

## CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE

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 Commission Action:  
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STAFF REPORT: APPEAL  
 SUBSTANTIAL ISSUE AND DE NOVO ACTION

LOCAL GOVERNMENT: City of Marina

LOCAL DECISION: Approved with conditions

APPEAL NUMBER: A-3-MAR-96-094

APPLICANT: JOHN KING, KING VENTURES

APPELLANTS: Janie Figen, Ventana Chapter, Sierra Club  
 Commissioner Calcagno, California Coastal Commission  
 Commissioner Areias, California Coastal Commission

PROJECT LOCATION: 3295 Dunes Drive, City of Marina, Monterey County  
 APN 33-192-33

SITE AREA: 19.49 acres: 18 acres estimated above MHW; rest is below mean high water (MHW);

PROJECT DESCRIPTION: Marina Dunes Resort: 112 vacation units (average unit: 1000 SF); 71 hotel units (average unit: 955 SF); 1 manager unit; total square footage of units 175,499. Total building square footage for ancillary facilities 60,000 including restaurant/tavern 571 seats, conference center, offices, retail, spa and cosmetic surgery clinic, recreation building. Parking garage 12,827 SF. Other facilities: 2 tennis courts, pools, 18 public parking spaces and beach boardwalk access. 6.5 acres habitat restoration in form of dispersal corridors and buffers. Subdivision into four parcels: Parcel 1, 1.72 acres, conference facility; Parcel 2, 2.88 acres, restaurant/spa building; Parcel 3, 3.40 acres, hotel and main lobby buildings; Parcel 4, 11.40 acres, vacation unit buildings and recreational building, pools, tennis courts.

SUBSTANTIVE FILE DOCUMENTS: City of Marina Coastal Development Permit File for Marina Dunes Resort (not numbered); City of Marina certified Local Coastal Program; Fort Ord Dunes State Park, Preliminary General Plan, May 1996, California State Parks. Marina Dunes Habitat Conservation Plan, Administrative Draft, November 1990. Marina Dunes Local Coastal Plan Amendment, Preliminary Draft, April 1991.

CEQA: Final Marina Dunes Resort Hotel Environmental Impact Report, firma, May 1996. Preliminary Dunes Habitat Restoration Plan, Marina Dunes Resort Hotel, Thomas Moss, FEIR Appendix B.

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- Exhibit 6. Commission Staff Comments on Marina Dunes Resort
- Exhibit 7. Applicant's Response to Appellants' Contentions

**SUMMARY OF STAFF RECOMMENDATION**

Staff recommends that the Commission find that the appeal raises a **substantial issue** regarding project conformance with policies of the City of Marina certified Local Coastal Program (LCP), then **approve** a permit subject to conditions necessary to ensure LCP consistency.

The appellant's contentions, applicable LCP policies, project evaluation, and necessary conditions are summarized by the following table:

**TABLE 1 - SUMMARY EVALUATION AND SUMMARY CONDITIONS**

ISSUE	LCP POLICIES	PROJECT	CONDITION
Emphasis on LCP Implementation Program	<ul style="list-style-type: none"> <li>• In the coastal zone uses shall be consistent with the policies of the Local Coastal Land Use Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• City staff report states that if project is consistent with Implementation Zoning Ordinance it is consistent with LUP. Land Use Plan policies have not been analyzed.</li> </ul>	<ul style="list-style-type: none"> <li>• See Finding 3.</li> </ul>
Density/Intensity	<ul style="list-style-type: none"> <li>• project should be less intensive than development in more intensive areas to north and south (cities of Monterey and Santa Cruz).</li> <li>• appropriate projects are campgrounds, riding stables, inns and commercial uses dependent upon existing resources and recreational opportunities available in the area.</li> </ul>	<ul style="list-style-type: none"> <li>• major coastal destination resort with 184 units averaging 1000 SF; 60,000 SF ancillary facilities, (tennis courts, etc.) on 18 acre site.</li> <li>• greater number of units than 87% of all visitor accommodations in the cities of Monterey and Santa Cruz (see Table 2)</li> <li>• units three times as large as typical unit (see Table 3)</li> <li>• three times number of units per acre for projects in similar</li> </ul>	<ul style="list-style-type: none"> <li>• See Condition 1 Final Plans</li> <li>• submit revised plans for Commission review, so that project intensity is reduced to prevailing pattern for comparables.</li> <li>• revised plans to reduce density to 3.5 units/acre with 850 SF max. unit size</li> <li>• maximum capacity 10,000 SF for ancillary facilities with restaurant capacity of 120 seats.</li> </ul>

ISSUE	LCP POLICIES	PROJECT	CONDITION
		resource settings (see Table 4). <ul style="list-style-type: none"> <li>• 571 seat restaurant, lounge &amp; banquet.</li> </ul>	
Type of Use	<ul style="list-style-type: none"> <li>• lower cost visitor serving; provide public access</li> <li>• land use should be dependent on existing resources and recreational opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• consistent as visitor serving use; vacation club allows broad public participation</li> <li>• public parking-18 spaces and beach boardwalk access</li> <li>• dedicated beach.</li> <li>• tennis courts, spa, conference center, cosmetic surgery suite, nightclub not related to resources or recreational opportunities</li> </ul>	<ul style="list-style-type: none"> <li>• See Condition 1 Final Plans, Condition 7 Residential Conversions and Condition 8 Access Dedication</li> <li>• submit for Exec. Dir. review deed restriction to prevent conversion of visitor units to residential uses</li> <li>• submit for Exec. Dir. review legal documents to dedicate public access</li> <li>• delete tennis courts, spa, conference center, cosmetic surgery suite, nightclub from final plan</li> </ul>
Visual	<ul style="list-style-type: none"> <li>• structures must be hidden or as inconspicuous as possible</li> <li>• max. height 35 ft.</li> <li>• not exceed height of nearest adjacent sand dunes</li> <li>• not visible from Highway 1 or beach if possible</li> <li>• blend in with dunes</li> </ul>	<ul style="list-style-type: none"> <li>• dominates area</li> <li>• exceeds height standards</li> <li>• juts above adjacent dunes</li> <li>• highly visible from Highway 1 and beach</li> <li>• honeymoon suite visible from beach</li> <li>• uses non indigenous landscaping</li> </ul>	<ul style="list-style-type: none"> <li>• see Condition 3 Visual</li> <li>• redesign to meet all standards, submit for Commission approval</li> </ul>
Impacts to environmentally sensitive habitat	<ul style="list-style-type: none"> <li>• resource evaluation for each site</li> <li>• develop only in disturbed area.</li> <li>• restore and protect dune habitat</li> <li>• site and design to protect habitat</li> </ul>	<ul style="list-style-type: none"> <li>• no evaluation of Dunes Drive right-of-way; unneeded sidewalk intrudes into steep dune slope above vernal pond.</li> <li>• consistent with LCP regarding primary site: sand mining pit, site disturbed, no on-site sensitive habitat</li> <li>• Restoration and Management Plan for site establishes two habitat corridors</li> <li>• corridor interface with adjacent habitat not clear, culverts</li> </ul>	<ul style="list-style-type: none"> <li>• see Condition 4 Final Restoration Plan and Condition 5 Habitat Deed Restriction</li> <li>• biological survey of Dunes Drive right-of-way required</li> <li>• delete sidewalk west side of Dunes Drive</li> <li>• review corridor connections with adjacent habitat</li> <li>• evaluate grading contours at south/north property lines to assure habitat continuity</li> <li>• use vegetation indigenous to Monterey Bay</li> <li>• complete buffer for MCWD dune reserve.</li> </ul>

ISSUE	LCP POLICIES	PROJECT	CONDITION
		<p>possibly inadequate,</p> <ul style="list-style-type: none"> <li>• MCWD dune reserve not completely buffered</li> <li>• locates honeymoon suite in beach habitat corridor</li> </ul>	<ul style="list-style-type: none"> <li>• relocate honeymoon suite out of habitat corridor and out of view</li> <li>• consult with DFG and USFW for final restoration plans, submit for Coastal Commission approval.</li> </ul>
<p>Off-site habitat protection and recreational management</p>	<ul style="list-style-type: none"> <li>• protect dune habitat against overuse and overcrowding</li> <li>• balance level of use with ability to operate, maintain, police and protect beach and dune environment</li> </ul>	<ul style="list-style-type: none"> <li>• project generates 250,905 visitors/yr. almost doubling visitor population west of Highway 1.</li> <li>• Habitat Management Program proposed for off-site impacts; funded by Habitat Conservation Fund. Monitors for habitat and ameliorates impacts. Conceptually consistent with LCP.</li> <li>• adequacy of Program and funding not substantiated.</li> <li>• impacts on public agencies' abilities to protect and maintain habitat and provide public safety could be significant. Concerns raised by USFWS, DPR, and Monterey Regional Park District.</li> </ul>	<ul style="list-style-type: none"> <li>• see Condition 6</li> <li>• submit final Habitat Management Program and Conservation Fund proposal for Commission approval.</li> <li>• consult with affected agencies and landowners to evaluate adequacy of personnel and funding for restoration, maintenance, and security and incorporate recommendations into Final Habitat Management Program.</li> </ul>
<p>Cumulative Impacts on habitat and public agencies' program</p>	<ul style="list-style-type: none"> <li>• protect dunes ESH against overuse and overcrowding</li> <li>• balance level of use with ability to operate, maintain, police and protect beach and dune environment</li> </ul>	<p>intensity of project could be precedential for buildout of dunes. At same intensity and based on a previous (but unapproved) planning process (HCP/LCP), buildout of Marina Dunes Resort and two other major properties in dunes (Lonestar and Granite Rock) would result in an additional 2,250,905 visitors.</p>	<ul style="list-style-type: none"> <li>• reduce density as required above.</li> <li>• require Habitat Management Program and Fund to incorporate participation of future developers/landowners in program and to coordinate with Habitat Conservation Program as finally approved by USFWS and Coastal Commission.</li> </ul>

ISSUE	LCP POLICIES	PROJECT	CONDITION
Cumulative Traffic Impacts	<ul style="list-style-type: none"> <li>• Coastal Act 30250(a) locate new development where no cumulative impacts on coastal resources.</li> <li>• Coastal Act 30210 maximize access and recreation consistent with public safety and protection of resource areas from overuse.</li> <li>• All policies of LCP listed under Cumulative Impacts above.</li> </ul>	<ul style="list-style-type: none"> <li>• buildout at intensity proposed would result in need for freeway frontage road between Lonestar and Dunes Drive though an ESH.</li> <li>• Incomplete information: awaiting answers to CalTrans questions re: method used for determining traffic impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Condition 1 Final Plans and Condition 9 Traffic Information.</li> <li>• reduce density as required above.</li> <li>• submit traffic information.</li> </ul>

## I. SUMMARY OF APPELLANTS' CONTENTIONS (See Table 1 for Summary Chart and Exhibit 1 for the full text)

The appellants contend that the subject project is inconsistent with LCP regulations regarding visual resources because it extends above height of nearest dune and does not meet zoning height standards; includes a building on oceanside of dune; and is not clustered to preserve views across site. Additionally, it does not blend in with the site and is conspicuous from both Highway 1 and the beach.

In addition to the issue of visual impacts, the appellants contend that the project is not consistent with the LCP provisions to be oriented toward less intensive, lower cost visitor facilities. It will be one of the largest coastal resorts in the region and will generate 250,905 visitors a year at 70% occupancy.

The appellants contend that the high number of users will impact the sensitive habitat off-site and that the level of use can not be managed by existing agencies. The ability to police and protect the beach and dune environment will be compromised. The LCP requires a level of recreational use consistent with the ability to operate, maintain, police, and protect the beach and dune environment.

Finally, the appellants contend that the project will establish a precedent for equally intensive development that will have a significant cumulative effect. Buildout of the vacant or underdeveloped parcels on the west side of Highway 1 at an equal intensity would result in 2,250,000 visitors a year almost six times the current number.

## II. LOCAL GOVERNMENT ACTION

The subject project was approved by the City of Marina Planning Commission on June 24, 1996. This approval was appealed to the City Council. The appeal was denied and the project approved by the Marina City Council on July 30, 1996. The final conditions of the City's approval are attached to this report as Exhibit A.

The approval was appealed to the Coastal Commission by the Ventana Chapter of the Sierra Club and two commissioners. The appeal was filed on August 16, 1996. The Commission opened and continued a hearing on the matter on September 12, 1996, pending receipt of the City's administrative record.

**Staff Note: Discussions with Applicant:** Since this appeal was filed, the applicant met with staff and presented preliminary sketches to respond to several concerns regarding visual impacts. The sketches demonstrate a substantial improvement and the applicant's willingness to work toward a site, grading and elevation plan that would significantly reduce visual impacts (see Exhibit 7). Any further detailing and refinement of the proposed project will be discussed with the applicant prior to the Commission's hearing on this matter and reported to the Commission at that time.

## III. APPEAL PROCEDURES

After certification of Local Coastal Programs (LCPs), the Coastal Act provides for limited appeals to the Coastal Commission of certain local government actions on coastal development permits. Developments approved by cities or counties may be appealed if they are located within the mapped appealable areas, such as those located between the sea and the first public road paralleling the sea. Furthermore, developments approved by counties may be appealed if they are

not the designated "principal permitted use" under the certified LCP. Finally developments which constitute major public works or major energy facilities may be appealed, whether approved or denied by a city or county (Coastal Act Section 30603(a)).

For projects not located between the sea and the first public road paralleling the sea, the grounds for an appeal shall be limited to an allegation that the development does not conform to the certified LCP (Coastal Act Section 30603(b)(1)). Because this project is appealed on the basis of its location between the sea and the first public road paralleling the sea, the grounds for an appeal to the Coastal Commission include not only the allegation that the development does not conform to the standards set forth in the certified local coastal program but also the allegation that the development does not conform to the public access policies of the Coastal Act

Section 30625(b) of the Coastal Act requires the Commission to hear an appeal unless the Commission determines that no substantial issue is raised by the appeal. If the staff recommends "substantial issue," and no Commissioner objects, the substantial issue question will be considered moot, and the Commission will proceed directly to a de novo public hearing on the merits of the project.

If the staff recommends "no substantial issue" or the Commission decides to hear arguments and vote on the substantial issue question, proponents and opponents will have 3 minutes per side to address whether the appeal raises a substantial issue. It takes a majority of Commissioners present to find that no substantial issue is raised. If substantial issue is found, the Commission will proceed to a full public hearing on the merits of the project. If the Commission conducts a de novo hearing on the permit application, the applicable test for the Commission to consider is whether the proposed development is in conformity with the certified Local Coastal Program.

In addition, for projects located between the sea and the first public road paralleling the sea, Section 30604(c) of the Coastal Act requires that a finding must be made by the approving agency, whether the local government or the Coastal Commission on appeal, that the development is in conformity with the public access and public recreation policies of Chapter 3 of the Coastal Act. In other words, in regard to public access and recreation questions, the Commission is required to consider not only the certified LCP, but also Chapter 3 policies when reviewing a project on appeal.

The only persons qualified to testify before the Commission on the substantial issue question are the applicant, persons who made their views known before the local government (or their representatives), and the local government. Testimony from other persons regarding substantial issue must be submitted in writing. Any person may testify during the de novo stage of an appeal.

#### IV. STAFF RECOMMENDATION ON SUBSTANTIAL ISSUE

The staff recommends that the Commission determine that **substantial issue exists** with respect to the grounds on which the appeal has been filed pursuant to PRC Section 30603.

MOTION. I move that the Commission determine that Appeal No. A-3-MAR-96-094 raises no substantial issue with respect to the grounds on which the appeal has been filed.

Staff recommends a "no" vote on the motion, which would result in a finding of substantial issue. A majority of the Commissioners present is required to pass the motion.

## V. SUBSTANTIAL ISSUE FINDINGS AND DECLARATIONS

The Commission hereby finds and declares that substantial issue exists with respect to the grounds on which the appeal has been filed, pursuant to Coastal Act Section 30603, for the following reason.

The appellants have identified standards of the City of Marina certified Local Coastal Program (LCP) regarding visual impacts, intensity of use, types of use, environmentally sensitive habitat, and level of recreational use and traffic congestion that have not been met and, therefore, the proposed project cannot be found to be consistent with City of Marina LCP or the Coastal Act access and recreation policies. Therefore, the appeal raises several substantial issues.

These outstanding issues are analyzed in the following pages of this staff report. The results of this analysis indicate the need to redesign the project and supplement the local conditions of approval in order to ensure project consistency with the City of Marina certified LCP.

## VI. STAFF RECOMMENDATION ON COASTAL PERMIT

The staff recommends that the Commission adopt the following resolution:

### Approval with Conditions

The Commission hereby grants a permit for the proposed development, subject to the conditions below, on the grounds that, as conditioned, the development conforms with the certified City of Marina Local Coastal Program, and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act.

## VII. STANDARD CONDITIONS

### Standard Conditions

1. Notice of Receipt and acknowledgment. The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. Expiration. If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. Compliance. All development must occur in strict compliance with the proposal as set forth in the application for the permit, subject to any special conditions set forth below. Any deviation from the approved plans must be reviewed and approved by the staff and may require Commission approval.
4. Interpretation. Any questions of intent or interpretation of any conditions will be resolved by the Executive Director or the Commission.
5. Inspections. The Commission staff shall be allowed to inspect the site and the project during its development, subject to 24 hour advance notice.

6. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.

7. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

## VIII. SPECIAL CONDITIONS

### 1. FINAL PLANS

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit to the Coastal Commission for review and approval revised final plans including grading, drainage, site, landscaping, elevation and sections, and related plans which shall provide for :

- a. a maximum density of 3.5 units per gross acre of privately owned land (See Condition #2);
- b. ancillary facilities including retail/commercial/office with a combined square footage not to exceed 10,000 SF including a restaurant/lounge with a maximum seating capacity of 120;
- c. deletion of tennis courts, cosmetic surgery suites, conference centers, nightclub;
- d. relocation of honeymoon suite to the bluff top development area.

### 2. PUBLIC TRUST LANDS

The gross acreage of privately owned land (i.e., land not below the mean high tide line) per Condition #1 shall be calculated following determination of the mean high tide line by a qualified professional.

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit to the Executive Director for review and approval:

State Lands Commission Review: The permittee shall obtain a written determination from the State Lands Commission that:

- a. No state lands are involved in the development; or
- b. State lands are involved in the development, and all permits required by the State Lands Commission have been obtained; or
- c. State lands may be involved in the development but pending a final determination of state lands involvement, an agreement has been made by the application with the State Lands Commission for the project to proceed without prejudice to the determination.

### 3. VISUAL.

The final plans shall meet the Local Coastal Program criteria for visibility and shall include, but not be limited to, the following:

- a. No structures including "architectural extensions" shall extend above the nearest adjacent dune.

- b. The dune ridges on adjacent parcels shall be visible above the structures from Highway One.
- c. No structures shall be visible from the beach below the bluff.
- d. All structures shall be measured from finish grade. Structures shall be staked in field for review by Coastal Commission and Marina City staff. Computer simulations or other graphics that clearly demonstrate the visual impacts shall be prepared for the Commission.
- e. All colors shall be subordinate and compatible with the dune colors to allow the structures to visually recede into the dune.
- f. The structures shall be as inconspicuous as possible.
- g. Plant species indigenous to the Monterey Bay region shall be used for landscaping.

#### 4. FINAL RESTORATION PLAN

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit to the California Coastal Commission for review and approval a Final Restoration Plan prepared in consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (DFG) which addresses 1) the relationship of corridors to habitats on adjacent parcels, 2) the removal of the honeymoon suite in the frontdune habitat corridor, 3) the best location of the reardune corridor to optimize chances of success, 4) the number of culverts needed for black legless lizard dispersal, 5) evaluation of grading contours to assure stability of habitat corridors/buffers without resort to structures that would impact resources; 6) provision for use of landscaping with plants native to the Monterey Bay region, 7) a biological survey of all areas to be disturbed by construction not yet surveyed and, specifically, the right-of-way along Dunes Drive where circulation improvements are proposed; survey results are to be reviewed by the DFG and USFWS to assure adequate mitigation or redesign as necessary, 8) deletion of the sidewalk on the west side of Dunes Drive from the circulation plan and restore all areas in the right-of-way that are not developed with native dune vegetation consistent with the Dunes Drive corridor, 9) restoration habitat areas restricted as permanent open space/environmentally sensitive habitat areas, (See Condition #5), 10) provision of a minimum 50 foot undeveloped, vegetated buffer along the southern property line to buffer the dune reserve on the Marina Coast Water District Property.

#### 5. HABITAT RESTORATION DEED RESTRICTION

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall execute and record a deed restriction, in a form and content acceptable to the Executive Director, for the purpose of protecting dune habitat restoration areas. The area covered by the deed restriction shall be the habitat restoration area pursuant to the approved Final Restoration Plan. (See Condition #4). The document shall be recorded free of prior liens and any other encumbrances which the Executive Director determines may affect said interest. The restriction shall run with the land in favor of the People of the State of California, binding all successors and assignees, and shall be irrevocable.

#### 6. OFF-SITE MITIGATION FUND FOR ENVIRONMENTALLY SENSITIVE HABITAT/PUBLIC MANAGEMENT/SAFETY

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit to the Coastal Commission for review and approval, the final Habitat Management Program/Mitigation Funding Program which is required pursuant to City Mitigation A-8 to ameliorate actual off site impacts. The final program shall be developed in consultation with the U. S. Fish and Wildlife Service, the Department of Fish and Game, the

California Department of Parks and Recreation, the Monterey Peninsula Regional Park District and the City of Marina. The final program shall include a re-examination of the capabilities of the City Public Safety Department and the State Department of Parks and Recreation to adequately protect natural resources and provide for public safety and shall include strategies to efficiently provide for public services. The Habitat Management Program and Fund shall incorporate provisions for participation of future developers/landowners in the Program.

#### 7. PRECLUDE CONVERSION TO RESIDENTIAL USES

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit to the Executive Director for review and approval, the deed restriction required by the City to ensure that the site and uses related thereto remain "visitor serving" and to specifically preclude conversion to permanent residential use.

#### 8. ACCESS DEDICATIONS

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit to the Executive Director for review and approval, the legal documents required by Condition P3 of the City's conditions for vertical and lateral coastal access as required in the Local Coastal Program by proper legal instrument approved by the City Attorney in a form acceptable to the California Coastal Commission.

#### 9. TRAFFIC DATA

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall submit to the Coastal Commission for review and approval, traffic/parking information using a methodology acceptable to the Department of Transportation.

#### 10. INCORPORATION OF CITY CONDITIONS INTO COMMISSION COASTAL DEVELOPMENT PERMIT

All conditions of City of Marina Coastal Development Permit for Marina Dunes Resort become conditions of this coastal development permit, except as modified by Conditions #1-9 above. (See Exhibit A of this report for a copy of the local conditions of approval). City conditions modified by this approval include W14 (improvement plans for Dunes Drive) and DR2 (landscape plant palette). As this permit requires a final restoration plan (Condition #4) and a final set of revised building and site plans (Condition #1), which may require further City review and modification of City-imposed conditions, the permittee shall submit any such revised City approvals to the Commission for its review along with the plan submittals. These revised conditions would then be substituted for those shown in Exhibit A upon Commission approval.

As such conditions incorporated into this coastal development permit also serve as City Use Permit, Design Approval and other city permit conditions, and to avoid duplication of work, the Coastal Commission's District Chief Planner is authorized to determine, in consultation with the Marina City Planning Director, which conditions are solely the responsibility of the City to sign-off and which also must be reviewed and approved by Commission staff or the Commission. This determination shall be based on which, if any City conditions, address requirements for Commission (or Commission staff) review specified in Conditions #1-9 above.

PRIOR TO TRANSMITTAL OF THE COASTAL DEVELOPMENT PERMIT, the permittee shall provide evidence to the Executive Director that those conditions requiring satisfaction prior to the commencement of any work have been signed-off by the appropriate City official. Evidence of subsequent condition compliance must also be submitted to the Executive Director at the required stage. In the event that City officials do not exercise such authority, permittee shall submit condition compliance materials to the Executive Director for review and approval.

## IX. RECOMMENDED FINDINGS AND DECLARATIONS

The Commission hereby finds and declares:

1. Project Description, Location and Surrounding Development

The City of Marina is bisected by Highway 1. The urbanized areas of the City are inland of the Highway. Most of the Coastal Zone lies seaward of the Highway. Areas landward of the highway that are within the Coastal Zone are primarily vernal ponds and their associated wetlands or (former) agricultural fields. Seaward of the Highway are the Marina Dunes, a part of the South Monterey Bay dune complex which occupies the central and southerly coastal areas of Monterey Bay and extends from the Salinas River southward to Canyon del Rey, a distance of approximately 12 miles.

Within the City of Marina are approximately 626 acres of largely undeveloped seaside dunes stretching along three miles of Monterey Bay. Reservation Road separates the dunes to the north and south. South of Reservation Road is the Marina State Beach, a day use facility with 170 acres and 1.2 miles of shoreline. To the north of Reservation Road are the Marina Coast Water District facility of 12 acres with 375 feet of shoreline; the applicant's Monterey Dunes Resort site of 19 acres with 540 feet of shoreline where limited sand extraction continues; the Granite Rock parcel of 50 acres with 900 feet of shoreline (formerly used for sand mining); the Monterey Regional Park District beach access site of 10 acres with 180 feet of shoreline; and the Lone Star Properties of 368 acres with 1.25 miles of shoreline where a full scale sand mining operation is on-going. See Exhibit 1, Map of Dune Properties.

The Highway 1 Reservation Road off-ramp is the main access to the City of Marina. On the oceanside of the highway Reservation Road connects to Dunes Drive, a short frontage road running north for approximately 2000 feet. The applicant's 19 acre site has frontage on Dunes Drive and extends to the ocean. Water and sewer lines extend the length of Dunes Drive. The LCP has designated the three oceanside sites with access from Dunes Drive -- Marina Dunes Resort, Granite Rock, and Monterey Peninsula Regional Park District -- as "Coastal and Development/Secondary Combining District" which allows development of coastal dependent and coastal access uses. The applicant's site has been approved for visitor serving uses under the Planned Commercial District as well. The LCP zoned the three parcels east of Dunes Drive as "Planned Commercial". They are developed as the 83-unit Travellodge on 1.65 acres; the 114 units InnCal on 1.82 acres; and the 65 space Chiappes Recreational Vehicle Park on 1.57 acres.

The project site is identified by the applicant as being 19.49 acres in size. This includes an unidentified portion of the site which is below the mean high tide line and, hence, is State Lands rather than privately owned. According to the EIR, 16 acres is inland of the bluff. EIR Map 3, Ownership and LCP Policy, shows the project site as 17.3 acres. The differences in areas quoted for the applicant's site are not clear. The City coastal permit, therefore, requires that the mean high tide be shown on the final grading and development plans. The site has been mined for sand for 60 years lowering the grade to well below adjacent properties. The proposed building and paving will cover 6.45 acres and landscaping 3.97 acres; 6.5 acres will be restored dune habitat. The balance of the site is apparently beach from the toe of the frontdune bluff to the boundary below the mean high tide. The Commission staff has preliminarily estimated the area above mhw to be approximately 18 acres, pending an exact, professional calculation (See Condition #2). (Again, lands below mean high tide are State Lands.) Because recommended Condition #1 of this coastal development permit limits project density to 3.5 units/acre, it is important to have an accurate acreage figure.

The proposed development consists of a 112 unit vacation club resort with an average unit size of 968 SF and a 72 unit hotel with an average unit size of 1075 SF (175,499 SF total). The vacation club members buy vacation credits which can be used in different resorts in the World Mark program. Vacant vacation units can also be rented as hotel units by the general public on a "space available" basis. The proposed development includes a conference center/retail facilities/office, restaurant/lounge/banquet facilities with seating for at least 571 people, health club, recreational building (60,000 SF total), two tennis courts, a sports court, a pool, a kids pool and playground; and 491 parking spaces including 18 public parking spaces for beach access. A boardwalk to the beach will serve the facility users and the public.

The parcel will be subdivided into four parcels: Parcel 1, 1.72 acres, conference facility; Parcel 2, 2.88 acres, restaurant/spa building; Parcel 3, 3.40 acres, hotel and main lobby buildings Parcel 4, 11.40 acres, vacation unit buildings and recreational building, pools, tennis courts. Proposed Parcels 3 and 4 run the length of the existing parcel from Dunes Drive to the ocean. Proposed Parcel 1 has Dunes Drive only frontage, and proposed Parcel 2, ocean only frontage. Dune restoration areas are along the Dunes Drive frontage and the ocean frontage, hence, all four proposed parcels have areas of dune restoration.

The development will have 9.4 units an acre if the entire 19.49 parcel is considered, or 10.2 units an acre if the 18 acres above mean high water is used.

## 2. Standard of Review

The standard of review for appeals in jurisdictions with certified Local Coastal Programs (LCP), like Marina, is the Local Coastal Program. For projects like the Marina Dunes resort which are located between the first through public road and the sea, the Commission must also find that the proposed development is consistent with the public access and recreational policies of the Coastal Act (PRC 30603).

The importance of the dune habitat which makes up most of Marina's Coastal Zone was recognized in the 1982 Commission staff report for certification of the Marina City Local Coastal Program which stated, "the principal coastal planning concerns in Marina relate to the future of the sand dunes."

**Planning Background.** The dunes in the City of Marina are primarily undeveloped and, although sand mining has and does occur, are substantially undisturbed. The LCP identifies the foredune, dune and grassy inland areas as containing potential habitat for rare and endangered plants and animals. The LCP generally mapped disturbed areas and a draft Habitat Conservation Plan/Local Coastal Program Amendment (HCP/LCP) more specifically mapped areas of disturbance, types of vegetation, and areas where protected species are or are likely to be found.

The specific LCP policies and regulations applicable to the different elements of the project and the project's consistency with them are described in detail in the following findings.

Since certification of the LCP, a planning effort for the dune area was undertaken but not completed. In 1986 as a condition of a legal settlement between the Sierra Club and the City of Marina over the development of two motels (Travelodge and Days Inn) on the east side of Dunes Drive, the City created the Marina Coastal Zone Planning Task Force to resolve the ongoing debate regarding development and conservation of resources in the dunes. The task force was to oversee the development of a Habitat Conservation Plan and an amendment to the Local Coastal

Program (HCP/LCP). The Habitat Conservation Plan identified the biological resource values of the dunes including a number of sensitive species. A Habitat Conservation Plan is essentially a contract (a Section 10(a) permit) between the U.S. Fish and Wildlife Service, the landowner, and the local jurisdiction to protect, enhance and/or restore the species of concern. The plan would allow incidental take of species in designated areas. Completion of the proposed HCP and the LCP amendment (which would modify the certified LCP to include the HCP concerns as well as to provide other standards) would have more specifically defined the allowed development in the dunes.

Development proposals for the dune area were put on hold while the Task Force of landowners, city, resource agencies and environmental groups worked. The Commission was not a member of the Task Force but staff participated at the meetings and in writing throughout the process when staffing resources allowed. One of the most debated issues among all parties was the scale and density of the future developments. It was the opinion of Commission staff that, among other issues, the draft proposed densities were inconsistent with the LCP direction to maintain low intensity, low impact, recreational uses and support services and would have significant impacts on the natural and visual resources of the area. The draft was completed in 1991 but was not adopted by the City, nor submitted to the Coastal Commission. Processing was delayed while the City dedicated staff resources to the Fort Ord Reuse Authority Plan.

The draft Marina Dunes Habitat Conservation Plan and draft Local Coastal Program Amendment of 1991 thus have no legal standing. The draft, however, provided additional mapping and data on dune resources and a methodology for restoring, funding and managing dune habitat and the context within which to consider appropriate development locations and densities. The HCP/LCP draft may be viewed as providing another source of information on the dune habitat. The applicant has used the draft HCP/LCP extensively for background information and, among other applications, to formulate units per acre and approaches to mitigating impacts. The U. S. Fish and Wildlife Service in response to extensive use of the HCP in the Draft EIR clarified,

“... that the HCP was never approved by the Service and that a permit, pursuant to section (10(a)(1)(B) of the endangered Species Act of 1973, as amended (Act), was not issued. While the City of Marina (City) may find useful information and general planning guidance in the draft HCP, the City is not authorized to take a listed species under this plan.”

The draft HCP/LCP is referenced by the Commission staff as needed to clarify issues but should not be relied on as a definitive planning document. The standard of review for this appeal is the presently certified Local Coastal Program and the access and recreation policies of Chapter 3 of the Coastal Act.

**Substantial Evidence in the Record.** Decisions of the Coastal Commission et al. must be supported with substantial evidence in the record (Sundstrom vs. The County of Mendocino). Commission coastal permit conditions require design revisions that may substantially change the Marina Dunes Resort project. In addition several issues that may substantially impact the project have not been resolved, e.g., area of public trust, final Restoration Plan, biological survey along Dunes Drive. Since Commission decisions must be supported by substantial evidence in the record, the recommended conditions require that, prior to transmittal of the permit, the final project plans and other essential documentation must be submitted to the Commission for their review and action.

**3. City's Review of Project Based Primarily on the Implementation Plan Portion of the Local Coastal Program; Land Use Policies (LUP) Not Adequately Addressed.**

The City of Marina Local Coastal Program received final certification in December 1982. The Program consists of a Land Use Plan document and an implementation portion consisting of two documents, the Marina Local Coastal Program Implementation Plan and the Marina Zoning Ordinance (MZO). The Implementation Plan is descriptive of the access, coastal protection structure, and habitat implementation measures and of the administrative procedures for coastal permits. It also lists the zoning ordinance modifications that were required for certification of the Local Coastal Program.

The fundamental problem with City review of this project is that they focused on the Implementation portion of the LCP and did not adequately address LUP policies. They also relied on the uncertified and unapproved Habitat Conservation Plan/Local Coastal Program policies to determine consistency with the Local Coastal Program. Finding No. 1 of the City of Marina Staff Report for the City Council, July 30, 1996, hearing on the project states in part:

Since Marina's Local Coastal Implementation Plan (LCIP) by definition contains the measures necessary to implement the LCLUP (Local Coastal Land Use Plan), a conclusion that a project will be consistent with these implementation measures logically leads to and supports a conclusion that the project is also consistent with the LCLUP and its component Planning Guidelines, even where the Planning Guidelines might present ambiguities if LCIP implementation measures were absent. The LCLUP is inherently more general than the LCIP with possible ambiguities in how it might be applied in the absence of implementation measures whereas the addition of the certified LCIP inherently provides for more precision in the application of its measures which implement the LCLUP and its Planning Guidelines. Marina's LCIP contains precise measures prescribing height limits, means of measuring these, and the treatment of the heights of architectural extensions.

Contrary to the City's finding, the Zoning Ordinance actually has few standards that specifically apply to coastal development. Throughout the Zoning Ordinance the reader is referred back to the Land Use Plan for guidance as to uses and standards appropriate to the coastal zone. In all cases, it is required that Land Use Plan and coastal development permit regulations prevail when conflicts arise.

The Commission Staff Recommendation (April 9, 1982) for the City of Marina Implementation Plan summarized the Implementation:

Implementation of Marina's adopted LUP policies is accomplished through a series of additions and revisions to the City's existing Zoning Ordinance. The Implementation Plan creates an overlay Coastal Development Permit Combining District (CP)(17.43), governing the City's coastal zone, in which ***all new development will be reviewed against the policies of the City's adopted Coastal Land Use Plan.*** (Emphasis added.)

In order to be consistent with the Marina LCP, a project must comply with zoning and Land Use Plan policies. In the Implementation Zoning Ordinance the Coastal Permit Overlay District covers the entire Coastal Zone and all uses are conditional. If there are conflicts between the underlying zoning district and the Coastal Permit Overlay District, the Coastal Permit District regulations prevail. As a result of the Coastal Permit Overlay District, in the Planned Commercial District (PC), the district of the project site, "the uses permitted shall be determined by the ***Land Use Plan***" rather than the PC District. Additionally, the standards for height and coverage are subject to consistency with the policies of the ***Land Use Plan***.

Chapter 17.06 General Zoning Regulations, Section 17.06.020 Use regulations, K. States:

***In the coastal zone the proposed use shall be consistent with the designation and policies of the General Plan and the Local Coastal Land Use Plan.***

For all significant issues, the Implementation and Zoning Ordinance refers the decision makers back to the Land Use Plan to evaluate coastal zone development proposals, and the Land Use Plan (p.1) states, "In case of conflicts between policy statements, the policy **most protective** of the coastal resources shall prevail.

It is clear that consistency with the Implementation measures without consideration and reference to the Land Use Plan does not meet the requirements of the Local Coastal Program because a significant portion of the LCP is simply not being acknowledged or applied to the project. The City's Finding No. 1 does not accurately characterize the relationship of the Implementation Plan and the Land Use Plan and has resulted in a flawed analysis of the project because key LUP policies have not been adequately addressed.

The City has stated that the LUP policies are general and thus difficult to apply to specific development proposals. The Commission acknowledges that the City's Local Coastal Program does not have the detailed standards that facilitate analysis. The Land Use Plan states goals and does not provide specific quantifiable criteria such as number of units per acres but offers more general guidance regarding appropriate land uses in the dunes such as those uses "oriented toward less intensive, lower cost visitor facilities". However, LUP policies do provide examples of uses envisioned for the project site: "hanggliding equipment sales, commercial overnight campgrounds, riding stables, inns and commercial uses dependent upon existing resources and recreational opportunities available in the area."

Meanwhile, when the Implementation Zoning Ordinance does provide coverage and height criteria for the Planned Commercial District, a district which applies to parcels both in and out of the Coastal Zone, it refers the decision maker back to the Land Use Plan policies to guide projects in the Coastal Zone. This reflects the fact that the Marina Dunes are an environmentally sensitive, visually significant, and recreationally valuable resource of statewide importance. The City's Local Coastal Program intends that parcels sited in the dunes require individualized review because they are part of a special larger resource. The Implementation Zoning Ordinance requires a careful interpretation of the regulations for commercial development in the Marina Dunes to carry out the spirit and intent of the Local Coastal Program.

Some of the differences between the City's approach in evaluating the project and that of the Commissions is a result of the City's greater reliance on the Implementation Plan. The City's argument for doing so is based on the fact that the Land Use Plan is overly general. Although it is true that the LUP policies are less specific than the ordinances, this fact should not lead to the conclusion that the LUP can be ignored in favor of Zoning standards which untempered by the LUP policies are generally more appropriate to the east side of Highway 1 where urban development densities exist and fewer natural resources remain.

#### **4. Type of Use**

**Policies and Regulations Governing Type of Use.** The site of the proposed development is zoned Coastal and Development/Secondary Use District CD/SU. In the CD District all uses are conditional (17.25.030). In addition to coastal dependent and coastal access uses, visitor accommodations can be allowed in the CD District (17.25) when it is combined with the Secondary Use District (SU)

(17.41) if the Planning Commission finds that there is no feasible coastal dependent use for the site. On February 12, 1996 the Planning Commission determined by Resolution 1-96, that based on substantial evidence, coastal dependent uses were not feasible on the site. Accordingly "any or all of the Planned Commercial District (PC)(17.26) regulations for the site then may be used" and "the interpretation of the PC Regulations as they pertain to the use of property combined with the SU District shall be liberally interpreted to carryout the spirit and intent of the Marina Local Coastal Program" (17.41.010 A.1 and 2.).

The Planned Commercial District (PC) regulations provide:

17.26.030 Permitted Uses.

C. In the coastal zone the uses permitted shall be determined by the Local Coastal Land Use Plan and a Coastal Development Permit shall be required. Such uses shall include, but not be limited to, visitor oriented retail and service uses and accommodations and public access.

The ordinance thus directs the decision-maker to the LUP which provides the following guidance:

Coastal development uses are to be oriented toward less intensive, lower cost visitor facilities than those in more intensively developed coastal areas to north and south. Two kinds of commercial uses are anticipated: one visitor-oriented and one exclusively dependent on ocean proximity. (p.14)

Visitor oriented commercial development is to be designed and priced for local and regional users. Among uses would be hanggliding equipment sales, commercial overnight campgrounds, riding stables, inns and commercial uses dependent upon existing resources and recreational opportunities available in the area. (p.16 and p. 20)

LUP Policy 5 directs the City to "encourage and place priority on passive recreational opportunities on the beach and dune areas", and LUP Policy 13 provides that priority be given to visitor serving commercial and recreational uses "in order to fully develop the unique coastal oriented recreational activities of Marina and still protect the natural resources."

To summarize the LUP policy direction for development in the dunes:

- less intensive than in more intensely developed areas to the north and south (i.e., in Santa Cruz and Monterey);
- visitor oriented uses that are dependent upon existing resources and recreational opportunities;
- lower cost, priced and designed for local and regional visitors.

These policies reflect Chapter 3 Coastal Act access and recreation policies. Section 30213 of the Coastal Act states in part that "lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred." Section 30221 provides that oceanfront land suitable for public or commercial recreational use shall be protected for recreational use and development and Section 30222 provides that the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

**Proposed Development:** The proposed Marina Dunes Resort includes 112 vacation units (average unit 968 SF ); 72 hotel units (average unit 1,075 SF) including a manager's unit; 60,000 SF of ancillary development including restaurant (500 seats); nightclub; tavern (71 seats); conference center, retail/office, fitness spa, cosmetic surgery suite; a parking garage 12,827 SF; two tennis courts, a pool, and 18 public parking spaces and boardwalk access to the beach. The number of visitors per day at the projected 70% occupancy is estimated to be 690 (see Finding #9 for occupancy discussion). The number of units per gross acre including beach and below mean high water (MHW) is 9.48; excluding lands estimated to be below mean high water it is 10.2 units/gross acre.

**Uses Not Dependent on Existing Resources and Recreational Opportunities:** The Implementation Plan requires that the use of this property shall be determined by the Land Use Plan which provides that permissible uses include, but are not limited to, visitor oriented retail and services and accommodations and public access. The Land Use Plan further stipulates that the use shall be less intensive and lower cost and suggests that hanggliding equipment sales, overnight campgrounds, riding stables, "inns and commercial uses dependent upon existing resources and recreational opportunities available in the area are appropriate types of use." The LUP also instructs the decision maker to encourage and place priority on passive recreational opportunities on the beach and dune areas.

The major recreational uses in the dune and beach areas of Marina are fishing, surfing, hiking and picnicking. Hanggliding, dependent on the wind conditions available on this section of coast, is a very popular use activity. Kite flying contests are held each year. These uses are lower cost and dependent on the existing resources and recreational opportunities.

The proposed project includes elements which are not dependent or even related to existing resources and recreational opportunities available in the Marina Dunes. For example, the tennis courts, the spa, the cosmetic surgery suite and the conference center cannot be said to be dependent on a dunes location nor are they linked to typical dune recreational activities. These uses bring new recreational activities and new kinds of uses that are unrelated to the siting in the dunes and are not consistent with the direction in the LUP. On the other hand, a restaurant can be viewed as providing a needed and common support for visitors to the dunes and as an adjunct to overnight accommodations but, at the capacity proposed, raises issues of intensity as discussed below.

Therefore, the tennis courts, the spa, the cosmetic surgery suite, the nightclub, and the conference center must be deleted from the proposed development to achieve consistency with the Local Coastal Program requirements regarding type of use. The permit is conditioned to require their deletion.

**Vacation Club Accommodations as a Visitor Serving Use.** The Land Use Plan provides that among the less intensive and lower cost uses an "inn" is an appropriate use. The Coastal Act (30222) provides that the use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation has priority over residential and over general commercial or industrial uses.

On June 13, 1996 the Commission approved LCP Amendment 1-96 which broadened the definition of resort hotel (17.04.440) to include "vacation clubs" and removed limitations on the number of units allowed kitchens. Vacation club (17.04.745) was defined as a program for marketing transient occupancy for hotel, and/or motel accommodations to the general public through a membership agreement. Vacation clubs were identified as "visitor serving uses" in the Coastal Zone (17.06.100) subject to several findings: including reasonable affordability, availability to the general public and a

membership large enough to insure a broad opportunity for visitor use. In addition permit requirements must assure availability of transient occupancy of membership units by the general public on a "space available" basis.

The proposed project includes 112 vacation club units. WorldMark is a non-profit, mutual benefit corporation established to hold and manage recreation property for people who buy an interest which conveys a cooperative type of ownership in all of the Club's real estate. Members exercise their usage rights through a competitive reservation system based on annually renewed points and have voting rights in the corporation. WorldMark has 500 vacation units at 18 resort locations along the West Coast and in Mexico, Hawaii and British Columbia. Typical WorldMark Owners are a married couple with two children (74%), a home (72%), 42 years old, 55% are White Collar and 35% are Blue Collar workers with an average income of \$55,000 year. WorldMark has a membership of 30,000 people and the membership marketing program is directed to the public at large. The absence of restrictions on membership, the size of the existing membership, and the moderate cost to buy into the program (\$8000 average) insure broad public participation and thus qualify as a visitor-serving use under the LCP requirements.

**Potential Conversion to Residential Use.** Conversion of visitor accommodations to residential uses and the subsequent loss of visitor serving uses is a significant issue in coastal areas. Both the proposed hotel units and vacation units are large and more than adequate to serve as long-term residences. The vacation club will consist of 10 studios at 357 SF, 20 1 bedroom units at 794 SF, 72 2 bedroom units at 1,045 SF, and 10 3 bedroom units at 1,368 SF total square feet 108,370 and an average unit size of 968 SF. Most vacation units have full kitchens and two baths. The 71 hotel units will have an average unit size of 1,075 SF They are two bedroom units with two full baths, a living room and a small kitchen. Although not currently contemplated by the applicant, units of this size and design could be marketed as condominiums.

Residential uses are not a permitted use under the LCP and are inconsistent with Coastal Act Section 30222. Condition P8 of the City's coastal development permit avoids this potential problem by stating:

That prior to issuance of building permits for the project, deed restrictions which include, at least, provisions similar to that found below which was extracted from the "Summary of Declaration of Covenants, Conditions and Restrictions" received and dated 6/19/96 by the Planning Department and attached to a 6/18/96 letter from David Watson which was included as an exhibit to the Staff Report for the June 24, 1996 Planning Commission meeting. Said deed restrictions shall be prepared by the applicant, and then approved by the Planning Director and/or City Attorney and/or City Engineer in coordination with any CC&Rs which may be recorded pursuant to condition MS1 of the Minor Subdivision Approval for the Project.

5. Establish and enforce use restrictions to ensure that the site and uses related thereto remain visitor-serving, and to specifically preclude conversion of any of the subject facilities to permanent residential use (with the exceptions of a single on site manager's unit or accommodation.

To assure that the deed restriction is adequate and because the Commission has taken jurisdiction over the project, the permit has been conditioned to require submittal of the document to the Executive Director for review and approval, prior to issuance of the coastal development permit by the Commission. A deed restriction is required because it will ensure that future owners of the property are aware of the limitations on use.

Therefore, as conditioned, to require Executive Director review and approval of the deed restrictions to prevent conversion of visitor serving accommodations and uses to residential or general commercial uses, the proposed development "accommodations" as a type of use can be found consistent with the policies of the Local Coastal Program and the access and recreation policies of the Coastal Act.

**Lower Cost Visitor Facilities/Priced for Local and Regional Users.** The LUP provides that coastal development uses are to be oriented toward lower cost visitor facilities and the Coastal Act (30213) provides that lower cost visitor and recreational facilities should be provided where feasible. The hotel is for transient occupancy only and is not part of the vacation club thus allowing for general public use at moderate to high room rates. The applicant reports that the vacation club units members have an average investment of \$8,000. The program cost on a seven year contract averages out to a monthly payment of about \$100. There is a yearly maintenance fee of \$300. The average total nightly cost for members staying at the Marina Dunes Resort in one or two bedrooms suites would be \$80.00 and in studio units \$48.00. There is no restriction on members sharing or exchanging their credits thus broadening the potential categories of users. While it is less likely that local or regional residents will need to make use of either the hotel or the vacation club units, they will have access to the restaurant and to additional public parking and boardwalk access to the beach. The proposed project provides a mix of uses from no cost (beach access and parking) to moderate and higher cost. Most of the facility is available to lower to middle income visitors. Regarding type of use and orientation to lower cost visitor facilities, the proposed development is a moderately priced visitor accommodation which provides general public parking and access and is therefore consistent with the LCP and Coastal Act.

**Summary Conclusion: Types of Use.** As discussed above there are components of the development including specific types of use that are not consistent with the Local Coastal Program. However, as a category of use, a vacation club/hotel combination, if it is designed to meet all other requirements of the Local Coastal Program and the access and recreation policies of Chapter 3 of the Coastal Act could be found consistent.

The LCP provides for uses dependent on existing resources and recreational opportunities. The tennis courts, conference center, spa, cosmetic surgery suite, and nightclub introduce new recreational uses or users unrelated to existing opportunities and are inconsistent with the LCP. The permit has been conditioned to remove these uses. The LCP and Coastal Act require lower cost visitor serving uses. The proposed vacation club is a visitor-serving use open to a broad range of the public and is consistent with the LCP provided it is not converted to residential use. The permit is conditioned to provide for Executive Director review of the legal document required by the City to prevent conversion to residential use. Therefore, as conditioned, the proposed development is consistent with the Local Coastal Program and the Coastal Act as it relates to type of use.

## **5. Public Access**

The Local Coastal Program Implementation (p. I-4) provides for vertical and lateral public access for the combined properties on the seaside of Dunes Drive or for individual properties as may be appropriate. Access easements are to be dedicated to the City or the State. Coastal Act Sections 30211-2 protects existing access where acquired through use or legislative authorization and provides for new access between the first public road paralleling the sea and the sea.

The proposed resort will provide 18 public parking spaces and a beach boardwalk for vertical access to the beach for the general public as well as resort clients and lateral access the width of the beach

along the property frontage. The access parking is located at the beach frontage to facilitate public use.

Condition P3 of the City's conditions requires vertical and lateral coastal access as required in the Local Coastal Program by proper legal instrument approved by the City Attorney in a form acceptable to the California Coastal Commission.

The permit has been conditioned to require submittal of the legal documents for review and approval of the Executive Director prior to recordation. Therefore, as conditioned, the proposed development provides public access opportunities consistent with the Local Coastal Program and with Coastal Act access policies.

## 6. Density and Intensity of Use

A fundamental issue associated with this project is its intensity. Commission staff has consistently advised the City and the applicants that the intensity of the project needed to be carefully considered in view of the applicable LCP Policies (see Exhibit 6 attached). In June 1996, the Commission approved LCP Amendment No. 1-96 allowing for vacation clubs as a visitor serving use. Although the Marina Dunes Resort was motivation for this amendment, the Commission specifically found that approval of this type of marketing was not an endorsement of any particular project or density. Commission findings for the amendment stated, "Nothing in the amendment precludes Commission review of the appropriateness of the type of visitor serving use, e.g., public vs. private, low-cost vs. higher cost, or of the appropriateness of the intensity of the development or the impact of the type of development on natural resources. The proposed amendment simply allows for the potential of marketing a transient occupancy destination type resort in the coastal zone of the City of Marina."

The appropriate standards to apply to this project are those found in the certified LCP. The Marina Zoning Ordinance provides (1) that uses are to be determined by the Land Use Plan (17.26.030) and that (2) site coverage shall be 25% or lesser in the Coastal Zone. The LUP policies provide that the uses are to be oriented toward less intensive<sup>1</sup>, lower cost visitor facilities:

Coastal development uses are to be oriented toward **less intensive**, lower cost visitor facilities **than those in more intensively developed coastal areas to north and south.**

Two kinds of commercial uses are anticipated: one visitor-oriented and one exclusively dependent on ocean proximity. (p.14)

Visitor oriented commercial development is to be designed and priced for local and regional users. Among uses would be hanggliding equipment sales, commercial overnight campgrounds, riding stables, inns and commercial uses dependent upon existing resources and recreational opportunities available in the area. (p.16 and p. 20)

**LUP Requires Interpretation:** Given the structure of the Marina LCP, these are the core policies which should be used to determine the appropriate density of development in the Marina Dunes. Taken together, it can be inferred that any development should be less intense than that in the more urban areas like Monterey to the south and Santa Cruz to the north. The uses listed as examples of development which could be consistent with this direction are, in the experience of planners, usually

<sup>1</sup> There is no definition for "intensive" in the Land Use Plan or the Implementation Plan. Webster's Seventh New Collegiate Dictionary defines intense as "1.a. existing in an extreme degree, b. having or showing a characteristic in extreme degree, c. very large. In planning terminology density refers to the number of units per acre.

quite modest in their structural requirements. Campground development, for example, typically includes restroom/shower facilities, roads, barbecue pits and pull-ins for parking. Most of a campground however remains in open space. The use of the word "inn" rather than motel or hotel connotes a smaller, less intense visitor accommodation. Likewise, riding stables generally do not include extensive structural development. Thus, while it is acknowledged that the guiding policies do not include an extensive list of allowable uses or objective quantifiers such as number of units per acre, it is apparent from the language provided that it was envisioned that development of the dunes would be less than that typically associated with urban sites.

An analysis of existing patterns of visitor serving accommodations in Monterey and Santa Cruz reveals that, in many ways, this project is more intense than those of these neighboring cities. Please see following discussion and matrices.

**Number of Units of Visitor Accommodations in Monterey/Santa Cruz.** The LUP states that dune development should be less intensive than in coastal areas to the north and south. In 1982 when the LCP was certified the more intensively developed areas in the coastal areas to the north and south of Marina were the urban areas of the City of Santa Cruz and the City of Monterey. All of the coastal zone jurisdictions have experienced a growth in population but these two cities remain the more intensely developed areas. The LUP requires that the Marina dunes development be less intense than visitor development in these areas.

The AAA Tourbook for California/Nevada (valid through 1/97) provides information to help assess the intensity of visitor accommodations in the region. Table 2 categorizes the number of visitor facilities in the cities of Santa Cruz and Monterey (both in and out of the coastal zone) by size (number of units).

**TABLE 2 - VISITOR ACCOMMODATION FACILITIES BY RANGE OF UNIT**

CITY	30 or less	31-50	51-70	71-100	101-150	151-200	201-300	301-400	plus 500	Total
Monterey	15	21	6	2	2	2	2*	2*	1	53
Santa Cruz	8	6	6	1		3				24
Total	23	27	12	3	2	5	2	2	1	77
Percent	29.87	35.06	15.58	3.89	2.59	6.49	2.59	2.59	.77	99.43

\*One of the facilities in the 201-300 unit range and one in the 301-400 range were not in existence when the LCP for Marina was being developed.

