

Existing Conditions

Existing Conditions Reports

- The eight Existing Conditions Reports are technical documents that each analyze a pertinent topic.
- The Reports will serve as the baseline information for the General Plan Update and environmental review effort.
- They provide an important snapshot of where the community is now.

Existing Conditions Reports Overview

- **Land Use and Community Character**, which covers the built environment and community design character
- **Parks, Open Space, Trails, and Public Facilities**, which covers analysis of parks, open space, trails, and public facilities
- **Mobility**, which covers networks for streets, transit, bicycles, and pedestrians, as well as transportation safety
- **Environmental Justice and Health**, which covers several indicators related to environmental justice and health equity.
- **Demographics and Market Assessment**, which covers population, local and regional economy, and jobs
- **Safety and Air Quality**, which covers analysis of safety, natural-and human-caused hazards, and air quality
- **Infrastructure and Utilities**, which covers existing wet infrastructure and dry utilities
- **Natural Conservation and Habitat**, which covers the natural environment including habitat, and biological and water resources

“Plan Drivers”

What are “Plan Drivers”?

Conditions, events, and trends that are driving changes in Marina

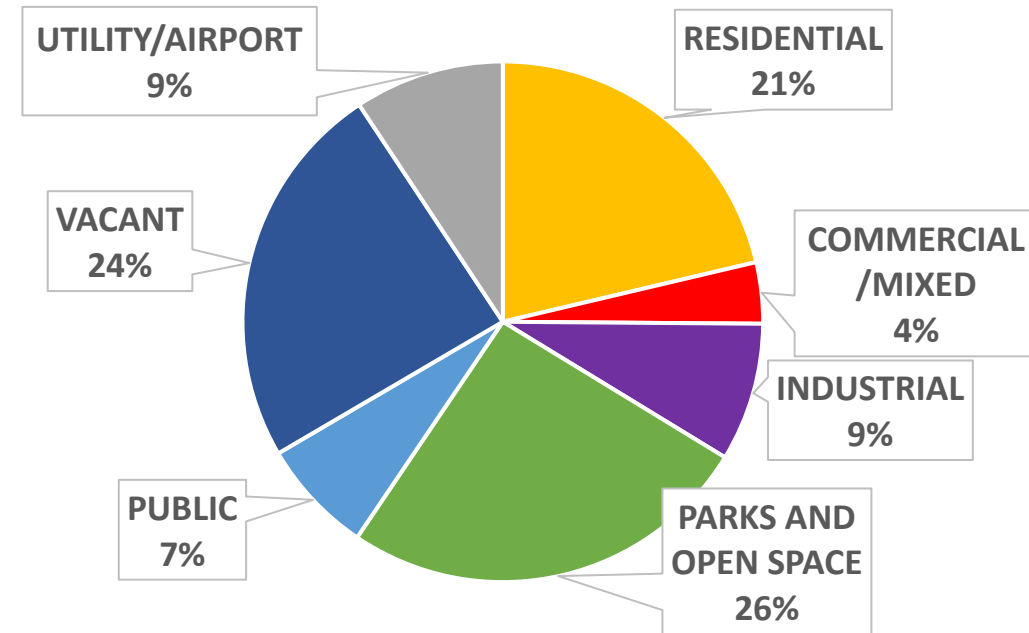
- Can be positive, negative, or neutral
- Can include current and anticipated issues
 - Cost of living (current)
 - Sea Level Rise (anticipated)
- Address multiple, interrelated General Plan topics
- Based on community input and findings from existing conditions analysis



Land Use and Character

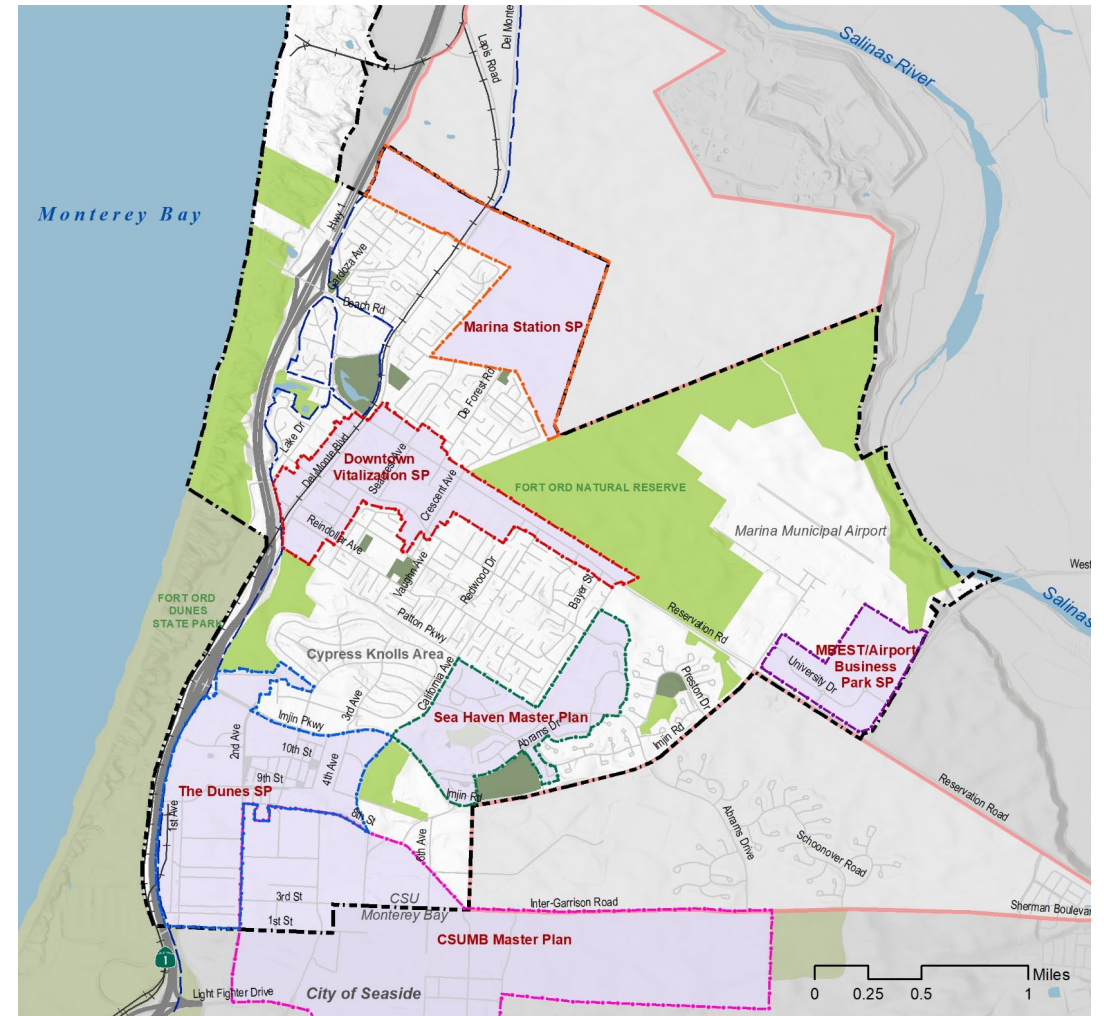
Limited Diversity of Land Uses

- Vacant lands occupy more than one-fifth of the City's area (though much is planned for)
- Marina has little middle-density housing (3% of City lands, the vast majority of which is old military duplexes in Sea Haven)
- There are very few sit-down restaurants
- Marina lacks office employment uses (only 26 acres, 0.5% of total area)
- Mixed use is virtually non-existent (8 acres)
- The concentration of commercial in a few areas results in a lack of walkable access to services for many residents



Multiple Adopted Area Plans

- More than a quarter (25%) of the City's total parcel acreage is covered by an adopted Specific or Master Plan
- Much of the city's vacant (or unused) land is already planned through an existing Area Plan
 - Constrains the ability to accommodate future land uses that the community has expressed an interest in
 - Having relatively few unplanned areas limits the ability of this GP update to influence future growth and change

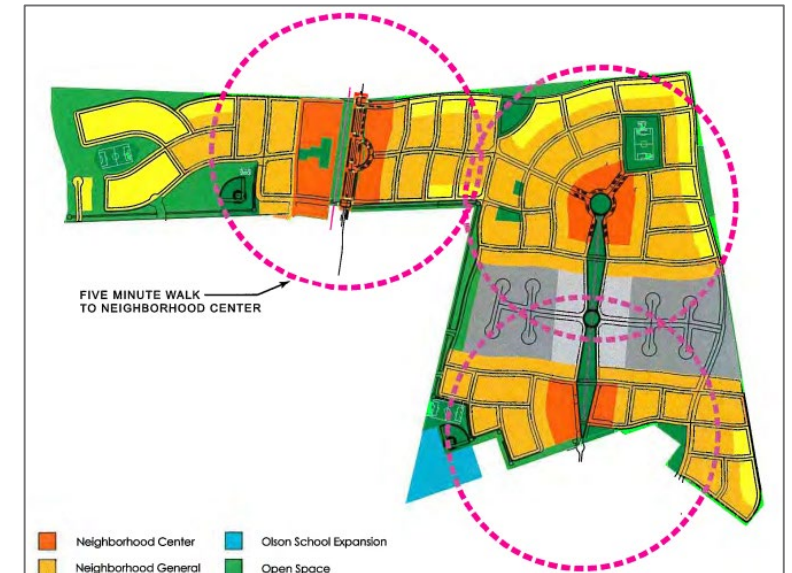


Summary of Existing Specific + Master Plans

Specific/Master Plan	Entitled Residential Development	BMR Units	Entitled Non-Residential Development	Total Acres
Marina Station Specific Plan	1,360 units	272 units	60,000 s.f. commercial/retail, 143,800 s.f. office, 651,600 s.f. of industrial	320 acres
The Dunes Specific Plan	1,237 units	140 units	1.12 million s.f. of retail 760,000 s.f. of office/research uses, 500-room hotel	429 acres
Sea Haven Master Plan	1,050 units	210 units	n/a	248 acres
UC MBEST/Airport Business Park Plan	n/a	n/a	1.5 million s.f. of office, R&D, and public facilities	150 acres
CSUMB Master Plan	3,820 student beds	n/a	0.5 million s.f. of academic space	120+ acres
Downtown Vitalization Specific Plan	<i>2,400 units (studied under EIR)</i>	<i>n/a</i>	250,000 s.f. of retail	270 acres
	9,867 units/beds	622 units	2.5+ million square feet	

Marina Station

- The plan includes 320 acres up against the northern Urban Growth Boundary/City Boundary. It was approved in 2008, and recently amended in 2022
- There are 1,360 total housing units
 - 887 single family units and 473 apartments
 - 272 are below-market-rate and 1,088 are market-rate
- The vision includes mixed-use development centered on three retail activity nodes with:
 - 60,000 square feet of retail
 - ~145,000 square feet of office
 - ~650,000 square feet of industrial
- The site remains vacant
- Phase 1/2 (351 units) expected to be issued permits in 2024 and 846 units remain in the pipeline



The Dunes

- The Dunes Specific Plan (formerly University Village), was approved in 2005 and covers 429 acres at the far southern end of Marina.
- There are a total of 1,237 total housing units
 - 614 single family and 623 multi-family/duplex
 - 140 units are below-market-rate and 1,097 are market-rate
- Approximately 525 units have been completed; leaving 712 units in the pipeline
- The plan includes mixed-use development (with a commercial emphasis)
 - 1.12 million square feet of retail
 - 760,000 square feet of office
 - 500 hotel rooms
- The 8th/9th St intended as future transit corridor
- There is a planned retail plaza and major N-S greenway, “The Promenade” which is currently under construction.



