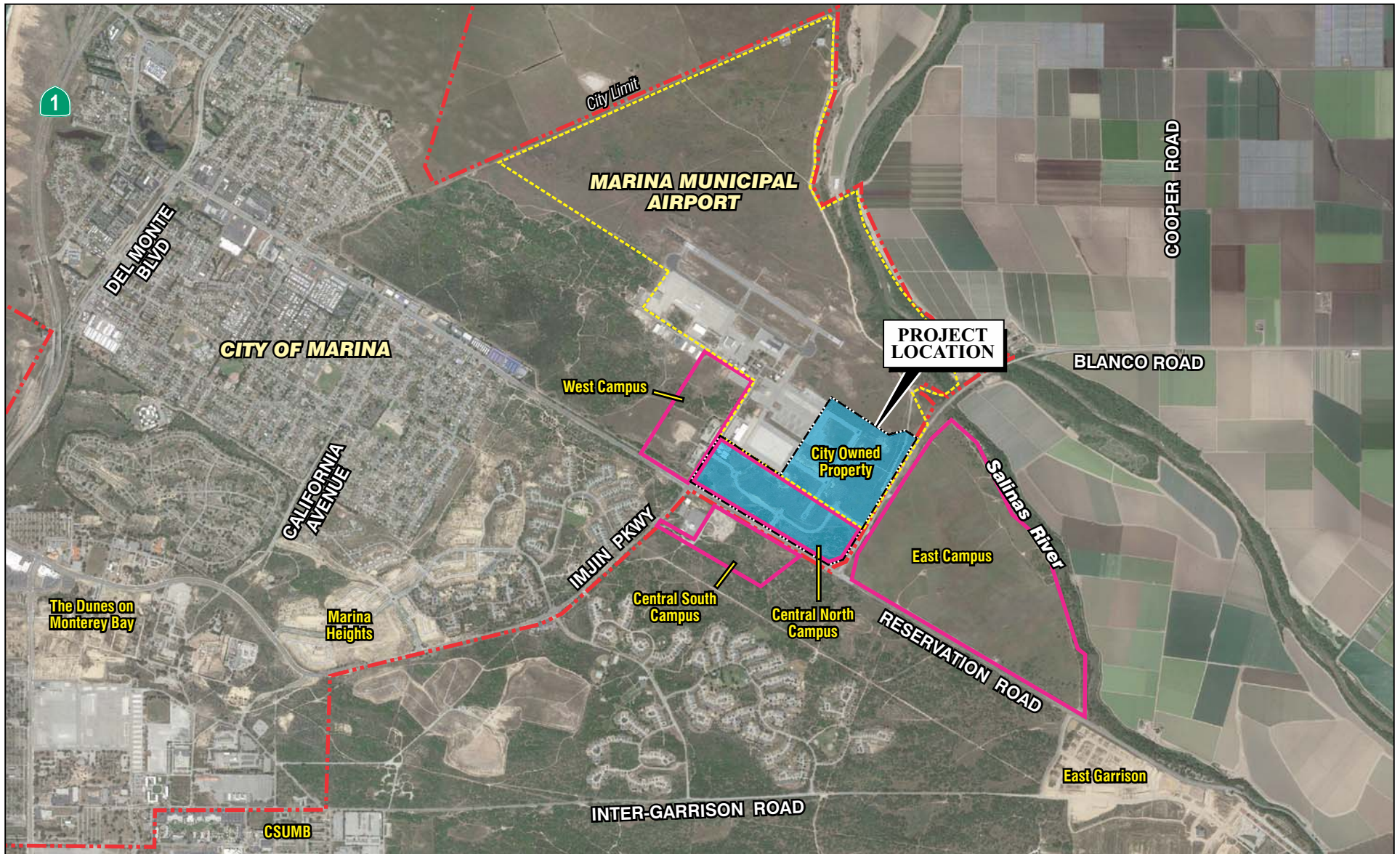


SOURCE: ESRI

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan*

Project Location

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SOURCE: Google Earth

LEGEND

- Marina City Limit
- Specific Plan Area
- Marina Municipal Airport
- UC MBEST Campus Locations

FIGURE 1.4-2

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Project Plan Area*

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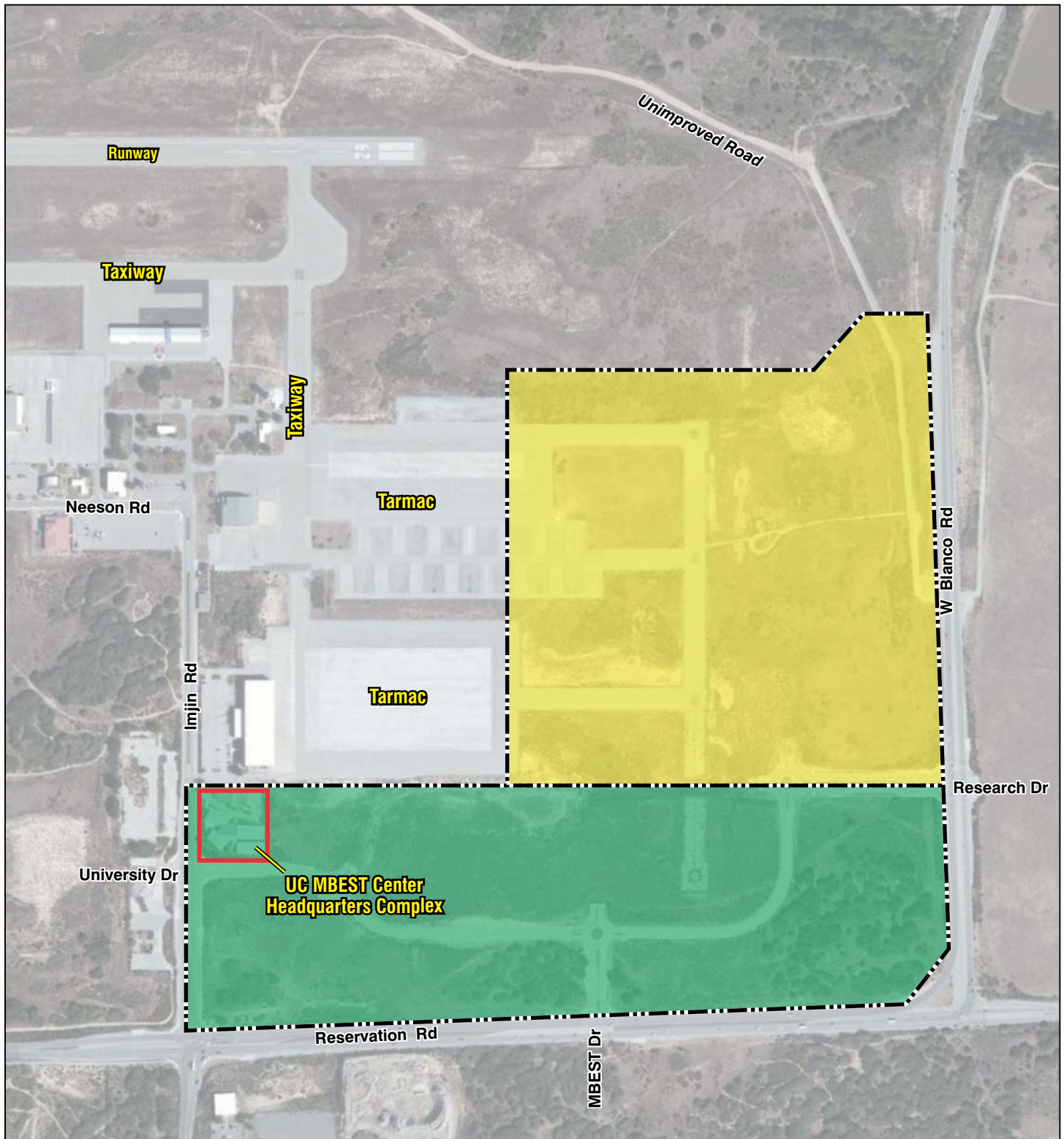
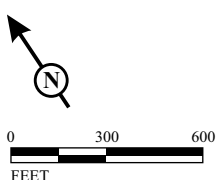


FIGURE 1.4-3

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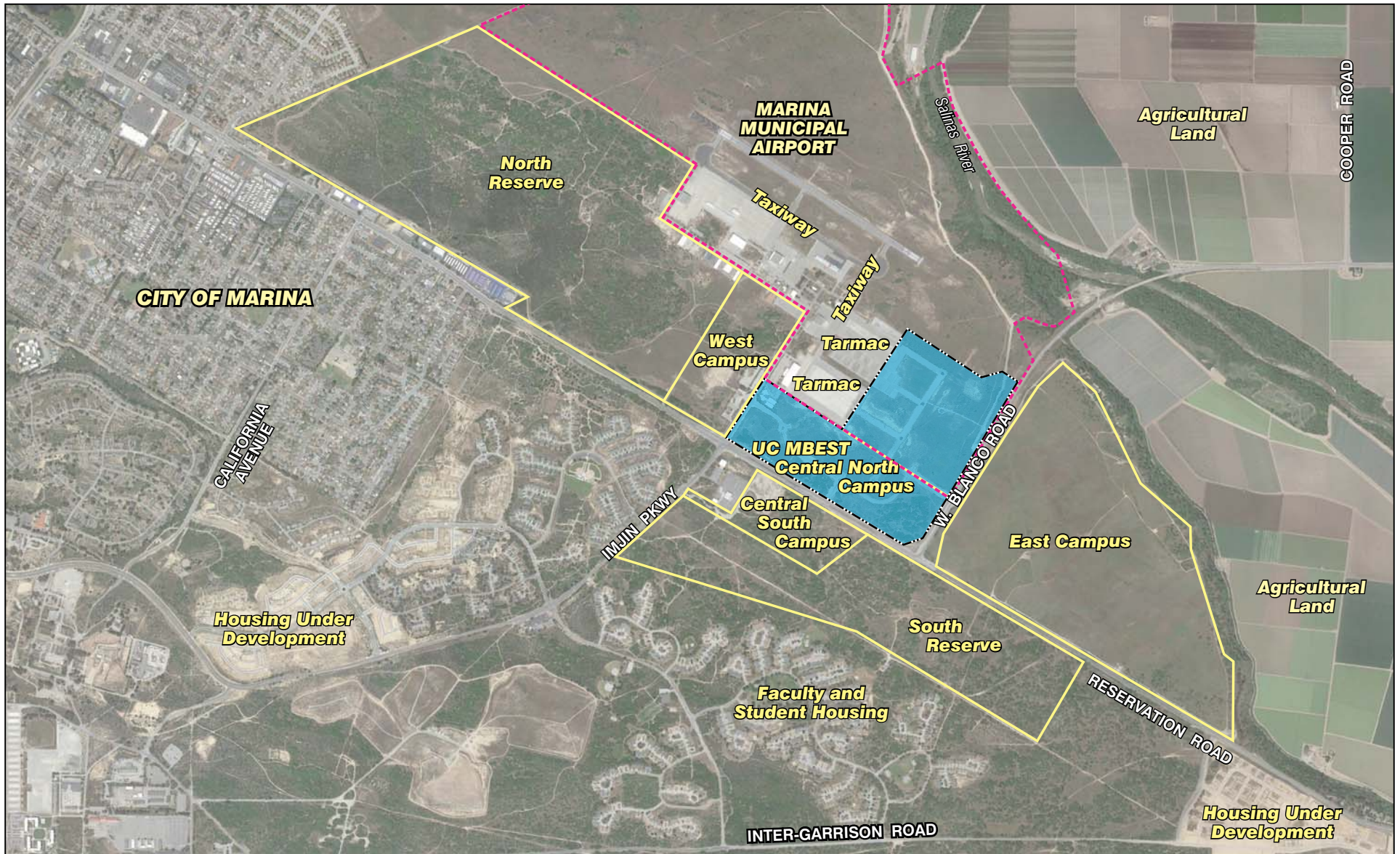
SOURCE: Google Earth

LEGEND

- City Owned *
 - UC Owned *
- * Property ownership as of 2016

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
City Owned/UC Owned Properties*

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SOURCE: Google Earth

LEGEND

- Specific Plan Area
- Marina Municipal Airport
- UC MBEST Campus Locations

FIGURE 1.4-4

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Existing and Surrounding Land Uses*

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1.5 BACKGROUND

The Fritzsche Army Airfield was completed in the early 1960s as part of the Fort Ord Military Reservation complex of lands and uses. It was located in the northern portion of the Fort Ord Military Reservation, on the north side of Reservation Road. The primary land use was military/industrial support operations. In 1991, as part of the Defense Base Realignment and Closure Act, the Fritzsche Army Airfield was closed along with the rest of the Fort Ord Military Reservation lands, and a process was initiated to reuse the 44-square-mile, 28,000-acre military reservation. The Fritzsche Army Airfield was transferred to the City of Marina, converted into a general aviation facility, and renamed Marina Municipal Airport.

The Marina Municipal Airport is classified as a General Aviation Airport in the National Plan of Integrated Airport Systems (NPIAS) and as a Community General Aviation Airport in the California Aviation System Plan (CASP). Community airports provide access to other regions and states. They are typically located near small communities or in remote locations. Community General Aviation Airports predominantly provide service for single-engine aircraft with a maximum weight of 12,500 pounds and accommodate basic services for pilots and aircraft.

At 3,483 feet in length, the runway currently presents limits to the type of aircraft that can safely operate at the Airport. According to the Federal Aviation Administration (FAA), airport designs based only on existing aircraft can severely limit the ability to expand the airport to meet future requirements for larger, more demanding aircraft.¹ In 2013, a Runway Extension Justification Study was prepared for the Airport, and the City is in the process of seeking approval from the FAA to extend the runway first to 5,000 feet and then ultimately to 5,800 feet.² The Airport will have a wider appeal to a broader range of general aviation operators once the runway is extended.

The UC MBEST Center also emerged out of the Fort Ord Military Reservation closure process. When the Fort Ord Military Reservation closed, UC acquired 1,089 acres, more than half of which is part of the UC Natural Reserve System. The remaining approximately 480 acres are planned to support a range of endeavors, including the UC MBEST Center, an innovative multi-partner research and development through public and private partnerships. In 1997, the UC Regents approved a Master Plan for the UC MBEST Center, which is to be operated by UC. The UC MBEST Center Master Plan defines four campuses located adjacent to the Airport: the West Campus, the Central North Campus, the Central South Campus, and the East Campus. The Master Plan provides a general design concept that includes roadways, land uses, and conceptual parcelization. The UC MBEST Central North Campus portion is included within this Specific Plan.

¹ FAA Advisory Circular 150/5300-13A, Aircraft Design.

² The possible need for a 5,000-foot runway is supported by the minimum runway length requirements of a converted A-10 jet planned to be based at the Airport. The ultimate extension to 5,800 feet is based on the needs of business jets under heavy loading conditions.

1.5.1 Supporting Actions and Documentation

The following documents and actions represent the sequence of land use decisions leading to the adoption of this Specific Plan. As a part of this sequence, the Specific Plan is designed to reflect the goals established in the City's General Plan, the UC MBEST Center Master Plan, the Marina Municipal Airport Master Plan, the Draft Marina Municipal Airport Comprehensive Land Use Plan, and the Fort Ord Base Reuse Plan, all of which provide a framework for future development of the Specific Plan area.

1.5.1.1 SB 899/Fort Ord Initial Base Reuse Plan

The Fort Ord Initial Base Reuse Plan was adopted on March 19, 1993, by the Fort Ord Reuse Group in a cooperative planning effort that included the participation of six local governments, UC, the California State University, and numerous other interests at the federal, State, regional, and local levels. The formal Fort Ord Reuse Group members included Monterey County (County) and the Cities of Marina, Seaside, Del Rey Oaks, Monterey, and Sand City. UC and California State University, among others, also participated actively in Fort Ord Reuse Group planning and related reuse efforts. Following completion of the Fort Ord Initial Base Reuse Plan, the State of California passed Senate Bill (SB) 899 to create and define the roles of a new regional planning entity, the Fort Ord Reuse Authority (FORA), as the Local Reuse Authority.

SB 899 authorized Monterey County local agencies to establish the FORA to “prepare, adopt, finance, and implement a plan for the future use and development of the territory occupied by the Fort Ord military base in Monterey County.”¹ SB 899 authorized the acquisition and disposition of real property and facilities within the Fort Ord territory, including the identification and implementation of environmental mitigation measures.

1.5.1.2 Marina Municipal Airport Master Plan and EA/EIR (June 1995)

The City of Marina, the United States Department of Transportation, and the FAA prepared the Draft and *Final Environmental Assessment/Environmental Impact Report* (EA/EIR) in June 1995.² Specifically, this action followed the 1993 Environmental Impact Statement (EIS) prepared for the disposition and use of Fort Ord. Although a specific base reuse plan was not adopted at this time, this EA/EIR was prepared in support of a series of interrelated decisions regarding potential civilian reuse by the United States Army that may or may not have environmental impacts.

One of these decisions included the consideration of conveying approximately 845.5 acres to the City of Marina for public airport use. A second decision involved the use of former Fort Ord

¹ SB 899 Legislative Counsel's Digest. Website: http://www.leginfo.ca.gov/pub/93-94/bill/sen/sb_0851-0900/899_bill_940509_chaptered, accessed February 10, 2016.

² City of Marina, United States Department of Transportation, and Federal Aviation Administration. June 1995. *Final Environmental Assessment/Environmental Impact Report, Marina Municipal Airport*, p. 2-2. Prepared by P&D Consultants, Inc.

property by UC for a “multi-institutional center for science, technology, education and policy center to be built on approximately 970 acres.”¹

1.5.1.3 Quitclaim Deed for Surplus Airport Property (August 1995)

The City and the FAA (as the Administrator for the United States Government addressing surplus property) recorded a quitclaim deed for the City-owned portion of the Specific Plan site as part of a larger parcel (approximately 835 acres) in September 1995. In addition to generally describing the area and characteristics thereof, the deed established conditions that run with the land. Specifically, Paragraph C of this quitclaim deed states that property in question can be developed² in such a fashion that will not adversely affect the operations of the Airport. This quitclaim deed is incorporated into this Specific Plan by reference.

UC and the United States government recorded a quitclaim deed for the UC-owned portion of the Specific Plan site as part of a larger parcel (approximate 1,100 acres) in September 1994. In addition to generally describing the area and characteristics thereof, the deed established conditions that run with the land. While the deed does not require FAA approval for any land use, it does include a provision that a no hazard to air navigation be issued by the FAA.³

UC and the City recorded a grant of aviation easement for the UC-owned portion of the Specific Plan site in August 2003. This establishes a perpetual and assignable easement over the UC MBEST Central North Campus for aviation purposes.⁴ The easement applies solely to the airspace above an imaginary plane over the property, as defined by Section 77.25 of Part 77 of the Federal Aviation Regulations.

1.5.1.4 UC MBEST Center Master Plan (1996)

The UC MBEST Center Master Plan was created to guide development of the property in a way that reflects the UC mission, values, and objectives. Because the UC MBEST Center lands and the

¹ City of Marina, United States Department of Transportation, and Federal Aviation Administration. June 1995. *Final Environmental Assessment/Environmental Impact Report, Marina Municipal Airport*, p. 2-2. Prepared by P&D Consultants, Inc.

² Paragraph C states that the property cannot be “used, leased, sold, hypothecated, salvaged, or disposed” by the City for “other than airport purposes without the written consent of the Administrator.” Such consent will be granted by the Administrator if any use other than for airport purposes will not “materially and adversely” affect “the development, improvement, operation, or maintenance of the airport.” The Administrator is defined as the FAA.

³ Under the “Notice of proximity of Airport” provision, the deed states, “The Monterey Airport and Fritzsche Army Airfield are in close proximity to the subject property. Accordingly, in coordination with the FAA, the Grantee covenants and agrees, on behalf of it, its successors and assigns and every successor in interest to the property herein described, or any part thereof, that there will be no construction or alteration unless a determination of no hazard to air navigation is issued by the FAA in accordance with Title 14, Code of Federal Regulations, Part 77, entitled, ‘Objects Affecting Navigable Airspace’, or under the authority of the Federal Aviation Act of 1958, as amended.”

⁴ The easement includes, for the use and benefit of the public, the continuing right to fly, or cause or permit the flight by, any and all persons, or any aircraft of any and all kind(s) now or hereafter known, in, through, across, or above any portion of the “airspace.”

Marina Airport Business Park lands are adjacent to one another, the Master Plan also includes a recommended development pattern for the Marina Airport Business Park. The Master Plan was not intended to reflect adopted policies of the City of Marina, only to illustrate a pattern on City-owned land that would be compatible with the UC MBEST Center. In this regard, the Specific Plan will ensure that development of the Specific Plan lands is consistent with the General Plan of the City of Marina.

1.5.1.5 Fort Ord Final Base Reuse Plan (1997)

FORA adopted the Fort Ord Final Base Reuse Plan on June 13, 1997. In accordance with the requirements of Government Code Section 67675 et seq., each county or city within the territory occupied by Fort Ord was required to submit to FORA its general plan or amended general plan and zoning ordinances that satisfy the requirements of said statutes. On October 31, 2000, the Marina City Council approved an amendment to the City's General Plan that provided land use designations and adopted policies and programs for all the territory of the City within the jurisdiction of FORA (Resolution 2000-95). At that time, the City made findings that the amendments were (1) consistent with the Fort Ord Final Base Reuse Plan, (2) consistent with FORA's plans and policies, and (3) otherwise consistent with the Fort Ord Reuse Authority Act. The Executive Officer of FORA reviewed the amendments with the Working Group and Administrative Committee of FORA. On May 22, 2001, the FORA Board of Directors made findings that (1) the City followed the procedures and fulfilled the requirements of the implementation process and procedures of the Fort Ord Base Reuse Plan; (2) the City had met the requirements of Government Code Section 67675 et seq.; and (3) the City had provided substantial evidence that the amendments were consistent with the Fort Ord Base Reuse Plan (FORA Resolution 01-5).

Originally, all legislative actions relating to land development within the former Fort Ord were to be reviewed by FORA for consistency with the Fort Ord Base Reuse Plan following land use jurisdictions approval of the legislative action and the FORA Master Resolution. FORA will officially dissolve on June 30, 2020; therefore, this portion of the review process will not occur. However, the Specific Plan's permitted uses, policies, standards, and guidelines are consistent with the Final Base Reuse Plan.

1.5.1.6 Airport Ordinances and Specific Plan/Design Guidelines

On August 1, 2000, the Marina City Council adopted the Guide for Development, City of Marina Municipal Airport and Business Park. Essentially, this Guide provided: (a) a Conceptual Design Plan, (b) a Set of Conceptual Development Standards and Zone of Interest, and (c) a Set of Conceptual Site and Building Design Guidelines. On August 15, 2000, the Marina City Council approved Ordinance No. 2000-6, introducing the new zoning districts A-1 (Aviation Related Zone) and A-2 and A-3 (both of which are non-Aviation Related Zones), codifying these districts as Chapter 17.28 of the City's Municipal Code. On May 20, 2003, the Marina City Council approved Ordinance No. 2003-06, which amended Chapter 17.28 of the City's Municipal Code by amending the City's Zoning Map to indicate new boundaries for the A-1, A-2, and A-3 Zoning Districts.

1.5.1.7 City of Marina General Plan and EIR

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

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

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

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

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

1.5.1.9 Marina Municipal Airport Master Plan Update (2008)

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

The development planned for the Specific Plan is consistent with the development envisioned within the Marina Municipal Airport Master Plan Update (refer to Figure 1.5-1).

1.5.1.10 FORA Regional Urban Design Guidelines (2016)

In June 2016, FORA adopted Regional Urban Design Guidelines (RUDGs) that establish standards for road design, setbacks, building height, landscaping, signage, and other matters of visual importance. The RUDGs provide jurisdictions, developers, and the public guidance on matters of visual importance to former Fort Ord reuse.

The development planned for the Specific Plan is consistent with the FORA RUDGs.



Parks and Open Space

- Habitat Reserve & Other Open Space
- Parks & Recreation
- Agriculture
- Golf Course

Residential

- Single Family Residential (average density 5 dwelling units/acre)
- Marina Heights Residential (average density 5.5 to 6.5 dwelling units per acre)
- Village Homes (average density 8 dwelling units/acre)
- Multi-family Residential (15-35 dwelling units/acre)

Commercial

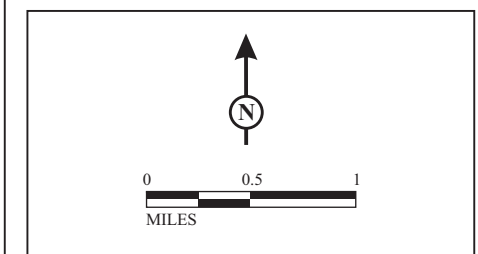
- Multiple Use
- Office/Research
- Retail/Service
- Visitor-Serving

Industrial

- Light Industrial/Service Commercial

Public Facilities

- Education
- Education (Proposed)
- Civic
- Other Public Facilities



LSA FIGURE 1.5-1

*Marina Municipal Airport
Business and Industrial Park/
UC MBEST Center Specific Plan*
General Plan Land Use and
Airport Planning Area

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1.6 POLICY AND REGULATORY CONTEXT

The Specific Plan is consistent with, and serves to implement, the City's General Plan and the UC MBEST Center Master Plan. The policies and standards in the Specific Plan will take precedence over more general policies and standards during the review of development projects within the Specific Plan area. In situations where policies or standards relating to a particular aspect of development have not been provided in the Specific Plan, the existing standards of the City's Zoning Ordinance will apply. Once the Specific Plan is adopted by the City Council and the UC, all other necessary amendments to the General Plan and zoning ordinance will need to be made to ensure consistency among all of these documents.

1.6.1 City of Marina General Plan

Germane City of Marina General Plan policies include the following:

Compatible Land Uses

Policy 2.4.15. *The City shall protect the Marina Municipal Airport and related aviation facilities from encroachment by potentially incompatible land uses, and shall promote the development of an Airport facility that can accommodate the future growth of aviation and air commerce while minimizing airport-related environmental and safety hazards. The City shall utilize the Airport Influence Area (AIA) or "Airport Planning Area" adopted by the Monterey County Airport Land Use Commission in the Marina Municipal Airport Comprehensive Land Use Plan, and consider all applicable FAA regulations, policies and procedures (Resolution 2008-224).*

Future Development

Policy 2.4.14. *The City shall encourage economic opportunities and development at and surrounding the Marina Municipal Airport, by providing opportunities for aviation and non-aviation related uses that have the appropriate sites and environment for a broad range of commercial and industrial uses. The City shall create an attractive image for the entire Airport area, both as experienced upon entering and traveling within the area that promotes the City's economic objectives to contribute to an overall appearance that will attract desired uses and enhance the area's short and long-term economic viability (Resolution 2008-224).*

Policy 2.4.16. *The City shall ensure that all future development within the AIA or Airport Protection Area should be consistent with the policies adopted by the Monterey County Airport Land Use Commission, except where pursuant to Public Utilities Code Sections 21676 and 21675.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the Monterey County ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and its surrounding*

area while protecting the public health, safety and welfare by minimizing the public's exposure to excessive noise and safety hazards (Resolution 2008-224).

Policy 2.77. *A total of 214 acres of land has been provided in the Marina Municipal Airport MBEST Center area for industrial and commercial-service uses, which represents 74 percent of the total land area allocated to accommodate growth of these uses in the City. The primary function of this area is to provide sites for industrial and commercial-service uses which are linked to aviation activities of the Municipal Airport or are complementary to the various educational, science, and technology oriented uses planned for the MBEST Center.*

Policy 2.78. *Future development of lands owned by the City and successors in interest at and surrounding the airport shall be governed by Marina Municipal Airport Comprehensive Land Use Plan and applicable FAA regulations, policies, and procedures. Lands under the jurisdiction of the University of California shall be governed by the standards and guidelines of the University of California Monterey Bay Educational, Science and Technology Center Master Plan, except as it may be modified herein by this General Plan and, for that portion which falls within the Airport Planning Area, the policies and standards of the Airport Comprehensive Land Use Plan, except that development intensity up to an FAR of 0.5 should be allowed and building heights of up to fifty-six (56) feet should be allowed, provided that visual simulations shall be prepared by project applicants for any buildings proposed over 35 feet high and such development complies with the safety standards of the Marina Municipal Airport Comprehensive Land Use Plan and applicable FAA regulations, policies, and procedures (Resolutions 2005-45, 2005-82, 2008-224).*

Office/Research-and-Development

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

Policy 2.65. *Except as further specified in the following sections under Office and Research- and-Development, permitted uses shall be limited to offices for administrative, professional, and financial services; medical and health facilities; and research-and-development activities conducted in an office environment or in laboratory space. Production or assemblage activities which are secondary to the research function and do not require the*

frequent transportation of goods or materials or large bulk items may also be permitted. Such production or assemblage activities not necessarily secondary to a research function may be carried out in the MBEST Center and adjoining Marina Airport Business Park when they are consistent with the list of uses permitted under the Research and Development Land Use Category in the University of California's Monterey Bay Education, Science, and Technology Center Master Plan, which was adopted by the University of California Regents, March 21, 1997. Such production or assemblage activities not necessarily secondary to a research function may also be carried out in the interior of a single parcel or site with this designation that is 50 acres or larger. Retail, personal-service, or business-service uses are also permitted, provided such uses are ancillary to the primary use, intended primarily for the convenience of the office or R&D workforce within the same site or complex of buildings, and do not occupy more than 5 percent of the gross floor area of the building or complex within which they are located. (This general plan policy will be amended to reflect the broader allowable uses within the R&D land use category and without the previous restrictions applied by this policy.)¹

Limited Manufacturing on UC-owned Property

Policy 2.66. *These designated UC-owned lands are intended to accommodate public, nonprofit, and private office and research-and-development activities devoted to educational, scientific or technology endeavors, and which may also have limited manufacturing components. Private office and research uses are limited to those which have a relationship to the University or other ((governmental and nonprofit educational and research activities located within the Center or elsewhere in the Monterey Bay area.²(This policy will be amended to reflect the allowable uses within the R&D land use category and without the previous restrictions as to type of R&D use.)*

Conferencing/Hotel Facility on UC-owned Property

Policy 2.61. *Within the portions of the MBEST Center designated for Multiple Use Commercial uses, a conferencing/hotel facility of up to 150 bedrooms*

¹ Under the "Permitted Uses by Land Use Category" within the UC MBEST master plan, there is recognition that: "Other uses deemed by the University of California or permitting jurisdiction to be sufficiently similar to the allowed uses set forth within each land use category shall also be allowed." Source: UC MBEST Master Plan Errata Sheet, February 19, 1997.

² UC is considering replacing this language with: "Private office and research uses that have a relationship to the University or other governmental and non-profit educational and research activities located within the Center or elsewhere in the Monterey Bay Area are encouraged." Final adoption will be determined at a later date.

may be allowed in order to support and enhance the variety of business uses planned for the MBEST Center/Airport Business Park.

Retail and Personal-Service Development

Policy 2.46. *Retail, personal-service, and business-service uses shall be permitted in the following areas provided that the type and extent of development does not detract from the viability of the primary local-serving areas identified in the General Plan.*

2. *In conjunction with the development of the MBEST Center, within areas designated by the MBEST Center Master Plan.*
3. *In areas designated for industrial and commercial services such that they do not detract from the viability of the primary use of the areas for industrial-service commercial uses and that they do provide services needed by the industrial-serve areas subject to specific review by the City (Resolution 2001-120).*

Application Process for Private and Nonprofit Development on UC-owned Property

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

Transit Service

Policy 2.4.5. *Future land development, whether it involves development of new areas, infilling of existing neighborhoods or commercial areas, or redevelopment of former Fort Ord lands, shall be organized and have*

sufficient intensity to help ensure the longer-term feasibility of public transit for work and other purposes, and to create a pedestrian-oriented community. Intensity associated with the provision of public transit service to Marina Municipal Airport shall be required to ensure consistency with the Marina Municipal Airport Comprehensive Land Use Plan (Resolution 2008-224).

Childcare Facilities

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

Design and Development Requirements

Policy 4.2.5. *For development projects proposed at, or in near proximity to, Marina Municipal Airport, consideration shall be given to the City's Design Guidelines to accommodate safe airport operations, airport land use compatibility, and all appropriate FAA regulations, policies and procedures. Such guidance and regulations address, but are not limited to, lighting, signs, landscaping, building and roadway setbacks, etc. (Resolution 2008-224).*

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

Open Space and Significant Natural Features

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

Landscape Buffer Along Reservation Road

Policy 4.44. *Land uses fronting the segment of Reservation Road extending from Salinas Avenue to its intersection with Intergarrison Road are markedly different from those along other portions of Reservation Road. There are only five points of vehicular access along the entire approximate 12,200 foot frontage. Additionally, a substantial portion of the frontage is within the University of California Natural Resource System and is permanently protected as open space, and the remainder consists of frontage along the MBEST Center where 50-foot landscaped buffers and 100-foot building setbacks are required. The net effect of these conditions is to make the retention of natural landscape appearances along the entire road length desirable.*

Natural Landscape Along Reservation Road

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

1. *Landscape improvements within the right-of-way shall use plant materials which produce a seamless appearance with the adjoining natural landscaping.*

Water Supply

Policy 3.43. *Former Fort Ord has received a separate allocation from the Monterey County Water Resources Agency of which 1,175 afy¹ has been allocated by FORA to the City of Marina (excluding MBEST) and 230 afy to the MBEST Center. There is also a potentially substantial non-potable water supply available in Marina for irrigation of large areas of turf such as golf courses or parks. Under an agreement with the Monterey Regional Water*

¹ This figure has been updated to 1,340 afy pursuant to the 2020 Water Supply Assessment.

Pollution Control Agency, the MCWD is entitled to receive tertiary-treated water from the regional facility up to the volume of wastewater it conveys for treatment.

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

3. *All new construction shall use low-flow water fixtures and ultra-low-flush toilets...*

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

Storm Water Management

Policy 3.57.4. *FAA warns against the creation of wildlife hazards within 5,000 feet of a piston-powered aircraft, within 10,000 feet of airports that serve turbine-powered aircraft, and within 5 statute miles of approach/departure surfaces, including the creation of new open water sources or habitat enhancement. Consequently, open water retention and sediment ponds are not appropriate near Marina Municipal Airport unless specific design features are included. All proposed storm water management facilities on Airport property should be designed using the guidance set forth in FAA Advisory Circular 150/5200-33B, Wildlife Hazard Attractants on and Near Airports.*

Environmental Protection

Policy 4.123.5. *The City shall avoid and minimize the potential impacts [to Biological Resources] and implement Policies 4.113 through 4.123 to the extent possible when planning or implementing development projects on or adjacent to Marina Municipal Airport. If the proposed measures have the potential to pose hazards to aircraft operations or lead to potential encroachment, the City should consider alternative measures (e.g., off-site mitigation measures, compensatory mitigation, etc.). The City should work with FAA and other regulatory agencies to identify appropriate environmental protection and conservation measures when proposing improvements to Marina Municipal Airport or adjacent areas (Resolution 2008-224).*

1.6.2 UC MBEST Center Master Plan

Germane UC MBEST Center Master Plan policies include the following:

Policy 5.1. *Establish a mixture of uses which helps to achieve UC's vision for the creation of a center devoted to innovation in science, technology, education and policy.*

Policy 5.4. *Allow for the subdivision of the UCMBEST Center into a range of parcel sizes that are responsive to market opportunities and compatible with the landscape character of the site.*

Policy 5.5. *Establish development standards that promote a coordinated high-quality campus environment.*

Policy 6.2. *Create an onsite roadway system that allows for the coordinate development of the UCMBEST Center and Marina's Airport Business Park.*

Policy 6.4. *Establish roadway standards that provide for efficient circulation of vehicles.*

Policy 6.5. *Employ traffic-calming devices which discourage through-movement of vehicles and promote a safe pedestrian/bicycle environment.*

Policy 6.8. *Provide a pattern of internal roadways that will allow for regional bus access to serve future UCMBEST Center employees.*

Policy 6.10. *Create a multimodal transfer station at the heart of the UCMBEST Campus.*

Policy 6.11. *Create a continuous system of bicycle routes within the UCMBEST Campus that connects to the planned Fort Ord and regional network of bicycle facilities.*

Policy 6.13. *Create a continuous system of landscaped pedestrian walkways adjacent to roadways within the UCMBEST Campus.*

Policy 7.1. *Provide for the cost-effective extension of water service to development sites within the UCMBEST Center property.*

Policy 7.3. *Establish a comprehensive wastewater system for the UCMBEST Center, in coordination with the overall upgrade of sanitary sewer systems for Fort Ord.*

Policy 7.4. *Maintain preconstruction levels of storm water percolation onsite while complying with environmental and water quality regulations.*

1.7 USE OF AIRPORT PROPERTY FOR REVENUE GENERATION

Section 3.5 of the FAA Airport Compliance Manual (Order 5190.6B) states the following:

P.L. No. 80-289 specifically authorized the General Services Administration (GSA) to transfer such surplus non-airport property as needed to develop sources of revenue from the non-aeronautical commercial businesses at a public use airport. . . . If the property is not used for aeronautical purposes directly, the property must be used to generate revenue for the benefit of the airport consistent with FAA's Policy and Procedures Concerning the Use of Airport Revenue. The FAA must approve the use for non-aeronautical purposes before such use is allowed.