Of the 77 facilities, 50 [or 64%] are less than 50 units in size; 19.4% are between 51 and 100 units. At 182 units the proposed Marina Dunes Resort is larger in room count than 86.99 percent of visitor accommodations in these areas. In terms of number of rooms per facility the proposed Marina Dunes Resort cannot be found less intensive than visitor facilities in Santa Cruz and Monterey and, therefore, is not consistent with the Local Coastal Program.

The LCP does not give guidance on how to use a "less intensive" formula. If "less intensive" were only construed to mean "below average" regarding facility size, then the proposed project should be less than 50 units.

**Size of Individual Units of Visitor Accommodations in Monterey/Santa Cruz.** In addition to the number of units per site, the size and layout of the unit will affect the intensity of the development. The 112 unit vacation club will consist of 10 studios at 357 SF, 20 one bedroom units at 794 SF, 72

two bedroom units at 1,045 SF, and 10 three bedroom units at 1,368 SF for a total of 108,370 SF and an average unit size of 968 SF. All units have kitchens, and 2 and 3 bedroom units have 2 full baths. The 72 hotel units will have an average unit size of 1,075 SF. They are two bedroom units with two full baths, a living room and a small kitchen.

A review of the AAA Tourbook for Monterey and Santa Cruz reveals that the largest hotel (575 rooms), the Hyatt Regency-Monterey Resort and Conference Centers (not in coastal zone) has no rooms with kitchens, a limited number of one bedroom units and very "few" two bedroom suites (telecommunication reservation desk 9/18/96). The Holiday Inn Resort in Monterey (204 rooms) (not in coastal zone) has no kitchens and only two 2 bedroom suites. The Monterey Plaza Hotel (285 rooms) in Cannery Row has seven 2 bedroom units and ten 1- and 2 bedroom suites.

A review of several Commission files indicates that a common motel unit size (InnCal, Travelodge, the motels across Dunes Drive from the project site) is between 200 and 300 SF; and a common hotel unit size is 400 SF; (Monterey Plaza Hotel, Monterey Bay Inn on Cannery Row), a common RV site is 600 SF which includes its own parking. Table 3 charts a gross comparison of uses between the Monterey Dunes Resort and these standardized room/accommodation sizes and parking requirement area (200 SF per space).

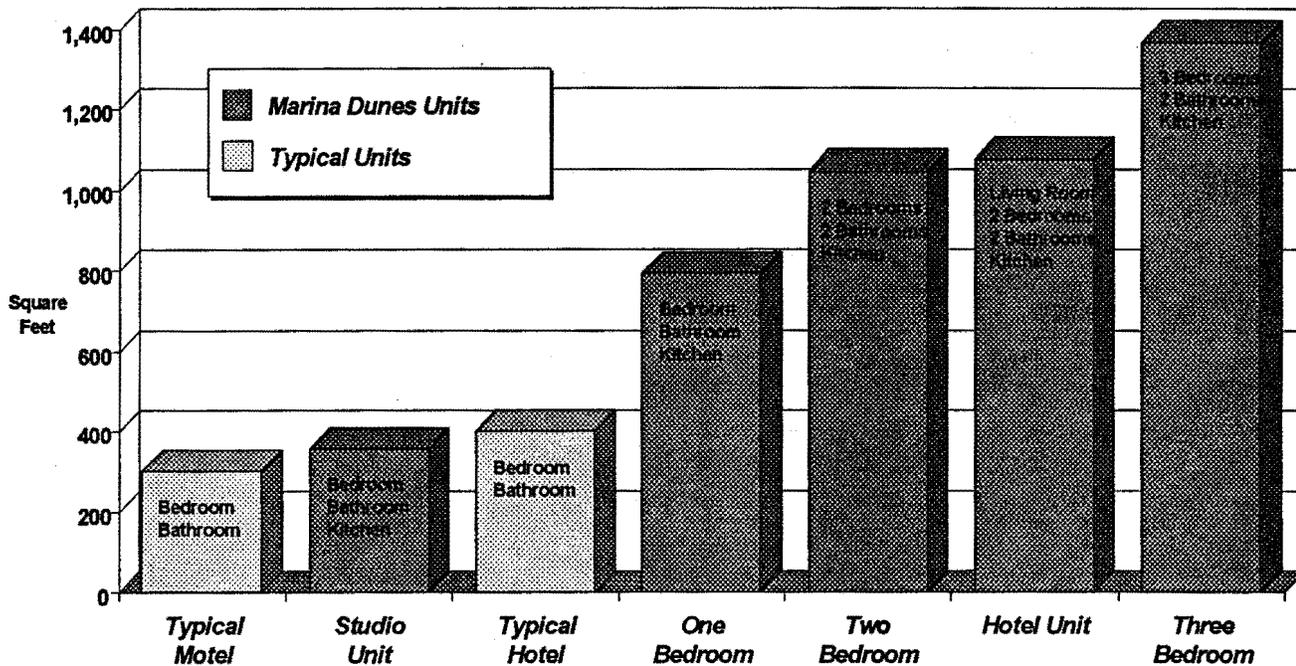
The proposed Marina Dunes Resort units at three times the size of standard visitor accommodations are equivalent to three typical Monterey or Santa Cruz motel units. In addition the multiple bathrooms and separate living areas are an arrangement that can accommodate large parties of visitors.

**TABLE 3 - TYPICAL UNIT SIZE COMPARED TO MARINE DUNES RESORT UNIT SIZE**

Type of Development	Typical Unit Size	Typical Accommodation	Marina Dunes Resort Average Unit Size	Marina Dunes Resort Accommodation
hotel unit	400 SF	single room, 1 bath, no kitchen	955 SF	living room, kitchen, 2 bdrm, 2 bath
parking area	200 SF		200 SF	
motel unit	300 SF	single room, 1 bath, no kitchen	1,000 SF (vac. unit)	1.9 bathrooms
parking area	200 SF		300 SF	3.3 bedrooms* kitchen
RV space includes parking	600 SF		none proposed	

\*Studios and living rooms each counted as one bedroom.

FIGURE 1 - TYPICAL UNIT SIZE COMPARED TO MARINE DUNES RESORT UNIT SIZE



Because of the size of the units, the proposed development will support more people and automobiles (hence greater intensity) per individual unit than the unit count of 184 would ordinarily infer. Where two visitors per unit is common for a typical Monterey or Santa Cruz room, the Marina Dunes Resort suites will support more than double that number and, in the case of the largest units, triple the number. In terms of size of units the proposed Marina Dunes Resort can not be considered a lower intensive use compared to the urban areas of Monterey and Santa Cruz and is, therefore, not consistent with the Land Use Plan. If "less intensive" were only construed to mean less than average unit size, then the proposed project's units should be downsized to less than 400 sq. ft.

**Distribution of Units Based On Carrying Capacity.** Another method to determine what constitutes "low intensity" development involves allocation. The applicant has suggested identifying a units per acre formula to define a low intensity for the entire acreage (437 acres) of private oceanfront property north of Reservation Road within the City of Marina. The total allocation of units could then be distributed by percentage of gross acreage per parcel or by percentage of disturbed acreage per parcel. Following are examples of this approaches using two different densities for either gross acres (#1) or disturbed acres only (#2)

1) Distribution By Gross Acreage: Finding #9 (Offset Habitat and Recreation Management Issues) defines an intensity of use that would be consistent with maintenance of the dune ecosystem and provide for a high quality visitor experience based on carrying capacity as reported in the Ft. Ord Dunes State Park Preliminary General Plan and EIR (1996) and from data on visitor figures from the adjacent Marina State Beach. This Department of Parks and Recreation (DPR) carrying capacity was determined to be 1,133 visitors/acre/year.

At 1,133 visitors/acre/year the 437 acres of private property would have a carrying capacity of 495,121 visitors a year. This figure can then be divided by the number of visitors that would be expected to use each unit on an annual basis (1,368 persons/ year pursuant to that estimated for the proposed Marina Dunes Resort at the expected 70% occupancy rate). Hence, the total number of units for the entire area would be 361 (or .82 units/gross acre). (Less extensive support facilities could result in a reduced number of visitors and an increased number of units.) These 361 units can then be allocated among the three sites in proportion to their size.

A similar calculation to illustrate this concept can be performed using 2 units / gross acre as being considered "low intensity." The results of both scenarios are summarized in the table below:

**TABLE 4 POSSIBLE UNITS USING AREA ALLOCATION APPROACHES**

Site	Acres	Units @ .82 /gross/ac	Units @2 /gross ac.
LONESTAR	368 acres (84%)	302	734
GRANITE	50 acres (11%)	39	96
MDR	16 acres (4%)	14	35
Total	437	361	874

2) Distribution by Disturbed Acreage: An alternative set of calculations could be made by distributing the total number of units under both density scenarios among just the 78 acres of disturbed areas. This would result in proportionally more of the units allocated to the subject site, because it is almost entirely disturbed.

**TABLE 5 POSSIBLE UNITS THROUGH ALLOCATION OF DISTURBED ACRES**

Site	Disturbed Acres	Units @ .82 /gross/ac	Units @2 /gross ac.
LONESTAR	55 acres (70%)	252	612
GRANITE	8 acres (10%)	36	87
MDR	15 acres (19%)	68	166
Total	78	361	874

While these approaches have merit, they would be more appropriately used in a planning context rather than in determining density for one specific project, as must be done for this appeal. A Commission decision based on suggesting the assignment of specific units per acre to other properties through this appeal process could prejudice future planning efforts. It would also prevent adequate participation of the other property owners, affected public agencies and the public in general. The Lonestar site is not even designated or zoned for visitor serving use at this time. Identifying a carrying capacity for the dune complex in general is useful in that it can suggest the level of appropriate use to preserve the ecosystem and provide for public recreational use. However, the proper process for modifying Land Use Designations and Zoning Districts is an amendment to the Local Coastal Program (LCP).

**Habitat Conservation Plan/LCP.** An LCP amendment that could have given density guidance for this project never was finalized. The draft HCP/LCP has been used by the applicant to substantiate the intensity of use and scale of the proposed Marina Dunes Resort project. However, a review of the draft HCP/LCP proposals for the Monterey Sand, Marina Dunes Resort, Granite Rock and Lonestar sites shows that the proposed Marina Dunes Resort is substantially greater in density and

intensity than contemplated in the draft HCP/LCP. Following are the planning guidelines contained in the draft for each site:

Lonestar: 368 acres, restore 285 acres, develop on 78 acres, uses allowed include 1200 units, coastal resort hotel or hotel/motel; recreational vehicle park; multi-owner visitor serving residential; public access. Maximum average unit size 700 SF; 900 SF for visitor serving condominium units; 15,000 SF restaurants; moderate scale visitor serving retail integrated into resort.. Support uses permitted are conference facilities, recreational facilities (i.e., swimming pools, tennis courts, spas) and visitor retail.

Granite Rock: 50 acres, restore 42 acres, develop on 8 acres. Uses allowed 400 room hotel and conference center, 7,500 SF restaurant; small scale visitor serving retail integrated with hotel and restaurant.

Monterey Sand (aka Marina Dunes Resort) Site: 16 acres, restore 4.77 acres, develop on 10.8 acres. Permitted uses were hotel/motel; restaurant 7,500 SF, recreational vehicle park; tent sites; support facilities for RV park to include retail store, lounge, laundry, shower and restrooms, pool, spa and administration office; and public access and parking. Hotel/ motel development up to 120 rooms; could be combined with 80 RV/tent sites; or 200 RV/tent sites if the motel/hotel is not developed.

Monterey Sand Co. representatives were participants in the HCP/LCP task force. Sales advertisements for the Monterey Sand property (Marina Dunes Resort site) indicated that the highest and best use of the property was considered to be either a 175 space recreational vehicle park or a 120 room hotel with restaurant and modestly sized banquet facilities. It might be deduced from this that the uses were indicative of what the property owner understood could be developed on the site and was conveying that information to potential buyers.

Proposed Marina Dunes Resort: The current proposal is substantially larger. It includes 112 unit vacation club resort with an average unit size of 968 SF and a 72 unit hotel with an average unit size of 1000 SF, and 60,000 SF. of ancillary uses including a conference center/retail facilities, restaurant/lounge/banquet facilities with seating for more than 500, health club, recreational building, two tennis courts, a sports court, a pool, a kids pool and playground; and 491 parking spaces including 18 public parking spaces for beach access.

**Summary Regarding HCP/LCP.** The HCP/LCP did envision a destination resort complex in the Marina Dunes but for the much larger 368 acre Lonestar site where allowed uses included tennis courts, conference centers, and visitor serving condominiums, uses that were not described for the Marina Dunes Resort site. Additionally the applicant's average room sizes at 1000 SF exceed even the maximum room sizes of 700 and 900 SF that were proposed for Lonestar.

The draft HCP/LCP density/intensity were considered too high by Commission staff at that time (see Exhibit 6) and those of the proposed development are much higher still. The HCP/LCP was not completed as City staff resources were redirected to the Ft. Ord Reuse Plan and thus has not been approved by the U.S. Fish and Wildlife Service nor reviewed by the Commission. Although the draft HCP/LCP is illustrative of what the City thought appropriate at the time, it was not adopted, is not a standard of review, and hence is not appropriate to use in determining appropriate density for this proposed project.

**Intensity of Existing Development Between Dunes Drive and the Highway 1.** Three nearby projects are not low intensity and thus do not serve as models for the subject site. A short frontage

road, Dunes Drive, runs north from Reservation Road. Between Dunes Drive and Highway 1 are three developed parcels: 83-unit Travellodge on 1.65 acres (50 units/acre); InnCal 114 units on 1.82 acres (62 units/acre); and a 65 space recreational vehicle park on 1.57 acres (41 units/acre). These parcels are zoned "Planned Commercial" and were not subject to findings regarding feasibility of coastal dependent uses. The sites are distinguished from the applicant's site by their location on the highway frontage and their lack of continuity with the habitat values of the oceanfront dunes. Nevertheless, they were subject to the same use and zoning standards of the LCP and it is clear in retrospect that they cannot be considered low intensity uses. The coastal permits for the motels were approved by the City of Marina in 1985. An appeal by the Sierra Club was rejected by the Commission because the local appeal process had not been exhausted. A legal settlement by the Sierra Club on the Travellodge site resulted in establishing a fee per unit (0.35) for use in restoration of and access improvements in the dunes. The Commission did not appeal nor formally review these projects.

**Units per Acre Compared to Coastal Resorts in Similar Settings.** Another method to evaluate whether or not the Marina Dunes Resort could be considered less intensive in terms of its setting and to determine appropriate intensity/density is to compare this project with similar projects which have been acknowledged generally as low intensity resorts. As just noted, nearby projects are not appropriate comparisons with regard to density, because they are clearly not low intensity. The hotel/motel facilities in the cities of Santa Cruz and Monterey are subject to urban zoning standards which generally do not regulate by units per acre but by height, lot coverage, and traffic and circulation standards. Units per acre are less relevant in these cases where within an urban context, basically void of natural resources, the thrust is to concentrate development. The MZO Planned Commercial District does not regulate units per acre but in acknowledgment of the special setting of coastal zone parcels requires referral to the Land Use Plan as the final arbiter of consistency with the Local Coastal Program.

Density has been relevant and important in actions that the Commission has taken for rural resort projects such as along the Big Sur and San Mateo County. Projects such as Ventana and Cascade Ranch can be considered low density at less than one unit per acre. But in reviewing the range of permitted projects and the AAA Tourbook, the Commission has determined that there are only two visitor accommodations in the region that are similar in type and setting to the Marina Dunes Resort, and thus would be appropriate for comparison. These are the Seascape Benchlands in Santa Cruz County and Spanish Bay at Pebble Beach in Monterey County.

Both developments have important open space and natural resource values which though not identical are similar to the proposed development. Both are located immediately adjacent to the sea and, in the case of Spanish Bay, one was built on degraded dunes just as proposed by this project. Spanish Bay was also the site of a former sand mine. These developments are destination visitor resorts with many of the ancillary facilities provided at the proposed Marina Dunes Resort. Both resorts were developed after certification of the Marina LCP.

Seascape Benchlands, Santa Cruz County: The Seascape Benchlands development in the Aptos-Seascape community of Santa Cruz County was permitted 280 visitor serving accommodations, 36,500 SF of restaurants, lobby, lounge, meeting rooms, a 9 acre park, a 60 space public parking lot for beach visitors. The site is 80 acres; 30 acres were developed and 50 acres were dedicated to the public. Gross density on this project is 3.5 units per acre. The average size visitor unit is 850 SF.

Spanish Bay at Pebble Beach, Monterey County: The Spanish Bay Hotel in Del Monte Forest involved 230 acres. One hundred and thirty acres were developed (golf course included).

Development included 270 unit hotel, 80 condominium units, 18 hole golf course, 8 tennis courts, 500 parking spaces. One hundred acres of habitat were dedicated and public access provided. In addition the 430 acre Huckleberry Hill was dedicated to open space. Gross density for the Spanish Bay project is 1.5 units per acre. The average size hotel units is 548 SF and the average size condominium is 3825 SF, for a combined average of 1515 SF combined.

Table 6, compares the above projects with the Marina Dunes Resort and with the typical urban Santa Cruz/Monterey motel/hotel. The table and Figure 2 show that, regarding number of units per acre for the most comparable types of resort developments (Spanish Bay and Seascapes), the proposed Marina Dunes Resort is at least three times the density of the other two facilities and, therefore, is not a low intensive use and is inconsistent with the Local Coastal Program. Table 6 and Figure 3 also shows that the Marina Dunes Resort has several times the square footage of ancillary facilities per acre as does either of the other two resorts.

**TABLE 6 UNITS PER ACRE COMPARED TO COMPARABLE RESORTS IN SIMILAR SETTINGS\***

Site Description	Marina Dunes Resort, Marina, Monterey County	Seascapes Resort and Conference Center, Aptos, Santa Cruz Co.	Spanish Bay, Pebble Beach, Monterey County	Typical Urban Santa Cruz/Monterey Motel/Hotel
Acres	18 (above mean high water)	80	236	Varies, but under 2 typical on urban sites
Number of Units	184 (184,000 SF)	280 (238,000 SF)	270 hotel, 80 condo. (553,850 SF)	80% are less than 70 units
Units per Acre	10.2	3.5	1.5	
Average Unit Size	1000 SF Kitchens, multi-bdrm., multi-bath	850 SF	1515 SF combined (548 SF hotel 3825 SF condo)	350 sq. ft.
Description Ancillary Facilities	60,000 SF ancillary Conference/retail/commercial, spa/cosmetic surgery unit, 500 seat restaurant, 71 seat tavern, 2 tennis courts, pool	40,000 SF ancillary, 150 seat restaurant, lounge, office, conference center, pools, rec. center	185,845 SF ancillary 2 restaurants (5545), 2 lounges (4952 SF) conference, retail, office, clubhouse/fitness center, 8 tennis courts, 18 hole golf course.	1 room, no kitchen. No or small restaurant, pool.
Average Ancillary SF/AC	3,333	500	787	N/A
Number of Restaurant Seats	500	150		N/A
Building/Paving Coverage	(6.45 acres) 40% of developable site	buildings 5% of site; paving: N/A	15.7 acres, 7% of site	100%
Occupants/ unit	4	2		2
Habitat/Open Space/Public Access Improvements	6.5 acre restoration, 18 public parking spaces; beach access; program to	50 acre dedicated to public; 9-acre park, 60 beach parking spaces, bluff top trail	100 acres habitat dedicated; numerous access improvements. 430 acre	N/A

	fund protection/ restoration off-site impacts		Huckleberry Hill dedicated to open space.	
LUP Designation Zoning	Visitor Serving, coastal dependent, coastal access. Planned Commercial.	Visitor Accommodations Specific Plan required.	Commercial Visitor Serving. Condo site residential 3.9/unit/ac Hotel site Planned Commercial.	Commercial Districts

\* All figures are approxim

FIGURE 2 UNITS PER ACRE COMPARISON

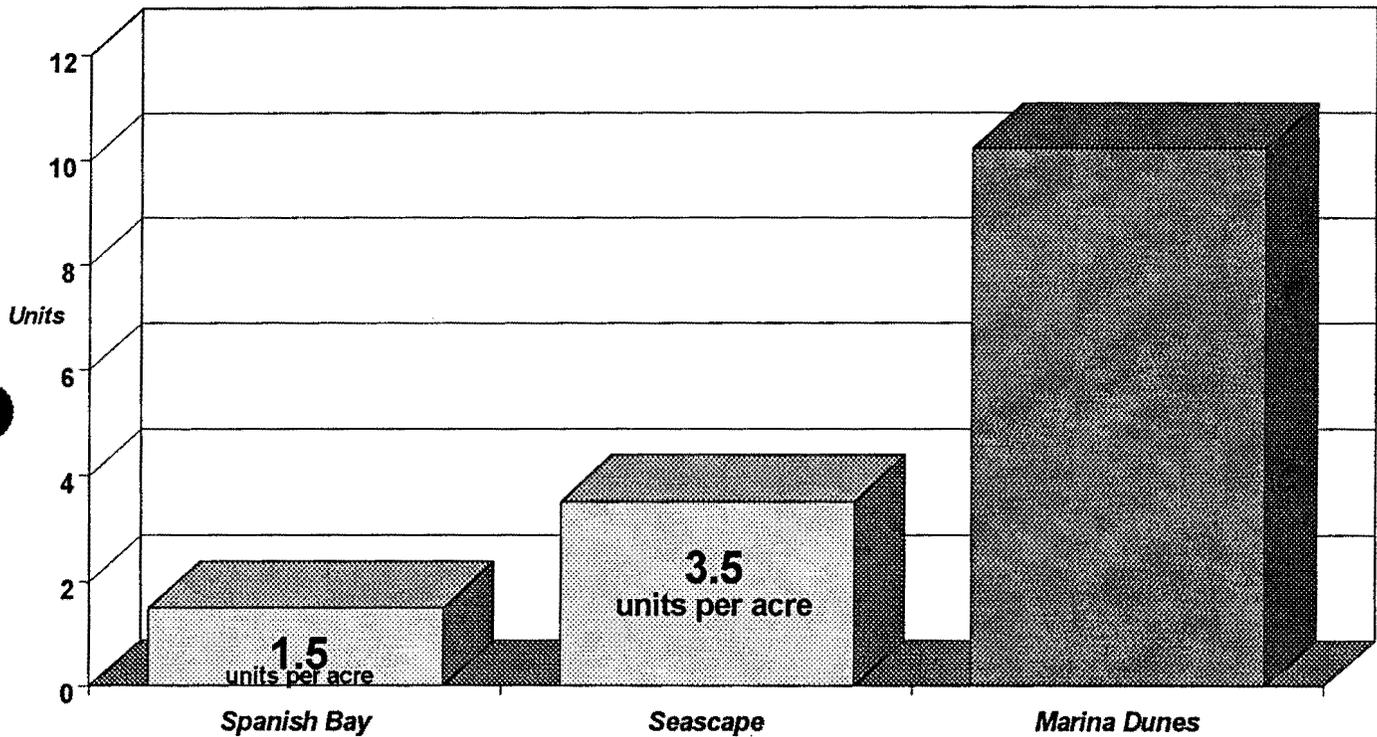
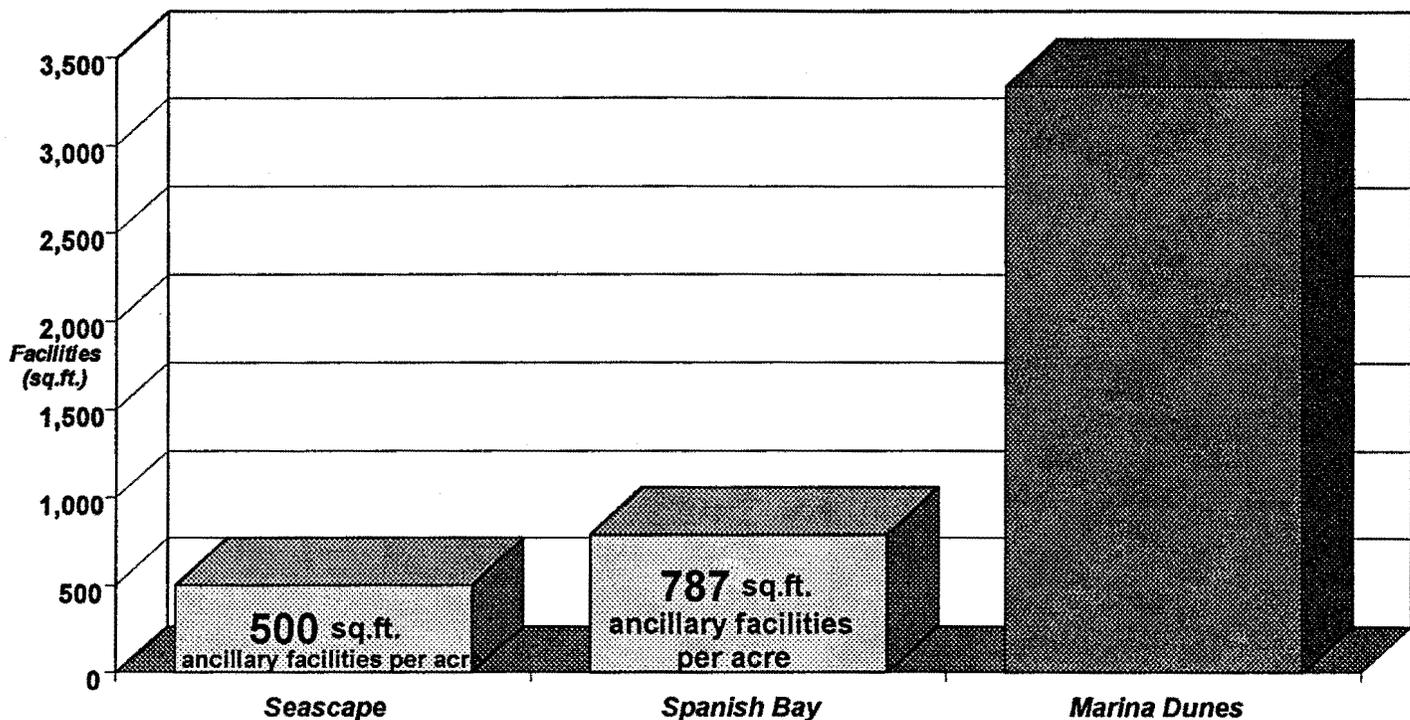


FIGURE 3 ANCILLARY FACILITIES PER ACRE COMPARISON



The above speaks to units per acre in projects that are located in open space/natural resource areas and are destination resorts. The applicant argues that since his site contains little resource value, density is not an issue. However, what is evident in the comparison is that the Spanish Bay Resort and the Seascape Benchlands Resorts are located on much larger sites that can mitigate for the impacts generated by their uses both on-site and through public improvements. The applicant's proposed development would generate a large number of visitors on a relatively small site and burden the surrounding natural and recreational resources. Finally, the LUP does not provide for high density on any parcels west of Dunes Drive irrespective of the resource value of a particular site.

**Summary Conclusions - Density/Intensity of Uses.** The Commission interprets the lower intensity provision of the LUP to require a correlation of the density/intensity and scale of the development with the visual and natural character of the area and with the physical limitations of the land and the surrounding natural and recreational resources. The LUP requires that development on this site be less intensive than in Santa Cruz or Monterey, and suggests types of use that are less intensive, i.e., campgrounds, inns, commercial uses dependent on existing resources, such as hanggliding sales and riding stables.

The proposed development is a large destination hotel resort/vacation club complex that is greater in accommodation unit number than 86 percent of all motel/hotels in Santa Cruz or Monterey, has unit sizes two to three times the size of the typical motel/hotel in these areas, and has four times the number of units per acre as comparable facilities in comparable locations. It has 60,000 SF of ancillary facilities such as the restaurant/ lounge which seats 571 patrons, a capacity far in excess of typical restaurants. While the Commission has found that a "vacation club" as defined in the MZO is a visitor serving use, the proposed development at the density, design and scale approved by the City is not a low intensive development, is not consistent with the LCP and is not appropriate for this site.

In the absence of numerical densities in the LCP, the Commission relies on comparisons in order to determine a project density that can be approved as meeting the LCP standards. Using some of the cited averages could justify limiting a project on the subject site to less than 50 units at less than 300 square feet each. However, given the different site characteristics, using instead a comparable in terms of site characteristics, that yields a somewhat larger project on can be justified because of the relatively small size of the subject parcel and very extensive area of site disturbance. Additionally, the Marina Dunes Resort parcel is located where access and public services are available and in an area that the LCP has designated for commercial visitor serving uses (unlike the Lonestar parcel which is outside the urban service area with no public services and is limited by zoning to coastal dependent uses).

The Spanish Bay and Seascape resorts, being low intensity developments in similar settings, are good candidate comparables. The densities range from 1.5 to 3.5 units/gross acre. Using the Seascape Resort as a model, the Commission finds that a development on the Marina Dunes Resort site at the high end of the range, 3.5 units/gross acres with a maximum unit size of 850 SF, could be found to be a low intensity use within the meaning of Marina's certified Local Coastal Program. The resultant total unit square footage of 53,500 SF could be distributed, e.g., 153 units at 350 SF or 63 units at 850 SF or any combination thereof. In keeping with the Seascape model, the total ancillary support development of the proposed project should be proportionately reduced to 10,000 SF, including the restaurant. A commensurately sized restaurant to amply serve the scaled down vacation club and hotel patrons would be no more than 120 seats. This reduction in total square footage for accommodations reduces the number of visitors a year at 70% occupancy from 250,905 to a range of 64,240 to 78,110.

Therefore, as conditioned, to limit the total square footage for visitor accommodations to 53,500 and the total square footage of ancillary facilities to 10,000 with a restaurant maximum seating capacity of 120, the proposed development is consistent with the Local Coastal Program provisions for low intensity development in the Marina Dunes.

## 7. Visual Impacts.

**Natural Scenic Setting.** The applicant's site is located in the South Monterey Bay Dune complex in the City of Marina. From the Salinas River approximately three miles south through the City of Marina to Fort Ord the dunescape west of Highway 1 is interrupted only by the Lonestar mining facility, a cluster of development at Reservation Road, and a view below the freeway to the City corporation yard at Lake Drive. The natural landform of the dunes rise in elevation from near sea level to as much as 144 feet and dominate the view for highway travelers. Monterey County has designated Highway 1 through its jurisdiction in this area as a scenic corridor. The 1971 Department of Parks and Recreation California Coastline Preservation and Recreation Plan identified the dune complex as one of the 38 natural areas in the State which, if properly managed, would assure that adequate examples of California's Coastal landscape heritage are protected" (p.98). The Marina Land Use Plan states, "Marina's coastal view has been called the 'Gateway to the Monterey Peninsula'. The dunes rise high on the west side of Highway 1 virtually eliminating the view of the ocean.. View protection is an important aspect of coastal planning in Marina. The primary view is from Highway 1 which is elevated through much of the City. Views from the beach are important as well" (p. 13).

Policy 36 of the Land Use Plan states:

Provide and promote the role of Marina as the physical and visual gateway to the Monterey Peninsula.

**Background - Visual Effects of Existing Development West of Highway 1.** When driving south along Highway 1 from Moss Landing to Marina, the traveller crosses hundreds of acres of agricultural fields and after crossing the Salinas River, sees the major dune shapes of the South Monterey Bay Dune complex. At the northerly perimeter of the City of Marina, the Lone Star mining facility, in operation for several decades prior to the passage of the Coastal Act, interrupts the dunescape. The facility has made improvements in the last two decades but has not significantly increased the visual impacts.

Two miles later at Reservation Road, a Highway 1 off-ramp and a short frontage road, Dunes Drive, provide a logical place for extension of any development allowed in the dune area because of the ease of vehicular access and the existence of public services. The applicant's site is located on Dunes Drive. Five of the eight properties with access off Reservation Road are developed and are visible in varying degrees from Highway 1 and/or the beach. Please see Exhibit 2, Map of Marina Dune Area, attached.

The northernmost parcel oceanfront parcel in Marina is the aforementioned 368 acre Lonestar property, 290 acres of which is basically undisturbed.

Moving south, the adjacent parcel is the 10-acre Monterey Peninsula Regional Park District (MPRPD) site, also know as Gullwing. Abandoned mining structures have been removed from this site. A public access trail leads to the beach. The site is visually a dune.

Next comes the 50 acre Granite Rock parcel, an abandoned mining site. The site has undergone a natural restoration process, regaining natural dune forms, and is almost completely revegetated with a high percentage of indigenous plants. The site is visually a dune, also.

The applicant's site abuts the Granite Rock parcel. It is described in its own section below.

Abutting the subject site to the south, is the Marina Coast Water District (MCWD) facility. Developed in the 1960's and expanded in 1971, it has maintained a low profile by containing necessary public facility improvements within the original development envelope and at a height of less than 17 feet. The inland fifty percent of the site has been dedicated as a vernal pond/dune restoration area providing a visual buffer to the MCWD facilities. The MCWD is as inconspicuous as possible for its location and cannot be seen travelling south on Highway 1 but is partially visible to the northbound traveler.

The 170-acre Marina State Beach (MSB) parking lot is at the ocean end of Reservation Road. Approximately 130 acres of Marina State Beach is a dune reserve. Development at MSB has been limited to low impact recreational uses and support facilities -- park office, boardwalks, a facility trailer, and hangglide platform at the parking lot above the beach. No structure exceeds 18 feet in height. Only a portion of the hangglide platform is visible from the beach. The park office is visible intermittently from Highway 1.

Across Dunes Drive from MPRPD and with Highway 1 frontage is the 1.65 acre Marina Dunes Trailer Park site. It was developed with 35 spaces in the 1970's and expanded to 65 spaces over the years. Buildings and trailers are all 17 feet or less and are hidden from Highway view by duneform and windswept cypress. The low profile facility has minimal and not unpleasant visual impacts.

**Exceptions to Visual Compatibility.** Two other developments between Dunes Drive and Highway 1 have had major visual impacts on Highway 1 and the visual context of the area. In 1985 the City of Marina approved two motel projects in the Planned Commercial District between Dunes Drive and Highway 1. The first was a 114 unit Best Inn, a low cost visitor facility estimated to charge 20 to 30 dollars a night, providing ninety-two 216 SF units and twenty-two 430 SF suites. The second was a 97-unit Travellodge with ninety-four 288 SF units and three suites. The City's findings for approval of the coastal permits for these projects were almost identical. Both projects were under the 35 foot height limit, being 31 feet or less from finish grade. The buildings were clustered to break up the visual impact and allow for view corridors. The City found that due to the location of the site it would be impossible to construct any project that was not visible from Highway 1, but that the project impacts were mitigated by using low profile buildings, stepping down the slope, and landscaping. The findings also reported that no primary or secondary habitat existed on site. Additionally, the sites were not oceanfront parcels located in the high Flandrian dunes and the motels would serve as visitor accommodations supporting coastal recreational users.

Both projects were appealed by the Sierra Club for, among other reasons, the adverse impacts on public views seaward of Highway 1 and the incompatibility of the scale of the developments with the dunescape. The local appeal process had not been exhausted and the appeals to the Coastal Commission were not accepted. The Sierra Club had also appealed the Negative Declaration for the Travellodge project on the grounds that a full EIR should have been required. The City and the Sierra Club agreed to a court settlement that resulted in the formation of the Marina Dunes Planning effort discussed in Finding 2. The Commission did not appeal these projects.

From the present perspective, although the developments met the zoning standards for the sites, the two motels have had a profoundly negative impact on the visual character of the area. They are very visible from the Highway traveling south and north. The three story structures loom up obstructing the view of the dunes behind them and creating a visually busy area where one of relative serenity previously existed. The designs are typical of motels with the exception that they step down the dune slope on which they were constructed. The brilliant detail coloring on one of the motels intrudes vividly on the natural colors of the area.

In sum, the visual impact of these structures is a lesson in the error of following the regulatory standards of the MZO without sufficient reliance on the direction of the LUP to moderate the result. (Please refer to Finding 3 above.)

The area west of Highway from the Salinas River through the City of Marina remains the scenic 'Gateway to the Monterey Peninsula' in spite of these visual exceptions. The applicant's development must be judged for its consistency with the Local Coastal Program provisions to site and design development to protect public views to the dunes as well as to and along the shoreline. The applicant's development must also be evaluated in relation to the unique characteristics of the subject site. The Local Coastal Program is the standard of review, not the adjacent motels.

**Local Coastal Program Policies and Regulations.** The Marina LCP, in recognition of the scenic qualities of the dunes, includes a number of policies and regulations aimed at preserving and enhancing this unusual landform. The method chosen by the City to achieve this goal was to limit the density of development in this area in order to ensure that the dunes would continue to be the dominant feature of the Marina shoreline. Key policies and regulations limit building heights and require that new development be designed to blend into the face of the dunes and be hidden if possible and, if not, to be inconspicuous. The relevant policies and regulations are given in their entirety below.

In Section 17.04.173 of the Local Coastal Program a "coastal scenic view corridor" is defined as an "area in which development is sited and designed to protect public views to the dunes and to and along the shorelines and, in scenic coastal areas in order to minimize the alteration of landforms so that new development will be visually compatible with the character of the surrounding areas."

Land Use Plan Policy # 33 states: Protect scenic and visual qualities of the Coastal area including protection of natural landforms, views to and along the ocean, and restoration and enhancement of visually-degraded areas.

The Coastal Permit Overlay District (CP) requires that the Planning Commission make the following finding (Section 17.43.050 C.) to approve a project in the Coastal Zone:

1. Not impair major view corridors toward the sea and Highway 1 parallel to the sea, including the Planning Guidelines in the LCLUP.

The LUP Planning Guidelines, p. 13, Preservation and Enhancement of Coastal Views states:

Views of the dunes from Highway 1 and the beach shall be protected by keeping development off of the primary ridgeline. Development below the ridgelines shall be limited in height and mass to blend into the face of the dunes; generally structures should be hidden from public view where physical and habitat constraints allow. Where this is not possible, structures shall be clustered and sited to be as inconspicuous as possible.

In areas where mining activity or blowouts have removed sand dune landforms, new development shall not extend above the height of the nearest adjacent sand dunes and shall be clustered so as to preserve access views across its site from Highway One.

The LUP discusses visual elements of the Marina Coastal Zone referring both to the dunes on the oceanside of Highway 1 and to the vernal ponds abutting the urban development on the inland side of the Highway:

View protection involves a number of aspects. It involves protecting natural visual barriers such as edges of dunes and protecting natural ground cover and texture. In those locations where development is appropriate, it must fit in scale, mass and height with existing terrain. View protection does not preclude the symmetry of extensive urban development, but it would require that new development blend into the existing pattern and not conflict in bulk or height.

Additional specific regulations and policies as they apply to specific elements of the design are discussed below.

**Visibility of Applicant's Site:** The applicant's site has been sand mined for at least 60 years. Continuous mining has removed the natural landform and lowered the pre-mining grade significantly. Two abandoned, derelict sand mining structures exist on site, one at the ocean frontage and one near Dunes Drive. The site is almost wholly unvegetated except along its perimeters. In the mid areas of the parcel vegetation is reestablishing itself in areas where mining has been discontinued for a period of time. The site has no dune resources and an unnatural topography because of the mining. Traveling north on Highway 1 the site is highly visible. The 60-foot dune on the Granite Rock property forms a visual backdrop. The view is then blocked by the motels. Traveling south the site is also visible beyond and between dune forms and structures. There are no water view corridors from Highway 1. The beach is 20-30 feet below the elevation of the proposed building pad

along the oceanfront. Views are upward and visibility of structures will be controlled by setback and height from the bluff edge. Areas of the site are visible from the public access boardwalk along the high dunes in Marina State Beach.

**Applicant's Building Plans:** The structures of the proposed resort complex architecturally reflect a "Coastal theme reminiscent of eastern seaside grand architectural styling" with towers and steeply pitched rooflines. Two access roads from Dunes Drive form a long loop (more than 2,000 feet in length) with large structures (25-46 feet high) grouped on either side. Within the loop are the tennis courts and pool; the restaurant building and spa are located on the ocean frontage. An abandoned mining building on the ocean frontage is proposed to be retained and used as a "honeymoon suite". A "habitat corridor" will be restored along Dunes Drive frontage, one along the ocean frontage and a 50 foot strip will buffer the Granite Rock environmentally sensitive habitat. Please see the attached Exhibit 3, the grading, site and landscape plans and the building elevations and sections for the resort. Also see Exhibit 4, the computer graphic simulations from the EIR.

The proposed project is of significant mass and scale and would be one of the largest resort complexes in the Central Coast Region of California. The following discussion details the visibility of the proposed resort.

**Project Visibility:** The visual impact of the project is not well-portrayed in the City's permit file, but will be significant. Although, the project has been redesigned since the EIR computer simulations, the project plans (as approved by the City of Marina and submitted with the administrative record for the appeal), while providing elevations and two cross sections, do not fully describe the visibility.

According to the applicant, the buildings have been lowered 2 feet and rearranged into more compact groupings. However, the scale of the project is great enough and the modifications made as part of the City review limited enough that a discussion of impacts is possible based on the information in the record. Stated another way, the project changed very little through the local process.

**Project Visible Above Duneridge:** The LUP allows no development on primary ridgelines and directs that in mining areas, where sand dunes have been removed, development shall not extend above the height of the nearest adjacent sand dunes. Development below the ridgelines should blend into the dunes.

The EIR found that several buildings were above the neighboring ridgeline on either side (determined to be at approximately the 60 foot contour per the proposed grading plan). The EIR stated that the vacation units were 13 feet above the neighboring ridgeline; the hotel units were 14 feet above the neighboring ridgeline; the restaurant was 16.6 feet above the neighboring ridgeline and the conference center was 29 feet above the neighboring ridgeline. The EIR noted that these calculations **did not** include the "architectural extensions" which would extend several feet higher. The Commission staff reviewed the grading plan and elevations as approved by the City of Marina and found that including the "architectural extensions", the vacation units varied from 13 to 23 feet above the 60 foot contour, the hotel units were 16.9 to 21.9 above the 60 foot contour, the hotel lobby building was 21 feet above, the spa/restaurant complex ranges from 20 and 25 feet above the 60 foot contour with the clock spire reaching 30 feet above the 60 foot elevation. Thus portions of the complex range from 13 to 30 feet above the nearest adjacent dunes.

Subsequently, the City staff used aerial photos to determine that 53% of the adjacent 50 acre Granite Rock parcel over its width was above the 78 foot elevation. The structures and most architectural extensions are below that elevation. The City undertook a similar analysis for the MCWD site. It is not clear from the City staff report what was actually measured and how near it was

to the project development. The issue is the visibility of the project and whether or not the structures and their architectural extensions are visible above the nearest adjacent sand dunes. The adjacent dunes are generally at elevation 60" on both the MCWD and Granite sites. The City coastal permit, Mitigation C1, requires that:

Building heights should be reduced by either lowering the height of roof ridgelines by decreasing roof pitch or by lowering the mean elevations of the development areas, or a combination of both, in order to retain views to the northerly off site dunecrest, cupolas are excepted.

The LUP requires that in mining areas where sand dunes have been removed, development shall not extend above the height of the nearest adjacent sand dunes. The LUP also requires that below the ridgeline development shall be limited in height and mass to blend into the face of the dune. The proposed development extends above the ridgeline and, therefore, also can not blend into the dune. Therefore, the proposed development is inconsistent with the Local Coastal Program.

The Commission coastal permit has been conditioned to require that prior to submittal of the final plans that the site be staked in the field for City and Commission staff review and that computer simulations or other graphics be submitted with the final plans so that the Commission has a pictorial presentation of how the structures relate to the duneform. Only with this subsequent review can the Commission ensure that the development is consistent with the City of Marina's LCP.

**Project Exceeds Height Limitations:** The LCIP Planned Commercial District regulations state that for height the maximum is thirty five feet except in the coastal zone where the height shall be 35 feet unless the structure is located in a coastal view corridor where a lesser maximum may be established (17.26.060). The site is visible both from Highway 1 and from the beach as discussed below.

Height is defined as "17.04.400 Height of building. "Height of building" means the vertical distance from natural grade at the average of the highest and lowest points of the building site covered by the building, to the topmost point of the roof."

The sections submitted with applicant's plans show that the height has been measured to the ceiling of the top floor. The area between the ceiling and the topmost point of the roof has been identified as an "architectural extensions (unoccupied space)". The method of measuring contradicts Section 17.04.400 of the zoning regulations and results in buildings that are higher than permitted. If the buildings are measured to the topmost point of the roof as required by the LCP, rather than to the ceiling, the heights of the spa and restaurant are 35 feet, conference center, 38 feet, hotel, 37 feet, hotel lobby, 46, vacation club, 32, and recreation building, 25. This does not include "architectural extensions" as discussed below. At a minimum, the conference building, hotel, and hotel lobby exceed the 35 foot height limit and are therefore inconsistent with the Local Coastal Program MZO 17.26.060 which limits the maximum height to 35 feet.

**Architectural Extensions Higher than 35 Feet and Above Ridgeline:** In addition to the roof itself, several other elements of the buildings extend above the 35 foot maximum height limit.

Section 17.06.060 of the zoning ordinance provides, "Chimneys, vents, cupolas, spires, and other architectural or mechanical appurtenances may be erected to a greater height than the limit established for the district in which they are to be located, except in the coastal zone where the height of such structure shall be subject to a coastal permit".

Building Heights including architectural extensions measured from finished grade (City approved plans submitted with administrative file) are: hotel complex 42 feet, vacation club 41 feet, recreation building 25 feet, hotel/vacation club lobby building 51 feet; conference building 59 feet, spa restaurant 50 feet and the clock tower 66 feet, honeymoon suite 36 feet.

Section 17.06.060 specifically indicates that "architectural extensions" are subject to a coastal permit which must conform to the Land Use Plan. The Land Use Plan specifies that development must be kept off the ridgeline and that below the ridgeline it should be limited in height and mass to blend in with the face of the dunes. Additionally, development should be hidden from public view where physically possible and, if not, should be as inconspicuous as possible. Architectural extensions clearly are not exempted from the visual impact policies of the LUP and, therefore, may not extend above the adjacent duneridge and, furthermore, must be as inconspicuous as possible in order to be consistent with LCP provisions. In the appropriate context, architectural extensions may be consistent with the LUP. However, in this case the architectural extensions extend above the duneline (not shown on computer simulation); and, as highly visible architectural features they draw attention to the project rather than allow the development to blend in and be inconspicuous. These design elements are, therefore, inconsistent with the Local Coastal Program.

**Building Heights/Natural Grade/City Condition P6:** The City has recognized that the 35 foot height limit may not have been met and conditioned the City coastal permit as follows:

P6. That prior to approval of a final grading plan and/or permit and prior to final design review approval, the applicant shall submit an analysis demonstrating to the satisfaction of the Planning Director that the buildings meet the height limit of MZO Section 17.26.060 given the definition of "height of building" in MZO Section 17.04.400. The determination of "natural grade" shall be based upon the oldest available and usable topographic map for the site or a similar alternative means to the satisfaction of the Planning Director.

17.04.400 of the MZO states, "Height of building" means the vertical distance from **natural grade** at the average of the highest and lowest points of the building site covered by the building, to the topmost point of the roof.

The City has asked the applicant to determine what the historical natural grade was prior to commencement of mining (at least 60 years ago) or the best possible substitute. The City's interpretation is that if the natural grade was, for example, 40 feet higher than existing excavated grade, than the maximum allowable height of a building on the site could be 35 feet plus 40 feet or 75 feet above existing grade. Under this method maximum height is limited only by the depth of the pit excavated by the sand mining.

The City indicates that this definition was derived from Monterey County regulations when the city incorporated and that in the Illustrated Book of Development Definitions, Moskowitz and Lindbloom, 1981, natural grade is defined as, "the elevation of ground surface in its natural state before man-made alterations." Monterey County Planning Department confirms that they use this concept of natural grade, but that "maximum" is the upper limit allowed and not a guarantee. Reliance on the use of "natural" grade which in this case has not existed for over six decades, provides an inappropriate rationale to circumvent the thrust of all of the other relevant LCP guidance which read together, clearly state that new development in the dunes should be limited in height, below 35 feet if necessary to ensure that the project blends in and is inconspicuous. (Furthermore, as discussed below in more detail, the LUP makes it clear that development is not to exceed the height of adjacent sand dunes.) Not only will the City's strained interpretation allow heights in excess of those contemplated in the LCP for this site, it will set a dangerous precedent for other mined out sites in

the Marina Dunes. When there is no "natural grade", as in this instance, a more appropriate approach would be to recognize that this portion of the ordinance cannot be applied to this site, and based on the direction in the LCP, evaluate and measure from the grade the buildings will be built on because this is what will determine the visibility of a finished project.

On June 24, 1996, the City approved a coastal development permit for a Mining Reclamation Plan for the "Marina Plant", the site of the proposed Marina Dunes Resort. The approved plan requires that after cessation of the mining, the site is to be graded to certain contours. The contours were proposed to be roughly consistent with the perceived needs for development of the Marina Dunes Resort. These contours are shown on the Reclamation Plan. The area to be developed with most of the proposed buildings is between elevations 40 and 45 feet. The Commission finds that an appropriate determination of height would be to use the approved grading plan contours as the basis for determining maximum height and then, in conjunction with all other LCP policies, determine an appropriate height for the individual buildings. To be consistent with the above cited policies, the structures would have to be under 20 feet high -- the difference between the 60 foot elevation of the adjacent dunes and the 40 to 45 foot planned elevation after reclamation. Alternatively the applicant could propose a new grading plan that selectively lowered finished grades, (i.e., propose amending the coastal development permit for reclamation), to allow a maximum height consistent with the LCP.

**Landscaping:** The applicant proposes the use of a wide range of non indigenous plants for his landscaping scheme. According to City Mitigation Measure A5, landscaping shall avoid CNPS listed invasive plants and adhere to the Preliminary Restoration Plan. The Preliminary Restoration Plan restricts the use of invasive species and plants which require regular irrigation and recommends the use of drought tolerant plants and native plants indigenous to the area. Marina State Beach, the Marina Coastal Water District and the Monterey Peninsula Regional Park District have all used indigenous plants for revegetation projects in the last 20 years. The use of indigenous plants is not only appropriate for its visual compatibility with the dunescape, but is necessary to support the fragile dune ecosystem. Recommended Condition #3, therefore, requires that landscaping be limited to species indigenous to the Monterey Bay region.

**Composite of Visual Impacts.** The LUP states that "development shall not extend above the height of the nearest adjacent sand dunes." Building components extend above the nearest adjacent sand dunes between 13 and 30 feet and will be visible from Highway 1 traveling in both directions, and are, thus inconsistent with the LCP. The LCP MZO sets the maximum height at 35 feet from natural grade to the topmost point of the roof with lesser heights in the coastal zone when appropriate. The City has accepted measurements to the top of the ceiling resulting in buildings that are more than 35 feet to the topmost point of the roof (not including architectural extensions) as follows: conference, 38 feet, hotel, 37 feet, hotel lobby, 46. All, therefore, are inconsistent with the LCP. The City interprets natural grade to be "historic" natural grade, i.e., the grade prior to commencement of mining, and has asked the applicant to review and adjust the building heights in that context. The result would be that buildings could be much higher than 35 feet, theoretically up to the number of feet excavated.

Maximizing the scale and height of the structures has resulted in a development that is visually conspicuous and that dominates, rather than blends in, with the surrounding dunes.

**Summary/Conclusion.** The Local Coastal Program directs the decision maker in the LUP Planning Guidelines, p. 13, Preservation and Enhancement of Coastal Views:

Views of the dunes from Highway 1 and the beach shall be protected by keeping development off of the primary ridgeline. Development below the ridgelines shall be limited

in height and mass to blend into the face of the dunes; generally structures should be hidden from public view where physical and habitat constraints allow. Where this is not possible, structures shall be clustered and sited to be as inconspicuous as possible.

In areas where mining activity or blowouts have removed sand dune landforms, new development shall not extend above the height of the nearest adjacent sand dunes and shall be clustered so as to preserve access views across its site from Highway One.

The applicant's proposed design has relied on a generous interpretation of the Marina Zoning Ordinance that allows maximized scale and height. The "maximum" is the greatest permissible, not the legally required. While maximum heights are appropriate in most urban settings, the Local Coastal Program is clear that the Marina Dunes are an exceptional resource of regional and statewide value and require special attention in planning and development. The City has not given adequate attention to the spirit and intent of the LCP.

The design of the resort complex with its strong, sharp vertical elements and massive structures does not blend in with the soft rolling shapes of the dune forms. The height of the structures extends above the surrounding dunes, hiding the dune form on the adjacent Granite Rock parcel; and, though visually blocked in part by the intervening motel, the development will be visibly conspicuous from Highway 1. The "honeymoon suite" and other large buildings near the beach bluff rise over the line of sight from the beach. Visually, the proposed Marina Dunes Resort complex will dominate the surrounding dune area. Its significant mass and scale make it one of the largest resort complexes proposed for the Central Coast Region of California.

While the design is a strong aesthetic statement, it is not visually compatible with this dune environment and is inconsistent with the Local Coastal Program as discussed above. In 1984 the Commission denied on appeal the "Gullwing" project, a 228 unit timeshare development on the 8.9 acre site now owned by the Monterey Bay Regional Park District. The development would have impacted large areas of native dune vegetation and destroyed the natural land form of the site. While not complying with habitat policies, the applicant, however, had proposed "a unique design that optimized the use of the site while reducing the visibility of structures" in the spirit of the Land Use Plan. The buildings in that case were recessed and stepped down the dune slopes with sand used to blend the structures into the dunes.

Though the applicant's site may not lend itself to this specific treatment, optional designs that meet the standards and intent of the Marina Local Coastal Program are certainly obtainable.

Therefore, only as conditioned (see Condition #3), to provide that no structures including "architectural extensions" extend above the nearest adjacent dunes, no structures shall be visible from the beach, all structures shall be measured from finish grade, colors shall be subordinate and compatible with the dunescape, the design shall be subordinate to the setting and as inconspicuous as possible, is the proposed development consistent with both the letter and the intent of the Local Coastal Program. Because the project will have to be extensively re-designed, review by the Commission is appropriate as part of this condition.

