

Marinship Specific Plan Overview



Presented To:
Waterfront And Marinship Steering (WAM) Committee

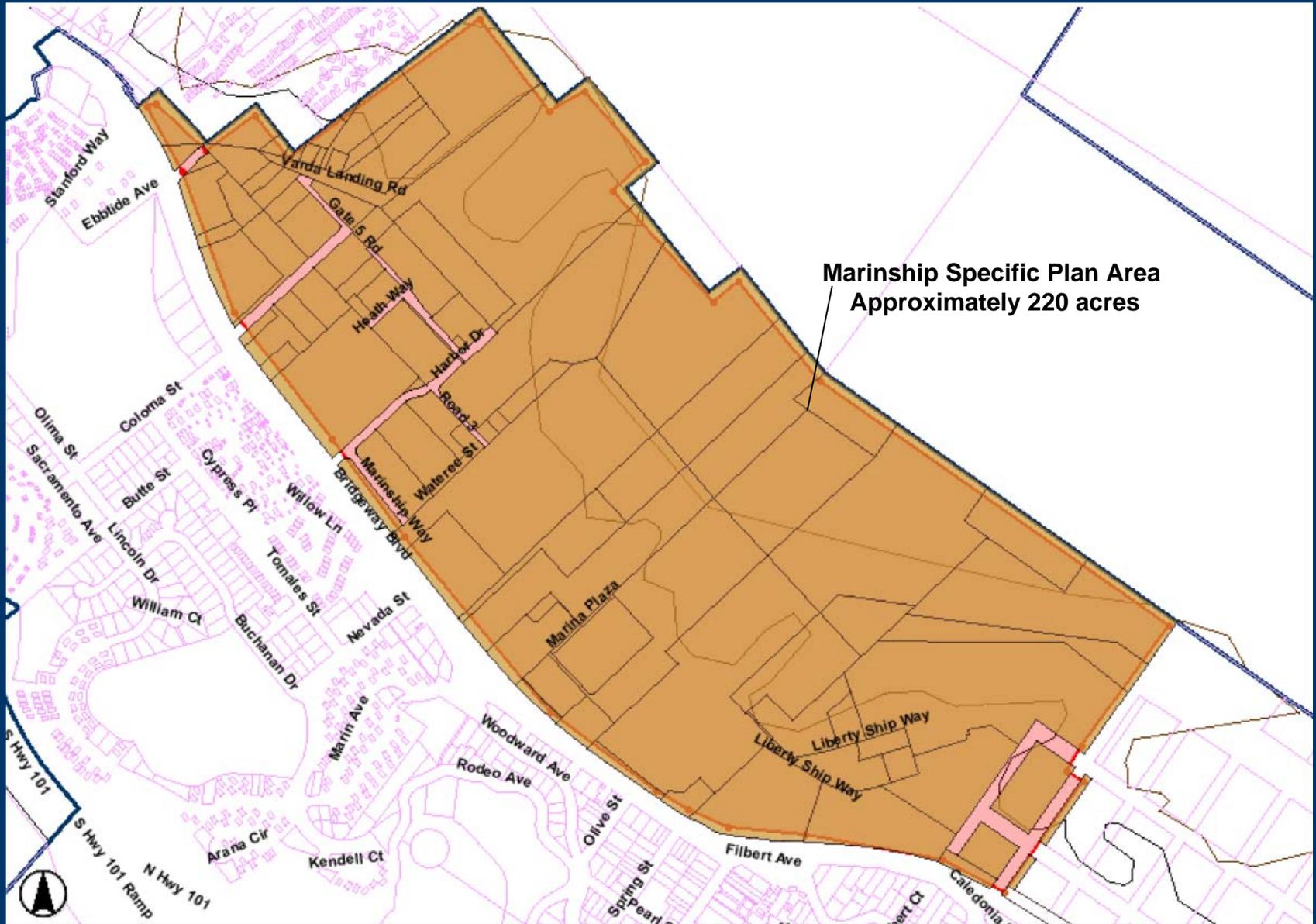
July 3, 2008

History

- Adopted in 1988, amended in 1989
- Intent to “promote the waterfront area and diversified water-dependent uses” and “the development of other lands in the Marinship with industrial uses”



