

Parks, Recreation, Open Space, Trails, and Public Facilities



Parks

- Prioritize parks in underserved areas including central Marina
- Expand passive and active recreation amenities at parks
- Increase park accessibility to a 10 minute walk or ½ mile of every Marina residence (park, beach, or open space)
- Create “destination parks” that create a regional draw (i.e., Pump Track, Equestrian Center, campgrounds/RV park)
- Ensure all parks and playgrounds are accessible to children and seniors with different or special abilities
- Facilitate needed improvements to existing parks
- Adopt the City’s Parks Master Plan Update
- Prioritize park maintenance funding
- Prioritize funding for new parks to keep pace with population growth
- Pursue grant funding, park fees, and other financing options

Did we get it right?

Place a sticker dot and your comments below.

Open Space

- Improve access to public open space for recreation
- Expand public access to the beach and coastline
- Incentivize open space dedication by private property owners
- Increase open space linkages
- Increase open space funding
- Increase greenbelts across the city

Trails

- Incentivize new interconnected trails to access open space, parks, and the coastline
- Encourage new multi-use trails and complete the planned FORTAG network (Fort Ord Regional Trail and Greenway)
- Expand trail network and accessibility
- Increase trail funding

Recreation

- Increase recreation programming for all ages
- Increase recreation education
- Increase arts and culture programming
- Create an “art in the parks” program
- Partner with private entities for recreation programming

Public Facilities

- Facilitate new civic center that serves as a “community hub”
- Expand recreation offerings at public facilities
- Expand public gathering spaces, particularly outdoors
- Increase public building energy efficiency
- Support zero-emission vehicle (ZEV) adoption and infrastructure
- Investigate opportunities to support micro-grid development near the airport
- Provide backup power for critical facilities in response to hazardous events

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Conservation



Cultural and Tribal Resources

- Preserve historic and archaeological resources
- Celebrate local history and diversity
- Collaborate closely with local Tribal organizations to manage natural and cultural resources

Habitat and Species

- Balance habitat protection with conscientious development
- Support infill development to protect natural open space
- Inventory and monitor Monterey sand gilia within the city
- Establish standards for development to mitigate the loss of sand gilia habitat
- Establish a Residential Tree Preservation ordinance
- Work with the City's Tree Committee to establish list of protected trees
- Preserve and expand Marina's natural woodlands, riparian areas, and urban forest

Groundwater

- Protect groundwater quality
- Minimize contamination from urban and agricultural runoff
- Maximize groundwater recharge
- Coordinate with MCWD and the County Water Resources Agency to manage groundwater sustainably

Air Quality

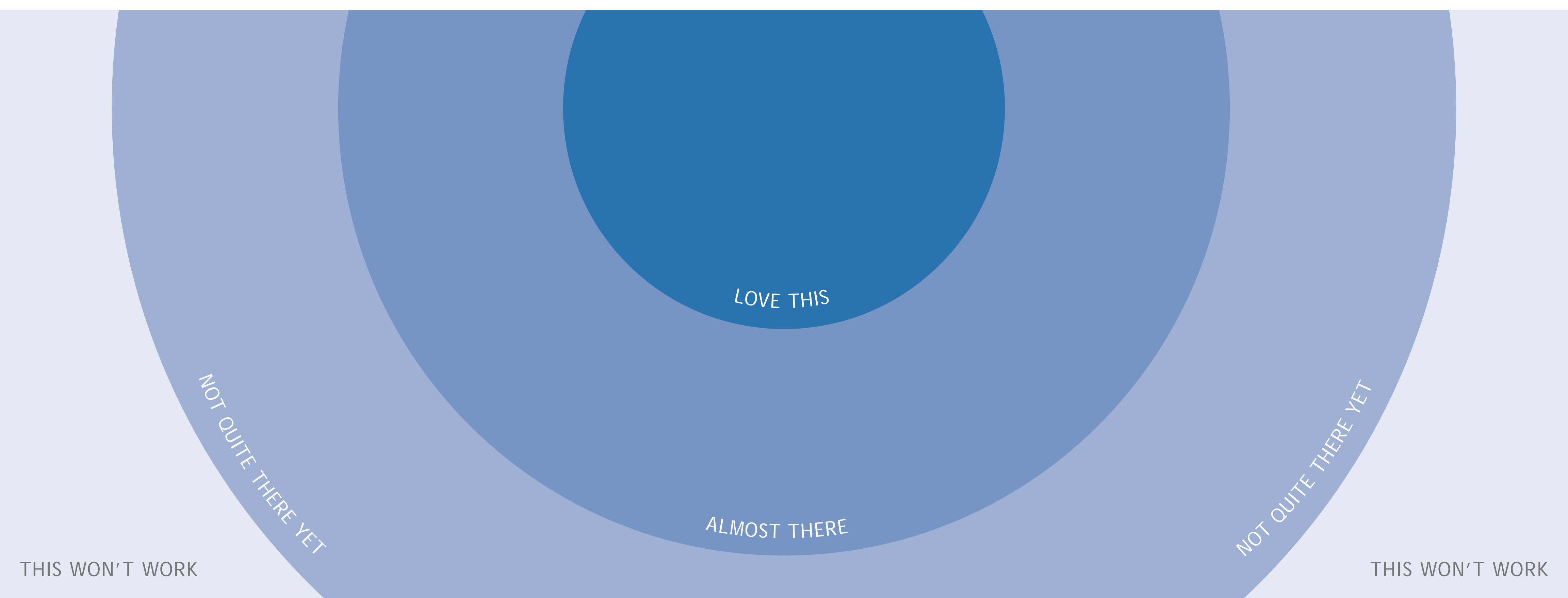
- Encourage alternative transportation modes and transit to reduce air pollution
- Collaborate with the Monterey Bay Air Resources District
- Enforce performance standards and/or buffers for heavy polluting uses
- Minimize dust and construction debris

Scenic Resources

- Protect public views from Highway 1 to the west to the greatest extent possible
- Protect public views of the dunes ridgelines to the greatest extent possible

Did we get it right?

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Safety and Hazards



Wildfire

- Manage development risk on the eastern edge of the city within the High Fire Hazard Severity Zone
- Provide backup power for critical facilities in response to hazardous events
- Pursue fuel reduction in open spaces
- Provide hardening and defensible space where recommended

Coastal Erosion and Flooding

- Adopt and implement the Marina Local Coastal Program Coastal Hazards and Sea Level Rise Implementation Plan
- Preserve the city's coastal dune landforms as a natural barrier
- Identify nature-based solutions to protect against coastal erosion and flooding
- Coordinate with County, State and Federal agencies to protect and manage coastal assets

Seismic Hazards

- Continue to align the City's building code with the most up-to-date standards for seismic safety
- Limit development in areas susceptible to landslide and earthquake induced liquefaction
- Conduct a citywide seismic resiliency study
- Identify funding sources for low-interest seismic retrofit loans

Hazardous Materials

- Support ongoing efforts for superfund clean-up at Former Fort Ord properties
- Continue to facilitate removal of contaminated Former Fort Ord buildings
- Site hazardous materials appropriately and buffer from sensitive uses
- Coordinate with County public safety agencies

Emergency Preparedness

- Pursue funding to build a state-of-the-art fire and police facility
- Establish redundant and resilient systems for emergency communication
- Collaborate with CSUMB and nearby cities for joint regional emergency operations
- Plan evacuation routes
- Identify populations at higher risk during disaster situations

Public Safety

- Continue to provide high-quality police and fire services
- Seek opportunities to fund needed expansion of police and fire facilities
- Seek opportunities for advanced technologies for police and fire
- Implement the strategic use of police body and car cameras to enhance transparency and accountability

Did we get it right?

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Economic Development



Business Sustainability and Growth

- Maintain conditions that support local business growth and the local economy
- Pursue specific initiatives to promote local investment
- Attract new (diversify) and grow existing (expand) employment-generating businesses
- Encourage and attract businesses in key industries that build on Marina's competitive advantages and offer high-wage jobs
- Support placemaking, transportation, and recreation improvements that promote economic development
- Establish a City brand and better market the City
- Coordinate with regional agencies and business organizations

Fiscal Stability

- Promote businesses that create stable, long-term revenue to fund city services
- Promote tax-generating establishments that benefit the City's fiscal condition
- Encourage fiscally beneficial use of vacant and underutilized parcels
- Pursue desired investments in parks and transportation with funding and financing approaches that limit fiscal burdens on the City
- Strategically provide public services within the limitations of the City budget
- Ensure that new development pays its fair share of new public facilities

Placemaking and Community Development

- Implement new and existing plans that connect and enhance the city's urban fabric
- Organize cultural events that attract visitors and increase business activity
- Strive to operate and maintain City facilities to a high standard

Education and Workforce

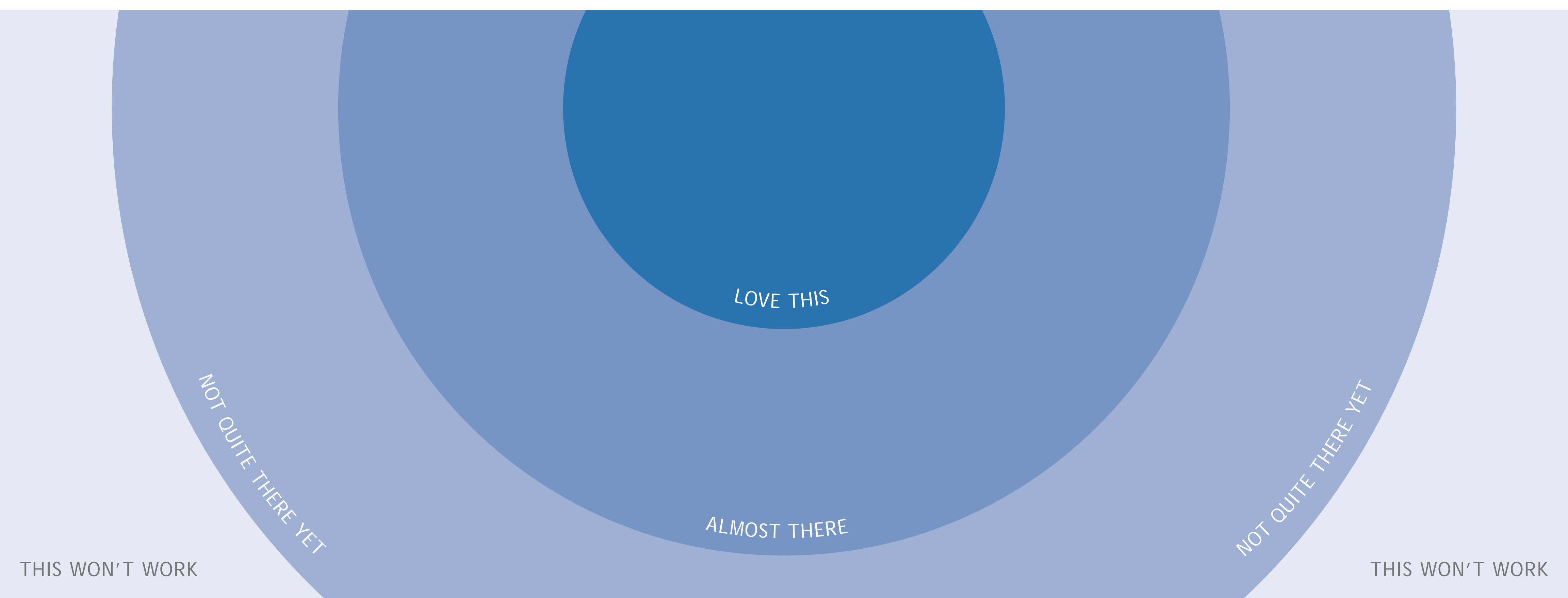
- Support Marina's educational institutions in advancing local economic opportunity, especially CSUMB & Monterey Peninsula College (MPC)
- Cooperate with partners to promote available workforce training programs
- Facilitate housing growth to meet the needs of a growing workforce
- Promote creation of new job opportunities, including those with family-supporting wages

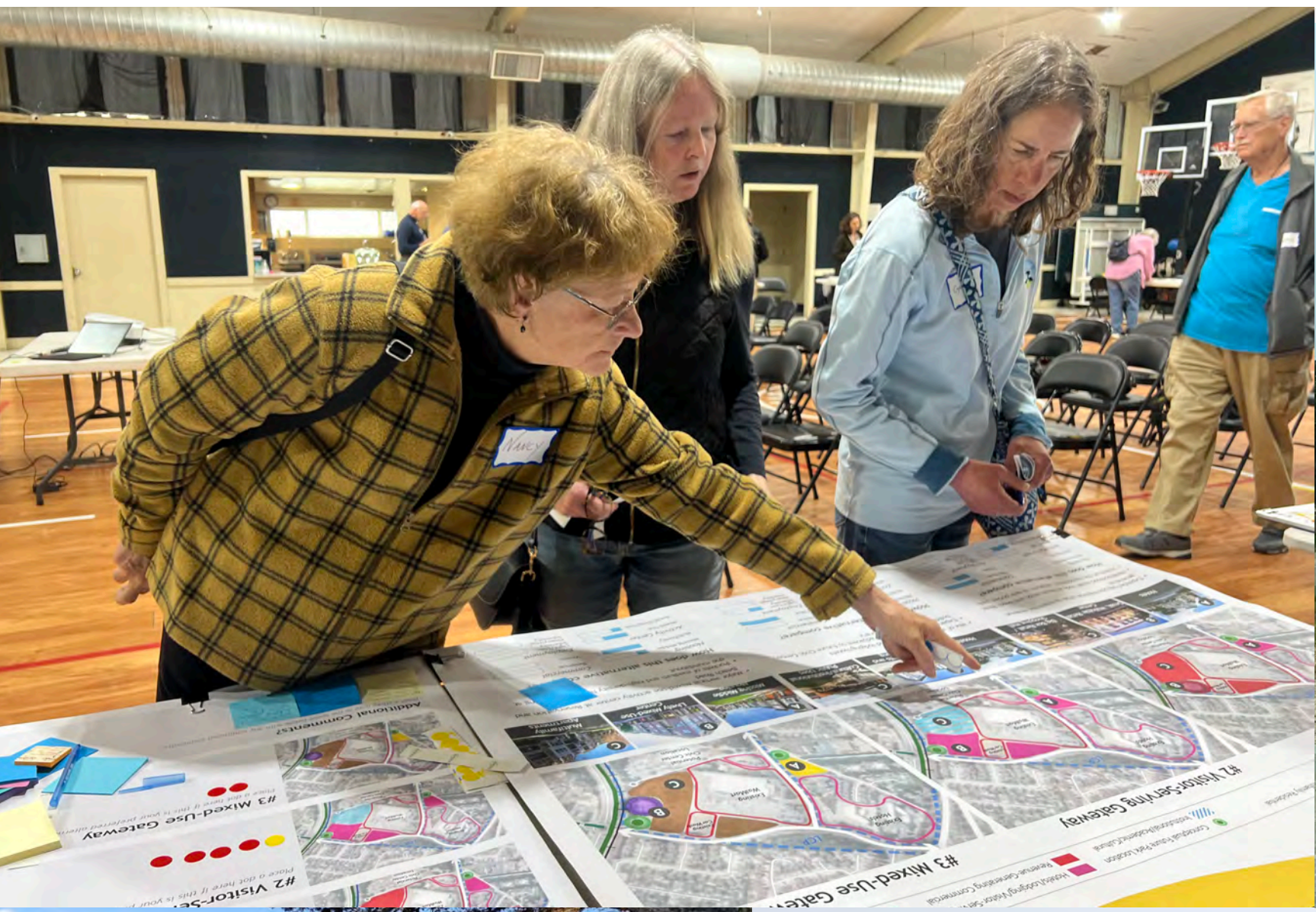
Regulatory Streamlining

- Promote efficient permitting of land use projects by ensuring that City departments are fully staffed with qualified personnel
- Coordinate with governmental partners to improve development potential

Did we get it right?