This section further notes that the Airport sponsor (City) “must use the revenue generated by the property for airport purposes by depositing the revenues into an airport fund designated for airport use.”

1.8 SEVERABILITY

If any term, provision, condition, or requirement of the Specific Plan shall be held invalid or unenforceable, the remainder of this Specific Plan or the application of such term, provision, condition, or requirement to the circumstances other than those in which it is held invalid or unenforceable shall not be affected hereby, and each term, provision, condition, or requirement of the Specific Plan shall be valid and enforceable to the fullest extent permitted by law.

1.9 DEFINITIONS

The definitions and explanations below clarify certain terms that have particular meanings within this Specific Plan, including specific elements of the site and building design described in the Design Guidelines. Terms used throughout these regulations shall take their commonly accepted meaning unless herein defined. When there are conflicts between the definitions herein and the definitions provided in the City's Zoning Code, these definitions shall take precedence.

- **Acreage, Gross:** The total land area within a defined boundary. Gross acreage measurements are made to the centerline of abutting local streets or to right-of-way boundary of adjacent arterials.
- **Acreage, Net:** That portion of gross acreage exclusive of all public lands and rights-of-way.
- **Aeronautical Activity:** Any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for safety of such operations. Activities within this definition, commonly conducted on airports, include, but are not limited to: general and corporate aviation, air taxi and charter operations, scheduled and nonscheduled air carrier operations, pilot training, aircraft rental and sightseeing, aerial photography, crop dusting, aerial advertising and surveying, aircraft sales and services, aircraft storage, sale of aviation petroleum products, repair and maintenance of aircraft, sale of aircraft parts, parachute or ultralight activities, and any other activities that, because

of their direct relationship to the operation of aircraft, can appropriately be regarded as aeronautical activities. Other activities, such as model aircraft or model rocket operations, are not aeronautical activities.

- **Airport Comprehensive Land Use Plan:** The California State Aeronautics Act (Public Utility Code Section 21670 et seq.) provides for the creation of local Airport Land Use Commissions (ALUCs) and conveys on ALUCs the responsibility for preparing CLUPs for all public use airports within their jurisdiction. The purpose of a CLUP is to provide for the orderly development of new land uses surrounding public use airports while at the same time protecting the health, safety, and welfare of persons who live and work around the airport. Toward that goal, the Marina Municipal Airport CLUP adopts a comprehensive set of policies designed to ensure that proposed development surrounding the Airport will be compatible with the noise, safety, and overflight impacts created by the operation of the Airport.
- **Avigation (Aviation) Easement:** A grant of a property interest in land over which a right of unobstructed flight in the airspace is established.
- **Business Support Services:** A subcategory of commercial land use that permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis (e.g., advertising and mailing, building maintenance, personnel and employment services, management and consulting services, protective services, equipment rental and leasing, copying and printing, travel, office supply, and similar services).
- **City Project:** A proposed project shall be subject to entitlement processes and approval of the City of Marina if the project is proposed on City-owned property, privately owned property, and/or on property owned or leased by UC that is a commercial development project unrelated to or does not implement UC's education, research, and public service mission.
- **Development Guidelines:** Development guidelines provide recommendations for development of individual sites within the Specific Plan.
- **Development Standards:** Development standards provide the requirements for the development of individual sites within the Specific Plan. The development standards serve to implement the goals and objectives of the Specific Plan.
- **Entry Roads:** Entry roads are located at the key gateways to the Specific Plan area and UC MBEST Center campus to provide a distinctive sense of entry and to provide for gateway elements and signs. These include Imjin Road at Reservation Road, MBEST Drive at Reservation Road, Research Drive at West Blanco Road, and University Drive at Imjin Road.
- **Floor-to-Area Ratio (FAR):** The building square footage divided by lot area. Building square footage shall include all structures on a lot, including garages and accessory structures. Parking structures shall not be included in the calculation of FAR.
- **Floor Area, Gross:** The total horizontal area, in square feet, including the exterior walls of all floors of a structure.
- **General Plan:** City document that encompasses policies toward land use, circulation, housing, open space, conservation, safety, noise, and any other elements the City considers important and encompasses all territory within the boundaries of the City. The City's

General Plan was updated in 2000 to reflect the land uses found in the UC MBEST Center Master Plan and includes policies to utilize the standards and guidelines of the Master Plan for UC-owned property, except as modified by policies and standards in the General Plan and the Airport CLUP.

- **Primary Internal Roadways:** Primary Internal Roadways shall be three lanes in width, with the center lane providing for left turns into individual sites.
- **Specific Plan:** The Marina Municipal Airport Business and Industrial Park/University of California Monterey Bay Education Science and Technology Center Specific Plan
- **Temporary Storage:** A subcategory of business aviation reserve land use that permits storage of such items as construction equipment, building materials, and vehicles with construction or placement of buildings limited to temporary structures without permanent foundations, and screened.
- **Transportation Services:** A subcategory of business aviation reserve land use that permits establishments engaged in commercial transportation of persons not associated with the Marina Municipal Airport, and related facilities such as parking, vehicle storage, and incidental maintenance of such vehicles inside a building. Facilities for the storage or warehousing of goods for transportation are permitted when incidental and subordinate to the principal use.
- **UC Project:** A proposed project shall be subject to entitlement processes and approval of the University of California if the project is proposed on property owned or leased by the University of California. It may be a commercial development project if it is related to or implements UC's education, research, and public service mission. The University of California may, in its sole and exclusive discretion, elect to grant to the City of Marina the authority to review and approve a project on property owned or leased by the University of California.
- **Use:** The purpose for which land or a building is arranged, designed or intended, or for which either land or building is, or may be, occupied or maintained.
- **Use, Accessory:** A use of land or of a building or portion thereof that is clearly incidental and subordinate to the principal use of the land or building and located on the same lot with such principal use.
- **Use, Permitted:** A use listed by the regulation of any particular district as a permitted use within that district and permitted therein as a matter of right when conducted in accord with the regulations established by ordinance.
- **Use, Principal:** A use which fulfills a primary function of a business, establishment, institution, or other entity.

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2.0 LAND USE

2.1 LAND USE CONCEPT

The Marina Municipal Airport Business and Industrial Park/University of California Monterey Bay Education Science and Technology (UC MBEST) Center Specific Plan (Specific Plan) land use concept is derived from combining two parallel planning processes by two separate entities: the City of Marina and the University of California (UC). The City and UC initiated their respective planning processes as the result of the former Fort Ord Military Reservation closure. The City is seeking to identify land uses that represent a means of employment generation that could replace a portion of the jobs lost because of the closure, and UC acquired former military land as a site for the UC MBEST Center.¹

The total Specific Plan area is approximately 150 acres, with the City assuming direct planning responsibility for the northern approximately 75-acre portion while UC directs the planning for the southern approximately 75-acre portion. Both entities embarked on an extended planning process during the past several years that resulted in several key planning documents that represent the different processes' milestones. These key planning documents are discussed in Section 1.5, Background.

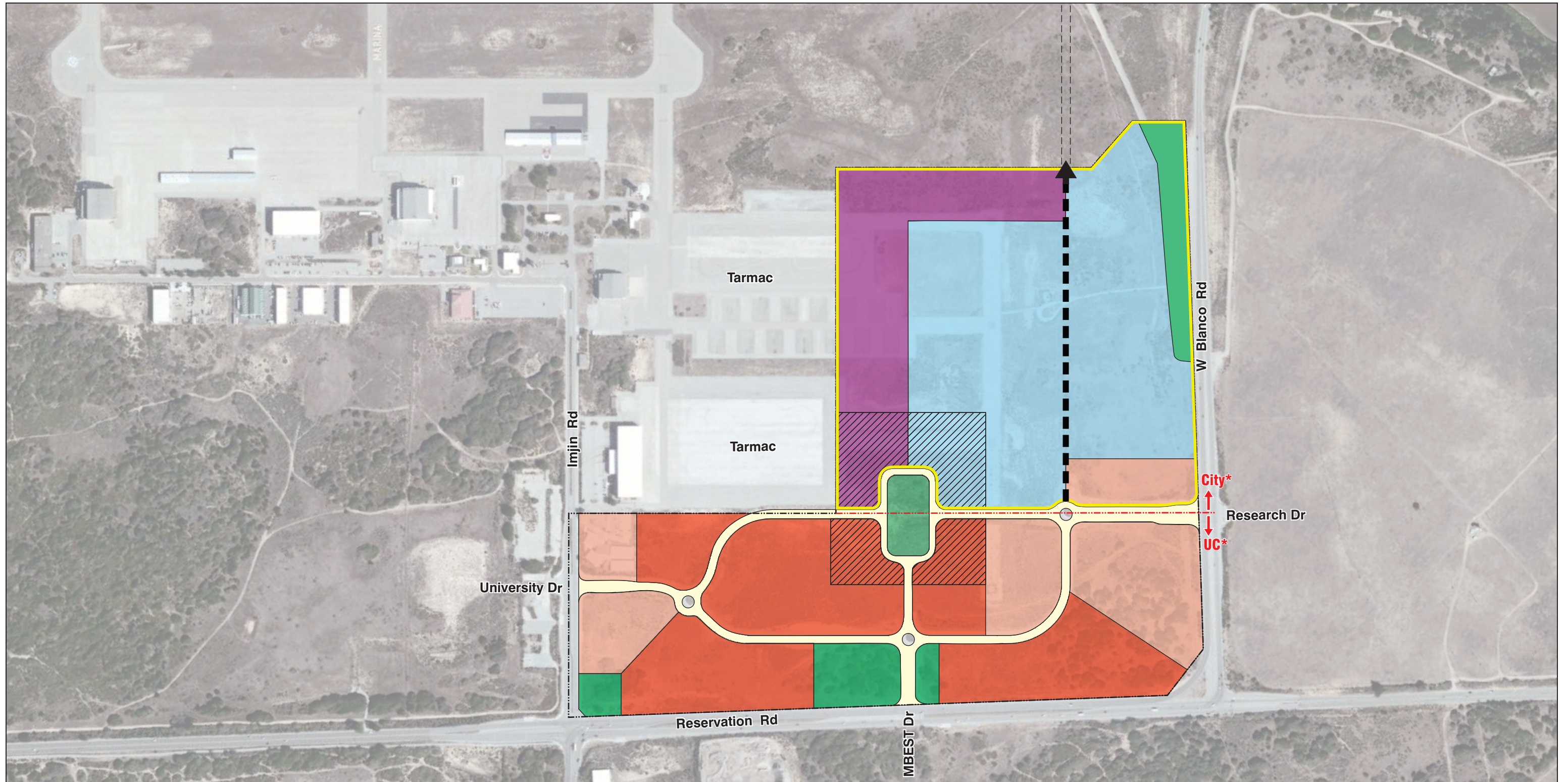
Both the City and UC acknowledge land use and employment opportunities because of the Specific Plan's location. The City seeks to take advantage of its property's close proximity to the Marina Municipal Airport (Airport), and UC would like to take advantage of the site's relationship to the Monterey Bay region and its "opportunity to leverage intellectual resources to create a regional competitive advantage."²

The City will be encouraging the development of aviation-related and industrial uses within its portion of the Specific Plan area. Parcels that are adjacent to and have direct access to the Airport's airfield facilities (e.g., tarmac area) will be reserved for aviation/aeronautical uses; as shown on Figure 2.1-1, parcels without direct access may have non-aviation business park type uses. Proceeding south toward Reservation Road and into UC's portion of the Specific Plan area, the uses will then transition into research and development, commercial/mixed-use and light industrial and office land uses that reflect, in part, UC's mission and the opportunities afforded by the frontages along Reservation Road and West Blanco Road as well as key intersections with these roads. This Specific Plan acknowledges the need to accommodate changing land use markets. Hence, the Specific Plan will permit a range of industrial, research and development, educational, office, business park, and commercial uses. This Specific Plan will establish the necessary development standards, design guidelines, and appropriate review and approval process so that the property will (a) result in a balanced set of land uses, (b) create an internal

¹ Approximately 75 acres out of a total of approximately 1,100 acres has been designated by UC as the UC MBEST Central North Campus and is part of this Specific Plan. The remaining UC properties are not part of this Specific Plan or its development process.

² UC MBEST Master Plan (1996), p. 1-3.

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SOURCE: Google Earth

LEGEND - CITY*

- | | |
|--|------------------------|
| - Commercial/Mixed Use - 3.55 ac | - ROW - 3.50 ac |
| - Business Park - 44.20 ac | - Open Space - 4.84 ac |
| - Business Aviation Reserve - 19.10 ac | |
| - Campus Core Overlay - 6.50 ac | |
| - Research and Development Overlay Zone - 78.19 ac | |
| - Possible Roadway Connection (for illustrative purposes only) | |

LEGEND - UC*

- | |
|-------------------------------------|
| - Commercial/Mixed Use - 19.01 ac |
| - Research & Development - 37.64 ac |
| - Campus Core Overlay - 4.50 ac |
| - ROW - 9.63 ac |
| - Open Space - 6.24 ac |

FIGURE 2.1-1

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Land Use Concept

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support and synergism among these land uses, (c) be developed in a timely and market-responsive manner, and (d) remain consistent with the goals and objectives established by the previous planning processes and accompanying documents.

Table 2.1.1 describes estimated build out of the Specific Plan area. Permitted uses, as identified in Table 2.3.1 (provided later under Section 2.3), may be developed in each of the land use designations subject to the site development standards set forth in Section 2.4, Site Development Standards.

Table 2.1.1: Estimated Land Use Intensity

Land Use Designations	City Owned ¹			UC MBEST Owned		
	Gross Acreage	FAR	Allowable Building Square Footage	Gross Acreage	FAR	Allowable Building Square Footage
Business Park	41.00	0.3	517,101			
Business Park/Overlay	3.20	0.4	55,757			
Business Park Subtotals	44.20		572,858			
Business Aviation Reserve	16.19	0.3	189,878			
Business Aviation Reserve/Overlay	2.91	0.4	50,704			
Business Aviation Reserve Subtotals	19.10		240,582			
Research and Development				33.14	0.3	433,074
Research and Development/Overlay				4.50	0.4	78,408
Research and Development Subtotals				37.64		511,482
Commercial/Mixed Use	3.55	0.3	45,738	19.01	0.3	248,423
Open Space	4.84			6.24		
Rights-of-Way	3.50			9.63		
Totals	75.19		859,178	72.52		759,905

¹ Section 2.2.8 establishes a Research and Development Overlay Zone, allowing the City to consider and approve all land uses listed in Table 2.3.1 for the City's portion of this Specific Plan.

City = City of Marina

FAR = floor-to-area ratio

UC MBEST = University of California Monterey Bay Education Science and Technology

2.2 LAND USE DESIGNATIONS AND PERMITTED USES

Five land use designations have been established within the Specific Plan consistent with land use designations on the General Plan Land Use Map: Open Space, Research and Development, Commercial/Mixed Use, Business Park, and Business Aviation Reserve. Each land use designation captures the most appropriate use of the land relative to the natural features of the site, adjacent land uses, and design objectives for the overall Specific Plan area. Land use designations for the Specific Plan are described in detail below. Education as well as research and development uses shall be permitted on all portions of the UC MBEST Center where development is allowed.

All five base land use designations shall be compatible with the existing and future Airport operations. The Federal Aviation Administration (FAA) defines "compatible land use" as "attained when the use of adjacent property neither adversely affects flight operations from the

airport nor is itself adversely affected by such flight operations.”¹ In most cases, the adverse effect of flight operations on adjacent land results from exposure of noise sensitive development (e.g., residential areas) to aircraft noise and vibration. Land use that adversely affects flight operations is that which creates or contributes to a flight hazard. For example, any land use that might allow tall structures, block the line of sight from the control tower to all parts of the airfield, inhibit pilot visibility (e.g., glaring lights, smoke), produce electronic aberrations in navigational guidance systems, or that would tend to attract birds would be considered an incompatible land use. For instance, under certain circumstances, an exposed landfill may attract birds. If open incineration is regularly permitted, it can also create a smoke hazard.²

Furthermore, the FAA defines “incompatible land use” as land uses that include obstructions or residential construction built on airport property or in violation of conditions of released land or residential development within grant funded aircraft noise compatibility land. Introducing a wildlife attractant or failure to take adequate steps to mitigate hazardous wildlife at the airport can also result in an incompatible land use. Incompatible land uses can include wastewater ponds, municipal flood control channels and drainage basins, sanitary landfills, solid waste transfer stations, electrical power substations, water storage tanks, golf courses, and other bird attractants. Other incompatible uses would be towers or buildings that penetrate Part 77 surfaces or are located within a runway protection zone (RPZ), runway object free area (ROFA), object free zone (OFZ), clearway or stopway.³

Another influencing factor in land use types and intensity is traffic safety zones as delineated by the FAA. There are up to six separate traffic safety zones that influence the type and intensity of land uses next to an operating airport as identified in the California Department of Transportation (Caltrans) publication *California Airport Land Use Planning Handbook* (October 2011). These zones vary according to the size and type of operating airports. The Airport is a general aviation airport with a 3,483-foot runway and approximately 30,000 annual flights.⁴ The applicable traffic safety zone for the Airport is Zone 6 (Airport Influence Area), which extends approximately 6,000 feet from the nearest runway’s centerline. Therefore, the entire Specific Plan area is within Traffic Pattern Zone 6. Within Zone 6, intensities should not exceed an average of 300 people per gross acre or a maximum intensity of 1,200 people per acre⁵ (refer to Figure 2.2-1).

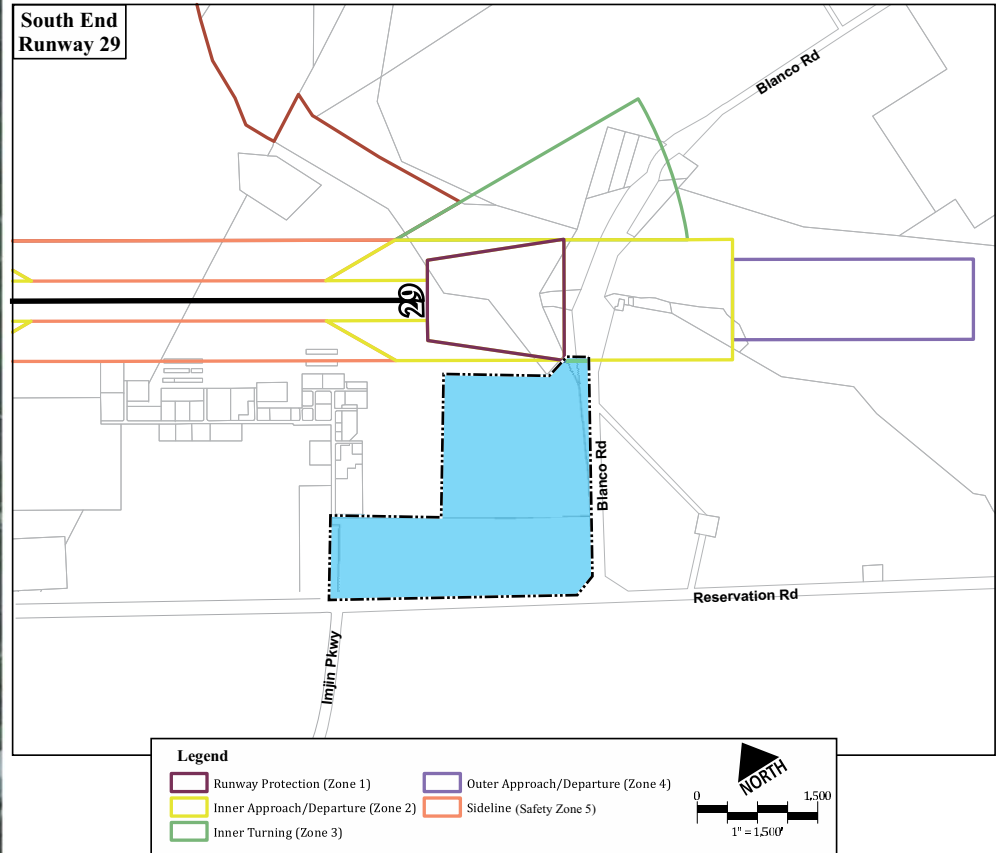
¹ FAA *Airport Compliance Manual*, Order 5190.6B (2009), p. 20-5.

² FAA *Airport Compliance Manual*, Order 5190.6B (2009), p. 20-1.

³ FAA *Airport Compliance Manual*, Order 5190.6B (2009), p. 21-9.

⁴ The total annual operations are forecast to grow to 43,000 over the course of the next 20 years (Airport Master Plan, September 2015, prepared by Coffman Associates, Marina Municipal Airport consultants).

⁵ California Department of Transportation. October 2011. *California Airport Land Use Planning Handbook*, Figure 4G.



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SOURCE: Google Earth

LEGEND

- Specific Plan Area

Note: The entire Specific Plan Area falls within the Airport Influence Area (Zone 6)

FIGURE 2.2-1

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Traffic Pattern Zone (Airport Influence Area)*

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2.2.1 Open Space

Open space areas serve a wide range of purpose and intent, particularly within a general business park setting. Open space areas provide visual relief, a gathering place for activities, and the preservation of natural topographic and vegetation features. Also, open space areas can be strategically located for the intent of identifying points of access, roadways, and pedestrian paths, and act as a transition between areas of different land uses. There are four primary areas within the Specific Plan with the Open Space designation. One area, at the corner of Reservation Road and Imjin Road, is intended to support an identification sign. A second area, on both sides of MBEST Drive at the intersection with Reservation Road, is intended to protect existing stands of coastal oak trees and the surrounding habitat. The northeast portion of the Specific Plan area, fronting on West Blanco Road, does not provide any feasible developable area because of the topography and slope and is therefore designated as Open Space. The centrally located Open Space area, referred to herein as the Plaza, provides a core function and design element for the rest of the Specific Plan area. Measuring approximately 2 acres in size, the Plaza will provide a central open space for a wide range of outdoor and gathering activities ranging from a passive lunch or break time respite area to organized outdoor events occurring on the weekends or after work hours.

A unique design opportunity exists for the Plaza area in that it can be a unification factor for both the City's and UC's portions of the Specific Plan, perhaps including an element linking the property's aviation history with its future educational and technological vision.

The Plaza area will be an intersecting point for all other land use designations, with the exception of the Commercial/Mixed Use land use designation. The backbone circulation system will connect this Open Space area with the remainder of the Specific Plan area. Visually, it will provide a sense of entry and arrival for those entering the Specific Plan area from West Blanco Road and Reservation Road.

2.2.2 Research and Development

Research and Development uses are the predominant uses for the UC MBEST Master Plan area, indicating UC's commitment to its mission statement of promoting "collaborative interaction and strategic alliances between research and education institutions, private business, and policy makers in the Monterey Bay region to enhance the area's economic development opportunities."¹ Specifically, as it applies to this portion of the UC MBEST Master Plan within this Specific Plan, Research and Development uses will occupy approximately 40 acres of the southern portion of the Specific Plan area. This designation will promote a very wide range of permitted uses, including research, testing, electronics manufacturing, testing and assembly, instrumentation, pharmaceuticals, and audio/multimedia equipment. Office, warehousing, light industrial and distribution uses will also be allowed. A limited range of commercial uses will be allowed, only as accessory uses in support of a primary permitted use. (Refer to Section 2.3, Permitted Uses, and Table 2.3.1 for a list of permitted and conditionally permitted uses.)

¹ UC MBEST Master Plan (1996), p. 1-2.

2.2.3 Commercial/Mixed Use

This designation was developed through the UC MBEST Master Plan and permits a range of retail, professional office, institutional, hotel/conference, and guest-serving (limited-stay residential) uses. The Commercial/Mixed Use designation takes advantage of the West Blanco Road, Reservation Road, and Imjin Road frontages, as well as the major intersections at Research Drive/West Blanco Road and University Drive/Imjin Road. The Commercial/Mixed Use designation provides opportunities for stand-alone general commercial uses and support services for the other Business Aviation Reserve, Business Park, and Research and Development land use areas. (Refer to Table 2.3.1 in Section 2.3, Permitted Uses, for a complete list of permitted and conditionally permitted uses.)

2.2.4 Business Park

A significant part of the remaining City-owned portion (approximately 32 acres) of the Specific Plan would be designated Business Park. This designation takes advantage of its proximity to West Blanco Road and reflects the City's current Airport District, A-2 Zone.¹ Permitted uses within the Business Park designation would range from light industrial and manufacturing to general office and business support services, as well as limited restaurant, food, and beverage sales. (Refer to Table 2.3.1 in Section 2.3, Permitted Uses, for a complete list of permitted and conditionally permitted uses.)

2.2.5 Business Aviation Reserve

Approximately 18 acres of the northwest portion of the Specific Plan are designated as Business Aviation Reserve. This area is directly adjacent to the Airport's airfield facilities (e.g., tarmac area) and is in closest proximity to Taxiway A, the runway, and other paved areas.

The FAA defines "Aviation Use of Real Property" (aeronautical property) as "All property comprising the land, airspace, improvements, and facilities used or intended to be used for any operational purpose related to, in support of, or complementary to the flight of aircraft to or from the airfield. It is not confined to land areas or improvements eligible for development with federal aid (FAAP/ADAP/AIP) or to property acquired from federal sources. In addition to the areas occupied by the runways, taxiways, and parking aprons, aeronautical property includes any other areas used or intended to be used for supporting services and facilities related to the operation of aircraft. It also includes property normally required by those activities that are complementary to flight activity such as convenience concessions serving the public including, but not limited to, shelter, ground transportation, food, and personal services."²

Permitted uses within the Business Aviation Reserve designation would include aircraft storage, repair and maintenance, sales, and leasing; aviation-related manufacturing, services, supplies, and sales; and Airport-serving uses such as public parking. (Refer to Table 2.3.1 in Section 2.3, Permitted Uses, for a complete list of permitted and conditionally permitted uses.) This area takes advantage of its location adjacent to the active airfield by accommodating potential uses

¹ City of Marina Zoning Ordinance (2009), Chapter 17.28.

² *FAA Airport Compliance Manual*, Order 5190.6B (2009), p. 317.

directly relating to and supporting active airfield operations. It also provides a buffer for the remainder of the Specific Plan area and reduces potential airfield impacts on uses with a higher degree of sensitivity to these impacts.

2.2.6 Campus Core Overlay Area

The Overlay Area is not a separate and distinct land use designation, but rather an area that will be distinguished by unique development standards and design guidelines, leading to a greater sense of urban intensity when compared to the remainder of the Specific Plan. The majority of the Specific Plan's land uses, with the exception of Commercial/Mixed Use, will be represented within the Overlay Area, but buildings may be slightly taller and street setbacks may be slightly less than the same land use designations outside the Overlay Area. Finally, this Overlay Area will have a strong visual and functional relationship with the Plaza area.

2.2.7 Research and Development Overlay Area

All permitted and conditionally permitted uses listed in Table 2.3.1 (provided in Section 2.3) shall be allowed within the City's portion of the Specific Plan pursuant to Sections 2.4 and 2.5 and Chapter 5 of this Specific Plan. However, the total square footage of the uses identified in Table 2.1.1 shall not be exceeded without prior approval of a Specific Plan amendment pursuant to Section 5.5 of this Specific Plan, accompanied by the appropriate environmental review pursuant to the California Environmental Quality Act (CEQA), as amended.

Further, due to the current limited availability of water for the City's portion of the Specific Plan, the City will not accept proposed development applications for review once the 76.3 acre-feet per year (afy) cap is reached. Later phases of development or subsequent development must be deferred until the Marina Coast Water District (MCWD) is able to develop additional sources of water for the Ord Community service area. All proposed development project applications will need to be accompanied by written and conclusive evidence indicating an immediate, reliable, and available support of water prior to acceptance by the City of Marina.

2.3 PERMITTED USES

The following permitted, conditionally permitted, and accessory use categories have been established for each of the five land use designations of the Specific Plan. For the purposes of this Specific Plan, a permitted or primary use has been defined as the main use of a building or piece of land. An accessory use has been defined as a subsidiary use connected to the main use of a building or piece of land.

Specific uses for each land use designation are provided in Table 2.3.1. If a proposed use is not listed in Table 2.3.1, it will be considered prohibited. Should a prohibited use be proposed and be similar in nature to the approved list of permitted and conditionally permitted uses, a request will be made pursuant to Section 5.3.1, Land Uses Not Listed as Permitted or Conditionally Permitted. In the event a request is reviewed and approved pursuant to Section 5.3.1, Table 2.3.1 will be revised to include the approved use.

Table 2.3.1: Permitted and Conditionally Permitted Uses

Use Types	Permitted Use	Conditionally Permitted Use	Accessory Use
Open Space			
Picnicking/lunch or break time gathering	●		
Informal gatherings/meetings, including small group lectures	●		
Non-motorized outdoor recreation activities that do not materially alter the landscape, nor degrade the environmental quality, nor involve commercial recreational use	●		
Community festivals and special events, not exceeding 1,200 people per acre		●	
Concerts, not exceeding 1,200 people per acre		●	
Research and Development			
Primary research and development and/or controlled production or testing of high-technology electronic, biological, medical, dental, industrial, or scientific products, or processes, which may include information technology	●		
Light industrial manufacturing, processing, assembly, packaging or treatment of specialized goods in a setting that tests the feasibility of prototype production for goods or manufacturing systems	●		
Production, assembly, testing and repair of components, devices, equipment, systems, and parts	●		
Light industry that provides areas for research, administrative, lighter manufacturing, wholesale and heavy service commercial uses not suitable for traditional commercial areas	●		
Wholesale	●		
Warehousing and distribution facilities provided they are conducted wholly within a completely enclosed building and do not occupy more than 50 percent of the area of any building	●		
Educationally related uses that meet the teaching and public service mission of the University of California, including education or training facilities, publishing services, conference facilities, and executive/management and administrative uses that support educationally related activities	●		
Offices, administrative and executive			●
Employee recreational and dining facilities, and meeting and public assembly facilities			●
Commercial uses for the convenience of employees, located internal to the buildings with primary customer access from interior areas, such as children's daycare centers, cafeterias, business support services, and other similar incidental services			●
Open storage of materials, goods, parts, and equipment, including company-owned or operated trucks and other motor vehicles provided adequate screening is provided			●
Print, photocopy, and lithographic establishments		●	
Warehouse and distribution occupying more than 50 percent of the area of any building		●	
Sales of goods manufactured, processed, or assembled on the premises		●	
Places of worship		●	
Commercial/Mixed-Use			
Any permitted land use under "Research and Development"	●		
Hotel/conference/bed-and-breakfast inn	●		

Table 2.3.1: Permitted and Conditionally Permitted Uses

Use Types	Permitted Use	Conditionally Permitted Use	Accessory Use
Serviced apartments (guest-serving, limited-stay residential)	●		
Retail shops	●		
Professional, medical, or government offices	●		
Financial services	●		
Restaurants, coffee house, delicatessens	●		
Laundromats, shoe repair	●		
Travel agency	●		
Athletic clubs	●		
Social halls, clubs	●		
Photocopying	●		
Communications/data processing services	●		
Art galleries, museums, or theaters	●		
Educationally related uses that meet the teaching and public service mission of the University of California, including education or training facilities, conference facilities, and executive/management and administrative uses that support educationally related activities	●		
Places of worship		●	
Business Park			
Manufacturing, fabrication, assembly, or processing of materials that are generally already in processed form and which do not in their maintenance, assembly, manufacture, or plant operations create a hazard to aircraft in flight, including physical (e.g., tall objects), visual (e.g., large quantities of smoke or dust), and electronic forms of interference with the safety of aircraft operations	●		
Warehousing, indoor storage (e.g., mini-warehouses), and wholesale sale to retailers from the premises of finished goods and foodstuffs typical of electronic and pharmaceutical businesses	●		
Primary research, development and/or controlled production or testing of high-technology electronic, biological, industrial or scientific products, or processes, which may include information technology	●		
Nurseries and greenhouses	●		
Trade schools conducted within an enclosed building	●		
Service establishments, such as janitorial, pest control, delivery, laboratory, etc.	●		
Furniture manufacturing, finished paper products, and other light manufacturing of similar character		●	
Public and quasi-public uses and buildings including public utility buildings, etc.		●	
Carpentry shops, paint, plumbing shops, and other uses of a similar nature		●	
Propane distributorship and sales and service of appliances, and related equipment, provided all equipment is stored within a building or screened by adequate fencing and landscaping		●	
Prototype production including machine shops		●	
Commercial recreation		●	
Contract service establishments including contractors' offices with related storage of equipment and vehicles, when conducted within a completely enclosed building		●	

Table 2.3.1: Permitted and Conditionally Permitted Uses

Use Types	Permitted Use	Conditionally Permitted Use	Accessory Use
Open storage of materials, goods, parts, and equipment, including company-owned or operated trucks and other motor vehicles provided adequate screening is provided			●
General office			●
Business support services			●
Commercial recreation (e.g., theaters) associated with aviation related uses		●	
Auditoriums, associated with aviation related uses		●	
Places of worship		●	
Educationally related uses, including education or training facilities, conference facilities, and executive/management and administrative uses that support educationally related activities		●	
Business Aviation Reserve			
Air freight operations		●	
Aircraft sales and leasing	●		
Aviation-related manufacturing, assemblage, and research	●		
Airport-serving transportation services and public parking	●		
Aviation-based services, supplies, and retail	●		
Aircraft service, repair, and maintenance	●		
Primary research, development and/or controlled production or testing of high-technology electronic, biological, industrial or scientific products, or processes, which may include information technology	●		
Warehousing and distribution, light-impact manufacturing, assemblage, and processing	●		
Automobile rental	●		
Restaurants and convenience consumer sales and services			●
General office or business support services			●
Contract service establishments		●	
Commercial recreation (e.g., theaters) associated with aviation-related uses		●	
Auditoriums, associated with aviation-related uses		●	
Temporary storage		●	
Transportation services		●	
Places of worship		●	
Educationally related uses, including education or training facilities, conference facilities, and executive/management and administrative uses that support educationally related activities		●	

2.3.1 Interim Uses

In order to effectively respond to market sensitivity, there may arise a need to consider Interim Uses that may or may not be listed above or within Appendix A as permitted, conditionally permitted, and/or accessory. Interim Uses must be consistent with the above list of permitted, conditionally permitted, and/or accessory uses in that approved structures containing Interim Uses shall be reviewed for their ability to accommodate future uses that are listed above as a permitted, conditionally permitted, or accessory use. Interim Uses shall be assigned a time-sensitive condition of approval limiting their existence within this Specific Plan to an initial

period of no more than 3 years, commencing with the issuance of the certificate of occupancy. No more than five extensions of up to an additional 15 years to the original time period shall be approved for Interim Uses. Interim Uses will be subject to all other development regulations and design guidelines as established by this Specific Plan. Further, Interim Uses may not possess the characteristics listed in Section 2.3.2, Expressly Prohibited Uses.

2.3.2 Expressly Prohibited Uses

The uses provided below are expressly prohibited within the Specific Plan area due to its close proximity to the Airport:

- Theaters/auditoriums that allow more than 300 people per gross acre or a maximum intensity of 1,200 people per acre to assemble
- General recreational uses, such as stadiums, athletic fields and playgrounds, that allow more than 300 people per gross acre or a maximum intensity of 1,200 people per acre to assemble
- Non-aviation bulk fuel storage
- Municipal solid waste landfills
- Odor-causing rotting organic matter (putrescible waste) disposal operations
- Waterways that create a bird hazard
- Open water intake and treatment facilities
 - Open storm water and wastewater treatment facilities (not including sediment and other material traps associated with parking lot or street storm water collection systems)
 - Retention/detention ponds, settling ponds, or poorly drained locations¹
 - Recreational ponds
 - Ponds resulting from mining activities
 - Surface mining
 - Wetlands
 - Dredge spoil containment areas (confined disposal facilities)
 - Agricultural production (including hay crops)
 - Livestock production or breeding
 - Zoos
 - Riding stables
 - Power-generating plants and substations other than pilot plants to test alternative energy production techniques
 - Public communication facilities
 - Aquaculture
 - Libraries
 - Hunting (including seasonal activities on agricultural land)
 - Golf courses (even with turf grass)

¹ Where standing water is expected to remain for more than 48 hours under typical rainfall conditions.