Marinship Specific Plan Area



Marinship Specific Plan Area



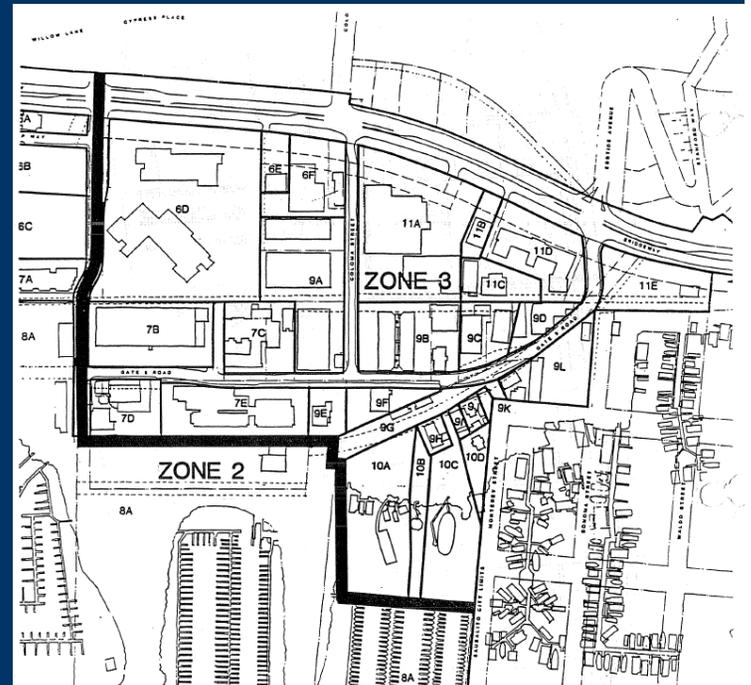