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Focused Growth

- Focus all new growth as infill within the Urban Growth Boundary through 2040
- Mitigate impacts of development within the UGB on biological resources, balancing growth with habitat conservation
- Prohibit or restrict new development where natural conditions present a serious threat to life
- Separate major new developments from existing neighborhoods with open space

Existing Neighborhoods

- Promote the development of ADUs by: (a) providing pre-approved ADU plans, (b) allowing ADUs to be sold separately from the primary residence, (c) considering deed restrictions for affordable ADUs built with financial incentives.
- Streamline development of “missing middle” infill that meets objective standards
- Establish a distinctive identity for each neighborhood in Central & North Marina
- Maintain attractive buffers between residential and non-residential uses
- Ensure appropriate setbacks, landscaping, and transitions between single-family neighborhoods and high-density infill housing
- Provide more mini parks in Central Marina

Community Gathering Places

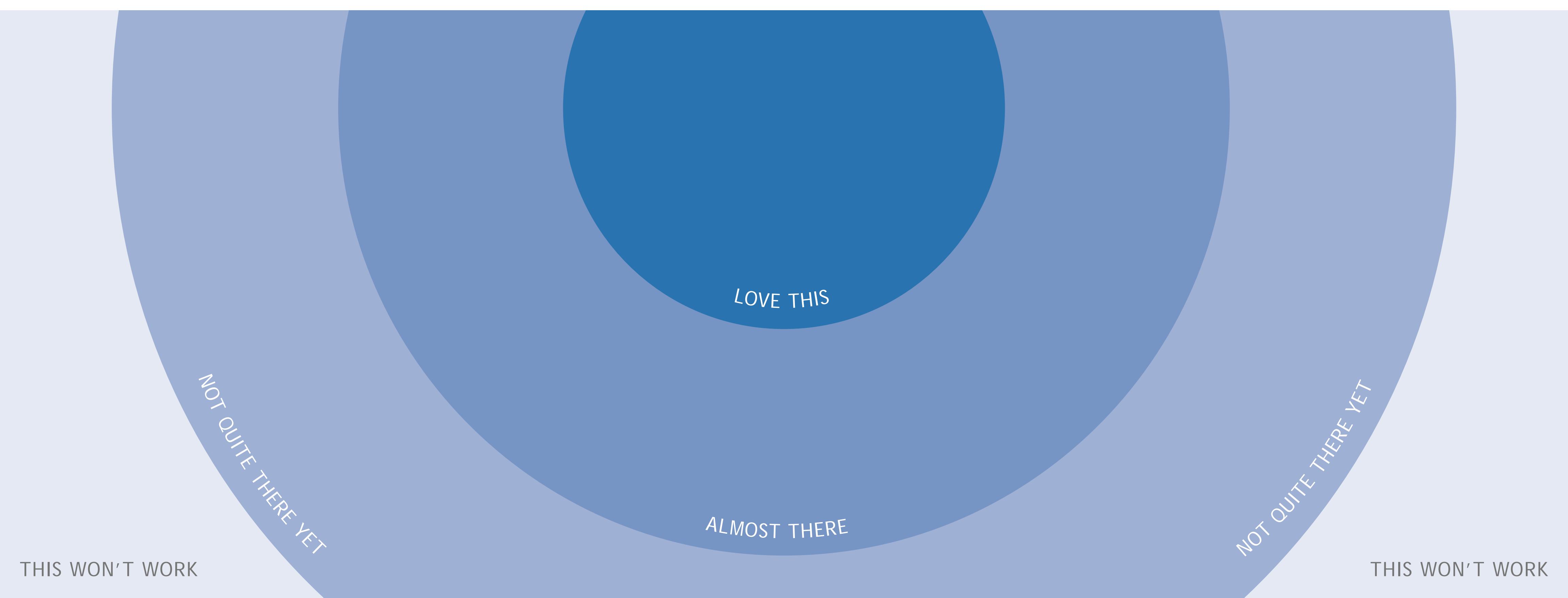
- Create activity centers/destinations at the following locations:
 - a destination district in Downtown or a destination street off of Reservation Road,
 - a future Arts & Civic Village in University Village,
 - the retail and restaurant “Promenade” within University Village,
 - a future public and civic gathering place in the heart of Cypress Knolls,
 - the Civic Center (potentially expanded at its current location),
 - the future Dunes City Park & Sports/Aquatic Center,
 - the Marina Equestrian Center,
 - a future ballfield/sports complex within Preston Park.
- Attract sit-down dining and entertainment uses
- Allow mixed-use buildings in multiple land use designations
- Enforce standards for retail and active uses in gathering places
- Include public gathering places, civic services, active & passive recreation in the Civic Center
- Avoid “strip” commercial; promote “park once” districts/centers where multiple activities can be accessed without driving
- In gathering places, require pedestrians to be prioritized in site design

New Neighborhoods

- Integrate new housing developments into the City
- Prohibit or limit gated communities
- Limit block lengths or use mid-block alleys to break up long blocks
- Require connecting pedestrian and bicyclist paths at all cul-de-sacs
- Require new parks, indoor/outdoor recreation, open space, and/or FORTAG
- Require new “missing middle” housing
- Provide setbacks or open spaces between existing neighborhoods and new higher-density developments
- Ensure new developments pay their share of additional public service costs

Did we get it right?

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Safe, Walkable, Thriving Downtown

- Create a true destination in Downtown
- Attract entertainment, live-work units, and retail uses
- Build neighborhood-serving mini-parks and plazas
- Encourage outdoor public gathering places in new developments
- Concentrate retail, personal services, and business service uses along Del Monte and Reservation Road
- Prohibit drive-through uses along Del Monte and Reservation Road
- Upgrade Del Monte Boulevard's streetscape and image
- Enhance pedestrian-oriented shopping by reducing driveways & curb cuts

High-quality and Affordable Housing

- Expand where missing-middle housing is allowed (primarily in Cypress Knolls, 8th Street Area, and Preston Park)
- Support infill in Central Marina
- Encourage and attract housing geared towards veterans, seniors, and low income-households.
- Ensure pedestrian/bicycle connections to new and planned parks, open space, and trails

Attractive Public Realm

- Enhance Marina through branding, public landscaping, and façade revitalization
- Highlight and preserve public views of the coastline
- Transform the public realm in Downtown
- Construct memorials that pay homage to the Military past
- Expand the urban tree canopy along major corridors
- Design the City's major corridors with a consistent streetscape appearance; prioritize public realm improvements, mobility enhancements, and pedestrian amenities on these corridors
- Require new developments to follow walkable design practices

Sustainable & Well-Designed Buildings

- Adhere to new objective design standards
- Promote a diversity of architectural styles
- Promote green building practices

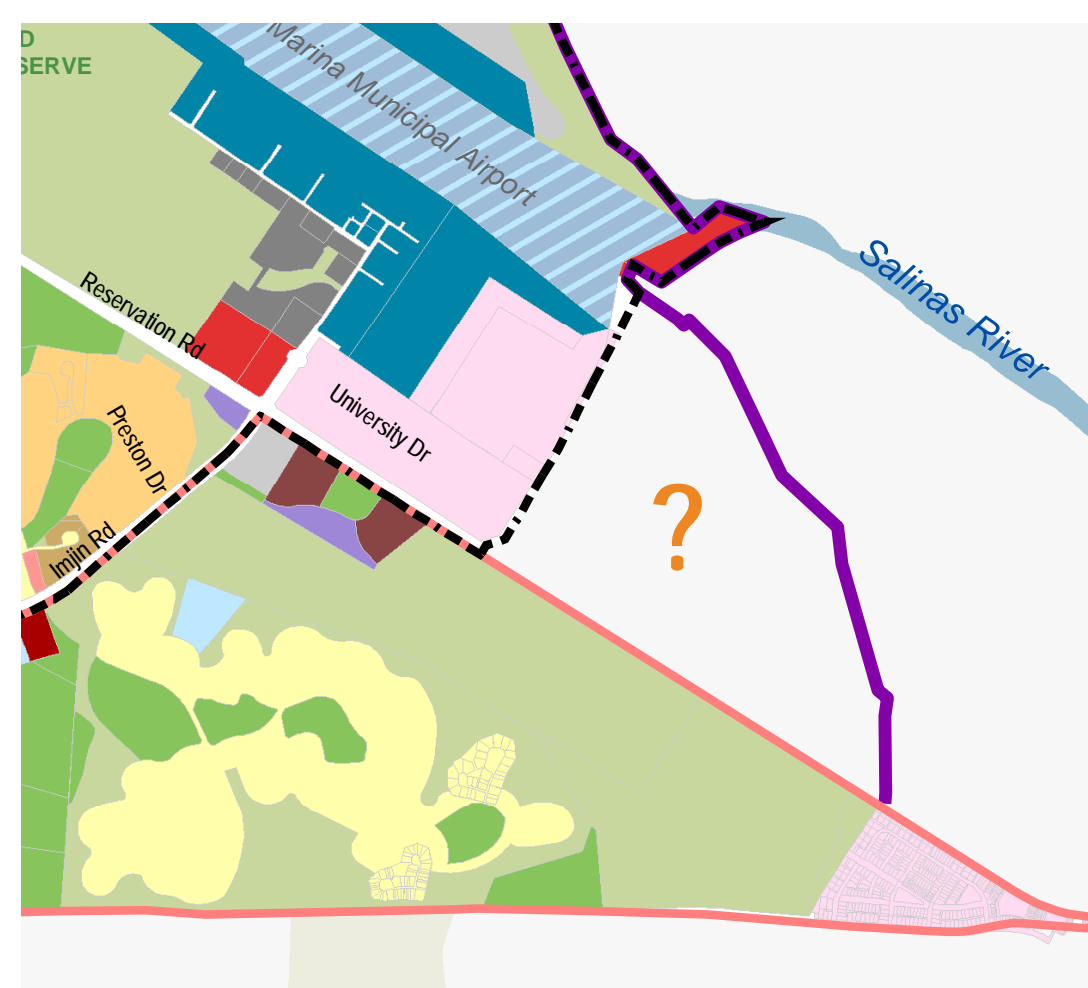
Land Use Consideration

The area identified on the map below is outside the City's jurisdiction, but within Marina's Urban Growth Boundary (UGB). This site is currently controlled by the County of Monterey. **Should the City consider extending its jurisdiction to this site in order to control future development here?** This area could potentially accommodate needed housing development in the future, though it currently lacks infrastructure.

YES

NO

UNSURE



Did we get it right?

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Transportation



Future Mobility

- Develop regulations and infrastructure to safely accommodate AVs on city streets, including pilot programs and real-time data sharing.
- Integrate Transportation Network Companies (TNCs), such as Uber, Lyft, and other ride-hailing services, into the city's transportation ecosystem
- Promote micromobility (such as scooters) by creating a supportive regulatory environment

Transit and Multimodal Hubs

- Coordinate with Monterey-Salinas Transit (MST) to develop multimodal hubs that provide user-friendly connections between all transportation modes
- Design multimodal hubs with all users in mind, including those with disabilities, the elderly, and families with children.
- Implement transit-oriented improvements in Downtown
- Work with MST to implement and improve bus rapid transit (BRT) to future mobility hubs, Salinas, Monterey, Downtown Marina, and other major regional destinations.
- Support new BRT (Surf Line) with a new mobility hub at 1st Ave and 5th St
- Seek funding for a free North to South circulator within town

Did we get it right?

Safety

- Adopt a Complete Streets Policy to ensure appropriate design standards for each roadway type in the City
- Integrate the Local Roadway Safety Plan (LRSP) into the Capital Improvements Plan to guide prioritization of traffic safety improvements
- Establish and enforce safe speed limits, particularly on streets with high pedestrian and cyclist activity.
- Introduce traffic calming measures such as speed humps, narrowing lanes, and road diets on residential streets.
- Adopt a Roundabout First Program, requiring roundabouts to be considered as the primary option for intersections
- Improve street lighting and pedestrian signage, particularly near schools, parks, and commercial areas

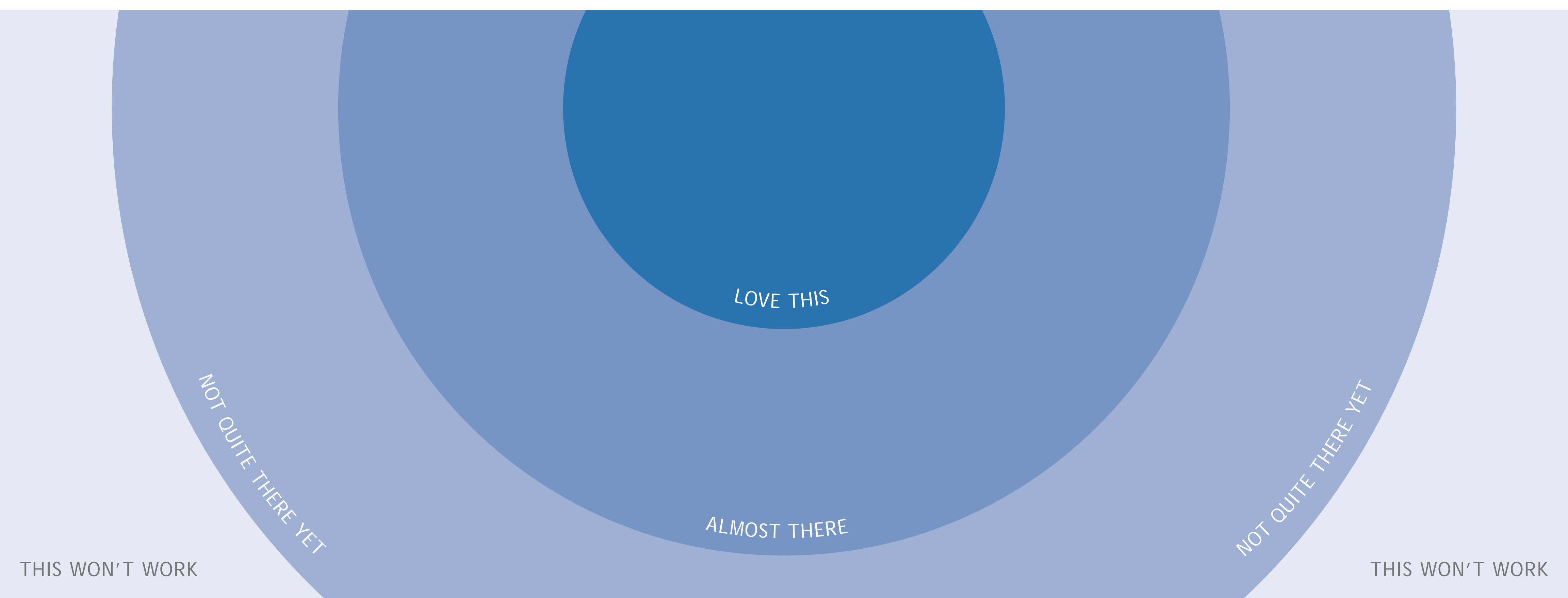
Roadway Connectivity

- Improve north / south and east / west connections by extending the following roadways:
 - Cypress Knolls Road Network and Connectivity
 - Patton Parkway connection from High School to Del Monte
 - California Connection to 6th
 - Completion of 8th Street by CSUMB
 - 2nd Avenue Extension to Del Monte Boulevard
 - Del Monte Boulevard North of Beach to Marina Station
 - Walmart Area Development and Roadway Connections
- Improve Highway 1 Access
- Address roadway congestion on Reservation Road, Imjin Parkway, Del Monte Boulevard, and 2nd Avenue
- Continue to address cut-through traffic (Salinas to Monterey)

Active Transportation

- Create a pedestrian-friendly Downtown through traffic calming, protected bicycle lanes, enhanced pedestrian amenities, and improved transit facilities.
- Install or upgrade crosswalks at key intersections with high-visibility markings, pedestrian signals, and bulb-outs
- Establish a bike-share program in collaboration with neighboring cities, CSUMB and other institutions.
- Pursue major pedestrian and bicycle Improvements, including:
 - Ped/Bike Bridge from DiMaggio Park to Library
 - Bike Lanes in University Village and Marina Station
 - FORTAG Trail Improvements
 - Safe Walk and Bike to School Program
 - Enhanced Connections to CSUMB
 - CSUMB Master Plan Bike Improvements

Place a sticker dot and your comments below.



