

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



Monterey County ALUC Staff
c/o HCD-Planning
1441 Schilling Place, 2nd Floor
Salinas, CA 93901

Phone: (831) 755-5025
FAX: (831) 757-9516
Fionna Jensen : (831) 796-6407

SPECIAL MEETING AGENDA

**Monterey Peninsula Airport District
Board Meeting Room
200 Fred Kane Drive, Suite 200
Monterey, California**

October 9, 2023

3:00 p.m.

IMPORTANCE NOTICE REGARDING PARTICPATION IN THE LAIRPORT LAND USE COMMISSION MEETING

To participate in this Monterey County Airport Land Use Commission meeting, public participants are invited to observe and address the Commission in-person at the Board Meeting Room. Instructions for the public to participate are below:

Participate at the Physical Meeting Site: Monterey Peninsula Airport District, Board Meeting Road. 200 Fred Kane Drive, Suite 200, Monterey, CA 93940.

Meeting Instructions:

1. If a member of the public wishes to comment on a particular agenda item, the public is strongly encouraged to submit their comments in writing via email to the Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). Comments should be submitted by 2:00 p.m. on the business day prior to the commission meeting date. To assist Commission staff in identifying the agenda item to which the comment relates, the public is requested to include the file number in the subject line. Comments received by the 2:00 p.m. deadline will be distributed to the Commission and will be placed in the record.
2. If speakers or other members of the public have documents they wish to distribute to the Commission for an agenda item, they are encouraged to submit such documents via email to the Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). Documents should be submitted by 2:00 p.m. on the business day prior to the commission meeting date. To assist Commission staff in identifying the agenda item to which the document relates, the public is requested to include the file number in the subject line.
3. If applicants or members of the public want to present documents and/or Power Point presentations while speaking, they should submit the document and/or presentation electronically by 2:00 p.m. on the business day prior to the commission meeting date to Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). If submitted after that deadline, staff will make best efforts, but cannot guarantee, to make the document and/or presentation available to present during the meeting.
4. While the matter is being heard, a member of the public may submit a comment via email, preferably limited to 250 words or less, to Commission staff JensenF1@co.monterey.ca.us (Fionna Jensen). To assist Commission staff in identifying the agenda item to which the comment relates, the public is requested to include the file number in the subject line. If the comment is received prior to close of public comment on an agenda item, every effort will be made to read the comment into the record, but some comments may not be read out loud due to time limitations or length of the

comment (e.g., if the comment exceeds 250 words). Comments received prior to the close of the public comment period on an agenda item will be made part of the record for that item.

5. Members of the public who wish to make a general public comment for items not on the day's agenda may submit their comment via email, preferably limited to 250 words or less, to the Airport Land Use Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). The Airport Land Use Commission name and meeting date, and "general comment", should be indicated in the subject line. The comment will be placed in the record for the meeting, and every effort will be made to read the comment into the record at the appropriate time on the agenda.
6. Individuals with disabilities who desire to request a reasonable accommodation or modification to observe or participate in the meeting may make such request by sending an email to the Commission staff at JensenF1@co.monterey.ca.us (Fionna Jensen). Such requests include but are not limited to: Wheelchair Accessible Facilities, Sign Language Interpreters and Printed Materials in large print, Braille, or on disk, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 USC Sec. 12132) and the federal rules and regulations adopted in implementation thereof. The request should be made no later than 12:00 p.m. (i.e., noon) two (2) business days prior to the Airport Land Use Commission meeting date in order to provide time for the Commission staff to address the request.
7. The Commission Chair and/or Secretary may set reasonable rules as needed to conduct the meeting in an orderly manner.

1. CALL TO ORDER – Pledge of Allegiance

2. ROLL CALL

Any Commissioner who will not be able to attend the scheduled public meeting shall notify the Chair, their Proxy, and ALUC staff.

3. PUBLIC COMMENT

The Commission will receive public comment on non-agenda items within the purview of the Commission. It is not necessary to complete a speaker request form. The Chair may limit the length of individual presentations to 3 minutes.

4. COMMISSIONER'S COMMENTS

Commissioners may speak on non-agenda items within the purview of the Commission.

5. APPROVAL OF MINUTES

August 28, 2023

6. CONSENT

None

7. SCHEDULED ITEMS

Note: Action listed for each item represents staff recommendation. The Commission may, at its discretion, take any action on the items listed on the Agenda.

a. REF230027 – City of Monterey

Proposed adoption of the City of Marina's draft Housing Element.
Proposed Action: Find the project consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport

b. REF230020 – City of Del Rey Oaks

Proposed adoption of City of Del Rey Oaks' draft Housing Element and Zoning Ordinance amendments.
Proposed Action: Find the project consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport.

c. Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding local jurisdiction progress on the requirement to amend applicable general and specific plans in response to the adoption of the ALUCPs for Monterey Regional Airport and Marina Municipal Airport.

Proposed Action: For information only. No action required.

d. Future Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding funding and staff resources for future updates to the ALUCPs for Salinas Municipal Airport and Mesa Del Rey (King City) Airport.

Proposed Action: For information only. No action required.

8. ANNOUNCEMENTS

9. ADJOURNMENT

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



Monterey County ALUC Staff
c/o HCD-Planning
1441 Schilling Place, 2nd Floor
Salinas, CA 93901

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Monterey Peninsula Airport
Board Meeting Room
200 Fred Kane Drive, Suite 200
Monterey, California

Action Minutes of the Proceedings of the Commissioners of the Monterey County Airport Land Use Commission for Monday, August 28, 2023 – Regular Meeting

1. CALL TO ORDER – Pledge of Allegiance

The Monterey County Airport Land Use Commission (ALUC), Commissioner (Chair) Cohan presiding, convened at 3:00 p.m. Commission members and members of the public attended/participated physically.

2. ROLL CALL

Commissioners (or Proxy) Present:

Commissioner Carbone, Cleveland, Sabo, Scherer, Cohan, Stewart – a quorum

Commissioners Not Present and Not Represented by Proxy:

Commissioner Williamson

ALUC (Monterey County) Staff Present:

Fionna Jensen, Housing and Community Development (HCD)-Planning

For Informational Purposes Only, Members of the Public Participating:

City of Monterey staff – Kim Cole
Monterey Airport District staff

3. PUBLIC COMMENT

The Commission will receive public comment on non-agenda items within the purview of the Commission. It is not necessary to complete a speaker request form. The Chair may limit the length of individual presentations to 3 minutes.

None.

4. COMMISSIONER'S COMMENTS

Commissioners may speak on non-agenda items within the purview of the Commission.

5. APPROVAL OF MINUTES

The Commission voted 6-0 (6 ayes – 0 nays) to approve the minutes of the July 24, 2023 special meeting. Motion to approve made by Commissioner Scherer and seconded by Commissioner Cleveland.

6. CONSENT

None.

7. SCHEDULED ITEMS

Note: Action listed for each item represents staff recommendation. The Commission may, at its discretion, take any action on the items listed on the Agenda.

a. REF230019 – City of Monterey

Proposed adoption of an amendment (update) to the Circulation Element of the City of Monterey's General Plan.

Proposed Action: Find the project consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport

The Commission voted 6-0 (6 ayes – 0 nays) to find REF230019 consistent with the 2019 Monterey Regional Airport Land Use Compatibility Plan. Motion to approve made by Commissioner Scherer and seconded by Commissioner Cleveland.

Staff provided a verbal presentation and responded to commissioner comments/questions. Commissioners Sabo and Scherer raised questions regarding future access improvements and requested confirmation that the Airport District concerns had been resolved.

b. Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding local jurisdiction progress on the requirement to amend applicable general and specific plans in response to the adoption of the ALUCPs for Monterey Regional Airport and Marina Municipal Airport.

Proposed Action: For information only. No action required.

Staff provided an update on recent outreach to affected local jurisdictions. City of Del Rey Oaks, County of Monterey, City of Seaside, City of Marina, Sand City, City of Salinas, and City of Monterey are expected to refer their respective Draft Housing Elements to the ALUC by the end of 2023.

c. Future Airport Land Use Compatibility Plan (ALUCP) Update

Update regarding funding and staff resources for future updates to the ALUCPs for Salinas Municipal Airport and Mesa Del Rey (King City) Airport.

Proposed Action: For information only. No action required.

No updates at this time.

8. ANNOUNCEMENTS

9. ADJOURNMENT

Meeting adjourned at 3:43

Next scheduled regular meeting: October 23, 2023

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



MEMORANDUM

To:	Airport Land Use Commission
From:	Fionna Jensen, ALUC Staff; September 13, 2023 (831) 796-6407, JensenF1@co.monterey.ca.us
Meeting Date:	October 9, 2023
Subject:	Scheduled Item 7a – Proposed adoption of the City of Marina’s draft Housing Element (ALUC File No. REF230027).

RECOMMENDATION:

Staff recommends the Monterey County Airport Land Use Commission (ALUC) find the proposed amendment (update) to the Housing Element of the City of Marina’s General Plan (ALUC File No. REF230027) consistent with the 2019 Airport Land Use Compatibility Plan for Marina Municipal Airport (ALUCP).

PROPOSED AMENDMENT & BACKGROUND INFORMATION:

On August 23, 2023, the City of Marina submitted an application (ALUC File No. REF230027) to ALUC staff for a proposed amendment (update) to the Housing Element of the City’s General Plan. The City’s Housing Element was last updated in 2019, and this Draft Housing Element represents the 6th Cycle Planning Period update and covers the 2023-2031 planning period, as established by the California Department of Housing and Community Development (HCD).

Pursuant to State law, the City’s Draft Housing Element includes an evaluation of existing and projected housing needs, a review of previous goals and programs, an inventory of sites, identification of housing constraints, development of housing programs to address needs, and quantifiable objectives. See Chapter 7.0 of the Draft Housing Element (Attachment C) for detail regarding the City’s housing goals, policies and implementation programs. The City’s Draft Housing Element may be viewed in its entirety on the City’s public website at the following link:

<https://cityofmarina.org/DocumentCenter/View/13414/City-of-Marina-20232031-Housing-Element?bidId=>

The Draft Housing Element is required to show that the City has adequate sites available to accommodate its Regional Housing Need Allocation (RHNA), based on statewide and regional estimates determined by HCD. The Association of Monterey Bay Area Governments (AMBAG) is the local agency mandated by California Government Code section 65554(a) to distribute the “Fair Share Allocation” of the regional housing need to each jurisdiction in Monterey and Santa Cruz Counties. No specific housing or

development projects within the City’s current jurisdiction are proposed as part of the Draft Housing Element update.

The RHNA plan allocated 685 total units (including the 4th and 5th cycle shortfalls) as the City’s fair share accommodate for the 6th Cycle Planning Period. The RHNA does not mandate that these units be constructed; it does, however, require that the City demonstrate available vacant lands to meet this projected need. Additionally, Accessory Dwelling Units and Junior Accessory Dwelling Units anticipated to be built between 2023 and 2031 are also credited towards the City’s RHNA pursuant to Government Code Section 65583.1. Residential developments approved and permitted but not yet built (“pipeline projects”) can be credited towards the City’s RHNA for the 6th Cycle Housing Element provided the City can demonstrate that the units can be built by the end of the 6th Cycle’s planning period (2031). Similarly, units within completed projects that have received a certificate of occupancy as of June 30, 2023, can also be credited towards the RHNA.

To demonstrate that the City has sufficient land available to meet the projected need, the City conducted an analysis of available lands in the City to accommodate housing for all income categories. The Draft Housing Element’s Land Use Inventory concluded that adequate land is available to accommodate the City’s total housing needs. The City will utilize four pipeline projects, 16 identified housing site (13 vacant and three development) and the projected ADU development to accomplish its RHNA allocation.

Available Land Inventory – City of Marina



As stated above, the Draft Housing Element is only a policy document, and no specific housing or development projects are proposed as part of this update. Additionally, no Zoning Ordinance amendments (rezones) are needed to accommodate the foreseeable development.

On April 23, 2023, the ALUC found the Marina Station Specific Plan consistent with the 1996 Marina Municipal Airport Comprehensive Land Use Plan. Although ALUC staff does not have a copy of the associated ALUC Resolution, the associated meeting minutes have been attached as Exhibit D). The ALUC conditioned the Marina Station Specific Plan's consistency determination with the following:

- A. Applicable ALUC standard conditions shall apply.
- B. Buyers of properties in the Traffic Pattern Zone (Zone 6 identified in the 2006 Draft ACLUP) and the Airport Traffic Pattern Zone (Zone 3 identified in the 1996 CLUP) shall be notified of potential aircraft impacts through recording of an avigation easement with the City of Marina.
- C. All future proposed projects within Zone 4 (2006 Draft ACLUP) and Zone 2 (1996 CLUP) that include structures greater than 35 feet tall shall be submitted to the Monterey County ALUC for review.
- D. All future proposed projects within Zone 6 (2006 Draft ACLUP) and Zone 3 (1996 CLUP) that include structures greater than 45 feet tall shall be submitted to the Monterey County ALUC for review.
- E. Marina Station Specific Plan Goal 4 and related policy and implementation measures should be revised as follows:
 - a. Goal 4: Reduce residents' possibility for death, injury; and property damage due to geology, soils, and hazards associated with air traffic
 - b. OS Policy 4-1: Protect residents within the Plan area from hazards associated with air traffic.

Marina Station Specific Plan (MSSP) has yet to be constructed but is primarily located within Safety Zone 7, which allows for all uses (commercial, open space, residential, etc.) that are not determined to be hazards to flight. Portions of the development which include commercial, light commercial, and single family dwelling development would be located within ALUCP Safety Zones 2, 3 and 4. These Safety Zones include various density restrictions (1 dwelling unit per 10 acres and 1 dwelling unit per 2 acres), prohibit various commercial uses and residential development, except for very low and low density residential and infill development, establish airspace review for objects over 35 and 70 feet, and require recordation of the airport disclosure notice. However, because the MSSP was previously found consistent with the Airport Land Use Plan that was in effect at time of the application (1996 Marina Municipal Airport Comprehensive Land Use Plan), no further analysis is required for this site. For information purposes, the City of Marina is currently processing avigation easements in compliance with above mentioned Condition No. "B".

All other pipeline projects are located entirely within Safety Zone 7 and are considered compatible uses under the 2019 ALUCP.

CONSISTENCY DETERMINATION ANALYSIS:

ALUC staff reviewed the City's proposed amendment (update) to the Housing Element of the City's General Plan in accordance with the adopted ALUCP as discussed below:

NOISE COMPATIBILITY

The proposed amendment, as well as all housing inventory sites and pipeline projects, were reviewed for consistency with the 20-Year Forecast Noise Contour Map for Marina Municipal Airport. The lands proposed for potential future residential uses are located outside of the 60 or greater Community Noise Equivalent Level (CNEL) contour. In

accordance with the ALUCP Table 4A, proposed residential sites are located outside of the 60 CNEL would be compatible with no restrictions or conditions of approval. Furthermore, all future development projects would be required to conform with the current noise insulation standards, and the current California Building Code requires all residential structures to achieve an interior noise level of no more than 45 decibels. Therefore, based on the above analysis, the proposed amendment is consistent with the ALUCP with regard to noise compatibility criteria, and no further conditions regarding noise are recommended for the Housing Element.

AIRSPACE PROTECTION

A majority of the City is located inside the 14 Code of Federal Regulations (CFR) Part 77 approach, horizontal, conical and transitional surfaces for Monterey Regional Airport. The southern portion of the City is located outside of the Airport Influence Area. Currently, none of the existing buildings within the City penetrate the Part 77 airspace surfaces. Also, any new or remodeled structures would be subject to the existing maximum height restrictions of the City's Zoning Ordinance and would be required to conform to CFR Part 77 requirements. Specific development encouraged by the draft Housing Element will require separate ALUC review¹. Therefore, it is not anticipated that future structures would penetrate into the Part 77 airspace surfaces, and no further conditions regarding airspace protection are recommended.

SAFETY COMPATIBILITY

The four-pipeline project: 3298 Del Monte, The Dunes, Sea Heaven Master Plan, and Marina Station Specific Plan (Phases 1-4) are located entirely within Safety Zone 7 (Airport Influence Area), except for a portion of Marina Station Specific Plan that is in Safety Zones 2, 3, and 4 (Inner Approach/Departure Zone, Inner Turning Zone, and Outer Approach/Departure Zone, respectively). The 16 identified housing inventory sites are located within the ALUCP's Airport Urban Area, which is also entirely within Safety Zone 7. As previously discussed, the Marina Station Specific Plan was previously contemplated by the ALUC in 2007 and found the project consistent with the 1996 Marina Municipal Airport Comprehensive Land Use Plan. Further, the 2019 ALUCP identifies the Marina Station Specific Plan as an existing land use. Development of the 16 housing inventory sites, 3298 Del Monte, The Dunes, and Sea Heaven Master Plan, as encouraged by the Housing Element amendment, will have compatible densities and intensities with Safety Zone 7, which allows for residential development at unrestricted densities. Future development of the identified housing inventory sites shall be subject to ALUC review and approval to determine ALUCP compatibility and potential hazards to flight. Therefore, no further conditions regarding safety compatibility are recommended.

MARINA AIRPORT REVIEW:

¹ Pursuant to Government Code Section 65302.3, local jurisdictions and districts had 180 calendar days (or until December 16, 2019) to amend their general plans, specific plans, community plans, and zoning ordinances, as necessary, to be consistent with the 2019 Marina Municipal ALUCP or take the steps necessary to overrule the ALUC. As of September 2023, the City of Marina has yet to submit its General Plan, specific plans, community plans, and zoning ordinances to the ALUC for a consistency determination. Until ALUC staff receives the requested documentation, and pursuant to Public Utilities Code Section 21676.5, local agencies shall submit all proposed land use regulations and permit applications within the Airport Influence Area to the ALUC for determination of consistency with the ALUCP. After local agencies have made their plans and ordinances consistent with the ALUCP or overrule the ALUC, local agencies are required to submit only proposed land use policy actions (e.g., proposals to adopt or amend general plans or zoning regulations) to the ALUC for a determination of the consistency of the proposed action with the compatibility plan prior to local agency approval of such action.

On September 13, 2023, ALUC staff forwarded the proposed Housing Element amendment to the Marina Municipal Airport staff for review. No response was received.

CONCLUSION:

Based on review and analysis of this proposed Housing Element, staff recommends the ALUC adopt a resolution finding the proposed amendment (update) to the Housing Element of the City of Marina's General Plan consistent with the 2019 Airport Land Use Compatibility Plan for Marina Municipal Airport.

Potential application of ALUC conditions would be better suited during ALUC consistency determination review of any future General Plan Land Use Designation and Zoning Map amendments for a specific development proposal.

Attachments:

Exhibit A - Draft ALUC Resolution

Exhibit B - City of Marina Consistency Analysis Letter

Exhibit C – ALUC minutes dated April 23, 2007

cc: ALUC Commissioners; ALUC Counsel; Marina Airport District (M. Nelson); City of Marina (G. Persicone); ALUC File No. REF230027

DRAFT RESOLUTION

Before the Monterey County Airport Land Use Commission, State of California

Resolution No. 23-

Finding the proposed amendment (update) to the Housing Element of the City of Marina's General Plan consistent with the 2019 Airport Land Use Compatibility Plan (ALUCP) for Marina Municipal Airport. REF230027, City of Marina (City-wide, multiple Assessor's Parcel Numbers)

WHEREAS, on August 23, 2023, the City of Marina (City) submitted an ALUC application for a proposed amendment (update) to the Housing Element of the City's General Plan (ALUC File No. REF230027) to ALUC staff; and

WHEREAS, the ALUC is responsible for review of projects within the Airport Influence Area for Marina Mun Airport, as identified in the 2019 ALUCP; and

WHEREAS, the proposed General Plan Housing Element amendment would evaluate the City's existing and projected housing needs, review previous goals and programs, inventory sites within the City, identify housing constraints, discuss development of housing programs to address needs, and list quantifiable objectives; and

WHEREAS, as proposed, the amendment would demonstrate that the City has adequate sites available to accommodate its 6th cycle Regional Housing Need Allocation (RHNA), based on statewide and regional estimates determined by the California Department of Housing and Community Development (HCD); and

WHEREAS, HCD does not mandate that these units be constructed; yet, requires that the City demonstrate available vacant lands to meet the projected housing need (RHNA). In addition, residential developments approved (permitted) but not yet built ("pipeline projects") can be credited towards the City's RHNA for the 6th Cycle Housing Element provided the City can demonstrate that the units can be built by the end of the 6th Cycle's planning period. No specific housing or development projects within the City's current jurisdiction are proposed as part of the Housing Element update. Additionally, no rezones of identified properties are proposed as part of the Housing Element update; and

WHEREAS, the City has identified four pipeline projects [3298 Del Monte, The Dunes, Sea Heaven Master Plan, and Marina Station Specific Plan (Phases 1-4)] and 16 housing inventory sites that would result in a total of 2,382 units, which would meet the City's RHNA requirements; and

WHEREAS, all of these pipeline projects and identified housing sites are located entirely within Safety Zone 7 (Airport Influence Area) as shown in ALUCP Exhibit 4C (Marina Municipal Airport Safety Zones), except for a portion of Marina Station Specific

Plan that is located in Safety Zones 2, 3, and 4 (Inner Approach/Departure Zone, Inner Turning Zone, and Outer Approach/Departure Zone, respectively); and

WHEREAS, on April 23, 2007, the Monterey County Airport Land Use Commission found the Marina Station Specific Plan consistent with the 1996 Marina Municipal Airport Comprehensive Land Use Plan. Further, the ALUCP contemplates and describes the Marina Station Specific Plan as an existing land use and therefore no additional analysis and further ALUC review is required for this site; and

WHEREAS, the 16 housing inventory sites and the Dunes pipeline project are located within the ALUCP's Airport Urban Area, which is entirely within Safety Zone 7, as shown in ALUCP Exhibit 4C (Marina Municipal Airport Safety Zones). The Airport Urban Areas are identified by the City of Marina's General Plan as having higher urban density and are consequently exempt from ALUCP's density and intensity criteria of Safety Zone 7 (see Footnote 13 of Table 4B). Therefore, future development of the 16 housing inventory sites and The Dunes, as encouraged by the Housing Element amendment, will have compatible densities and intensities with Safety Zone 7, which allows for residential development at unrestricted densities; and

WHEREAS, the development of 3298 Del Monte and the Sea Haven Master Plan, as encouraged by the Housing Element amendment, will have compatible densities and intensities with Safety Zone 7, which allows for residential development at unrestricted densities;

WHEREAS, the proposed Housing Element amendment was reviewed for consistency with the 20-Year Forecast Noise Contour Map for Marina Municipal Airport. The lands proposed for potential future residential uses are located outside of the 60 or greater Community Noise Equivalent Level (CNEL) contour. In accordance with the ALUCP Table 4A (Noise Compatibility Criteria Matrix), residential uses located outside of the 60 to 75 CNEL would be a compatible use with no restrictions. Therefore, the proposed amendment and foreseeable development is consistent with the ALUCP with regard to noise compatibility criteria, and no further conditions regarding noise are recommended; and

WHEREAS, no development is proposed with implementation of the Housing Element amendment and therefore no hazards to flight will directly occur with adoption of the Amendment. Future development of the identified housing inventory sites shall be subject to ALUC review and approval to determine ALUCP compatibility and potential hazards to flight;

WHEREAS, the ALUC has reviewed the proposed amendment for noise compatibility, airspace protection, safety compatibility and other flight hazards and determined that no additional recommended conditions are necessary; and

WHEREAS, potential application of ALUC conditions would be better suited during ALUC consistency determination of any future specific development proposals; and

WHEREAS, a complete copy of the proposed amendment is on file with the ALUC staff, and a link to the full Draft Housing Element is included in the ALUC October 9, 2023 staff report; and

WHEREAS, on October 9, 2023, the ALUC conducted a duly noticed public meeting to consider the proposed amendment (update) to the Housing Element of the City's General Plan.

NOW, THEREFORE, BE IT RESOLVED, the Monterey County Airport Land Use Commission does hereby find that the proposed City of Marina amendment (update) to the Housing Element of the City's General Plan consistent with the 2019 ALUCP for Marina Municipal Airport, incorporated herein by reference.

PASSED AND ADOPTED on this 9th day of October 2023, upon motion of Commissioner _____ and seconded by Commissioner _____, by the following vote, to-wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST

Erik Lundquist, Secretary to the ALUC

By: _____
Fionna Jensen, Designee of Secretary to the ALUC
October 9, 2023

City of Marina



City of Marina
211 HILLCREST AVENUE
MARINA, CA 93933
831- 884-1278; FAX 831- 384-9148
www.cityofmarina.org

August 18, 2023

Mrs. Fionna Jensen
Senior Planner
County of Monterey, Housing and Community Development (HCD)
1441 Schilling Place, 2nd Floor, Salinas CA 93901

Subject: City of Marina-Airport Land Use Commission (ALUC) Compliance

Dear Mrs. Jensen:

The City of Marina is hereby requesting a consistency analysis from the ALUC for the City's Housing Element Update (HEU). Under the requirements of California State law, all local governments must update their Housing Element of their General Plan to address their fair share of regional housing needs. The City is requesting an ALUC consistency determination for the 6th Cycle HEU.

The Marina 6th Cycle HEU covers the 2023-2031 planning period. The Draft Housing Element has been prepared in accordance with the requirements of California Government Code sections 65580-65589.8 and updates the current Housing Element of the City's General Plan. The Draft Housing Element identifies issues, policies, programs and implementation measures in accordance with State Housing Element law under Government Code section 65583.¹ Per state law, housing elements and their updates are required to demonstrate that the City has adequate sites available to accommodate its Regional Housing Need Allocation (RHNA). However, only adequately zoned sites must be available.

Three airport / land use compatibility factors are addressed in the Marina ALUCP that relate to the proposed general plan housing element amendment. These include policies for:

- (a) noise compatibility, and
- (b) safety compatibility.

¹ City of Marina Draft Housing Element: <https://cityofmarina.org/1186/6th-Cycle-Housing-Element-Update>

(a) Noise Compatibility- No housing will be built within the Noise Contour zones of the Airport Land Use Compatibility Plan.

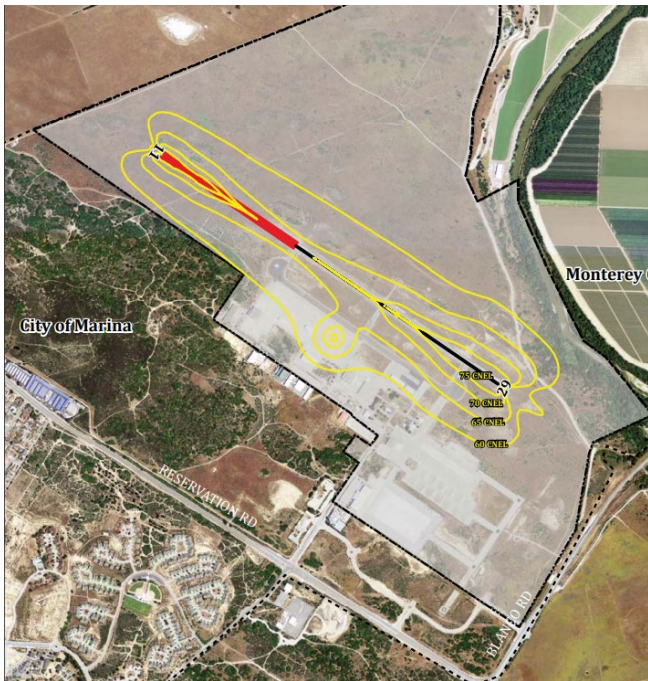


Exhibit 4B 20-YEAR FORECAST NOISE CONTOURS

(b) Safety Compatibility- The entire urban core of the City of Marina is located within Zone 7 of the Airport Land Use Compatibility Plan. According to Table 4B (Safety Criteria Matrix) of the Airport Plan the only limitations within are outdoor stadiums and similar intense uses. These uses will not be built as part of the Housing Element.

