

# General Plan 2045: GPAC Meeting #3: Existing Conditions Review

*September 7, 2023*



Kimley Horn | Rincon | EPS

# Roll Call

# Agenda

<b>6:00pm-6:10pm</b>	Introduction, Roll Call, and Welcome; Agenda Review
<b>6:10pm-7:05pm</b>	Presentation and Discussion on Existing Conditions Reports and “Plan Drivers”
<b>7:05pm-7:30pm</b>	Vision and Values Discussion (continued from GPAC #2)
<b>7:30pm-7:45pm</b>	Review Community Engagement
<b>7:45pm-8:00pm</b>	Public Comment (maximum of 2 minutes per person)
<b>8:00pm</b>	Closing

# GPAC #3 Meeting Objectives

- Discuss the Existing Conditions Reports
- Confirm the “Plan Drivers” (key topics that will guide the development of the updated plan)
- Continue discussion on Vision and Values
- Review of completed and upcoming Community Engagement activities

# Project Updates

# Community Questionnaire #1

- Online Questionnaire open now through September 15<sup>th</sup>
  - Over 450 responses to date!
- Available at [Marina2045.org](https://Marina2045.org)
- Share it with your friends and family if you haven't already!

# Community Engagement To Date

- Public Events - 10 to date
  - Workshop 1: 50+ community members, 31% non-white
  - Workshop 2: approximately 55 community members, 31% non-white
  - Pop-ups: 6 to date, approximately 20-50 touches at each event (12-18 Farmers Market, 1-23 Park Event, 4-15 Earth Day, 5-13 Pump Track, 6-24 Multicultural Fest, 9-9 MLK Statue]
  - Youth: workshopped at 2x classes at MHS (40+ students total)
- Survey #1 - 450+ completed surveys, 34% non-white (open until Sept 15<sup>th</sup>)
- Stakeholders - 20+ interviews, including all GPAC applicants as requested
- GPAC - 3 meetings to date (including today)

# Community Outreach To Date

Outreach has included:

- Postcards - sent to all 12,000 addresses with Marina zip codes
- Multiple email blasts to the 1,500+ email database
- Announcements at City Council and Planning Commission
- Ads in local newspaper
- Regularly updated project website
- Regular posts on Instagram/NextDoor
- Distribution of physical versions of the workshop flyers and postcards
- All printed materials translated into Spanish & Korean; both workshops had simultaneous translation.



# Summary of What We've Heard So Far

## Strengths/Opportunities

- Geography
- Coastal proximity
- CSUMB
- Diverse population
- Municipal airport
- City-owned lands (Former Fort Ord)
- Military legacy and veterans
- Civic pride
- Public parks and Marina Library
- Relatively affordable (compared to the region)

## Issues/Challenges

- Tension between old/new and north/south
- Lack of affordable/senior housing
- Limited beach access
- Lack of clear identity
- No 'downtown,' 'town center' or community meeting spaces
- Limited tax base
- Difficult to attract new major employers
- Lack of representation in regional decisions (e.g., desalination plant)

# Existing Conditions

# Existing Conditions Reports

- The eight Existing Conditions Reports are technical documents that each analyze a pertinent topic.
- The Reports 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, 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
- Include both current + anticipated issues
  - Cost of housing (current)
  - Sea Level Rise (anticipated)
- Typically involve multiple, interrelated General Plan topics
- Based on community input and findings from existing conditions analysis

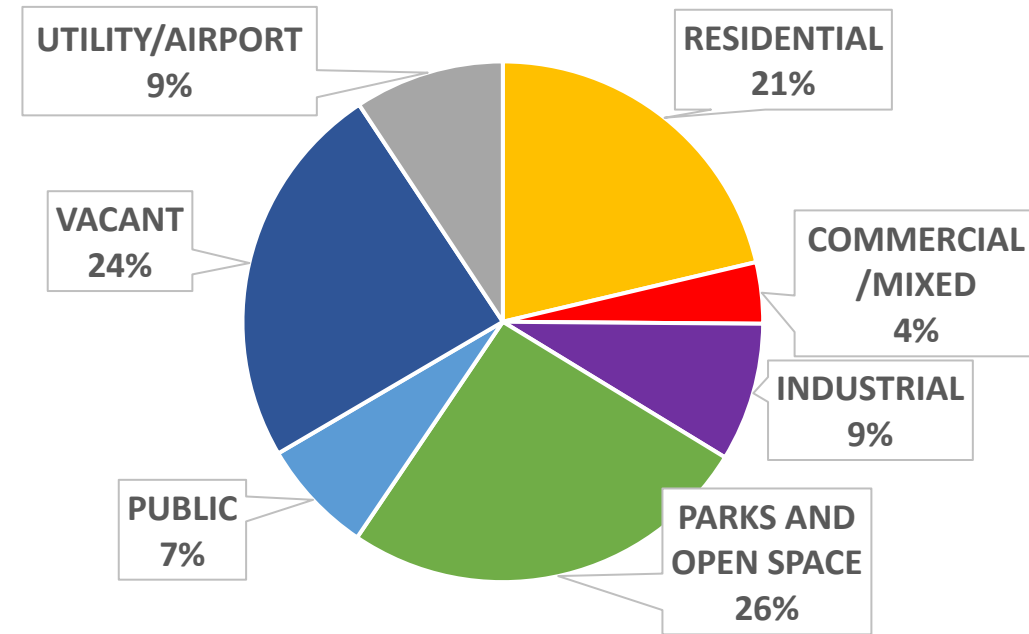


# Land Use & Character Drivers

- Limited diversity of land uses
  - 1/4 of the City is vacant; very few townhouses, offices, or mixed-use buildings
- Multiple adopted area plans
  - Majority of the city's unbuilt land is already covered by an existing Area Plan
- Abundant City-owned undeveloped land
  - Former Fort Ord lands offer potential for growth that could be guided by the City
- Voter-approved Urban Growth Boundary
  - Restricts development north of the established line through 2040
- Costs of housing rising, despite recent development
  - New development is largely single-family for-sale; unaffordable to current residents
- Substantial future residential growth anticipated
  - Far more housing than projected by regional agency (AMBAG)

# Limited Diversity of Land Uses

- Vacant lands occupy more than 1/4 of the City's area (though much is planned for)
- Marina has little middle-density housing (3% of City lands, of which most is old military duplexes in Sea Haven)
- There are very few sit-down restaurants
- Lack of office uses (only 26 acres)
- 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