Public Utilities, Infrastructure, & Water



Infrastructure Maintenance

- Encourage revenue-producing development to support City services/maintenance
- Prioritize capital improvement projects to maximize utility of available funding
- Pursue grant funding opportunities for multi-benefit projects

Waste and Recycling

- Divert waste away from the landfill to the maximum extent possible
- Work with ReGen to minimize nuisance and pollution from the Regional Treatment Plant and Monterey Peninsula Landfill
- Work with the City's waste hauler, multi-family property managers, and businesses to provide organic waste collection
- Consider rebates, tax credits, or expedited permit processing for projects that incorporate waste reduction strategies

Electricity and Natural Gas

- Ensure that adequate electricity and natural gas is available for existing and developing areas.
- Coordinate with PG&E in the siting and design of gas and electric facilities to minimize environmental, aesthetic, and safety impacts
- Support PG&E's efforts to increase reliability and resiliency of the electrical grid
- Facilitate electrical undergrounding on Reservation Road
- Facilitate the implementation of 3CE programs for gradual electrification

Stormwater

- Require the latest best management practices for on-site stormwater retention, treatment, and infiltration
- Require compliance with Urban Stormwater Quality
- Management to eliminate illegal discharges and protect local waterbodies
- Encourage "green infrastructure" design and Low Impact Development (LID) techniques
- Encourage the use of stormwater harvesting systems
- Explore the feasibility of converting stormwater retention basins to public parks

Water Supply

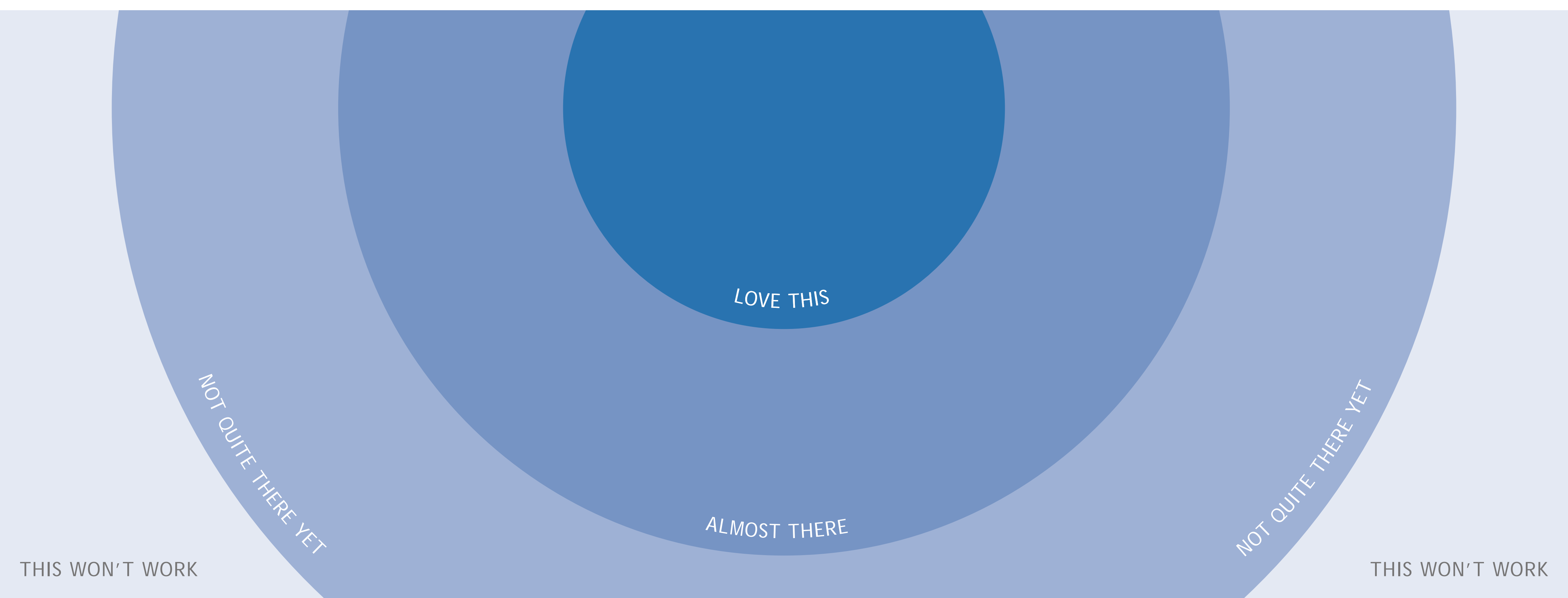
- Coordinate with Marina Coast Water District (MCWD) to ensure that Marina's water supply aligns with future needs
- Work with MCWD to reallocate water supply from underutilized districts to areas with more expected growth
- Support the implementation of MCWD's Groundwater Sustainability Plan
- Support recycled water delivery from Monterey One Water for irrigation
- Implement water conservation measures, especially in times of drought
- Promote rebates for water saving fixtures and native/drought tolerant landscaping

Telecommunications

- Expand broadband and fiber optic throughout Marina to ensure high-speed internet access for all
- Prepare a Wireless Ordinance to streamline deployment of wireless facilities
- Seek funding for the installation of public Wi-Fi access points throughout the city
- Invest in CCTV surveillance trailers and other advanced surveillance technologies to ensure real-time monitoring and rapid response to incidents

Did we get it right?

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Environmental Justice



Pollution Burden

- Reduce impacts of the pending CalAm desalination plant, regional wastewater treatment plant, and regional landfill on the community
- Reduce/remediate legacy pollution on former Fort Ord lands
- Reduce impacts of pollution from Highway 101 and other roadways
- Work with the County Agriculture Commission to promote sustainable farming practices to reduce pesticide use
- Take steps to avoid adverse impacts of airport operations on Marina residents as the airport expands

Land Use

- Attract new healthcare facilities, medical providers, and community health centers
- Establish libraries as resource centers
- Expand access to high-quality, affordable childcare

Healthy Food Access

- Encourage food stores to locate in Marina
- Support and expand local farmers' markets
- Discourage new fast food drive-thru establishments, liquor stores, and smoke shops/vape stores



Physical Activity

- Increase the number and diversity of parks and open space, especially for disadvantaged communities
- Create recreational programming that reflects the diversity of Marina residents
- Improve sidewalks, especially on major commercial and residential corridors
- Improve walk and bike access to schools, parks, and food stores

Civic Engagement and Partnerships

- Promote culturally appropriate civic engagement
- Ensure transparency in government decision-making
- Expand/strengthen regional leadership and partnerships

Safe and Sanitary Housing

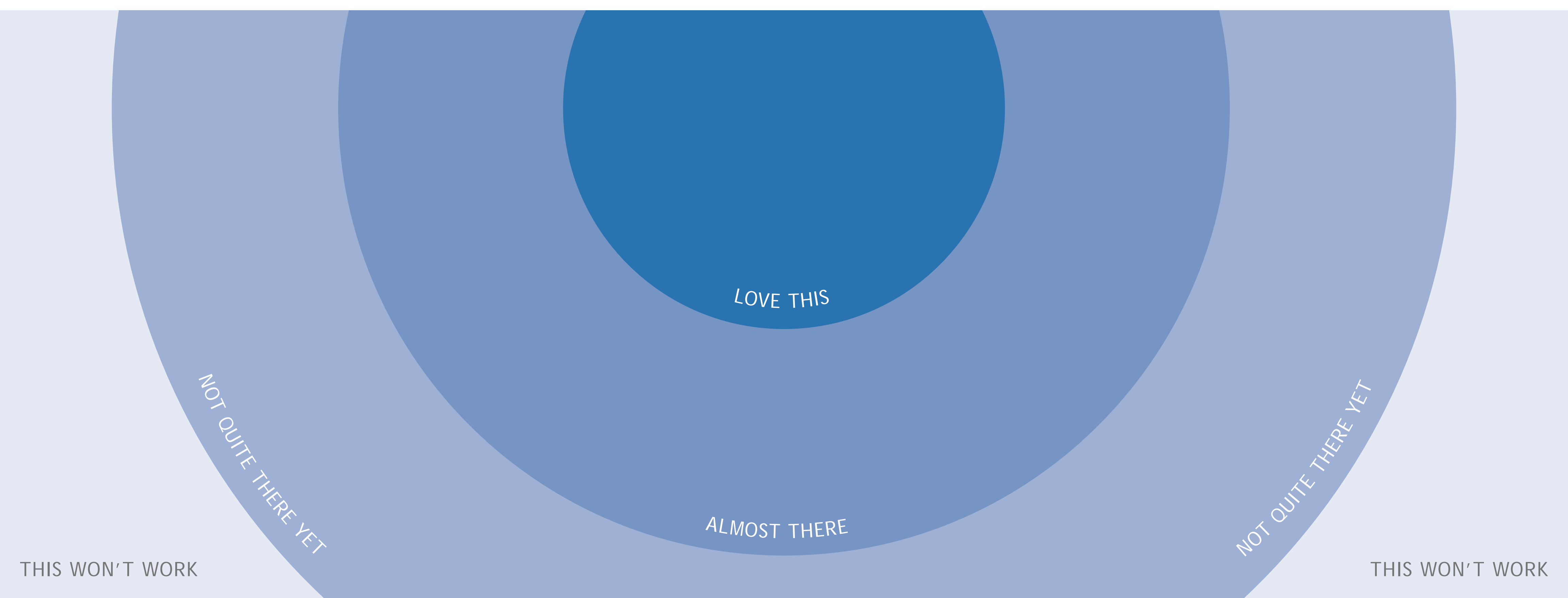
- Mitigate high housing costs by building new affordable and low-cost housing
- Promote aging in place, especially for seniors and veterans
- Support multi-generational housing
- Consider restrictions on smoking in multifamily housing

Economic Equity

- Expand job opportunities in Marina that match the educational levels and skills of local residents
- Support job training and education programs, especially for youth
- Support partnerships between CSUMB, local schools and regional employers

Did we get it right?

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Climate Change



Outreach and Education

- Create a climate information hub on the City website
- Engage in multilingual educational campaigns
- Partnerships in regional efforts
- Support partnerships that foster a green workforce

Conservation and Mitigation

- Aim for the state target of a carbon neutral community by 2045
- Reduce Greenhouse Gas (GHG) emissions
- Inventory the City's GHG emissions
- Establish tracking mechanisms and organizational capacity
- Improve energy and water efficiency of new and existing public and private buildings
- Support transition from gas to electric appliances

Community Resilience

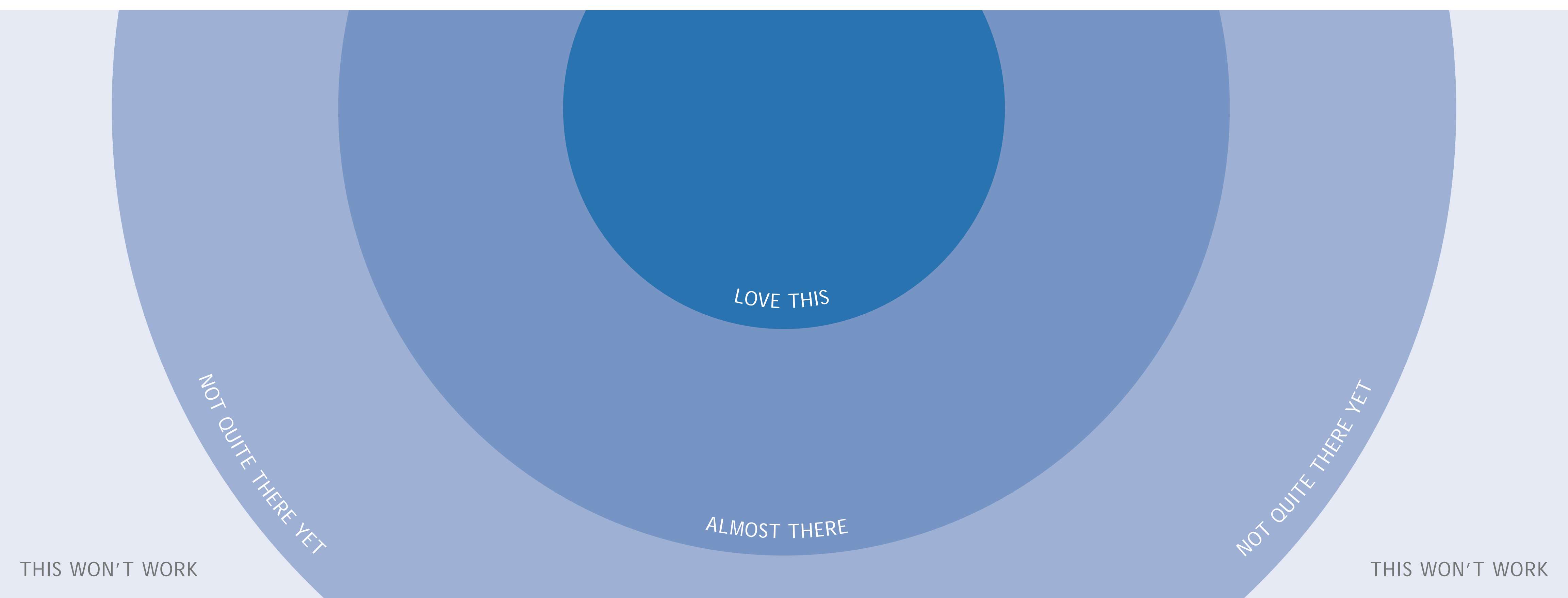
- Protect residents from impacts of climate change through cooling centers and resilience hubs
- Partner with community-based organizations to conduct outreach and education about climate change
- Establish programs that help homeowners and renters adapt to climate change

Public Facilities

- Increase energy efficiency of City facilities
- Reduce food waste through programming
- Incentivize construction and demolition waste reduction
- Pursue zero-emission vehicle fleet and off-road equipment
- Consider sustainable purchasing policies