Sea Haven

- Sea Haven (formerly Marina Heights) was approved in 2004
- It covers 248 acres adjacent to Central Marina
- The plan includes 1,050 total housing units:
 - 948 single family and 102 multi-family
 - 210 below-market-rate units and 840 market-rate units
- Approximately 439 units completed; leaving 472 housing units in the pipeline
- Several internal recreation centers/linear parks are built; Abrams Community Park and other major public parks have not yet been developed



Future Abrams Community Park

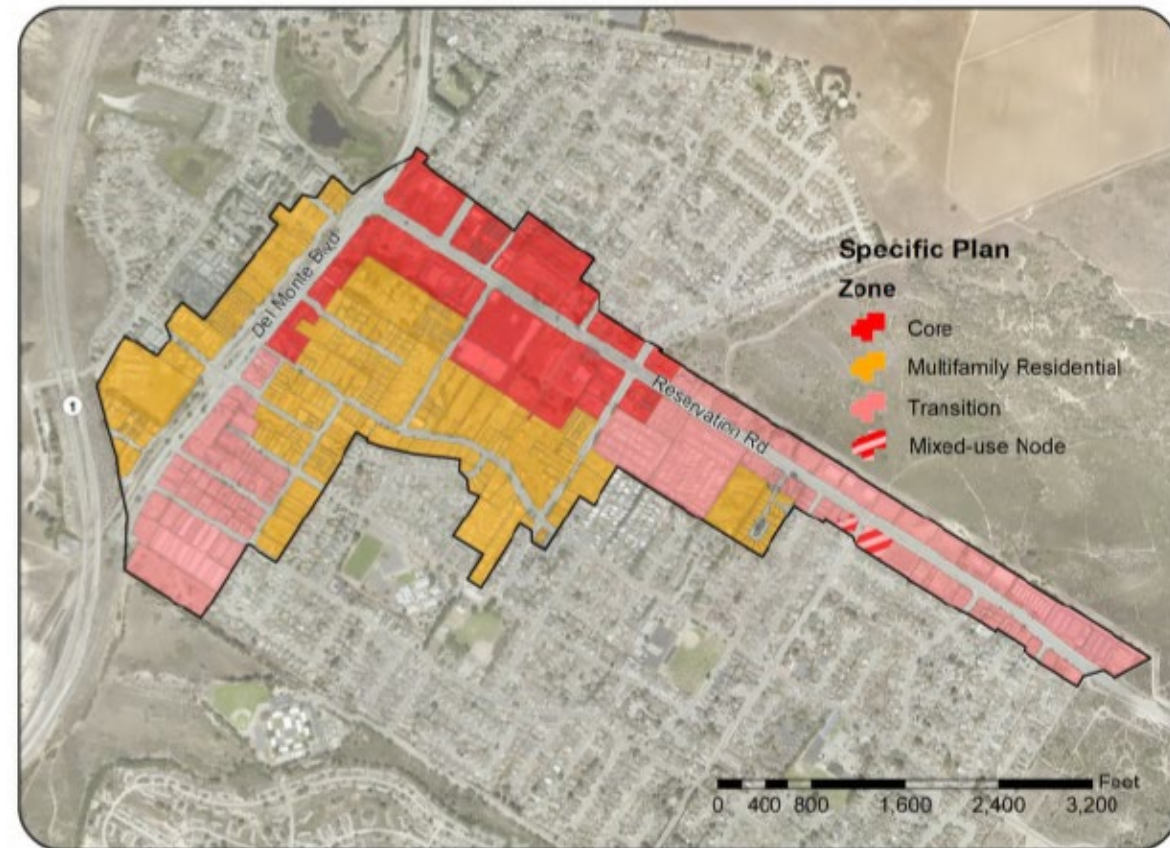
CSUMB Master Plan

- The Master Plan sets forth a vision for guiding physical development of the CSUMB campus; approximately 80+ acres have been developed
- The near-term developments are:
 - Student Housing Phase III (600 student housing beds)
 - Academic IV (95,000 GSF)
 - Student Recreation Center (70,000 GSF)
 - Student Housing Phase IIB (400 beds)
 - Academic V (76,700 GSF)
- The EIR analyzed an increase of approximately 6,066 FTE students and 752 FTE faculty/staff over existing. This is an increase of 3,820 student beds (60% housed on-site) by 2045. Potential additional student/faculty housing at Schoonover site (outside city limits).



Downtown Vitalization Plan (not yet adopted)

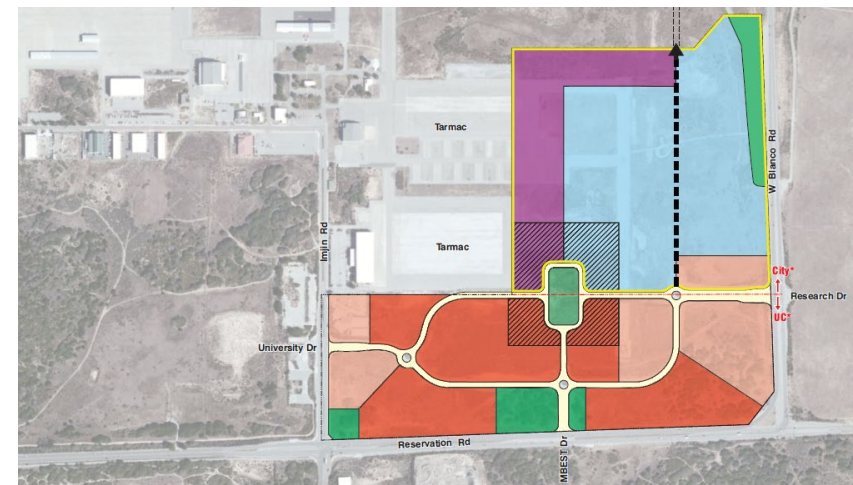
- The goal of the Plan is to encourage higher-density, mixed-use redevelopment of strip malls in the Downtown for Marina
 - Potential 2,400 new units studied under EIR within the General Plan's timeframe
- The plan includes 4 zones, with form-based elements:
 - Downtown Core (70 units/acre), five stories on Del Monte or Reservation, no residential on ground floor
 - Transition (50 unit/acre, three stories, mixed use and residential encouraged)
 - Mixed-Use Node (70 unit/acre, required retail on ground floor)
 - Multi-family Residential (25 – 39 unit/acre, depends on lot width)



Map 3-2. Land Use Plan.

Marina Municipal Airport Business & Industrial Park/UC MBEST/Airport Plan

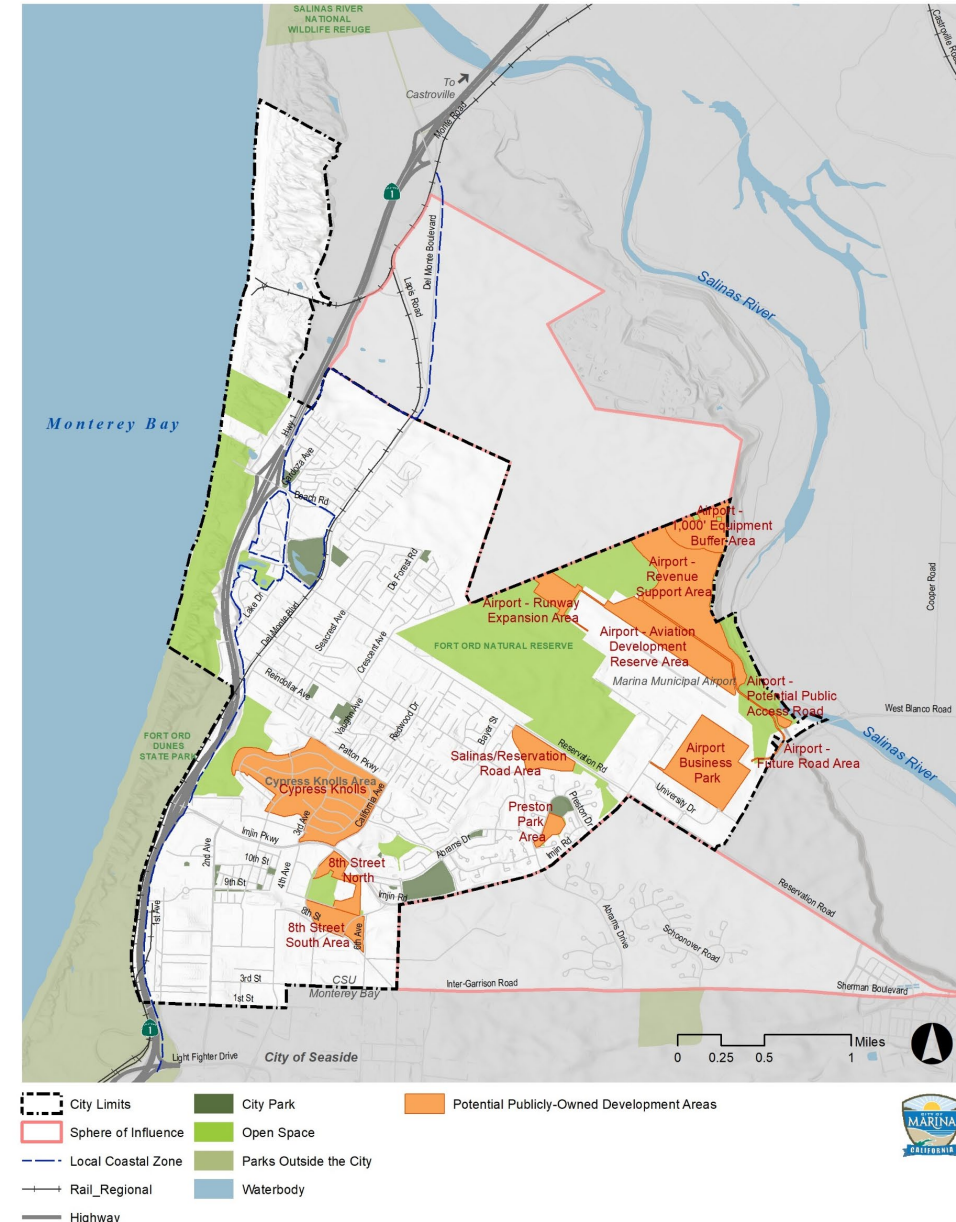
- The plan covers a 150-acre area adjacent to the airport and was a collaborative effort between the City of Marina (City) and the University of California
- The vision of the plan was to generate revenue to support the airport, combined with economic development associated with aviation and manufacturing
- The uses identified include office, research and development, and public facilities with a total of 1.5 million s.f.
- The City's role was to develop a municipal airport; UC's role was to develop a technology center
- UC MBEST never developed aside from one small parcel—at the corner of Imjin and University Drive—and backbone roadway infrastructure



