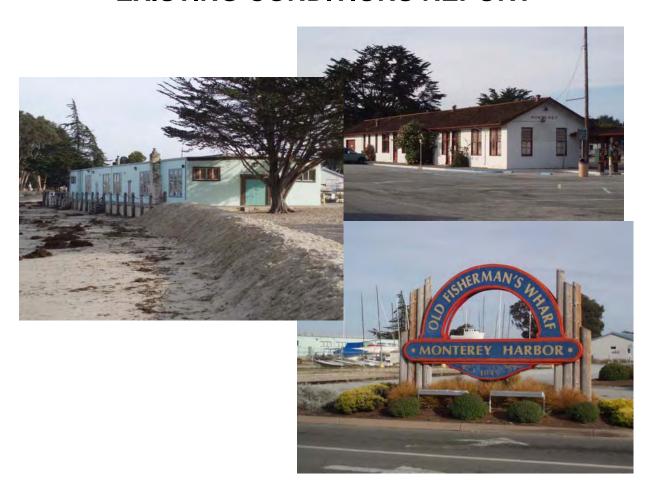
WATERFRONT MASTER PLAN

EXISTING CONDITIONS REPORT



February 2010

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INTRODUCTION

The proposed Waterfront Master Plan Planning Area (Planning Area) stretches from the west end of San Carlos Beach to the eastern end of Monterey Bay Park and includes Del Monte Avenue as its southern boundary (Figure 1 – Planning Area and Major Features). Over time, a variety of plans, documents, and study efforts have influenced land use and infrastructure improvements to the area, including:

- Master Plan of the City of Monterey (1939)
- Cannery Row (Coastal) Land Use Plan
- Monterey Harbor (Coastal) Land Use Plan
- Parks and Recreation Master Plan
- Zoning standards
- Wharf Master Plan
- Wharf lease requirements (Resolution 9000)
- Beach Master Plan
- Catellus Property Improvement Plan
- ROW Agreements with Caltrans

While portions of these documents may continue to be relevant to the master plan process, an overall coordination of the application of regulations within this area is required if a long-range coordinated vision is to be attained. For example, the Coastal Act requires the City to maintain a Local Coastal Land Use Plan that includes policies that address public access to coastal resources, consistent with the State Coastal Act. Specific lease areas, on the other hand, require land use and leasing regulations that best suit the City's image and economic vitality. Recreation facility improvements and maintenance would continue to respond to the City's land use and recreation goals for this area. Ultimately, the Waterfront Master Plan would provide a coordinated and comprehensive direction for future development efforts deserving of a community treasure and an international destination.

The City of Monterey possesses many attractive features that are recognized world-wide. The City has successfully showcased its waterfront's history and natural features and realized its economic benefits for many years. However, as referenced above, many plans have been adopted that address all and/or portions of the waterfront area. Within the Planning Area, a patchwork of improvements has occurred over time. Today, many of the plans require updating, and portions of the waterfront area remain vacant and/or require improvements. Further, TAMC is currently developing plans and conducting an environmental analysis for the Monterey Branch Line Light Rail Transit project, including a station or stations within the waterfront area.

The master planning process provides an opportunity to create a comprehensive, far-reaching, and visionary plan for the waterfront that will ensure the City's future as a multi-day destination that is convenient, fun, and beautiful. The planning process will address such issues as sea level rise, the relationship of the waterfront to Custom House Plaza, the Monterey Conference Center, and the downtown in terms of parking and circulation (pedestrian, bicycle, mass transit, and automobile); types of commercial and recreational land uses that should be accommodated; and the possible location of the Monterey Branch Line Station that would best benefit Monterey citizens and visitors.

To date, staff has developed a draft work plan and outreach program for the Waterfront Master Plan. Because the Planning Area involves a wide cross-section of City departments and divisions, the next key step in the planning process is to conduct kickoff meetings with the City staff working group and the Council/Planning Commission/Parks and Recreation Commission Subcommittee to

further define the work program, outreach program facilitator role, and working group team member roles and responsibilities for the duration of the planning process.

The overall objective of the Master Plan is to provide a comprehensive planning and policy document that addresses all municipal facilities along the waterfront (between the Coast Guard pier to the west and the east end of the Window on the Bay Park to the east, Del Monte Avenue to the south, and the north end of the harbor to the north). As outlined above, the City has a multitude of planning, policy, and other regulatory documents that apply to the project area. The focus of each of these documents will not be lost in the master planning process; rather, every area of focus will be addressed under a common vision for the project area.

Though an outline of the Waterfront Master Plan's format and content will emerge during the planning process, it will likely include a vision statement, goals, policies, and implementation programs that address uses, parking and circulation, and physical design. The updating of implementing documents will follow adoption of the master plan as separate processes, such as phased improvement plans for structures, signs, circulation, parking, and other infrastructure, use and lease regulations.

PROJECT SETTING

The use and development of Monterey's waterfront that has occurred over time has managed to preserve and embrace many aspects of Monterey's history, including its discovery and settlement, development as a fishing community, and continued evolution as a tourist destination.

Past Waterfront Planning Efforts

Some of the earliest planning efforts for the waterfront include the 1939 General Plan. This General Plan provided for the first time the objective of creating Monterey Bay Park, also known as "Window-on-the-Bay." Another plan objective called for the removal of Municipal Wharf No. 1 (Fisherman's Wharf). As we know, the first objective has been met, but the second was not. Current adopted goals, policies, and objectives that apply to the Planning Area are summarized in the Regulatory Section below. While stakeholders, issues, and needs change over time, understanding and acknowledging past thinking and visioning is an important part of the revisioning process that is the objective of this master planning effort.

The City Council adopted the City of Monterey Parks and Recreation Master Plan in 1986 as an implementation tool for the City's General Plan. This plan sets forth a 20-year vision that includes goals, objectives, policies for the acquisition and development of the City's parks system. Goals, policies, and objectives relevant to the Planning Area address San Carlos Beach Park, Fisherman's Shoreline Park, and Monterey Bay Park and have been fulfilled.

The Waterfront Enhancement Project was another past planning effort that focused on the improvement of Monterey's waterfront. Launched in 1982, the Waterfront Enhancement Project responded to the deterioration of the coastline and the disarray of the waterfront economy. This project addressed every sector of the City's four mile shoreline as three distinct waterfront zones. The project's aim was to diligently balance historic and environmental resource preservation with economic development and modest growth. Project objectives included reclaiming public access to beaches, opening obstructed viewsheds, improving waterfront parks and recreational facilities, widening and beautifying the primary transportation corridor along the coastline, protecting and reintroducing native flora to the area's fragile sand dunes, constructing spacious parking lots and garages in key locales, and renovating the City's marina facilities.

The Catellus Phased Improvement Plan is the most recent planning project within the Planning Area. In 2002, the City Council certified the Catellus Properties Phased Improvement Plan Environmental Impact Report (EIR) that analyzed potential environmental impacts related to a phased improvement plan for the reuse of two properties on Figueroa Street acquired by the City. The improvement plan itself, however, was never adopted. The components of the phased improvement plan are listed below with an indication of those components that have been implemented.

- Zone change of the west parcel of the project site from Community Commercial (C-2) to Open Space District **COMPLETED**
- Change LUP designation of the Sea Scout building, Monterey Bay Kayaks building, the dry boat storage area, and the Passenger Depot for coastal dependent, coastal related, or public serving uses - COMPLETED
- Application of Historic Landmark (H-1) overlay to the Southern Pacific Railroad Passenger Depot building
- Demolition of the Karaoke/Cyber Café building and adjacent bookstore building, the Southern Pacific Railroad Freight Depot building, and the public restrooms from the east parcel of the project site **COMPLETED**

- Restoration of the Southern Pacific Railroad Passenger Depot building –
 ARCHITECTURAL PLANS COMPLETE
- Façade improvements to the Sea Scout building NEW LEASEHOLDER CURRENTLY PREPARING PLANS FOR ARC CONSIDERATION
- Dune restoration adjacent to the Sea Scout building COMPLETED
- Reconfiguration of the entrance of Figueroa Street to include two left turn lanes onto Del Monte Avenue to improve circulation at the project site - IN-PROCESS
- Construction of a traffic roundabout on Figueroa Street at the entrance to Municipal Wharf No. 2
- Landscaping and screening along Del Monte Avenue
- Screening and improved fencing of the dry boat storage area
- Construction of a pedestrian plaza and public use plaza
- Construction of an information kiosk adjacent to Municipal Wharf No. 2
- Relocation of the multi-use recreational trail
- Construction of a permanent wave run-up barrier adjacent to the pedestrian plaza that connects Municipal Wharf No. 2 to the Sea Scout building
- Improvements to the public parking lots on the project site to improve circulation and provide additional public parking

In 2004, the Coast Guard began a planning effort for the Coast Guard properties, including the pier, breakwater, and adjacent property on Lighthouse Avenue. These plans, however, were never completed.

Overview of Planning Area

The Planning Area encompasses nearly 1.2 miles of Monterey Bay frontage. Approximately 1,800 feet of this frontage is improved as part of the Coast Guard Pier, Monterey Harbor and the Municipal Wharves, with the balance as open sand beach and rocky coves. The majority of the Monterey Waterfront is owned by the City of Monterey; the U.S. Coast Guard owns a parcel near the Coast Guard Pier and State Parks owns portions adjacent to the Custom House Plaza. This Existing Conditions report provides the history and existing status in terms of use, access and infrastructure for the following features within the Planning Area:

- San Carlos Beach
- Coast Guard Pier, cap road, docks, and adjacent parking area
- Fisherman's Shoreline Park
- Municipal Wharf No. 1 (Fisherman's Wharf)
- Stanton Center/Maritime Museum
- Monterey Marina and Harbor
- Harbormaster Building (250 Figueroa Street)
- Marina Facilities Building (265 Figueroa Street)
- Municipal Wharf No. 2
- Monterey Beach
- Passenger Depot (290 Figueroa Street)
- Sea Scout Building (285 Figueroa Street)
- Dry Boat Storage (693 Del Monte Avenue)
- Monterey Bay Kayaks Building (693 Del Monte Avenue)
- Recreation Trail
- Monterey Bay Park (Window on the Bay Park)

Parking Areas

With the exception of the Coast Guard Pier and the pedestrian causeway that links Municipal Wharf No. 2 to Custom House Plaza, the City owns all property within the Planning Area (Figure 2 – Property Ownership).