- Roosting habitat on buildings
- Two or more land uses that together attract wildlife through the Airport
- Manufacturing and industrial uses that involve:
 - Chemicals and allied products
 - Asphalt paving and miscellaneous petroleum products
 - Petroleum refining
 - Rubber and plastics
- Communication and utility uses that include:
 - Radio, television, and telephone centers
 - Electrical and natural gas generation and switching
- Commercial uses that involve:
 - Chemicals and allied products
 - Petroleum truck terminals
- Public and quasi-public uses and services:
 - Hospitals
 - Libraries

In addition to the list above, any other uses that have the following characteristics, as identified in the Airport Cooperative Research Program (ACRP) Report 27, *Enhancing Airport Land Use Compatibility*, Volume 1, 2010, will be expressly prohibited within the Specific Plan area due to the serious safety concerns related to aircraft takeoff, landing, and flight:

- Create a visual obstruction by excessive:
 - Smoke
 - Water vapor/steam
 - Smog
 - Dust
 - Glare
 - Light emissions (confusing or blinding lights or reflections)
- Generate electrical interference
- Involve structures over 56 feet in height (e.g., buildings, smoke or ventilation stacks, wind turbines, cellular/communication towers, aboveground power lines, construction cranes [even for temporary use])

2.4 SITE DEVELOPMENT STANDARDS

The development of individual sites will conform to the site development standards (requirements) in this section. These standards serve to implement the goals and objectives of the Specific Plan.

2.4.1 Minimum Parcel Size and Dimensions

Research and Development and Commercial/Mixed Use land use designations on UC-owned property can support parcel sizes ranging from approximately 1 acre to 6 acres. Within the Business Park and Business Aviation Reserve land use designations on the City-owned portion of the Specific Plan, parcel sizes shall be no less than 1 acre. There is no maximum parcel size limitation to Business Park and Business Aviation Reserve designated land.

2.4.2 Floor-to-Area Ratio (FAR)

Floor-to-area ratio (FAR) is the building square footage divided by lot area. Building square footage includes all structures on a lot, including garages and accessory structures. Parking structures are not included in the calculation of FAR.

The City of Marina General Plan establishes the maximum FAR, or building intensity, for the Specific Plan's land use designations. Building intensities within the Specific Plan area provide appropriate transitions between areas with unique environmental features and aviation-related activities, and encourage a concentration of activity and development around the Plaza. As shown in Table 2.4.1 and on Figure 2.4-1, the maximum allowable FAR permitted within the Specific Plan area is 0.30 for all land use designations within the Specific Plan, with the exception of the Overlay Area. Land use designations within the Overlay Area have an established FAR of 0.40. The FAR permitted in each land use designation conforms to the maximum FAR permitted in the City's General Plan and the UC MBEST Master Plan. No development is permitted within the Open Space areas; therefore, no FAR is established for this land use designation.

Table 2.4.1: Maximum Allowable Floor-to-Area Ratio

Land Use Designation	City-Owned Property	UC MBEST-Owned Property	Within Campus Core Overlay Area
Open Space	0	0	0
Research and Development	N/A	0.30	0.40
Commercial/Mixed Use	0.30 ¹	0.30	N/A
Business Park	0.30 ¹	N/A	0.40
Business Aviation Reserve	0.30 ¹	N/A	0.40

¹ The City's General Plan allows for the FAR to be increased to 0.50, pending approval of a visual impact analysis. The Specific Plan further recommends that a traffic and infrastructure capacity analysis be completed prior to approving any development on the City-owned portion of the Specific Plan with a proposed FAR exceeding 0.30.

City = City of Marina

N/A = not applicable

FAR = floor-to-area ratio

UC MBEST = University of California Monterey Bay Education Science and Technology

The City's General Plan has policies allowing the FAR to be increased to a maximum of 0.50 on City-owned property within the Specific Plan area. Development proposals that would exceed the 0.30 FAR on the City-owned property will be required to submit visual impact, traffic, and infrastructure capacity analyses as part of their approvals.

2.4.3 Building Heights

Building heights within the Specific Plan shall not exceed the following heights or number of stories as provided in Table 2.4.2 and shown on Figure 2.4-2, consistent with FAA height limits imposed on the Airport.¹

¹ Code of Federal Regulations (CFR), Title 14, Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace.

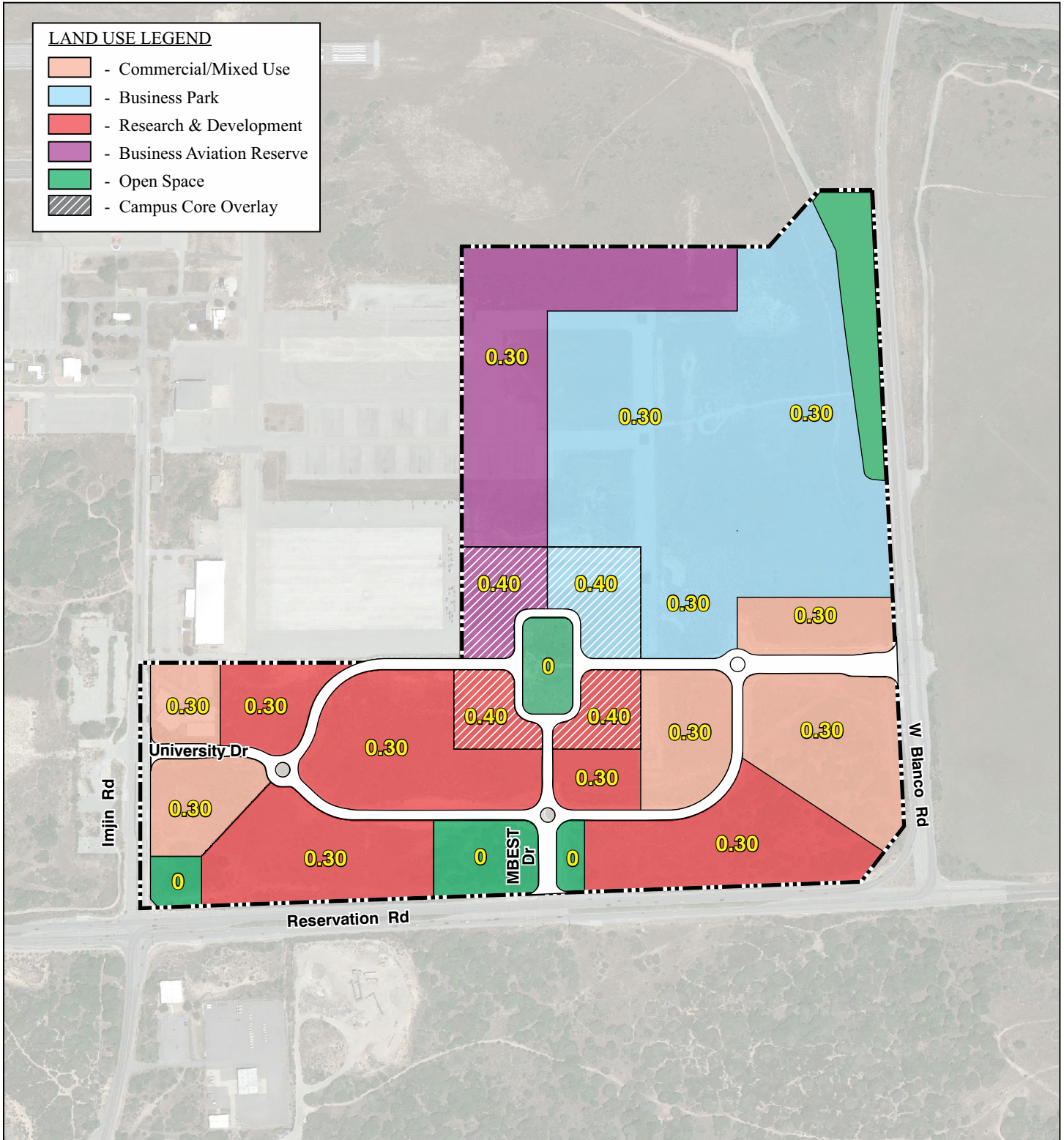


FIGURE 2.4-1

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LEGEND

0.30 - Maximum Allowable FAR

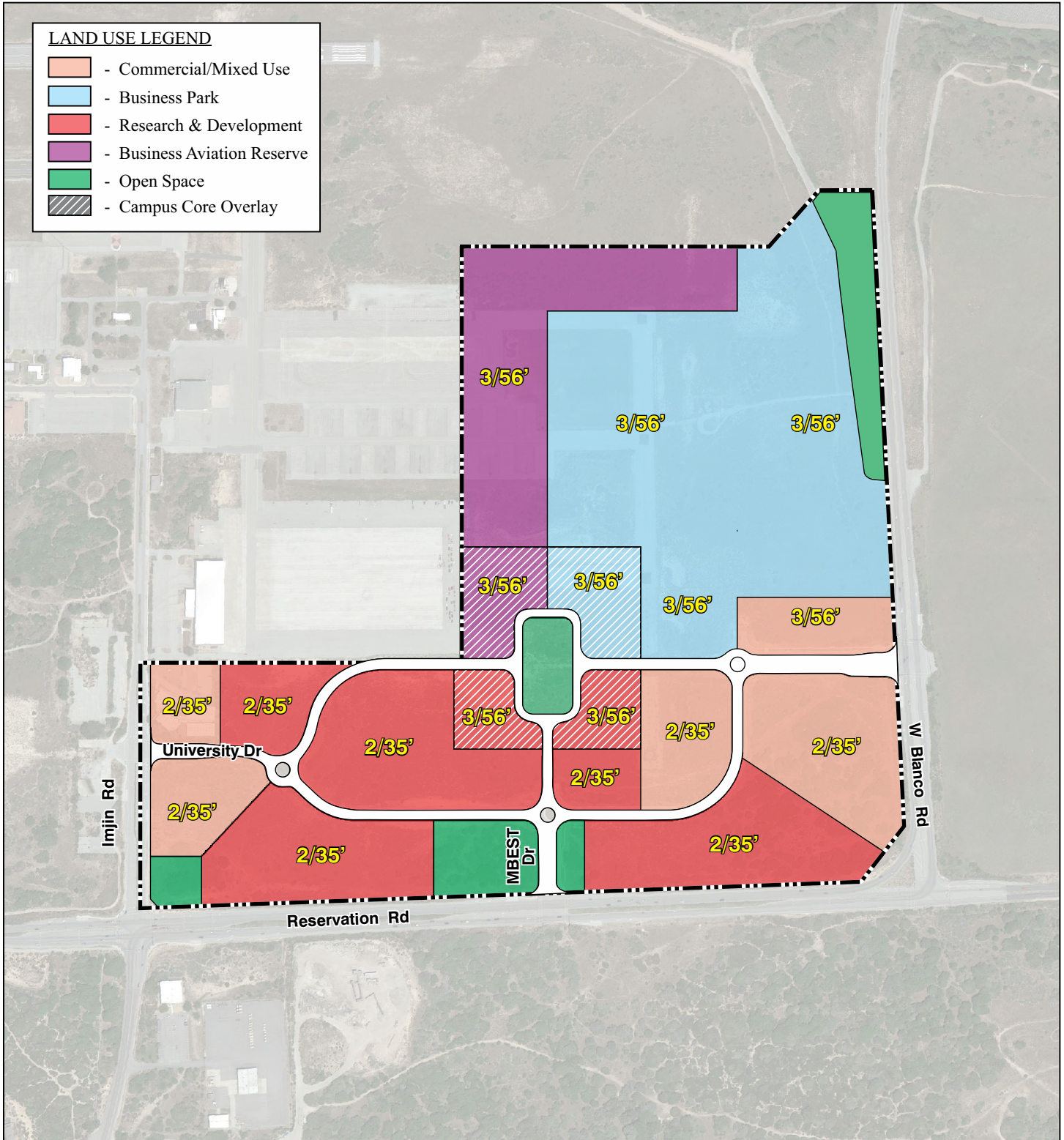


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SOURCE: Google Earth

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Maximum Allowable Floor Area Ratio (FAR)

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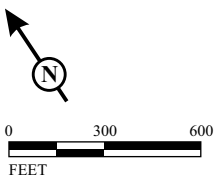


LSA

LEGEND

2/35' - Maximum No. of Stories/
Maximum Height (feet)

FIGURE 2.4-2



SOURCE: Google Earth

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Maximum Building Heights*

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Table 2.4.2: Building Heights

Land Use Designation	UC-Owned or City-Owned Property		Within Campus Core Overlay Area	
	Maximum No. of Stories	Maximum Height (ft)	Maximum No. of Stories	Maximum Height (ft)
Open Space	N/A	N/A	N/A	N/A
Research and Development	2	35	3	56
Commercial/Mixed Use	2	35	3	56
Business Park	3	56 ¹	3	56
Business Aviation Reserve	3	56 ¹	3	56

¹ Within the Business Park and Business Aviation Reserve land use designations, aircraft hangars and other Airport-related buildings, facilities, or appurtenances may be erected to a height in excess of 56 ft subject to first securing a use permit from the City in each case. Visual simulations shall be prepared by the project applicants for any proposed structures over 35 ft high.

City = City of Marina

ft = foot/feet

N/A = not applicable

UC = University of California

2.4.4 Setbacks and Landscaping

2.4.4.1 Setbacks

The setbacks described in Table 2.4.3 apply to the Specific Plan (refer to Figure 2.4-3).

Table 2.4.3: Setbacks

Setback	City-Owned Property ¹		UC-Owned Property	
	Parcels That Abut Reservation Road or West Blanco Road	Parcels That Abut University Drive, Research Drive, or Other Internal Roadways	Parcels That Abut Reservation Road or West Blanco Road	Parcels That Abut University Drive, Research Drive, or Other Internal Roadways
Building Setback from Property Line	100 ft	25 ft	100 ft	25 ft
Side Yard Width (Minimum/Maximum)	10 ft / 25 ft		10 ft / N/A	
Rear Yard Width (Minimum/Maximum)	30 ft / N/A		10 ft / N/A	

¹ At no time will any setback within the Specific Plan area on City-owned property be reduced to zero pursuant to the *FAA Airport Compliance Manual*, FAA Order 5190.6B (August 2009).

City = City of Marina

ft = foot/feet

N/A = not applicable

UC = University of California

Within the Overlay Area, at least 50 percent of building frontages shall be built to a line 10 feet from the property line adjacent to the street separating this area from the Plaza (refer to Figure 2.4-3).

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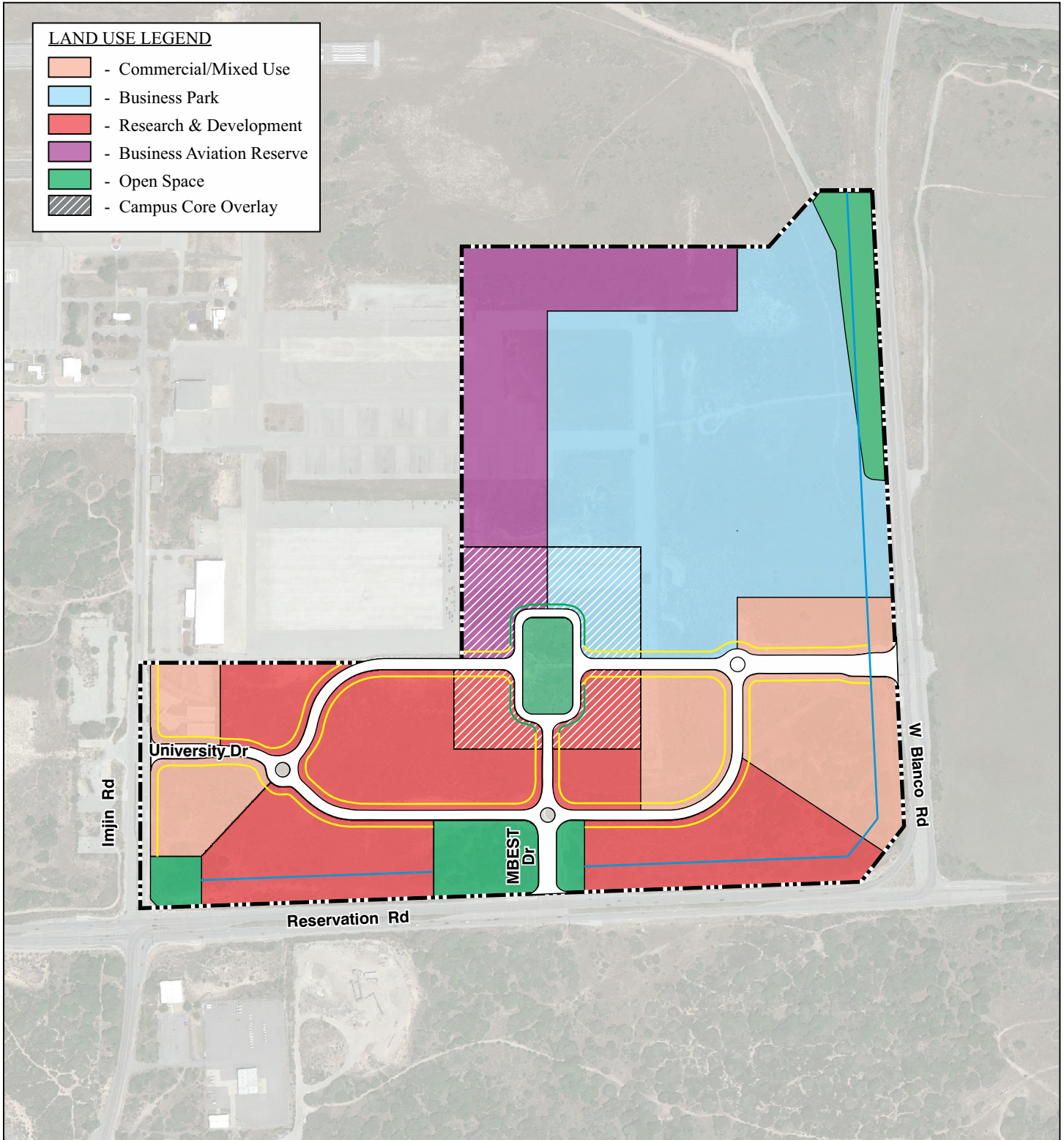


FIGURE 2.4-3

LSA



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SOURCE: Google Earth

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Roadway Setbacks

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2.4.4.2 Landscape Setbacks

In order to promote a continuous landscape and streetscape character along the major roadways that abut and pass through the Specific Plan, landscaped setbacks are established from parcel property lines. The following setback standards shall apply:

- On parcels that abut Reservation Road or West Blanco Road, a 50-foot landscaped setback shall be provided from the adjoining property line (refer to Figure 3.2-2a in Chapter 3.0).
- Along internal roadways within the Specific Plan area, including University Drive or Research Drive, a continuous 25-foot landscaped setback shall be provided along all property frontages (refer to Figures 3.2-2a and 3.2-2b, which are provided in Chapter 3.0).
- Building or parking will not be permitted within landscaped setback areas.
- Landscaped setbacks shall only be used for landscaping, walkways, driveway access to public streets, connections to public utilities and underground utilities, topographical transitions to existing grades at the property line, and signs.
- All landscaped setbacks shall be installed during or prior to building construction.
- Maintenance shall be the responsibility of the owner or lessee (long-term) of the parcel.

In addition to the landscape setbacks required above, each parcel within the Specific Plan area shall contain an additional minimum landscaping and storm water catchment adjacent to building façades. The following landscape standards apply to all buildings within the Research and Development and Commercial/Mixed Use land use designations within the Specific Plan area:

- A minimum landscape edge of 15 feet shall be provided along the front of buildings.
- A minimum landscape width of 10 feet shall be provided along the sides of buildings.
- For buildings within the Overlay Area, 5 feet of landscaping and a 5-foot sidewalk shall be provided within the 10-foot setback zone (to supplement the 5-foot sidewalk and landscaping within the public right-of-way) (refer to Figures 2.4-3 and 3.2-2b).

2.4.5 Landscaping

2.4.5.1 General Landscape Standards

The following standards apply to landscaping within all Specific Plan land use designations:

- All areas within the Specific Plan area on which buildings, roadways, parking lots, or courtyards are not proposed shall be retained in natural vegetation or landscaped.
- During and after individual site development, areas where grading or vegetation removal has occurred that are not paved or on which buildings are not located, shall be stabilized to prevent erosion. Stabilization may be achieved by planting ground cover or shrubs or by other means demonstrated by the applicant, contractor, developer, and/or landowner to be effective means of erosion control.

- Individual site landscape and irrigation plans shall be designed by landscape professionals with knowledge of local plants, soils, and climate conditions and approved pursuant to Section 5.4, Development Submittal, Review, and Approval Process.
- A minimum of 65 percent of the total of individual landscape areas shall be landscaped with California-native plant material requiring minimum irrigation once established¹.
- Any plant material that has a higher water demand shall be irrigated separately.
- Individual landscape and irrigation plans shall be designed to be consistent with the provisions of the Model Water Efficient Landscape Ordinance (Sections 490-495, Chapter 2.7, Division 2, Title 23 in the California Code of Regulations)

2.4.5.2 Landscaping of Streetscapes

All landscaping of streetscapes shall meet the following requirements:

- At the time of installation, street trees shall be a minimum 15-gallon size and have a minimum height of 8 feet. The 24-inch-box street tree size is preferred where appropriate in areas of special interest (e.g., at key intersections or entries, or in pedestrian plaza areas).
- The selection of street tree species (e.g., the list of small, medium, and landmark trees in Table 2.5.1, which is provided later) shall avoid any species that might attract large flocks of birds during any time of the year.
- The selection of nonnative street tree species shall require that species be drought tolerant, non-invasive, compatible with the coastal climate and sandy soils, and visually compatible with the native vegetation of the Monterey Peninsula.
- The minimum size of shrubs shall vary by species. Shrubs shall be 5-gallons in size where appropriate for common landscape standards. A minimum of 50 percent of shrubs shall be 5 gallons in size, with the balance of the shrubs being 1 gallon in size.
- Groundcovers and shrubs shall be designed, installed, and maintained to achieve 100 percent coverage within 3 years of planting.
- Landscaping of streetscapes shall comply with the following public safety requirements:
 - The height, spread, and growth habits of all plants shall not interfere with or obstruct ease of movement or impede a public right-of-way.
 - Trees located adjacent to a public street shall be pruned such that no branches extend lower than 14 feet above the curb line.
 - Trees located adjacent to a public sidewalk or path shall be pruned such that no branches extend lower than 7 feet above the sidewalk or path.

¹ FORA Regional Urban Design Guidelines (RUDGs) (2016) states “Consider 80 percent native plant composition along roadway right-of-way for new development.”

- All landscaping and screening, excluding trees, located at the intersection of two public streets shall comply with Chapter 10.70 of Title 17 of the City's Zoning Code, Visibility at Intersections.
- All landscaping located within 15 feet of the intersection of a driveway and a public street shall not exceed a height of 3 feet.

2.4.5.3 Landscaping of Parking Lot Areas

Landscaping of parking lot areas shall meet the following requirements:

- At least one tree pocket with a minimum dimension of 5 square feet shall be provided for every six parking spaces. These trees shall be evenly distributed through the parking areas to provide a continuous canopy.
- Trees shall be planted in 5-foot (minimum) square pockets or in curbed planting islands and distributed throughout the parking lot to achieve one continuous canopy.
- Parking spaces at the end of parking bays shall be separated from adjoining access aisles by landscaped areas with appropriate widths to accommodate the proposed landscaping and a minimum width of 4 feet, and length equal to the length of adjoining parking spaces. A minimum of two trees shall be planted per planting area.

2.4.5.4 Landscaping of Percolation/Storm Water Retention Areas

All landscaping of percolation/retention areas shall meet the following requirements:

- Slopes in excess of 3:1 are not permitted.
- Within setback areas, the maximum width of a swale shall be 10 feet as measured from the existing grade.

2.4.5.5 Landscaping Within the Open Space Areas Along Reservation Road

The Open Space areas along Reservation Road are designated to preserve a significant stand of existing coastal oak trees. The following landscape requirements apply to the Open Space areas along Reservation Road:

- Landscaping shall be limited to native species that would normally be associated with the oak stands (e.g., Coast live oak [*Quercus agrifolia*], madrone [*Arbutus menziesii*], and California buckeye [*Aesculus californica*]).
- Due to the sensitivity of the existing stands of oaks, irrigation systems shall not be introduced.
- New plantings shall be hand watered only to allow plant establishment.
- The regrading of land shall not occur within the canopy (drip line) of existing oak trees.
- Surface drainage from adjacent parcels will not be allowed.

- The use of native perennial grasses along the edges of the Open Space areas is recommended to mitigate the impacts of adjacent roads and parcel development.
- Generally, the ground plane shall remain undisturbed and unplanted.
- The installation of benches, trash receptacles, and pedestrian pathways within the Open Space areas is recommended to encourage access and passive recreational opportunities (e.g., walking, sitting, nature watching).

2.4.5.6 Removal of Invasive Species

Invasive species, defined by Executive Order 13112, are “any species, including its seeds, eggs, spores, or other biological material capable of propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health.”

The following species are considered invasive for the purposes of this Specific Plan:

- Ice plant (*Mesembryanthemum crystallinum*)
- French broom (*Genista monspessulana*)
- Pampas grass (*Cortaderia selloana*)
- Mexican feather grass (*Nassella/Stipa tenuissima*)

The following landscape requirements apply to invasive species:

- Existing stands of invasive species such as ice plant, French broom, pampas grass, and Mexican feather grass must be removed as part of any landscape treatment.
- Owners and tenants will be required to maintain parcels free of invasive species.
- A program to control invasive species shall be implemented as part of normal landscape maintenance. The program shall specify methods to eradicate invasive species, including chemical, manual, and physical methods, using an integrated pest management (IPM) approach. If herbicide treatments are selected, they shall be conducted under the direction of a licensed Pest Control Advisor using chemicals approved for habitats present within the Specific Plan area.

2.4.5.7 Landscape Maintenance

All landscape within a privately owned and/or leased property will be installed and maintained by that property owner and/or lessee. All landscape installation within the public right-of-way will be installed as a private expense by the adjacent landowner. After installation, all landscaping within the public right-of-way and designated open space areas will be maintained by a Landscaping and Lighting Assessment District formed and managed in accordance with Section 22500 of the California State Street and Highway Code.

2.4.6 Storm Water Infiltration

- All property owners shall be responsible for retaining storm water runoff generated on their site pursuant to Section 4.4.2, Proposed Drainage System, of this Specific Plan.
- Plans for retaining storm water runoff shall be submitted as part of the site plan package pursuant to Section 5.4.3, Expedited Review, of this Specific Plan.

2.4.7 On-Site Circulation

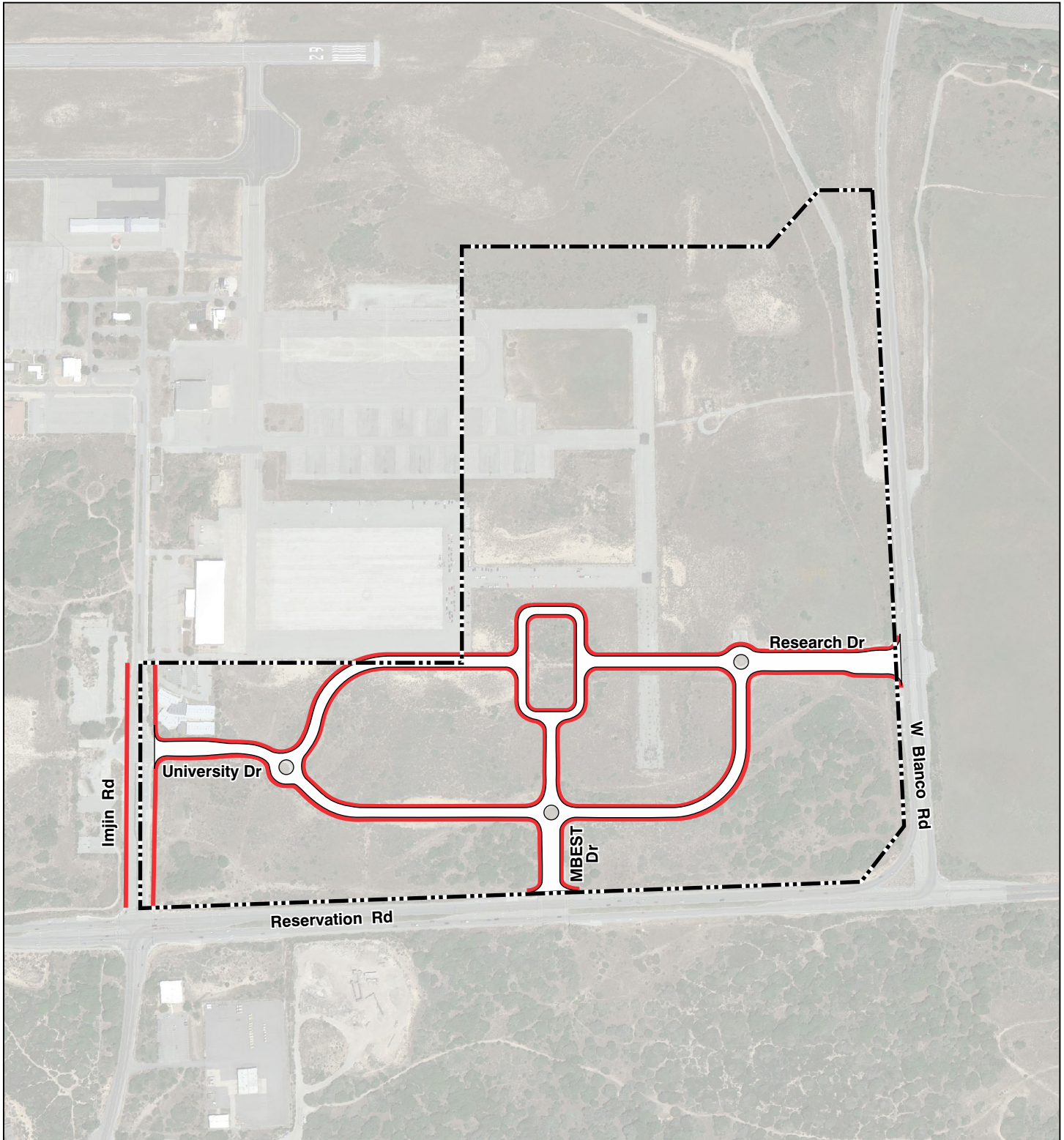
The Specific Plan's on-site circulation system is designed to create a continuous system of landscaped roadways, bikeways, and pedestrian paths that extend the planned regional and citywide system and encourage non-vehicular trips. Figure 2.4-4 shows the proposed pedestrian circulation system for the UC's portion of the Specific Plan.

The circulation pattern for the City property will be established by subsequent development proposals and implementation. All standards described herein will apply to any future circulation system(s).

The Specific Plan's on-site circulation system shall meet the following standards:

- Parking lot circulation shall be contained within each development parcel, with the exception of parcels within common driveways.
- To the extent feasible, driveways shall be aligned on opposite sides of a street.
- Service routes shall not conflict with other on-site circulation routes.
- On-site pedestrian walkways shall provide clearly delineated direct paths between parking, open space, work/leisure areas, and building entrances.
- Sight lines required for safe automobile movement shall be kept clear. Screens and structures shall not be located where they would block such sight lines (e.g., both entering and exiting individual sites and the Specific Plan area).
- The design and location of entries (i.e., curb cuts and driveways) for each parcel shall be such that the driver has ample time to perceive them when approaching the parcel. Driveway approaches shall be kept clear of obstructions (e.g., street trees shall be placed at least 10 feet from driveways).
- Drive aisle widths and configurations shall be designed, at a minimum, in accordance with the latest adopted City standard specifications (e.g., Public Works Division Standard Plan No. ST-7).
- Although vehicular access will continue to be the primary mode of transportation within the Specific Plan area for the foreseeable future, the design of the roadway system shall be supportive of transit as a viable alternative to the automobile.
- Internal roadways shall be included and designed as multimodal corridors to support pedestrians, bicycles, and transit vehicles, as well as automobiles.
- Continuous Class II bicycle lanes shall be provided within the planned roadways of the Specific Plan area along with landscaped pedestrian walkways (refer to Figures 2.4-4 and 2.4-5).
- At least one Americans with Disabilities Act (ADA) accessible route shall be provided within each site from ADA-accessible parking spaces and ADA-accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the ADA-accessible building or facility entrance they serve.

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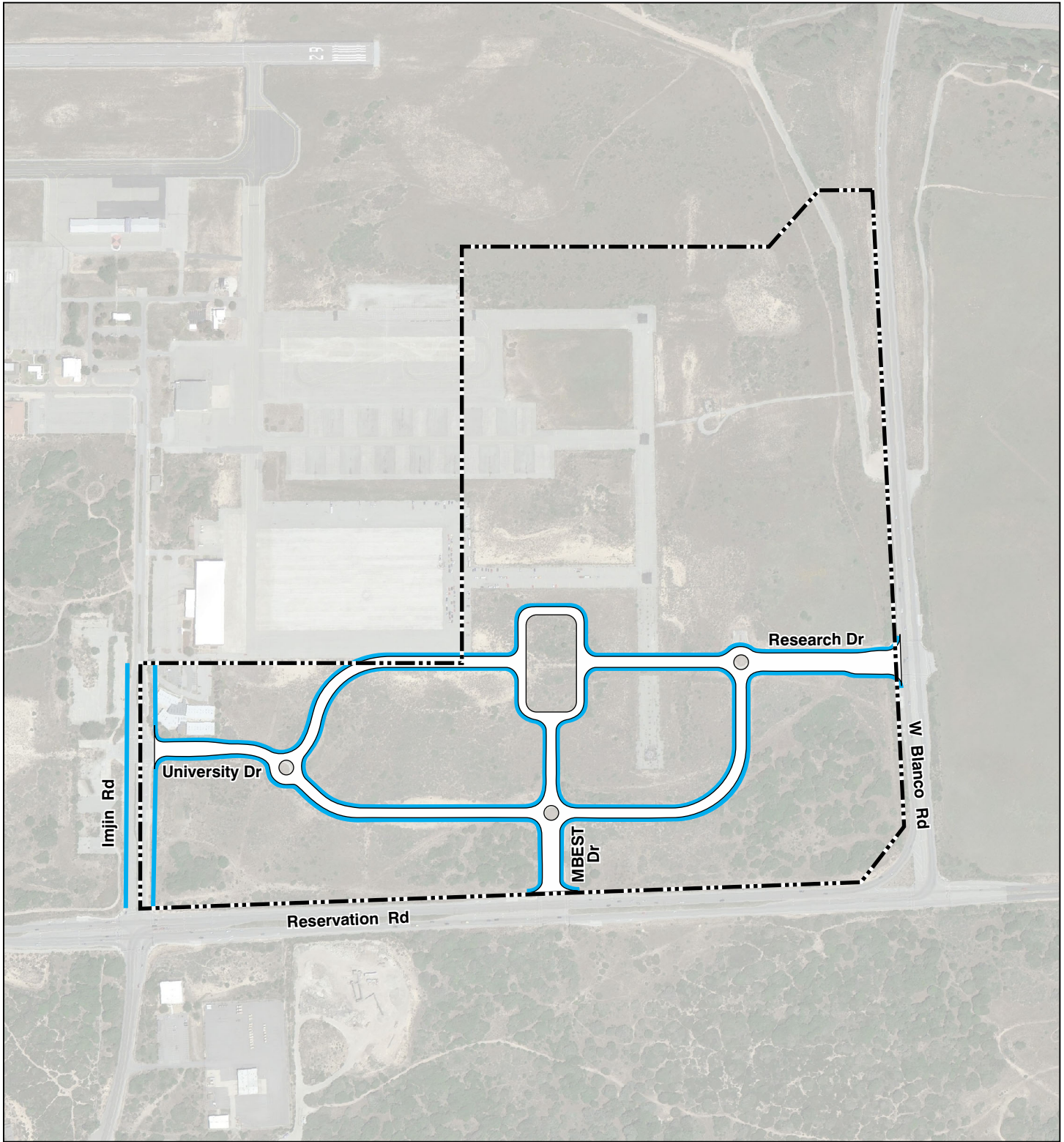
— - Sidewalk Location

FIGURE 2.4-4

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SOURCE: Google Earth

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Pedestrian Circulation System

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LEGEND
 — - Bike Lane Location

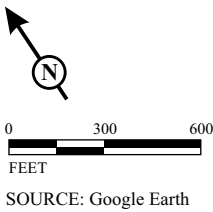


FIGURE 2.4-5

*Marina Municipal Airport Business and Industrial Park/
 UC MBEST Center Specific Plan
 Bicycle Circulation System*

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2.4.8 Bus Stops, Bays, and Transit Shelters

All bus bays and transit shelters will be designed and implemented pursuant to Chapter VII (Design Standards) of the Monterey-Salinas Transit Manual, *Designing for Transit, A Manual for Integrating Public Transit and Land Use in Monterey County* (November 2006).