LEGEND - CITY*		LEGEND - UC*	
Commercial/Mixed Use - 3.55 ac	ROW - 3.50 ac	Commercial/Mixed Use - 19.01 ac	Research & Development - 37.64 ac
Business Park - 44.20 ac	Open Space - 4.84 ac	Research & Development - 4.50 ac	Campus Core Overlay - 4.50 ac
Business Aviation Reserve - 19.10 ac		Campus Core Overlay - 6.50 ac	ROW - 9.63 ac
Research and Development Overlay Zone - 78.19 ac		Open Space - 6.24 ac	
- Possible Roadway Connection (for illustrative purposes only)			

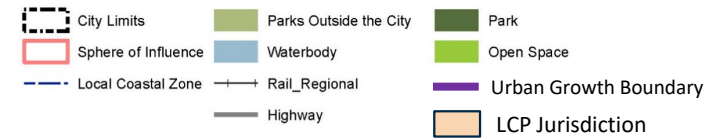
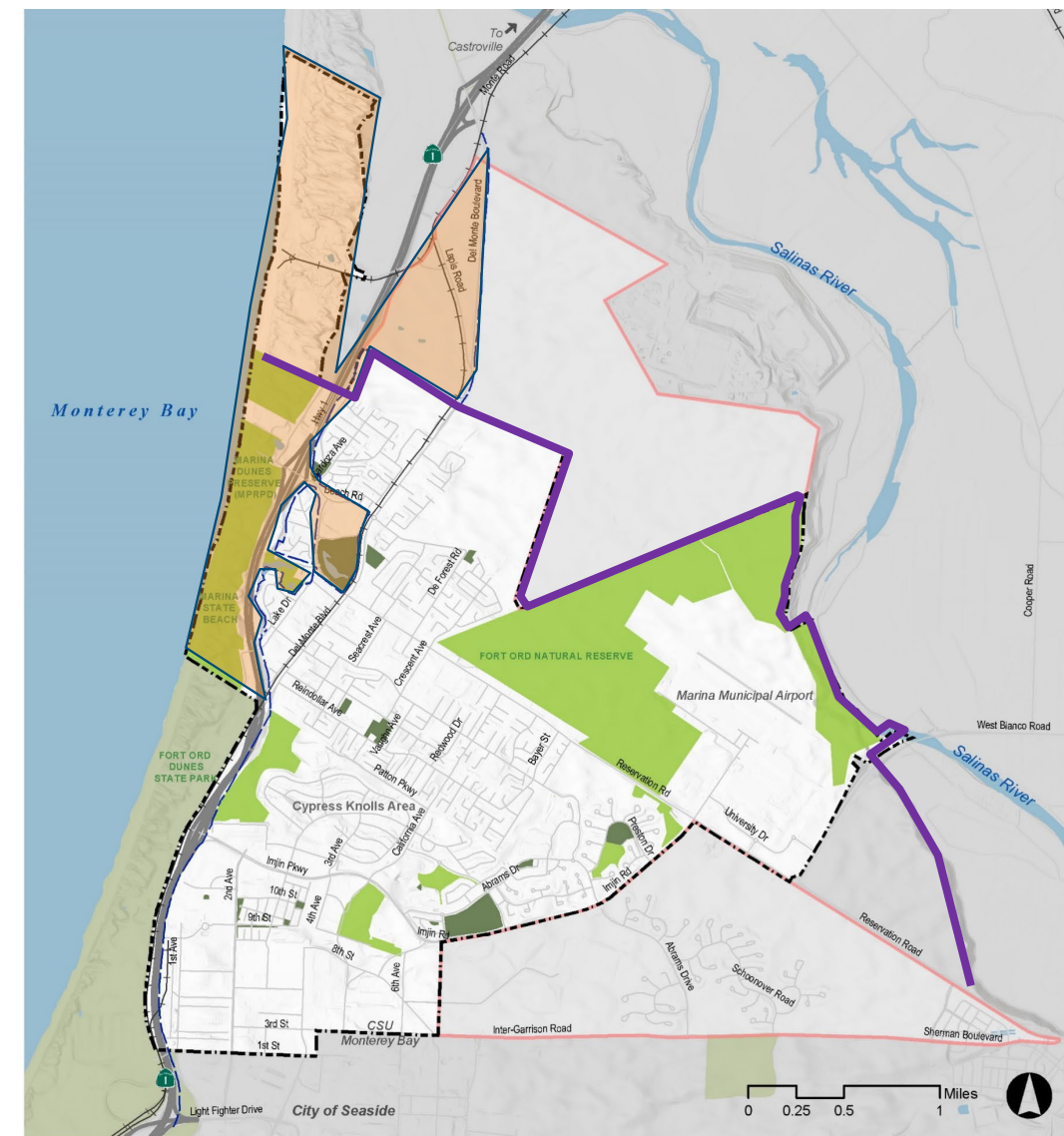
Abundant City-Owned Opportunity Areas

- When the Fort Ord Base closed, the City received thousands of acres on its outskirts
 - Some of these large, vacant areas are currently under development and others are positioned for future development
 - Challenges include presence of former military housing, soil contamination, & lack of utilities
 - City control means an opportunity to influence the type/affordability of housing built in these areas
- Opportunities may exist within the following lands now owned by the City:
 - Cypress Knolls (update to existing Plan anticipated)
 - 8th Street North and South
 - Airport Business Park Area
 - Airport Revenue Support Area/Development Reserve Area
 - Preston Park South Area



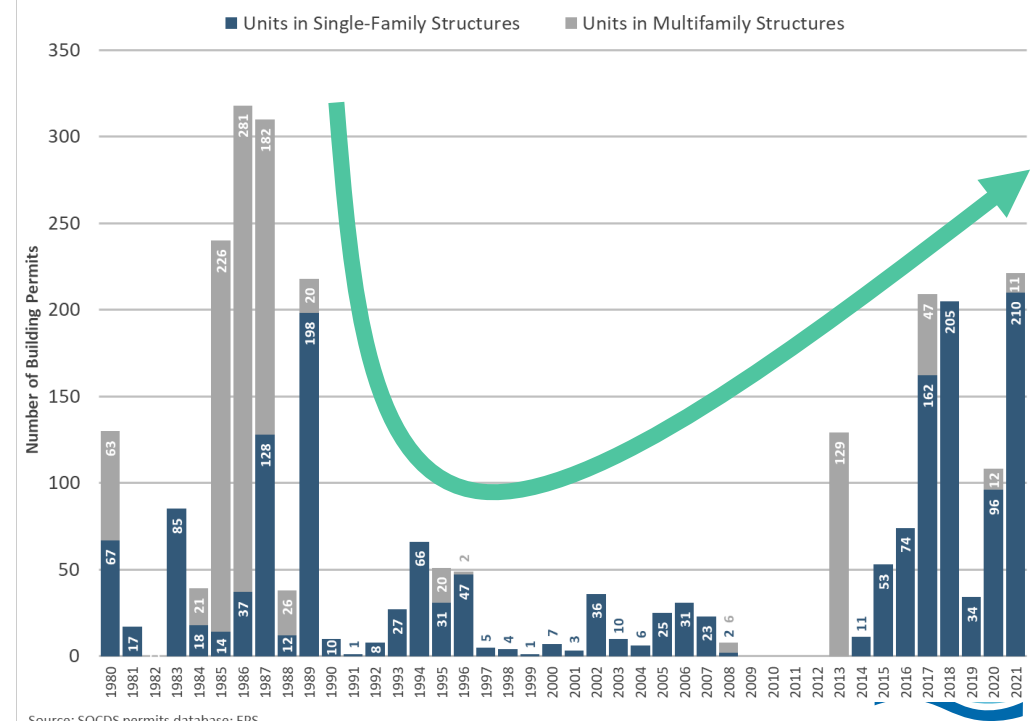
Key Policy Constraints on Growth

- Urban Growth Boundary (UGB)
 - First adopted in 2000, extended to 2040
 - Significantly constrains the land areas within the city that can be developed (not permitted north of purple line)
 - Promotes infill development in central/north Marina (20% of land is vacant within City limits)
- Local Coastal Plan (LCP)
 - Controls land use development near Coastal zones
 - Some development requires additional review (Coastal Commission)
 - Location, type, and intensity development is limited



Lack of New Housing that is Affordable

- Marina has had the highest housing growth of any city in the region (7% annually)
 - 700+ building permits issued in 2010s
- However, new development has been dominated by single-family for-sale (90% of new units); many new homes are not affordable to current residents
 - Residential costs have increased by almost 60% over inflation, while median household income in Marina has only increased by 22%
- Multifamily rental market has not grown
 - Less than 200 units built since 2014
 - 200+ units currently entitled
- Desire to increase housing diversity and affordability



Source: SOCDs permits database; EPS

Total Amount of Growth to Plan For

- By 2045 AMBAG forecasts Marina’s population to grow by 8,500 to 30,044
 - This is an increase of approximately 1,500 additional units (excludes CSUMB’s student beds)
- The City has ~3,000 entitled units from its four Specific Plans, not including any potential growth in Central Marina (the Downtown Plan or other infill)