Description of Surrounding Land Uses

The Planning Area is surrounded by many significant features that require consideration throughout the waterfront planning process (Figure 3 – Surrounding Land Uses). For example, the enhancement of visual and physical linkages to Custom House Plaza and the downtown may be identified as one of the goals of the waterfront plan. Surrounding key features include the following.

Cannery Row

Cannery Row borders the Project Area to the west and is the original location of Monterey's prolific sardine industry. Since the collapse of the sardine industry in 1960, the City has restored beaches and public access. Cannery Row now consists of many visitor-serving businesses and the Monterey Bay Aquarium, which serves as a major attraction for Monterey.

Heritage Harbor Complex

Located north of Scott Street on both sides of Pacific Street and adjoining the Municipal Wharf No. 1 and Custom House Plaza areas, the Heritage Harbor complex was originally developed as a visitor-commercial shopping complex as part of the City's Custom House Redevelopment Project. The existing structures in the complex represent the first phase of the project. While several restaurant complexes still remain in the first phase, the majority of the first phase has been converted to office uses

On the west side of Pacific Street is a 266-space parking garage. A second phase, calling for the construction of additional buildings around the parking garage, has not been undertaken. At present, there are no known specific plans for the development of the now vacant upper site surrounding the parking structure.

Custom House Plaza/State Historic Park

The State Historic Park forms a physical and visual link between Downtown Monterey and the Planning Area. The State Historic Park consists of many historic buildings in and around the Custom House Plaza and presents a unique and significant visual resource and historic experience for the visitor. A General Plan for the State Historic Park was prepared in 1983 by the State Department of Parks and Recreation working with the City of Monterey. The General Plan contains specific recommendations for the enhancement of the listed historic buildings and sites, including improved landscaping, directional signing, and improved visitor orientation programs. A majority of the proposed improvements in the 1983 State Historic Parks General Plan have been accomplished, including the selective removal of vegetation and the removal of walls around Custom House Plaza that previously blocked views to the degree that many visitors to Municipal Wharf No. 1 never realized the existence of the State Historic Park. Furthermore, additional landscaping and lighting improvements for the Custom House Plaza area have enhanced the visual resources of this area.

Portola Plaza/Monterey Conference Center

The City of Monterey's Conference Center and the 380-room Portola Plaza Hotel occupy a site lying between the State Historic Park and Del Monte Avenue. A 420-space parking structure serves the Portola Plaza Hotel.

Del Monte Avenue Frontage

Del Monte Avenue borders the eastern half of the Planning Area to the south. Major features on the south side of Del Monte Avenue include the Monterey Sports Center Complex, various commercial businesses, and Lake El Estero.

Monterey State Beach and La Playa Townhomes

A residential neighborhood/townhouse complex borders the Planning Area to the east. Monterey State Beach borders a portion of the Planning Area to the north and east, adjacent to Monterey Municipal Beach.

REGULATORY SETTING

Several land use and policy documents control current and future uses within the Planning Area. As a first step in the planning process, all participants should have a full understanding of these policies and programs that reflect a vision, albeit piecemeal, defined by past public processes. To the extent practicable, current policies should remain in place unless the Waterfront Master Plan process identifies the need and public desire to depart from the existing adopted policy direction.

Monterey Bay National Marine Sanctuary

Portions of the Planning Area are within the Monterey Bay National Marine Sanctuary (MBNMS). The area inclusive of the breakwater, across to the northern end of Municipal Wharf No. 2, and along the eastern edge of Municipal Wharf No. 2 is not included in the MBNMS; however, the waters outside this area, as well as portions of San Carlos Beach and Monterey Municipal Beach, which are below the mean high tide line, are within the Sanctuary and its jurisdiction.

The MBNMS regulations generally prohibit new structures or alterations of the seabed. However, a permit process allows consideration of certain activities with adequate environmental review. Additionally, MBNMS regulations prohibit the use of any other areas outside of the area adjacent to Municipal Wharf No. 2 for the disposal of dredged materials. MBNMS authority supersedes the authority of the Army Corps of Engineers and the California Coastal Commission in that permits issued for projects that affect MBNMS resources by those Federal and State agencies must first receive MBNMS authorization. The updated MBNMS management plan lists "coastal development and storm water runoff" as potential threats to MBNMS resources.

Monterey State Beach General Plan (California State Parks)

The Monterey State Beach borders the Monterey Municipal Beach approximately 300 feet east of Municipal Wharf No. 2. In 1987 the California State Park and Recreation Commission adopted the Monterey State Beach General Plan. While not technically within the Planning Area, the following key recommendations of this plan may be applicable to the Waterfront Master Plan:

- Continued acquisition and planning efforts by the state and City of Monterey to achieve the objectives of open space and improved beach access;
- The development of visitor parking and restroom facilities outside the bay view corridor; and
- Continued coordination between State Parks and the City of Monterey to provide the necessary law enforcement, maintenance, visitor control, as well as operating and development agreements.

Monterey General Plan and Coastal Land Use Plans

The City's General Plan assigns the following three land use designations to the Planning Area (Figure 4 – General Plan Designations)

Public / Semi-Public

This category applies to all publicly owned facilities and those private facilities operated to serve the general public except for parks and recreation facilities, which are a separate category. Portions of the Planning Area within the Public / Semi-Public land use designation include the Coast Guard Pier, causeway, Maritime Museum, Harbormasters office, Marina Facilities Building, and surrounding parking lots.

Commercial

This category applies to all types of commercial areas and allows the full range of commercial uses, including retail, office, visitor commercial and professional offices. The California Coastal Act identifies commercial fishing access and facilities as priority projects. Commercial areas are also a primary resource for new housing in mixed use or apartment developments. Portions of the Planning Area within the Commercial land use designation include the Boatworks facilities located at the base of the Coast Guard Pier, Municipal Wharf No. 1 and Municipal Wharf No. 2.

Parks and Open Space

This category applies to all parks and recreation facilities such as neighborhood, community and county parks; community centers; and greenbelt and other open space areas. Portions of the Planning Area within the Parks and Open Space land use designation include Monterey Bay Park, Monterey Municipal Beach, either side of Figueroa Street (east and west Catellus), Fisherman's Shoreline Park, San Carlos Beach Park, and the Recreation Trail from Municipal Wharf No. 1 to the western boundary of the Planning Area.

Figure 5 shows the Coastal Zone Boundary. The City has five certified Coastal Land Use Plans that comprise its Local Coastal Program (LCP). The Planning Area is within the jurisdiction of two of these plans: the Cannery Row and the Harbor Land Use Plans.

Summary of Policies

General Plan and LCP goals, policies, and programs have been applied to the use, preservation, and development within the Planning Area. A complete listing of specific goals, policies, and programs that apply to the Planning Area are listed in Appendix A. The discussion below provides a general summary of policies and programs by general topic.

Parking

Policies require the development of a citywide Parking Master Plan, which is currently underway. This master plan will evaluate existing and future parking needs based on maximizing access to a variety of transportation modes. The Parking Master Plan will also implement policies that require the effective management of parking and transportation before investing in costly roadway and parking expansion projects.

Parking related policies also encourage parking to be placed underground or away from the street to improve the pedestrian experience; and require minimizing the amount of land dedicated to parking needs, especially in commercial business districts and along the scenic coastline.

Transit

Policies require the provision of an attractive and convenient transit service for Monterey citizens, especially those in the community who cannot or choose not to own a private automobile. The transit service must support the local economy, future rail transportation, and expansion of the local shuttle service area to nearby proposed rail stations, and provide safe crossings for bicycle and pedestrian trail and vehicle crossings along the rail line.

Bicycle and Pedestrian

Policies require the promotion of a pedestrian/bicycle-friendly environment where public spaces, streets and off-street paths offer a level of convenience, safety, and attractiveness that encourage and reward the use of alternative modes of transportation. This requires the installation of adequate lighting along Class I bike trails, ample space on the Recreation Trail to reduce conflicts between different users, and amenities for alternative transportation methods such as special parking places, bicycle racks and storage lockers.

Policies also require the establishment and maintenance of pedestrian-friendly environments in commercial areas through the use of "buffers" separating pedestrians and vehicular traffic (e.g., street trees, on-street parking, and public furniture), sidewalk curb ramps in all major activity areas and commercial centers in accordance with the Americans with Disabilities Act, and an attractive pedestrian environment on Del Monte Avenue near the downtown parking structures to encourage visitors to walk to the downtown and Municipal Wharf No. 1. The pedestrian experience should be enhanced through the addition of public art along popular tourist routes and comfortable seating with interpretive signs at adequate spacing along the Recreation Trail and other popular pedestrian routes.

These policies are based on the premise that pedestrian-friendly environments in the commercial business districts will extend the time spent in the commercial business districts and enhance the overall shopping experience. Visual cues will draw pedestrians and bicyclists toward commercial areas along pedestrian and bicycle paths. Policies specifically require the enhancement of the connection between Downtown and the Waterfront through the Alvarado Mall.

Historic Preservation

Policies require the preservation of historic and cultural resources in Monterey, including buildings, sites, landscapes, artifacts, and memories. The existing railroad passenger depot is a designated historic resource within the Planning Area and shall be preserved. The City has also made the preservation if the fishing culture and heritage an important consideration.

Public Facilities

Policies require the improvement and maintenance of facilities in the harbor area that will provide services needed by both Monterey's fishing industry and pleasure craft owners by continuing to provide adequate berthing in the Monterey harbor for fishing vessels and pleasure craft at prices competitive with other areas and for unloading and transportation of fish; thereby supporting commercial fishing on Wharf 2. Building maintenance standards that are appropriate based on the age, type and purpose of the structure shall be applied.

Parks and Recreation and Open Space

Policies require the provision of excellent park and recreation opportunities to the community by evaluating community needs and the needs of special populations when planning park and recreation opportunities and facilities. The City shall preserve Monterey Bay as the City's most significant natural resource by supporting industries that contribute to the appreciation of the bay's resources, including, but not limited to, the commercial fishing industry, research activities and tourism. The bay shall also be protected as a resource by protecting views into Monterey Bay; providing public access to the shoreline and beaches, and preserving specific areas for habitat conservation.