## **8. Environmentally Sensitive Habitat in the Marine Dunes/On-Site Habitat**

**Geographic Area and Description of Sensitive Dune Habitat.** The Marina Dunes, are a part of the South Monterey Bay dune complex which occupies the central and southerly coastal areas of Monterey Bay and extends from the Salinas River southward to Canyon del Rey. The area includes

beach sand, active dunes directly behind the beach, and Flandrian dunes (dunes formed since the Ice Ages -- 18,000 to 4,000 years ago). These dunes are characteristic of retreating shores and have migrated landward at varying rates, rapidly during the rise in sea level which marked the close of the last glacial period and much more slowly since that time.

The dune complex stretches through six separate political jurisdictions -- Monterey County, City of Marina, Fort Ord, Sand City, City of Seaside and City of Monterey. To the north are the pristine dunes of the Salinas River Wildlife Refuge, the Martin property, and the north section of the Lonestar property. To the south, areas of dune over the years have variously been used as industrial sand sources, a staging ground for military activities, and as a dump. The South Monterey Bay Dunes are a natural asset of tremendous ecological and aesthetic value. They comprise the largest and best preserved of any of the historic dune systems in Central California, except for the Oso Flaco Dunes in San Luis Obispo County. According to Gordon's Monterey Bay Area: Natural History and Cultural Imprints:

Dune life is a complex and interesting assemblage of species, with the natural vegetation supporting a characteristic fauna...In addition to the ecological considerations, the protection of dune vegetation is important simply from an engineering standpoint...In places the dunes are essential protection against marine flooding...Dunes in the South Monterey Bay area appear to be richer in species than those in the north.

Sensitive species found in the vicinity of the site are *Erysimum menziesii* (Menzies' wallflower) and *Gilia tenuiflora* ssp. *arenaria* (sand gilia) -- federally endangered; *Chorizanthe pungens* var. *Pungens* (spineflower) -- federally-threatened; *Erysimum ammophilium* -- species of concern; *Anniella pulchra nigra* (black legless lizard) -- proposed for federal-listing as endangered; *Charadrium alexandrianus* (snowy plover) -- federally-threatened; *Euphilotes enoptes smithi* (Smith's blue butterfly) -- federally-endangered. The draft HCP/LCP maps and discusses these sensitive resources and the EIR updates the information. The Local Coastal Program identifies dunes habitat as environmentally sensitive.

**Local Coastal Program Policies.** The certified Marina Local Coastal Program has numerous policies addressing the protection and restoration of the environmentally sensitive habitat in the Marina Dunes. The following policies provide the general directive:

LUP 8. To prohibit further degradation of the beach environment and conserve its unique qualities.

LUP 19. To promote restoration and protection of native dune habitat and vegetation.

LUP 25. To protect the habitat of recognized rare and endangered species found in the Coastal dune area.

LCP policies relating to specific aspects of the project are discussed below under each topic.

**No Environmentally Sensitive Dune Resources (within the meaning of the LCP) on the Marina Dunes Resort Site:** When the LUP was certified, it was presumed that dune areas which have been severely disturbed are not environmentally sensitive habitat. The current understanding is that all of the Monterey Bay dunes, whether disturbed or not, constitute portions of an environmentally sensitive habitat. In fact, the native dune plants are specifically adapted to respond to the type of disturbance resulting from constant wind and shifting sands, and will thrive where the rate or type of disturbance does not exceed their regeneration capacity. Of course, some areas are no longer

viable as habitat because of fragmentation by development. However, even those sites which currently support little native plant life because of disturbances such as excessive trampling, having been over-run by invasive exotic plants, or sand mining activity still function as part of the overall dune habitat -- in much the same way as all the waters of Monterey Bay are habitat for marine life which over time, ranges throughout and utilizes the entire resource.

While, in terms of our current biological perspectives, the Marina Dunes Resort site is part of the overall environmentally sensitive dune habitat of Monterey Bay, the standard of review nonetheless remains the Marina LCP as certified. Therefore, the project needs to be evaluated strictly in terms of the LCP's standards, including the LUP policies, rather than the more inclusive current biologic insights.

The LUP requires that each site be evaluated for environmentally sensitive habitat and restricts development to disturbed areas of the dunes (p.12). Disturbed areas are identified in the LUP as areas where little or no native vegetation or landform remains. The EIR reports that there are no sensitive species on the site of the proposed Marina Dunes Resort. Approximately 15 acres of the site are currently being mined for sand and little natural duneform remains. Limited areas of non native vegetation can be found in the southeast corner of the site, and some native plant specimens appear to be pioneering the seaward perimeter. The applicant's proposed site plan (19.4 acres within the property lines) indicates that 6.45 acres will be covered with buildings and pavement, 3.97 acres will be landscaped, and 6.5 acres will be restored to natural habitat conditions. The approximate 2.5 acre balance is presumably beach and tidal area.

The site was evaluated for environmentally sensitive habitat. It was found to be almost wholly disturbed and (in terms of the LCP) void of sensitive habitat. Therefore, the proposed development is consistent with the Local Coastal Program requirement to restrict development to disturbed areas of the dunes.

**Restoring and Protecting Restored On-Site Habitat and Designing to Protect Adjacent Sites.**

The LUP (p.10) requires that primary habitat areas shall be protected and preserved and that all development must be sited and designed so as not to interfere with the natural functions of such habitat areas. It states that potential secondary or support habitat areas to the primary habitats identified on the site should also be defined. Secondary habitat investigation should include identification of the role and importance of the secondary area to the primary habitat area and should stress the impact of use or development in the secondary area on the primary habitat. All development in this area must be designed to prevent significant adverse impacts on primary habitat areas.

LUP Policies (p.6-8) provide:

LUP 19. To promote restoration and protection of native dune habitat and vegetation.

LUP 26. To regulate development in areas adjacent to recognized rare and endangered species or their habitats so that they will not threaten continuation of the species or its habitat.

The site itself has no sensitive habitat but undisturbed or recovered duneform and dune habitat with several sensitive species are located on the adjacent parcels as well as in the larger area. The Granite Rock site to the north, a former mining site, has reestablished its duneform and habitat. More than half of the 12 acre Marina Coast Water District parcel to the south is a designated dune

reserve; the dune area surrounds a vernal pond, another category of environmentally sensitive habitat.

**Dune Restoration Plan to Establish and Protect On-Site Habitat and to Buffer Contiguous Habitat.** City Coastal Permit condition E1 incorporates the document "Mitigation Monitoring Plan and Program for the Marina Dunes Resort Hotel" into the conditions of the City coastal permit. Mitigation Measures A-1 through A-8 address habitat protection and restoration.

Mitigation A1 provides that to offset potential impacts on the surrounding dunes due to increased visitor use that final plans shall include a minimum 6.5 acres of dune restoration and a long term management plan and agreement for monitoring and management of the resource, consistent with the Biological Resources Mitigation Strategies and Restoration Concept (Map 12) and the preliminary restoration plan in Appendix B of this EIR, and including any off site areas potentially disturbed by improvements to Dunes Drive. Mitigation's A2 through A8 amplify on A1.

[The issue of whether on-site restoration is adequate mitigation for off-site impacts on the surrounding dunes is discussed in Finding 9, Offsite Habitat and Recreational Management Issues, as is Mitigation A8 which addresses assessment per occupied unit per night as a contribution to a Habitat Conservation Fund.]

A Dune Habitat Restoration Plan for the Marina Dunes Resort Hotel (Restoration Plan) was prepared by biologist Thomas K. Moss which states that it is "consistent with the policies and guidelines stated in the Marina Dunes HCP." However, the HCP was not adopted by the City nor approved by the Coastal Commission or the USFWS (see Finding #2). The HCP was to provide an approach to planning in the dunes to allow for development to proceed based on comprehensive rather than fragmented habitat resource restoration/protection programs. An important consideration was that habitat areas for the endangered Smith's blue butterfly needed to be contiguous or joined by habitat corridors to allow adequate dispersal between butterfly demographic centers. According to the Administrative Draft HCP and Environmental Assessment, April 1990, p.22, optimal corridors between preserved/conserved habitat areas should be at least 100 feet in width. The corridors should be maintained in the sheltered aftdunes as well as the more exposed foredunes. (Foredunes would be also maintained through erosion setbacks)."

**Habitat Corridors and Habitat Buffers.** The habitat corridors into the proposed project plans would allow Smith's blue butterfly and black legless lizard dispersal across the applicant's site between the Granite Rock site and the MCWD site. The Restoration Plan provides for restoration of 6.5 acres of dune habitat in three locations. Each of these locations is problematic in the following ways:

- (1) a 3 acre foredune habitat corridor and dune stabilization project the width of site which includes a 50 foot buffer from the development envelope and restoration of Snowy plover habitat.

More than half of this corridor is within the 50 year erosion setback and thus does not have a long term habitat value. It also is not clear how this corridor connects to the adjacent MCWD site and if the grading plan provides for effective habitat continuity. The Final Restoration Plan needs to address this issue. The foredune habitat corridor is also broken by the development of a "honeymoon suite" on the foundation of an old mining structure. This interruption of the corridor does not allow for optimum dispersal of the endangered Smith's blue butterfly. The structure should be relocated to the development envelope. The Commission's coastal development permit has been conditioned to require review of the interface with habitats on adjacent properties to the north and south to assure effectiveness and to adapt the location and grading plan (if necessary) as well as to relocate the honeymoon suite out of the habitat corridor.

- (2) a reardune habitat corridor along Dunes Drive 50 to 100 feet wide connecting to habitat on adjacent properties, the corridor will be crossed by two roadways. (The Restoration Plan was revised during the city review process deleting an equestrian center and moving tennis courts out of the reardune habitat corridor.) The corridor width is at least 100 feet.

Information developed as part of the HCP formulation indicated that habitat corridors should be at least 100 feet wide. The HCP identified a corridor at the midpoint of the applicant's property leading from an area of good habitat on the Granite Rock site to the back dune area of the Marina Coast Water District site. The City-approved landscape plan submitted with Marina Dune's Resort appeal file shows the afdune corridor to be located on the eastern edge of the property along Dunes Drive from the Granite Rock site to the MCWD site. The EIR does not provide adequate graphics to support a conclusion that the proposed location optimizes dispersal of sensitive species between the two adjacent properties. It is not clear that the corridor connects to the most productive existing habitat areas on the adjacent properties. Two 24 feet wide roads cross this corridor. The afdune corridor also allows for dispersal of the black legless lizard through 36 inch culverts under each entrance roadway. The Department of Fish and Game raised the issue of whether the number of culverts is adequate to assure lizard movement through the corridor. The EIR response indicates that the number of culverts will be finalized in the final restoration plan. With the given information, the Commission cannot find the reardune corridor is appropriately located and adequately designed to provide for effective restoration and habitat continuity. The Commission's coastal development permit thus has been conditioned to require that prior to finalization of the Restoration Plan these issues be reviewed in more detail and the appropriate measures taken to assure effective restoration.

- (3) a 50 foot wide buffer zone along the northern property boundary to protect adjacent habitat.

The EIR states that the:

"Natural angle of repose for dry, loose dune sand is about 26 degrees, or approximately a 2 (horizontal) to 1 (vertical) slope. The steepness of a stable, unsupported face varies with the amount of compaction, the type and thickness of bedding, the size and angularity of the individual sand particles, and the moisture content. Artificially constructed slopes may be made as stable as natural ones if they are appropriately designed. The slopes at the site have achieved dynamic stability in slopes averaging about 29 degrees. These slopes can be disrupted fairly easily by wind, water, vibration, trampling or vehicular loading. The lack of vegetation to hold the sand in place contributes to the ease with which the balance can be disrupted.

Earth Resources Mitigation B5 states:

Design of final cut or fill slopes of berms, dunes or other landformed features to reflect the stability characteristics of the material in the slopes and shall repair/remedy existing slope problems along the south boundary.

Mitigation Implementation/Monitoring

- 1) Action to be taken: The proposed 3:1 slopes shown along the south and north sides of the project on the Preliminary Grading and Drainage Plan should be adequate for slope stability purposes, but these slopes could steepen from wind erosion. It must be demonstrated to the

satisfaction of the City Engineer that the final slopes can be stabilized, by vegetation or mechanical means, using soils from the site.

This mitigation measure addresses the issue of slope stability along both the north and south slopes. The issue arose from existing slope failures and erosion due to sand mining along the south property line shared with the MCWD which has resulting undermining the adjacent site. It also raises an issue of slope steepness and compatibility with adjacent primary habitat resources on both the south and north property boundaries. The mitigation measures state that 3:1 slopes may need mechanical stabilization, for example, retaining walls. What affect, if any, these steep slopes will have on adjacent primary habitat resources is unclear. The applicant must demonstrate that stabilization techniques do not in anyway reduce the value of the buffer areas to prevent adverse impacts on primary habitat or must revise the grading plan to reduce slope steepness. The Commission's coastal development permit has thus been conditioned to require this review.

**Insufficient Buffer Along South Property Line:** The Restoration Plan does not show a buffer along the south property line. The MCWD and the Dunes Drive right- of-way enclose Vernal Pond #4, an environmentally sensitive habitat. All of the MCWD property below their eastern property line is a dune reserve. Hence the southern property line of the Marina Dunes Resort is adjacent to an environmentally sensitive habitat. The proposed eastern habitat corridor on the Resort property itself provides a buffer for most of the reserve. However, the corridor stops short of buffering the entire reserve. The applicant must provide a minimum 50 foot buffer that is left undeveloped and planted with native vegetation. Accordingly, the Commission's coastal development permit has been conditioned to add this buffer area.

**Dunes Drive Improvements:** In addition to the above issues, no biologic survey of the habitat resources on the areas along Dunes Drive that will be impacted by widening of the road for vehicular, bicycle and pedestrian improvements has been done as required by the LUP. These areas in the road right-of-way are vegetated dune (exotic and native species) and are an extension of the dune reserve/vernal pond area of the MCWD site and the restored dune habitat area of the State Parks. The sidewalk is an unnecessary intrusion on dune resources. Pedestrian access to the beach is provided within the resort. Pedestrian access across Highway 1 to the City of Marina will be available by using the proposed sidewalk on the inland side of Dunes Drive. The Commission's coastal permit has been conditioned to require a biological survey of the right-of-way with survey results reviewed by the DFG and USFWS to assure adequate mitigation or redesign as necessary.

**Landscaping:** Mitigation A5 provides that ornamental landscape within the development envelope shall not use any invasive exotic plants listed as such by the California Native Plant Society. Finding 6, Visual Resources, of this recommendation discusses the aptness of using plants indigenous to the Monterey Bay area to provide for greater visual compatibility with the surrounding dunescape. All revegetation and landscaping on the west side of Dunes Drive since the inception of the Coastal Act has been indigenous to the area. The use of indigenous species not only guards against the invasion of non-native species into the adjacent sensitive dune habitat, but also provides greater visual compatibility and increases the value of the site as secondary habitat. The Commission's coastal permit is therefore conditioned to require the use of plant species indigenous to the Monterey Bay area.

**Deed Restriction for Habitat Restoration Area:** City permit conditions do not address permanent preservation of restoration areas as open space/conservation areas. To assure these ecosystem improvements have long term success, the Commission's coastal development permit has been conditioned to require a deed restriction to ensure that restoration areas (as identified on the final restoration plan approved by the Executive Director) remain as protected open space habitat.

**Procedures for Re-Establishing and Maintaining Restored Areas:** The procedures for re-establishing and maintaining the native coastal dune restoration areas include native seed collection, exotic species eradication, sand stabilization, revegetation, means to protect dune habitat areas on-site and on adjacent properties including boardwalks and fencing and environmental education. Monitoring and maintenance provisions include quantified standards to judge successful restoration and a project biologist who for five years will evaluate the program and prepare an Annual Monitoring Report to be submitted to the USFWS, CDFG and the California Coastal Commission. These aspects of the Restoration Plan are consistent with LCP policies regarding restoration and protection of dune resources

**Summary Conclusion:** The Local Coastal Program provides no quantified standards to protect or restore dune resources. The appropriate standards are derived from the conclusions of the individual site evaluations which identify primary and secondary habitat. The LUP (p.10) requires that primary habitat areas shall be protected and preserved and that all development must be sited and designed so as not to interfere with the natural functions of such habitat areas. LUP 19 directs the City to promote restoration and protection of native dune habitat and vegetation and LUP 26 directs decision makers to regulate development in areas adjacent to recognized rare and endangered species or their habitats so that they will not threaten continuation of the species or its habitat.

The Marina Dunes Resort Restoration Plan creates new dune habitat resources and provides buffers for existing habitat on adjacent parcels. It provides habitat corridors where none are currently available for dispersal of species. The plan closely follows the HCP directives on how to revegetate with native species, eradicate and control exotic vegetation, reintroduce species of special concern, and manage and monitor the restored resource based on quantitative and qualitative standards to determine success. These techniques are consistent with the LCP requirements for protection and restoration of habitat. While the overall thrust of the restoration plan meets the intent of the LCP policies, components of the plan need further evaluation and refinement.

The issues that need to be addressed in the Final Restoration Plan include 1) the relationship of corridors to habitats on adjacent parcels, 2) the removal of the honeymoon suite in the frontdune habitat corridor, 3) the best location of the reardune corridor to optimize chances of success, 4) the number of culverts needed for black legless lizard dispersal, 5) evaluation of grading contours to assure stability of habitat corridors/buffers without resort to structures that would impact resources; 6) provision for use of landscaping with plants native to the Monterey Bay region, 7) a biological survey of all areas to be disturbed by construction not yet surveyed and, specifically, the right-of-way along Dunes Drive where circulation improvements are proposed; survey results are to be reviewed by the DFG and USFWS to assure adequate mitigation or redesign as necessary, 8) deletion of the sidewalk on the west side of Dunes Drive from the circulation plan and restore all areas in the right of way that are not developed with native dune vegetation consistent with the Dunes Drive corridor, 9) restoration habitat areas restricted as permanent open space/environmentally sensitive habitat areas, 10) provision of a minimum 50 foot undeveloped, vegetated buffer along the southern property line to buffer the dune reserve on the Marina Coast Water District Property.

The Commission's coastal development permit is conditioned to require submittal of the final Restoration Plan prepared in consultation with the U.S. Fish and Wildlife Service and the Department of Fish and Game and addressing all of the above issues to the Coastal Commission for approval. The applicant shall submit to the Executive Director for review and approval, an offer to dedicate to a public agency or non profit group an open space/habitat protection easement over the identified restoration areas.

Therefore, as conditioned, the proposed development is consistent with the Local Coastal Program policies to protect and promote restoration of sensitive dune habitat and to site and design development so as not to interfere with the natural functions of habitat areas as it relates to newly established on-site habitat and habitat on contiguous parcels.

**Change in Commission Perspective on Dune Ecology.** Since the certification of the Marina LCP in 1982, knowledge of dune resources and the ability of disturbed dune areas to recover both duneform and plant and animal life has resulted in a change in perspective on the classification of dunes as environmentally sensitive habitat. The entire dune substrate, e.g., the sand itself with its ability to shift and reform, to be stabilized by dune plants and to reconstitute itself as viable habitat, has been recognized as environmentally sensitive habitat. Structural development on sand dunes, disturbed or not, represents an irrevocable fragmentation of the dune system and a permanent loss in a dune resource.

Since the Marina LCP was certified prior to this growth in understanding, its policies which are the standard of review for this project specify that disturbed areas are not considered sensitive habitat and can be developed. The Commission recommends that the City of Marina revisit the issue of the intrinsic value of dunes, disturbed or not, in the light of the Commission's actions and consider amending the Marina LCP to reflect these new understandings.

#### **9. Off-site Habitat and Recreational Management Issues**

Monterey Bay and its adjacent waters and submerged lands off Central California is a marine environment of special national significance and was designated as the Monterey Bay National Marine Sanctuary 1992 to provide for its comprehensive management and protection. The South Monterey Bay dune system is an onshore counterpart to the Sanctuary. The open space and scenic qualities of the dunes, beach and Monterey Bay are a statewide attraction. The dunes are a unique geologic resource and an environmentally sensitive habitat. The environmental and recreational resources of the Marina Dunes are closely linked. The dunes are an access route to the beach, offer solitude and an attractive refuge to explore and picnic out of the wind. Many of the activities prized in the area are undertaken on the oceanfront beach itself, fishing, surfing, hanggliding (from a platform provided by State Parks).

**Local Coastal Program Policies Addressing Off-site Impacts.** The Land Use Plan (p.6-8) provides policies directing development to locations which will protect against overuse of the dunes and policies that emphasize the need to balance the level of use with the ability to manage the number of people to prevent dune degradation and to provide for visitor's safety.

LUP 1. To insure access to and along the beach, consistent with recreational needs and environmental sensitivity of Marina's Coastal area.

LUP 2. To provide beach access and recreational opportunities consistent with public safety and with the protection of the rights of the general public and private property owners.

LUP 6. To provide for a level of recreational use consistent with the ability to operate, maintain, police, and protect the beach and dune environment.

LUP 14. To reinforce and support Coastal recreational and visitor-serving activities in the inland area, where appropriate, to the extent the support activities would complement, not destroy, the coastal resource.

LUP 32. To minimize adverse environmental affects, by concentrating new development within or adjacent to areas of existing development in the Coastal Zone.

LUP 38. To regulate development in order to minimize the risks to life and property in the Coastal Zone.

Because this project is appealed on the basis of its location between the sea and the first public road paralleling the sea, the grounds for an appeal to the Coastal Commission include the allegation that the development does not conform to the public access policies of the Coastal Act. Coastal Act Policies that relate to access and recreation and are applicable to the Marina Dunes Resort proposal are:

30212 (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety...or the protection of fragile coastal resources...

30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

30252 The location and amount of new development should maintain and enhance public access to the coast by... (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

The Marina Dunes Resort site is related geographically to the biological and recreational resources of the surrounding area. Visitors to the Marina Dunes Resort will also be visitors to the beach and surrounding dunes including Marina State Beach to the north, and, hence, will impact resources off-site as well as on-site. The impacts of any project on environmental and recreational resources on-site and off-site will be determined by many factors including existing resources on-site, siting and intensity of development, restoration and management program. Thus, although the location of the applicant's site is an appropriate location for a development, all aspects of the proposed development must be evaluated to determine whether or not the proposed development is appropriate for the location. The Commission found that the type of development, a visitor accommodation facility, was consistent with the LUP (see Finding #4). The question is whether the number of users generated by this project is balanced with the means to protect dune resources and provide for public safety.

**Number of Estimated Visitors to Marina Dunes Resort and Potential Impacts.** According to the EIR, the proposed development will generate a maximum of 986 visitors a day including 732 using accommodations, 187 restaurant patrons, 40 off-site conference attendees and 27 public access users. At the applicant's expected 70% occupancy rate, the resort will generate 690 visitors a day or a cited 250,901 visitors a year. (Note: the EIR's calculations are incorrect, but for consistency purposes, this report utilizes the EIR's figures; the correct figure is 251,923.) According to a Transpo Group letter (6/22/95) to Trendwest submitted by the applicant's consultant with EIR comments, Worldmark vacation resorts in the northwest have an annual average occupancy of 75%

with peak occupancy of 95%. Thus, actual occupancy may well be greater than projected, with attendant greater off-site impacts.

Though members of the Marina Dunes Resort and visitors to the hotel are not specifically visitors to Marina State Beach or the adjacent environmentally sensitive habitats, the project location is a main attraction of this destination resort. Most users are not enroute, but are longer-term visitors, conferees or resort members, who will likely make substantial use of the dunes and beach area as well as other regional attractions.

Trampling and other impacts from a large number of visitors could result in significant impact on the habitat and on the ability of public agencies to police and manage the natural resources and provide for public safety. Different user types can have widely different impacts. For example, children will be tempted to slide down the face of a dune, an activity less interesting to most adults. Untutored picnickers seeking a sheltered spot in the dunes could cause considerable damage to the dune vegetation while a Native Plant Society field trip would likely have negligible impacts. Increased numbers of surfers and hanggliders will require increased aquatic safety personnel. While there is no definitive means to estimate how many Marina Dunes Resort visitors would go off-site or to quantify the impact they might have, the preliminary carrying capacity studies done for the Fort Ord Dunes State Park is illustrative of what is considered user numbers that balance recreational use/experience and habitat protection.

**Determining a Carrying Capacity for the Marina Dunes.** In the absence of specific densities in the Marina Local Coastal Program and in the absence of an approved regional planning document, the Ft. Ord Dunes State Park Preliminary General Plan and EIR (1996) offers a current analysis of the carrying capacity in the South Monterey Bay dune complex.

California Public Resources Code Section 5019.5 requires that a land carrying capacity survey be made prior to preparation of any development plan for any park or recreation area and that attendance be held within the limits established. The concept of "carrying capacity" was used to plan for management of uses to prevent increased resource disturbance associated with increasing recreational use. The optimum carrying capacity has been defined as the level of recreational use consistent with protecting the resource and satisfying the recreationalist. Allowable use intensity helps to determine limits of the development areas and appropriate levels of use for the areas, consistent with resource management objectives. The relationship of use and amount of impact is not, however, direct and is affected by the type of environment, time, type and distribution of use and how the uses are managed. The Preliminary Ft. Ord Dunes State Park General Plan and EIR (1996) used these concepts to arrive at the maximum development and resulting number of users estimated to be consistent with resource protection and user perception of a quality experience.

The Plan proposes to restore and maintain as open space and native coastal strand and dune scrub habitat 700 of 886 acres. An estimated 75 acres (8.5 %) will be covered with building and paving (8.5%) in a development envelope of 137.26 acres (15.4%). Development includes a 40-80 unit lodge, restaurant, up to 350 campsites, and amenities with a projected maximum visitorship of 2457/day or 896,805/yr. Though the Fort Ord Plan did not use the concept of persons per acre, it is a calculation that can be more easily extrapolated to other sites in the same dune complex. The draft Fort Ord Plan would result in 1,012 persons/ac/yr. These preliminary buildout numbers are used in the following discussion.

The Plan identified the beach area as a moderate intensity use zone, the undisturbed or restorable dunes as a low intensity use zone, and the currently developed areas of the back dune as high intensity use zones. The total number of users that could be accommodated consistent with

maintenance of site resources and recreational user satisfaction was 896,805 a year. The Plan took into consideration that only a portion of the visitors were estimated at any one time to use the beach or trails and considered day users as well as hotel and campground users in its total numbers. State Park hotel and campground users like Marina Dune Resort users will not spend all of their on-site. Thus, Fort Ord Dunes State Park visitors may not be dissimilar to resort users. On the other hand, there is an assumption in the Ft. Ord figures that the area will be maintained and staffed and policed, to facilitate resource protection and visitor enjoyment.

Fort Ord Dunes State Park on its northern boundary is contiguous to Marina State Beach. The North Dunes Trail System will connect to the Marina State Beach Dune Trail, and Marina State Beach parking and access at Lake Court will also provide access to the Fort Ord Dunes. Though these park units will be separately managed, they are physically integrated. The Marina Dunes and the Ft. Ord Dunes are within the same dune complex and have the same basic characteristics. The Ft. Ord estimated carrying capacity and the Marina State Beach use figures have been combined and averaged to provide a DPR visitor total. Table 7 compares the total visitor numbers per acre with the visitor numbers per acre estimated for the Marina Dunes Resort site.

**TABLE 7 STATE PARKS/MARINA DUNES RESORT - VISITORS/ACRE/YEAR**

Site	Acres	Units	Visitors/year	Visitors/acre/year
Ft. Ord Dunes State Park.	886	40-80 unit lodge; up to 350 campsites	896,805	1,012
Marina State Beach	170	day use only	300,000	1,765
<b>Total</b>	<b>1056</b>		<b>1,196,805</b>	<b>1,133 avg</b>
Marina Dunes Resort	16 <sup>a</sup>	184 resort units	250,905 70% occup.	15,681

a. Pursuant to HCP/LCP. Used to facilitate comparative analysis with the Granite Rock and Lonestar projects whose acreage's will be per HCP/LCP.

Table 7 is based on estimates and extrapolations; however, it does illustrate a relative user impact potential based on the available information. The average number of visitors per acre at the Marina Dunes Resort is 15,681 compared to the 1,133 at the State Beaches. The Commission can deduce from these figures that it is likely the resort users will spill over into the wider dune area and, in fact, they have been invited to the Marina Dunes Resort because of its location in the dunes.

**Public Agency Concerns.** The Marina Dunes Resort EIR finds that the restoration of 6.5 acres of on-site dunes with boardwalks and educational brochures will reduce potential on and off-site impacts to less than significant levels. The U.S. Fish and Wildlife Service in their comments on the draft EIR (April 19, 1996) stated: "The Service supports these restoration measures to mitigate for the permanent loss of sand dune habitat and to minimize habitat fragmentation. However, the Service strongly disagrees that such on-site mitigation would reduce the impact of an additional 250,000 visitors per year (almost double current use levels) at Marina State Beach to a less than significant level. A doubling of current beach visitation is likely to seriously degrade sand dune habitats....that support a diversity of species including populations of several sensitive species such as the federally endangered Smith's blue butterfly."

Associated with increased needs for protecting resources, the applicant will also need to consider the safety of his visitors. The EIR reports that the City Public Safety Department (an integrated police and fire organization of 28 sworn officers, backed by a force of 29 volunteer fire fighters), anticipates up to 1600 calls a year from the Marina Dunes Resort. The City does not maintain a ratio of fire fighters per population or maximum response time for police. However, the EIR reports that the impact is not considered significant. The State Park reports that they currently supply emergency and management assistance for the adjacent private properties. The State Parks budget for the Marina State Beach is \$171,400 a year for operation and equipment which enables DPR to manage approximately 300,000 annually with volunteer help and with grants or special funds for specific projects, such as restoration. DPR expects that "with the anticipated increased visitor use on the State Beach and beaches to the north we anticipate that our efforts with existing staff will not provide an adequate level of public service" (letter Mary Wright, DPR to Marina City Mayor, July 30, 1996). The Regional Park District has expressed similar concerns to the Mayor finding that at current beach and dune use rates we are having questionable success in limiting human disturbance. "We are extremely anxious about the effect another expected quarter-million people will have on our ability to be a successful open space land manager for this property." (Letter Mayor Voelka from Gary Tate, Regional Park District, July 29, 1996).

**Proposed Mitigation for Off-site Impacts Attributed to Visitors of Marina Dunes Resort.**

To mitigate for the off site impacts that could occur from visitors to the proposed resort, the City of Marina has determined that the applicant shall be assessed a fee to be contributed to a Habitat Conservation Fund.

City Condition E2 requires,

That concurrent with the preparation and consideration for City approval of the final Restoration and Management Plan pursuant to adopted Mitigation Measure A1, a Habitat Management Program for off site impacts shall be similarly prepared and considered for City approval to address how the funds to be contributed by the project to the City Habitat Conservation Fund pursuant to adopted Mitigation Measure A1 can be used to ameliorate actual off-site impacts which might eventually be determined through periodic habitat monitoring or other appropriate means to be associated with the project.

Marina City Mitigation measure A-8 provides that the project shall be assessed a rate per occupied unit per night as a contribution to the existing City Habitat Conservation Fund (HCF) and that the current fee \$0.35 per visitor serving room per night shall be reevaluated and increased to account for inflation, proportion of visitors from the proposed project over those anticipated in the draft HCP (a factor of 1.5) and changes in management or circumstances that would warrant additional funding.

The City has clarified (Jeff Dack, personal communication, 9/10/96) that the current HCF was established as part of the legal settlement for the Comfort Inn (now Travellodge) and is not suitable to act as the fund for the larger dune area maintenance since it does not have provisions for changes in rate and the distribution of the fund is controlled by the Sierra Club and the City. Moneys from this existing fund has been granted to the Regional Park District for improvements to the Dunes Drive access parcel.

A new Habitat Conservation Fund will need to be established for the monies collected from the applicant pursuant to Mitigation A-8. The FEIR established a \$0.52, rate per occupied unit and reported that the fee may be increased when information on the Snowy Plover has been analyzed. Mitigation A8 also provides that up to two years of such contributions received prior to the

completion of the HCP, LCP amendment and related documents for the Marina Dunes may be used to fund the completion of said plan and documents.

**Background on Determination of Base Rate for Funding Habitat Management Program.** The base rate of .35 was taken from the draft Habitat Conservation Plan/Local Coastal Program Amendment also known as the Marina Dunes Plan. The HCP had two major components covering the 626 acre area of dunes within the city limits of Marina: 1) the biological component for species and habitat maintenance and the 2) security component. There would be a Marina Dune HCP Implementing Agreement between landowner interests. The property owner would be responsible for full restoration of existing disturbed dunes. After restoration the project would contribute to a permanent fund for long term maintenance and protection.

A Plan Administrator would oversee HCP implementation assuring that species and habitat maintenance activities were properly conducted. The City of Marina, the Monterey Peninsula Regional Parks District, the Department of Parks and Recreation, Department of Fish and Game and the U. S. Fish and Wildlife were listed as potential management entities. In 1990 the cost was estimated to be \$35,000 for ½ time position and supplies for this component of the plan.

For the security component of the Plan, the HCP Environmental Assessment reported that landowners and police agencies in the plan area did not incur a high incidence of illegal trespass or vandalism. The HCP indicates that security guards employed by the individual developments would be trained to report and respond to infractions in the open space areas directly adjacent to their grounds. The security component concluded that a 1/2 time position at \$35,000 per year would handle the responsibility for law enforcement within the open space habitat areas of the study area, i.e., the 447 acres north of Reservation Road. The program would be funded by assessing the developments based on maximum number of units allowed in the HCP (1800) and based on the projected amount of money needed to implement the plan.

The fee was determined to be .35 based on the fee established under the Sierra Club/City of Marina legal settlement involving the Travellodge project. At the total number of units proposed and at the rate of .35 per occupied unit at 60% capacity, \$138,000 a year would be generated. Twice the approximate \$70,000 estimated to be needed for implementation of the biological and security components of the Plan.

However, the Commission has no record that the HCP/LCP identified the potential numbers of visitors, or comparatively evaluated the costs of monitoring and maintenance of dunes with actual costs in other areas, and did not present evidence that the number of security personnel would be adequate to be responsible for law enforcement and safety. The HCP provides for a 1/2 time position to police and protect the visitors to the Marina Dunes and a ½ time position to manage and maintain resources. If the dune sites were developed at the densities (number of units) proposed in the HCP/LCP and at the intensity (unit and ancillary facility capacity) of the proposed Marina Dunes Resort, at full buildout at 70% occupancy there would be 2,250,000 additional visitors a year that could visit the dunes. (See Finding 9 on Cumulative Impacts for a discussion on buildout to see how this figure was reached). The costs needed to maintain the existing level of service and preserve dune integrity needs to be more thoroughly assessed and an attempt made to quantify the needs.

**Conclusion.** The LUP policies direct the decision makers to insure access to and along the beach, consistent with recreational needs and environmental sensitivity (Policy 1) and to provide beach access and recreational opportunities consistent with public safety (Policy 2) and to provide a level of recreational use consistent with the ability to operate, maintain, police and protect the beach and dune environment (Policy 6). Policy 38 requires that development must be regulated in order to

minimize the risks to life and property in the Coastal Zone. The applicant is specifically locating his development in the dunes to facilitate access to the beach and dunes. To meet the directives of this policy the applicant must also assure that the environment can be managed to sustain the use and that the visitors are safe.

The City proposes to develop a final Habitat Management Program for off site impacts resulting from visitors to the resort. A Habitat Mitigation Fund will pay for the monitoring and maintenance. The Program will provide for progressive response to observed or quantified problems. However, the actual costs and personnel needs for providing this kind of restoration, maintenance and security has not been adequately evaluated. A further analysis of the capacity of City personnel in conjunction with State Park and Regional Park District personnel to police and provide for the safety of resort visitors on the beach and dunes as well as maintenance and repair should be undertaken as part of the Final Habitat Management Program. Measures to mitigate for deficiency in personnel or funding for the estimated increased impacts should be included.

Mitigation A8 also provides that up to two years of such contributions received prior to the completion of the HCP/ LCP amendment and related documents for the Marina Dunes may be used to fund the completion of said plan and documents. It is not clear how the Marina Dunes Resort visitors will be served during this period or how the dune maintenance will be funded. These issues should be resolved as part of the Habitat Management Program.

The Commission's coastal development permit is conditioned to require that the applicant submit to the Coastal Commission for review and approval, the final Habitat Management Program/Mitigation Funding Program which is required pursuant to City Mitigation A-8 to ameliorate actual off site impacts. The final program shall be developed in consultation with the U. S. Fish and Wildlife Service, the Department of Fish and Game, the California Department of Parks and Recreation, the Monterey Peninsula Regional Park District and the City of Marina. The consultants shall further evaluate the adequacy of personnel and funding for restoration, maintenance, and security including re-examine the capabilities of the City Public Safety Department and the State Department of Parks and Recreation to adequately protect natural resources and provide for public safety and develop strategies to efficiently provide for public services. The Habitat Management Program shall described interim measures for funding habitat management and visitor security during the period when the HCP/LCP is being developed.

Therefore, as conditioned, the proposed development is consistent with the Local Coastal Program policies to insure access to and along the beach, consistent with recreational needs and environmental sensitivity (Policy 1) and to provide beach access and recreational opportunities consistent with public safety (Policy 2) and to provide a level of recreational use consistent with the ability to operate, maintain, police and protect the beach and dune environment (Policy 6).

#### **10. Cumulative Impacts on Sensitive Habitat and on the Operation of Public Facilities in the Dune Complex.**

The applicant's proposed Marina Dunes Resort could set a precedent which would allow development of equal intensity and scale on other sites in the dunes, indirectly increasing the population density in the dunes and changing the pattern of use. In conjunction with existing development, currently planned projects and probable future projects, the proposed project could have significant cumulative negative impacts on the dune ecosystem and on the public capability to manage and protect the recreational visitor.

**Local Coastal Program Policies Addressing Cumulative Impacts.** Two primary goals of coastal zone management are to maximize public access to the shoreline and to preserve unique and valuable coastal resources. This would indicate that the number of visitors, available recreation area, and management capability must be continually adjusted. Planning efforts for recreational areas with high resource values must estimate and assess incremental population increases carefully to avoid impacts. The LUP policies encourage increased recreational opportunities but in every instance require that use must be consistent with the capacity to protect sensitive habitat and provide for public safety. If development, individually or cumulatively, cannot meet this standard, it should be located inland or reduced in scale to assure the balance needed.

The Local Coastal Program policies and Coastal Act policies quoted in full in Finding 8, Off-site Habitat and Recreational Management Issues, instruct the decision maker to balance the level of use with habitat and public rights. They also indicate that the rights of private property owners must be respected. The Marina Local Coastal Program requires that the level of recreational use must be "consistent with the ability to operate, maintain, police, and protect the beach and dune environment" (LUP Policy 6).

The existing level of use and available management, the level of potential development buildout, and the State Parks combined use carrying capacity has been used to estimate a level of use compatible with maintaining the dune resource and providing a quality visitor experience.

There are six developed properties on the oceanside of Highway 1 (not including the Lake Drive City Corporation Yard and residences) in the City of Marina. Table 8 lists the properties and some of the more relevant data for each.

**TABLE 8 EXISTING DEVELOPMENT WEST OF HIGHWAY 1**

Site Description	Acres	Ocean Frontage	Current Use	Units /acre	Estimated Visitors/Yr.	Visitors acre/yr
Monterey Peninsula Reg. Park District	10	180 ft	access trail	N/A	N/A	N/A
Travellodge Motel	1.65	No. Between Dunes Drive and Hwy. 1	83 unit motel average unit 216 SF.	50	43,340 <sup>a</sup>	26,266
InnCal Motel	1.82	No. Between Dunes Drive and Hwy. 1	114 unit motel, average unit 286 SF.	62	60,590 <sup>a</sup>	33,291
Marina Dunes Trailer Park	1.57	No. Between Dunes Drive and Hwy. 1	65 space RV park	41	33,215 <sup>a</sup>	21,156
Marina Coast Water District	12	375 ft	public facility	N/A	(20 employees)	N/A
Marina State Beach	170 (130 in dune preserve)	1.2 mi	day use park	N/A	300,000 <sup>b</sup>	1,765
<b>Total</b>	<b>197.04</b>		<b>262</b>		<b>437,145</b>	<b>2,219</b>

a. Estimated 70% occupancy. Actual average annual occupancy for InnCal is 37.5, letter InnCal to J. Dack, 6/19/96.

b. Marina State Beach Preliminary General Plan, 1987.

**Table 8.** Table 8 shows that the three existing visitor accommodations on Dunes Drive host 137,145 visitors a year. Since access to the beach and dunes is by way of DPR Reservation Road entrance or the Monterey Peninsula Regional Park District access parcel, it is likely that a significant but undetermined number of these Dunes Drive visitors are included in the DPR visitor count of 300,000. Hence the actual total number of current users per acre is over represented by the Table both by virtue of the fact that users are double counted and that not all visitors to the commercial accommodations will go to the beach. In addition some visitors will move along the beach to the north where the beach is unregulated, thus the recreational acreage available to the visitor is not limited to the total parcel acreage's shown above.

**Estimated Current Impacts:** Marina State Beach has two access points - Lake Drive at the south end of the park and Reservation Road at the north end. Most use initiates at the main entrance at Reservation Road where there is a 150 space parking lot. Visitors then move south along the Park trails and beach or north along the private properties. Use diminishes with distance from the parking lot. Marina State Beach Park Rangers currently provide police and safety services to visitors in the park and outside but near the park boundaries. Their resources are fully utilized and require volunteer help and special funding to keep up with dune maintenance and to support recreationalists. The HCP/LCP reported (1990) that the landowners and police agencies in the area north of Reservation Road did not incur a high incident of illegal trespass or vandalism. The EIR did not report a number of annual incidents. The EIR did report that the Public Safety Department of the City estimated 1600 calls a year would be generated from the Marina Dunes Resort visitor population of 250,905.

**Future Potential Development on Oceanside of Highway 1 in the City of Marina.** Development sites that are located west of the Highway in the dunes have the greatest potential to most directly contribute to an increase in dune visitors by fact of proximity. In addition to the Marina Dunes Resort site there are two sites in the City of Marina, the Granite Rock and the Lonestar parcels, that have potential for development of visitor serving uses that will attract large numbers of people. Development on both the Granite Rock and Lonestar parcels has been included in the City's major HCP/LCP planning process.

The following buildout scenario is based on the HCP/LCP with the exception that the unit numbers and ancillary facilities for the Marina Dunes Resort is based on the development proposal.

**Marina Dunes Resort:** a 184 unit coastal resort with an average unit size of 968 approximately 1000 SF, 60,000 SF of ancillary facilities including a 500 seat restaurant, a conference center/retail facilities, lounge/banquet facilities, health club, recreational building, two tennis courts, a sports court, a pool, a kids pool and playground; and 491 parking spaces including 18 public parking spaces for beach access. The site is 16 acres (according to the HCP); 6.5 acres will be restored.

**Granite Rock:** Granite Rock is the 50 acre site on the northern boundary of the applicant's parcel. Like the Marina Dunes Resort site it is zoned Coastal and Development/Secondary Use District CD/SU which allows coastal dependent and coastal access uses; visitor accommodations can be allowed if the Planning Commission finds that there is no feasible coastal dependent use for the site. The Planning Commission made these findings for the Marina Dunes site and the Granite Rock proponents could follow the same process. Public services are available at Dunes Drive for this site. The HCP/LCP permitted a 400 room hotel and conference center, 7,500 SF restaurant; small scale visitor serving retail integrated with hotel and restaurant on 8 acres; 42 acres restored.

**Lonestar:** North of Granite Rock beyond the intervening Regional Park District parcel, is the 368 Lonestar site which supports a major mining operation. The Lonestar site is zoned Coastal and Development and is not part of a Secondary Combining District. Hence, in order for Lonestar to develop any project, e.g., a resort complex, that is not coastal dependent or coastal access, the City of Marina would need to rezone the property and an LCP amendment would be required. Nonetheless, the draft HCP/LCP proposed up to 1200 units on this site. Since the City and all property owners were participants in this process, it is reasonable to assume such a development is considered desirable by the City and the property owner and must be seriously considered in illustrating potential cumulative impacts. The Lonestar site has access off of Highway 1 but does not have water and sewer. It is currently outside the MCWD service boundary.

Table 9 compiles the data on potential future development. It shows that using the numbers of units in the unadopted LCP/HCP Amendment quoted by the applicant and if the Granite Rock and Lonestar properties were developed at the same intensity as the proposed Marina Dunes Resort, i.e., with equivalent ancillary facilities and room capacities, that the cumulative numbers would be dramatic. The 400 units at the adjacent vacant Granite Rock site at 70% occupancy would generate 500,000 visitors a year. The Lonestar site to the north would develop 1200 units which at 70% occupancy would generate 1,500,000 visitors a year. The cumulative number of visitors per year at the three sites at 70% occupancy would be 2,250,000.

**TABLE 9 - POTENTIAL FUTURE DEVELOPMENT**

Site Description	Acres*	Beach Front	Current Use	Future Use Potential	Units /acre	Estimated Visitors/yr	Visitors acre/yr
Proposed Marina Dunes Resort <sup>a</sup>	16	540 ft	limited sand mining	184 unit resort complex	11.5	250,905	15,681
Lonestar Industries	368	1.25 mi	sand mining	1200 unit resort complex	3.2	1,500,000	4,076
Granite Rock	50	900 ft	vacant	400 unit motel/hotel	8	500,000	10,000
<b>Total Future</b>	<b>434</b>			<b>1784</b>		<b>2,250,905</b>	<b>5,186 avg</b>

a. Represents acreage identified in HCP/LCP including Marina Dunes Resort site.

Total Future	434			1784		2,250,905	5,150 avg
Table 8- Existing	197			262		437,145	2,219 avg
Total Cumulative	631			2046		2,688,050	4,260 avg

The yearly number of visitors, existing and future, in the City of Marina west of Highway 1 would be 2,688,050, or, 4,240 visitors per acre. Theoretically buildout would increase the maximum possible number of visitors per acre to Marina State Beach from 1,764 to 4,260.

Table 10 compiles the existing visitor count with the projected visitor numbers at buildout for the west side of Highway 1 in the City of Marina and compares these totals with Fort Ord carrying capacity

(discussed in preceding finding) combined with the Marina State Beach visitor counts for an average DPR visitor/acre count.

**TABLE 10 PUBLIC PROPERTIES/PRIVATE PROPERTIES VISITORS ACRE/YEAR**

Site	Acres	Units	Units/Ac	Visitors/year	Visitors/ ac/yr
Ft. Ord Dunes State Park.	886	40-80 unit lodge; 350 campsites	0.5	896,805	1,012
Marina Beach	170	day use only	n/a	300,000	1,764
<b>Total</b>	<b>1,056</b>			<b>1,196,805</b>	<b>1,133 avg</b>

Marina Dunes	16	181	11.5	250,905	13,205
Granite Rock	50	400	8	500,000	10,000
Park District	10	beach access	n/a	n/a	n/a
Lone Star	368	1200	3.2	1,500,000	4,076
<b>Total</b>	<b>447</b>	<b>1781</b>	<b>3.9 avg</b>	<b>2,250,905</b>	<b>5,035 avg</b>

Table 10 shows that at buildout the average number of visitors per acre/year north of Reservation Road (includes Regional Park District site) on the west side of Highway 1 at the intensity of the Marina Dunes Resort would be 5,035, more than four times the number estimated for compatible use in the State Parks -- 1,133. This is a significant number of users for an environmentally sensitive dune complex and may not be sustainable.

The Granite Rock and the Lonestar sites can be distinguished from the Marina Dunes Resort site. The subject project site has no current on-site resources (as defined by the LCP), is contiguous to other visitor-serving development, and has road access and all public services available. The Granite Rock site is 84 percent sensitive habitat and/or natural duneform. The Lonestar site can be distinguished in several ways: most importantly the site is not zoned for visitor-serving uses and would require an Implementation Zoning Amendment to the Local Coastal Program. There are several reasons why Lonestar has different zoning: Its entire northern section is a continuation of the pristine dune habitat on the Salinas River Wildlife Refuge and the Martin property. The site is not within the Marina Coast Water District service area and is a rural site surrounded by agriculture or environmentally sensitive habitat. The applicant's chart on the Differentiation Between Privately Held Parcels Marina Dunes Planning Area is included as Exhibit 7 of this report.

**Conclusion:** Nevertheless, the proposed number and size of units on the Marina Dunes Resort site, the smallest oceanfront parcel in the area evaluated, could set a precedent for comparably large, intensive development on other dune parcels in the area, most specifically the Granite Rock and Lonestar sites which could have significant cumulative impacts.

The Marina Local Coastal Program and the Coastal Act apply the same resource protection standards to private and public property. The City's Land Use Plan requires that access and recreation must be consistent with protecting the environmentally sensitive habitat, and with public safety and public rights (Policies 1 and 2). The level of use must also be consistent with the ability to operate, maintain, police, and protect the beach and dune environment (Policy 6). In addition support facilities must complement and not destroy the coastal resource (Policy 14).

The intensity should be distributed to assure there is no overuse of any single area, for protection of the dune habitat on the adjacent public and private sensitive dune habitat as well as on the applicant's site and to assure that the numbers of public using Marina State Beach and the adjacent beaches can be adequately and safely managed. This conclusion reinforces previous findings and conditions which require a less intensive project than approved by the City on the subject site.

### 11. Circulation/ Cumulative Impacts

The Local Coastal Program policies and Coastal Act policies quoted in full in Finding 9 Off-site Habitat and Recreational Management Issues, instruct the decision-maker to balance the level of use with habitat and public rights. They also indicate that the rights of private property owners must be respected. The Marina Local Coastal Program requires that the level of recreational use must be "consistent with the ability to operate, maintain, police, and protect the beach and dune environment" (LUP Policy 6). The cumulative affects of development must be consistent with these policies.

An issue is the cumulative effect of this and similar intensive projects with respect to traffic congestion. Reservation Road and Dunes Drive provide the primary access routes to Marina State Beach and the Regional Park District's vertical accessway, respectively. These roadways are two lane facilities with only limited parking capacity. On a cumulative basis, the traffic generated by this and comparable projects could compromise parking and roadway capacity and thereby impair coastal access. Coastal Act access policies provide for maximizing coastal access and recreational uses. It also provides in Section 30250 that

- (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Thus though coastal access and recreational development and uses have a priority in the Coastal Zone under the Coastal Act, they must nevertheless be located where there are adequate public services including circulation systems that will not have significant adverse effects either individually or cumulatively on coastal resources and where they will not result in overuse or destruction of natural resource areas.

The EIR (p.IV-D9) stated:

Although not identified as an impact now, the City should consider extending Dunes Drive northward to the Lone Star area to provide a secondary access for the Dunes Drive area and the Lone Star area. Additional study of the traffic impacts associated with this potential link should be performed prior to consideration of this action. At a minimum, a connection for

emergency access between Dunes Drive and the Lone Star area should be considered since both areas could eventually serve a significant amount of development which in both cases would be accessed via cul-de-sac roadways.

The secondary access route that the consultant is referring to would extend Dunes Drive north through the low lying backdune meadow area that is adjacent to the Lonestar dunes and which is within Monterey County jurisdiction. The North Monterey County Land Use Plan designates this area as Resource/Conservation, Wetlands and Coastal Strand, an environmentally sensitive habitat where only low intensity uses such as recreation, education, and research and underground essential public utility lines are allowed. A frontage road would not fit into this use category and would be inconsistent with the habitat resource policies of the Monterey County LCP. This extension would also required an LCP Amendment to the Monterey County LCP amendment.

This points out the difficulty of placing intensive development within an environmentally sensitive dune complex even if the siting of the development structures themselves may not impact resources. The development of the Marina Dunes Resort gives impetus to the development of comparable intensive uses on the properties to the north and would cumulatively force the development of an access road to provide for public safety through environmentally sensitive habitat. Therefore, the development at the intensity proposed, is not consistent with access and recreation policies of the Coastal Act which provide for the protection of natural resources.

The Department of Transportation in commenting on the EIR (letter Larry Newland to Jeff Dack, April 11, 1996) stated that the discussion on cumulative impacts needed to be expanded and that,

...Caltrans Traffic Operations staff does not recognize the San Diego Traffic Generators mentioned on page IV-D7 as a viable methodology. District staff recommends pass by trip analysis be conducted in accordance with the most recent version of the ITE Trip Generation Manual. District staff would however be willing to consider the San Diego analysis study provided sufficient documentation can be provided by the applicant to show the accuracy and reasonableness of its methodology.

City Planning Director, Jeff Dack, indicated that the City had not received this letter and, hence, the EIR consultant had not responded to the CalTrans concerns. At this time the City is working with Caltrans to expedite a resolution to the issue and submit the information to the Commission for review. Until this information is available further findings on the circulation and parking cannot be made.

The Commission's permit is conditioned to require submittal of traffic data acceptable to the Department of Transportation for review and approval of the Commission.

## **12. Local Coastal Program/CEQA**

The Marina Local Coastal Program received final certification in December 1982 and the City assumed coastal permit jurisdiction. Three amendments were proposed by the City of Marina and approved by the Commission: LCP Amendment No. 1-86 for a sign ordinance and rezoning from residential to open space of several parcels; LCP Amendment No. 1-88 which redesignated and rezoned the 25-acre Brown Bulb Ranch on the east side of Highway 1 from K/C-P Agriculture to PC/C-P Planned Commercial (subsequently developed as the Marina Landing Shopping Center) and

added coastal permit exemption procedures for the Coastal Zone, and LCP Amendment No. 1-96, discussed in Finding 4, which provided for vacation clubs as visitor serving uses in the Coastal Zone.

In 1984 the Commission denied Gullwing, a 228-unit (612 SF) condominium project on an 8.9 acre dune site. The Commission found that the development was too intensive (25 units/gross acre), altered the landform of the entire site, thus impacting environmentally sensitive habitat and would set a precedent for future development. The site was subsequently purchased and public access to the beach formalized by the Monterey Peninsula Regional Park District.

In 1985 the City approved the Travellodge and Best Inn motels on the east side of Dunes Drive. As a condition of a legal settlement between the Sierra Club and the City of Marina regarding the adequacy of the EIR for the Travellodge, the City created the Marina Coastal Zone Planning Task Force to resolve the ongoing debate regarding development and conservation of resources in the dunes. As discussed in Finding 2, the task force was to oversee the development of a Habitat Conservation Plan and an amendment to the Local Coastal Program (HCP/LCP). Completion of the HCP and the LCP amendment which would modify the LCP to include the HCP concerns as well as to provide other standards would have more specifically defined the allowed development in the dunes. Development proposals for the dune area were put on hold while the Task Force of landowners, city, resource agencies and environmental groups worked. Among other issues, the draft proposed densities were inconsistent with the LCP direction to maintain low intensity, low impact, recreational uses and support services and would have significant impacts on the natural and visual resources of the area. The draft was completed in 1991 but was not adopted by the City or submitted to the Coastal Commission. Processing was delayed while the City dedicated staff resources to the Fort Ord Reuse Authority Plan.