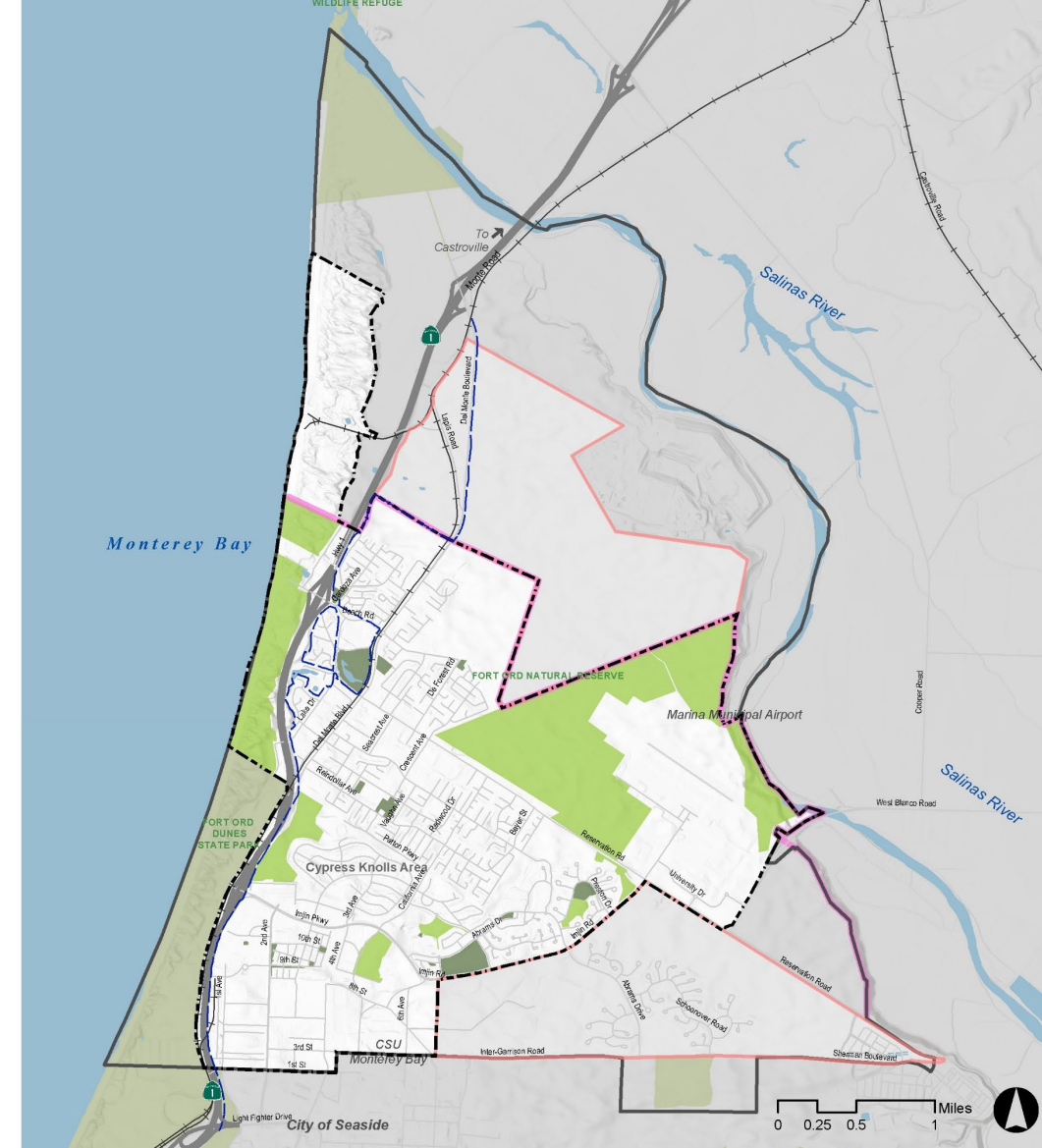
	Analyzed	Permitted	Built (2023)	Remaining
Downtown Vitalization Plan	2,400	179 ¹	12 ²	2,209
Central/North Marina infill	389 ³	-	10 ⁴	379
	Entitled	Permitted	Built (2023)	Remaining
Marina Station SP	1360	-	-	846 ⁵
The Dunes SP	1237	-	525	712 ⁶
Sea Haven MP	1050	-	439	611 ⁷
Cypress Knolls Plan Area	841 ⁸	71 ⁹	-	773
CSUMB Master Plan	3,820 ¹⁰	-	220 ¹¹	3,600
<i>Entitled subtotal</i>	8,311	71	1,184	6,542
Total	11,100	250	1,206	9,130

Employment and Demographics

Quick Facts

- **21,500 residents**
- **6,491 total jobs**
- Median household income of **\$78,795** (\$82,013 in Monterey County)
- **45%** of Marina residents aged 25 and older have an Associate's degree or higher (35% in Monterey County)

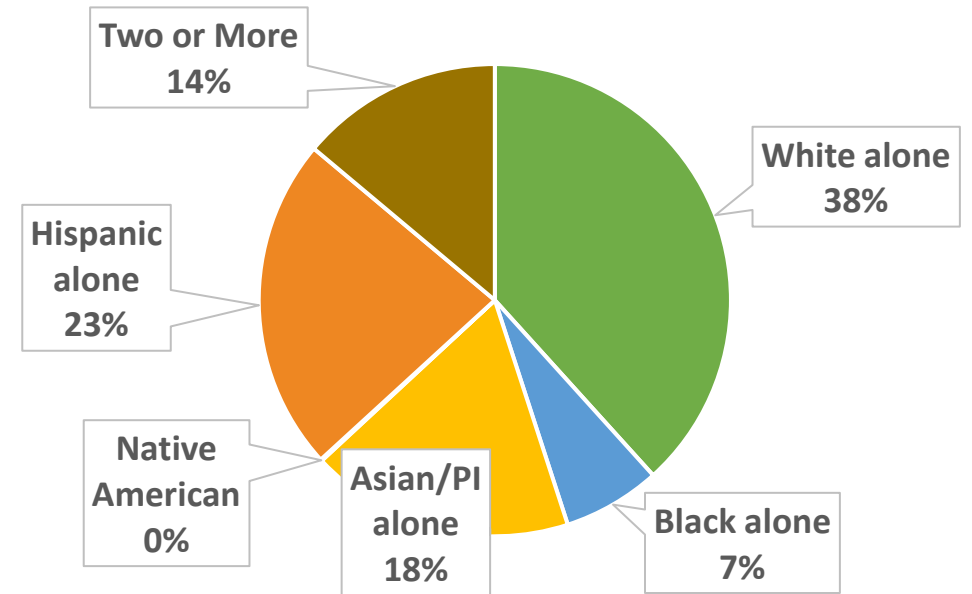
2021 CA DOF



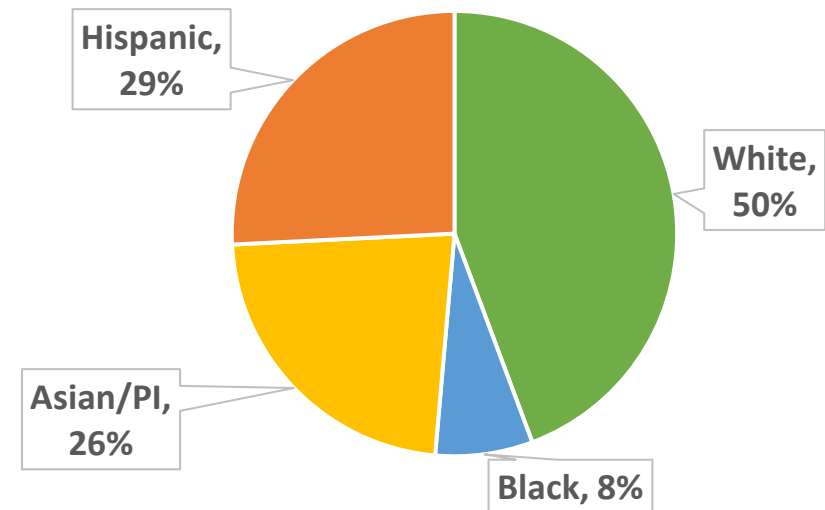
A Diverse Demographic

- The racial composition of Marina differs from the County and State, with a higher proportion of whites and Asians and a lower proportion of Hispanic residents.
- 14% of residents speak English less than very well
- Marina is uniquely diverse
 - Over 15% of residents identify as multiracial (two or more races)
 - Over 25 ethnic groups represented (with at least 0.5% of population)

Race and Ethnicity (alone)



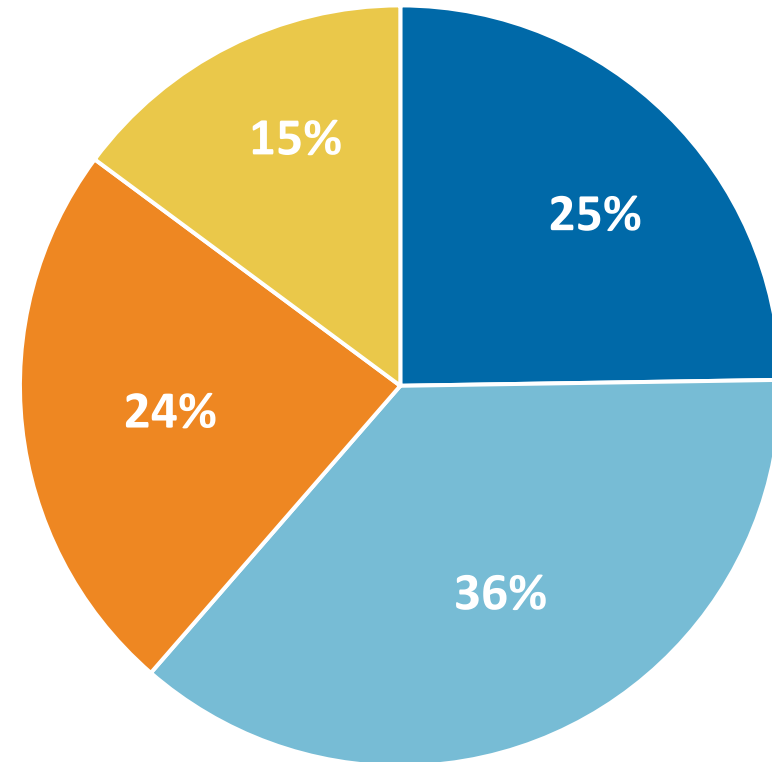
Race and Ethnicity (some heritage)



A Young Demographic

- Marina has a younger, well-educated, yet lower-income population compared to the County
 - Many younger students at CSUMB
 - New single-family housing attracts young families and couples
 - Local CSUMB students typically make lower wages or work part-time
 - A lack of skilled jobs or major STEM employers that would drive higher wages

Age Distribution



■ 19 and under ■ 20-45 ■ 45-64 ■ 65-85+

Trends in Marina

Compared to 2000:

- The median age is a little **older** (34.9 compared to 32.6)
- The percentage of **seniors** in the City has doubled from 7% to 14+%
- The median household income has grown notably; residents are on average far **more affluent** (\$78,795 vs \$46,139)
 - Median household income in Marina increased 22% from 2011-2021, compared to only 10% in the county and State.
- Residents are considerably **more college-educated** (33% with a Bachelor's degree or higher compared to 14%)

Diversifying the Local Economy

- Recent growth has been concentrated in low-wage sectors (hospitality and retail sectors account for 1/3 of all jobs in Marina)
 - Retail space accounts for over 40% of all commercial space
 - Low-intensity commercial development predominates
- Strong desire to attract livable-wage employers to Marina
 - Increase office, industrial, Research & Development, and other similar uses
 - Leverage CSUMB and MBEST to add science and tech to the employment base
 - Better jobs/housing balance would help alleviate long commutes and congestion



Influence of Regional Economy

- Most residents commute to nearby cities for work
- Driving hotel growth (3 built in the past 5 years alone, 2 more planned)
- Potential to leverage tourism spilling over from neighboring cities