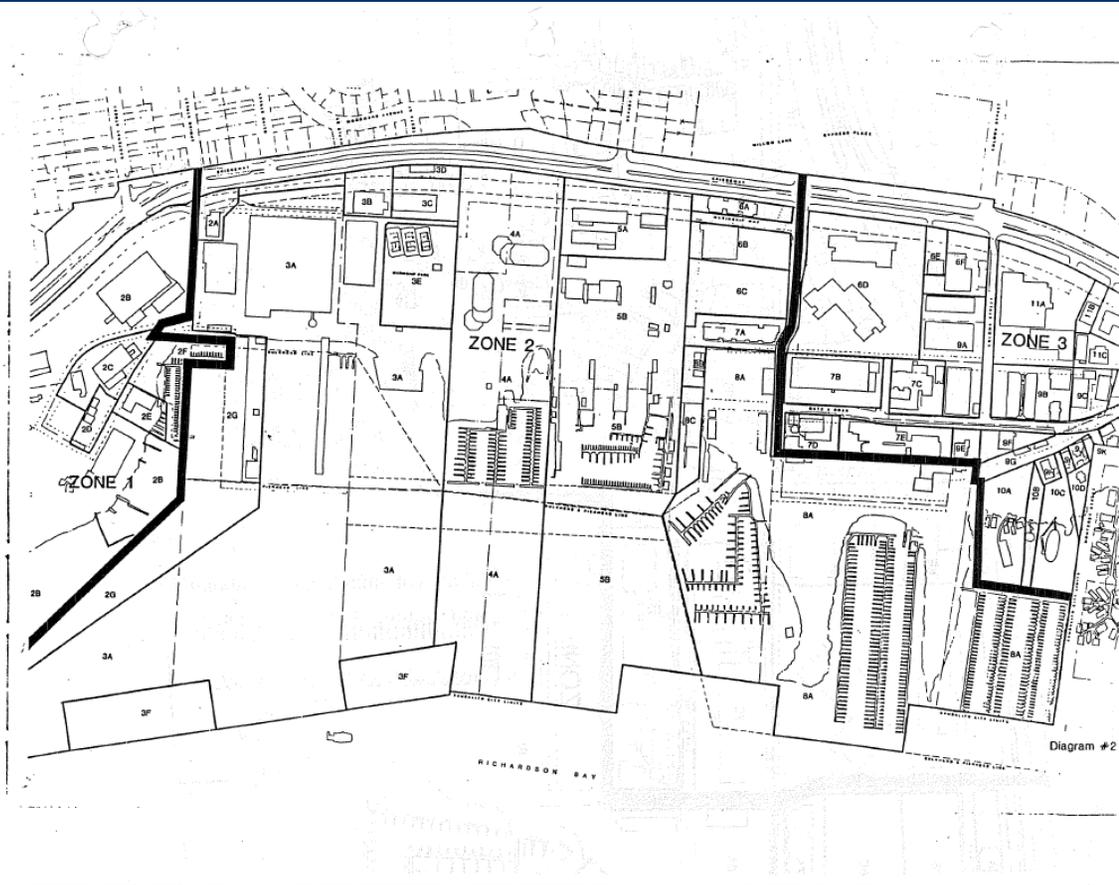
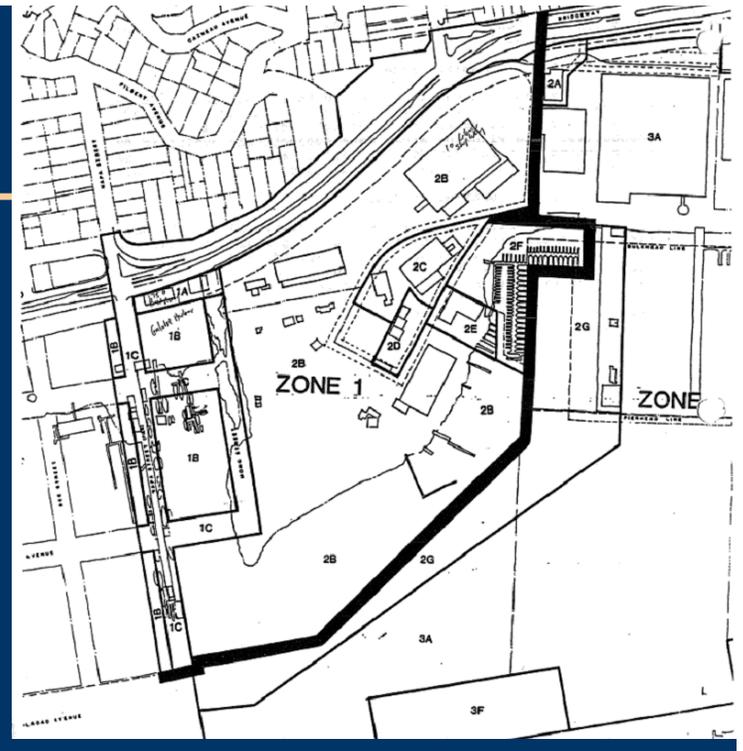
What is a Specific Plan?