Economic Development

Policies encourage the maintenance of a strong economic base which will provide tax income for City services, jobs for Monterey residents, and services for residents and visitors. Development of the waterfront should encourage visitor uses and economic growth that are based on Monterey's natural setting and history and that are coastal dependent. The visitor industry is recognized as the primary economic base of the community. The preservation of the Monterey fishing industry is also encouraged.

Shoreline Protection

Protective structures are allowed to protect existing structures and ensure public safety. Any such structure shall provide public access and shall be designed to complement the aesthetic features of the beach and the proposed public plaza. 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. The City shall cooperate and participate in the regional effort to develop baseline studies and on-going assessments of shoreline erosion and sand supply. Currently, the MBNMS does not allow for clean marina sand, when dredged, to nourish neighboring beaches or to protect structures.

Site-Specific Policies

The LCP requires the development of the Passenger Depot site for parking, coastal dependent, coastal-related, and public serving uses. Specific uses allowed are limited to those uses supporting and serving the marina, Municipal Wharf No. 2, and Monterey Beach. The LCP designates the site on the east side of Figueroa Street for open space, the Recreation Trail, public restrooms, equipment rentals and sales, a small snack bar/small restaurant, beach entertainment, boat sales and chandleries; bait and tackle/sundry shops; and boat storage and rental. New development is limited to parking lot improvements, landscaping, dry boat storage with screening, public plazas, and development of a wave run-up barrier to protect the plaza and public beach access and prevent flooding of Del Monte Avenue, only if such development does not adversely impact sand supply.

The LCP limits construction between Camino El Estero and Park Avenue along the north side of Del Monte Avenue to low-intensity public recreational and open space uses that preserve views.

Redevelopment Plans

The Planning Area falls within the City's three redevelopment areas: Cannery Row, Custom House and Greater Downtown. For each redevelopment area, there is an adopted redevelopment plan that dictates allowed uses within the redevelopment area. The redevelopment plans assign powers and duties to the City as a Redevelopment Agency under California Redevelopment Law (CRS) to implement programs for the redevelopment and revitalization of the three redevelopment areas that have been determined to contain blight. The City's 2009/10-2013/14 Five-Year Implementation Plan guides the City/Redevelopment Agency's expenditure of revenues generated within each of the redevelopment areas to meet their goals, according to California Redevelopment Law. Redevelopment plan goals include:

- Elimination of blight;
- Recapturing of certain elements of the natural beauty of the project area by providing public open space and public access;
- Allowing the assembly of various parcels by private enterprise into larger development opportunities which can better accommodate plazas, access, public use areas, and design

- character; and
- Strengthening of the economic base of the Project Area by providing adequate circulation, parking and other improvements to serve anticipated development and new public areas.

Allowed uses within the redevelopment areas include public serving, park and recreation, coastal dependent, general commercial, visitor serving, and residential uses.

Zoning Ordinance

The zoning designations within the Project Area include Open Space and Planned Community (Figure 6 – Zoning). The Passenger Depot is within the City's Historic (H-1) overlay. The Coast Guard Pier and the wharves do not have a zoning designation.

Open Space

Portions of the Planning Area zoned as Open Space (O) include San Carlos Beach, the base of the Coast Guard Pier, the western half of Fisherman's Shoreline Park, the Marina parking lot and Passenger Depot, Monterey Bay Park, and Monterey Municipal Beach.

The purpose of the O district is to provide a suitable classification for large public or private sites permanently designated for open space use or currently in an open space use; and to protect public health and safety by limiting lands subject to flooding, slides, or other hazards to open space use.

Permitted and conditional uses within the portions of the Planning Area in the O district include public and semi-public uses as well as commercial uses and are further restricted along the waterfront by the Harbor Land Use Plan. Such uses include:

- Park and recreation facilities
- Minor utilities
- Cultural institutions
- Lifeguard facilities, small police information kiosks, harbor master office and support services/facilities
- Major utilities, except for generating plants, electrical substations, above-ground transmission lines, and switching buildings
- Public serving uses as specified in the Harbor Land Use Plan.
- Beach entertainment as specified in the Harbor Land Use Plan
- Eating and Drinking Establishments as specified in the Harbor Land Use Plan
- Small Snack Bar as specified in the Harbor Land Use Plan
- Coastal Dependent or Related Uses as specified in the Harbor Land Use Plan

Planned Community

The portions of the Planning Area zoned as Planned Community include the eastern half of Fisherman's Shoreline Park, the pedestrian causeway, the Maritime Museum, and the Recreation Trail west of Washington Street.

The specific purposes of the PC Planned Community District are to:

a. Establish a procedure for the development of large parcels of land in order to reduce or eliminate the rigidity, delays, and conflicts that otherwise would result from application of zoning standards and procedures designed primarily for small parcels.

- b. Ensure orderly and thorough planning and review procedures that will result in quality urban design.
- c. Encourage variety and avoid monotony in large developments by allowing greater freedom in selecting the means to provide access, light, open space, and amenity.
- d. Provide a mechanism whereby the City may authorize desirable developments, consistent with the General Plan and applicable area plans or specific plans, without inviting speculative rezoning applications, which, if granted, often could deprive other owners of development opportunities without resulting in construction of the proposed facilities.
- e. Encourage allocation and improvement of common open space in residential areas, and provide for maintenance of the open space at the expense of those who will directly benefit from it
- f. Encourage the assembly of properties that might otherwise be developed in unrelated increments to the detriment of surrounding neighborhoods.

No use other than an existing use is permitted in a PC district, except in accord with a valid PC Plan or Specific Plan. Any permitted or conditional use authorized by the zoning ordinance may be included in an approved PC Plan or an adopted Specific Plan, consistent with the General Plan land use designation(s) for land within the PC district.

H-1 – Passenger Depot

The purpose of historic zoning is to implement the Urban Design Element, Historic Preservation Element and Economic Element of the General Plan; to implement historic preservation provisions of adopted neighborhood plans; to promote the preservation, rehabilitation, restoration, reconstruction, and protection of historic resources; to enhance and preserve the setting of historic resources so that surrounding land uses, including design and color, do not detract from the historic resources; to encourage and promote public knowledge, understanding, and appreciation of the city's history; to promote appreciation and use of historic resources; to encourage preservation of resources, which may potentially be considered eligible for Historic Zoning; to promote public awareness of the benefits of preservation; and to encourage public participation in identifying and preserving historical resources, thereby increasing community pride in the city's cultural heritage.

Not Zoned

The portions of the Planning Area that are not zoned include the Coast Guard Pier, portions of the boat slips off the Coast Guard Pier, Municipal Wharf No. 1, Municipal Wharf No. 1 parking lot, the Harbormasters office and Marina Facilities buildings, and Municipal Wharf No. 2.

These areas will be zoned through the master planning process, as appropriate.

Wharf Master Plan

The City adopted the Wharf Master Plan in 1986 and was subsequently amended in 1987, 1988 and 1995. The purpose of the Wharf Plan is to establish the development regulations and permit procedures needed to maintain the uniqueness that makes the City-owner Municipal Wharf No. 1 a popular attraction for both local residents and visitors. The 1986 Plan reflects the City's continued strong desire to maintain the unique character of Municipal Wharf No. 1.

The Wharf Master Plan encourages marine-oriented uses and retail and wholesale fish markets and restricts the addition of restaurants; cocktail lounges; and gift shops. Resolution 9000 controls the

type of products that can be sold by concessionaires. The use and location of vendor carts and any change in the use and/or location of existing vendor carts is subject to review and approval of the City Council.

Design restrictions strive to maintain the existing variety of buildings and structures in terms of height, color, and character. While the Wharf Master Plan acknowledges that existing signs contribute to the uniqueness of Municipal Wharf No. 1, the master plan defers to the Sign Ordinance for regulations pertaining to signs on the Wharf.

The Wharf Master Plan open space and view policies are designed to protect views from the Wharf to surrounding features by maintaining open space and view areas, requiring the accessibility of panoramic viewpoint to the general public as a condition of any lease area expansion, and when given the opportunity through an unrenewed lease, by studying any structure to see if the structure should be removed and the area should become permanent open space.

Wharf Lease Requirements (Resolution 9000)

Resolution 9000 regulates items permitted to be sold by City concessionaires on Municipal Wharf No. 1 and adjoining the pedestrian causeway. Resolution 9000 was adopted in 1987 and amended in 1989, 1994 and 2003.

Beach Master Plan

The City Council adopted the Beach Master Plan in 1992. Regional and State agencies participated in the Beach Master Plan process, including the Monterey Peninsula Regional Park District, the U.S. Navy, the California Coastal Commission, and the California State Parks and Recreation Department.

The Beach Master Plan fulfills a priority in the 1986 Parks and Recreation Master Plan to develop a master plan for Monterey's beach areas (between the Pacific Grove and Seaside City Limits) to address access and maintenance issues. It serves as a guide for improvement efforts in the waterfront area to enhance open space, public access and recreational amenities along Monterey's waterfront. The Beach Master Plan sets forth goals, policies and programs for activities along Monterey's waterfront and is used by City staff and decisionmakers when considering all proposed public and private development projects along the waterfront (Appendix A).

MAJOR LAND USE FEATURES

The three major land use categories within the Planning Area include Commercial, Open Space/Recreation and Public Facilities. While the parks and water-based structures are identified in Figure 1, the building locations on the land side of the Planning Area are identified in Figure 7 and Parking lots are identified in Figure 8.

The major land use features within the Planning Area include:

Commercial:

- Coast Guard Pier, Cap Road, Docks, and adjacent parking area
- Municipal Wharf No. 1 (Fisherman's Wharf)
- Maritime Museum
- Municipal Wharf No. 2
- Marina Facilities Building (265 Figueroa Street)
- Passenger Depot (290 Figueroa)
- Sea Scout Building (285 Figueroa)
- Monterey Bay Kayaks Building (693 Del Monte Avenue)

Open Space/Recreation

- San Carlos Beach
- Fisherman's Shoreline Park
- Monterey Municipal Beach
- Recreation Trail
- Monterey Bay Park (Window on the Bay Park)
- Municipal Wharf No. 2

Public Facilities

- Restrooms
- Monterey Marina and Harbor
- Harbormaster Building (250 Figueroa Street)
- Dry Boat Storage (693 Del Monte Avenue)
- Truck Turn Around Area
- Fishing Gear Storage
- Public Hoist
- Parking Areas
- Rail Rights of Way

Commercial Land Uses

Coast Guard Pier and Breakwater

The Coast Guard Pier area, located in the northwest portion of Monterey Harbor, consists of the U.S. Coast Guard-owned breakwater and pier and a former 2.4-acre landfill site owned by the City at the base of the pier. The Cannery Row Land Use Plan designates the breakwater and the base of the pier for coastal dependent uses.