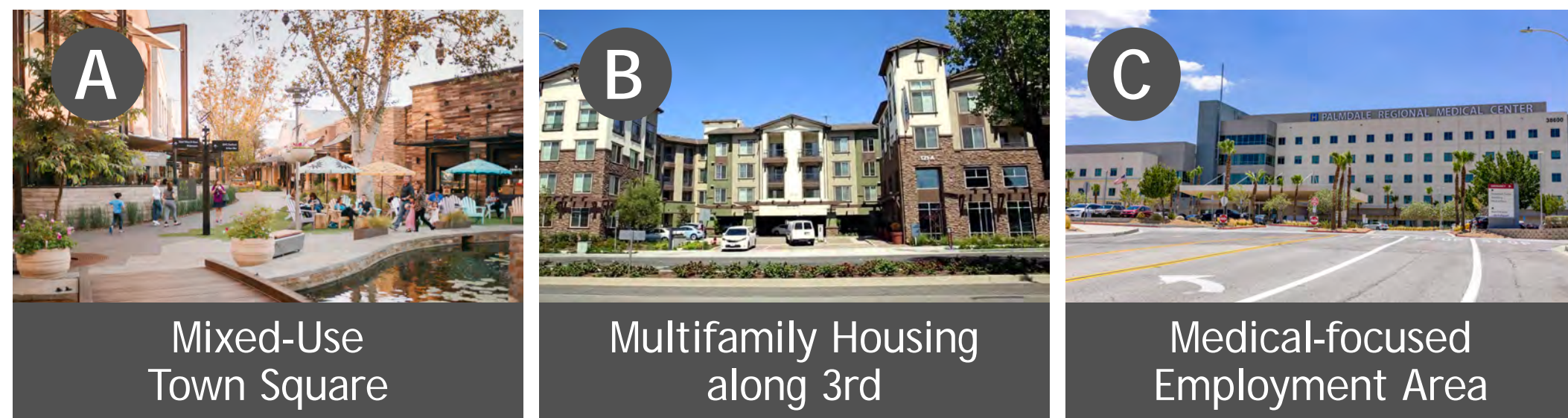
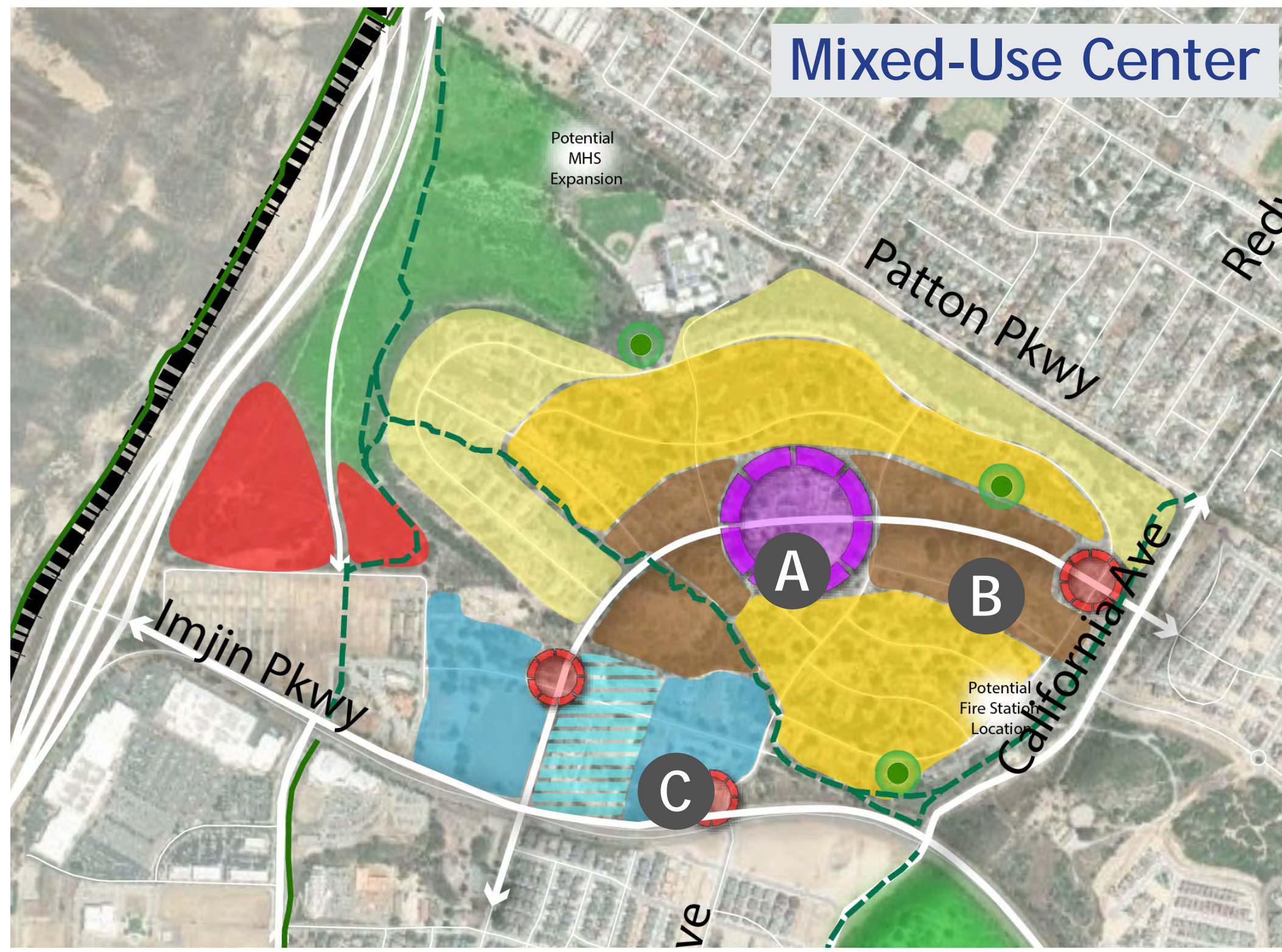
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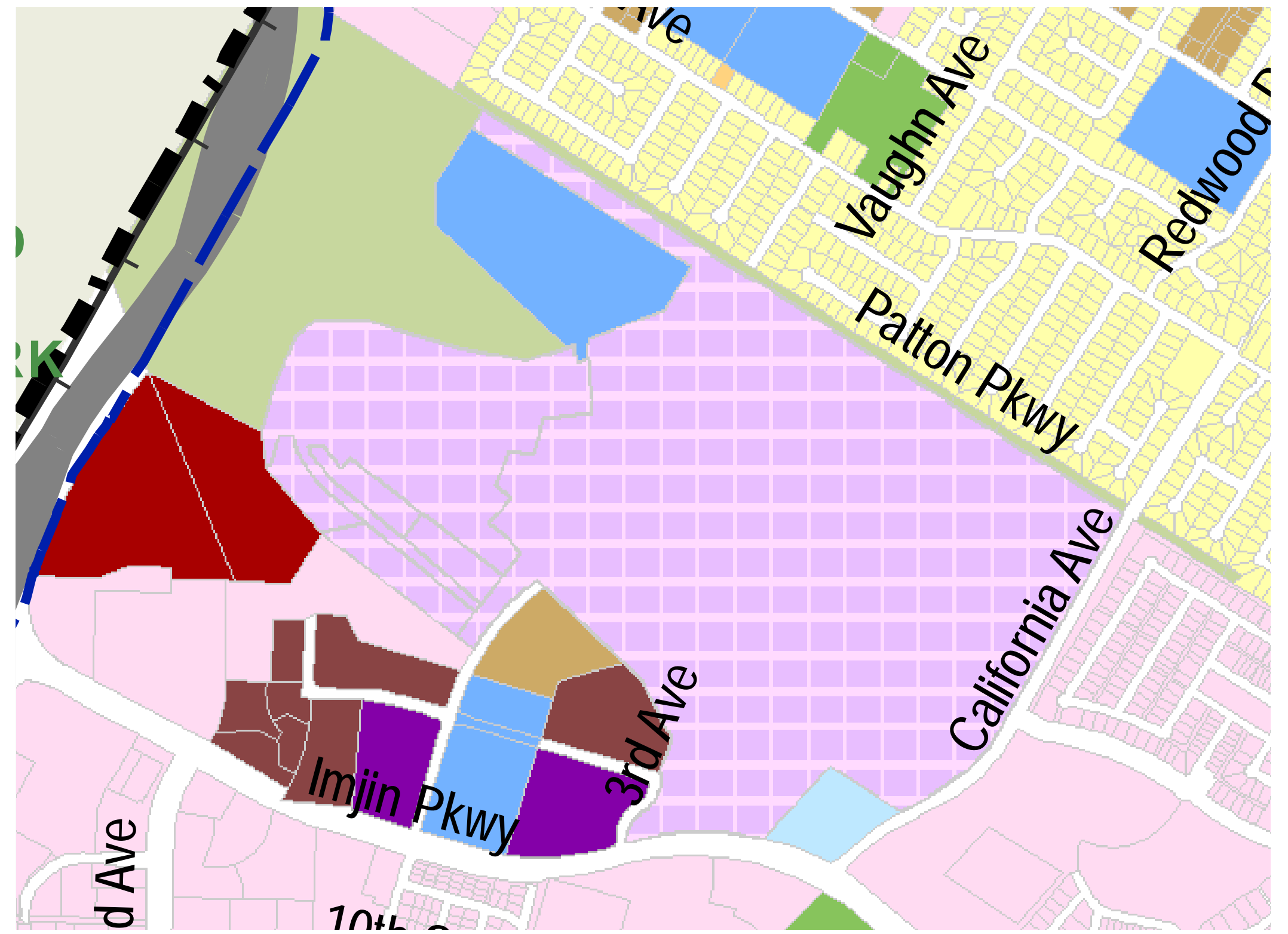
Cypress Knolls & 3rd Ave

Community Vision Map



- Single-Family Residential
- Institutional/Academic/Cultural
- Missing Middle Residential
- Low-Intensity Employment
- Multifamily Residential
- Revenue-Generating Commercial
- Mixed-Use Activity Area
- Habitat Management Area
- Retail/Shopping Area
- Conceptual Future Park

Preferred Land Use Alternative



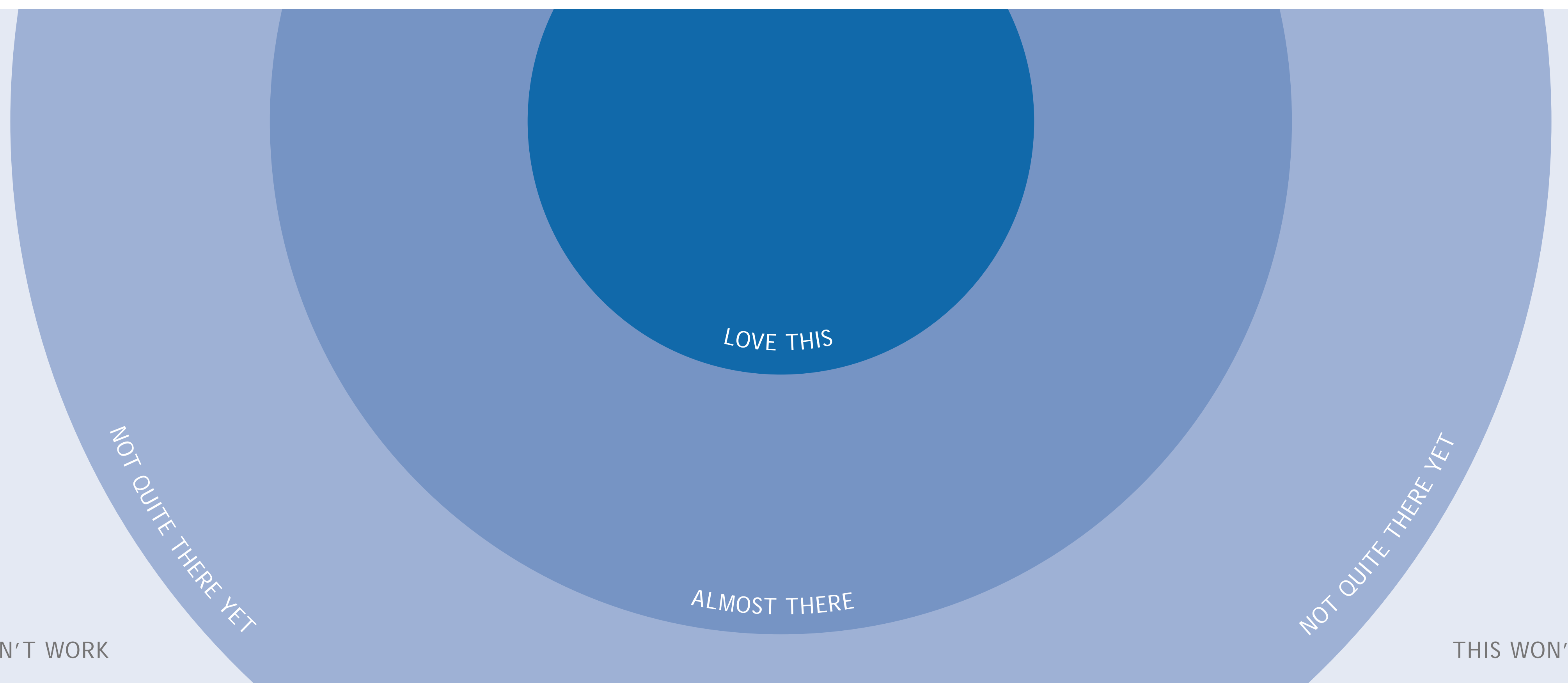
Map Color	Designation	Types of Uses
	Future Specific/ Master Plan Area	Types of uses detailed in a Specific Plan or Master Plan
	Office/R&D Low	Offices, business parks, and research and development space
	Office/R&D High	Higher intensity offices, business parks, and research and development, and service commercial
	Regional Retail	Big-box retailers, restaurants, auto-sales, and related uses
	High Density Residential	Multi-family apartments
	Public Facility - Education	Public and private educational facilities

Policies and Strategies

- Promote a sense of community through the design of the site plan and the provision of a central gathering space or "Town Square."
 - Develop at least 1,500 housing units
 - Target missing middle households (between 80-120% AMI) and to workforce households (120-200% AMI)
 - Support middle-density development to help promote affordability.
 - Ensure that a combination of housing types is developed, including single-family, duplex, triplex, quadplex, and townhome ('missing middle').
- Leverage open space as a core site design feature and as a way to connect new neighborhoods within Cypress Knolls.
 - Mitigate sand gilia as set forth in Habitat Management Plans.
 - Connect open spaces, parks, and greenways to provide residents with easy access to scenic and recreation resources.
 - Making walking and bicycling safe, pleasant, and convenient to reduce VMT.
 - Require the completion of the Master or Specific Plan before development is entitled and approved.
- Provide detailed visual simulations of how proposed development will look when viewed from Highway One in future environmental review for the Cypress Knolls Specific Plan.
 - Require sustainable building practices and efficiency standards that conserve water and energy.
 - Within Cypress Knolls, attract commercial uses that will generate revenue to subsidize the affordability of homes and conservation of open spaces.
 - Adjacent to Cypress Knolls, prioritize and attract medical and institutional uses in the 3rd Avenue and Imjin Parkway area, such as a nursing school.