Figure 2.4-6 shows the proposed bus circulation system for the UC's portion of the Specific Plan.

2.4.9 Vehicular and Bicycle Parking

2.4.9.1 General Parking Lot Standards

Parking lots within the Specific Plan area shall meet the following standards:

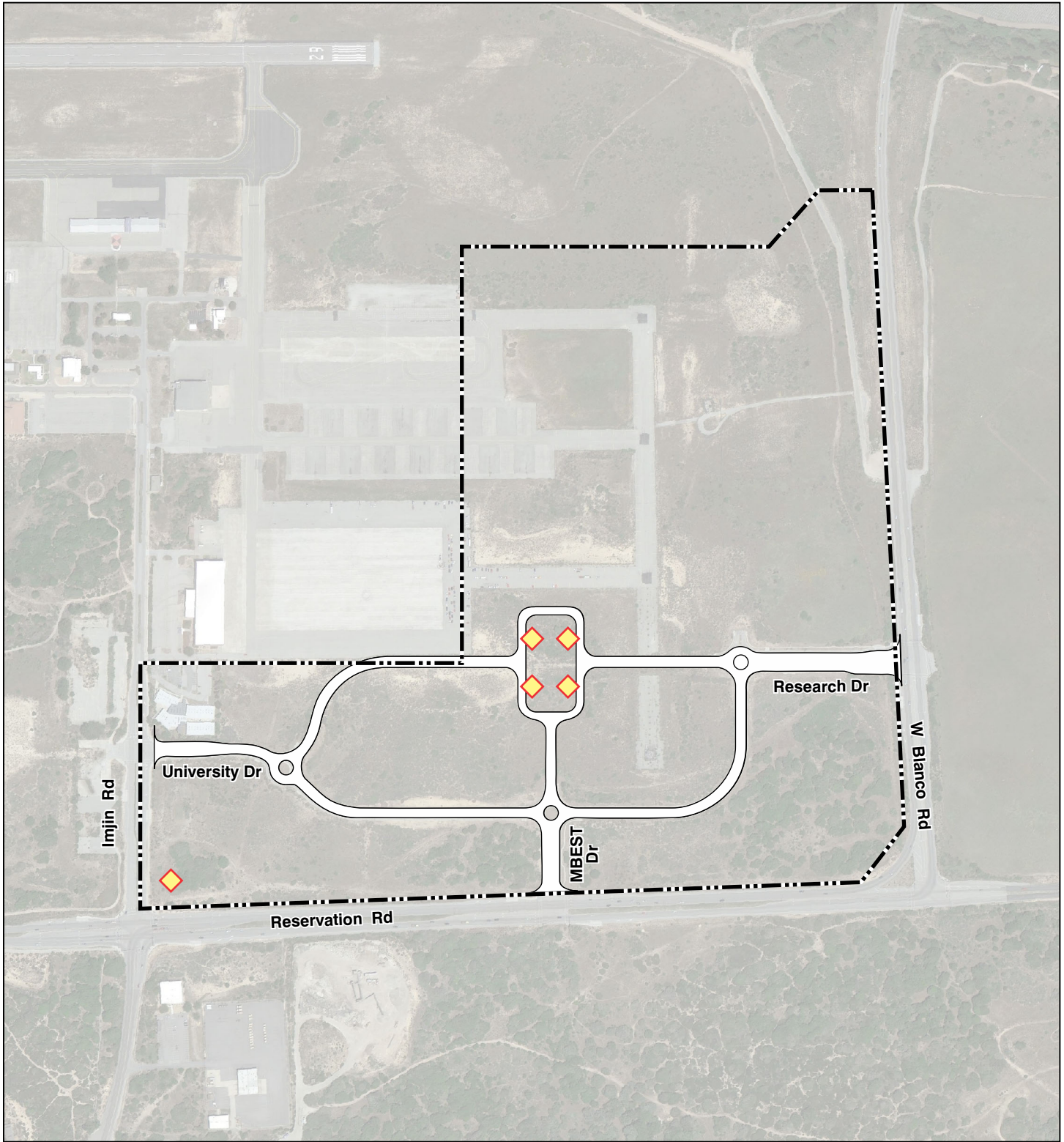
- All parking areas and driveway surfaces shall be permanently paved and maintained to the satisfaction of the City Engineer.
- Each required parking space shall be a minimum of 9 feet by 19 feet, unless designated as compact parking.
- Parking is permitted within the building setback areas as long as the landscape requirements pursuant to Section 2.4.4.2 are maintained.
- Parking space depth from the face of curb may be reduced to 17.5 feet for up to 30 percent of parking spaces to accommodate a typical 1.5-foot front vehicle overhang where curb or other possible vertical obstructions do not exceed a height of 6 inches. Parking space depth (to the face of curb) may be reduced to as little as 16.5 feet in certain limited circumstances (i.e., where additional landscaped area might help save an existing tree or provide additional landscaped area that might allow for the planting of a tree or a larger tree species). Reduced parking space dimensions shall be marked "compact" or "C" to delineate those parking areas for compact vehicles. Compact parking spaces shall not be permitted at the ends of parking aisles or adjacent to a landscape island.
- If parking areas exceed one double row in depth, it is recommended that the alignment of the aisles be in the direction of pedestrian movement.

2.4.9.2 Parking Requirements (Number of Spaces)

The required number of parking spaces per land use shall be pursuant to Chapter 17.44 of the City of Marina's Municipal Code, with the following supplemental requirements:

- Required parking for aviation-related uses within the Business Aviation Reserve land use designation shall be calculated as follows:
 - One space for each four private aircraft occupying a hangar space or tie-down space
 - One space per 350 square feet of office-type space
 - One space per 1,000 square feet of space devoted to aircraft maintenance activities
 - One space per 500 square feet of space used for manufacturing, assemblage, or research activities

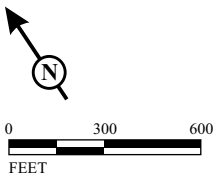
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LEGEND

 - Bus/Shuttle Stop



SOURCE: Google Earth

FIGURE 2.4-6

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Bus Circulation System*

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Parking lots within the Commercial/Mixed Use and Research and Development land use designations in the Specific Plan area shall meet the standards of Chapter 17.44 of the City of Marina's Municipal Code. No additional standards apply to these land use designations.

2.4.9.3 Parking Demand Management Program

A Parking Demand Program seeking to modify the above parking requirements may be prepared and approved pursuant to City of Marina Municipal Code Section 17.44.070 E.

2.4.9.4 Americans with Disabilities Act Parking

ADA-compliant parking within the Specific Plan area shall meet the applicable standards as established by Title 24 (Accessible Parking Requirements) of the California Code of Regulations.

2.4.9.5 Bicycle Parking and Other End-of-Trip Facilities

Bicycle parking and other end-of-trip facilities within the Specific Plan area shall meet the following standards:

- Bicycle parking facilities shall be placed in locations that will not interfere with pedestrian access.
- Bicycle parking facilities shall not impede California Building Code (CBC) Title 24 accessibility standards.
- Bicycle parking facilities (bike racks) should be installed in convenient locations (i.e., near building entrances and adjacent to rights-of-way/sidewalks/parking lots) (refer to Figure 2.4-7).



Figure 2.4-7: Bicycle Parking Facilities (Bike Racks)

- A secure bicycle parking facility (bike rack) shall be provided to accommodate one bicycle per 30 required vehicle parking spaces, and in no case fewer than three bicycles.
- Bicycle parking facilities shall be visible (not in enclosures) and lighted to minimize the chance of theft.
- Commercial and industrial developments shall provide a minimum of one shower per building, excluding accessory buildings.

2.4.10 Loading and Storage Areas

Loading areas within the Specific Plan area shall meet the following standards:

- Loading areas shall be designed to provide for maneuvering on site and not from or within a public street.
- Loading areas and doors not fronting a public or private street shall be screened from view from the street by solid wing walls and/or a functional equivalent, and shall be constructed of materials compatible and consistent with adjacent buildings and landscaping. Screening shall be of sufficient height to provide adequate visual screening.
- Truck maneuvering areas shall not encroach into required parking stalls and drive aisles or pedestrian access.
- The minimum dimensions for truck loading areas serving buildings shall be 12 feet wide and 45 feet long, with 14.5 feet of vertical clearance.
- All loading areas with exterior storage of materials or equipment shall be located at the rear of the building and be totally screened from view by a wall with a minimum height of 6 feet or a combination of fencing and/or dense vegetation of equivalent height that form a visual barrier comparable to a solid wall. The maximum height of a freestanding wall shall be 8 feet.

Loading areas within the Business Park and Business Aviation Reserve land use designations shall face the side or rear property line and shall be designed to be an integral part of the building architecture. Direct loading from a public street is not permitted. Side loading shall be screened from the street by an 8-foot-high (maximum) wall or other appropriate screening.

Loading areas within the Commercial/Mixed Use and Research and Development land use designations may be permitted facing a public or private street provided they are screened by a combination of screen walls, ornamental landscaping, and/or portions of on-site buildings.

Outdoor storage areas shall meet the following standards:

- Any outdoor storage must be directly related to and part of the primary use on the same parcel.
- Any equipment storage not contained within the main structure shall be completely visually screened from adjacent streets and properties. Screening shall consist of a wall constructed in an architectural style consistent with the adjacent structures, including color and

materials, or a solid landscaping screen with material consistent with the site's landscape palette, or a combination therefore as approved, pursuant to Section 5.4, Development Submittal, Review, and Approval Process. Should landscaping be used for the screening of the outdoor equipment, it shall be of sufficient size (height and breadth) to completely visually screen the equipment at the time of installation.

- No storage areas will extend into required setback areas.
- No storage will be permitted between streetside and the building line or be visible from the street.
- No required parking spaces will be eliminated to accommodate storage.

2.4.11 Trash Enclosures

The Specific Plan is being created during a time where there are active programs and legislation addressing solid waste reduction, recycling and diversion. The City and UC solid waste collection, diversion and recycling practices fall under the California Integrated Waste Management Act (Assembly Bill [AB] 939), requiring all California cities, counties, and approved regional solid waste management agencies responsible for enacting plans and implementing programs to divert 50 percent by year 2000. Later legislation mandates that the 50 percent diversion requirement be achieved every year. Subsequent legislation includes AB 341, which establishes the goal of recycling, composting, and source reduction of solid waste by 2020. It should be noted that this is a recycling goal and not a diversion goal.

The number and location of refuse bins shall be developed in coordination with the City's waste provider. Refer to Table 2.4.4 for recycling and waste enclosure size guidelines. Trash enclosures within the Specific Plan area shall meet the following standards:

- Trash enclosures shall be designed to allow sufficient space to accommodate appropriately sized recycling and waste containers without requiring the container to be moved to service another container.
- Trash enclosures shall be provided and screened on four sides by a solid wall that may not exceed 6 feet in height. The trash enclosure walls shall be of suitable colors and materials (e.g., stucco, wood, stone, decorative metal, or iron) that are consistent with the primary building. Chain-link fencing or gates are not permitted (refer to Figure 2.4-8).
- Trash enclosure doors shall have a latch that can be secured in the open and closed position.
- Trash enclosures shall have a solid roof. A request to build an enclosure without a roof may be made to the Public Works Division. Non-roofed structures would be allowed at building sites where applicants demonstrate there will not be any visual and/or odor impacts to neighboring properties and that enclosures can be protected and maintained.
- Trash enclosure pads shall be constructed of concrete and extend 8 feet beyond the fence of the enclosure at a slope of no more than 1 percent. The slope of the enclosure pad shall not exceed 1/8 inch per foot.

Table 2.4.4: Recycling and Waste Enclosure Guidelines

Land Use Designation	Size/Scale	Minimum Required Space for Bins
Research and Development	First 10,000 sf	Space for one 4 cy waste bin, one 4 cy cardboard bin, and two 95 gal rolled containers for mixed recyclables. Once per week service.
	Each additional 10,000 sf	Space for two 4 cy waste bins, two 4 cy cardboard bins, and four 95 gal rolled containers for mixed recyclables. Twice per week service for waste and once per week service for recyclables.
Commercial/Mixed Use	First 10,000 sf	Space for one 4 cy waste bin, one 4 cy cardboard bin, and two 95 gal rolled containers for mixed recyclables. Once per week service.
	Each additional 10,000 sf	Space for two 4 cy waste bins, two 4 cy cardboard bins, and four 95 gal rolled containers for mixed recyclables. Twice per week service for waste and once per week service for recyclables.
Business Park	First 20,000 sf	Space for one 4 cy waste bin, one 4 cy cardboard bin, and one 95 gal mixed recyclables bin. Once per week service.
	Each additional 20,000 sf	Space for two 4 cy waste bins, one 4 cy cardboard bin, and two 95 gal mixed recyclables bins. Once per week service.
Business Aviation Reserve	First 20,000 sf	Space for one 4 cy waste bin, one 4 cy cardboard bin, and one 95 gal mixed recyclables bin. Once per week service.
	Each additional 20,000 sf	Space for two 4 cy waste bins, one 4 cy cardboard bin, and two 95 gal mixed recyclables bins. Once per week service.

cy = cubic yard(s)
gal = gallon
sf = square foot/feet



Figure 2.4-8: Trash Enclosure

- A 12-foot-wide City-standard sidewalk crossing (such as a driveway or wheelchair ramp) shall be installed at the street near the collection point if the trash enclosure area is not accessible from a parking lot or other on-site location.
- Trash areas shall not be used for storage. The premises shall be kept in a neat and orderly condition at all times, and all improvements shall be maintained in a condition of good repair and appearance.
- Storage of waste and recyclables within trash enclosure areas shall be in approved containers serviced by a franchised hauler.
- Easily accessible dedicated area(s) shall be provided for each building, including the collection and storage of materials for recycling, including but not limited to, mixed paper, corrugated cardboard, glass, plastics, and metals (refer to Figure 2.4-9).



Figure 2.4-9: Designated Recycling Enclosure

- General recycling information shall be posted in trash enclosures near recycling containers to encourage recycling and deter contamination of recyclables.
- Recycling bins shall be located in the same enclosure as waste bins whenever possible. If not possible, recycling bins shall be located so they are as convenient as the waste bins and with appropriate signage.

2.4.12 Signs

2.4.12.1 General Requirements

The sign program for the Specific Plan area provides project identity, maintains attractiveness while allowing for individuality, and provides compatibility with the adjacent Airport. Signs are an integral part of each site's architecture and landscaping and, therefore, will integrate with and be part of the overall site's design. The following standards apply to all signs within the

Specific Plan area. A sign program shall be submitted with building site plans for all proposed developments for approval pursuant to Section 5.4, Development Submittal, Review, and Approval Process, of this Specific Plan. The sign program shall meet the following requirements:

- To ensure legibility, the copy area of a sign shall not exceed 30 percent of the total background area of the sign.
- Signs shall be of materials that are compatible with exterior building colors and materials, building architecture, landscaping, lighting, finishes, and type fonts, and be of high-quality fabrication.
- Signs shall be free of all labels and fabricators' advertising except for those required by code.
- No sign shall be permitted that, by virtue of the intensity, direction or color of its lighting, or the placement of the sign, interferes with the operation of, or causes confusion to the operation of, aircraft or motor vehicles on adjoining roads.
- Lighting of signs shall be accomplished through the use of adjacent pole lights, backlights, or uplights. Signs shall not utilize neon or be internally lit.
- Signs shall not employ any devices that rotate, gyrate, blink, flash, or move in any manner.
- All building-mounted signs shall be constructed so as not to have exposed wiring, raceways, ballasts, conduits, or transformers.
- All signs shall conform to the appropriate building and electrical codes. The owner/tenant and contractor shall be responsible for obtaining any and all permits required.
- All freestanding signs shall be integrated with landscaping and grading.
- Metal signs may be made of aluminum, brass, bronze, copper, or stainless steel and may be painted.
- All owners and/or tenants shall be responsible for the proper maintenance of their signs.
- Upon termination of a lease of a use or vacation of a facility, signs related to that use or facility shall be removed.
- Signs located at driveway entrances shall not interfere with the visibility of motorists, bicyclists, and pedestrians.

2.4.12.2 Comprehensive Sign Program

A comprehensive sign program shall be prepared and submitted in conjunction with each project application involving either a multi-tenant structure or a number of buildings associated as one complex. The program shall address all signs to be used and shall conform to all provisions identified in this section of the Specific Plan. For all signs, the size, placement, materials, colors, illumination, and other design characteristics not specified in this section of the Specific Plan shall be determined at the time of approval of the comprehensive sign program pursuant to Section 5.4, Development Submittal, Review, and Approval Process, of this Specific Plan. The comprehensive sign program shall contain the following information:

- A site plan with building elevations identifying the locations of all signs.
- Design drawings for each sign or type of sign, specifying the dimensions, copy, size of copy, materials, type of construction, illumination, and details necessary to determine the appropriateness of the sign.

Once a comprehensive sign program is approved, all signs in that project shall conform to the program. The specified dimensional limitations may be waived upon determination by the architectural and site design review board that the submitted sign(s) meet the intent of the standards and guidelines and result in both a functionally and aesthetically superior design.

2.4.12.3 Definitions of Sign Terms

Unless otherwise specified, the following definitions shall apply to all signs within the Specific Plan area:

- **Applied Letter Sign:** A sign consisting of copy only (letters and symbols), with no frame or border, in which the copy is either painted or applied directly in the form of cutouts to the building exterior.
- **Awning Sign:** A sign integral with an awning.
- **Background Area of a Sign:** The entire background area of a sign upon which copy could be placed. In computing the background area of a sign, only the face seen from any one direction at a time shall be counted.
- **Building Complex Sign:** A sign located on an access road or entrance drive identifying groups of buildings served by that road or drive.
- **Building Identification Sign:** A sign identifying the name and/or number of an individual building.
- **Comprehensive Sign Program:** A program establishing the design characteristics of a coordinated set of signs for a single project or area.
- **Copy Area of Sign:** The actual area of the sign copy applied to any background. In computing copy area, straight lines drawn closest to the copy extremities encompassing individual letters, words, or symbols shall be used.
- **Directional Sign:** A sign designed to guide or direct motorist or pedestrian traffic and identifying vehicular and pedestrian ingress and egress, internal circulation, and locations and limitations of parking.
- **Directory Sign:** A sign identifying either the locations of individual buildings in a complex of buildings or the tenants of a specific building.
- **Freestanding Sign:** A sign that stands alone or on its own foundation without being attached to or supported by something else.
- **Gateway Sign:** An entry sign strategically located near the intersections of Imjin Road and University Road, Imjin Road and Reservation Road, MBEST Drive and Reservation Road, and

University Road and West Blanco Road. These entry signs will generally identify the Marina Municipal Airport Business and Industrial Park/UC MBEST Center Specific Plan area.

- **General Advertising Sign:** A sign that directs attention to a business, commodity, service, or entertainment conducted, sold, or offered elsewhere than on the premises and only incidentally on the premises if at all.
- **Monument Sign:** A low-profile, freestanding sign having either no supporting base or a supporting base with a minimum dimension of at least one-third of the maximum horizontal dimension of the sign and a vertical dimension of less than 20 percent of the maximum height of the sign. A monument sign accents the architectural theme of buildings within the same development by incorporating the design and materials of the buildings. Said sign may be placed within required setback areas.
- **Sign Area:** For applied letter signs, the copy area; for all other signs, the background area.
- **Tenant Identification Sign:** A sign identifying the business occupants of a building or space within a building.
- **Wall Sign:** A sign affixed in any manner to the exterior wall of a building that does not project more than 8 inches from the wall surface and does not extend above the parapet, eaves, or building facade to which it is attached.
- **Window Sign:** A sign affixed or applied to either the interior or exterior of a glazed surface such that the sign background remains transparent and the sign copy is visible from areas accessible to the public.

2.4.12.4 Sign Types and Requirements

- **Gateway Signs:**
 - The primary gateway sign for the Specific Plan area shall be located on the northern side of the planned intersection of MBEST Drive along Reservation Road between Imjin Road and West Blanco Road. This intersection will be the primary point of entry for Specific Plan area-bound visitors and employees, and will provide a direct connection to the Plaza. The design of the sign shall create an appropriate gateway statement that is compatible with the landscaped open space that will surround it. The sign shall not exceed 6 feet in height or 10 feet in width.
 - Secondary gateway signs shall also be located at the intersections of Imjin Road and Reservation Road, and Research Drive and West Blanco Road. These gateway signs shall provide identification for both the UC MBEST Center and other activities, including the Marina Municipal Airport Business and Industrial Park. These signs shall not exceed 5 feet in height and 8 feet in width.
- **Streetscape Zone Signs.** The streetscape zone includes the landscaped setback and extends to the property line at the street right-of-way.
 - Signs within the streetscape zone shall be limited to directory or monument signs.
 - Only one sign shall be located at each driveway curb cut.

- All signs shall be ground mounted and shall not exceed 5 feet in height (above grade), 12 feet in length, and 36 square feet in area.
- Sign copy shall be limited to 30 percent or less of the sign area and letter height shall not exceed 5 inches. Copy shall be designed to be legible to motorists entering the site.
- If signs are located on landscaped berms, their overall height above the closest roadway shall not exceed 6 feet.
- Signs located at driveway entrances shall not interfere with the visibility of motorists, bicyclists, or pedestrians.
- Building address numbers shall be displayed as close as possible to a building's main entrance, and signs, including numerals, shall always face the main vehicular or pedestrian approach.
- General advertising signs shall not be allowed.
- **Interior Zone Signs.** The interior zone includes the parking, landscaping, and building areas. Signs included within this zone comprise the following:
 - **Tenant Directory Signs.** Ground mounted; no greater than 54 inches in height (above grade); and not exceeding 36 square feet in area.
 - **Pedestrian and Directional Entry Signs:**
 - Pedestrian entry signs shall be wall mounted, located a maximum of 6 feet above grade, and have a maximum width of 4 feet and a maximum area of 3 square feet.
 - Directional entry signs shall have a height not greater than 54 inches and not less than 36 inches, and a width not greater than 40 inches. Directional entry signs shall be illuminated if the on-site facilities will be used during non-daylight hours.
 - **Building Wall Signs.** Wall-mounted but no higher than the roof parapet. Maximum dimensions are 3 feet high and 20 feet wide, with a maximum sign area of 60 square feet.
- **Temporary Facility Signs:**
 - **Freestanding Signs.** The developer of each parcel may display one temporary freestanding sign that includes information pertinent to a site and its stage of development. Temporary signs may be post-and-panel signs or freestanding monument signs. Such signs shall be submitted to and approved by the City prior to installation. No temporary promotional signs are allowed within public street rights-of-way. The following criteria apply to temporary freestanding signs:
 - A temporary freestanding sign may be erected on a site any time after the site has been purchased from the property owners. Information may be added or the sign can be replaced by another to indicate the beginning of construction, or to recruit employees or identify the leasing agent. However, each revision or sign replacement must conform to the signage guidelines provided in the Specific Plan. A sign to be replaced by another shall be removed before the new sign is installed. Such signs

shall be removed from the lot when the initial leasing program is 95 percent complete.

- Temporary signs shall be no more than 5 feet in height and no more than 4 feet in width.
- The sign material shall be designed to last the length of its intended use without significant fading, warping, blistering, cracking, rotting, or delaminating. The City may, without liability, cause the removal of any sign deemed to be in deterioration or damaged.
- Temporary signs associated with the sale, leasing, and/or development and construction of buildings shall remain in place no more than 12 months. Removal shall occur after 95 percent occupancy or lease-out or within 6 months of occupancy approval, whichever occurs first. This period may be extended upon approval from the Community Development Director. No temporary sign shall pose a hazard to the safe movement of traffic, nor shall it block the visibility of permanent signs on adjacent lots.
- **Wall Signs.** Banners, pennants, and flags may be placed on an occupant's property for the purpose of announcing the opening of a new business. The following criteria apply to temporary wall signs:
 - The total area of all temporary signs and advertising devices shall not exceed the area of permanent signs for the use permitted by these sign criteria.
 - No temporary sign shall be located in a manner not permitted for permanent signs.
 - No inflatable sign shall be permitted.
 - No temporary sign shall pose a hazard to the safe movement of traffic, nor shall it block the visibility of permanent signs on adjacent parcels.
 - Temporary signs may remain in place for a period not to exceed 30 days after the date of sign installation, or until a permanent sign is installed, whichever occurs first.

2.4.13 Fences and Walls

The following standards apply to all fences and walls within the Specific Plan area:

- No fence or wall exceeding 3.5 feet in height shall be constructed closer than 30 feet to the curb line of the fronting street.
- No exterior fence or wall, including retaining walls, shall exceed a height of 8 feet.
- Walls and fences between buildings and fronting streets are generally discouraged but may be approved as part of a development application when demonstrated that such a wall or fence is consistent with and implements the objectives of the Specific Plan.
- Chain-link or similar metal fencing materials are prohibited.
- Where sloping conditions exist, the tops of all fences should be stepped.

2.4.14 Equipment Screening

Exterior mechanical, electrical, water, and related equipment shall comply with the following standards:

- Exterior components of roof-mounted equipment, including plumbing, processing, heating, cooling, and ventilating systems (including, but not limited to, piping; tanks; stacks; collectors; heating, cooling, and ventilating equipment fans; blowers; ductwork; vents; louvers; meters; compressors; motors; incinerators; and ovens) shall not be directly visible from a height of 5 feet above any ground or ground-floor elevation at a distance closer than 250 feet from the closest building on any lot.
- All on-site electrical lines (excluding transmission lines) and telephone lines shall be placed underground. Ground-mounted transformers and all other similar equipment shall be visually screened from view from streets and adjacent properties.
- Roof-mounted equipment shall be screened by either building parapets or individual screening material that is visually consistent with the building's architecture.
- Water meters shall be placed underground or visually screened from view from streets.
- Backflow preventers shall be visually screened from view from streets.

2.4.15 Site Lighting

2.4.15.1 General Standards

Public lighting refers primarily to streetlights along public streets. Streetlights shall conform, both in type and location, to the City's standards at the time of installation. Costs for maintenance of and energy used for public street lighting will be paid through the Landscaping and Lighting Assessment District formed and managed in accordance with Section 22500 of the California State Street and Highway Code.

The following requirements apply to illumination of on-site areas within the Specific Plan area for purposes of safety and security, including lighting for parking areas, pedestrian walkways, graphics and signs, architectural and landscape features, shipping and loading areas, and any additional exterior areas:

- A comprehensive lighting plan shall be prepared and approved in conjunction with the site plans for each parcel submitted for approval pursuant to Section 5.4, Development, Submittal, Review, and Approval Process, of the Specific Plan.
- All exterior lighting shall be designed so as to create no glare or interference with aircraft in flight. Such lighting shall be constructed and located so that only the intended area is illuminated and off-site glare is fully controlled. The lighting shall be arrayed in such a manner that it cannot be mistaken for Airport approach or runway lights by pilots. Project lighting plans shall be approved by the Airport manager or his/her designee. On-site lighting shall utilize cut-off luminaires to minimize off-site glare.

- Floodlighting and intense lighting of expansive areas, with the exception of industrial uses associated with Airport use, is to be prohibited.
- Where direct lighting sources cannot be avoided, such as on pole-mounted fixtures in parking lots, diffusers shall be incorporated into the design of the fixture and the lighting sources. The diffuser shall be mounted above or flush with an opaque fixture housing.
- Street lighting shall be designed, at a minimum, in accordance with the latest adopted City standard specifications (e.g., Public Works Division Standard Plans E-1 through E-5).
- All parking areas shall have photocell-operated lighting, which maintains 0.5 foot-candle¹ at ground surface from sunset to sunrise and would not create a hazard to flight associated with the Airport.

2.4.15.2 Obstruction Lights

The FAA AC 150/5345-43G has light unit intensity requirements for white and red obstruction lights that would be followed within the Specific Plan area. The light unit intensity must be controlled by a photocell facing the northern (polar) sky. White obstruction lights must automatically change intensity steps when ambient light changes, as follows:

- From day intensity to twilight intensity when the illumination decreases below 60 foot-candles (645.8 lux) but before it reaches 35 foot-candles (376.7 lux).
- From twilight intensity to night intensity when the illumination decreases below 5 foot-candles (53.8 lux) but before it reaches 2 foot-candles (21.5 lux).
- From night intensity to twilight intensity when the illumination increases above 2 foot-candles (21.5 lux) but before it reaches 5 foot-candles (53.8 lux).
- From twilight intensity to day intensity when illumination increases above 35 foot-candles (376.7 lux) but before it reaches 60 foot-candles (645.8 lux).

Red obstruction light requirements are as follows:

- If automatic control is utilized, the light unit must turn on when the ambient light decreases to not less than 35 foot-candles (376.7 lux) and turn off when the ambient light increases to not more than 60 foot-candles (645.8 lux). Single L-810 light units are controlled in a manner compatible with the particular installation.

2.4.15.3 Parking Lot Lighting

The following standards apply to all parking lot lighting within the Specific Plan area:

- Parking lot lighting shall illuminate all sidewalks and connecting walkways within parking lot areas.

¹ A foot-candle is a unit for measuring illumination that is equal to 1 lumen per square foot. It is the illuminance on a surface that is everywhere 1 foot from a uniform point source of light of one candle.

- Lighting standards shall be a maximum of 25 feet in height (refer to Figure 2.4-10).



Figure 2.4-10: Parking Lot Lighting

- All parking lot lighting shall be provided with automatic lighting systems regulated by photocell-operated lighting, which maintains an average of 0.5 foot-candle illumination at ground surface and within property boundaries from sunset to sunrise.

2.4.16 Design Requirements within the Campus Core Overlay Area

The following specific design requirements apply only to development of the Overlay Area and have been summarized from Sections 2.4.1 through 2.4.12 above:

- Land use categories (Business Park, Research and Development, and Business Aviation Reserve) within the Overlay Area have an established FAR of 0.40.
- Buildings within the Overlay Area will be permitted to a height of three floors or 56 feet.
- For buildings within the Overlay Area, 5 feet of landscaping and a 5-foot sidewalk shall be provided within the 10-foot setback zone (to supplement the 5-foot sidewalk and landscaping within the public right-of-way) (refer to Figures 2.4-3 and 3.2-2b).
- At least 50 percent of building frontages within the Overlay Area shall be built to a line 10 feet from the property line adjacent to the Plaza.
- Two bus stops for Monterey-Salinas Transit (MST) buses shall be located along the curb edge of the Overlay Area. Buses shall circulate around the Overlay Area in a clockwise direction as indicated by directional signs, allowing for passenger drop off and pick up from the Plaza. At such time as the UC MBEST Center grows beyond West Blanco Road to include the development of the UC MBEST East Campus, two additional shuttle stops will be added within the Overlay Area to serve UC MBEST Center shuttles.

- Adjacent to each bus stop within the Overlay Area, a transit shelter and bench shall be provided along with posted information related to bus schedules and routing.

2.4.17 Waivers or Deviations from Development Standards

Any development proposal for this Specific Plan requesting a waiver or deviation from the above-referenced development standards may do so pursuant to Section 5.3, Substantial Conformance, of this Specific Plan. In all such requests, the applicant must demonstrate how the requested waiver or deviation will not detract or be inconsistent with the goals and objectives of this Specific Plan.

2.5 DESIGN GUIDELINES

2.5.1 General Concepts for All Planning Areas

The objective of the Specific Plan's design guidelines (recommendations) is to create a balance between the following:

- Allowing the opportunity for unique, innovative, and market-responsive architectural design for individual sites while adhering to the development standards established in Section 2.4, Site Development Standards, of this Specific Plan; and
- Creating a strong, integrated, and unifying design theme for the entire Specific Plan area through streetscape, landscape/entry statements, and common area guidelines.

The design guidelines identified below for the Specific Plan are consistent with the RUDG adopted by the FORA in June 2016.

2.5.1.1 Individual Site Design

The following general principles are intended to facilitate design quality and compatibility among a variety of uses in the Specific Plan area, as well as with uses adjacent to the Specific Plan area:

- Grading should be minimized to the extent practicable to preserve existing topography.
- Existing trees and other on-site vegetation should be retained to the extent practicable to extend and/or preserve natural features.
- Site design should facilitate the intended functions of developed and open space areas and provide for appropriate interactions between the buildings and activity centers, goods movement, vehicular access and parking, and pedestrian and bicycle travel.
- Landscaping should adhere to the approved plant palette, providing shade and heat reduction (function) and complementing the structural elements of the site (form).
- Adequate parking should be provided on each lot or among adjacent lots, with convenient and safe ingress and egress. Parking areas should be designed to avoid conflict among service vehicles, private passenger vehicles, pedestrians, and bicyclists.

- Signs should serve a directional and identification purpose but should be consistent with the structural and landscaping components of the site in terms of scale, amount, location, materials, and colors.
- Lighting should focus on safety and direction and should be in scale with the building, landscaping, and signs. Lighting on any individual site should not allow direct rays beyond the site's property boundaries.

2.5.1.2 Buildings

It is not the intent of the Specific Plan to establish a singular architectural theme for buildings within the Specific Plan area. However, it is important that the buildings contribute to a high-quality Specific Plan environment that complements the natural features of the area, creates an attractive and interesting visual environment, and promotes interaction and exchange among the various uses. The following principles should be applied to the design of buildings within the Specific Plan area:

- **Orientation:** Buildings should be oriented to encourage the use of daylighting (the illumination of buildings by natural light) and other green building practices to the greatest extent feasible. Buildings should be located so that approaches to visitor parking and entries are easily discernible (refer to Figure 2.5-1). Buildings should generally be located parallel or perpendicular to roadways; however, exceptions will be considered for the purpose of solar orientation. Buildings within the Overlay Area should be oriented close to the roadway and/or Plaza to encourage activity and pedestrian interest (refer to Figure 2.5-2).
- **Consistent Treatment of All Elevations:** Buildings should be designed with a high-quality visual image, with consistent architectural features and materials on all sides.
- **Relation to the Topography of the Site:** Buildings should reflect the site's topography through stepping and terracing as practicable, with the expressed intent of minimizing mass grading and excessive need for export and/or import of material.
- **Complementary Materials and Colors:** Buildings should be designed with materials and colors that complement the surrounding landscape. Masonry, wood, plaster, and stone utilizing a light and warm color palette in the earth tones is encouraged. The use of metal clad or reflective glass buildings is not permitted within any of the land use designations; however, exceptions will be considered for aircraft hangars, manufacturing, industrial, warehousing, and related aviation and non-aviation building types for uses permitted within the Business Aviation Reserve and Business Park land use designations.
- **Ground-Level Treatment:** Ground-level areas facing key open spaces and the Plaza should be designed in a manner that promotes a comfortable and interesting pedestrian environment (refer to Figure 2.5-3). Public-oriented activities (e.g., lobbies, recreational facilities, dining areas) that promote an extension of indoor activities to the exterior and/or provide a sense of activity from the pedestrian's viewpoint should be included along these frontages. The use of weather-protected arcades, colonnades, or canopies is encouraged. Generous provision of storefront windows and frequent building entries is also encouraged, as appropriate.