The United States Coast Guard's marine safety operations for Monterey Bay are headquartered on and around the Coast Guard breakwater. The Coast Guard Pier provides a launch ramp and mooring station for the Coast Guard Station. The Coast Guard owns and maintains the breakwater cap road but restricts public access. Two structures on the pier provide lease space for marine

related storage. A 270' portion of the Coast Guard Pier is in "condemned status. All Coast Guard structures sit on City owned tidelands. The U.S. Coast Guard had started a master planning process for the improvement of these facilities in 2004 but the plan was never completed.

Presently located at the 2.4-acre site at the base of the pier is a public launch ramp with supporting restrooms and parking. This ramp is intensely used by scuba divers, their vessels, and other recreational boaters. The launch ramp parking occupies approximately one-half of the site. A marine repair facility, dry boat storage, marine-oriented shops, and marine services offered to visiting fishing boats are located on the other half of the site. A 100-berth marina is located adjacent to the site. The only fueling facilities in the Monterey Harbor area are located on fuel docks within this marina. Sailing charters are also operated from this location.

Municipal Wharf No. 1

Municipal Wharf No. 1 is a major public access point within the Planning Area. With the exception of the commercial structures, including the wharf structures that support the buildings, Municipal Wharf No. 1 is owned by the City. The owners of the commercial structures lease the land and water under the structures and the right to front on the Wharf from the City. Primary lesses include fishing and boating enterprises, fish markets, retail shops, restaurants, and a theater. Tall Ship berthing a cruise ship shuttle landings occur on City-owned docks. Up to 20,000 persons visit Municipal Wharf No. 1 on a peak day. Vehicular access to Municipal Wharf No. 1, except for service vehicles, is restricted.

Municipal Wharf No. 1 presently provides loading and docking facilities for four fishing trip concessionaires. These concessionaires presently operate a total of eighteen boats. In addition to sport fishing trips, these concessionaires operate their boats for whale watching and sightseeing trips. A 156-foot multi-purpose float on the west side of the Wharf allows boats to tie up while loading and unloading passengers or visiting the Wharf as also serve Tall Ships and Cruise Ship shuttles.

Two improvement projects are planned and funded for Municipal Wharf No. 1. Structural repairs are needed to rehabilitate the wharf due to normal wear and tear. This work is tentatively planned for construction in late summer or early fall 2010. Also necessary is the replacement of corroded steel hangers that support sewer and firewater utility lines beneath Municipal Wharf No. 1. This work is tentatively planned for late 2011.

Stanton Center/Maritime Museum

The Stanton Center was built in 1992 on Redevelopment Agency property by the Monterey History and Art Association. The structure includes a 200-seat theater and a public community room. Construction was financed largely by community foundation and private grants.

Municipal Wharf No. 2

Municipal Wharf No. 2 is also owned by the City and houses uses serving commercial fisherman, recreational boaters, and other commercial uses. Presently existing on Municipal Wharf No. 2 is a private yacht club, a multi-purpose public hoist, two restaurants, a warehouse complex for the unloading of commercial fishing boats, two fish pump houses, abalone farming, retail and wholesale fish sales, and a boardwalk along the east side for fishing and sightseeing. Also, there are two controlled entrances to the marina from Municipal Wharf No. 2.

The City installed the boat hoist in 1999. It is classified as a three-ton hoist, which can lift small boats. It is customer operated with a 15-minute required training session. In addition, some of the fishing boat owners are using the hoist to deliver larger items to the fishing boats or to unload certain kinds of fresh fish.

A frontal seawall extends from Municipal Wharf No. 2 towards Municipal Wharf No. 1. The City had budgeted for the construction of a pedestrian way along the frontal seawall to provide additional opportunities for fishing and sightseeing. However, the project was never implemented due to challenging ADA compliance issues.

At the entrance to Municipal Wharf No. 2 is a commercial complex with two restaurants. Alongside the west side of the wharf in the marina is the clubhouse for the Monterey Peninsula Yacht Club. There is presently a small tie-up area in front of the Yacht Club.

Municipal Wharf No. 2 serves as a base for Monterey's fishing industry. The season is almost year round with a peak during the summer months. The mainstays of the fishing industry operation in Monterey Harbor are squid, sardines and groundfish. Seasonal fishing attracts hundreds of additional boats to the Monterey Harbor. Seasonal fishing includes the salmon season, which runs from May through September and the albacore season, which is primarily in August and September. The Monterey harbor also serves as a permanent base for a number of fishermen who journey to Alaska each year for the salmon runs.

The City-owned warehouse at the end of Municipal Wharf No. 2 has, over the years, been converted to serve the commercial fishing industry. The building has undergone numerous structural improvements in recent years and currently serve five fishing companies. Three of the companies only unload fish and the other two unload, cut and filet fish. The fresh fish is then transported elsewhere for freezing and canning.

The location of the warehouse and the configuration of the wharf constrain the movement of the large semi-trailer trucks that transport the fish. Large trucks are unable to turn around at the warehouse and therefore must back approximately 1,500 feet from the foot of the wharf. This causes trucks to form a cue at the base of the wharf when waiting to load. This condition creates considerable traffic congestion during the fishing season's peak periods.

Capital improvement projects to specifically address the parking area located along the east side of Municipal Wharf No. 2 are planned to start construction during summer 2010. Engineering investigation and design are currently underway for improvements that will strengthen the structure supporting the parking area, upgrade its load capacity, and determine a surface material that will provide a wear-resistant deck surface.

Marina Facilities Building (265 Figueroa Street)

The City currently leases this building to the Cannery Row Company. Subleases include two restaurants.

Passenger Depot (290 Figueroa)

The Passenger Depot is the only designated historic structure within the Planning Area. The City developed plans for building renovation designed to preserve the historic character and create usable commercial lease space. Cost of renovation is approximately \$250,000. The City's goal has been to identify a lease holder that will renovate the building according to the approved plans.

However, further consideration for the future use of this building has been on-hold until it can be addressed through the Waterfront Master Plan process. The building is currently used for storage by the City and the Monterey History and Art Association. Paved areas immediately adjacent to the Depot are used to store commercial fishing gear.

Sea Scout Building (285 Figueroa)

This building abuts the Monterey Municipal Beach and provides some protection from wave run-up activity. The current lease holder hosts private events, often using portions of the beach adjacent to the structure. Fabricated sand dunes are constructed adjacent to the building to provide additional protection from storm events. Marina dredge materials are used for this purpose every few years.

Monterey Bay Kayaks (693 Del Monte Avenue)

This building provides a storage and staging area for a private kayaking school and outrigger canoe racing team.

Open Space/Recreation

San Carlos Beach

San Carlos Beach Park marks the western boundary of the Planning Area. It contains benches, picnic tables, a pedestrian promenade, lawn area, and parking. The portion of the bay abutting the west side of the Coast Guard Pier is rated by skin-diver magazine as the number one beach cold water access spot in the world, thereby making San Carlos Beach Park a popular staging location for divers. Approximately 65,000 divers utilize this area per year, which includes "from-the-beach" dive instruction.

Fisherman's Shoreline Park

A collaboration between the City of Monterey, the City of Pacific Grove, the California Coastal Conservancy, and several local and state transportation and redevelopment agencies resulted in the construction of Fisherman's Shoreline Park. The park area is a seven-acre, 2,250-foot-long narrow strip of land located between San Carlos Beach Park and Municipal Wharf No. 1.

Generally not more than 100 to 200 feet wide, the area contains the old railroad right-of-way, now part of the Recreation Trail This portion of the Recreation Trail lies approximately ten feet below Lighthouse Avenue and fifteen feet above the water and is used heavily by pedestrians and bicyclists traveling between Municipal Wharf No. 1 and Cannery Row. Access to the Fisherman's Shoreline Park area is primarily from the ends at either the San Carlos Beach Park side or the Municipal Wharf No. 1 side.

The shoreline along Fisherman's Shoreline Park is mostly rocky with several small sand beaches nestled between outcrops of rock. There are three unimproved access points to the water. There is no access signing and the steepness of the three points over the rocky shoreline presents a physical barrier.

Monterey Municipal Beach

In 1920, the Southern Pacific Railroad granted to the City a 0.75 portion of the beach adjacent to Municipal Wharf No. 2. Approximately 300 feet from the wharf is the boundary that marks the

beginning of the portion of the beach under the jurisdiction of the State of California Parks and Recreation Department.

Uses of the beach include kayaking, swimming, wading, strolling, jogging, fishing, windsurfing, multi-hull sailing and skin diving. Through a contract with the State Department of Parks and Recreation, the City provides seasonal lifeguarding services. Four to five times a year, the beach is used as a staging area for multi-hull regattas. Launching is undertaken from Figueroa Street and across the beach to the water.

Monterey Bay Park

Monterey Bay Park (also known as Window on the Bay Park) is located adjacent to Monterey Municipal Beach and Monterey State Beach on land purchased by the City from a variety of property owners along Del Monte Avenue between Figueroa Street and Sloat Avenue. Acquisition efforts began in 1983. The City has removed a number of structures to open up views to the ocean and has developed the park area for public use. The Recreation Trail passes through the park. The 3.9 acre park includes turf and landscaped areas, sand volleyball courts, picnic and BBQ facilities, and parking.

Recreation Trail

The Recreation Trail was constructed in 1988 along the Southern Pacific Railroad rights-of-way that were purchased through a Caltrans grant by the City in 1983. The Recreation Trail runs the length of the Planning Area. The paved trail is used by pedestrians, bicyclists, quadricycles, and skaters. Landscaping, lighting, picnic tables, benches, and signs are located along the Recreation Trail.