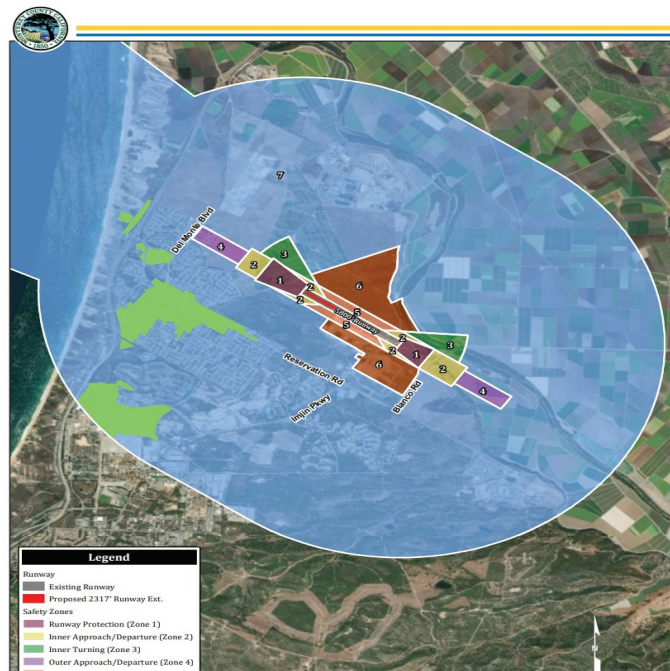


Exhibit 4C MARINA MUNICIPAL AIRPORT SAFETY ZONES

Included in this packet of material is the ALUC Compliance Form and the Request for a Fee Waiver. Please contact me at 831-884-1289 or by email at gpersicone@cityofmarina.org if you have any questions.

Respectfully,

Guido Persicone, AICP
Community Development Director
City of Marina

Sent via email to : Jensen, Fiona <JensenF1@co.monterey.ca.us>

Attachments:

1-ALUC Application Form

2-Fee Waiver

MEETING MINUTES
OF THE PROCEEDINGS OF THE COMMISSIONERS OF THE
MONTEREY COUNTY AIRPORT LAND USE COMMISSION

2007-03

APRIL 23, 2007

A. CALL TO ORDER

The Monterey County Airport Land Use Commission, Chairman Ernesto Franco presiding, convened in the Board Meeting Room at the Monterey Peninsula Airport District 200 Fred Kane Drive, Suite 200, Monterey, California at 3:00 p.m., Monday, April 23, 2007. Meeting called to order at 3:12 p.m.

B. ROLL CALL

<u>Monterey County ALUC</u>	
PRESENT	
<i>Representative</i>	<i>Appointing Authority</i>
Ernest Franco	ALUC, at large
Robert Belter	Mayor Select Committee
Theodore Larson	Airport Manager's Selection Committee
Jim Chappell	Airport Manager's Selection Committee (Salinas Municipal Airport)
ABSENT	
Steve Johnson	Monterey County Board of Supervisors

Guests Present: Robert Borchard, City of Marina; Hugh Bikle and Chris Luffman, Creekbridge Homes

Staff Present: Megan Tolbert and David Roemer

C. PUBLIC COMMENT

None.

D. SCHEDULED ITEMS

1. Marina Station Specific Plan

Staff outlined the proposed project/plan. Hugh Bikle highlighted the Marina Station Specific Plan's safety on issues as they pertain to aviation and the environment. Roadbed aligned to the runway is designed to serve as an

emergency landing zone and will accommodate any type of aircraft now using the airport. The red-legged frog has been found on some of the development site, potentially resulting in additional area of the site that would remain undeveloped and could serve as additional emergency landing space for aircraft. The developer was given commission standard conformance guidelines to include in plan. The conditions include:

- A. Applicable ALUC standard conditions shall apply. (See attached.)
- B. Buyers of properties in the Traffic Pattern Zone (Zone 6 identified in the 2006 Draft ACLUP) and the Airport Traffic Pattern Zone (Zone 3 identified in the 1996 CLUP) shall be notified of potential aircraft impacts through recording of an aviation easement with the City of Marina.
- C. All future proposed projects within Zone 4 (2006 Draft ACLUP) and Zone 2 (1996 CLUP) that include structures greater than 35 feet tall shall be submitted to the Monterey County ALUC for review.
- D. All future proposed projects within Zone 6 (2006 Draft ACLUP) and Zone 3 (1996 CLUP) that include structures greater than 45 feet tall shall be submitted to the Monterey County ALUC for review.
- E. Marina Station Specific Plan Goal 4 and related policy and implementation measures should be revised as follows:

Goal 4: Reduce residents' possibility for death, injury, and property damage due to geology, soils, and hazards associated with air traffic

OS Policy 4-1: Protect residents within the Plan area from hazards associated with air traffic.

Implementation Measures:

1. The City of Marina ~~is in the process of updating the~~ has prepared a Draft Airport Comprehensive Land Use Plan (July 2006) for the Marina Municipal Airport to reflect the 2002 Caltrans Division of Aeronautics standards. The 2002 standards are the most current and effective guidelines accepted for evaluating airport hazards and are the presiding standards until such time as the Marina Municipal Airport Comprehensive Land Use Plan is incorporated into Monterey County Airports Master Plan and adopted by the Monterey County Airport Land Use Commission.
2. Development within the Specific Plan area that is located within the Airport Safety Zones identified on Figure 5-1 shall be limited to the land uses identified by the California Airport Land Use Planning Handbook, January 2002 edition (Tables 9B and 9C) for each specific safety zone.

Motion was made to accept the staff report and approve the project with conditions. Motion passed unanimously.

2. Williams Property – Proposed Amendment to Use Permit

Staff outlined the proposal to remove condition 19 of a use permit that allows communication towers; condition 19 states the permit expires on October 29, 2007. Staff reported no knowledge of any complaints or concerns regarding the communication towers during the last ten years of their existence.

Motion was made to approve removal of condition 19. Motion passed unanimously.

3. Update to Comprehensive Airport Land Use Plans

Staff members provided informational update including process and intent overview for the Comprehensive Airport Land Use Plans.

4. Meeting Minutes from February 26, 2007

Commissioners reviewed minutes.

Motion was made to approve minutes. Motion passed unanimously.

E. AIRPORT LAND USE PLANNING QUIZ

Commissioners answered the question correctly by stating you may amend an airport compatibility plan once per year. Commissioner's briefly discussed.

F. COMMISSIONERS' COMMENTS

Chairman Franco read an email communication from commissioner Johnston, 03/12/07, announcing his resignation from the commission and his resignation from his position as Marina's airport manager, effective March 23, 2007. Chairman Franco and Commissioner Belter will draft resolutions recognizing service on the commission for both commissioners Johnston and Cabaluna.

Commission discussed: a) staffing of the ALUC; b) seeking new members; and, c) non-representation on the commission by the Board of Supervisors.

G. CORRESPONDENCE

See discussion of Steve Johnston's resignation and commission staffing under 'Commissioner's Comments' above.

H. ADJOURNMENT

Meeting adjourned at 4:40 p.m.

May 2, 2006

Item No. _____

Honorable Chairman and Members
of the Marina City Planning Commission

City Planning Commission Meeting
of May 11, 2006

**UPDATED MARINA AIRPORT COMPREHENSIVE LAND USE PLAN
(CLUP).**

RECOMMENDATION:

This matter is provided to the Planning Commission as an information item.

BACKGROUND:

General Site Information

Project Title: Marina Municipal Airport Comprehensive Land Use Plan (CLUP)
Update

Lead Agency: City of Marina, 211 Hillcrest Avenue, Marina, California 93933

Contact: R. Steven Johnston, Airport Director Airport 831-582-0102 Fax
831-582-0104

Project Location: 211 Hillcrest Avenue, Marina, California 93933

Project Sponsor: City of Marina, 211 Hillcrest Avenue, Marina, California 93933

General Plan: Various

Zoning: Various

Project Description: An update to the City of Marina's Municipal Airport
Comprehensive Land Use Plan

Background & Setting:

In November 1996 the Monterey County Airport Land Use Commission (MALUC) adopted protection zones as part of the Marina Airport Comprehensive Land Use Plan (CLUP) based on standards in effect at the time. Noise modeling was prepared using an early version of the Federal Aviation Commission's (FAA) Integrated Noise Model. The adopted CLUP was based on a runway length of 5,240 feet in anticipation of the FAA's expected approval of the longer runway.

In 2002 the California Department of Transportation (Caltrans) Division of Aeronautics issued an update to the "California Airport Land Use Planning Handbook. This new handbook revised the airport safety zone standards and dimensions. In 2005 the Association of Monterey Bay Area Governments (AMBAG) updated the aviation forecasts for the Marina Airport as well as other airports in the County.

Marina Airport CLUP Staff Report

The Monterey County ALUC recently committed to updating the CLUPs of all the airports in the County including the Marina Airport. This planned update is also expected to be completed in late 2006 or early 2007.

The City of Marina has contracted with an airport consultant to prepare and update to the Marina Airport Master Plan. This effort is expected to be completed in late 2006. As a result of this Master Plan update, a new CLUP may be required as a result of the new Master Plan, however, at this time it is expected that the new Master Plan will retain the 5,240 foot runway length.

As a result of the Marina Station project's location within the Marina Airport over-flight area, the development proposal must be reviewed by the Monterey County ALUC for consistency with the CLUP for the Marina Airport. As development of the Marina Station plan being developed to the state "2002" standards rather than the "1996" standards, the ALUC will find it difficult to find the project consistent with the CLUP as required by law.

As a practical matter, based on the circumstances described above, the City of Marina has the authority to override the ALUC's "finding of inconsistency", however, it is necessary to have some basis for overriding their action. This basis could be the CLUP update that has been prepared by the City. Furthermore, it is the City's commitment to work with and support the efforts of the ALUC and therefore it was the City's determination to provide assistance to the Monterey County ALUC in their task of assuring airport safety by providing a Marina Airport CLUP prepared to meet 2002 State Standards.

As the Monterey County ALUC has the sole authority for adopting a CLUP, the action of the City can only be to provide the document to the ALUC and request that it be considered for adoption. Furthermore, the update will require preparation of an environmental document before the ALUC can take action.

A Copy of the draft of the updated Marina Airport Comprehensive Land Use Plan (CLUP) is attached along with appendix material that includes a brief summary of applicable state law (Appendix A), Federal Aviation Regulations Part 77 (Appendix B), Methods for Determining Concentrations of People (Appendix C), Sample Implementation Documents (D), General Plan Consistency Checklist (E), Monterey County Airport Approaches Zoning (Appendix F). The following Exhibits, from the proposed Marina Airport CLUP, show the existing Airport Master Plan layout, proposed CLUP airport safety zones, project flight tracks and noise exposure levels at 2025 airport activity level and the existing land use in and around the Marina Airport.

Exhibit A Marina Airport Plan

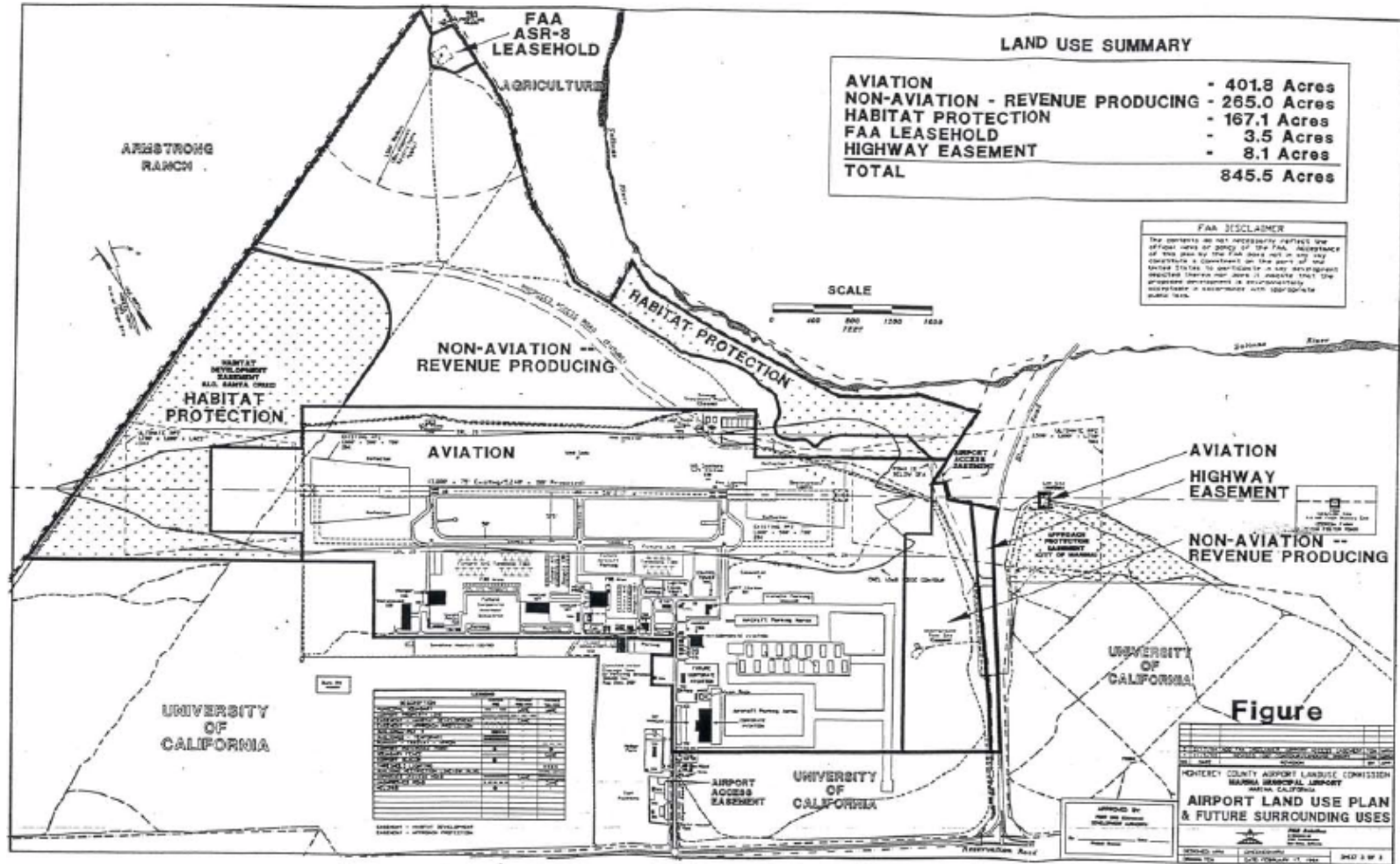


Exhibit B Marina Airport Comprehensive Airport Land Use Plan (CLUP)

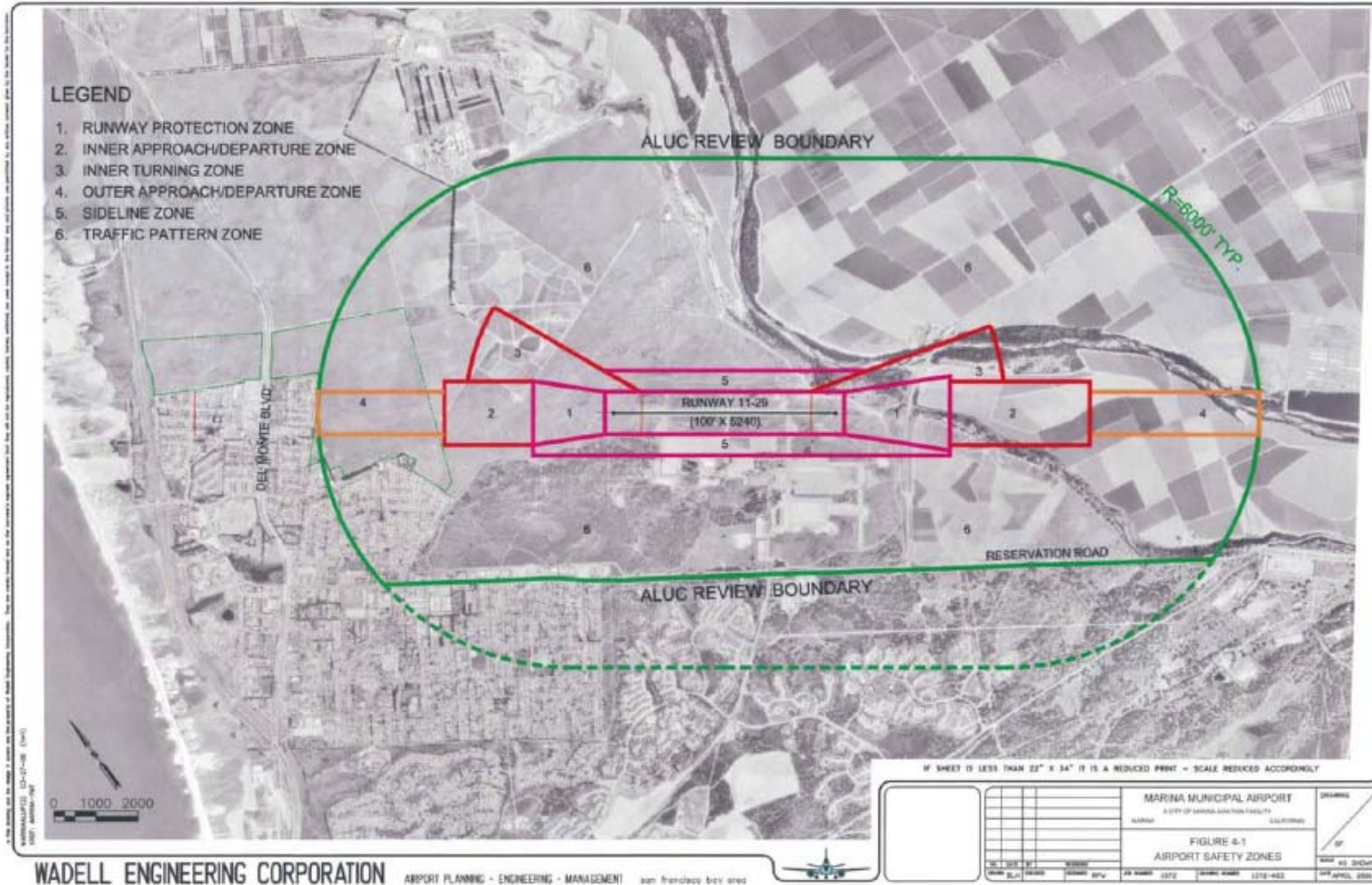


Exhibit C

Marina Airport Projected Flight Tracks and Noise Exposure-2025

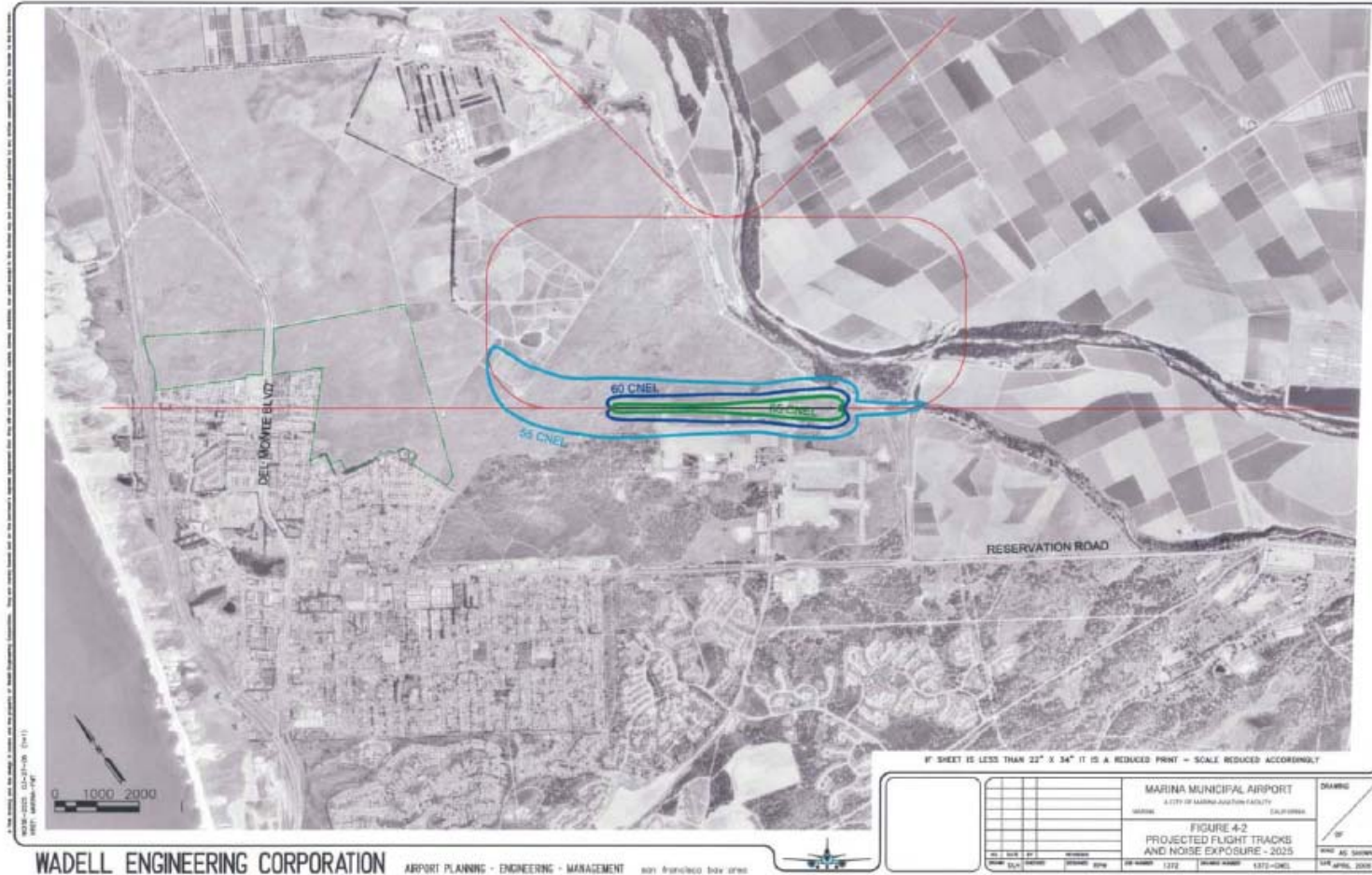
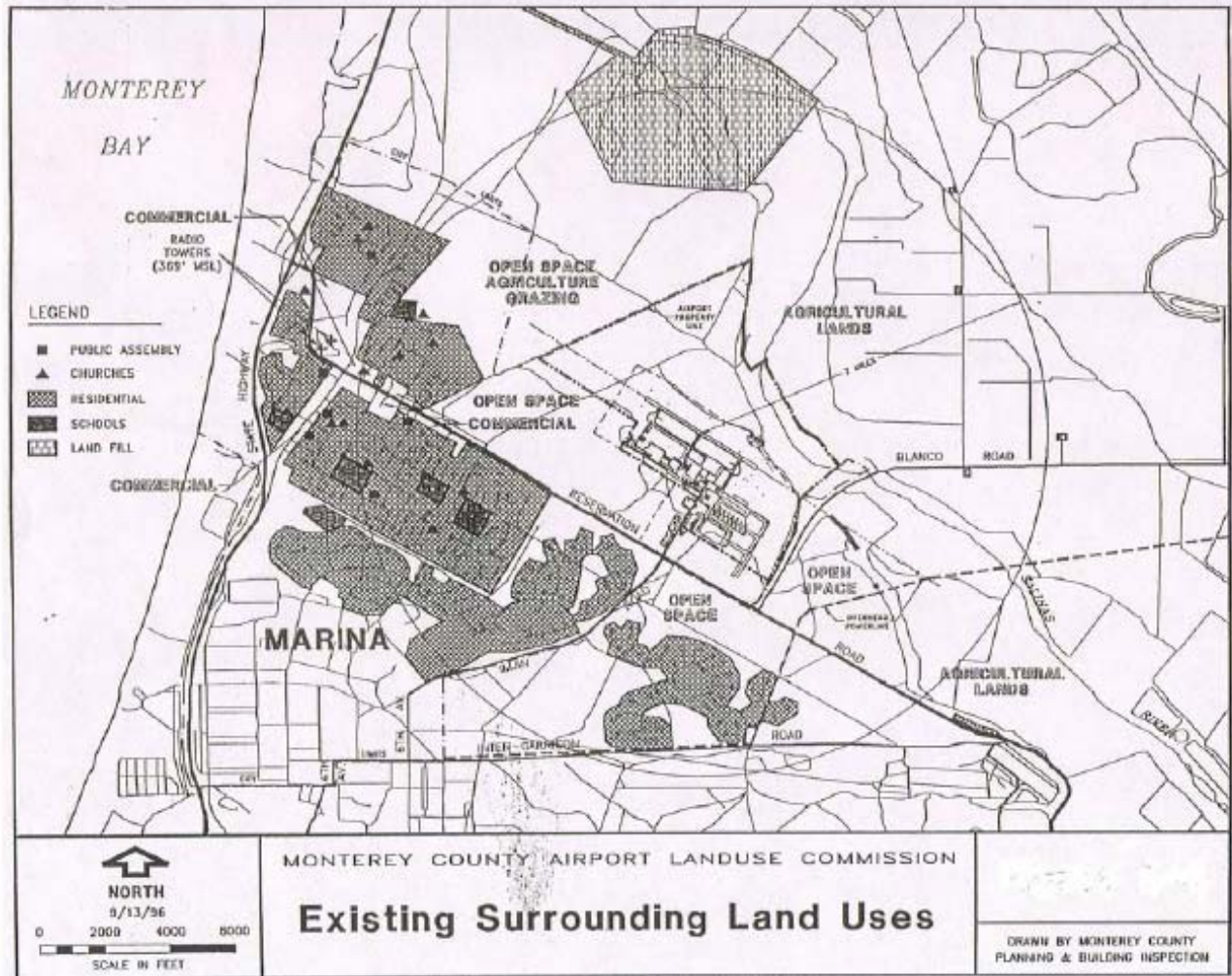


Exhibit D Marina Airport Surrounding Land Use



Analysis:

The timing of the updating of the Marina Airport Master Plan, the AMBAG update to Monterey County CLUPs and the necessary consistency review of the Marina Station Project by the Monterey County Airport Land Use Commission create a complex scheduling problem for the processing of the Marina Station project. It is hoped that the City's effort to provide updated information to the Monterey County ALUC regarding the Marina Airport will assist the ALUC in its efforts to accomplish its mission of guiding orderly development of new land uses surrounding public use airports while protecting the health, safety, and welfare of persons who live and work around these airports.

Based on the information contained in this updated CLUP proposal, it appears that the Marina Station Specific Plan is consistent with the Airport Safety Zones, based on the 2002 standards

applicable to both the existing 3,300 foot runway and the possible future 5,240 foot extended runway. The Specific Plan is also consistent with the proposed 2006 Marina Airport CLUP which utilizes the updated state guidelines.

The updated noise contours presented in the proposed 2006 CLUP update indicate that the 65 and 60 CNEL noise contours for 2025 are well within the airport property and runway environment and therefore noise is not a concern relative to the proposed Marina Station Specific Plan.

Of course, the final consistency determination must be formally made by the Monterey County ALUC but, based on the updated CLUP, it appears that the ALUC can make the appropriate consistency findings.

Environmental Review and Concerns:

The actions by the City will not require compliance with the California Environmental Quality Act (CEQA), however, any action by the Monterey County ALUC will require full CEQA compliance.

Respectfully submitted,

Steven Johnson, Director
Marina Airport
City of Marina

REVIEWED/CONCUR:

Christine DiIorio, AICP
Interim Community Development Director
City of Marina

ATTACHEMENT A

**Marina Municipal Airport
Comprehensive Land Use Plan
(CLUP)**

November 25, 2008

Item No.

Honorable Mayor and Members
of the Marina City Council

City Council Meeting
of December 2, 2008

RECOMMENDATION TO OPEN A PUBLIC HEARING, TAKE ANY TESTIMONY FROM THE PUBLIC AND CONSIDER ADOPTING RESOLUTION NO. 2008-, APPROVING: (1) MISCELLANEOUS CLEAN-UP AMENDMENTS TO THE GENERAL PLAN LAND USE MAP AND LAND USE ELEMENT TEXT; AND (2) AMENDMENTS AND ADDITIONS TO THE GENERAL PLAN TEXT REGARDING MARINA MUNICIPAL AIRPORT AREA USES

RECOMMENDATION:

It is recommended that the City Council:

1. Open a public hearing, take any testimony from the public, and;
2. Consider adopting Resolution No. 2008-, approving:
 - (a) Miscellaneous clean-up amendments to the General Plan Land Use Map and Land Use Element text; and
 - (b) Amendments and additions to the General Plan text regarding Marina Municipal Airport area uses.