Figure 2.5-1: Easily Discernable Visitor Parking and Entries

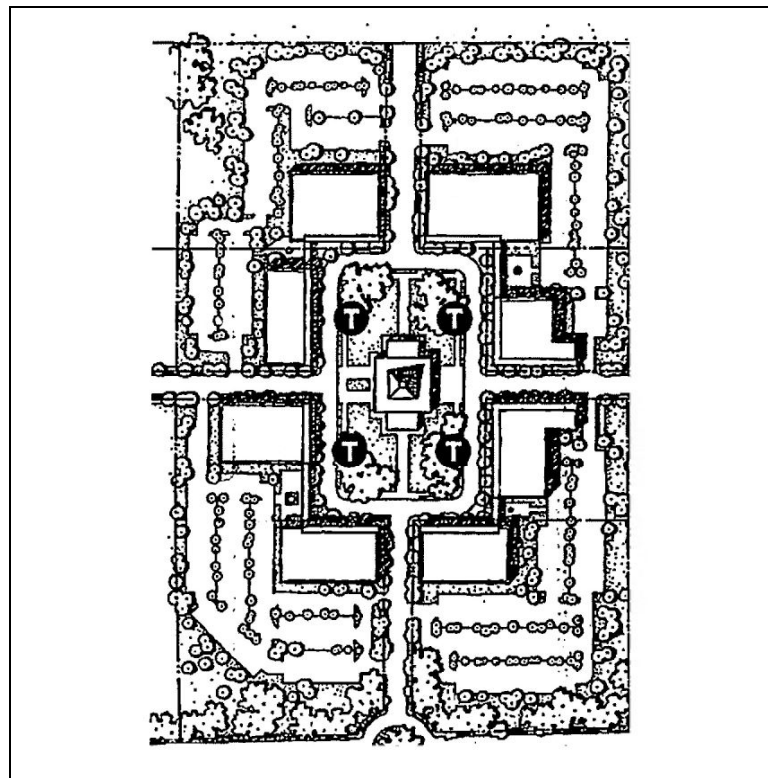


Figure 2.5-2: Illustrative Development Pattern for the Campus Core Overlay Area



Figure 2.5-3: Promote Comfortable Pedestrian Experience

- **Elevation Treatment:** Visual interest and diversity are encouraged through variations in building profile; the use of accent materials and colors; overhanging roofs and recessed windows and openings, which create distinct shadows; and the use of moldings, belt courses, and other architectural features on the façade to provide interest for all elevations for each building (refer to Figure 2.5-4).
- **Service Areas:** Service areas, which may include truck facilities, materials, supplies, and exposed mechanical and electrical equipment, must be screened with visual barriers so they are not visible from public streets or open spaces. In addition, materials and supplies must be screened from adjacent parcels (refer to Figure 2.5-5).
- **Mechanical Equipment:** All major systems requiring large components (e.g., air-conditioners, storage tanks) should be located in mechanical rooms completely within the building. Alternatively, systems might include an exterior location at or below ground level as necessary to limit heights to a maximum of 8 feet above grade, or may be fully recessed into roof wells with allowances for future equipment. Mechanical equipment so located must be screened in an architecturally integrated manner with the overall architectural design of the building. Auxiliary buildings housing mechanical equipment must be in full compliance with all the development standards outlined in Chapter 2.0 of this Specific Plan and architectural guidelines also provided herein. Portable storage containers should be permitted on a temporary basis only.
- **Overhangs:** Non-fabric awnings, balconies, porticos, and entry setbacks should be used in commercial and office buildings as appropriate to define entrances, provide outdoor seating, and protect pedestrians from sun, wind, and rain (refer to Figure 2.5-6).



Figure 2.5-4: Building Profile Variations



Figure 2.5-5: Screen Service Areas



Figure 2.5-6: Building Overhangs

2.5.2 Landscaping

This section describes the minimum landscape guidelines that should be followed in the design of all public and private improvements within the Specific Plan area. Landscaping should promote the aesthetic character and value of the Specific Plan area and should:

- Establish a strong sense of place and a recognizable hierarchy of streets and spaces;
- Provide visual interest through the use of naturalistic plantings that are compatible with the natural environment;
- Direct views and define spaces through the use of a combination of berms, shrubs, and smaller trees; and
- Serve to provide a consistent visual theme for the entire Specific Plan area.

2.5.2.1 General Landscape Guidelines

As noted in the UC MBEST Master Plan, the underlying intention for future planning is to build upon the native and indigenous landscape and thus reinforce local identity. One of the objectives of the following landscape approach is to avoid the manicured and groomed appearance of typical business parks and to instead create a distinctive identity for this Specific Plan while reducing overall irrigation and maintenance costs. For example, turf areas requiring intensive irrigation are not permitted. The preserved open space areas along Reservation Road, which are occupied by oak stands and native understory, provide the visual intent of these general landscape guidelines. The following guidelines apply to landscaping for all land use designations within the Specific Plan area:

- Nonnative plants may be used provided they are not invasive (refer to “Removal of Invasive Species” in Section 2.4.5, Landscaping, for a list of invasive species) and are commonly used

in naturalistic landscaping found in the Monterey Bay area. They should be drought-tolerant and compatible with the sandy dune environment, prevailing coastal winds, and salt-borne air conditions typically found along the coast.

- Complementary plants should be used to create a setting that resembles locally found plant communities, thereby blending the Specific Plan area more sensitively into the Monterey Bay and Fort Ord landscape.
- Landscaping should appear informal, reflecting native materials, form, and scale.
- New landscaping should be planted in groups containing the same species to develop recognizable landscape forms and masses; however, the use of a single species over extended areas should be avoided.

Landscaping guidelines are organized into three categories: streetscapes, on-site landscaping, and open space. These categories are described in detail below.

2.5.2.2 Streetscapes

The landscaping of streets within the Specific Plan area includes the adjacent arterial roads (Reservation Road and West Blanco Road), entry roads, and internal roadways. In general, the landscaping of the streets should achieve the following:

- Reinforce the hierarchy and pattern of the roadways
- Reduce the overall scale of the roadways to promote traffic calming and greater safety for non-vehicular mobility.
- Provide visual interest to motorists, bicyclists, and pedestrians
- Promote a seamless landscape between the medians, shoulders, and adjacent parcel setback areas

Reservation Road and West Blanco Road. Reservation Road and West Blanco Road traverse and abut the Specific Plan area. The following landscape guidelines apply to Reservation Road and West Blanco Road:

- These road frontages should include drought-tolerant trees primarily indigenous to the Monterey Peninsula, with a low to medium height (e.g., Coast live oak [*Quercus agrifolia*]).
- At key intersections and entries, taller landmark trees (e.g., Monterey cypress [*Cupressus macrocarpa*] and Catalina ironwood [*Lyonothamus floribundus*]) should be incorporated.
- All trees along these road frontages should be planted in an informal manner so as to resemble natural groupings.

Entry Roads. Entry roads from Reservation Road and West Blanco Road serve to distribute traffic between the Specific Plan area and surrounding roads, and assist in establishing a proper transition in scale to the individual parcels. Entry roads include University Road, MBEST Drive, and Research Drive. The following landscape guidelines apply to entry roads (refer to Figures 2.4-3 and 3.2-2a):

- Entry roads should utilize a wider range of types and scales of plant materials than suggested for Reservation Road and West Blanco Road.
- Emphasis upon more distinctive plants should be considered (refer to Figure 2.5-7).



Figure 2.5-7: Distinctive Landscape at Entry Points

- Beyond the 4-foot-wide landscaped parkway strips and walkways is the 25-foot-wide landscape area (shoulder), which will transition directly into the landscaped setbacks within the individual parcels. The parkway, shoulder, and parcel setbacks should be a seamless landscape utilizing a range of plant material similar to the medians.
- Larger landmark trees should be used more frequently in the 25-foot shoulder areas. Understory trees and shrubs should be used for screening and accent within the shoulders.
- Ground plane planting within the medians, parkway strips, and shoulders should also include a mix of low shrubs, ground cover, and perennial grasses.

Internal Roadways. Landscaping of roadways occurs within parkway areas between the curbs and sidewalks, and is visually extended by landscaping within the parcel front yard setbacks that abut the sidewalks within the road rights-of-way (refer to Figures 2.4-3, 3.2-2a, and 3.2-2b). The following landscape guidelines apply to roadways:

- Landscaping of roadways should be limited to trees that are suitable as street trees (refer to Table 2.5.1).
- Trees should be selected to both reduce the scale of the roadways and assist in the formulation of a recognizable and distinct circulation system.

- Landscaping between the roadways and parcel setbacks should achieve the appearance of a seamless landscape through the use of plants that are common to both areas.
- Ground plane planting within the parkway strips should be limited to low shrubs, ground cover, and perennial grasses.

2.5.2.3 On-Site Landscaping

Landscaping within the development parcels should be designed to extend the character of the surrounding Fort Ord, streetscapes, and open space areas, and to appear as a seamless naturalistic landscape extending across the Specific Plan area. Landscape guidelines for other areas of the Specific Plan apply equally to on-site landscaping. Each development proposal for any individual site within the Specific Plan area will include a landscape and irrigation plan indicating plant material, plant size, plant location, and irrigation plans. Landscaping guidelines for on-site landscaping have been broken down into the following seven categories.

Landscaped Setbacks Adjacent to Streets. Landscaped setbacks adjacent to streets vary from 25 feet along Imjin Road and internal roadways to 50 feet along Reservation Road and West Blanco Road. Landscaping within these setbacks should primarily extend the character of the adjacent streetscapes directly through the parcel landscape setbacks to create a seamless, naturalistic landscape. The following landscape guidelines apply to setbacks adjacent to streets:

- Understory trees and shrubs should be used for screening and accent, and ground plane planting should include a mix of low scrubs, ground cover, and perennial grasses (refer to Figure 2.5-8).



Figure 2.5-8: Understory Trees and Shrubs Provide Screening and Accents

- Berming is acceptable provided the intent is to screen parking lots or other objectionable views, such as building service areas. Berming should be undertaken in a manner that complements and extends the existing topography.
- Larger landmark trees should be planted in the parcel setbacks.

Landscaping of Percolation/Storm Water Retention Areas. The landscape treatment of percolation/retention areas will be integrated with surrounding landscapes and the overall site design to promote the appearance of a cohesive site. The following landscape guidelines apply to percolation/storm water retention areas:

- If situated within setback areas, percolation/storm water retention areas should be designed to extend the streetscape landscaping and should be landscaped with the same ground cover materials.
- The configuration of the depressed area should be carefully composed so that it appears to be a natural extension of the surrounding landscape.
- If percolation/storm water retention areas are situated on other portions of the site, they should be designed to appear as attractive elements of the landscape and site design.

Landscaped and Paved Areas Surrounding Buildings. The following landscape guidelines apply:

- Landscaping should be smaller in scale and more refined to reflect the smaller spaces and proximity of the buildings.
- The building surrounds should be designed as pedestrian-oriented environments and landscaped as such (refer to Figure 2.5-9).



Figure 2.5-9: Pedestrian Oriented Landscaping

- Landscaping should be scaled to provide a gradual transition from the larger trees found in the streetscapes and setbacks to the smaller parking lot trees and the more intimate building surrounds.
- Building surrounds should be landscaped with finely textured plants.
- Trees should be selected for their leaf, branching, or bark characteristics.
- Low shrubs and ground covers should be selected for various unique characteristics, such as flowers and/or fruit.

Landscaping of Interior Courtyards. The following landscape recommendations apply to interior courtyards:

- Interior courtyards that are predominantly enclosed may be landscaped with plants not listed in Section 2.5.2.6, Approved Plant Materials, provided the landscaping is water-conserving and the specimens do not grow substantially above the roof line of buildings surrounding the courtyard (refer to Figure 2.5-10).



Figure 2.5-10: Enclosed Interior Courtyard

- At least one-third of the courtyard area should have an attractive and durable surface (such as paving or crushed rock) to permit daily use of the area. Additional provisions should be made for seating within these areas.

Parking Lot Treatment. The following landscape guidelines apply to parking lots:

- Landscaping should be designed to mitigate the visual impact of parking lots while also providing shade.

- Landscaping should be provided along the perimeter of parking areas to spatially distinguish and partially screen parking lots from adjoining streets, buildings, and landscaped areas.
- The interior of multi-bay parking lots should be landscaped to minimize the visibility of paved surfaces and to provide shade (refer to Figure 2.5-11).



Figure 2.5-11: Parking Area Landscaping Provides Shade and Visual Relief

- The interior of multi-bay parking lots should be landscaped to minimize the visibility of paved surfaces and to provide shade (refer to Figure 2.5-11).
- Parking lot trees should be selected for deep root growth. Shallow-rooting trees that could disrupt parking lot pavement should be avoided.
- Deep root growth should be enhanced through the use of root control barriers and deep water irrigation techniques.
- The soil within the tree wells should be prepared in advance of tree planting.
- Parking lot trees should be of medium texture and evergreen, although other tree types should be considered.
- Tree pockets and parking islands should be planted with low ground cover.

Retention of Oak Stands. The following landscape guidelines apply to existing oak stands:

- To the extent possible, existing oak stands should be incorporated as part of the site landscaping concept (refer to Figure 2.5-12).



Figure 2.5-12: Existing Oak Stands Incorporated into Site Landscaping

- The removal of any existing oak or other tree with a diameter greater than 6 inches on the land owned or controlled by UC will require the replacement planting and maintenance of new trees such that the sum of the diameters at breast height (DBH) of the new trees equal the sum of the DBH of the trees removed. Locations for replanting should be primarily along Reservation Road and West Blanco Road. Proposed planting locations should be approved pursuant to Section 5.4, Development Submittal, Review, and Approval Process, of this Specific Plan.
- The removal or relocation of any existing oak tree on the City-owned portion of the Specific Plan area or on MBEST Center land not owned or controlled by UC should require that a tree removal permit be obtained from the City pursuant to Chapter 17.51 of Title 17 of the City's Zoning Code. To obtain a tree removal permit, an application form provided by the City accompanied by the specified fees should be submitted to the City. The Community Development Director or designee, upon review and recommendation by the tree committee, may approve, deny, or conditionally approve a request for removal. If the request is part of a development proposal that requires review by the Site and Architectural Design Review Board and/or the City Planning Commission, the Community Development Director or designee should refer the application together with a recommendation for action thereon to the appropriate reviewing body. If it is determined by the appropriate approval authority that adverse effects of tree removal can be mitigated, conditions should be imposed on the removal, including, but not limited to, one or more of the following: (1) a Tree Removal and Protection Plan, (2) a Compensation Plan, and/or (3) a Site Restoration Plan.

2.5.2.4 Open Space

The landscaping of open space within the Specific Plan area includes the Plaza and two designated open space areas along Reservation Road. These open space areas should achieve the following:

- Extend and/or preserve on-site vegetation and natural features;
- Provide common areas for gathering and/or recreation; and
- Promote pedestrian activity and interest along open space areas.

Plaza. The Plaza is intended to serve as the principal gathering place for the Specific Plan area. The Plaza will be surrounded by a one-way roadway with curbside parking, bike lanes, and strategically located bus bays, and will be spatially defined by two- to three-story buildings oriented to the open space (refer to Figure 2.5-13).



Figure 2.5-13: Plaza Should be Defined by Buildings and Flat Flexible Space

The following landscape guidelines apply to the Plaza:

- The landscape treatment should be designed to support group events as well as informal enjoyment and recreation.
- The Plaza should be planted with a blended grass mixture consisting of a native wildflower mix for erosion control and special-interest and drought-tolerant turf grass for durability in anticipation of pedestrian usage.
- (OPTIONAL) If creatively designed, the majority of the Plaza may have impermeable or semi-permeable surfaces (e.g., colored/stamped concrete, permeable paving), with the intent of maximizing its use as a flexible space and/or reducing runoff.

- The Plaza should be planted with the following trees along the edges: New Zealand Christmas tree (*Metrosideros excelsos*) and Marina strawberry tree (*Arbutus 'Marina'*). These trees should be similar in scale and appearance to the street trees planted in the 4-foot parkway strips along the roadways.
- The trees should assist in defining the Plaza without adversely impacting the ability to use the Plaza for various activities.

2.5.2.5 Landscape Maintenance

A Lighting and Landscaping Assessment District made up of the individual site property owners should maintain all common areas, including but not limited to entry statements, rights-of-way adjacent to public roadways, slopes, and the Plaza.

Private Lot Maintenance. All landscaping installed on individual privately owned or occupied lots will be maintained at all times by the property owner or property lessees in a healthy condition acceptable to the City and UC, as appropriate.

Maintenance of Unimproved Sites. Sites that have yet to be improved with a building(s), parking, and other facilities should be maintained in a healthy condition acceptable to the City and the Lighting and Landscaping Assessment District. Seasonal weed abatement will occur to the satisfaction of the City Fire Department and the Lighting and Landscaping Assessment District. Unimproved sites will be kept clear of debris and refuse.

General Maintenance. In the event that a site, improved or unimproved, is not maintained to the satisfaction of the Lighting and Landscaping Assessment District, the Lighting and Landscaping Assessment District will then have the authority to notify the landowner in writing and request that the site's condition be corrected. Should the site's condition not be improved or corrected within a reasonable time frame, the Lighting and Landscaping Assessment District will notify the City, which will then notify the landowner and request immediate action. Should the property's condition remain unchanged, the City should independently conduct the site improvements and thereafter assess the landowner for the cost of the work performed.

2.5.2.6 Approved Plant Materials

Table 2.5.1 provides a range of plant materials that meet the criteria of drought tolerance, non-invasiveness, compatibility with coastal climate and sandy soils, and visual compatibility with the native vegetation of the Monterey Peninsula. These plant materials are consistent with the plant lists provided in the FORA RUDG, have been reviewed by a local naturalist and landscape architect, and are approved for use in the key landscape areas based on the soil type and climate conditions of the site, including streetscapes, open spaces, and on-site landscaping.

The plant species in Table 2.5.1 are typically found in the California chaparral and woodland communities as well as within the coastal strand, and include landmark trees, small to large trees, shrubs, and perennial grasses. The final selection of plants should be based on availability, cost, plant health, and suitability. Plant materials not included in Table 2.5.1 may be used if they meet the selection criteria mentioned above, are consistent with the FORA RUDG, and are

approved as part of an individual site's landscape design plan pursuant to Section 5.4, Development Submittal, Review, and Approval Process, of this Specific Plan.

Table 2.5.1: Approved Plant Materials

Common Name ¹	Scientific Name	Recommended Planting Location within Specific Plan Area
Landmark Trees²		
Monterey Cypress	<i>Cupressus macrocarpa</i>	Key intersections, entries, and in parcel setbacks
Catalina Ironwood	<i>Lyonothamus floribundus</i>	Key intersections, entries, and in parcel setbacks
Coast Live Oak	<i>Quercus agrifolia</i>	Along Reservation Rd and Blanco Rd frontages
Small to Medium Trees		
Cajeput	<i>Melaleuca quinquenervia</i>	Internal secondary roadway street tree
New Zealand Christmas Tree	<i>Metrosideros excelsus</i>	Plaza
Shrubs		
Hooker's Manzanita	<i>Arctostaphylos hookeri</i>	
Coyote Brush	<i>Baccharis pilularis</i>	
Flannel Bush	<i>Fremontodendron</i> species	Along Reservation Rd and Blanco Rd frontages
Coast Silk Tassel	<i>Garrya eliptica</i>	
Toyon	<i>Heteromeles arbutifolia</i>	Along Reservation Rd and Blanco Rd frontages
Yellow Bush Lupine	<i>Lupinus arboreus</i>	
Coffeeferry	<i>Rhamnus californica</i>	Along Reservation Rd and Blanco Rd frontages
Sage	<i>Salvia species</i>	
Ground Cover – A. Low-Growing Native Mix		
Monterey Manzanita	<i>Arctostaphylos hookeri</i>	
Carmel Creeper	<i>Ceanothus thyrsiflorus</i> var. <i>griseus</i>	
California Poppy	<i>Eschscholzia californica</i>	
Sand Strawberry	<i>Fragaria chiloensis</i>	
Deer Grass	<i>Muhlenbergia rigens</i>	
Ground Cover – B. California Native Wildflower Mix		
Common Yarrow	<i>Achillea millefolium</i>	
Black Sage	<i>Salvia mellifera</i>	

¹ **Bold type** indicates California native species.

² Generally within 25-foot shoulder areas adjacent to entry roads and within parcel setbacks.

2.5.3 Signs

Signs will play an important role in the overall visual appearance of the Specific Plan area. The following sign guidelines apply to all development within the Specific Plan area:

- Signs should clearly delineate the intended path of travel within the Specific Plan area for motorists, bicyclists, and pedestrians (refer to Figure 2.5-14).
- Signs should provide clear linkages between surrounding roads and the Specific Plan area and roadways.
- There should be a consistent and hierarchical design theme throughout all levels of the signs that is compatible in design, size, proportion, color, and materials with the buildings and landscaping (refer to Figure 2.5-15).



Figure 2.5-14: Signs Provide Clear Direction



Figure 2.5-15: Signs Should be of Human Architectural Scale

A sign program will be part of the development application packages submitted for individual sites within this Specific Plan. Refer to Section 2.4.12, Signs, for a complete discussion of the necessary components of the sign program.

2.5.4 Trash Enclosures

The following guidelines apply to all trash enclosures within the Specific Plan area:

- Trash enclosures should be located no more than 150 feet from the nearest point of the building they service.
- Trash enclosure walls should be protected from damage by containers and vehicles.

- Trash enclosures should be designed to allow convenient access by users without having to open the main enclosure gates.
- Trash enclosures designed to use chutes should be designed to allow the chutes to empty into the center of the container to prevent imbalanced loading.
- Trash enclosures that are to be locked should use a 2-inch or larger brass resettable combination lock.
- Trash enclosures should be designed so that the bins cannot be accessed after business hours.

2.5.5 Site Lighting

2.5.5.1 General Guidelines The following guidelines apply to illumination of on-site areas within the Specific Plan area for purposes of safety and security, including lighting for parking areas, pedestrian walkways, graphics and signs, architectural and landscape features, shipping and loading areas, and any additional exterior areas: Exterior lighting should accomplish a generally subdued and uniform lighting pattern with a minimum potential for glare through combinations of multiple indirect lighting sources, as opposed to fewer, more powerful direct lighting sources.

- General site and parking lot lighting should tend toward a warmer color spectrum, which is typical of incandescent and sodium-vapor lighting sources. Lighting sources should be energy-efficient lighting.
- Light sources that tend toward more white, daylight, or cooler colors on the light spectrum should be limited to locations where a more accurate color rendition is important, such as at building entrances and exits (for security reasons), or should be used for the lighting of signs or of unique or special building or site features.
- The design of the lighting fixtures should be consistent throughout the Specific Plan area and should be compatible with the architectural style of the buildings. Wall-mounted lights should be utilized to minimize the total number of freestanding light standards.
- Pedestrian paths should be lighted by pole- or bollard-type fixtures (refer to Figure 2.5-16) that are in scale with the pedestrian (typically no more than 12 feet or 3 feet in height, respectively).
- Architectural lighting of building facades is encouraged to enhance and emphasize the buildings and to provide identity.
- Landscaped areas may be illuminated by bollard-type fixtures and by ground-mounted up-lights into trees. The use of solar lighting or light-emitting diodes (LEDs) is encouraged for outdoor landscape lighting.



Figure 2.5-16: Pedestrian Scale Bollard Lighting

2.5.6 Design Concepts for the Campus Core Overlay Area

2.5.6.1 Design Objectives

The Overlay Area (see Figure 2.4-3) is not a separate and distinct land use designation but rather an area that will be distinguished by enhanced development standards and design guidelines, leading to a greater sense of urban density when compared to the remainder of the Specific Plan area. The majority of the Specific Plan's land use designations, with the exception of the Commercial/Mixed Use Designation, will be represented within the Overlay Area; however, specific design concepts and requirements apply to the Overlay Area that do not apply to the same land use designations outside the Overlay Area.

The following design objectives apply to the Overlay Area within the Specific Plan area:

- The Overlay Area should serve as the principal gathering place and focus for the Specific Plan area, encompassing both the UC MBEST Center and the Marina Municipal Airport Business and Industrial Park campuses.
- The Overlay Area should be centrally located within the Specific Plan area, with the Plaza being the central core space of the Overlay Area.
- Buildings within the Overlay Area should be oriented toward the Plaza (which is located in the center of the Overlay Area), thereby encouraging interaction between the various uses and pedestrian interest.
- The Specific Plan's circulation system should provide a central roadway system surrounding the Plaza and separating it from the individual sites within the Overlay Area (refer to description of the central Quadrangle road in Section 3.2.1, Extension of MBEST Circulation Plan).

- The roadway should have four ingress/egress points centrally located on each side of the Plaza that connect the Overlay Area to the remainder of the Specific Plan area.
- At the edges of the Overlay Area, transit stops should offer visitors and employees the opportunity to transfer from the regional bus system to a campus shuttle/transit.

2.5.7 Sustainability Guidelines

2.5.7.1 Introduction

It is the intent of this Specific Plan to encourage and promote sustainable site planning and building concepts for all development in the Specific Plan area. Incorporation of LEED design concepts in building development minimizes the impact of the development on surrounding ecosystems, conserves water and energy, lowers operating costs and increases asset value, reduces harmful greenhouse gas emissions, reduces waste sent to landfills, and creates a healthier and safer environment for occupants.

Developers and applicants are encouraged to employ a sustainability approach for projects through the use of Leadership in Energy and Environmental Design (LEED) design concepts as identified in the *LEED v4 for Building Design and Construction* (U.S. Green Building Council, July 2015). These design guidelines are included as Appendix E. ¹ In addition, projects constructed on property ground-leased from UC shall be subject to UC's Sustainable Practices Policy (University of California Office of the President, July 2015). These policies are included in Appendix F.

2.5.7.2 Expedited Review Incentive

In addition to these abovementioned benefits, and pursuant to Section 5.4.3, Expedited Review, of this Specific Plan, applicants may pursue an expedited and/or priority review process with UC and/or the City should their development and land use proposals incorporate the wide range of design concepts identified in Section 2.5.7, Sustainability Guidelines.

¹ The LEED design criteria are periodically updated. Appendix E should be updated as new versions become available.

3.0 CIRCULATION AND MOBILITY CONCEPT

The circulation and mobility concept for the Marina Municipal Airport Business and Industrial Park/ University of California Monterey Bay Education Science and Technology (UC MBEST) Center Specific Plan (Specific Plan) area will support and complement the land use concept in the Specific Plan. The goal of the circulation and mobility concept is to design a safe and efficient transportation system to and through the Specific Plan area for all users, including pedestrians, bicyclists, motorists, and transit riders. Providing complete streets within the Specific Plan area will also support the goals and policies set by Assembly Bill (AB) 32 (i.e., Global Warming Solutions Act of 2006), Senate Bill (SB) 375 (i.e., Sustainable Communities and Climate Protection Act of 2008), and SB 743 (i.e., vehicle miles traveled [VMT] analysis), which seek to reduce greenhouse gas emissions throughout the State by promoting responsible land use planning, including transportation planning.

The Specific Plan identifies the existing roadways within the University of California (UC) owned portion of the Specific Plan. Roadways developed within the City's portion of the planning area will be identified and designed as part of subsequent development projects, yet shall be consistent with the Specific Plan standards. There is emphasis on designing the streets to make walking, bicycling, and transit safer and more accessible, and to minimize the need to drive from one location to another within the Specific Plan area. Circulation design and dimensions are consistent with the UC MBEST Master Plan and RUDG adopted by FORA in June 2016.

3.1 EXISTING SETTING

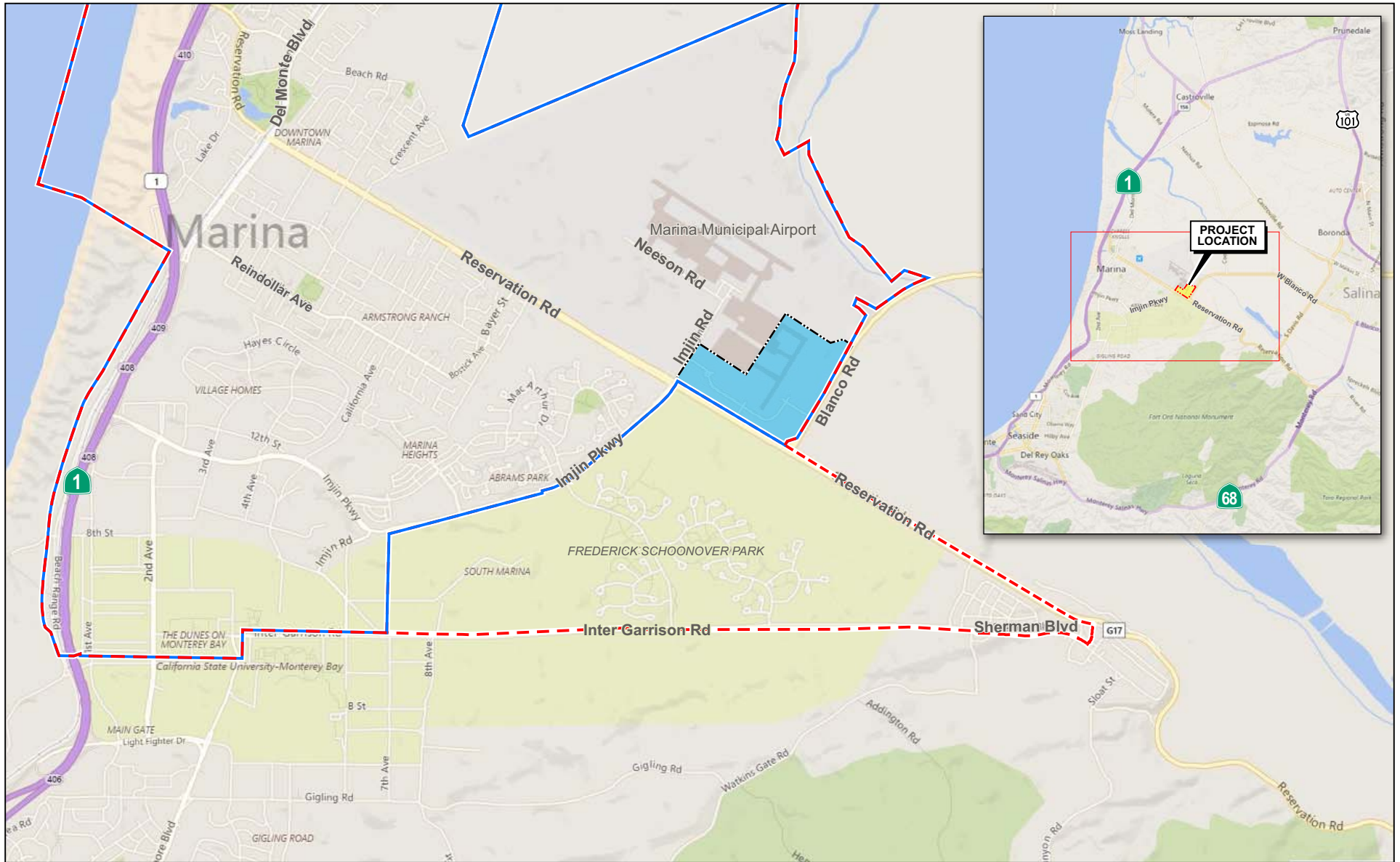
3.1.1 Existing Roadways and Improvements

The Specific Plan area is located within the City of Marina (City) approximately 4 miles east of State Route 1 (SR-1), and approximately 8 miles west of United States Route 101 (US-101). The main roadways providing access to the Specific Plan area are Reservation Road (which runs along the Specific Plan area's southern boundary), Imjin Road (which runs along the Specific Plan area's western boundary), and West Blanco Road (which runs along the Specific Plan area's eastern boundary.) Figure 3.1-1 depicts the regional circulation system for the area.

3.1.1.1 Reservation Road

Reservation Road, which is designated in the City of Marina General Plan as an arterial roadway, runs in a generally northwest-to-southeast direction between SR-1 in the northwest to State Route 68 (SR-68) in the southeast and provides access from the City to the Specific Plan area. From downtown Marina, Reservation Road is a paved, four-lane roadway with sidewalks on both sides of the road between Del Monte Boulevard and Salinas Avenue. East of Salinas Avenue, there is a multipurpose trail on the south side of Reservation Road, but no curb, gutter, sidewalks, or other roadway improvements on the north side until Imjin Road. There is a traffic light at Reservation Road and Imjin Parkway/Road with designated turn lanes into the Specific Plan area in both the eastbound and westbound directions. Between Imjin Parkway/Road and MBEST Drive, there are three westbound lanes and two eastbound lanes on Reservation Road. There is a traffic light at Reservation Road and MBEST Drive.

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SOURCE: Bing Maps (2016)

LEGEND

- Specific Plan Area
- City Boundary
- Sphere of Influence

FIGURE 3.1-1

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Regional Circulation System*

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There are also three westbound lanes and two eastbound lanes on Reservation Road between MBEST Drive and West Blanco Road. There is a traffic light at Reservation Road and Blanco Road. There are no sidewalks, multiuse pathways, or striped bicycle lanes on either side of Reservation Road between Imjin Road and Blanco Road. The speed limit on Reservation Road near the Specific Plan area is 55 miles per hour (mph).

3.1.1.2 Imjin Parkway/Road

Imjin Parkway/Road runs both north and south of Reservation Road between SR-1 to the south and west and the Marina Municipal Airport (Airport) to the north. South of Reservation Road, Imjin Parkway is designated in the City's General Plan as an expressway while Imjin Road north of Reservation Road is designated as a collector street. Imjin Parkway is a two-lane roadway, although it has two southbound lanes for approximately 1,000 feet south of Reservation Road. A Class II bike lane with green paint at intersections runs along Imjin Parkway. Imjin Road leads into the Specific Plan area and transitions from a divided four-lane roadway to a two-lane roadway just north of the Imjin Road/University Drive intersection. There are curbs and gutters on both the east and west sides of Imjin Road between the Airport and Reservation Road. There is also a sidewalk that runs the entire length of Imjin Road between the Airport and Reservation Road on the east side. Imjin Road has a Class II bike lane on the west side from University Drive to the Airport and on both sides south of University Drive to Reservation Road. Imjin Road also contains landscaped medians north of Reservation Road. The speed limit on Imjin Road within the Specific Plan area is 25 mph.

As specified in the General Plan, Imjin Parkway is part of a multi-modal corridor, the purpose of which is to accommodate longer-term high-capacity transit operations that would link the Cities of Marina and Salinas. The plan includes right-of-way reservation beginning at West Blanco Road south of the Salinas River and extending to a final station location adjoining SR-1 and First Street. In addition, the transit right-of-way would be developed with an exclusive roadway for buses. Bus transit service along this corridor would be used to help promote public transit use and transit-oriented development at intensities sufficient to eventually support conversion of the corridor to light-rail operations.

3.1.1.3 West Blanco Road

West Blanco Road, which is designated in the City's General Plan as an expressway, provides direct access to the Specific Plan area from the City of Salinas and terminates at Reservation Road. West Blanco Road is generally a four-lane roadway with full improvements within the City of Salinas. Outside the City limits, West Blanco Road becomes a two-lane road, with Class II bike lanes until approximately 1,000 feet north of the Specific Plan area. From approximately 1,000 feet north of the Specific Plan area to Reservation Road, West Blanco Road again becomes a four-lane road with curb and gutter and Class II bike lanes, but no sidewalks. The speed limit on West Blanco Road near the Specific Plan area is 55 mph.

3.1.1.4 MBEST Drive

MBEST Drive, which is designated in the City's General Plan as a collector street, is a four-lane roadway connecting Reservation Road with University Drive. It has a median and a meandering

sidewalk on the east side, and bike lanes on both sides. There is currently no posted speed limit on MBEST Drive.

3.1.1.5 University Drive/Research Drive

University Drive/Research Drive, designated in the City's General Plan as a collector street, is a two-lane roadway connecting Imjin Road with West Blanco Road. It has a striped median, a walkway on the north side, and a Class II bike lane along University Drive. There are no bike lanes along Research Drive. The speed limit on University Drive/Research Drive within the Specific Plan area is 25 mph. There is currently no posted speed limit on Research Drive.