Public Facilities

Restrooms

Nine restrooms are located throughout the Planning Area. Their location and condition is as follows:

- Coast Guard Pier (fair condition, heavy use)
- Municipal Wharf No. 1 (less than fair condition due to age)
- Maritime Museum (good condition, not heavily used)
- Harbormaster Office (two restroom sets, one limited to persons with slips in the marina, heavily used-fair condition, and the other set open to the public-poor to fair condition)
- Municipal Wharf No. 2 (boater's only, remodeled in 1996, heavily used-fair condition)
- Municipal Wharf No. 2 beach area (poor condition)
- Municipal Wharf No. 2 Warehouse (fair condition)
- Sea Scout Building (private facilities, condition unknown)
- Monterey Bay Kayaks Building (private facilities, condition unknown)

Coast Guard Pier and Adjacent Area

Public facilities adjacent to the Coast Guard Pier include a boat launch ramp providing access to Monterey Bay for recreational boats and skin diver launches. An ADA-Ramp is also provided, with ample dock space available for vessel staging and passenger loading. Provided at the base of the pier are 40 vehicle/trailer parking spaces.

Monterey Marina

Monterey Harbor is one of three protected boating facilities in Monterey Bay. It serves as the major berthing facility in the south Bay for approximately 600 recreational and commercial fishing vessels. Approximately one-quarter of these vessels hold commercial fishing licenses. Approximately 30 are full-time commercial vessels and 34 in the squid and sardine fishing fleet.

The City owns and operates the 413-slip marina between Municipal Wharf No. 1 and Wharf No. 2. The marina is served by water, electrical, and phone facilities. A sewage waste pump-out facility is located on the marina utility dock. There is a long waiting list for slip rentals. Approximately three-quarters of the slips are occupied by recreational boats and one-quarter by commercial fishing boats.

In 1996, the City obtained a loan from the State Department of Boating and Waterworks to replace the pilings and docks that comprise Monterey's marina. The renovation project increased the size of the berths, provided new power and water service to all dock areas, improved transient docking facilities, and constructed new dinghy docks and a zigzag gangway that adjusts to fluctuating sea levels and insures access for disabled users. A frontal seawall extends from Municipal Wharf No. 2, which protects the slips in the marina. Trailer access to the Harbor is provided by a two-lane launch ramp adjacent to the marina.

The outer harbor contains 130 registered, low-cost moorings. These moorings are protected by the Coast Guard breakwater and are located to avoid interfering boats entering and exiting the marina. Approximately 130 feet of Municipal Wharf No. 1 is dedicated for dinghies that provide transportation to moored boats. Forty moorings located east of Municipal Wharf No. 2 serve vessels in fair weather. These moorings are not protected by the Coast Guard breakwater and boats moored in this area are especially susceptible to wave surge action. Sparky, the fireworks barge, is also moored east of Municipal Wharf No. 2.

A two-lane, free launch ramp is provided in the marina adjacent to the Harbormaster's office. While once the primary launch ramp in the Harbor area, this launch ramp now supplements the newer two-lane launch ramp adjacent to the Coast Guard breakwater. Parking for this ramp consists of eighteen pull-through trailer spaces.

The K dock provides for formal loading and unloading in the harbor/marina area for boat passengers and skin divers. Twelve vessels currently hold K dock (also known as "Yellow Boat Dock") permits for chartered dive trips.

Several cruise line companies conduct daytime port calls to the City of Monterey. The ships set anchor in the bay and ferry (by small boats) the passengers to formal loading and unloading areas in the harbor.

Monterey is an important harbor to transient boaters and is officially recognized by the State as one of a number of "harbors of refuge" along the California Coast.. The next harbor down the coast to the south is Morro Bay, a distance of approximately 120 nautical miles and a twenty-four-hour sail under normal conditions. The next harbor to the north is Moss Landing, a distance of approximately 14 nautical miles and a three-hour sail under normal conditions. As Moss Landing is in the middle of the arc of Monterey Bay, boaters coming from San Francisco usually find it more convenient to navigate a straight line to Monterey after rounding Santa Cruz point. Also, unlike Morro Bay, Moss Landing, or Santa Cruz harbors, Monterey harbor, given its protected location on

the north side of the Monterey Peninsula, can be entered in any weather condition. This accessibility can be of critical importance to the transient boater.

Facilities for transient boaters are limited on a space-available basis in the marina. Members of other yacht clubs can tie up to the Monterey Peninsula Yacht Club's floating dock. When boats are away from their slips for extended periods of time, the slips are made available to transient boaters. The capacity of the marina to accommodate transient boats ranges from 25 to 60 boats. The Harbor office is staffed twenty-four hours a day and transient boaters can make contact by radio or from dock phones regarding berthing availability and instructions. Informational and directional signing is also provided.

Harbormaster Building (250 Figueroa Street)

The building located at 250 Figueroa Street contains public restrooms and shower facilities for marina slip holders. The Harbormaster's office occupies the building's second story.

Dry Boat Storage (693 Del Monte Avenue)

The Monterey Peninsula Yacht Club (MPYC) currently leases an area on the east side of Figueroa Street for dry boat storage. Currently, the storage yard has 54 spaces. MPYC has expressed a need for the doubling of its storage area to 30,000 square feet. Due to the mast heights, the location of dry boat storage must allow a clear overhead passage of the masts between the storage area and the launch ramp or hoist without the interference of overhead wires. MPYC also uses the Dry Boat Storage Area to host regattas of out-of-town area trailered sailboats.

<u>Dredging</u>

Harbor dredging is limited to the marina area and an area near the fuel pier and Coast Guard Pier Parking Lot launch ramp. Dredge material that meets Regional Water Quality Control Board and U.S E.P.A. Clean Water Act beach disposal standards is deposited on the beach east of Municipal Wharf No. 2. Dredge material that does not meet these standards is removed to a landfill. The City spends approximately \$100,000 every five years for minor dredging. A major dredging operation, the first since 1960, is planned for 2010, removing about 50,000 cubic yards of sand from the Marina Area at a cost of approximately \$600,000.

Rail Rights-of-Way

In 1983, the City, through a Caltrans grant, purchased the portion of the 100 foot-wide Southern Pacific rights-of-way (ROW) between the Seaside City Limits and Municipal Wharf #1 with an agreement to construct "an exclusive mass transit guideway project." The status of this project is addressed in the Circulation Section below.

<u>Parking</u>

In support of the visitor amenities and attractions throughout the waterfront area, and as an interim use of acquired parcels, the City has developed a series of parking lots (Figure 8 – Parking). These parking lots contain a total of 1,365 parking spaces that can be described under 16 categories, which address the myriad of users within the Planning Area. In general, these parking categories can be summarized as either attendant spaces, loading zones, specialized zones (Fish Market), restricted time zones, metered spaces, or monthly permit spaces. Spaces are also designed to accommodate motorcycles, RVs, busses, and boats with trailers.

Additional parking for the waterfront is located in the City's East and West garages located on Tyler Street between Del Monte Avenue and Franklin Street. A private parking lot is located on Del Monte Avenue between Tyler Street and Alvarado Street that primarily serves Portola Plaza. A new \$200,000 changeable-message traffic/directional sign is planned to be constructed in the median of Del Monte Avenue near Figueroa Street that will direct motorists to appropriate parking locations in the area based on the destination and the availability of parking spaces at any given time.

Waterfront parking is managed by the City's Parking Division. Most parking spaces require a fee, whether as a monthly permit, daily pass, hourly meter, or pull-tabs in the attendant lot. The fees collected are deposited into either the Parking Fund or the Marina Fund, which each have its own set of restrictions (see Revenues and Expenditures section below).

The parking lots are, for the most part, physically and functionally independent of one another. The Monterey Bay Kayaks lot, for example, is unpaved and primarily serves the adjacent uses. The Olivier Street lot primarily serves patrons, employees, and concessionaires of Municipal Wharf No. 1. The layout and interconnectivity of these lots reflects their incremental acquisition by the City. Consequently, there is no apparent rhythm, pattern or logical relationship between some of these lots or their methods of payment.

Based on a field count and observations in December 2009, parking lots within the Planning Area contain a total of 1,365 parking spaces, which can be categorized as follows:

- 1,097 available for normal vehicles for an hourly fee,
- 119 for monthly parking pass holders,
- 25 special vehicles (RVs, busses, motorcycles, and fish market vehicles),
- 26 time restricted without fee,
- 39 reserved for vehicles displaying disabled person placards.

This information is summarized by parking lot in the Table below.

| | San Carlos | Coast Guard Pier | Olivier | Wharf | Marina | Depot | Wharf | Mry Bay Kayaks | Window on the Bay | |
|--------------------------------|------------------------|------------------------|------------------|---------------------|------------------|------------------|---------------------|-------------------|-------------------------|--------|
| Parking Space Type | Beach Lot ¹ | Lot ² | Lot ³ | #1 Lot ⁴ | Lot ⁵ | Lot ⁶ | #2 Lot ⁷ | Lot ⁸ | Lot ⁹ | TOTALS |
| Attendant Parking | | | | 449 | | | | | | 449 |
| Attendant Parking - Bus | | | | 8 | | | | | | 8 |
| Attendant Parking - Motorcycle | | | | 1 | | | | | | 1 |
| Attendant Parking - RV | | | | 8 | | | | | | 8 |
| Commercial Loading Zone | | | 13 | | 2 | | 3 | | | 18 |
| Customer Parking | | | | | | | 7 | | | 7 |
| Disabled-Accessible Space | 7 | 7 | 1 | 9 | 1 | 6 | 6 | | 2 | 39 |
| Fish Markets | | | 2 | | | | | | | 2 |
| Green Zone - 24 Minute | | 4 | | | | | 2 | 2 | | 8 |
| Green Zone - 5 Minutes | | | | 4 | | | | | | 4 |
| Meters - Coin Operated | 61 | | | | | | 86 | | | 147 |
| Meters - Computerized. | 72 | 53 | | | 133 | 131 | 2 | 71 | 32 | 494 |
| Meters - Comp Pull Through | | 26 | | | | | 29 | | | 55 |
| Monthly Permit - Red | | | | | | | 19 | | | 19 |
| Monthly Permit - All Others | 7 | 34 | | | 40 | | 19 | | | 100 |
| Motorcycle | | | 5 | 1 | | | | | | 6 |
| TOTALS | 147 | 124 | 21 | 480 | 176 | 137 | 173 | 73 | 34 | 1365 |

- 1. The lot near San Carlos Beach
- 2. The lot near Breakwater Cove and the Coast Guard Pier
- 3. The small lot near the front of Municipal Wharf No. 1. It does not include the on-street spaces on Scott St.
- 4. The attendant lot adjacent to Custom House Plaza and Municipal Wharf No. 1 #1
- 5. The lot around the Marina and the Rogue Building
- 6. The lot around the Passenger Depot, including those spaces to the south of the Marina Lot.
- 7. The actual Municipal Wharf No. 2, including those spaces on Figueroa leading onto the Wharf.
- 8. The small lot at Window on the Bay near the intersection.
- 9. The unimproved lot around the kayak rental building and boat storage.