- Tool for implementation of the General Plan
 - Consistency with the General Plan is required
- Link between policies and individual development proposals
- May be general or detailed, big or small
- Must be adopted through a public process
- Statutory Requirements:
 - Text and diagrams showing the distribution, location, and extent of the land uses within the plan area
 - Layout of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the plan area
 - Development standards and criteria, including those for conservation and natural resources
 - A program of implementation measures
 - Statement of the relationship to the general plan



MSP Structure

- Identifies planning “Zones”, “Areas”, and “Parcels”
- Includes parcel-specific development programs



MSP Development “Programs”

- Maximum Permitted Floor Area Ratios (FAR)
 - Industrial (I) – 40%
 - Waterfront (W) – 30%
 - Open Area (OA) – 10%
 - Houseboats (H) – 25%
 - Objective of MSP to change to Waterfront designation should the use change
 - Shopping Center (CS) – 20%
 - Intention to retain full-service supermarket use
- New offices are not permitted. Existing office buildings and uses in establishment on or before April 5, 1988 may continue use.



Inclusionary Uses

- Commercial office and retail uses may not exceed 40% of permitted FAR and must be accompanied by non-commercial uses
 - Commercial office, commercial services, restaurants and food services
- Applied arts uses may not exceed 50% of all arts uses on the parcel
 - “The design, crafting, and construction of custom products for commercial purposes by persons who employ artistic techniques.”
 - Architecture and building design, photography, digital media design, marine applied arts (marine graphics/illustration, etc.), etc.
- Accessory commercial and office use is limited to .15 of the total permitted floor area ratio ($.15 \times .40 = .06$ of total parcel area)
 - The small amount of office activity needed to administer the operations of an approved use
 - Example:
 - 10,000 sq. ft. parcel $\times .40 = 4,000$
 - 4,000 sq. ft. permitted floor area $\times .15 = 600$ sq. ft.



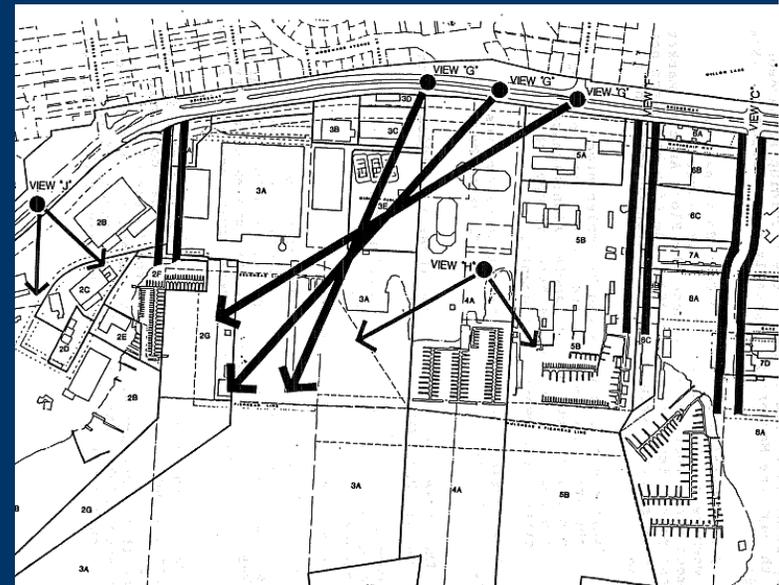
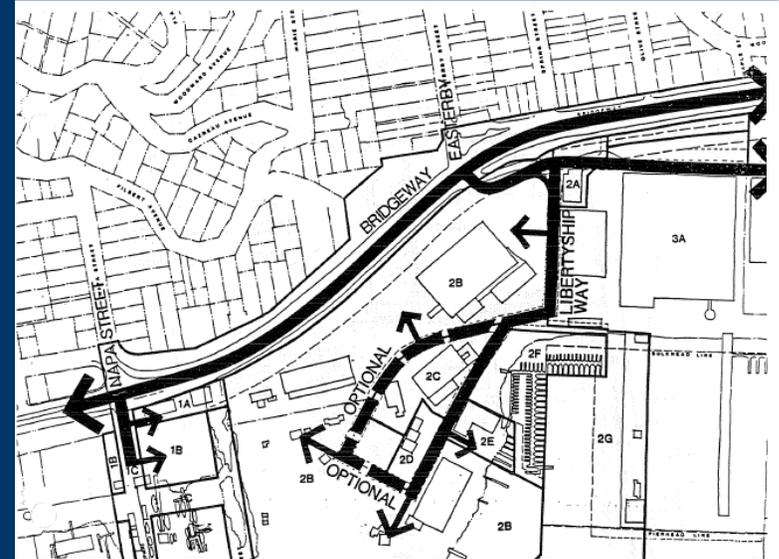
Industrial Equivalent FAR

- FAR further limited for W and I parcels exceeding allowable FAR of commercial uses
 - Multiply amount of commercial development in excess of permitted FAR by appropriate factor (3.16 for office, 1.91 for retail, 3.12 for restaurant)
 - Add resulting number to the existing FAR to determine industrial-equivalent FAR
 - Example: Parcel contains office building with .30 FAR
 - $.30 - .15 = .15$ FAR over what is permitted
 - $.15 \times 3.41$ (factor for offices uses) = .47 FAR
 - No further development is permitted