Taking Full Advantage of the Airport

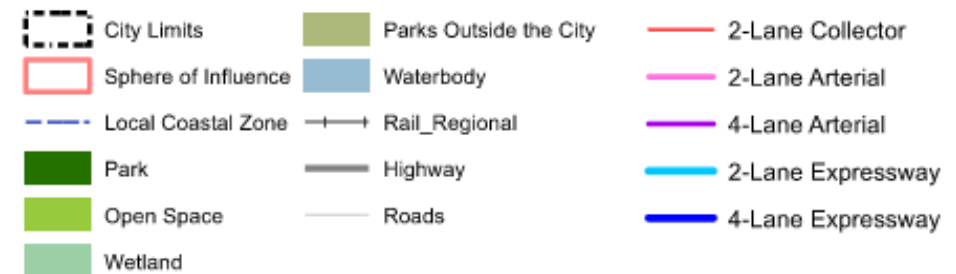
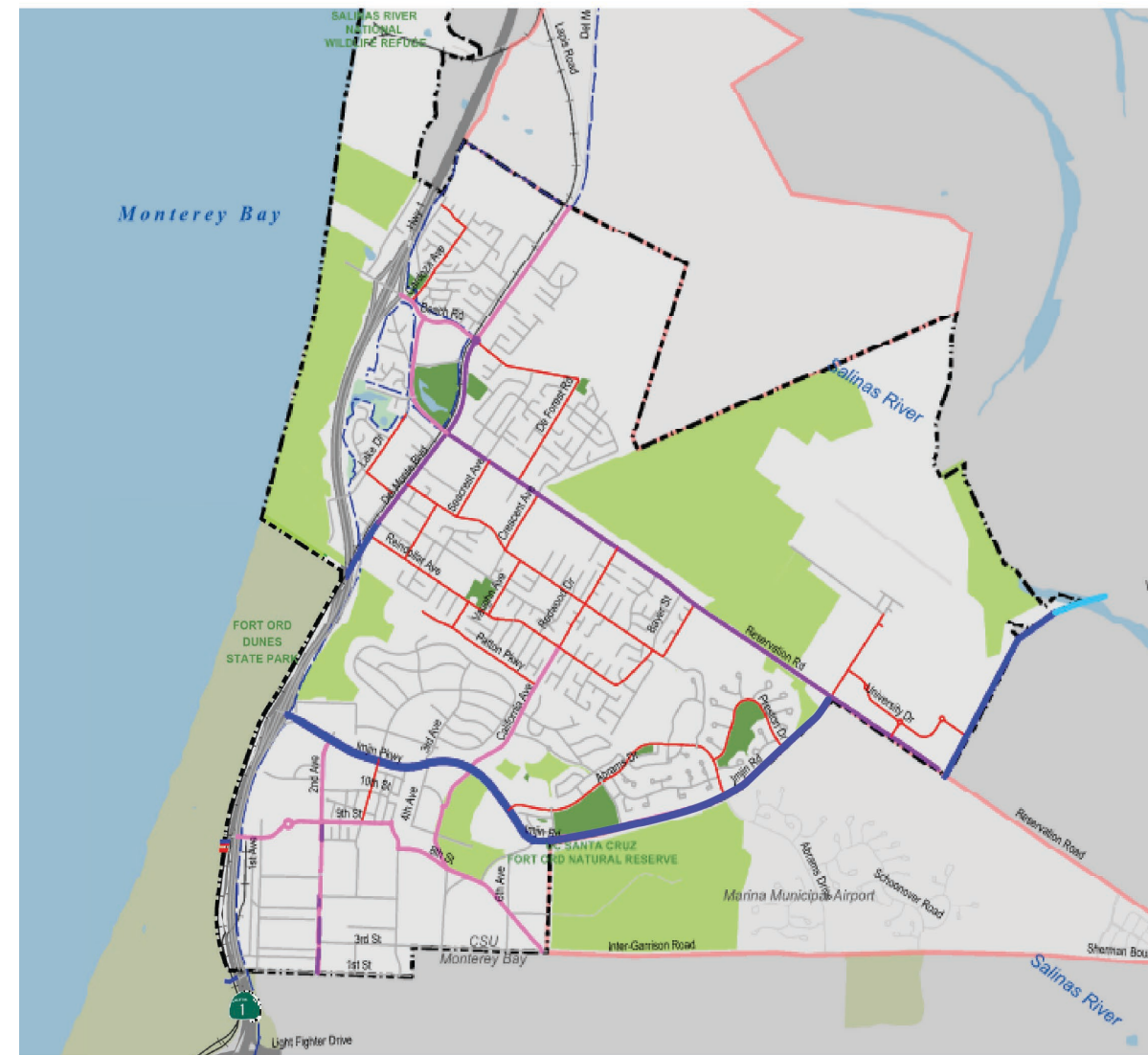
- Potential expansion of Joby (manufacturer of electric vertical take-off aircraft); desire to attract additional jobs
- Potential R&D expansion as envisioned by MBEST Plan, partnership with UC Santa Cruz, possible housing
- Microgrid north of runway
- Airport safety zones create restrictions on future development



Mobility

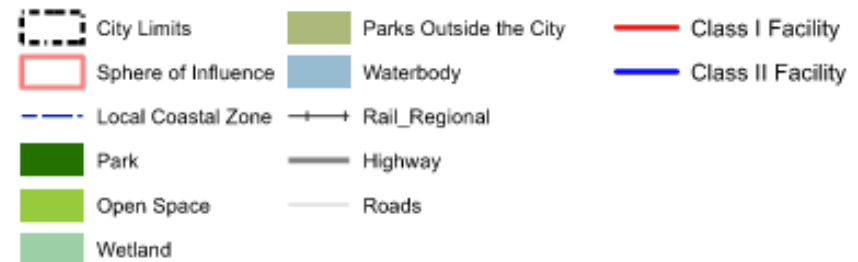
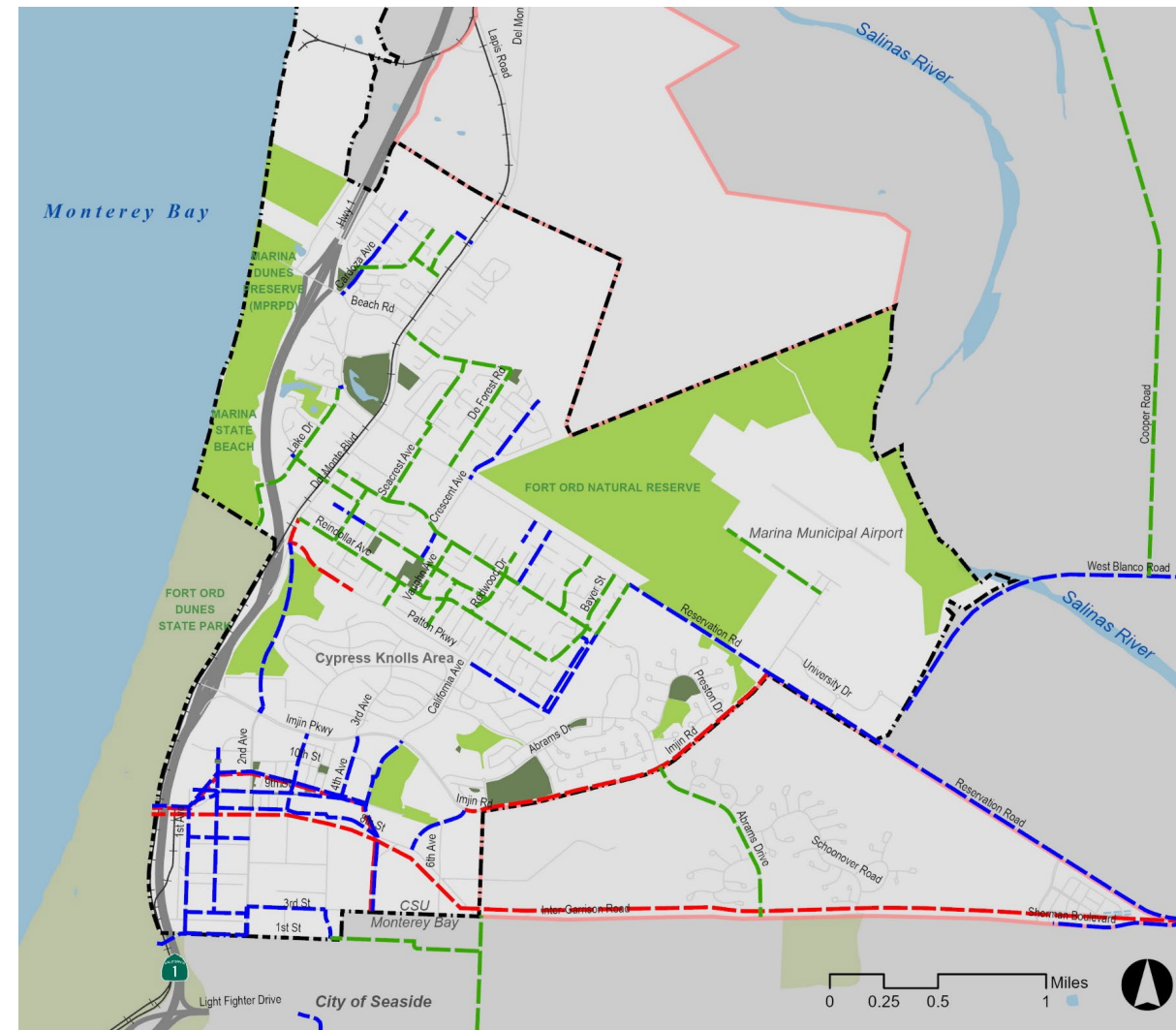
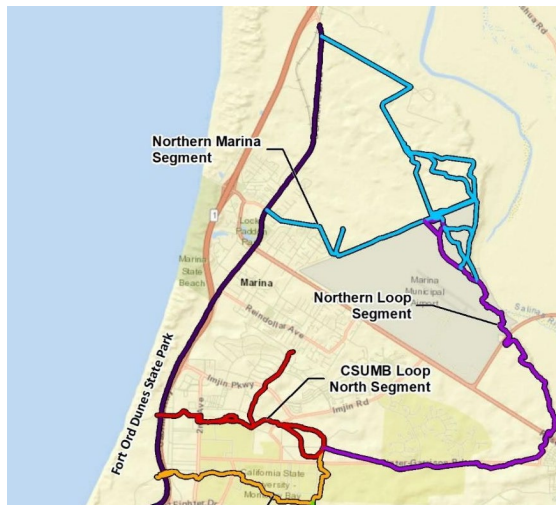
Roadway Congestion and Safety

- To alleviate worsening congestion on Imjin Parkway, Del Monte, and 2nd Ave, the City is pursuing several major future roadway projects including:
 - Imjim Parkway improvements
 - Future networks within Specific Plan areas
 - 2nd Avenue Extension
 - Patton Pkwy Extension
- Residents are concerned about local street safety and vehicle speeds; City has initiated several programs/overlays:
 - Complete Streets Policy
 - Active Transportation Plan
 - Safe Walk & Bike to School
- Need to improve roadway capacity and safety



Multimodal Network

- Limited existing facilities for bicycle and pedestrians. Plans include:
 - Ped/Bike bridge from DiMaggio Park
 - Bike lanes in the Dunes development
 - CSUMB MP bike improvements, including Inter Garrison Road trail
 - FORTAG trail improvements
- Strong desire to create a connected and usable active transportation network