3.1.2 Access

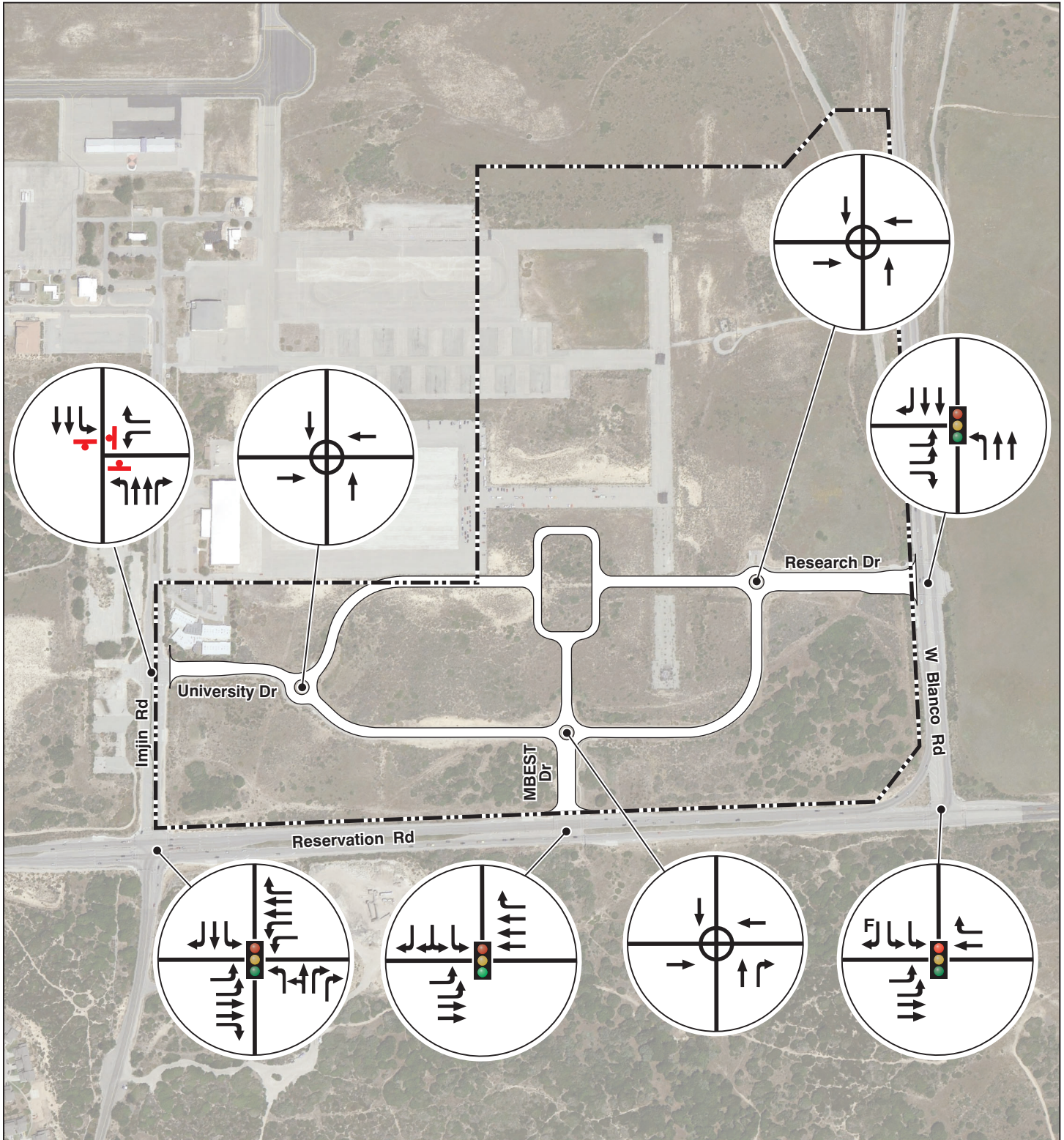
Primary access to the Specific Plan area is provided by the intersections of Imjin Road/University Drive, Reservation Road/MBEST Drive, and West Blanco Road/Research Drive. These intersections within the Specific Plan area are fully improved, with turn lanes and signalization or stop control. The intersections at Imjin Road/Reservation Road and West Blanco Road/Reservation Road are also signalized. Internal intersections include roundabouts for traffic control.

Figure 3.1-2 shows the lane geometrics for the intersections in the vicinity of the Specific Plan area.

3.1.3 Public Transit

The Specific Plan area is served by Monterey-Salinas Transit (MST). Transit service to the City of Marina is provided by Routes 2X, 16, and 20, while Routes 2X, 20, 25, 72, and 74 provide transit service to Salinas and Monterey. These routes are discussed in detail below.

- **Route 2X:** Route 2X connects Pebble Beach to the Salinas Transit Center, traveling on Reservation Road and West Blanco Road adjacent to the Specific Plan area. The nearest bus stop to the Specific Plan area is at the Marina Transit Exchange in downtown Marina at Reservation Road and De Forest Road, which is approximately 2 miles west of the Specific Plan area.
- **Route 16:** Route 16 starts at the Marina Transit Exchange, travels west to the intersection of Beach Road and Reservation Road, then travels west toward the Specific Plan area on Reservation Road, turns south on Imjin Parkway, and ends at the Del Monte Center in Monterey. The stop nearest the Specific Plan area is at the intersection of Reservation Road and Imjin Parkway/Road.
- **Route 20:** Route 20 starts at the Salinas Transit Center and ends at the Del Monte Center in Monterey, traveling through West Blanco Road and Reservation Road near the Specific Plan area. The stop nearest the Specific Plan area is at the intersection of Reservation Road and Imjin Parkway/Road.



LSA

LEGEND



- Signal



- Traffic Circle



- Stop Sign



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FEET

SOURCE: Google Earth

FIGURE 3.1-2

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan

Lane Geometrics

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- **Route 25:** Route 25 connects Salinas with the California State University, Monterey Bay (CSUMB) campus, traveling through West Blanco Road, Reservation Road, and Imjin Parkway south of the Specific Plan area. The stop nearest the Specific Plan area is at Preston Drive and Ready Court, less than 1 mile south of the Specific Plan area.
- **Route 72:** Route 72 connects the Presidio of Monterey to north Salinas, traveling on Imjin Parkway, Reservation Road, and West Blanco Road. This is an express route and has no stops near the Specific Plan area.
- **Route 74:** Route 74 connects the Presidio of Monterey with Toro Park in Salinas, traveling through Reservation Road near the Specific Plan area. The stop nearest the Specific Plan area is at Preston Drive and Ready Court, less than 1 mile south of the Specific Plan area.

3.1.4 Multimodal

In June 2015, the Transportation Agency for Monterey County (TAMC) prepared the final report of the *Marina-Salinas Multimodal Corridor Conceptual Plan* (Corridor Conceptual Plan). The Corridor Conceptual Plan was prepared in recognition of the peak-hour congestion on Reservation Road and Imjin Parkway, as well as other areas in the Marina-Salinas region. The Corridor Conceptual Plan was assembled in order to identify a regional route through the former Fort Ord area that will increase roadway capacity by taking advantage of high-quality transit, bicycling, and pedestrian modes of travel. The Corridor Conceptual Plan has potentially identified a transit station near the intersection of Reservation Road and Imjin Parkway/Road as well as an enhanced pedestrian and bicycle path along the south side of Reservation Road, between Imjin Parkway/Road and West Blanco Road (and beyond). Figure 3.1-3 depicts the Preferred Alignment Configuration of the *Marina-Salinas Multimodal Corridor Conceptual Plan*.

3.1.5 Pedestrian

Limited pedestrian facilities currently exist near the Specific Plan area. Imjin Road has a sidewalk along the east side from Reservation Road to the start of the Airport development. MBEST Drive has a sidewalk on the east side, and University Drive has a sidewalk on the north side. Research Drive has a sidewalk on both the north and south sides from University Drive to West Blanco Road.

3.1.6 Bicycle

Bicycle facilities in the vicinity of the Specific Plan area are limited. University Drive has a Class II bike lane in each direction. MBEST Drive has a bike lane on both sides between Reservation Drive and University Drive. West Blanco Road has bike lanes on both sides. Imjin Road has a Class II bike lane on the west side from University Drive to the Airport and on both sides south of University Drive. Imjin Parkway has a Class II bike lane on both sides with green paint at intersections (refer to Figure 3.1-4).

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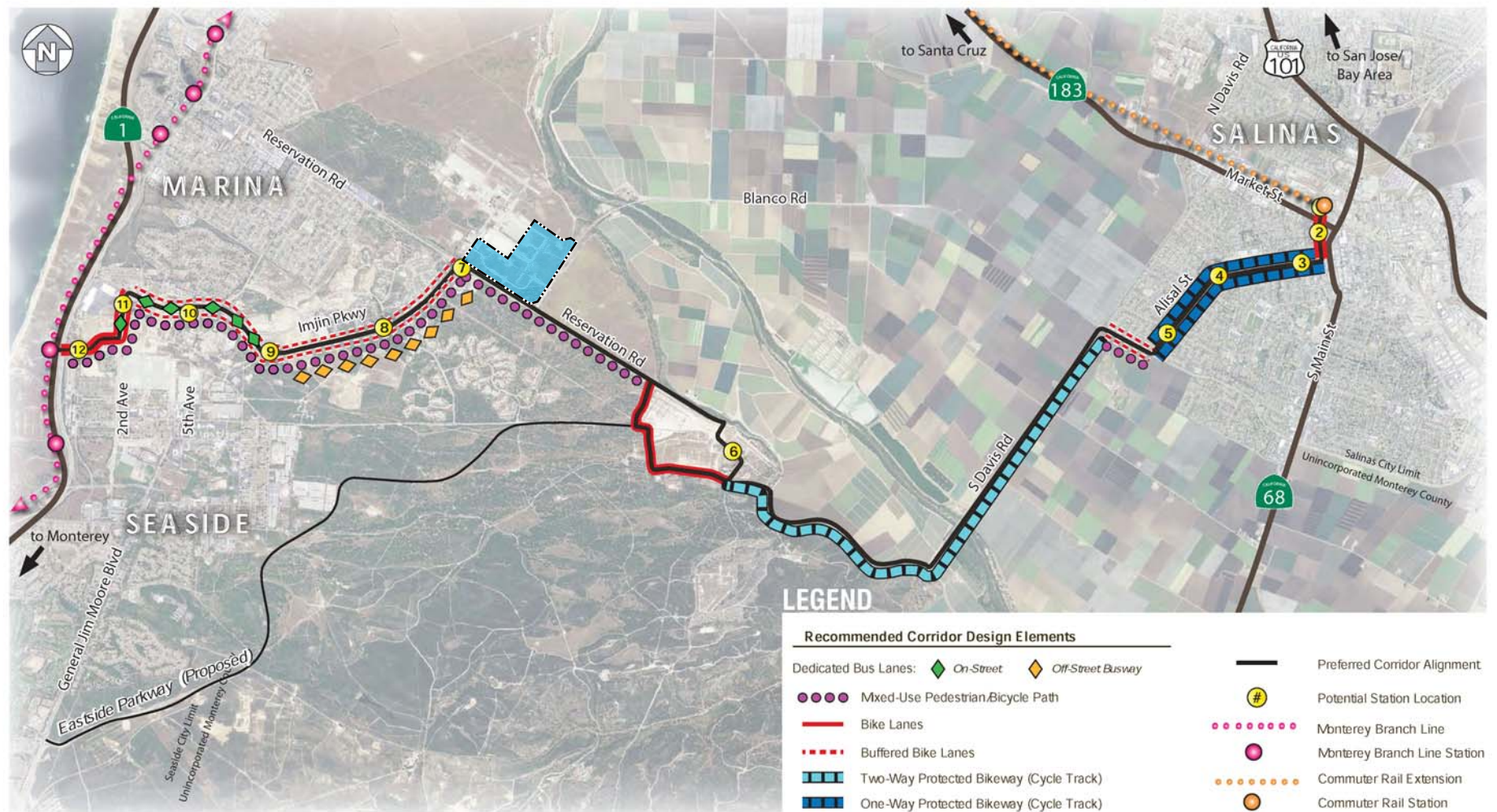


FIGURE 3.1-3

LSA



NO SCALE

LEGEND

- Specific Plan Area

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Monterey-Salinas Transit System

SOURCE: Final Report for Marina-Salinas Multimodal Corridor Conceptual Plan (2015)

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Figure 3.1-4: Imjin Parkway Bike Lane with Green Paint

3.2 PROJECT CIRCULATION SYSTEM

A preliminary trip generation analysis was conducted for the Specific Plan area using the proposed land uses in the Specific Plan. It was further calculated that the traffic will be toward Salinas and Marina. According to the preliminary trip generation prepared for the project, it is anticipated that the project will generate approximately 17,000 trips per day. Based on review of the circulation plan, and due to the fact that there are three primary access points to the surrounding roadway network, it is anticipated that all roadways within the project area will require two lanes. The existing roundabouts will be sufficient to support the proposed land uses.

3.2.1 Extension of the UC MBEST Circulation Plan

The goal of the UC MBEST Circulation Plan is to create a multimodal system of vehicular, transit, bicycle, and pedestrian circulation facilities that supports the activities of the UC MBEST Center and complements and extends the regional transportation system, and that can provide alternatives to automobile dependency. Toward that end, the UC MBEST Master Plan states that the publicly dedicated system of streets within the UC MBEST Center is intended to provide safe and efficient circulation for planned development within the UC MBEST Center campus, an integrated system with the adjacent Marina Municipal Airport Business and Industrial Park, and a safe and efficient linkage to and from the regional circulation network.

The Specific Plan will implement the UC MBEST Master Plan circulation policies and intent by providing opportunities to travel to and within the Specific Plan area via several transportation alternatives. The foundation of the Specific Plan's circulation and mobility system includes the following four roadway classifications, which are also reflected on Figure 3.2-1:

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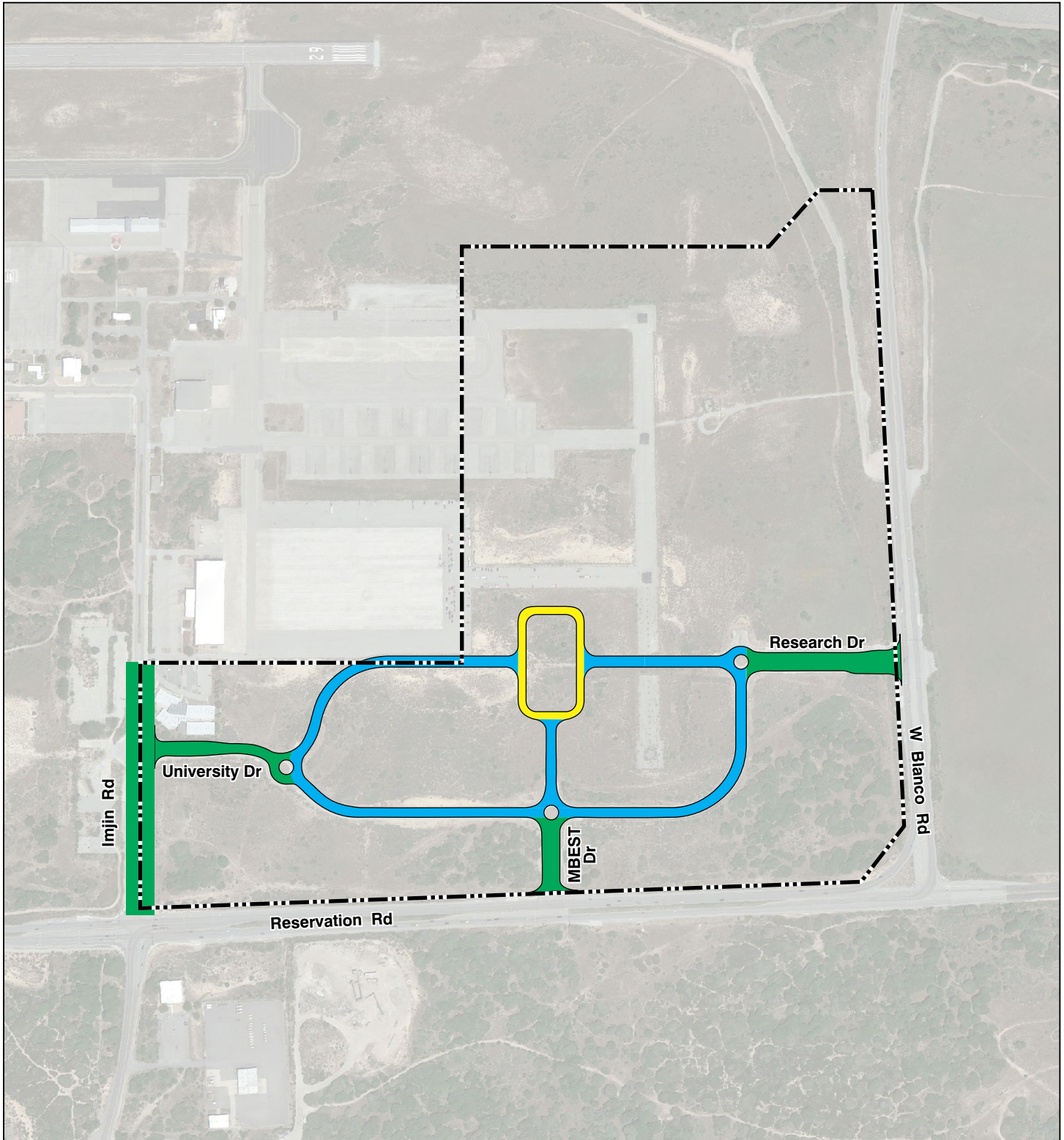


FIGURE 3.2-1

LSA



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SOURCE: Google Earth

LEGEND

- - Entry Roads
- - Primary Internal Roadways
- - Central Quadrangle Road

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Proposed Roadway/Circulation System*

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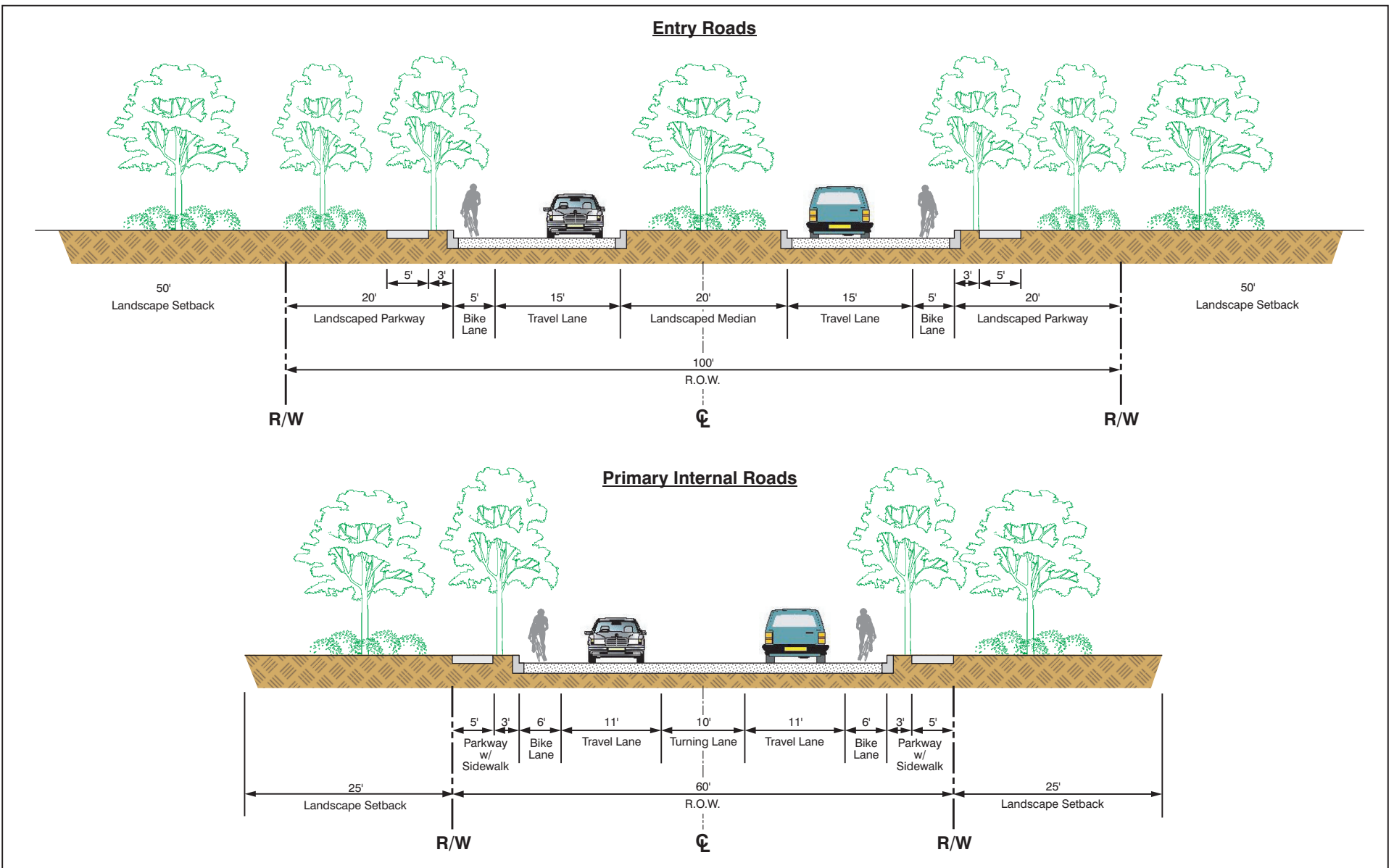
- **Entry Roads:** These roads are located at the key gateways to the Specific Plan area and the UC MBEST Center campus to provide a distinctive sense of entry and to provide for gateway elements and signs. These will include Imjin Road at Reservation Road, MBEST Drive at Reservation Road, Research Drive at West Blanco Road, and University Drive at Imjin Road. The typical right-of-way for entry roads is 100 feet, with two 20-foot carriageways (one lane of traffic and one bicycle lane separated by a 20-foot-wide landscaped median and bordered by 20-foot landscaped parkways).
- **Primary Internal Roadways:** The Primary Internal Roadways shall be three lanes in width, with the center lane providing for left turns into individual sites. The right-of-way for such streets shall be 60 feet, including a carriageway of 44 feet (three vehicular lanes and two bicycle lanes) and an 8-foot parkway with sidewalks on both sides. The roadway system within the City's portion of the planning area will be identified and defined as part of subsequent development proposals and approvals. These roadways shall be consistent with the Specific Plan standards.
- **Central Quadrangle Road:** Surrounding the Plaza, the Specific Plan will be a one-way roadway circulating in a counter-clockwise direction. The 50-foot right-of-way includes an 8-foot parkway/sidewalk on both sides and a 34-foot carriageway, including an approximately 10.5-foot-wide parking lane adjacent to the Plaza. A 6-foot bike lane will be adjacent to the exterior curb, leaving approximately 16 feet of a single travel lane to accommodate buses and vehicles. The bike lane and travel lane will be separated by a 1.5-foot buffer lane. Adjacent development would provide an additional 5 feet of sidewalk area and a landscaped setback of 5 feet adjacent to the right-of-way to promote a pedestrian-friendly environment. Also, a maximum of two public transit bus stops will be provided on the central quadrangle road consistent with standards established by MST in its November 2006 publication titled *Designing for Transit, a Manual for Integrating Public Transit and Land Use in Monterey County*. Finally, no direct access (e.g., driveways or additional roadways) from the central quadrangle road onto surrounding properties will be allowed.

Figure 3.2-2 shows the proposed cross-sections for the above roadway classifications. On-street parking will only be permitted along the interior edge (adjacent to the Plaza) of the central quadrangle road. On-street parking will be prohibited on all other primary and secondary roadways within the Specific Plan area.

The Specific Plan does not propose any additional connections to the adjoining roadways (Imjin Road, West Blanco Road, and Reservation Road) beyond those proposed in the UC MBEST Master Plan. The Specific Plan will extend Research Drive to the west of the roundabout on Research Drive closest to West Blanco Road to form the east leg of the central quadrangle road. Research Drive will continue as the west leg of the central quadrangle road and connect with the east leg of the existing roundabout on University Drive closest to Imjin Road. MBEST Drive will be extended north of the existing roundabout to form the south leg of the central quadrangle road.

The City and UC will cooperate with regional agencies, when necessary, to implement the roadway system to optimize development opportunities for both areas while minimizing impacts on the external roadway system.

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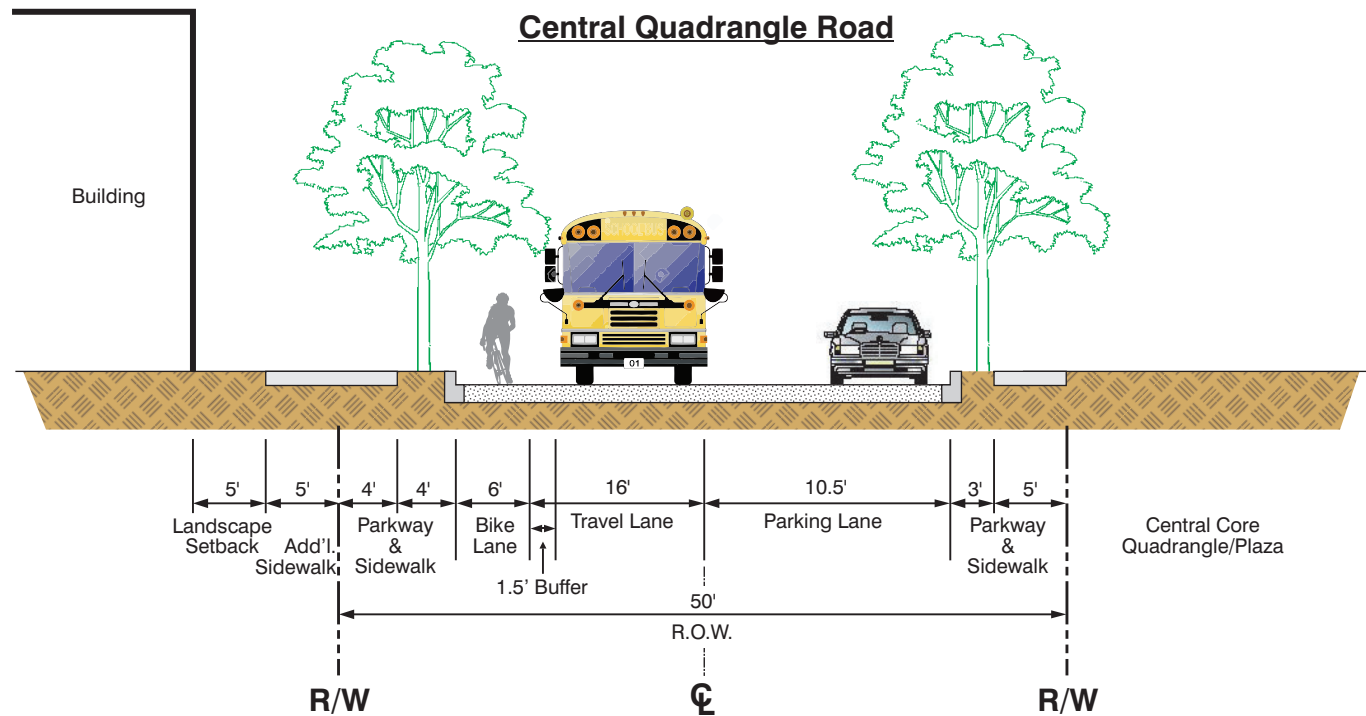


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FIGURE 3.2-2a

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Roadway Cross Sections*

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FIGURE 3.2-2b

*Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Roadway Cross Sections*

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3.2.2 Individual Site Access

Individual sites within the Specific Plan area will obtain access from adjacent roadways. To maximize safety and increase the capacity of the roadways, the Specific Plan will implement access management strategies. Access management refers to a set of techniques that can be used to control access to roadways in order to improve traffic flow and safety. Access management includes several techniques that are designed to increase the capacity of roadways, manage congestion, and reduce crashes. Research shows a strong linear relationship between the number of driveways and the number of accidents. In other words, the more access points (i.e., driveways) along a roadway, the greater the potential for conflicts. Additional driveways also reduce speeds and capacities of roadways. Research shows that for every 10 access points per mile, roadway speeds were reduced an average of 2.5 mph. Therefore, fewer driveways spaced farther apart will not just reduce the potential for conflict (resulting in fewer accidents), but will also provide for a more orderly merging of traffic, which will reduce travel times and preserve road capacities.

On a project of this size, the primary access management tool that can be implemented is driveway spacing. Provisions concerning the spacing and number of driveways within the Specific Plan should reflect the following general considerations from a site perspective:

- Provide access to a single location from more than one roadway, where feasible.
- The number of site driveways should be based on need. For small developments where access to an internal roadway is not available, site access should be limited to one driveway. For large developments, it may be necessary to provide two (or more) access points.
- The design features of a driveway or intersection, including lane width, median treatment, turning radius, sight distance, etc., should reflect the access or functional class of the roadway on which it will be located.
- On-site circulation should be designed and sufficient storage space should be provided to preclude any spillback of traffic from site connectors onto the roadway system.
- Wherever possible, driveways will be consolidated with shared-access easements.
- All driveways shall be designed, at a minimum, in accordance with the latest adopted City standard specifications (e.g., Public Works Division Standard Plan ST-7).
- No on-street parking will be permitted, except for parallel curbside parking along the outside edge of the central Plaza.

3.2.3 Public Transit

The Specific Plan will extend the UC MBEST Master Plan's transit policies and provide a pattern of internal roadways that will allow for regional bus access to serve the area. The Specific Plan will also provide direct connections to the proposed Multimodal Transfer Station to be located within the UC MBEST Master Plan area next to the central Plaza.

As noted above, a maximum of two public transit bus stops will be provided on the central quadrangle road consistent with the standards established by MST in its November 2006

publication titled *Designing for Transit, a Manual for Integrating Public Transit and Land Use in Monterey County*. These transit stops will provide a central location for employees and people accessing the Specific Plan area.

3.2.4 Pedestrian

Pedestrian circulation within the Specific Plan area will provide employees and visitors with an alternative means of travel within the Specific Plan area and the adjacent UC MBEST Center (refer to Figure 2.4-5). The Specific Plan will extend the UC MBEST pedestrian plan.

All roadways within the Specific Plan area shall be lined with continuous landscaped walkways to provide a continuous network of pedestrian walkways. Walkways shall be a minimum of 5 feet in width and shall be separated from the carriageway of the road by a landscaped parkway of at least 3 feet. Although the minimum width for an Americans with Disabilities Act (ADA) compliant sidewalk is 36 inches (3 feet), if sidewalks are less than 60 inches (5 feet) across, the ADA requires passing spaces to be constructed at set intervals. These passing spaces must measure at least 60 inches (5 feet) on all sides and must be located at least every 200 feet.

Consistent with the UC MBEST Master Plan, sidewalks that meander slightly through the landscape setback may be appropriate in some settings. Along segments of street frontage where pedestrian access is expected to be limited, the City and UC may choose to provide sidewalks on only one side of the street; in these cases, the opposite side of the street will retain an 8-foot landscaped zone, permitting the construction of a sidewalk in the future.

3.2.5 Bicycle

Bicycle circulation within the Specific Plan area will provide employees and visitors with an alternative means of travel within the Specific Plan area and the adjacent UC MBEST Center, and will contribute to the reduction of vehicular trips and greenhouse gas emissions. The Specific Plan will extend the UC MBEST bicycle plan.

The Specific Plan will provide Class II bike lanes along both curbs at all roadways (refer to Figure 2.4-6). Development projects within the Specific Plan shall provide adequate and secure facilities for the storage of bicycles, including bike racks and/or bike lockers. The sizing of facilities shall be consistent with City of Marina General Plan Policies 3.35.1 and 3.35.2 as well as the City's Bicycle Systems Plan. Refer to Section 2.4.9, Vehicular and Bicycle Parking, for a list of bicycle facilities and other end-of-trip facility development standards required for all development projects within the Specific Plan area.

4.0 PUBLIC SERVICES, UTILITIES, AND COMMUNITY FACILITIES

4.1 INTRODUCTION

This chapter identifies the public infrastructure and utilities that will be required to serve development within the Marina Municipal Airport Business and Industrial Park/University of California Monterey Bay Education Science and Technology (UC MBEST) Center Specific Plan area. The following sections describe the existing infrastructure and detail the water, sewer, drainage, and utility infrastructure improvements necessary for the development of the Specific Plan area.

4.2 WATER FACILITIES

4.2.1 Existing Water Facilities

Four existing water wells are located on the University of California (UC) owned and Fort Ord Natural Reserve land between 2,000 feet and 6,000 feet south and east of the Specific Plan area. These existing wells were the principal sources of potable water for the former Fort Ord, and this system will remain in place for the foreseeable future. The Marina Coast Water District (MCWD) will be the potable water purveyor for the Specific Plan. The Specific Plan area is part of the MCWD Zone “B” service range. This zone typically services elevations between 120 feet and 220 feet, resulting in pressures between 80 pounds per square inch (psi) and 40 psi, respectively. The existing elevations at the Specific Plan area range between approximately 125 feet and 155 feet (North American Vertical Datum of 1988 [NAVD 88]); therefore, pressures could be estimated at the higher end of the Zone “B” range (80–40 psi). The Specific Plan area is served from an existing 18-inch main in Reservation Road and an existing 16-inch main in Imjin Road. The existing pipe sizes range from 12 inches to 16 inches and include stubs for future connections to the north of Research Drive. These pipes were installed in anticipation of the larger UC MBEST Master Plan area that included the UC MBEST East Campus east of West Blanco Road.

Currently, there are no water facilities within the portion of the Specific Plan controlled by the City of Marina (City).

4.2.2 Proposed Water Facilities

The former Fort Ord has received a separate water allocation from the Monterey County Water Resources Agency, of which 1,175 acre-feet per year (afy) were allocated by the Fort Ord Reuse Authority (FORA) to the City (excluding UC MBEST), and 230 afy were allocated to the UC MBEST Center.¹ The City’s allocation was recently updated to 1,340 afy pursuant to the 2020 Water Supply Assessment, which was adopted by the City of Marina City Council on April 20, 2020. New facilities must be constructed within the Specific Plan in order to provide potable water service and fire protection to each lot. The existing water mains will be maintained, and a new distribution system of 8-inch to 12-inch pipes will be extended to the north. The system will be looped in order to provide an even pressure distribution throughout the Specific Plan area. Fire

¹ Please refer to the Fort Ord Reuse Authority Annual Report, FY 2014-2015 (2015).

hydrant locations and minimum fire flows will be as required by the City of Marina Fire Department and will be based on land uses and lot configurations. Per conversations with the MCWD, there are no anticipated system capacity issues that would affect provision of water service to the Specific Plan area.

