

DEL MONTE BEACH LAND USE PLAN

**CITY OF MONTEREY
LOCAL COASTAL PROGRAM**

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DEL MONTE BEACH LOCAL COASTAL PROGRAM LAND USE PLAN

**Certified by Coastal Commission
May 8, 2003**

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*****This document incorporates changes made by the Coastal Commission*****

DEL MONTE BEACH LOCAL COASTAL PROGRAM

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EXECUTIVE SUMMARY

This Plan responds to mandates of the California Coastal Act and establishes policies regarding habitat preservation, coastal erosion, land use designations and public access. In addition to the Coastal Act, this Land Use Plan identifies those issues important to the residents and property owners in the Del Monte Beach area, and provides solutions to those issues. Key issues include the desire to retain the remaining dune areas in open space and to have new public recreation areas on this section of the Monterey coastline, and the need for residential design guidelines which address view preservation and neighborhood compatibility.

Those policies requiring City Council approval through the annual budgetary review process are noted with an asterisk (“*”), and are referred to the budget process for approval. Policies which are contrary to existing City-wide policy are noted as such.

The following is a brief summary of some of the main recommendations in the Del Monte Beach Land Use Plan:

Residential Land Use

- Implement development design guidelines for new and remodel of existing homes which accomplish the following:

View sharing of existing views as seen from existing adjacent residences and the new view created by a proposed new/remodeled home.

New/remodeled homes that use similar materials and are of similar design and height as that found in adjacent homes.

Structural patio and porch enclosures that are of wood and glass, with glass solariums preferred.

- Identify existing vacant lots of record fronting Roberts Avenue, between Beach and Surf Ways, for residential use, with access preferred off of Dunecrest, if possible, and for open space acquisition through opportunity buying. Otherwise, lots may be developed residentially with access onto Roberts if opportunity buying is not feasible.
- Identify the 48 vacant lots west of Beach Way, between the lots fronting Dunecrest Avenue and Monterey Bay, for single family residential uses on maximum 11 lots and habitat/open space use with access off Beach Way.
- Identify the 11 vacant lots west of Dunecrest Lane between the lots fronting Dunecrest Avenue and Del Monte Avenue for maximum 3 single family residential units and habitat/open space use with access off Dunecrest Lane. Vacate Roberts Avenue between Dunecrest Lane and the U.S. Navy property.

Commercial Land Use

- Continue to identify all commercial parcels fronting Del Monte Avenue in the LCP area as commercial, but encourage commercial uses that relate to the Recreation Trail.

Traffic and Parking

- Initiate road improvements in the Del Monte Beach subdivision which result in the following:

A wider, paved road with curb and gutter on Beach Way, Dunecrest, Spray, and Seafoam, with sidewalk improvements on Spray;

Maintaining existing driveway widths on all streets as part of road improvement designs to a maximum of 23 feet in width.

- Identify the U.S. Navy property in and around the abandoned wastewater treatment plant as a potential parking area for beach users with accompanying park and recreation improvements (see Parks and Recreation section below).
- Identify the old depot site across from the Navy School as a parking and staging area for the Monterey Recreation Trail/Transportation Corridor.
- Implement the planned widening of Del Monte Avenue to include traffic safety improvements at Del Monte and Casa Verde.

Parks and Recreation

- Reconstruct the pedestrian boardwalk on the municipal beach to become a loop down to the beach from Beach Way/Tide Avenue up to Surf Way/Tide Avenue, with handicap accessibility if possible, to enhance public access to the beach.
- Develop such parks and recreation facilities as tent camping, picnic tables, restrooms, benches, and bike racks on the Navy property in and around the abandoned wastewater treatment plant through coordination with the U.S. Navy if feasible.
- Develop an internal active neighborhood park within the Del Monte Beach subdivision with play equipment, through opportunity buying of a vacant lot or contiguous vacant lots of sufficient size.

Environmental Management

- Implement habitat preservation and dune restoration policies set forth in Chapter II.
- Implement coastal erosion and storm wave run-up setback policies set forth in Chapter II.

PREFACE

The City of Monterey is mandated by the California Coastal Act of 1976 to prepare a Local Coastal Program (LCP) for the portion of the city that lies within the coastal zone boundary.

The LCP is to consist of a City Land Use Plan (LUP) and land use controls that implement the provisions of the Coastal Act. The LUP is defined in Section 30108.5 of the Coastal Act, as follows:

Land use plan means the relevant portions of a local government's plan, or local coastal element, which are sufficiently detailed to indicate the kinds, locations, and intensity of land uses, the applicable resource protection and development policies and, where necessary, a listing of implementing actions.

As permitted in the Coastal Act, the City is preparing the LCP in geographical segments. The LUP prepared in this effort addresses the Del Monte Beach segment of the city's coastal zone. Separate LUPs are being prepared or have already been adopted for the other segments.

A series of three working papers (1. "Natural Coastal Resources," 2. "Public- and Coastal-related Use and Access," and 3. "Land Use and Development") has been prepared to describe existing conditions of the Del Monte Beach area, document applicable Coastal Act provisions, and assess the potential LCP policy implications. The working papers have been subjected to public review and comment during the 1982 and 1983 public workshops and public hearings leading up to the City's initial adoption of the LUP on April 5, 1983. At that time, the analysis in each working paper and the public comment received serves as the basis for preparation of the first draft LUP.

Following the City's adoption of the LUP on April 5, 1983, revisions were adopted by the City on October 6, 1983 and again on February 21, 1984, following two unsuccessful attempts at obtaining certification of the LUP from the California Coastal Commission.

The proposed July 1992 revisions were approved by the Monterey City Council on July 21, 1992. These revisions are an update of the LUP for today's conditions, and incorporate neighborhood resident and property owner concerns identified in a comprehensive written survey done in January 1990 by the City, and through discussions at seven public workshops held between March and November, 1991. These workshops and the survey were done to not only update the LCP, but to add neighborhood planning issues and policies to the LCP so that it goes beyond the Coastal Act and also becomes a specific neighborhood plan and part of the City's General Plan.

Under State planning law, each city is required to adopt a General Plan to guide the long-range development of the city. Each General Plan must contain seven elements which, together, compose an integrated set of goals, policies, and action programs. In addition to the seven required elements, a city can adopt additional discretionary elements or address any other subjects which, in the judgment of the City Council, relate to the physical development of the city. The Monterey City Code and the General Plan both provide for adoption of area plans. The General Plan provides that "area plans should be adopted as part of the General Plan in the same manner as elements. They translate the general, citywide goals, policies, programs, and land use recommendations into more specific recommendations for particular areas of the city." The City Code provides, in part, that area plans should "relate the Citywide policies and programs of the

General Plan to particular neighborhoods or other areas of the city" and that "policies and implementation programs...should be more specific and for a shorter time period than the General Plan."

This LCP and neighborhood plan identifies policies and programs that require City Council appropriation or result in an increased or new level of City services. Such items will be referred to the City budget review process. They are identified in the text with an asterisk (*). They are also listed in the appendix for easy referral. This list will be reviewed annually for items to be considered for funding in the annual City budget.

I. INTRODUCTION

A. Del Monte Beach Local Coastal Program Area

The Del Monte Beach Local Coastal Program (LCP) area is in the eastern portion of the City of Monterey's coastal zone. Figure 1 illustrates its location in relation to the other LCP segments in the city. It adjoins the Laguna Grande/Roberts Lake LCP area to the southeast and the Harbor LCP area to the west.

The Del Monte Beach LCP area constitutes approximately 220 acres of land bayward (north) of, and including, Del Monte Avenue and a section of State Route 1. Figure 2 presents the boundary of the LCP area. It encompasses shoreline property along Monterey Bay from the U.S. Naval Postgraduate School (NPS) to the eastern city limits at Humbolt Street. Major properties within the LCP area include the Naval Postgraduate School (NPS) land north of Del Monte Avenue, the recently abandoned Monterey Regional Water Pollution Control Agency wastewater treatment plant on the Navy property, existing Del Monte Beach subdivision, the existing Monterey Beach hotel, and commercial land along the north side of Del Monte Avenue.

Del Monte Avenue is the major thoroughfare and primary coastal access road in the LCP area. The Monterey Recreational Trail/Transportation Corridor, formerly the abandoned Southern Pacific Railroad (SPRR) right-of-way, parallels Del Monte Avenue on the north. State Route 1 traverses the eastern end of the Del Monte Beach LCP area. The section of this freeway, approximately between the Del Monte Avenue and the Humbolt Street/Canyon Del Rey Boulevard interchanges, is within the LCP area. Other local streets providing coastal access are Sand Dunes Drive, Casa Verde Way, and the streets within the Del Monte Beach subdivision.

Current zoning is primarily residential and commercial. Residential zone district range from single-family R-1-6-D-1 and R-1-20-S (a restrictive, low-density single-family district placed on federal property to give the City maximum flexibility in the unlikely event of surplus) to R-3-6 (multiple-family, garden apartment district). Commercial zoning includes C-2 (Community Commercial) along Del Monte Avenue and VAF (Visitor Accommodation Facility) on the Monterey Beach Hotel site. One O district (Open Land) is designated between Tide Avenue and the shoreline at the location of a City-owned public beach. *(Note: Zoning designation changes reflect new terminology used in the new City of Monterey Zoning Ordinance adopted August 1990).*

Existing land uses in the LCP area include single- and multiple-family residential development in the Del Monte Beach subdivision. Heavy commercial operations are located along Del Monte Avenue. The Monterey Beach Hotel constitutes a major visitor-serving commercial use. The City beach and undeveloped State beach are reserved for open space and recreational use. The U.S. Navy land is either vacant or supports NPS uses including the recently abandoned wastewater treatment plant. Two major areas of vacant private land exist -- and the undeveloped portions of the Del Monte Beach subdivision (mostly west of Beach Way). Vacant lands in the Del Monte Beach LCP area are consistent mostly of open sand beach, sand dunes habitat, eucalyptus woodland, and limited areas of oak or coniferous woodland. Most sand dunes habitat

Figure 1 City of Monterey Shoreline Coastal Zone Boundary_

Figure 2

Del Monte Beach Local Coastal Zone Planning Area

has been moderately to heavily disturbed during recent history (most recently by major sewer line construction in February and March, 1982, and in May 1991). Existing vegetation is primarily introduced with small areas of native dune grasses and Coast Live Oak. The coastal and offshore environment can be characterized as a sandy beach and surf zone with the offshore shale bay floor and kelp beds typical of Monterey Bay. The bay shoreline of the LCP area is experiencing coastal erosion.

B. Local Coastal Program Land Use Planning Process

The Local Coastal Program (LCP) preparation is an interactive planning process with extensive public participation and intergovernmental coordination. Local, regional, state, and federal agencies and jurisdictions potentially affected by the LCP have been given maximum opportunity for involvement in and input to the process. At the City level, the preparation of the 1983 Land Use Plan (LUP) for the Del Monte Beach LCP area is being directed and monitored by a subcommittee of the Planning Commission. The July 1992 update has been prepared by staff, working closely with area residents, property owners, and affected State and Federal agencies. Direct telephone, personal, and/or written coordination with other affected jurisdictions and agencies have been actively sought. Persons and organizations consulted for this document are referenced in Section V.

The Coastal Act places great importance on public involvement in the LCP process. The Act states that the local government preparing the LCP shall determine "...the precise content of each local coastal program ... with full public participation" (Section 30500c). The Coastal Act also provides that:

During the preparation, approval, certification, and amendment of any local coastal program, the public ... shall be provided maximum opportunities to participate. Prior to submission of a local program for approval, local governments shall hold a public hearing or hearings on that portion of the program which has not been subjected to public hearings within four years of such submission. (Section 30503)

In addition to hearings, full public participation is also envisioned to include early involvement with informational meetings, advisory review, or other means of public consultation. The planning process for the LUP of the Del Monte Beach LCP has been organized to conform to these provisions.

Distribution and public review of the three working papers prepared in 1982, prior to synthesis of the LUP, were major elements of the initial public and agency participation process. Public meetings on each paper were held to receive comment on their findings. During the course of the working paper state of the LUP process, five public workshop meetings were held to seek comment and input. As part of the July 1992 update, a comprehensive written survey was distributed to all residents and property owners in the Del Monte Beach subdivision, and seven public workshops were held to identify and discuss current issues related to land use, traffic, parking, and recreational opportunities, as identified by residents and property owners in the populated portion of the LCP area. Each meeting was fully noticed, including direct mailing of meeting announcements to property owners and concerned individuals or agencies.

Additionally, numerous informal meetings with individual landowners, residents, and agency staff were conducted. Written comments received are presented in Appendix B. Results of the January 1990 written survey are also included in the Appendices.

The draft LUP is subject to be reviewed at public hearings before the City of Monterey's Planning Commission and City Council. Following adoption of the LUP by the City, it will be submitted to the California Coastal Commission for review, additional public hearings, and certification.

A certified LUP will constitute half of the Local Coastal Program, as defined by the California Coastal Act of 1976. After certification of the LUP by the Coastal Commission, land use controls implementing the LUP are to be formulated following a process similar to that conducted for the LUP preparation. Certified land use controls, when combined with the certified LUP, will represent the Local Coastal Program. With a certified Local Coastal Program, the City of Monterey will then be able to assume the responsibility for issuing coastal development permits.

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II. NATURAL COASTAL RESOURCES

A. Environmentally Sensitive Habitat Areas

This section of the Land Use Plan (LUP) focuses upon terrestrial habitats in the Del Monte Beach Local Coastal Program (LCP) area. Protection and enhancement of the sand dunes habitat is of particular concern. Marine resources are discussed in Section II.C.

1. Coastal Act Provisions

The following section of the California Coastal Act of 1976 pertains to the preservation and enhancement of environmentally sensitive habitat areas:

30107.5 *“Environmentally sensitive area” means any area in which plant or animal life or their habitats are either rare or especially valuable because of their special nature or role in an ecosystem and which could be easily disturbed or degraded by human activities and developments.*

30240 (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within such areas.*

(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 areas.*

2. Existing Conditions

Existing habitat areas in the Del Monte Beach LCP area are shown in Figure 3. Some of the land within the Del Monte Beach LCP area consists of sand dunes vegetated with nonnative species, such as sea fig (*Carpobrotus chilense*) and Hottentot fig (*Carpobrotus edulis*). Other existing vegetation includes shore wild flowers, herbaceous annuals, and various introduced and native grasses. In recent years, a number of dune areas have been restored with native vegetation, e.g. portions of the Navy property and portions of State Parks and City property. In addition, further restoration will take place in specific dune areas due to permit conditions that require restoration as mitigation for development, e.g., the Del Monte Beach Resubdivision area. Additional habitat areas include eucalyptus woodland, Coast Live Oak communities, some scattered conifers, and isolated areas of primarily ornamental shrubs.

- a. Dunes Habitat -- Dunes habitat in Figure 3 includes those areas vegetated with sea fig or grasses in combination with various herbaceous annuals, as well as restored areas. Most of the dunes have been moderately or heavily disturbed by construction in recent history. The existing vegetation varies between a variety of native dune plant species in restored areas and nonnative species, especially sea fig and Hottentot fig (*Carpobrotus edulis* and *C. chilense*), also known as ice plant. These two introduced species were commonly used along road cuts and banks to prevent erosion. In non-restored dune areas, vegetation

Figure 3 Major Habitats In the Del Monte Beach LCP Area

non-restored dune areas, vegetation consists almost wholly of these two species. These two plant species form dense mats of vegetation, often precluding or limiting the growth of native dune scrub plant species.

Restored dunes within the Del Monte Beach LUP area include: 1) Naval Postgraduate School. The federal government funded the restoration project; the City of Monterey, California accepted the funding and implemented the work through the City Parks Department. The vegetation that had existed was a combination of exotic plants, primarily ice plant. With funding secured, the City of Monterey and the Naval Postgraduate School agreed on the project scope and its implementation. Over 150,000 seedlings have been planted, representing 26 species of native dune vegetation and all exotic vegetation was removed using volunteers from the Monterey Dune Coalition and the Big Sur Land Trust. Only native plants were used to enhance the habitat for the endangered species known to frequent the area (see below); 2) Monterey State Beach. Previously Monterey State Beach comprised only 22 acres, including the area between the Monterey Beach Hotel and the former Phillips Petroleum property. In 1992 the California State Parks Dept. purchased the 37-acre Phillips Petroleum site to augment the State Beach. A dune stabilization and restoration program was undertaken several years ago on the original 22 acres. Dune restoration is ongoing; 3) Ocean/Harbor House. This development is located oceanward of Tide Avenue, in Del Monte Beach Tract #1. As part of a project to convert the rental complex to condominiums, dune restoration on either side of the structures was required, and; 4) City Beach. The City has also restored portions of the dunes in front of Tide Avenue to control erosion and to provide habitat.

Further restoration will be done as part of the Del Monte Beach Re-Subdivision project, on the dunes adjacent to the Navy property.

- b. Live Oak Habitat -- Clusters of native Coast Live Oak (*Quercus agrifolia*) occur in the study area on the steeper dune bluff slopes near Del Monte Avenue, primarily on the lee side of the dunes. These oak communities are important for stabilizing the dunes and also provide a valuable source of wildlife habitat. The live oaks found in this area are remnant cluster of low-lying, shrub-sized trees and grow in association with sea fig, introduced grasses, or assorted herbaceous annuals. The City of Monterey's "Environmental Resources Policies and Standards" give the Coast Live Oak high priority for preservation. Additional shrub vegetation occurs in the vicinity of oak clusters. This vegetation contains some native shrubs, such as bush lupine, *Ceanothus*, California blackberry (*Rubus ursinus*), and coyote brush (*Baccharis pilularis*), as well as junipers and ornamental shrubbery of lesser value to wildlife populations.
- c. Eucalyptus Woodland -- Eucalyptus woodland occurs primarily on the lee side of the dunes along the Monterey Recreational Trail/Transportation Corridor, formerly the Southern Pacific Railroad (SPRR) right-of-way. Beneath the trees is a sparse under-story of herbaceous annuals. Though these introduced trees provide cover for a variety of wildlife, they are generally of lesser value as wildlife habitat than native trees, such as the Coast Live Oak.
- d. Conifer Groves -- Scattered growth of two types of coniferous trees, Monterey cypress (*Cypressus macrocarpa*) and Monterey pine (*Pinus radiata*) occur in a small area at the southern extend of the NPS property. The native pines provide some value as nesting or roosting sites. Though the Monterey cypress are native to the area, the few trees on the

U.S. Navy property are planted (Cowan, 1982) and are not as biologically significant as more extensive groves elsewhere on the Monterey Peninsula. Some planted Monterey pines are found on the lee side of the dunes elsewhere in the study area and additional cypress trees have been planted near State Route 1. The Monterey cypress and pine have been given a high priority for preservation in the City of Monterey's "Environmental Resources Policies and Standards" since they are well suited to the environment and provide a cultural identity to the area.

- e. Disturbed Habitat -- Graded, paved, and constructed areas make up the remainder of the land habitat in this LCP area. Disturbed habitat includes areas that have been significantly disrupted by human activities, such as the construction of buildings, roadways, and parking areas, placement of landfill, and the oil soaking at former petroleum storage tank sites located on Monterey State Beach.
- f. Rare and Endangered Plant Species -- The habitat of endangered, threatened, and rare species takes on special significance because of federal and California state laws enacted to protect these species and their habitats. These laws include the "Endangered Species Act of 1973" and 1978 amendments, the "California Endangered Species Act of 1970," and the "California Plant Protection Act of 1977."

A number of native plants known to occur in the Del Monte Beach LUP area are either already listed, or are considered a species of special concern by the U.S. Fish & Wildlife Service (USF&WS) including: 1) Sand gilia (*Gilia tenuiflora ssp. arenaria*), which is federally listed as an endangered species, is state listed as threatened, and is considered rare by the California Native Plant Society (CNPS); 2) Coast wallflower (*Erysimum ammophilum*), which is considered a species of special concern by USF&WS, is considered of limited distribution by CNPS, but is not state listed; 3) Monterey spineflower (*Chorizanthe pungens var. pungens*), which is federally listed as a threatened species and is considered rare by CNPS and CDFG, but is not state listed; 4) Monterey Paintbrush (*Castilleja latifolia*), which is considered a species of special concern by USF&WS and is considered of limited distribution by CNPS, but is not state listed, and; 5) Seaside bird's beak (*Cordylanthus rigidus littoralis*), which is state listed as an endangered species and is considered rare by CNPS. In addition, other plants recognized as species of concern by CNPS and known to occur in or near the Del Monte Beach LCP area include *Arctostaphylos pumila* (Dune manzanita), *Ericameria fasciculata* (Eastwood's ericameria), *Erysimum ammophilum* (coast wallflower), and *Ceanothus rigidus* (Monterey ceanothus). The habitats of these six species and their flowering periods are listed in Table 1

The California Native Diversity Data Base INSERT GRAPHIC recognized the existence of Seaside bird's beak within a one-mile search radius of Laguna del Rey, which would include the study area. A survey of the former Phillips' Petroleum property (now State Parks property) was conducted during the species flowering period in the summer of 1982. No Seaside bird's beak plants were found. The slender flowered gilia has been recorded within the Del Monte Dunes Resubdivision area and on the Naval Postgraduate School property. The coast wallflower is also known to occur at these sites (Cowan, 1982; EIR 2000). Monterey spineflower been found at the Del Monte Dunes Resubdivision site (EIR 2000) and Monterey State Beach (HCP 2001). The Del Monte Beach LCP area is also within the one-mile search radius areas of known occurrence for Eastwood's ericameria, Monterey ceanothus, and Dune manzanita. In addition, special status species have been re-introduced to restored dune areas within the Del Monte Beach LUP area.

- g. Rare and Endangered Animal Species -- The Del Monte Beach area is within the habitat range of the *Euphilotes entopes smithi* (Smith's blue butterfly), a rare and endangered species of butterfly. The Smith's blue butterfly is federally designated as an endangered species (no state designation exists, pending resolution of formal recognition of insects as endangered species). The range of the Smith's blue butterfly includes coastal cliffs and dunes from the southern Monterey County town of Gorda to north of Seaside. Originally, the species habitat in the Monterey/Seaside area was considered to include only coastal dunes. Large Smith's blue butterfly habitat areas have been recorded in dunes within Fort Ord, the City of Marina, and the NPS property. The butterfly species utilizes either of two species of *Eriogonum* (wild buckwheat) as a food source for both the caterpillar and the adult: *Eriogonum latifolium* along the sand dunes, especially north of Monterey, and *Eriogonum parvifolium* on both coastal cliffs and sand dunes (Orsak, 1981). Emerging in late summer and early autumn, the adults mate and lay eggs on the flowers of these host plants. The eggs hatch shortly thereafter and the larvae begin to feed on the flowers of the plant. Following several weeks of feeding and development, the larvae molt to a pupal stage, beginning a ten-month period of transformation. The following year, as the *Eriogonum* again flower, the new adults emerge.

Important habitat for the Smith's Blue is threatened by development and the invasion of nonnative plants. Increasing automobile and foot traffic along the coast is causing degradation of the coastal scrub and coastal dune ecosystems. Many introduced plants, primarily European beach grass and ice plant, have served to stabilize the dune systems of the California coast, formerly very active dunes. Many plants, including the Smith's Blue's host *Eriogonum*, are adapted to conditions of active sand and require disruption in order to spread successfully.

TABLE 1

PREFERRED HABITAT AND FLOWERING PERIODS
OF RARE OR ENDANGERED PLANT SPECIES
KNOWN TO OCCUR IN OR NEAR THE DEL MONTE BEACH LCP AREA

Scientific Name (Common Name)	Preferred Habitat	Flowering Period
<i>Cordylanthus rigidus littoralis</i> (Seaside bird's beak)	Back of coastal strand; closed cone pine forest; Monterey Peninsula	July - September
<i>Gilia tenuiflora arenariab</i> (Slender flowered gilia)	Coastal sand dunes; coastal strand; Monterey Bay	April - May
<i>Arctostaphylos pumiliac</i> (Dune manzanita)	N. Coastal scrub; closed cone pine forest; Monterey Bay	February - April
<i>Ericameria fasciculata^c</i> (Eastwood's ericamerica)	Coastal sand dunes; coastal strand; Monterey and Carmel Bays	July - October
<i>Erysimum ammophilum^c</i> (Coast wallflower)	Coastal strand; Monterey Bay	February - May
<i>Ceanothus rigidus^c</i> (Monterey ceanothus)	Sandy hills and flats; closed cone pine forest; N. Coastal scrub; Monterey Peninsula	February - April

- a Designated on the state endangered species list.
- b Soon to be designated on the state endangered species list.
- c Not currently listed or proposed for listing, but recognized as rare by the California Native Plant Society.

(Graphics)

Several sites along Monterey Bay are now being managed for preservation of Smith's Blue and its host plants including a preserve established by the U.S. Army at Fort Ord, the nation's first insect-based preserve. These sites are being replanted with *Eriogonum* and protected from foot and off-road vehicle traffic.

Although the EIR for the Del Monte Dunes Re-Subdivision did not survey the project site for the Smith's blue butterfly, dune buckwheat occurs on the property within the future preserve area northwest of the future housing development. In addition, the EIR cites that the butterfly has been observed on the U.S. Navy Postgraduate School property.