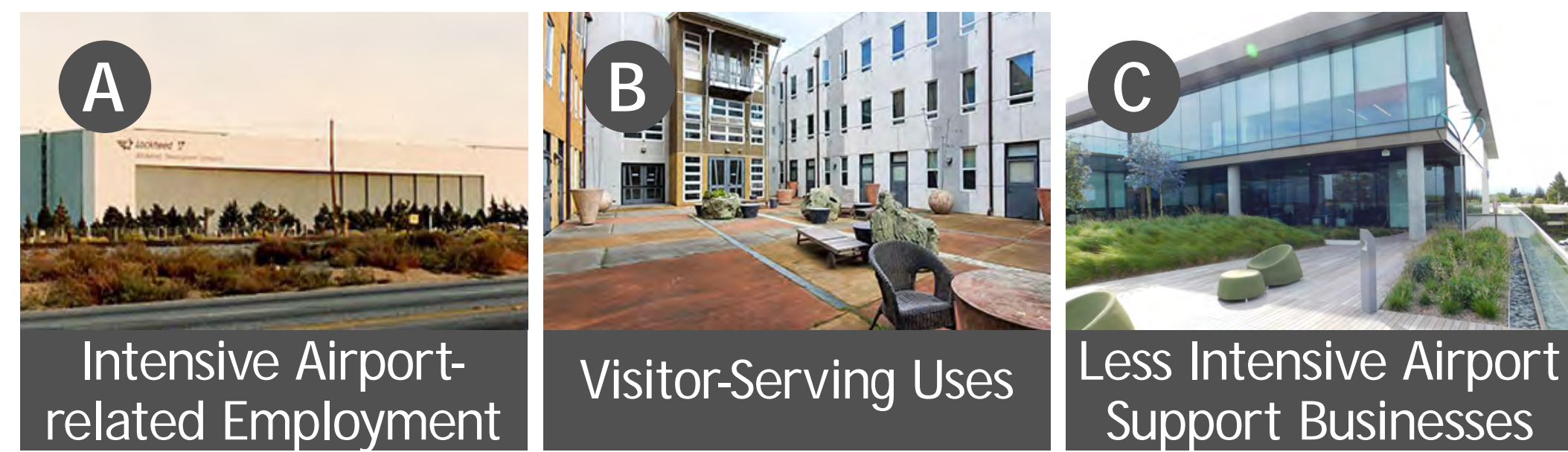
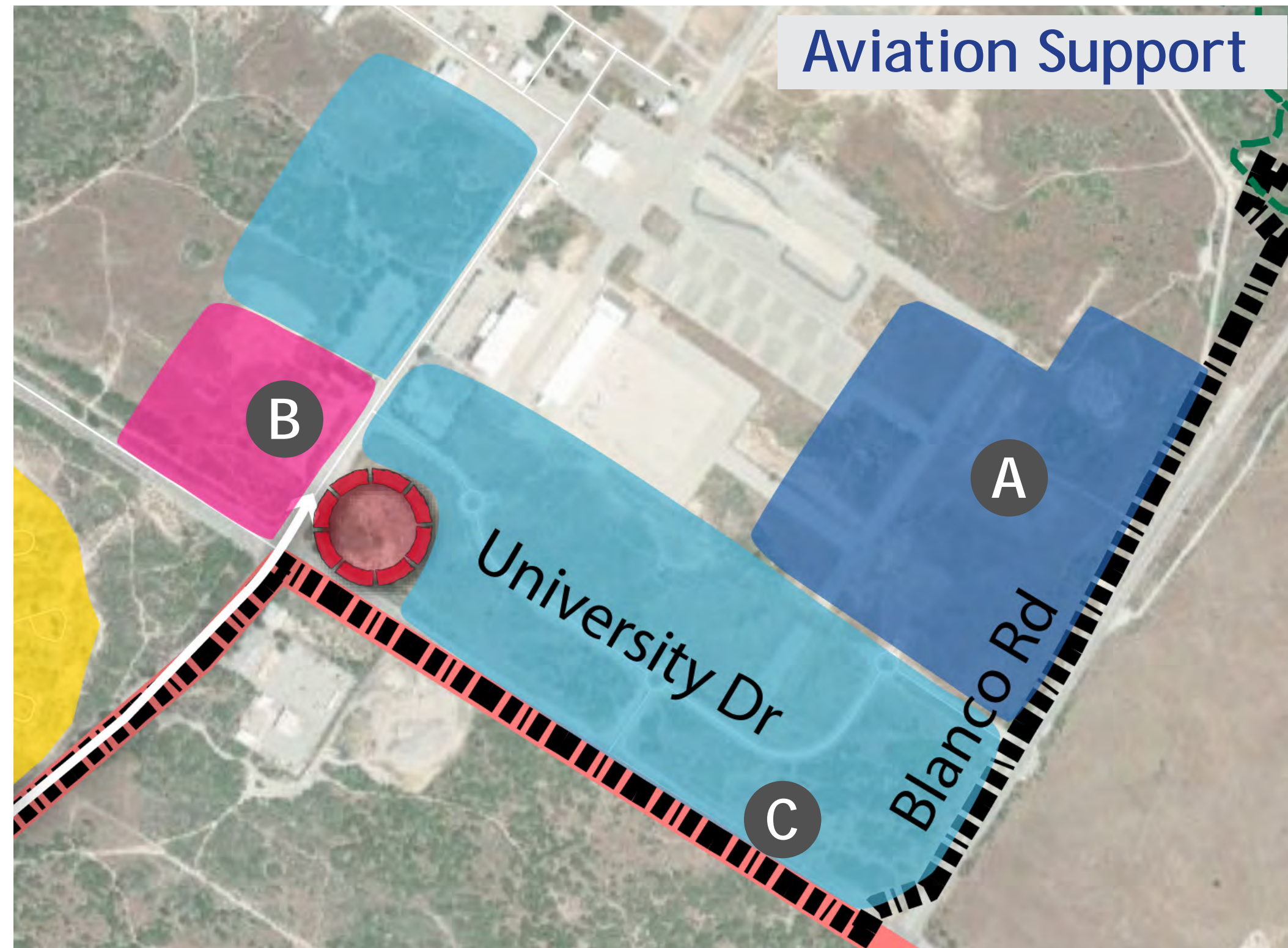
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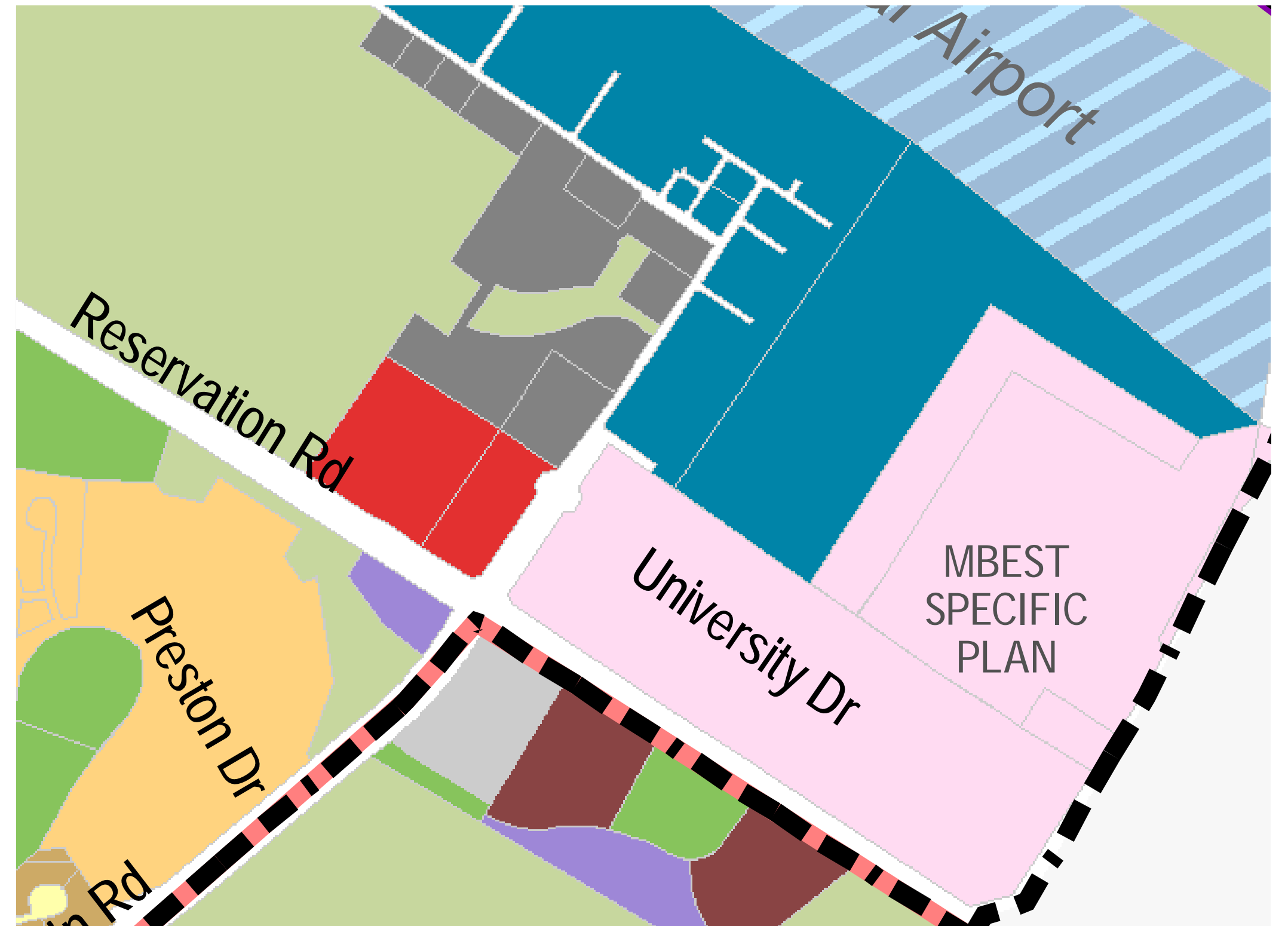
Municipal Airport and UCSC MBEST

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Preferred Land Use Alternative



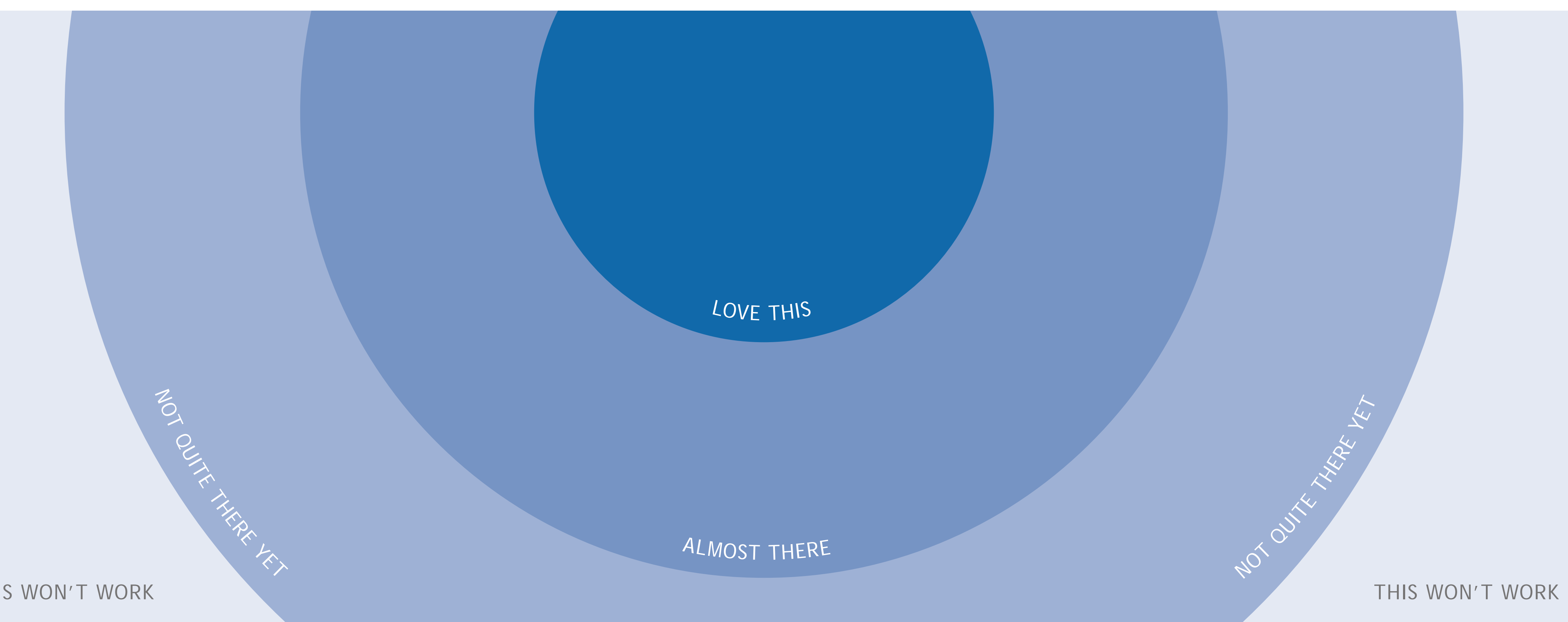
Map Color	Designation	Types of Uses
	Visitor Serving Commercial	Hotels, restaurants, retail, and other visitor-serving uses
	Aviation Support Low	Aviation light industrial, warehouse, PDR, aviation office, and low intensity R&D
	Aviation Support High	Aviation, general industrial, PDR, high intensity high, airport-related uses
	Specific/Master Plan Area	Types of uses detailed in a Specific Plan or Master Plan
	Public Facility - Airfield	Marina Municipal airport runway
	Open Space/Conservation	Preserved open space or farm land

Policies and Strategies

- Require new land uses to be consistent and compatible with the Airport Master Plan and the MBEST Specific Plan; protect the Airport from encroachment by incompatible land uses.
- Prioritize both aeronautical and non-aeronautical development that will provide a revenue stream for long-term operations, maintenance and enhancement of the Airport.
- Accommodate the future growth of aviation and air commerce while minimizing airport-related environmental and safety hazards.
- Create an attractive image for the Airport, both upon entering and traveling within the area.
- Collaborate with UCSC MBEST to attract new R&D, industrial, and office uses to UC MBEST property east of Imjin Road that will expand the tax base and create jobs.
- Develop uses in the Airport Plan's "Revenue Support" zone (including in Airport North) that support the mission of the airport and generate revenue.
- Attract new visitor-serving uses and lodging to the UC MBEST property west of Imjin Road, supported by retail.
- Maintain an adequate habitat management buffer in the Airport North area.