The Marina Dunes Resort is the first major project proposed west of Dunes Drive since Gullwing. The City's interpretation of the LCP, i.e., the Gullwing project, the two motels on Dunes Drive and the Marina Dunes Resort, leads to a concern that the provisions of the LCP can be so interpreted that they are insufficient to fully protect the dune habitat and the recreational resources of the area in a manner consistent with the Coastal Act. Development at the densities approved could interfere with the continued viability of the existing environmentally sensitive habitat. It is also probable that despite fencing and boardwalks, the amount of activities associated with development at these intensities (including noise, lights, drainage, foot and vehicular traffic) will further degrade the overall habitat and compromise proposed restoration.

The USFWS stated in their letter commenting on the EIR that though an HCP is not required for the development of the Marina Dunes Resort, "the increased visitor use of the Beach and surrounding areas resulting from this and future development would likely degrade and eliminate habitat supporting the federally-listed Smith's blue butterfly and the western snowy plover. The service recommends that the City develop an HCP for the entire Beach." The City does, in fact, intend to re-initiate the process and have proposed as conditions of their permit for the Marina Dunes Resort to allow Habitat Conservation Funds collected from the applicant to be used to complete the HCP/LCP.

There is no primary habitat on the applicant's site though both adjoining parcels have environmentally sensitive habitat. A Habitat Conservation Program, though desirable, is not required for the development of the Marina Dunes Resort. The LCP amendment that would have been a consequence of an HCP would have identified specific densities and would have, most probably, addressed the other significant issues raised by the Marina Dunes Resort proposal. In the absence of having specific densities determined in Marina Local Coastal Program, the Commission has taken the available information and estimated a density that would be appropriate for this specific site.

A draft EIR was prepared and circulated for the proposed project. Public agency and the public comments focused on statewide significance of the environmental and recreational resources of the Marina Dunes and impacts of a project of intensity and density of the Marina Dunes Resort. Commission staff made extensive comments on the draft EIR which are attached as Exhibit 6. A Final Marina Dunes Resort Hotel Environmental Impact Report, *firma*, May 1996 was certified by the City of Marina on May 28, 1996. Mitigation measures, including monitoring, were incorporated into the City's project approval (see Exhibit A). Nevertheless, this report details additional mitigations necessary to reduce potential environmental impacts to an acceptable level. As so further conditioned by the Commission, the proposed project will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act.

CCC3MAR9496

g) the following listed FINDING REGARDING PUBLIC TESTIMONY AT THE JULY 30, 1996, CITY COUNCIL PUBLIC HEARING.

2. Reject the appeals of the Planning Commission's 6/24/96 approval of the Marina Dunes Resort Coastal Development Permit filed on 7/1/96 by the Ventana Chapter of the Sierra Club and the Monterey District of the California Department of Parks and Recreation.
3. Uphold the Planning Commission's 6/24/96 approval of the Marina Dunes Resort Coastal Development Permit (with a few minor modifications), by action which will
4. Approve the Marina Dunes Resort Coastal Development Permit subject to the Coastal Development Permit Conditions as approved by the Planning Commission on 6/24/96 except as listed below such that this Coastal Development Permit shall cover the necessary Coastal Development Permit approvals which may be associated with the other development entitlements/related actions for the Marina Dunes Resort which were approved by the Planning Commission at their June 24, 1996, meeting including, where applicable, the Design Review Approval, Zoning Permit, Use Permit, Minor Subdivision, Subdivision Exceptions, Tree Removal Permit, and General Development Plan.

**FINDING REGARDING PUBLIC TESTIMONY AT THE JULY 30, 1996, CITY COUNCIL PUBLIC HEARING**

1. The points raised in the testimony at the July 30, 1996 City Council Public Hearing have already been address in the Final EIR, other findings adopted by the Planning Commission and City Council, and other information in the records, and the City Council finds that those points raised do not provide grounds for overturning the Planning Commission's 6/24/96 approval of the MDRCDP.

Comment: The Minutes of the City Council Meeting will contain the record of these points, and the responses and discussion of them which led to this finding.

**ADDITIONS AND MODIFICATIONS TO THE CONDITIONS OF APPROVAL OF THE MARINA DUNES RESORT COASTAL DEVELOPMENT PERMIT APPROVED BY THE PLANNING COMMISSION ON 6/24/96**

*Note that wording added by the City Council is shown in bold and italicized text and deleted wording is shown in struck-out text.*

- W10. That all utilities shall be installed underground *and no new utility poles shall be added off-site in order to serve this site.*

EXHIBIT NO. A
APPLICATION NO. A-3-MAR-96-094

MARINA CITY
CONDITIONS 1/37

W23. *That the administration, funding and implementation of the traffic improvement mitigations D1. through D15. shall be carried out generally consistent with the attached Alternative Methodology section of the Final EIR Response to Comment 1.4. as this methodology may need to be modified by the Public Works Director or Manager to respond to the needs of an overall program for the implementation of these mitigations.*

P4. That the honeymoon unit shall be ~~abandoned~~ and/or removed at such time as said structure is endangered by normal sand and dune/bluff top erosion. *There shall be no structural modifications or enhancements to the below ground portion of the existing structure.* Prior to initiating remodeling and use of this structure a declaration to this effect shall be recorded by the applicant, in a form acceptable to the City and Coastal Commission, to irrevocably waive any rights of all current and future property owners to construct erosion and any other coastal protective devices to maintain the unit referred to as the honeymoon unit.

P8. *That prior to the issuance of building permits for the project, deed restrictions shall be recorded which include, at least, provisions similar to that found below which was extracted from the "Summary of Declaration of Covenants, Conditions and Restrictions" received and dated 6/19/96 by the Planning Department and attached to a 6/18/96 letter from David Watson which was included as an exhibit to the Staff Report for the June 24, 1996 Planning Commission meeting. Said deed restrictions shall be prepared by the applicant, and then approved by the Planning Director and/or City Attorney and/or City Engineer in coordination with any CC&Rs which may be recorded pursuant to condition MS1 of the Minor Subdivision Approval for the Project.*

"5. *Establish and enforce use restrictions to ensure that the site and uses related thereto remain visitor-serving, and to specifically preclude conversion of any of the subject facilities to permanent residential use (with the exceptions of a single on-site manager's unit or accommodation)."*

ROLL CALL VOTE: COUNCILMAN GUSTAFSON, AYE;, COUNCILMAN PERRINE, AYE; COUNCILMAN WILMOT, AYE; MAYOR PRO TEM YATES, AYE; MAYOR VOCELKA, AYE. UNANIMOUSLY APPROVED 5-0.

9:40 P.M. RECESS

9:50 P.M. RECONVENE FOR OPEN SESSION & REPORT ON ACTION TAKEN IN CLOSED SESSION

CALIFORNIA COASTAL COMMISSION  
EXHIBIT A A-3-MAR-96 14  
2/39

7. RECESS TO CLOSED SESSION AT 9:50 P.M.

As permitted by Government Code Section 54956 et seq., the Council may adjourn to a Closed or Executive Session to consider specific matters dealing with pending litigation, certain personnel matters, or to confer with the City's Meyers-Milius-Brown Act representative.

necessary Coastal Development Permit approvals which may be associated with the other development entitlements/related actions for the Marina Dunes Resort as listed in the Required Development Entitlements/Related Actions portion of this Staff Report for the June 24, 1996, including, where applicable, the Design Review Approval, Zoning Permit, Use Permit, Minor Subdivision, Subdivision Exceptions, Tree Removal Permit, and General Development Plan.

4. Approve the General Development Plan subject to its conditions of approval found below.
5. Approve the Design Review Approval, Zoning Permit, Use Permit, Minor Subdivision, Subdivision Exceptions, and Tree Removal Permit, all subject to the respective conditions of approval found below.
6. Recommend that the City Council concur with the Planning Commission's approval of the General Development Plan and direct Staff to transmit a report to the City Council which includes this recommendation and the General Development Plan findings adopted by the Planning Commission.

#### CONDITIONS OF APPROVAL:

*Note that unless otherwise noted all conditions of approval are "standard conditions" required by ordinance or other authority and the imposition of these requirements is independent of their inclusion within any action by the Planning Commission. These "conditions" are presented primarily to help define how the City and other agencies' rules and regulations will apply to this project to improve understanding on the part of the project proponent and improve communication between the City and agency staff and the proponent. Other conditions are "special conditions" which are noted and identified by "(SP)" and these are conditions which might not be accomplished under existing authority and are being requested as conditions of granting the requested development entitlement(s).*

#### CONDITIONS WHICH APPLY TO THE COMBINATION OF THE BOTH COASTAL DEVELOPMENT PERMITS, DESIGN REVIEW APPROVAL, ZONING PERMIT, USE PERMIT, MINOR SUBDIVISION, TREE REMOVAL PERMIT, AND GENERAL DEVELOPMENT PLAN:

- E1. That the document entitled "Mitigation Monitoring Plan and Program for the Marina Dunes Resort Hotel Project" and attached hereto is incorporated herein by reference and its individual mitigation measures with associated monitoring programs are each considered conditions of these permits and approvals. (SP)
- E2. That concurrent with the preparation and consideration for City approval of the Final Restoration and Management Plan pursuant to adopted Mitigation Measure A1, a Habitat

Management Program for off-site impacts shall be similarly prepared and considered for City approval to address how the funds to be contributed by the project to the City Habitat Conservation Fund pursuant to adopted Mitigation Measure A1 can be used to ameliorate actual off-site impacts which might eventually be determined through periodic habitat monitoring or other appropriate means to be associated with the project.

City Attorney:

- A1. That the applicant shall agree as a condition of the approval of this project to defend at its sole expense any action brought against the City and to indemnify and hold the City harmless from any liability resulting from or in connection with the approval of this project. The applicant will reimburse the City for any court costs and attorneys' fees which the City may incur as a result of such action. The City may, at its sole discretion, participate in the defense of such action; but such participation shall not relieve the applicant of its obligations under this condition. Within 21 days of the Planning Commission's action on the subject permits and approvals, the applicant shall have prepared and submitted an Indemnification Agreement acceptable to the City Attorney and the Director of Planning so that it may thereafter be submitted in a timely manner for approval and execution by the City Council. (SP)

MARINA DUNES RESORT COASTAL DEVELOPMENT PERMIT, DESIGN REVIEW APPROVAL, MINOR SUBDIVISION AND ZONING PERMIT CONDITIONS:

- W1. That a soil report shall be required for this project and the report should address stabilization of slopes which will be 3:1 or steeper. The soil report must address the recent fill on the site, erosion from surface runoff, proposed infiltration and drainage facilities and compaction requirements.
- W2. That all grading must conform with City of Marina Ordinances and to Section 70 of the Uniform Building Code for "Engineered Grading". The grading plans must be submitted to and approved by the City Engineer. The final reports must be submitted to the Public Works Department for approval in accordance with the provisions of the Uniform Building Code.
- W3. That grading operations shall be such that all sediment and runoff is retained on-site. The proposed grading plan shows that surface runoff is discharged to adjacent property and Dunes Drive. This is not acceptable and must be changed.
- W4. That a drainage report shall be submitted for approval by the City Engineer. All surface run-off must be retained on site. Additionally, the report is to include and show all areas tributary to the site and all information pertinent to the capability of the proposed drainage facilities to handle the expected runoff from the site on the site. Additionally, the report shall include or incorporate the grading plan and landscaping plan for the project. The

- drainage plan for an underground system shall include a description of a maintenance program by which the system can be cleaned on a regular basis. No storm water discharge to adjacent property is allowed unless written permission is obtained from the property owners.
- W5. That an encroachment permit shall be required for all work within the public right-of-way.
- W6. That a grading permit obtained through the City Engineer's office shall be required for all grading outside the street right-of-way. A grading permit cannot be issued without an approved grading plan.
- W7. That all retaining walls adjacent to property lines shall be constructed of concrete or masonry.
- W8. That the public improvements shall be in accordance with the City of Marina Design Standards and Standard Specifications
- W9. That project developers will be subject to standard traffic signal fees.
- W10. That all utilities shall be installed underground.
- W11. That prior to any foundation construction, the Soil Engineer and Civil Engineer for the project shall file with the City Engineer Final Reports as required by Chapter 70 of the Uniform Building Code. Each report shall be complete with appropriate findings required by said Chapter 70 for engineered grading to the satisfaction of the City Engineer.
- W12. That all utility plans that serve the new project must be approved by the City Engineer.
- W13. That the exact location, number, size, and other pertinent information of all utilities including fire hydrants, street lights, sanitary sewers and storm drains will be checked and approved at the time that final improvement plans are submitted for review.
- W14. That the improvement plans for Dunes Drive shall include the street design for a minimum distance of 100 feet past the project limits to insure design continuity.
- W15. That the public improvements shall be in accordance with the City of Marina Design Standards and Specifications.
- W16. That the exact limits and cross section of public improvements that must be constructed will be determined after review of the traffic engineers' report by the Director of Public Works.

- W17. That the developer shall submit improvement plans for the public improvements for review and approval by the City Engineer. The plans shall be in complete form and in accordance with the standards established by the City Engineer regarding format and design information required.
- W18. That the project will be subject to individual traffic modeling by the Transportation Agency of Monterey County as required by the Congestion Management Plan (CMP). Should such modeling show traffic impacts from the project which would reduce the level of service of the CMP network below standards established by the CMP, a program for mitigating these impacts shall be met prior to occupancy. The project shall also conform to the requirements of the adopted Trip Reductions Ordinance.
- W19. That this project shall be subject to the City's Traffic Signal Fees.
- W20. The developer shall also deliver the approved grading, drainage and public improvement plans in AutoCAD computer file format so that the City can assign addresses and incorporate the new site into the street address map. (SP)
- W21. The developer shall also deliver the Final site and building layout plans in AutoCAD file format for archiving purposes. (SP)

MINOR SUBDIVISION CONDITION

- MS1. That prior to or concurrent with the recordation of the parcel map, CC&Rs shall be recorded which include, at least, provisions similar to those found in the "Summary of Declaration of Covenants, Conditions and Restrictions" received and dated 6/19/96 by the Planning Department and attached to a 6/18/96 letter from David Watson which was included as an exhibit to the Staff Report for the June 24, 1996 Planning Commission meeting. Said CC&Rs shall be prepared by the applicant, and then approved by the Planning Director and/or City Attorney and/or City Engineer.

MARINA DUNES RESORT COASTAL DEVELOPMENT PERMIT, DESIGN REVIEW APPROVAL, AND ZONING PERMIT CONDITIONS:

Building Division/Finance Department/Fire Division/Monterey County Health Department/Planning Department/Public Safety Department/Public Works Department  
Conditions:

- C1. That proper permits, licences and approvals shall be obtained and compliance shall be maintained with all such permits and approvals and all applicable local, state and federal laws and regulations, including but not limited to applicable building, fire, health, handicapped accessibility and zoning regulations, building security standards, and City business licencing requirements to the satisfaction of the appropriate

permitting or jurisdictional authority. (*Building division notes that 1994 U.B.C. is adopted.*)

- C2. That the building shall be constructed and maintained in accordance with the plans received and dated by the Planning Department on June 11 and 13, 1996, except as those plans might be modified by the conditions of approval contained herein and any subsequent plans submitted to and approved by the City.

City Attorney/Finance Department:

- C3. That Transient Occupancy Taxes (TOT) for the vacation club shall be calculated consistent with the methodology in the document entitled "Worldmark TOT for City of Marina Computation Basis" received and dated June 20, 1996 by the Planning Department and attached to the Staff Report for the June 24, 1996 Planning Commission meeting, with the actual computation numbers to be updated periodically, all to the satisfaction of the City Manager. Note that the contributions to the City Habitat Conservation Fund as required by adopted Mitigation Measure A8 shall be accounted for and remitted separately from the payment of Transient Occupancy Taxes even though said required contributions form a component of the operating costs upon which the TOT is partially based.

Building Division:

- B1. That prior to the start of construction, an application and plans for required building permits shall be submitted, checked and approved following standard plan checking procedures established by the Building Division.
- B2. That prior to occupancy or final project approval, all improvements shall be completed to the satisfaction of applicable departments/agencies following standard procedures established by the Building Division.
- B3. That toilet facilities shall be provided as required by Appendix C of the Uniform Plumbing Code.
- B4. That permit and plan check fees will be charged as in the Uniform Administrative Code with valuations as determined by the Chief Building Inspector.
- B5. That building plans shall address Building Code requirements relative to property lines.
- B6. That all plans and specifications must be submitted for approval by the Building Division prior to permit issuance.

- B7. That handicapped parking and access shall be provided, per Title 24 of the California Administrative Code.
- B8. That prior to issuance of permits to build, permits must be obtained from the Monterey Regional Water Pollution Control Agency (MRWPCA) and the Marina Coast Water District.

Fire Division:

- F1. That public streets, improved roadway access, approved emergency access, fire hydrants and a water supply system capable of supplying the required fire flows shall be installed and in operation to all buildings prior to vertical construction and shall be maintained thereafter, to the satisfaction of the Fire Chief.
- F2. That the location and number of fire hydrants shall be to the satisfaction of the Fire Chief. (Eight fire hydrant sites have been identified.)
- F3. That the portion of the roadways within 15 feet on either side of a fire hydrant and FDC shall be designated "No Parking Fire Lane", with red zone curbs provided, to the satisfaction of the Fire Chief.
- F4. That all public or private fire hydrants shall conform to the specifications of the Marina Coast Water District and have a shut off control gate. Further, that all fire hydrants, fire department connections, post indicator valves shall be installed to the satisfaction of the Fire Chief.
- F5. That no landscaping or other obstructions shall be located within 10 feet of the fire hydrants.
- F6. That fire hydrants shall be installed in such a manner that the minimum distance between the center of the lower outlet and surrounding finish grade is 18 inches.
- F7. That the entire project shall have a fire sprinkler system installed per NFPA 13, UBC and UFC codes, standards and City Ordinances.
- F8. That three sets of plans and calculations for the systems shall be submitted to the Fire Department and approved by the Fire Chief prior to installation. The sprinkler system must include the following components:
- a. Fire Department Connection, location to be approved by the Fire Chief.
  - b. A fire hydrant located within 50 feet of the FDC.
  - c. A post-indicator valve, or other approved visual indication main valve.
  - d. A local alarm and central alarm system; including tamper alarms on all accessible valves.

e. A back flow device approved by the Marina Coast Water District.

- F9. That a fire alarm system shall be installed per NFPA, UBC and UFC codes and standards.
- F10. That the fire alarm system shall have 60 hour back-up batteries installed.
- F11. That all commercial cooking areas shall have a hood system installed per Marina Municipal Code.
- F12. That standpipes shall be installed throughout the project to the satisfaction of the Fire Chief.
- F13. That should final plans show any gates proposed across the emergency access road fire land or any of its connections to the main loop road, KNOX boxes shall be installed on said gates to the satisfaction of the Fire Chief. Further, KNOX boxes shall be installed on the restaurant and conference center hotel lobby complex to the satisfaction of the Fire Chief.
- F14. That five (5) sets each of engineering plans and calculations for the sprinklers must be submitted to the Fire Division. The developer must reimburse the City for the cost of a consulting fire protection engineer to review the plans. Locations of FD connections and PI valves must be approved by the Fire Division prior to installation.
- F15. Fire hydrants must be installed so as to provide a hydrant within 150 feet of any portion of a building on the site. A hydrant must also be installed within 50 feet of each FD connection.
- F16. That Fire Lanes shall be marked adjacent to the buildings and as necessary to maintain 20 foot wide travel lanes and minimum truck turn around diameters as shown on plans, all to the satisfaction of the Fire Division. Roadway and landscaping design and maintenance shall provide a vertical clearance of not less than 13'6".
- F17. That the Fire Chief may apply other conditions consistent with the above conditions upon his review of further plans and submittals. (SP)

Marina Coast Water District:

- D1. Reclaimed water shall be used for landscape irrigation when it becomes available to the site, to the satisfaction of the Director of Planning.
- D2. That prior to issuing permits to build, information and construction plans in accordance with MCWD standard specifications/details shall be provided and approved.

- D3. That construction of connections to the water and sewer system shall comply with MCWD Ordinances.
- D4. That required fees and connection charges shall be paid before sanitary sewer or water service can begin.

Monterey County Health Department:

- H1. That project shall connect to public sanitary sewer and water service.
- H2. That the applicant shall submit a plan check for each proposed retail food facility and pool or spa.
- H3. That all garbage dumpsters shall be enclosed, with sloped surface which is plumbed to drain to the public sewer system.
- H4. That any septic systems or wells discovered during construction shall be properly abandoned to the satisfaction of the Health Department.
- H5. That the applicant shall contact the Hazardous Material Branch of the Health Department and shall meet this Branch's requirements relative to a business response plan and storage proposals.

Planning Department:

- P1. That the location of the far northwesterly vacation club units shall be maintained such that the width of the habitat corridor connecting with existing habitat on the adjoining Granite Rock property to the north shall be no narrower than the narrowest such width shown on the "Biological Resource Mitigation Strategies and Restoration Concept" map which is part of the Preliminary Dunes Habitat Restoration Plan found in Appendix B of the project EIR (approximately 70 feet). (SP)
- P2. That at the request of the Monterey Bay National Marina Sanctuary, show mean high tide line on the final grading plan, site development plan, any plan which shows the boardwalk access to the beach, and any other plan which involves site work close to the mean high tide line since work seaward of the mean high tide line requires a permit from the Monterey Bay National Marina Sanctuary. (SP)
- P3. That vertical and lateral coastal access as required in the LCLUP and LCIP Access Components shall be provided by a proper legal instrument approved by the City Attorney in a form acceptable to the California Coastal Commission. Public access improvements shall be completed prior to issuance of a certificate of occupancy.

- P4. That the honeymoon unit shall be abandoned and/or removed at such time as said structure is endangered by normal sand and dune/bluff top erosion. Prior to initiating remodeling and use of this structure a declaration to this effect shall be recorded by the applicant, in a form acceptable to the City and Coastal Commission, to irrevocably waive any rights of all current and future property owners to construct erosion and any other coastal protective devices to maintain the unit referred to as the honeymoon unit. (SP)
- P5. That at any time at which the beach access boardwalk and/or associated pavilions become endangered by normal sand and dune/bluff top erosion, said endangered portions shall be removed and the remaining portions shall be modified as necessary to accommodate the removal of the endangered portions, all to the satisfaction of the Planning Director and/or Design Review Board. (SP)
- P6. That prior to approval of a final grading plan and/or permit and prior to final design review approval, the applicant shall submit an analysis demonstrating to the satisfaction of the Planning Director that the buildings meet the height limit of MZO Section 17.26.060 given the definition of "height of building" in MZO Section 17.04.400. The determination of "natural grade" shall be based upon the oldest available and usable topographic map for the site or a similar alternative means to the satisfaction of the Planning Director.
- P7. That, prior to the issuance of initial Building Permits for the project, the Parcel Map shall be recorded in accordance with the requirements of the Minor Subdivision approval.

Public Safety Department:

- S1. That construction shall comply with the requirements of Marina Municipal Code Section 15.34.050, Minimum Security Standards for Multiple Family Dwellings. All auxiliary locking devices on sliding glass doors and windows shall be permanently affixed to the frame or window and shall be permanently affixed to the frame or window and shall be easily accessible to the user. (Applicant should obtain copy of said applicable code provisions from the Public Safety Department.)
- S2. Vision panels in exterior doors or within reach of the inside activating device must be of burglary-resistant glazing or equivalent. A sample of any such glazing or equivalent, a minimum of 18" by 18", must be submitted to the Public Safety Department for testing prior to receiving approval.
- S3. The non-residential areas - retail, restaurant, conference center - must comply with Marina Municipal Code Section 15.34.070. The hotel, restaurant and retail area are

required to have silent robbery alarms, and all off the above including the conference center are required to have silent intrusion alarms.

- S4. The exterior lighting plan for the parking and pedestrian areas must be submitted to the Public Safety Department for approval pursuant to Marina Municipal Code Section 15.34.080.

#### DESIGN REVIEW APPROVAL CONDITIONS:

##### Design Review Board/Planning Department:

- DR1. That the parking lot west of the restaurant shall be lowered and a decorative surface material used for this lot, all the the satisfaction of the Design Review Board and the Planning Director. (SP)
- DR2. That the applicant shall investigate the following possible expansions to the landscape plant palette to the satisfaction of the Design Review Board
- a. consider the tamarisk tree if this species is not a CNPS listed invasive plant
  - b. consider the echium shrub
  - c. consider expanding the palette of shade tolerant plants particularly for the north sides of the buildings along the northern habitat buffer. (SP)
- DR3. That additional Monterey cypress trees shall be located along the southern project boundary between the restaurant and the conference center buildings to the satisfaction of the Design Review Board. (SP)
- DR4. That the multitude of roofs and the detailing of the stair towers shall be modified to the satisfaction of the Design-Review Board to reduce the complexity and fussiness or business of the elevations with stair towers. (SP)
- DR5. That building permits shall be issued and building construction and site development shall be in accordance with plans, materials and color samples approved by the Design Review Board as described in Section C of the Guidelines for Plan Review Submittals, the adopted Landscape Guidelines, and City parking design standards (all available at the Planning Department) with the following clarifications or additional instructions:
- a. Fencing plans shall be consistent with the Planning Commission "good neighbor" fence policy and in accordance with the requirements of Section 17.06.060 of the Zoning Ordinance.
  - b. Landscaped areas shall be protected from vehicular areas by a continuous 6 inch concrete curb or approved alternative.

- c. That trash enclosures shall be sufficiently sized to accommodate the storage of recyclable materials and have a separate pedestrian entrance.
- d. Exterior lighting shall be designed and installed to direct light away from surrounding properties to the satisfaction of the Design Review Board.
- e. The driving aisle width back of parking spaces shall be the 24 foot aisle width required by City parking lot design standards. (SP)
- f. Parking stalls adjacent to a vertical wall, eg. trash enclosures, retaining walls, building walls for underground parking, shall be at 10 ten foot in width.

DR6. That prior to the installation of signs, plans shall be submitted and approved by the Design Review Board in accordance with the requirements of Chapter 17.59 of the Zoning Ordinance.

DR7. That the site shall be continuously maintained in a litter-free and weed-free condition and all plant material shall be continuously maintained in a healthy growing condition..

Planning Department:

DR8. That the Design Review Approval shall expire within one year from the date of the granting of this permit unless construction of the project has started within this period.

DR9. That prior to the issuance of any Occupancy Permit and continuing thereafter, the project shall be constructed and maintained in accordance with approved plans and all conditions and requirements of the Design Review Board and Design Review Approval to the satisfaction of the Director of Planning. Any modifications to the approved plans shall be approved by the Director or the Design Review Board as determined by the Director of Planning.

DR10. That no roof mounted mechanical equipment shall be visible from the street, parking lot or adjacent properties.

USE PERMIT CONDITION

U1. That no uses requiring a Use Permit under Section 17.06.020 A. of the MZO which are, in the opinion of the Planning Director, beyond the applicant's currently proposal to operate a lounge and video room and/or beyond other possibly related components of the overall Marina Dunes Resort project such as a nightclub and the serving of alcoholic beverages with meals, shall be permitted unless and until a new Use Permit is first approved pursuant to Section 17.06.020 A.

## TREE REMOVAL PERMIT CONDITIONS

- T1. That the seven trees approved for removal from the site shall be replaced on the site at a ratio of two new trees for one removed and said replacement trees shall be incorporated into the approved landscape plan for the site.
- T2. That the ground surface area in the vicinity of tree removals shall be restored. Such restoration shall include but not be limited to the removal of tree stumps and the filling of any holes left by the tree removals in accordance with requirements of a grading plan approved by the Director of Public Works or an approved Final Restoration and Management Plan for habitat to be added to the site.

### EXHIBITS:

1. Vicinity map from portion of Marina Zoning Map.
2. Project vicinity illustrated on portion of a late 1992 aerial photo
3. "PROJECT APPROVAL CERTIFICATE for AMENDMENT TO RECLAMATION PLAN/CERTIFICATION OF FINAL ENVIRONMENTAL IMPACT REPORT (EIR) AND RELATED ACTIONS PURSUANT TO CEQA for 'MARINA PIT' MINING OPERATION/MARINA DUNES RESORT at 3295 DUNES DRIVE" (This attachment includes the adopted Mitigation Monitoring Plan and Program for the Marina Dunes Resort Hotel Project)
4. 6/11/96 dated set of project plans distributed with this packet (8 1/2" by 11" reductions of these plans are attached to the Staff Report)
5. 6/13/96 dated sheets of project plans including a preliminary submittal of signage and directional graphics, the final site plan to accompany consideration of entitlements, and the same preliminary grading and drainage plan which was in the 6/11/96 dated bound set of plans but with a corrected page number and title block (8 1/2" by 11" reductions of these plans are attached to the Staff Report)
6. Draft minutes for the May 23, 1996 meeting of the Marina Coastal Zone Planning Task Force
7. Ordinance No. 96-7
8. 6/18/96 letter from David Watson with 2 attachments:
  - a. Summary of Declaration of Covenants, Conditions and Restrictions
  - b. Draft Marina Dunes HCP Management Strategy
9. Public recreation policies of Chapter 3 of the Coastal Act
10. Letter from Robert Klein of Trendwest Resort dated 12/14/95
11. Letter from Robert Klein of Trendwest Resort dated 6/19/96 including "Worldmark TOT for City of Marina Computation Basis"
12. Draft minutes of the Design Review Board meeting on June 6, 1996
13. Planning Commission Resolution 96-1
14. Letter from Carl Thompson date June 19, 1996.
15. Final Marina Dunes Resort Hotel Environmental Impact Report (previously distributed to Commissioners)

CALIFORNIA COASTAL COMMISSION  
EXHIBIT A A-3-MAR-96-094  
14/39

## Table M: MITIGATION MONITORING PLAN

Mitigation Measure	Time Frame/ Reference Document	Monitoring Agency
<p><b>Mitigation A1</b></p> <p>Final plans shall include 6.5 acres of dune restoration and a long term management plan and agreement for monitoring and management of the resource, consistent with the preliminary restoration plan and the Biological Resources Mitigation Strategies and Restoration Concept.</p>	<p>Final Restoration and Management Plan approval required before building permit release. Restoration complete prior to occupancy. Monitor for five years with annual reports, or until restoration standards in draft Marina Dunes HCP have been met, whichever is later.</p>	<p>Planning Department</p>
<p><b>Mitigation A2</b></p> <p>Final plans shall delete the equestrian area and use from the project.</p>	<p>Planning Department verify plan revision.</p>	<p>Planning Department</p>
<p><b>Mitigation A3</b></p> <p>Applicant to retain qualified professionals to prepare plan, implement and monitor appropriate restoration work in the bluff setback for Snowy Plover habitat. Monitoring shall include nest protection measures.</p>	<p>Final Restoration and Management Plan approval required before building permit release. Restoration complete prior to occupancy. Monitor for three years with annual reports, or until restoration standards in draft Marina Dunes HCP have been met, whichever is later.</p>	<p>Planning Department</p>
<p><b>Mitigation A4</b></p> <p>Final plans shall include a pedestrian circulation plan limited to two boardwalk paths through restored areas (one to beach, one to Dunes Drive), a rail fence around the development envelope with signage, boardwalk links to on-site recreation areas, and educational brochure program</p>	<p>Improvements and program in place prior to occupancy. Monitor for three years.</p>	<p>Planning Department</p>

EXHIBIT NO. A
APPLICATION NO. A-3-MAR-96-094
15/89

**Mitigation A5**

Final landscape plans shall avoid CNPS listed invasive plants and adhere to the Preliminary restoration Plan Guide-lines.

Final landscape plan approval required before building permit release. Monitor installation for compliance. Planning Department

**Mitigation A6**

Implement mitigation measures A3 and A4 to stabilize bluff and foredune.

Installation in place prior to occupancy. Monitor for three years: Planning Department

**Mitigation A7**

Implement habitat corridor in accordance with the preliminary restoration plan in the EIR.

Final plan approval prior to issuing building permit. Monitor for three years. Planning Department

CALIFORNIA COASTAL COMMISSION  
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## Table M: MITIGATION MONITORING PLAN

Mitigation Measure	Time Frame/ Reference Document	Monitoring Agency
<p><b>Mitigation A8</b></p> <p>The project shall be assessed a modified rate per occupied unit per night as a contribution to the City Habitat Conservation Fund used to restore Marina Dune area habitat, as determined by the City of Marina</p>	<p>City to administrate collection of fees on an ongoing basis.</p>	<p>Planning Department</p>
<p><b>Mitigation B1</b></p> <p>The project should be constructed to meet or exceed Uniform Building Code structural earthquake regulations for Seismic Zone 3 and/or the recommendations of the project geotechnical engineer, whichever is more stringent.</p>	<p>Prior to issuance of a building permit. Inspections will also be required to assure the plans are being followed during construction.</p>	<p>Building Division</p>
<p><b>Mitigation B2</b></p> <p>Detailed supplemental geotechnical investigations of the site shall be required to identify and correct liquifiable soils potentially associated with the site and require implementation of recommendations in project design.</p>	<p>Foundation plans would be reviewed for approval of the Building Inspector and grading plans would be reviewed for approval by the City Engineer prior to the issuance of a building permit.</p>	<p>Building Division</p>
<p><b>Mitigation B3</b></p> <p>The detailed supplemental geotechnical investigations of the site should include a determination of the degree of compaction or relative density of the loose surface/non-engineered fill soils on site. Appropriate recommendations for removal or recompaction of these soils during general site grading should be developed and implemented.</p>	<p>Grading plans would be reviewed for approval of the City Engineer prior to the issuance of a building permit.</p>	<p>Public Works Department</p>

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**EXHIBIT A** A-3-MAR-96-024  
 17/39

**Mitigation B4**

A detailed temporary erosion and sediment control plan should be submitted by the applicant as part of the grading plans. A permanent erosion and sediment control plan would be required for the operational phase of the project.

Reviewed for approval by the Public Works Director. The plan would be implemented during the construction period and would continue until permanent erosion controls are established successfully. Public Works Department

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18/39

## Table M: MITIGATION MONITORING PLAN

Mitigation Measure	Time Frame/ Reference Document	Monitoring Agency
<p><b>Mitigation B5</b></p> <p>The proposed 3:1 slopes shown along the south and north sides of the project on the Preliminary Grading and Drainage Plan should be adequate for slope stability purposes, but these slopes could steepen from wind erosion. It must be demonstrated to the satisfaction of the City Engineer that the final slopes can be stabilized, by vegetation or mechanical means, using soils from the site.</p>	<p>Plan approval prior to grading permit, field monitor.</p>	<p>Public Works Department</p>
<p><b>Mitigation B6</b></p> <p>Applicant shall submit revised bluff setback plan and site layout to meet the setback requirements using 3.0' per year retreat and a mid-bluff determination to the satisfaction of the City Engineer.</p>	<p>City to review and approve plans prior to issuing coastal permit. Permanent structures encroaching into the setback area shall be shifted outside the setback to conform to the draft Marina Dunes HCP and LCP amendment.</p>	<p>Planning Department/ Public Works Department</p>
<p><b>Mitigation B7</b></p> <p>Design of subsurface stormwater percolation systems shall conform with City of Marina guidelines. The plans shall require provision of grease interceptors from areas that generate oils and grease such as driveways and parking lots. The plans shall also include a storm drainage maintenance plan as a condition of approval. The maintenance program should be implemented during project construction and retained after the project is completed. Sites with over five acres of grading require a National Pollution Discharge Elimination (NPDES) permit issued through the RWQCB in coordination with the Monterey Bay National Marine Sanctuary.</p>	<p>Proposed improvements shall be subject to review and approval of the City Engineer prior to issuance of a grading permit.</p>	<p>Public Works Department</p>

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**Mitigation B8**

Applicant to submit a reclaimed water plan and landscape plan per Mitigation Measure A5. Final building plans to use ultra low flow fixtures.

Plan approval prior to building permit Planning Department issued. Field monitor.

**Mitigation C1**

Applicant to modify architecture and/or grading plans to reduce the height of the architectural features on the site.

Prior to issuance of building permit.

Planning Department

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20139

## Table M: MITIGATION MONITORING PLAN

Mitigation Measure	Time Frame/ Reference Document	Monitoring Agency
<p><b>Mitigation C2</b> Applicant to modify project color palette.</p>	Prior to issuance of building permit.	Planning Department
<p><b>Mitigation C3</b> A lighting plan (including footcandle calculations) should be prepared by applicant. Lighting should be adequate for safety, but accomplished by lowering fixture heights and increasing the number of fixtures to achieve safe light levels. Fixtures shall be shielded, cut-off type fixtures.</p>	Prior to issuance of building permit.	Planning Department
<p><b>Mitigation C4</b> The final planting plan shall incorporate non-invasive, dune adapted plants into the developed area.</p>	Prior to issuance of building permit.	Planning Department
<p><b>Mitigation D1</b> A sidewalk, designed to City of Marina standards, should be constructed on the north side of Reservation Road between Dunes Drive and the southbound SR 1 ramps.</p>	The sidewalk should be installed at the time the project is developed.	Public Works Department
<p><b>Mitigation D2</b> Remove the existing four street light poles with slip bases located on Reservation Road at the SR 1 interchange and replace the poles with non-slip bases.</p>	The street light poles should be replaced immediately.	Caltrans

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**Mitigation D3**

Restripe Reservation Road between Dunes Drive and Cardoza Avenue to provide back-to-back left turn lanes on Reservation Road on the approaches to the SR 1 interchange ramps.

The left turn lanes should be striped at the Public Works Department time the project is developed.

**Mitigation D4**

Stripe 5 feet wide bicycle lanes on each side of Reservation Road between Dunes Drive and Beach Road.

The bicycle lanes should be installed at the Public Works Department time the project is developed.

**Mitigation D5**

A sidewalk, designed to City of Marina standards, should be constructed on the north side of Reservation Road between Cardoza Avenue and Beach Road.

The sidewalk should be installed at the time Public Works Department the project is developed.

## Table M: MITIGATION MONITORING PLAN

Mitigation Measure	Time Frame/ Reference Document	Monitoring Agency
<p><b>Mitigation D6</b></p> <p>Stripe crosswalks for north-south bicycle and pedestrian movements at the Reservation Road/Beach Road intersection and modify the signal system to provide pedestrian signal phases for north-south pedestrian movements.</p>	<p>The improvements should be made at the time the project is developed.</p>	<p>Public Works Department</p>
<p><b>Mitigation D7</b></p> <p>Restripe the left turn on the eastbound Reservation Road approach to Cardoza Avenue to increase the lane length to 190 feet.</p>	<p>This improvement should be constructed at the time the project is developed.</p>	<p>Public Works Department</p>
<p><b>Mitigation D8</b></p> <p>Construct road widening, curbs, gutter and sidewalks and street lighting on the west side of Dunes Drive along the project site frontage.</p>	<p>The improvements should be constructed at the time the project is developed.</p>	<p>Public Works Department</p>
<p><b>Mitigation D9</b></p> <p>Widen the north side of Reservation Road on the westbound approach to the SR 1 northbound on-ramp to provide an exclusive right turn lane of at least 100 feet in length. The improvement should also include construction of a sidewalk on the north side of Reservation Road between the northbound SR 1 on-ramp and Cardoza Avenue</p>	<p>This improvement should be constructed at the time the project is developed.</p>	<p>Public Works Department/ Caltrans</p>

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**Mitigation D10**

A traffic signal should be installed at the Reservation Road intersection with the northbound SR 1 ramps.

The traffic signal should be installed when warranted which will probably be near the buildout of the long-range cumulative scenario.

Public Works Department/  
Caltrans

**Mitigation D11**

Widen the south side of Reservation between the northbound SR 1 off-ramp and Beach Road to provide a second eastbound travel lane.

When warranted by traffic volumes at the Reservation Road/northbound SR1 ramps intersection which will probably be near the buildout of long-range cumulative development.

Public Works Department/  
Caltrans

**Mitigation D12**

A traffic signal should be installed at the Reservation Road intersection with the southbound SR 1 ramps.

The traffic signal should be installed when warranted which will probably be near the buildout of the long-range cumulative scenario.

Public Works Department/  
Caltrans

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EXHIBIT A A-3-MAR-96-094  
24/39

## EXHIBIT B

[TO THE MITIGATION MONITORING PLAN AND PROGRAM FOR  
THE MARINA DUNES RESORT HOTEL PROJECT]

### FULLER DESCRIPTION OF EACH MITIGATION MEASURE AS EXTRACTED FROM THE RESPECTIVE TEXT SECTIONS OF THE FINAL EIR

**Mitigation A1:** To offset potential impacts to the surrounding dunes due to increased visitor use, the project shall restore and manage a minimum of 6.5 acres of the site as shown on the Biological Resource Mitigation Strategies and Restoration Concept (Map 12) and the preliminary restoration plan in Appendix B of this EIR, and including any off-site areas potentially disturbed by improvements to Dunes Drive.

#### Mitigation Implementation/Monitoring

- 1) Action to be Taken: Final plans shall include 6.5 acres of dune restoration and a long term management plan and agreement for monitoring and management of the resource, consistent with the preliminary restoration plan and the Biological Resources Mitigation Strategies and Restoration Concept.
- 2) Entity to Take Action: Applicant to retain qualified professionals to prepare final plans for review and approval by the City.
- 3) Timing/Duration: Final Restoration and Management Plan approval required before building permit release. Restoration complete prior to occupancy. Monitor for five years with annual reports, or until restoration standards in draft Marina Dunes HCP have been met, whichever is later.
- 4) Interested Agencies: Planning Department, State Parks, Department of Fish and Game.

**Mitigation A2:** The horse stable and all equestrian use should be deleted from the proposed project to avoid potential adverse impacts on dune vegetation.

#### Mitigation Implementation/Monitoring

- 1) Action to be Taken: Final plans shall delete the equestrian area and use from the project.
- 2) Entity to Take Action: Applicant to revise plan.
- 3) Timing/Duration: Planning Department verify plan revision.
- 4) Interested Agencies: Planning Department, State Parks, Department of Fish and Game.

EXHIBIT NO. A
APPLICATION NO. A-3-MAR-96-094
25/39

**MARINA DUNES RESORT  
Environmental Impact Report**

**Impact : Sand Disequilibrium / Bluff  
Retreat**

- Mitigation Measures**
- Stabilize foredune with appropriate vegetation
  - Prohibit access except by boardwalk

**Impact : Snowy Plover**

- Mitigation Measures**
- Initiate and conduct ongoing monitoring program to identify & protect nests

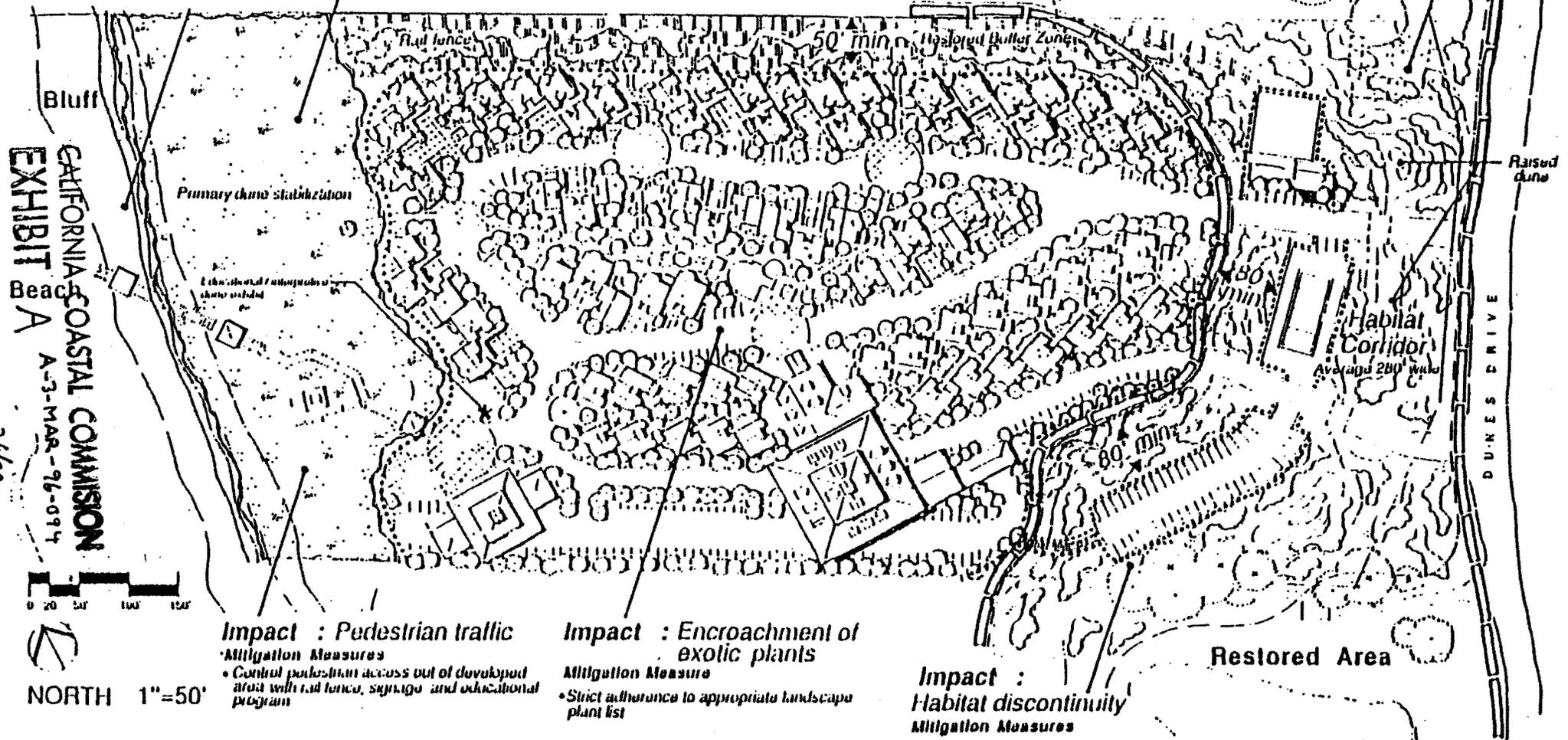
**Impact : Cumulative offsite degradation due to  
increased visitor use**

- Mitigation Measures**
- Develop crucial habitat corridor on site
  - Restore & protect low dune plant community on site
  - Educate users via signage & brochures in rooms
  - Provide variety of on-site recreation to keep users on site
  - Control pedestrian access to offsite areas with signage & fences
  - Develop on site dune interpretive exhibit

**Impact : Horses**

- Mitigation Measures**
- Eliminate from project

**Intact Dune Habitat**



**Impact : Pedestrian traffic**

- Mitigation Measures**
- Control pedestrian access out of developed area with rail fence, signage and educational program

**Impact : Encroachment of  
exotic plants**

- Mitigation Measure**
- Strict adherence to appropriate landscape plant list

**Impact :  
Habitat discontinuity**

- Mitigation Measures**
- Develop habitat corridor
  - Vegetative link for butterfly migration

**CALIFORNIA COASTAL COMMISSION**  
**EXHIBIT A**  
 A-3-MAR-96-094  
 24/99

**BIOLOGICAL RESOURCE MITIGATION  
STRATEGIES & RESTORATION CONCEPT  
MAP 12**

**Vernal Pool**

SOURCE:

**irma**

International Resource Management  
10000 Wilshire Blvd, Suite 1000  
Beverly Hills, CA 90210  
Tel: 310 276 1000 Fax: 310 276 1001

**Mitigation A3:** The project shall develop a foredune restoration plan within the bluff setback zone (approximately three acres) with vegetation and open sand areas suitable for Snowy Plover use. The area shall be monitored by a qualified professional and measures taken to protect any nests that occur in the area.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Applicant to retain qualified professionals to prepare plan, implement and monitor appropriate restoration work in the bluff setback for Snowy Plover habitat. Monitoring shall include nest protection measures.
- 2) Entity to Take Action: Applicant to prepare plans for review and approval by City.
- 3) Timing/Duration: Final Restoration and Management Plan approval required before building permit release. Restoration complete prior to occupancy. Monitor for three years with annual reports, or until restoration standards in draft Marina Dunes HCP have been met, whichever is later.
- 4) Interested Agencies: Planning Department, State Parks, Department of Fish and Game.

**Mitigation A4:** Pedestrian access outside the development envelope into the 6.5 acre restoration area shall be limited to two boardwalk areas: one extending west to the beach and one extending east to Dunes Drive, and not joined to either access drive. In addition:

- o the development envelope shall be contained by a wood rail fence with signage warning visitors to use only the boardwalk routes
- o on-site recreational opportunities (pool, tennis, sports court) shall be included to keep users on the site: access to these facilities shall be by boardwalk where not contiguous to the development envelope
- o educational brochures encouraging visitors to stay off the dunes and to use the boardwalks provided on the site and at Marina State Beach shall be provided in each hotel/club room.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Final plans shall include a pedestrian circulation plan limited to two boardwalk paths through restored areas (one to beach, one to Dunes Drive), a rail fence around the development envelope with signage, boardwalk links to on-site recreation areas, and educational brochure program
- 2) Entity to Take Action: Applicant to prepare plan for review and approval by City.
- 3) Timing/Duration: Improvements and program in place prior to occupancy. Monitor for three years.
- 4) Interested Agencies: Planning Department, State Parks, Department of Fish and Game.

**Mitigation A5:** The ornamental landscape within the development envelope shall not use any invasive exotic plants listed as such by the California Native Plant Society, and shall adhere to the guidelines in the Preliminary Restoration Plan contained in Appendix B of this EIR.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Final landscape plans shall avoid CNPS listed invasive plants and adhere to the Preliminary Restoration Plan Guidelines.
- 2) Entity to Take Action: Applicant to retain qualified professional to prepare final plan for review and approval by the City.
- 3) Timing/Duration: Final landscape plan approval required before building permit release. Monitor installation for compliance.
- 4) Interested Agencies: Planning Department, State Parks, Department of Fish and Game.

**Mitigation A6:** Restoration and protection of the bluff setback area in accordance with mitigation measures A3 and A4 will stabilize the foredune and avoid wind erosion impacts and help stabilize the bluffs.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Implement mitigation measures A3 and A4 to stabilize bluff and foredune.
- 2) Entity to Take Action: Applicant to prepare final plans.
- 3) Timing/Duration: Installation in place prior to occupancy. Monitor for three years.
- 4) Interested Agencies: Planning Department, State Parks, Department of Fish and Game.

**Mitigation A7:** Develop and maintain a habitat corridor as shown on Map 12 and the preliminary restoration plan in Appendix B of this EIR that includes the following key elements:

- o Eriogonum shrubs for Smith's blue butterfly
- o Limit road penetrations to two drives not exceeding 24 feet wide to allow for butterfly dispersal
- o sand filled culverts under drives for black legless lizard movement
- o appropriate dune landform
- o removal or adequate capping of any exotic soil with a minimum of 10 feet of dune sand. Any

import fill shall only be used under roads or buildings.

- o establishment and monitoring plan

#### **Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Implement restoration in accordance with the preliminary restoration plan in the EIR.
- 2) Entity to Take Action: Applicant to retain qualified professionals to prepare final plan and implement and monitor restoration of habitat corridor.
- 3) Timing/Duration: Final plan approval prior to issuing building permit. Monitor for five years or until the restoration standards in the draft Marina Dunes HCP have been met, whichever is later.
- 4) Interested Agencies: Planning Department, State Parks, Department of Fish and Game.

**Mitigation A8:** To offset potential cumulative impacts on the Marina dunes, the project shall contribute to the existing Habitat Conservation Fund administered by the City of Marina, for use in restoring dune habitat in the Marina Dunes area. However, up to two years of such contributions received prior to the completion of the HCP, LCP amendment and related documents for the Marina Dunes may be used to fund the completion of said plan and documents. The existing fee of \$0.35 per visitor serving room per night shall be re-evaluated and increased to account for:

- o inflation
- o the proportion of visitors from the proposed project over those anticipated from the land uses in the draft HCP (a factor of 1.5)
- o changes in dune habitat management practices or circumstances such as new endangered species listings which would warrant additional funding

#### **Mitigation Implementation/Monitoring**

- 1) Action to be Taken: The project shall be assessed a modified rate per occupied unit per night as a contribution to the City Habitat Conservation Fund used to restore Marina Dune area habitat, as determined by the City of Marina.
- 2) Entity to Take Action: City shall require fee assessment as condition of approval for project.
- 3) Timing/Duration: City to administrate collection of fees on an ongoing basis.
- 4) Interested Agencies: Planning Department

**Mitigation B1: Design project to withstand seismic ground-shaking.**

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: The project should be constructed to meet or exceed Uniform Building Code structural earthquake regulations for Seismic Zone 3 and/or the recommendations of the project geotechnical engineer, whichever is more stringent.
- 2) Entity to Take Action: Building, construction, and engineering plans should be reviewed by the Marina City Engineer to ensure that the regulations and recommendations have been incorporated.
- 3) Timing/Duration: Prior to issuance of a building permit. Inspections will also be required to assure the plans are being followed during construction.

**Mitigation B2: Design project to avoid liquefaction. Plans should be checked by a geotechnical engineer. Design should take into consideration the proposed seepage pits and irrigation in relation to groundwater level.**

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Detailed supplemental geotechnical investigations of the site shall be required to identify and correct liquifiable soils potentially associated with the site and require implementation of recommendations in project design.

At a minimum the report should address the following points:

Analysis of the liquefaction potential of the Flandrian dune and active sands to ensure that the foundation design will eliminate this potential hazard. Additional boring, sampling, and testing will be required and should be conducted to define precisely the liquefaction potential on the site and to provide detail for mitigation designs. Subsurface exploration will also show geologic/foundation conditions at construction grade. The geotechnical and soils liquefaction report recommendations should be incorporated into the design of the building foundations, pavement, and earthwork.

- 2) Entity to Take Action: Applicant to retain qualified professional.
- 3) Timing/Duration: Foundation plans would be reviewed for approval of the Building Inspector and grading plans would be reviewed for approval by the City Engineer prior to the issuance of a building permit.