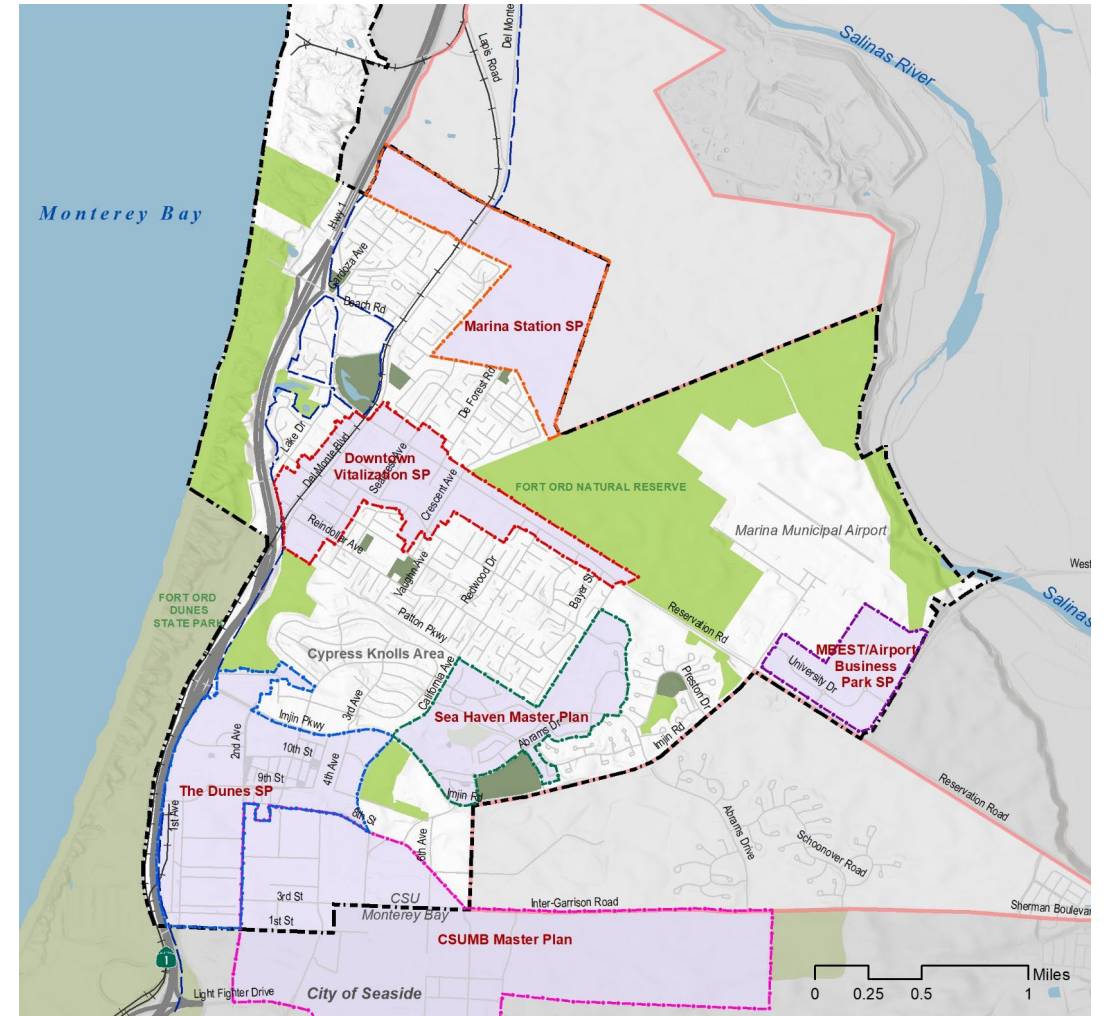


Source: City of Marina GIS Data



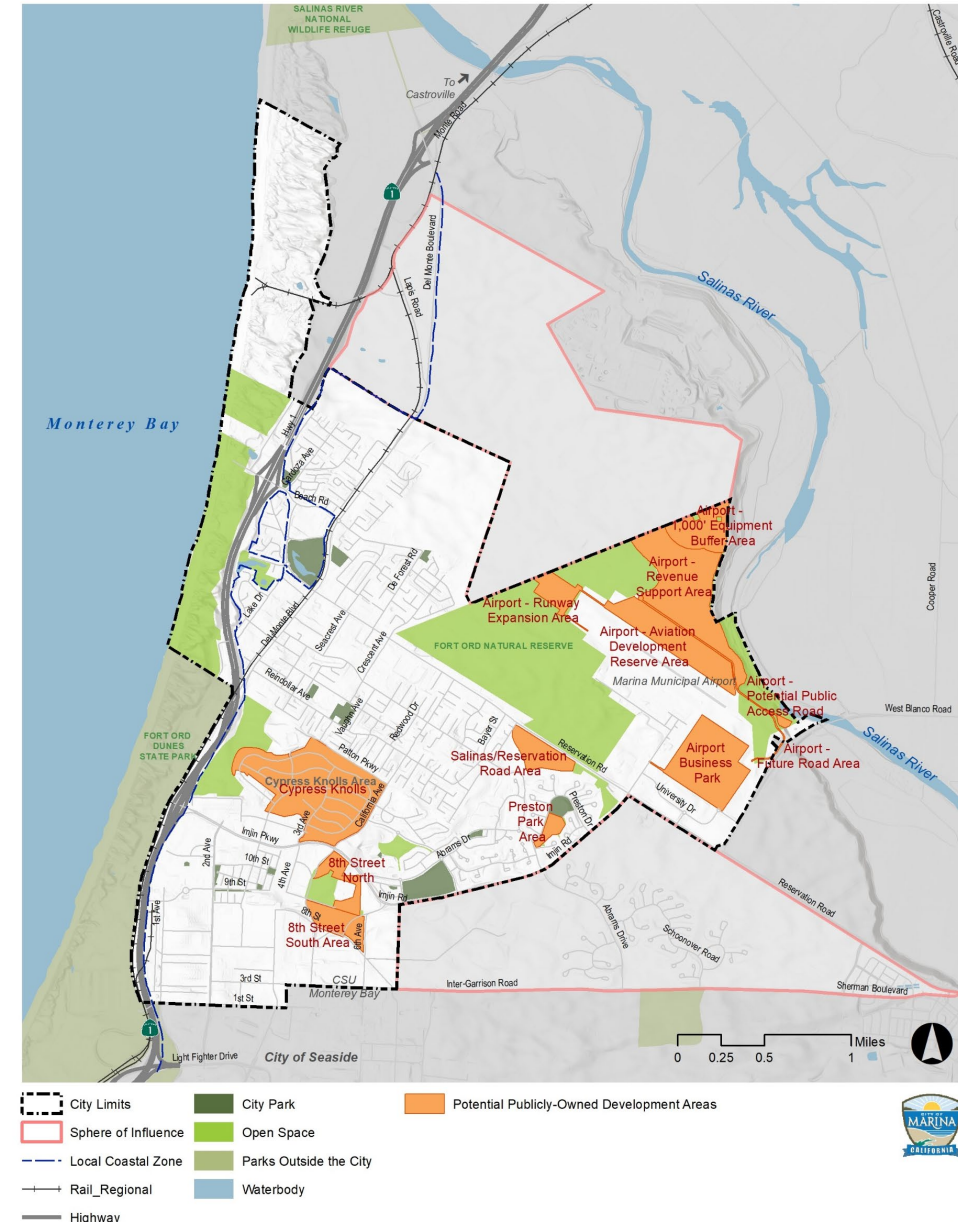
# Multiple Adopted Area Plans

- 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 otherwise unused) land is already covered by an existing Area Plan
  - Constrains ability to provide future land uses that the community has expressed an interest in
  - Having relatively few unplanned areas limits the City's ability to influence future growth & change



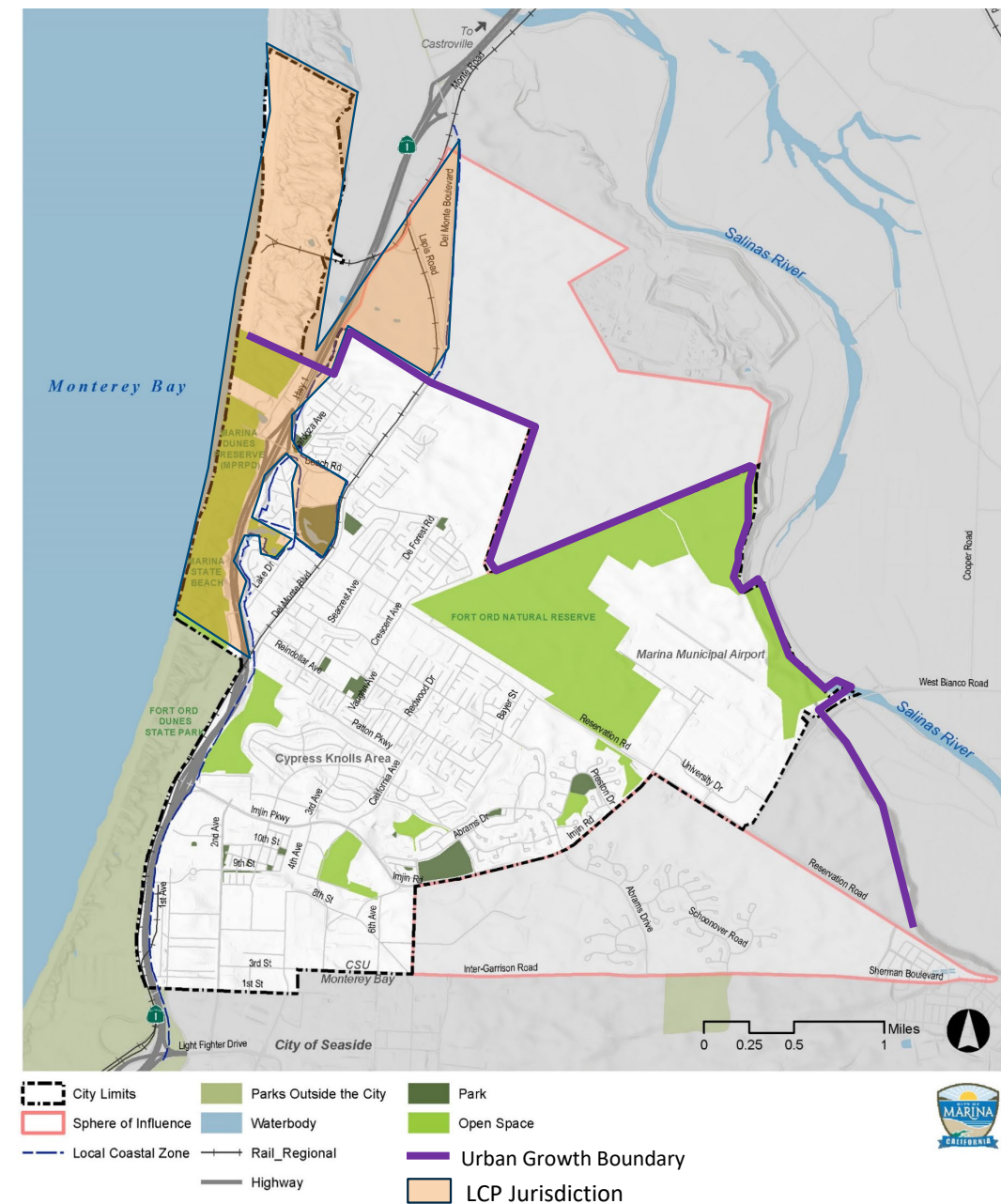
# Abundant City-Owned Opportunity Areas

- When the Fort Ord Base closed, the City received thousands of acres on its outskirts
  - Some areas are currently being developed while others are positioned for future development
  - Challenges include 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 and Salinas/Reservation Rd Area