The recorded presence of *E. latifolium* and *E. parvifolium* on the former Phillips' Petroleum property (now part of Monterey State Beach) (Earth Metrics, Inc., 1982), and *E. parvifolium* on the property of the NPS (Cowan, 1982) confirms the existence of small-to-moderate areas of suitable habitat for Smith's blue butterflies in the LCP area. The documentation of the study areas within the species' range and the suitability of the habitat indicate a high probability that the Smith's blue butterfly may be found in this area. A systematic field survey of the NPS property for rare and endangered species of plants and animals confirmed its use by the Smith's blue butterfly. Surveys on Monterey State Beach property in 2000 and 2001 failed to document the presence of Smith's blue butterfly.

An additional animal species of concern known to occur in the Monterey area is the black legless lizard (*Anniella pulchra nigra*). This black subspecies is not designated on either state or federal endangered, rare, or threatened lists and receives no legal protection, but it is of concern to California Department of Fish and Game because of its limited distribution (Nicola, 1982). This species is known to occur in stabilized coastal sand dunes. Bush lupine (which occurs in the study area) is often an indicator of suitable conditions (Stebbins, 1966). Individuals of the subspecies have been sighted within the Del Monte Beach LCP area (Shondon, 1982). There are no known documented occurrences of the black legless lizard on Monterey State Beach.

The western snowy plover is federally listed as threatened and is a California species of special concern. In Monterey County there are both permanent plover populations and winter migrants. Snowy plovers typically nest on beaches in debris located above the tide line. In Monterey, the breeding season spans mid-March to mid-September. Nesting by snowy plovers has been documented in recent years on Monterey State Beach (Ken Gray, State Parks, pers. comm.). Flocks of wintering plovers have been observed on the beach in the vicinity of the Del Monte Beach subdivision (First Amendment to the Del Monte Beach Resubdivision EIR, 2001).

- h. Habitat Disturbance and Restoration Activity -- Recent construction within the dunes habitat of the Del Monte Beach LCP area has resulted in the removal of dunes vegetation, which reduces wildlife habitat values, activates formerly stabilized dunes, and increases the erosion potential. For instance, the construction of the State Route 1 freeway required grading and sand removal in large areas of the eastern half of the LCP area. In early 1982, the installation of a regional sewer interceptor from the wastewater treatment plant through the LCP area to the east required excavation of dunes in a 220-foot-wide construction easement. A dune restoration program within the sewer excavation area was required through a condition of the coastal development permit granted by the State (April 1982). Presently, the following actions are being pursued regarding restoration of the dunes:

- 1) The U.S. Navy has restored the dune habitat on the Navy property between the Recreational Trail and the beach through replanting with dune habitat plant species, and has limited pedestrian foot traffic through the dunes by constructing a boardwalk on the western end of the area, between the Trail and the beach.

(Graphics)

- 2.) The State continues to undertake a dunes stabilization and habitat restoration and management program on the Monterey State Beach property west of the Monterey Beach Hotel. This program includes rebuilding of dunes, use of jute matting and snow fencing for sand retention, and replanting with dune habitat plant species.

3. LCP Policies

The policy discussion in this section specifically addresses protection and enhancement of environmentally sensitive habitats.

1. Sand Dunes shall be preserved and restored under the direction of a qualified dune biologist. Landscaping and maintenance with native coastal dune plants and elimination of nonnative plant species shall be required. The City shall develop a dune management plan that controls public access in sand dune habitats to prevent damage from human use (trampling of vegetation, collection of plant species, etc.), without prohibiting public access to the ocean. Where pedestrian access through dunes is permitted, well-defined footpaths (e.g., boardwalks) or other means of directing use and minimizing adverse impacts shall be used. Habitat interpretation, signing and litter control shall be included as elements of a dune management plan. The use of vehicles, dogs off leash, and fire rings shall be prohibited in the dune area (see policy 4 in Visual Resources section)

Environmentally sensitive dune habitat areas shall be protected from development and fragmentation by implementing protection standards. Protection standards shall include, but need not be limited to:

- a. Encouraging retention of open space through deed restrictions or conservation easements.
 - b. Restricting land disturbance and the removal of indigenous plants to the minimum amount necessary for structural improvements.
 - c. Requiring incorporation of appropriate mitigation measures such as setbacks, buffer strips, native landscape plans, drainage control plans and restoration plans.
 - d. Requiring landscaping and maintenance with native coastal dune plants in development proposals and elimination of invasive non-native species, e.g. iceplant and dunegrass.
 - e. Requiring a grading permit for any grading in excess of 50 cubic yards. This grading permit shall stipulate that grading materials shall be deposited in an appropriate sand disposal site within the Del Monte Beach dunes, unless the material is not suitable for beach/dune disposal.
2. In areas of dunes habitat, a dune restoration program shall be required as a condition of approval for any new development. Dune habitat areas include, but are not limited to, those represented on the generalized mapping on Figure 3A. Prior to approval of any specific development plan, public work project, or general development plan, the applicant shall have a qualified professional biologist/botanist prepare a dune restoration and protection plan that includes the following:
 - a. Project description, including location of project, project description, and coordination required with other agencies

- b. Restoration and preservation goals and objectives to achieve these goals.
- c. Ecological considerations, including land use history at the restoration site, existing ecological conditions (including soil type and hydrologic regime, as well as existing plants and animals on site), and restoration constraints.
- d. Site Analysis including:
 - 1. Environmentally sensitive habitat areas to be preserved without degradation.
 - 2. Areas to be maintained and/or restored as buffers for environmentally sensitive habitat preservation areas.
 - 3. Dune restoration areas that are good ecological candidates for habitat restoration because of their biological and locational potential for reestablishment of environmentally sensitive habitat.
- e. A restoration implementation plan, including the following:
 - 1) Regulatory and legal considerations (e.g., permits, liability)
 - 2) Pre-construction requirements;
 - 3) Site preparation;
 - 4) Exotic species removal;
 - 5) Procurement of native plant species propagules (must be from the site vicinity for genetic similarity);
 - 6) List of species to be planted including size, spacing, and quantity of plants;
 - 7) Planting plan/revegetation methods;
 - 8) Irrigation plan (if necessary);
 - 9) Schedule;
 - 10) As built;
 - 11) Responsible parties.
- f. A site-wide management plan, including the following:
 - 1) Maintenance activities during the monitoring period;
 - 2) Long-term management activities;
 - 3) Signs, fencing, allowable access;

- 4) Schedule;
 - 5) Responsible parties for long-term and short-term management.
- g. Success criteria, including the following:
- 1) Final success criteria. These should refer specifically to the objectives of the plan, the monitoring methods, and contingency measures;
 - 2) Interim success criteria (these should address the expected mortality rate).
- h. A monitoring plan, including the following:
1. Methods used to monitor progress in achieving each of the success criteria (quantitative and qualitative);
 2. Final monitoring effort;
 3. Reference site (include soil type, elevation, community description, disturbance regime/management, location and reference plots);
 4. Statistical methods
 5. Adaptive management
 6. Annual reports (include results, recommendations, photo-documentation);
 7. Schedule;
 8. Responsible parties.
- i. Contingency measures, i.e. if the objectives and/or success criteria are not being met, what will be the potential methods for alleviating the problems;
- j. Funding (for all aspects of the preservation/restoration plan/project);
- k. References.
- *3. All environmentally sensitive habitat shall be protected. Revegetation with wild buckwheat (*Eriogonum latifolium* or *E. parvifolium*) shall be included as part of the dune restoration program for any new development to enhance habitat for the Smith's blue butterfly.
4. For any proposed development in the environmentally sensitive habitat areas of the Del Monte Beach area, as shown in, but not limited to, Figure 3A, a resource survey shall be conducted, according to established protocols, for all sensitive species, including dune plants, snowy plover, black legless lizard, and marine mammals known to occur in the vicinity.

5. The operation of off-road vehicles on sand dunes and dunes habitats, including two, three, and four-wheel motorized vehicles, shall be prohibited.
6. The existing coast live oak communities on the lee side of the dunes near Del Monte Avenue and throughout the study area shall be protected. The City of Monterey shall coordinate with the U.S. Navy to encourage preservation of these resources on the NPGS property.
7. The City of Monterey shall coordinate with the U.S. Navy to encourage preservation of the Monterey pine and Cypress trees on the NPGS property.
8. The City of Monterey shall coordinate with the U.S. Navy to encourage preservation of the native dune grass area south of the former wastewater treatment plant, which also contains a nominated endangered plant species.
- *9. The City of Monterey should explore the formulation of a maintenance agreement between the City and the U.S. Navy for City maintenance of the beach area on the Navy property through a long-term lease or other appropriate method.
10. New development shall be sited to preserve native oak, pine, and cypress trees. In reviewing requests for tree removal, preservation of scenic resources shall be a primary objective. Removal of any significant living tree (diameter greater than 12 inches) will ordinarily be allowed only in cases where life, property, or existing access is immediately threatened, or where a diseased tree is determined by a qualified professional arborist to represent a severe and serious infection hazard to other surrounding trees.
11. The City of Monterey shall take the lead in working with interested citizens, the Monterey Regional Water Pollution Control Agency, the California Coastal Commission, the Monterey Peninsula Regional Park District, the California Native Plant Society, and the California Coastal Conservancy to coordinate a dunes restoration, access, and recreation program for the dunes habitat that comprises the City Beach in the Del Monte Beach area.
12. Implementation of all environmental policies set forth in this section shall reflect the following degrees of public uses in the existing publicly-owned dune areas, consistent with Policy 3 in the Land Use section (Locating and Planning New Development):
 - a) Open Beach Area (between toe of coastal dunes and mean high tide line) - Active play area for pedestrians and non-motorized watercraft. Structural development limited to boardwalk access and passive recreation facilities (sand volleyball courts and benches), fire rings, trash receptacles, beach grooming, and shoreline structures to protect existing buildings.
 - b) Open Dunes (between toe of dunes and inland vegetated dunes) - Active support area, with developed parking and restroom facilities. Allowable development includes restoration activities and public access improvements, e.g. boardwalks, trash receptacles, signage. Road access is allowed but limited to existing roadway infrastructure, except for the road improvements approved for the Del Monte Beach resubdivision and improvements approved for the State Parks Monterey Dune Recreation Trail and parking lot project. No new development is allowed except for
 - 1) public access improvements, including boardwalks, signage, trash receptacles, etc.;

- 2) restoration activities, including appropriate fencing and signage;
 - 3) all improvements associated with the Del Monte Shores portion of the Del Monte Beach resubdivision;
 - 4) maintenance of existing development;
 - 5) infill residential development allowable to avoid a Constitutional taking.
 - a). Inland Dunes (between open dunes and Del Monte Avenue) - Open space dune areas. Allowable activities include habitat preservation and restoration activities, as well as public access improvements (e.g., boardwalks, signage) that channel pedestrian traffic through sensitive habitat areas. No new development allowed except for Exception:
 - 1) public access improvements, including boardwalks, signage, trash receptacles, etc.;
 - 2) restoration activities, including appropriate fencing and signage;
 - 3) all improvements associated with the Dunecrest Villas portion of the Del Monte Beach resubdivision;
 - 4) infill residential development allowable to avoid a Constitutional taking, and;
 - 5) maintenance of existing development.
13. All proposed single-family homes in the dunes (allowable to avoid a Constitutional taking) shall be required to mitigate impacts to dune habitat through a variety of measures including, but not limited to, the application of deed restrictions, payment into a dune restoration fund, and landscaping only with native dune plants. See Policy #3 in Land Use Section.
 14. If snowy plovers are found nesting or foraging in the Del Monte Beach LUP area, these areas shall be protected from disturbance while balancing the need to maintain public access. Existing public access may need to be limited in the most environmentally sensitive habitat areas where protection of nesting and foraging areas is not possible without curtailing access. The most current effective measures shall be used for protection of nesting and foraging habitat.

4. **Proposed LCP Implementation Measures**

1. Develop and adopt guidelines for the procedures to be used in the restoration, revegetation and long-term management of dunes habitat.
2. Develop design guidelines for controlling foot traffic over sand dunes. (Note: *Architectural Review Committee Tree Protection Standards, adopted November 29, 1989 by Resolution 89-01, now sets forth these guidelines.*)

- * 3. Explore the formulation of a maintenance agreement between the City and the Navy for City maintenance of the beach area on the Navy property through a long-term lease or other appropriate method.

B. Natural Hazards

This section of the LUP focuses on the issues of minimizing life and property risks caused by natural hazards. Hazards related to storm waves, non-storm wave flooding, coastal erosion, tsunamis, and seismic events are the major areas of concern.

1. Coastal Act Provisions

The following section of the "California Coastal Act of 1976" pertains to the protection of life and property.

30253 (in part) *New development shall:*

- (1) *Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- (2) *Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*

2. Existing Conditions

Natural hazards in the LCP area are mapped in Figure 4. The mapping is at a general scale and intended to provide planning guidance, rather than engineering precision.

- a. The Del Monte Beach LCP area is located in an area of active faulting and earth-quake activity. The area is classified within geotechnical Hazard Zone VI of the Monterey Seismic Safety Element (City of Monterey, 1977). Areas within this zone are required to be investigated and evaluated for potential seismic hazards. Potential hazard from lurch cracking, lateral spreading, vibration damage, subsidence and uplift, ground rupture, and liquefaction is of concern in more than 40% of this zone.
- b. The major active faults (faults that have shown activity within the last 11,000 years) in the vicinity include the San Andreas Fault zone (approximately 24 miles northeast of the area) and the Seal Cove/San Gregorio/Palo Colorado system (approximately nine miles southwest). A series of short, subparallel faults are also mapped in Monterey Bay. Earthquake activity on any of these faults could cause minor to severe ground shaking in the LCP area.
- c. Potentially active faults (faults that have had movement during the period between 11,000 and three million years ago) in the vicinity include the six subparallel, northward trending Monterey Peninsula Faults (U.S. EPA, 1977). All six of these faults lie between Cypress Point and the City of Seaside, and three of the faults may transect the LCP area. None of the faults potentially crossing the LCP area are in the Alquist Priolo Special Study Zone. The faults from west to east are the Cypress Point Fault (approximately five miles west of the LCP area); the Navy Fault, which may transect the western side of the area near the NPS property; the Berwick

Canyon Fault (approximately five miles southeast of the LCP area); the Chupines Fault, which may transect the eastern side of the planning area near the undeveloped state limits; and the Ord Terrace Fault, which is approximately one mile east of the LCP area. Insufficient data prevents locating these faults precisely (Burkland and Associates, 1975). Another potentially active fault is the Reliz-Riconada Fault system (approximately 12 miles east of the LCP area. This 190-mile-long system is probably a part of the San Andreas Fault system.

- d. Soil borings on the former Phillips' Petroleum property (now State Parks property) show that the potential for liquefaction to occur during an earthquake at this portion of the planning area is low. Beneath an upper four to eight feet of loose sands, the dune sands were found to be relatively dense and resistant, and the water table was found to be relatively deep beneath the surface (from 20 to 68 feet) (Earth Systems Consultants, 1981). However, liquefaction potential is difficult to predict and may depend upon a number of factors, such as the structure of the sand grains, stress conditions peculiar to a specific site, and the age of the deposits, as well as the density of the deposits.
- e. The coastal dune bluff present along much of the planning area's northern shoreline boundary is subject to coastal erosion. The toe of the dune bluff is undercut by storm waves during heavy wave years causing the landward migration of the dunes and a permanent loss of coastal land. Sand mining, which was carried out in southern Monterey Bay until the late 1980's, may have been a factor in increasing the rate at which this erosion occurred (Planning and Research Associates, 1971). The erosion rate along the coastline of the LCP area varies along its length. At the former Phillips' Petroleum property, predictions based on historic erosion rates indicate that 87 feet of coastal land (measured from the toe of the coastal dune bluff) is expected to be lost to erosion in 50 years, with 173 feet expected erosion in 100 years (Thompson, 1981). Setback lines for coastal erosion would also have to include an additional 35 to 40 feet from the toe of slope to accommodate the migrated top of the slope. Further studies are necessary in order to predict the erosion rate for other portions of the planning area; however, observation of the coastline over recent history indicates that coastal erosion may exhibit a gradient of higher rates east of the LCP area to lower rates west of the area (Thompson, 1982). Current average coastal erosion rates in the LUP vicinity are in the range of 1.7 to 2.0 feet per year (Rogers Johnson & Associates, 1999).
- f. The LCP area is subject to storm wave inundation that causes erosion of coastal bluffs and possible damage to existing and future structures. The elevation of the reach of the 100-year storm waves that may occur along the Monterey Bay shoreline can be predicted using historic storm data. Elevations of high water marks left by the large storms of February, 1960, and December, 1967, were recorded over the length of the planning area. These elevations range from 13 feet above NGVD (National Geodetic Vertical Datum, the common measure of mean sea level) near the Monterey Beach Hotel to 27.5 feet above NGVD at the Del Monte Dunes subdivision (Thompson, 1981). The elevations reached by the highest waves vary considerably over distances of a few hundred feet; therefore, wave reach is not predictable locally, but expected value for a region can be predicted. This has been done for the Phillips' Petroleum property. The expected storm wave reach elevations are shown Table 2.
- g. The 100-year predicted tsunami run-up for the sector of the coast that includes the

planning area is 6.0 feet above NGVD. The 500-year prediction is 11.7 feet. This is smaller than the predicted storm wave reaches and is therefore considered of lesser risk concern than the values for wave reach shown in Table 2.

- h. Portions of the planning area lie within Flood Zones V (100-year flood with velocity) and A (100-year flood), as determined by the Federal Insurance Administration in their Flood Insurance Rate Map (FIRM) study. A small portion of Del Monte Avenue near Del Monte Lake is within Flood Zone A. Flooding in this area, within the expected 100-year flooding of Del Monte Lake, will not exceed one foot in depth. The beachfront of the LCP area lies within Flood Zone V, which reflects the approximate extent of storm wave action (subject to more precise study, such as that conducted on the Phillips' Petroleum property). The eastern boundary of the LCP area comes within 50 feet of the 100-year flood zone of Roberts Lake (see Figure 4).
- i. Signs warn swimmers that they swim at their own risk along public beach areas because of the absence of life guards. The water is extremely cold preventing swimming from becoming popular (Ray, 1982).
- j. All natural hazards related to erosion and storm wave run-up are considered to be aggravated by sea level rise, a recent phenomena determined to be present in this century. This phenomena may be a result of the earth's warming due to extensive urbanization of the planet by man; commonly known as "the Greenhouse effect". Further studies are necessary in order to determine how this phenomena affects coastal erosion rates and storm wave run-up reaches.

TABLE 2

EXPECTED ELEVATION OF STORM WAVE REACH
AT THE FORMER PHILLIPS' PETROLEUM PROPERTY (NOW STATE PARKS PROPERTY)

Storm Reach	50 Years	100 Years
Highest inundation expected	25.5 feet	28.1 feet
10% inundation expected	23.7 feet	26.1 feet
Average wave reach expected (50% inundation)	20.1 feet	22.2 feet
90% inundation expected	16.5 feet	18.3 feet
Lowest inundation expected	14.7 feet	16.3 feet

Elevation is measured from NGVD (National Geodetic Vertical Datum).

Source: Warren G. Thompson (1981)

3. LCP Policies

The policy discussion in this section specifically addresses natural hazards affecting the Del Monte Beach LCP area.

1. New development shall be constructed in a manner that will risks to life and property from geologic, flood, and fire hazards; such development shall be sited and designed to not require a shoreline protection structure during the life of the development. Applicants for new development are required to accept a deed restriction to waive all rights to protective devices associated with development on coastal dunes.
2. Site-specific geotechnical studies shall be required prior to project filing to determine the extent and nature of geologic hazards at the site. These studies shall specifically include an analysis of seismic hazards, such as ground shaking, liquefaction, ground rupture, and lateral spreading. Site specific geotechnical studies shall comply with the report guidelines of the State Board for Geologists and Geophysicists. Such reports shall be signed by a licensed Certified Engineering Geologist (CEG) or Geotechnical Engineer (GE), working within areas of his/her professional responsibilities, and should contain recommendations for mitigation measures for any hazards that are identified. Said reports are subject to review and approval by the City engineer. To assist in the preparation of these studies by qualified professionals, the City shall maintain a database of information derived from previous studies.
3. New development and utilities shall be set back from the eroding coastal dunes at a sufficient distance to assure safety to life and property during the expected 100-year economic life of the property. New development shall not be allowed in tsunami (seismic sea wave) runup or storm wave inundation areas. An exception would include coastal dependent marine installations requiring locations near the water, which are constructed to withstand tsunami and/or wave runup inundations, and public access improvements. No additions or demolitions/rebuilds are allowed for existing structures within tsunami run-up or storm wave inundation areas, with the exception of those additions or demolitions/rebuilds allowable consistent with takings law, and public utilities that cannot be feasibly located elsewhere.
4. For bayfront properties, site specific geotechnical studies submitted as part of the application, shall be conducted to determine storm wave reach and tsunami runup and to ensure accurate determination of coastal erosion rates. Such studies shall reflect current known factors attributable to erosion, the recent cessation of sand mining in upcoast Sand City, and other current known technical factors used in the science of coastal erosion. Wave runup shall be analyzed for an eroded shoreline, combined with a 100-year storm event. Tsunami runup may be analyzed on an average beach profile, with consideration for, at a minimum, the 100-year event.
5. No development shall be allowed which would increase the rate at which erosion is occurring. Development located in or adjacent to coastal dunes shall be sited and constructed in a manner that minimizes disturbance to the foredunes and to dune vegetation, and shall include an analysis of wind direction and orientation of proposed development to avoid adverse wind impacts to the dune system.

6. Existing, lawfully established structures, which do not conform to the provisions of the LCP, may be maintained and/or repaired provided that such repair and maintenance do not increase the extent of nonconformity of the structure. Additions and improvements to such structures may be permitted provided that such additions or improvements comply with the current standards and policies of the LCP and do not increase the extent of nonconformity of the structure. Substantial additions, demolition and reconstruction, that result in demolition and/or replacement of more than 50% of the exterior walls (as individual or cumulative additions) shall not be permitted unless such structures are brought into conformance with the policies and standards of the LCP.
7. Siting and design of new shoreline development and shoreline protective devices shall take into account anticipated future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered. Development shall be set back a sufficient distance landward and elevated to a sufficient foundation height to eliminate or minimize to the maximum extent feasible hazards associated with anticipated sea level rise over the expected 100-year economic life of the structure. No new lots shall be created within areas of high water hazard.
8. Flood insurance shall be encouraged for owners of structures within designated flood zones.
9. Visitors and residents shall be made aware of any hazardous swimming conditions through signage. In tsunami and storm wave run-up areas, where public access is provided, install warning signs as a condition of shoreline development. Tsunami warning signs should be coordinated with the California Office of Emergency Services.
10. The portion of the sewer lines serving the Ocean Harbor House condominiums shall be relocated landward beyond the 100-year erosion line.
11. Siting and design of new development in dunes shall take into account the extent of landward migration of the foredunes that can be anticipated over the life of the development. This landward migration shall be determined based upon historic dune erosion, storm damage, anticipated sea level rise, and foreseeable changes in sand supply. Development shall be set back a sufficient distance from the frontal dunes and shall be elevated to a sufficient foundation height to eliminate, or minimize to the maximum extent feasible, hazards from waves and inundation, combined with anticipated sea level rise over the expected 100-year economic life of the structure.

4. Proposed LCP Implementation Measures

- * 1. Adopt guidelines for geotechnical study findings needed to assess seismic hazards.
- 2. Establish minimum criteria for setbacks related to coastal erosion and storm wave hazards. These setbacks are to be required to be specifically determined by coastal erosion, storm wave reach, and tsunami studies to be undertaken by the developer prior to the approval of any new development. Establish procedures for these required studies.

C. Water and Marine Resources

This section of the LUP addresses the issues of water supply, water quality, and marine resources.

1. Coastal Act Provisions

The following sections of the "California Coastal Act of 1976" pertain to the management of available water supplies and maintenance of water quality:

30254 *New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal-dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.*

30231 *The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interface with surface water flow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.*

The following additional section of the "California Coastal Act of 1976" pertains to the preservation and enhancement of natural marine resources:

30230 *Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.*

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...*

2. Existing Conditions

- a. Water Supply: The LCP area is served by the Monterey Peninsula Water Management District (MPWMD), which contracts with the California-American Water Company (Cal-Am) to provide water to the entire City of Monterey. As of 2002, water availability in the City of Monterey is extremely limited. Water use within the Cal-Am system remains under careful state scrutiny since State Water Resources Control Board Order No. 95-10 was imposed in 1995. State Board Order No. 95-10 requires Cal-Am to reduce the water it pumps from the Carmel River by 20 percent now, and up to 75 percent in the future. Also, any new water that is developed must first completely offset Cal-Am's unlawful diversions from the Carmel River, an estimated 10,730 acre-feet (AF) per year, before any water produced by Cal-Am can be used for new construction or expansions in use.
- b. Water Allocation Procedures -- The Monterey Peninsula Water Management District (MPWMD) has adopted a water allocation system for its service area, including the City of Monterey. No new connections or expanded uses are allowed in a municipal or county jurisdiction that has exceeded its water use allocation.