CIRCULATION

Planning Area access is shown in Figure 9 - Circulation. The Planning Area is bordered by Sloat Avenue to the east, Reeside Avenue to the west, and Lighthouse Avenue and Del Monte Avenue to the south. Access to the Planning Area is provided by Reeside Avenue at the west side of San Carlos Beach, Cannery Row at the Coast Guard Pier, Scott Street and Olivier Street at Municipal Wharf No. 1, Washington Street adjacent to the Passenger Depot, Figueroa Street at Municipal Wharf No. 2, and Camino El Estero adjacent to Monterey Bay Park.

Streets

Del Monte Avenue is the City's main entry point and carries vehicles to the City's commercial, business, and tourism centers. Del Monte Avenue enters the Planning Area from the east. Monterey's Waterfront provides a dramatic backdrop for the driver, public transit rider, or Recreation Trail user that enters the Planning Area from this direction.

Del Monte Avenue is a five-lane divided street from the east City limit to Palo Verde Avenue. From Palo Verde it transitions to a four-lane undivided street to Camino El Estero. This segment of roadway is often very congested during the peak morning and evening commute periods on weekdays and weekend afternoons. Del Monte Avenue is a six-lane divided street between Camino El Estero and Washington Street. At Washington Street, Del Monte Avenue connects with the Lighthouse Tunnel to provide access to New Monterey, Lighthouse Avenue, Cannery Row, and Pacific Grove. The north side of the tunnel connects to Lighthouse Curve, which leads to Lighthouse Avenue and the Cannery Row area via Foam Street. Lighthouse Curve is presently divided with two travel lanes southbound and three travel lanes northbound. With average daily traffic of over 53,000 vehicles per day on peak days, Lighthouse Curve is the City's most heavily traveled street and experiences a service level of D (severe congestion with some long-term backups on critical approaches).

Proposed Improvements

To improve circulation and parking in the harbor area, the City has proposed to widen Del Monte Avenue between Camino El Estero and Sloat Avenue. This project is under design, but construction is subject to funding becoming available. Proposed improvements include adding a third eastbound lane, adding left turn lanes at intersections, and improving signal operations. Del Monte Avenue has previously been widened between Washington Street and Camino El Estero and between Palo Verde and the Seaside City limit.

As funds are available, the City proposes to widen Del Monte Avenue between Camino El Estero and Palo Verde as follows:

- Between Camino El Estero and Camino Aguajito, using land along the north side of Del Monte Avenue.
- Between Camino Aquajito and Sloat Avenue by acquiring land under private ownership.
- Between Camino Aguajito and Park Avenue by acquiring approximately 15 feet of rights-ofway on either side of Del Monte Avenue.
- Between Park Avenue and Sloat Avenue by acquiring ten feet on either side of Del Monte Avenue. This segment of the widening would require the removal of several structures on both sides of Del Monte Avenue. The possibility of combining the two plan lines into one twenty-foot-wide plan on one side of Del Monte Avenue has been discussed. If this twentyfoot widening was undertaken on the bay side, several structures would have to be

removed. Staff has identified the need to restudy this plan line.

Truck Turn Around Area

The area south of the dry boat storage area, generally along the area of removed railroad tracks on the east side of Figueroa, is used as a truck turn-around area for trucks loading fish at the end of Municipal Wharf No. 2. Given the width of Wharf No. 2, the large tractor-trailers picking up fish at the end of the wharf must back the 1,700-foot length of the wharf. As many as ten trucks a day make this movement during the height of the fishing season.

Transit Service

Monterey/Salinas Transit (MST) currently provides bus service to the Planning Area. The City of Monterey and the Monterey Bay Aquarium have contracted with Monterey/Salinas Transit to operate a shuttle system linking Downtown, Cannery Row, and the Aquarium. This shuttle system was instituted because of traffic congestion through the downtown area and traffic congestion and parking shortages in the Cannery Row area created by visitors to the Monterey Bay Aquarium.

The shuttle has received heavy use and has served to significantly reduce traffic congestion in both the downtown and Cannery Row areas. The shuttle system encourages motorists to park in the downtown parking garages and then shuttle to Cannery Row. The shuttle operates daily during the peak summer months between Memorial Day and Labor Day. While the shuttle is free, there is a parking fee for the downtown garages, which is less than parking fees in the Cannery Row area.

In 1983, the City, through a Caltrans grant, purchased the portion of the 100 foot-wide Southern Pacific rights-of-way (ROW) between the Seaside City Limits and Municipal Wharf #1 with an agreement to construct "an exclusive mass transit guideway project." The Recreation Trail has been constructed on a portion of the ROW. The Transportation Agency of Monterey County has developed concept plans for the proposed "Monterey Branch Line" that connects Castroville to downtown Monterey via the ROW and is currently in the process of conducting environmental analysis. The proposed project includes the operation of light rail transit (LRT) vehicles within the ROW and acquisition of additional rights-of-way for station platforms and parking. A major component of the Waterfront Master Plan will be the identification of a possible LRT station within the Planning Area with convenient linkage to MST bus routes.

Bicycle Circulation

The Recreation Trail provides bicycle access to the Planning Area. Major bicycle route links to the Recreation Trail include Washington Street, Aguajito Road, Scott Street/Olivier Street, Cannery Row, and Reeside Avenue.

Pedestrian Circulation

The Recreation Trail also provides pedestrian access into and through the Planning Area. Pedestrian pathways also link Reeside Avenue to the Coast Guard Pier along San Carlos Beach and Municipal Wharf Nos. 1 and 2.

INFRASTRUCTURE

As the framework for delivering basic utility services, the City's infrastructure plays a key role in supporting the commerce and resources found in the Planning Area. Described below are those utilities that the City directly maintains and improves on an on-going basis to ensure the economic viability and sustainability of Monterey's waterfront. Other utilities, such as cable, telephone, and the like, do exist in the waterfront area and are maintained by other entities, both public and private.

Sewer Collection

The City maintains the sanitary sewer collection system within its jurisdictional boundaries, including the waterfront area. The existing sewer collection system conveys sewage from sewer point sources within the City, such as homes, businesses, and public facilities, to the regional wastewater treatment plant for treatment and disposal.

Monterey's sewage, including that sewage load generated in Monterey's waterfront, is conveyed through pipelines to the Monterey Regional Water Pollution Control Agency (MRWPCA) sewer treatment plant for treatment and disposal. Per the MRWPCA, 60 percent of incoming wastewater is highly treated through their water recycling facility and distributed for irrigation uses on farmlands in northern Monterey County. MRWPCA performs secondary treatment of the remaining wastewater, which is then discharged though an ocean outfall two miles into Monterey Bay.

Local sewer collection pipelines of various capacities exist underground within the waterfront area, and larger sewer mains are located under Del Monte Avenue within the street rights-of-way. A MRWPCA interceptor pipeline is located along Del Monte Avenue. The interceptor pipeline receives sewer flows from both Pacific Grove and Monterey and carries those flows to the regional wastewater treatment plant. The sewer collection system in the vicinity of the Planning Area is illustrated in Figure 10 – Sewer Collection System.

Monterey's existing sewer collection system is an aged one, and requires on-going maintenance and rehabilitation. The existing capacity of the system is adequate to convey the sewer loads generated, but the infrastructure is in need of repair and is planned to undergo rehabilitation in the near future upon funding availability. Spot maintenance and repairs are planned for some sewers in the Planning Area. Once funding is secured, this work will be completed as soon as feasible. Rehabilitation of the City's aged sewer collection system is an important factor in mitigating sewer spills locally and into Monterey Bay. As a result, the rehabilitation of this system is a priority project for the City's Plans and Public Works Department.

Storm Water Collection

The City maintains storm drainage infrastructure within the City, including drainage channels, storm drains, pipelines, culverts, pump stations, and outfalls, which includes that portion of the storm water collection system located within the Planning Area. The existing system collects non-point surface water runoff and conveys it through channels, pipelines, and culverts that terminate at the Monterey Bay. Monterey's storm water collection system is not tied into the sanitary sewer collection system. Therefore, storm water flows are, for the most part, not treated prior discharge. All storm water effluent is discharged to the Bay at multiple outfalls located along Monterey's coast.

Monterey's discharge of storm water to the Bay is regulated and permitted through a regional National Pollutant Discharge Elimination System (NPDES) permit from the Central Coast Regional Water Quality Control Board. In 2001, nine local agencies - the cities of Monterey, Carmel-by-the-

Sea, Del Rey Oaks, Sand City, Seaside, Marina, Pacific Grove, the County of Monterey, and the Pebble Beach Company - joined forces to develop their NPDES Phase II permit and to establish a regional storm water management and implementation program. This partnership fostered the development of the Monterey Regional Storm Water Management Program and the associated guiding documentation that exists today. In an on-going effort to comply with State and Federal requirements, the regional group meets monthly to discuss their urban runoff issues and develop approaches to properly managing storm water.

Monterey's waterfront is located at the downstream end, or terminus, of various drainage areas where storm water flows converge and discharge to the Bay. During the rainfall season, the storm water collection system in the waterfront area near Del Monte Avenue is often at capacity and/or surcharging, resulting in localized flooding of streets and sidewalks. Various factors contribute to this issue, including a lack of flow capacity at higher flows, conveyance blockages, tidal influences, and a higher groundwater table. The storm drain collection system in the vicinity of the waterfront study area is illustrated in Figure 11 – Storm Water Collection System.