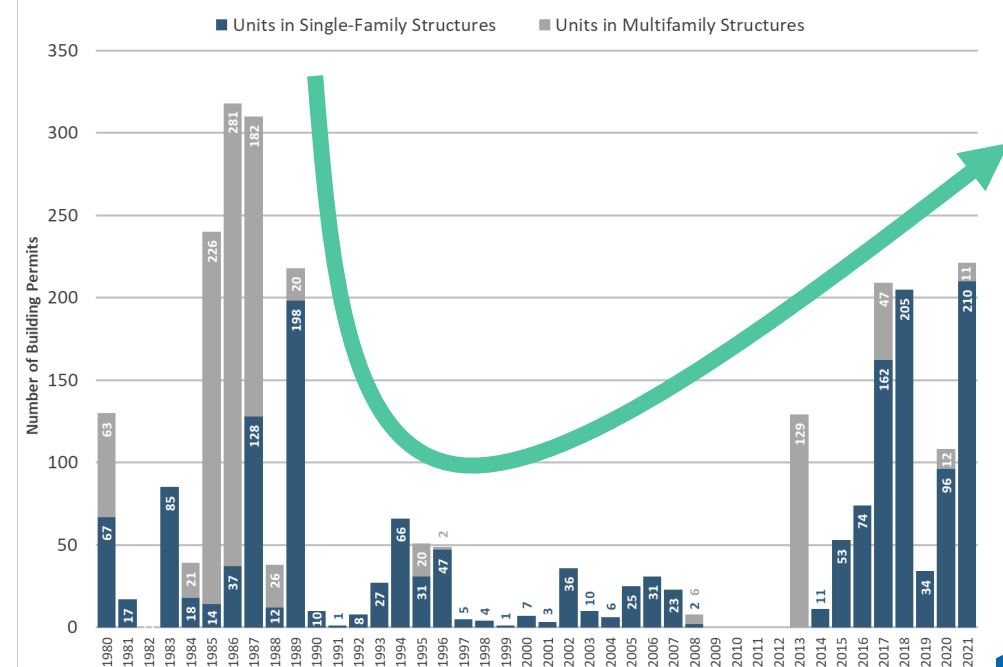
# Key Policy Constraints on Growth

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



# 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 the 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

# Substantial Future Growth Anticipated

- 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 alone, not including any potential growth in Central Marina enabled through the DVP or other infill

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

# Employment & Demographics Drivers

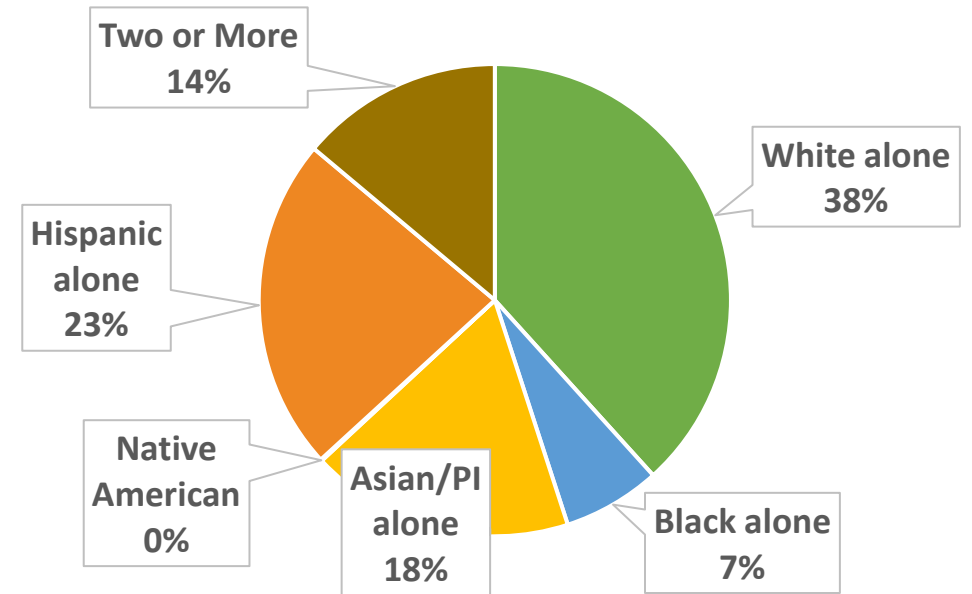
- Young (but aging), well-educated, and diverse population
  - Over 1/3 of residents are between ages 20 and 45 (however, the percentage of seniors has doubled since 2000)
  - 1 out of 7 residents speaks English less than very well; 1 out of 7 identifies as multiracial
  - Need for housing, services, and amenities that serve these populations
- Desire to attract living-wage job opportunities to Marina
  - Incomes are lower than adjacent cities in the region
  - Recent job growth has happened in lower-wage sectors (i.e., retail and lodging)
  - Want to leverage CSUMB and MBEST to add science and tech to the job base
- Take full advantage of Marina Municipal Airport
  - Growth opportunities in research & development, manufacturing, and light industrial
  - Catalyze development at MBEST; consider housing

# A Diverse Demographic

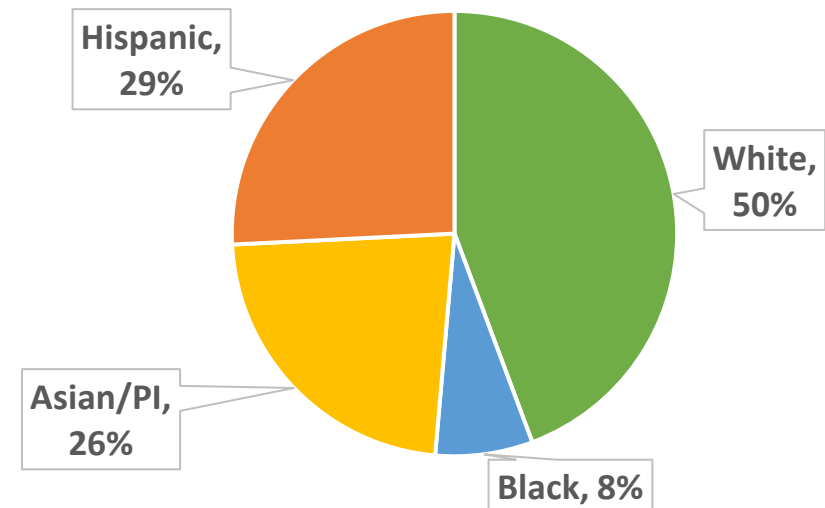
- Marina has a higher proportion of whites and Asians, and a lower proportion of Hispanic residents compared to the County/State
- 14% of residents speak English less than very well
- Marina is uniquely diverse
  - 15% of residents identify as multiracial (two or more races)
  - Over 25 ethnic groups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

Source: American Community Survey, 2021 5-Year Estimates DP05

### Race and Ethnicity (alone)



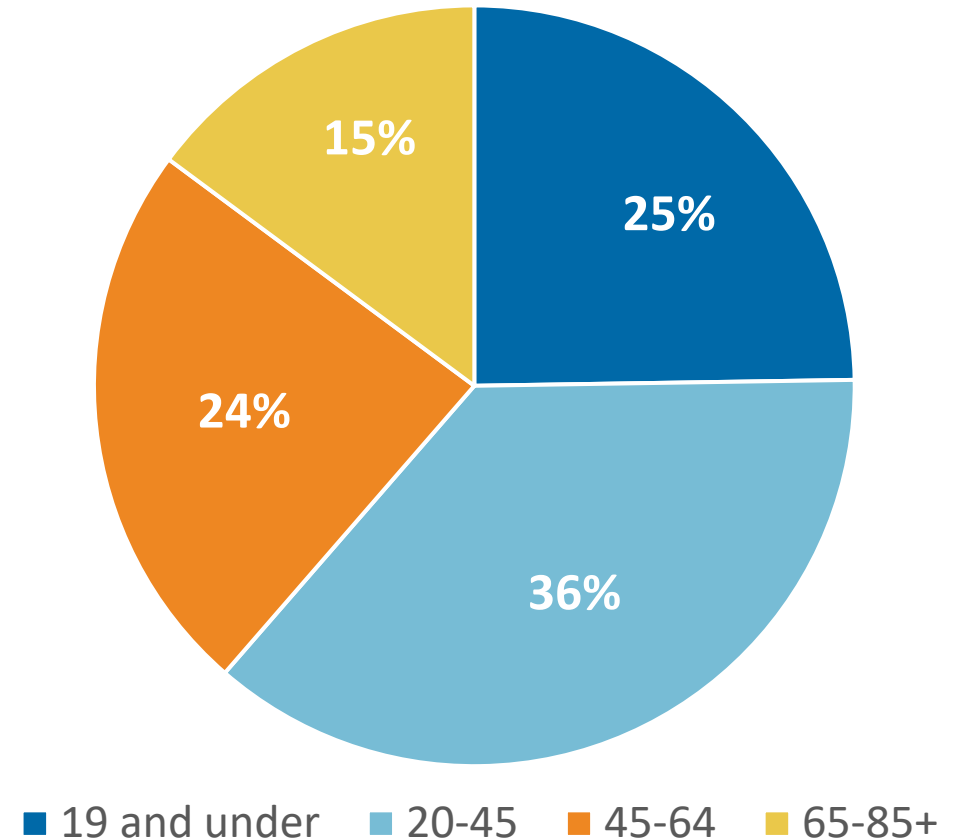
### Race and Ethnicity (some heritage)