In mid 1993, the Paralta Well project received a use permit for operation, thereby making new water from the well available for the District to allocate to its eight member jurisdictions for new construction, remodeling projects and intensified water use. Of the 1,000 AF believed to be available from the Paralta Well, the District allocated a maximum of 358 AF of additional Cal-Am metered sales, including 308 AF to the eight jurisdictions and a 50 AF District Reserve. Beginning with the release of the Paralta water for use, District staff established procedures for closely tracking the amount of water put into new and expanded water uses. Each jurisdiction in the District was given a set amount of water to use for permitting. Each applicant for water must receive the jurisdiction's authorization for a predetermined amount of water before applying for the water permit with the District. The District evaluates the project's water demand and issues a permit for the project description as depicted on the final construction documents. At the time the water permit is issued, the jurisdiction's water allocation is debited.

The Water District provides allocations based on a unit system. Upon project initiation, the property owner must determine from the District how many unit credits (if any) are attached to the land. Once that number is determined, applicants may earn residential water credits by installing ultra low-flow dishwashers, washing machines, toilets, and Instant-Access Hot systems. The fixtures can earn between 0.5 and 1.0 fixture unit credits. If a project meets all development standards (e.g., setbacks, height, lot coverage), the applicant may submit plans to the City's Building Department. At that stage, the applicant may be put on a waiting list for available water (as of August 2002, there was a waiting list for new water hookups). Allocations for water are valid for one year; if the allocation is not used within one year, the water reverts back into a "pool" for distribution to the next recipient on the waiting list. No new connections or expanded uses are allowed in a municipal or county jurisdiction that has exceeded its water use allocation. Annual resolutions by the District confirm allotments for each water year.

The Monterey City Council has conditionally reserved 2.57 acre feet/year of water for the Del Monte Beach Re-Subdivision project, which was approved by the Coastal Commission in 2002 but has not yet been developed. This is the only project in the Del Monte Beach planning area that has water conditionally reserved for its development.

- c. Water Quality -- The quality of Monterey Bay waters is influenced by the bay's currents, by the temperature and salinity of bay water, and by use of the land, including the disposal of wastes. Currently, only one wastewater outfall directing discharge into the southern Monterey Bay remains, where there had been 10 such outfalls in 1982. This is due to the completion of the regional sewer interceptor pipeline and a new regional treatment plant in Marina, and the subsequent abandonment of four local wastewater treatment plants. The outfall from the now abandoned Monterey Wastewater Treatment Plant within the LCP area has been removed down to the water's edge. The outfall from the old Seaside Wastewater Treatment Plant approximately ¼-mile north of the LCP area has been removed down to the water's edge. Prior to 1977, the effluent from these plants failed to meet federal secondary treatment requirements. The portion of the bay adjacent to the LCP area which had been found to lie within an area of sluggish circulation allowed the wastewater outfall from the Monterey and Seaside plants to contribute to nutrient buildups, algae blooms, and coliform concentrations. The problems related to outfall in this poor circulation area had prompted the Regional Water Quality Control Board (RWQCB) to designate the LCP area coastline as a wastewater discharge prohibition area.
- d. The regional wastewater treatment plant located north of Marina collects and treats wastewater from Pacific Grove, Monterey, Seaside, Del Rey Oaks, Sand City, Fort Ord, Marina, Salinas and portions of Monterey County including Castroville and Moss Landing. The plant is able to treat 29.6 MGD of continuous flow as well as 38.5 MGD of instantaneous flow to a secondary level. Flows during the non-irrigation season are treated to a secondary level and discharged into the ocean. Most, if not all of the flows during the irrigation season, which runs from March or April to October or November, are treated to a tertiary level and sent to the Salinas Valley where the water is used to irrigate food crops.
- e. A culvert at the eastern boundary of the LCP area adjacent to the Monterey Beach Hotel allows drainage into the bay from a channel that originates at Roberts Lake. This coastal lagoon and the Canyon Del Rey watershed from which it receives runoff lie outside the Del Monte Beach LCP area. However, the culvert at the eastern boundary of the area allows water from the lagoon to be released into the bay along the LCP area shoreline. The Association of Monterey Bay Area Governments (AMBAG) designated Roberts Lake as significantly polluted in 1976. It is probable that the planning area shoreline water receives pollutants from the Roberts Lake drainage in minor amounts. AMBAG's primary water quality concern for the LCP area is that disturbance of the dunes vegetation may cause wind transported sand to contribute to siltation of Roberts Lake, Laguna Grande, and Del Monte Lake (Brandlin, 1982). (Refer to the Laguna Grande/Roberts Lake LCP for additional discussion of water quality in these lagoons.)
- f. The majority of the storm water from the LCP area percolates rapidly into the sandy soils of vacant land or drains either into the bay or into Del Monte Lake or Roberts Lake, where impervious surfaces exist. The runoff carries street surface contaminants into these lakes and the bay. Urbanization of the LCP area could increase the amount of storm water runoff (due to the covering over of the very permeable sands) and the concentration of street surface contaminants (due to increased traffic) (City of Monterey, 1977).

Table 3 Del Monte LCP Area Water Consumption

- g. Percolation of rainfall into the loose sand on vacant land in the LCP area is very rapid. Groundwater found at depths of 20 to 68 feet below the surface in the area receives the rainfall that falls immediately within the area. It is probable that most of this groundwater flows toward the ocean. The slope of the water table is relatively flat with a slight rise toward Del Monte Avenue. The source water for deeper aquifers lying at depths of 180 and 400 feet beneath Monterey Bay may be from upland watershed entrapment of rainfall in areas outside of the LCP area. Therefore, structures built in the planning area that interrupt the percolation of rainfall may lower the level of the water table of shallow groundwater, but probably would not affect the deeper aquifers. However, lowering of the water table along any ocean shoreline introduces the risk of salt water intrusion (Planning and Research Associates, 1971).
- h. Marine Resources -- Smith (1944) indicated that the marine flora of the Monterey Peninsula is very abundant and diverse, relative to other sections of the West Coast of the United States. More recently, it has been stated that the rocky shore, coastal marine environment between the Coast Guard breakwater and Pacific Grove (to Point Piños) outside the Del Monte Beach LCP area is unique in its diversity and abundance of marine life in an accessible and protected outer coast environment (City of Monterey, 1980). To recognize and protect this, the Monterey Bay National Marine Sanctuary was designated in 1992.
- i. Intertidal Zone -- The Del Monte Beach LCP area is characterized by sandy beaches and the surf zone area that lacks the biotic activity and richness in intertidal zones found along rocky shores. Sand beaches support a minimal number of species in comparison to rocky shore because beaches with continually shifting sands do not provide an adequate substratum for the permanent attachment of algae and many other marine flora. Activity of currents and waves in the shallower portions of the surf and marine zone to depths of less than 30 feet prevent most plants from grabbing a fast hold on the bottom. Nevertheless, certain characteristic animals do flourish in the habitat, usually by burying themselves in the sand. Marine life found in the intertidal zone off the Del Monte Beach LCP area include sand crab (*Emerita analoga*), beach hopper (*Orchestoidea californiana*), beach fleas (*Orchestia traskiana*), the Pectinophelia worm, and a number of species of clams, including Pismo (*Trueta stultorum*), Bean Clam (*Donax gouldi*), and Razor Clam (*Silicua patula*) (Ricketts, 1968).
- j. Subtidal Zone -- Offshore from Del Monte Beach, the bottom is covered by Monterey Formation Shale. These shale reefs support an incredible diversity and abundance of filter feeding sponges and tunicates, as well as anemones, crustacea, and fish, due to the high amount of suspended material in this end of the bay (City of Monterey, 1977). Due to constraints caused by ocean currents and sandy substratum, considerable algal growth occurs only at a considerable distance from the shoreline in subtidal areas. Kelp beds occur approximately 750 feet from the shore, particularly along the southern portion of the LCP area owned by the U.S. Navy. Kelp beds are the most diverse and productive of the subtidal habitats in Monterey Bay. Kelp beds serve as important protective cover for marine wildlife and as a food source for a variety of herbivores in the kelp forest. Two principal types of kelp occur in the bay -- *Macrocystis* and *Nereocystis*, with *Macrocystis* the dominant type. The kelp plant is dependent on a rock substrate as an anchor or substrate and can grow as high as 100 feet, light permitting. Kelp beds offshore from Del Monte Beach usually occur in water from 20 to 60 feet. Kelp has been recognized as having one of the highest productivity rates of any plant. Growth rates of *Macrocystis* have exceeded 12 inches per day under optimum conditions (City of Monterey, 1977).

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3. LCP Policies

The policy discussion in this section specifically addresses water supply and demand, water quality, and marine resources. Water supplies for new growth in Monterey are limited, and the natural waterways of Monterey and Monterey Bay have experienced degradation due to urbanization. Policies are needed to insure that increasing water demand can be met by available supply and that urbanization does not damage Monterey's water and marine resources.

1. Available water shall be allocated to the following priority uses: coastal dependent uses, essential public services and basic industries vital to the economic health of the City, region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses. Allocation may also be made to vacant, legal lots of record for one residential connection each.
2. Water conservation shall be promoted by requiring conformance with the Monterey Peninsula Water Management District's, or its successor's, water conservation regulations. The City shall require state-of-the-art low-flow water fixtures and drip or other water-conserving irrigation.
3. Native dune plants shall be used in landscape plans for future development to minimize the demand for irrigation water.
4. Storm water drainage systems for new development shall direct runoff to percolation ponds, where feasible, rather than to bay outfall or to inland lakes.
5. Water quality improvement measures discussed in the Laguna Grande/Roberts Lake LCP shall be implemented to reduce pollutant discharge to the bay from the drainage outfall at the eastern boundary of the Del Monte Beach LCP area.
6. Destabilization of sand dunes shall be prevented through protection and restoration of dune vegetation to minimize wind transported sand to inland lakes.
7. Existing outfall lines shall be maintained. Repairs to existing outfall lines shall include water quality, public access, and aesthetic/visual upgrades. There shall be no net increase in beach outfalls. No new wastewater outfalls shall be allowed.
8. Sensitive shoreline restoration (debris cleanup) and maintenance (litter control) shall be required in a manner that will not impair biological productivity for the habitat, as a condition for any grading, excavation, demolition, or construction in conjunction with shoreline development.
9. The State Department of Fish and Game regulations controlling spear fishing and kelp harvesting shall be supported.
10. The State Department of Fish and Game efforts at monitoring and managing sea otter population along the bay shoreline shall be supported.
11. Regional Water Quality Control Board regulations controlling wastewater treatment and dumping outside the current Discharge Prohibition Zone shall be supported.

12. Local, Regional, State, and Federal agency programs containing and preventing oil spills shall be supported.
13. Any grading, excavation, or construction in conjunction with shoreline development, shall be conducted in a manner that will not impair biological productivity of the marine habitat.
14. Public desalination facilities may be permitted provided any adverse environmental impacts are fully mitigated.
15. Regional Water Quality Control Board regulations and permit authority, as well as a coastal development permit, shall be required for placement of intake/discharge lines for any future desalinization facilities proposed in the LCP area.
16. Private water supplies are prohibited to serve existing and new development. No coastal development permit shall be issued without a City determination that (1) no new water is required to serve the new development; or (2) there is unallocated water available in the City's allocation from the Monterey Peninsula Water Management District, or its successor, to support the new development. This determination shall include an evaluation of the proposed development's water demand, based on MPWMD's, or its successor's, water unit value system. All water transfers and corresponding retirements, if any, shall be described and agreed to prior to any City determination.

Prior to the commencement of construction of new development, evidence of water service, in the form of a water use permit from the Monterey Peninsula Water Management District, or its successor, shall be provided to the City Planning Department.

17. The City of Monterey shall implement an urban runoff program using the Model Urban Runoff Program (developed in 1998 by the City of Monterey, other local jurisdictions, and the California Coastal Commission) as guidance, to protect and restore water quality and eliminate beach closures.
18. New development shall not result in the degradation of coastal waters caused by the introduction of pollutants or by changes to the landscape that adversely impact the quality, quantity, and flow dynamics of coastal waters. Runoff shall not be discharged in a manner that adversely impacts coastal waters.
19. BMPs shall be incorporated into the project design in the following progression:
 - Site Design BMPs (any project design feature that reduces the generation of pollutants or reduces the alteration of the natural drainage features, such as minimizing impervious surfaces or minimizing grading);
 - Source Control BMPs (practices that prevent release of pollutants into areas where they may be carried by runoff, such as covering work areas and trash receptacles, practicing good housekeeping, and minimizing use of irrigation and garden chemicals);

- Treatment Control BMPs (a system designed to remove pollutants from runoff including the use of gravity settling, filtration, biological uptake, media adsorption or any other physical, biological, or chemical process).

Site design and source control BMPs shall be included in all new developments. Where the development poses a threat to water quality due to its size, type of land use or proximity to coastal waters (or proximity to a creek, channel or stormdrain system that leads to coastal waters) and the combination of site design and source control BMPs is not sufficient to protect water quality as required by Policy 18, treatment control BMPs shall be implemented.

20. The City shall include a procedure in the Implementation Plan for reviewing all development for impacts to water quality. This procedure shall include:

- A checklist or equivalent tool to help in the review of Coastal Development Permits for potential impacts to water quality. Such a checklist shall, at a minimum, include questions about the management practices proposed to reduce the impact of polluted runoff, area of impervious surface to be created, uses of the development that might generate polluted runoff and proximity of the development to coastal waters, drainage ways that lead to coastal waters or sensitive coastal resources.
- Criteria for determining whether a treatment control BMP will be required (criteria shall include, but are not limited to type of land use, size and type of development, proximity to coastal waters, drainage ways that lead to coastal waters, sensitive coastal resources, etc.).

This review procedure shall identify the potential water quality impacts from the development, and prescribe appropriate site design, source control or treatment control BMPs necessary to address those impacts.

21. The Implementation Plan shall include a manual of BMPs to guide project design and engineering for development within the Coastal Zone. The City shall either develop the manual or identify an existing BMP manual (e.g., the latest version of the California Stormwater BMP Handbook). BMPs shall be selected to mitigate both construction and post-construction water quality impacts. The manual shall describe specific BMPs, including type, location, size, implementation and maintenance schedules. The manual shall describe the appropriate use of those BMPs to remove specific classes of pollutants. The manual will also provide guidance on how to size treatment control BMPs to meet the Numeric Design Standard (see Policy 22 below).

22. Where post-construction treatment controls are required, the BMPs (or suites of BMPs) shall be designed to infiltrate and/or treat the amount of stormwater runoff produced by all storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs. The term treatment includes physical, biological and chemical processes such as filtration, the use of bioswales, detention and retention ponds and adsorption media. The actual type of treatment should be suited to the pollutants generated by the development as indicated in the BMP Manual (see Policy 21).

23. Under limited circumstances, where the implementation of a treatment control BMP would typically be required to reduce the impacts of a development on water quality, the City may determine that requiring this structural BMP to be sized to the Numeric Design Standard (Policy 22) is not feasible. In these cases, the applicant may propose an alternative suite of site design, source control and treatment control BMPs which provide, at a minimum, equivalent protection to that provided by a standard suite of site design, source control and treatment control BMP meeting the Numeric Design Standard.

The Implementation Plan shall include a procedure to determine when it would not be feasible to apply the required treatment control BMP(s) designed to meet the Numeric Design Standard and for evaluating whether alternative measures provide equivalent water quality protection. Coastal Development Permit applications that use this alternative shall provide complete explanation of how the proposed project will provide equivalent protection for water quality.

24. The City, property owners, or homeowners associations, as applicable, shall be required to maintain any drainage device to ensure that it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired annually prior to the start of the rainy season. Owners of these devices shall be responsible for ensuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, shall be carried out prior to the next rainy season.
25. Public streets and parking lots shall be swept frequently to remove debris and contaminant residue.
26. To help control the buildup of plastic debris in the marine environment, the City shall require all new or improved development along the shoreline to install refuse and recycling containers at points conveniently accessible to commercial and recreational boaters, and the general public.

4. Proposed LCP Implementation Measures

1. Develop and adopt an ordinance requiring landscaping in new development to minimize irrigation needed through the use of native and drought tolerant plant materials. Such an ordinance shall set forth a list of native landscaping plants and suggested drip irrigation systems to minimize water use, as recommended in Policy 17 in the Locating and Planning New Development Section.

D. Diking, Dredging, Filling, and Shoreline Structures

This section of the LUP addresses the issue of potential shoreline structures that could alter natural coastal processes.

1. Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to shoreline structures that alter natural coastline processes:

30233(a) (in part)...The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible, less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects. (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats, and water circulation. (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary.

30235 Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal dependent uses or to protect existing structures or public beaches in danger from erosion and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply. Existing marine structures causing water stagnation contributing to pollution problems and fish kills should be phased out or upgraded where feasible.

2. Existing Conditions

Existing and planned structures, roads, and utilities along the shoreline are inventoried to supply data necessary for formulation of shoreline structure policies.

- a. Structures and facilities within 200 feet of the shoreline include, from east to west: the culvert that drains overflow from Roberts Lake; two twelve-inch storm drain lines off of Surf Way and Beach Way; the Monterey Beach Hotel and its seawall; Sand Dunes Drive; the Ocean Harbor House condominiums; a culvert draining overflow from Del Monte Lake; and the outfall outlet from the Monterey wastewater treatment plant that remains but is no longer in use. An exposed water pipeline was removed by Cal-Am in 1986, and water service is provided to the Del Monte Beach subdivision by an existing water line off of Del Monte Avenue. In addition, a buried sewer line paralleling the shoreline which transported sewage from the Monterey Beach Hotel to the old wastewater treatment facility on the Navy property has been replaced with a sewer line further inland which transports the hotel's wastewater to the City pump station near Del Monte and Virgin Avenues. This new sewer line will also provide service to the State Beach property for planned future restroom facilities (City of Monterey, June 1991).
- b. Planned facilities include ocean water intake pipes for transporting ocean water to a planned ocean laboratory on the U.S. Navy property.

- c. The LCP area coastline is retreating inland due to coastal erosion. An expected erosion rate of 84 feet in 50 years and 123 feet in 100 years has been estimated along the former Phillips' Petroleum property shoreline (Thompson, 1981). This erosion partially exposed the once buried City sewer pipeline, necessitating its replacement further inland in June 1991, and places the Monterey Beach Hotel and Ocean Harbor House condominiums in the path of near future erosion. A seawall has been built in front of the Monterey Beach Hotel to protect it from erosion and storm wave damage. The Hotel conducts a beach maintenance program in front of its seawall. The Ocean Harbor House condominiums, however, are currently protected by riprap and have been subject to erosion and storm wave damage during periods of intensive storm wave activity.
- d. Extensive use of seawalls or improperly designed seawalls can adversely affect natural coastal processes. A naturally sloping beach dissipates wave energy; however, seawalls and building foundations reflect the wave energy, creating a scouring action near the toe of the wall that can undermine the seawall or foundation and eliminate any beach area in front of the wall. This scouring also reduces the reserve of sand to a level no longer capable of replenishing losses caused by severe storms, thus altering erosional patterns along the shoreline.
- e. There are no ports, navigation channels, boating facilities, or mineral extraction areas that require dredging in the LCP area.
- f. In the LCP area, there are no estuaries or wetlands that require diking, filling, or dredging.
- g. The regional sewer line was set back from Monterey Bay so as not to be subject to erosion or storm damage during the economic lifetime of the sewer line. The Coastal Commission found, in issuing a permit for the sewer interceptor line, that the pipeline alignment proposed by the Monterey Water Pollution Control Agency was not consistent with the Coastal Act and conditioned the permit to relocate the alignment landward. The line was moved based on several factors, including where the Agency could obtain easements, engineering constraints, costs, and erosion hazards. On the former Phillips' Petroleum site (now State Parks property), this resulted in a realignment of approximately 200 feet inland. The Commission did not make a specific finding as to what the erosion rates were along the alignment.

3. LCP Policies

The policy discussion in this section specifically addresses shoreline structures in the LCP areas.

1. Structures built for the protection of public beaches, existing legal buildings, or existing public works projects in danger from erosion shall be designed by a licensed engineer with experience in coastal processes. These structures shall be designed in a manner that will not adversely affect natural shoreline processes or public access to the beach, and shall include a beach maintenance program to prevent or to mitigate for loss of beach near the structure.

Alternatives to new shoreline structures, including but not limited to relocating the threatened structure or sand replenishment, are preferred. Construction of protective structures for the above purposes shall be allowed only if a geotechnical/engineering analysis determines that such protective structures are necessary and are the least environmentally damaging feasible alternative. Development of protective structures for private property shall not encroach on public land.

2. Existing roads, utility pipelines, and sewer lines shall be relocated landward of erosion and storm wave encroachments.
3. Protect public access and the aesthetic character of the coast by ensuring that existing protective structures are maintained in good condition. When any existing protective structure needs to be replaced or substantially reconstructed, review design alternatives, as well as alternative protective management strategies, and determine the best balance among objectives for access, aesthetics and protection of coastal resources (biological, geological and recreational).
4. New development and facilities shall be located with a shoreline setback sufficient to prevent the need for protective structures during the expected life of the development, but not less than a setback to the 100-year coastal erosion line, as determined by qualified professionals using the most current methods and information.
5. Coastal-dependent uses may be protected by shoreline structures.
6. The City shall cooperate and participate in the regional effort to develop baseline studies and ongoing assessments of shoreline erosion and sand supply.
7. Marine installations shall be designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

4. Proposed LCP Implementation Measures

- * 1. Develop standards and guidelines for beach maintenance programs implemented for coastal structures.

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III. PUBLIC AND COASTAL RELATED USE AND ACCESS

A. Shoreline Access

This section of the LCP focuses upon opportunities to preserve, provide, and improve public access to the shoreline of the Del Monte Beach area. The findings of this paper and public comments provided during its review will form the basis for the Public Access Component of the LUP. Refer to Section III.B for discussions on level of use and types of recreation activity. Refer to Section III.C for discussions regarding motor vehicle parking and circulation.

1. Coastal Act Provisions

The following sections in the California Coastal Act of 1976 pertain to the preservation, provision, and enhancement of public access to the shoreline:

- 30210 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.*
- 30211 Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.*
- 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, military security needs, or the protection of fragile coastal resources; 2) adequate access exists nearby; or 3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.*
- 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.*
- 30214(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:*
- (1) Topographic and geologic site characteristics;*
 - (2) The capacity of the site to sustain use and at what level of intensity;*
 - (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses;*

(4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution. (c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

30500(a) Each local coastal program...shall contain a specific public access component to assure that maximum public access to the coast and public recreation areas is provided.

(According to the Commission's LCP Regulations, Section 00042, "The public access component...may be set forth in a separate plan element or it may be comprised of various plan components that are joined together in a text accompanying the submission of the local coastal program. The public access component shall set forth in detail the kinds and intensity of uses, the reservation of public service capacities for recreation purposes where required pursuant to Public Resources Code Section 30254, and specific geographic areas proposed for direct physical access to coastal water areas as required by Public Resources Code, Sections 30210-30224 and 30604[c]).

30604(c) Every coastal development permit issued for any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone shall include a specific finding that the development is in conformity with the public access and public recreation policies of Chapter 3 (commencing with Section 30200).

For the purposes of the above sections, Coastal Commission Interpretive Guidelines define access, as follows:

Vertical Access -- A recorded dedication or easement granting to the public the privilege and right to pass and repass over dedicatory's real property from a public road to the mean high tide line.

Lateral Access -- A recorded dedication or easement granting to the public the right to pass and repass over dedicatory's real property generally parallel to, and up to 25 feet inland from, the mean high tide line, but in no case allowing the public the right to pass nearer than five feet to any living unit on the property.

2. Existing Conditions

The existing shoreline access features of the Del Monte Beach LCP area are shown in

Figure 5. Both existing opportunities for and barriers to public access to the shoreline are depicted.

1. Vertical Access -- In general, formal vertical public shoreline access is centered in two areas -- the City public beach bayward of the Del Monte Beach tract and the state beach served by Sand Dunes Drive. Vertical access at the City public beach is available along the 800-foot-long frontage of Tide Avenue. A turnout with four parking spaces has been provided at the corner of Beach Way and Tide Avenue. The area is signed distinctly as a public beach. Additional signage requests visitors to keep the beach clean. An additional ten parking spaces for visitors are located along Beach Way. On-street parking is available along Surf Way, Tide Avenue, and Beach Way. However, residential parking demand also competes for on-street spaces (see Section III.C for further discussion about parking). Single-family residences are located on the south side of Tide Avenue across from the City beach.
2. East of the Ocean Harbor House condominiums, Monterey State Beach begins again extending 2800 feet as the beach curves northeast to the Monterey Beach Hotel. The beach fronting the Hotel is private property. The City of Monterey / City of Seaside boundary is along the northeast edge of the hotel property. The Seaside Beach portion of Monterey State Beach is immediately north of the hotel property. From that point the State Beach is of continuous ownership for 3500 feet to Tioga Avenue in Sand City except at Bay Avenue where the city street and a stormwater outfall juts onto the beach.

The portion of Monterey State Beach between the Ocean Harbor House condominiums and the Monterey Beach Hotel is known as Del Monte Dunes. This site, which was formerly a petroleum storage tank farm, was acquired by State Parks in 1991. In 2002 a new 4,000-foot segment of the Monterey Bay Recreation Trail was constructed across the property. This new trail provides a scenic connection between the trail along Del Monte Avenue near Casa Verde Street to the coastal trail in Sand City. In connection with construction of the new trail, parking along Sand Dunes Drive west of Monterey Beach Hotel was eliminated. This coastal access parking will be replaced by a new 30-space parking lot adjacent to the hotel. Construction of the lot is expected to begin in spring 2003.