**Mitigation B3:** Identification and removal or recompaction of loose surface soils to reduce potential for post-construction settlement of structures.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: The detailed supplemental geotechnical investigations of the site should include a determination of the degree of compaction or relative density of the loose surface/non-engineered fill soils on site. Appropriate recommendations for removal or recompaction of these soils during general site grading should be developed and implemented.
- 2) Entity to Take Action: Applicant to retain qualified professional.
- 3) Timing/Duration: Grading plans would be reviewed for approval of the City Engineer prior to the issuance of a building permit.

**Mitigation B4:** Design and construct project to reduce the potential for increased erosion hazards following City ordinance.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: A detailed temporary erosion and sediment control plan should be submitted by the applicant as part of the grading plans. A permanent erosion and sediment control plan would be required for the operational phase of the project.
- 2) Entity to Take Action: Erosion/sediment control plan prepared by the project engineer.
- 3) Timing/Duration: Reviewed for approval by the Public Works Director. The plan would be implemented during the construction period and would continue until permanent erosion controls are established successfully.

**Mitigation B5:** Design of final cut or fill slopes of berms, dunes or other landformed features to reflect the stability characteristics of the material in the slopes and shall repair/remedy existing slope problems along the south boundary.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: The proposed 3:1 slopes shown along the south and north sides of the project on the Preliminary Grading and Drainage Plan should be adequate for slope stability purposes, but these slopes could steepen from wind erosion. It must be demonstrated to the satisfaction of the City Engineer that the final slopes can be stabilized, by vegetation or mechanical means, using soils from the site.

- 2) Entity to Take Action: Applicant to retain qualified professional.
- 3) Timing/Duration: Plan approval prior to grading permit, field monitor.

**Mitigation B6:** Design of project to avoid shoreline erosion hazard. The applicant shall submit proof of the midpoint bluff location and shall submit plans that show the proposed location of project features relative to the midpoint of the bluff based setback lines.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Applicant shall submit revised bluff setback plan and site layout to meet the setback requirements using 3.0' per year retreat and a mid-bluff determination to the satisfaction of the City Engineer.
- 2) Entity to Take Action: Applicant to retain qualified professional.
- 3) Timing/Duration: City to review and approve plans prior to issuing coastal permit. Permanent structures encroaching into the setback area shall be shifted outside the setback to conform to the draft Marina Dunes HCP and LCP amendment.

A permit for any construction activities below the mean high tide line would be required from the Monterey Bay National Marine Sactuary (NOAA).

**Mitigation B7:** Drainage improvement plans shall describe the storm drainage system and show that all storm drain pipes and percolation systems are adequately sized for significant storm events.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Design of subsurface stormwater percolation systems shall conform with City of Marina guidelines. The plans shall require provision of grease interceptors from areas that generate oils and grease such as driveways and parking lots. The plans shall also include a storm drainage maintenance plan as a condition of approval. The maintenance program should be implemented during project construction and retained after the project is completed. Sites with over five acres of grading require a National Pollution Discharge Elimination (NPDES) permit issued through the RWQCB in coordination with the Monterey Bay National Marine Sanctuary.
- 2) Entity to Take Action: Applicant to submit engineered plans for city review and approval.
- 3) Timing/Duration: Proposed improvements shall be subject to review and approval of the City Engineer prior to issuance of a grading permit.

**Mitigation B8:** The project shall decrease groundwater demand by utilizing reclaimed water for irrigation, use of native drought tolerant plants, and ultra low flow fixtures in the units.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Applicant to submit a reclaimed water plan and landscape plan per Mitigation Measure A5. Final building plans to use ultra low flow fixtures.
- 2) Entity to Take Action: Applicant to prepare plans for City review and approval.
- 3) Timing/Duration: Plan approval prior to building permit issued. Field monitor.

**Mitigation C1:** Building heights should be reduced by either lowering the height of roof ridgelines by decreasing roof pitch or by lowering the mean elevation of the development area, or a combination of both, in order to retain views to the northerly off-site dune crest. Cupolas are excepted.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Applicant to modify architecture and grading plans to reduce the height of the architectural features on the site.
- 2) Entity to Take Action: Applicant to revise architectural plans.
- 3) Timing/Duration: Prior to issuance of building permit.
- 4) Interested Agencies: City of Marina planning and building departments.

**Mitigation C2:** Deleted.

**Mitigation C3:** Exterior lighting should be designed to be adequate for safety while incorporating use of shielded, low profile, non-glare and cut-off type fixtures. Light poles should set luminaires below the roof lines of adjacent buildings. Light poles shall not silhouette against the skyline when the project is viewed from Highway 1, Reservation Road or Dunes Drive.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: A lighting plan (including footcandle calculations) should be prepared by applicant. Lighting should be adequate for safety, but accomplished by lowering fixture heights and increasing the number of fixtures to achieve safe light levels. Fixtures shall be shielded, cut-off type fixtures.

- 2) Entity to Take Action: Applicant to retain qualified professional.
- 3) Timing/Duration: Prior to issuance of building permit.
- 4) Interested Agencies: City of Marina planning and building departments.

**Mitigation C4:** Final planting design should include use of drought tolerant, non-invasive plant material that is adapted to sandy soil and coastal climate. Use of uncharacteristic, poorly adapted or invasive exotic plant material should not be allowed.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: The final planting plan shall incorporate non-invasive, dune adapted plants into the developed area.
- 2) Entity to Take Action: Applicant to retain qualified professional.
- 3) Timing/Duration: Prior to issuance of building permit.
- 4) Interested Agencies: City of Marina planning and building departments.

**Mitigation D1:** To remedy existing deficiencies, install a sidewalk on the north side of Reservation Road between Dunes Drive and the southbound SR 1 ramps.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: A sidewalk, designed to City of Marina standards, should be constructed on the north side of Reservation Road between Dunes Drive and the southbound SR 1 ramps.
- 2) Entity to Take Action: The project applicant and/or City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: The sidewalk should be installed at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D2:** To remedy existing deficiencies, replace four street light poles on Reservation Road/ SR 1 interchange.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Remove the existing four street light poles with slip bases located on Reservation Road at the SR 1 interchange and replace the poles with non-slip bases.
- 2) Entity to Take Action: California Department of Transportation (Caltrans).
- 3) Timing/Duration: The street light poles should be replaced immediately.
- 4) Interested Agencies: California Department of Transportation (Caltrans).

**Mitigation D3:** To remedy existing deficiencies, install left turn lanes on Reservation Road at SR 1.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Restripe Reservation Road between Dunes Drive and Cardoza Avenue to provide back-to-back left turn lanes on Reservation Road on the approaches to the SR 1 interchange ramps.
- 2) Entity to Take Action: The project applicant and/or the City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: The left turn lanes should be striped at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D4:** To remedy existing deficiency, install bicycle lanes on Reservation Road between Dunes Drive and Beach Road.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Stripe 5 feet wide bicycle lanes on each side of Reservation Road between Dunes Drive and Beach Road.
- 2) Entity to Take Action: The project applicant and/or the City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: The bicycle lanes should be installed at the time the project is developed.

- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D5:** To mitigate existing deficiency, install a sidewalk on the south side of Reservation Road between Cardoza Avenue and Beach Road.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: A sidewalk, designed to City of Marina standards, should be constructed on the south side of Reservation Road between Cardoza Avenue and Beach Road.
- 2) Entity to Take Action: The project applicant and/or the City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: The sidewalk should be installed at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D6:** To mitigate existing deficiency, install crosswalks and a pedestrian signal phase for north-south bicycle and pedestrian movements at the Reservation Road/Beach Road intersection.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Stripe crosswalks for north-south bicycle and pedestrian movements at the Reservation Road/Beach Road intersection and modify the signal system to provide pedestrian signal phases for north-south pedestrian movements.
- 2) Entity to Take Action: The project applicant and/or City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: The improvements should be made at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D7:** To mitigate project impacts, lengthen the eastbound left turn lane on Reservation Road at Cardoza Avenue from 60 feet to 190 feet.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Restripe the left turn on the eastbound Reservation Road

approach to Cardoza Avenue to increase the lane length to 190 feet.

- 2) Entity to Take Action: Entity to Take Action: The project applicant and/or City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: This improvement should be constructed at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D8:** To mitigate project traffic impacts improve the west side of Dunes Drive across the project site frontage with curb, gutter and sidewalk.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Construct road widening, curbs, gutter and sidewalks and street lighting on the west side of Dunes Drive along the project site frontage.
- 2) Entity to Take Action: The Marina Dunes Resort developer.
- 3) Timing/Duration: The improvements should be constructed at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D9:** To remedy existing deficiency and cumulative impacts, install a right turn lane, with an adjacent sidewalk, on the westbound Reservation Road approach to the northbound SR 1 ramps.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Widen the north side of Reservation Road on the westbound approach to the SR 1 northbound on-ramp to provide an exclusive right turn lane of at least 100 feet in length. The improvement should also include construction of a sidewalk on the north side of Reservation Road between the northbound SR 1 on-ramp and Cardoza Avenue.
- 2) Entity to Take Action: The project applicant and/or City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: This improvement should be constructed at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works, California

Department of Transportation (Caltrans).

**Mitigation D10:** To mitigate cumulative impacts, install a signal at the Reservation Road/northbound SR 1 ramps.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: A traffic signal should be installed at the Reservation Road intersection with the northbound SR 1 ramps.
- 2) Entity to Take Action: The City of Marina in conjunction with contributions from cumulative development.
- 3) Timing/Duration: The traffic signal should be installed when warranted which will probably be near the buildout of the long-range cumulative scenario.
- 4) Interested Agencies: City of Marina Department of Public Works, California Department of Transportation (Caltrans).

**Mitigation D11:** To mitigate cumulative impacts, add a second eastbound lane on Reservation Road between the northbound SR 1 ramps and Beach Road.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Widen the south side of Reservation between the northbound SR 1 off-ramp and Beach Road to provide a second eastbound travel lane.
- 2) Entity to Take Action: The City of Marina in conjunction with contributions from cumulative development.
- 3) Timing/Duration: When warranted by traffic volumes at the Reservation Road/northbound SR 1 ramps intersection which will probably be near the buildout of long-range cumulative development.
- 4) Interested Agencies: City of Marina Department of Public Works, California Department of Transportation (Caltrans).

**Mitigation D12:** To reduce long-term cumulative impacts, install a signal at the Reservation Road/southbound SR 1 ramps.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: A traffic signal should be installed at the Reservation Road

intersection with the southbound SR.1 ramps.

- 2) Entity to Take Action: The City of Marina in conjunction with contributions from cumulative development, including the Marina Dunes Resort.
- 3) Timing/Duration: The traffic signal should be installed when warranted which will probably be near the buildout of the long-range cumulative scenario.
- 4) Interested Agencies: City of Marina Department of Public Works, California Department of Transportation (Caltrans).

**Mitigation D13:** Install a signal at the Beach Road/Del Monte Boulevard intersection.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Install a traffic signal at the intersection of Beach Road and Del Monte Boulevard.
- 2) Entity to Take Action: The City of Marina in conjunction with contributions from cumulative development.
- 3) Timing/Duration: The traffic signal should be installed when warranted which will probably be near the buildout of long-range cumulative development.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D14:** Between the project and Reservation Road, construct a class 1 bicycle path primarily along the base of the easterly slope of Dunes Drive, and construct a sidewalk and aesthetically designed protective fence at the west edge of the sidewalk adjoining the westerly edge of pavement of Dunes Drive, all without any significant modification to the existing slope adjoining the coastal/vernal pond.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: Construction of a sidewalk and class 1 bicycle path.
- 2) Entity to Take Action: The Marina Dunes Resort project developer *and/or* City subject to partial reimbursement from cumulative development ~~and/or~~ City.
- 3) Timing/Duration: The improvement should be constructed at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation D15:** To remedy existing deficiencies, widen the existing intersection at Dunes Drive and Reservation Road to accommodate turning movements of recreational vehicle campers and trucks.

**Mitigation Implementation/Monitoring**

- 1) Action to be Taken: A modified intersection, designed to Caltrans standards, should be constructed.
- 2) Entity to Take Action: The Marina Dunes Resort project developer and/or City subject to partial reimbursement from cumulative development.
- 3) Timing/Duration: The improvement should be constructed at the time the project is developed.
- 4) Interested Agencies: City of Marina Department of Public Works.

**Mitigation Measure F1:**  $PM_{10}$  emissions should be reduced by:

Watering the unpaved construction at least twice per day and restrict the working area to no more than 2.4 acres at any one time.

Covering trucks hauling excavated materials with tarpaulins or other effective covers.

Sweeping streets serving the construction sites at least once per day.

Paving and planting as soon as possible.

mdrump3

## CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE  
725 FRONT STREET, SUITE 300  
SANTA CRUZ, CA 95060  
(408) 427-4863



## COMMISSION NOTIFICATION OF APPEAL

TO: Jeffrey Dack,  
City of Marina  
Marina City Hall  
211 Hillcrest Avenue  
Marina, CA 93933

FROM: Tami Grove, Central Coast Area District Director

DATE: August 19, 1996

RE: Commission Appeal No. A-3-MAR-96-094

Please be advised that the coastal development permit decision described below has been appealed to the California Coastal Commission pursuant to Public Resources Code Section 30602 or 30625. Therefore, the decision has been stayed pending Commission action on the appeal pursuant to Public Resources Code Section 30623.

Local Permit #: N/A

Applicant(s): King Ventures, Attn: Mr. John King

Description: Mixed use resort development consisting of 112 vacation club units, 71 hotel units, conference/retail facility, restaurant, beach access

Location: 3295 Dunes Drive, Marina (Monterey County) (APN(s) 33-192-33)

Local Decision: Approved w/ Conditions

Appellant(s): Sierra Club Ventana Chapter, Attn: Janie Figen; California Coastal Commission, Attn: Chairman Louis Calcagno; California Coastal Commission, Attn: Commissioner Rusty Areias

Date Appeal Filed: 8/16/96

The Commission appeal number assigned to this appeal is A-3-MAR-96-094. The Commission hearing date has been tentatively set for September 10-13, \*1996 in Eureka. Within 5 working days of receipt of this Commission Notification of Appeal, copies of all relevant documents and materials used in the City of Marina's consideration of this coastal development permit must be delivered to the Central Coast Area office of the Coastal Commission (California Administrative Code Section 13112). Please include copies of plans, relevant photographs, staff reports and related documents, findings (if not already forwarded), all correspondence, and a list, with addresses, of all who provided verbal testimony.

A Commission staff report and notice of the hearing will be forwarded to you prior to the hearing. If you have any questions, please contact Joy Chase at the Central Coast Area office.

\* Note: Staff is recommending this item be opened and continued in September to a later date.

EXHIBIT NO.
APPLICATION NO. A-3-MAR-96-94
Appeal Documents
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CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE

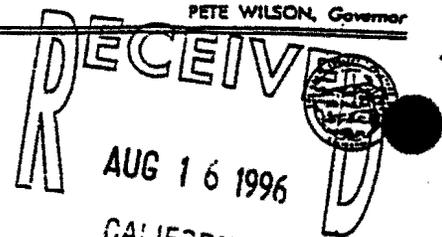
725 FRONT STREET, STE. 300

SANTA CRUZ, CA 95060

(408) 427-4863

HEARING IMPAIRED: (415) 904-5200

APPEAL FROM COASTAL PERMIT  
DECISION OF LOCAL GOVERNMENT



CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

Please Review Attached Appeal Information Sheet Prior To Completing  
This Form.

SECTION I. Appellant(s)

Name, mailing address and telephone number of appellant(s):

Ventana Chapter, Sierra Club To Janie Figen

1443 DEER FLAT RD

MONTEREY, CA 93940

Zip

(408) 375-9667

Area Code

Fax 875-1666

Phone No.

SECTION II. Decision Being Appealed

1. Name of local/port government: City of Marina

2. Brief description of development being appealed: MIXED USE RESORT, 112 VACATION CLUB UNITS, 71 HOTEL UNITS, MASSAGE SPA, MEETING CONFERENCE, RETAIL FACILITY, 500 SQ FT RESTAURANT, SNACK BAR, TENNIS COURTS, SWIMMING POOL, COSMETIC SURGERY CENTER

3. Development's location (street address, assessor's parcel no., cross street, etc.): 3295 DUNES DR. MARINA

4. Description of decision being appealed:

a. Approval; no special conditions: \_\_\_\_\_

b. Approval with special conditions:  \_\_\_\_\_

c. Denial: \_\_\_\_\_

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO: A-3-MAR-96-074

DATE FILED: 8/16/96

DISTRICT: Central Coast

CALIFORNIA COASTAL COMMISSION  
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APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- a.  Planning Director/Zoning Administrator      c.  Planning Commission  
b.  City Council/Board of Supervisors      d.  Other \_\_\_\_\_

6. Date of local government's decision: Planning Comm - JUNE 24, 1996  
7. Local government's file number (if any): APPEAL - CITY COUNCIL - AUG 30, 1996

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:  
KING VENTURES  
290 PISMO STREET  
SAN LUIS OBISPO, CA 93701

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

- (1) MARY ANN MATHEWS for CA Native Plant Society  
P.O. BOX 381  
CARMEL VALLEY, CA 93924
- (2) GARY TATE MONTEREY REGIONAL PARK DISTRICT  
P.O. Box 935  
CARMEL VALLEY, 93924
- (3) KEN GRAY - STATE PARKS  
221 GARDEN RD  
MONTEREY, CA 93940
- (4) \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SECTION IV. Reasons Supporting This Appeal

CALIFORNIA COASTAL COMMISSION  
**EXHIBIT 1**    A-3-MAR-96-94  
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Note: Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section, which continues on the next page.

August 12, 1996

Appeal of Coastal Development Permit for Marina Dunes Resort

The Ventana Chapter, Sierra Club is appealing the coastal development permit issued by the City of Marina for the Marina Dunes Resort, a mixed use development consisting of 112 vacation club units and 71 hotel units, managers unit, meeting/conference/retail facility, 500 seat restaurant, recreational developments including swimming pool and tennis courts and a cosmetic surgery center.

The size and height of the project are out of scale for the dunes. The buildings range between three and four stories. The size of the vacation units average out at 1000 square feet and the hotel units average to 950 square feet. Most of the units contain two baths, two bedrooms, a kitchen dining area and a living room. The average motel unit in the Marina area average 300 square feet.

The absence of vegetation on undeveloped land does not automatically make usable only for development. To the contrary, the absence of non-native species makes it ready for revegetation with native species. This site has been scraped clean of any sprig of green for many years making it an ideal site for revegetation.

The project does not conform to the certified LUP as follows:

The Marina certified LUP on page 12 "structural development shall not be allowed on the ocean side of the dunes." Page 13, "in areas where mining activity or blowouts have removed sand dune landforms, new development shall not extend above the height of the nearest adjacent sand dunes and shall be clustered so as to preserve access views across its site....." This project violates all three of the mandates stated in the LUP.

The Marina certified LUP on page 20 under Land Use Designations:

"Visitor -Oriented Commercial - indicates a variety of commercial uses serving the coastal visitor, but also attractive to nearby and local residents. Among these uses would be hang-gliding equipment sales, commercial overnight campgrounds, riding stables, inns and commercial uses dependent upon existing resources and recreational opportunities available in the area."

"Coastal Conservation and Development - uses, including coastal research and education uses; developed public access and other coastally dependent recreation uses; coastal dependent industrial uses including but not limited to marina aquaculture (mariculture), dredge ponds, surf zone and off shore sand extraction;.....and on parcels where other coastal conservation and development uses are not feasible, visitor serving uses, such as visitor accommodations."

Page 36, Marina LUP:

"These massive Coastal dunes are highly visible, particularly to the southbound traffic on Highway 1. This area is thought of as the scenic gateway to the Monterey Peninsula."

Page 69, Marina LUP:

"View protection involves a number of aspects. It involves natural visual barriers such as edges of dunes and protecting natural ground cover and texture. In those locations where development is appropriate, it must fit in scale, mass and height with the existing terrain.....but it would require that new development blend into the existing pattern and not conflict in bulk or height."

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 1 A-3-MAR-96-94  
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This project impacts on the views from and the operations of Marina State Beach. If the project is developed the number of visitors will be doubled. No mitigation is made for this impact. The cost of increased numbers of park personnel will have to be born by the department. The cumulative impacts of projects proposed for the Marina Dunes produce numbers of visitors that are hardly believable. The environmentally sensitive habitat of the dunes would not survive.

The proposed project does not conform to the Coastal Act in the following ways:

The Coastal Act requires in Section 30240 (b) "Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas."

Section 30250 (a) "New residential commercial, or industrial development. Except as otherwise provided in this section, shall be located within, contiguous with. Or in close proximity to existing developed areas able to accommodate it, in other areas with adequate public services and where it will not have significant adverse impacts, either individually or cumulatively on coastal resources. In addition, land divisions. Other than leases for agricultural uses. Outside existing developed areas shall be permitted only where 50% of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels."

Section 30251:

"The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to an along the ocean and scenic coastal area, to minimize the alteration off natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas."

Section 30252(6):

"assuring that the recreational needs of new residents will not overload nearby coastal recreation areas....."

The Environmental Impact Report done by the City was inaccurate and inadequate.

For the above listed reasons and others we appeal this project as not conforming to the certified LUP and the Coastal Act, Chapter 3.

CALIFORNIA COASTAL COMMISSION  
EXHIBIT I - A-3-MAR-96-94  
9/14

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)

*see attached statement.*

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Note: The above description need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

*Janis F. Fejer*  
Signature of Appellant(s) or  
Authorized Agent

Date 8-15-96

NOTE: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby authorize \_\_\_\_\_ to act as my/our representative and to bind me/us in all matters concerning appeal.

CALIFORNIA COASTAL COMMISSION

EXHIBIT 1

A-3-MAR-96 94

4/4

\_\_\_\_\_  
Signature of Appellant(s)

Date \_\_\_\_\_

# CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE

725 FRONT STREET, SUITE 300

SANTA CRUZ, CA 95060

(408) 427-4883

HEARING IMPAIRED: (415) 904-6200



RECEIVED  
AUG 16 1996

## APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please review attached appeal information sheet prior to completing this form.

CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

### SECTION I. Appellant(s):

Name, mailing address and telephone number of appellant(s):

Commissioner Louis Calcagno, California Coastal Commission  
45 Fremont Street, San Francisco, CA 94105-2219 (415) 904-5400  
Zip Area Code Phone No.

### SECTION II. Decision Being Appealed

1. Name of local/port government: City of Marina

2. Brief description of development being appealed: "Marina Dunes Resort", 112 vacation units (average unit 1000 sq.ft.); 71 hotel units (average unit 955 sq.ft.); 1 mgr. unit; restaurant 500 seats; tavern 71 seats; conference center/retail 14,431 sq.ft., office 2,167 sq.ft.; tennis courts, spa, cosmetic surgery suite.

3. Development's location (street address, assessor's parcel number, cross street, etc.):  
3295 Dunes Drive, City of Marina, Monterey County,  
Assessor's Parcel Number 33-192-33,

4. Description of decision being appealed:

- a. Approval; no special conditions: \_\_\_\_\_
- b. Approval with special conditons: X \_\_\_\_\_
- c. Denial: \_\_\_\_\_

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO: A-3-MAR-96-094  
DATE FILED: 8/16/96  
DISTRICT: Central Coast

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 1 A-3-MAR-96-94  
7/14

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

a. \_\_\_ Planning Director/Zoning Administrator

c. \_\_\_ Planning Commission

b. X City Council/Board of Supervisors

d. \_\_\_ Other: \_\_\_\_\_

6. Date of local government's decision: July 30, 1996

7. Local government's file number: None

**SECTION III Identification of Other Interested Persons**

Give the names and addresses of the following parties: (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

King Ventures, (John King)  
290 Pismo Street  
San Luis Obispo, CA 93401

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearings. Include other parties which you know to be interested and should receive notice of this appeal.

(1) See attached.

(2) \_\_\_\_\_

(3) \_\_\_\_\_

(4) \_\_\_\_\_

**SECTION IV. Reasons Supporting This Appeal**

Note: Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section which continues on the next page.

CALIFORNIA COASTAL COMMISSION

EXHIBIT 1 A-3-MAR-96-94

2/14

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)

See attached.

Note: The above description need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

Louis R. Subeague  
Signature of Appellant(s) or Authorized Agent

Date 8/15/96

NOTE: If signed by agent, appellant(s) must also sign below.

SECTION VI. Agent Authorization

I/We hereby authorize \_\_\_\_\_ to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date

CALIFORNIA COASTAL COMMISSION

EXHIBIT 1 A-3-MAR-16-94

9/14

Issue	LCP Policy/Guidance Synopsis	Inconsistency with LCP
Visual Impacts	<p>LUP # 33; p. 8 Protect scenic and visual qualities of the Coastal area including protection of natural landforms, views to and along the ocean, and restoration and enhancement of visually-degraded areas.</p> <p>LUP p. 13. Primary view from highway 1; beach view important. Keep development off ridgeline. Limit development in height and mass to blend into face of dunes. Structures shall be hidden from public view where physical and habitat constraints allow. If not possible, cluster and site to be as inconspicuous as possible. New development shall not extend above height of nearest adjacent sand dunes.</p> <p>Implementation p. 27. In all Coastal Conservation and Development Districts must find that views from Highway 1 and from the ocean edge are protected.</p>	<p>Architecturally the structures reflect a "Coastal theme reminiscent of eastern seaside grand architectural styling" with towers and steeply pitched rooflines and do not blend in with face of dunes. Structures not hidden from view or as inconspicuous as possible; heights extend above 35' maximum in zoning ordinance. Heights extend above dune ridgelines. Many buildings visible from beach. Honeymoon suite fully visible from beach. Visible from Marina State Beach. Result is that neither beach views nor Highway 1 views will be adequately protected.</p>
Intensity of Development	<p>LUP p. 14. Coastal development uses are to be oriented toward less intensive, lower cost visitor facilities than those in more intensively developed coastal areas to north and south.</p> <p>LUP p.16 and P. 20. Visitor oriented commercial development is to be designed and priced for local and regional users. Among uses would be hanggliding equipment sales, commercial overnight campgrounds, riding stables, inns and commercial uses dependent upon existing resources and recreational opportunities available in the area.</p> <p>Implementation p. 28 Planned Commercial District in Coastal Zone uses to be determined by LUP Include</p>	<p>Proposed development is not a lower intensity use relative to other developments in the region in non-urbanized coastal areas The proposal includes: 112 vacation units (average unit 1000 sq.ft. ); 71 hotel units (average unit 955 sq.ft.); 1 mgr. unit; restaurant 500 seats; tavern 71 seats; conference center/retail 14,431 sq.ft.; office 2,167 sq.ft ; tennis courts, spa, cosmetic surgery suite. This cannot be considered "less intensive" nor "lower cost" nor "dependent on existing resources and recreational opportunities"</p> <p>Comparison projects located in non urban coastal areas: Proposed Marina Dunes Resort :19 acres (an undetermined portion is State Lands) 8 acres developed; 9.6 units gross acre. Spanish Bay at Pebble Beach: 230 acres, 130 developed, 1.5 units gross acre.</p>

EXHIBIT 1  
 COASTAL COM  
 A-S-MAR-98-94

EXHIBIT | A COASTAL COMMISSION  
 A-3-MAR-76-94  
 1/4

visitor retail, service, accommodations and public access. Implementation p. 30a, If conflict with underlying district Coastal Permit District prevails.

**Seascape Benchlands Santa Cruz Co.:** 80 acres, 30 acres developed, 3.7 units gross acre.

Furthermore, the size of the rooms and other features substantially exceed the norm. This means the project will support more people and automobiles (hence greater intensity) than the unit count of 183 would ordinarily infer. See table below:

Type of Devel.	Typical Size	Marina Dunes Resort
hotel unit	400 sq.ft.	955 sq.ft.
parking area	200 sq.ft..	200 sq.ft.
motel unit	300 sq.ft.	1,000 sq.ft. (Vac.Unit)
parking area	200 sq.ft.	300 sq.ft.
RV space includes parking	600 sq.ft.	non proposed.

Components of the proposed project are not dependent on existing resources and recreational opportunities, e.g. tennis courts, cosmetic surgery unit.

In summary, scale of the development is inconsistent with the "less intensive" uses standard of the LCP.

Environmentally Sensitive Habitat and Public Recreational Use

P. 6-8

LUP # 6. To provide for a level of recreation use which is consistent with the ability to operate, maintain, police and protect the beach and dune environment.

LUP #1. To insure access to and along the beach, consistent with the recreational needs and environmental sensitivity of Marina's Coastal area.

LUP #8. To prohibit further degradation of the beach environment and conserve its unique qualities.

Marina Dunes are a unique geologic resource with sensitive habitat resources. The site itself is highly disturbed but the surrounding dune complex on the oceanside of Highway 1 is with the exception of Marina State Beach parking and Marina Water District and the Lonestar sand mining site to the north almost completely undisturbed.

The proposed development at 70% occupancy will generate 687 visitors day; 250,905 visitors/yr.

The impacts of the project on sensitive dunes (adjacent, offsite) and on State Park operations have

	<p>LUP #14. To reinforce and support Coastal recreational and visitor-serving activities in the Inland area, where appropriate, to the extent the support activities would complement, not destroy, the coastal resource.</p> <p>LUP #19. To promote restoration and protection of native dune habitat and vegetation.</p> <p>LUP #25. To protect the habitat of recognized rare and endangered species found in the Coastal dune area.</p> <p>LUP #26. To regulate development in areas adjacent to recognized rare and endangered species or their habitats so that they will not threaten continuation of the species or its habitat.</p>	<p>not been documented. Specific impacts of the project could be substantial and inconsistent with the LCP.</p>
<p>Cumulative Impacts</p> <p>EXHIBIT A-3-MAR-96-94 COASTAL COMMISSION</p>	<p>Same as above.</p>	<p>The cumulative effects would be even more severe. If the intensity of use were projected using the assumed numbers of units in the unadopted LCP/HCP Amendment quoted by the applicant, the adjacent vacant Granite Rock site would develop 400 units which at 70% occupancy would generate 500,000 visitors a year. The Lonestar site to the north would develop 1200 units which at 70% occupancy would generate 1,500,000 visitors a year. The cumulative number of visitors per year at the three sites at 70% occupancy would be 2,250,000.</p> <p>The Marina Dunes complex is an environmentally sensitive habitat. Trampling and other impacts from this number of users could result in significant impacts on the habitat and on the ability of public agencies to police and manage the coastal resources. Accordingly, on the basis of cumulative effects, the project is inconsistent with the above cited policies of the LCP.</p>

<p>Access</p>	<p>Coastal Act Policy</p> <p>30250 (a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources...</p> <p>30212 (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:</p> <p>(1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources...</p> <p>30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.</p> <p>30252 The location and amount of new development should maintain and enhance public access to the coast by (1) facilitating the provision or extension of transit service, (2) providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads, (3) providing nonautomobile circulation within the development, (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation, (5) assuring the potential for</p>	<p>See above discussion of intensity of use and cumulative impact potentials on State Parks.</p> <p>The Coastal Act provides that all development, visitor serving or not, should be located to prevent significant impacts either individually or cumulatively on coastal resources. LCP policies provide for reinforcing and supporting Coastal recreational and visitor-serving activities in the inland area, where appropriate, to the extent the support activities would complement, not destroy, the coastal resource.</p> <p>The proposed size and number of units on this relatively small parcel set a precedent for comparably large, intensive development on other dune parcels. The intensity should be distributed to assure there is no overuse of any single area, for protection of the dune habitat on the adjacent public and private sensitive dune habitat as well as on the applicant's site and to assure that the numbers of public using Marina State Beach and the adjacent beaches can be adequately and safely managed.</p> <p>An additional concern is the cumulative effects of this and similar intensive projects with respect to traffic congestion. Reservation Road and Dunes Drive provide the primary access routes to Marina State Beach and the Regional Park District's vertical accessway, respectively. These roadways are two lane facilities with only limited parking capacity. On a cumulative basis, the traffic generated by this and comparable projects could overwhelm parking and roadway capacity and thereby impair coastal access.</p>
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EXHIBIT / A-3-MAR-96-94  
 COASTAL COMMISSION

	<p>public transit for high intensity uses such as high-rise office buildings, and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of onsite recreational facilities to serve the new development.</p>	

CALIFORNIA COASTAL COMMISSION  
EXHIBIT / A-3-MA R. 96-9  
M/M



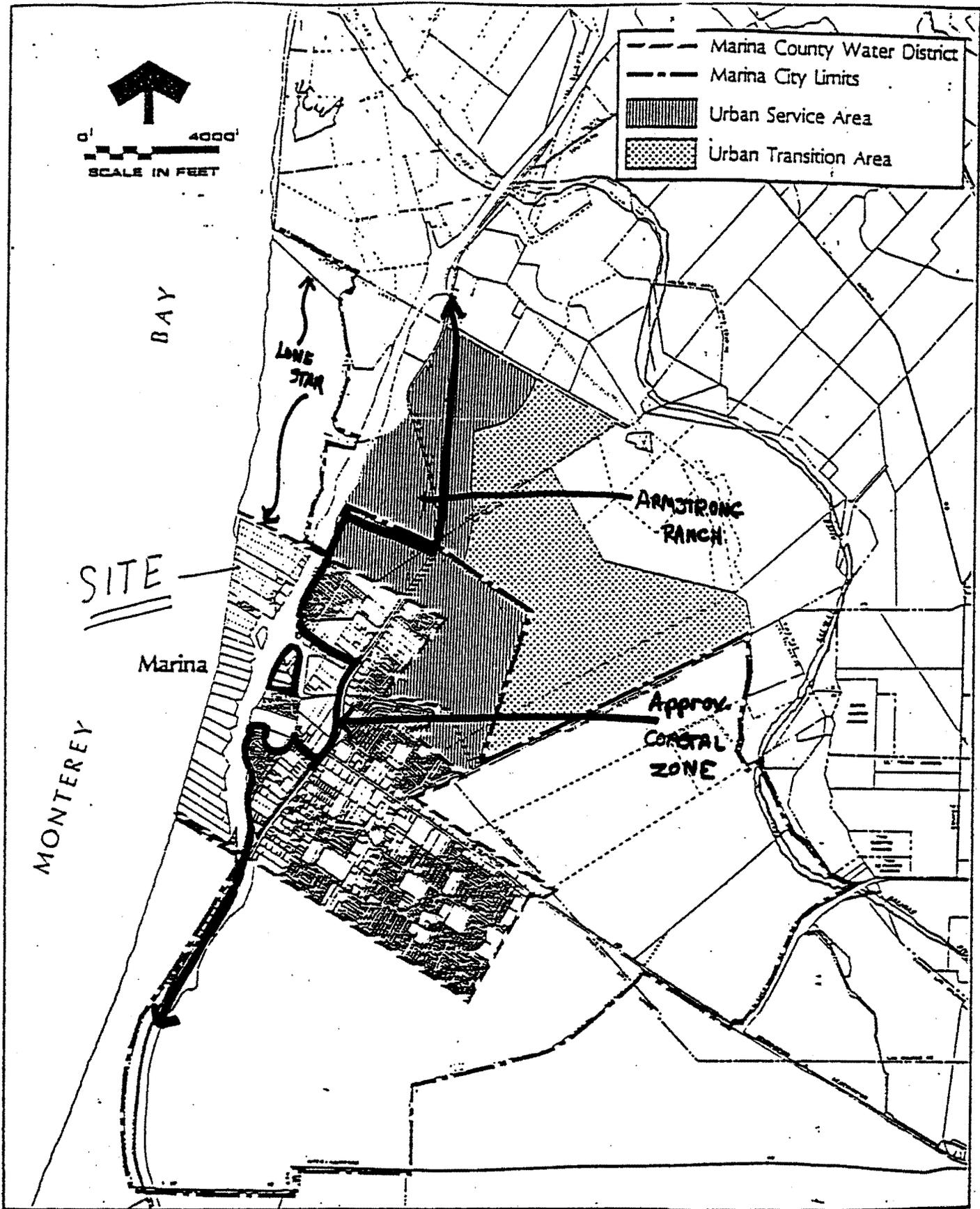


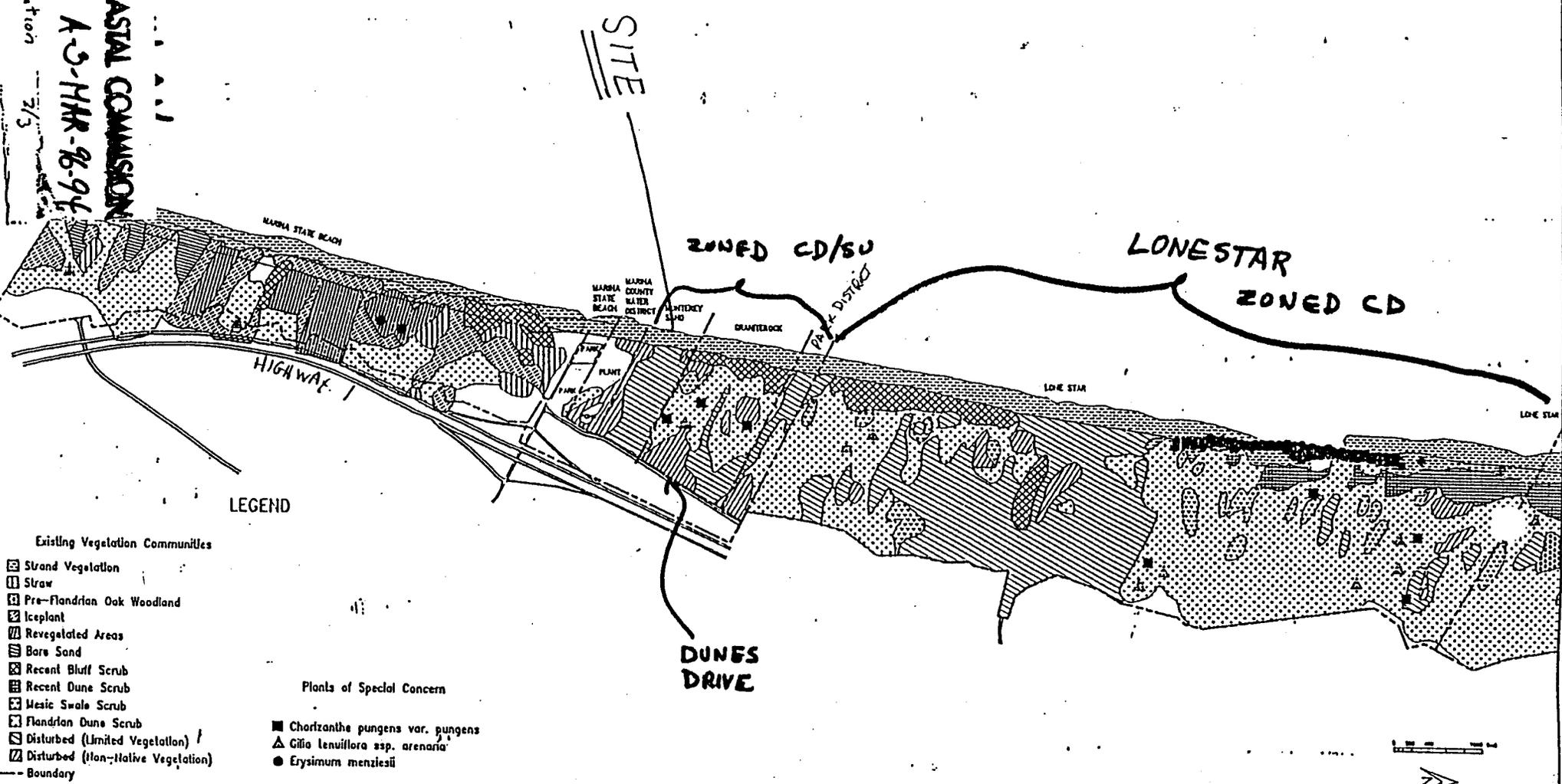
FIGURE 2-5. COUNTY WATER DISTRICT ADOPTED SPHERE OF INFLUENCE

CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 2 A-3-MAR-96-94

FIGURE 1 -- VEGETATION COMMUNITIES AND RARE PLANT LOCATIONS

CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 2 A-S-HK-8-94  
 MAPS - Vegetation 2/3

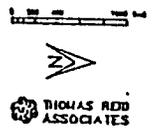
Existing Vegetation Communities and Rare Plant Species



- Existing Vegetation Communities
- ▨ Strand Vegetation
  - ▧ Straw
  - ▩ Pre-Flandrian Oak Woodland
  - ▦ Iceplant
  - ▨ Revegetated Areas
  - ▩ Bare Sand
  - ▧ Recent Bluff Scrub
  - ▩ Recent Dune Scrub
  - ▦ Mesic Swale Scrub
  - ▨ Flandrian Dune Scrub
  - ▩ Disturbed (Limited Vegetation)
  - ▦ Disturbed (Non-Native Vegetation)
  - Boundary

- Plants of Special Concern
- *Charizantha pungens* var. *pungens*
  - ▲ *Gilia leuiflora* asp. *arenaria*
  - *Erysimum menziesii*

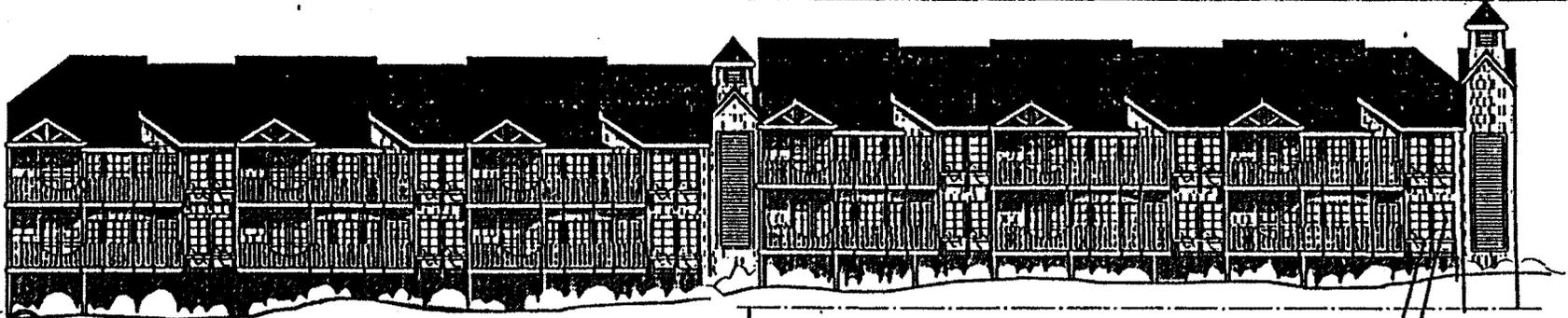
Note: Maps are schematic and general in nature only



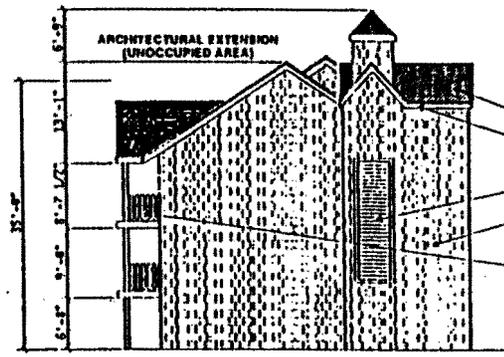
THOMAS REED ASSOCIATES

Source: Bruce F. Smith, Ph.D., *Jahlgard Paper*, 1987

EXHIBIT 3  
 CALIFORNIA COASTAL COMMISSION  
 A-3-MAR-9694  
 5/07



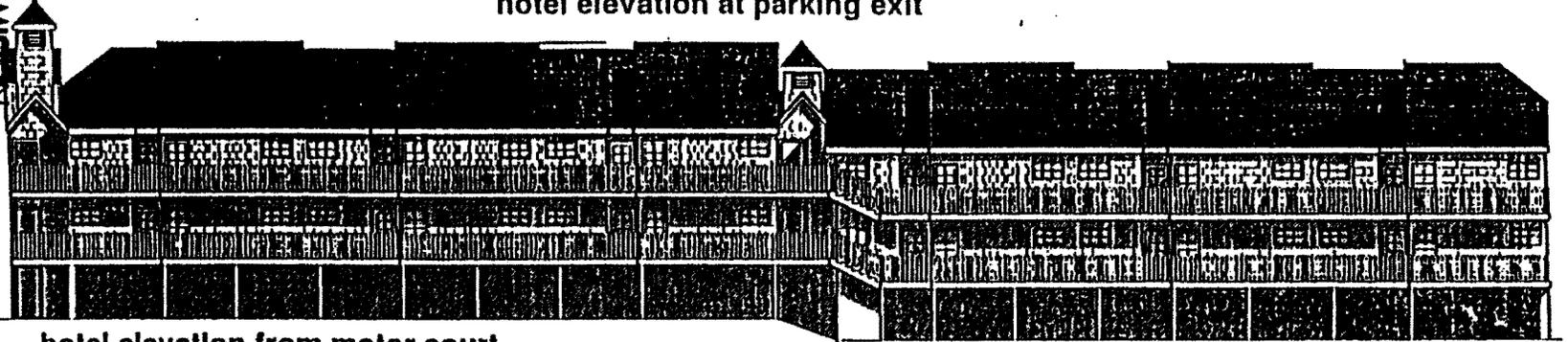
hotel elevation from roadway



hotel elevation at parking exit

**TYPICAL BUILDING MATERIALS**

- COMPOSITION SHINGLES
- WOOD FACIA
- VINYL PLANTER BOX
- VINYL LOUVERS
- VINYL SHINGLES
- VINYL CLAD WINDOWS
- PAINTED WOOD RAILINGS



hotel elevation from motor court

hotel elevations  
 scale: 1/8"=1'-0"

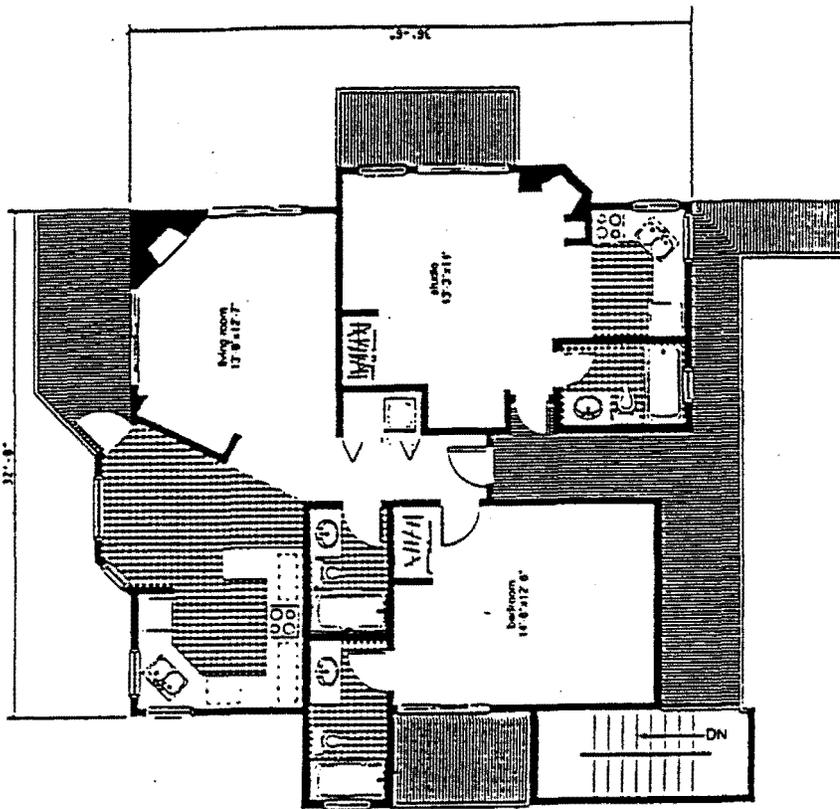
The  
**MARINA DUNES**  
 Resort & Spa



schematic master plan  
 plot date: 3 June 1998  
 revision date:  
 No. number: A 03000

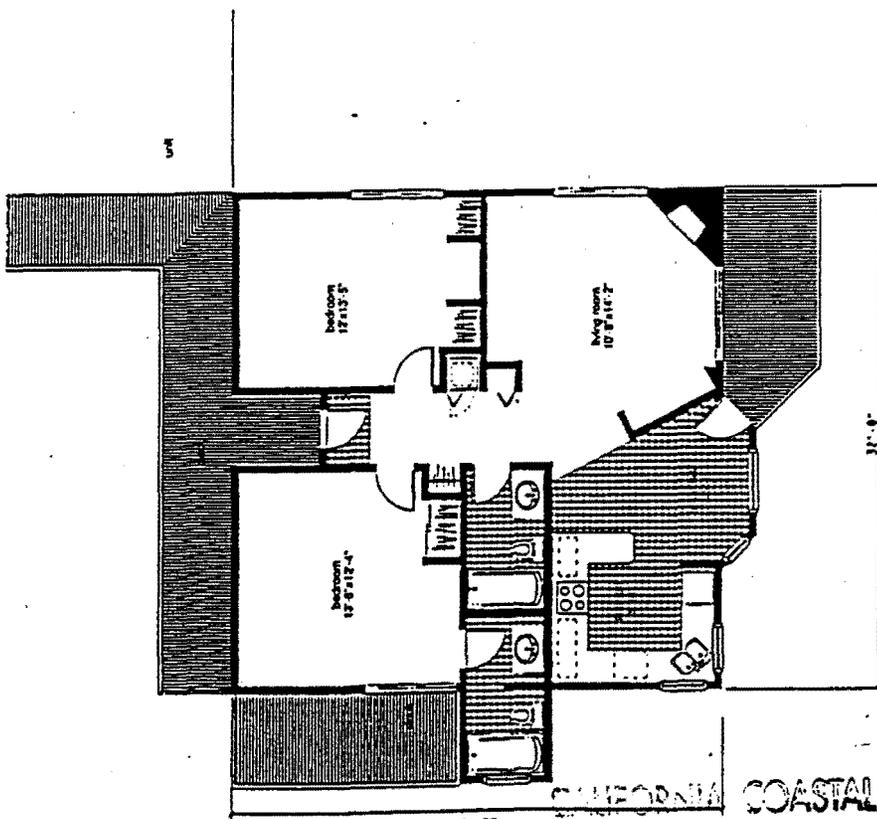


the  
 robert  
 richmond  
 KIMMEL  
 architects



studio + one bedroom floor plan  
Scale: 1/4" = 1'-0"

	AREA	PERIMETER	PERIMETER	PERIMETER
BUILDING	311	744	1,041	1,346
DECK	55	156	133	133
TOTAL	366	900	1,174	1,501



two bedroom floor plan  
Scale: 1/4" = 1'-0"

The MARINA DUNES  
Resort & Spa

THE CALIFORNIA COASTAL COMMISSION  
1500 CALIFORNIA STREET  
SAN FRANCISCO, CALIFORNIA 94133  
(415) 774-3100



Schematic master plan  
for Marina Dunes 1986  
by Turner & Brown

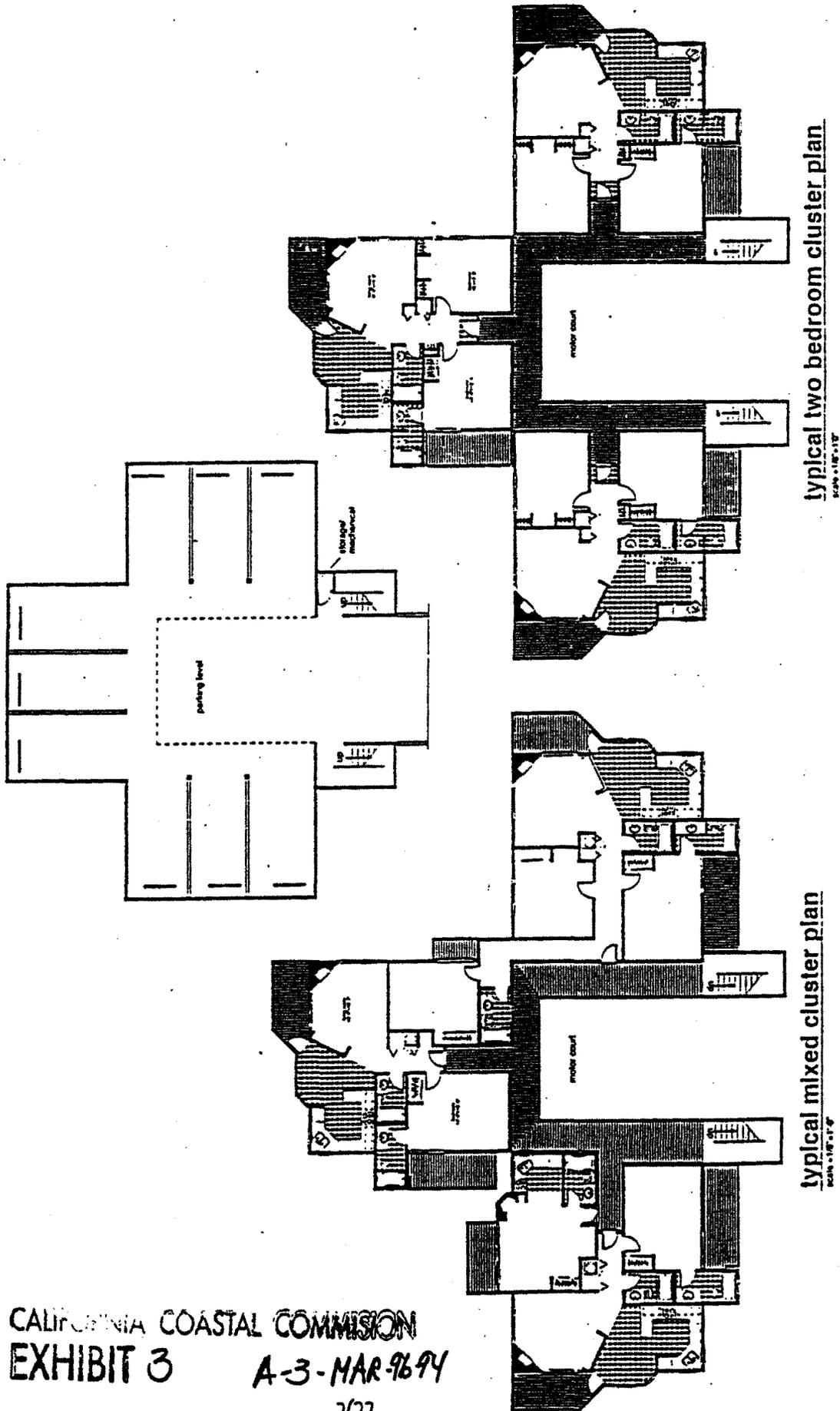
King  
ARCHITECTS  
1000 CALIFORNIA STREET  
SAN FRANCISCO, CALIFORNIA 94133  
(415) 774-3100

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 3 A-3-MAR-96-94  
6/27

CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 3

A-3-MAR-9694

7/22



The MARINA DUNES  
 Resort & Spa

7  
 SHEET NO.

THE ARCHITECTS  
 OF MARINA DUNES  
 1000 10th Ave.  
 San Francisco, CA 94133



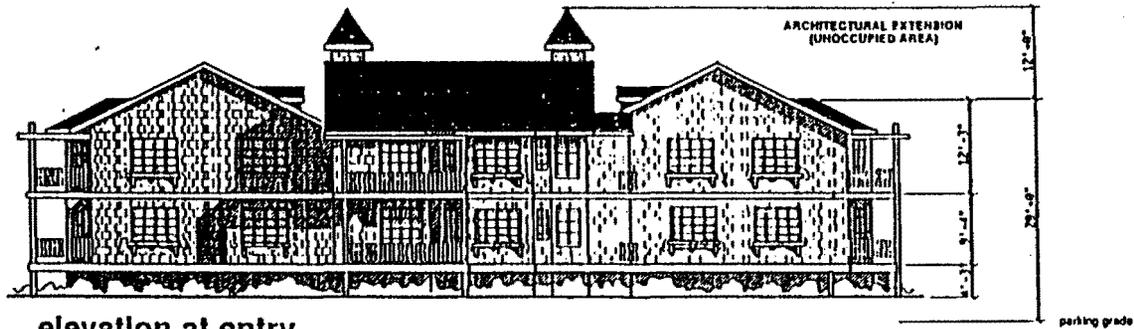
typical mixed cluster plan  
 scale = 1/8" = 1'-0"

typical two bedroom cluster plan  
 scale = 1/8" = 1'-0"

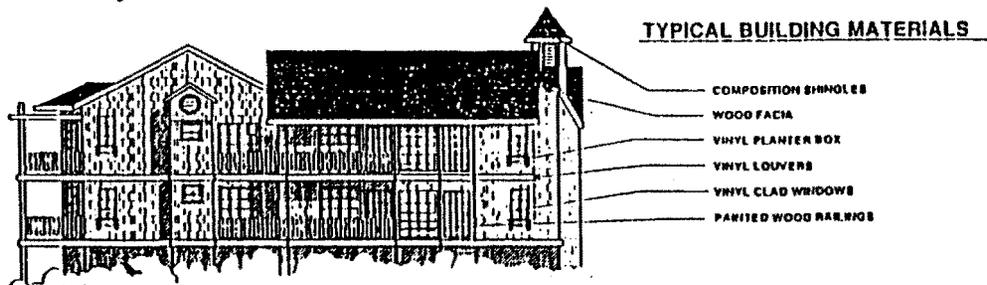
APPROVED FOR THE  
 CALIFORNIA COASTAL COMMISSION  
 DATE: 2/24/94  
 BY: [Signature]

SCHEMATIC MASTER PLAN  
 DATE: 2/24/94  
 BY: [Signature]





elevation at entry



**TYPICAL BUILDING MATERIALS**

- COMPOSITION SHINGLES
- WOOD FACIA
- VINYL PLANTER BOX
- VINYL LOUVERS
- VINYL CLAD WINDOWS
- PAINTED WOOD RAILINGS

typical side elevation



typical front elevation

**vacation club building elevations**

Scale: 1/8" = 1'-0"

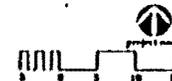
CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 3 A-3-HA-96-94  
 9/27

The  
**MARINA DUNES**  
 Resort & Spa



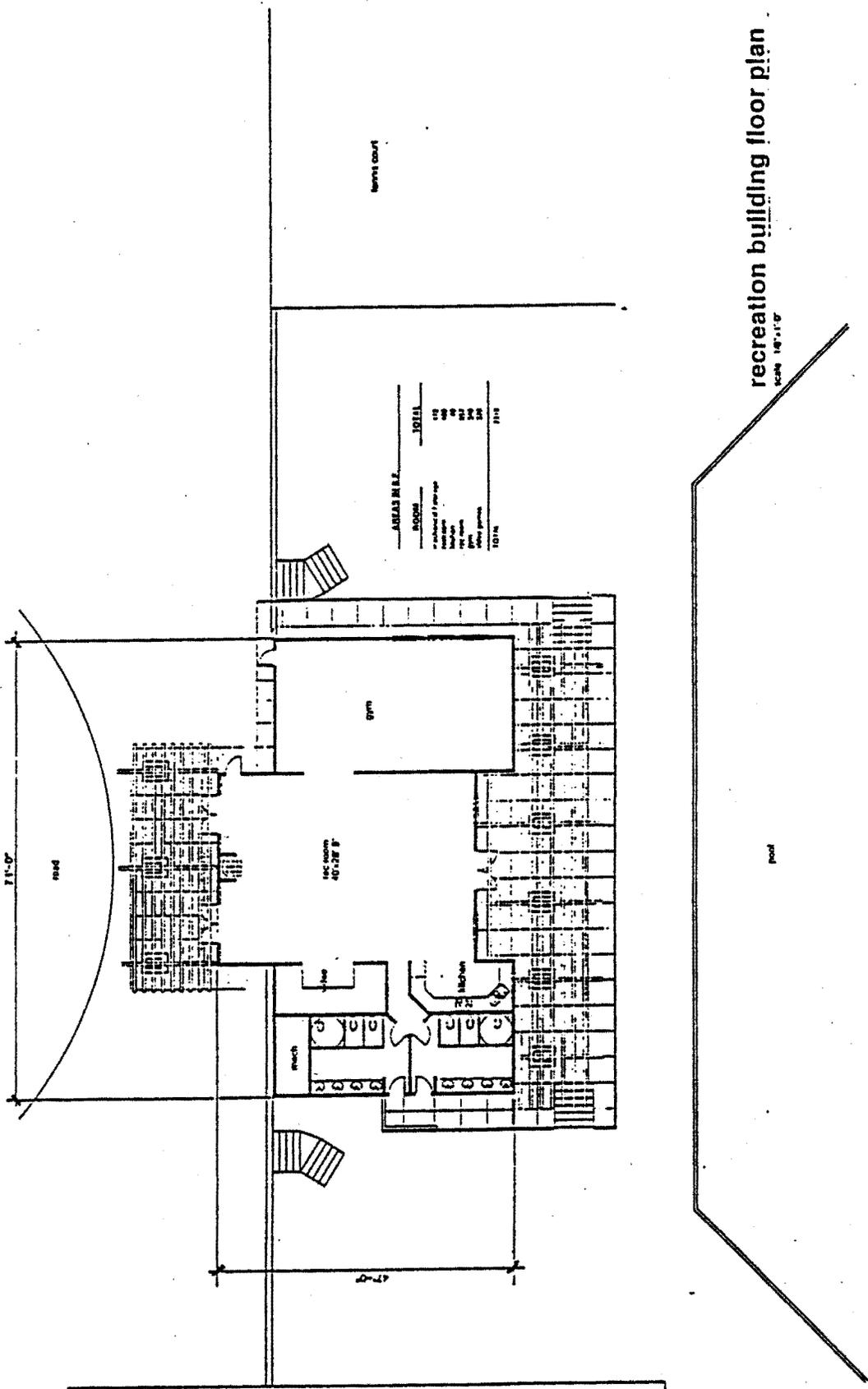
schematic master plan  
 plot date: 7 June 1996  
 revision 16/0  
 the number: A 99000

By Special Agreement the architect has  
 designed and prepared the drawings for  
 the Marina Dunes Resort & Spa. The  
 drawings are prepared in accordance with  
 the California Building Code, and the  
 drawings are not to be used for any other  
 project without the written consent of  
 the architect.