# A Young Demographic

- Marina has a younger, well-educated, yet lower-income population compared to the County
  - Younger students at CSUMB
  - New single-family housing attracts young families and couples
- Median household income of \$78,795 (\$82,013 in the County)
  - CSUMB students typically make lower wages or work part-time
  - Lack of skilled jobs or major STEM employers to drive higher wages

Age Distribution





# 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 better 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 + employers
- 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

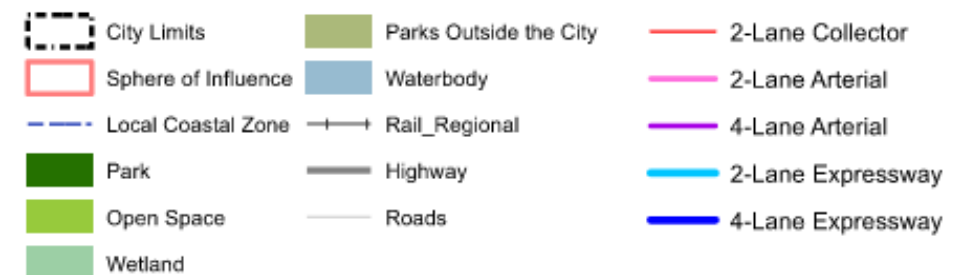


# Mobility Drivers

- Lack of North to South Connections, both vehicular and non-vehicular
  - Second Avenue extension would help address this
- Roadway congestion in southern opportunity areas
  - Future development may worsen existing traffic congestion in the Fort Ord areas
  - Improvements expected on Imjin and other key southern roads
- Desire for roadway safety enhancements
  - Complete Streets projects anticipated to provide traffic calming on key collectors and arterials
- Limited and disconnected bicycle and pedestrian facilities
  - Many trails/paths do not connect to broader networks or regional open space
  - Planned improvements include Patton Parkway paths, various FORTAG trails, off-street paths in the Dunes, and Inter-Garrison Road trail

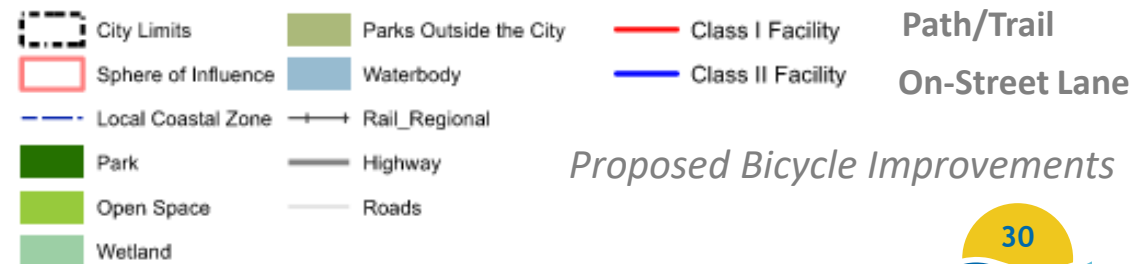
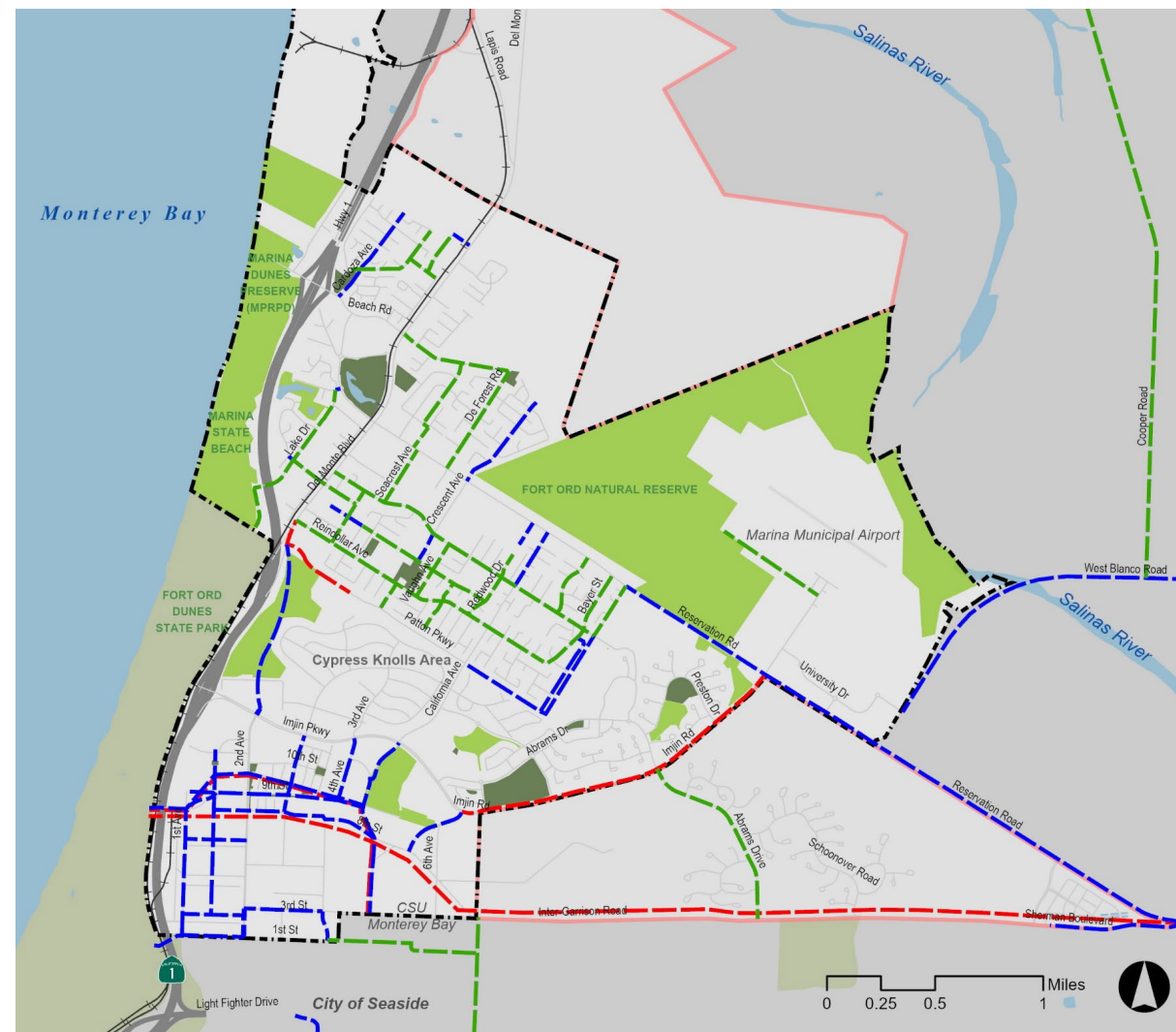
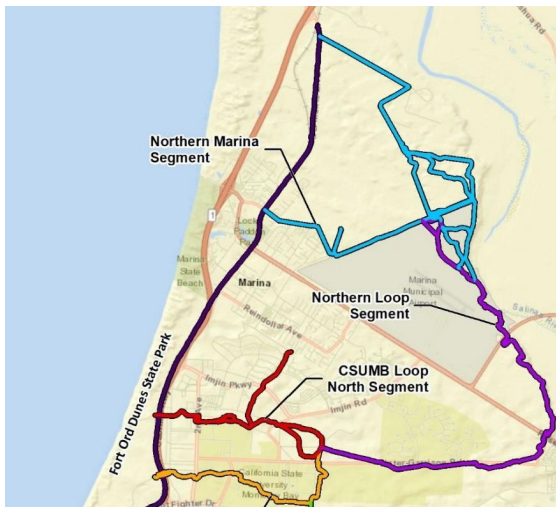
# Roadway Congestion and Safety