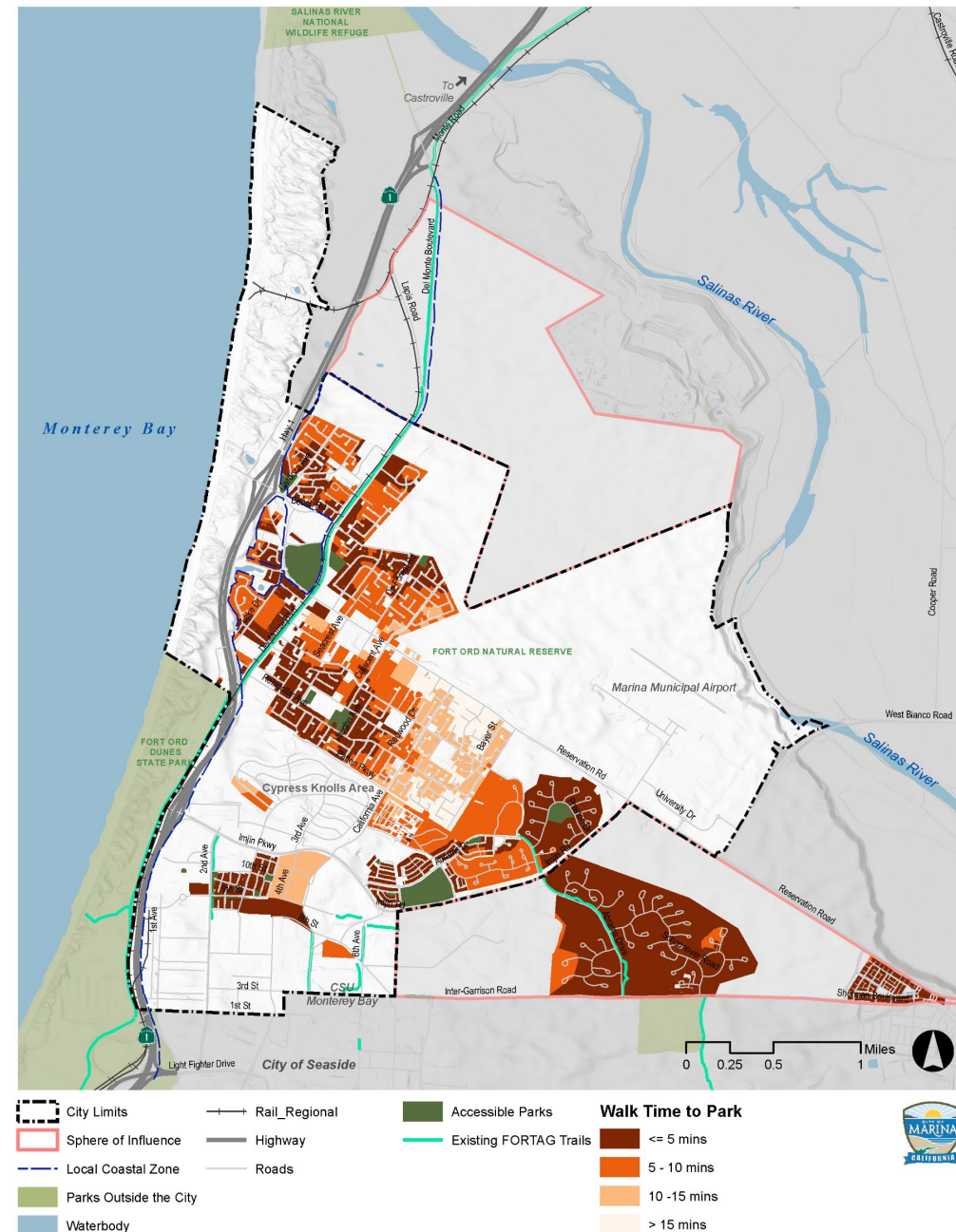


Open Space

Access to Parks

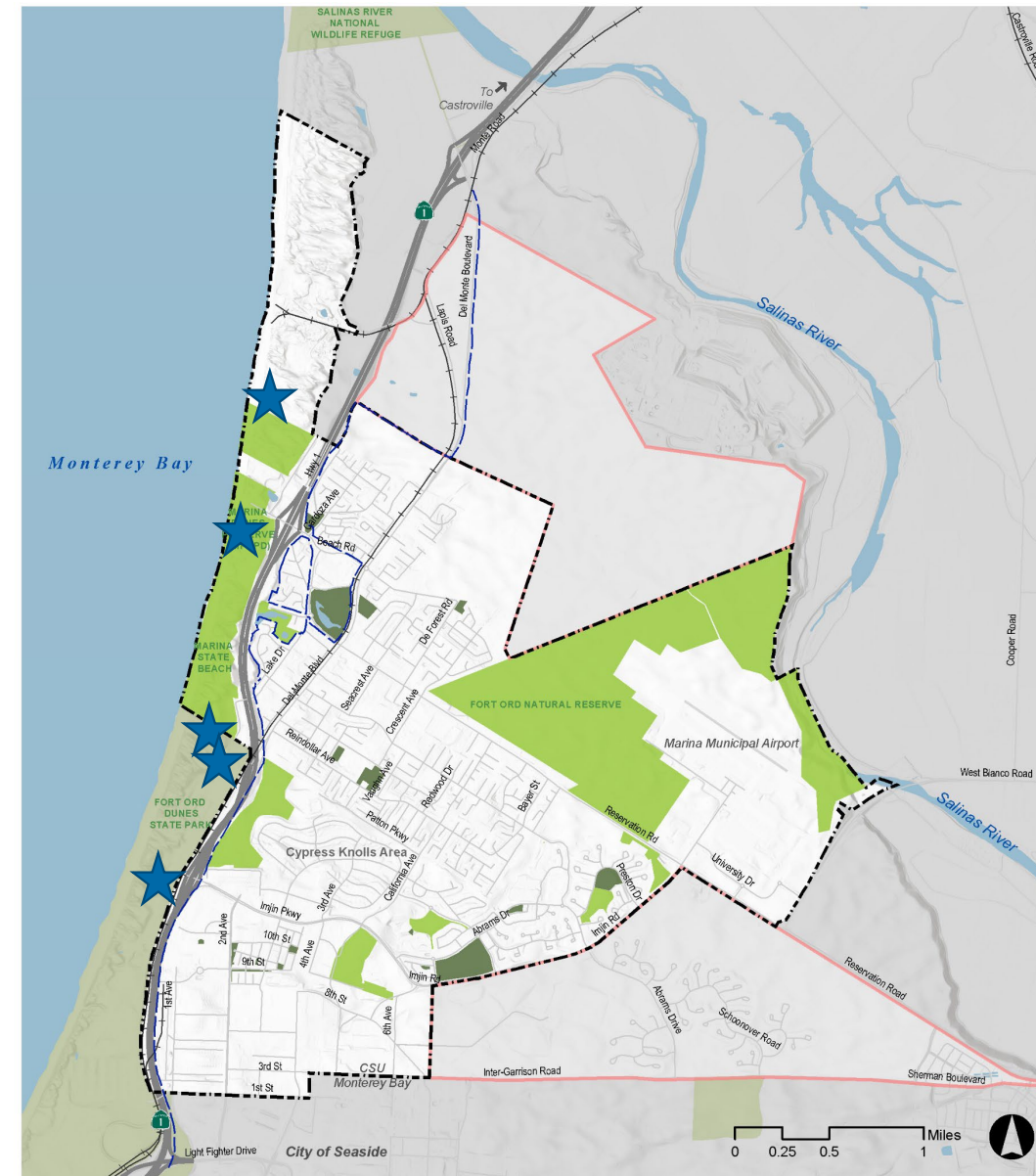
- Marina and its Sphere of Influence offer a high parks level of service with **5.9 acres of park land per 1,000 residents**
- Overall good parks access, though Central Marina has fewer public parks
- Approximately 52% of residents within the city live within a 5-minute walk to a park
- 79% of residents live within a 10-minute walk

Parks in Marina's SOI are included within this analysis due to the City's interest in possible future annexation of land and the desire to capture nearby facilities that serve existing Marina residents outside city limits.



Access to Open Space

- Limited access to the beach despite apparent proximity
- Abundant open space in Marina city limits (and sphere) – though much is not publicly accessible
 - Future development is restricted within these areas
- Desire to improve public access to open spaces and increase connections to coast/beach

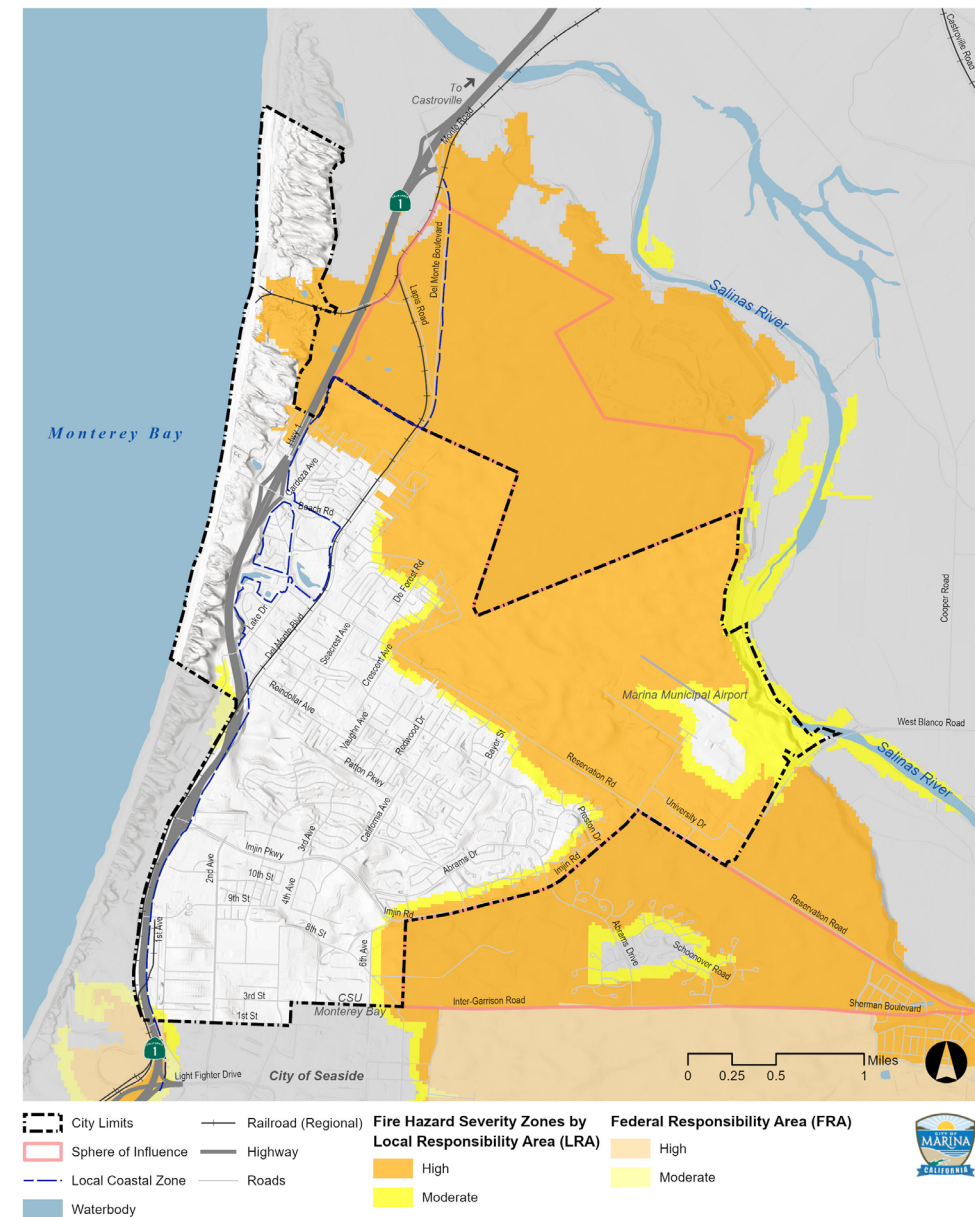


★ Existing Coastal Access Points

Natural Conservation, Safety, and Hazards

Wildfire and Coastal Erosion/Flooding

- Wildfires have and will likely continue to impact air quality; hazard areas are found in the eastern half of the City
- Marina is subject to high coastal erosion rates and some coastal flooding
 - Sea level rise is worsening the rate of erosion of beach sand
 - Limited to coastal areas; flooding is not a major concern elsewhere
- Other key hazards include:
 - Marina is highly susceptible to impacts from earthquakes
 - Contamination/hazardous materials facilities pose potential public health risks



2013028 EPS Marina Safety and AQ
Fig 7 Fire Hazard Severity Zones

Sources: City of Marina (2022); CPAD(2021);
Urban Footprint (2022); ESRI (2022); USGS & NOAA (2016); CalFire, 2007.