There is an access trail along the south side of the Monterey Beach Hotel seawall. This trail from Dunes Drive to the beach is on State Beach property. Public on-street parallel parking is available on both sides of Dunes Drive in front of the hotel. In addition, an approved 29-space coastal access parking area will be constructed in the Spring of 2003 on State Beach property that is located adjacent to the hotel and Dunes Drive.

Figure 5 Existing Shoreline Access

3. Immediately east of the LCP area, a vertical access point is available at the end of Humbolt Street. No signage or facilities are provided. Although Humbolt Street is in the City of Seaside outside the LCP area, the street end is adjacent to and serves as an access point for the LCP area beach. Also, west of the LCP area, a vertical access point is located at the end of Park Avenue. The access point has a sign identifying it as a State-owned beach, but no formal parking. An additional State Beach connection on the west end of the LCP area exists near Sloat Avenue, where a 60-foot-wide corridor of State-owned property connects the Monterey Recreational Trail/Transportation Corridor with the beach. This connection is unimproved. Adjacent to this, on the Navy property, is a recently completed pedestrian boardwalk connecting the Trail to the beach, and provides a sitting area and nature interpretive signing at the crest of the dune between the Trail and the beach. Signing is provided to inform pedestrians to use the boardwalk to preserve the adjacent dune habitat.
4. Informal access to the shoreline across unconstrained private property is potentially available in a few other locations:
 - (a) Two stairways in the Monterey Beach Hotel seawall allow pedestrian access from the hotel to the beach. The stairways are unsigned. However, the hotel management has stated that they are intended for use by guests only.
 - (b) Access is physically unconstrained on the former Phillips' Petroleum property (now State Parks property) between Del Monte Avenue and the shoreline along approximately 400 feet of the Del Monte Avenue frontage. No posting exists. However, the visual setting of the frontage (elevated off-ramp from State Route 1 and high dune bluff blocking ocean views) provides little or no indication that shoreline pedestrian access is physically available.
 - (c) Pedestrians can reach the beach on the former Phillips' Petroleum property (now State Parks property) from Surf Way via two private condominium parking lot driveways. Due to the presence of the condominiums abutting these routes, the unobstructed pedestrian access is not visually apparent from Surf Way.
 - (d) Currently there is unconstrained pedestrian access across the sand dunes from Dunecrest Avenue and Beach Way to the shoreline at a few points. Also, in this vicinity, undeveloped commercial properties north of Del Monte Avenue and adjacent to U.S. Navy property provide an unconstrained connection between Del Monte Avenue and Dunecrest Avenue via the Dunecrest Court and Roberts Avenue rights-of-way. However, extremely steep topography is a deterrent to pedestrian access over the dunes to the beach at this point. No posting currently exists in these areas. With development of the approved Del Monte Beach resubdivision, access to the beach will be provided via a series of boardwalks, with two accesses from Beach Way and a single access from Spray Avenue. These boardwalks will direct public access through the dunes consistent with protection of the surrounding dune habitat.
5. Lateral Access -- Physically unrestricted lateral access is available along the entire length of the Del Monte Beach LCP area. Lateral access connections are also available east into Seaside's beach and west into the Harbor LCP area's beach. Beach users can travel freely along the front of the Naval Postgraduate School (NPS) property, although

the inland dunes are posted for no trespassing. Further to the east, the Ocean Harbor House condominiums encroach visually toward the beach, and minimal beach width and a public scenic easement exists in front of the condominiums for lateral access. A beach strip with a public easement crosses in front of the Monterey Beach Hotel seawall providing lateral access.

6. Access Signage -- A public access sign is located on Del Monte Avenue at Casa Verde Way and indicates the direction to "Del Monte Beach" (the City-owned public beach). No signage on State Route 1 exists to direct visitors to the State beach. However, signage is located in the Sand Dunes Drive area on the new segment of the Monterey Bay Recreational Trail.
7. Three primary barriers to vertical access occur within the LCP area:
 - (a) the barrier affecting the largest section of beach is the U.S. Navy property for the NPS, but recent completion of a pedestrian boardwalk on the west end of the Navy property (discussed on the previous page), now provides a connection between the Monterey Recreational Trail/Transportation Corridor and the beach. However, a majority of the Navy property between Del Monte Avenue and the shoreline, although unfenced, is posted for no trespassing on both the street and beach sides. Paths through the property indicate that trespassing may be occurring by pedestrians from Del Monte Avenue. The U.S. Navy has stated its position that while limited public access across their land via the boardwalk is acceptable, public access is prohibited on the remaining portions of the Navy property between Del Monte Avenue and the beach, since it could result in harm to sensitive dune habitat and to ongoing experiments at the Oceanographic Laboratory that are sensitive to vandalism (see Appendix A);
 - (b) the abandoned regional wastewater treatment plant on the U.S. Navy property is fenced blocking vertical access from a 700-foot section of beach; and
 - (c) a 2,500-foot-long fence limits access along the State Route 1 freeway between Del Monte Avenue and Humbolt Street.
8. Transit Access -- Two bus stops on the Monterey-Salinas Transit District's bus route along Del Monte Avenue serve access points to the shoreline. Other bus stops are located along Del Monte Avenue in the LCP area, but do not presently serve coastal access points (see Section III.C). The two stops nearest to vertical coastal accessways are:
 - a) Stop at Del Monte Avenue and Canyon Del Rey. This stop serves the Humbolt Street access point to Del Monte Beach, the Monterey Beach Hotel, and the Sand Dunes Drive extension entrance to the undeveloped State beach. Walking distance from the stop to the Humbolt Street access point and the Monterey Beach Hotel is approximately 1,500 feet. Walking distance to the entrance of the State beach is approximately 1,800 feet.
 - b) Stop at Del Monte Avenue and Casa Verde Way. This stop serves the Del Monte Beach subdivision and the City of Monterey section of Del Monte Beach. Walking distance from Casa Verde Way to the City beach is approximately 1,200 feet.

9. Bicycle Access -- The Monterey Recreational Trail/Transportation Corridor, formerly the abandoned Southern Pacific Railroad right-of-way, was completed in 1987. With the exception of a missing, yet unbuilt segment in Seaside, this is a regional Class I (signed and separated) bike path extending from Castroville all the way to Lover's Point in Pacific Grove, and travels through the LCP area. The Monterey Recreational Trail, easterly of Camino El Estero, was accomplished by a joint powers authority consisting of the Cities of Monterey and Seaside and the Monterey Peninsula Regional Park District, who purchased the right-of-way from Southern Pacific Railroad in June 1982. Funds were derived by a grant from the State Transportation Commission. Future use of that portion of the Trail westward up to the old railroad depot near Wharf No. 2 in Monterey for possible future rail passenger service as a link to San Francisco is also envisioned, hence the term 'Transportation Corridor' for this segment of the Trail.

10. Environmentally Sensitive Areas -- Many of the areas open to public access as formal vertical access or potentially available as unconstrained private land cross sand dunes habitat. Most of the dunes areas are currently heavily disturbed by recent construction, destabilized vegetation and foot, or off-road vehicle traffic. Uncontrolled pedestrian and vehicle traffic in dunes habitats inhibits sand stabilization and damages or destroys vegetation. Off-road vehicle activity in the dunes has received local opposition in the past (see Appendix A). The State and U.S. Navy have taken the lead in establishing dunes management programs and control measures for pedestrian or vehicle traffic exist in the LCP area.

The California Department of Parks and Recreation has completed an extensive dune restoration and management program for the State beach property, and is planning for the provision of walkways to control pedestrian traffic in the near future. Signs prohibiting off-road vehicle use have been posted on the State beach property by the State Department of Parks and Recreation. The placement of barriers would provide more effective control.

The U.S. Navy has posted signs identifying the Navy dunes between Del Monte Avenue and the Navy beach as a habitat restoration area, and has provided a pedestrian boardwalk for beach access around this habitat.

11. Prescriptive Rights -- Prescriptive rights, or implied dedication, involves the right of the public to pass over private land where the public has been allowed to pass over this land with no restrictions for a period of time. Regarding the determination of the existence of prescriptive rights, only the courts can conclusively determine the presence or absence of prescriptive rights. As required by the Work Program, staff has identified the Del Monte Beach access points shown in Figure 5. No additional access points were identified at the citizens' meetings or in written correspondence regarding Working Paper No. 2. As all the access points shown in Figure 5 are publicly owned and, thus, are not endangered by development on private lands, the existence of probable prescriptive rights was not found along Del Monte Beach. No request has been made by the Coastal Commission to the Attorney General's office to pursue an investigation of prescriptive rights in the Del Monte Beach area, nor to Coastal Commission staff's knowledge has the Attorney General's office initiated such an investigation.

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3. LCP Policies

The policy discussion in this section specifically addresses protection, enhancement, and provision of public shoreline access. Figure 6 depicts the major potential policies discussed below.

1. The existing vertical access in the LCP area shall be protected, including, but not limited to, the available access to the beach at Sand Dunes Drive, along Tide Street and at the ends of Surf and Beach Ways. The formalized parking areas along Beach Way and at the corner of Beach Way and Tide Avenue, as well as existing signage, shall be maintained.
2. Public access improvements to the open space areas in the Del Monte Beach Re-Subdivision shall be provided and shall include boardwalks, park improvements such as benches and trash receptacles, and interpretive displays/signs.
3. The existing vertical access point available at the end of Humbolt Street just east of the LCP area shall be protected and improved, as recommended in the Laguna Grande/Roberts Lake LCP Land Use Plan. Improvements in that LCP include parking, passenger loading area, provision of an easement over the beach, and a pedestrian way.
4. The existing vertical access point to the state owned beach available at the end of Park Avenue just west of the LCP area shall be protected and improved in the Harbor LCP Land Use Plan.
5. Upon designation of the California Coastal Trail (CCT) in the Del Monte Beach area, the City shall implement a signing program for the CCT, in conjunction with the State. Figures 5 and 6 (Shoreline Access) in the Del Monte Beach LUP shall be updated to identify the CCT.
6. The City supports the recently constructed pedestrian boardwalk by the U.S. Navy, which provides vertical access across the NPGS land from Del Monte Avenue to the beach, and shall coordinate a connection of this boardwalk with the approved and budgeted Recreation trail staging/resting area at Sloat and Del Monte Avenues adjacent to the Recreation Trail, as shown in Figure 6.
7. Pedestrian improvements shall be included in any proposed improvement at the Casa Verde Way/Roberts Avenue entrance to the Del Monte Beach subdivision as part of the Del Monte Avenue widening project.
8. The vertical access linkage outside the LCP area along Canyon Del Rey Boulevard connecting Del Monte Avenue and the former Southern Pacific Railroad right of way to the beach shall be strengthened with appropriate signage and pedestrian/bicycle improvements in conformance with policies in the Laguna Grande/Roberts Lake LCP Land Use Plan.

Figure 6 - Public Access Component

- * 9. Signage clearly indicating the location of coastal access points shall be provided at the points shown in Figure 6, and shall include, where possible, signage from the beach to the Recreation Trail. Adequate signage shall be required upon development of new access. Placement and maintenance shall be according to the following:
 - a) Signs shall be maintained and replaced when necessary so that they are readable.
 - b) Signage shall be provided where essential; sign clutter shall be minimized.
- 10. Existing lateral access along the entire length of the LCP area beachfront shall be protected and maintained at currently available widths at a minimum, and widened where feasible.
- 11. A public access management plan shall be prepared that addresses the potential for monitored public access (e.g., native plant tours or research access) in the protected habitat areas of the Del Monte Beach re-subdivision. The management plan shall also include specific measures to control and minimize negative impacts to the dunes and sensitive resource values from potential overuse by the public. The plan shall state the entity (e.g., the City, the Monterey Peninsula Regional Parks District and/or a private security firm) responsible for implementation of public access regulations (e.g., no access off the boardwalks, no dogs off leash), the dates and times when enforcement personnel will be on patrol in the open space/habitat areas (with specific attention to summer holiday periods such as July 4th, and Friday and Saturday nights). The plan should detail the implementation measures needed to protect the sensitive dune areas from indiscriminate access.
- 12. Existing transit access to coastal access points shall be maintained. New vertical accessways could be served by existing bus stops. Information describing transit service to coastal access points shall be provided for bus passengers on the buses traveling along the Del Monte Avenue route.
- * 13. Signage along the existing Class I bicycle path and pedestrian trail shall be provided along the path indicating where vertical coastal access is available.
- 14. Where pedestrian access over sand dunes restoration or protection areas is provided, trails shall be controlled through proper signage, design of trail routes and provision of boardwalks to enhance stabilization and restoration of valuable sand dunes habitat. Placement and design of these walkways shall be as follows:
 - a) The recently completed U.S. Navy pedestrian boardwalk shall set the example with its good design, proper placement, and sitting area with nature interpretive signing.
 - b) The City shall continue to provide boardwalk access along the beach frontage from Surf Way to Beach Way, paralleling Tide Avenue, including handicap access.
- * 15. The City shall coordinate with the U.S. Navy for possible future use of any abandoned areas of the former wastewater treatment plant for public parking and access. Public

improvements envisioned include bike racks, restrooms, and picnic facilities, with access via the existing road off of Del Monte Avenue.

16. Temporary events shall minimize impacts to public access, recreation, and coastal resources. A coastal development permit shall be required for temporary events that meet all of the following criteria:
 - 1) Held between Memorial Day and Labor Day;
 - 2) occupy any portion of a public, sandy beach area; and
 - 3) involve a charge for general public admission where no fee is currently charged for use of the same area. A coastal development permit shall also be required for temporary events that do not meet all of these criteria, but have the potential to result in significant adverse effects to public access and/or coastal resources.
17. Temporary events shall be scheduled in a staggered manner throughout the summer months so as to not unduly limit unimpeded beach public access. Temporary events shall not block through lateral and vertical access, shall provide low fencing (as appropriate) to demarcate the temporary event area from the public area, shall include signage informing the public of the temporary event and any fees associated with the event and available public access around the event. The operator of the temporary event shall restore (e.g., remove temporary fencing/signs/trash, undertake beach grooming, etc.) the area to pre-event conditions within 48 hours of conclusion of the temporary event.

4. Proposed LCP Implementation Measures

- * 1. Revise the Subdivision Ordinance and development procedures to establish public access improvements, easements and dedications.
- * 2. Develop a signage program to locate public access points.
- * 3. Develop design guidelines for controlling foot traffic over sand dunes.

B. Recreation and Visitor-serving Facilities

This section of the LUP focuses upon the recreation opportunities, activities and use levels, and the visitor-serving facilities in the LCP area. Maintenance programs for the beach area are also discussed herein. Please refer to Section III.A for discussions addressing public access and Section III.C for parking and circulation issues.

1. Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the protection, enhancement, and provision of recreational opportunities, and to the provision of visitor-serving facilities:

- 30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against impacts -- social or otherwise -- of overcrowding or overuse by the public of any single area.*
- 30213 Lower-cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not: (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.*
- 30220 Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.*
- 30221 Oceanfront land suitable for recreational uses shall be protected for recreational use and development, unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for the area.*
- 30222 The use of private land suitable for visitor-serving commercial recreation 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 industries.*
- 30223 Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.*
- 30250(c) Visitor-serving facilities that cannot feasibly be located in existing development areas shall be located in existing isolated developments or at selected points of attraction of visitors.*

For the purposes of the LUP, the following definitions are provided in the Commission's LCP manual:

"Visitor-serving facilities" means public and private developments that provide accommodations, food, and services, including hotels, motels, campgrounds, restaurants, and commercial recreation developments, such as shopping, eating, and amusement areas for tourists.

"Commercial recreational facilities" means facilities serving recreational needs, but operated for private profit (e.g., riding stable, chartered fishing boats, tourist attractions, and amusement or marine parks).

2. Existing Conditions

Existing recreation use and visitor-serving facilities in the Del Monte Beach LCP area are depicted in Figure 7. Existing use, resources, and facilities are described, as follows:

1. Public Recreation Areas -- Two public recreation areas are located in the Del Monte Beach LCP area. The largest is the State beach immediately west of the Monterey Beach Hotel. Current facilities at the State beach include litter barrels, portable public toilets, and a portion of the recreation trail. Access is available from Sand Dunes Drive and parking is restricted to the street shoulders and an unpaved turnaround area. The State beach is mostly open sand with limited vegetation. The City-owned Del Monte Beach provides a seven-acre public beach area bayward of Tide Avenue. Facilities at the beach consist of litter barrels and a sand volleyball court. A small turnout at the foot of Beach Way provides short-term and handicap parking, and on-street spaces provide daytime parking on Tide Avenue. Most of the City beach consists of open sand with a small, densely-vegetated dunes area near its western end. A third public beach area in the vicinity (but outside the LCP area) is an undeveloped State beach property abutting the NPS property on the western edge of the LCP area. Vertical access to this State beach is provided by the recently completed boardwalk from the Recreational Trail across the Navy property.
2. Private Recreation and Visitor-serving Facilities -- The Monterey Beach Hotel at the eastern end of the LCP area is the only visitor-serving commercial recreational facility in the LCP area (the commercial development along the north side of Del Monte Avenue is not visitor oriented). The Hotel consists of 196 rooms, a 160-seat restaurant, a 100-seat lounge, and supporting meeting and banquet facilities. Visitor-serving commercial uses in the Monterey coastal zone as a whole are concentrated in the downtown, harbor (Fisherman's Wharf), and Cannery Row areas. Additional visitor-serving commercial uses are planned in the LCP process for the Cities of Seaside and Sand City, immediately east of the Del Monte Beach LCP area.
3. Planned Recreation Facilities -- Planned recreation facilities in the Del Monte Beach LCP area include the continued development of the State property as a day use beach facility. A formal general plan for the State beach was completed in May 1987 by the State Department of Parks and Recreation for the State's beach holdings in the southern part of Monterey, including this property, called the South Monterey Dunes Project. Preliminary plans for the area show proposed improvements at the State Beach unit adjacent to the Monterey Beach Hotel, to include formalized parking for 29 vehicles, picnic area, comfort station, controlled beach access, and an interpretive shelter with displays. The schedule for construction of these facilities is uncertain, except for development of the 29-space parking lot, which should be completed in spring 2003. In the early 1990's, State Parks acquired the adjacent Phillips Petroleum property. Two

other planned recreation facilities are located just outside the LCP area in the City of Seaside, Roberts Lake, and Laguna Grande. Both are within the coastal zone and are discussed in detail in the Laguna Grande/Roberts Lake LCP Land Use Plan. Facilities for swimming, model boating, picnicking, play fields, boating, and fishing/ fly casting are proposed in master plans for the two lakes (see the Laguna Grande/ Roberts Lake LCP Land Use Plan for additional discussion)

4. Recreation Activities -- Existing recreation activities occurring in the LCP area emphasize the use of the sandy beach. Sunbathing, reading, relaxing, jogging, and walking on the beach and adjacent open sand are the most common activities. Swimming and surfing also occur, primarily off the City and State public beaches. Informal picnicking in open sand areas behind the beach has also been observed. Off-road vehicles have been observed using the State beach property. Visitors also often park at beach access points and remain in or around their cars. The City of Monterey has adopted an ordinance prohibiting the use of off-road vehicles on City beach property. Similarly, the State prohibits such vehicle use on their beach property. The State Department of Parks and Recreation is purchasing signs and an all terrain vehicle for enforcement of this regulation at the State beach in the LCP area and other nearby State beach land. Another key attraction to the LCP area in recent years is the Monterey Recreational Trail, where pedestrians, joggers, bicyclists, and walkers can enjoy a peaceful walk or ride without the conflicts of vehicular traffic. The Trail follows along the southern boundary of the LCP area, paralleling Del Monte Avenue.
5. Recreation Use Levels -- A systematic survey of use levels and timing was not practical in the context and schedule of the analysis for this working paper. However, a written survey of residents and property owners in the populated portion of the LCP area was done by the City in January 1990 and provides some insight into the local levels of use. In addition, the original preparation of this LCP in 1982 and 1983 included spot surveys conducted by City staff to estimate the types and levels of recreation use, and information gathered from local residents and agency officials who are knowledgeable regarding activities at Del Monte Beach (e.g., City Parks staff, Regional State Parks staff).

In general, the physical beach area receives a level of public use that currently does not appear to approach the recreation use capacity of the beach itself (capacity of the streets and parking support areas is addressed below). Spot observations on weekend and weekday afternoons during April, 1982, identified a total usage of 100 to 150 persons along the LCP area beach at a single time. The most popular activities observed were walking, sunbathing, jogging, and relaxing. Swimming activity was observed to be light, although information from local residents indicate that both swimming and surfing can reach moderate levels with good weather conditions. The most heavily used sections of the LCP area beach are: (1) the City beach and Ocean House apartments frontage; and (2) the Monterey Beach Hotel and State beach vicinity.

In the early 1980's, when Sand Dunes Drive had been closed by the City for safety/security reasons, use of the City beach/Tide Avenue area had increased markedly. The reopening of Sand Dunes Drive on April 26, 1982, did not result in the expected shift of the beach use from the City beach back to the undeveloped State beach area.

Figure 7 - Existing Recreation Uses and Visitor-Serving Facilities

Behind the beach and adjacent open sand, use levels appear to decrease considerably until one reaches the Recreational Trail further inland, adjacent to Del Monte Avenue, where the Trail experiences heavy use on weekends. City staff observed no persons using the undeveloped private dunes area west of Beach Way during spot observations. The presence of tracks and litter in the sand indicates that some use of this area appears to occur. Similarly, only one person was observed sunbathing by City staff in the dunes of the Phillips' Petroleum property. Litter and off-road vehicle tracks also indicate that the property does receive some use. The no trespassing signs posted along the tops of the fore dunes on the NPS property restricts recreation use to the beach and front fore dune slope. Pedestrian trails across the NPS land indicate that some trespassers appear to use the Navy property, prompting the recent installation of the pedestrian boardwalk by the Navy on the west end of the dunes to minimize pedestrian foot traffic across the sensitive dune habitat.

Further inland from the beach and dune areas is the now-popular Monterey Recreational Trail. As this is a regional Class I bike path, many of those who use it are bicycling to and from points outside the LCP area. However, extensive local resident use also occurs, as indicated in the January 1990 City survey done in the Del Monterey Beach residential neighborhood. The survey revealed that a majority of the adult residents use the Trail after work for walking or bicycling, and that even more residents would use the Trail more frequently if it had adequate night lighting, and problems of speeding bicyclists and vagrants were resolved.

Specific estimates of visitors per day or vehicles per day for describing recreation use levels are not available for the LCP area. According to discussions with residents and City staff, warm, low wind, summer weekend afternoons represent the peak use periods for the beaches in the LCP area. Holiday weekends have attracted large numbers of visitors to the beach area during the Fourth of July holiday, necessitating closure of vehicular access through the residential neighborhood of Del Monte Beach on the July 4th evening, due to extreme traffic congestion and emergency vehicle access concerns. Weekday afternoons with favorable weather conditions also support comparatively heavy use. Wind, temperature, fog, and overcast conditions common along this exposed shoreline can often restrict use levels on this beach. The capacity of support facilities appears to be another important limiting factor in the level of use along the beach.

Near future use levels are expected to increase slowly with area-wide population growth. If the two major vacant private property areas are developed (Phillips' Petroleum and undeveloped subdivision land), significant additional beach use demand would probably be generated. When the State beach facilities are fully developed, increased day beach use would probably be attracted to the LCP area. Until either the private property or State beach land is developed, significant increases in recreational use of the LCP area beaches would not be expected.

6. Origins of User Groups -- No survey of visitors to the LCP area was available for this analysis. However, the local resident survey conducted by the City in January 1990 provides some insight into the origins of the users of Del Monte Beach. Recreational visitors to the area consist of several apparent user groups. The largest groups of visitors to the area are the residents of the existing Del Monte Beach subdivision, other local Monterey or Seaside residents, and to a certain extent military personnel from nearby Fort Ord, although discussions between the City and the Army regarding suspected drug

and loitering activities have resulted in a decline in military visitors to the beach on evenings and weekends. Guests at the Monterey Beach Hotel and a small number of knowledgeable tourists probably represent other user groups. The January 1990 survey indicated that many Del Monte Beach residents located here to be close to the beach and ocean, which provides an open space setting.

Most non-resident recreational users of the LCP area appear to arrive by automobile, parking their cars at Humbolt Street, on the Sand Dunes Drive extension, or along the City beach (Tide Avenue and the small turnout at Beach Way). Residents of the Del Monte Beach subdivision are within easy walking distance of the beach. Guests at the Monterey Beach Hotel would, of course, park at the hotel. Some users of the beach reach the area along the available lateral access from points in Monterey west of the NPS property, such as from Wharf No. 2 in the harbor area.