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



# Multimodal Network

- Limited existing facilities for bicycle and pedestrians. Future 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



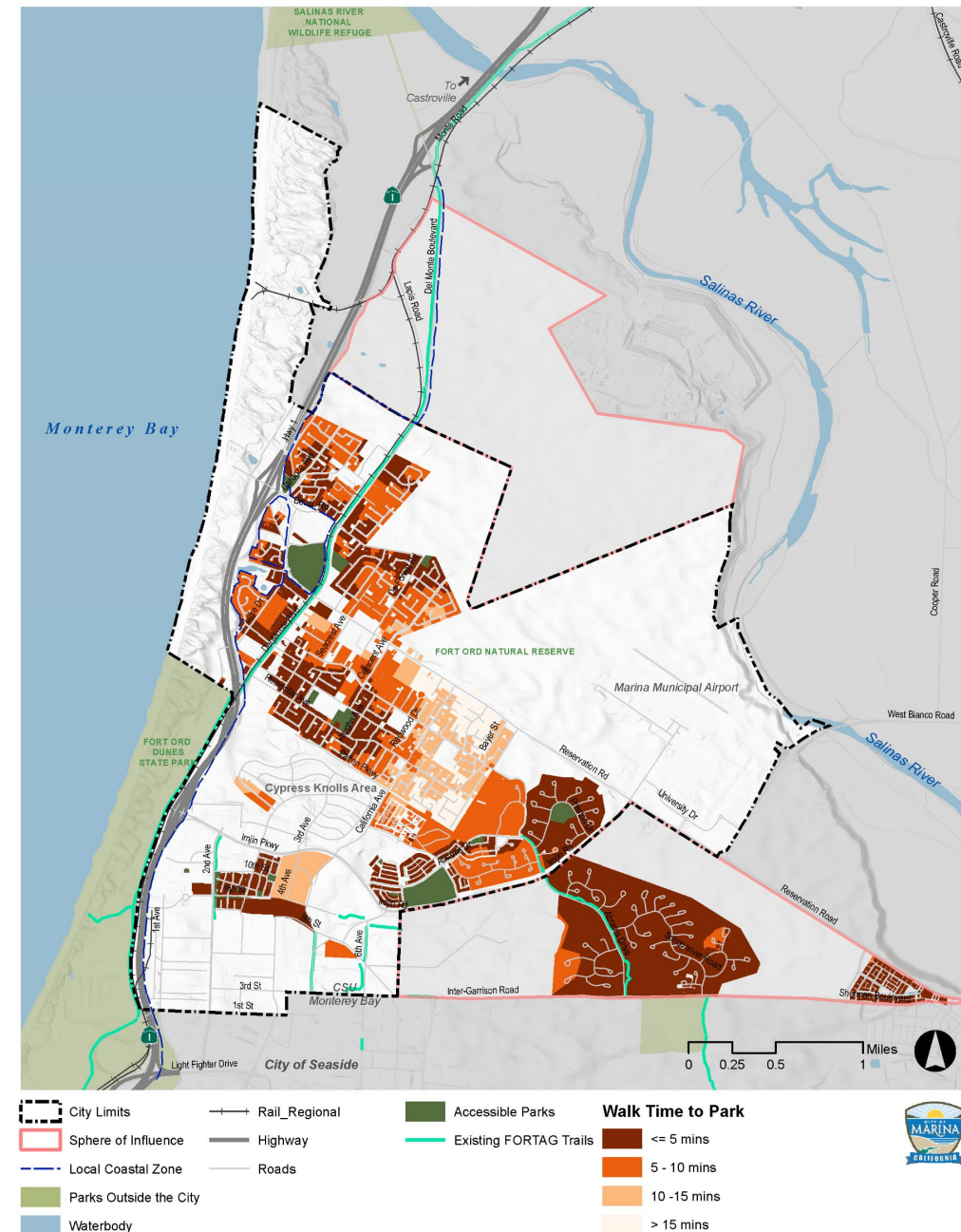
# Parks and Open Space Drivers

- Expanding public access to the coast
  - Limited public access points (five at present) constrains the ability for residents to enjoy the nearby beach
- Building new and improving existing public parks
  - Citywide parks level of service is high, but certain areas have less access; Central Marina is not as well-served and could use a new park/joint-use space
  - Planned Specific Plan areas will be developing new parks and open spaces
- Lack of Civic Center or public gathering space at City Hall
  - Consider new location for the Civic Center

# Access to Parks

- The City 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
- Nearly 80% of residents live within a 10-minute walk of a park

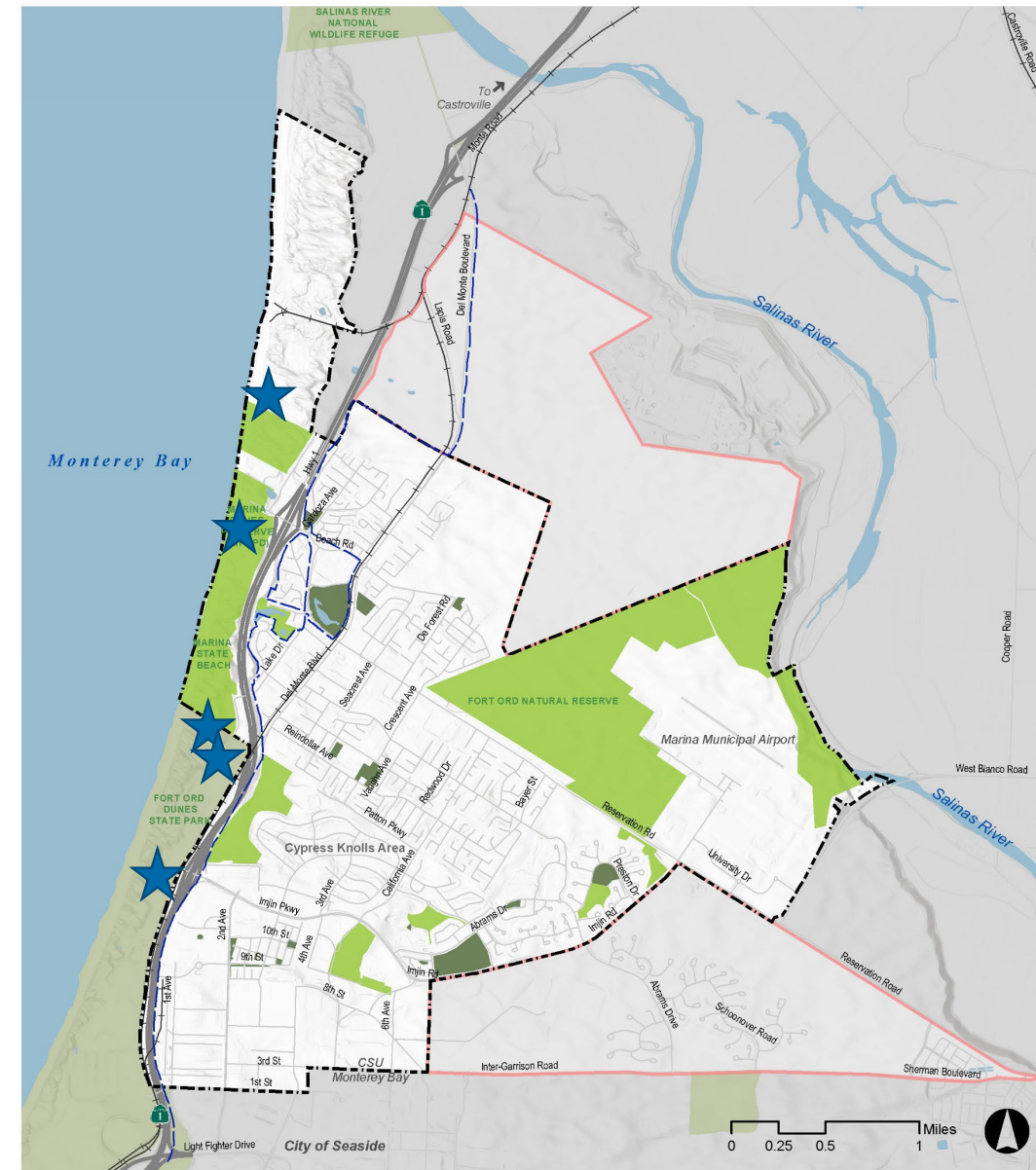
*Parks in Marina's SOI are included within this analysis due to the City's interest in possible future annexation of land and the desire to capture nearby facilities that serve existing Marina residents outside city limits.*