BACKGROUND:

The California Government Code (section 65300.5) requires internal consistency between general plan elements and other local government policies. As such, it is the ongoing duty of the Planning Division to monitor any inconsistencies for correction by the Planning Commission and City Council. The proposed amendments to the Land Use Element Map and General Plan text pertain to consistency between the General Plan and the Zoning Code and the Coastal Plan.

The proposed amendments include General Plan text revisions and additions, as a result of the October 14, 2008, City Council joint public study session with the Economic Development Commission, Planning Commission, and Public Works Commission, which discussed various topics associated with the Marina Municipal Airport. These topics included: future economic development; operations; land use compatibility; Federal Aviation Administration (FAA) policies; and funding and grant assurances.

The study session also included an airport analysis to identify the strengths, weaknesses, opportunities and threats (SWOT analysis) associated with airport operations and potential development. The Council and Commissions determined that short-term decisions for development of the airport and adjacent property could result in potential long-term and unforeseen consequences for airport operations and development. A visioning exercise concluded the study session, which identified community views and priorities.

On November 13, 2008, the Planning Commission conducted a public hearing to consider its recommendation to the City Council on the proposed amendments to the General Plan and adopted Resolution No. 2008-29 recommending City Council consideration of the proposed amendments as set forth below.

ANALYSIS

The following summarizes the proposed miscellaneous General Plan Land Use Map and Land Use Element text amendments for internal consistency purposes:

1. Land Use Map: Marina Coast Water District land – Staff proposes an amendment to the Land Use Map to change the site at 11 Reservation Road (Assessor’s Parcel No. 033-192-002) from “Public Facility” and “Habitat Reserve & Other Open Space” to “Public Facility” (**EXHIBIT “A”**). (Note: a General Plan Land Use Map legend is provided on the last page of the staff report.)

The site (along the coast just north of Reservation Road) is occupied entirely by the Marina Coast Water District. Staff proposes the amendment to be consistent with the Zoning Map designation and the Marina Coastal Plan land use and zoning designations. The Zoning Map and Coastal Plan designate the entire site as “Public Facility” from its easterly boundary to the west coast boundary. However, the existing General Plan Land Use Map designates the site as both “Public Facility” and “Habitat Reserve & Other Open Space”.

2. Land Use Map: Marina Station Specific Plan – Staff proposes an amendment to the Land Use Map to change the Marina Station Specific Plan area (portions of Assessor’s Parcel Nos. 203-011-023 and 024, and 175-011-038, 045, and 046) from its existing Land Use designations to the various City Council-adopted land uses of the Marina Station Specific Plan (**EXHIBIT “B”**).

3. Land Use Map: Reservation Road condominium development – Staff proposes an amendment to the Land Use Map for 3157 Lynscott Drive (Assessor’s Parcel Nos. 032-491-001 through 013) from “Visitor Serving Commercial to “Multi-family Residential (15 to 35 dwelling units per acre)” (**EXHIBIT “C”**).

The site at the southwest corner of Reservation Road and Lynscott Drive should be consistent with the Zoning Map designation and existing condominium use. The Zoning Map designates the site as “R-4, Multi-family Residential District” and the existing use is a twelve unit residential condominium development on 0.57 acres (21 units per acre density).

4. Land Use Element text: Policy 4.74 – Staff proposes an amendment to the Land Use Element text to delete Policy 4.74 in its entirety. The policy supports conversion of the El Rancho, Cypress Square, and Marina Del Mar mobile home parks to retail uses. Staff has determined that any land use or policy changes for mobile home parks should be discussed as part of any forthcoming mobile home park community meetings and

subsequent public hearings. Deletion of Policy 4.74 will help to eliminate confusion and anxiety for the mobile home park owners and tenants, until more formal and comprehensive discussions can take place with the owners and tenants. Specifically, the proposed amendment is to delete Policy 4.74, as follows:

From:

“4.74 Opportunities for longer term expansion and strengthening of the economic vitality of this [Reservation Road shopping] area should be sought. Among these opportunities is the conversion of a portion of the area between Crescent and California Avenues which is currently occupied by mobile homes to retail use. Given sufficient economic demand, it may be feasible to provide for a relocation of this housing or incorporation of replacement housing into a mixed-use type of development, and thereby enable creation of a large commercial site with a depth of approximately 800 feet. Such a site would be capable of accommodating the space needs of major contemporary retailers, and could serve as an anchor for the east end of the district.”

To:

~~“4.74 Opportunities for longer term expansion and strengthening of the economic vitality of this [Reservation Road shopping] area should be sought. Among these opportunities is the conversion of a portion of the area between Crescent and California Avenues which is currently occupied by mobile homes to retail use. Given sufficient economic demand, it may be feasible to provide for a relocation of this housing or incorporation of replacement housing into a mixed-use type of development, and thereby enable creation of a large commercial site with a depth of approximately 800 feet. Such a site would be capable of accommodating the space needs of major contemporary retailers, and could serve as an anchor for the east end of the district.”~~

The proposed General Plan text amendments for the Marina Municipal Airport area were developed following the above discussed October 2008 study session and visioning exercise with the City Council, Planning Commission, Economic Development Commission, Public Works Commission and public. While the proposed amendments do not address each and every comment received, they are intended to be general in scope and to reinforce the City’s explicit commitment to promote economic opportunities and development, while protecting existing and future airport facilities from encroachment by incompatible uses. The proposed amendments also: support existing and future airport operations and development; identify instances in which special considerations are required to fulfill FAA policies and regulations; and provide compatible land use planning. The proposed amendments are as follows:

5. Land Use Element text: Primary Policy 2.4.5 – Staff proposes an amendment to the Land Use Element text to add intensity requirements for consistency with the Marina Municipal Airport Comprehensive Land Use Plan, while encouraging the development of new transit facilities. Specifically, the proposed amendment is to add text to Land Use Element Primary Policy 2.4.5, as follows:

“2.4.5 Future land development, whether it involves development of new areas, infilling of existing neighborhoods or commercial areas, or redevelopment of former Fort Ord lands, shall be organized and have sufficient intensity to help ensure the longer-term feasibility of public transit for work and other purposes, and to create a pedestrian oriented community. Intensity associated with the provision of public transit service to Marina Municipal Airport shall be required to ensure consistency with the Marina Municipal Airport Comprehensive Land Use Plan.”

6. Land Use Element text: Primary Policies 2.4.14, 2.3.15 and 2.4.16 – Staff proposes an amendment to the Land Use Element text to add Primary Policies 2.4.14, 2.4.15, and 2.4.16 to state that the City Council and commissions are supportive of the airport and its future economic opportunities and development, as well as protecting it from encroachment. Specifically, the proposed amendment is to add Land Use Element Primary Policies 2.4.14, 2.4.15, and 2.4.16, as follows:

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

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

2.4.16 The City shall ensure that all future development within the AIA or Airport Protection Area should be consistent with the policies adopted by the Monterey County Airport Land Use Commission, except where

pursuant to Public Utilities Code Sections 21676 and 21675.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the Monterey County ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and its surrounding area while protecting the public health, safety and welfare by minimizing the public's exposure to excessive noise and safety hazards."

7. Land Use Element text: Policy 2.20 – Staff proposes an amendment to the Land Use Element text to add requirements for FAA consultation when considering the development of recreational or other facilities that have the potential to enhance habitat in close proximity to the Marina Municipal Airport. Specifically, the proposed amendment is to delete and add text to Land Use Element Policy 2.20, as follows:

"2.20 The City's intent is to develop approximately 190 acres of former Fort Ord lands which have been conveyed to the City as an 18 hole golf course. Designated as Open Space Golf Course, these lands are limited to golf course uses, including golf clubhouse, lodging, food and beverage, and driving range facilities. Other related recreation uses, including swimming facilities, tennis courts, play fields, and hiking and biking trails, which retain the open landscape appearance of the area, are also permitted. with uses as described in the 'Restriction and Covenant to Restrict Use of the Property' (CRUP), executed by the Department of the Army and the Department of Toxic Substances Control, dated September 21, 2001, or as it may be subsequently modified."

8. Land Use Element text: Policy 2.78 - Staff proposes an amendment to the Land Use Element that removes all references to the 'City of Marina Municipal Airport and Business Park Guide for Development.' Portions of the Guide do not comply with FAA policies and regulations with regard to scale and siting, building materials, landscaping, fencing, and infrastructure. Specifically, the proposed amendment is to delete and add text to Land Use Element Policy 2.78, as follows:

"2.78 Future development of lands owned by the City and successors in interest at and surrounding the airport shall be governed by standards set forth in the City of Marina Municipal Airport & Business Park Guide for Development and the Marina Municipal Airport Comprehensive Land Use Plan and applicable FAA regulations, policies, and procedures. Lands under the jurisdiction of the University of California shall be governed by the standards and guidelines of the University of California Monterey Bay Educational, Science and Technology Center Master Plan, except as it may be modified herein by this General Plan and, for that portion which falls within the airport planning area, the policies and standards of the Airport Comprehensive Land Use Plan, except that development intensity up to an FAR of 0.5 may should be allowed and building heights of up to fifty-six (56) feet may should be allowed,

provided that visual simulations shall be prepared by project applicants for any buildings proposed over 35 feet high, and such development complies with the safety standards of the Marina Municipal Airport Comprehensive Land Use Plan and applicable FAA regulations, policies, and procedures.”

9. Land Use Element text: Policy 2.105 - Staff proposes an amendment to the Land Use Element text as an update to indicate that the Marina Municipal Airport fire station is currently staffed. Specifically, the proposed amendment is to delete and add text to Land Use Element Policy 2.105, as follows:

~~“2.105 Police and fire services to all parts of the City are provided from the City of Marina’s Public Safety Building on Palm Avenue. A site and building at the Marina Municipal Airport has also been acquired for use as an emergency services station. This small facility was transferred to the City of Marina in 1996, and is intended primarily for airport protection. However, there are currently no plans or funding to man this station. An additional site in former Fort Ord (on Imjin Road, between Imjin Parkway and Eighth Street) has been approved as a station for future emergency services to provide police and fire protection to the surrounding communities. Two additional sites in former Fort Ord are also designated for potential use as a fire/police substation, one located on the south side of 8th Street just east of 2nd Avenue, the other at the intersection of Abrams Drive and Imjin Road. These are alternative sites for a new police/fire substation, each of which may be appropriate for providing the police and fire protection services required by former Fort Ord residents and businesses.”~~

10. Community Infrastructure Element text: Policy 3.57 - Staff proposes an amendment to the Community Infrastructure Element text to limit and regulate the creation of open water sources near the Marina Municipal Airport. The FAA warns against the creation of open water sources that can attract birds, potentially hazardous waterfowl, as they can provide areas for feeding, nesting, and loafing. Specifically, the proposed amendment is to add text to Community Infrastructure Policy 3.57, as follows:

“3.57 To avoid the above problems related to storm water drainage , the following measures shall be taken:

1. All storm water runoff shall continue to be retained onsite and accommodated by localized retention basins, unless the creation of such facilities would pose risks to the public (see item 4 below). Retention basins associated with a particular project shall be landscaped with appropriate plant materials and shall be designed wherever possible as integral parts of a development project’s common open space or parks or to create new or enhance existing habitat. All onsite drainage facilities shall be designed to convey

runoff from a 10-year frequency storm at minimum. In areas of the City where recycled water will not be readily available, the City encourages the provision of storm water reuse facilities of sufficient size to provide for landscape irrigation of development in proximity to retention basins. The adequacy of onsite and off-site drainage facilities shall be determined through the preparation of storm drainage reports and plans, approved by the City Public Works Director; such reports and plans shall be required for all new subdivisions and new commercial/industrial development proposed in Marina.

2. Pretreatment of storm water runoff from roads, large parking areas, and other extensive paved areas used by vehicles shall be provided using appropriate means such as primary settlement structures, routing through settlement ponds, or routing through adequately long natural swales or slopes. In addition, all development plans shall conform to the requirements of the City's National Pollution Discharge Elimination System permit and City ordinances, and all subdivisions and new commercial/industrial development shall identify Best Management Practices (BMP's) appropriate or applicable to uses conducted onsite to effectively prevent the discharge of pollutants in storm water runoff.

3. Storm water systems shall be constructed in a manner which prevents soil erosion. Appropriate measures to avoid such impacts include the dispersal of runoff, installation of energy dissipaters where dispersal is not practical and concentration of runoff water is necessary, and retention of vegetation or revegetation of affected surfaces.

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

11. Community Design & Development Element text: Policy 4.2 - Staff proposes an amendment to the Community Design & Development Element text to remove references to the City's design guidelines and standards, which are not entirely

compatible with FAA guidance and regulations. Specifically, the proposed amendment is to add Community Design & Development Element Policy 4.2.5, as follows:

“4.2.5 For development projects proposed at, or in near proximity to, Marina Municipal Airport, consideration shall be given to the City’s Design Guidelines to accommodate safe airport operations, airport land use compatibility, and all appropriate FAA regulations, policies and procedures. Such guidance and regulations address, but are not limited to, lighting, signage, landscaping, building and roadway setbacks, etc.”

12. Community Design & Development Element text: Policy 4.46 - As in #7 above, staff proposes an amendment to the Community Design & Development Element text to remove references to the City’s design guidelines and standards, which are not entirely compatible with FAA guidance and regulations.

The location and design of Golf Boulevard must be reviewed within the context of the 2008 Marina Municipal Airport Master Plan, Airport Layout Plan, and the Marina Municipal Airport Comprehensive Land Use Plan, as well as applicable FAA regulations, policies, and regulations. As previously stated, the ‘City of Marina Municipal Airport and Business Park Guide for Development’ is not entirely compatible with FAA regulations. Specifically, the proposed amendment is to delete and add text to the Community Design & Development Element Policy 4.46, as follows:

“4.46 The major portion of this designated arterial, located west of the Marina Municipal Airport, adjoins land designated for natural habitat protection and outdoor recreation. The only exceptions are at its southeast end, where the right-of-way adjoins industrial-designated lands around the Municipal Airport; a limited area of industrial/commercial-service uses within the airport’s restricted flight approach zone, and residential uses and a school site in the immediate vicinity of Del Monte Boulevard. To the extent practicable, an informal, naturalistic landscape shall be provided from Blanco Road to the west end of the airport, as provided for in the City of Marina Municipal Airport and Business Park Guide for Development. West of the airport to Del Monte Boulevard, the right of way and construction shall be consistent with Figure 4.13.”

13. Community Design & Development Element text: Policy 4.96 - As in #7 and #8 above, staff proposes to revise the Community Design & Development Element text to acknowledge that the City’s design guidelines and standards are not entirely compatible with FAA guidance and regulations. Specifically, the following policy would be deleted:

“4.96 The policies, standards and guidelines contained in the City of Marina Municipal Airport and Business Park Guide (2003) are hereby incorporated by reference.”

14. Community Design & Development Element text: Policy 4.104 - Staff proposes an amendment to the Community Design & Development Element text to maintain the open focus of a general plan and to keep specific development standards in the appropriate implementing document, such as the Airport Comprehensive Land Use Plan. Specifically, the proposed amendment is to delete and add text to the Community Design & Development Element Policy 4.104, as follows:

~~“4.104 Airport operation hazards are addressed by Community Land Use element policies that prohibit development within runway-protection zones, except that, When City acquisition of these lands is not feasible, limited non-residential uses may be allowed in accordance with provisions of the Marina Municipal Airport Comprehensive Land Use Plan, which limit development in Approach Protection Zones to low-intensity outdoor recreation and industrial and commercial service uses with peak occupancy levels of 50 people per acre; and which further limit development in the designated Traffic Pattern zone to residential use at a maximum density of 6 units per acre and to non-residential uses which do not generate more than 150 persons per acre unless a proposed development is reviewed and approved by the Airport Land Use Commission and determined to be consistent with the Comprehensive Land Use Plan or otherwise approved by the City. The City and the Airport Land Use Commission will work cooperatively to address aviation hazards.”~~

15. Community Design & Development Element text: Policy 4.123.5 - Staff proposes an amendment to the Community Design & Development Element to add a policy that would help limit implementation of existing Policies 4.113 through 4.123 (**EXHIBIT “D”**) with respect to airport safety.

Several of the measures in this Biological Resources subsection could pose potential hazards to aircraft, such as habitat restoration, oak woodland replacement, etc., none of which are appropriate on airport property. Specifically, the proposed amendment is to add Community Design & Development Element Policy 4.123.5, as follows:

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) Guidelines (section 15061(b)(3), General Rule) exempt a project from CEQA analysis if it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment. The project is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. The proposed General Plan amendments are for consistency purposes only and the amendments do not alter land use.

CONCLUSION:

This request is submitted for City Council consideration and possible action.

Respectfully submitted,

Christine di Iorio, AICP
Community Development Director
City of Marina

REVIEWED/CONCUR:

Anthony J. Altfeld
City Manager
City of Marina

NOTED FOR FISCAL IMPACT:

Richard B. Standridge
Interim Finance Director
City of Marina

RESOLUTION NO. 2008-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARINA APPROVING: (1) MISCELLANEOUS CLEAN-UP AMENDMENTS TO THE GENERAL PLAN LAND USE MAP AND LAND USE ELEMENT TEXT; AND (2) AMENDMENTS AND ADDITIONS TO THE GENERAL PLAN TEXT REGARDING MARINA MUNICIPAL AIRPORT AREA USES

WHEREAS, on November 13, 2008, the Planning Commission of the City of Marina conducted a duly noticed public hearing to consider its recommendation to the City Council on the proposed amendments to the Marina General Plan, considered all public testimony, written and oral, presented at the public hearing, received and considered the written information and recommendation of the staff report for the November 13, 2008, meeting related to the proposed amendments to the Marina General Plan, and adopted Resolution No. 2008-29 recommending City Council consideration of: (1) miscellaneous clean-up amendments to the General Plan Land Use Map and Land Use Element text; and (2) amendments and additions to the General Plan text regarding Marina Municipal Airport area uses; and

WHEREAS, on December 2, 2008, the City Council of the City of Marina conducted a duly noticed public hearing to consider the proposed amendments to the Marina General Plan, considered all public testimony, written and oral, presented at the public hearing, received and considered the written information and recommendation of the staff report for the December 2, 2008, meeting related to the proposed amendments to the Marina General Plan; and

WHEREAS, the City Council finds that the proposed amendments to the Marina General Plan are consistent with the goals, policies and programs of the Marina General Plan, in that the amendment is necessary to achieve internal consistency between the goals of the City and the goals and policies outlined in the Marina General Plan; and

WHEREAS, the proposed amendments are exempt from environmental review pursuant to the California Environmental Quality Act (CEQA) Guidelines, section 15061(b)(3), General Rule.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Marina that it hereby approves: (1) miscellaneous clean-up amendments to the General Plan Land Use Map and Land Use Element text; and (2) amendments and additions to the General Plan text regarding Marina Municipal Airport area uses, as follows:

Miscellaneous Clean-Up Amendments

1. Land Use Map: Marina Coast Water District land - An amendment to the Land Use Map to change the site at 11 Reservation Road (Assessor's Parcel No. 033-192-002) from "Public Facility" and "Habitat Reserve & Other Open Space" to "Public Facility", as shown in Exhibit A of this Resolution;

2. Land Use Map: Marina Station Specific Plan - An amendment to the Land Use Map to change the Marina Station Specific Plan area (portions of Assessor's Parcel Nos. 203-011-023 and 024, and 175-011-038, 045, and 046) from its existing Land Use Map designations to the various City Council-adopted land uses of the Marina Station Specific Plan, as shown in Exhibit B of this Resolution;
3. Land Use Map: Reservation Road condominium development - An amendment to the Land Use Map for 3157 Lynscott Drive (Assessor's Parcel Nos. 032-491-001 through 013) from "Visitor Serving Commercial to "Multi-family Residential (15 to 35 dwelling units per acre)", as shown in Exhibit C of this Resolution;
4. Land Use Element text: Policy 4.74 – An amendment to the Land Use Element text to delete Policy 4.74 in its entirety, as follows.

From:

"4.74 Opportunities for longer term expansion and strengthening of the economic vitality of this [Reservation Road shopping] area should be sought. Among these opportunities is the conversion of a portion of the area between Crescent and California Avenues which is currently occupied by mobile homes to retail use. Given sufficient economic demand, it may be feasible to provide for a relocation of this housing or incorporation of replacement housing into a mixed-use type of development, and thereby enable creation of a large commercial site with a depth of approximately 800 feet. Such a site would be capable of accommodating the space needs of major contemporary retailers, and could serve as an anchor for the east end of the district."

To:

~~"4.74 Opportunities for longer term expansion and strengthening of the economic vitality of this [Reservation Road shopping] area should be sought. Among these opportunities is the conversion of a portion of the area between Crescent and California Avenues which is currently occupied by mobile homes to retail use. Given sufficient economic demand, it may be feasible to provide for a relocation of this housing or incorporation of replacement housing into a mixed use type of development, and thereby enable creation of a large commercial site with a depth of approximately 800 feet. Such a site would be capable of accommodating the space needs of major contemporary retailers, and could serve as an anchor for the east end of the district."~~

Marina Municipal Airport Area Amendments

5. Land Use Element text: Primary Policy 2.4.5 – An amendment to add text to Land Use Element Primary Policy 2.4.5, as follows:

“2.4.5 Future land development, whether it involves development of new areas, infilling of existing neighborhoods or commercial areas, or redevelopment of former Fort Ord lands, shall be organized and have sufficient intensity to help ensure the longer-term feasibility of public transit for work and other purposes, and to create a pedestrian oriented community. Intensity associated with the provision of public transit service to Marina Municipal Airport shall be required to ensure consistency with the Marina Municipal Airport Comprehensive Land Use Plan.”

6. Land Use Element text: Primary Policies 2.4.14, 2.4.15, and 2.4.16 – An amendment to add Land Use Element Primary Policies 2.4.14, 2.4.15, and 2.4.16, as follows:

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

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

2.4.16 The City shall ensure that all future development within the AIA or Airport Protection Area should be consistent with the policies adopted by the Monterey County Airport Land Use Commission, except where pursuant to Public Utilities Code Sections 21676 and 21675.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the Monterey County ALUC, the Council’s proposed action is consistent with the purposes of providing for the orderly development of the Airport and its surrounding area while protecting the public health, safety and welfare by minimizing the public’s exposure to excessive noise and safety hazards.”

7. Land Use Element text: Policy 2.20 – An amendment to delete and add text to Land Use Element Policy 2.20, as follows:

~~“2.20 The City’s intent is to develop approximately 190 acres of former Fort Ord lands which have been conveyed to the City as an 18-hole golf course. Designated as Open Space Golf Course, these lands are limited to golf course uses, including golf clubhouse, lodging, food and beverage, and driving range facilities. Other related recreation uses, including swimming facilities, tennis courts, play fields, and hiking and biking trails, which retain the open landscape appearance of the area, are also permitted. with uses as described in the ‘Restriction and Covenant to Restrict Use of the Property’ (CRUP), executed by the Department of the Army and the Department of Toxic Substances Control, dated September 21, 2001, or as it may be subsequently modified.”~~

8. Land Use Element text: Policy 2.78 – An amendment to delete and add text to Land Use Element Policy 2.78, as follows:

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

9. Land Use Element text: Policy 2.105 – An amendment to add and delete text to Land Use Element Policy 2.105, as follows:

~~“2.105 Police and fire services to all parts of the City are provided from the City of Marina’s Public Safety Building on Palm Avenue. A site and building at the Marina Municipal Airport has also been acquired for use as an emergency services station. This small facility was transferred to the City of Marina in 1996, and is intended primarily for airport protection. However, there are currently no plans or funding to man this station. An additional site in former Fort Ord (on Imjin Road, between Imjin Parkway and Eighth Street) has been approved as a station for future emergency services to provide police and fire protection to the~~

~~surrounding communities. Two additional sites in former Fort Ord are also designated for potential use as a fire/police substation, one located on the south side of 8th Street just east of 2nd Avenue, the other at the intersection of Abrams Drive and Imjin Road. These are alternative sites for a new police/fire substation, each of which may be appropriate for providing the police and fire protection services required by former Fort Ord residents and businesses.”~~

10. Community Infrastructure Element text: Policy 3.57 - An amendment to add text to Community Infrastructure Policy 3.57, as follows:

“3.57 To avoid the above problems related to storm water drainage , the following measures shall be taken:

1. All storm water runoff shall continue to be retained onsite and accommodated by localized retention basins, unless the creation of such facilities would pose risks to the public (see item 4 below). Retention basins associated with a particular project shall be landscaped with appropriate plant materials and shall be designed wherever possible as integral parts of a development project’s common open space or parks or to create new or enhance existing habitat. All onsite drainage facilities shall be designed to convey runoff from a 10-year frequency storm at minimum. In areas of the City where recycled water will not be readily available, the City encourages the provision of storm water reuse facilities of sufficient size to provide for landscape irrigation of development in proximity to retention basins. The adequacy of onsite and off-site drainage facilities shall be determined through the preparation of storm drainage reports and plans, approved by the City Public Works Director; such reports and plans shall be required for all new subdivisions and new commercial/industrial development proposed in Marina.
2. Pretreatment of storm water runoff from roads, large parking areas, and other extensive paved areas used by vehicles shall be provided using appropriate means such as primary settlement structures, routing through settlement ponds, or routing through adequately long natural swales or slopes. In addition, all development plans shall conform to the requirements of the City’s National Pollution Discharge Elimination System permit and City ordinances, and all subdivisions and new commercial/industrial development shall identify Best Management Practices (BMP’s) appropriate or applicable to uses conducted onsite to effectively prevent the discharge of pollutants in storm water runoff.
3. Storm water systems shall be constructed in a manner which prevents soil erosion. Appropriate measures to avoid such impacts include the dispersal of runoff, installation of energy dissipaters

where dispersal is not practical and concentration of runoff water is necessary, and retention of vegetation or revegetation of affected surfaces.

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

11. Community Design & Development Element text: Policy 4.2 - An amendment to add text to the Community Design & Development Element Policy 4.2, as follows:

“4.2 The policies of this element cut across and relate in some manner or other to all 17 Framework Policies of Chapter 2. Aesthetics and appearance, functional concerns, environmental protection and enhancement, and safety and security concerns are all addressed. This element thus serves as the complement to both the Community Land Use and Community Infrastructure elements. The Land Use Element defines how the city’s land supply is to be used; the Infrastructure identifies what essential community services and facilities are to be provided; and the Community Design and Development Element establishes the physical design and construction requirements to accommodate the permitted uses and required infrastructure. Complementing and implementing the Community Design and Development Element are the City’s Design Guidelines and Standards for Landscape, Lighting, Site and Parking Lot Design. These guidelines establish detailed landscaping, lighting, sign and parking lot requirements for developments project sand should be consultant and applied as appropriate to all applicable projects (as identified in the Design Guidelines and Standards).