Other Development Standards

- Circulation, access, streets and ways
- Parking and loading
- View Corridors
- Setbacks and Easements
- Building Height and Bulk
- Geology



Public Projects and Implementation

- “City takes a passive role in realizing infrastructure improvements”
- Some City improvement projects identified
- Implementation includes list of potential funding mechanisms
 - Redevelopment District
 - Special Assessment District
 - General Obligation Bonds



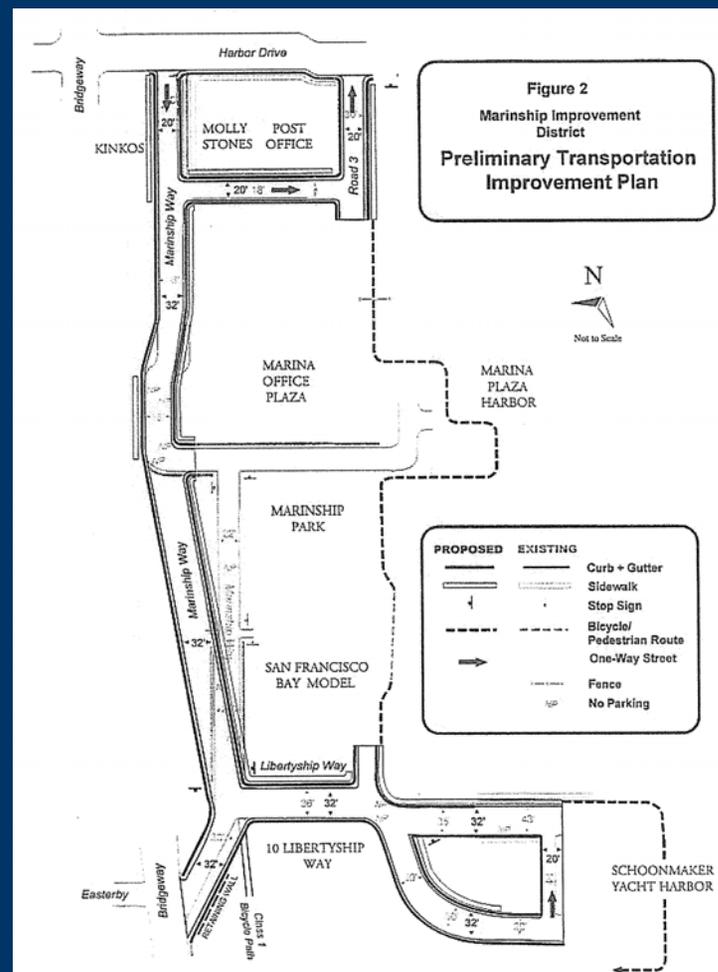
1985 Fair Limits Traffic Initiative

- Applies to CN, CW, I, W, CS zoning districts
- Parcels may not be subdivided to provide additional buildable area
- Parcels may not be re-zoned to a higher development intensity
- Where a parcel is already developed up to or beyond the maximum Floor Area Ratio, no conversion or change in use may be permitted that will result in increased commercial usage or density
- Maximum FARs may not be permitted through a Variance, PUD, or other device
- In CR zone, residential uses may not be converted into other uses