# Access to Open Space

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



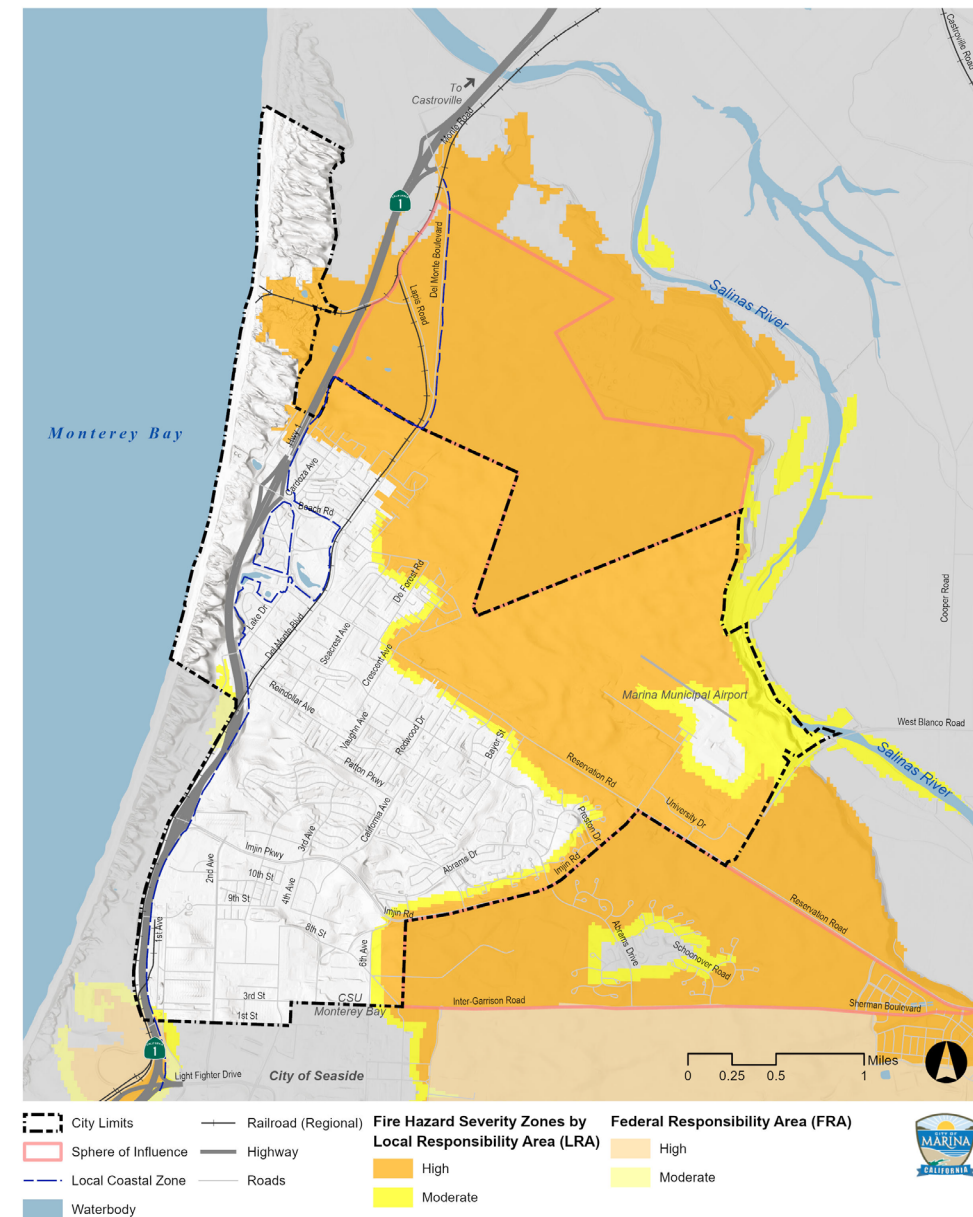
★ Existing Coastal Access Points

# Conservation, Safety, and Hazards Drivers

- Key hazards include:
  - Wildfire (on the eastern side)
  - Coastal erosion and flooding (on the ocean side)
  - Earthquakes
- Natural Conservation
  - The City contains four Habitat Management Areas (HMA) for preservation of natural habitat/species
  - Four critical species
- Sand Gilia plant
  - Federally endangered and state threatened – found in many undeveloped areas
  - Requires mitigation and constrains future development

# Key Hazards: Wildfire + Coastal Erosion/Flooding

- Wildfire hazard areas are found in the eastern half of the City; fires have and will likely continue to negatively impact air quality
- Marina is subject to high coastal erosion rates and some coastal flooding
  - Sea level rise is worsening the rate of erosion
  - Limited to coastal areas; flooding is not a major concern elsewhere
  - *Coastal Hazards and Sea Level Rise LCP amendment coming out soon for public review*
- Other key hazards include:
  - High susceptibility to earthquake impacts
  - Contamination/hazardous materials facilities



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



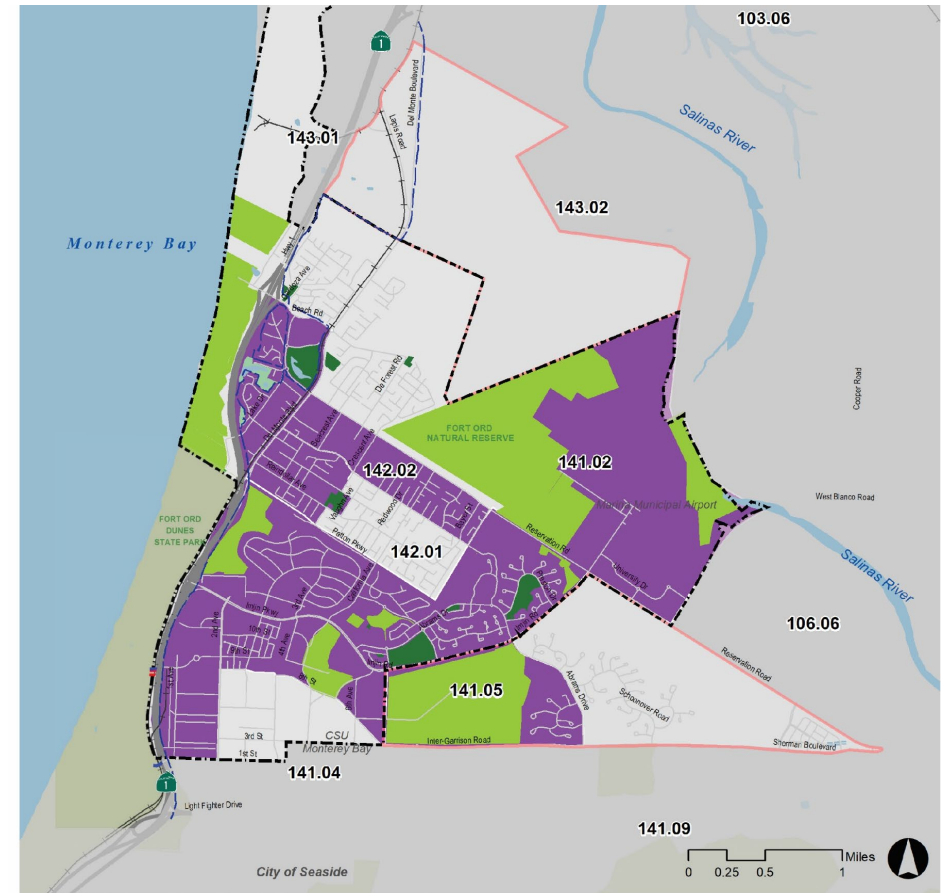
# Sand Gilia (*Gilia tenuiflora* ssp. *arenaria*)

- This species is federally endangered, and state threatened
- 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 Drivers

- Purple areas qualify as a disadvantaged community; these tracts are eligible for State and Federal grants
- Key pollution burdens for Marina
  - Pesticide use, hazardous cleanup sites, groundwater threats, and impaired water bodies (Salinas River)
- Other critical E.J. issues:
  - Desalination plant, regional wastewater treatment plant, & regional landfill facility



# Public Infrastructure Drivers

- Regional decisions continue to impact Marina
  - The City continues to feel the consequences of decisions made without its input
- Marina's growth is tied to its water supply
  - MCWD projects enough water will be available to serve the current General Plan
  - Currently there is not enough groundwater for a full build-out of Fort Ord; a combination of purple pipe and deep-well injection projects are planned to address this known shortage
  - Seawater intrusion is a concern that MCWD is actively mitigating
- Revenue-producing development would allow the City to support additional services and programs, and expand maintenance/beautification efforts

# 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, has resulted in:
  - Less influence regionally



# Water Supply

- Controlled by MCWD
- Water 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 allocation by 2040
- A groundwater shortage exists in the Fort Ord growth area; this is planned to be addressed through RUWAP’s recycled water and deep-well injection projects