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 1000  
 1000  
 1000

**8**  
 sheet no



recreation building floor plan  
SCALE 1/8" = 1'-0"

THE MARINA DUNES  
Resort & Spa

9

THE ARCHITECTURE  
FIRM



THE ARCHITECTURE  
FIRM

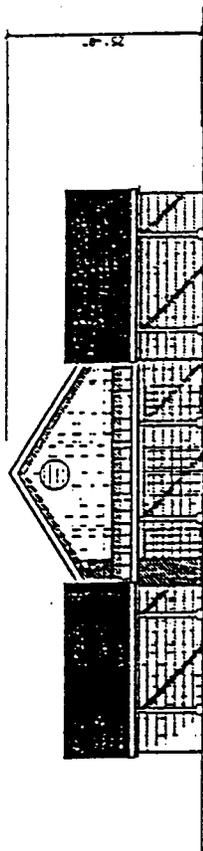
ARCHITECTURE FIRM  
1000 7th Ave. S.W.  
Seattle, WA 98101  
Tel: (206) 462-1000

CALIFORNIA COASTAL COMMISSION

EXHIBIT 3 A-3-MAR-8-94

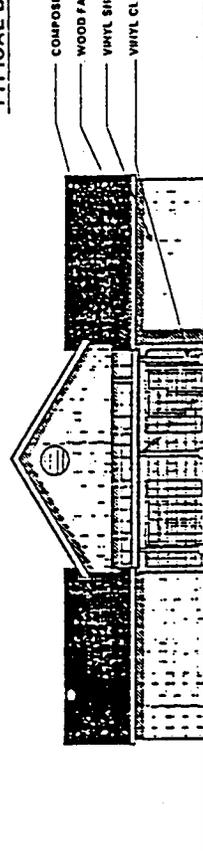
7/27

THE ARCHITECTURE  
FIRM



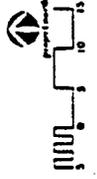
TYPICAL BUILDING MATERIALS

- COMPOSITION SHINGLES
- WOOD FACIA
- VINYL SHINGLES
- VINYL CLAD WINDOWS



recreation building elevations  
KAB 10/27/90

The **MARINA DUNES**  
Resort & Spa



**10**  
sheet no

the robert  
stahl  
CORPORATION  
ARCHITECTS  
1000 W. 10th St.  
San Francisco, CA 94118

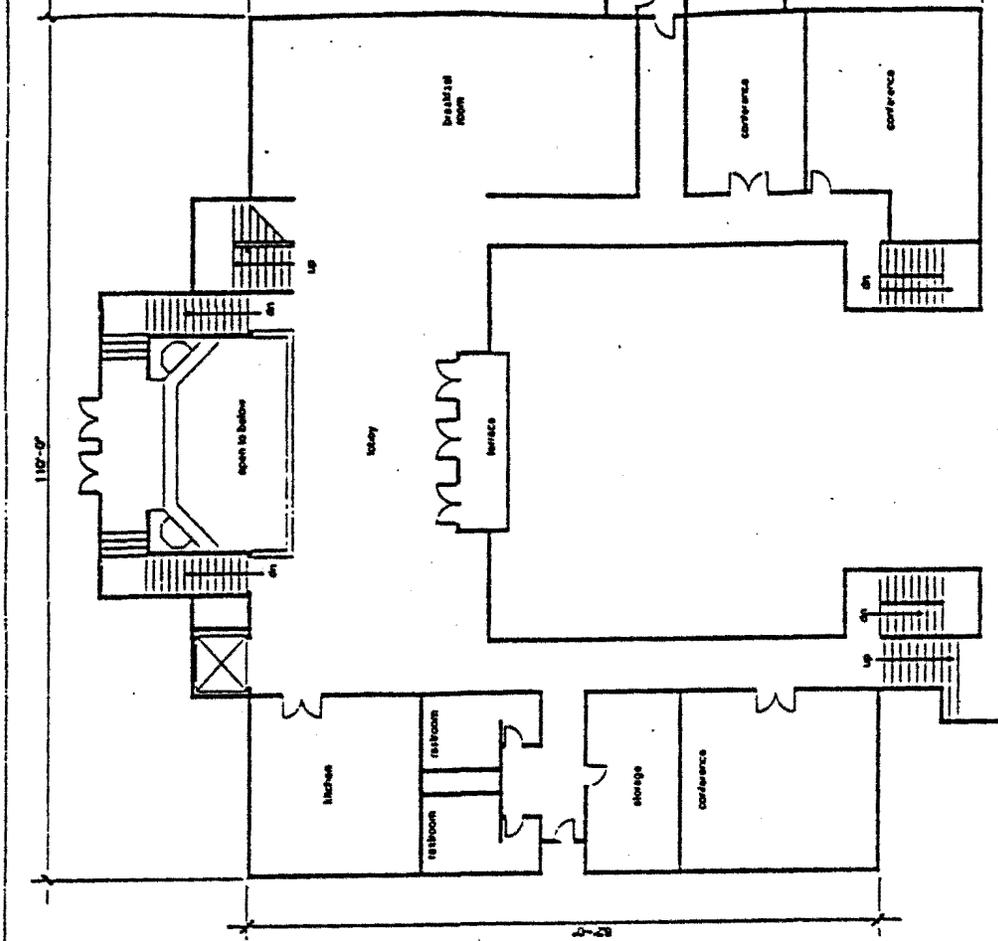
CALIFORNIA COASTAL COMMISSION  
EXHIBIT 3 A-3-MAR-96-94

10/27

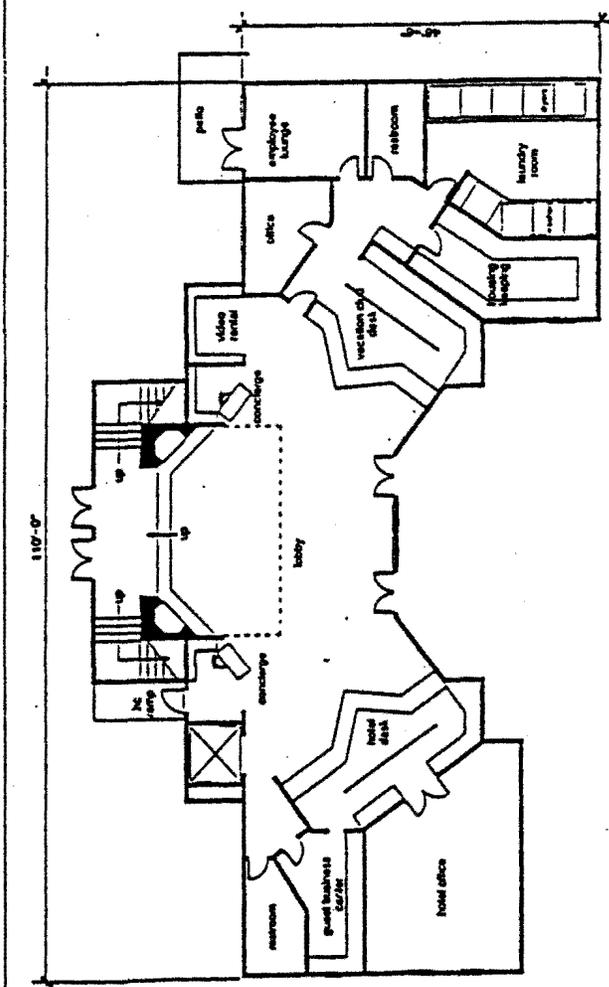
This document is the property of the California Coastal Commission. It is loaned to you for your information and use only. It is not to be distributed, copied, or otherwise used without the express written permission of the Commission. If you have any questions, please contact the Commission at (415) 775-2000.

SCHEMATIC MASTER PLAN  
NOV 20 7 34 AM 1990  
BY: [Signature] 10/27/90

*Handwritten signature*  
KAB 10/27/90

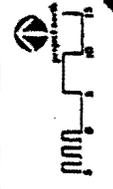


hotel / vacation lobby second floor plan  
SCALE 1/8"=1'-0"



hotel / vacation lobby first floor plan  
SCALE 1/8"=1'-0"

The MARINA DUNES  
Resort & Spa



11 SHEET NO.

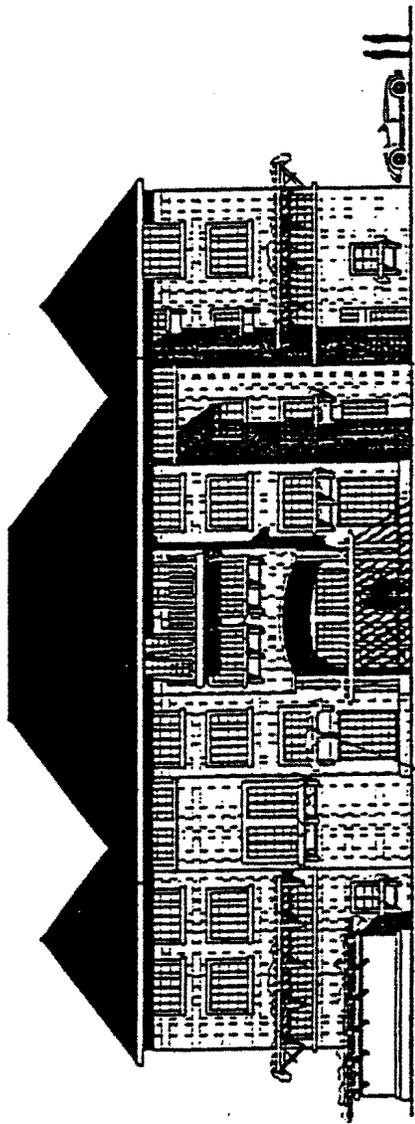
Architectural  
FLOOR PLAN  
DATE: 3/1/96  
BY: [Signature]

COASTAL COMMISSION  
FILE NO. 96-0000  
DATE: 3/1/96  
BY: [Signature]

COASTAL COMMISSION  
FILE NO. 96-0000  
DATE: 3/1/96  
BY: [Signature]

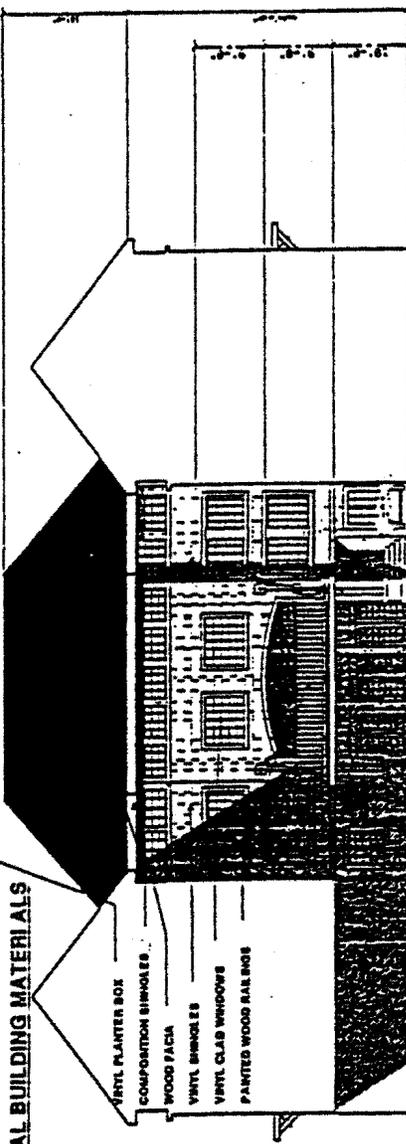
COASTAL COMMISSION  
EXHIBIT 3 A-3-MAR-96-99





south elevation

TYPICAL BUILDING MATERIALS



north elevation

- IRYL PLANTER BOX
- COMPOSITION SHINGLES
- WOOD PACE
- VINYL SHINGLES
- VINYL CLAD WINDOWS
- PAINTED WOOD BALCONES

hotel / vacation lobby elevations  
SCALE: 1/8" = 1'-0"

THE MARINA DUNES  
Resort & Spa

**King**  
ARCHITECTS  
10000 Wilshire Blvd., Suite 1000  
Beverly Hills, CA 90210  
Tel: 310.277.1111  
Fax: 310.277.1112

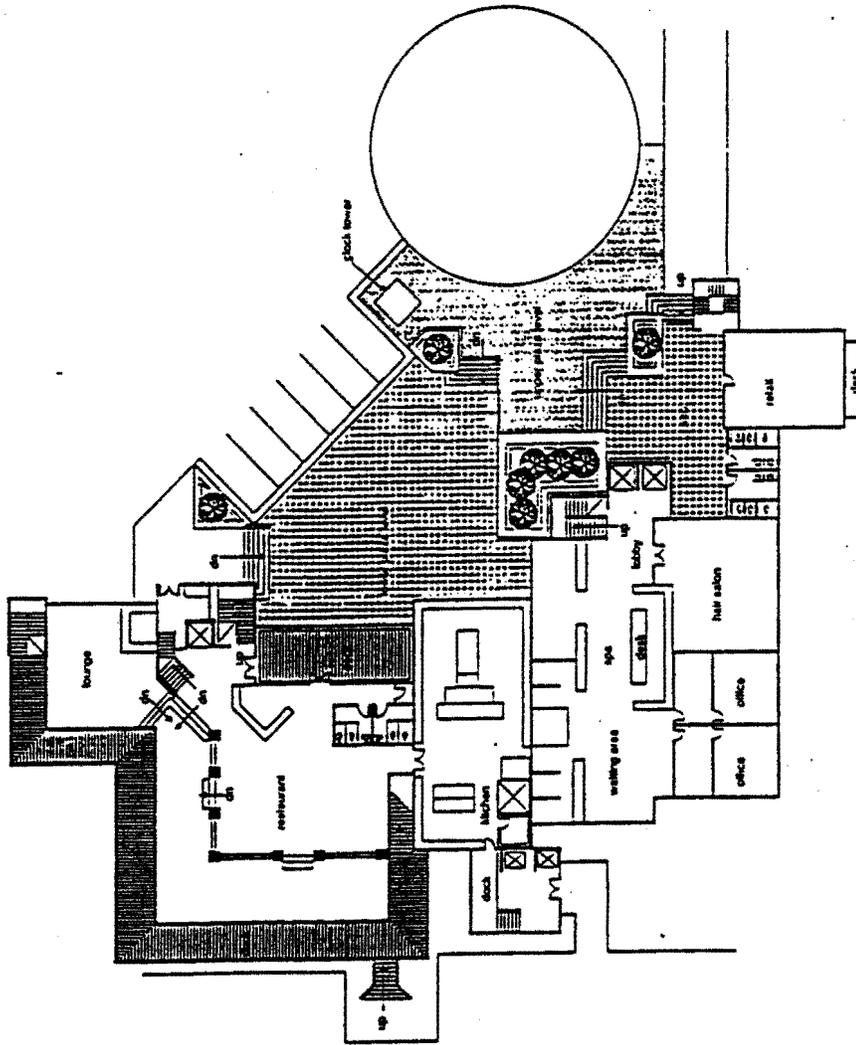
Architectural rendering of the building elevations, showing the south and north elevations. The drawing is a black and white line drawing with some shading to indicate depth and texture. The building has a complex roofline with multiple gables and a prominent entrance area. The south elevation shows a series of windows and a balcony, while the north elevation shows a different set of windows and a more solid facade.

Architectural rendering of the building elevations, showing the south and north elevations. The drawing is a black and white line drawing with some shading to indicate depth and texture. The building has a complex roofline with multiple gables and a prominent entrance area. The south elevation shows a series of windows and a balcony, while the north elevation shows a different set of windows and a more solid facade.



THE MARINA DUNES  
RESORT & SPA  
10000 Wilshire Blvd., Suite 1000  
Beverly Hills, CA 90210  
Tel: 310.277.1111  
Fax: 310.277.1112





AREA SCHEDULE

Room	Area
Reception	100
Waiting Area	150
Lobby	100
Office	100
Spa	100
Restaurant	100
Bar	100
Storage	100
Restroom	100
Stair	100
Corridor	100
MECH	100
Roof	100
Other	100
<b>Total</b>	<b>1000</b>

spa / restaurant first floor plan  
SCALE 1/8" = 1'-0"

The MARINA DUNTS  
Restaurant & Spa

15 SHEET NO

Architectural Firm Logo

Scale: 1/8" = 1'-0"

COASTAL COMMISSION  
EXHIBIT 3 A-3-MAR-96-94  
15/27

Architectural Firm Name

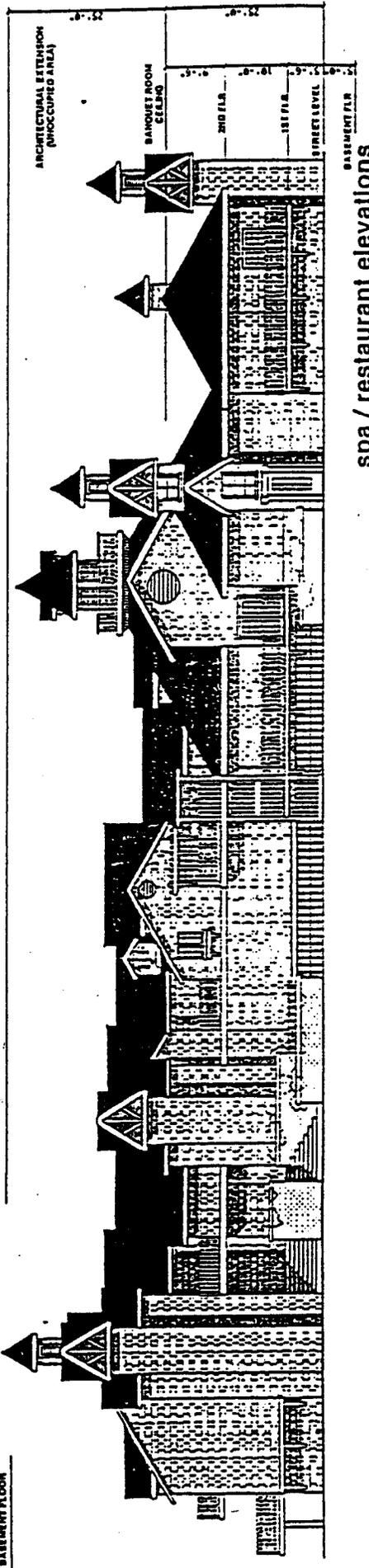
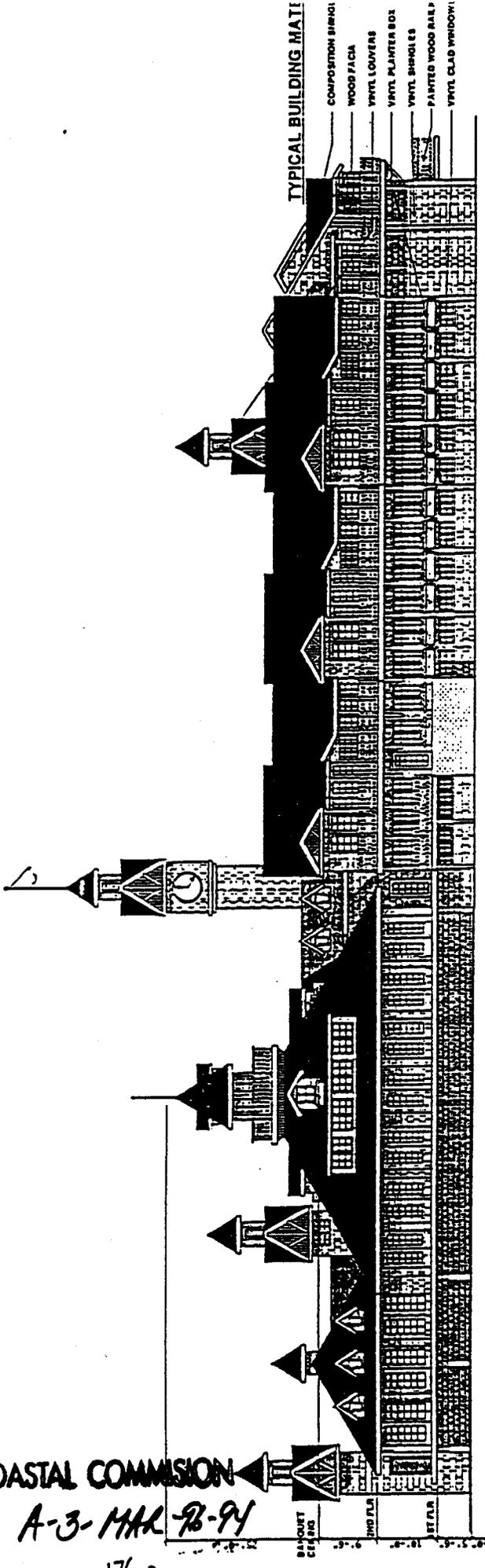
Professional Engineer Seal

Professional Architect Seal



CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 3 A-3-MAR-98-94

17/27



11c  
**MARINA DUNES**  
 Resort & Spa

17

Architectural  
 Company  
 of California

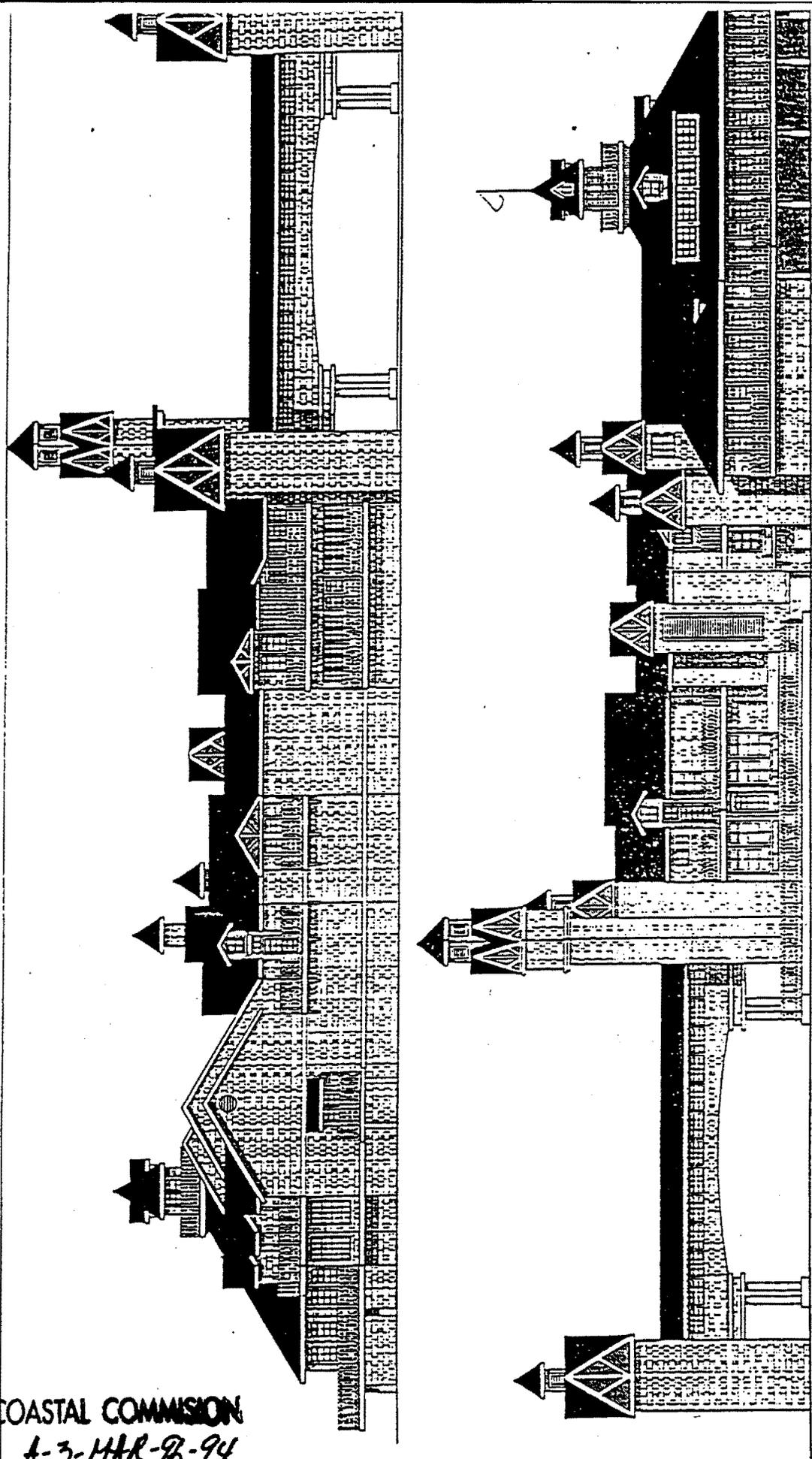


Architectural master plan  
 for the Marina Dunes  
 Resort & Spa  
 in Marina del Rey, California

*King*  
 King  
 Architects  
 1000 Wilshire Blvd  
 Suite 1000  
 Los Angeles, CA 90024  
 Tel: (213) 697-1000  
 Fax: (213) 697-1001

CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 3 A-3-MAR-98-94

18/27



spa / restaurant elevations  
 scale: 1/8" = 1'-0"

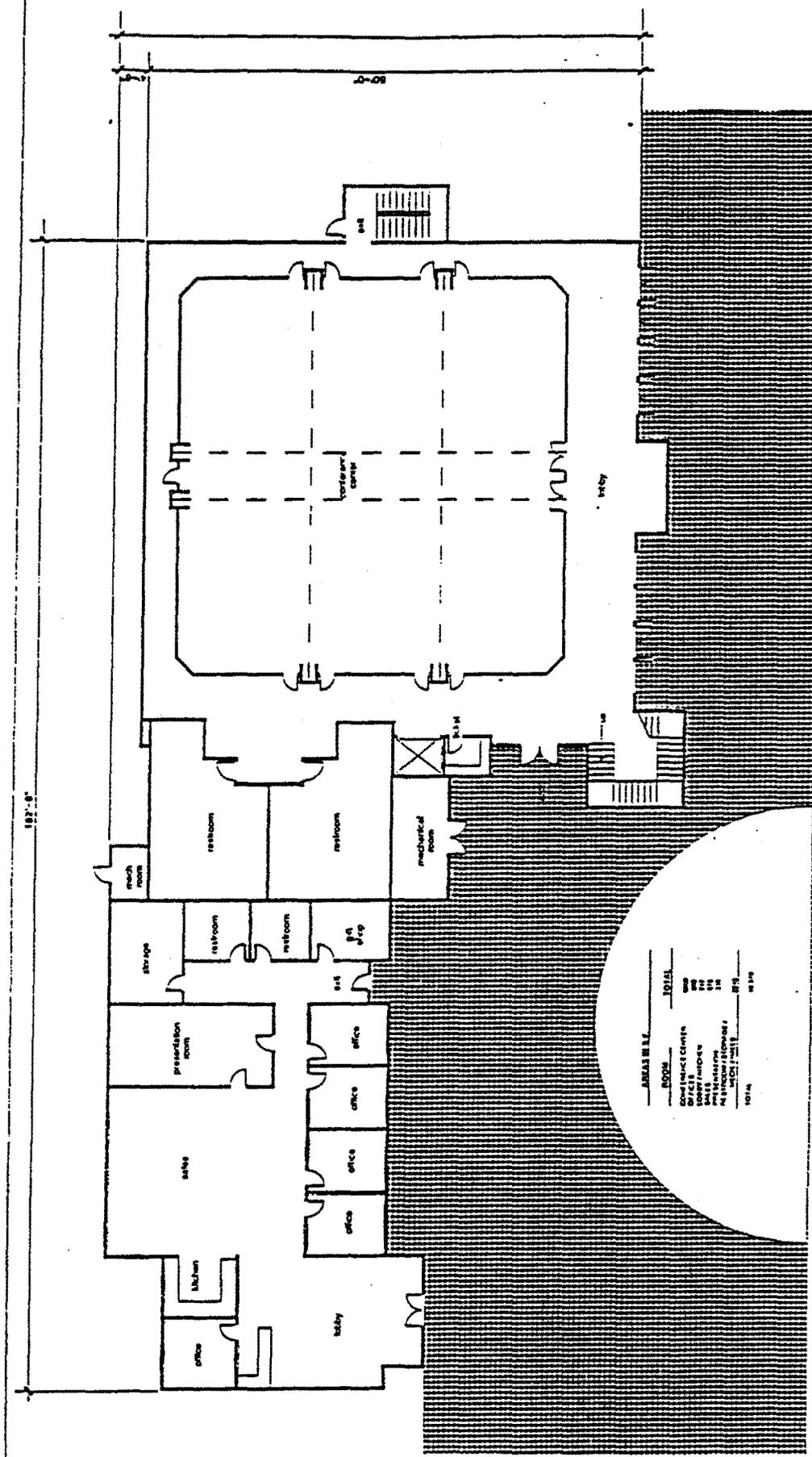
The MARINA DUNES  
 Resort & Spa

*King*  
 ARCHITECTS  
 10000 Wilshire Blvd., Suite 1000  
 Los Angeles, CA 90024  
 Tel: (310) 276-1111  
 Fax: (310) 276-1112

Architectural Review Plan  
 No. 18/27  
 Date: 31 May 1998  
 Prepared by: King  
 No. 18/27



18  
 August 1998



conference first floor plan  
NOV 1987

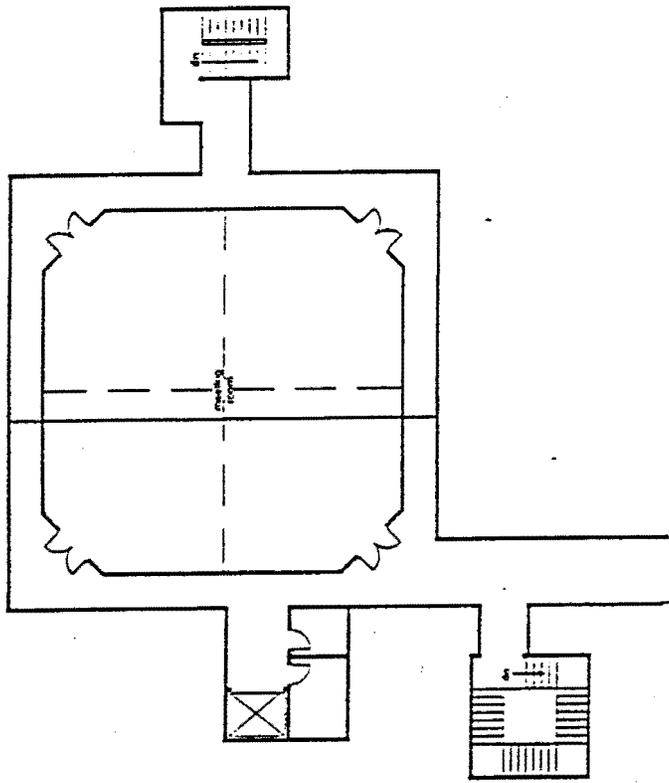
The **MARINA DUNES**  
Resort & Spa

ROOM	AREA IN S.F.	TOTAL
CONFERENCE CENTER	1000	1000
OFFICES	100	1100
RESTROOMS	100	1200
KITCHEN	100	1300
MECHANICAL ROOM	100	1400
LOBBY	100	1500
STORAGE	100	1600
PREP ROOM	100	1700
MECHANICAL ROOM	100	1800
MECHANICAL ROOM	100	1900
MECHANICAL ROOM	100	2000
MECHANICAL ROOM	100	2100
MECHANICAL ROOM	100	2200
MECHANICAL ROOM	100	2300
MECHANICAL ROOM	100	2400
MECHANICAL ROOM	100	2500
MECHANICAL ROOM	100	2600
MECHANICAL ROOM	100	2700
MECHANICAL ROOM	100	2800
MECHANICAL ROOM	100	2900
MECHANICAL ROOM	100	3000
MECHANICAL ROOM	100	3100
MECHANICAL ROOM	100	3200
MECHANICAL ROOM	100	3300
MECHANICAL ROOM	100	3400
MECHANICAL ROOM	100	3500
MECHANICAL ROOM	100	3600
MECHANICAL ROOM	100	3700
MECHANICAL ROOM	100	3800
MECHANICAL ROOM	100	3900
MECHANICAL ROOM	100	4000
MECHANICAL ROOM	100	4100
MECHANICAL ROOM	100	4200
MECHANICAL ROOM	100	4300
MECHANICAL ROOM	100	4400
MECHANICAL ROOM	100	4500
MECHANICAL ROOM	100	4600
MECHANICAL ROOM	100	4700
MECHANICAL ROOM	100	4800
MECHANICAL ROOM	100	4900
MECHANICAL ROOM	100	5000

CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 3 A-3 MAR 16 1994



Architectural master plan  
 dated 1/24/87  
 prepared by  
 King Architects  
 No. 10000



DESCRIPTION	QTY	UNIT
Lobby Reception	1	100
Executive Office	1	100
Board Room	1	100
Office	1	100
Conference Room	1	100
Restroom	1	100
Storage	1	100
Corridor	1	100
Stair	1	100
Sum	1	100

conference second floor plan  
 20/27

THE MARINA DUNES  
 Resort & Spa



20  
 SHEET NO.

Robert  
 Johnson  
 Architects  
 1000  
 1000  
 1000

Architectural  
 1000  
 1000  
 1000

Schematic master plan  
 1000  
 1000  
 1000

King  
 1000  
 1000  
 1000

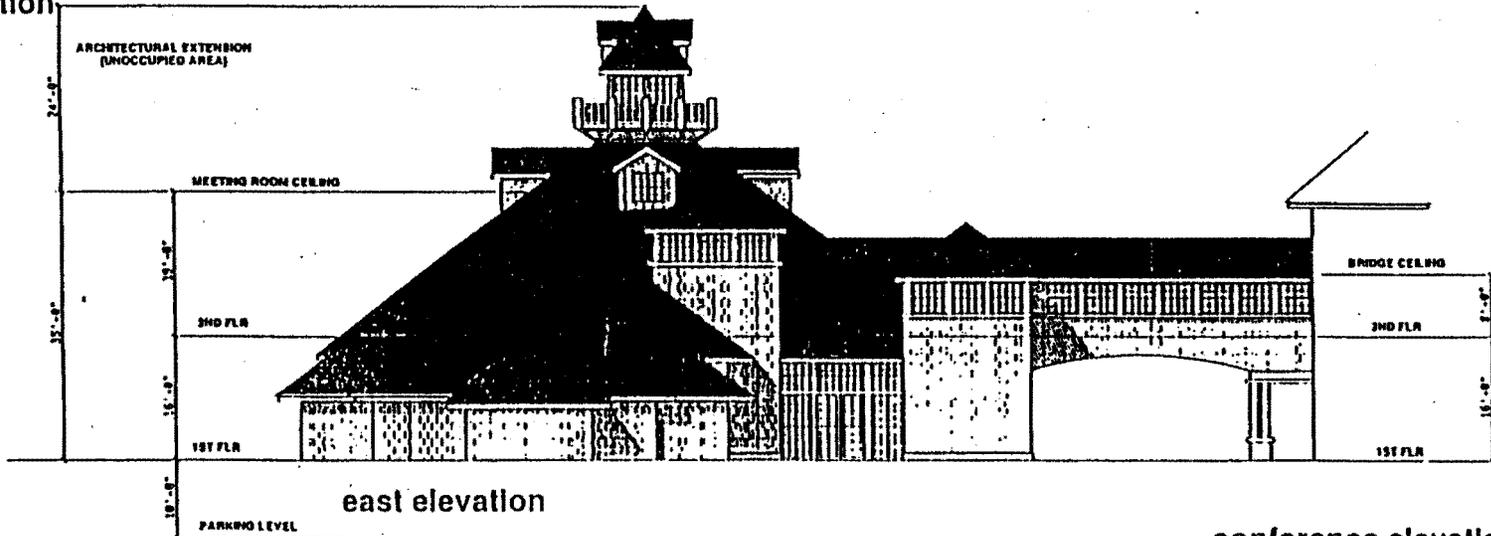
COASTAL COMMISSION  
 EXHIBIT 3 A-3-MAR-96-94

**TYPICAL BUILDING MATERIALS**

- PAINTED WOOD RAILINGS
- COMPOSITION SHINGLES
- WOOD FACIA
- VINYL CLAD WINDOWS
- VINYL SHINGLES



north elevation



east elevation

conference elevations  
scale = 1/4" = 1'-0"

EXHIBIT # 3-A-3-MAR-90-94  
 COASTAL COMMISSION  
 2/1/27

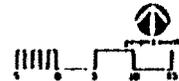
The  
**MARINA DUNES**  
 Resort & Spa



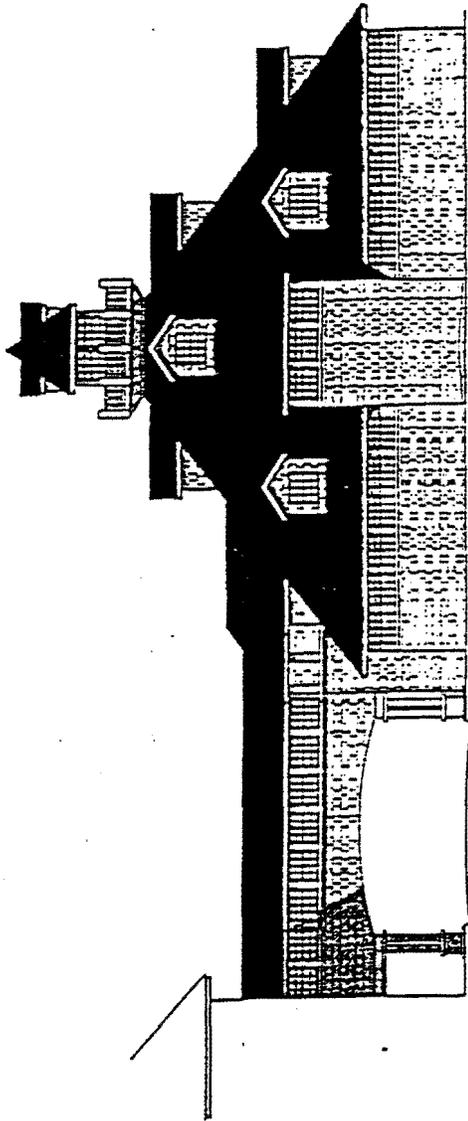
100 North Street  
 Suite 1000  
 Norfolk, VA 23510

Architectural Master Plan  
 2001 July 1 June 1999  
 Revision date  
 No. number A 95000

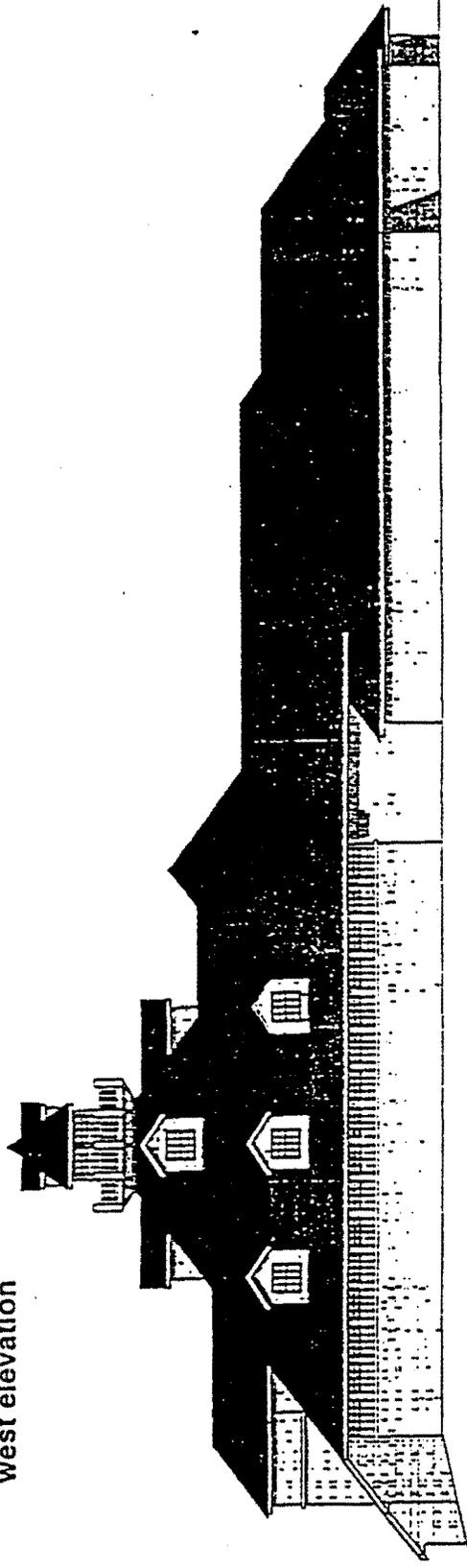
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the  
 robert  
 richmond  
 COMPANY  
 architects



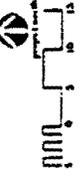
west elevation



south elevation

conference elevations  
SCALE: 1/8" = 1'-0"

THE MARINA DUNES  
Resort & Spa



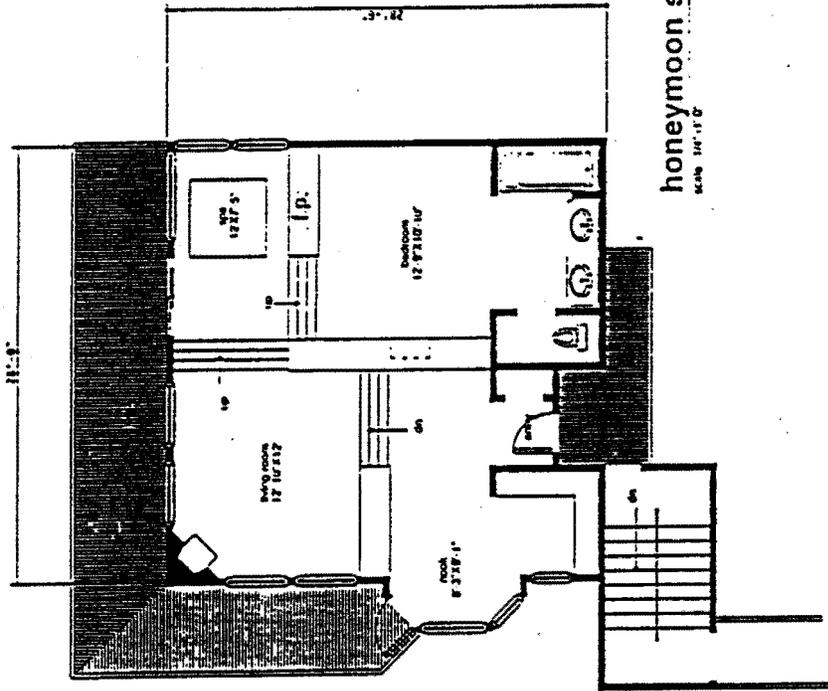
22  
C-PA-100

ARCHITECT  
CONSULTING  
INCORPORATED  
1000 N. GARDEN  
AVENUE  
SUITE 100  
LA JOLLA, CALIF. 92037  
TEL: 619-451-1111  
FAX: 619-451-1112

SCHEMATIC MASTER PLAN  
APPROVED BY THE COASTAL COMMISSION  
ON 1/13/94  
PROJECT NO. 94-0008  
BY: [Signature]

*King*  
ARCHITECTS  
1000 N. GARDEN AVENUE  
SUITE 100  
LA JOLLA, CALIF. 92037  
TEL: 619-451-1111  
FAX: 619-451-1112

C. COASTAL COMMISSION  
EXHIBIT 3 A-3 MAR-26-94  
22/27



honeymoon suite floor plan

AREA IN SF	115
Bedroom	64
Living Room	49
Bath	2
Stair	1

THE MARINA DUNES  
Resort & Spa



THE MARINA DUNES  
RESORT & SPA  
10000 S. GULF BLDG. #100  
DALLAS, TEXAS 75243  
TEL: 214-343-1111

APPROXIMATE SQUARE FOOTAGE  
BASED ON 1/4\"/>

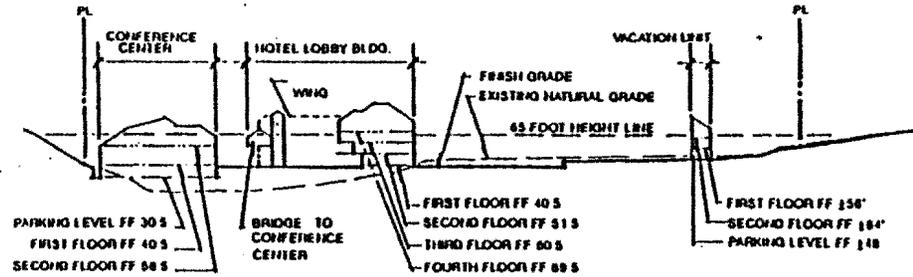
*King*  
KING  
10000 S. GULF BLDG. #100  
DALLAS, TEXAS 75243  
TEL: 214-343-1111

COASTAL COMMISSION  
EXHIBIT 3 A-3-MAR-96-94  
23/27

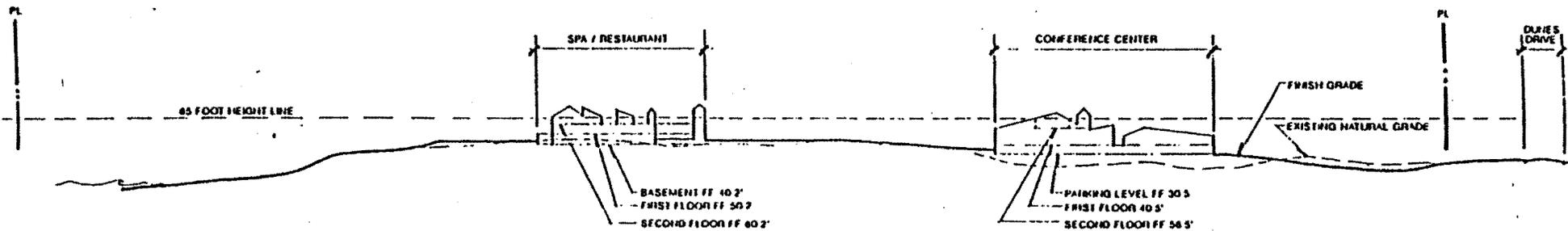


CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 3 A-3-HHR-78-94

25/72



site section B.1



site section A.1

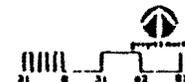
site sections

File  
**MARINA DUNES**  
 Assoc: A 57a



schematic master plan  
 plot date: 7 June 1996  
 revision: 04/96  
 file number: A 95003

By Order of the California Coastal Commission, this project is approved for construction. The project is subject to the conditions of the Coastal Development Permit (CDP) and the Coastal Development Order (CDO). The project is also subject to the conditions of the Coastal Development Permit (CDP) and the Coastal Development Order (CDO). The project is also subject to the conditions of the Coastal Development Permit (CDP) and the Coastal Development Order (CDO).



the above information is for informational purposes only.