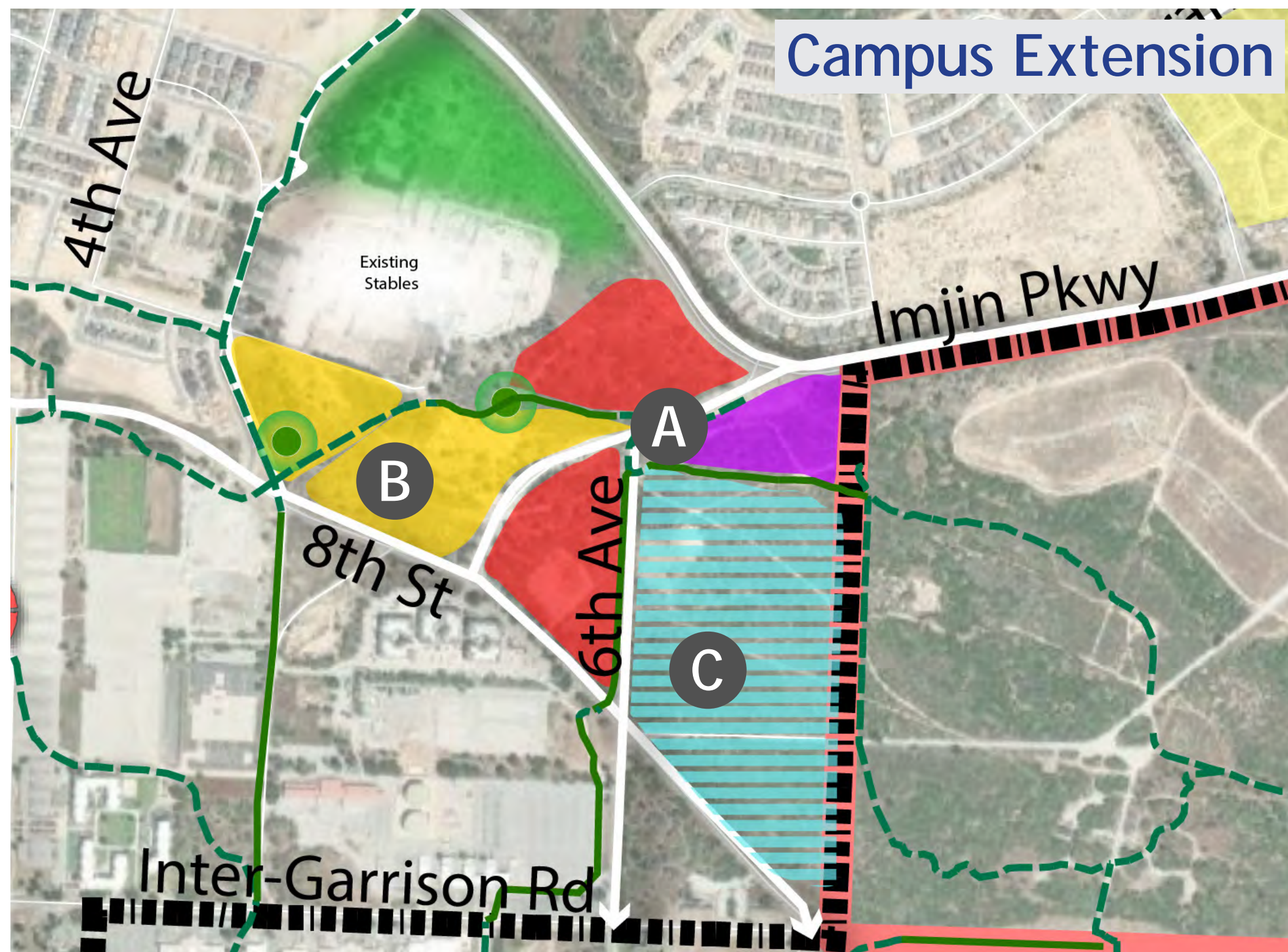
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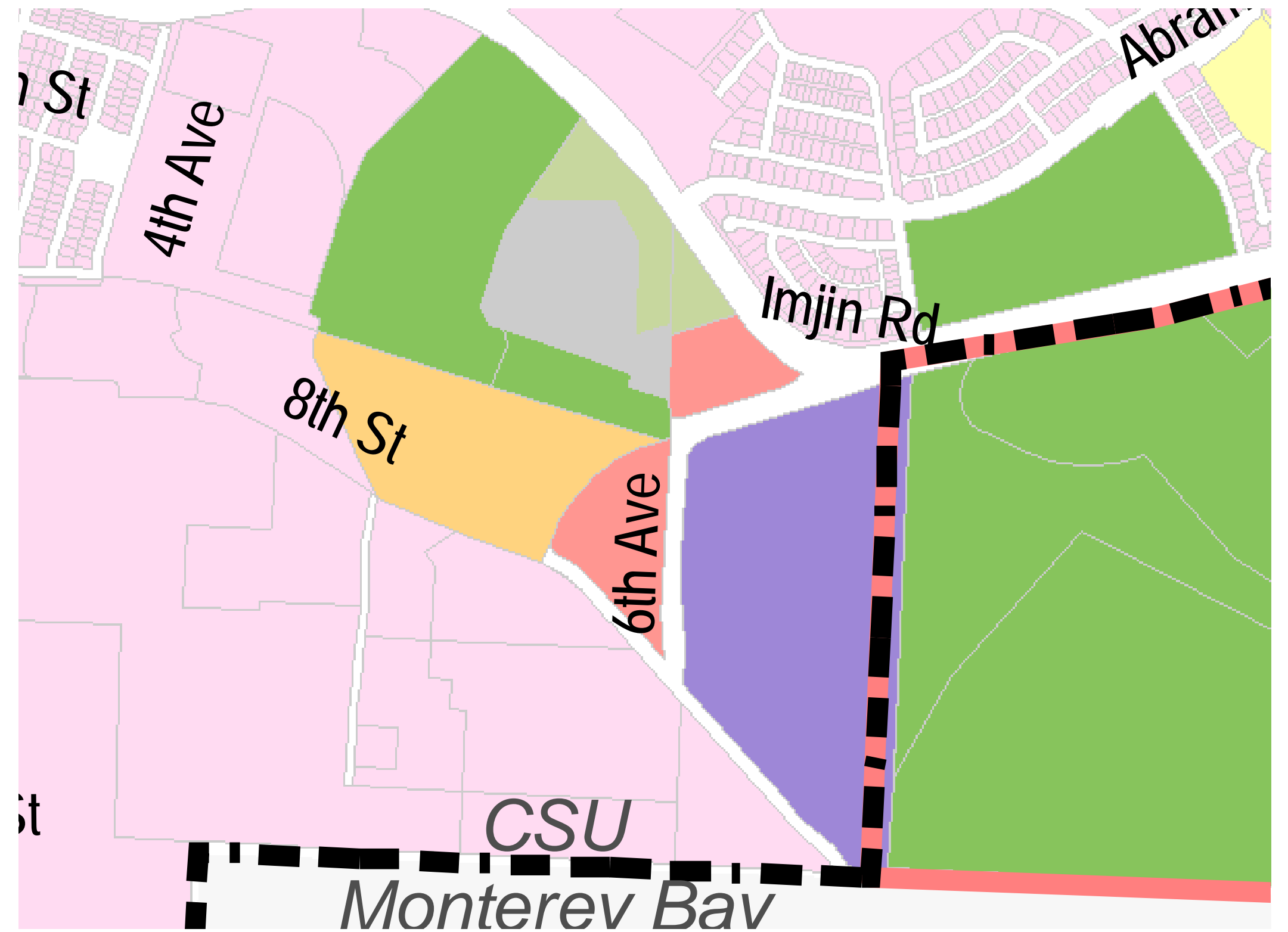
8th Street Area

Community Vision Map



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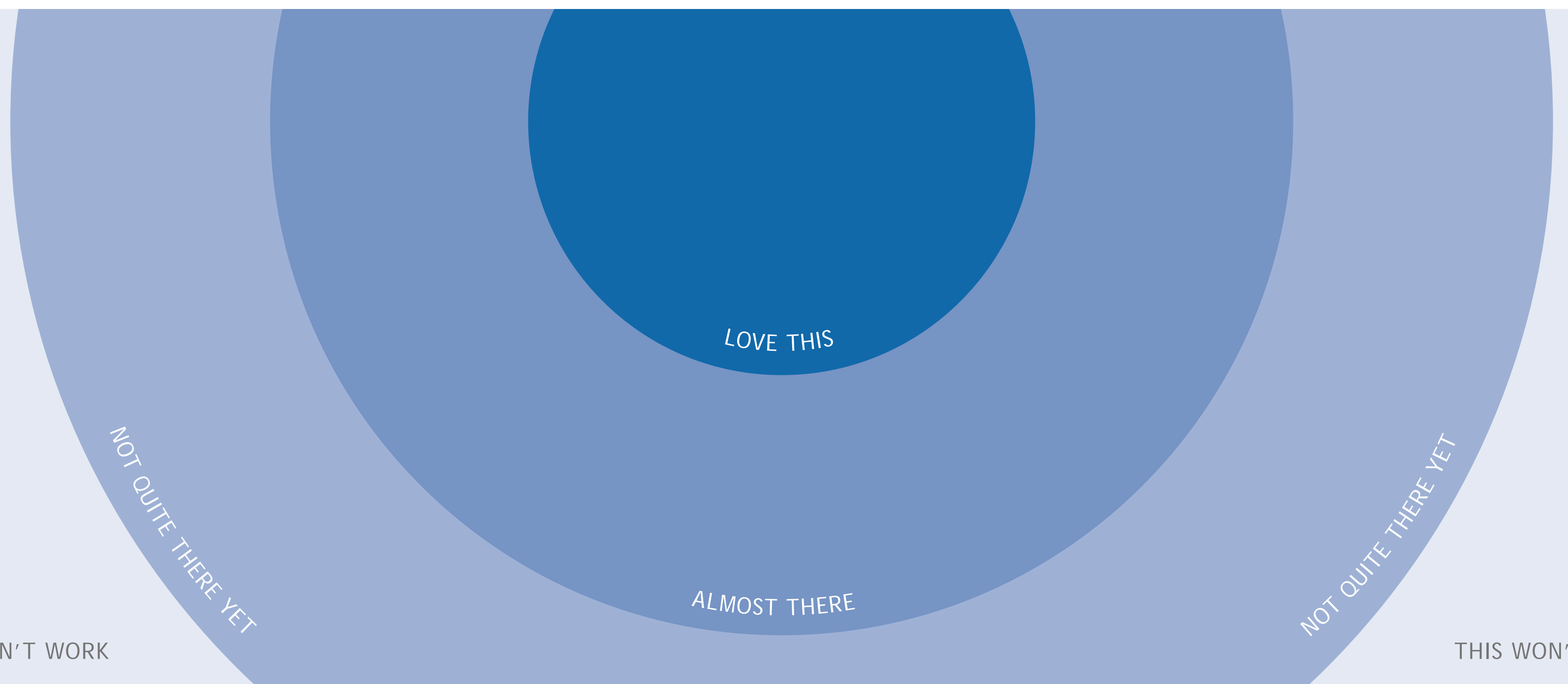
Map Color	Designation	Types of Uses
	Mixed Use	Vertical or horizontal mixed-use with residential and/or commercial (including retail, restaurants, services, office, hotels)
	Medium Density Residential	Duplexes, multiplexes, and townhomes
	Neighborhood Commercial	Retail, restaurants, entertainment, office, and other services
	Light Industrial/Flex	Maker space, warehousing, PDR, service commercial, medical, small laboratory space, and R&D
	Parks & Recreation	Public parks and recreation facilities
	Open Space/Conservation	Preserved open space or farm land

Policies and Strategies

- Serve as a gateway to Fort Ord, with businesses serving recreational tourists
- Build off the adjacent uses/character of the CSUMB campus and act as an extension of the college
- South of where Imjin Parkway meets Imjin Road, foster a focused node of activity with buildings oriented towards public streets, trails and gathering spaces.
- Allow a mix of uses east of Sixth Street, with a focus on employment-generating and visitor-serving activity
- Consider innovative uses of open space in the area, including green cemeteries

Did we get it right? Tell us why or why not.

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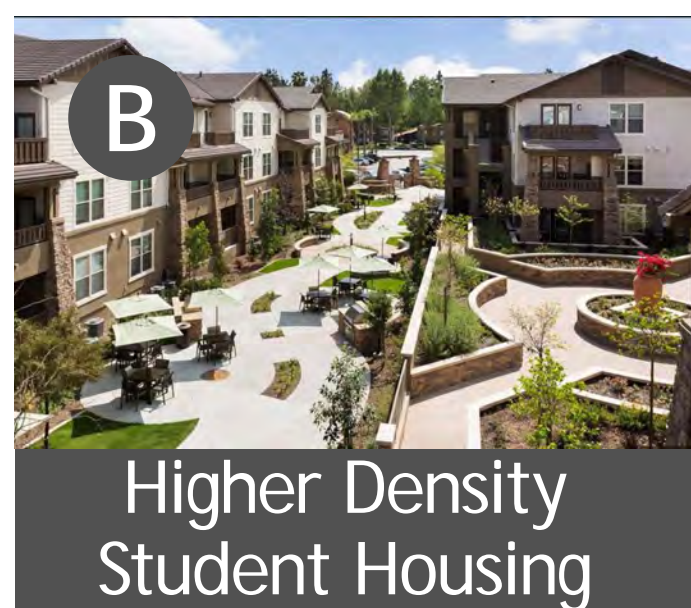
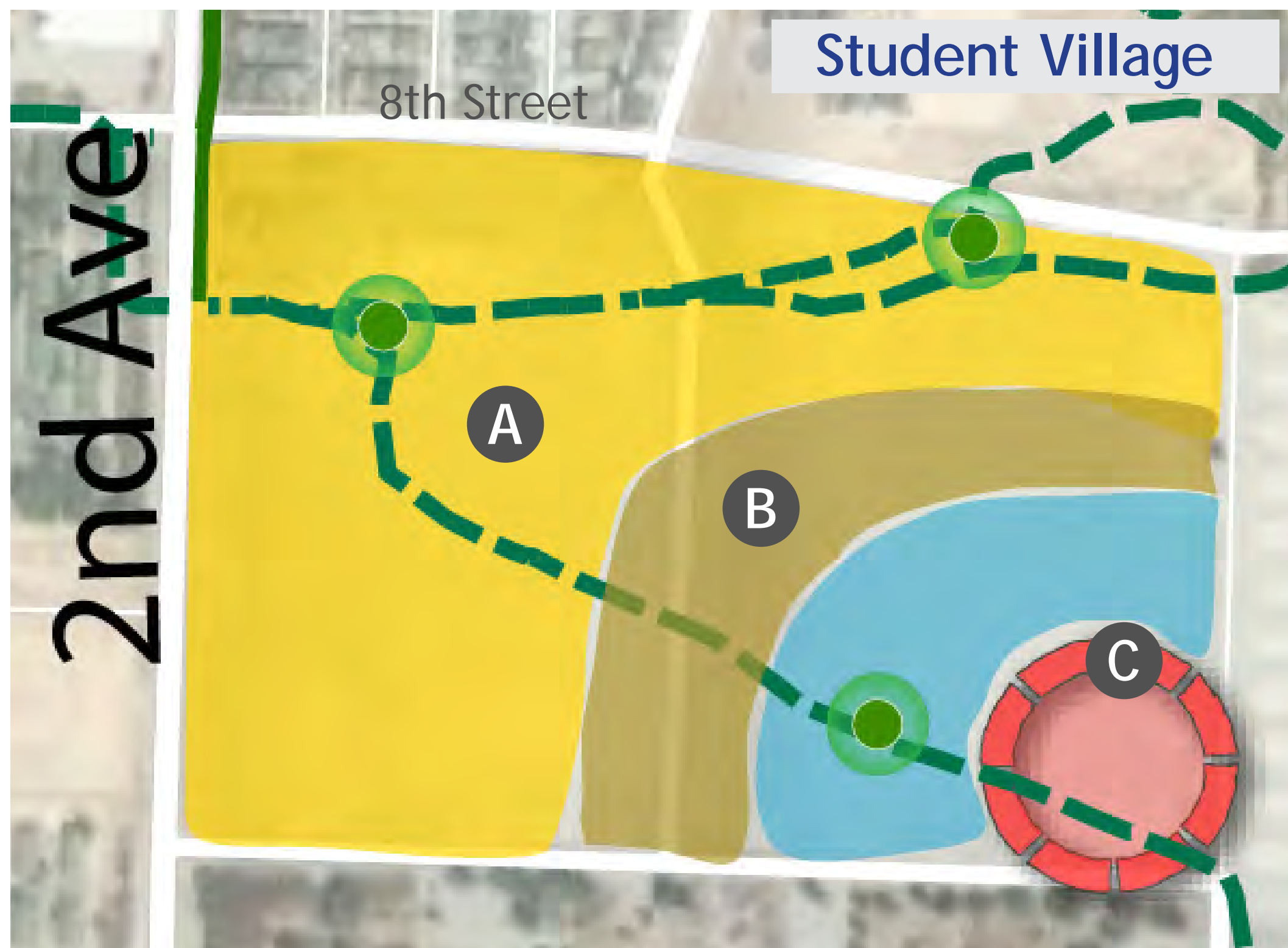
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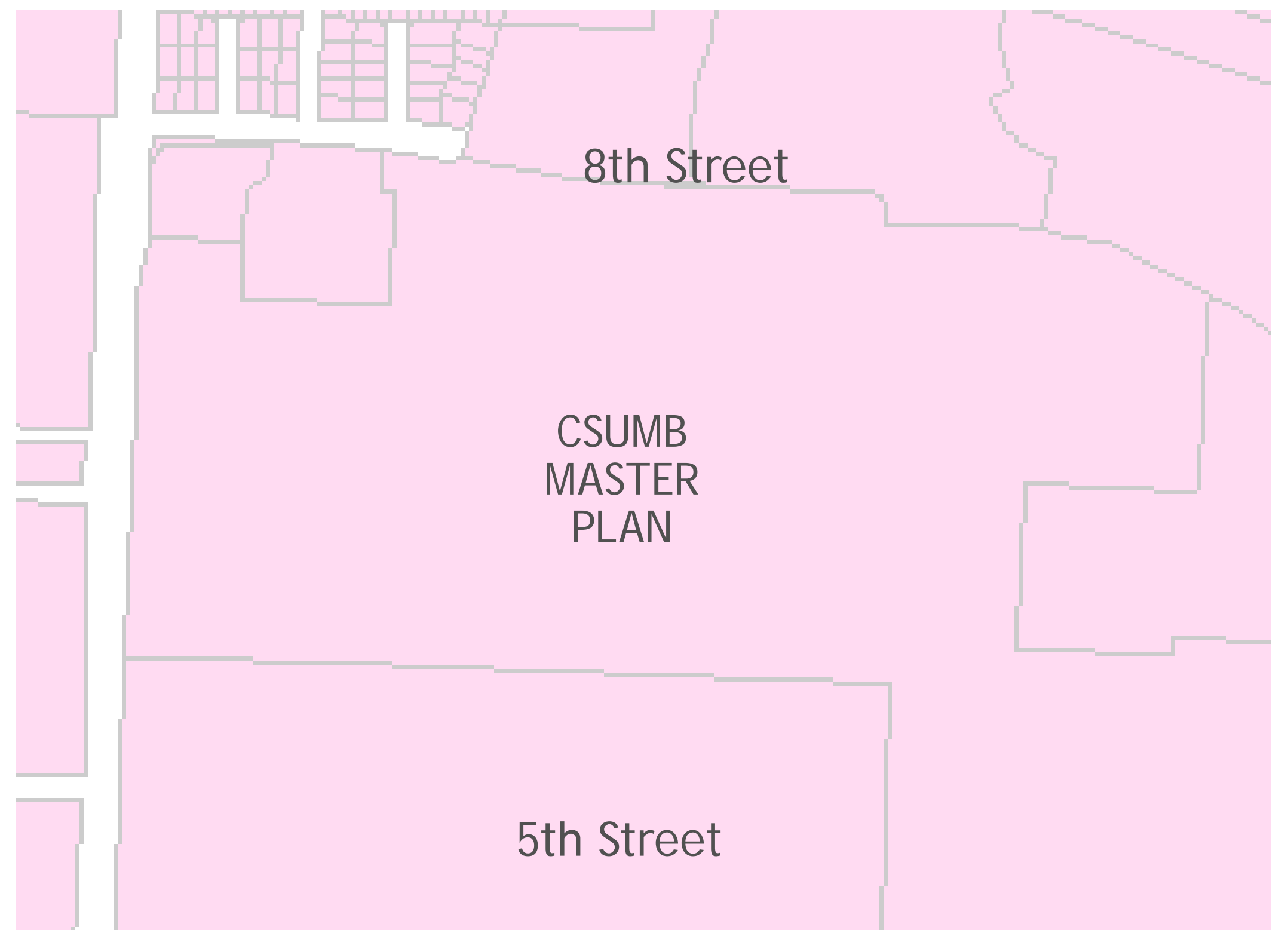
CSUMB Parking Lots