Habitat Conservation

- Resources are located mostly within former Fort Ord areas
 - Critical habitat is primarily located along the coast, west of Del Monte Road, east of the Airport, and along the Salinas River
 - Four species with critical habitat
 - The City is currently preparing the Marina Resource Management Plan to address management of the four HMAs



Sand Gilia (*Gilia tenuiflora* ssp. *arenaria*)

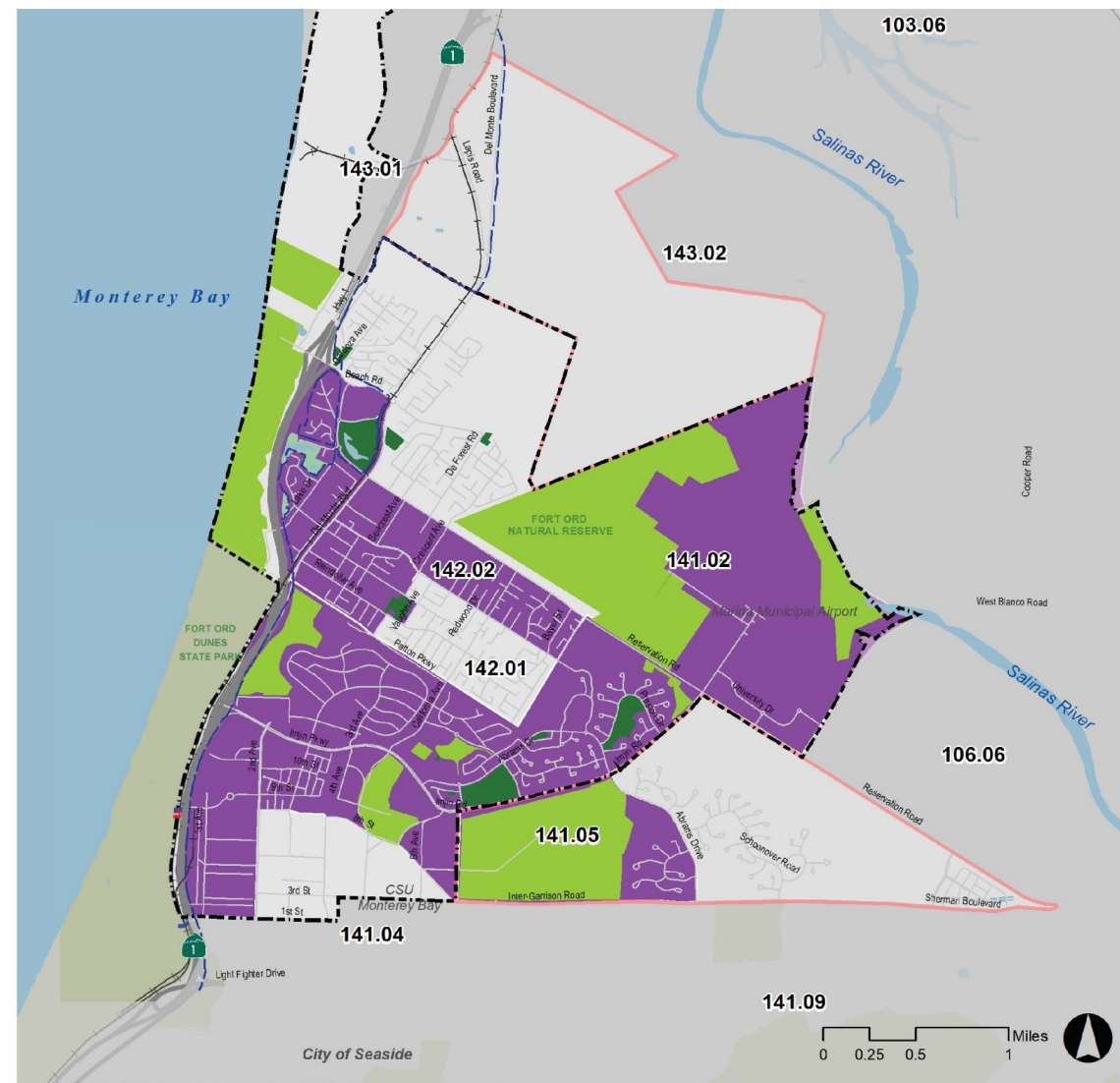
- This species is federally endangered, and state threatened. There are known occurrences within existing HMAs, within key City-owned vacant lands, and elsewhere in Marina
 - Generally, this species can be found in bare areas and roadsides, on the cut banks of sandy drainages, in recently burned chaparral, and in other disturbed patches
- A major consideration for future growth; careful mitigation measures and establishment of habitat set-aside areas is typically required



Environmental Justice

Environmental Justice

- A disadvantaged community is “...a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”
- Key pollution burdens for Marina: pesticide use, cleanup sites, groundwater threats, and impaired water bodies
- Other key environmental justice issues: desalination plant, regional wastewater treatment plant, regional landfill facility
- The areas shown in purple are considered to qualify as a “DAC;” these tracts are eligible for targeted State and Federal grant opportunities, such as cap and trade funding



- City Limits
- Sphere of Influence
- Local Coastal Zone
- Park
- Open Space
- Wetland
- Parks Outside the City
- Waterbody
- Rail_Regional
- Highway
- Roads
- Recommended DACs

Sources: City of Marina (2022); CPAD(2021); Urban Footprint (2022); ESRI (2022); USGS & NOAA (2018).

Public Services, Facilities, and Infrastructure

Impacts from Regional Decision-Making

- Many decisions that have impacted residents of Marina have been made without their say or input, such as:
 - Cal-Am Desalination Plant approval
 - Monterey County regional landfill
 - SURF Line BRT alignment and coastal access impacts
- Relatively young city (incorporated in 1975), less affluent compared to its neighbors ->
 - Less influence regionally

Water Supply

- City’s water is controlled by MCWD
- Supply was expected to be a constraint on the development of former Fort Ord lands (a cap was included in the FORA Base Reuse Plan)
 - Adequate water supplies are now anticipated to be available (within the near future) for the buildout of projected growth in the existing General Plan + FORA BRP
- The Central Marina service area is not projected to exceed its groundwater allocation by year 2040
- A groundwater shortage currently exists in the Fort Ord growth area; this is planned to be addressed through RUWAP’s recycled water (purple pipe) and deep-well injection projects

Table 5.3 Ord Community Groundwater Shortfalls

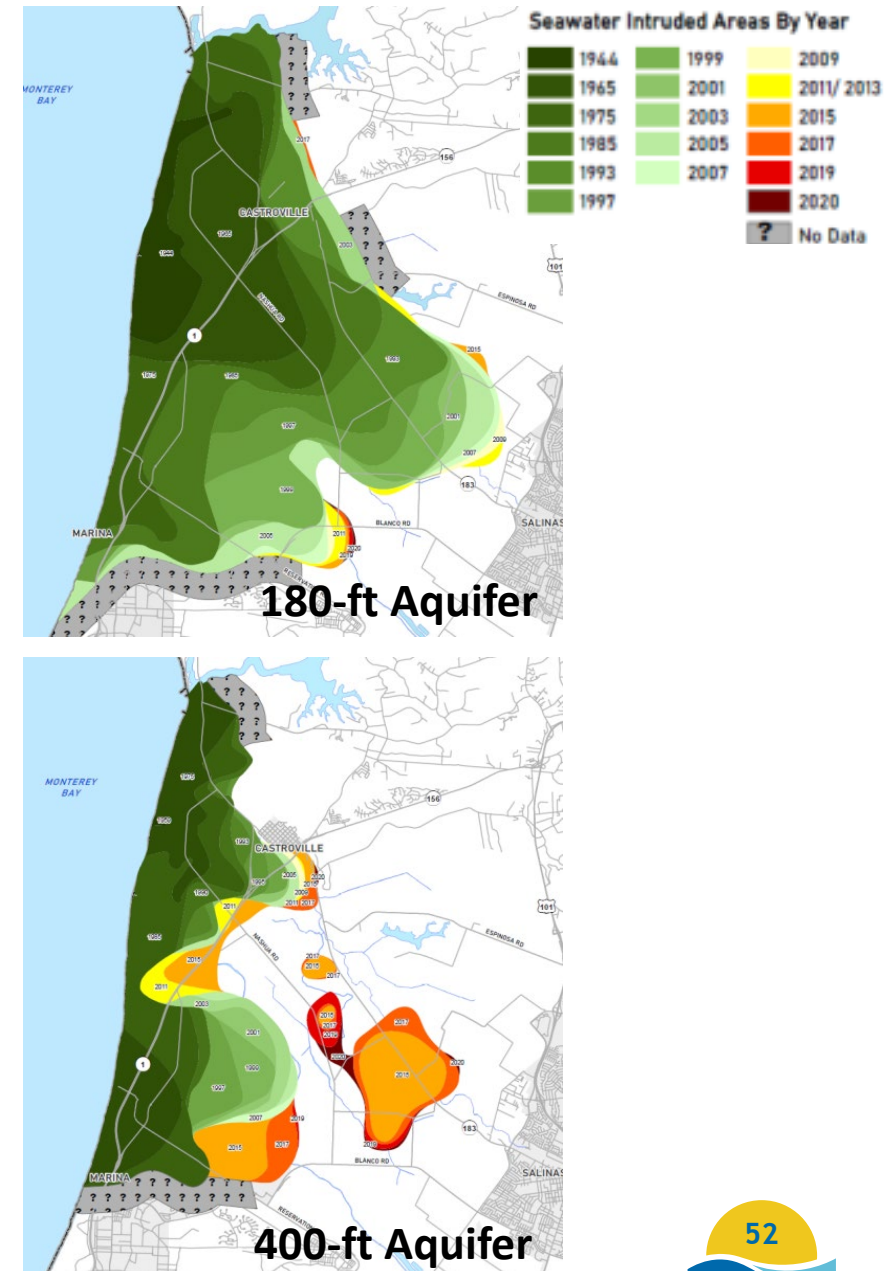
Jurisdiction	2040 Demand	Allocation	Shortage*
U.S. Army	471	1,562	0
CSUMB	977	1,035	0
Del Rey Oaks	238	243	0
City of Monterey	130	65	65
County of Monterey	522	710	0
UCMBEST	408	230	178
City of Seaside (Ord Portion)	1,698	1,012	686
State Parks and Rec.	9	45	0
City of Marina (Ord Portion)	1,809	1,340	469
Assumed Line Loss	348	348	NA
Total	6,610	6,600	1,398

* Jurisdictions with surpluses are shown with 0 shortage.