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

12. Community Design & Development Element text: Policy 4.46 - An amendment to add and delete text to the Community Design & Development Element Policy 4.46, as follows:

~~“4.46 The major portion of this designated arterial, located west of the Marina Municipal Airport, adjoins land designated for natural habitat protection and outdoor recreation. The only exceptions are at its southeast end, where the right-of-way adjoins industrial-designated lands around the Municipal Airport; a limited area of industrial/commercial-service uses within the airport’s restricted flight approach zone, and residential uses and a school site in the immediate vicinity of Del Monte Boulevard. To the extent practicable, an informal, naturalistic landscape shall be provided from Blanco Road to the west end of the airport, as provided for in the City of Marina Municipal Airport and Business Park Guide for Development. West of the airport to Del Monte Boulevard, the right of way and construction shall be consistent with Figure 4.13.”~~

13. Community Design & Development Element text: Policy 4.96 - An amendment to delete Policy 4.96, as follows:

~~“4.96 The policies, standards and guidelines contained in the City of Marina Municipal Airport and Business Park Guide (2003) are hereby incorporated by reference.”~~

14. Community Design & Development Element text: Policy 4.104 - An amendment to add and delete text to the Community Design & Development Element Policy 4.104, as follows:

~~“4.104 Airport operation hazards are addressed by Community Land Use element policies that prohibit development within runway-protection zones, except that, When City acquisition of these lands is not feasible, limited non-residential uses may be allowed in accordance with provisions of the Marina Municipal Airport Comprehensive Land Use Plan, which limit development in Approach Protection Zones to low-intensity outdoor recreation and industrial and commercial service uses with peak occupancy levels of 50 people per acre; and which further limit development in the designated Traffic Pattern zone to residential use at a maximum density of 6 units per acre and to non residential uses which do not generate more than 150 persons per acre unless a proposed development is reviewed and approved by the Airport Land Use Commission and determined to be consistent with the Comprehensive Land Use Plan or otherwise approved by the City. The City and the Airport Land Use Commission will work cooperatively to address aviation hazards.”~~

15. Community Design & Development Element text: Policy 4.123.5 - An amendment to add Community Design & Development Element Policy 4.123.5, as follows:

“4.123.5 The City shall avoid and minimize the potential impacts and implement policies 4.113 through 4.123 to the extent possible when planning or implementing development projects on or adjacent to Marina

Municipal Airport. If the proposed measures have the potential to pose hazards to aircraft operations or lead to potential encroachment, the City should consider alternative measures (e.g., off-site mitigation measures, compensatory mitigation, etc.). The City should work with FAA and other regulatory agencies to identify appropriate environmental protection and conservation measures when proposing improvements to Marina Municipal Airport or adjacent areas.”

PASSED AND ADOPTED by the City Council of the City of Marina at a regular meeting duly held on the 2nd day of December 2008, by the following vote:

AYES: COUNCIL MEMBERS:

NOES: COUNCIL MEMBERS:

ABSENT: COUNCIL MEMBERS:

ABSTAIN: COUNCIL MEMBERS:

Gerald J. Wilmot, Mayor

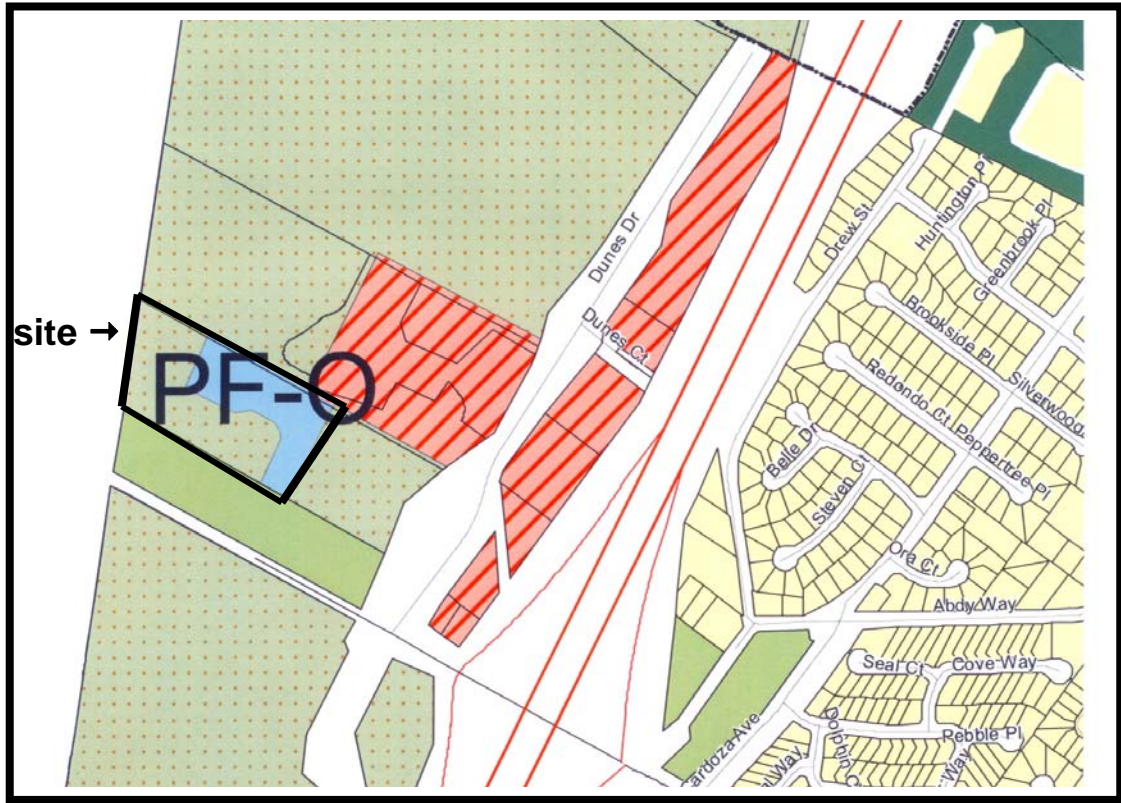
ATTEST:

Joy P. Junsay, City Clerk

EXHIBIT A

Land Use Map: Marina Coast Water District land

An amendment to the Land Use Map to change the site at 11 Reservation Road (Assessor's Parcel No. 033-192-002) from "Public Facility" and "Habitat Reserve & Other Open Space" ↴



to "Public Facility" ↴

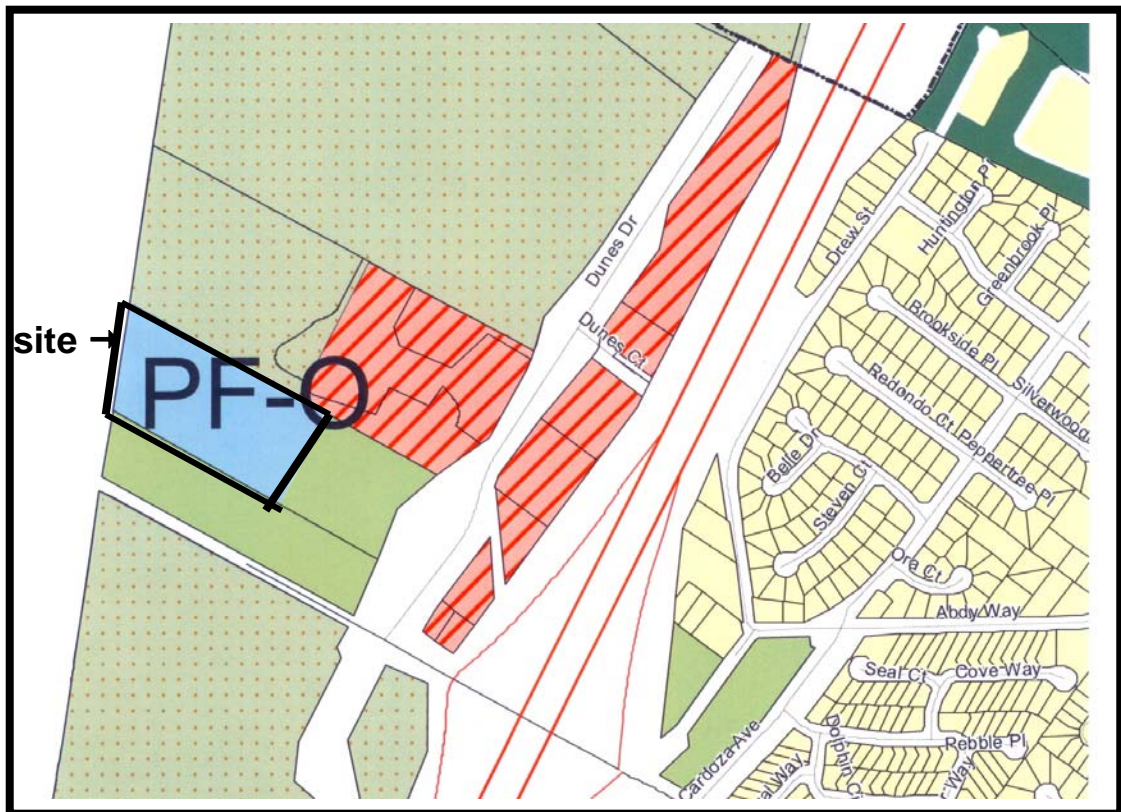
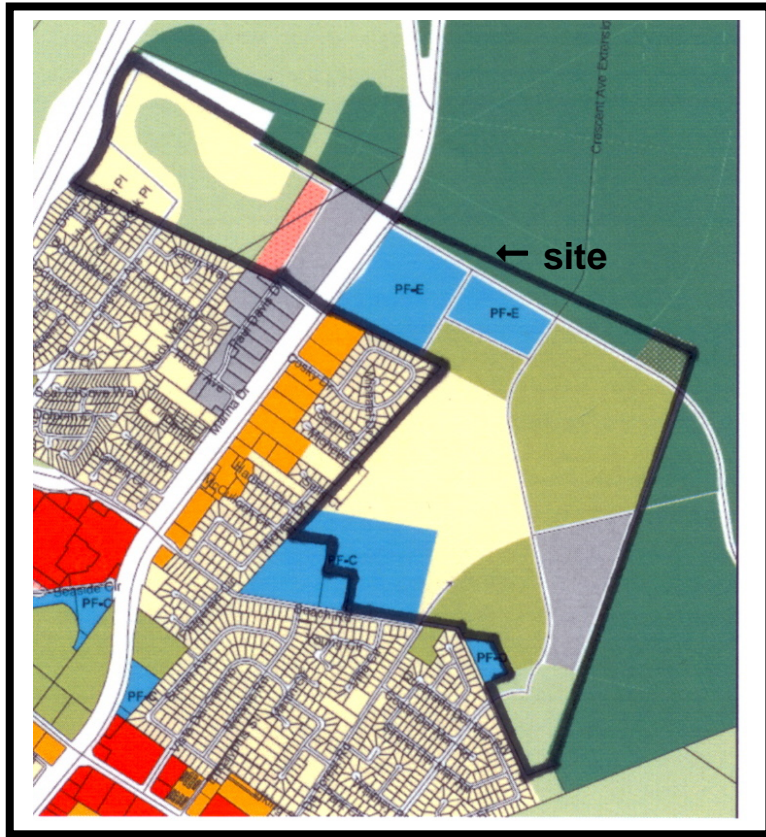


EXHIBIT B

Land Use Map: Marina Station Specific Plan

An amendment to the Land Use Map to change the Marina Station Specific Plan area (portions of Assessor's Parcel Nos. 203-011-023 and 024, and 175-011-038, 045, and 046) from its existing Land Use designations



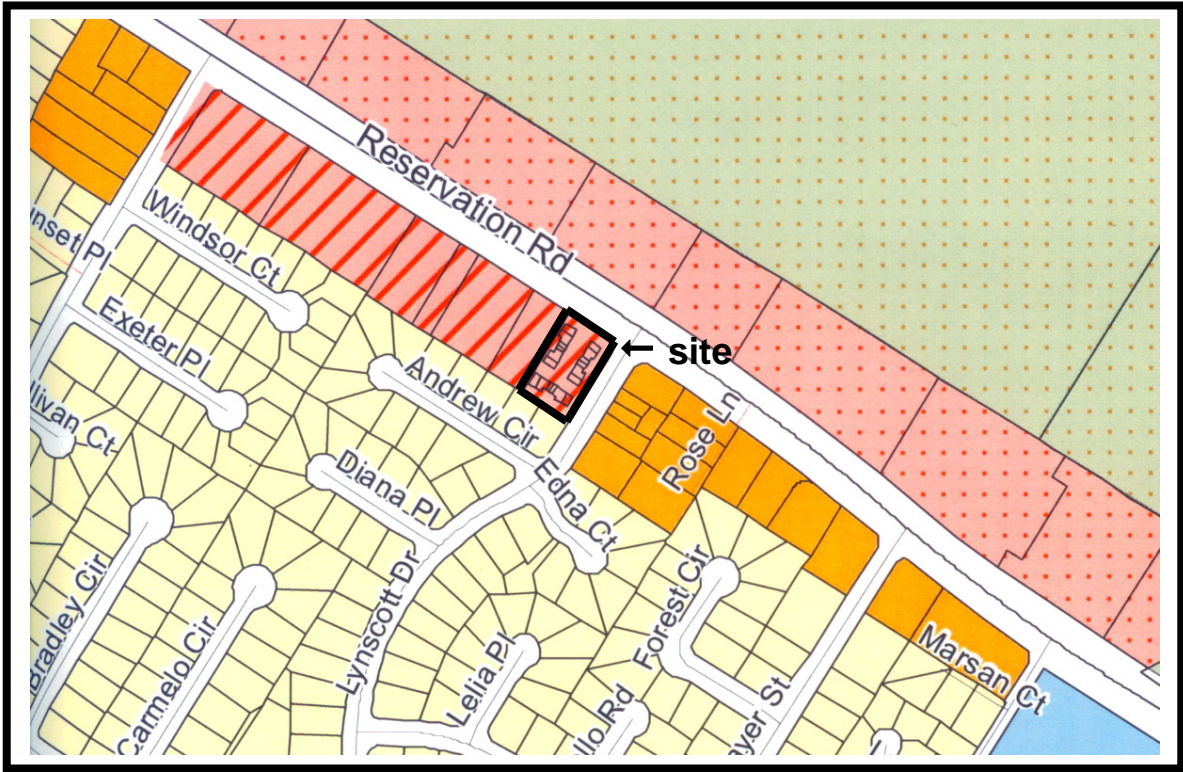
to the various City Council-adopted land uses of the Marina Station Specific Plan



EXHIBIT C

Land Use Map: Reservation Road Condominium development

An amendment to the Land Use Map for 3157 Lynscoth Drive (Assessor's Parcel Nos. 032-491-001 through 013) from "Visitor Serving Commercial" ↴



to "Multi-family Residential (15 to 35 dwelling units per acre)" ↴

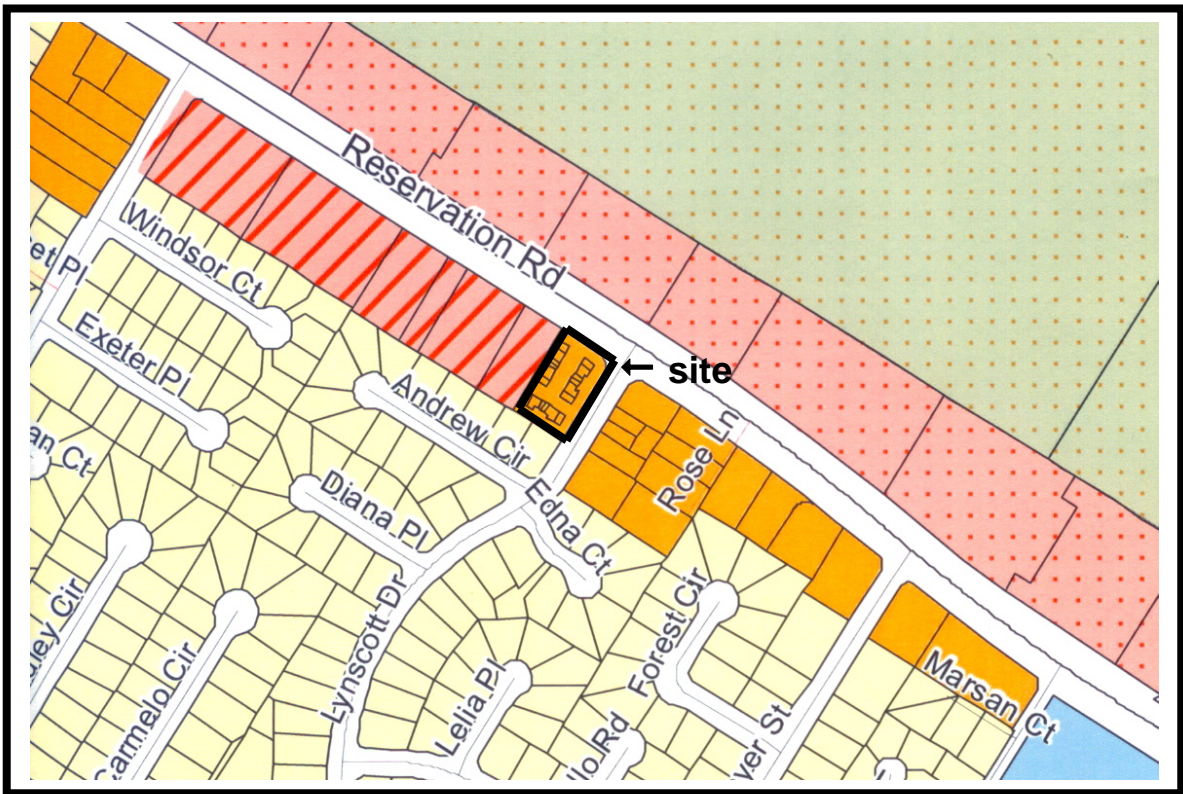


EXHIBIT D

General Plan Community Design & Development Element Policies 4.113 through 4.123

Biological Resources

4.113 As used in this General Plan, “sensitive species” refers to the following categories of species and “sensitive habitat” refers to habitat identified as supporting one or more of the following: federally proposed and listed threatened and endangered species; species that are candidates for federal listing as threatened or endangered; state-listed threatened and endangered species; and California Native Plant Society list 1B species with extensive portions (i.e., greater than 10 percent) of their known ranges within the Marina Planning Area.

4.114 Within areas identified as supporting sensitive habitat(s), the following requirements shall apply:

1. With the exceptions of areas where an approved Habitat Management Program (HMP) or Habitat Conservation Program (HCP) allows development without restrictions, and for structures erected to maintain, restore or enhance sensitive habitat and species, require discretionary approval for all new structural and road development proposed within sensitive habitat areas or on sites supporting sensitive species and habitat.
2. Site and design those new structures or roads which may be allowed within designated Habitat Reserves or other identified sensitive habitat areas so as to minimize adverse impacts upon habitat areas. This may entail site plan modification and/or the inclusion of appropriate mitigation measures developed by biologists, soils engineers, or hydrologists (e.g., erosion and storm-drainage controls, wildlife culverts, and grading limitations). (2006-243)

4.115 Within areas for which there is an approved (HMP) or (HCP) and where avoidance of significant impacts is not feasible as determined through discretionary review, a seasonal avoidance and/or salvage/relocation program for certain species and habitat areas should be established or undertaken, as appropriate, prior to site development.

4.116 Where new development may remove all or a portion of identified sensitive habitat in an area not subject to an approved HMP or HCP, and where no less environmentally damaging alternative can be feasibly implemented, comparable habitat should be restored either on-site or off-site on a two-to-one basis (e.g., two acres of habitat shall be restored for every acre of habitat removed).

4.117 Except where possible “take” of sensitive species is allowed (and may be mitigated in compliance with federal and state laws, regulations, and other applicable legal mechanisms such as an approved HCP or HMP), the City shall designate all areas identified as supporting sensitive habitat as “Habitat Reserve,” and, where occurring on private property, it shall ensure protection through easements, dedications, or other appropriate legal means.

4.118 Where development sites are adjacent to areas designated as “Habitat Reserves” or other identified sensitive areas, site improvements and buildings shall be located and designed so as to avoid adverse impacts on the biological resource in question. Development shall be conditioned upon the incorporation of adequate mitigation measures in terms of site design. Such measures might include the following: a) providing an adequate buffer between new development and identified sensitive habitat; b) minimizing the need for grading that would substantially alter the existing topography; c) incorporating erosion- and sediment-control techniques during and after construction; d) establishing appropriate native landscaping between new development and sensitive habitat; and e) providing wildlife corridors or connections between the sensitive habitat and other natural open space areas.

4.119 As part of any application package for development proposed on undeveloped lands in former Fort Ord or on the Armstrong Ranch, seasonally timed surveys for known or suspected sensitive or unique species and habitats shall be undertaken by a qualified biologist approved by the City Community Development Director (except in those areas where such species have already been addressed by approved habitat conservation/management plans or similar plans or agreements). This information shall be provided as part of a preliminary site and development review, and, for development on former Fort Ord, should be submitted to CRMP for review and recommendations. Where such species are found to occur, mitigation plans (or Habitat Management Plans) shall be prepared in coordination with the USFWS and DFG unless approved habitat management plans are already in place.

4.120 Oak woodland shall be protected to the greatest extent possible in recognition both of its relatively high biological and aesthetic resource value and its important role in California’s and Monterey County’s natural heritage. In areas supporting oak woodland, a site survey of this resource should be completed for all new subdivisions and commercial projects as part of a preliminary site and development review. All stands of oak woodland and individual specimens with a diameter of 6 inches or more when measured 4.5 feet from ground level should be identified on a base map. To the greatest extent possible, development plans shall then attempt to incorporate the oak woodland or individual specimens into the plan as an integral feature of the natural and built environment.

All oak trees shall be replaced and maintained with new trees of the same stock as those found onsite or in the site vicinity according to the following replacement formula: a minimum one-for-one (one replacement tree for each tree removed) where replacement trees are proposed to be the same diameter or greater than those to be removed; a minimum three-to-one (three replacement trees for each tree removed) for replacement trees of lesser diameter than those proposed for removal, unless, as determined by arborist, the site’s specific environmental conditions would not sufficiently support a healthy oak habitat. All diameter measurements shall be taken at 4.5 feet from ground level. Replacement trees shall be a mixture of sizes. (2006-284)


4.121 In those areas where the potential for vernal pools exists, a site survey shall be conducted by a qualified biologist. Any development or grading of a site found to have one or more vernal pools shall provide a wetland buffer of sufficient width and size, as determined by a qualified biologist, between the vernal pond habitat, including associated wetland vegetation, and the proposed or existing development to both protect those species most sensitive to

development disturbances and complement the habitat value of the wetland resource. Structures allowed within the wetland buffer shall be limited to those required for providing public access and nature observation. Grading within identified vernal ponds shall be limited to that necessary for habitat restoration, enhancement and protection or as may otherwise be recommended by a qualified biologist. No soil disturbance shall occur during the rainy season within the designated vernal pond and buffer area. Grading within the drainage area of vernal ponds but outside the designated wetland buffer may be allowed in accordance with the provisions of an approved erosion control and landscape plan pursuant to Policy 4.125.1 of this plan with appropriate measures employed as needed to protect the wetland habitat.

4.122 The City shall require that lighting of streets and other public areas in proximity to areas of natural open space be shielded and as unobtrusive as possible so as to direct light away from habitat reserve areas and other areas of natural open space. The same requirements shall follow for outdoor lighting on private development sites adjacent to such lands.

4.123 Existing windrows shall be protected in accordance with the provisions of Policy 4.14 of this plan.





GENERAL PLAN LAND USE MAP LEGEND

Urban Services Boundary 

Parks and Open Space

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

Residential

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

Commercial

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

Industrial

-  Light Industrial/
Service Commercial

Public Facilities

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

Marina Municipal Airport

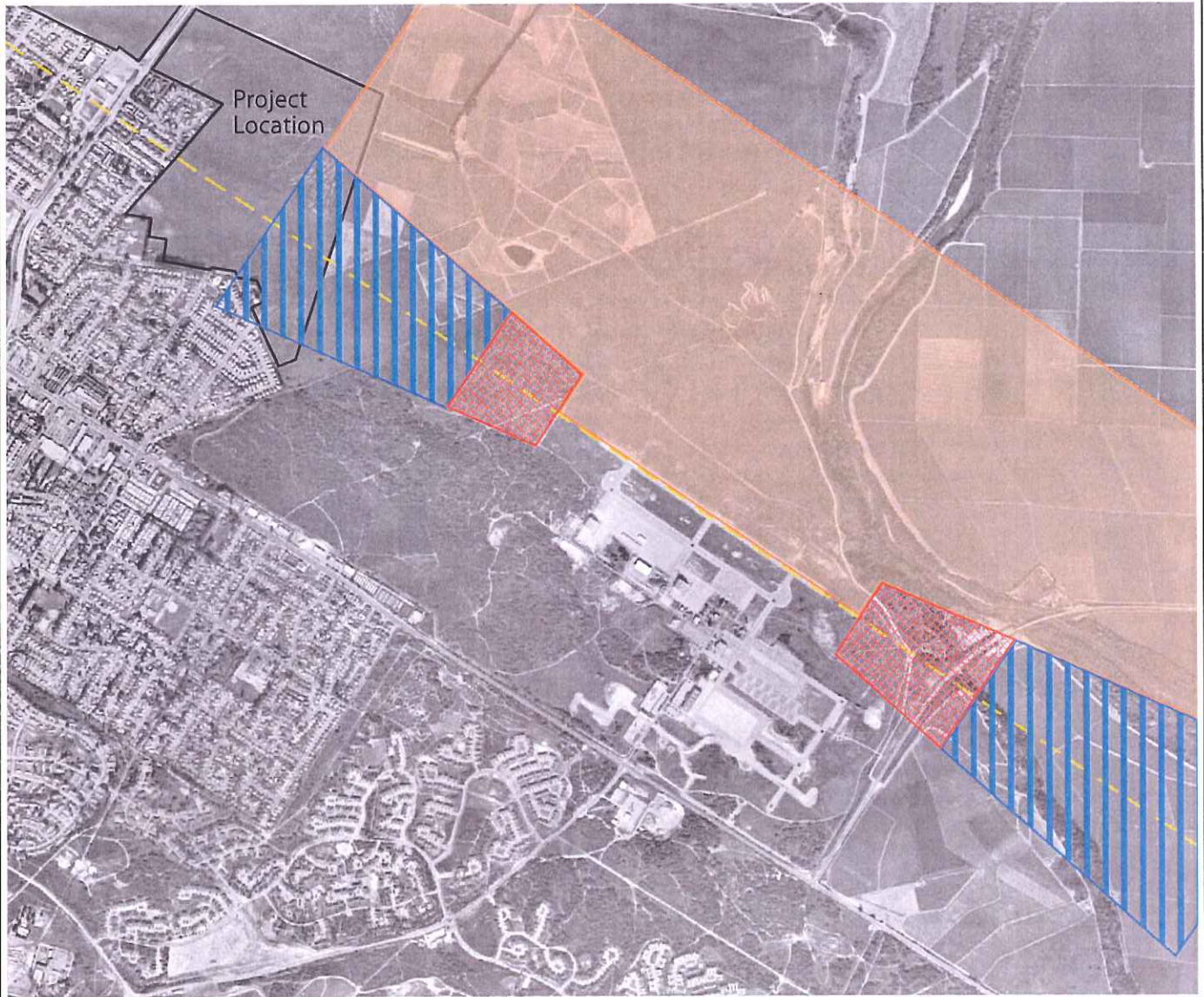
The Marina Municipal Airport is located approximately 4,200 feet (0.8 miles) southeast of the project site. The Marina Municipal Airport Comprehensive Land Use Plan (ACLUP) contains standards and policies including allowable land uses and development within the airport and in designated approach and traffic pattern zones.





1996 ACLUP. The ACLUP currently in effect (1996 ACLUP) was adopted by the Monterey County Airport Land Use Commission (ALUC) in November 1996. This adopted plan assumed a runway extension to 5,240 feet in length; however, the proposed runway expansion has not been approved by the City or the Federal Aviation Administration (FAA). Based on standards in effect at the time, the 1996 ACLUP identifies four safety zones in the airport area: 1) the runway protection zone, 2) the approach protection zone, 3) the traffic pattern zone, and 4) the overflight protection zone.¹ These zones are presented in Figure 4.7-2. Specific land use policies are developed for each of these zones. Based on the 1996 ACLUP, portions of the east side of the project site are located within the approach protection zone and traffic pattern zone (refer to Figure 4.7-2). The ACLUP limits uses in the airport approach zone to industrial or other non-residential uses of limited density. Uses allowed in the traffic pattern zone are commercial, industrial, and low density residential.

2006 Draft ACLUP. In 2002, the Caltrans Division of Aeronautics issued the "California Airport Land Use Planning Handbook" (2002 Handbook), which updated airport safety zone dimensions and regulations. In 2005, AMBAG updated aviation forecasts for Marina Airport and other airports in the region. The City of Marina retained an airport consultant in early 2006 to assist with an update of the Marina Airport Comprehensive Land Use Plan, since the 1996 ACLUP had become obsolete in terms of forecasts, noise modeling software, and statewide adopted safety zone methodology. The updated plan is necessary for the City and ALUC to evaluate land uses, safety, and development in the Marina Airport environs in accordance with currently adopted standards. The update is also needed to meet Public Resources Code Section 21096, which requires the City to use the Handbook as a technical resource in conducting environmental review of proposed projects in connection with airport-related noise and safety compatibility issues.