Like the sanitary sewer collection system, Monterey's existing storm water collection system is an aged one that is in need of repair and rehabilitation. To date, the City has performed work to document the existing conditions of the system and identify those segments in need of rehabilitation. At present, no funding is available for this work.

Water

The Planning Area is served by the California-American Water Company (Cal-Am). As of 2010, 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.

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. Annual resolutions by the District confirm allotments for each water year.

The MPWMD has adopted rules that allow the transfer of water between uses and adjacent sites under the same ownership. Therefore, an inventory of water usage and availability within the Planning Area is underway to determine the presence of water credits on a particular site. Such water credits would allow future development or use intensification prior to the identification and delivery of a new water source to the City. The inventory will document existing uses, which uses are reflected on which meter, classification of use (commercial, industrial, etc.), spigots, including whether the spigot uses Cal-Am water or sea water, hidden ice machines, etc. For each lease space, uses will be documented back to 1985.

Solid Waste

The City coordinates, reviews, and implements recycling and waste collection and removal services in Monterey. As such, solid waste is also managed in the waterfront study area with scheduled collection and removal services at various frequencies and as demand fluctuates with anticipated

levels of service throughout the year.

Solid waste receptacles utilized throughout the study area vary in size and include smaller cans and bins to larger containers, which include dumpsters and compactors (Figure 12 – Solid Waste Receptacles). Minimum volumes of solid waste generated by any one use are determined by reviewing several factors of that use, such as the operating details and nature of the use, size of a facility, seating capacity, tenant capacity, number of units, and usage frequency.

Solid waste collection and removal in the waterfront area is performed by both private waste management entities and the City. The City Parks Division collects and removes solid waste from City-owned parks. The Harbormaster's office also assists with waste collection and associated repairs in the marina area. All other solid waste disposal in the study area is provided by private entities who maintain service contracts with the City and private property owners. Current levels of solid waste collection and removal service in the waterfront study area are adequate for the existing uses at this time.

COASTAL EROSION, FLOODING AND SEA LEVEL RISE

The following information is from the Catellus Properties Phased Improvement Plan EIR:

Coastal Erosion

Under state and federal laws, there are a number of agencies with responsibility to plan for and respond to coastal erosion issues. Responding to coastal erosion at the state level is the responsibility of the Department of Boating and Waterways. The Department of Boating and Waterways is California's primary agency responsible for working to restore eroded beaches and protecting public coastal infrastructure. Sections 65 through 67.3 of the State Harbors and Navigation Code assign the responsibility for studying shoreline erosion, constructing protective works, and administering state funds for the local share of federal projects to the Department.

Sections 69.5 through 69.9 assign responsibility to the Department for administering the California Public Beach Restoration Program. The mission of the program is to preserve and protect the California shoreline by restoring and maintaining natural and recreational beach resources and minimizing economic losses caused by natural and human-induced beach erosion.

Land use planning for addressing coastal erosion is shared between multiple agencies in California. The federal Coastal Zone Management Act requires that state coastal management programs include a "... planning process for shoreline erosion... and restore areas that have been adversely affected by such erosion" (Section 306d.2.I. of the CZMA, as amended through PL 104-150, 1996). The California Coastal Act assigns primary responsibility for carrying out the California coastal management program to the California Coastal Commission and the State Coastal Conservancy.

The Public Resources Code (Section 3000 et seq.) designates the Coastal Commission as the lead agency responsible for carrying out California's coastal management program by planning for and regulating development in the coastal zone consistent with the policies of the Coastal Act.

The policies of the Coastal Act deal with public access to the coast, coastal recreation, the marine environment, coastal land resources, and coastal development of various types, including energy facilities, ports, and other industrial development.

Public Resources Code (Section 31100 et seq.) established the California Coastal Conservancy complementing the planning and regulatory activities of the Coastal Commission through coastal land acquisition and resource restoration and enhancement programs. The Coastal Conservancy uses entrepreneurial techniques to purchase, preserve, improve, and restore public access and natural resources along the California coast. (Resources Agency of California 2001)

Coastal erosion results from beach-ocean interaction coupled with human activity. The beach system is one that is considered to be in dynamic equilibrium. This means that sand is moved from one location to another but it does not leave the system. For example, winter storms may remove significant amounts of sand, creating steep, narrow beaches. In the summer, gentle waves return the sand, widening beaches and creating gentle slopes. Because there are so many factors involved in coastal erosion, including human activity, sea-level rise, seasonal fluctuations, and climate change, sand movement will not be consistent year after year in the same location.

Wind, waves, and longshore currents are the driving forces behind coastal erosion. This removal and deposition of sand permanently changes beach shape and structure. Sand may be transported to land-side dunes, deep ocean trenches, other beaches, and deep ocean bottoms.

The coastal processes at Monterey Municipal Beach are governed to a great extent by the regional coastal processes and by the seawall that is beneath a portion of Municipal Wharf No. 2. The sand arrives to the beach from the east and moves to the west until it reaches the Wharf seawall. The sand is then transported along the seawall to offshore areas with some of the sand possibly reaching the Monterey Harbor entrance and travelling into the Harbor. The harbor breakwater also plays a large role in the local coastal processes in that is blocks much of the northern wave energy from reaching the site. A review of available historical photographs show that the beach in front of the site is relatively stable. Studies of the site have concluded that the shoreline at the site has an annual erosion rate of about zero.

The size of the beaches can fluctuate greatly seasonally, and year to year. Areas behind the beach have been, and will continue to be, subject to wave run-up and overtopping, as well as erosion. A few instances of overtopping over the past few decades have been recalled by City staff. For many years, the City has maintained an artificial berm next to the Sea Scout building during the storm season in the area most susceptible to wave run-up. The Sea Scout building itself also provides significant protection from wave run-up reaching the areas behind the building.

The Sea Scout building has been in place for approximately 50 years and appears not to have been damaged from the effects of wave run-up. In addition to the artificial berm and the Sea Scout building, there is a natural small sand dune that provides significant protection for the low-lying areas behind the beach. A low height rock wall is also located on top of the sand dune, most likely placed there by the railroad operators to prevent wave run-up from reaching the tracks in the low lying areas behind the beach. This wall is not structural in design. This wall indicates that the sand dune has most likely been overtopped by waves in the past and at a minimum created a nuisance for the railroad facilities behind the dunes (Skelly Engineering 2000).

The Municipal Wharf No. 2 seawall was constructed between 1977 and 1983 to prevent sand from drifting under the wharf and onto the adjacent harbor basin. As a result of this impoundment of sand immediately east of Municipal Wharf No. 2, the shoreline fronting the plaza has advanced seaward. The shoreline fronting the Sea Scout building has advanced between 100 and 180 feet seaward over a period of 41 years from 1945 through 1986. A wave run-up barrier had been proposed as part of the Catellus Phased Improvement Plan.

Flooding and Sea Level Rise

Storm waves arriving at the project site are extensively refracted and arrive at the project site nearly parallel to the shoreline. Within the Planning Area, the entire shoreline, piers, wharfs, harbor, and beaches are located in a Coastal High Hazard Area or V Zone subject to high velocity wave action such as the impact of waves and waterborne debris and the effects of severe scour and erosion as delineated on the Federal Emergency Management Agency (FEMA) Flood Rate Insurance Map (FIRM) (Panel 0307G).

The area east of Figueroa is within the AE flood zone, which is also subject to flooding from wave overtopping during severe storm events. The City currently places a six-foot high sand berm adjacent to Monterey Municipal Beach from November to February every year to reduce the occurrence of wave overtopping. However, the berm does not completely eliminate these storm impacts.

Tide records indicated that there has been an historic worldwide rise in sea level. In the last 100 years, tide gauges have shown the world's oceans have been rising to about 0.0039 feet per year

for a total of approximately 4 to 5 inches. However, the rate of increase over the past 10 tidal epoch is estimated to be approximately 0.0072 feet/year or almost double the 100 year historic yearly average. Using the rate of 0.0072 feet per year, an increase in sea level of nine to ten inches may be anticipated over the next 100 years. A 2009 study completed by the Pacific Institute mapped areas that could potentially be impacted by sea level rise. Figure 13 shows a broad-brush depiction of the areas subject to current Coastal Base Flood (approximate 100-year flood extent) and a possible future sea level rise scenario measured at Coastal Base Flood plus 1.4 meters (55 inches).

However, it has also been reported that sea level rise will not occur evenly everywhere in the world. Data from tidal readings since 1853 indicate that sea level rise is not (yet) occurring in Central California (Dr. Larry Breaker, MLML, 2009).

ECONOMIC SETTING

A likely outcome of the Waterfront Master Plan process will be the identification of new projects that will enhance the Planning Area and fulfill an identified vision. Informed decisions throughout the planning process on the future of the waterfront must include information on fiscal impacts.

Plan implementation will require a financing strategy that identifies existing and required new revenue sources over a set period of time. Part of the strategy could be the creation of a Waterfront Enterprise Zone that would enable the City to manage revenues and expenses within the Planning Area from a single fund as opposed to multiple funds. Existing revenues and expenditures will provide a baseline for measuring fiscal impacts and structuring an effective financing strategy for plan implementation.

Revenue and Expenditures

A variety of land uses within the Planning Area generate revenue for the City (Figure 14 – Leaseholders). These include land leases, building leases, berth and mooring rentals, boat hoist fees, and parking. Revenues generated within the Planning Area are allocated to four funds: the General Fund, the Marina Fund, the Tidelands Fund, and the Parking Fund.

The Marina Fund was created in 1959 through an agreement with the State as a result of a loan from the Department of Boating and Waterways (then known as the Division of Small Craft Harbors) for the construction of the Marina. The agreement requires that all revenues collected within the boundary (created by the agreement) are deposited into a single fund for the maintenance of the facilities within the boundary as well as repayment of the loan (Figure 15 – Enterprise Zones). Revenues to the General Fund and Parking Fund also reflect debt service and loan repayments for capital projects completed as non-housing projects within the redevelopment areas.