Seawater Intrusion

- Seawater intrusion was identified in MCWD wells during the 1960s. Affected wells were replaced and moved to deeper aquifers.
 - Ongoing monitoring indicates seawater intrusion continues to migrate inland.
 - Continued groundwater overdraft in the Salinas Valley Groundwater Basin and sea level rise will likely worsen the effects of seawater intrusion.
- MCWD is actively working with the Monterey County Water Resources Agency to implement the Salinas Valley Water Project that is expected to significantly alleviate the threat of seawater intrusion.

Historical Seawater Intrusion



A Path towards Fiscal Sustainability

- Need to improve City fiscal health and create long-term sustainability
- Lack of existing revenues lowers City's ability to provide public services.
- Aging public infrastructure throughout central Marina that will require costly replacement.
- Lack of major revenue sources such as car dealerships or tech employers.



Community Identity

Local Military History

- Former Fort Ord Army Base
 - Legacy of housing and businesses based around military presence
 - Current development potential is complicated by the contamination of many former Army lands
- Connection to Veteran's community
 - Current residents remember the base and want to honor its memory
 - Many Asian-American and African-American veterans



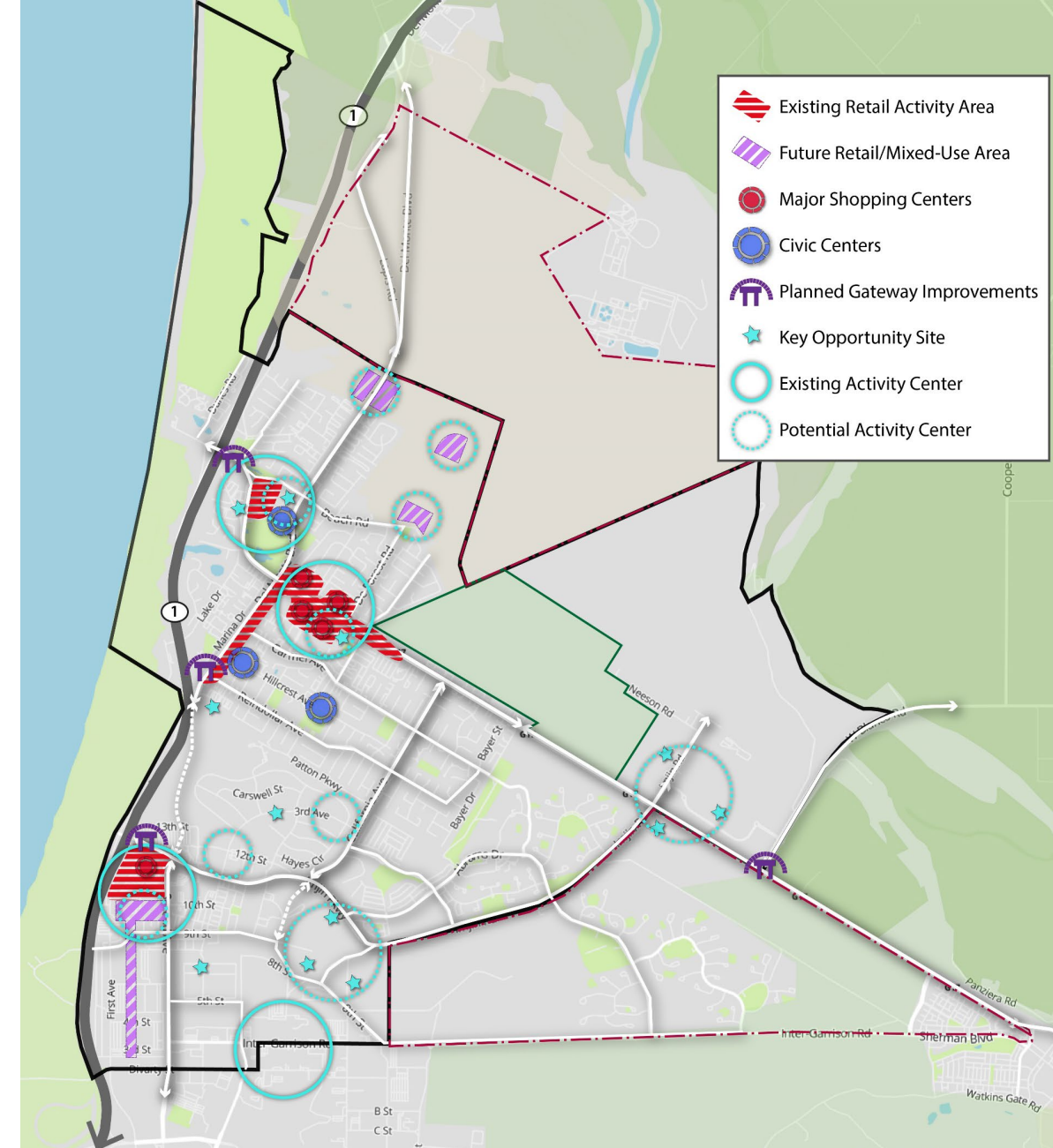
Creating New Center(s) of Activity

Potential future centers:

- Within Downtown Vitalization Plan: at MST Hub/Surf Line Station or a redeveloped shopping center
- Vacant lot adjacent to Public Library
- Within Dunes (along 10th Street)
- Cypress Knolls neighborhood retail nodes
- Three planned commercial nodes within Marina Station nodes
- Combined Airport and MBEST center

Strategies to improve identity/character

- Gateway signage project (five locations)
- Public realm improvements on Del Monte Blvd, Reservation Rd, Imjin Pwky, 2nd Ave, and new Dunes Promenade

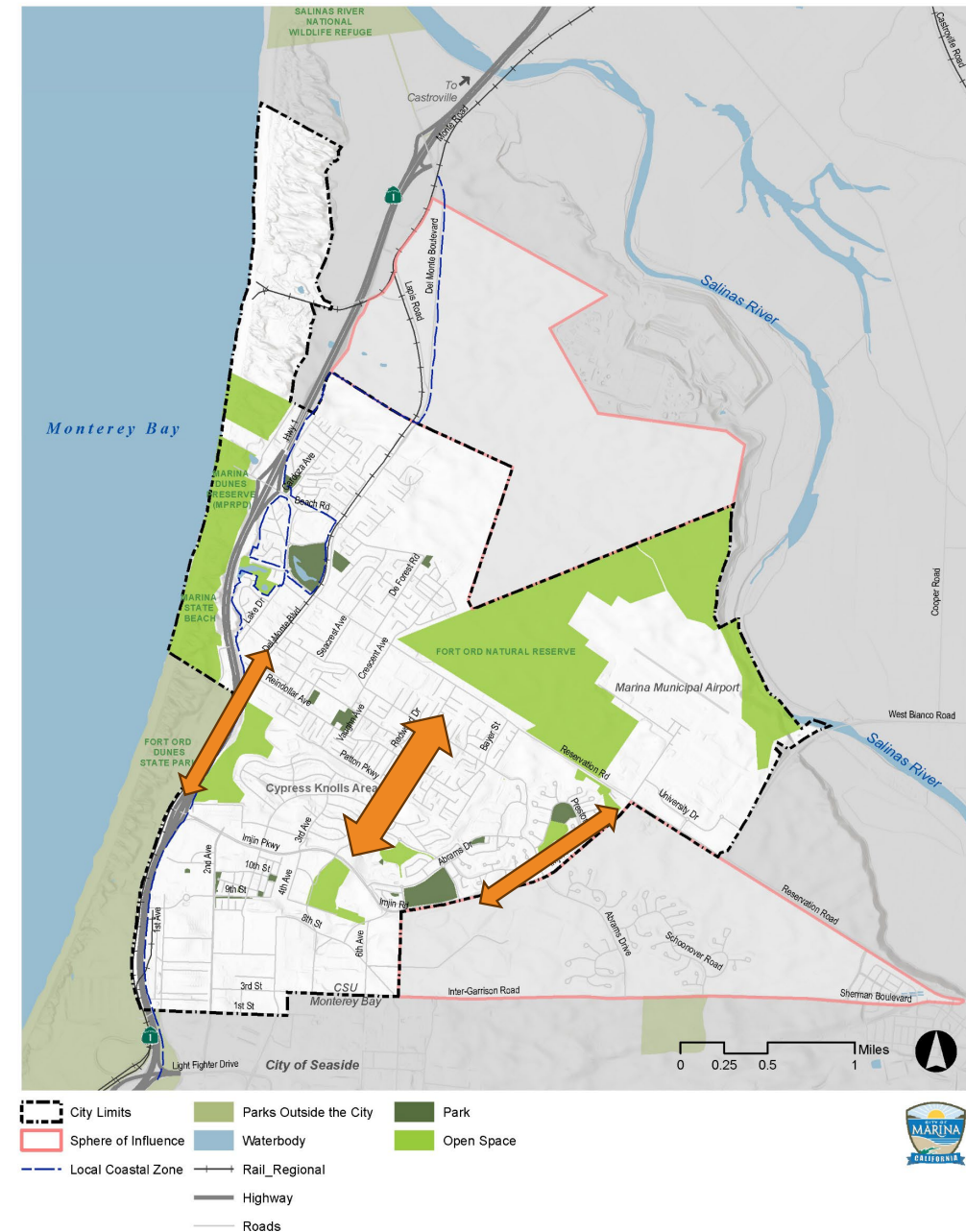


Based on adopted Specific Plans, 6th Cycle Housing Element sites, preliminary analysis, and stakeholder interviews

Disconnect between Old and New Marina

There are only 3 roadway connections between central and south Marina; this underscores a broader disconnect between the two areas:

- Central Marina (the older part of town) is largely built-out with a mixture of large-lot single-family homes and affordable walkup apartments, contains older infrastructure and housing stock, and has fewer parks.
- Southern Marina (newer parts of town) has more vacant land and therefore greater potential for development and change, contains a younger population, and currently is dominated by small-lot single-family housing that is considerably more expensive than older homes.



Thank you!



Kimley Horn | Rincon | EPS