The updated Draft Marina Municipal Airport Comprehensive Land Use Plan was completed in the spring of 2006 (2006 ACLUP). This proposed 2006 ACLUP reflects the current state of airport planning guidance and regulation as it applies to the Marina Airport, and is expected to be adopted by the ALUC in substantially its current form in 2007. It is the City's intention to use the updated 2006 ACLUP information as guidance for the review of new development in the airport safety zones and located within the Marina City limits and Sphere of Influence. To comply with the safety compatibility zones for general aviation airports established by the Caltrans Division of Aeronautics, the 2006 ACLUP modifies and increases the airport area safety zones to six: 1) the runway protection zone, 2) the inner approach/departure zone, 3) the inner turning zone, 4) the outer approach/departure zone, 5) the sideline zone, and 6) the traffic pattern zone (refer to Figure 4.7-3). Locations and dimensions for the safety zones have been established for short (less than 4,000 feet), medium (4,000-5,999 feet), and large (over 6,000 feet) runways. The plan for a medium length, single-sided traffic pattern, which corresponds to the plan for Marina Airport, is provided in the 2006 ACLUP (refer to Figure 4.7-3). These safety zones are based on the future runway length identified in the 1996 ACLUP (5,240 feet), as well as the most recent airport standards and aviation forecasts.

¹ The overflight protection zone encompasses all land in the Airport Planning Area.



-  Runway Protection Zone
-  Approach Protection Zone
-  Traffic Pattern Zone
-  Runway Centerline

0 2500 feet

Overflight Protection Zone encompasses all land within the Airport Planning Area.

Source: EMC Planning Group Inc., 2005



1996 ACLUP Marina Airport Safety Zones

Figure
4.7-2

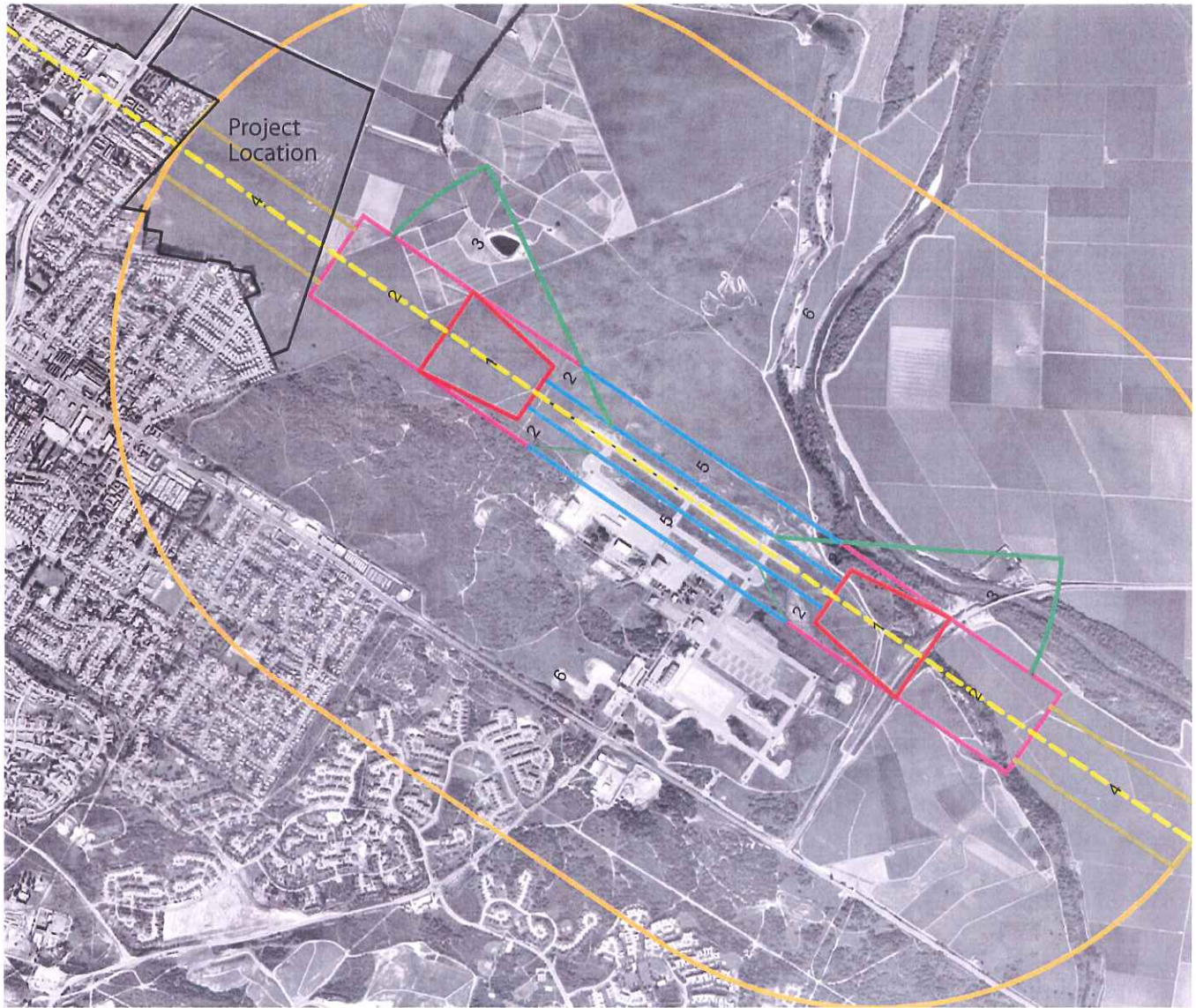
Revised Safety Compatibility Policies. The location and dimensions of the six airport safety zones in the 2006 ACLUP (shown in Figure 4.7-3), as well as land use compatibility policies, are based on guidance provided in the 2002 Handbook. The primary method of limiting risk to persons on the ground is to limit the number of persons allowed in a given area and control type of use. For this reason, each zone is assigned allowable and prohibited uses and maximum allowable densities. The density limits shown in the table, however, may be adjusted pursuant to 2006 ACLUP policy 2.2.6 which, in relevant part, states:

In order to preserve as much open space as possible in the environs of the Marina Airport, the following design criteria shall be applied to all new development projects: Development should be clustered, and contiguous landscaped and parking areas should be provided. The population and housing unit densities for individual projects in the traffic pattern and outer approach/departure zones, as required by policy 2.2.3, may be increased if it can be demonstrated that such an increase results in the provision of substantial open space. In no case shall the density increase be more than 25% above the normally allowable density. If a density increase is allowed in the outer approach/departure zone, the open space provided must be located along the extended airport runway centerline. Before allowing such an increase the local jurisdiction shall refer the proposal to the ALUC for review and recommendations.

The 2006 ACLUP specifies the maximum allowable density in each zone as well as the allowable and prohibited land uses. Residential uses are not permitted in the runway protection zone (Zone 1) and the inner approach/departure zone (Zone 2); they are allowed at very limited densities in the inner turning zone (Zone 3) and the outer approach/departure zone (Zone 4); and residential uses are allowed in the traffic pattern zone (Zone 6). Hospitals, schools, daycare centers, and other uses whose occupants have limited mobility are not permitted in any of the first five safety zones and should be avoided in the traffic pattern zone (Zone 6).

Marina Airport is currently surrounded by open space and/or agricultural land (refer to Figure 4.9-1), which makes for a high degree of safety compatibility. The runway protection zone (Zone 1) at the west end of the planned extended runway is owned by the City of Marina and is entirely on airport property as land designated for habitat protection, and is, therefore, protected from development. The inner approach/departure zone (Zone 2) to the west overlies current agricultural land that is part of the Armstrong Ranch, but outside the Marina Station project site. The western inner turning zone (Zone 3) is partially on airport property designated for future non-aviation revenue-producing uses and partially on current agricultural property. The western outer approach/departure zone (Zone 4) is almost entirely within the central portion of the Marina Station proposed development. The sideline zone (Zone 5) is entirely on airport property, and future uses of this area of land will be limited. The western edge of the elliptically-shaped traffic pattern zone (Zone 6) covers the entire eastern and southern portions of the project site (refer to Figure 4.7-3.) Thus, under the 2006 ACLUP, portions of two safety zones (Zones 4 and 6) overlie the Marina Station project.

Safety Zone 4, the outer approach/departure zone, is characterized as a "moderate risk" zone with frequent overflight by aircraft engaged in climbing and descending patterns. The maximum allowable residential density in this zone is one dwelling unit per five gross acres; the maximum allowable nonresidential density is 50 persons per gross acre. The normally allowable uses are open space, agriculture, habitat protection, industrial, other non-residential uses with limited density, and very low density residential uses. Most residential daycare, school, hospital, nursing home, and shopping center uses are prohibited. Conditions for this safety zone also call for development to be kept "far from [the] runway centerline" and to cluster for open space and provision of avigation easements.



- | | |
|--|---|
| 1 Runway Protection Zone | 4 Outer Safety Zone |
| 2 Inner Safety Zone | 5 Sideline Safety Zone |
| 3 Inner Turning Zone | 6 Traffic Pattern Zone |
| --- Runway Centerline | |

0 2500 feet

Sources: EMC Planning Group Inc. 2006, Orthophotos 1999, Monterey County Planning and Building Inspection Department 1996, Monterey County GIS Team 2003, Monterey County Airport Land Use Commission 1996.



2006 Draft ACLUP Marina Airport Safety Zones

Figure
4.7-3

Safety Zone 6, the traffic pattern zone, is characterized as a “lower risk zone” with frequent overflights by aircraft at 1,000 feet above ground level. The maximum allowable residential density in this zone is whatever is permitted by local zoning; the maximum allowable nonresidential density is 150 persons per gross acre. The normally allowable uses are nonresidential and residential uses. Schools, daycare facilities, hospitals, nursing homes, stadiums, and high densities are prohibited. Conditions for this safety zone call for clustered development for open space, and provision of aviation easements.

Flight Hazards. Flight hazards consist of structures, activities, and uses occurring on the ground that may cause hazards to aircraft in flight. FAA Regulations, Part 77 (Objects Affecting Navigable Airspace), describes a series of “Imaginary Surfaces” which set standards for the maximum height of objects around airports and require that the FAA be notified of any proposed construction that exceeds those standards. Policies in the 2006 ACLUP prevent the construction of new structures that intrude into the FAR Part 77 surfaces. While all structures are prohibited in the runway protection zone (Zone 1), any proposal for a structure over 35 feet in the outer approach/departure (Zone 4) and turning (Zone 3) zones and over 45 feet in the traffic pattern zone (Zone 6), must be submitted to the ALUC for review. As noted above, the eastern and southeastern portions of the Marina Station project fall within outer approach/departure (Zone 4) and the traffic pattern (Zone 6) zones. The 2006 ACLUP² illustrates the FAR Part 77 surfaces for the Marina Airport.

Overflight Impacts and Notification Policies. The Marina Municipal Airport Master Plan, prepared in 1993, identifies a traffic pattern that is exclusively on the north side of the airport. This restriction should eliminate most overflight impacts to the developed portions of the City. Land to the north of the airport is primarily used as agricultural or grazing land, although it does include portions of Armstrong Ranch and the proposed Marina Station project site. Policies in the 2006 ACLUP require that buyers of new developments be notified of potential aircraft impacts. Local jurisdictions must establish a method of notifying buyers of new developments within the airport planning area of potential airport impacts. The notification may take the form of aviation easements, deed noticing, or real estate disclosures. A copy of the method(s) to be used for such notification shall be forwarded to the ALUC. Local jurisdictions are encouraged to provide for the same type of notice required for existing uses (2006 ACLUP policies 2.4.2 and 2.4.3).

Open Space Guidelines. Potential aircraft accidents can often be avoided if large areas of open space are preserved around airports in order to allow for emergency landings. Open space can generally be defined as an area measuring at least 75 by 300 feet that is free of obstructions such as trees, power lines, and fences. As noted above, the Marina Station project site is located within two airport safety zones, the outer approach/departure zone (Zone 4) and the traffic pattern zone (Zone 6). The 2002 Handbook recommends that the outer approach/departure safety zone (Zone 4) maintain approximately 15% to 20% open land within the overall zone, again with emphasis on areas along the extended runway centerline; and that the traffic pattern safety zone (Zone 6) maintain approximately 10% usable open land or an open area approximately every ¼ to ½ mile. Open land areas need to meet minimum size criteria to be of value. Therefore, the above guidelines are practical when applied with respect to land use patterns proposed in general plans, specific plans, or large developments (generally 20 acres or more), but not to individual smaller parcels (refer to 2006 ACLUP policy 2.4.2).

Flight Tracks. The Marina Airport has two runways, whose traffic patterns are located north of the airport. While this limits safety impacts south of the airport, where the more developed areas of Fort Ord and the City of Marina are located, these patterns partially overlie the Marina Station project site. Due to prevailing winds, Runway 29 will be the active runway for the great majority of operations (refer to Figure 4.7-3). A 45-degree departure track from Runway 29 is called for in the 1993 Airport Master Plan,

²Draft 2006 ACLUP Figure 4-3, p. 18.

and the 45-degree track does over-flies portions of the Marina Station project area.³ The safety zones illustrated in Figure 4.7-3 are applicable to the western end of the airport runway. Because the eastern end of the runway has a precision approach, the safety zones are longer and extend to 10,000 feet beyond the runway end.

Figure 4.7-3 shows the location of the Specific Plan area in relation to the airport. The land use plan was designed so that the extended runway centerline and the outer approach/departure safety zone extend over the industrial and office portion of the Plan area only. Based on the 2002 Caltrans standards, if the runway is extended to 5,240 feet, approximately 60 acres of the Specific Plan area will be within the airport's Zone 4 - outer approach/departure safety zone. In addition, if the runway is extended, the Windy Hill Park neighborhood and the Soccer Park neighborhood will also be located within Zone 6 - traffic pattern zone. The Marina Station Specific Plan will restrict development within these two zones to levels consistent with applicable standards and policies regarding aviation safety.

City of Marina General Plan. The City of Marina General Plan contains provisions for development within Armstrong Ranch with regards to aviation hazards. Please refer to Table 4.9-1 of the Land Use section for a detailed analysis of the project's consistency with the relevant provisions of the Marina General Plan. The project proposes the following amendment to reflect the current status of the ACLUP (new text underlined):

2.80. An area of approximately ~~20~~ 38 acres, located both within the Marina Municipal Airport Approach Protection Zone (as updated to reflect 2002 Caltrans Division of Aeronautics standards) and municipal boundaries, is designated for industrial and commercial-service use. Use of this area, which is part of the Armstrong Ranch property, is limited by the provisions of the Marina Municipal Airport Comprehensive Land Use Plan. This plan specifies that uses within the Approach Protection Zone be limited to uses of limited density. The plan's safety-compatibility policies further specify that the maximum allowable density for non-residential uses be 50 people per acre. Outdoor commercial recreation uses such as miniature golf courses, driving ranges, and water parks would also be permissible.

City of Marina Zoning Code. All permitted industrial uses in the Specific Plan would be subject to the provisions of Chapter 17.30 of the Marina Zoning Code regulating uses with an industrial district. These regulations require that all industrial uses comply with the performance standards set forth in Section 17.30.040 of the Zoning Code. These standards include the following provisions designed to minimize the risk of hazards:

- Radioactivity or Electric Disturbances. No activities shall be permitted which emit radioactivity at any point which is dangerous to human beings. Devices which radiate radio-frequency energy shall be so operated as not to cause interference with any activity carried on beyond the boundary line of the property upon which the device is located.
- Fire and Explosion Hazard. All activities involving and all storage of, flammable and explosive materials shall be provided with adequate safety devices against the hazard of fire and explosion, and adequate firefighting and fire suppression equipment and devices standard in the industry. Burning of waste materials in open fire is prohibited. The relevant provisions of federal, state and local laws and regulations shall also apply. Where questions arise due to differences in regulations, standards or requirements, the most stringent regulation, standard or requirement shall prevail.

³Draft 2006 ACLUP, p. 9.

- **Liquid or Solid Waste.** Compliance shall be maintained with all applicable laws and regulations concerning the discharge, disposal or storage of wastewater, liquid or solid wastes, including federal, state and local laws and regulations. This shall include, but not limited to, obtaining a wastewater discharge permit from the Marina County water district. Where questions arise due differences in regulations, standards or requirements, the most stringent regulation, standard or requirement shall prevail.
- **Toxic or Corrosive Materials.** All activities involving, and all storage of, toxic or corrosive materials shall be provided with adequate safety devices against the hazard of spillage or leakage in to the environment, particularly the groundwater supply. Compliance shall be maintained with the relevant provisions of federal, state and local laws and regulations. Where questions arise due differences in regulations, standards or requirements, the most stringent regulation, standard or requirement shall prevail.

Marina Station Specific Plan. Section 5.7 of the Marina Station Specific Plan identifies policies and implementation measures to ensure aviation safety in the Plan area. Open Space (OS) Policy 4-1 states “protect residents within the Plan area from hazards associated with air traffic.” Implementation measures are as follows:

- The City of Marina is in the process of updating the Airport Land Use Plan for the Marina Municipal Airport to reflect the 2002 standards.
- Development within the Specific Plan area that is located within the Airport Safety Zones identified on Figure 5-1 shall be limited to the land uses identified by the California Airport Land Use Planning Handbook, January 2002 edition (Tables 9B and 9C) for each specific safety zone.

Relevant Project Characteristics

The project proposes residential, commercial, office, and industrial uses on the site. Substantial grading will be required to develop the site with proposed uses and associated infrastructure. No significant quantities of hazardous materials are expected to be used for the proposed residential, commercial, and office uses. Industrial uses may or may not require the use of substantial quantities of hazardous materials. In addition, the project would introduce development near the Marina Municipal Airport and the existing OU-1 Plume.

Thresholds of Significance

In accordance with CEQA Guidelines, a project impact would be considered significant if the project would:

- create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within on-quarter mile of an existing or proposed school;

MEMORANDUM

TO: Monterey County Airport Land Use Commission
FROM: David Roemer, ALUC Staff
DATE: June 12, 2008

SUBJECT: Compatibility determination of the Marina Municipal Airport Master Plan Update, Marina, California

Project description:

This major update expresses current (2007) airport infrastructure, development and feasible long range plans for growth out to a year 2025 horizon.

Airport Master Plans must be submitted for ALUC review in accordance with PUC sections 21676(c), 21664.5, and 21661.5. While the entire plan is of interest, several points in Chapter 5 (*Recommended Airport Master Plan*) are of the greatest interest in terms of land use and safety and are highlighted here (copied from the report.)

- Sections 5.3 and 5.3.1 of the *Marina Municipal Airport Master Plan Update* recommends the length of the runway 11-29 is to be increased 1,165 feet to the west, and 550 feet to the east, creating a runway with a total length of 5,200 feet. This will allow flexibility in the types of aircraft able to use the airport and add safety for the aircraft presently using the airport. This is compatible with the two of the ALUC's fundamental precepts, that of aircraft safety and airport viability.

5.3 AIRFIELD

The recommended year 2025 airfield configuration illustrated on Figure 5-1 provides for the existing Runway 11-29 to be extended 1,165 feet to the west and 550 feet to the east for an ultimate length of 5,200 feet. Ultimately the runway is to be widened from 75 feet to 100 feet. The existing parallel taxiway will have to be extended along with the runway extensions to adequately handle the future air traffic demand. In addition the Plan provides for a full parallel taxiway with entry/exit taxiways and aircraft parking apron access taxiways as the future aviation reserve is developed on the north side of the airfield. It is recommended that the airfield be designed to accommodate large airplanes (over 12,500 pounds) in airport reference code (ARC) C-II (e.g. Cesena Citation 650 and Gates Learjet 35/36) with wingspans of less than 79 feet.

5.3.1 Runway 11-29

The Plan recommends Runway 11-29 be extended to a length of 5,200 feet to handle the aircraft expected to use the Airport during the planning period and beyond. The runway width is recommended to ultimately be widened to 100 feet. New aircraft holding aprons are provided for at both ends of the extended runway. A 500-foot wide runway safety area (RSA) extending 1,000 feet beyond both ends of the runway is provided for in the Plan for ARC C-II design aircraft. An 800-foot wide runway object free area (ROFA) extending 1,000 feet beyond both ends of the runway is also provided for in the Plan.

- With a longer runway there will also be the need to also extend the Runway Protection Zones (RPZ.) This is covered in section 5.4.3 of the document. Of special note is the inclusion of direction to the city to acquire title or avigation easements to acreage east of the airport. The extended RPZ to the west is still inside the airport boundary. The eastern RPZ will extend 1,500 ft beyond the airport property into what is now uninhabited land. The extended RPZs triggered by the planned runway extension and outlined in drawings contained in the report are consistent with recommendations of the 2002 State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Handbook*.

5.4.3 Runway Protection Zones

The runway protection zone (RPZ) for Runway 29 is to be 2,500 feet long by 1,000 feet inner width and 1,750 feet outer width to accommodate a precision IFR approach with visibility minimums of less than 3/4 mile. The future RPZ for Runway 29 extends approximately 1,500 feet to the east of the airport boundary. The Plan provides RPZ at the Runway 11 end of the runway that is entirely within the Airport boundary. The RPZ for Runway 11 is to be 1,700 feet long by 1,000 feet inner width and 1,010 feet outer width to accommodate a nonprecision IFR approach with visibility minimums of not less than 3/4 mile.

The City should acquire in fee title, or else avigation easements with adequate property interest, approximately 41 acres to the east of the Runway 29 to provide for a precision RPZ that will extend beyond the existing airport property boundary. This includes land on both sides of Blanco Road.

- Section 5.8 speaks to future land uses on the airport surrounding the runway. Specifically 195 acres to the north and to the southeast of runway 11-29 to be retained for commercial/industrial uses, but gives no plans. These uses are to come under the scrutiny of the ALUC as they are planned for development (section 5.10.3. examined later in this discussion.)

5.8 OTHER AIRPORT LAND USE AREAS

The Plan retains other tenants on the Airport in their current locations.

The Plan recommends that about 195 acres to the north and 65 acres to the southeast of Runway 11-29 be retained for future commercial/industrial uses. The City is currently developing plans for use of these areas that need to be coordinated with the Airport Master Plan and Airport Layout Plan.

The Plan retains the 130 acre Marina Airport and 43 acre Salinas River habitat conservation areas on the west and east sides of the Airport, respectively.

- The last section of the report to be highlighted here is section 5.10 and its subsections which discuss ...

5.10 OFF-AIRPORT LAND USE

This section presents off-airport land use recommendations that relate to the City of Marina General Plan, Monterey County Airport Land Use Commission and the Monterey County General Plan.

- Section 5.10.1 outlines the present uses, and future plans of the City of Marina (covered in their current General Plan, and is included here in its entirety.) The city abuts the airport on the south and west. The planned longer runway may influence future development to the west of the airport. The last paragraph in section 5.10.1 stresses the need for coordination between the city and the airport to make best use of compatible land uses around the airport and is consistent with recommendations of the 2002 State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Handbook*.

There is residential and other urban development within the City of Marina to the west and south of the Airport. There are plans for the development of the undeveloped area west of the Airport that are currently being considered by the City of Marina on portions of the Armstrong Ranch that are within the City limits. The Marina General Plan calls for the area to be developed for Residential and associated Commercial uses.

The City of Marina municipal boundary generally follows the east boundary of the Airport along Blanco Road. The City of Marina has an avigation easement with the University of California over an area to the east of Blanco Road that is within the approach area to Runway 29 and is in Monterey County. In addition, the University of California has granted an avigation easement for air operations over the University of California, Monterey Bay Education, Science and Technology (UCMBEST) Center to the south of the Airport.

The City of Marina's General Plan indicates Urban Growth Boundary Open Space immediately west of the Airport. Further to the west of the Airport, future Light Industrial/Service Commercial, Habitat Reserve and Other Open Space and Parks and Recreation land uses are shown. Other surrounding areas are retained as Habitat Reserve and Other Open Space to the southwest, some Visitor Serving immediately east of Runway 11-29 and west of Blanco Road and Office Research to the southeast of the Airport. Some Visitor Serving, Parks and Recreation, and Habitat Reserve and Other Open Space land uses are shown east of Runway 11-29 and east of Blanco Road in the runway protection zone.

The Airport Master Plan and City General Plan need to be coordinated to maximize compatible land uses in the Airport vicinity. This is particularly important as a longer Runway 11-29 is recommended in the Airport Master Plan. This runway extension could impact, and be impacted by, development to the west of the Airport.

- Section 5.10.2 covers land use compatibility issues in the unincorporated county lands surrounding the east and north ends of the airport. The longer runway envisioned in the plan may impact on land use in the area east of Blanco Road presently zoned as a mixed use district and should be monitored closely as development in that area materializes. Identification of these impacts is consistent with recommendations of the 2002 State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Handbook*.

5.10.2 Monterey County General Plan

The Monterey County General Plan, adopted January 3, 2007, designates the Armstrong Ranch property that is within the County and to the northwest of the Airport, as Permanent Grazing, 10 to 160 acres minimum lot with an Urban Reserve overlay. The area in Monterey County to the east and northeast, across the Salinas River, is in Agricultural Use and designated as Farmlands, 40 to 160 acre minimum lot. The area within the County east of Blanco Road and within the Fort Ord Master Plan is designated as a Planned Development Mixed Use District.

- Section 5.10.3 addresses the ALUC and describes the report's adhesion to the content and recommendations of the 2002 State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Handbook*. The section also includes the discussion the need for avigation easements for any development within the defined Airport Influence Area.

5.10.3 Monterey County Airport Land Use Commission

The latest Marina Municipal Airport Land Use Compatibility Plan was adopted by the Monterey County Airport Land Use Commission in 1996. Recommendations have

been prepared as part of the Airport Master Plan study for off-Airport land use planning for the area surrounding the Airport. These recommendations are based on noise, safety and height considerations described in the latest State of California, Department of Transportation (Caltrans), Aeronautics Division, *California Airport Land Use Planning Handbook*; FAR Part 77, *Objects Affecting Navigable Airspace*; FAR Part 150, *Airport Noise Compatibility Planning*; and Monterey County Airport Land Use Commission standards.

The compatibility of the proposed surrounding development with the Airport Master Plan Update recommendations should be reviewed in accordance with the guidelines in the latest *California Airport Land Use Planning Handbook* prepared in 2002 by Caltrans. The 1996 Marina Municipal Airport Land Use Compatibility Plan will require updating by the Monterey County Airport Land Use Commission (ALUC) to reflect the Airport Master Plan Update recommendations and current Caltrans land use guidelines. The Airport Master Plan Update will be submitted to the ALUC for a consistency determination following consideration of adoption of the Airport Master Plan Update by the City.

It is recommended that the City continue to require aviation easements for any development within the Airport Influence Area defined in the Airport Land Use Compatibility Plan. The aircraft traffic patterns are to the north of Runway 11-29 to minimize aircraft overflights and noise impacts on surrounding development.

Staff has not examined the viability of the forecast of aircraft operations other than to note that the new forecast is assumed to be less than the *1993 Marina Municipal Airport Master Plan*, out to 2015 where it finally surpasses the forecast volume of the 1993 reports horizon of 2010. Both of these forecasts are still higher than the straight line forecast of the **2005 FAA Terminal Area Forecast** and the **1999 California Aviation System Plan**. The *1993 Marina Municipal Airport Master Plan* was used in the making of the *1996 Marina Municipal Airport Land Use Compatibility Plan*.

Staff Recommendation:

Staff finds **The Marina Municipal Airport Master Plan Update** to be consistent with the latest *Marina Municipal Airport Land Use Compatibility Plan* in 1996¹, and the report follows the recommendations set forth in the 2002 State of California, Department of Transportation, Division of Aeronautics, *California Airport Land Use Handbook*. Therefore, **staff recommends** that the Marina Municipal Airport Master Plan Update be **approved** by the Monterey County Airport Land Use Commission.

¹ In response to the updated Airport Land Use Planning Handbook and desire for clearer planning direction relative to projects in the City of Marina, the City took it upon themselves to hire Wadell Engineering Corporation to update the Marina Municipal Airport Comprehensive Land Use Plan (April 2006). The city utilizes the 2006 ACLUP to evaluate projects, however, the Monterey County ALUC has not reviewed it for adoption yet, and the document will be reviewed and included in a comprehensive master plan for the four public airports in Monterey County to be presented to the Commission later this year.