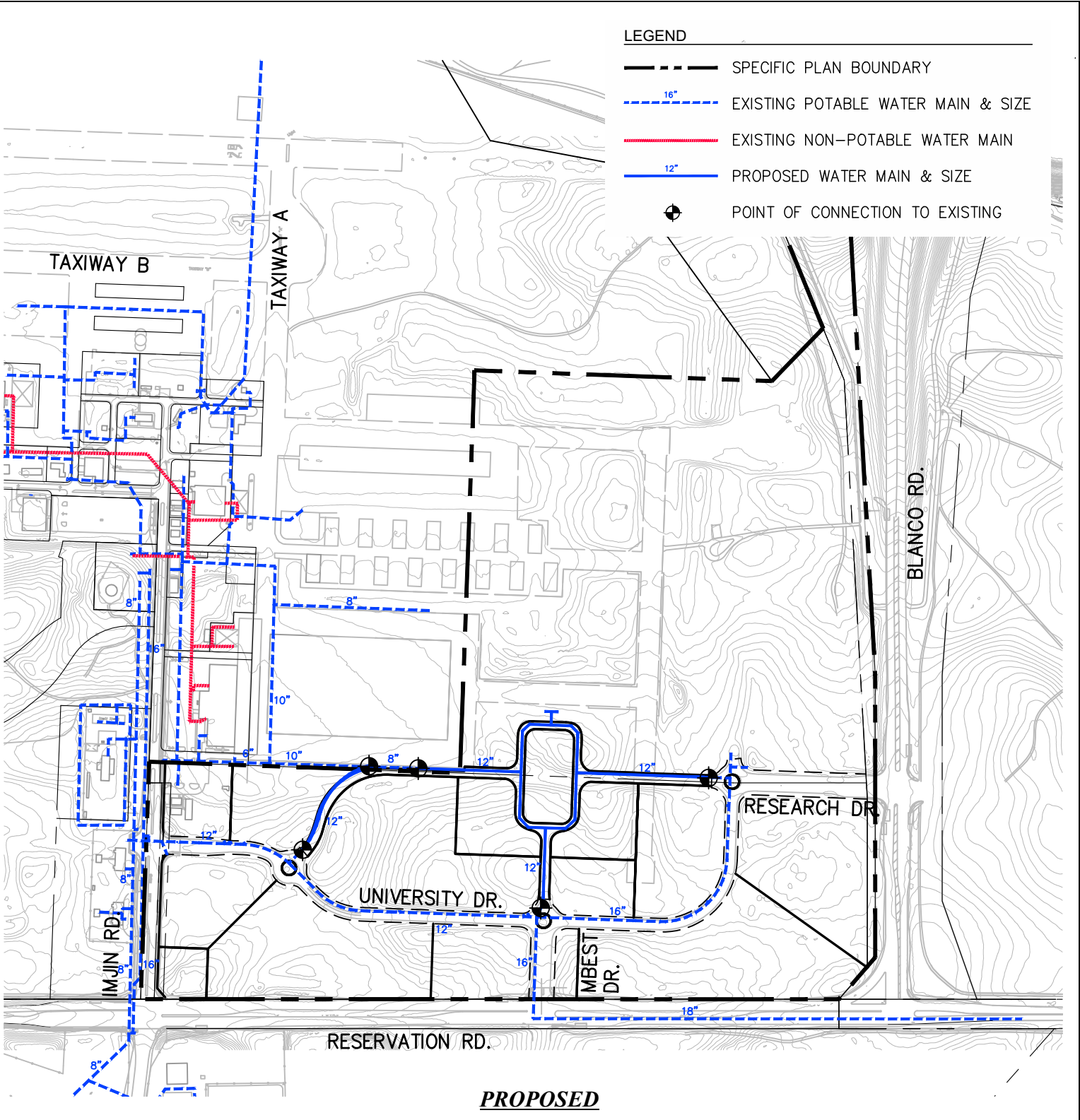
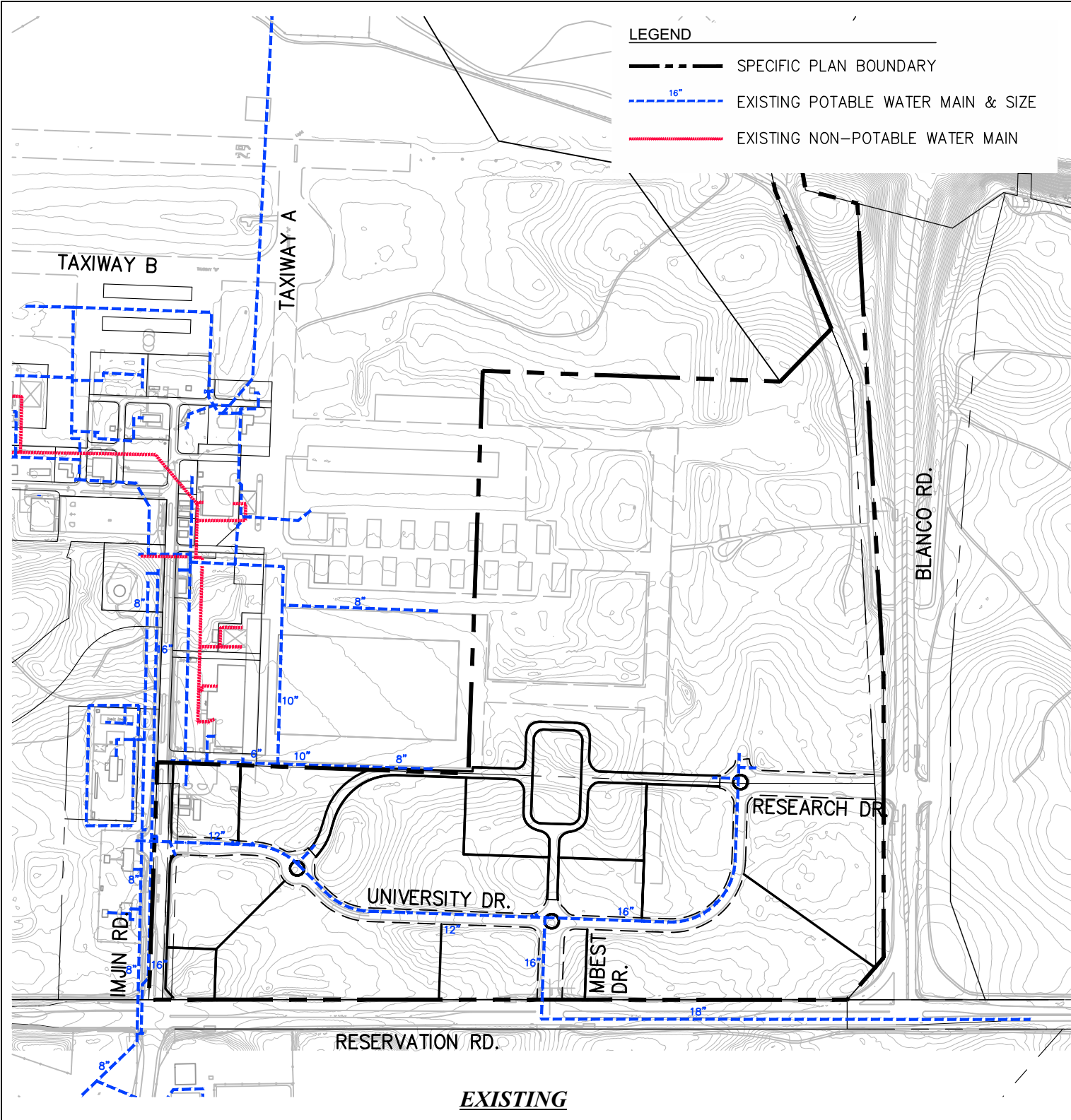
Figure 4.2-1 depicts the existing and proposed baseline water facilities for the UC's portion of the Specific Plan area. Baseline water facilities within the City's portion of the planning area will be identified and defined as part of subsequent development proposals and approvals. These facilities shall be consistent with the Specific Plan standards.

4.2.3 Water Demand and Allocation

A projected potable water demand of (Revise total demand based on UC's calculation) was estimated for the Specific Plan area based on maximum floor-to-area ratios (FARs) and published MCWD water demand factors for similar uses (refer to Table 4.2.1). However, at this time, these are estimated values only and should be verified for specific development proposals for each lot as actual uses and sizes are identified.

A Water Supply Assessment and Written Verification of Supply (WSA) was prepared for the Specific Plan in April 2020 and adopted by the City of Marina City Council on April 20, 2020. As described in the WSA, the projected water demand for the Specific Plan is 309.2 acre-feet per year (afy), of which 145.2 afy is for the City's portion of the Specific Plan and 164.0 afy is for the UC's portion of the Specific Plan. Both the City and UC have allocations of Salinas Valley Groundwater for use within the Ord Community service area. The City has an existing allocation of 1,340 afy and has previously sub-allocated 1,263.7 afy to other projects, leaving 76.3 afy available to the City's portion of the Specific Plan. The UC has an existing allocation of 230 afy and is currently using 2 afy, leaving 228 afy available for the UC's portion of the Specific Plan. FORA has also formally allocated the recycled water supply from the Phase 1 Recycled Water Project, which includes 345 afy to the City and 60 afy to the UC, within the Ord Community service area.

The WSA concludes that the UC has sufficient existing water supply within the Ord Community service area to achieve the complete buildout of the UC's portion of the Specific Plan. The available supply is sufficient to meet the existing and projected demands over the 20-year projection during normal, single-dry and multiple-dry water years. However, the City does not have sufficient existing water supply within the Ord Community service area to achieve the complete buildout of the City's portion of the Specific Plan at this time. Currently, the City can authorize up to 76.3 afy from the existing Salinas Valley groundwater allocation and up to 18.1 afy of recycled water supply for initial development. Water would be allocated to projects within the City's portion of the Specific Plan as they occur, up to the amount of water supply available at the time of development. However, the City would be unable to accept development project applications once the 76.3 afy cap is reached. Later phases of development or subsequent development must be deferred until the MCWD is able to develop additional sources of supply for the Ord Community service area. All development projects will require written and conclusive evidence indicating an immediate and available supply of water prior to be reviewed by the City.



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Table 4.2.1: Projected Water Demand

Land Use	Lot Area (ac) ^{1, 7}	Maximum Development Floor Area (sf) ¹	Landscape Area (sf) ²	MCWD Water Demand Classification	Building Water Demand Factor (afy/sf) ³	Landscape Water Demand Factor (afy/ac) ³	Potable Water Demand (afy)	Reclaimed Water Demand (afy)
City-Owned Property								
Commercial/Mixed-Use	3.6	45,700	15,200	Office/Commercial	0.0003	2.1	13.7	0.7
Business Aviation Reserve	16.2	189,900	63,300	Light Industrial	0.00015	2.1	28.5	3.1
Business Aviation Reserve/Overlay	2.9	50,700	12,700	Light Industrial	0.00015	2.1	7.6	0.6
Business Park	41.0	517,100	172,400	Office/Research & Development	0.000135	2.1	69.8	8.3
Business Park/Overlay	3.2	55,800	13,900	Office/Research & Development	0.000135	2.1	7.5	0.7
Roadway Landscape ⁴	3.5	N/A	54,000	Improved Landscaping	N/A	2.1	0	2.6
Central Park ⁵	1.0	N/A	43,600	Improved Landscaping	N/A	2.1	0	2.1
Natural Open Space ⁶	4.8	N/A	0	N/A	N/A	2.1	0	0.0
Subtotal							127.1	18.1
UC-Owned Property								
Research & Development	33.1	433,100	144,400	Office/Research & Development	0.000135	2.1	58.5	7.0
Research & Development/Overlay	4.5	78,400	19,600	Office/Research & Development	0.000135	2.1	10.6	0.9
Commercial/Mixed-Use	19.0	248,400	82,800	Office/Commercial	0.0003	2.1	74.5	4.0
Roadway Landscape ⁴	9.6	N/A	133,000	Improved landscaping	N/A	2.1	0	6.4
Central Park ⁵	1.0	N/A	43,600	Improved Landscaping	N/A	2.1	0	2.1
Natural Open Space ⁶	6.2	N/A	0	N/A	N/A	2.1	0	0.0
Subtotal							143.6	20.4
TOTAL							270.7	38.5

Source: Whitson Engineers (March 23, 2016).

¹ Lot Area and Maximum Development Area are per the Maximum Building Intensity (FAR) Table by LSA dated March 22, 2016.

² Lot irrigated landscape is assumed to account for 10% of a total lot area.

³ Demand Factor is per Table 3.4 of the 2011 MCWD Urban Water Management Plan.

⁴ Roadway Landscape area is estimated based on the landscape parkways shown on both sides of all public roadways within the Specific Plan area.

⁵ Central open area is assumed to include irrigated, but non-turf landscape.

⁶ Natural open space is assumed to be non-irrigated native landscape only.

⁷ The lot area will be adjusted once a roadway system is established for the City-owned portion of the Specific Plan area.

ac = acres afy/sf = acre-feet/year per square foot

afy = acre-feet/year MCWD = Marina Coast Water District

afy/ac = acre-feet/year per acre sf = square feet

4.2.4 Reclaimed Water Service

MCWD will be the reclaimed water purveyor for the Specific Plan. It is anticipated that the Specific Plan will have a demand for reclaimed water to irrigate landscape areas; however, it is not currently known when reclaimed water will be available. At this time, the Specific Plan project should plan on utilizing reclaimed water infrastructure for all landscape areas even though the interim water supply could be potable water.

4.2.5 Existing Facilities

There are existing 10-inch reclaimed water facilities within the Specific Plan area that are currently not in use. The existing pipes and stubs for future connections to the north of Research Drive were installed in anticipation of supplying reclaimed water to the larger UC MBEST Master Plan area that included the UC MBEST East Campus, east of West Blanco Road. The existing pipes in the Specific Plan area are connected to an existing 30-inch reclaimed water main in Imjin Road that is anticipated to be a future supply line for the Fort Ord development area.

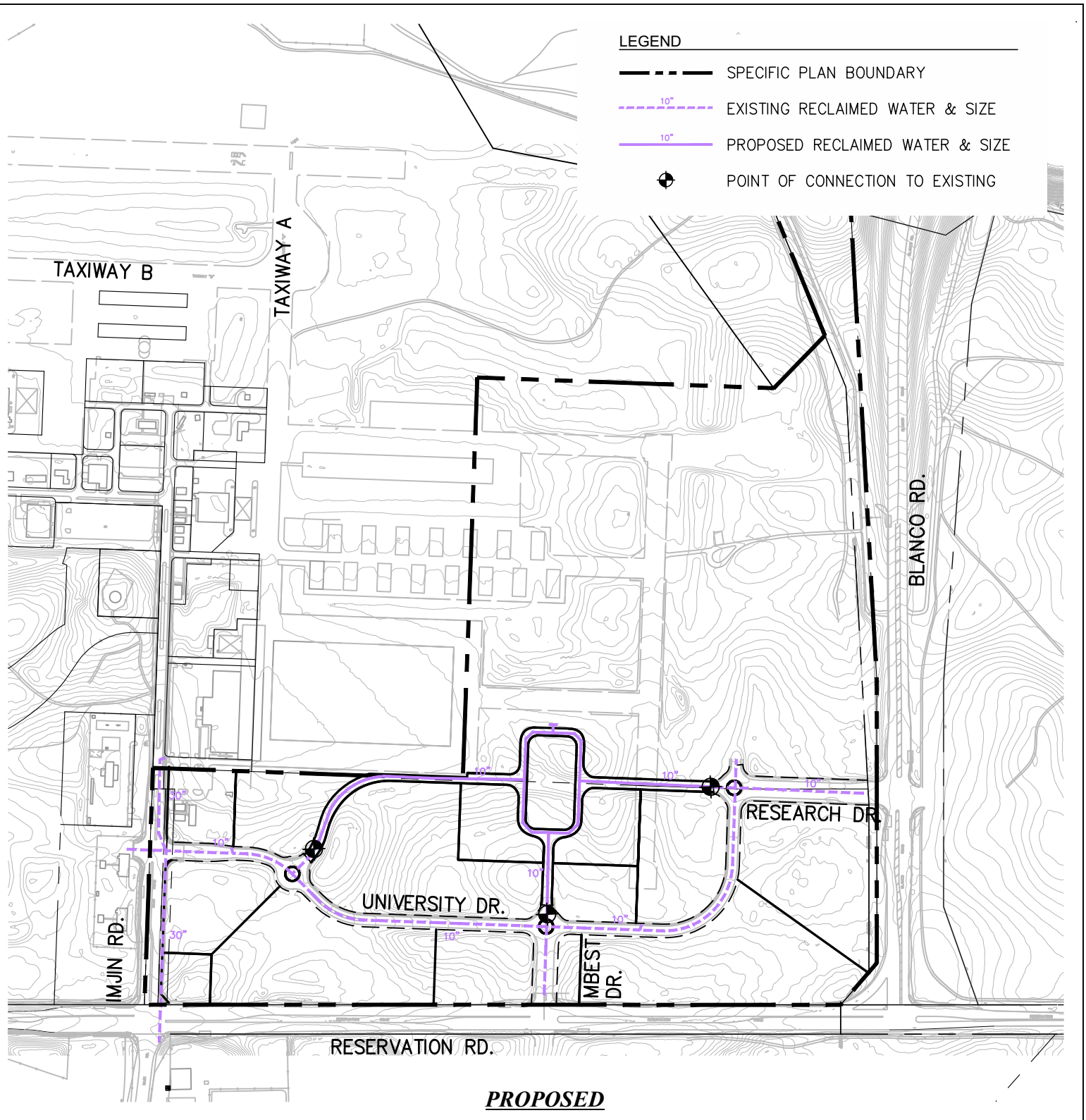
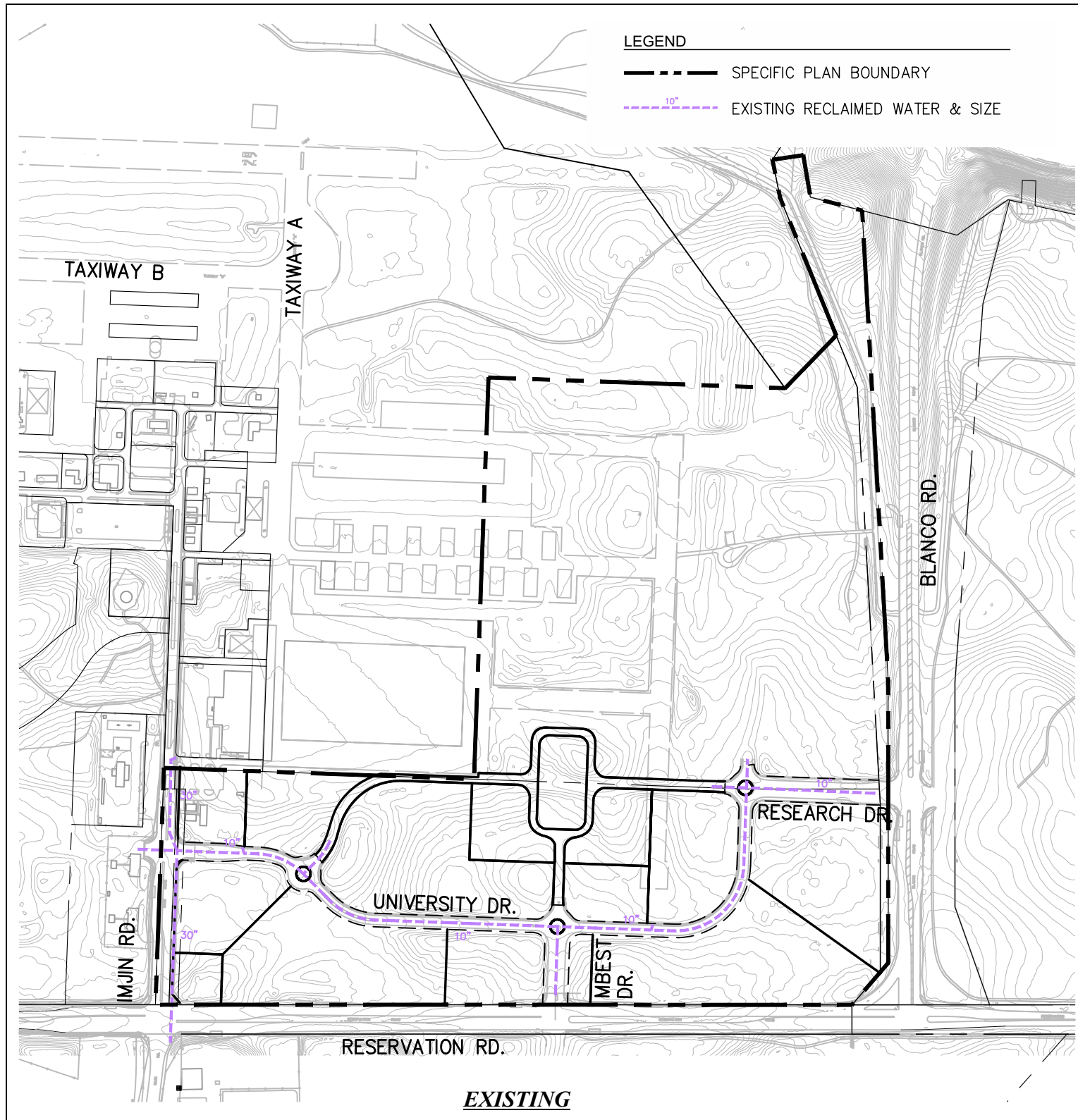
4.2.6 Proposed Facilities

New facilities must be constructed in order to provide reclaimed water service for public landscape areas and to each lot. The existing reclaimed water mains listed above will be maintained and a new distribution system of 8-inch to 10-inch pipes will be extended to the north. The system will be looped in order to provide an even pressure distribution through the Specific Plan area.

Figure 4.2-2 depicts the existing and proposed reclaimed water facilities within the UC's portion of the Specific Plan area. Reclaimed water facilities within the City's portion of the planning area will be identified and defined as part of subsequent development proposals and approvals. These facilities shall be consistent with the Specific Plan standards.

4.2.7 Reclaimed Water Demand and Allocation

The City has received a non-potable reclaimed water allocation of 345 afy, and UC has received a non-potable reclaimed water allocation of 60 afy. A projected reclaimed water demand of 38.5 afy was estimated for the Specific Plan area based on landscape area estimates for roadways, plazas, and lot areas and published MCWD water demand factors (refer to Table 4.2.1). However, at this time, these are estimated values only and should be verified for specific development proposals and landscape plans for each lot and for the plazas and roadways as actual uses are identified.



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SOURCE: Whitson Engineers

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FIGURE 4.2-2

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Existing and Proposed Reclaimed Water System

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4.3 SANITARY SEWER SYSTEM

4.3.1 Existing Sewer System

An existing sanitary sewer line connects the Marina Municipal Airport (Airport) facilities to the regional treatment facility, which is located at the United States Army Reserve outparcel. The existing main sizes range from 8 inches to 15 inches and were installed (including stubs for future connection to the north of Research Drive) in anticipation of the larger UC MBEST Master Plan area. The general flow direction of the mains within the Specific Plan area is from east to west toward the Reservation Road Lift Station west of Imjin Road. From there, wastewater flows continue through the MCWD system to the Monterey Regional Water Pollution Control Agency (MRWPCA) Regional Wastewater Treatment Plant located at the north end of the City.

There are no existing sanitary sewer facilities within the City-owned portion of the Specific Plan area.

4.3.2 Proposed Sewer System

It is anticipated that the existing sanitary sewer mains listed above within the Specific Plan area will be maintained, and a new collection system of 8-inch mains will be extended to the north to serve the Specific Plan area. Although connection points to the existing 12-inch main in Research Drive are approximately 20 feet deep, the new sewer mains that extend to the north will need to be thoughtfully designed so as to maintain minimum cover and slopes per MCWD requirements. The existing terrain to the north of Research Drive is variable, so the design of the new sewer system could be optimized if select grading could occur along the route to remove larger crests and sumps. Per conversations with MCWD, there are no anticipated downstream pipe capacity issues other than the Imjin Lift Station, which will most likely be upgraded by MCWD as a capital improvement project prior to development of the Specific Plan.

4.3.3 Wastewater Generation

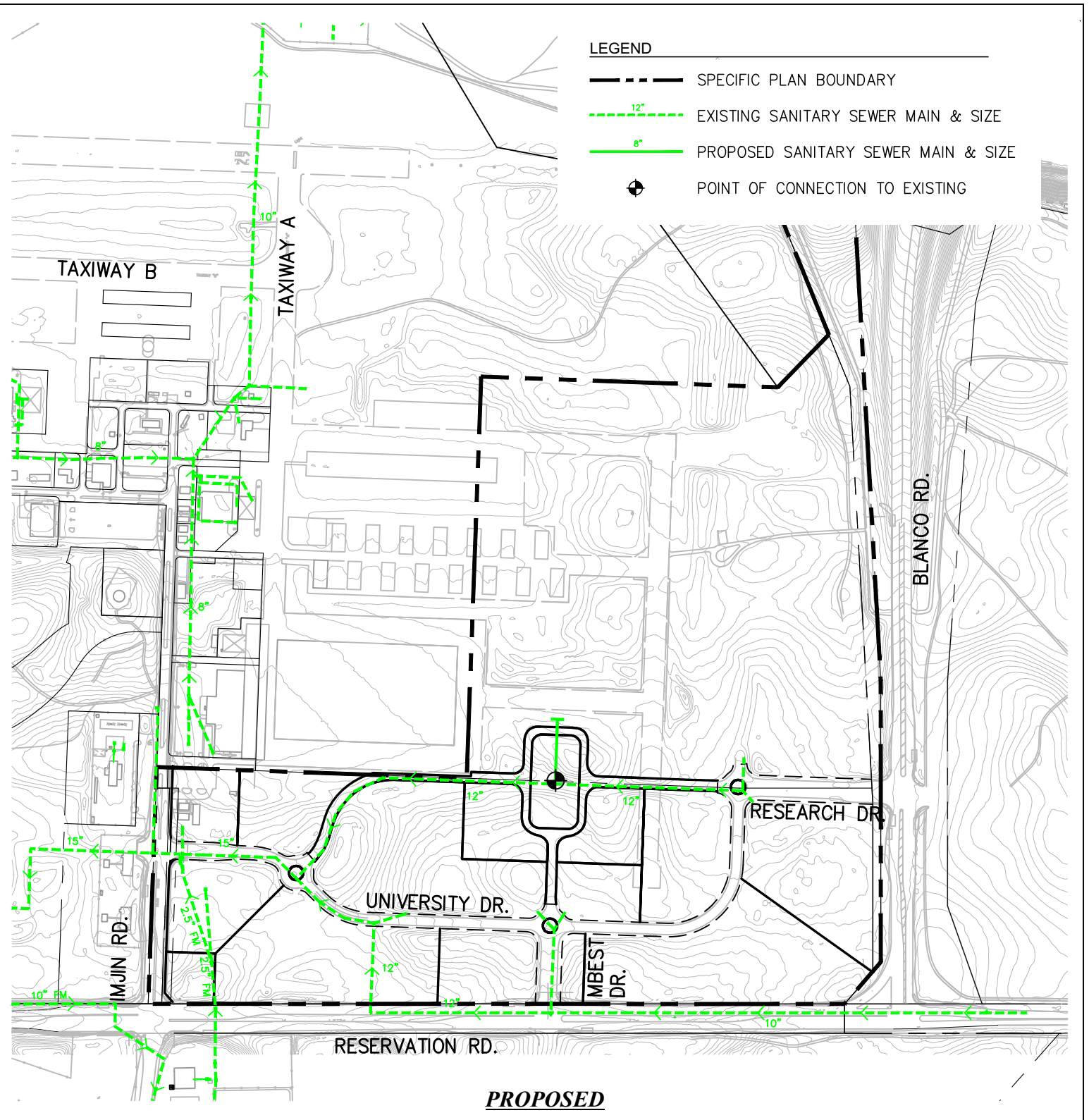
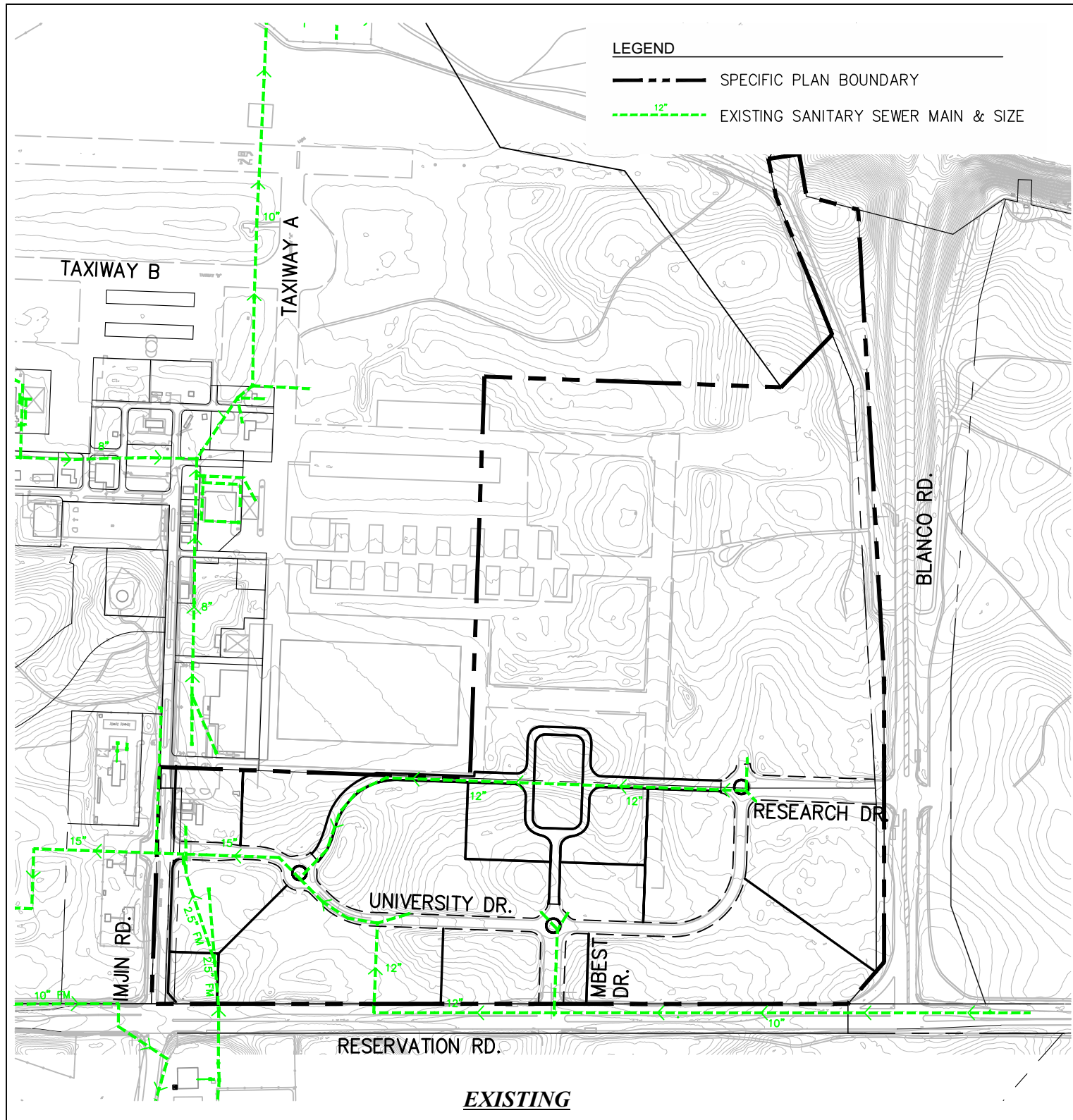
A preliminary sanitary sewer generation amount of 757,000 gallons per day (gpd) was estimated for the Specific Plan area for peak wet-weather flow based on a 100 percent return rate of the project water demand described above (as specified in the Ord Community Wastewater System Master Plan, July 2005) and the inclusion of a 10 percent contingency. However, at this time, these are estimated values only and should be verified for specific development proposals for each lot as actual uses and sizes are identified.

4.4 STORM WATER FACILITIES

4.4.1 Existing Drainage System

The existing drainage system is above ground (refer to Figure 4.3-1). A 15-inch storm drain and an 18-inch storm drain exist along Imjin Road, University Drive, MBEST Drive, and Research Drive. Additional 27-inch, 24-inch, and 15-inch storm drains exist adjacent to the roadways.

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SOURCE: Whitson Engineers

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FIGURE 4.3-1

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Existing and Proposed Sanitary Sewer System

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4.4.2 Proposed Drainage System

The existing on-site public roadway storm drain system must be retrofitted to include underground infiltration chambers at select locations within a roadway and/or right-of-way easement. Individual lots will be required to retain and infiltrate storm water runoff on site. The proposed storm drain line is located on the roads along Research Drive and north of Research Drive. The size ranges from 15 inches to 18 inches where the proposed storm drain line connects with the existing storm drain on Research Drive.

Figure 4.4-1 depicts the existing and proposed storm drain facilities within the UC's portion of the Specific Plan. Storm drain facilities within the City's portion of the planning area will be identified and defined as part of subsequent development proposals and approvals. These facilities shall be consistent with the Specific Plan standards.

4.5 UTILITIES

4.5.1 Existing Utilities

The Salinas-Del Monte 60-kilovolt (kV) electric utility line is an overhead transmission line that enters former Fort Ord land southeast of West Blanco Road. The line is located along the centerline of a 30-foot-wide utility easement. The easement also accommodates a section of line that is part of a system tie-in between the Fort Ord substation, which is located on Gigling Road between Sixth Street and Seventh Street, and the North Salinas substation, which is located on Boronda Road south of Madison Lane. The former Fort Ord area is served by a single electrical substation located near the California State University, Monterey Bay (CSUMB) campus. In addition, there are two 6-inch existing electric conduit facilities and a small 12 kV cable for streetlights within the Specific Plan area that connect to the existing three-phase 12 kV primary conductor overhead electric lines along Imjin Road. An existing underground electrical line runs from West Blanco Road on University Drive and then connects to the overhead electrical lines along Imjin Road.

A 16-inch high-pressure gas line parallels State Route 1 (SR-1), and a 10-inch east-west transmission main crosses the former Fort Ord along Intergarrison Road south of the UC MBEST campus. Additionally, a 4-inch gas line is located adjacent to Imjin Road. In addition, there are existing 4-inch plastic natural gas mains that connect to the existing natural gas distribution system in Imjin Road.

The Specific Plan area's telephone service is currently served by a 300-pair copper cable located in a four-conduit underground bank running parallel to Imjin Road. There is a 12-duct bank of existing conduits located under University Drive. Comcast has existing facilities at the southeast corner of Reservation Road and Imjin Parkway, and AT&T has existing background wire installed in Imjin Parkway. A high-speed fiber-optic service line has been installed in Imjin Parkway, running to within 200 feet of Neeson Road. The existing UC MBEST Center Headquarters complex on UC-owned property is currently serviced by this high-speed fiber-optic line.