**Table 5.3 Ord Community Groundwater Shortfalls**

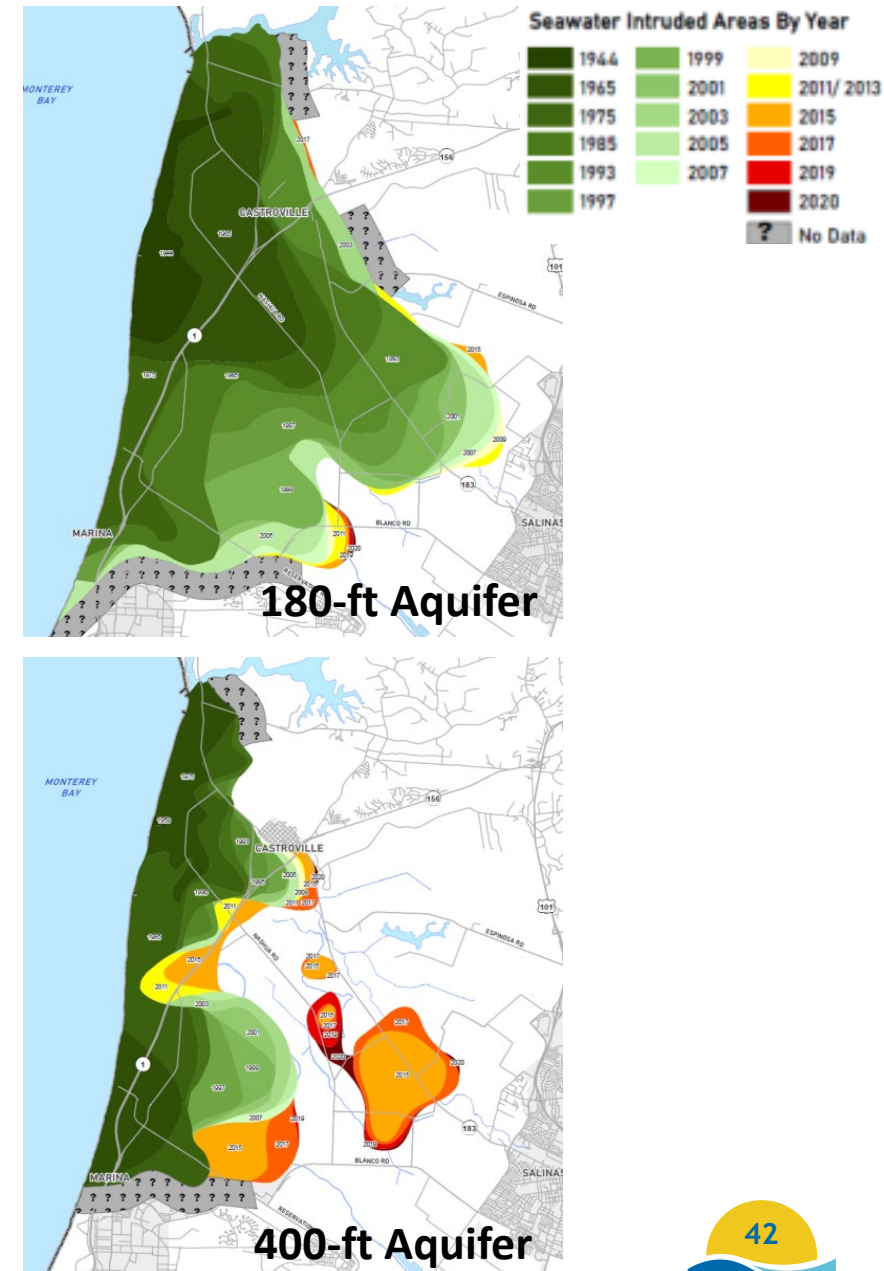
Jurisdiction	2040 Demand	Allocation	Shortage*
U.S. Army	471	1,562	0
CSUMB	977	1,035	0
Del Rey Oaks	238	243	0
City of Monterey	130	65	65
County of Monterey	522	710	0
UCMBEST	408	230	178
City of Seaside (Ord Portion)	1,698	1,012	686
State Parks and Rec.	9	45	0
City of Marina (Ord Portion)	1,809	1,340	469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

\* 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 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.

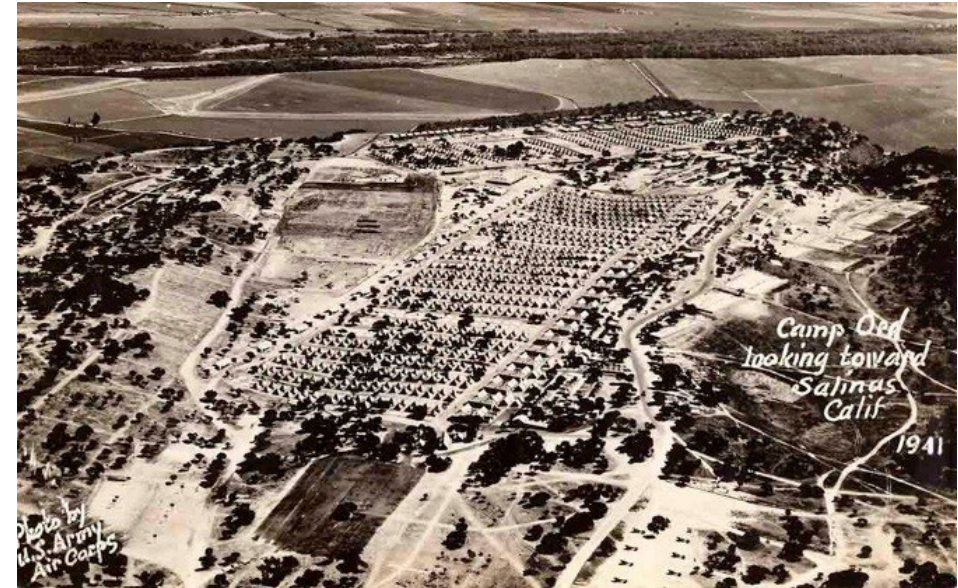


# Community Identity Drivers

- Military history runs through Marina
  - Need for housing and services for veterans
- Searching for current identity
  - Fostering centers of activity in one or more potential locations – creating a Downtown, destinations for families
  - Building character through planned gateway improvements
  - Public realm redesign along key arterials such as Del Monte
- Addressing the disconnect between the Central and South Marina
  - Adding north to south trails and roads
  - Providing equal access to public facilities and parks

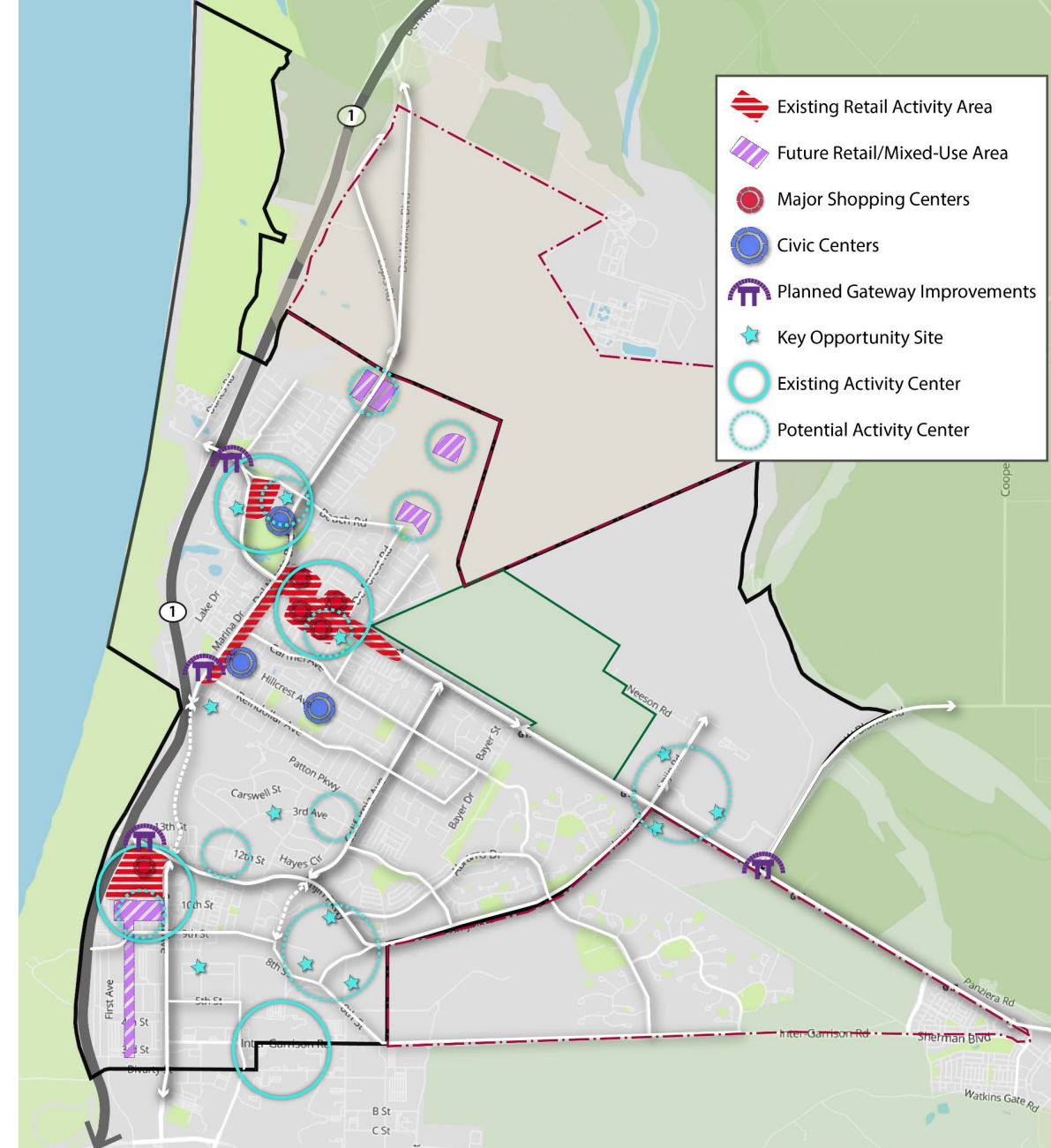
# Local Military History

- 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 Identity and Activity Centers