COUNTY OF MONTEREY

AIRPORT LAND USE COMMISSION



MEMORANDUM

To:	Airport Land Use Commission
From:	Fionna Jensen, ALUC Staff; September 13, 2023 (831) 755-5262, JensenF1@co.monterey.ca.us
Meeting Date:	October 9, 2023
Subject:	Scheduled Item 7b – Proposed adoption of City of Del Rey Oaks’ draft Housing Element and Zoning Ordinance amendments (ALUC File No. REF230020).

RECOMMENDATION:

Staff recommends the Monterey County Airport Land Use Commission (ALUC) find the Finding the proposed amendments to the City of Del Rey Oaks’ Housing Element (General Plan) and Zoning Ordinance (Municipal Code) (ALUC File No. REF230020) consistent with the 2019 Airport Land Use Compatibility Plan (ALUCP) for Monterey Regional Airport.

PROPOSED AMENDMENT & BACKGROUND INFORMATION:

On June 30, 2023, the City of Del Rey Oaks submitted an application (ALUC File No. REF230020) to ALUC staff for a proposed amendment (update) to the Housing Element of the City’s General Plan. The City’s Housing Element was last updated in 2019, and this Draft Housing Element represents the 6th Cycle Planning Period update and covers the 2023-2031 planning period, as established by the California Department of Housing and Community Development (HCD).

Pursuant to State law, the City’s Draft Housing Element includes an evaluation of existing and projected housing needs, a review of previous goals and programs, an inventory of sites, identification of housing constraints, development of housing programs to address needs, and quantifiable objectives. See Chapter 7.0 of the Draft Housing Element (Exhibit C) for detail regarding the City’s housing goals, policies and implementation programs. The City’s Draft Housing Element may be viewed in its entirety on the City’s public website at the following link:

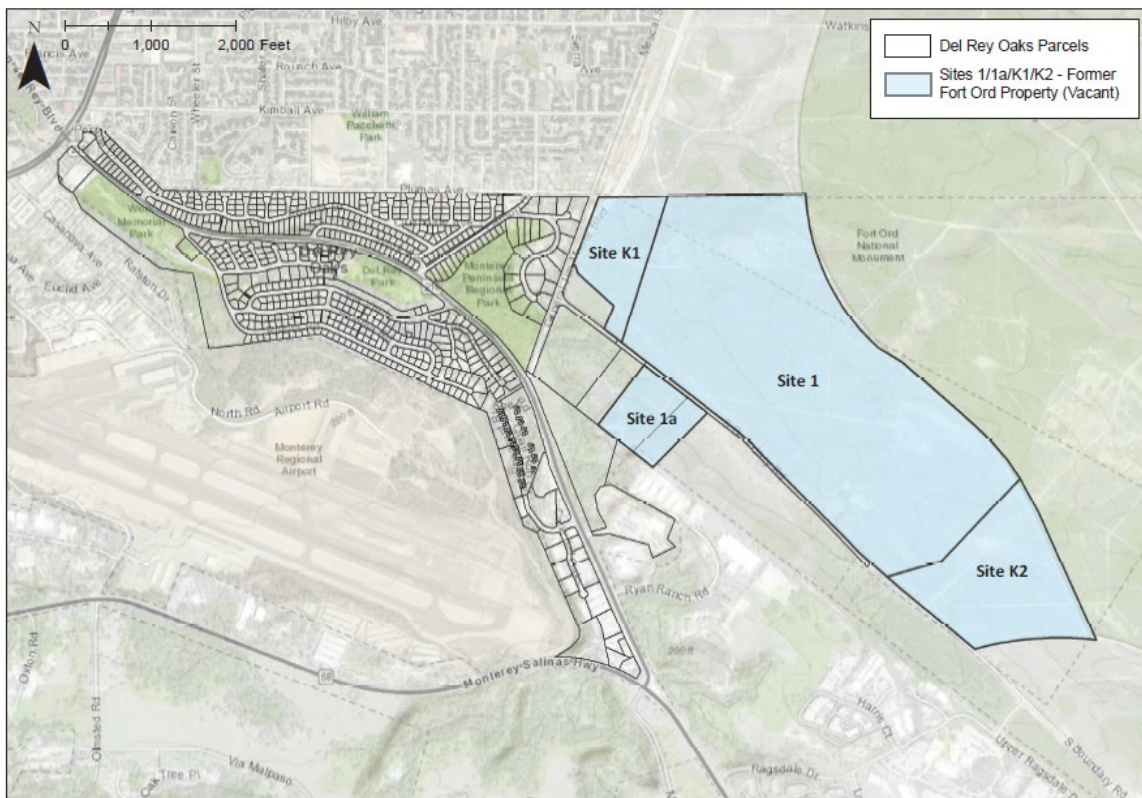
https://www.delreyoaks.org/sites/default/files/fileattachments/community_development_and_planning/page/5976/6th_cycle_public_review_draft_housing_element_update_may_2023.pdf

The Draft Housing Element is required to show that the City has adequate sites available to accommodate its Regional Housing Need Allocation (RHNA), based on statewide and regional estimates determined by HCD. The Association of Monterey Bay Area Governments (AMBAG) is the local agency mandated by California Government Code

section 65554(a) to distribute the “Fair Share Allocation” of the regional housing need to each jurisdiction in Monterey and Santa Cruz Counties. No specific housing or development projects within the City’s current jurisdiction are proposed as part of the Draft Housing Element update.

The RHNA plan allocated 184 total units (including the 4th and 5th cycle shortfalls) as the City’s fair share accommodate for the 6th Cycle Planning Period. The RHNA does not mandate that these units be constructed; it does, however, require that the City demonstrate available vacant lands to meet this projected need. To demonstrate that the City has sufficient land available to meet the projected need, the City conducted an analysis of available lands in the City to accommodate housing for all income categories. The Draft Housing Element’s Land Use Inventory (see Attachment A to the City’s Consistency Analysis Letter) contains four components, including: 1) identification of vacant or underutilized parcels, 2) analysis of site constraints, 3) assessment of development capacity, and 4) demonstration that zoning is adequate. The Draft Housing Element Land Use Inventory concluded adequate land is available to accommodate the City’s total housing needs. As part of the 5th Cycle Housing Element Update (2019), both HCD and the City concluded that Sites 1 and 1a were appropriate for meeting site inventory requirements and could accommodate RHNA in the 5th Cycle. Sites 1 and 1a are retained from the 5th Cycle Housing Element to accommodate RHNA in this 6th Cycle. The analysis also identified additional sites not previously considered: Sites K1 and K2. Therefore, the 6th Cycle Housing Element relies on Sites 1, 1A, K1, and K2 to accommodate the RHNA allocation.

Available Land Inventory – City of Del Rey Oaks



<p>Updated Available Land Inventory City of Del Rey Oaks Housing Element Update, May 2023</p>	<p>Date 5/16/2023 Scale 1 in = 1,000 ft</p>	 <p>Denise Duffy & Associates, Inc. Planning and Environmental Consulting</p>	<p>Source: City of Del Rey Oaks</p>
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All identified sites are planned for development in the City's General Plan, however, none of the sites are currently zoned for residential use. The sites have a General Plan and Zoning designation of General Commercial – Neighborhood Commercial with Visitor overlay (GC (C-1-V)) and therefore, rezoning of these sites to allow for residential use is also proposed as part of this application (REF230020). To complement the draft Housing Element's encouraged development, the City is also proposing Zoning Ordinance amendment to rezone Sites 1 and 1a to include an "Affordable Housing Overlay Zone" (Exhibit D). The density required under the State HCD would be 20-25 units/acre with a maximum height of 35 feet. The purpose and intent of the Affordable Housing Overlay Zone is to facilitate housing opportunities within the community via implementation of the City's Housing Element. The resulting zoning district and land use designation is compatible with the affected safety zone (Safety Zone 7), which allows all uses that are not determined to be hazardous to flight. Water and sewer services, as well as other utilities, are planned for all four sites.

Pursuant to the ALUCP, a significant majority of the City is located within Safety Zone 7 (Airport Influence Area). A small portion of the City is located within Safety Zones 2 through 4 (Inner Approach/Departure, Inner Turning, and Outer Approach/Departure, respectively), and the majority of these areas are already developed. The areas proposed to meet the City's RHNA requirements (i.e., Sites 1, 1A, K1, and K2) are located in Safety Zone 7.

As stated above, the Draft Housing Element is only a policy document, and no specific housing or development projects are proposed as part of this update. Any future proposal to develop Sites 1, 1A, K1, and K2 with residential housing will require ALUC consistency determination review¹.

On December 16, 2019, the ALUC reviewed the 5th Cycle Housing Element, which consisted of sites 1 and 1A, and found the Housing Element consistent with the 2019 ALUCP; no conditions of approval were adopted. Additionally, the ALUC previously reviewed the City of Del Rey Oaks General Plan, including the Housing Element, in 1997. On March 24, 1997, the ALUC found the City's General Plan consistent with the 1987 Comprehensive Land Use Plan for Monterey Peninsula Airport in effect at that time (ALUC staff does not have a copy of the associated ALUC Resolution). The ALUC also recommended that the City adopt several policies that would help to ensure the compatibility of new development with the noise and safety impacts created by the City's proximity to the airport. Subsequently, the City revised the draft General Plan Update to include the following relevant policies:

Policy L-5a: City shall require aviation easements for each future development project located in the Airport Land Use Planning Area.

¹Pursuant to Government Code Section 65302.3, local jurisdictions and districts had 180 calendar days (or until December 16, 2019) to amend their general plans, specific plans, community plans, and zoning ordinances, as necessary, to be consistent with the 2019 Marina Municipal ALUCP or take the steps necessary to overrule the ALUC. As of September 2023, the City of Del Rey Oaks has yet to submit its General Plan, specific plans, community plans, and zoning ordinances to the ALUC for a consistency determination. Until ALUC staff receives the requested documentation, and pursuant to Public Utilities Code Section 21676.5, local agencies shall submit all proposed land use regulations and permit applications within the Airport Influence Area to the ALUC for determination of consistency with the ALUCP. After local agencies have made their plans and ordinances consistent with the ALUCP or overrule the ALUC, local agencies are required to submit only proposed land use policy actions (e.g., proposals to adopt or amend general plans or zoning regulations) to the ALUC for a determination of the consistency of the proposed action with the compatibility plan prior to local agency approval of such action.

Policy L-5b: Development within the clear zone shall comply with the following standards (commercial, retail, and services development shall be allowed subject to these policies):

- Density standards to prevent large assemblages of people (such as theaters, churches, meeting halls, educational institutions).
- Prohibit uses whose primary occupants are persons of impaired mobility, (i.e. hospitals, schools, daycare centers, and nursing homes).
- Prohibit the above ground storage of large quantities of flammable materials or hazardous materials.
- Prohibit residential units and overnight sleeping accommodations.

The City's current General Plan policies also encourage working with the Airport staff to address compatibility and transportation issues relative to future development of the Airport's commercial area and roadways. This background information regarding the City's overall General Plan is relevant to note because it demonstrates a willingness and commitment on the part of the City to adopt policies and plans which are consistent and compatible with airport operations.

CONSISTENCY DETERMINATION ANALYSIS:

ALUC staff reviewed the City's proposed amendment (update) to the Housing Element of the City's General Plan in accordance with the adopted ALUCP as discussed below:

NOISE COMPATIBILITY

The proposed amendment, as well as Sites 1, 1A, K1, and K2, were reviewed for consistency with the Long Range Noise Contour Maps (Exhibit 4B of the ALUCP). Per this review, the vast majority of the City is located outside of the 65 (or greater) Community Noise Equivalent Level (CNEL) contour. In accordance with the ALUCP Table 4A, proposed residential sites are located outside of the 65 CNEL and would be compatible with no restrictions or conditions of approval. Furthermore, all future development projects would be required to conform with the current noise insulation standards, and the current California Building Code requires all residential structures to achieve an interior noise level of no more than 45 decibels. Lastly, the City's General Plan Policy L-5a requires an aviation easement for each future development project located in the Airport Land Use Planning Area (i.e., the Airport Influence Area or Safety Zone 7). Therefore, based on the above analysis, the proposed amendment is consistent with the ALUCP with regard to noise compatibility criteria, and no further conditions regarding noise are recommended for the Housing Element or Zoning Ordinance Amendments.

AIRSPACE PROTECTION

The area of the City is located entirely inside the 14 Code of Federal Regulations (CFR) Part 77 approach, horizontal, conical and transitional surfaces for Monterey Regional Airport. Currently, none of the existing buildings within the City penetrate the Part 77 airspace surfaces. Also, any new or remodeled structures would be subject to the existing maximum height restrictions of the City's Zoning Ordinance (maximum residential height of 35 feet) and would be required to conform to CFR Part 77 requirements. Therefore, it is not anticipated that future structures would penetrate into the Part 77 airspace surfaces, and no further conditions regarding airspace protection are recommended.

SAFETY COMPATIBILITY

Sites 1, 1A, K1, and K2 are located within Safety Zone 7 (Airport Influence Area) as shown in ALUCP Exhibit 4C (Monterey Regional Airport Safety Zones). Pursuant to Table 4B (Safety Criteria Matrix for Zone 7), the proposed amendment would not allow any new prohibited uses, and there are no limitations on residential density within Safety Zone 7. Additionally, as noted above, the City's General Plan Policy L-5a requires an aviation easement for each future development project located in the Airport Land Use Planning Area (i.e., the Airport Influence Area or Safety Zone 7). Therefore, no further conditions regarding safety compatibility are recommended.

OTHER FLIGHT HAZARDS

The current General Plan Policy L-5a requires aviation easements for future development. The General Plan also encourages cooperation with Airport staff to address compatibility issues including exterior lighting plans for the new residential land use designations. Therefore, no further conditions regarding other flight hazards are recommended.

MONTEREY REGIONAL AIRPORT REVIEW:

On July 29, 2023, ALUC staff forwarded the proposed Housing Element amendment to the Monterey Regional Airport staff for review. No response was received prior to distribution of this report.

CONCLUSION:

Based on review and analysis of this proposed Housing Element and associated Zoning Ordinance Amendments, staff recommends the ALUC adopt a resolution finding the proposed City of Del Rey Oaks Zoning Ordinance amendments and proposed amendment (update) to the Housing Element of the City of Del Rey Oaks General Plan consistent with the 2019 Airport Land Use Compatibility Plan for Monterey Regional Airport.

Attachments:

Exhibit A - Draft ALUC Resolution

Exhibit B - City of Del Rey Oaks Consistency Analysis Letter

Attachment A - Available Land Inventory Map

Attachment B - Zoning Map

Attachment C - Land Use Designation Map

Attachment D – Airport Safety Zone Map

Exhibit C - Chapter 7.0 Housing Plan of the Draft Housing Element

Exhibit D – Draft Zoning Ordinance amendments

cc: ALUC Commissioners; ALUC Counsel; Monterey Peninsula Airport District (C. Morello); City of Del Rey Oaks (K. Minami); Denise Duffy & Associates (Troy Lawson); ALUC File No. REF230020

DRAFT RESOLUTION

Before the Monterey County Airport Land Use Commission, State of California

Resolution No. 23-

Finding the proposed amendments to the City of Del Rey Oaks' Housing Element (General Plan) and Zoning Ordinance (Municipal Code) consistent with the 2019 Airport Land Use Compatibility Plan (ALUCP) for Monterey Regional Airport.
REF230020, City of Del Rey Oaks (multiple Assessor's Parcel Numbers)

WHEREAS, on June 30, 2023, the City of Del Rey Oaks (City) submitted an ALUC application for a proposed amendment (update) to the Housing Element of the City's General Plan (ALUC File No. REF230020) to ALUC staff; and

WHEREAS, the ALUC is responsible for review of projects within the Airport Influence Area for Monterey Regional Airport, as identified in the 2019 ALUCP; and

WHEREAS, the proposed General Plan Housing Element amendment would evaluate the City's existing and projected housing needs, review previous goals and programs, inventory sites within the City, identify housing constraints, discuss development of housing programs to address needs, and list quantifiable objectives; and

WHEREAS, as proposed, the amendment would demonstrate that the City has adequate sites available to accommodate its 6th cycle Regional Housing Need Allocation (RHNA), based on statewide and regional estimates determined by the California Department of Housing and Community Development (HCD); and

WHEREAS, HCD does not mandate that these units be constructed; yet, requires that the City demonstrate available vacant lands to meet the projected housing need (RHNA). No specific housing or development projects within the City's current jurisdiction are proposed as part of the Housing Element update. However, Zoning Ordinance amendments are proposed to help accommodate the encouraged and foreseeable development projects; and

WHEREAS, the City has identified four properties in the undeveloped former Fort Ord area that would meet the City's RHNA requirements. These lands are located entirely within Safety Zone 7 (Airport Influence Area), as shown in ALUCP Exhibit 4C (Monterey Regional Airport Safety Zones); and

WHEREAS, the City proposes a Municipal Code (Zoning) Amendment to rezone Sites 1 and 1a to include an "Affordable Housing Overlay Zone" to facilitate the provision of affordable housing within land not currently zoned for residential uses. This amendment would complement and reduce the barriers to accomplishing the draft Housing Element's goal of encouraging affordable housing development. Sites K1 and K2 do not require rezones at this time to meet the City's affordable housing allocation needs; and

WHEREAS, the ALUC previously reviewed the City of Del Rey Oak's 2019 Housing Element amendment (5th cycle RHNA) on December 16, 2019. The 5th Cycle Housing Element included inventory sites 1 and 1A. At this meeting, the ALUC found the City's Housing Element amendment consistent with the 2019 ALUCP. Sites 1 and 1A have been carried forward to the 6th Cycle Housing Element, in addition to new sites K1 and K2; and

WHEREAS, the City's adopted 1997 General Plan includes several policies to help ensure the compatibility of new development in relation to potential noise and safety impacts created by the City's proximity to the airport, including a requirement for aviation easements for each future development project located in the Airport Land Use Planning Area; and

WHEREAS, the proposed Housing Element amendment was reviewed for consistency with the Long Range Noise Contour Exposure Maps for Monterey Regional Airport. The lands proposed for potential future residential uses are located outside of the 65 (or greater) Community Noise Equivalent Level (CNEL) contour. In accordance with the ALUCP Table 4A (Noise Compatibility Criteria Matrix), proposed residential uses located outside of the 65 CNEL would be a compatible use with no restrictions. Additionally, the City's General Plan Policy L-5a requires an aviation easement for each future development project located in the Airport Land Use Planning Area (i.e., the Airport Influence Area or Safety Zone 7). Therefore, the proposed amendment and foreseeable development is consistent with the ALUCP with regard to noise compatibility criteria, and no further conditions regarding noise are recommended; and

WHEREAS, all proposed housing inventory sites are located within Safety Zone 7, which does not establish residential density restrictions, and therefore the development encouraged by the Housing Element amendment will be a compatible use; and

WHEREAS, no development is proposed with implementation of the Housing Element amendment and therefore no hazards to flight will directly occur with adoption of the Amendment. Future development of the identified may be subject to ALUC review and approval to determine ALUCP compatibility and potential hazards to flight;

WHEREAS, the ALUC has reviewed the proposed amendment for noise compatibility, airspace protection, safety compatibility and other flight hazards and determined that no additional recommended conditions are necessary; and

WHEREAS, potential application of ALUC conditions would be better suited during ALUC consistency determination of any future General Plan Land Use Designation and Zoning Map amendments for a specific development proposal; and

WHEREAS, a complete copy of the proposed amendment is on file with the ALUC staff, and a link to the full Draft Housing Element is included in the ALUC August 28, 2023 staff report; and

WHEREAS, on October 9, 2023, the ALUC conducted a duly noticed public meeting to consider the proposed amendments to the Housing Element of the City's General Plan and Zoning Ordinance of the City's Municipal Code.

NOW, THEREFORE, BE IT RESOLVED, the Monterey County Airport Land Use Commission does hereby find that the proposed City of Del Rey Oak's draft Housing Element and Zoning Ordinance amendments consistent with the 2019 ALUCP for Monterey Regional Airport, incorporated herein by reference.

PASSED AND ADOPTED on this 9th day of October 2023, upon motion of Commissioner _____ and seconded by Commissioner _____, by the following vote, to-wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST

Erik Lundquist, Secretary to the ALUC

By: _____

Fionna Jensen, Designee of Secretary to the ALUC

October 9, 2023



Denise Duffy & Associates, Inc.

PLANNING AND ENVIRONMENTAL CONSULTING

June 27, 2023

Fionna Jensen, Staff Contact
Monterey County Airport Land Use Commission
1441 Schilling Place, South, 2nd Floor
Salinas CA, 93901

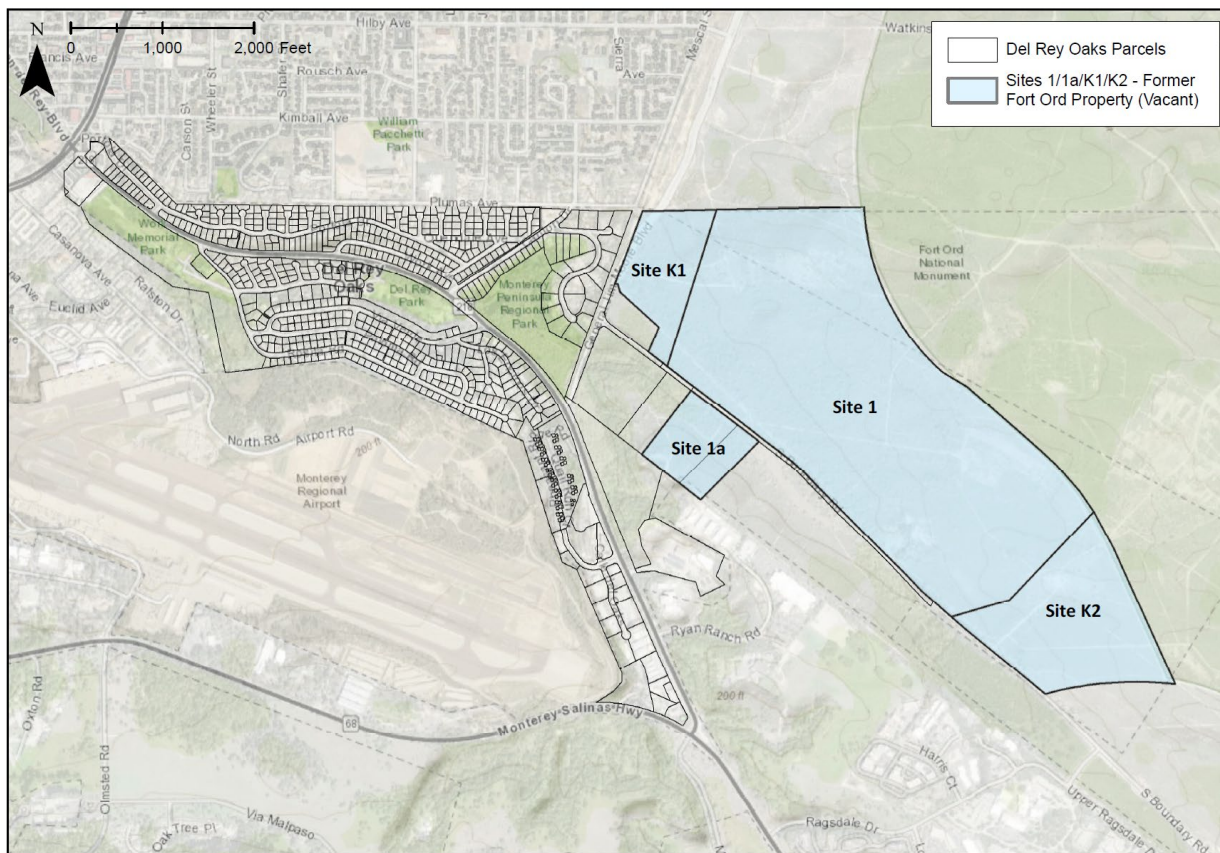
SUBJECT: Request for Consistency Analysis from the Monterey County Airport Land Use Commission (ALUC) for the City of Del Rey Oaks 2023 Housing Element Update

The City of Del Rey Oaks is hereby requesting a consistency analysis from the ALUC for the City's Housing Element Update (HEU). Under the requirements of California State law, all local governments must update their Housing Element of their General Plan to address their fair-share of regional housing needs. The City is requesting an ALUC consistency determination for the 6th Cycle HEU.

The Del Rey Oaks 6th Cycle HEU covers the 2023-2031 planning period. The Draft Housing Element has been prepared in accordance with the requirements of California Government Code sections 65580-65589.8 and updates the current Housing Element of the City's General Plan. The Draft Housing Element identifies issues, policies, programs and implementation measures in accordance with State Housing Element law under Government Code section 65583. Per state law, housing elements and their updates are required to demonstrate that the City has adequate sites available to accommodate its Regional Housing Need Allocation (RHNA). However, only adequately zoned sites must be available.

The HEU Land Use Inventory considers availability of sites to accommodate a variety of housing types suitable for households within a range of income levels and housing needs. The Land Use Inventory for 6th cycle identified adequate sites available to accommodate the City's total housing needs on portions of the City-owned property on the former Fort Ord area (Sites 1 and 1a)¹. In addition, as HCD requires that the HEU identify additional suitable sites for housing, additional Sites K1 and K2 are identified in the Land Inventory for 6th Cycle as suitable to meet the need. (See Figure 1 below; **Attachment A, 6th Cycle Available Land Use Inventory Map**).

¹ The 5th Cycle Housing Element was previously approved by ALUC in December 2019. As part of this process, the City previously identified the former Fort Ord area within the City limits to accommodate 5th cycle.



Updated Available Land Inventory
 City of Del Rey Oaks Housing Element Update, May 2023

Date
 5/16/2023
 Scale
 1 in = 1,000 ft

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 Planning and Environmental Consulting

Source:
 City of Del Rey Oaks

Path: D:\GIS\GIS_P\Projects\9614\Final Products\Housing Element\16th Cycle\Fig 4 - Available Land Inventory.mxd

The City’s zoning districts consist primarily of residential and commercial districts (see **Attachment B, Zoning Map**). Existing land uses in the developed area of the City are consistent with the current zoning and land use designations in the General Plan and contain mainly residential, retail commercial, offices, parklands and light industry uses. Lands in the undeveloped former Fort Ord area are designated in the General Plan for visitor-serving, office, recreational, and open space uses (see **Attachment B, Land Use Designation Map**).

No housing development projects are proposed as part of the HEU; the document is a policy document and would not result in the approval of a specific housing project. However, programs propose rezoning to allow residential use on the identified properties currently designated for commercial and visitor serving uses. Housing Element Program A.1 once implemented would rezone Sites 1 and 1a to allow residential uses. Additional Sites K1 and K2 may also be rezoned in the future depending on the anticipated need for future residential uses to meet RHNA. Therefore, the City is requesting a consistency determination for these areas as well.

The Monterey Regional Airport Land Use Compatibility Plan (CLUP, adopted February 25, 2019) established that a majority of the City is located within Safety Zone 7, the Airport Influence Area (AIA), including the entire former Fort Ord area, containing the above-mentioned sites. (A small portion of the City is located within Safety Zones 1-3, Runway Protection Zone, Inner Approach/Departure, Inner Turning, respectively). See **Attachment C, ALUC Map**.

All sites listed in the land use inventory map shown above are located within AIA. The City is hereby requesting a consistency determination for adoption and implementation of the City's 6th Cycle HEU. As noted below, there is adequate findings for consideration of consistency by the ALUC:

1. A similar consistency determination was made by the ALUC for Sites 1 and 1a during the 5th Cycle HEU.
2. The project proposes adoption of the City Housing Element, required by State Law
3. Maps included Attachment A document implementation of the Housing Element Update and future rezoning to residential would not propose any hazards to flight.
4. The project does not propose outdoor stadiums or similar uses with very high intensity uses.
5. No site changes or structures are proposed.

The City would appreciate being included in the August ALUC review meeting as the City is under very strict state mandates for approval and rezoning to accommodate RHNA.