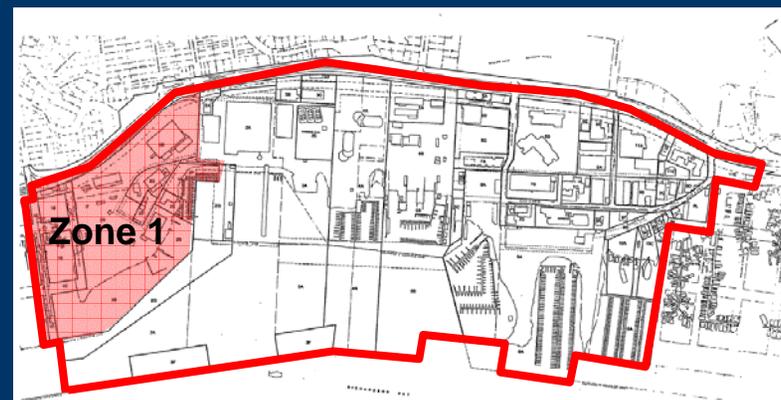
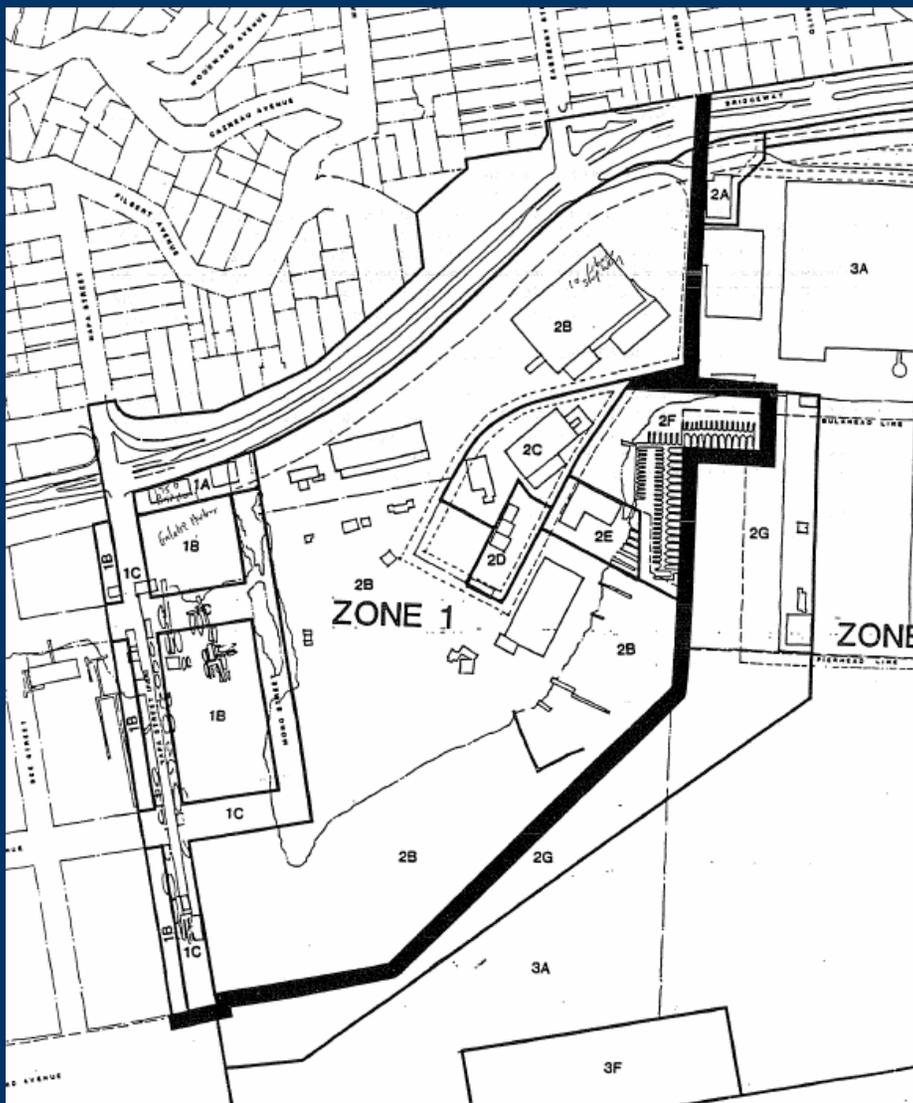


Traffic Studies

- 1998 Traffic Impact Study for 30 Liberty Ship Way
- Marinship Improvement District Transportation Study
- 2007 Traffic Impact Study for 70-76 Liberty Ship Way
 - Buildout Study of MSP area
 - 1,464,000 of existing development
 - 440,000 square feet of potential development based on permitted FARs
 - Findings for buildout conditions indicate all study intersections would operate at an acceptable LOS, except Harbor Drive and Marinship Way, which would operate at an overall LOS E