Community Vision Map



- Single-Family Residential
- Missing Middle Residential
- Multifamily Residential
- Mixed-Use Activity Area
- Retail/Shopping Area
- Institutional/Academic/Cultural
- Low-Intensity Office or R&D
- Revenue-Generating Commercial
- Habitat Management Area
- Conceptual Future Park

Preferred Land Use Alternative



Map Color	Designation	Types of Uses
	Specific/Master Plan Area	Types of uses detailed in a Specific Plan or Master Plan

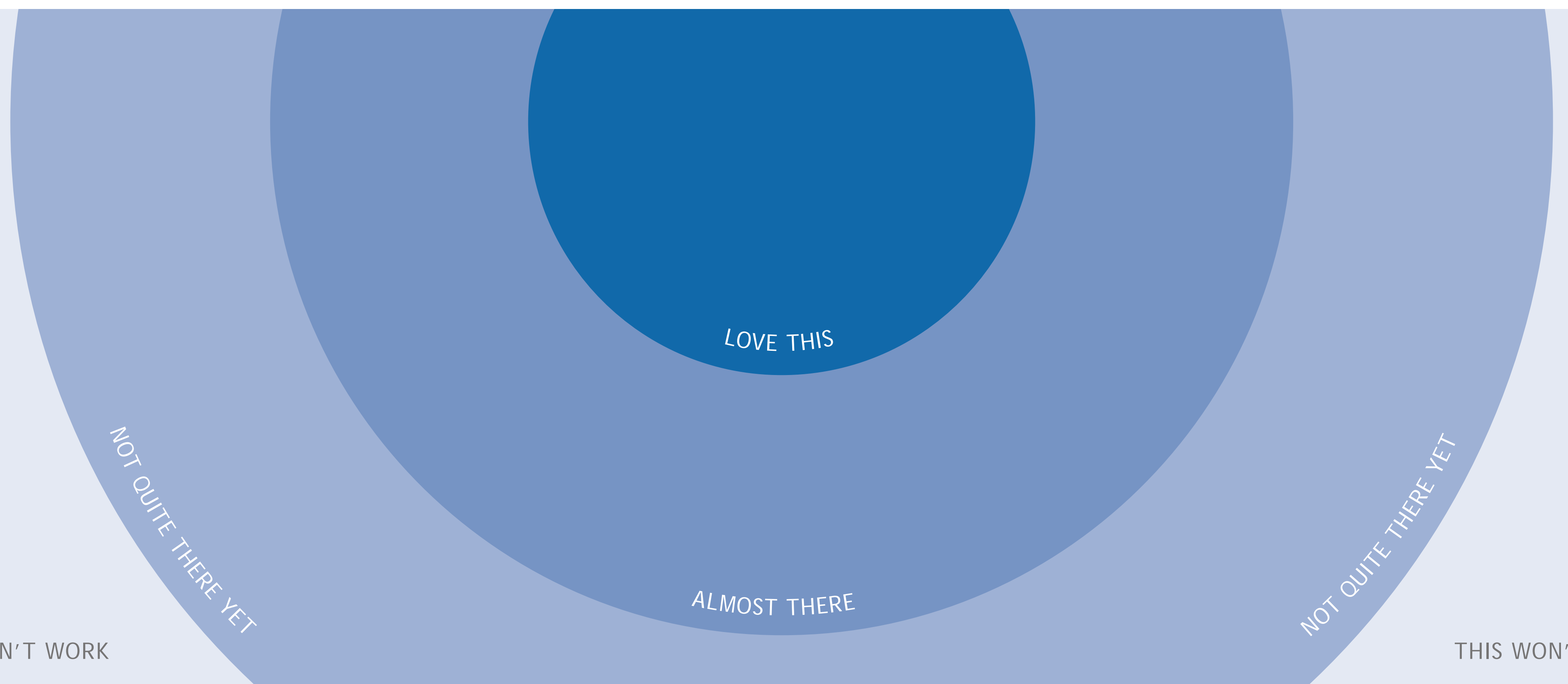
Note: while the parking lots are owned by CSUMB, should CSUMB pursue non-academic development (such as market rate housing), they are subject to most City land use controls and regulations.

Policies and Strategies

- Develop the site in a collaborative fashion, benefiting both the City and CSUMB
- Allow a variety of land uses, with a mix of student rental housing, for-sale faculty housing, student amenities, and research & development facilities
- Seek for CSUMB to provide housing opportunities for both faculty and students in order to reduce commuter travel to and from the campus.
- Work with CSUMB to ensure that the supply of on-campus housing increases approximately as fast as the level of on-campus enrollment.
- Provide at least one neighborhood commercial center, with a preference for the southwestern corner to best serve students
- Attract additional investment and economic activity along the 2nd Ave corridor.
- Enhance transportation connections for CSUMB students with the rest of Marina.

Did we get it right? Tell us why or why not.

Place a sticker dot and your comments below.

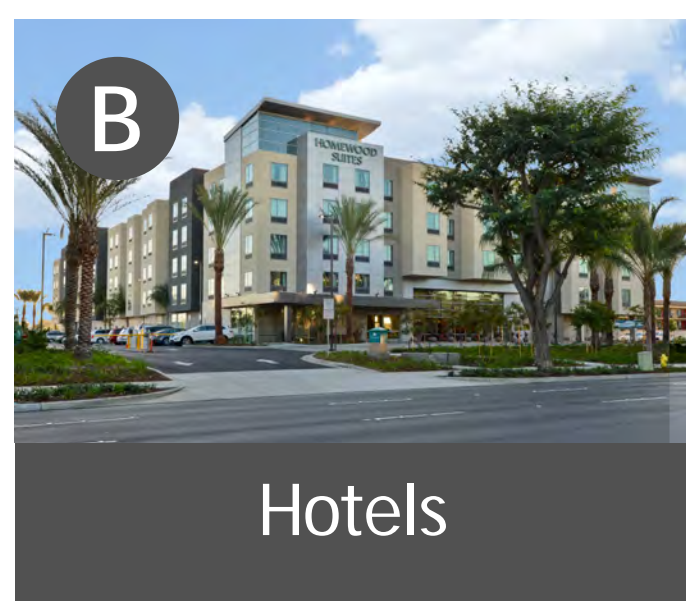


Beach Road Gateway

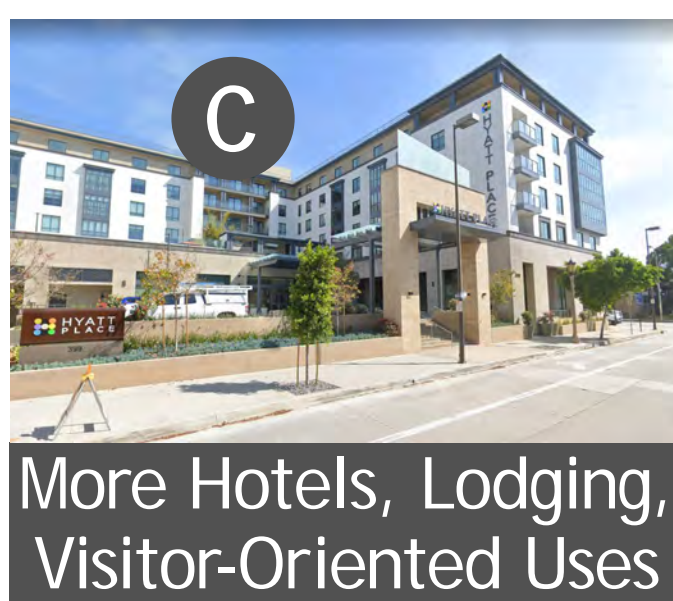
Community Vision Map



Big Box Retail / Shopping Mall



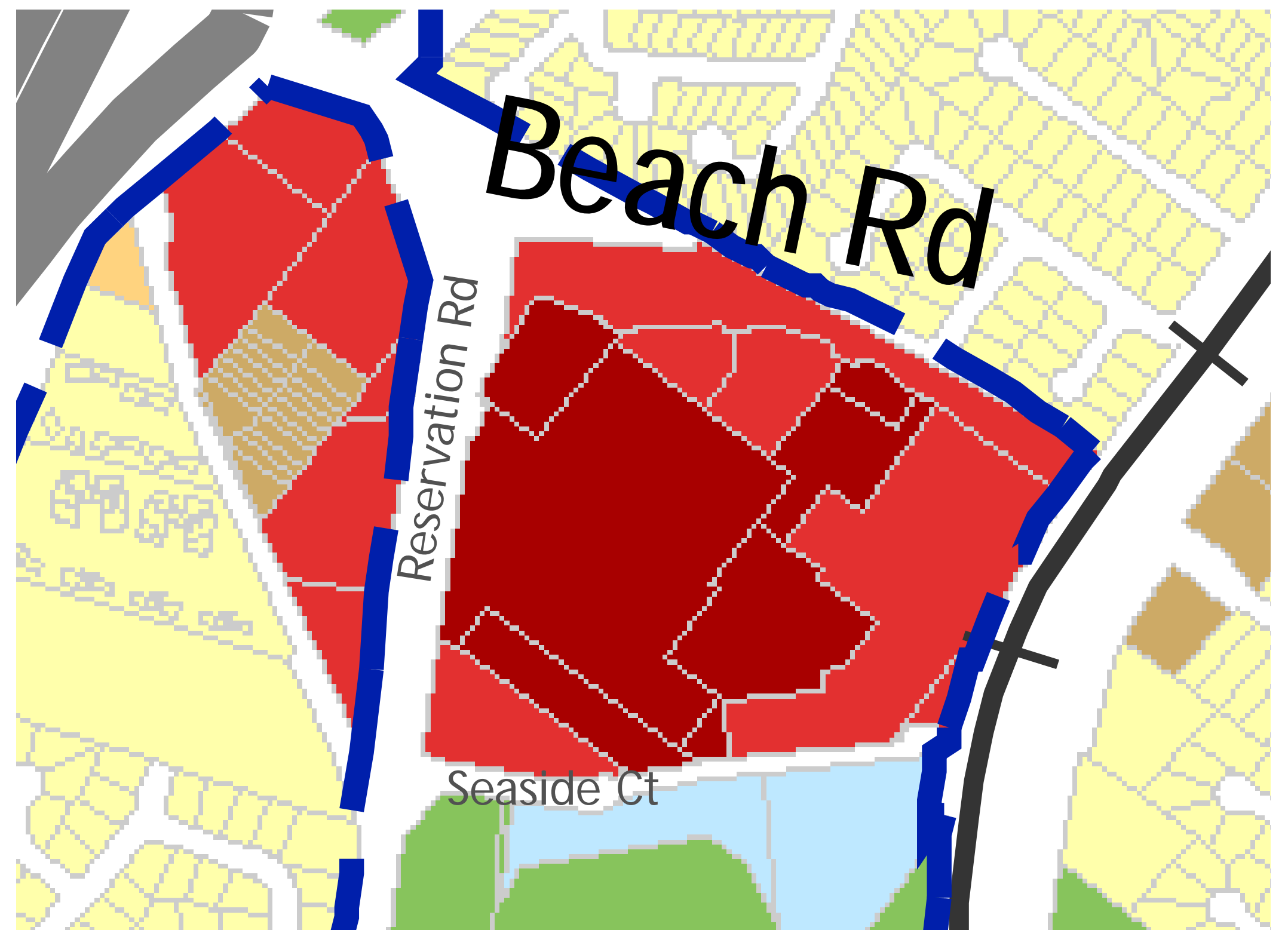
Hotels



More Hotels, Lodging, Visitor-Oriented Uses

- Single-Family Residential
- Missing Middle Residential
- Multifamily Residential
- Institutional/Academic/Cultural
- Low-Intensity Office or R&D
- Revenue-Generating Commercial
- Mixed-Use Activity Area
- Habitat Management Area
- Retail/Shopping Area
- Conceptual Future Park