If you have any questions concerning the enclosed material, please do not hesitate to contact us. Thank you very much for your consideration.

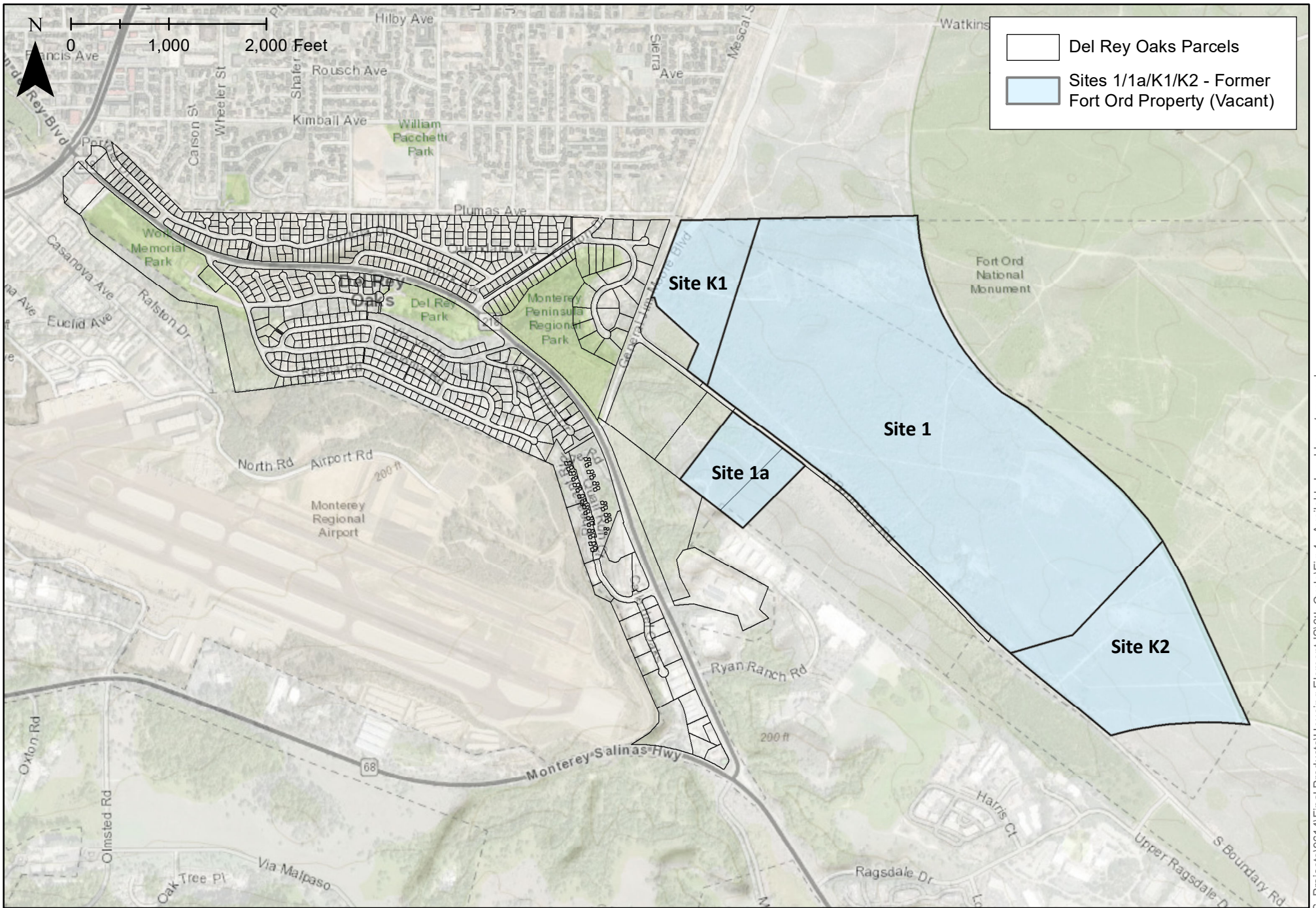
Sincerely,



Denise Duffy, Principal DD&A

Attachments: A. 6th Cycle Figure
B. Zoning and Land Use Designation Maps
C. ALUC Map

cc: John Guertin, City Manager
Karen Minami, City Clerk
Troy Lawson, Assistant Planner, DD&A



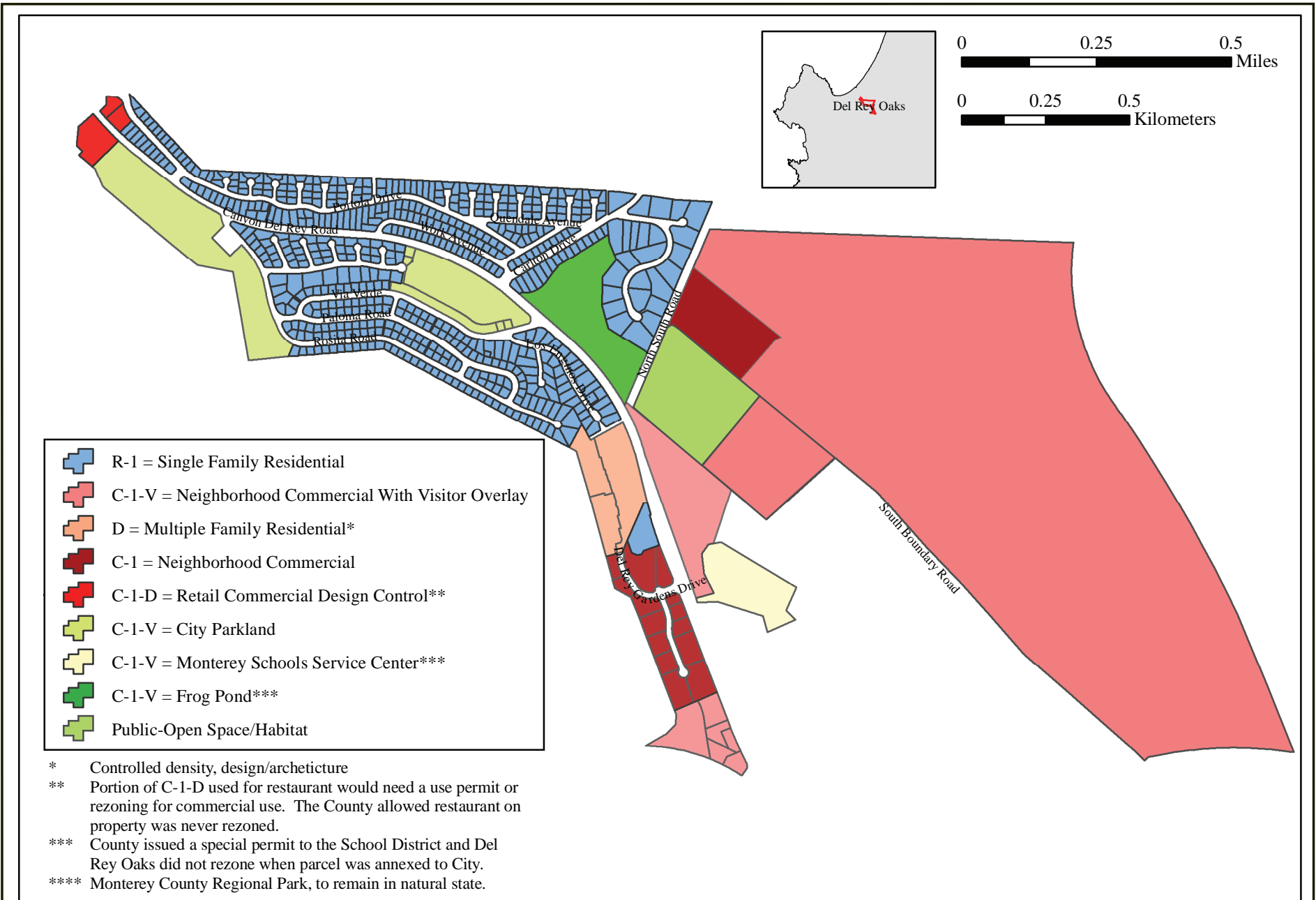
Updated Available Land Inventory
City of Del Rey Oaks Housing Element Update, May 2023

Date
5/16/2023
 Scale
1 in = 1,000 ft



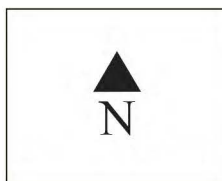
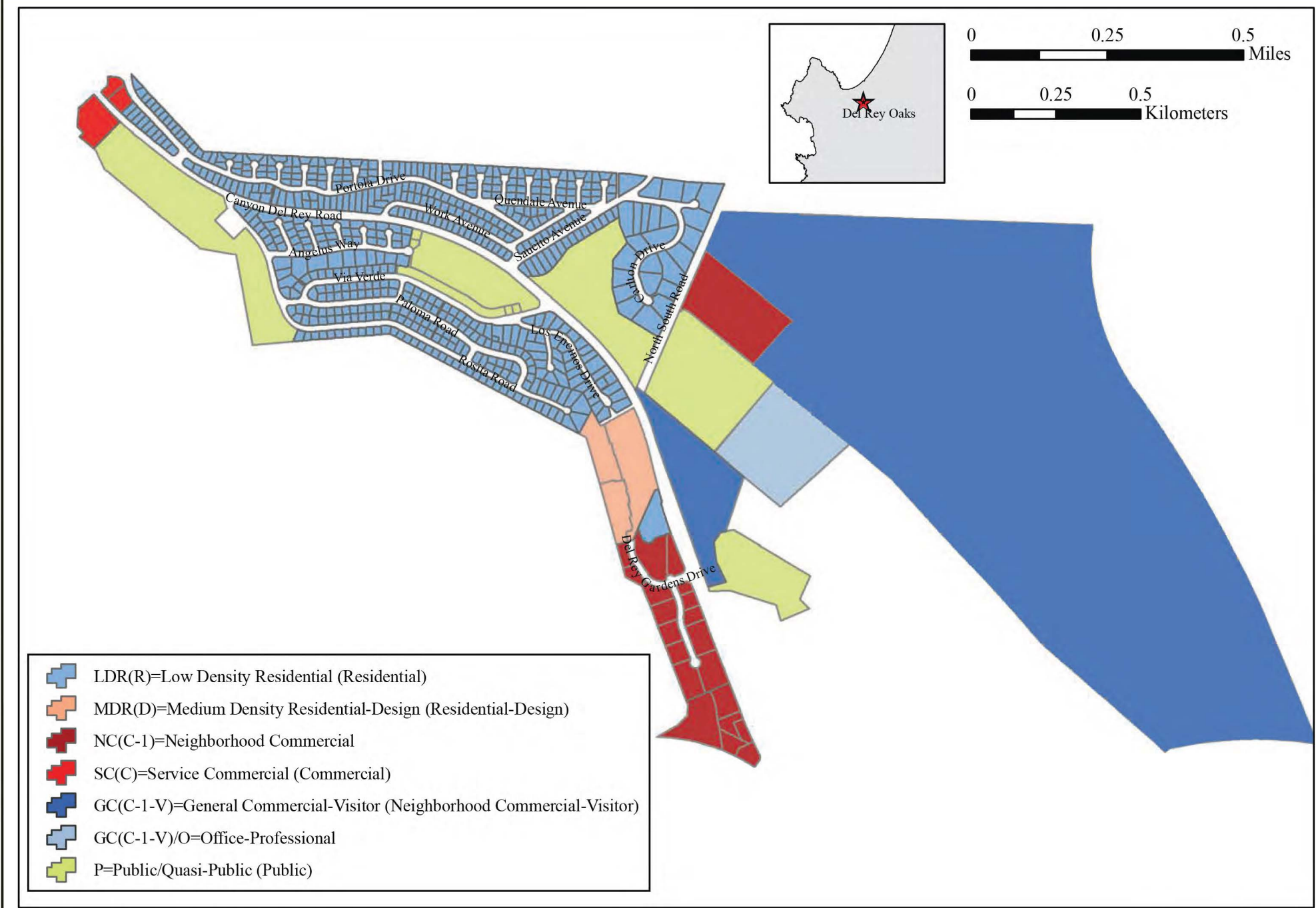
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Source:
 City of
 Del Rey Oaks



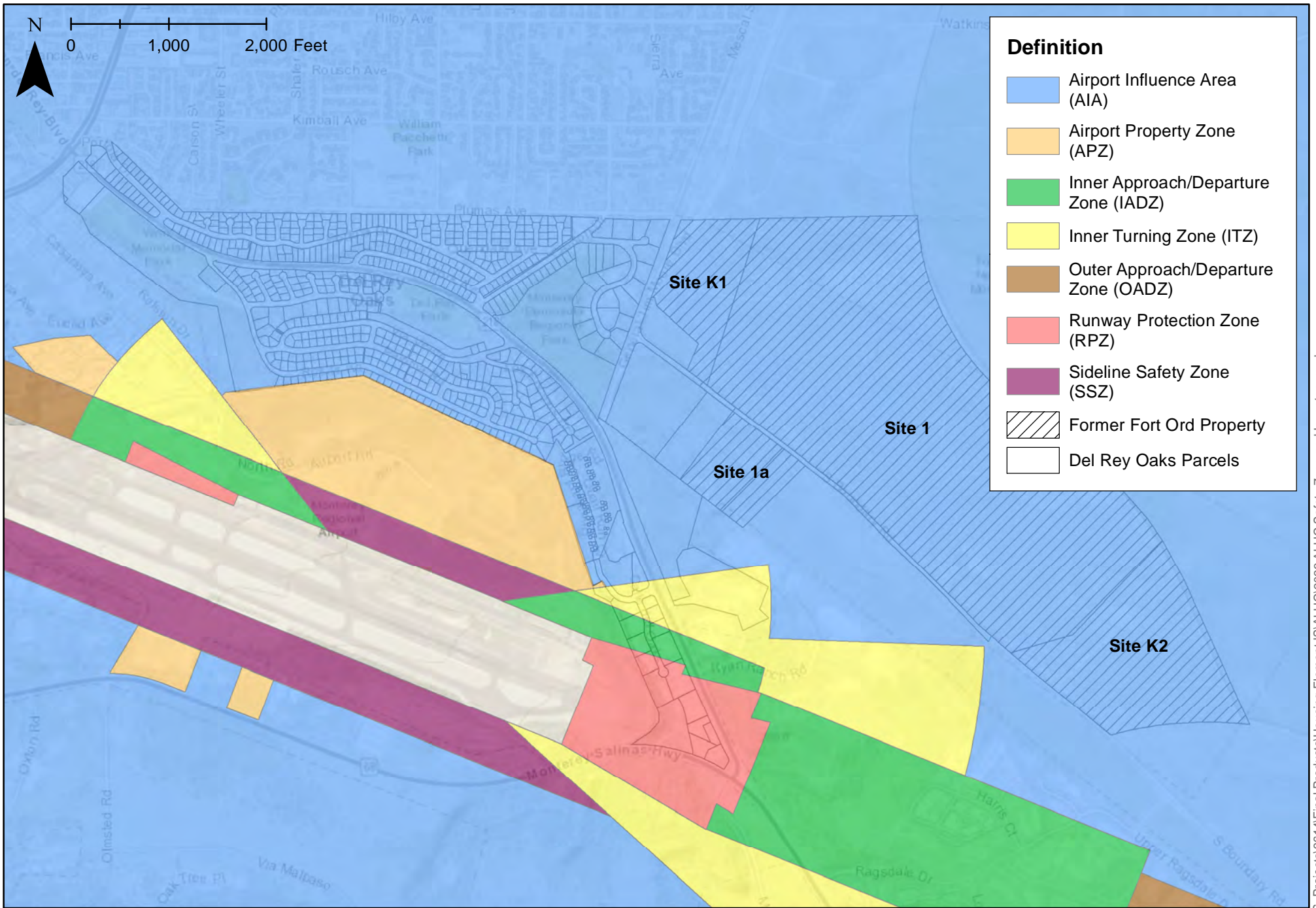
Zoning Map for the City of Del Rey Oaks

Figure
2



City of Del Rey Oaks General Plan

Figure 3



Airport Safety Zones and Updated Available Land Inventory
City of Dey Rel Oaks, May 2023

Date
5/22/2023
 Scale
1 in = 1,000 ft



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Figure
1

CHAPTER 7.0 HOUSING PLAN

Housing Goals, Policies and Programs

Under California law, the housing element must include the community's goals, policies, quantified objectives, and housing programs for the maintenance, improvement, and development of housing. This Housing Element contains five goal statements the City has identified to address major housing related issues facing the community. The following goals, policies, and programs are identified to meet the City's unique and specific position in the regional housing market while meeting the community demands of a growing community and changing housing market.

The Housing Plan is organized into two sections: Goals and Policies, and Housing Programs. A goal is a higher-level statement that addresses the general nature and intent of the City's housing objectives. Under each goal statement, policies are also identified which provide guidance and expand upon the City's goals. The Housing Programs section describes specific actions, procedures, or strategies the City will take to carry out the identified goals and policies. This section also specifies the primary entity responsible for program implementation and the timeframe for accomplishment and monitoring for the actions.

Based on the goals, policies, and programs outlined in the Housing Element and findings from the Housing Needs Assessment, the following objectives represent a reasonable expectation of the number of new housing units that can be developed, rehabilitated, or conserved/preserved for the 6th Cycle Planning Period (**Table 7-1**).

Table 7-1 6 th Cycle Quantified Objectives Summary								
Income Category	Allocation by Cycle*		Totals by Income Category	New Construction	Rehabilitation	Conservation /Preservation	Total Units By Housing Type	
	4 th /5 th Cycle Shortfall	6 th Cycle						
Very Low (0-50% of AMI)	41	60	101	101	0	0	101	Combined Low and Very Low = 168
Low (51-80% of AMI)	29	38	67	67	0	0	67	
Moderate (81-120% of AMI)	5	24	29	29	0	0	29	Combined Moderate/ Above Moderate = 92
Above Moderate (more than 120% of AMI)	11	62	73	73	0	0	73	
Total Units	86	184	270	270***	0	0	270	
*4 th Planning Cycle affordable housing shortfall requirement applies to very low- and low-income only. ** Total very low and low-income *** Includes 20 ADUs Source: HCD Projected Housing Needs – Regional Housing Needs Allocation (HCD, AMBAG 2022)								

Goals and Policies

Housing Opportunities

GOAL A: THE CITY WILL PROVIDE ADEQUATE SITES TO BUILD NEW HOUSING UNITS FOR ALL INCOME LEVELS AND TO MEET THE CITY'S FAIR SHARE OF HOUSING NEEDS.

The City wants to facilitate a wide range of housing types to ensure there is adequate supply to meet the current and future needs of the City. By maintaining a balanced inventory of housing types including sizes, price and style, the City will ensure that adequate supply is available to meet existing and future housing needs. Persons and households of different ages, types, incomes, and lifestyles have a variety of housing needs and preferences that evolve over time and in response to changing life circumstances. This goal will ensure the provision of adequate sites that will allow for development of a variety of affordable housing in a safe and sustainable environment for all residents of the City, consistent with the City's housing allocation adopted by the AMBAG.

Policies

- A.1 Development of Underutilized Sites: The City shall ensure adequate vacant land and underutilized sites suitably zoned and prepared for residential development and/or redevelopment are available to meet the City's housing need as identified by AMBAG.
- A.2 Diversity of Housing Types that Meet City and Regional Housing Needs: The City shall implement land use policies that allow for a range of residential densities and housing types, prices, ownership, and size, including low-density single family uses, live-work units, and units in mixed-use developments.
- A.3 Affordable Housing: The City shall promote the development of housing affordable to lower- and moderate-income households by pursuing State and federal funding sources for affordable housing projects. Where possible, the City shall partner with existing non-profit and for-profit corporations that are interested and able to construct and manage very low- and low-income households in the City.
- A.4 New Sources of Infrastructure Financing: The City shall continue to seek new sources of financing for necessary infrastructure improvements for new development to facilitate new housing development.

Affordable Housing

GOAL B: THE CITY WILL ENCOURAGE THE PROVISION OF A WIDE RANGE OF HOUSING BY LOCATION, TYPE OF UNIT, AND PRICE TO MEET THE EXISTING AND FUTURE HOUSING NEEDS IN THE CITY.

The City is committed to providing adequate housing to meet the needs of extremely low-, very low-, low- and moderate-income households. In order to do this, the City has identified a number of policies and programs ranging from seeking funding from varied sources, thereby increasing the opportunities for the development of affordable housing units, to working with non-profit and for-profit developers in the production of affordable for-sale and rental housing. Recognizing that homeownership plays a significant

role in establishing strong neighborhoods and a sense of community pride, the City also supports programs that make purchasing a home a realistic option for lower-income households.

Policies

- B.1 Adoption of Inclusionary Housing Ordinance: The City shall safeguard availability of affordable housing to moderate-, low-, very low-, and extremely low-income households through the adoption of Inclusionary and Affordable Housing Requirements.
- B.2 Homeownership Housing: The City shall encourage the development of ownership housing and assist tenants to become homeowners within the parameters of federal and state housing laws.
- B.3 Provide Incentives for Affordable Housing: The City shall promote the use of density bonuses and other incentives to facilitate the development of new housing for extremely low-, very low-, and low-income households.
- B.4 Affordable Rentals: The City shall identify and solicit redevelopment funds as well as federal and State financial assistance for the construction of rental housing units and for rent subsidies for very-low-income and low-income households.

Remove Constraints

GOAL C: THE CITY WILL WORK TO REMOVE GOVERNMENTAL AND NON-GOVERNMENTAL CONSTRAINTS TO HOUSING DEVELOPMENT.

Pursuant to State law, the City is obligated to address, and where legally possible, remove governmental constraints affecting the maintenance, improvement, and development of housing. Removing constraints on housing development can help address housing needs in the City by expediting construction and lowering development costs.

Policies

- C.1 Flexible Development Standards: The City shall continue to improve and streamline the project review process by periodically evaluating and ensuring that zoning provision, City site improvement standards, development review procedures, entitlements procedures, and development fees do not unreasonably constrain the development, conservation, and rehabilitation of housing. Should constraints be identified, actions such as amendments to policies and procedures may be implemented to reduce or eliminate those constraints.
- C.2 Reduce or Eliminate Non-Governmental Constraints: The City shall monitor non-governmental constraints, such as interest rates, construction costs, water availability, and others, through consultation with developers, lenders and other entities directly involved in the provision of housing. Should constraints be identified, actions such as amendments to policies and procedures may be implemented to reduce or eliminate those constraints.

Equal Housing Opportunities

GOAL D: THE CITY WILL PROMOTE EQUAL HOUSING OPPORTUNITIES FOR ALL PERSONS.

The City recognizes the importance of extending equal housing opportunities for all persons, regardless of race, religion, sex, family status, marital status, ancestry, national origin, color, age, physical or mental disability, sexual orientation, source of income, or any other arbitrary factor.

The City has many residents who have special housing needs. State law requires the housing element to address the needs of specific “special needs” groups, including seniors, persons with disabilities, large families with children, female-headed households, and people who are homeless. Meeting the needs of these residents requires a broad range of strategies for housing and other services. This section also addresses student and faculty housing.

Policies

- D.1 Fair Housing Services: The City shall support efforts to eliminate housing discrimination on the basis of race, gender, color, religion, age, marital status, offspring, or disability. The City shall ensure compliance with federal, State, and local Fair Housing and anti-discrimination laws and ordinances. Federal, State, and local Fair Housing laws make it illegal to discriminate against any person because of race, color, religion, gender, disability, familial status, national origin, ancestry, marital status, sexual orientation, source of income, or age in the rental or sale, financing, advertising, appraisal, provision of real estate brokerage services, etc., and land-use practices.
- D.2 Reasonable Accommodation: The City shall encourage provision of an adequate supply of suitable housing to meet the needs of people with disabilities. The City will continue to implement a reasonable accommodation process for persons with disabilities to request exceptions or modifications of zoning, permit processing, and building regulations to ensure housing is accessible. The City will require incorporation of ADA and California Title 24 Disabled Access Regulations into new construction.
- D.3 Housing for Seniors: The City shall support housing programs that increase the ability of senior households to remain in their homes or neighborhoods, and if necessary, to locate other suitable affordable housing to rent or purchase.
- D.4 Family Housing: The City shall facilitate and encourage the development of larger rental and ownership units for families with children, including lower- and moderate-income families, and the provision of services such as childcare and after-school care when feasible.
- D.5 Student and Single-Room Occupancy Housing: The City shall facilitate and encourage the development of rental and ownership units for families with children, including lower- and moderate-income families, and the provision of services such as childcare and after-school care when feasible.
- D.6 Support Organizations Serving the Homeless Community: The City shall support the efforts of non-profit and community organizations that provide emergency shelter and other assistance for the homeless population, including alcohol and drug recovery programs.

Quality Housing Opportunities

GOAL E: THE CITY WILL CONTINUE TO CONSERVE AND IMPROVE THE CONDITION OF THE EXISTING HOUSING STOCK TO ENSURE THE SAFETY, WELFARE, AND AFFORDABILITY OF RESIDENTS.

Conserving and improving the housing stock helps maintain investment in the community and keeps existing housing affordable. Many factors can contribute to the deterioration of residential units including quality of workmanship, age, type of construction, and location. Preventing these problems from occurring and addressing them when they do occur protects the safety and welfare of residents and assists in meeting housing needs throughout the City. As a majority of the City’s housing stock is over 30 years old, it is important to maintain residential units and keep them from deterioration. The City will focus its efforts on rehabilitation, code enforcement, preservation of quality of family home and will take a proactive approach to conserving the current housing stock.

Policies

- E.1 Residential Rehabilitation: The City shall assist lower-income households whose housing units are in need of rehabilitation to ensure the safety and habitability of housing units and the quality of residential neighborhoods.
- E.2 Code Enforcement: The City shall promote the continued maintenance of the City’s existing housing stock and residential neighborhoods through enforcement of adopted code requirements that set forth the acceptable health and safety standards for the occupancy of housing units.
- E.3 Preserve Quality Single Family Housing and Rental Stock: As single family and rental stocks deteriorate, the City shall preserve the existing single-family housing, especially those single-family and rental units occupied by lower-income households.
- E.4 Sustainable Housing Design: The City shall improve affordability by promoting the incorporation of energy efficient practices into residential design.

Housing Programs

Housing Opportunities

Program A.1 Accommodate the City’s RHNA

The City will provide a range of types of housing units and prices to meet the total 184 units of regional housing allocation needs (RHNA) for Del Rey Oaks.

RHNA 6 th Cycle 2023-2031	Income Group				Total
	Very Low	Low	Moderate	Above Moderate	
Del Rey Oaks	60	38	24	62	184

The City will provide for an adequate number of units to meet the very low- and low-income categories and for development of moderate and above-moderate income categories within the RHNA and including the 4th and 5th cycle shortfall. The City will use Sites 1 and 1a owned by the City, and if needed, also Sites K1 and K2 (private property owners). The City will adopt an overlay zone to allow residential uses to meet RHNA as shown on **Table 7-1**. The City will ensure sufficient property is available in former Fort Ord to achieve this goal throughout the planning cycle. The Housing Element Site Inventory finds that this density can feasibly be developed on these sites. Rezoning will meet the requirements of Government Code section 65583.2(h) and (i).

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	Present Zoning Overlay to Planning Commission and City Council by end of second quarter 2023 and rezone by end of third quarter 2023 for 6 th Cycle. Report to City Council to confirm adequate area is available for meeting RHNA on a regular basis; report due by end of first quarter yearly.
Source of Funding	General Fund

Program A.2 Develop Mixed Use Zoning Designation

The City will seek to identify potential areas for mixed use, both in the former Fort Ord areas and in commercial sites defined by the City, where a mixed-use designation would be appropriate working with developers, property owners, the community and the Planning Commission and City Council. Sites will be selected based upon availability of land without resource constraints or limitations due to airport land use conflict, with available water service and utilities. Densities shall be a minimum 20-25 units per acre with at least 50% of the square footage of development dedicated to residential uses. Underlying land uses can be commercial or visitor serving areas; zoning will be amended to permit residential uses as well as mixed uses at higher intensities than currently allowed in commercial zones and to allow mixed use in visitor-serving designation zones. *Note: not needed to meet RHNA for 6th Cycle per the analysis in Chapter 3.*

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	Submit report on available sites for mixed use designation by mid-2025.
Source of Funding	General Fund

Program A.3 Small Lot Residential in New Subdivisions

The City shall amend the General Plan and Zoning Ordinance to allow small lot Planned Unit Developments (PUD) consisting of individual lots that utilize Traditional Neighborhood Design (TND) techniques for development of cottage or small bungalow-type homes. Further, provide an overlay or PUD ordinance for projects if needed to allow for privately maintained common open space and mixed housing types.