7. Beach and Support Facility Capacity -- Beach and Support Facility Capacity -- The capacity of the existing accessible, public beach and adjacent open sand area to support recreation use appears to considerably exceed the capacity of current support facilities, specifically parking areas. The City and State properties together provide approximately 69 acres of accessible, publicly-owned recreation land in the LCP area. The linear beach strip in front of the NPS land and private property provides approximately an additional 11 acres, for a total of about 78 acres of publicly accessible beach and open sand recreation area. Based upon observations of recreation use and the amount of land available, the beach area could be characterized as currently under used. Section III.C of the LUP discusses the available parking area in greater detail. The total available parking area serving existing vertical access points appears to be able to accommodate approximately 200 vehicles. Most of this supply represents on-street parking or informal, unmarked turnouts and cul-de-sacs. In the Del Monte Beach subdivision, recreational parking competes with residential parking on Tide Avenue, Surf Way, and Beach Way. Congestion on heavy-use days from beach visitors' vehicles has occurred regularly on these streets and they can be characterized as overcrowded on heavy-use days. Parking demand at other points of access also appears to fill the available capacity on heavy-use days. However, congestion is not as apparent an issue, since no conflict with residential parking and traffic occurs at Humbolt Street or along the Sand Dunes Drive extension.
8. Recreation Use Conflict and Safety/Security Issues -- A history of concern by local residents exists related to effects of beach recreation use on the residential neighborhood of the Del Monte Beach subdivision. These concerns are now documented in the January 1990 resident and property owner survey done by the City. In addition to the survey, testimony provided at the seven public workshops held between March and November 1991 verify concerns residents have repeatedly expressed over the years during the LCP preparation process.

Residents have noted that safety and security problems have occurred repeatedly as a result of inconsiderate and illegal behavior by some beach area users. In past years when the extension of Sand Dunes Drive had been intermittently closed to the public (covered with sand) by the City due to crime and litter problems peak use periods at the City beach resulted in parking conflicts and congestion on Tide Avenue, Beach Way, Surf Way, and Seafoam Avenue. The re-opening of Sand Dunes Drive did not result in the anticipated shift in beach activities back to the State Beach, and suspected criminal activities and loitering resulted in limitations to parking on Tide Avenue to daytime only, and the limitation of parking in the small turnout at Beach Way to short-term

parking. These limitations were enacted by the City at the request of neighborhood residents.

In addition to suspected criminal activities and loitering, heavy beach use over the years has resulted in a substantial amount of broken glass on Del Monte Beach, posing a safety hazard.

The above-mentioned inconsiderate and illegal behavior on the part of some users has been an important factor for local personal safety and security concerns along the entire beach area.

Inland from the beach, safety concerns on the Monterey Recreational Trail include speeding bicyclists, lack of night lighting, and the presence of vagrants in the heavily-wooded eucalyptus grove adjacent to the Trail on the Navy property.

9. Beach Maintenance -- The City of Monterey employs a full-time beach maintenance person who mechanically cleans the beach every work day. The dunes area is cleaned by hand.

Along the improved block of Tide Avenue fronting on the City beach are eight trash barrels. The City of Monterey contracts with the local garbage service to empty these trash barrels twice a week. The number of trash barrels has been doubled since 1982, based on observed demand; in previous years, trash barrels were observed to be completely full with litter scattered around them on the beach. No maintenance programs presently exist for the section of beach that is part of the vacant private dunes parcel between the existing subdivision and the State beach. The Monterey Beach Hotel does not presently clean the portion of the beach in front of its property. The hotel used to have machinery, but it found this machinery to be too expensive. Periodically, a private contractor is hired to move sand in to protect the seawall.

The California Department of Parks and Recreation and the City of Monterey have entered into a memorandum of understanding regarding the maintenance of the State beach property. The State provides grounds cleaning, emptying of the eight trash barrels on the site, and cleaning of the restrooms. Currently, this maintenance occurs three times a week. It is expected to increase to a daily bases as use levels rise during the summer. The City of Monterey maintains Sand Dunes Drive (a city street) and services the chemical toilets. Both State rangers and City police provide vehicle patrols to the area several times per day.

10. Suitability of Undeveloped Areas for Recreation and Visitor-serving Uses -- Suitability of Undeveloped Areas for Recreation and Visitor-serving Uses -- Three major undeveloped areas exist in the LCP area that are considered in this analysis for possible recreation use, visitor-serving facilities, or recreation support: (a) State beach property; (b) the portions of the Navy property on and around the abandoned sewer treatment plant, if a long-term lease between the City and the Navy is obtained or the NPGS property is transferred to non-federal public ownership; and (c) the vacant residential lots of the Del Monte resubdivision west of Beach Way; and undeveloped individual lots within the existing Del Monte Beach subdivision between Beach Way and Surf Way (for neighborhood recreation use only) (see Figure 7). The City beach is considered to be already reserved and developed for recreation use (although improvement in support

facilities is considered elsewhere in this LUP). The triangular, vacant parcel between the former Phillips' Petroleum property and the freeway is also excluded, since it is landlocked, almost entirely steeply sloped, and visually and spatially remote from the beach. In addition, the vacant commercial parcels fronting the Recreational Trail and Del Monte Avenue are excluded from consideration due to the extremely steep topography in this area.

- a). The State beach property is the most suitable of the four areas for lower cost, recreation facility development. It is sufficiently large (22 acres) and has available vehicle access via Sand Dunes Drive and Humbolt Street to State Route 1. Its 1,400 feet of bay frontage and scenic views are resource assets for beach recreation activities. Since the property is already in State ownership and planned for development, it is considered in this analysis to be a major future, lower-cost recreation facility for the LCP area that is reasonably assured of implementation. This property, when developed, would also provide a major increase in support facilities with the planned 29 parking spaces and public restrooms. The State Parks property includes the former Phillips' Petroleum property, which consists of 37.6 acres and includes approximately 1,100 feet of bay frontage. It is currently without access from a developed public roadway or right-of-way. Residential uses abut the western side of the parcel and the remaining State beach property abuts its eastern side
- b). The portion of the Navy property on and around the abandoned wastewater treatment plant should be considered an important future resource for public use. The recently completed boardwalk provides access through the Navy property off of the Recreational Trail and accomplishes its purpose of preserving the dune habitat on the crest of the Navy dunes. However, this access is limited to pedestrians only. The existing road leading into the property and the Navy beach area could become an excellent coastal access point for vehicular traffic, with a possible parking support area with RV parking and recreational improvements for picnicking. Because of the sensitive dune habitat, these improvements would have to be limited to the disturbed area in the vicinity of the abandoned wastewater treatment plant. Public use of this portion of the Navy property would require negotiations with the Navy, or might be possible if this area were ever declared surplus federal property.
- c) The approved Del Monte Beach re-subdivision will re-subdivide a total of 60 parcels (38 private and 22 public) into a cluster of 14 developable parcels, with the remaining parcels merged and preserved as open space/habitat areas. The majority of the dune area seaward of Seafoam Avenue will be retained as open space. Boardwalks will be developed through this portion of the dunes, with two accesses from Beach Way and a single access from Spray Avenue. Although this area will not be available for active recreation due to the need to protect dune habitat, it will be available for passive recreation activities, such as walking.

Existing single-family residences are adjacent to this area on the east and south sides. A visitor-serving use would be potentially incompatible with single-family residences in such close proximity, especially if nighttime visitor activities occurred. The lots closest to the City beach may be potentially suitable for an expanded public, passive recreation area. However, the availability of current and future similar areas elsewhere in the LCP area indicates the need to assess whether recreational activities are adequately provided for in the area (see Item 11 below).

11. Adequacy of Public and Commercial Recreation Facilities -- Adequacy of Public and Commercial Recreation Facilities -- Approximately 69 acres of City- or State-owned beachfront land and an additional 11 acres of publicly accessible beach in front of federal and private property is available for lower-cost, beach-oriented recreational activity in the LCP area. This constitutes approximately 35% of the total LCP land area (or 42% of the land area within the legal authority of the Coastal Act, excluding the federal NPS property). In addition, a second State beach property abuts the LCP area to the west and recreation facilities exist around Roberts Lake and Laguna Grande to the southeast. Based upon the current understanding of existing and expected future demand for recreation activity along this beach, it appears as if sufficient acreage has been reserved in the City and State areas to adequately provide for lower-cost recreation opportunities in the LCP area for visitors. While many of the Del Monte Beach residents use the beach as a park, the need for an active play area for children in the subdivision was identified in the January 1990 City survey.

Using a state-wide standard of four acres of active park land/1,000 population, the existing Del Monte Beach neighborhood has a deficit of 3.7 acres of active park land. The existing municipal beach is a passive park area and does not fulfill the active park standard. On July 21, 1992, the Monterey City Council adopted a policy to pursue the development of an active neighborhood park through opportunity buying of any existing undeveloped lot or lots that may become available.

If additional acreage is desired for visitors, that portion of the Navy property on and around the abandoned wastewater treatment plant appears to be the most suitable locations for recreation land, subject to a future long-term lease between the City and the Navy or transfer of the Navy property to non-federal public ownership.

The Monterey Beach Hotel provides a major visitor-serving commercial development in the LCP area with hotel, restaurant, lounge, banquet, theatre, and conference facilities (see Item c). Due to a surge of hotel development in Monterey in the early 1980's and local public pressure to curb this development, a moratorium on additional hotel sites in the City of Monterey was enacted in 1986. Since that time additional hotel development proposals along the shoreline in Sand City have met with local opposition and have not received Coastal Commission approval to date (City of Monterey, June 1991). One additional shoreline site for possible hotel development was on the small beach area between Monterey and Sand City, within the Seaside city limits, but this area has recently been acquired by a public agency for open space preservation. Seaside's current efforts are toward the development of two major hotels fronting the east side of Laguna Grande Lake, in addition to the Days Inn completed in 1986. Give local opposition to future hotel development along the shoreline, the surge of hotel development in the early 1980's, and the planned facilities in Seaside, there appears to be a sufficient supply of commercial visitor-serving accommodation facilities in the area to adequately provide for overnight visitor-serving needs.

3. LCP Policies

The policy discussion in this section specifically addresses the provision of lower-cost recreation and visitor-serving facilities in the Del Monte Beach LCP area.

1. The City shall encourage the State to improve the lower cost recreational and parking facilities, including new restroom facilities, at the State owned beach west of the

Monterey Beach Hotel as soon as possible. This area is considered the major lower cost recreation facility for the LCP area.

2. The Monterey Beach Hotel site shall be retained and protected for continued visitor serving commercial facility use in the LCP area.
3. Future designation of the California Coastal Trail (CCT) shall incorporate the existing Del Monte Beach segment of the regional recreational trail. The City shall participate in future statewide efforts regarding the development and use of signage for the CCT.
- * 4. Support facilities (e.g., parking, restrooms) for beach recreation shall be expanded in the LCP area at the Planned State Beach facility (29 parking spaces are planned). If expanded beach recreation occurs on the Navy property, support facilities shall be expanded on or around the abandoned wastewater treatment plant if feasible, and if a future long-term lease between the City and the Navy is obtained or the Navy property is transferred to non-federal public ownership. The existing support parking at the Beach Way turnouts shall remain a short-term public parking area and shall be posted as closed from 12:00 midnight to dawn.
5. More frequent police patrol of the City and State beach areas shall be considered to enhance public security and safety and to enforce the following:
 - a) prohibition of off-road vehicles on dunes and beach areas;
 - b) noisy parties in neighborhood and on beach, in response to a direct complaint registered with the Police Department;
 - c) illegally parked cars in time-limit and handicapped designated parking spaces on Tide Avenue and in public parking area at Tide and Beach Way, especially on weekends and holidays;
 - d) illegally parked cars on sidewalks
 - e) speed violations, particularly on Surf Way, Tide Avenue, and Beach Way
 - f) stop sign violations
 - g) enforcement of one-way circulation violations
 - h) drunk and disorderly conduct on the beach.
- * 6. The need for additional litter barrel pickups and beach area cleaning beyond normal schedules at the City Beach shall be monitored. The City shall continue to use sand screener machinery used to remove broken glass from the beach.
7. Off-road vehicles shall be prohibited from the public sand dunes and beach areas of the LCP area due to environmental damage and safety hazards that result from their use. The prohibition of all motorized vehicles on the public beach, except for beach maintenance vehicles, as set forth in Section 20-45 of the Monterey City Code, shall be strictly enforced. The State shall be encouraged to increase enforcement, as they have planned.
- * 8. In addition to the planned restroom facility improvements at the State beach, the development of another permanent public restroom facility elsewhere in the LCP beach area shall be investigated. Such a facility should include at least one shower and changing area.
- * 9. A Recreation Trail staging/resting area shall be developed on the former SPRR depot across from the Naval Postgraduate School entrance on Del Monte Avenue. Improvements shall include public parking and restroom facilities.

10. The City of Monterey should pursue the development of an active neighborhood park through opportunity buying of any existing undeveloped lot or lots of sufficient size which may become available in the neighborhood as a whole. This shall be accomplished through lot combining for an active play area for youth and adults to meet the neighborhood park deficit as much as possible. Amenities in the park could include barbecue facilities, play equipment, and a youth area. The park shall not be located on the open space/habitat areas as approved in the Del Monte B each re-subdivision.
- * 11. The City of Monterey should investigate the possibility of installation fire rings or other fire containers on the municipal beach, possibly near Beach Way.
12. Allowable uses on the beach include general recreational uses such as walking, picnicking, sunbathing, etc. Allowable types of development include installation of restrooms, lifeguard towers, fire rings, and trash receptacles, as well as other public access improvements. The size of new structures on the beach (e.g., lifeguard towers) shall be minimized. The footprint of existing structures on the beach may not be increased. Allowable beach management activities include the use of mechanized equipment on the beach for regular maintenance operations, including beach cleaning (e.g., sifting and litter removal), seasonal debris removal operations as necessary depending on weather conditions, and safety activities including use of lifeguard vehicles or other emergency machines. Maintenance activities shall be scheduled to prevent conflict with access and recreational use of the beach by the public. Temporary events on the beach that meet the criteria described in the “Public Access” section shall require coastal development permits.

4. Proposed LCP Implementation Measures

- * 1. Revise the Zoning Ordinance to incorporate Use Permit standards for dedication of coastal recreation/open space land.
2. Conduct a monitoring program to determine needs for additional litter barrels, pickups, and beach maintenance at public beaches.
- * 3. The Del Monte Beach Neighborhood Association should monitor any opportunities for opportunity buying of property within the developed portion of the neighborhood for park purposes, and notify the City if such property becomes available.
- * 4. Improve the beach area fronting Tide Avenue with sitting benches and low-lying native vegetation.
5. Identify a location for the development of a public restroom facility.

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C. Public Works

This section of the LUP addresses coastal issues related to vehicular circulation, parking, transit service, and local sewage collection. Storm drainage, water supply, and regional wastewater treatment are discussed in Section II -- Natural Coastal Resources.

1. Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the provision of adequate public parking, circulation, and sewage facilities to serve development in the Del Monte Beach LCP area:

- 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...*
- 30254 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services the coastal dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall both be precluded by other development.*
- 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 non-automobile 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 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 on-site recreational facilities to serve the new development.*
- 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, or overcrowding or overuse by the public of any single area.*

2. Existing Conditions

The existing circulation system and parking supply and the past and presently proposed circulation improvements are depicted in Figure 8. The current circulation, parking, and local sewage collection systems are described, as follows:

- a. Regional Access -- State Route 1, a four-lane freeway, provides regional access to the vicinity. Three interchanges serve the LCP area, two in Monterey at Del Monte Avenue and Casa Verde Way, and another in Seaside at Humbolt Street/Canyon Del Rey Boulevard. Full directional interchanges are provided at each location. Table 4 presents the most recent available ramp volumes for each interchange. Since the interchanges are closely spaced, freeway traffic in the LCP areas is not concentrated at a single point. Current daily traffic volumes on the freeway average approximately 71,000 vehicles per day between Del Monte Avenue and Canyon Del Rey. Average daily volume has increased since 1979, when 35,000 vehicles per day traveled the freeway.
- b. Major Local Streets -- The major east/west arterial in the LCP area is Del Monte Avenue, which extends from the Monterey downtown through the LCP area and into Seaside and Sand City. In the LCP area, Del Monte Avenue has a five-lane, divided section. There are no provisions for parking on the roadway. Traffic signals and median left-turn lanes have been installed at major intersections.

Humbolt Street/Canyon Del Rey runs in a northwest-southeast direction at the eastern edge of the LCP area. The route is designated Humbolt Street north of State Route 1 and Canyon Del Rey (State Route 218) south of State Route 1. Humbolt Street has a 40-foot-wide, two-lane roadway section, and ends just beyond the Monterey Beach Hotel driveway near the beach.

Canyon Del Rey extends through Seaside and Del Rey Oaks, ending at a junction with the Monterey-Salinas Highway (State Route 68). North and south of Del Monte Avenue, Canyon Del Rey is a four-lane facility. Signals and median left-turn lanes have been installed at its intersection with Del Monte Avenue. There is a full diamond interchange with State Route 1. Traffic controls at this interchange consist of stop signs at the off-ramps.

Casa Verde Way, a designated collector, is a two-lane street extending southerly from Roberts Avenue in the Del Monte Beach subdivision to Del Monte Avenue, State Route 1, and North Fremont Street. It is currently the only access street to the subdivision. There is an at-grade crossing of the Monterey Recreational Trail/Transportation Corridor between Roberts Avenue and Del Monte Avenue. While train operations have ceased on this portion of the railroad for many years, the reinstatement of passenger rail service from San Francisco to Monterey may occur in future years. This street has a traffic signal at its intersection with Del Monte Avenue, including protected and signaled left-turn lanes on Del Monte Avenue.

Sand Dunes Drive is a two-lane street connecting the State beach property and the Monterey Beach Hotel to Humbolt Street. Beyond the Monterey Beach Hotel, the street ends at the State beach parking lot area. The sand dunes bike trail extends along the Sand Dunes Drive right-of-way into the State Parks land in the dunes. The parking lot is currently open to the public during daylight hours.

- c. Del Monte Beach Subdivision Streets -- Roberts Avenue, Surf Way, Tide Avenue, and Beach Way form a loop road system serving the Del Monte Beach subdivision. Roberts Avenue is one-way eastbound, and all traffic entering the subdivision has to turn right on Roberts Avenue to Surf Way. Roberts Avenue has a relatively steep downgrade from Beach Way to Casa Verde Way and an upgrade from Casa Verde Way to Surf Way. The roadway width varies from 16 to 20 feet, and a sidewalk has recently been installed on both the uphill and downhill parts of Roberts Avenue leading to and from the Del Monte Beach neighborhood. Surf Way is a one-way, northbound street from Roberts Avenue to Tide Avenue. Tide Avenue is one-way westbound from Surf Way to Beach Way, and Beach Way is one-way from Tide Avenue south to Roberts Avenue. All of these are residential streets with varying widths and with intermittent frontage improvements (most have a substandard cross section). With the exception of Tide Avenue, on-street parking is allowed at all times, which occasionally reduces the effective traffic section to a single lane. On Tide Avenue, parking is prohibited at nighttime to eliminate off-hour use of the street by beach visitors.

Figure 8 Existing Circulation System and Parking Supply

TABLE 4
 Caltrans Ramp Volume for
 Three State Route 1 Interchanges Serving the LCP Area

*	State Route 1 Interchange - Ramp	Annual Average Daily Volume (Vehicles/Day)	Year of Most Recent Count
*	CANYON DEL REY/ HUMBOLT STREET		
	- NB on ramp	5100	1998
	- NB off ramp	5200	2001
	- SB on ramp	6800	2001
	- SB off ramp	4350	2001
*	DEL MONTE AVENUE		
	- NB on ramp	8550	2000
	- SB off ramp	2100	2000
	- SB on ramp	2050	2000
	- SB off ramp	8600	2000
*	CASA VERDE WAY		
	- NB on ramp	2600	2000
	- NB off ramp	1800	2000
	- NB on ramp	1850	2000
	- NB off ramp	2500	2000

NB: Northbound State Route 1
 SB: Southbound State Route 1

- d. Undeveloped Right-of-ways -- Unbuilt City-owned right-of-ways extend westerly from Beach Way to the U.S. Navy property in the alignments of Seafoam Avenue, Spray Avenue, and Roberts Way. A short section of the City-owned Dunecrest Court right-of-way is also undeveloped. Also, a public right-of-way extends westerly from Surf Way to Sand Dunes Drive. Also, a public right-of-way, called Front Street, is located in a partially submerged alignment along the front of the beach (see Figure 8).

In recent years, the City Public Works Department has worked closely with the neighborhood on street improvements, including road widening and repaving, and sidewalks where desired by the residents on any one given block. The cross streets of Dunecrest, Spray, and Seafoam are 40-foot right-of-ways, with an existing 20-foot paved roadway. Parking is currently allowed on both sides of the unimproved roadway shoulders. Current designs show proposed improvements to be 26-foot wide paved roadways with curbs and gutters for Dunecrest and Seafoam. In addition to a 26-foot wide roadway improvement, residents and property owners on Spray requested a sidewalk. Street improvements include rolled curbs as opposed to vertical curbs, and continue to allow parking on both sides of the streets. Improvements proposed on Beach Way, a 50-foot right-of-way that is currently paved to a 26-foot width, include curb and gutter on both sides of the 26-foot paved road, and a 5-foot wide sidewalk on the east side.

Of concern to Del Monte Beach neighborhood residents and property owners is their individual driveway widths as they exit onto the streets in the neighborhood. Given lapsed years of unimproved roadways and lack of curb and gutters, driveways have been improved beyond the maximum allowable driveway widths by City standards (50% of lot width or 23 feet, whichever is less). The majority desire to see the existing driveway widths incorporated into the City's roadway improvement designs. On July 21, 1992, the Monterey City Council voted to allow existing driveways to remain, as long as their width did not exceed 23 feet.

Another issue with roadway improvements is the treatment of existing encroachments onto the public right-of-way, such as landscape planters and other front yard improvements. While some encroachments will have to be removed as part of roadway improvements, some may be able to remain as long as proper encroachment permits and appropriate setback standards are established.

The City of Monterey is currently planning to widen Del Monte Avenue to a five-lane, divided arterial through the LCP area. Improvements are partially completed. The remaining improvements are scheduled for sometime in 2003 or 2004, following completion of the environmental review process and project approval.

TABLE 5
TRAFFIC VOLUMES ON LCP AREA STREETS

Street Section	Average Daily Traffic	Year Counted	Source
Del Monte Avenue	20,573 EB	2002	City of Monterey
From Ramona to Dela Vina	21,359 WB		
Del Monte Avenue	19,999 EB	2002	City of Monterey
From Camino Aguajito to Camino El Estero	18,359 WB		
Casa Verde Way	3,920 NB	2002	City of Monterey
South of Montecito	3,701 SB		
Beach Way		1990	City of Monterey
North of Dunecrest	1,758 ADT		
Surf Way		1990	City of Monterey
South of Dunecrest	1,945 ADT		

- f. Traffic Volume -- Average daily traffic volumes for the most recent year available are presented in Table 5 for LCP area streets. Del Monte Avenue is the most heavily traveled street in the LCP area. Most streets exhibit typical peak hours during the evening commute. However, the streets in the Del Monte Beach subdivision also show peak traffic periods at the noon hour on weekdays and in the afternoon on weekends, probably reflecting a high proportion of beach visitors.

The physical roadway capacity on Surf Way and on Roberts Avenue is 7,500 Average Daily Traffic (ADT), with one-way flow into and out of the neighborhood (roadway can handle 7,500 average daily traffic volumes both into the neighborhood up Surf Way, and out of the neighborhood down Roberts Avenue, for a total of 15,000 cars). Traffic volumes shown in Table 5 indicate volumes well below the physical roadway capacity. However, some residents in the neighborhood feel that the area is at 'environmental capacity'.

Environmental capacity is the point at which residents do not feel comfortable with traffic level impacts on pedestrian safety, noise, privacy, and ease of driveway access. Commonly acceptable values for environmental capacity are 2,000 to 2,500 vehicles per day for a one-way circulation pattern. The environmental capacity for Roberts Avenue and Surf Way is within this 2,000 to 2,500 range. The City of Monterey has no policy pertaining to environmental capacity, and bases its traffic planning policies on physical capacity.

- g. Traffic Operation Problem Areas -- In an urban street network, critical points of traffic flow are the major street intersections. Traffic operations at these intersections are evaluated by calculating their levels of service. The concept of level of service has been devised to establish a standard frame of reference when describing traffic flow. The levels of service were calculated for the intersections of Del Monte Avenue with Canyon Del Rey and Casa Verde Way.

TABLE 6
LEVEL OF SERVICE
OF TWO INTERSECTIONS ON DEL MONTE AVENUE

INTERSECTION OF DEL MONTE AVENUE WITH: (Northbound and Southbound)	PEAK HOUR SERVICE LEVELS			
	MORNING V/C RATIO	LOS	EVENING V/C RATIO	LOS
Canyon Del Rey	0.508	C	0.776	D
Casa Verde Way	0.790	C	1.054	E

A = Free flow
 B = Uncongested
 C = Light congestion
 D = Congestion
 E = Delays at peak time

Source: Higgins and Associates, Del Monte Avenue Widening EIR, November 1991

The peak hour volume/capacity ratios and level of service for these two intersections are shown in Table 6. In general, observations made during the peak hours confirm the designated levels of service. Waiting vehicles generally cleared during the first green phase. At Del Monte Avenue and Casa Verde Way, the intersection capacity is reduced somewhat, since there is an exclusive pedestrian phase crossing Del Monte Avenue.

Traffic operations on the loop system in the Del Monte Beach subdivision are affected by the intermittent narrowness of the streets and by on-street parking that can narrow the travelway to a single lane. During peak beach use times, congestion has reached levels that cause local resident complaints.