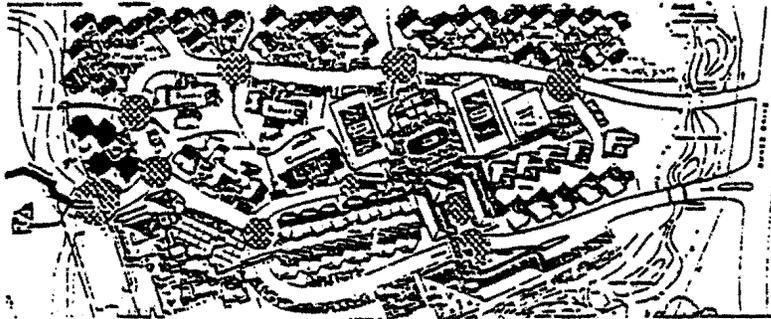
**25**  
 sheet no.



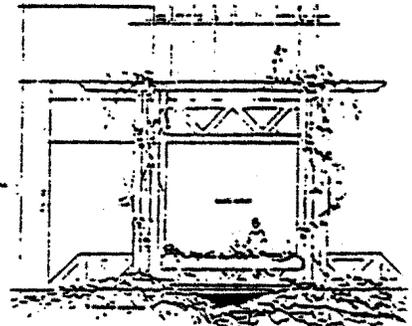
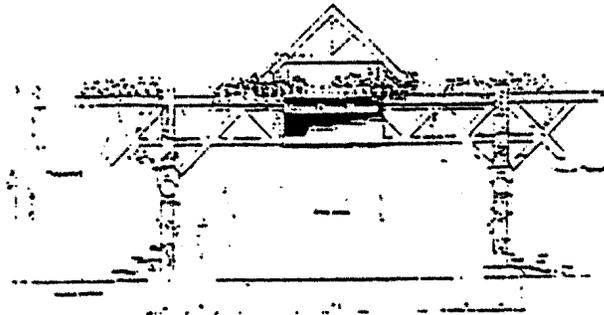
# MARINA DUNES RESORT

## *Signage & directional graphics*

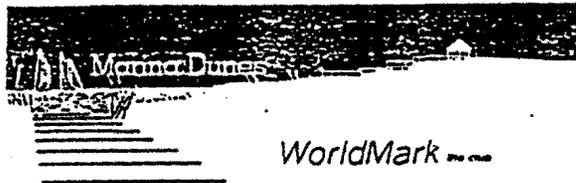
Sign locations indicated by :



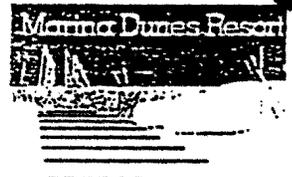
Entry Arbor:



Hotel logo



Vacation Club



Rooms 101 - 104  
201 - 204



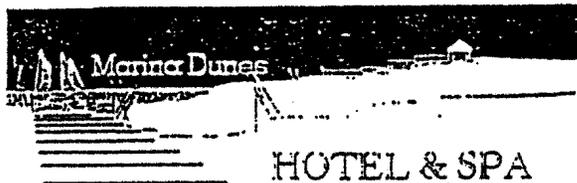
Typical Vacation Club Cluster:

**SIGNAGE INVENTORY:**

- ENTRY ARBOR 2 EACH SIDE 4
- CONFERENCE CENTER 2 4
- HOTEL 2 4
- HOTEL SPA 2 4
- HOTEL RESTAURANT 2 4
- VACATION CLUSTERS 2 4
- 10 CLUSTERS & 2 SIGNS 2 4
- PEDESTRIAN PATHWAY ARBOR 2 4
- REGISTRATION CENTER 2 4



Hotel Entry



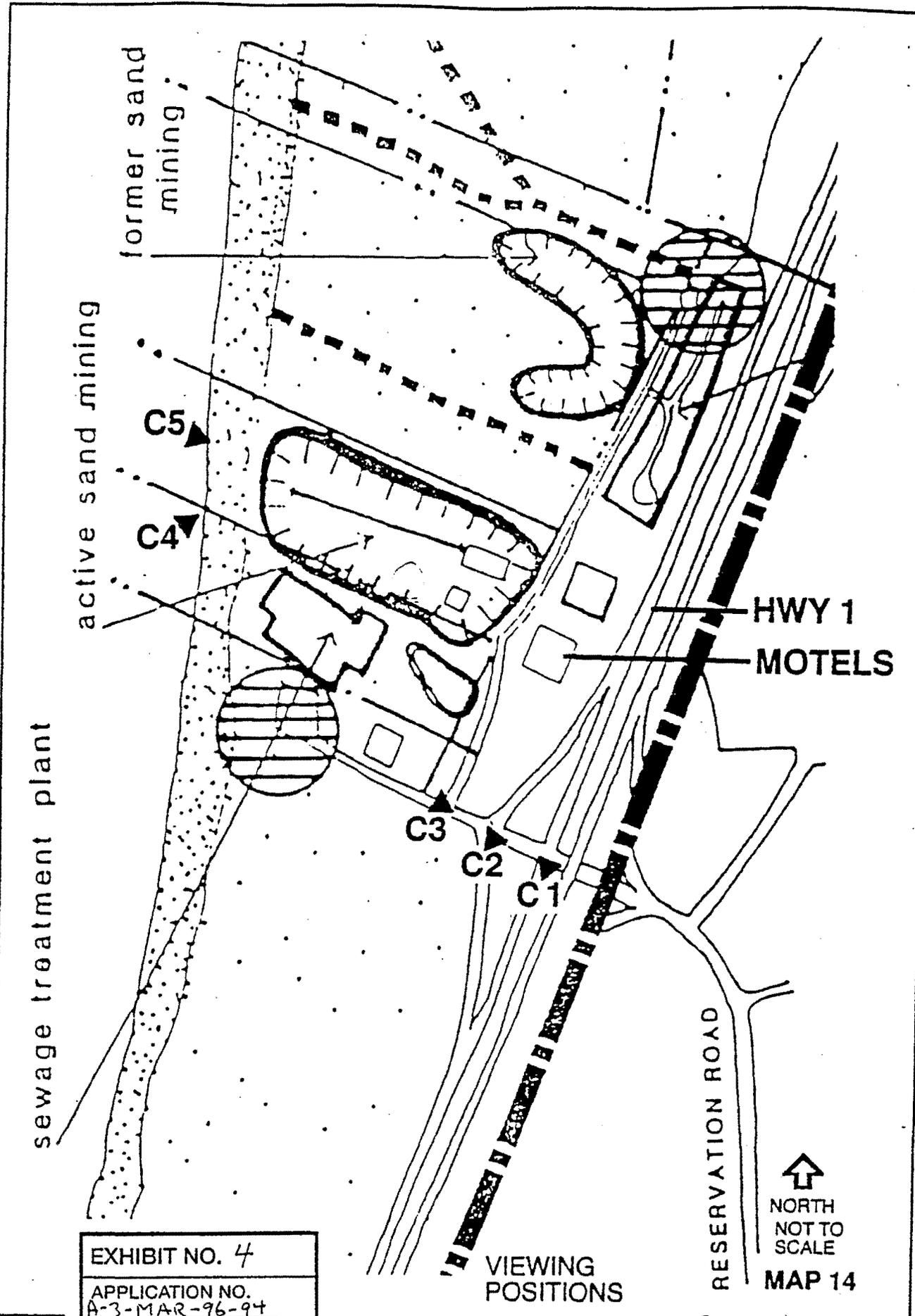
Hotel Spa:



CONFERENCE CENTER

Conference Center:

Hotel Spa:  
CALIFORNIA COASTAL COMMISSION  
**EXHIBIT 3 A-3-MAR-96-94**



sewage treatment plant

active sand mining

former sand mining;

HWY 1  
MOTELS

RESERVATION ROAD

VIEWING POSITIONS

↑  
NORTH  
NOT TO  
SCALE

MAP 14

EXHIBIT NO. 4
APPLICATION NO. A-3-MAR-96-94
VISUAL SIMULATIONS
Vg



CALIFORNIA COASTAL COMMISSION  
EXHIBIT 4 A-3-MAR-96-94  
2/7

EXISTING VIEW

FIGURE C1 - VIEW FROM HIGHWAY 1 AT NORTHBOUND BRIDGE ABOVE RESERVATION ROAD



COMPUTER MODEL



COMPUTER-SIMULATED VIEW

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 4 A-3-MAR-96-94  
3/9

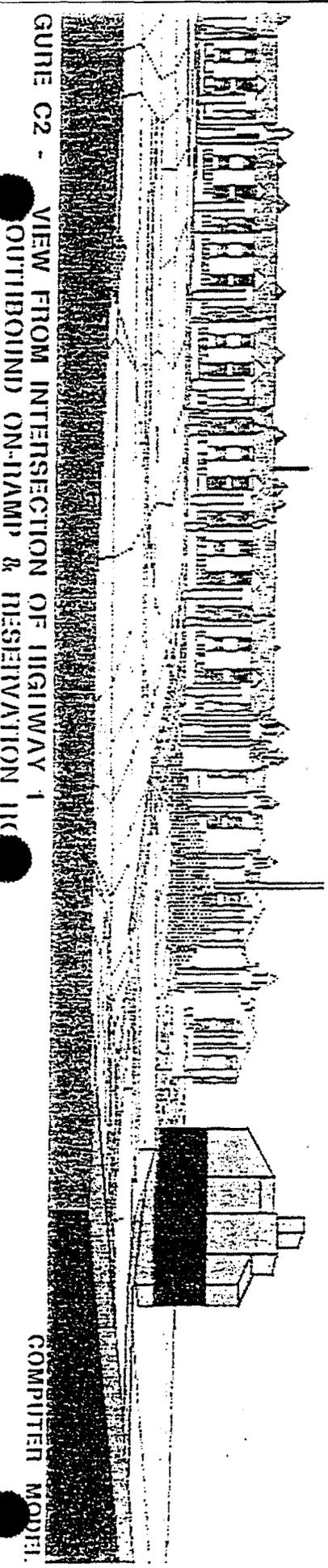


EXISTING VIEW

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 4 A-3-MAR-96-24  
4/9



COMPUTER-SIMULATED VIEW



COMPUTER MODEL

CURVE C2 - VIEW FROM INTERSECTION OF HIGHWAY 1  
 OUTBOUND ON-RAMP & RESERVATION INC

COMMISSION

EXHIBIT 4 A-3 MAR-96-94  
 519



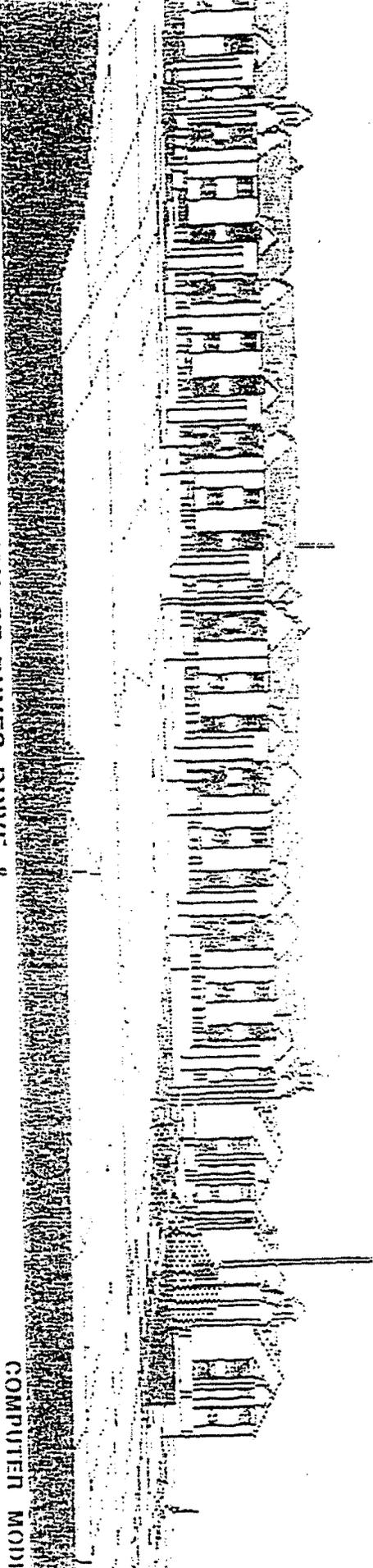
COASTAL COMMISSION

EXHIBIT 4 - A-3-MAR-9694

6/9

EXISTING VIEW

FIGURE C3 - VIEW FROM INTERSECTION OF PINES DRIVE & RESERVATION ROAD



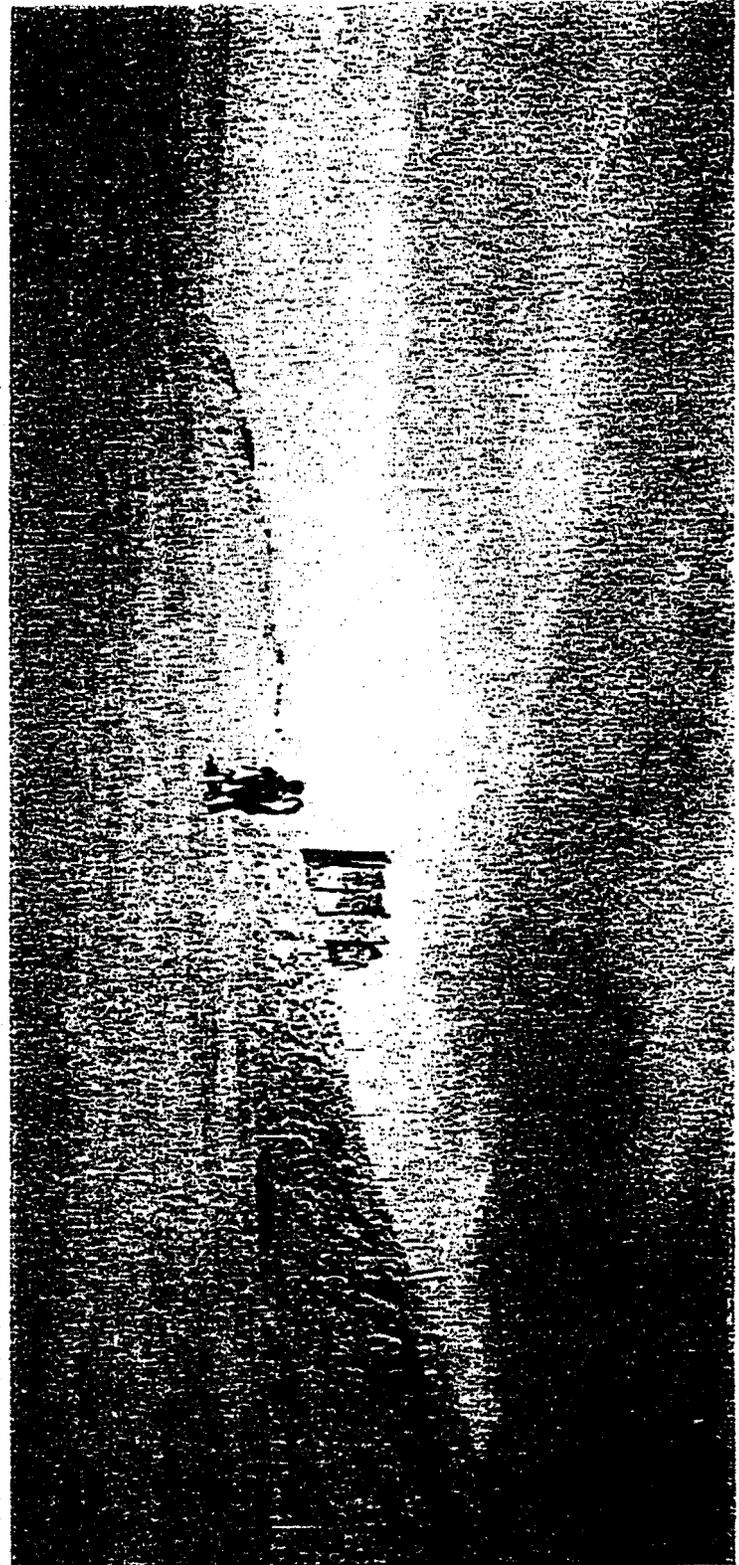
COMPUTER MODEL



COMPUTER-SIMULATED VIEW

CALIFORNIA COASTAL COMMISSION  
4 A-3-MAR-96-94  
719

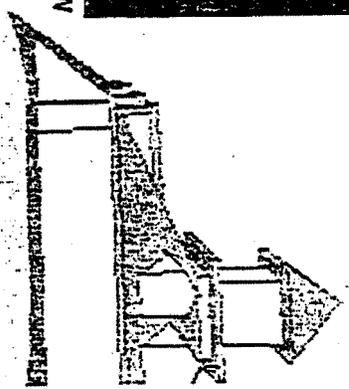
FIGURE C4 - VIEW FROM BEACH ADJACENT TO WATER TREATMENT FACILITY, NORTH OF MARINA STATE BEACH



COMPUTER-SIMULATED VIEW

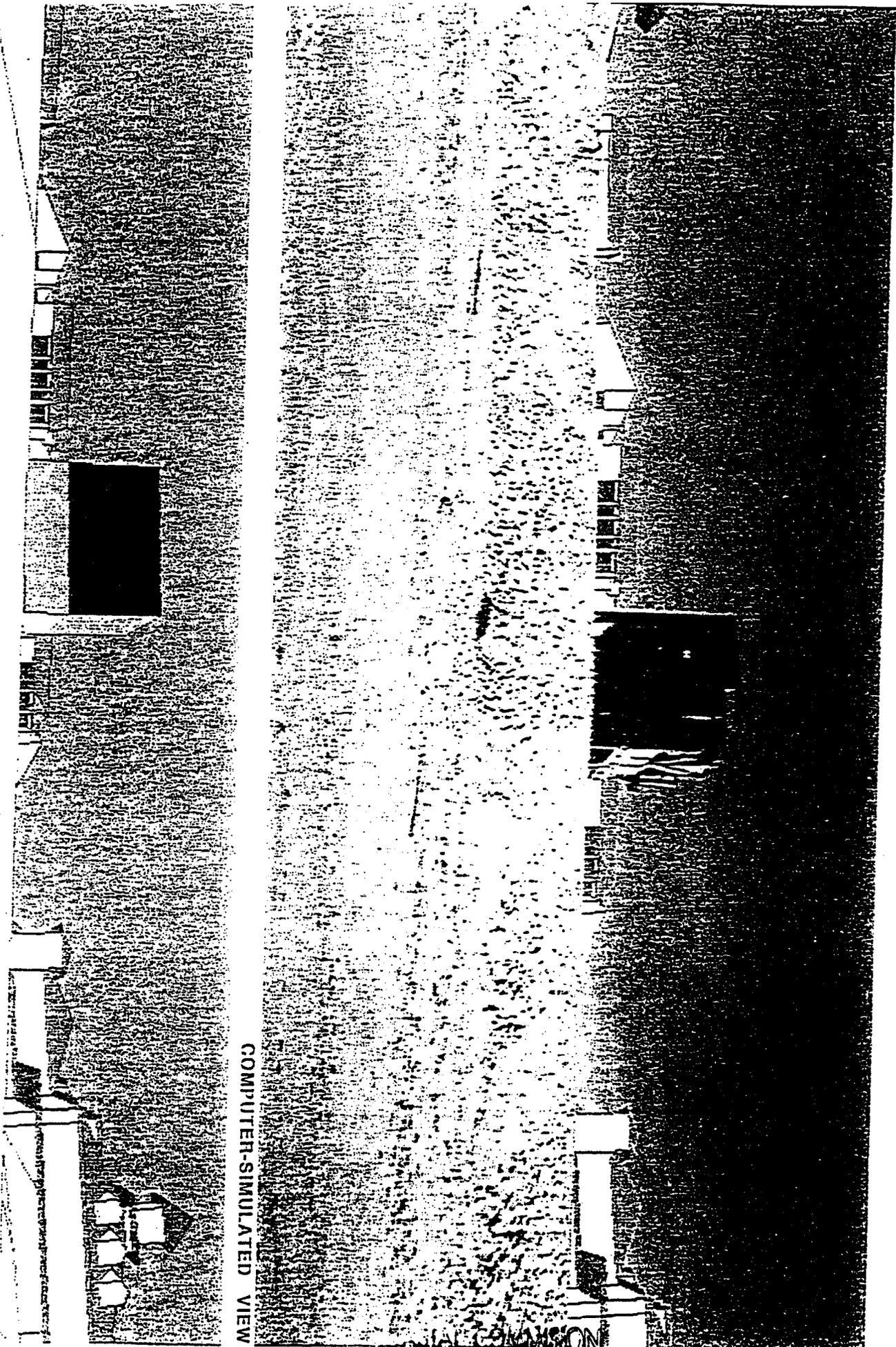


COMPUTER MODEL



COMMISSION  
4 A-3-MAR-96-94  
819

FIGURE C5 - VIEW FROM DEACII ON PROJECT PROPERTY



COMPUTER-SIMULATED VIEW

COMPUTER IDEL

4  
 A-3-MAR-96-94  
 9/4

• SITE PLAN •

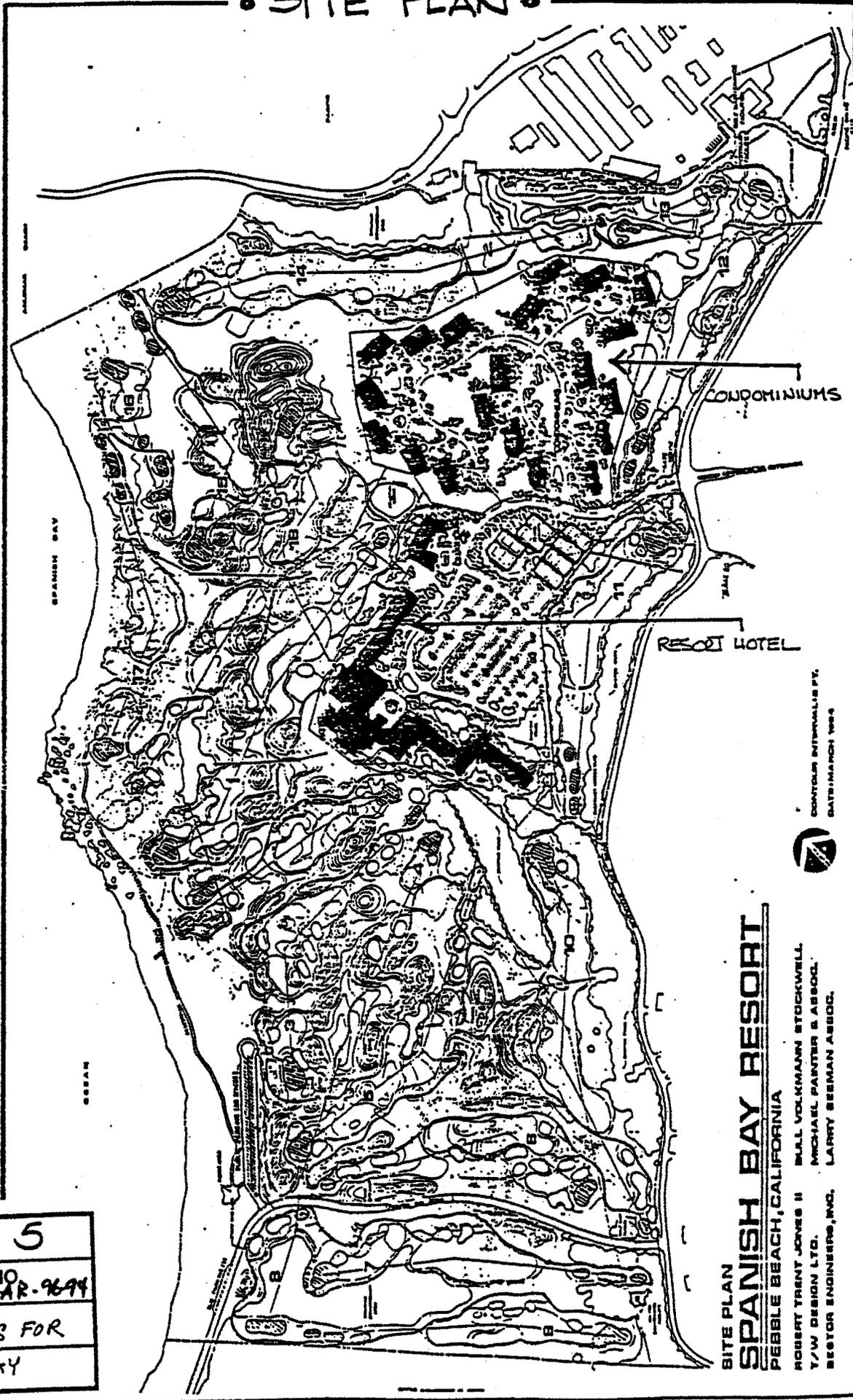


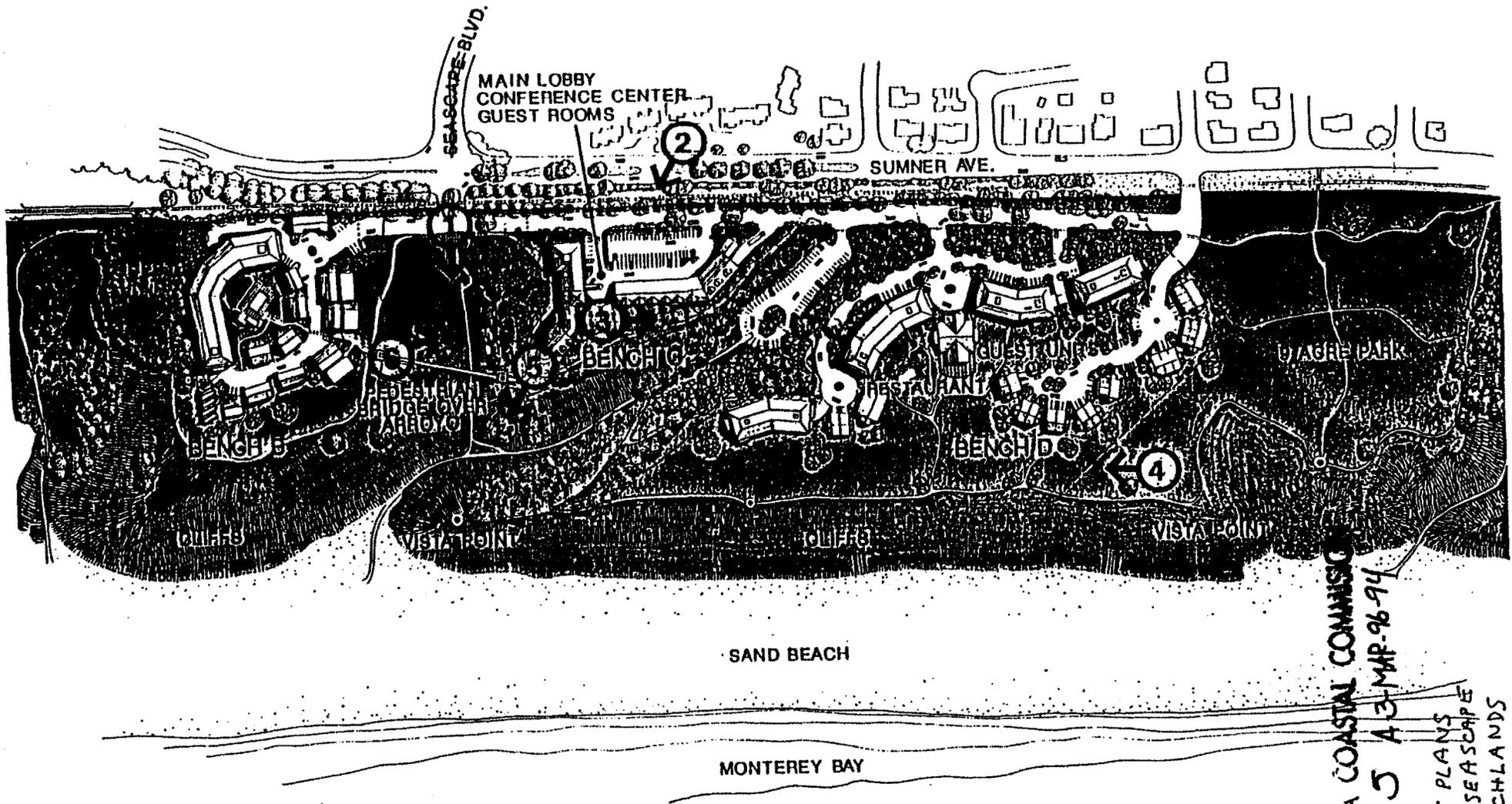
EXHIBIT NO. 5  
 APPLICATION NO.  
 A-3-MAR-9699  
 SITE PLANS FOR  
 SPANISH BAY

BITE PLAN  
**SPANISH BAY RESORT**  
 PEBBLE BEACH, CALIFORNIA  
 ROBERT TRENT JONES II BULL VOLKMAN STOCKWELL  
 T/W DESIGN LTD. MICHAEL PARTER & ASSOC.  
 BESTOR ENGINEERS, INC. LARRY SEMAN ASSOC.

CONTAIN INTERRALS PT.  
 DATE: MARCH 1969



# CONCEPT SITE PLAN



① → SEE SKETCHES ON FOLLOWING PAGES

BULL VOLLMANN STOCKWELL ARCHITECTS, SAN FRANCISCO

CALIFORNIA COASTAL COMMISSION  
 EXHIBIT 5 A 3 MAR 96 94  
 SITE PLANS  
 FOR SEASCAPES  
 BENCHLANDS

0 100 200 300 400



## CALIFORNIA COASTAL COMMISSION

CENTRAL COAST AREA OFFICE  
725 FRONT STREET, STE. 300  
SANTA CRUZ, CA 95060  
(408) 427-4663  
HEARING IMPAIRED: (415) 904-5200



November 14, 1995

Jeff Dack  
Planning Director  
City of Marina  
211 Hillcrest Avenue  
Marina, CA 93933

Subject: King Ventures, Monterey Dunes Resort (WorldMark), Marina Dunes 70 unit hotel, 120 vacation units, conference center, equestrian center et al.

Dear Jeff,

I have reviewed the set of preliminary plans for the referenced project. As you know the documents developed in the course of the Marina Dunes Plan, i.e., the draft Habitat Conservation Plan and the draft EIR for the Local Coastal Program Amendment have substantial background information that could assist the applicant in his planning efforts. However, the certified Local Coastal Program for Marina remains the standard of review for any development. Our last comments (dated August 26, 1991) on the Marina Dunes planning are attached. Among others, concerns remained regarding the intensity of development on the Monterey Sand site and the overall dunes complex.

In the certified LCP Zoning Ordinance the applicant's site and properties to the north are designated CD/SU (Coastal Conservation and Development with a Special Use overlay). The Marina Local Coastal Program Implementation provides that if coastally-dependent use "is not feasible" in designated CD/SU district, the current PC-Planned Commercial Zoning District regulations shall govern the use of the property. "The interpretation of the PC Regulations as they pertain to the use of the property combined with the SU District shall be liberally interpreted to carry out the spirit and intent of the Marina Local Coastal Program. (IP, Section 27.5). For the specific CD/SU areas the certified Land Use Plan (page 14) provides "The Marina Coastal Plan anticipates future development oriented toward less intensive, lower cost visitor facilities than those available in the more intensively developed coastal areas to the north and south. Two kinds of commercial uses are anticipated: one visitor-oriented and one exclusively dependent on ocean proximity.

The proposed Monterey Dunes Resort does not reflect a less intensive development. Additionally, the draft Habitat Conservation Plan (1990) provides that urban uses are to be located behind the 75 year erosion setback. The King plans show a 50 ft setback.

I have not had an opportunity to review the concept of "vacation clubs" but will comment on that aspect of the project after I have researched it.

Thank you for sending the plans at this early date. We will comment in detail as the formal documents are developed.

Very truly yours,

  
Joyce Chase  
Staff Analyst

EXHIBIT NO. 6
APPLICATION NO. A-3 MAR. 96-94
COMMISSION STAFF
COMMENTS

**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST AREA OFFICE

FRONT STREET, STE. 300

MARIETTA CRUZ, CA 95060

(408) 427-4863

HEARING IMPAIRED: (415) 904-3200



December 19, 1995

Jeff Dack  
Planning Director  
City of Marina  
211 Hillcrest Avenue  
Marina, CA 93933

Subject: NOP of DEIR Marina Dunes Resort, 3295 Dunes Drive, Marina: 112 Vacation Club Units; 70 Hotel Units, Meeting /Conference Facility, Restaurant/Lounge (540 seats), Snack Bar, Recreational Amenities (Equestrian Center, Tennis Courts).

Dear Jeff:

Thank you for sending us the initial environmental review information. We received your Notice of Preparation for the referenced project on November 27, 1995. The Notice of Preparation does not provide an initial study, but summarizes the categories to be covered by the EIR. The NOP focus areas include the provision to address consistency of the project with the adopted Local Coastal Program and with the Draft Marina Dunes Plan Habitat Conservation Plan and Local Coastal Program Amendment. The City and consultant should be clear that though the draft documents contain valuable background and technical information they have not been reviewed and approved by the Coastal Commission and hence are not law. The certified Local Coastal Program and the Coastal Act are the Commission's standards of review.

Since the proposal is for a major development on the shorefront in the undeveloped Monterey Bay dune complex between Monterey City and the Salinas River, it will be important in establishing a pattern and intensity of development. This would be a development of regional significance with potentially significant cumulative impacts.

The certified Marina Local Coastal Program provides for low intensity development in the CD/SU zone in which the site is located. The LCP provision for low intensity development reflects the location between the first public road and the sea, undeveloped surrounding dunes areas, proximity and relationship to native dune habitat and to public recreational use areas. The plan proposes a high density development and a limited dune restoration area. A full analysis of direct impacts and cumulative impacts will be needed.

**CALIFORNIA COASTAL COMMISSION**  
**EXHIBIT 6 A-3-MAR-96-94**

2/18

1. The plans included are undated. The plans should be dated and revision dates noted whenever revisions are made.
2. With the given information the density of the project is unclear. Floor plans were not included in the NOP. I referred to the blueprints received October 20.

The plans show 32 buildings devoted to hotel units; with upper and lower floors there are 64 units. The text, however, indicates that there are 70 units including some studio units. We note that the typical floor plan shows a two bedroom unit with a living room, kitchen, breakfast nook and three full baths. There are also separate entrances possible for the bedroom/bathroom arrangements. This is an unusual size and arrangement for a hotel. Please identify the largest possible number of rental units this configuration will allow. How many people could be accommodated by bed? If all 64 units were of the typical floor plan 64 1 bedroom, 2 bath, and kitchen units would be available and 64 studio units. Has an analysis of the financial feasibility of the hotel complex been done? The size and configuration of the rooms would indicate a destination resort facility. Can this location sustain this use?

Regarding the 120 unit "vacation club" component of the project, we previously commented on the need for more information on this concept. As we currently understand the proposal, these units would ordinarily be available only to visitors who have purchased club memberships. Provisions for use of the units by the general (non club member) public is unclear, particularly as room reservations for general use could not be made prior to 47 hours of visitation. In addition to this limitation, the number of units available to the general public will likely be very restricted because club members have priority at all times. If Worldmark has records of general public use of their other resort complexes in similar settings, they could be useful in analyzing the accessibility to the general public. Are hotel patrons allowed use of the other facilities - health club, equestrian center, swimming pools?

How can the vacation club concept be distinguished from a private club? Coastal Act policies encourage a range of uses including lower cost visitor and recreational facilities and a preference for public recreational opportunities. An explanation of how this project responds to these policies would be very helpful.

The EIR should thoroughly explore the maximum number of people who could use the proposed facility including the necessary staffing and the related impacts on dune habitat, circulation and parking, the quality of existing recreational opportunities, etc.

3. The development at the density proposed could completely alter the character of the area. The cumulative impacts of this development and other proposed or planned developments, e.g., Granite Rock, Lone Star, should be fully analyzed,

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 6 A-3-MAR-96-94

3/18

4. Any work/access proposed on the beach should be reviewed for jurisdiction status. In this section of the coast, the Commission's original jurisdiction extends inland beyond the mean high tide line in some areas. Work done in the original jurisdiction requires a coastal development permit from the Commission. See the Marina Post Certification Permit and Appeal Map. If no issues are raised by the proposal, the actual delineation of the boundary is probably not necessary and any such coastal permit as may be required would probably not be complex.
5. The scenic impact of the project is important from all public views. The design should be visually compatibility with the dune and beach environment.
6. Though the dune habitat has been displaced by sand mining, the direct value of the site for dune restoration and its role in the restoration of the dune complex should be carefully considered in the DEIR. The site will link the dunes habitat upcoast to the Marina Coast Water District coastal pond site and the Marina State Park dunes downcoast. Marina State Beach and the Marina Coast Water District have ongoing dune restoration projects. The Granite Rock site and the Lonestar properties to the north are largely environmentally sensitive habitat.

In addition the inclusion of an equestrian facility in the project raises questions of conflicts with the environmentally sensitive dune habitat.

If you have any questions, please call.

Very truly yours,

Diane Landry  
Acting LCP Manager

  
Joy Chase  
Senior Planning Analyst

cc: State Clearinghouse  
Janie Figen

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 6 A-3-MAR-96-94  
4/18

**CALIFORNIA COASTAL COMMISSION**

CENTRAL COAST AREA OFFICE  
725 FRONT STREET, STE. 300  
SANTA CRUZ, CA 95060  
(408) 427-4863  
HEARING IMPAIRED: (415) 904-6200



April 12, 1996

Jeffrey P. Dack  
Planning Director  
City of Marina  
211 Hillcrest Avenue  
Marina, CA 93933

Subject: Marina Dunes Resort, 3295 Dunes Drive, Marina; Draft Environmental Impact Report

Dear Jeff:

Thank you for sending the draft Marine Dunes Resort Environmental Impact Report for our review.

The Commission staff has a major concern with the scale of the proposed development. We support the use of the draft Local Coastal Program Amendment (1991) for the Marina Dunes Plan by the EIR as a useful document to compare the present proposal. The background information is a valuable analytic tool. However, it has complicated the issues for, we think, both the preparer and reviewers of the DEIR. The DEIR on occasion makes assumptions that the reviewers are familiar with the LCP draft Amendment and its companion Habitat Conservation Plan.

Commission staff does not agree with the statement that a "consensus" was reached by the Task Force regarding the Marina Dunes Plan. In addition the document did not receive full public review and was never reviewed by Commission staff or brought to the Coastal Commission. A critical point of deliberation at that time was the proposed densities. The Commission staff believed and continues to believe that the densities proposed in the LCP Amendment could not be sustained consistent with the Coastal Act or the certified Local Coastal Program.

In addition the EIR in using the densities in the draft Marina Dunes Plan LCP Amendment does not adequately elucidate the differences in scale that would result by the development of a "vacation resort" as opposed to a "motel", "hotel" or RV park.

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The EIR discussion on density quotes the LCP: "The Marina Coastal Plan anticipates future development oriented toward less intensive, lower cost visitor facilities than those available in the more intensely developed coastal areas to the north and south"

The draft Marina Dunes Plan provided for 120 hotel/motel units and 80 RV sites or 200 RV/tent sites. This density was not approved by the City or the Coastal Commission but will be used as a reference point. The question of density in the Marina Dunes cannot be separated from the question of scale.

For example, a review of several of our files indicates that a common motel unit size (Best Inns, Travellodge) is between 200 and 300 sq.ft.; a hotel unit size is 400 sq.ft.; (Monterey Plaza Hotel, Monterey Bay Inn), a common RV site is 600 sq.ft. which includes its own parking area. In a gross comparison of uses using only standardized room/accommodation sizes and parking requirement area (200 sf per space) we find the following results.

Development	Unit Size	Parking Area	Square footage
120 motel units 80 RV spaces	@300 sf =36,000 sf @600 sf	@200sf=24,000sf	60,000 sf <u>48,000 sf</u> 108,000 sf
200 RV spaces	@600 sf		120,000 sf
200 hotel units	@400 sf=80,000sf	@200sf=40,000sf	120,000 sf
Marina Dunes Res. 113 vac.units,  70 hotel units	@1000sf=113,000 sf  @500sf= 35,000sf	@300 sf.=33,900sf (@ 1 1/2 per unit) @200sf=14,000sf	146,900 sf  <u>49,000 sf</u> 195,000 sf

This illustrates the significant differences in scale that can result with the resort hotel concept. A concept that was not discussed during the evolution of the Marina Dunes Plan.

An additional significant concern is the proposal to divide the site into four parcels. What this would mean in terms of long term preservation of the proposed uses needs to be carefully evaluated.

On the following pages we have provided more detailed comments. Please call Joy Chase, Project Analyst, if you have any questions. We look forward to working with you and the project developer.

Sincerely,



Diane Landry  
Acting Planning Manager

cc: Mary Wright, DPR  
Ken Gray, DPR  
Janie Figen, Sierra Club  
Gary Tate, MPRPD  
Corky Matthews, CNPS  
Adam White, RWQCB  
Reed Holderman, Coastal Conservancy

Chapter 1. Project Description

p.I.2 Site Location. It should be noted that lands below the mean high tide are State Lands and other lands shown on the Local Coastal Program Post Certification Appeals Map as within the Coastal Commission's original jurisdiction may also be public trust lands. Hence the project property may not include all of the land seaward of the bluff.

p.I-5. It would be helpful to have one consolidated project description that lists each use and its total square footage including the health club, restaurant, equestrian stable. For example, one must go to the appendix to find out that the restaurant will seat 500 or extrapolate from the parking figures.

P.I-6 Map 3 Ownership and LCP Policy. In addition to the LUP designation of Coastal Conservation and Development (CD), the LCP also has a Zoning overlay district of Secondary Combining District designated for the subject site, the Granite Rock site, and the Monterey Regional Park District site. The Secondary Use Combining District (SU) does not apply to the Lonestar site. This is a significant distinction since the CD/SU allows for visitor serving development when certain conditions are met but the CD zone does not.

p.I-9 & IV-G3. Why is the parcel being subdivided? Different elements of the project must be managed together in order to provide the "visitor recreational use" proposed. If a land division is proposed, the terms of the land division should be fully described. Visitor serving uses are emphasized in the LCP and residential development on the oceanside of Highway 1 in this area is not provided for. Conversions to residential use would be inconsistent with the LCP. Provisions that assure that the site will function as the visitor serving proposed are needed.

P.1-8. Table P1 Marina Dunes Resort, Consistency Summary, is confusing. It does not correctly compare the Dunes Plan and the proposed project primarily because it uses different total acreages. There are also other errors; for example, for Lot Coverage, buildings, the Table indicates under Dunes Plan 80% or 703,920 sf. allowable. The Dunes Plan proposes a maximum of 80% of the "developable" area not of the 19 acre site.

The Marina Dunes draft LCP Amendment of 1991 excluded the beach area from its calculations. (The commercial sales advertisements (Mahoney Tancredi Commercial Real Estate 1994) for the site indicated that the assessor shows "approximately 19.10 acres. A survey shows approximately 15.94 acres of the parcel are above the wave runup area".) Though the Dunes Plan will not define the development on this site, nevertheless the EIR should as accurately as possible characterize the differences. The Table should be corrected.

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Chapter IV. Environmental Analysis

A. Biological Resources

Table A1 (P.IV-A8) Daily and Annual Visitors Generated by the Proposed Project concludes that the daily maximum number of visitors would be 982; at an average occupancy of 70% 250,901 visitors/year would be generated by this project. Table A2 describes the size and annual visitation of five (5) selected State Beaches. (Pismo State Beach, Oceano State Beach are not further discussed in the DEIR because they are not comparable in size, design or use.) Following is the data and a column added by the reviewer to describe what it means in terms of use per acreage per year.

State Beach	Annual Visitors	Dune Preserve Acreage	Non Preserve Acreage	Total Acreage	Visitors/ acre/yr
Salinas River	50,000	210	36	246	203
Asilomar	700,000	65	42 conf.cent beach	107	6542
Marina	300,000	143	28	171	1750

The proposed Marina Dunes Resort in itself would produce the following use.

Marina Dunes Resort	250,901	6.5	12.5	19	1320
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The DEIR concludes that the proposed project would nearly double the use of the immediate beach area.

Marina State Beach and Marina Dunes Resort	550,901	149.5	40.5	190	2880
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According to the DEIR this combined use would be less than the use at Asilomar State Beach, 107 acres, with an annual visitation of 700,000. The DEIR compares Marina State Beach in conjunction with the proposed Marina Dunes

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Resort project to Asilomar State Beach and concludes that successful restoration and management can mitigate past abuses.

The DEIR does not discuss important characteristics of area and use that distinguish the two. The Asilomar State Beach is operated as a conference center, is located in an urban area, and generates funds to manage and restore its dune resources. Nevertheless, maintaining the Asilomar Dunes as a dune habitat has been difficult, labor intensive and expensive. The DEIR should examine these issues.

Marina State Beach is largely designated a Natural Preserve. The State Parks undertook a comprehensive dune restoration program and provided boardwalks to discourage access to dune habitat area. Use is directed to the beach front which can sustain heavy use. The DEIR examination of the impact of the proposed Marina Dunes Resort on the Marina State Beach recreational areas does not include consideration of management of doubling in use of Marina State Beach? Will the Marina Dunes Resort pay for the additional rangers, additional restoration, etc. The DEIR does not address the cumulative impacts on the State Park when other dune properties build out.

General Policy 6 of the certified Local Coastal Program states, "to provide for a level of recreation use which is consistent with the ability to operate, maintain, police and protect the beach and dune environment." The DEIR does not respond to this issue.

Salinas River State Beach which is similar in size and use to Marina State Beach has an adjacent residential housing project. What impacts does the existing residential project have on Salinas River State Beach? Can any of this information be extrapolated to anticipate impacts on Marina State Beach from the proposed project?

The DEIR has not addressed what the actual potential impacts will be and how they will be mitigated.

Mitigation Measure A1 to offset increased visitor use impacts restore and manage a minimum of 6.5 acres in dune habitat.

There is no evidence or data to support that this is an adequate mitigation.

A key element of HCP strategy for enhancing habitat values was the protection of contiguous areas of actual and potential habitat to form as much as possible an unbroken corridor from Salinas River Wildlife Refuge to Marina State Beach. There is no analysis of the appropriateness of the size or location of the mitigation area. Why was this area chosen? What is the best location to serve

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the purpose of dune habitat continuity? The DEIR should consider alternative locations including adjacent and parallel to the foredune snowy plover restoration area proposed under Mitigation A3. This would connect with areas on the Granite Rock site that are Smith's Blue butterfly habitat and the corridor could arc toward Dunes Drive where it would connect with the eventually to be restored vernal ponds dune area on the Marina Coast Water District site. This would eliminate the disruption to the corridor that would be created by the two major road crossings proposed under the current plan. Please discuss this and any other alternatives.

Mitigation Measure A2. Delete all equestrian use. Agreed.  
Measure A3. Restore foredunes for snowy plover. Agreed.

Measure A4. Pedestrian Traffic. We agree that wherever the habitat restoration area is located that pedestrian access must be controlled and limited to boardwalk areas. The currently proposed location and number of boardwalks may not be appropriate subsequent to response to Measure A1 comments above.

Measure A4. On site recreational opportunities to keep users on site are appropriate. However, the type of onsite facility should be compatible with the dune landscape. It is the opinion of the reviewer that the proposed project is more intensive than anticipated by the certified LCP and that adding tennis courts amplifies the inappropriateness of the scale and covers potential dune restoration area.

Measure A4. Educational brochures are an excellent idea to help visitors understand the importance of the natural resources. The developer should also use directive signing and where appropriate interpretive signing. educate.

Mitigation A5. Marina State Beach and the Marina Coast Water District use native vegetation for landscaping. We recommend the project use native vegetation for landscaping to enhance the opportunity for quality restoration and continuity of the dune habitat resources.

#### B. Earth Resources, Drainage, and Groundwater.

The following are some general comments made by the Technical Services Divisions of the Coastal Commission concerning the geology and shoreline erosion aspects of the Marina Dunes Resort Hotel DEIR proposal.

(Page IVB-5): The report should show on a site map those portions of the site which are subject to inundation by a 100-year flood. If these areas will be

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modified by or used in the proposed project, please also discuss how the proposed activities will be affected by a 100-year flood event.

Severe Seismic Ground-shaking and Settlement ( Page IVB-9): Please explain why this area should anticipate ground shaking commensurate with Seismic Zone 3. The 1988 Uniform Building Code places the entire Monterey area in Seismic Zone 4; has this area been downzoned following the Loma Prieta event?

Both settlement and liquefaction hazards can be minimized with proper engineering. The drainage controls, grading and compaction plans should be checked by a licensed geotechnical engineer, and there should be some assurance that the project site will have a factor of safety (against liquefaction) greater than one for the maximum credible event. Also, since water levels are so critical in many liquefaction situations, this site review should take into consideration the proposed seepage pits and any plans for landscape irrigation.

Soil/Slope Instability ( Page IVB-9): Please provide information on the total cut volume, total fill volume and, if necessary, total import volume. If material will be imported from another site within the coastal zone, please identify the site and discuss impacts from soil excavation.

Beach Erosion and Coastal Bluff Retreat (Pages IVB-5 through IVB-11): Please provide a cross-section of the site, from the beach to the road and indicate on a plan map the location of this cross section.

Tables B-3 and B-4 are confusing and the text provides little clarification. It seems that the information provided in Table B-3 for minimum, maximum and typical "shoreline feature since last survey" is comparing features throughout the entire survey area, rather than examining changes along several fixed profile locations. Please provide a more thorough explanation of the methodology used to develop Tables B-3 and B-4, identify the "surveyed area" from which you selected maximum and minimum shoreline positions, identify the locations to which all measures were referenced, and discuss any efforts which were made to rectify, scale and ground-truth the photographs which were examined.

One of the most seaward shore positions is based on data from the 1972 black and white transparencies which have a 1:80,000 scale. What margin of error has been assigned to the shore positions taken from these transparencies? A report by Timothy McGee (1986), Coastal Erosion Along Monterey Bay, notes that the anomolous accretion identified in 1972 may be due to the high wind energy at Marina. Has this recent analysis attempted to better identify causes for this 1972 shoreline position?

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The certified LCP policies provides that where physical and habitat constraints allow, structures should generally be hidden from public view; otherwise development should be clustered and sited inconspicuously.

Though the site lends itself to discretely sited development, the grading plan would appear for the most part to level the site; and the scale of the project makes it impossible to site the buildings inconspicuously or hide them from public view. Though the site plan provides for large clusters of buildings, for visual purposes from view points there is no break in the mass of the buildings. Retaining the visual preeminence of the dunes is an important objective. Partial or full restoration of duneform could serve to screen development.

As proposed the architectural forms, massing, proportions and height do not compliment and are not harmonious with the surrounding duneforms.

For comparative purposes the development of an RV park need not have any structures over 12 feet.

Mitigation C1 recommends reducing buildings heights by decreasing roof pitch or grading to a lower mean elevation. An additional mitigation would be to reduce the scale of the project.

#### IV.D. Traffic

#### IV.G. Land Use and Public Access/Recreation

The City of Marina Zoning Ordinance is part of the LCP and should be so indicated.

Page IV-G3 of the DEIR under "Height" indicates that the project description shows building heights at an average of 15 1/2 feet above grade. This is unclear. Our measurements show the heights to be between 24 and 36 feet.

Page IV-G5 Feasibility of Coastal Dependent Uses. Though the determination of infeasibility for coastal dependent uses was previously made by the Planning Commission, the EIR statements of infeasibility of coastal dependent uses have several inaccuracies which should be corrected.

1. Concludes that the development of the site for harbor facilities et al. is infeasible due to the proximity and adequacy of facilities in the Monterey Bay area. In fact, there is a shortage of boating facilities throughout Monterey Bay. Harbor facilities may be inappropriate but not because they are not needed.

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2. Concludes that among others a research or educational facility is of a heavier industrial character and could result in significant environmental impacts. Research or educational facility need not be of a heavier industrial character and need not result in significant environmental impacts. The proposed project will generate 250,000 users a year. Educational/research facilities of lesser intensity are possible.

3. Concludes that the availability of nearby existing coastal dependent uses and facilities in the City of Monterey are adequate to satisfy future foreseeable demand for coastal dependent uses in the coastal zone of Monterey Bay. Again this conclusion is too broad.

4. Concludes that coastal agriculture and aquaculture are not appropriate because the site has not been designated by the Department of Fish and Game. Also in a following paragraph asserts:

The Coastal Act is clear in its intention and priority for the development of coastal dependent uses. Where the Coastal Act clearly assigns the responsibility for designation of coastal dependent uses to two state agencies, and where those agencies have not designated a need for coastal dependent uses, this information can be submitted as reasonable proof of lack of feasibility of coastal dependent uses to be located on the project site.

This is an inaccurate conclusion. The Coastal Act does not assign the designation of sites for coastal dependent uses to two state agencies. Section 30411(c) provides that the DFG may identify aquaculture sites. There is nothing in the Coastal Act that limits coastal dependent uses to sites identified by the Department of Fish and Game and, in fact, Section 30255 gives priority to coastal dependent developments without reservation. Numerous coastal dependent developments have been developed in the coastal zone and to the reviewer's knowledge none have been designated by the DFG.

Page IV-G7 Density.

The certified Local Coastal Program for Marina acknowledges the very special setting and open space characteristics of the Marina dunes and differentiates the Marina Dunes from the urban visitor serving development in Monterey and Santa Cruz. The LCP states "The Coastal Plan anticipates future development oriented toward less intensive, lower cost visitor facilities than those available in the more intensively developed coastal areas to the north and south."

The DEIR discussion on density reports that the City of Santa Cruz and the City of Monterey have historically allow high densities visitor serving uses such as

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hotels from 8.7 units/acre for one story to 26 units per acre for three story development and that comparatively the proposed 9.3 units/acre (16 acre developable area) was low intensity development.

The developments cited in the DEIR are typical hotel/motel projects and do not offer the large two and three bedroom suites proposed in this project. The DEIR, for comparative purposes, would be much more useful if it used developments similar to what is proposed to determine what constitutes low intensity in areas with significant land resources. For example, the following destination resort developments should be considered.

The Seascape Benchlands development on the periphery of the residential community of Aptos in Santa Cruz County was permitted 298 visitor serving accommodations, 36,500 sq.ft. of restaurants, lobby, lounge, meeting rooms, a 9 acre park, a 60 space public parking lot for beach visitors. The site is 80 acres; 30 acres were developed and 50 acres were dedicated to the public. Gross density on this project is 3.7 units per acre.