Note: not needed to meet RHNA for 6th Cycle.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	End of 2025
Source of Funding	General Fund

Affordable Housing

Program B.1 Develop Inclusionary and Affordable Housing Requirements

The City will require new residential development or redevelopment in the City to provide affordable housing to meet the City’s RHNA requirements as identified in the AMBAG RHNA. The City will continue to pursue development opportunities of the former Fort Ord properties and will include affordable housing requirements in a disposition & development agreement to achieve this objective. The City will also consider development of an inclusionary housing policy option to determine if this method will better facilitate the City objective to achieve a variety of housing types and opportunities for very low, low- and moderate-income households. The City will assess and analyze a variety of inclusionary housing programs, standards, requirements and regulations to determine the best course of action. Utilizing either or both options, the City will determine the appropriateness and application of inclusionary policies, and adopt policies, programs or regulations that will produce housing opportunities for affordable to very low, low and moderate-income households. Any regulations shall provide additional detail and address development of rental and for-sale housing affordable to very low, low- and moderate-income households, as well as the applicability of this requirement and its alternatives. to the City shall require affordable housing for new development at a minimum of 20% affordability.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	The City will assess and analyze a variety of inclusionary housing programs, standards, and requirements and provide a report to the City Council by end of 2024. To ensure adequate provision of affordable housing, the City will require development agreements or adopt an inclusionary housing policy to ensure development of affordable housing.
Source of Funding	General Fund

Program B.2 Facilitate Affordable Housing for All Income Levels

The City will support housing for low-income, extremely low-income, and moderate-income households and persons with disabilities (including developmental disabilities). The City will actively seek to participate in and promote housing assistance service provided by such agencies as the Monterey County Housing Authority and the U.S. Department of Housing and Urban Development.

As opportunities arise, new funding sources for lower-income housing will be sought from available non-profit, local, State, and federal programs. Planning and entitlements should consider how to position an affordable project to qualify for future grant applications.

The City will also work with developers to facilitate affordable housing development. Specifically, as funding permits, the City will provide gap financing to leverage State, federal, and other public affordable funding sources. Gap financing will focus on rental housing units affordable to lower-income households and households with special needs (such as seniors and disabled, including people with developmental disabilities). To the extent feasible, the City will also ensure a portion of the affordable housing units created will be available to extremely low-income households.

Responsible Agency	City Hall, City Manager’s Office
Timeline and Objective	Actively seek funding opportunities to increase the supply of affordable housing for lower income households, analyze sites owned by the City to identify those that could be suitable to support affordable housing. Seek to leverage these funds with federal, state, and County HOME funds to increase the amount of affordable housing on housing strategy sites. Work with developers of housing strategy sites and non-profit developers to identify opportunities to increase the percentage of affordable housing by encouraging developers to apply for available funds and utilize other creative mechanisms. (Ongoing work with developers; report on funding biannually to City Council)
Source of Funding	General Fund

Program B.3 Utilize Housing Choice Vouchers

The Housing Authority of Monterey County (HAMC) which administers the Housing Choice Voucher (HCV) Program for Del Rey Oaks and throughout Monterey County provides rental subsidies to very low-income families and elderly households that spend more than 30 percent of their gross income on housing. To help overcome the reluctance of many landlords to sign HCV agreements, the City shall work with the Housing Authority to offer incentives to property owners that sign HCV agreements.

Responsible Agency	City Hall, City Manager’s Office
Timeline and Objective	The City, working with the HAMC, shall provide information and incentives to property owners to encourage them to sign HCV agreements with the HAMC. Informational pamphlets will be available at City Hall in English and Spanish regarding the voucher program and a notice posted in the City’s Acorn Newsletter. The number of applications received will depend upon how many property owners apply for HCV agreements with the HAMC and City. This program could provide rental assistance to at least two or three renters per year, with the first full active year being 2024.
Source of Funding	Staff time, HAMC, and private owners/developers

Program B.4 Preferential Housing for Del Rey Oaks Residents and Workers

To the extent that such policy can be legally implemented, the City shall consider adoption of a new ordinance in compliance with the Fair Housing Law, requiring that all newly constructed inclusionary

dwelling units for below-market-rate income, moderate-income, and lower-income households within the City, and all first-time homebuyer programs, be provided on a preferential basis to Del Rey Oaks residents and workers.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	Confirm if policy can be legally implemented by end of 2024. Adopt a Preferential Housing Ordinance by fourth quarter of 2025.
Source of Funding	General Fund, Developer Fund

Program B.5 Develop a Density Bonus Ordinance Consistent with State law

Government Code section 65915 requires that a jurisdiction adopt a local Density Bonus Ordinance consistent with State law. State Density Bonus Law requires a local jurisdiction to grant an increase in density, if requested by a developer, for providing affordable housing as part of a development project. Key provisions of the law include incremental density bonuses that correspond to the percentage of housing set aside as affordable units. The City shall develop and adopt a Density Bonus Ordinance consistent with the current Government Code and State Density Bonus Law. Once passed, the City will review any future amendments to State Density Bonus law to ensure that its local ordinance remains consistent with State law. Once passed the City shall commit to consider requests under State Density Bonus Law (including requests for incentives, concessions, waivers, and parking reductions) so that projects that qualify are not prevented from developing at the densities to which they are entitled.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	Adopt a City Density Bonus Ordinance, consistent with Government Code and State Density Bonus Law, by fourth quarter 2025.
Source of Funding	Staff Time

Program B.6 Facilitate Affordable Rental Units

The City will apply for low interest loans, grants, and rent subsidies through the U.S. Department of Housing and Urban Development, the California Housing Finance Agency, Farmers Home Administration, and the HCD. The City will apply for at least one funding opportunity every other year within the 6th Cycle Planning period. In addition, the City will provide funding through use of tax increment funding for a housing fund as such funds are available.

Responsible Agency	City Council
Timeline and Objective	Research available funds to assist in the construction of affordable units (and accessory dwelling units) to low-income and very low-income households (anticipated to start seeking funding opportunities beginning 2024). The City will file 4 funding applications during the 6 th Cycle Planning period.
Source of Funding	Staff time; State, federal, and regional grants; and private property owners/developers

Program B.7 Preferential Housing for Teachers and Local Educational Employees

Government Code section 65914.7 (AB 2295) considers housing development projects on property owned by a local educational agency to be an allowable use of the property, provided certain criteria are met. AB 2295 allows a school district or county office of education that meets certain criteria to utilize its surplus property to provide affordable housing to its employees. This program seeks to provide needed housing

for teachers and other employees of the local educational agency. If qualifying parcels are identified within the city in accordance with AB 2295, the City shall adopt a streamlined ministerial permitting policy for workforce housing on sites owned by a local education agency to support housing opportunities for teachers and educational employees, consistent with AB 2295.

In order for a project to qualify for this program, the ordinance shall specify that the project shall meet all requirements of AB 2295, including but not limited to:

- The project is on an infill site as defined by AB 2295;
- The project qualifies as an allowable use under AB 2295;
- The project meets the density and height standards applicable under AB 2295; and
- The project meets other objective development standards applicable under AB 2295.

The project shall not be sited in an environmentally sensitive area, require demolition of deed-restricted affordable units or rent-controlled units, or historic structures, will not use a mobile home site, and does not require subdivision.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	If a local educational agency identifies a qualifying parcel within the City on which they intend to develop housing, City will adopt a Preferential Housing Ordinance consistent with AB 2295 by end of 2025.
Source of Funding	Staff time; local education agency property owners/developers

Remove Constraints

Program C.1 Support efforts of public and private groups providing housing for the elderly and disabled, including assistance with obtaining permits and permit streamlining consistent with SB 35, or where appropriate, waiving City fees or regulatory requirements.

The City will continue to find opportunities to streamline the permitting process to remove unnecessary barriers, without compromising public health, safety and community character. In order to do this, as part of the City’s Zoning Ordinance update, site improvement standards and development procedures will be reviewed and, as needed, revised to ensure that such standards and procedures do not unnecessarily constrain the development, conservation, and rehabilitation of affordable housing. This Zoning Ordinance update will ensure compliance with SB 35 which allows streamlined approval processes in municipalities not meeting the RHNA.

Responsible Agency	City Planning and Building Departments
Timeline and Objective	Review, and as needed, revise the City Zoning Ordinance by the end of third quarter 2024.
Source of Funding	General Fund

Program C.2 Encourage the Construction of Accessory Dwelling Units

A major constraint to housing in the City is affordability. ADUs help meet the City’s needs for housing that is affordable by providing a housing resource for seniors and low- and moderate-income households. The City will continue to review and update the ADU Ordinance to be compliant with updated State regulations

that promote the development of ADUs. The City will encourage the construction of ADUs by providing incentives such as waiver or reduction of development fees and expedited permit processing for ADU applications. Further, information to all eligible property owners concerning the City’s ADU approval process will be provided at City Hall. In addition, the City will explore the availability of standardized plans for ADUs/JDUs that may be suitable for ADUs or JDUs, with the intent of providing additional information to interested homeowners.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	<p>City staff shall give an annual report to City Council on the number of new ADUs that are being built each year by April 1st of each year, starting in 2024. Information detailing the requirements of the City’s ADU Ordinance, and incentives for developing ADUs including permits waiver or reduction of development fees and expedited permit processing, shall be readily available at the City Hall and shall be included on the City’s website and in the City newsletter by second quarter 2024.</p> <p>As part of annual review, the City will review their ADU and JADU development progress to evaluate if production estimates are being achieved. If ADUs are not being permitted as assumed in the Housing Element, the City will take action within 6 months of completion of the ADU review to ensure that adequate capacity at each income level is maintained to meet the City’s RHNA needs.</p>
Source of Funding	Staff time

Program C.3 Mitigating Constraints

Based upon this review of the City’s standards, the following additional Zoning Ordinance amendments will be considered and zoning ordinance amended, as required to be consistent with state law in the following areas:

- Amend the Zoning Ordinance to include language on density bonuses to comply with State requirements.
- Amend Zoning Ordinance to ensure that transitional and supportive housing is allowed in the same way other residential uses are allowed in all zoning districts allowing residential uses.
- Amend the Zoning Ordinance to conditionally permit SRO housing in the C-1 (Commercial) zone.
- Consistent with the California Employee Housing Act, amend the Zoning Ordinance to update standard that requires that housing for six or fewer employees be treated as a regular residential use.

Responsible Agency	Planning Department, City Council, Planning Commission, and City Hall
Timeline and Objective	Adopt required amendments to the Zoning Ordinance by third quarter of 2025.
Source of Funding	General Fund

Program C.4 Ensure the Availability of an Adequate Water Supply to Serve the Long-Term Housing Needs of the City

A major constraint to development within the City is water supply. The City will continue to work with the MPWMD, MCWD, M1W and other appropriate agencies through meetings and consultation to seek securement of sufficient water resources to meet the expected needs of projected housing development. Continue to provide City representative on Board of M1W to promote water provision as a priority for affordable housing. Provide the Draft Housing Element to the local water and service providers for the City in accordance with State law.

Responsible Agency	City Council
Timeline and Objective	Participate in two annual meetings with MPWMD, MCWD, M1W and other appropriate agencies by the end of 2031 and throughout 5 th Cycle. Request MPWMD and MCWD provide annual updates to the City Manager on completion of water projects and provision of water for affordable housing for the City.
Source of Funding	General Fund

Program C.5 Adopt Safety Element Update and Environmental Justice Element

SB 1035 requires that the City to revise and update the safety element to identify flood hazards and address the risk of fire in certain lands; and upon each revision of the housing element, to review and, if necessary, revise the safety element to identify new information relating to flood and fire hazards that was not previously available during the previous revision of the safety element. The City will revise and update the Safety Element and adopt the update within 12 months of adoption of the 6th Cycle Housing Element. SB 1000 (2018) requires that the City include an environmental justice component to the General Plan during the 6th Cycle update of the City’s Housing Element. The City will adopt a separate Environmental Justice Element within 12 months of adoption of the 6th Cycle Housing Element.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	As funds are available, adopt a Safety Element Update and Environmental Justice Element, consistent with Government Code and State Law, by fourth quarter 2027.
Source of Funding	General Fund

Program C.6 Evaluate Fees for Development Projects

Planning permit and development impact fees are used to cover the costs and expenses incurred by or on behalf of the City in connection with planning applications and development of property. Fees help cover the public costs related to development projects, including time that staff spend on reviewing development proposals. To support the development of higher-density housing, the City will review the City of Del Rey Oaks Fee Schedule to reduce fees for affordable housing units. The City wishes to encourage additional creation of smaller residential units to serve their aging senior and single person households. To incentivize development of smaller units, the City will revise their fee program for affordable units and assess building and permit fees per square footage per unit, assuming such fees are reduced from normal fees and consistent with State law.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	Evaluate and review the City of Del Rey Oaks Fee Schedule to ensure that the fees appropriately support feasible development of smaller housing units; revise affordable housing fees by amending fee ordinance for smaller units. Study and adopt revised fee update by fourth quarter 2025.
Source of Funding	General Fund

Equal Housing Opportunities

Program D.1 Promote Fair Housing by Providing Educational and Referral Materials

The City will continue to provide Fair Housing education and outreach, making information available in multiple languages, and refer persons with fair housing questions to the Housing Authority, Department of Equal Housing and Employment, and California Rural Legal Assistance on an as-needed basis. The City will make information about fair housing services available at City offices and on the City’s website.

Responsible Agency	City Hall, Planning & Building Departments
Timeline and Objective	Provide Fair housing education materials at City Hall in English and Spanish, post information on the City website by first quarter 2024; and provide information in City newsletter annually.
Source of Funding	Staff time, General Fund

Program D.2 Provide Opportunity for and Encourage the Development of Adequate Housing for the City’s Special Needs Groups.

The City shall facilitate the provision of housing for the elderly and disabled, including developmental disabilities, and other special needs housing by modifying the Zoning Ordinance to define licensed residential care facilities, to explicitly allow small residential care homes by right in all residential zone districts, allow group homes of six or fewer to be allowed in all zones allowing single-family uses (not limited to residential uses), and to permit larger residential care homes (seven or more) in the City’s R-2 and C-1 districts consistent with the standards of these districts.

The City shall also support the efforts of public and private groups to provide housing for the elderly and disabled. Such support may include staff assistance in obtaining permits or financing, or, where appropriate, the waiver of City fees or regulatory requirements, some combination of these, or other tangible measures of support.

Responsible Agency	Planning Department, City Council, and Planning Commission
Timeline and Objective	The City will aim to update the Zoning Ordinance by the end of 2025. It will aim to identify at least one residential project by 2026 that is targeted for seniors and/or persons with mobility impairments. The City will monitor these programs through annual reports to the City Council, with the first annual report by the end of 2024.
Source of Funding	Staff Time, General Fund, and State and federal programs designated specifically for special needs groups

Program D.3 Special Needs Housing for Disabled Persons

The City shall amend the Zoning Ordinance to ensure that future projects incorporate accessible design. Specifically, the zoning ordinance will be amended to:

- 1) Require new multi-family development to be in compliance with Title 24 of the California Code of Regulations;
- 2) Eliminate restrictions on occupancy standards for group homes consistent with State law; and
- 3) Allow reduced parking standards for all transitional housing and homeless shelters, for age-restricted housing (regardless of affordability), and for persons with disabilities.

The zoning code will be further reviewed to identify and remove any additional constraints and ensure that reasonable accommodations are provided with regard to housing designed for persons with disabilities. This update will expressly allow exceptions to zoning and development standards including, but not limited to, ramps as a permitted encroachment into required front and rear yards in order to ensure accessibility for persons with disabilities.

Responsible Agency	Planning Department, City Council, and Planning Commission
Timeline and Objective	Review zoning code and report to City Council on needed updates to address State law by third quarter 2024. Amendments to Zoning Code specific to this program shall be adopted by end of 2025.
Source of Funding	Staff Time, General Fund

Program D.4 Support Programs to Reduce Homelessness

The City amended its Zoning Ordinance to allow for the emergency shelters in the City’s C-1 zoning district consistent with State law. The City found that the C-1 district sites provided adequate opportunity (within a mile of transit stops and community services). The City will monitor the sites to continue to confirm there is adequate capacity and sites which are suitable for the development of emergency shelters. To the extent that funds are available, the City will provide financial support to sponsor or assist emergency shelter facilities, inside City limits or outside within a reasonable proximity to the City, as well as encourage or support facilities by providing grants, or low-cost loans, to operating agencies.

Responsible Agency	City Council and Planning Commission
Timeline and Objective	Report annually on homeless count and provision of adequate area for homeless shelters in the City. Research available funding for facilities if applicable.
Source of Funding	State and federal programs designated specifically for special needs groups

Program D.5 Develop written process for continued compliance with AB 101

The City shall continue to comply with the requirements of AB 101 and develop a written process to adhere to the statutory requirements in accordance with state law. AB 101 requires a Low Barrier Navigation Center (LBNC) be a use by right in areas zoned for mixed use and nonresidential zones permitting multifamily uses if it meets specified requirements, including:

- Access to permanent housing.
- Use of a coordinated entry system (i.e., Homeless Management Information System).
- Use of Housing First according to Welfare and Institutions Code section 8255. (Gov. Code section 65662.)

A LBNC is defined as a Housing First, low barrier, temporary, service-enriched shelter focused on helping homeless individuals and families to quickly obtain permanent housing. Low barrier includes best practices to reduce barriers to entry, such as allowing partners, pets, storage of personal items, and privacy. (Gov. Code section 65660).

Responsible Agency	Planning Department, City Council and Planning Commission
Timeline and Objective	Continue to comply with AB 101 (ongoing); develop written compliance process for AB 101 compliance by the end of third quarter 2024.
Source of Funding	General Fund

Program D.6 Develop written process for continued compliance with AB 2162

The City shall continue to comply with the requirements of state law AB 2162 (Chapter 753, statutes of 2018) and will develop a written process to adhere to the statutory requirements in accordance with state law. AB 2162 streamlines and expedites the approval of supportive housing to better address the need of Californians experiencing homelessness. Specifically, AB 2162 requires supportive housing to be a use by right in zones where multifamily and mixed uses are permitted, including nonresidential zones permitting multifamily uses. The legislation requires a local government to approve, within statutory timelines, a supportive housing development that complies with specified criteria.

Responsible Agency	Planning Department, City Council, Planning Commission
Timeline and Objective	Continue to comply with AB 2162 (ongoing); develop a written compliance process for AB 2162 by fourth quarter 2023.
Source of Funding	General Fund

Program D.7 Adopt Universal Design Element for New Development

Universal design is used to govern construction of homes by using design principles that allow individuals to remain in those homes as their physical needs and capabilities change. The City shall research principles of universal design for application for new development, particularly for senior housing or housing for those with disabilities. The City shall prepare a report for the Planning Commission and City Council identifying principles of universal design, successful application in other jurisdictions, the HCD model ordinance and the process for application of an ordinance. Upon endorsement of Planning Commission and City Council, the City shall develop a written process specific to the City of Del Rey Oaks and prepare guidelines and a model ordinance consistent with the principles of universal design.

Responsible Agency	Planning Department, City Council and Planning Commission
Timeline and Objective	Research and provide written report by end of fourth quarter 2024. Develop written process for Universal Design and adopt Universal Design Element Guidelines and Ordinance by end of 2025.
Source of Funding	General Fund

Program D.8 Develop Objective Design and Development Standards

Housing Accountability Act SB 330 and SB 35, enacted to address the State-wide housing shortage, requires cities to review residential developments based on “objective” standards, such as specific and defined design requirements, rather than on subjective standards. This program commits the City to review the Zoning Code, and design guidelines to ensure that development standards and design

guidelines are clear and objective for multiple family and mixed-use residential development. The City shall also develop and adopt objective design standards for multiple family and mixed-use residential development.

Responsible Agency	Planning Department, City Council and Planning Commission
Timeline and Objective	Develop Objective Design and Development Standards for multifamily and mixed-use residential development by December 2025.
Source of Funding	General Fund

Quality Housing Opportunities

Program E.1 Assist in Rehabilitating Housing

The City will investigate available low-interest loans, subsidies, and grants from federal and State agencies to provide rehabilitation funds. As funding becomes available, the City shall provide grants and/or low interest, deferred, and/or forgivable loans for building code violations, health and safety issues, essential repairs, upgrades of major component systems, and modifications to accommodate disabilities. Rehabilitation funds will be available to low-income homeowners and to owners of rental units that will rent to low-income households. Subject to federal or other available funding the City will look to assist an average of one to two households (ranging from single-family, multi-family, and mobile homes), dependent on need.

Responsible Agency	City Council and Manager
Timeline and Objective	Assist two households by the end of 2025.
Source of Funding	Loans, subsidies, and grants and tax increment funding

Program E.2 Continue Code Enforcement

The City will continue to perform code enforcement for areas or homes with building code violations posing life and/or safety risks to occupants and/or significant property maintenance concerns and ensure that such violations are adequately abated. When violations are cited, enforcement officers will provide a list of potential funding sources to homeowners.

Responsible Agency	Police Department
Timeline and Objective	Continue to implement code enforcement efforts in the targeted areas with concentrated issues of code violations; ongoing.
Source of Funding	General Fund

Program E.3 Energy Conservation and Energy Efficient Opportunities

The City will promote subsidy and incentive programs for energy conservation available to residents. Some of these programs include PG&E’s rebates, Energy Watch Partnerships, and Energy Savings Assistance Program; CARE/FERA program, and the CaliforniaFIRST program. The City will promote these programs in their newsletter and on their website.

Responsible Agency	City Hall, Planning Department, and Building Department
Timeline and Objective	Information detailing energy conservation programs shall be provided at the City Hall and shall be included on the City’s website and updated at least once per year. Energy conservation programs targeted to low-income households

	shall be promoted in the City newsletter at least once per year and available at the City Hall. Complete annually by December of each year.
Source of Funding	General Fund

Program E.4 Annual Report

Provide an Annual Report to the City Council and Planning Commission that describes (1) implementation of Housing Element programs to date, (2) the amount and type of housing activity as related to the Housing Element’s goals, policies, and programs, and (3) an updated summary of the City’s housing needs. The Annual Report will address the requirements of Government Code Section 65400. Submit this report to the California Department of Housing and Community Development within 30 days after review by the City Council.

Responsible Agency	City Hall, Planning Department, and Building Department
Timeline and Objective	Information detailing housing needs and progress shall be included on the City’s website and updated at least once per year prior to submittal to HCD. Complete annually by April 1 of each year.
Source of Funding	General Fund

Program E.5 Affirmatively Further Fair Housing By Providing Equal Housing Opportunities For All Existing And Future Del Rey Oaks Residents

The City will affirmatively further fair housing by providing equal housing opportunities for all existing and future Del Rey Oaks residents through the following methods: Enhance housing mobility strategies. Protect existing residents from displacement. Encourage new housing choices and affordability in high and medium resource areas. Improve place-based strategies to encourage community conservation and revitalization including preservation of existing housing.

The population of Del Rey Oaks includes special needs groups, which require a variety of unit sizes to serve needs that are not currently addressed within the City. These issues include:

- Seniors. A growing cohort of seniors in the City indicates a potential need for specialized housing types and social services dedicated to seniors. According to the ACS (U.S. Census Bureau, 2020), the number of households with householders 65 years and over in Del Rey Oaks has grown from 167 in 2012 (25.3 percent) to 249 (39.3 percent) in 2020. Monterey County’s households with householders 65 years and over in 2020 was 33,939 (26.5 percent).
- Persons with Disabilities. The population of Del Rey Oaks with a disability is 12.7 percent, similar or slightly higher than neighboring communities. As the population ages, the City may need to consider future care and services for the aging population and people with disabilities. It is generally understood that the need for housing for people with disabilities outweighs the availability of adequate housing units. Outreach, and the adoption and implementation of universal design methods can increase the number of units available to people with disabilities and aging populations, provide housing mobility and reduce displacement.
- Large Households. In 2020, 5.4 percent of owner-occupied households in Del Rey Oaks had five persons or more compared to 10.1 percent of renter-occupied households with five persons or more. This issue is not major at the moment, but with limited new housing development and

increasing pricing, large families will have to deal with overcrowding due to the lack of large family affordable housing. Rental unit sizes available for rent in Del Rey Oaks do not currently serve large families. In order to better serve this population, it is important to develop affordable housing that can accommodate large families with three (3) or more bedrooms and reduce barriers to affordable housing construction, and to consider incentives to encourage units suitable for larger households.

- Female-Headed Households. As of 2020, female-headed households represent approximately 6.7 percent of total households in Del Rey Oaks. As a goal of affirmatively furthering fair housing, methods to prioritize the inclusion of female-headed households and female-headed households with children to find adequate and affordable housing will be sought.
- Homelessness. Although Del Rey Oaks contains a small unhoused/homeless population compared to Monterey County, it is important to consider allowing types of facilities to provide shelter for homeless individuals and families including emergency shelter, transitional housing, and permanent supportive housing.

The City will affirmatively further fair housing by providing equal housing opportunities for all existing and future Del Rey Oaks residents through the following methods:

- Leverage City-owned land for the development of affordable housing projects and provide a mix of densities, affordability and housing types to encourage diversity within the community.
- Encourage new housing choices and affordability in high resource areas through reduced development fees, increased incentives for development of ADUs and other housing choices within the City.
- Encourage development and use of ADUs as a strategy to encourage affordable housing within the City. ADU's can serve the aging population of the City and reduce displacement.
 - Programs A.1, B.1, and B.2 ensure very low, low, moderate, above moderate income, and inclusionary housing opportunities are made available in the city and to accommodate the City's RHNA.
 - Program A.2 provides for a Mixed-Use Zoning Designation to increase opportunities for a wide variety of housing and increase housing mobility, which enables residents to locate housing outside of traditionally lower- and moderate-income neighborhoods.
 - Program A.3 reduces lot size constraints and promotes opportunities for smaller housing at higher densities.
 - Program B.3 expands use of housing vouchers in the City by providing information about local fair housing resources, entities, or assistance on the City website. Working with HACM as the fair housing services organization to explore ways to expand services and outreach in the City will reduce very low-income and elderly cost-burden households, reducing displacement.
 - Program B.4 incentivizes housing opportunities for Del Rey Oaks residents and workers.

- Program B.5 promotes opportunities for density bonus provisions.
- Program B.6 facilitates affordable rental units through funding opportunities. B.2 helps to provide gap financing to leverage public affordable funding sources, focusing rental housing units affordable to lower-income households and households with special needs (such as seniors and disabled, including people with developmental disabilities).
- Program B.7 promotes housing opportunities for teachers and local educational employees.
- Programs C.1 and C.3 reduce mitigating constraints, remove barriers, and streamline permitting processes on housing development in the Zoning Ordinance.
- Program C.2 encourages the construction of accessory dwelling units as a source of affordable housing.
- Program C.4 ensures the availability of adequate water supply to serve the long-term housing needs of the City.
- Program C.5 adopts a separate Environmental Justice Element of the General Plan to reduce disparities in environmental factors in the City.
- Program C.6 evaluates fees for development projects to reduce potential constraints on the development of higher-density housing.
- Program D.1 provides fair housing education and outreach information publicly.
- Programs D.2, D.3, D.4, and D.6 accommodate housing for special needs groups, including supportive housing, consideration of single room occupancy units, and to encourage or support emergency shelter facilities.
- Program D.7 develops a process for universal design in order to assist residents to age in their homes and reduce the risk of displacement.
- Program D.8 commits the City to evaluate the Zoning Code and to design guidelines to establish and adopt objective design standards for multifamily and mixed-use residential development.
- Program E.1 assists in rehabilitating housing for low-income homeowners and to owners of rental units that will rent to low-income households.
- Program E.4 provides annual reports to ensure the housing programs are achieving the City's goals.

Responsible Agency	City Hall, Planning Department, and Building Department
Timeline and Objective	Ongoing
Source of Funding	General Fund

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