Preferred Land Use Alternative



Map Color	Designation	Types of Uses
	Visitor Serving Commercial	Hotels, restaurants, retail, and other visitor-serving uses
	Regional Retail	Big-box retailers, restaurants, auto-sales, and related uses
	Public Facility - Civic	Public facilities including civic center, library, police and fire stations, and post office
	Low Density Residential	Single family homes and accessory dwelling units (ADU)
	High Density Residential	Multi-family apartments
	Parks & Recreation	Public parks and recreation facilities

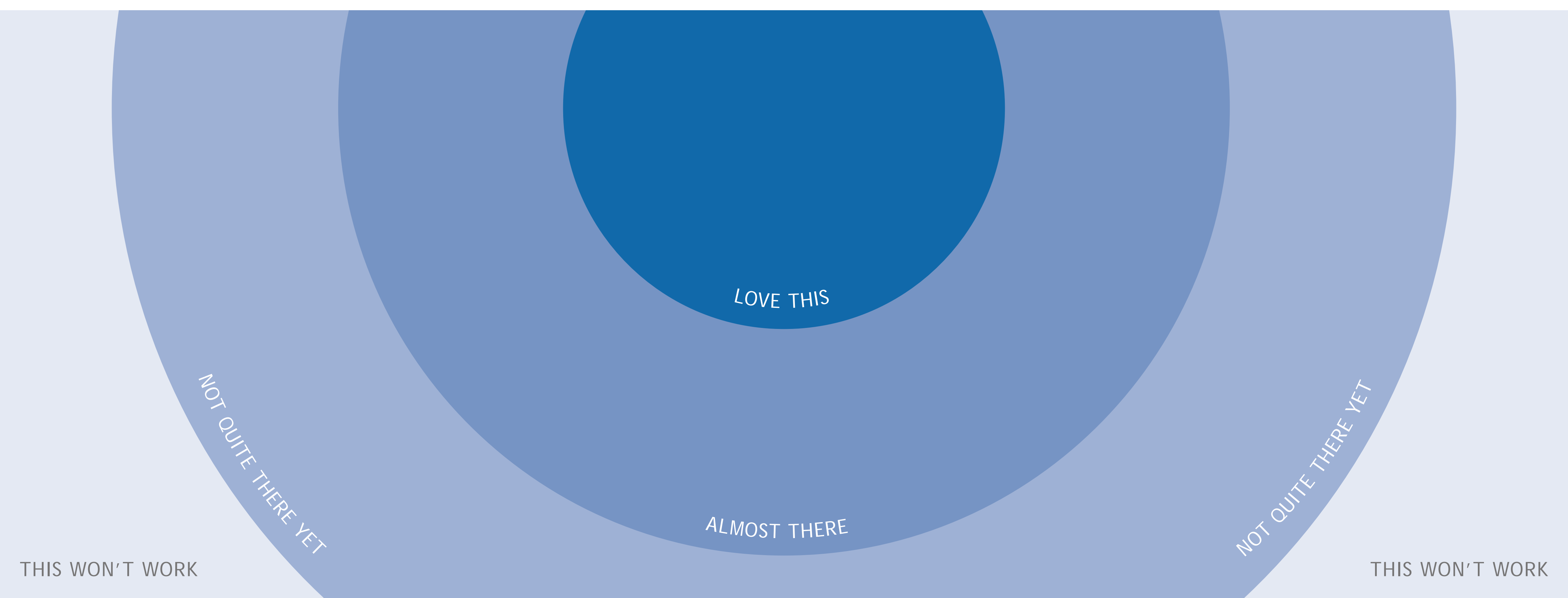
Local Coastal Plan (LCP) Boundary

Policies and Strategies

- Evolve the area into a more active visitor-serving district, focusing on hotels and lodging, supported by retail.
- Enhance the sense of identity with a stronger gateway exiting the 101 (the City's primary gateway).
- Include a mini-park or plaza in future development on the northwest corner of the Seaside Circle roundabout

Did we get it right? Tell us why or why not.

Place a sticker dot and your comments below.



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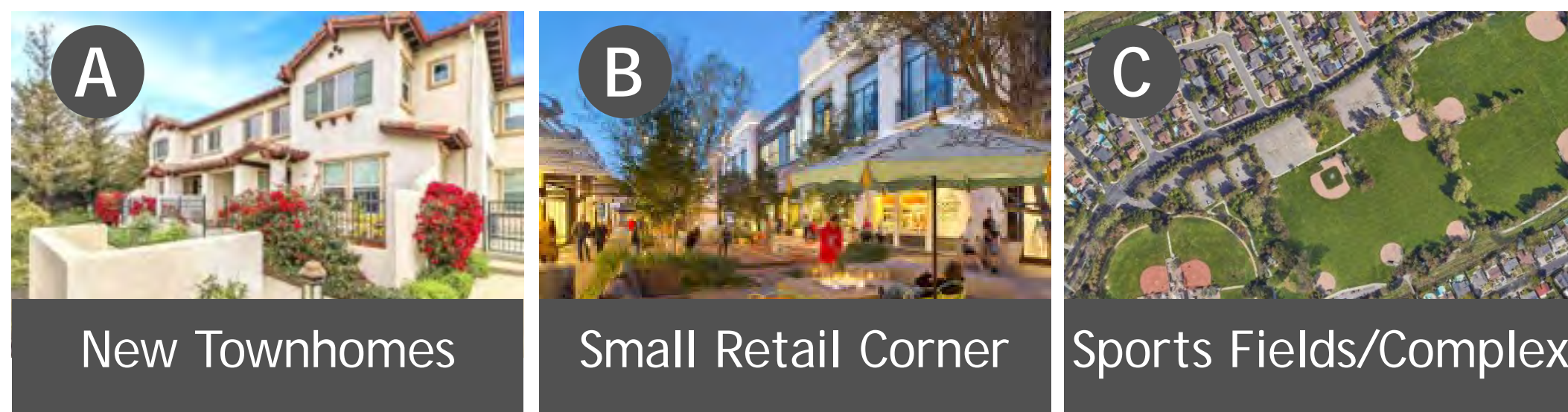
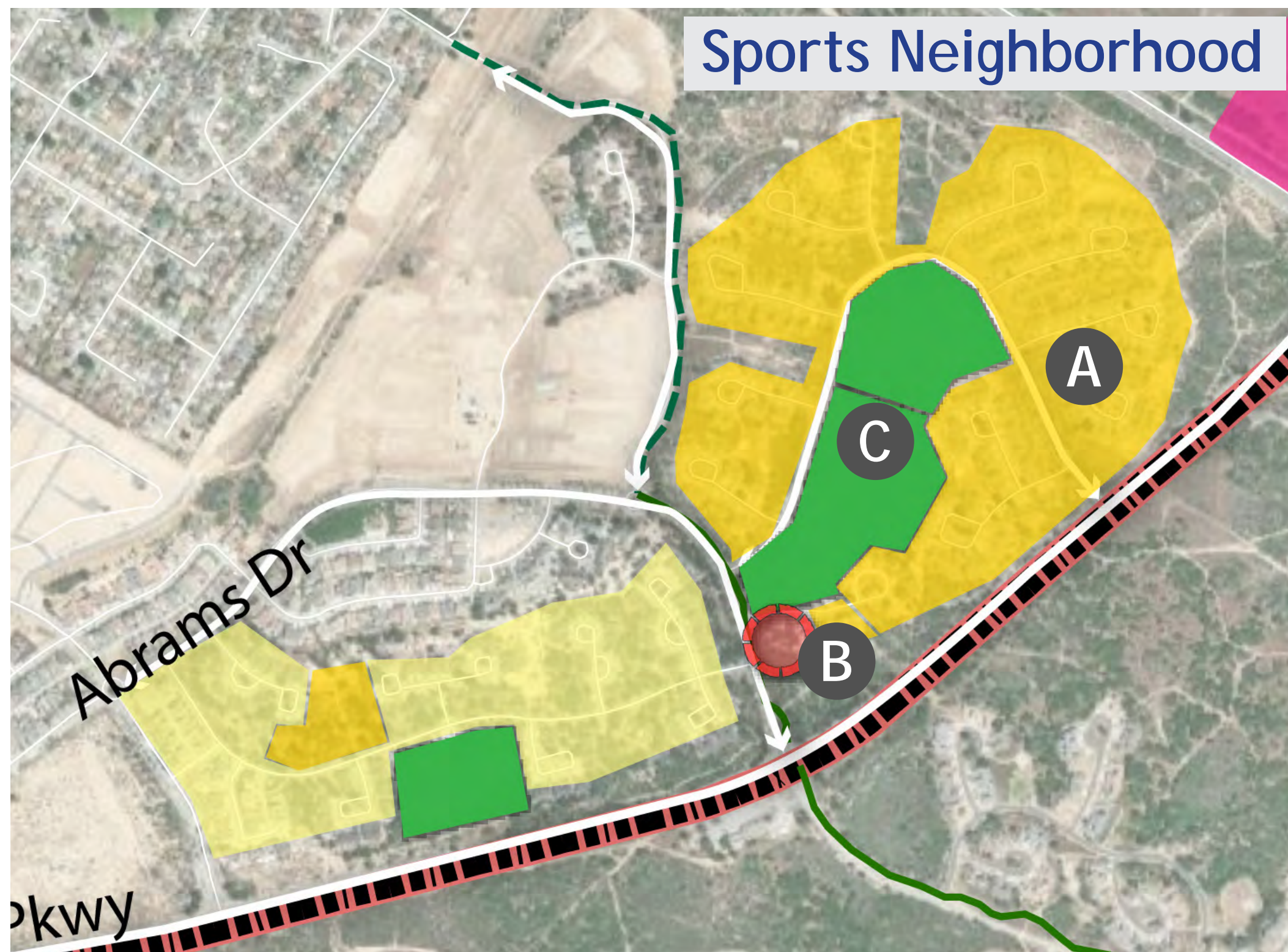
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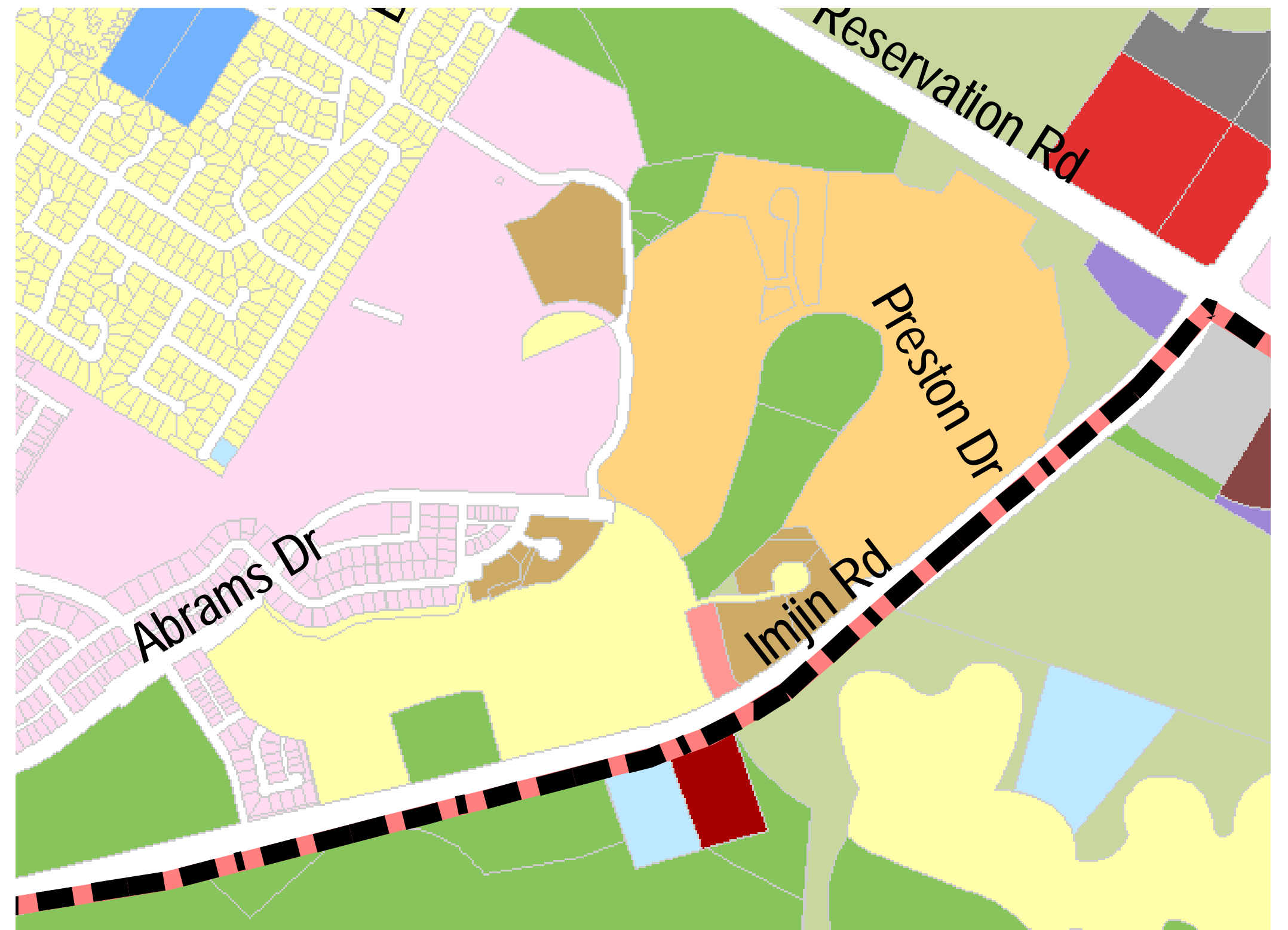
Preston/Abrams Park

Community Vision Map



- Single-Family Residential
- Missing Middle Residential
- Multifamily Residential
- Mixed-Use Activity Area
- Retail/Shopping Area
- Institutional/Academic/Cultural
- Low-Intensity Office or R&D
- Revenue-Generating Commercial
- Habitat Management Area
- Conceptual Future Park

Preferred Land Use Alternative



Map Color	Designation	Types of Uses
	Low Density Residential	Single family homes and accessory dwelling units (ADU)
	Medium Density Residential	Duplexes, multiplexes, and townhomes
	High Density Residential	Multi-family apartments
	Neighborhood Commercial	Retail, restaurants, entertainment, office, and other services
	Parks & Recreation	Public parks and recreation facilities
	Specific/Master Plan Area	Types of uses detailed in a Specific Plan or Master Plan

Policies and Strategies

- Gradually redevelop the former military duplex housing into more modern townhomes and multiplexes
- Avoid displacement of current long-term residents as change and redevelopment occurs
- Build out a sports complex with multiple athletic fields, concessions, viewing stands, and other recreational amenities/facilities
- Support neighborhood retail near the intersection of Imjin Parkway and Abrams Drive

Did we get it right? Tell us why or why not.

Place a sticker dot and your comments below.