Existing Land Uses – Zone 1



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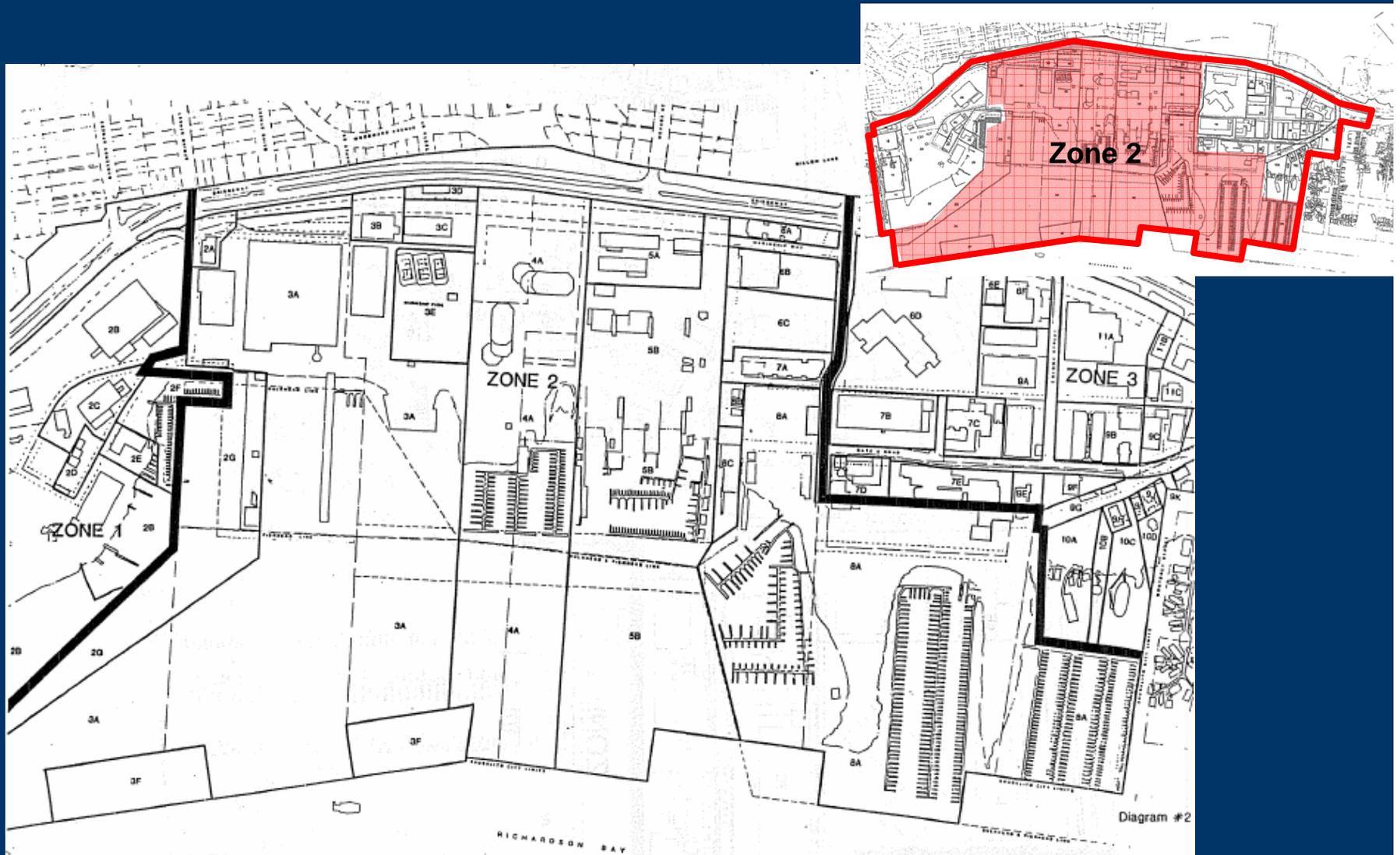
Existing Land Uses – Zone 1



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Existing Land Uses – Zone 2



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Existing Land Uses – Zone 2



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Existing Land Uses – Zone 2



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Existing Land Uses – Zone 3



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