The interchanges servicing the LCP area generally operate without significant congestion. CalTrans District 05 staff have identified that the intersection of the English Avenue ramps (northbound State Route 1 on- and off-ramps) with Del Monte Avenue exhibits a higher accident rate than other ramps in the LCP area.

Traffic circulation problems are found within the one-way traffic pattern in the Del Monte Beach subdivision, where cars do not respect the one-way pattern on Surf Way.

Emergency vehicle access is also of concern in this neighborhood, due to the limited width of the streets and the presence of parked cars on both sides. Currently, emergency vehicles can access the neighborhood, but must block only one lane of traffic, leaving a second lane for residents to enter or exit the area as needed. One solution is to eliminate street parking on one or both sides of the streets, but this option is not supported by the neighborhood. Another solution is to provide a secondary emergency accessway to the neighborhood, other than the existing road at Casa Verde and Del Monte. Potential secondary emergency access alternatives include, but are not limited to, the existing Tide Avenue plan line and the Swan Lake Drive street option (see Figure 8). A third option is to develop an emergency evacuation plan for neighborhood residents.

h. Potential Future Traffic Generators -- Proposed improvements at the State beach would be expected to generate additional traffic on Sand Dunes Drive, Humbolt Street, Canyon Del Rey, and State Route 1

i. Transit Service -- Monterey-Salinas Transit (MST) provides bus service along Del Monte Avenue. The location of bus stops in relation to coastal access is discussed in Item 8 of Section III.A (two stops at Casa Verde Way and Canyon Del Rey). Bus service to the Del Monte Beach area is presently provided with the following frequency of service:

- During peak weekday periods (before 9:30 a.m. and after 2:30 p.m.) -- service is every 15 minutes.
- During non-peak weekday periods (9:30 a.m. to 2:30 p.m.) -- service is three times an hour.
- On Saturday, all day -- service is every 15 minutes.
- On Sunday, all day -- service is two times an hour.

Besides the two stops serving coastal access points, stops along Del Monte Avenue in the Del Monte Beach LCP area are also at the Del Monte entrance to the Naval Postgraduate School and at Sloat Avenue (see Figure 8). Access from these two stops to the beach does not exist, as this access is over Naval Postgraduate School property and is prohibited. Other stops in the vicinity include the south side of Del Monte Avenue (eastbound route) at Ramona Avenue and both the south (at English Avenue) and north (at Virgin Avenue) in the vicinity of the freeway overpass.

No new routes or detours to existing routes are deemed feasible by MST at this time for the following reasons: (1) MST is losing most of its State and federal transit subsidies; and (2) existing routes do not have any surplus time (such surplus time is a necessity for route detours) (Bernier, 1982). To make service more attractive, MST encourages improved access to existing stops. With the potential development of the Phillips' Petroleum parcel between the existing subdivision and the State beach, MST has strongly encouraged that, as a condition of development, the new development and Del Monte Beach be linked to service along Del Monte Avenue with an improved accessway.

j. Parking Demand and Supply -- Current public motor vehicle parking supply in the LCP area is provided mostly in on-street spaces and informal (i.e., unstriped and unmarked) off-street

areas. Figure 8 presents an inventory of existing available parking and identifies the location of parking areas. The total available parking that serves existing public shoreline access points appears to be approximately 200 spaces (although additional spaces are available along the more inland streets of the Del Monte Beach subdivision that were not included in the inventory).

This level of parking supply probably acts to limit recreation use of the beach in certain areas. Parking area congestion is most apparent along Tide Avenue, Surf Way, and Beach Way in the Del Monte Beach subdivision on heavy beach use days. Beach user parking also competes with residential parking demand in the subdivision. Parking demand at other points of access also appears to fill available capacity on heavy use days. However, congestion is not as apparent an issue at those access points, since no conflict with residential parking and traffic occurs at Humboldt Street or along Sand Dunes Drive.

- k. Planned Parking Improvements -- When the State beach is developed, a major new area of formalized beach parking will be built. Current approval calls for providing 29 new parking spaces for State beach users. This planned additional beach access parking will help alleviate parking conflicts in the Del Monte Beach subdivision and will increase available public parking serving access points.
- l. Potential Areas for Additional Parking Improvements -- If additional parking is found to be needed, certain areas may be suitable for parking improvements. Area i in Figure 8 represent the location of existing, informal on-street parking in the Del Monte Beach subdivision. Parking at the old depot site on Del Monte Avenue, associated with the Recreational Trail help-disperse demand from congested areas and provide beach support parking that is directly visible from this heavily traveled arterial. In addition, support parking on the Navy land on or around the abandoned wastewater treatment plant could provide direct beach support parking for visitors to the LCP area. However, since this land is under Federal ownership, such improvements would be dependent on successful negotiations with the U.S. Navy, or might occur if the Federal government ever declared this land surplus property.
- m. Local Sewage Collection System -- The local sewage collection system is under the jurisdiction of the City of Monterey's Public Works Department. The regional transmission, treatment, and disposal of wastewater is the responsibility of the Monterey Regional Water Pollution Control Agency and is discussed in the Water and Marine Resources section of the Natural Coastal Resources Working Paper. Local collection lines in the LCP area serve the Del Monte Beach subdivision and the Monterey Beach Hotel.

The collection lines serving the subdivision are eight-inch pipes that feed directly into a pump station at the former Monterey Wastewater Treatment Plant, where the pump station is the only remaining operation. A single sewage collection line serves the Monterey Beach Hotel and the State beach property, and is aligned inland of Sand Dunes Drive, traversing under Highway 1 over to a pump station near Del Monte and Virgin Avenues. This line was installed in June 1991 to replace the line along the beach which was in danger of being undermined by surf. While the former line is no longer in use, it still remains in its place on the beach and is recommended for removal.

The capacity of the system serving the Del Monte Beach subdivision is sufficient for the development of the 14 single-family homes approved in 2002.

- n. Wastewater Treatment Plant Capacity and Future Use of the Plant -- Wastewater treatment on the Monterey Peninsula is provided by the Monterey Regional Water Pollution Control Agency (MRWPCA). A new wastewater treatment facility, north of Marina, began operation in the fall of 1990 with a design capacity of 29.6 mgd. This facility was designed to handle increases in wastewater flow on the Monterey Peninsula and is currently projected to have sufficient capacity to accommodate flows through 2015 or beyond without expansion. Total wastewater flow in the MRWPCA District is currently 21 million gallons per day (mgd). With the regional plant now on line, operations at the Monterey Treatment Plant have been abandoned, except for a pump station.

- o. Beach Maintenance -- The City of Monterey cleans and maintains that portion of the beach owned by the City in front of the Del Monte Beach residential tract, and also maintains the open beach area in front of the U.S. Navy property. The City is permitted to store beach maintenance equipment on the Navy property, adjacent to the sewer plant for this purpose. The State maintains that portion of the beach owned by the State just west of the Monterey Beach Hotel.

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3. LCP Policies

The policy discussion in this section specifically addresses public works improvements, focusing on circulation, parking, and local sewage collection.

1. Road development in the Coastal-Commission-approved Del Monte Beach resubdivision shall be done consistent with that approval.
2. The City shall support the earliest possible construction of the California Department of Parks and Recreation's planned 29 parking spaces as part of the State Beach.
3. Planned street improvements on Seafoam, Spray, and Dunecrest Avenues shall be implemented to achieve the following:
 - a) rolled curb and gutter improvements shall be installed, so that they are consistent with the existing rolled curbs and gutters on Surf Way and Tide Avenue (no right-angle curb and gutter improvements).
 - b) through the NIP review process, install sidewalk improvements on a given block as requests are made by a majority of residents on that block.
 - c) curb cuts shall be designed to match existing driveway width or 23 feet in width, whichever is less. (Also see Policy 4d in Locating and Planning New Development section.)
4. If on-street parking is restricted for beach users and reserved for residential purposes during daytime hours, at some future date on Tide Avenue, and between Tide and Seafoam on Surf Way and Beach Way, then additional comparable parking areas shall be provided for public use prior to commencement of restrictions. Possible locations for additional public parking for both beach users and Recreational Trail users shall include the Navy property if feasible, commercial areas on the north side of Del Monte Avenue in the LCP area, and the old depot site across from the Naval Postgraduate School (now owned by the City of Monterey as part of the Monterey Recreational Trail). Development of any preferential parking program will require a coastal development permit. These programs must assure comparable public access opportunities.
5. The existing eucalyptus tree at Beach Way and Roberts Avenue, at the crest of the hill, shall be preserved and shall not be removed for roadway improvement purposes.
6. Encourage neighborhood participation in the annual beach cleanup campaign sponsored by the Coastal Commission, and pursue the creation of such a program locally.
7. Commensurate with completion of any street improvements in the Del Monte Beach residential subdivision, subsequent encroachments of private fences, landscaped areas, or other private improvements onto the City right-of-way shall require an encroachment permit. Said permit shall be considered on a case-by-case basis to ensure no diminution of public access to the beaches. All encroachment permits granted shall include the condition that no paving of the area between the private property line and edge of street improvements occur, and that the area is maintained and kept free of weeds.

(Graphics)

8. Encourage the creation of a Neighborhood Watch Program for the Del Monte Beach neighborhood through initiation by the Neighborhood Association in coordination with the City of Monterey Police Department.
9. Due to neighborhood concerns regarding fire suppression from the one water line serving the neighborhood, potential additional water demand from possible development of the vacant residential area west of Beach Way shall be reviewed and the existing system upgraded if necessary.
12. The existing dead-end street on Dunecrest Avenue, west of Beach Way, should be improved as a turnaround to meet City of Monterey emergency vehicle requirements, on the City right-of-way or private property, consistent with approved resubdivision plans.
13. New development shall not preclude or interfere with planned public transportation improvements or facilities, e.g. restored rail service and associated shuttle service.

4. Proposed LCP Implementation Measures

- * 5. Implement planned curb, gutter, and street pavement improvements on Seafoam, Spray, and Dunecrest Avenues, and Beach and Surf Ways.
- * 6. Conduct traffic/speed surveys on neighborhood streets and develop strategies to solve any problems found.
- * 7. Initiate a study to determine the appropriate location for development of a secondary emergency access road to the Del Monte Beach neighborhood.

IV. LAND USE AND DEVELOPMENT

A. Visual Resources

This section of the LUP examines the scenic qualities and view corridors of the LCP area. Potential policies are provided for the protection and enhancement of coastal visual resources

1. Coastal Act Provisions

The following section of the California Coastal Act of 1976 pertains to the protection of coastal views:

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 and along the ocean and scenic coastal areas, to minimize the alteration of 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. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

2. Existing Conditions

This section of the LUP examines the scenic qualities and view corridors of the LCP area. Potential policies are provided for the protection and enhancement of coastal visual resources.

- a. Regional Viewshed -- The project site is located in the regional viewshed of the Monterey Bay and Peninsula, an area noted for its unique and attractive visual character. The dominant natural elements of this viewshed are the crescent-shaped coastline of the Monterey Bay and the central wooded ridge that extends through the peninsula separating Monterey from Del Monte Forest, Carmel, and Carmel Valley.
- b. LCP Area Aesthetic Character -- The beach zone interface between the bay and shoreline is the dominant landscape element of the LCP area's aesthetic character. Behind the beach, a mixture of disturbed sand dunes, urban development, and some relatively undisturbed dunes/woodlands (e.g., on the U.S. Navy land) comprise the major landscape components. The beach shoreline is nearly straight with a slight crescent shape and no inlets nor points. Topography is generally flat to rolling sand dunes with the major landform being the back dune ridge and steep slope just north of and paralleling Del Monte Avenue. An artificially graded dune ridge visually separates the State Parks property (former Phillips' Petroleum property) from the adjacent State beach land. The overall topographic character of this portion of the State Parks property consists of a bowl-shaped landform with the low center of the property hidden from many surrounding viewpoints by a higher dune rim (except as viewed from the beach).

Figure 9 Existing Coastal Visual Resources

Development and construction has altered nearly the entire LCP area landscape, with the exception of wooded groves and some dunes on the U.S. Navy property. Development has intruded toward the beach at two places -- the Ocean Harbor House condominiums and the Monterey Beach Hotel (see Figure 9). These encroachments have reduced, but not eliminated, the visual continuity of the beach zone. One- and two-story residential structures have been built upon the dune ridge in the Del Monte Beach subdivision, creating a prominent architectural skyline along this portion of the back dune. The remainder of the Del Monte Beach subdivision creates a visually dense development of low-rise structures that is isolated by open space on both sides. Other major built elements of the LCP area shorescape include the abandoned sewage treatment plant, storage buildings on the U.S. Navy lands, and commercial structures along Del Monte Avenue.

The role of vegetation in the landscape of the LCP area is not dominant in most places, except on the U.S. Navy land. Sand dunes on the Navy land contain both open sand and dense groundcover. Most of the dunes in this area are stabilized with introduced vegetation, giving the land a less disturbed appearance. However, the December 1990 Freeze killed much of this vegetation, particularly the exotic ice plant.

The dunes between the Del Monte Beach subdivision and the Monterey Beach Hotel were reconstructed mechanically for restoration and replanting purposes in the mid-1980s as part of the regional sewer line construction project and the State's dune restoration program on the State beach property, and are now fully revegetated. Historically, the dunes landscape has been altered at least twice by past uses (petroleum tanks) and grading for construction of the freeway. In general, much of the sand dunes outside the U.S. Navy land have been in need of varying degrees of restoration; the Navy and State Parks have taken steps toward successful restoration in recent years.

Existing important tree areas include the back dune ridge and slope of the State Parks and Malm properties that support a eucalyptus row and several coast live oaks. The U.S. Navy property supports a visually significant grove of eucalyptus, Monterey cypress, and Monterey pine, mostly along the lee side of the dunes.

- c. Regional Entry View -- As travelers on State Route 1 approach the Monterey Peninsula, highly scenic, broad views across the beach and bay are available from the highway. These entry views play a major role in establishing a visitor's first impression of the region's scenic qualities. The regional entry views begin north of the LCP area in the former Fort Ord area. The most dramatic views are in the vicinity of Sand City. The final segment of this regional entry view across the bay (as shown in Figure 9) overlooks the State beach and the front of the State Parks property in Monterey.
- d. Local Entry View -- A locally important entry view to the City of Monterey exists for travelers exiting from southbound State Route 1 onto Del Monte Avenue (see Figure 9). From the elevated off-ramp, a broad visual introduction to the city includes the undeveloped dune ridge on the State Parks and Malm properties, residences built atop the dune ridge in the Del Monte Beach subdivision, and thoroughfare commercial development along Del Monte Avenue. Once the viewpoint descends onto Del Monte Avenue, the local entry view becomes enclosed into a corridor down the street, due to the adjacent development and the developed dune ridge. Views of the bay are blocked

the length of Del Monte Avenue by the back dune ridge. At the west end of the LCP area, the woodland and vegetated dunes of the U.S. Navy property provide a highly scenic, tree lined corridor prior to re-entering commercial development along the street farther to the west.

- e. Other View Corridors -- Two important view corridors occur within the Del Monte Beach subdivision down the two streets that are aligned perpendicularly to the beach, Surf Way, and Beach Way. Since the one-way Roberts Avenue directs inbound traffic to Surf Way, this corridor provides the first uninterrupted (though enclosed on both sides) view of the open water for pedestrians and motorists entering the subdivision. Similarly, Beach Way provides a view corridor of the water for pedestrians and motorists. In both cases, the view corridor is most distinctive from the vicinity of Roberts Avenue, where the elevation of the viewpoint is the highest.
- f. View Opportunities and Visual Access to the Bay -- The two existing public use areas -- the State and City beaches -- provide the most accessible public bay viewing points in the LCP area (see Figure 9). Both areas are posted for public access. Another public visual access point is located at the west end of Dunecrest Avenue, a public street. This viewpoint is not as important as those closer to the shoreline. It provides partial views to the bay with structural intrusions from the sewage treatment plant in the foreground. Private viewpoints exist from the Monterey Beach Hotel and certain elevated homes in the Del Monte Beach subdivision. Existing public visual access to the bay is available through the U.S. Navy lands on the recently completed boardwalk and viewing area on the west end of the property, and from points directly on the beach. A future viewing area is identified in Figure 10 in the policy section, for the Navy property in the vicinity of the abandoned wastewater treatment plant.
- g. Lateral Views Along the Beach -- Because the LCP area shoreline and the bay beach as a whole possesses a crescent shape, lateral views down the beach are readily available. The two existing structures closest to the beach -- the Ocean Harbor House condominiums and the Monterey Beach Hotel -- encroach into and somewhat narrow these lateral views from certain points. However, the crescent shape of the shoreline compensates for this encroachment and prevents the structures from eliminating the visual continuity of the beach and its lateral views.
- h. Designated Scenic Highways and Corridors -- According to the City's Scenic Highways Element of the General Plan, two proposed scenic corridors are located in the LCP area (City of Monterey, 1979). No adopted scenic highways or corridors are within the LCP area. State Route 1 from the Naval Postgraduate School to the city limit is both a proposed City scenic corridor and a proposed State scenic highway. The Scenic Highways Element cites panoramic vistas of the beach, dunes, downtown, harbor, Cannery Row, Presidio, and Pacific Grove as providing important scenic qualities. The Monterey Recreational Trail and Transportation Corridor is designated a proposed scenic corridor by the City. Major scenic attributes cited include the eucalyptus grove on the U.S. Navy land.
- i. Cultural Resources -- The only significant historic resource in the LCP area is the large cross located on the State beach land. It was erected in the 1960s to commemorate the landing and placement of a similar cross at this location by the Spanish explorer Portola in 1769.

- j. Highly Scenic Areas -- Identification of highly scenic coastal areas is recommended in the LCP manual. According to the manual, a highly scenic area includes "open areas of particular value in preserving natural landforms and significant vegetation, or in providing attractive transitions between natural and urbanized areas." Three elements of the LCP area may be approximately considered as highly scenic in these terms: (1) the back dune and lee-side woodlands of the U.S. Navy property; (2) the remaining undeveloped back dune ridge and slope on the State Parks and Malm properties; and (3) the regional entry view over the State beach and front of the State Parks property from southbound State Route 1. The trees and dune ridge on the Navy land provide an important and distinctive vegetative interlude between developed commercial areas for travelers on Del Monte Avenue. The back dune on the State Parks and Malm lands constitute a remnant of the area's coast live oak habitat and undeveloped dune ridges. The ridge is at the beginning of an important local entrance to the City of Monterey from southbound State Route 1 to Del Monte Avenue. The regional entry view serves an important role in defining a perception of the scenic quality and uniqueness of the Monterey Peninsula for travelers entering the region.
- k. Aesthetic Resources with Community Value -- In addition to the highly scenic resources identified above, several other elements of the LCP area shorescape possess community value and should be considered in resource management and development decisions. These elements have been discussed previously and are summarized below:
- Portola Cross (historic resource);
 - dunes on the State beach lands (restoration);
 - dunes and dune vegetation on the U.S. Navy land (protection);
 - dunes on the undeveloped Del Monte Beach subdivision lots west of Beach Way;
 - topographic bowl landform of the State Parks property, beach continuity;
 - lateral views along the shoreline;
 - local entry view from State Route 1 off-ramp to Del Monte Avenue;
 - view corridors down Beach and Surf Ways;
 - proposed City scenic corridor along the Monterey Recreational Trail and Transportation Corridor;
 - proposed City and State scenic highway (State Route 1); and
 - view opportunities of the peninsula, open ocean, and bay shoreline from visual access points in the LCP area.
- l. Private Views -- Existing and potential private views were discussed at the public workshops held between March and November 1991, and were identified as an important resource in the January 1990 City survey of local residents and property owners. While the Coastal Act does not pertain to private view issues, this LCP is designed to reflect all local issues, many of which are beyond the Coastal Act. The preservation of existing private coastal views is desired by local residents and property owners in the Del Monte Beach subdivision. The homes in this neighborhood are a mix of one- and two-story homes, built at varying topographic heights throughout the hilly subdivision. Many of these one- and two-story homes have an existing coastal view they wish to keep, and many have the opportunity to create a view through a second-story addition. The issue is the preservation of existing coastal views of the neighboring

homes when a proposed second-story addition has the potential to block adjacent existing views.

One additional element to this issue is the original grade of site on which the home addition is proposed; because of the rolling topography characteristic of the historical sand dune environment on which this subdivision sits, the elevation of home sites varies greatly from lot-to-lot. Many of the existing homes are on lots above the street elevation and are higher than the adjacent lots, resulting in second story additions making the elevation of the finished home much higher than its neighbors. This not only blocks adjacent coastal views, but shadows adjacent homes. Residents and property owners desire to remedy this through standards established by this LCP which identify the appropriate grade for building pad and finished floor elevations, and which require view analysis as part of the Architectural Review Committee process for home additions. Such remedies are provided in the Locating and Planning New Development policy section of this LCP.

3. LCP Policies

The policy discussion in this section specifically addresses the protection and enhancement of coastal visual resources. Several of these potential policies are depicted in Figure 10.

1. The City shall cooperate with the U.S. Navy and State Parks to protect and restore the significant vegetation on and behind the back dunes of the Naval Postgraduate School and State Parks property, to maintain this highly scenic corridor along Del Monte Avenue and the Recreation Trail/Transportation Corridor.
2. The landform, eucalyptus row and remnant oaks on the back dune ridge and outer slopes paralleling Del Monte Avenue shall be protected to maintain the visual qualities of this important landscape element for the local entry view, the Recreation Trail/Transportation Corridor, and views from northbound State Route 1 (proposed scenic highway).
3. Development of the back dune of the Malm properties shall be visually subordinate to the landscape qualities of the dune ridge including:
 - a. No buildings on the outer slope
 - b. All buildings set back to prevent development on top of the back dune ridge so as not be visible from the Highway 1 offramp, Del Monte Avenue and Highway 1 from the Del Monte Avenue offramp to the Casa Verde overpass.
 - c. Design review to evaluate aesthetic impacts.
 - d. Artificial berming or cutting of a building into the ridge may be used to screen lower levels of a building, but not as justification to permit additional building height near the dune ridge above maximum heights specified in the New Development policies.
4. To enhance their aesthetic value, sand dunes throughout the LCP area shall be protected or restored where feasible, depending on their current condition including:
 - a. cooperation with the U.S. Navy to protect stabilized dunes on the Naval Postgraduate School property, to the maximum extent feasible
 - b. restoration and replanting of dunes within open space areas on the, the State Parks beach property, the City Beach property and the open space/habitat areas of the Del Monte Beach resubdivision (see Policy 1 in Environmentally Sensitive Habitat Areas section).

Figure 10 Visual Resource Policies

5. The lateral views along the shoreline shall be protected and enhanced by preserving the continuity of the beach, and, where feasible, widening the eventual open space strip along and behind the beach. This shall include establishing a minimum setback line and design standards for major development (i.e., buildings, visually prominent structures) as follows:
 - a. Set back new structures on the U.S. Navy land (if a future long-term lease or transfer of the Navy property to a non-federal entity takes place) so as not to encroach into the fore dunes adjacent to the beach
 - b. Residential development in the Del Monte Beach ReSubdivision areas shall comply with the location, height, setback, and design requirements as approved by the Coastal Commission in April 2002 (see CDP 3-01-101).
6. A protection area for the regional entry view from State Route 1 shall be established and new development shall not be allowed to obstruct or significantly encroach into the important view (See Figure 10).
7. Viewpoints shall be protected and maintained on public streets and property from the City Beach and State Beach.
8. View corridors shall be protected from obstruction as shown in Figure 10 (i.e., Surf Way, Beach Way, local entry view along Del Monte Avenue).
- * 9. The creation of a new public viewpoint on the U.S. Navy property in the vicinity of the abandoned wastewater treatment shall be investigated. This viewpoint would be incorporated into the beach support parking development discussed in the Land Use section of this LCP.
10. All new development within the viewshed of State Route 1 and the Recreation Trail/Transportation Corridor shall be evaluated in design review to minimize visual impact on these two scenic corridors.
11. The Portola Cross shall receive special protection and interpretive treatment as a historical landmark.

4. Proposed LCP Implementation Measures

- * 1. Revise the Zoning Ordinance to implement development standards for protecting coastal visual resources.
- * 2. Develop guidelines for sand dunes restoration, replanting and long term management.
- * 3. Revise setback standards to establish the minimum setbacks for protection of lateral coastal views.
- * 4. Develop architectural review guidelines (including building height guidelines) to protect the scenic quality of the shoreline and coastal dunes.

5. Implement the residential design guidelines set forth in the Locating and Planning New Development Section of this document, to preserve and maintain existing private coastal views as much as possible.

B. Locating and Planning New Development

Coastal dependent development shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal dependent development shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

1. Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to land use and development in the Coastal Zone:

30213 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The commission shall not:

(1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or

(2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

30221 Oceanfront land suitable for recreational use shall be protected for recreational use and development, unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

30222 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 agricultural- or coastal-dependent industry.

30223 Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

30244 Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures should be required.

30250(a) New 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 would not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land division, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the useable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

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 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 on-site recreational facilities to serve the new development.

30255 Coastal dependent development shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal dependent development shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support..

2. Existing Conditions

This section of the LUP addresses possible land use designation and development characteristics for the LCP area. The existing land use conditions in the area, alternative future uses, and preliminary recommendations for the Land Use Plan are discussed herein. Archaeological and historical resources are also discussed in this section.