The Spanish Bay Hotel in Del Monte Forest involved 230 acres. One hundred and thirty acres were developed (golf course included). Development included 270 unit hotel, 80 condominium units, 18 hole golf course, 8 tennis courts, 500 parking spaces. One hundred acres of habitat were dedicated and public access provided. In addition the 430 acre Huckleberry Hill was dedicated to open space. Gross density for the Spanish Bay project is 1.5 units per acre.

These developments represent a low intensity. Commission staff does not believe that the DEIR information supports the conclusion that the proposed development is low intensity pursuant to the certified LCP.

IV.G Public Services. This section does not discuss water supply.

#### Chapter V. Alternatives

The alternatives analysis does not discuss a reduced density project. Both scale and density reductions should be considered. Sales advertisements for the property indicated that the highest and best use of the property was considered to be as a site for either a 175 space Recreational Vehicle Park or for a 120 room hotel with restaurant and modestly sized banquet facilities.

We do not agree that the "no project" alternative would be an environmentally inferior alternative to proposed development at the proposed scale.

The DEIR states that the motel/recreational vehicle project alternative reduces visitor generation but also offers less habitat restoration than the proposed

project. It states that the proposed project exceeds the HCP standards. Please describe all the standards in the HCP that would apply to this project.

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October 21, 1996

Mr. Louis Calcagno, Chairman  
and Coastal Commissioners  
CALIFORNIA COASTAL COMMISSION  
725 Front Street, Suite 300  
Santa Cruz, California 95060

**Re: MARINA DUNES RESORT - Marina, California**

Dear Chairman Calcagno and Commissioners:

KING VENTURES is the owner of the Marina Dunes Resort project approved by the City of Marina Planning Commission in June of this year, and unanimously upheld on appeal by the Marina City Council in July. As the "proponents" for the project, we are presenting this information in response to the appeal questions raised. Your careful consideration of the City's actions on this project will clearly demonstrate that:

1. The approvals granted by the City of Marina for the resort project are in full compliance with the legal and administrative requirements of the City's certified LCP, as well as in compliance with the California Coastal Act.
2. The certified EIR for this project, which was approved on May 28, 1996, was unchallenged administratively and no legal action was undertaken to overturn the filing of the "Notice of Determination" or the legal sufficiency of the CEQA determinations relied upon by the City.
3. The proposed project underwent ten months of intensive public scrutiny, including no less than two dozen public meetings with citizens groups, public and private resource and trustee agencies, the City's Design Review Board, Planning Commission and City Council. The final project approvals were thoroughly and carefully considered by the City.
4. The proposed resort would be constructed on a fully degraded, presently active, sand mining site. This site has been mined for the better part of this century, and the property retains absolutely no identifiable biological values at present. More than 40% of the gross developable portions of the site has been reserved for the creation of habitat corridors and restoration areas.
5. The density and proposed uses of the site are consistent with the environmental carrying capacity analysis conducted by the City in the certified EIR.

EXHIBIT NO. 7
APPLICATION NO. 23-MAR-96-94

APPLICANT'S
RESPONSE

OWNER'S DETAILED RESPONSES TO APPEAL

The following pages present our response to each of the appeal issues. As stated to the Commission in Los Angeles two weeks ago, we have been at a significant disadvantage in that substantive discussions with coastal staff have been limited to the span of the last seven days. While some progress has been made in understanding your staff's views on this project, as we prepare this correspondence we are still unaware of staff's final recommendations or conditions for your review. In that context we will prepare further specific responses to the staff conditions and attempt to provide those to Commissioners before the November 14th hearing.

APPEAL ISSUES

The appeal issues as summarized by staff fall into four general categories. These are:

1. Density and intensity of the approved project are inconsistent with the LCP.
2. The heights of structures on the approved plan exceed the allowable height limits of the LCP.
3. The Habitat Restoration Program required by the City will need to be reviewed and approved by the Coastal Commission in order to insure appropriate steps are taken to protect the nearby (off-site) habitat of this dune complex.
4. Questions raised by Caltrans regarding traffic impacts were not adequately resolved by the City in the EIR.

Each of these issues is addressed in the following sections.

1. *Density and intensity of the approved project are inconsistent with the LCP.*

The Marina LCP clearly provides for the establishment of visitor-serving uses in this planning area and on the subject site. The certified LCP does not express a density limit or range, and there are no restrictions on the number of units allowable within the Dunes Drive Planning Area. The appellant's allegations (*italicized in the following sections*) and our responses include:

*...the project should be "less intensive than development in more intensive areas to the north and south"...*

The approved project density at 183 units equates to a gross density of 9.4 units per acre. This density is well below higher-density hotel and motel developments in the surrounding Monterey Bay area. By way of example, there are two abutting motel developments on Dunes Drive directly across the street from the subject site. These projects are located on sites of 1.82 and 1.99 gross

acres, with unit counts of 114 units and 84 units respectively. The density of these adjoining sites average 52 units per gross acre. Clearly this project is less dense than other Marina visitor-serving developments in the coastal zone.

Taking this argument a step further, the staff report claims that this project exceeds the size of 87% of all hotels in the Monterey and Santa Cruz markets. Although size alone is not a valid indicator of density, we have conducted limited research into the average densities of the hotels and motels cited in the staff analysis. In nearly every instance gross unit counts well exceed 10 units to the acre, and in fact many of the existing Monterey hotels approach ratios of up to 30-35 units per gross acre.

The proposed Marina Dunes Resort density at 9.4 units per gross acre is clearly and significantly below the majority of developed hotels and motels in the Monterey Bay area.

*...the project should be redesigned to follow  
"a prevailing pattern (of density) for non-urban comparables"...*

First of all, there is absolutely no reference in the LCP for Marina that densities for the Marina Dunes Planning Area should be equated to "non-urban" density ranges. Without a definition or LCP Policy that this implies less density, staff nevertheless uses this argument to pursue their recommended reductions in the project. The context of this suggestion is that all densities should be lower based on this concept. In fact the Marina LCP anticipated much higher densities for hotels, as high as 1 unit per 1,000 sq. ft. of lot area. Until recently, the Marina LCP also contained a 10 unit per acre density for resort hotel projects.

This suggestion is also based on reasoning that without absolute density limits in the LCP, the LCP can be broadly re-interpreted by staff to justify almost any scenario. Staff's "characterization" that these dunes are not located in an urbanized City is factually at odds with all the coastal planning that has been done in Marina since the early 1980's.

This argument is offered based on staff's assessment of no more than two (2) projects that we are aware of: the Seascape Resort and Conference Center in Aptos and the Spanish Bay Development at Pebble Beach. We strongly disagree that only two projects should be relied on so heavily as "comparable patterns", but nevertheless, there are several distinct facts from each of these projects that actually support the approved Marina Dunes Resort project.

Both the Spanish Bay and Seascape properties included many more acres of pristine and restorable habitat than developable areas of those same sites. In

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these examples, the portions of each site that were finally permitted for development were less than half the total site area. At Spanish Bay 15.7 acres is occupied by 270 hotel rooms and 80 condominiums, according to staff. This equates to a "net" density per developable acre of 22.3 units/acre. At Seascape, 280 units were permitted by the Coastal Commission over 30 acres of the total site. This equates to a "net" density of 9.3 units/acre.

The proposed Marina Dunes Resort is proposed at a "net" density of 11.4 units/acre when 3.35 acres oceanward of the bluff are deleted from the computation, leaving 16.0 acres of fully degraded and disturbed site.

*...staff argues that the total density of this site should be limited to 3.5 units per gross acre, the size of the hotel units should be limited to 850 sq. ft., and that related or 'ancillary' facilities such as dining, management areas and recreational amenities be limited to no more than 10,000 sq. ft. throughout the resort...*

Each of these recommendations are arbitrary in that they are not related to any pattern of resort development or threshold analysis identified by coastal staff. These reductions, taken as a whole, will severely impair the resort's ability to serve as a destination facility. The suggested density limit, in particular, would limit the project to 56 hotel rooms. There is no evidence available other than the City's certified EIR to establish a density limit that can be reasonably accommodated on this site. Absent evidence to support the appeal and staff's contentions, we question the Commission's ability to deviate from the City's approvals in this regard if the City's actions are in conformance with the certified LCP.

*..."allowable uses for the site should exclude tennis courts, recreational facilities such as a spa, and the conference center"...*

The mix of uses approved by the City were all sized to support the on-site visitors. Concerns expressed by staff and the appeal raise question over uses that are not a part of the project, such as a "night club" or a "cosmetic surgery center". These uses are not proposed with the resort.

The arbitrary deletion of tennis facilities, recreational amenities and the meetings facilities do not recognize the important features these bring to the local visitor. The resort-style developments referred to in the staff report at Seascape and Spanish Bay each include these amenities and we are at a complete loss to understand what problems these could cause on this site.

2. *The heights of structures on the approved plan exceed the allowable height limits of the LCP.*

*... "the project should not be visible from Highway 1 or the beach, and should be inconspicuous or hidden if possible"...*

As reviewed and approved by the City, the project conforms with the dual height standards of the LCP, which call for a maximum 35' height for the buildings, and an additional limit for buildings so that they do not exceed the height of the naturally occurring (adjoining) dune ridge. Overall heights of the hotel and vacation units are 29' above finished grades. In virtually every instance the existing or natural grade of the site has been lowered to reduce the visual prominence of the resort.

Limited extensions for architectural features such as cupolas and roof elements were approved by the City to add interest and scale to the proposed uses. These roof elements are allowed to extend above height limits under the certified LCP (Section 17.06.060), provided these features do not impact public views from the beach or Highway 1, and the project is subject to a coastal permit; two requirements addressed by the City in its findings and permit action.

Lastly, the notion that the project can be "hidden" from view or invisible from Highway 1 is absurd. The project is set on and into existing grades to reduce the prominence of the buildings while maintaining the roll of the terrain, therein simulating dune landforms. The steeply pitched roofs follow the natural angles of the sand dunes, with slopes as steep as 4:12 and 6:12, to simulate the dunes appearance. The buildings are designed in smaller unit "clusters" so as to minimize the massive appearance of consolidating units in one or two larger buildings, such as the motels developed across the street on Dunes Drive.

3. *The Habitat Restoration Program required by the City will need to be reviewed and approved by the Coastal Commission in order to insure appropriate steps are taken to protect the nearby (off-site) habitat of this dune complex.*

*... "project will generate 250,905 visitors per year to the site"...*

*... "adequacy of program and funding not substantiated"...*

*... "impacts on public agencies' ability to maintain (their properties) could be significant"...*

*... 'development of adjoining properties could be precedential if allowed to develop to the subject property's level of density'...*

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October 21, 1996

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These issues are directed at the inference that more visitors to the dunes will necessarily damage the dunes. As with any inference, the parts that are believable tend to obscure the elements that are unrealistic. In this instance, more visitors raises the potential for greater degrees of damage, however, it is conclusionary to argue that these impacts will occur in spite of the detailed HCP approved by the City as a part of the EIR for this project.

The approved Habitat Conservation Program (HCP) is included as Appendix "B" to the certified EIR. This report was prepared by one of the State of California's leading biological experts on Monterey Bay habitats. The HCP includes detailed standards for the planting, management and restoration of dune habitat otherwise completely missing from the subject site. This HCP also establishes a management strategy for off-site areas not under the control of the owners of the subject project. The HCP and the City's conditions for approval of the resort also establish financial resources to implement these plans and programs.

The City's commitment to dunes habitat management is evident from the 5 years of work completed on their own Management Program, which is now being completed by the City. The suggestion that this program needs further review is a veiled attempt to grab additional funds for state and regional open space interests.

The City of Marina has committed itself to working cooperatively with State Parks & Rec. and the Monterey Regional Parks District. To the extent that these agencies are capable in participating in this City-funded program, there is every reason to believe it has been planned for and will occur. It does become necessary, however, to make decisions regarding properties within the City of Marina, and this decision-making authority should remain with the City Council.

4. *Questions raised by Caltrans regarding traffic impacts were not adequately resolved by the City in the EIR.*

*... "light poles to be replaced by City if they are in need of replacement due to new developments in the vicinity"...*

*... "cumulative impacts from the EIR included a pass-by analysis that needs to be clarified with District V Caltrans staff"...*

*... "installation of signals at intersections are permitted based on a variety of warrant conditions"...*

*... "an encroachment permit will be required"...*

COASTAL COMMISSION

EXHIBIT 7 A-3-MAR-96-94

6/26

Each of these issues can be satisfactorily resolved with Caltrans through correspondence to be provided by Caltrans and/or the City's Traffic Engineers. These are technical issues that were resolved during processing of the EIR. The referenced Caltrans letter (April 11, 1996) was directed at the Draft EIR, and although it was never received by the City prior to certification of the EIR, these issues can be satisfactorily addressed between the City and Caltrans, or Caltrans will not issue encroachment permits for the road improvements.

### RESOLUTION OF APPEALS

The resolution of these appeals will require the Coastal Commission to consider the specifics of the project before you and to discourage and dismiss arguments directed at other nearby properties. There is a general consensus that the subject site is the most appropriate candidate in the Marina Dunes for development of the scale proposed, and we are confident that as the Commission is able to review the detailed actions of the City on this application, that the Commission will conclude that the resort will balance environmental protection and habitat restoration with an appropriately scaled visitor-serving use that will enhance long-term use of this portion of our coast.

### PROJECT DESIGN OPTIONS

The owners of the resort recognize how subjective these discussions can be concerning visual impacts. And while we believe the City's actions are thorough and definitive as evidenced in the EIR and Coastal Permit, we are willing to offer the same options to the Commission that we discussed with your staff in our October 16th meeting in Santa Cruz. A letter to Joy Chase dated October 18, 1996 is enclosed that reviews possible reductions in the "ancillary" buildings and uses for the site (Table 1) and differences between the subject site and the two adjoining sites that staff is concerned about vis-a-vis their "precedent-setting" arguments (Table 2).

As a result of our discussion with staff, and in an effort to further revise the project to address continuing concerns, the owners of the resort are willing to offer additional design changes that will lower buildings further into existing grades, and to relocate and consolidate buildings further, reducing the number of stand-alone hotel and vacation clusters and opening up more landscaping and open space.

To do this, we have attached a series of exhibits that define alternatives for reducing footprints of buildings by placing buildings at grade, and eliminating the parking below each cluster in favor of parking lots around the buildings. This allows us to reduce the number of buildings for the hotel and vacation club clusters from the approved 73 buildings to 56 buildings.

We would further lower the lobby to two stories and relocate the lobby building to the front of the site, and reduce the finished grade of the conference center, placing that

Chairman Calcagno and Coastal Commissioners  
**MARINA DUNES RESORT - Marina, California**

October 21, 1996

Page 8

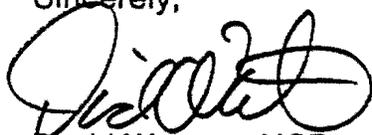
building lower into existing grades at the southeastern corner of the site. The conference center would also lose hotel units by lowering this building from four stories to three.

This reduction of 17 hotel/vacation unit buildings and the lowering of the lobby and conference buildings by a floor each does have an effect on our density, reducing total units from 183 to 161 units (a 22 unit reduction).

These changes represent an option that the Commission may wish to consider in light of the issues raised. The owners of the project believe this is a good faith attempt to address the somewhat arbitrary venue of "visual impacts" in a manner that maintains the integrity of the City-approved project and further reduces the scale of the overall project.

Your thoughtful consideration is appreciated.

Sincerely,



David Watson, AICP

*Director of Planning and Project Development*

coastalcommissioners.marina.kvmsc.10-21-96

COASTAL COMMISSION

EXHIBIT 7 A-3-MAR-96-94

9/25

*King*  
Architects  
10000 Wilshire Blvd., Suite 200  
Beverly Hills, CA 90210  
Tel: (310) 277-1111  
Fax: (310) 277-1112

Project No. 94-001  
Date: 9/26/94

Project Name: Marina Dunes  
Site No. 94-001

**MARINA DUNES**  
Phase 1 & 2

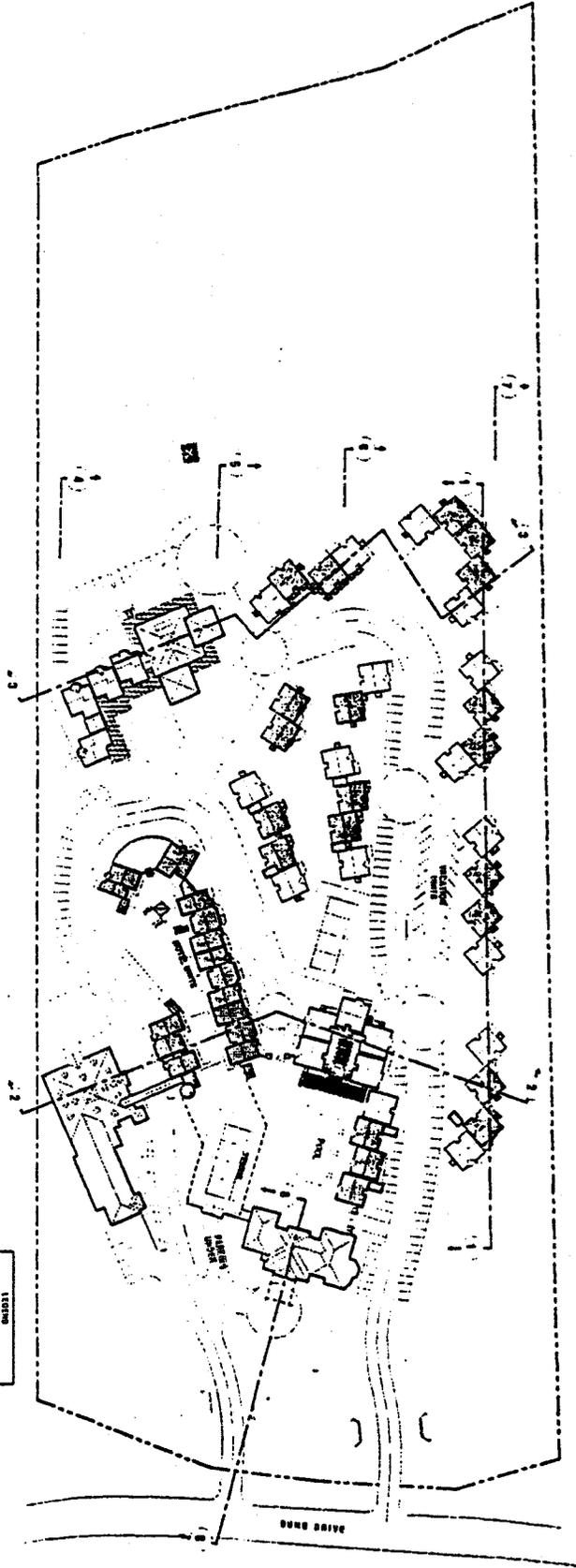
**SITE PLAN**



Architect: King Architects  
10000 Wilshire Blvd., Suite 200  
Beverly Hills, CA 90210  
Tel: (310) 277-1111  
Fax: (310) 277-1112



LEGEND	
	3 STORY UNIT
	2 STORY UNIT



CALIFORNIA COASTAL COMMISSION  
EXHIBIT 7 A-3-MAR-96-94

APPLICANT'S RESPONSE  
illustrative plan revisions

9/26

*Kang*

11/15/94  
11/15/94  
11/15/94

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**THE MARINA DUNES**  
Resort & Spa

**SECTIONS 1-3**

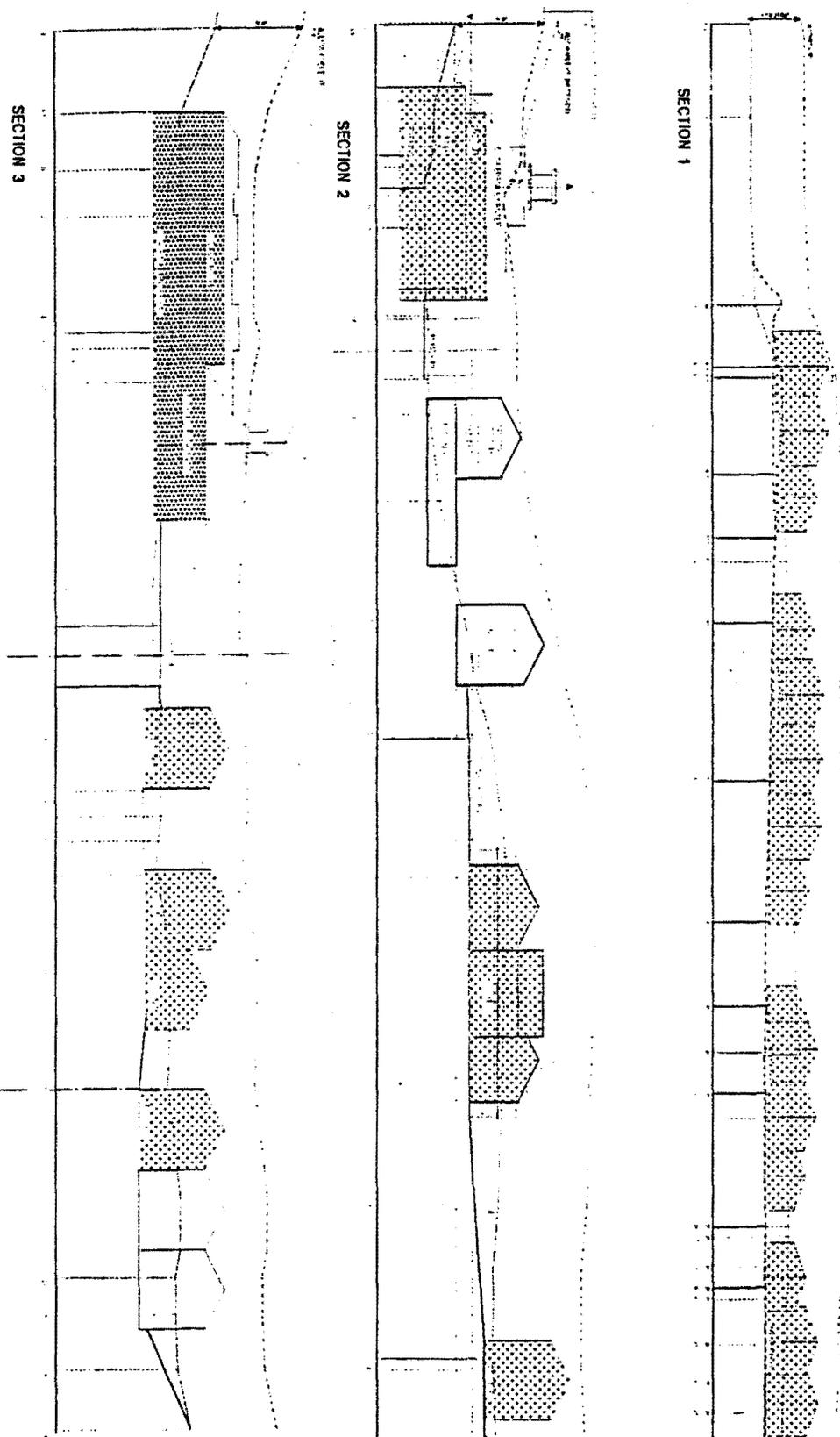


THE MARINA DUNES  
RESORT & SPA

**CALIFORNIA COASTAL COMMISSION**

**EXHIBIT 7 A-3-MAR-96-94**

plan revisions options 10/26



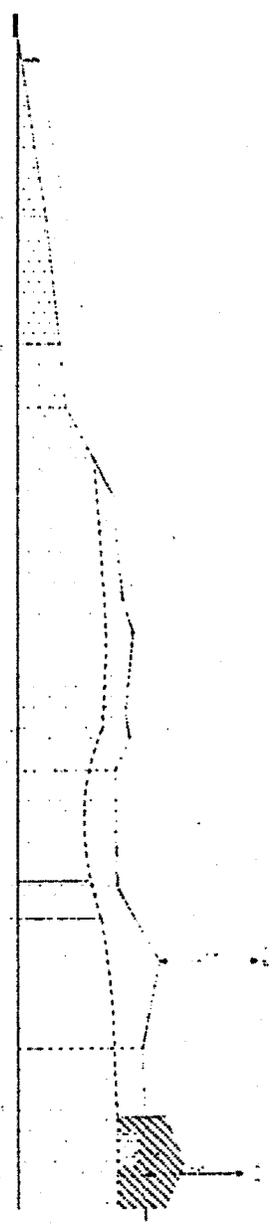
*King*

PROJECT NO. 7347  
DATE: 11/27/93  
PROJECT: MARINA DUNES  
SHEET NO. 10

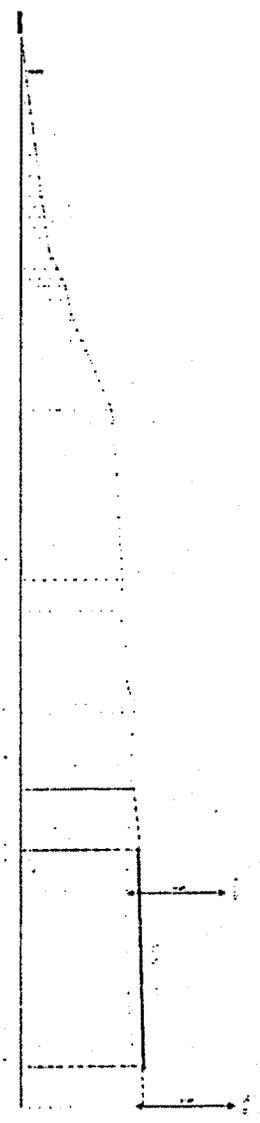
**MARINA DUNES**  
Resort & Spa

**SECTIONS 4-6**

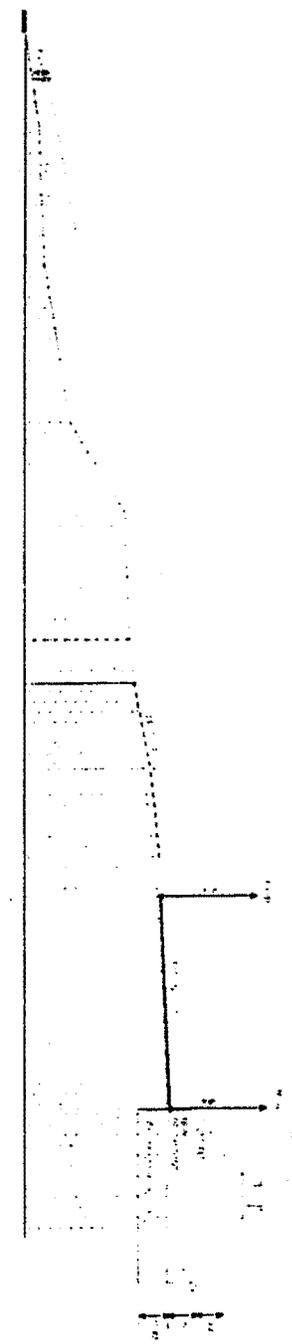
SECTION 6



SECTION 5



SECTION 4



CALIFORNIA COASTAL COMMISSION  
**EXHIBIT 7 A-3-MAR-96-94**  
plan revision options 11/26

  
CALIFORNIA COASTAL COMMISSION  
1500 STREET 5  
SANTA MONICA, CA 90401  
SECTION 10

**Eng**

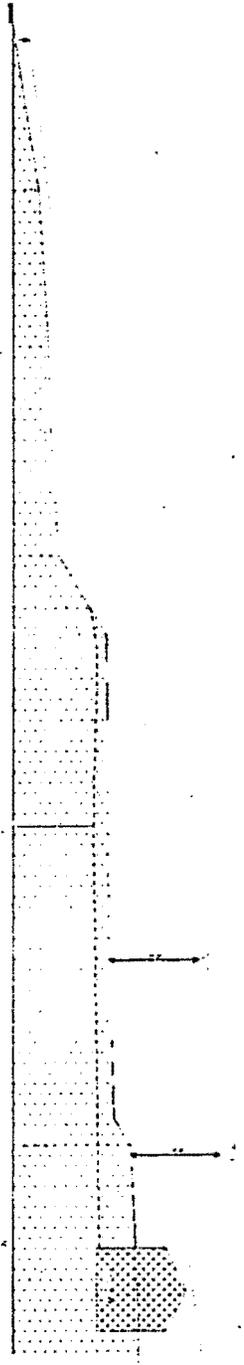
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DATE: 03/26/94  
SHEET NO. 12/26

**MARINA DUNES**  
TRACED 4.8.94

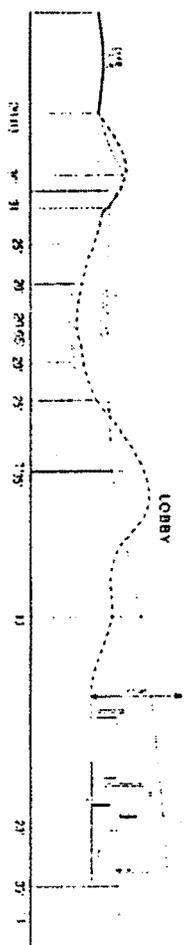
**THE**  
MARINE  
CORPORATION

Sheet No.

**SECTION 7**



**SECTION 8**



**SECTIONS 7,8**

CLIFTONIA COASTAL COMMISSION

**EXHIBIT 7 A-3-MAR-96-94**

plan revision options 12/26

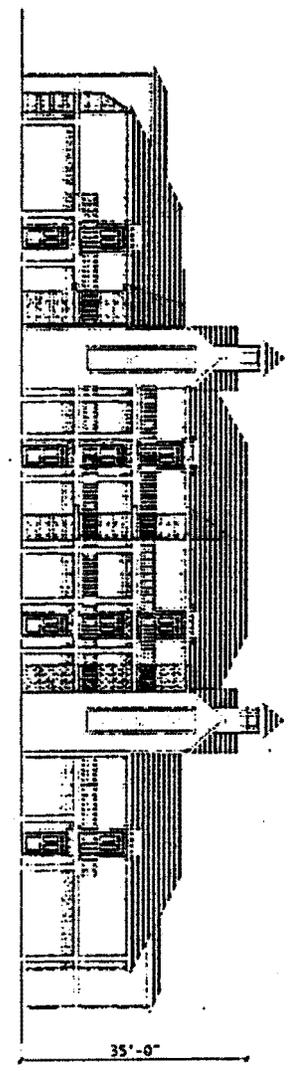
**KING**  
ARCHITECTS  
1000 S. GARDEN ST.  
SANTA ANA, CA 92705  
TEL: 714/941-1111

PROJECT: MARINA DUNES  
SHEET: 13/26  
DATE: 1/26/94

**MARINA DUNES**  
Phase 1 & 2

**VACATION UNIT CLUSTER**

SOUTH ELEVATION



CALIFORNIA COASTAL COMMISSION  
**EXHIBIT 7** A-3-MAR-76-94

13/26

*plan revision options*

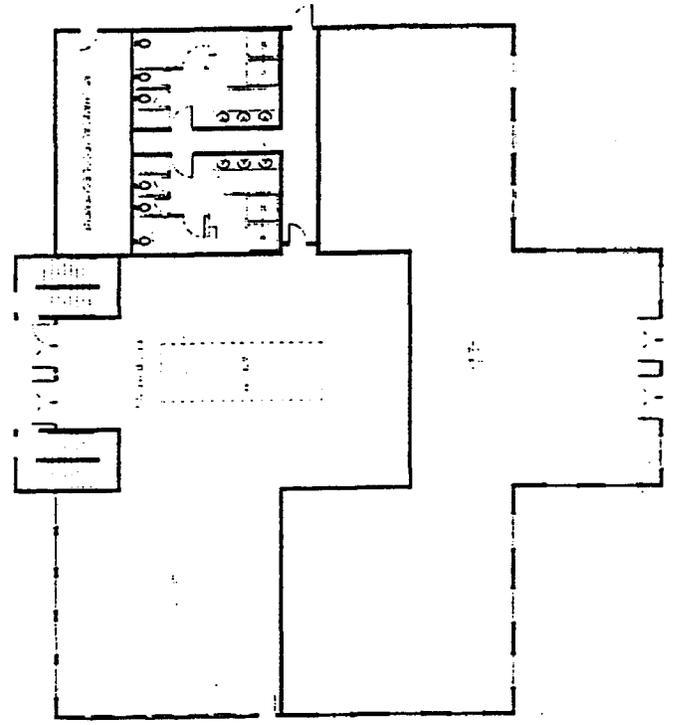


*King*

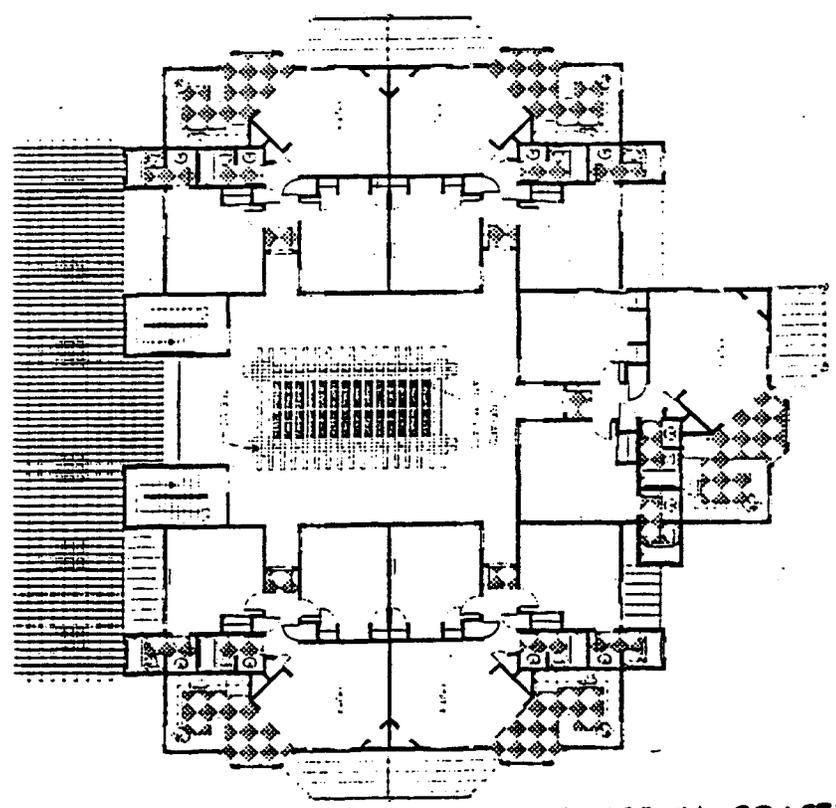
PROJECT: MARINA DUNES  
SHEET NO. 14/26  
DATE: 11/26/93  
SCALE: AS SHOWN

**MARINA DUNES**  
FLOOR PLAN

GROUND FLOOR PLAN



SECOND FLOOR PLAN



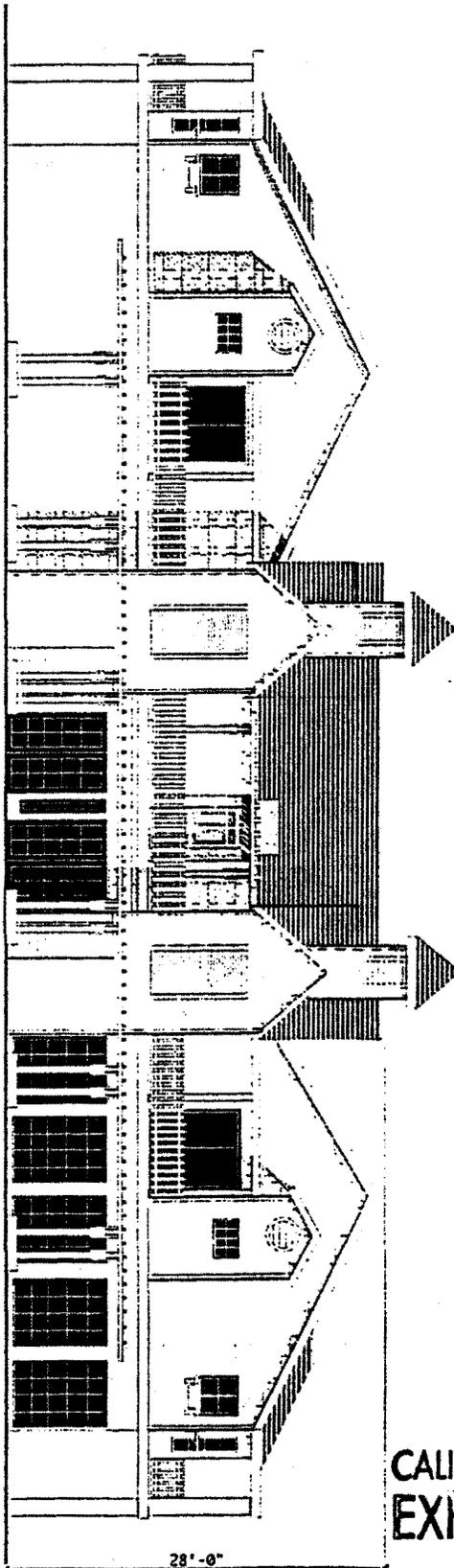
REC BUILDING / VACATION UNITS



THE MARINA DUNES  
RESORT



CALIFORNIA COASTAL COMMISSION  
EXHIBIT 7 A-3-MAR-96-94  
plan revision options 14/26



SOUTH ELEVATION

REC BUILDING / VACATION UNITS

228  
MARINA DUNES  
Phase A Site

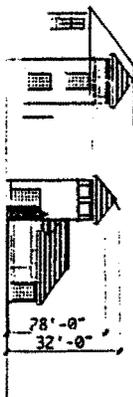
*King*

OWNER: KING  
ARCHITECT: KING  
DATE: 11/84

THE CALIFORNIA COASTAL COMMISSION  
SAN DIEGO

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 7 A-3-MAR-96-94  
15/26





**THE MARINA DUNES**  
Tract A, Pct 4

**SITE PLAN**

*King*

PREPARED BY  
ARCHITECT  
1000 S. GARDEN ST.  
ANN ARBOR, MI 48106  
PHONE 930-1100



THE  
ANN ARBOR  
COMMUNITY DEVELOPMENT  
DEPARTMENT



COMMISION  
EXHIBIT 7 A-3-MAR-96-94

17/26

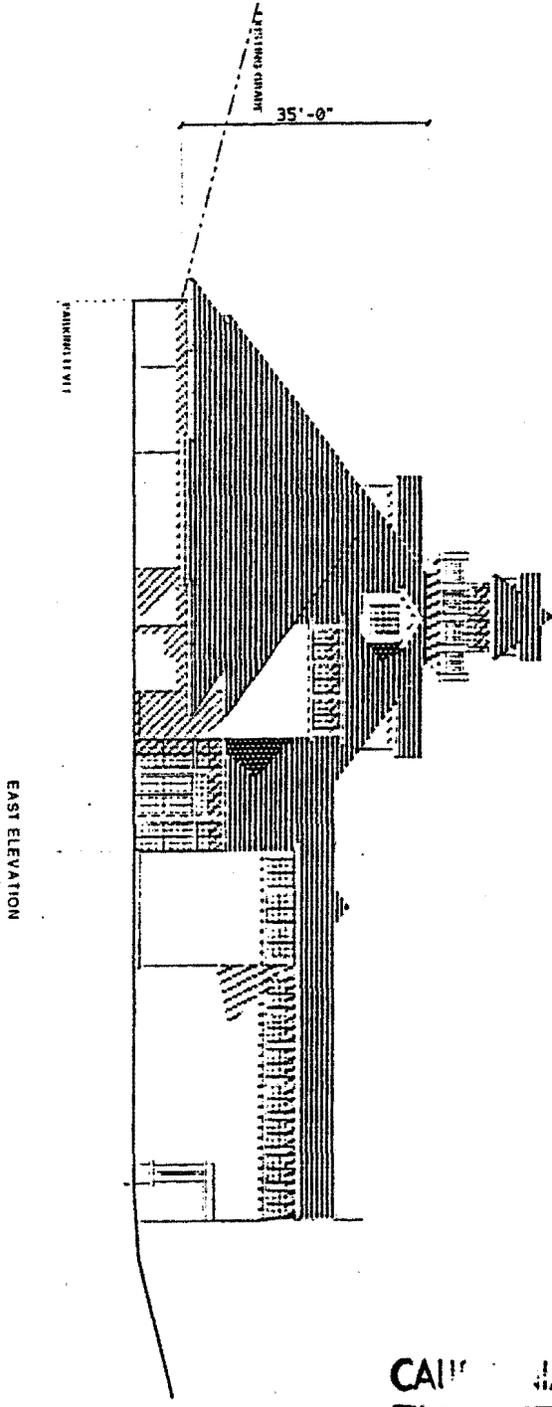
*King*

THE KING ARCHITECTS  
1000 BAYVIEW DRIVE  
SAN FRANCISCO, CA 94134  
TEL: 415.774.1100  
FAX: 415.774.1101

PROJECT NO. 96-001  
DATE: 03/18/94  
DRAWN BY: [illegible]

274  
**MARINA DUNES**  
Project A-024

**CONFERENCE BUILDING**

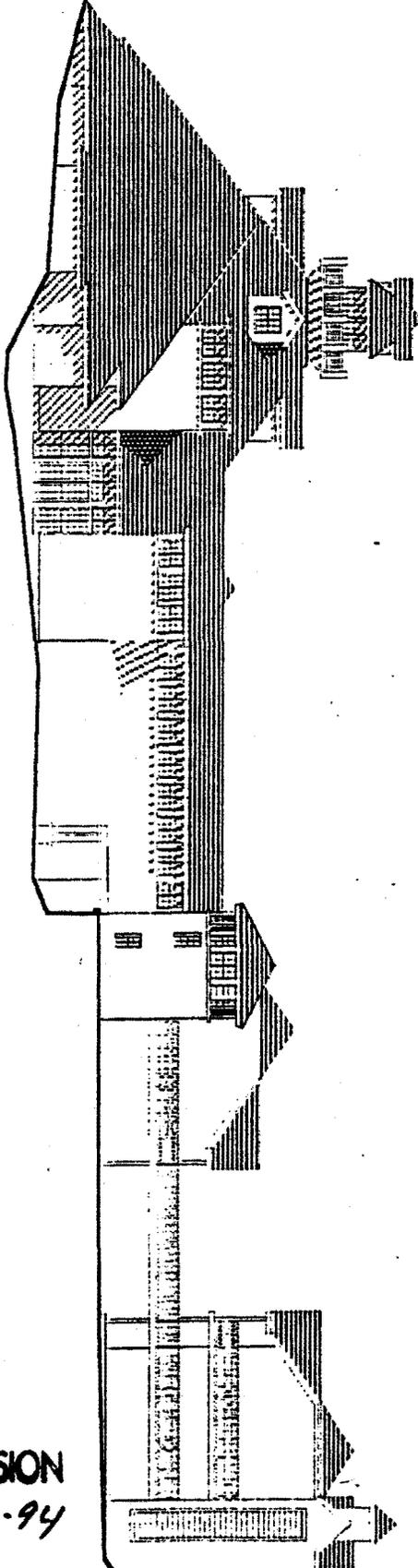


CALIFORNIA COASTAL COMMISSION  
**EXHIBIT 7** A-3-MAR-96-94  
18/26



THE KING ARCHITECTS  
1000 BAYVIEW DRIVE  
SAN FRANCISCO, CA 94134  
TEL: 415.774.1100  
FAX: 415.774.1101

Panel No



EAST ELEVATION HOTEL UNITS

**THE MARINA DUNES**  
Resort & Spa

*King*

PLANNING & ARCHITECTURE  
11111 11111  
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CA: COASTAL COMMISSION  
**EXHIBIT 7 A-3-MAR-96-94**

19/26



JK  
DW ✓  
BK  
F

October 18, 1996

Via Facsimile: (408) 427-4877  
Total Two (2) Pages

Ms. Joy Chase  
COASTAL COMMISSION  
Central Coast District  
725 Front Street, Suite 300  
Santa Cruz, California 95060

**Re: MARINA DUNES RESORT - Marina, California**

Dear Joy:

Enclosed is the breakdown of "ancillary" spaces we discussed by phone this afternoon. Please consider these areas for your proposed condition concerning support activities.

I will be sending a clean copy of this chart and a copy of the revised site plan we reviewed on Wednesday in today's mail. You should receive these on Monday. I will send this to both your and Diane's attention so that she receives it for her use Monday.

We will be stopping by Tuesday morning with a complete package and response to the appeal, and additional exhibits for your incorporation in the staff report materials that go to the Commission next Thursday.

Please encourage Diane to call me with any remaining questions next week.

Sincerely,

David Watson, AICP  
Director of Planning and Project Development

cc: Diane Landry

chase.marina.kvrmc.10-18-96

COASTAL COMMISSION

EXHIBIT 7 A-3-MAR-96-94

20/26

MARINA "ANCILLARY" SQUARE FOOTAGES Support Uses

BUILDING TYPES:

BUILDING AREAS:

VC Rec Bldg.	2300
Restaurant	9169
Spa Building	4000
Conference Center	16399
Sales	3700
subtotals:	35568

	Vac Club Rec Bldg	Restaurant	Spa Building	Conference Center	Office/Mgt.
Meeting Rooms		0		6410	0
Storage/Mechanical/WC's		1323		2080	0
Dining/Lounge/Banquet		4719		0	0
Offices (Admin-Management)		0		1393	3700
Circulation		1143		3317	0
Other (Restaurant=Kitchen)	2300	1984	4000	3199	0
subtotals:	2300	9169	4000	16399	3700
					35568

Conference Center	Basement*	Level 1	Level 2	Totals:
Meeting Rooms	0	4329	2081	6410
Storage/Mechanical/WC's	266	1726	88	2080
Offices (Admin-Management)	0	1393	0	1393
Circulation	424	1714	1179	3317
Lobby/Reception	0	2378	616	2994
Other	0	205	0	205
subtotals:	690	11745	3964	16399

\*Parking Level in basement.

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 7

21/26



September 20, 1996

Mr. Lee Otter  
COASTAL COMMISSION  
Central Coast District  
725 Front Street, Suite 300  
Santa Cruz, California 95060

Re: MARINA DUNES RESORT - Marina, California

Dear Lee:

In followup to our meeting this week, I have enclosed information regarding our view of the subject mining site, and the "unique" features of this site that differentiate our property from the nearby Lonestar and Granite Rock sites. As we discussed, these three sites (combined at 434 acres) comprise the privately-held properties within the Marina Dunes Planning Area (total Planning Area is 626 acres).

Please consider these materials as you evaluate the (lack of) similarities between our site and the sites where staff has expressed concerns over the "precedent setting nature" of decisions on the Resort proposal.

On the matter of scheduling, we continue to hope that a draft report or recommendations for conditions would be available as early as the week of September 30 - October 4. This would provide a full week for discussions prior to Mr. Dack's absence from City Hall.

Sincerely,

A handwritten signature in dark ink, appearing to read "David Watson".

David Watson, AICP  
Director of Planning and Project Development

cc: Joy Chase

otter.marina.kvrmac.09-20-96

Applicant's response:  
uniqueness of site

King Ventures 290 Pismo Street San Luis Obispo, CA 93401 805 544-4444 805 544-5637 FAX

CALIFORNIA COASTAL COMMISSION

EXHIBIT 7 A-3-MAR-96-94

22/26

RECEIVED  
SEP 25 1996

CALIFORNIA  
COASTAL COMMISSION  
CENTRAL COAST AREA

Differentiation Between Privately Held Parcels  
 Marina Dunes Planning Area Marina, California

(9-20-96)

"Key"

23/26

EX 81 7 A-3-MAR-96-94

CALIFORNIA COASTAL COMMISSION

Development Issues

	TOTAL ACRES (above bluff ridge line at beach)	DISTURBED SITE AREAS (acres and percentage of site)	ACRES (Estimated) EXISTING HABITAT	RARE, THREATENED & ENDANGERED SPECIES (RTE)					AREAS FOR HABITAT RESTORATION (acres)	PHYSICAL DEVELOPMENT CONSTRAINTS						
				Smith's Blue Butterfly	Black Legless Lizard	Erysimum menziesii	Gilia tenuiflora ssp.	Chlorizanthe pungens		Contiguous Urban Development			Readily Available Infrastructure		Slope Limits	
										Developed Uses to South	Developed Uses to East	Developed Uses to North	Public Road Frontage (Available Access)	Public Utilities Available Adjoining Site		Public Access (sidewalks/paths)
MARINA DUNES RESORT	16.0 acres	100% of site 16.0 acres	0% of site present habitat	No	No	No	No	No	40% of site 6.5 acres	Water Company	Motels (x's 2)	Vacant	Public Road Access Available	Water Sewer TV/Tele Gas Electric	Available at Dunes Drive	40% 6.5 acres 50% 7.9 acres (90% of site Less than 30% slopes)
GRANITE ROCK	50.0 acres	20% of site 10.0 acres	70% of site present habitat	Yes	Yes	No	Yes	Yes	32% of site 16.0 acres	Vacant	RV Park	Vacant	Public Road to be extended	Utilities to be extended from terminus	None Available	25% 12 acres 50% 25 acres (75% of site Less than 30% slopes)
LONESTAR	368.4 acres	15% of site 55.0 acres	60% of site present habitat	Yes	Yes	Yes	Yes	Yes	4% of site 15.0 acres	Vacant	Vacant	Vacant	No Road Access	None Available	None Available	20% 74 acres 15% 56 acres (35% of site Less than 30% slopes)

*Differentiation Between Privately Held Parcels  
Marina Dunes Planning Area (9-20-96)*

**MARINA DUNES RESORT (formerly Monterey Sand Company)**

Total Acreage: 19.4 acres (approximately 16.0 acres located in the dune area)  
Disturbed Areas: 100% of Site (16.0 acres)

Adjoining (Contiguous)  
Urban Development:

The subject site is located on Dunes Drive, with urban developments abutting two of three sides to the property. The fourth side is the Pacific Ocean/Monterey Bay. To the south is the Marina Coast Water District site, a fully developed public utility facility providing domestic water supplies to the incorporated community of Marina, as well as reclaimed wastewater supplies for irrigation purposes. This facility includes the administrative offices of the water district, employing as many as twenty persons on-site at any given time.

To the east are two fully developed motel sites of over 100 total units. To the north is the undeveloped Granite Rock site.

**Public Services To Serve Development**

Existing Public Access: Access is available in a fully improved Dunes Drive, which runs the length of the subject site.

Availability and Adequacy  
of Public Services:

All public improvements required for the site, including water and sewer main lines are located along the site frontage at Dunes Drive. Electrical, cable TV, phone and natural gas services are all available immediately abutting the public road frontage of the site.

**GRANITE ROCK**

Total Acreage: Approximately 50.0 acres located inland of bluff  
Disturbed Areas: Estimated at 20% of Site (10.0 acres)

Adjoining (Contiguous)  
Urban Development:

The subject site is located on Dunes Drive, with an RV Park located across the street (east) from this property. To the north and south are undeveloped dunes, the proposed Marina Dunes Resort to the south, and Lonestar to the north. The fourth side is the Pacific Ocean and Monterey Bay.

**Public Services To Serve Development**

Existing Public Access: Access from the terminus of Dunes Drive.

Availability and Adequacy  
of Public Services:

A Water main and sewer line is located near the project, located in Dunes Drive. Electrical, cable TV, phone and natural gas services would need to be extended to the site.

**LONESTAR**

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 7 A-3-MAR-96-94

Total Acreage: Approximately 368.4 acres located inland of bluff  
Disturbed Areas: Estimated at 15% of Site (55.0 acres) Active agricultural operation (approx. 1/3rd of site).

Adjoining (Contiguous) Urban Development: The subject site is located north of the terminus of Dunes Drive. To the east, north and south are undeveloped dunes.

Public Services To Serve Development

Existing Public Access: No public road is available to provide access to this property. Access from the terminus of Dunes Drive would need to be constructed and then accepted by the City.

Availability and Adequacy of Public Services: No public facilities are available to serve this property at this time. All utilities would need to be extended to the site.

PHYSICAL CONSTRAINTS TO DEVELOPMENT IN THE MARINA DUNES  
(reference "Draft Habitat Conservation Plan" for statistics/estimates to follow)

MARINA DUNES RESORT

Slopes: 40% ( $\pm 6.5$  acres) 0-10% slopes  
50% ( $\pm 7.9$  acres) 10-30% slopes  
5% ( $\pm 0.8$  acres) 30-50% slopes  
5% ( $\pm 0.8$  acres) over 50% slopes

Sensitive Habitats: No sensitive habitats observed on the site during the HCP Technical Studies, differing significantly from the adjoining Granite and Lonestar sites as noted below.

Habitat Restoration Areas: 40% of site as approved ( $\pm 6.5$  acres).  
Total Open Space: 60% of site as approved ( $\pm 9.5$  acres).

GRANITE ROCK

Slopes: 25% ( $\pm 12$  acres) 0-10% slopes  
50% ( $\pm 25$  acres) 10-30% slopes  
20% ( $\pm 10$  acres) 30-50% slopes  
5% ( $\pm 3$  acres) over 50% slopes

Sensitive Habitats: The presence of rare, threatened and/or endangered habitat (RTE) include special plant and animal communities that support the Smith's Blue Butterfly and Black Legless Lizard. Lonestar's site has the highest density of plants found in the study area to support these species (Gilia tenuiflora ssp. arenaria, and Chorizanthe pungens var. pungens).

Habitat Restoration Areas: 32% of site as approved ( $\pm 16$  acres).  
Total Open Space: 84% of site as approved ( $\pm 42$  acres).

CALIFORNIA COASTAL COMMISSION

EXHIBIT 7 A-3-MAR-96-94

**LONESTAR**

Slopes:                            20% ( $\pm 74$  acres) 0-10% slopes  
                                      15% ( $\pm 56$  acres) 10-30% slopes  
                                      60% ( $\pm 220$  acres) 30-50% slopes  
                                      5% ( $\pm 18$  acres) over 50% slopes

Sensitive Habitats:            The presence of rare, threatened and/or endangered habitat (RTE) include special plant and animal communities that support the Smith's Blue Butterfly and Black Legless Lizard. Lonestar's site has the highest density of plants found in the study area to support these species (Erysimum menziesii, Gilia tenuiflora ssp. arenaria, and Chorizanthe pungens var. pungens).

Habitat Restoration Areas: 4% of site as approved ( $\pm 15$  acres).  
Total Open Space:            77% of site as approved ( $\pm 284$  acres).

CALIFORNIA COASTAL COMMISSION  
EXHIBIT 7 A-3-MAR-96-94

1987-1988