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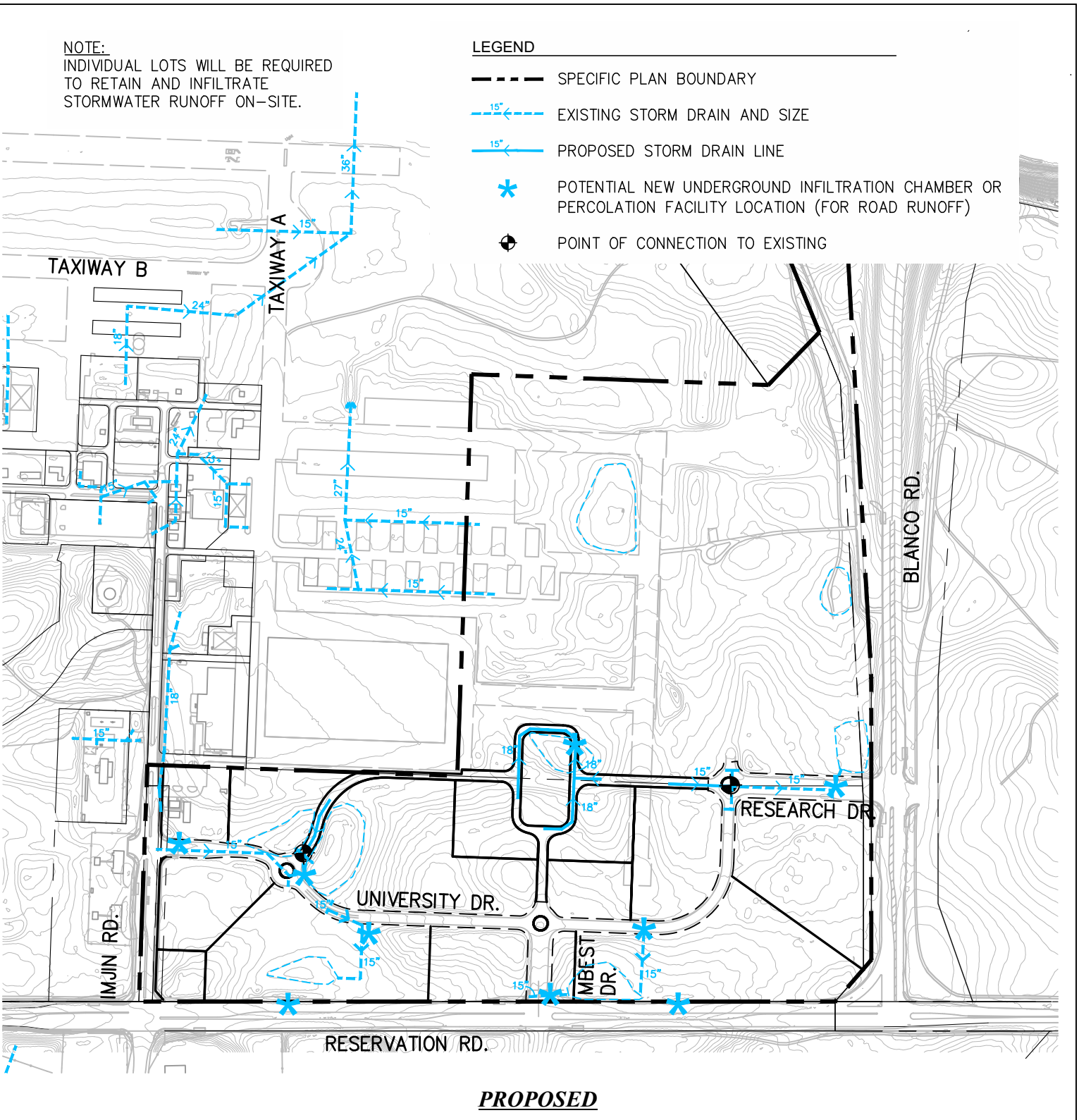
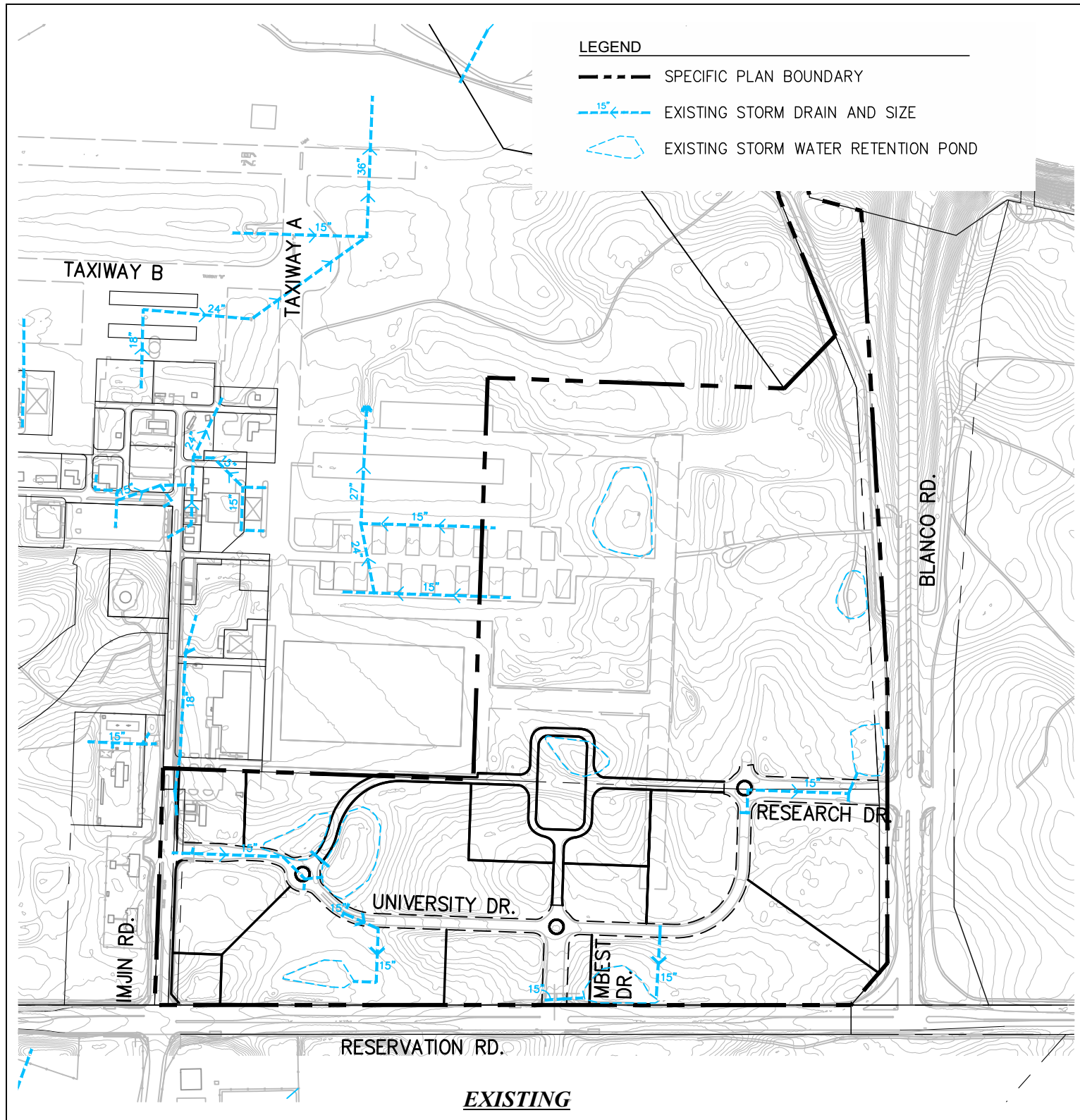


FIGURE 4.4-1

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SOURCE: Whitson Engineers

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Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Existing and Proposed Storm Water (Drainage) System

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4.5.2 Proposed Utilities

All new utility connections and services for electricity, gas, telephone, television, and other line-carried forms of communication within the Specific Plan area will be located underground.

Gas and electric service will be provided by Pacific Gas and Electric Company (PG&E), which will develop its own electrical and gas infrastructure plan for the Specific Plan area. UC and the Airport shall coordinate with PG&E as development proceeds to ensure that service is provided in a cost-effective manner. All roadways will include underground electrical and gas service. A new 21 kV distribution system will be extended to the northeast from Imjin Road in a new underground joint trench system (PG&E is currently converting the existing electrical system from 12 kV to 21 kV). Additionally, in order to provide more reliable electric service to the existing customers on Imjin Road, PG&E will require a back-tie to a separate existing PG&E electric system approximately 2,400 feet north of Research Drive along West Blanco Road. The details for this back-tie connection or other potential options are to be coordinated with PG&E.

Figures 4.5-1 and 4.5-2 depict the existing and proposed utilities within the UC's portion of the Specific Plan area. Proposed utilities within the City's portion of the planning area will be identified and defined as part of subsequent development proposals and approvals. These utilities shall be consistent with the Specific Plan standards.

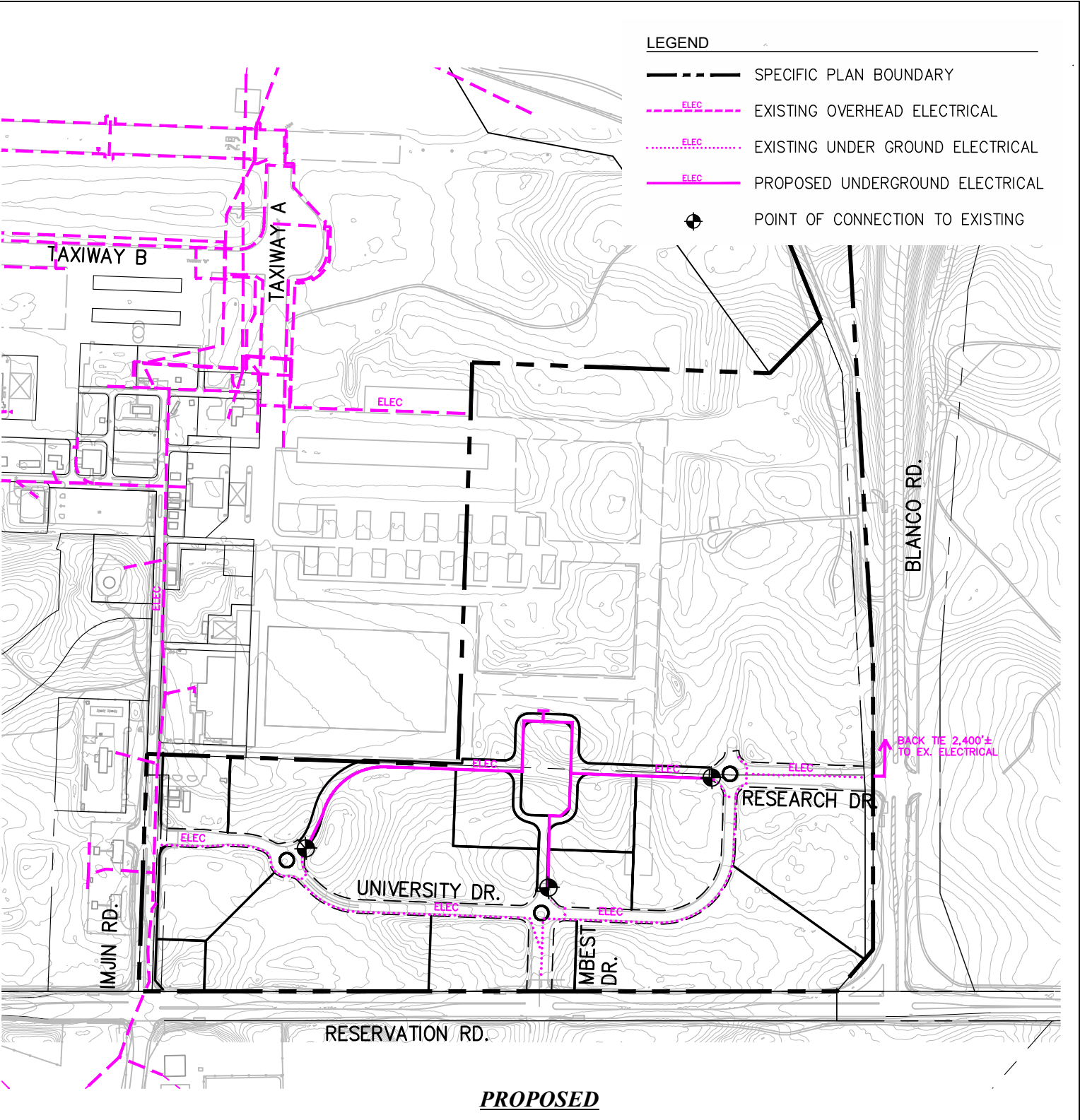
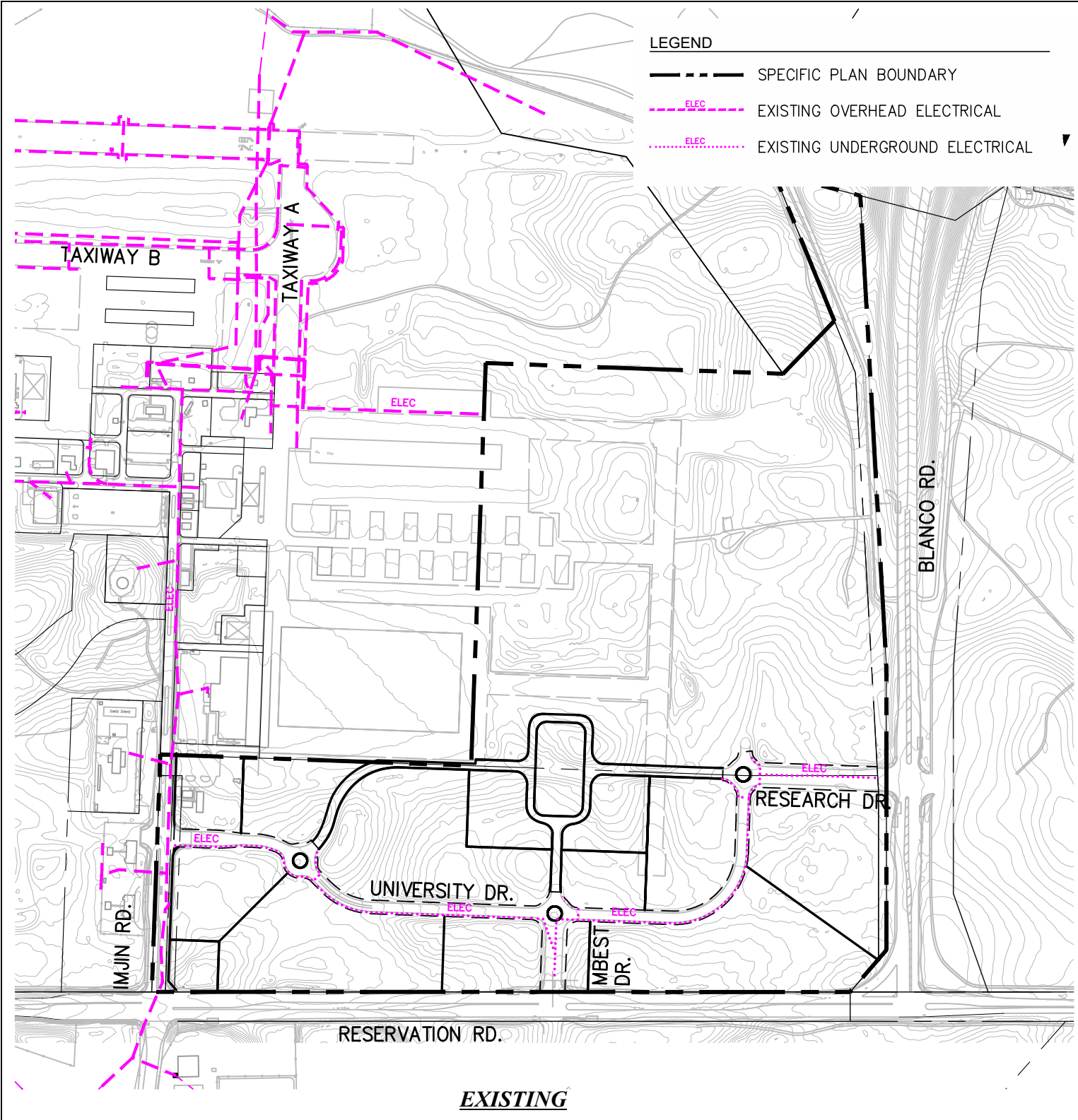
The two existing gas supply routes (the existing 16-inch high-pressure gas line and the 10-inch transmission main) provide a framework from which the existing 4-inch service line to the Specific Plan area can be expanded. The roadway network provides an opportunity to loop the natural gas distribution lines as part of a joint trench utility system in order to provide even pressure distribution throughout the Specific Plan area.

At each stage of development, the UC MBEST Center and Marina Municipal Airport Business and Industrial Park will make the necessary investments in fundamental infrastructure required to maintain independence and flexibility in the provisioning of telecommunication services to future tenants.

Regarding the construction of basic infrastructure for telephone and communications, the City and UC shall pursue the following two policies:

- Ensure that the fiber-optic link to the public switched telephone network currently in Imjin Road reaches the entire Specific Plan area.
- Expand and maintain ownership of the underground 12-duct conduit bank of interbuilding communications to City-owned property and parcels along the north edge of UC-owned land not yet serviced by the existing bank.

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SOURCE: Whitson Engineers

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FIGURE 4.5-1

Marina Municipal Airport Business and Industrial Park/
UC MBEST Center Specific Plan
Existing and Proposed Electrical Service

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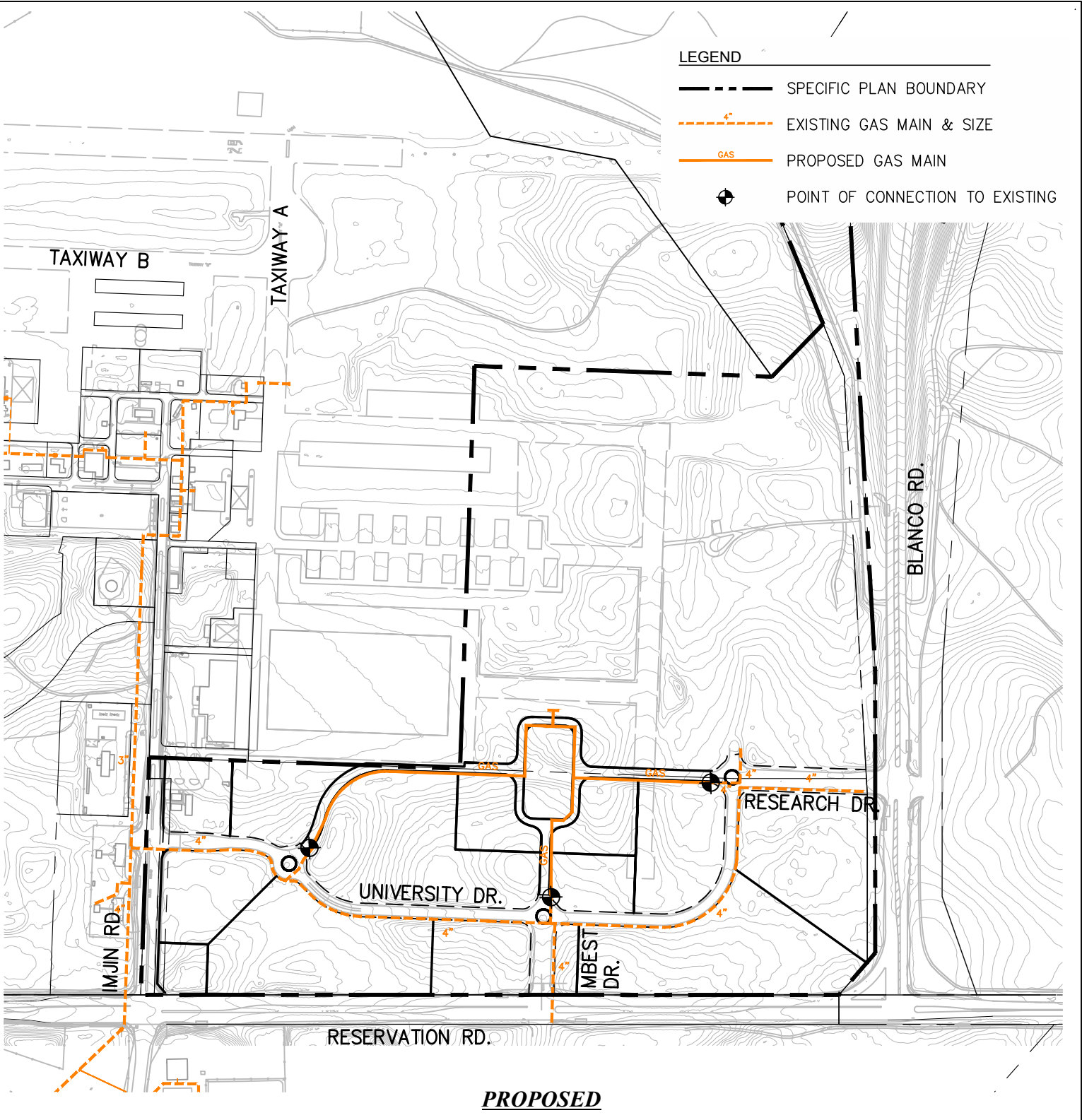
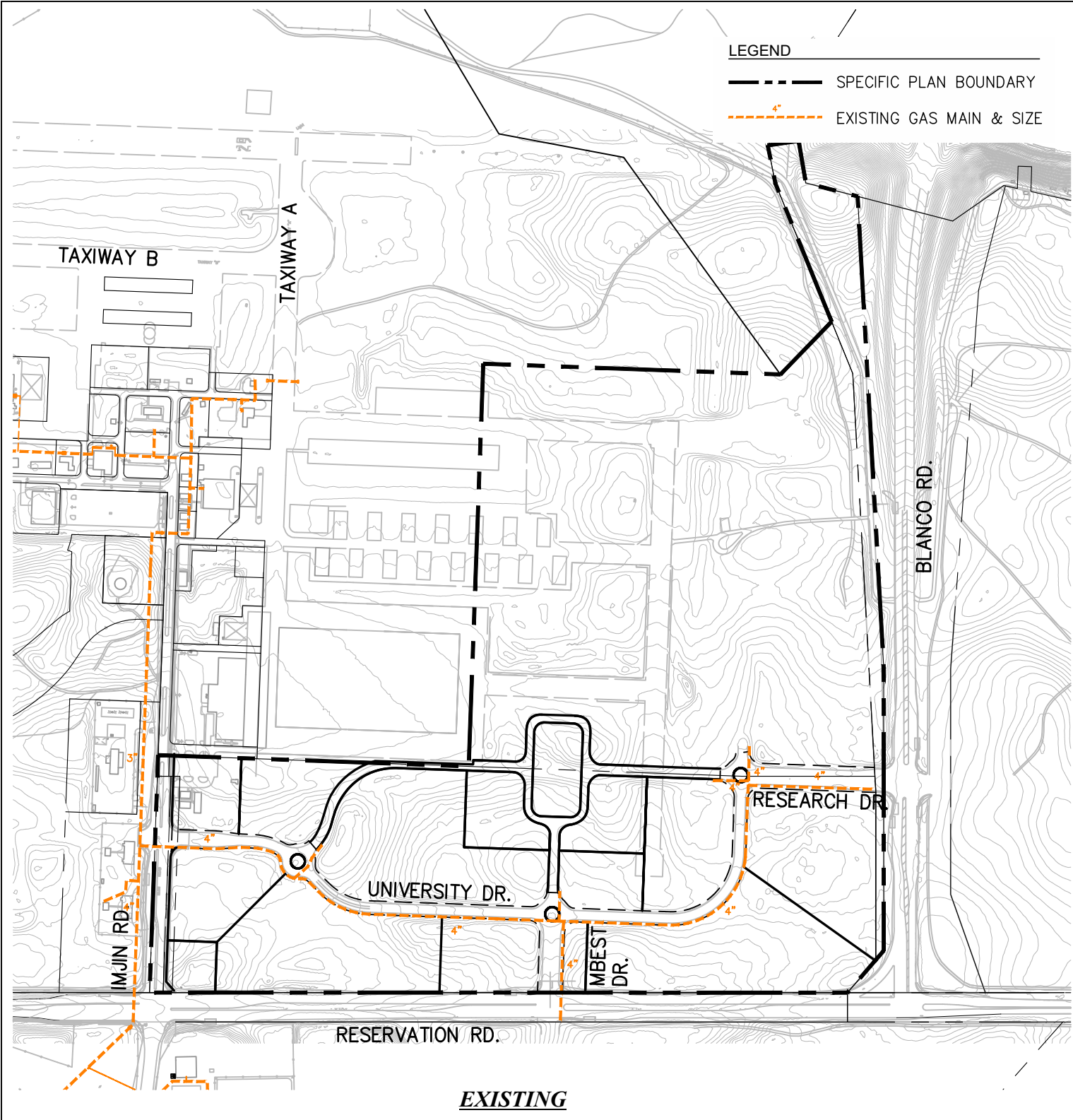


FIGURE 4.5-2

LSA



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FEET

SOURCE: Whitson Engineers

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4.6 COMMUNITY FACILITIES

4.6.1 Fire and Police Protection

The City of Marina Fire Department and City of Marina Police Department will provide fire and police protection services to the Specific Plan area. Both the Fire Department and the Police Department are headquartered at City Hall, located at 211 Hillcrest Avenue. Marina Fire Station No. 2 and the Marina Police Field Office East are located at 3260 Imjin Road, just northeast of the Specific Plan boundary. Although Fire Station No. 2 and Police Field Office East are closest in proximity to the Specific Plan area, fire, police, and emergency services will be responded to first by the departments' headquarters at City Hall, with secondary assistance provided by the station and office at 3260 Imjin Road.

Applicable City fire protection standards and requirements will be incorporated into all site development plans, including fire alarm systems and related Building and Fire Code requirements. Fire flows and hydrants will meet the requirements of the Marina Fire Department. Similarly, development plans for the Specific Plan will incorporate appropriate security requirements of the Marina Police Department. Developments that handle hazardous materials are required to submit an emergency plan to the Marina Fire Department and County of Monterey Health Department.

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5.0 ADMINISTRATION

5.1 ADMINISTRATION

The Marina Municipal Airport Business and Industrial Park/University of California Monterey Bay Education Science and Technology (UC MBEST) Center Specific Plan (Specific Plan) provides the framework for site development and improvement for properties within the Specific Plan boundaries. Its implementation will require the review and approval of the University of California (UC) or the City of Marina (City), depending on the location and nature of the proposed project.

5.2 SPECIFIC PLAN ADMINISTRATION AND DEVELOPMENT REVIEW PROCESS

Development and approval of this Specific Plan has been a collaborative effort and process by UC and the City. UC currently owns and manages the south portion of the Specific Plan area, while the City currently manages and owns the north portion. The UC may retain ownership, enter into long-term leases, and/or sell any property of any Specific Plan parcel that may be under their current and respective ownership. The City may enter into long-term leases for any Specific Plan parcel that may be under their current and respective ownership.

5.2.1 University of California

UC will remain involved with the administration of this Specific Plan so long as it retains ownership of any property within the Specific Plan boundaries. UC shall retain approval authority for a proposed project on land owned or leased by UC that furthers its education, research, and public service mission. Should UC transfer, sell or otherwise permanently relinquish control of property currently under UC ownership within the Specific Plan area, UC will relinquish its approval authority over said property in terms of development proposals, property improvements, and property renovations, and such approvals will be exclusively within the jurisdiction of the City. Such relinquishment shall extend only to the areas or portions of UC's property that are transferred, sold, or over which UC has otherwise permanently relinquished control. UC may also, in its sole and exclusive discretion, elect to grant to the City of Marina the authority to accept, review, and approve a project on UC-owned or leased property.

5.2.2 City of Marina

The City will maintain land use authority for the Specific Plan for the individual sites that, at the time of this Specific Plan's approval, are under City ownership. Should the City sell or lease any of the lands currently owned by the City, it shall maintain land use authority as established by this Specific Plan and Chapter 17 of the Marina Municipal Code. The City will assume land use authority for any site or property within the UC MBEST Central North Campus but was subsequently sold or transferred to any entity other than UC, except for lands on which UC holds a lease. The City shall assume permitting authority for projects on land owned by UC and leased to an entity other than UC if UC in its sole judgment chooses to relinquish project approval authority to the City or if the proposed project is a commercial development project unaffiliated with UC's education, research, and public service mission.

5.3 SUBSTANTIAL CONFORMANCE

The purpose of the Substantial Conformance provision is to provide an administrative mechanism by which minor modifications to the literal application of the Specific Plan or design departures from specific standards herein may be permitted without amendment of the Specific Plan, provided that such departures do not result in significant impacts and are consistent with the intent and basic objectives of the Specific Plan. The ability to permit minor modifications to the Specific Plan via the Substantial Conformance provision allows for reasonable flexibility while maintaining the structure and intent of the Specific Plan, including protection against significant impacts to adjacent property owners. Substantial Conformance may include, but is not limited to, inclusion of land uses not listed in Chapter 2.0, Land Use, of the Specific Plan, or modifications affecting infrastructure, public services and facilities, landscape material, and other issues except those affecting project financing and development regulations. Except as otherwise provided below, Substantial Conformance shall not include significant modifications to the basic design of the project.

Determination of Substantial Conformance shall be made by the City for private property, property under its ownership, and property not under UC ownership or control at the time of project approval. UC will maintain the authority for determination of Substantial Conformance for properties under its control unless expressly waived, in writing, by UC.

5.3.1 Land Uses Not Listed as Permitted or Conditionally Permitted

Land uses not listed as permitted and/or conditionally permitted in Chapter 2.0, Land Use, of this Specific Plan may be permitted, subject to a determination of Substantial Conformance, based on all the following findings:

1. The proposed use is compatible with the permitted uses, possessing similar characteristics as the permitted uses, in the land use designation within which it is proposed; and
2. The proposed use will not create any significant environmental impacts that were not previously addressed in prior environmental documents prepared pursuant to the California Environmental Quality Act (CEQA) and relied upon by the City in adopting or amending the Specific Plan; and
3. The proposed use will not substantially increase the severity of any significant environmental impacts that were previously addressed in prior environmental documents prepared pursuant to CEQA and relied upon by the City in adopting or amending the Specific Plan; and
4. The proposed use is similar in terms of land use, impacts, parking requirements and other operational characteristics as the permitted uses in the designated planning area within which it is proposed.

5.3.2 Development Intensity

The anticipated intensity of development within the Specific Plan area is identified in Table 2.1.1. The development intensity within any particular land use designation may be exceeded under the Substantial Conformance provisions of the Specific Plan provided the overall

development intensity of the Specific Plan is not exceeded, and that the exceedance of the development intensity for the particular land use designation will not result in impacts greater than those anticipated in the related environmental document prepared pursuant to CEQA and relied upon by the City in adopting or amending the Specific Plan.

5.3.3 Infrastructure

Modifications to the alignment of roads, the creation of local public and/or private streets, or adjustments to individual infrastructure facilities (e.g., drainage, sewer, and water facilities) may be approved by UC and the City (i.e., City Engineer) provided such modifications do not result in any significant impacts that were not previously addressed in environmental documentation prepared pursuant to CEQA and relied upon by the City in adopting or amending the Specific Plan.

5.3.4 Landscaping

Revisions to the plant palette provided in Chapter 2.0, Land Use, may be approved with the mutual concurrence of UC and the City.

5.3.5 Development Standards and Design Guidelines

Building size, height, bulk, and orientation, the parking lot layout, and other site plan details may be revised utilizing Substantial Conformance provisions. As a general guideline, such changes should not exceed a 10 percent reduction or addition to any development standard or design guideline established within Chapter 2.0, Land Use, of the Specific Plan. In making such a determination, UC and the City shall be required to find that the revisions requested under Substantial Conformance are consistent with the provisions of the Specific Plan and do not create impacts that were not recognized and addressed in the original approval.

5.4 DEVELOPMENT SUBMITTAL, REVIEW, AND APPROVAL PROCESS

Table 5.4.1 indicates the different types of approvals required for any particular land use or design request and application. Properties transferred, sold, or otherwise permanently relinquished from UC's control following the approval of the Specific Plan will fall under the land use jurisdiction of the City.

5.4.1 University of California

UC reserves the right to accept, review, and approve/deny development and land use applications within this Specific Plan for sites of which it is the landowner or the lessee. Applications for project approval by UC shall be submitted to the Director, Real Estate Office, Mail Stop REO, University of California, 1156 High Street, Santa Cruz, CA 95064.

UC may, in its sole and exclusive discretion, elect to grant to the City of Marina the authority to accept, review, and approve a project on UC-owned or leased property.

Table 5.4.1: Required Approvals for Land Use or Design Requests and Applications

Request	UC	City DRB	City Planning Commission	City Council
Uses Not Listed	●		●	
Site/Architectural Plan (UC)	●			
Conditionally Permitted Use (UC)	●			
Site/Architectural Plan (City)		●	● ¹	
Conditionally Permitted Use (City)		●	●	
Interim Uses	●		●	
Specific Plan Amendment	●	●	●	●

¹ Pursuant to Section 2.5.7.2, Expedited Review Incentive, UC and the City shall consider an expedited and priority review process in the event the development and land use applications incorporate a wide representation of the sustainability guidelines as listed in Section 2.5.7, Sustainability Guidelines, of this Specific Plan.

City = City of Marina

DRB = Site and Architectural Design Review Board

UC = University of California

5.4.2 City of Marina

The City will accept, review, and approve/deny development and land use applications pursuant to Section 5.4 (Development Submittal, Review, and Approval Process) of this Specific Plan and Chapters 17.48 (Use Permits) and 17.50 (Site and Architectural Design Review) of the City Municipal Code. The City shall assume permitting authority for projects on land owned by UC and leased to an entity other than UC if UC, in its sole judgment, chooses to relinquish project approval authority to the City or if the proposed project is a commercial development project unaffiliated with UC's education, research, and public service mission.

5.4.3 Expedited Review

UC and the City shall consider an expedited and priority review process in the event the development and land use applications incorporate a wide representation of the sustainability guidelines as listed in Appendices F and G of this Specific Plan.

5.5 SPECIFIC PLAN AMENDMENT

An amendment to the Specific Plan will require review and approval by the City Community Development Department, City Planning Commission, and City Council. Such amendments are governed by California Government Code Sections 65450 et seq. and require an application and fee to be submitted to the City Community Development Department. As further described under Section 5.5.1, University of California Concurrence Process, the City shall obtain approval from UC prior to taking any action that would result in amendments to the Specific Plan that affect UC MBEST Central North Campus land.

5.5.1 University of California Concurrence Process

Any amendment to the Specific Plan shall not be valid or enforceable unless or until it is approved by UC, from which approval will not be unreasonably withheld. The City shall provide UC with notice of its intent to amend the Specific Plan, including, but not limited to, notice of

any public hearings and CEQA public review periods/hearings. Approval of a Specific Plan amendment in advance of UC's approval may occur only if the effective date of the amendment does not take effect unless or until the amendment is approved by UC. All notices shall be provided to the UC Real Estate Office.

UC does not anticipate recording covenants, conditions, and restrictions for the purpose of implementing the design and land use controls in the UC MBEST Master Plan on property sold to private parties; however, property sold to entities that are not subject to City permitting or entitlement process may be subject by UC to deed-restricted design and land use controls.

5.6 FINANCING CAPITAL IMPROVEMENTS

The City and UC will decide the most appropriate means to finance and construct the necessary infrastructure described in Chapter 3.0, Circulation and Mobility Concept, and Chapter 4.0, Public Services, Utilities, and Community Facilities, of this Specific Plan. The backbone infrastructure for the UC portion of the Specific Plan has been installed and is available for use.

For the remainder of the Specific Plan area (the City-owned portion), there are several alternatives for constructing capital improvements. The most appropriate alternative may be determined by the development proposal or proposals for this portion of the Specific Plan.

5.6.1 Development Agreement

It is anticipated that the City will remain the underlying landowner for their portion of the Specific Plan. Therefore, any subsequent land developer/user will be allowed to improve this area upon a negotiated agreement—perhaps a lease—with the City. Financing the capital improvements could occur as part of this lease's terms and conditions or a functional equivalent agreement.

5.6.2 Assessment Districts

The California Constitution defines a benefit assessment as "any levy or charge upon real property by an agency for a special benefit conferred upon the real property" (Article XIII D Section 2 [b]). Benefit assessment districts are appropriate for major improvements that may benefit multiple landowners and/or users within the planning area. Landowners and users are assessed via a proportionate ratio of the overall benefit derived from the capital improvements. This ratio is assessed on a street frontage or acreage or some other functional equivalent formula. A benefit assessment localizes the costs of public improvement and activities, so only landowners and land users who benefit from the property improvement pay.

5.6.3 Impact/Development Fees

Capital improvements are constructed and then as parcels are improved and used, and fees are charged by the City to capture the original capital improvement costs. For example, water and sewer connection fees are a form of an impact/development fee. A common challenge to the effectiveness and complete cost recovery of impact/development fees is the unknown timing and sequence of future development because of market forces. If there is an extended period of time between the initial development and capital improvements installation, the original fees

may not keep pace with inflation and therefore not be able to completely capture the original capital costs.

5.6.4 Reimbursement Agreements

The initial developer constructs and finances completely, or in part with the City, the backbone capital improvements. Subsequent developers then reimburse the initial developer as projects are approved and constructed. Again, a challenge is the unknown timing and sequence of subsequent development due to market forces.

APPENDIX A

SPECIFIC PLAN DEVELOPMENT AND LAND USE APPLICATION FORM

Interested parties may contact the Community Development Director at 209 Cypress Avenue, Marina, CA 93933 (831-884-1220) for property availability and application information.

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APPENDIX B

LONG-TERM LEASE APPLICATION FOR CITY-OWNED AIRPORT LAND

Interested parties may contact the City Manager or Airport Services Manager at 211 Hillcrest Drive, Marina, CA 93933 (831-884-1278) or 781 Neeson Road, Building 540, Marina, CA. 93933 (831-582-0102), respectively, for property availability and the FAA review and approval process.

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APPENDIX C

LAND PURCHASE PROCESS FOR UC-OWNED OFF-AIRPORT LAND

Interested parties may contact the Director, Real Estate Office, University of California, 1154 High Street, Mail Stop REO/MBEST, Santa Cruz, CA (831-459-5379) for property availability.

For all property valued at less than \$1,000,000, and for property to be sold to a public entity for a public purpose, the University of California may negotiate a sale. For such sales, a purchase and sale agreement will be negotiated and a deed will be drafted and executed.

Under current state law, for property valued at \$1,000,000 or more not sold to a public entity for a public purpose, the property will be advertised and sealed bids will be solicited for a public auction. The property will be sold to the highest bidder meeting the criteria of the auction.

For property sold to private parties, the University of California does not anticipate the need to impose deed restrictions related to land use or design. For property sold to parties not subject to the City's permitting process, the University of California may impose deed restrictions consistent with the Specific Plan.

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APPENDIX D

LONG-TERM LEASE PROCESS FOR UC-OWNED OFF-AIRPORT LAND

Under current state law, the University of California may negotiate ground leases for any value to any legal entity.

The ground lease will likely specify what is to be constructed on the property and the condition under which the property is to be returned to the University of California at the end of the ground lease.

Interested parties may contact the Director, Real Estate Office, University of California, 1154 High Street, Mail Stop REO/MBEST, Santa Cruz, CA (831-459-5379) for property availability.

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APPENDIX E

LEED V4 FOR BUILDING DESIGN AND CONSTRUCTION

Please refer to <http://www.usgbc.org/guide/bdc> for most LEED Building Design and Construction Guidelines.

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APPENDIX F

UC SUSTAINABLE PRACTICES POLICIES

Please refer to <https://policy.ucop.edu/doc/3100155/SustainablePractices> to access the UC Sustainable Practices Policies.

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