- a. Naval Postgraduate School -- The western one-third of the LCP areas consists of federal property under the ownership of the Department of the Navy. The area of the U.S. Navy land comprises approximately 60 acres and is part of the Naval Postgraduate School (NPS). Currently, most of this property north of Del Monte Avenue is undeveloped. Existing NPS uses include a storage shed and antenna field. Access to the property is provided by an entrance road across from Del Monte Lake that also serves the abandoned wastewater treatment plant (see below).

U.S. Navy plans propose the construction of a 46,000 square-foot Ocean Sciences building behind the fore dunes near the western end of the bayside

property. The building would be four stories and include sea water storage, laboratory, communications, and weather observation facilities. Underground pipes would also be built for sea water intake and release. The purpose of the facility would be to support the oceanographic academic programs at the Naval Postgraduate School. Consequently, the planned laboratory and the NPS property, in general, would be considered to support a coastal-dependent land use (oceanographic educational facility). As of mid-1982, funding for the construction project had not yet been authorized (Luke, 1982). Since the NPS is under the jurisdiction of the U.S. Department of Defense, this land is exempt from control under local ordinances or the California Coastal Act.

Figure 11 Existing Land Uses

- b. Monterey Wastewater Treatment Plant -- The Monterey Regional Water Pollution Control Agency-operated its Monterey Wastewater Treatment Plant on the eastern end of the U.S. Navy property up until 1990, treating wastewater from the Cities of Monterey and Pacific Grove. Upon completion of the regional sewer interceptor and the secondary treatment facility near Marina, the Monterey was demolished and replaced by a pumping facility.

Over the years, there had been odor complaints from the adjacent Del Monte Beach neighborhood regarding the Monterey Wastewater Treatment Plant. In 1982, 41 persons living in 38 households in the Del Monte Beach subdivision took their odor complaints to Superior Court in the form of a lawsuit against the Monterey Regional Water Pollution Control Agency. In December, 1983, judge awarded damages to the beach residents, citing nuisance and diminished property values as the reason for the judge's decision. As a result of this decision, the neighborhood is concerned that future land uses on the abandoned wastewater treatment plant site be sensitive to the neighboring residential area.

During the recent drought years since 1986, the Monterey Peninsula Water Management District has discussed several possible sites to locate a water desalinization plant in the region, including the abandoned wastewater treatment plant on the Navy property. That site, however, was found to be infeasible and other sites further upcoast are being studied (City of Monterey, June 1991). The Navy has investigated other possible uses for the abandoned plant, including retaining one of the large tanks for oceanic research activities. Use of the site for parks and recreation was identified by the Del Monte Beach neighbors as the most desirable use for this site during the public workshops held between March and November 1991.

- c. Del Monte Beach Subdivision -- To the east of the NPS property and on top of the dunes overlooking both Del Monte Avenue and the ocean is the Del Monte Beach subdivision. This subdivision contains 129 single-family homes and 280 multiple-residential units (duplex apartment building). Single-family lots are typically 3,600 square feet, with some larger parcels where lot splits or consolidation has occurred. Single-family homes are one and two stories tall. The main portion of the subdivision is separated from the shoreline by a 400-foot-wide open space zone, which is a City-owned public beach.

One large condominium complex (the 172-unit Ocean Harbor House condominiums) extends closer to the ocean than does the subdivision -- to a point approximately 50 feet from the shoreline. This complex does not block access to the beach, as public access is allowed between the first structure and the water. Del Monte Beach is a stable residential area and developments are generally of high quality, reflecting the housing demand for the area.

A number of land use issues relating to the Del Monte Beach subdivision were raised during the public workshops held between March and November 1991, and were also identified in the January 1990 City survey of subdivision residents and property owners. Because this document is considered a neighborhood plan as well as an LCP, all of these issues are addressed in the LCP, even though many of these issues are beyond the Coastal Act requirements for a Land Use

Plan. These issues included protection of existing private coastal views, acute slope differences from lot-to-lot resulting in homes much higher on their lot than adjacent lots, and the need for residential design guidelines. Many felt that homes should be built at or below street level, rather than on average grade of lot (existing City-wide method). On July 21, 1992, the Monterey City Council resolved this issue by maintaining the existing method, but allowing that the Architectural Review Committee may reduce building heights or allow zero lot line development to provide view sharing.

- d. Del Monte Beach Tract II Resubdivision The Coastal Commission approved the Del Monte Beach resubdivision in April 2002. The project will resubdivide portions of the existing Del Monte Beach Tract #2 subdivision on two separate sites: the north site (Del Monte Shores), which lies between the ocean and the top of the sand bluff, and the south site (Dunecrest Villas), which lies between the top of the dune bluff and Del Monte Avenue. The approved project consists of the resubdivision of 60 existing parcels (38 private and 22 public) into 14 developable parcels and 3 public parcels. All infrastructure improvements (e.g., water and sewer service, road improvements) will be installed to provide the required services for the future development of the individual parcels. Areas not designated for development will be preserved as open space/habitat areas. Public access will also be provided through a boardwalk system.

The City has approved tentative maps for the Del Monte Shores and Dunecrest Villas sites. These maps delineate the individual parcels and the allowable building envelopes and elevations. The City has also approved design and lot development standards for future development of the re-subdivision. The approval, however, does not include development of any of the parcels. Future development of each parcel will require a separate City and coastal development permit, and will need to comply with standards approved by the City, as well as the Coastal Act or standards of a certified LCP.

- e. City-Owned Public Beach -- The City-owned Del Monte Beach occupies a 1,300-foot-long section of beach and dunes in front of the Del Monte Beach subdivision. The public beach consists of approximately seven acres with limited facilities (litter barrels and a sand volleyball court) and parking (on-street or a small turnout).
- f. Malm Property -- A small, triangular, privately-owned parcel is located southeast of the State Parks property in the LCP area. The vacant parcel was originally part of the State Route 1 right-of-way, but was declared excess and sold. The site currently has no access nor right-of-ways serving it.
- g. State Beach -- The approximately 60-acre State beach property is located between the Del Monte Beach neighborhood and the Monterey Beach Hotel. The property was purchased as part of the California Department of Parks and Recreation's South Monterey Dunes Project (see Appendix A). Current facilities include trash barrels, portable toilets, vehicle access control, and a portion of the recreation trail. An approved 29-space parking lot will be developed to serve the beach and this portion of the recreation trail. Sand Dunes Drive provides access to the State beach via Humbolt Street. A gate restricts vehicle access between sunset and sunrise

- h. Monterey Beach Hotel and the Seaside/Sand City Visitor-serving Commercial Uses -- The Monterey Beach Hotel at the eastern end of the LCP area is the only visitor-serving commercial development in this segment of the City of Monterey's coastal zone. It provides 196 rooms, a 160-seat restaurant, a 100-seat lounge, and meeting/banquet facilities. A Day's Inn Hotel was completed in 1986 in Seaside, fronting Del Monte Avenue between Laguna Grande and Roberts Lakes.

Due to a surge of hotel development in Monterey in the early 1980's and local public pressure to curb this development, a moratorium on additional hotel sites in the City of Monterey was enacted in 1986. Since that time additional hotel development proposals along the shoreline in Sand City have met with local opposition and have not received Coastal Commission approval to date (City of Monterey, June 1991). One additional shoreline site for possible hotel development was on the small beach area between Monterey and Sand City, within the Seaside city limits, but this area has recently been acquired by a public agency for open space preservation. Seaside's current efforts are toward the development of two major hotels fronting the east side of Laguna Grande Lake, in addition the Days Inn completed in 1986. Given local opposition to future hotel development along the shoreline, the surge of hotel development in the early 1980's, and the planned facilities in Seaside, there appears to be a sufficient supply of commercial visitor-serving accommodation facilities in the area to adequately provide for overnight visitor-serving needs.

- i. Highway Commercial Uses Along Del Monte Avenue -- Del Monte Avenue supports a strip of highway commercial uses between State Route 1 and the NPS. The uses are not visitor serving, but, rather, are heavy commercial, wholesale commercial, warehouse, and some services. Access to these properties is available from Del Monte Avenue directly or from Casa Verde Way. The heavy commercial use on one property, an ice company, has been abandoned. Although no specific economic analysis of heavy commercial operations in this area is available, the presence of abandoned uses appears to indicate the economic and/or land use pressures may exist to encourage a transition or turnover of uses.
- j. Monterey Recreational Trail/Transportation Corridor -- The Monterey Recreational Trail/ Transportation Corridor, formerly the abandoned Southern Pacific Railroad right-of-way, was completed in 1987. This is a regional Class I (signed and separated) bike path extending from Castroville all the way to Lover's Point in Pacific Grove, and travels through the LCP area. The Monterey Recreational Trail was accomplished by a joint powers authority consisting of the Cities of Monterey and Seaside and the Monterey Peninsula Regional Park District, who purchased the right-of-way from Southern Pacific Railroad in June 1982. Funds were derived by a grant from the State Transportation Commission. Future use of that portion of the Trail westward up to the old railroad depot near Wharf No. 2 in Monterey for possible future rail passenger service as a link to San Francisco is also envisioned, hence the term 'Transportation Corridor' for this segment of the Trail.

- k. Existing Zoning -- The Monterey Recreational Trail/Transportation Corridor is zoned O for Parks, Recreation, and Open Space.

The portion of the Del Monte Beach subdivision occupied by single-family vacant lots or homes is zoned R-1-6-D-1. This is a single-family, detached, residential zone. Minimum lot size is 6,000 square feet, and building height is limited to 2 stories or 25 feet. Four-foot side yard setbacks are permitted with a maximum floor area ratio of 40 percent. The existing uses of this zone are consistent, but the property development standard of 6,000 square-foot lot minimum is not. The predominant lot size is 3,600 square feet, which was established before the present Zoning Ordinance was adopted in 1964. Development of existing undersized lots of record would not be precluded by the R-1-6-D-1 designation. The Del Monte Beach Tract II resubdivision is zoned R-1-5-D-1. The 14 lots in the resubdivision are 5,000 square feet each.

The "D" in the zoning designation means that all developments in this zone must be approved by the Architectural Review Committee (ARC). This committee reviews projects to ensure that they are compatible with surrounding development. The building's scale, siting, design, construction materials, etc., are all considered by the ARC.

A recent concern regarding building height and floor area ratio has been enclosure of decks and crawl spaces. These enclosures could result in third-story elements that are not permitted by building height and floor area ratio standards.

The remaining area on the eastern side of the Del Monte Beach subdivision is zoned R-3-6-10. This is an apartment zone for medium to high density residential complexes. Minimum lot size is 10,000 square feet, and the building height limit is two stories or 25 feet. This zoning allows the existing uses, but three of the smaller lot sizes do not meet building standards, being under 7,000 square feet. The zoning requirements for the R-3 zone include 300 square feet of usable open space per dwelling unit. This open space may be used to provide alternative recreational areas to those provided for the general public.

The State Parks property east of the Del Monte Beach subdivision is zoned "O" Open Space. The 1.9-acre area occupied by the hotel on the city's border is zoned VAF, Visitor Accommodation Facility, with a site coverage maximum of 600 sq.ft./room for three stories or more. The 196-room Monterey Beach Hotel is close to this density maximum, with a ratio of 665 sq.ft. of site area per room.

The heavy commercial area along Del Monte Avenue is zoned C-2 for retail and service commercial uses appropriate to a thoroughfare location. The present uses are not consistent with the principally permitted uses in the zone. Structures are limited to two stories or 25 feet, and the minimum lot size is 5,000 square feet. Present uses conform to these development standards, being on large lots (from 10,000 to 60,000 square feet), with building heights ranging from one to two stories.

- l. Archaeological Resources -- No archaeological sites are known to exist in the LCP area. The City has identified the western half of the LCP area (from about

Beach Way west) as within a zone of high archaeological sensitivity. The eastern half of the LCP area is designated in a zone of unknown archaeological sensitivity (City of Monterey, 1977).

- m. Environmental Protection and Hazard Areas -- Through the analysis and public meetings conducted for Working Papers 1 (Natural Coastal Resources) and 2 (Public and Coastal-related Use and Access), certain resources and hazards have been identified that could influence the type and location of land uses in the LCP area. The following issues are recognized for consideration in locating and planning new development (future development on the Navy property could occur either through a long-term lease or sale of the property to a non-federal entity):
- protection of tree groves and established sand dune habitats on the U.S. Navy land;
 - protection of the coast live oak trees and Smith's blue butterfly habitat on the State Parks property back dunes;
 - avoidance of hazards from the 100-year storm wave reach;
 - avoidance of the 100-year coastal erosion rate; and
 - protection of visual resources (as described in Section IV.A of this paper);
 - preservation of sand dunes.
- n. Land Uses Susceptible to Change -- Because of existing development patterns or ownership characteristics, certain current or planned land uses would be unlikely to change in the future. The Naval Postgraduate School's property would be expected to remain in federal ownership for continued use as part of the school. No change is anticipated in the recreational use of the City or State beaches, due to the public ownership of these properties. Since the Del Monte Beach subdivision is a stable residential neighborhood, no economic or land use pressures are apparent to alter the existing single- and multiple-family developments. Similarly, the Monterey Beach Hotel represents a stable and variable developed land use that is unlikely to change.

The remaining property in the LCP area would be considered susceptible to potential land use changes, either through public acquisition, coastal erosion forces which could be accelerated by the recent sea level rise theory, development, or redevelopment. These areas would consist of: (1) the existing highway commercial uses (active and abandoned) along Del Monte Avenue; and (2) the vacant private lands between the subdivision and the State beach (Malm property).

The heavy commercial operations along Del Monte Avenue are considered susceptible to potential use turnover or redevelopment, since abandonment of current heavy commercial or industrial use has occurred. These areas susceptible

to change would be the focus for potential land use designation decisions in the LCP process.

- o. Land Use Alternatives -- Prior to formulation of the Land Use Plan policies, land use alternatives were considered for key vacant private lands in the LCP area. A public meeting was held on July 8, 1982, specifically to review and discuss potential land use alternatives on the vacant Del Monte Beach subdivision area and the Phillips' Petroleum and Malm properties. Additional discussion and alternatives for some of these areas was provided at the public workshops throughout the 1990s. The Phillips' Petroleum property was purchased by State Parks in 1992. The Malm property remains in private ownership.

VACANT SUBDIVISION LAND WEST OF BEACH WAY

Potential alternatives considered for the vacant subdivision land west of Beach Way and north of Dunecrest Avenue included:

- reservation for open space;
- visitor-serving commercial use;
- clustered residential development;
- single-family, detached residential development; and
- U.S. Navy use.

Public comment at the 1982 meetings indicated a consensus that visitor-serving commercial needs are adequately supplied elsewhere in the coastal zone and that such a use would not be compatible with the existing single-family neighborhood. Preference was expressed either for open space preservation or single-family residential development in the current lot pattern, with open space preservation the preferred alternative identified at the 1991 public workshops.

In May 1998, the Del Monte Beach Planning Study was completed. It analyzed: 1) site resources and constraints including biotics, views, topography, and infrastructure; 2) planning goals; 3) five alternative development scenarios including status quo, modified zoning standards, re-subdivision into larger lots, Planned Unit Development, and transfer of development credits, and; 4) an economic analysis of the financial feasibility of each alternative.

On November 4, 1998, City Council approved a Pre-Development Agreement with the property owners to re-subdivide the 48 lots west of Beach Way and north of the lots fronting on Dunecrest avenue into 10-13 large lots and re-subdivide the 12 lots west of Dunecrest Lane and south of the lots fronting on Dunecrest Avenue into an 8-unit Planned Unit Development. The Council reserved water for the re-subdivision and indicated that the final density would be arrived at following preparation of an Environmental Impact Report.

In 2002 the Coastal Commission approved the Del Monte Beach Re-Subdivision which re-subdivided 48 lots (26 privately owned and 22 publicly owned by the City of Monterey and/or the Monterey Peninsula Regional Parks District) into 11 legal lots of record and two open space lots between Beach Way, Dunecrest Avenue, the

U.S. Navy property, and Monterey Bay; and also re-subdivided 12 privately-owned lots into 3 legal lots and one open space parcel between Dunecrest Avenue, Dunecrest Lane, Del Monte Avenue, and the U.S. Navy property.

MALM PROPERTY

Four potential land use alternatives have been considered for the Malm property:

- preservation as open space;
- visitor-serving commercial uses;
- single-family residential development; and
- clustered, multiple-family residential development.

Currently, the Malm property is zoned for low-intensity residential use.

SMALLER VACANT AREAS

Two vacant residential lots exist on Roberts Avenue, between Surf Way and Beach Way. They are at the entrance of the neighborhood, on slopes in excess of 25%. These steep slopes and the road configuration at the intersection of Roberts and Surf Way would create limited sight distance if access were developed off of Roberts. Land use alternatives for these four lots were discussed at the public workshops held between March and November 1991. The general consensus was that if the lots were able to obtain road access off of Dunecrest, they could develop. Where access from Dunecrest could not be obtained, the preferred land use option for these lots was open space acquisition by a public agency. On July 21, 1992, the Monterey City Council voted to maintain the residential land use designation on these parcels and adopted a policy encouraging access off of Dunecrest Avenue, if feasible, or open space acquisition through opportunity buying. Access onto Roberts Avenue will be allowed if efforts for access to Dunecrest Avenue or opportunity buying fail.

3. LCP Policies

The policy discussion in this section specifically addresses land use and development in the LCP area. The proposed land use plan for the LCP area is shown in Figure 12.

- * 1. Certain community interests in the use of the NPGS property have been identified as important opportunities for future public use of this property, subject to either a long-term lease or sale of the Navy property to the City or other non-federal public entity: vertical access, lateral access, parks and recreation opportunities, and protection of habitats and vegetation. It is the City's for the Navy property, including the abandoned wastewater treatment site, to be used for parks, recreation, open space, and coastal dependent research/education within existing developed areas. If the land becomes private then it will assume the open space/coastal dependent designation.
 - a) The two primary ways for implementation of this land use shall be either a long-term lease between the City and the Navy, or acquisition by appropriate public agencies should the property ever be declared surplus federal land;
 - b) Active parks and recreation uses, including picnicking, beach parking, and tent camping, would be allowable uses on the disturbed and improved portions of the property on and around the abandoned wastewater treatment plant site and the research area site located to the west of the wastewater treatment plant;
 - c) Dune habitat restoration and shall continue to be undertaken.
- 2. The land use plan designation for the public beaches (State and City) shall be parks, recreation, and open space. Uses on the State Park property shall be consistent with those described in the Monterey State Beach general Plan (August 1987). The City shall encourage State Parks encourage to update this plan

All development shall be designed and sited to (a) preserve and protect dune habitat areas including as appropriate provisions of boardwalk accessways; (b) to avoid significant encroachment into view corridors. See Policy II.A.12 of this Land Use Plan for allowable uses in beach and dune areas.

All development plans shall be noticed to the adjacent Del Monte Beach neighborhood for public input.
- 3. The use designation for the Monterey Beach Hotel complex shall reflect the current visitor serving commercial uses. Recognizing the existing and planned visitor serving commercial uses in the Cannery Row, downtown/harbor and other nearby areas, present and future visitor needs are adequately served in the local coastal zone.
- * 4. Use designations for the existing single and multiple family residential development in the Del Monte Beach Subdivision shall reflect current uses since the area is a stable neighborhood with generally high quality development.

Figure 12 – PROPOSED LAND USE PLAN

Commensurate with this, the design guidelines listed below shall be followed by the City Architectural Review Committee when reviewing new residential construction and remodel projects. These guidelines are in addition to the existing City of Monterey Zoning Ordinance and Guidelines for Single Family Dwellings adopted by the City in December of 1987. Where conflict occurs, the guidelines listed below shall be followed.

- a) For new and remodel single family home projects, the existing method set forth in the Zoning Ordinance for calculating the datum point from which building height can be determined shall be used. The Architectural Review Committee may reduce the building height where necessary to achieve design considerations of the adopted single family residential guidelines, and to achieve a variation between the dwelling and units on adjacent lots to provide view sharing. This variation may include zero lot line development. Where the existing slope of the lot exceeds 5% and is above the street level, a licensed surveyor's report shall be required to establish existing average grade of the lot.
- b) Grading in excess of 50 cubic yards shall require a grading permit from the Building Division. This grading permit shall stipulate the permanent location where grading materials can be deposited off-site and shall not include the public beach area unless it is sand. The location of any deposits proposed on City lands must be reviewed by the Engineering and Maintenance Department.
- c) For new construction of single-family homes which do not meet grade and elevation standards in 4(a), driveways shall not exceed a maximum slope angle of 20%. Driveways over 15% shall include slope transitions at the top and bottom that are not less than five feet in length and more than 10% in slope unless approved by the City Engineering and Maintenance Department.
- d) As part of the planned street improvements, all curb cuts shall be designed to match existing driveway widths or 23 feet in width, whichever is less. Following completion of planned road improvements, new driveway curb cuts for new development shall adhere to the existing City standards of 50% of lot width or 23 feet, whichever is less.
- e) For new construction, remodels, and second story additions to existing single family homes or apartments, structural development should be designed so as not to totally block existing coastal and hillside views as seen by neighboring structures, and shall avoid creating a window-to-window private view impact as much as possible. View analysis shall be done where a proposed project would block existing views of Monterey Bay or adjacent forested hillsides; the project shall be redesigned with the goal of providing a balance between protecting all or part of the view for the existing unit and also providing an equivalent view for the proposed project. In order to enhance views, zero lot line development or other appropriate setback variation may be permitted.

- f) For new construction, remodels, and second story additions of single-family homes or apartments, there shall be consistency in colors and materials in such development with those colors and materials found in the surrounding environment of the adjacent homes. In general, low-intensity, soft, and muted colors are preferred over bright primary colors. Bright trim colors shall be used sparingly. The recommended materials include stucco, wood siding, or a combination of the two. Significant areas of wood trim are also appropriate. Roof materials generally will include Class A fire-rated asphalt composition shingle, shingle style clay or concrete, and tar/gravel. Terra cotta Spanish "S" tile roof is acceptable where the tile color is compatible with adjacent homes.
 - g) Structural enclosure of existing patios and porches shall require Architectural Review Committee review and approval for 3-sided and full 4-sided wall enclosures that are proposed. Where variances are proposed, City review shall be required. Materials used in patio and porch enclosures shall be wood and glass, with glass solariums the preferred structural enclosure; corrugated plastic and fiberglass enclosures shall be discouraged.
 - h) Future residential development shall have structural modulation and avoid boxy structures; modulation can be achieved through the use of projecting bay windows, recessed deck areas, inset wall areas and well-proportioned cantilevers.
5. The entire beach zone (area seaward of the bottom of the sand dune bluff) of the LCP area shall be designated for parks, recreation, and open space, with allowable uses as described in Policy II.A.12 of this land use plan.
 6. Vacant lots in the Del Monte Beach subdivision between Beach Way and Surf Way, from Dunecrest to Tide Avenue, shall be designated for single family residential uses. Development standards in the R-1-6-D-1 district shall be applied to new construction. *(New name classification has been assigned for this zone per the revised City Zoning Ordinance, effective October 1990. Does not change use in zone)*
 7. The City of Monterey recognizes the undeveloped dune area west of Beach Way as an airport noise impact area, as identified in the 1986 FAR Part 150 Noise Compatibility Study prepared by the Monterey Peninsula Airport District. As such, the Airport and the Federal Aviation Administration are on record as not supporting further residential development in this area. All projects in this area shall continue to be referred to the Airport Land Use Commission for review.
 - * 8. All vacant lots in the Del Monte re subdivision, west of Beach Way and north of the lots fronting Dunecrest Avenue, shall be designated for single-family residential use under R-1-5-D-1 zone standards. Open space habitat areas shall be designated for open space under "O" zone standards. These lots shall be subject to the following criteria:
 - a) No new substandard lots shall be created. All new lots shall be large lots with a 5,000 square foot minimum;

- b) Access shall be provided from Beach Way with extension of Spray Avenue ending in a turnaround to meet City of Monterey emergency vehicle requirements.
 - c) Building envelopes shall be provided for all lots at the re-subdivision stage to address view impacts. Building envelopes shall include finish floor elevation, finish garage pad elevation, and elevation at top of envelope measured from site datum;
 - d) All setbacks shall be a 20-foot front setback;
 - e) The vacant resubdivided lots west of Dunecrest Lane between Dunecrest Avenue and Del Monte Avenue shall be designated for single family residential use under R-1-5-D-1 zone standards. Open space habitat areas shall be designated for open space under “O” zone standards.
- * 9. Existing vacant lots in the Del Monte Beach subdivision between Beach Way and Surf Way, from Dunecrest to Roberts Avenue, shall be designated for single family residential uses. Development standards in the R-1-6-D-1 zone district shall apply. These lots shall be subject to the following criteria:
- a) No new substandard lots shall be created.
 - b) For lots which have frontage on Roberts Avenue only, access shall be provided where feasible through access easements, common driveways, or other appropriate means, from adjacent properties fronting Dunecrest Avenue.
 - c) Where access cannot be achieved through to Dunecrest, open space acquisition of these lots through opportunity buying shall be pursued.
 - d) Where acquisition is not feasible, these lots may be developed with access from Roberts Avenue, provided that:
 - i. There is adequate backup space onto Roberts Avenue to meet City standards. To provide adequate backup area onto Roberts Avenue, access easements should be allowed on the undeveloped uphill portion of the Roberts Avenue right-of-way. Where easements are not proposed, the widening of Roberts Avenue may be required.
 - ii. Adjacent lots with access on Roberts Avenue should develop common driveways where feasible in order to reduce traffic impacts on Roberts Avenue.
 - iii. A continuous, monolithic retaining wall shall be avoided; a terraced wall or combination of two terraced walls and slope shall be encouraged, and the height and length of driveway retaining walls shall be minimized.
 - iv. Environmental assessment shall be completed.