- 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 10<sup>th</sup> Street)
  - Cypress Knolls local retail nodes
  - Three planned commercial nodes within Marina Station SP
  - Combined Airport and MBEST center
- Gateway treatments planned for five key locations around Marina

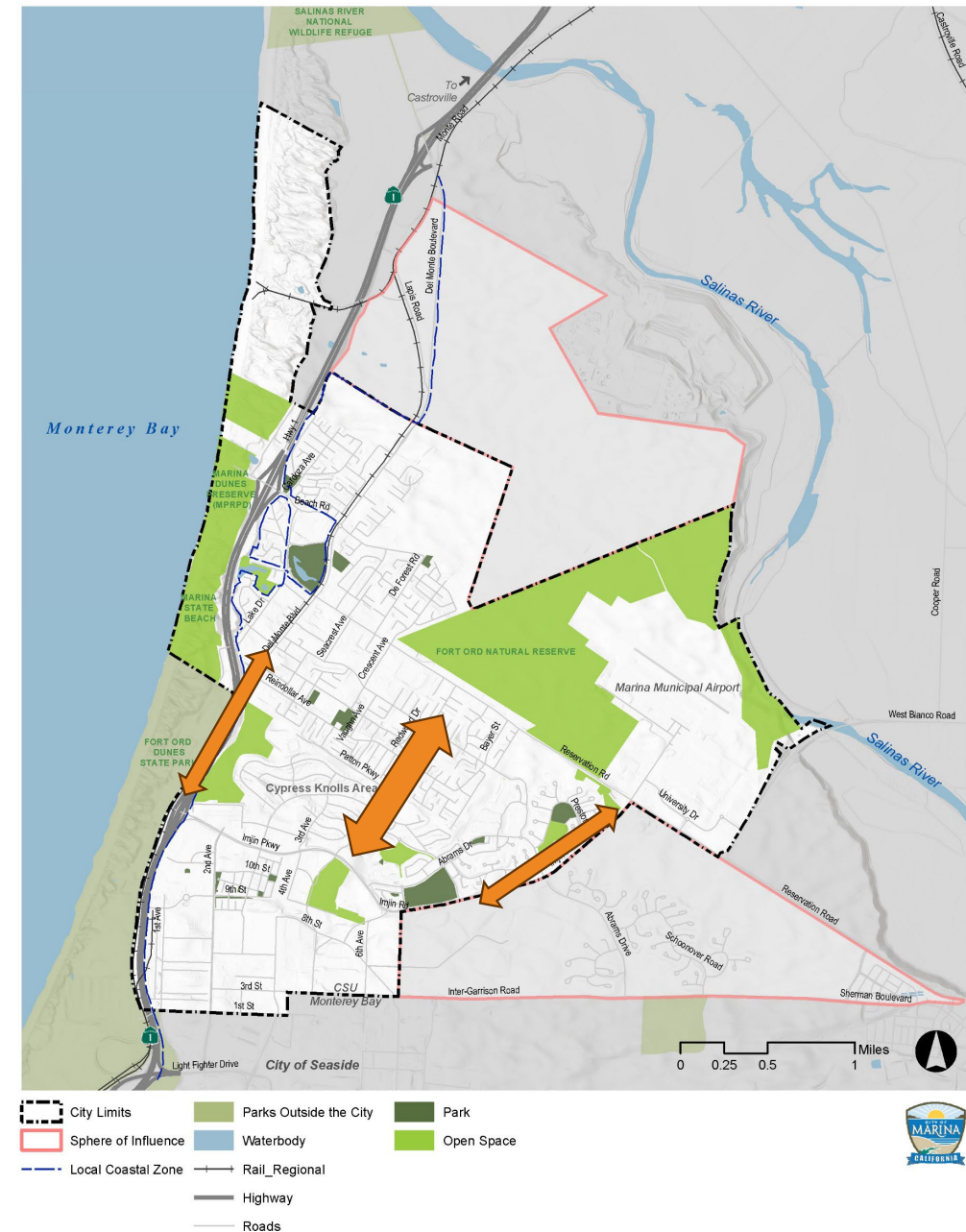


Based on adopted Specific Plans, 6<sup>th</sup> Cycle Housing Element sites, preliminary analysis, and stakeholder interviews

# Disconnect between Central & South Marina

Only 3 roadway connections currently exist 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 greater potential for change, contains a younger population, and is dominated by small-lot single-family housing that is far more expensive than older homes.



Questions?



# GPAC Discussion

# Discussion Questions

1. Did the findings surprise you in any way?
2. Did we capture the main “drivers” for the General Plan and the City in the future? Should any plan drivers be added?
3. Do you have ideas for how we should address these drivers? Which ones are most critical to address?

# Vision & Values Discussion

# Existing General Plan Vision

*“Marina desires to grow and mature, along with its image, from a small town, primarily bedroom community, to become a small city which is diversified, vibrant and mostly self-sufficient. The City can and will accomplish this by achieving both the necessary level and diversity of jobs, economic activity, public services, housing, and civic life (including culture and recreation), and parks and open space.”*

# Existing General Plan Guiding Principles

1. Housing within the means of households of all economic levels, ages and lifestyles, and, therefore, a diversified and integrated housing supply in which new residential development emphasizes a mix of housing types and lot sizes at the neighborhood level.
2. Community development which avoids or minimizes to the greatest extent possible the consumption or degradation of nonrenewable natural resources (natural habitats, water, energy, and prime agricultural land).
3. A city within which the majority of residences, businesses and community facilities are served by frequent, cost-effective transit.
4. A balance of jobs and housing that provides the greatest possible opportunity both to live and work in Marina.
5. A city designed for and attractive to pedestrians, in which most of the housing, shops, businesses, and community facilities are within easy walking distance of each other.
6. A balanced land use/transportation system which minimizes traffic congestion, noise, excessive energy consumption, and air pollution.
7. A city that helps avoid sprawl in the region by making efficient use of lands designated for community development purposes.
8. A city physically and visually distinguishable from the other communities of the Monterey Bay region, with a sense of place and identity in which residents can take pride.

# Existing General Plan Guiding Principles

9. A diversified and sound economic base that will permit the delivery of high-quality public services to city residents and businesses.
10. A community responsive to the housing and transportation needs of Monterey County.
11. One or more centers which bring together commercial, civic, cultural, and recreational uses and serve as a focus for community life.
12. A physically and socially cohesive community in which existing and future land uses, transportation facilities, and open spaces are well integrated.
13. Ample opportunities for outdoor recreation for all residents, both within their immediate neighborhoods, elsewhere in the city, and in the immediate environs.
14. Development which maintains continuity with the city's history and is responsive to the climate and the natural and scenic features of the local and regional setting, including the city's strategic position as the Monterey Peninsula's scenic entry.
15. Attractive, distinctive residential neighborhoods and commercial districts that contribute to the overall vitality, image, and identity of the city.
16. Prevention of threats to life and property from flooding, slope failure, and seismic activity.
17. Equitable distribution of responsibilities + benefits between existing and future residents + businesses.

# Discussion Questions

1. Does the existing vision statement still resonate with you? How should it be updated to reflect Marina today and in the future?
2. How should the existing guiding principles be changed moving forward? What should remain the same?

# Next Steps



# Upcoming Events & Next Steps

- **Online Questionnaire #1:** Open through **September 15<sup>th</sup>**
- **Workshop #3 (Virtual):** Overview of Environmental Justice conditions  
**(Tuesday, September 26<sup>th</sup> at 6pm on Zoom)**
- **GPAC #4 (In-Person):** Discuss areas of change/stability and approach for land use alternatives process & engagement **(Thursday, October 4<sup>th</sup> at 6pm)**
- Update to **City Council** on Vision and Values (mid-November)
- **Workshop #4 (In Person):** Developing land use alternatives (Winter 2024)

# Public Comment

*Maximum of 2 minutes per person*

# Thank you!



Kimley Horn | Rincon | EPS