10. The Monterey State Beach Park parcels (former Phillips Petroleum Property) shall be designated for park, recreation, and open space development. See Policy II.A.12 for allowable uses in the beach and dune areas.
11. The triangular, vacant parcel between Highway One and the State Parks property shall be designated for single-family residential development at a density not to exceed one unit per acre or for low intensity recreational uses serving the recreational trail. Due to the top of the dune setback requirements and the steep slopes over most of the site, development of this parcel shall be limited to the small level area at the bottom of the dune ridge.
- * 12. Existing heavy commercial development along Del Monte Avenue shall have a primary land use classification for commercial use and shall be designated for Community Commercial uses under the C-2 zone district development standards (the current zoning for the area). Some of the current establishments are not permissible C-2 uses (i.e., warehousing operations). If turnover occurs in these properties, new uses shall conform more closely with the purpose of the Community Commercial designation (i.e., retail, service, and amusement commercial). In addition, commercial uses that relate to the Recreational Trail shall be encouraged.
13. New development shall protect and preserve the stabilized dune habitat and eucalyptus/evergreen groves on the NPGS property. This policy is for guidance only because the City will not have jurisdiction over the site until the property is transferred to non-federal ownership. The remaining coast live oak plant community on the outer slopes of the back dune ridge, and the identified Smith's blue butterfly habitat.
14. New development in the LCP area shall be subject to approval by the Architectural Review Committee. This can be accomplished by including all the LCP parcels in the modifying zone designation D-1 (Design Control). The single-family portion of the subdivision is already within this zone.
15. New development on topography with over 15 percent slopes shall conform to the City's Environmental Resource Policies and Standards for Hillside Areas (City of Monterey, 1978).
16. The building height of the existing Monterey Beach Hotel structure shall not be increased above its existing height.
- * 17. The City of Monterey shall develop and provide a list of native dune landscape plants and suggested drip irrigation systems which minimize water use to neighborhood residents for their use. Only native landscaping shall be allowed for new development in the dunes.
- * 18. The City of Monterey shall develop standards for the design and treatment of public improvements, such as benches, signage, trash barrels, and public restroom facilities. The design, compatibility and quality of these public

improvements shall reflect the coastal dune character of the Del Monte Beach area. These standards shall include guidelines for the placement of signs, minimizing their number and size as much as possible.

19. As part of the initial environmental assessment for all proposed development in the Del Monte Beach LUP area, the City shall require an archaeological/paleontological survey by a qualified professional, in consultation with the State Historic Preservation Officer. This survey shall be completed early in the land use planning and/or development process so that archaeological and paleontological resources can be given consideration during the conceptual design phase of private or public projects.
20. New development shall protect and preserve archaeological, historical, and paleontological resources from destruction, and shall, to the maximum extent feasible, avoid and minimize impacts to such resources. Where development would adversely impact archaeological or paleontological resources, reasonable mitigation measures shall be required.
21. New development on sites identified as archaeologically sensitive shall include on-site monitoring by a qualified archaeologist and, when appropriate, a Native American consultant, of all grading, excavation, and site preparation that involves disturbance of the site. In the event that unknown archaeological resources are uncovered during construction or excavation, such work shall cease until appropriate mitigation measures are developed.

4. Proposed LCP Implementation Measures

- * 1. Adopt Zoning Ordinance revisions to define and implement land use policies and standards set forth in this Plan.
- 2. Place the entire LCP area in the D-1 (Design Control) modifying zone district.
- * 3. Adopt property rezoning as described in the land use policies.
- 4. Implement the residential design guidelines set forth in this document when reviewing residential construction and remodel projects.
- * 5. Prepare a list of native dune landscaping plants and suggested drip irrigation systems which minimize water use, for neighborhood use.
- * 6. Develop design guidelines for public improvements such as benches, signage, and restroom facilities, which reflect the coastal dune character of Del Monte Beach.
- * 7. The City should initiate discussions with the U.S. Navy for public use of the Navy property on and around the abandoned wastewater treatment plant. Discussions could ultimately lead to a long-term lease, or acquisition by the appropriate public agencies if the property is ever declared surplus Federal land.

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This plan has been prepared jointly by the City of Monterey Planning Department and Earth Metrics Incorporated. Principal preparers of the report include:

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VI. APPENDIX

The following materials are appended to the LUP for review and consideration:

- A. Resolution of Certification.
- B. City of Monterey Del Monte Beach Neighborhood Survey, January 1990.

*** Insert *** - Appendix A – Resolutions of Certification

insert Resolutions

insert resolutions

insert Resolutions

insert Resolutions

Appendix B – Final Results – Del Monte Beach Neighborhood Survey – April 23, 1990

VII. BUDGET REFERRAL ITEMS

ITEMS REFERRED TO THE CITY BUDGET REVIEW PROCESS

II. NATURAL COASTAL RESOURCES

A. Environmentally Sensitive Habitat Areas

3. LCP Policies

3. All environmentally sensitive habitat shall be protected. Revegetation with wild buckwheat (*Eriogonum latifolium* or *E. parvifolium*) shall be included as part of the dune restoration program for any new development to enhance habitat for the Smith's blue butterfly.
9. The City of Monterey should explore the formulation of a maintenance agreement between the City and the U.S. Navy for City maintenance of the beach area on the Navy property through a long-term lease or other appropriate method.

3. Proposed LCP Implementation Measures

4. Explore the formulation of a maintenance agreement between the City and the Navy for City maintenance of the beach area on the Navy property through a long-term lease or other appropriate method.

B. Natural Hazards

4. Proposed LCP Implementation Measures

1. Adopt guidelines for geotechnical study findings needed to assess seismic hazards.

C. Water and Marine Resources

4. Proposed LCP Implementation Measures

2. Develop and adopt an ordinance requiring landscaping in new development to minimize irrigation needed through the use of native and drought tolerate plant materials. Such an ordinance shall set forth a list of native landscaping plants and suggested drip irrigation systems to minimize water use, as recommended in Policy 18 in the Locating and Planning New Development section.

D. Diking, Dredging, Filling, and Shoreline Structures

4. Proposed LCP Implementation Measures

1. Develop standards and guidelines for beach maintenance programs implemented for coastal structures.

III. PUBLIC AND COASTAL RELATED USE AND ACCESS

A. Shoreline Access

3. LCP Policies

9. Signage clearly indicating the location of coastal access points shall be provided at the points shown in Figure 6, and shall include, where possible, signage from the beach to the Recreation Trail. Placement and maintenance shall be according to the following:
 - a) Signs shall be maintained and replaced when necessary so that they are readable.
 - b) Signage shall be provided where essential; sign clutter shall be minimized.
13. Signage along the existing Class I bicycle path and a pedestrian trail shall be provided along the path indicating where vertical coastal access is available.
14. Where pedestrian access over sand dunes restoration or protection areas is provided, trails shall be controlled through proper signage, design of trail routes and provision of wooden walkways to enhance stabilization and restoration of valuable sand dunes habitat. Placement and design of these walkways shall be as follows:
 - a) The recently completed U.S. Navy pedestrian boardwalk shall set the example with its good design, proper placement, and sitting area with nature interpretive signing.
 - b) The City boardwalk constructed in 1989, which has since that time been damaged, shall be replaced following the Navy example, and shall loop down along the beach frontage from Surf Way to Beach Way, paralleling Tide Avenue. If feasible, handicap access shall also be provided along the City boardwalk.
 - c) Planned State boardwalks on the existing State Beach property shall follow the Navy example of design and placement.
15. The City shall coordinate with the U.S. Navy for possible future use of any abandoned areas of the former wastewater treatment plant for public parking and access. Public improvements envisioned include bike racks, restrooms, and picnic facilities, with access via the existing road off of Del Monte Avenue.

4. Proposed LCP Implementation Measures

1. Revise the Subdivision Ordinance and development procedures to establish public access improvements, easements and dedications.
2. Develop a signage program to locate public access points.
3. Develop design guidelines for controlling foot traffic over sand dunes.
4. Replace the existing City pedestrian boardwalk on the City beach in accordance with Policy 14(b).

B. Recreation and Visitor-Serving Facilities

3. LCP Policies

4. Support facilities (e.g., parking, restrooms) for beach recreation shall be expanded in the LCP area at the Planned State Beach facility (150 parking spaces are planned), and on the Navy property on or around the abandoned wastewater treatment plant if feasible. The existing support parking at the Beach Way turnout shall remain a short-term public parking area and shall be posted as closed from 12:00 midnight to dawn.
5. More frequent police patrol of the City and State beach areas shall be considered to enhance public security and safety and to enforce the following:
 - a) prohibition of off-road vehicles on dunes and beach areas;
 - b) noisy parties in neighborhood and on beach, in response to a direct complaint registered with the Police Department;
 - c) illegally parked cars in time-limit and handicapped designated parking spaces on Tide Avenue and in public parking area at Tide and Beach Way, especially on weekends and holidays;
 - d) illegally parked cars on sidewalks
 - e) speed violations, particularly on Surf Way, Tide Avenue, and Beach Way
 - f) stop sign violations
 - g) enforcement of one-way circulation violations
 - h) drunk and disorderly conduct on the beach.
6. The need for additional litter barrel pickups and beach area cleaning beyond normal schedules at the City Beach shall be monitored. The City shall continue to use sand screener machinery to remove broken glass from the beach.

8. In addition to the planned restroom facility improvements at the State beach, the development of an another permanent public restroom facility elsewhere in the LCP beach area shall be investigated. Such a facility should include at least one shower and changing area.
9. A Recreation Trail staging/resting area shall be developed on the former SPRR depot across from the Naval Postgraduate School entrance on Del Monte Avenue. Improvements shall include public parking and restroom facilities.
11. The City of Monterey should pursue the development of an active neighborhood park through opportunity buying of any existing undeveloped lot or lots of sufficient size which may become available in the neighborhood as a whole. This shall be accomplished through lot combining for an active play area for youth and adults, preferably west of Beach Way, to meet the neighborhood park deficit as much as possible. Amenities in the park could include barbecue facilities, play equipment, and a youth play area.
12. Using Neighborhood Improvement Funds, the City of Monterey should pursue the development of passive park and recreation improvements on that portion of the beach fronting Tide Avenue, between the existing volleyball court and Tide Avenue. These improvements could include sitting benches and low-lying native dune vegetation which encourages dune stabilization along the periphery of Tide Avenue.
13. The City of Monterey should investigate the possibility of installation fire rings or other fire containers on the municipal beach, possibly near Beach Way.

4. Proposed LCP Implementation Measures

1. Revise the Zoning Ordinance to incorporate Use Permit standards for dedication of coastal recreation/open space land.
2. Conduct a monitoring program to determine needs for additional litter barrels, pickups, and beach maintenance at public beaches.
3. The Del Monte Beach Neighborhood Association should monitor any opportunities for opportunity buying of property within the neighborhood for park purposes, and notify the City if such property becomes available.
4. Improve the beach area fronting Tide Avenue with sitting benches and low-lying native vegetation.
5. Identify a location for the development of a public restroom facility.

C. Public Works

3. LCP Policies

2. The planned Del Monte Avenue widening project shall be implemented when funding is available. Where feasible, preceding the widening of Del Monte Avenue, bus pullouts shall be provided, including a covered bus stop at Del Monte and Casa Verde for Del Monte Beach residents.
12. If on-street parking is restricted for beach users and reserved for residential purposes during daytime hours, at some future date on Tide Avenue, and between Tide and Seafoam on Surf Way and Beach Way, then additional parking areas shall be provided for public use prior to commencement of restrictions. Possible locations for additional public parking for both beach users and Recreational Trail users shall include the Navy property if feasible, commercial areas on the north side of Del Monte Avenue in the LCP area, and the old depot site across from the Naval Postgraduate School (now owned by the City as part of the Monterey Recreational Trail).
14. Traffic safety and pedestrian safety improvements shall be provided at the intersection of Casa Verde Way and Del Monte Avenue as part of the Del Monte Avenue Widening Project. At the completion of the widening project, signal timing at the intersection shall be reviewed by the City Traffic Engineer to see if adjustments can be made to allow longer vehicle ingress/egress to/from the neighborhood in each signal cycle.
15. To provide easier exiting from the neighborhood, reconfiguration of the travel lanes on Casa Verde Avenue at Del Monte Avenue, as it exits the neighborhood shall be done to provide three exiting lanes instead of two; right turn, straight, and left turn lanes. In addition, the need for signage preventing U-turns at the bottom of the hill at Roberts and Casa Verde shall be referred to the City Traffic Committee for review.
16. To reduce confusion for vehicles entering the neighborhood, traveling across Del Monte Avenue from Casa Verde, the existing unmarked lanes on Casa Verde shall be striped to indicate a left turn lane and a straight/right turn combination lane.
17. Planned street improvements on Seafoam, Spray, and Dunecrest Avenues shall be implemented to achieve the following:
 - a) rolled curb and gutter improvements shall be installed, so that they are consistent with the existing rolled curbs and gutters on Surf Way and Tide Avenue (no right-angle curb and gutter improvements).
 - b) through the NIP review process, install sidewalk improvements on a given block as requests are made by a majority of residents on that block.

- c) curb cuts shall be designed to match existing driveway widths or 23 feet in width, whichever is less. (Also see Policy 4d in Locating and Planning New Development section.)
22. The City shall continue to conduct traffic/speed surveys on neighborhood streets. If the surveys indicate speeding problems or resident complaints continue to express substantial concern regarding speeding cars, the City Traffic Engineer shall work with the neighborhood to develop strategies to address the problems found. Strategies should include speed enforcement, geometric changes to the roadway, and traffic control devices.
 24. The existing dead-end street on Dunecrest Avenue, west of Beach Way, should be improved by one of the following means:
 - a) a turnaround to meet City of Monterey emergency vehicle requirements, on the City right-of-way, private property, and/or U.S. Navy property if feasible; or
 - b) through access as part of the Swan Lake Drive street option, across Navy property to Del Monte Avenue.

4. Proposed LCP Implementation Measures

1. Implement plan line deletion for Front Street and that portion of Tide Avenue west of Surf Way.
2. Revise the Subdivision Ordinance to implement circulation dedications and improvement requirements.
3. Implement the planned Del Monte Avenue widening project to improve traffic safety and circulation at the English Avenue/Del Monte Avenue intersection.
4. Implement the planned Del Monte Avenue widening project to improve traffic safety and pedestrian safety circulation at the Casa Verde Way/Del Monte Avenue intersection.
5. Implement planned curb, gutter, and street pavement improvements on Seafoam, Spray, and Dunecrest Avenues.
6. Conduct traffic/speed surveys on neighborhood streets and develop strategies to solve any problems found.
7. Initiate a study to determine the appropriate location for development of a secondary emergency access road to the Del Monte Beach neighborhood.

IV. LAND USE AND DEVELOPMENT

A. Visual Resources

3. LCP Policies

11. The creation of a new public viewpoint on the U.S. Navy property in the vicinity of the abandoned wastewater treatment shall be investigated. This viewpoint would be incorporated into the beach support parking development discussed in the Land Use section of this LCP.

4. Proposed LCP Implementation Measures

1. Revise the Zoning Ordinance to implement development standards for protecting coastal visual resources.
2. Develop guidelines for sand dunes restoration, replanting and long term management.
3. Revise setback standards to establish the minimum setbacks for protection of lateral coastal views.
4. Develop architectural review guidelines (including building height guidelines) to protect the scenic quality of the shoreline and coastal dunes.

B. Locating and Planning New Development

3. LCP Policies

1. Certain community interests in the use of the NPGS property have been identified as important opportunities for public use of this property: vertical access, lateral access, parks and recreation opportunities, and protection of habitats and vegetation. While these individual opportunities are addressed in specific policies elsewhere in this Plan, this policy sets forth the land use designation for the Navy property, including the abandoned wastewater treatment site, to be parks, recreation and open space. The Navy's oceanographic academic activity represents a coastal dependent use, and would be permitted within the open space land use designation.
 - a) The two primary ways for implementation of this land use shall be either a long-term lease between the City and the Navy, or acquisition by appropriate public agencies should the property ever be declared surplus federal land;

- b) Active parks and recreation uses, including picnicking, beach parking, and tent camping are envisioned on the disturbed and improved portions of the property on and around the abandoned wastewater treatment plant site;
 - c) Demolition of the plant facilities shall be accomplished in accordance with the litigation settlement terms of 1986 except for those facilities necessary to:
 - i) maintain pumping activities as part of the regional sewer line;
 - ii) facilities identified by the City of Monterey necessary to retain surge overflow protection; and
 - iii) any possible academically-related uses as part of the Navy's oceanic research activities.
 - d) Dune habitat restoration and preservation is envisioned on the undisturbed portions of the property.
4. Use designations for the existing single and multiple family residential development in the Del Monte Beach Subdivision shall reflect current uses since the area is a stable neighborhood with generally high quality development.

Commensurate with this, the design guidelines listed below shall be followed by the City Architectural Review Committee when reviewing new residential construction and remodel projects. These guidelines are in addition to the existing City of Monterey Zoning Ordinance and Guidelines for Single Family Dwellings adopted by the City in December of 1987. Where conflict occurs, the guidelines listed below shall be followed.

- a) For new and remodel single-family home projects, the existing method set forth in the Zoning Ordinance for calculating the datum point from which building height can be determined shall be used. The Architectural Review Committee may reduce the building height where necessary to achieve design considerations of the adopted single family residential guidelines, and to achieve a variation between the dwelling and units on adjacent lots to provide view sharing. This variation may include zero lot line development. Where the existing slope of the lot exceeds 5% and is above the street level, a surveyor's report shall be required to establish existing average grade of the lot.
- b) Grading in excess of 50 cubic yards shall require a grading permit from the Building Division. This grading permit shall stipulate the permanent location where grading materials can be deposited off-site and shall not include the public beach area unless it is sand. The location of any deposits proposed on City lands must be reviewed by the Engineering and Maintenance Department.

- c) For new construction of single-family homes which do not meet the requirements in 4(c), driveways shall not exceed a maximum slope angle of 20%. Driveways over 15% shall include slope transitions at the top and bottom that are not less than five feet in length and more than 10% in slope unless approved by the City Engineering and Maintenance Department.
- d) As part of the planned street improvements, all curb cuts shall be designed to match existing driveway widths or 23 feet in width, whichever is less. Following completion of planned road improvements, new driveway curb cuts for new development shall adhere to the existing City standards of 50% of lot width or 23 feet, whichever is less.
- e) For new construction, remodels, and second story additions to existing single family homes or apartments, structural development should be designed so as not to totally block existing coastal and hillside views as seen by neighboring structures, and shall avoid creating a window-to-window private view impact as much as possible. View analysis shall be done where a proposed project would block existing views of Monterey Bay or adjacent forested hillsides; the project shall be redesigned with the goal of providing a balance between protecting all or part of the view for the existing unit and also providing an equivalent view for the proposed project. In order to enhance views, zero lot line development or other appropriate setback variation may be permitted.
- f) For new construction, remodels, and second story additions of single-family homes or apartments, there shall be consistency in colors and materials in such development with those colors and materials found in the surrounding environment of the adjacent homes. In general, low-intensity, soft, and muted colors are preferred over bright primary colors. Bright trim colors shall be used sparingly. The recommended materials include stucco, wood siding, or a combination of the two. Significant areas of wood trim are also appropriate. Roof materials generally will include Class A fire-rated asphalt composition shingle, shingle style clay or concrete, and tar/gravel. Terra cotta Spanish "S" tile roof is acceptable where the tile color is compatible with adjacent homes.
- g) Structural enclosure of existing patios and porches shall require Architectural Review Committee review and approval for 3-sided and full 4-sided wall enclosures are proposed; 4-sided enclosures shall also require Coastal Commission staff review. Where variances are proposed, City review and a Coastal Commission Permit shall be required. Materials used in patio and porch enclosures that shall be wood and glass, with glass solariums the preferred structural enclosure; corrugated plastic and fiberglass enclosures shall be discouraged.

- h) Future residential development shall have structural modulation and avoid boxy structures; modulation can be achieved through the use of projecting bay windows, recessed deck areas, inset wall areas, and well-proportioned cantilevers.

8. All vacant lots in the Del Monte Beach subdivision, west of Beach Way and north of the lots fronting Dunecrest Avenue shall be designated for single family residential land use under R-1-5-D-1 zone standards. Open space habitat areas shall be designated for open space under O zone standards. These lots shall be subject to the following criteria:

- a) No new substandard lots shall be created. All new lots shall be large lots with a 5,000 square foot minimum.
- b) Access shall be provided from Beach Way with extension of Spray Avenue ending in a turnaround to meet City of Monterey emergency vehicle requirements. Through access across Navy property to Del Monte Avenue shall not be precluded pending future negotiations with the U.S. Navy to develop a street option out to Del Monte Avenue.

Access to lots from Beach Way along an extension of Sea Foam Avenue may be provided through a private drive subject to City of Monterey Fire Department approval.

- c) Building envelopes shall be provided for all lots at the resubdivision stage to address view impacts. Building envelopes shall include finish floor elevation, finish garage pad elevation, elevation at top of envelope measured from site datum and building setbacks.

The vacant lots west of Dunecrest Lane between the lots fronting Dunecrest Avenue and Del Monte Avenue shall be designated for single family residential use under R-1-5-D-1 zone standards. Open space habitat areas shall be designated for open space under O zone standards. These lots shall be subject to the following criteria:

- a) No new substandard lots shall be created. All new lots shall be large lots with a 5,000 square foot minimum.
- b) Access shall be provided from Dunecrest Lane.
- c) Building envelopes for maximum one story buildings shall be provided for all lots at the resubdivision stage to address view impacts. Building envelopes shall include finish floor elevation, finish garage pad elevation, elevation at top of envelope measured from site datum and building setbacks.

9. Existing vacant lots in the Del Monte Beach subdivision between Beach Way and Surf Way, from Dunecrest to Roberts Avenue, shall be designated for single family residential uses. Development standards in the R-1-6-D-1 zone district shall apply. These lots shall be subject to the following criteria:
 - a) No new substandard lots shall be created.
 - b) For lots which have frontage on Roberts Avenue only, access shall be provided where feasible through access easements, common driveways, or other appropriate means, from adjacent properties fronting Dunecrest Avenue.
 - c) Where access cannot be achieved through to Dunecrest, open space acquisition of these lots through opportunity buying shall be pursued.
 - d) Where acquisition is not feasible, these lots may be developed with access from Roberts Avenue, provided that:
 - i. There is adequate backup space onto Roberts Avenue to meet City standards. To provide adequate backup area onto Roberts Avenue, access easements should be allowed on the undeveloped uphill portion of the Roberts Avenue right-of-way. Where easements are not proposed, the widening of Roberts Avenue may be required.
 - ii. Adjacent lots with access on Roberts Avenue develop common driveways where feasible in order to reduce traffic impacts on Roberts Avenue.
 - iii. A continuous, monolithic retaining wall shall be avoided; a terraced wall or combination of two terraced walls and slope shall be encouraged, and the height and length of driveway retaining walls shall be minimized.
 - iv. An environmental assessment shall be completed.
17. The City of Monterey shall develop and provide a list of native landscape plants and suggested drip irrigation systems which minimize water use, to neighborhood residents for their use.
18. The City of Monterey shall develop standards for the design and treatment of public improvements, such as benches, signage, trash barrels, and public restroom facilities. The design, compatibility and quality of these public improvements shall reflect the coastal dune character of the Del Monte Beach area. These standards shall include guidelines for the placement of signs, minimizing their number and size as much as possible.

4. Proposed LCP Implementation Measures

1. Adopt Zoning Ordinance revisions to define and implement land use policies and standards set forth in this Plan.
3. Adopt property rezoning as described in the land use policies.
5. Prepare a list of native landscape plants and suggested drip irrigation systems which minimize water use, for neighborhood use.
6. Develop design guidelines for public improvements such as benches, signage, and restroom facilities, which reflect the coastal dune character of Del Monte Beach.
7. The City should initiate the rezoning process for the vacant lots west of Beach Way and North of the lots fronting Dunecrest Avenue under the R-1-5-D-1 residential zone designation and open space/habitat areas under the O open space designation.

The City should initiate the rezoning process for the vacant lots west of Dunecrest Lane between the lots fronting Dunecrest Avenue and Del Monte Avenue under the R-1-5-D-1 residential designation and open space/habitat areas under the O open space zone designation.

8. The City should initiate the rezoning process for the six commercially zoned parcels fronting the Recreational Trail between Beach Way and the Navy property from C-2-D-2 to R-1-6-D-1 (part of the 68 lots).
9. The City should initiate discussions with the U.S. Navy for public use of the Navy property on and around the abandoned wastewater treatment plant. Discussions could ultimately lead to a long-term lease, or acquisition by the appropriate public agencies if the property is ever declared surplus Federal land.