Major expenditures within the Planning Area include maintenance for parks, buildings (owned by the City), parking lots and driveways, lighting, wharf/pier structures (excluding buildings), and the harbor. Major repairs to both Municipal Wharf No. 1 and 2 are scheduled for the 2010/11 budget year. These expenses include a total of \$1,525,000 for structural repairs and pipe hangers for Municipal Wharf No. 1 and \$740,000 for survey and design work for the reconstruction of Municipal Wharf No. 2.

APPENDIX A - ADOPTED PLAN POLICIES APPLICABLE TO PLANNING AREA

General Plan

Urban Design Element

The Urban Design Element states that the water's edge is a particularly important natural feature because of the broad range of activities it supports. In order to maximize public use and enjoyment, City policy is to improve vistas and access; clean up beaches, protect remaining sand dunes, and protect the natural rocky shoreline character; protect the harbor from future landfill of any kind; screen or otherwise soften the intrusion of automobiles.

Goal a. Balance natural resources and public use of the shoreline and Bay, based on natural features, historic setting, maritime activities, and public access.

Policy a.1. Conserve and enhance the environment of the beaches and sand dunes as natural attractions, and improve public access consistent with dune preservation goals. Integrate the beaches and dunes into a continuous natural setting. Window on the Bay and Beach

Policy a.2. Develop for active park and beach use, but minimize parking and building intrusion into the park.

Policy a.3. Retain active waterfront activities, including commercial and sport fishing, working wharves, boat access, and boat repair, which show Monterey's historic interface with the Bay. Maintain a natural appearance and maritime use of the water's edge. Inner and Outer Harbor

Policy a.4. Keep random mooring concept intact in the outer harbor because of its special scenic value.

Policy a.5. Do not overcrowd the harbor with boat slips and moorings. A limited number of boat slips and moorings are appropriate where they help maintain the visual qualities of the maritime setting. San Carlos Beach Park

Policy a.6. Maintain views, active park use, and the rocky shoreline at San Carlos Beach Park.

Policy f.3. Wharf and Cannery Row: Maintain and enhance vistas.

Policy f.9. Discourage high levels of ambient light and maintain night skies where stars can be seen.

Policy f.10. Encourage parking to be placed underground or away from the street to improve the pedestrian experience.

Goal g. Landscape elements should be consistent and compatible within each area.

Policy g.1. Use landscaping for framing vistas.

Policy g.2. Favor native species.

- Policy g.6. Use trees to soften existing parking structures.
- Policy g.7. Use landscaping to screen parking where appropriate.
- Policy g.8. Encourage planting of trees on public and private land throughout the City of Monterey.

Circulation Element

Goal a. Improve transportation and parking systems by managing them more effectively before investing in costly roadway and parking expansion projects.

Policy a.1. Adopt a Transportation Systems Management (TSM) program to improve the effectiveness of the transportation system.

Program a.1.2. Develop implementation plans for directional and variable message signs (VMS) located at the main entrances to the city directing visitor traffic to parking supply and uncongested routes.

Program a.1.3. Develop implementation plans for dynamic signs located close to public parking that display available parking spaces using real-time information. The signs should also display the flexible parking rates developed in the Parking Master Plan.

Program a.1.5. Develop capacity performance standards for the Recreation Trail.

Policy a.2. Adopt a Travel Demand Management (TDM) program to reduce the number of auto trips made during peak travel times and direct visitors to attractive transportation alternatives as they park at satellite sites served by the local transit system.

Program a.2.1. Develop an implementation plan for the local transit system to serve, at a minimum, the downtown parking structures and Cannery Row.

Program a.2.2. Expand and promote transit service for residents, employees, and visitors based on the City's traffic monitoring program (see Section j).

Policy a.3. Adopt a Parking Master Plan (PMP) that maximizes occupancy of public parking spaces to minimize parking impacts in adjacent residential neighborhoods.

Program a.3.3. Identify satellite parking east of Lighthouse Tunnel to serve visitors during peak periods of demand. Develop an implementation plan that provides local transit system service to those locations.

Program a.3.4. Develop parking requirements in the PMP as well as in design standards to optimize parking resources, enhance public safety, support City businesses, and encourage increased use of alternative transportation.

Program a.3.5. Develop on-site parking requirements along local transit system routes that avoid creating parking impacts on adjacent residential neighborhoods.

Goal b. Apply land-use planning tools and strategies that support the city's circulation goals and direct growth to areas best served by alternative modes of transportation.

Policy b.1. Use land-use policies to concentrate development within walking distance of the local

transit system to reduce the overall demand for travel and minimize the traffic impacts of development.

Program b.1.1. Develop criteria for transportation management fees for projects located within walking distance of the local transit system.

Goal d. Promote a pedestrian/bicycle-friendly environment where public spaces, streets, and offstreet paths offer a level of convenience, safety, and attractiveness that encourage and reward the use of alternative modes of transportation.

Policy d.1. Build on the success of the Recreation Trail to make walking and bicycling through Monterey safe and enjoyable.

Program d.1.1. Implement and maintain the continuous network of safe and convenient bikeways specified in the City's Bikeways Plan to provide a viable alternative to making short auto trips.

Program d.1.2. Install adequate lighting along Class I bike trails.

Policy d.2. Provide ample space on the Recreation Trail to reduce conflicts between different users, including bicyclists, in-line skaters, non-motorized scooters, pedestrians, and surreys.

Program d.2.1. Maintain a minimum width of 6.7 meters (22 feet) on high-volume segments and a minimum width of 4.3 meters (14 feet) on other segments.

Program d.2.2. Limit the number of surreys that may be rented for use on the Recreation Trail at any one time.

Policy d.3. Create an integrated, safe, and convenient pedestrian system connecting city neighborhoods, schools, recreation areas, commercial areas, and places of interest.

Program d.3.3. Provide amenities for alternative transportation methods, such as bicycles, scooters, and mopeds in the commercial districts and along the Recreational Trail (e.g., special parking places, bicycle racks, storage lockers, etc.).

Policy d.4. Establish and maintain pedestrian-friendly environments in commercial areas.

Program d.4.1. Require newly proposed developments in commercial areas to provide sidewalks or pedestrian connections to surrounding areas, adjacent transit facilities, and/or other travel facilities during development review.

Program d.4.3. Create an attractive pedestrian environment by providing "buffers" separating pedestrians and vehicular traffic (e.g., street trees, on-street parking, and public furniture).

Program d.5.2. Provide sidewalk curb ramps in all major activity areas and commercial centers in accordance with the Americans with Disabilities Act.

Policy d.8. Maintain designated bicycle routes as attractive and safe transportation facilities that provide a viable alternative to auto travel into and throughout the city.

Program d.8.1. Encourage bike lanes, bike racks, bike lockers, employee shower and changing facilities in new developments.

Policy d.9. Maintain the Recreation Trail as an attractive and safe recreation facility along the waterfront area that also provides a critical link for non-auto travel throughout the city.

Goal e. Optimize the use of Monterey's existing parking supply to minimize the amount of land dedicated to parking needs, especially in commercial business districts and along the scenic coastline.

Policy e.4. Survey land uses, public parking supplies, and available alternative modes of transportation prior to considering changes in parking requirements.

Policy e.9. Improve utilization of existing parking and create new parking opportunities through partnerships and cooperation in order to meet parking needs with fewer total spaces.

Program e.9.1. Rely on shared parking to minimize the number of parking spaces left unoccupied during peak demand.

Program e.9.4. Dedicate van/carpool parking spaces in public parking lots based on demand.

Program e.9.5. Dedicate motorcycle parking spaces in public parking lots and on-street where feasible.

Program e.9.6. If existing parking lots are developed with new construction, investigate opportunities to replace the lost parking spaces.

Goal f. Provide an attractive and convenient transit service for Monterey citizens, especially those in the community who cannot or choose not to own a private automobile.

Policy f.5. Give transit vehicles priority over other vehicles.

Policy f.7. Improve and develop safe, convenient, and protected transit facilities that are compatible in design with the surrounding area.

Goal g. Provide a transportation system that supports the local economy.

Policy g.1. Provide pedestrian-friendly environments in the commercial business districts to extend the time spent in the commercial business districts and enhance the overall shopping experience.

Policy g.2. Do not allow auto-oriented level-of-service standards to negatively affect the shopping experience in commercial business districts.

Program g.4.2 Provide visual cues to draw pedestrians and bicyclists toward commercial areas along pedestrian and bicycle paths.

Policy g.7. Improve the connection between Downtown and the Waterfront through the Alvarado Mall.

Goal h. Make public transportation in the City of Monterey an attractive alternative for tourists.

Policy h.1. Provide an exceptional local shuttle, scenic bicycle routes, and attractive pedestrian paths.

Program h.1.1. Use unique "niche" vehicles in the local transit system to differentiate this program from typical public transit service.

Program h.1.2. Create an attractive pedestrian environment on Del Monte Avenue near the downtown parking structures to encourage visitors to walk to the downtown and Municipal Wharf No. 1.

Program h.1.3. Plan interactive, "smart" kiosks at the major parking structure exits to provide realtime shuttle information (i.e., schedule, vehicle tracking information, attractions near stops) using innovative technology to maximize the user-friendly benefits of the local transit system.

Program h.1.4. Add public art along popular tourist routes to enhance the pedestrian experience, accentuate culture, and maintain the historic character of Monterey.

Program h.1.5. Provide comfortable seating with interpretive signs at adequate spacing along the Recreation Trail and other popular pedestrian routes.

Goal i. Support the movement of people, goods, and services by other transportation facilities, such as air, rail, and water.

Policy i.2. Protect the potential for future rail transportation by supporting the efforts of the Transportation Agency for Monterey County (TAMC) to provide additional passenger rail service to the urban centers.

Program i.2.1. Plan to expand the local shuttle service area to nearby proposed rail stations.

Program i.2.2. Require grade separation crossings at all locations where rail service crosses a Class I bike route or the Recreation Trail.

Program i.2.3. Require grade separation crossings at all locations where rail service intersects with a major or minor arterial street.

Policy i.4. Provide safe crossings for bicycle and pedestrian trail and vehicle crossings along the rail line

Program i.4.1. Restrict at-grade railroad crossings of proposed rail service within the City.

Policy i.5. Maintain the ability to restore rail service to the Monterey Peninsula.

Program i.5.1. Consider the compatibility of proposed land use developments with the establishment of future rail service into the City of Monterey.

Historic Preservation Element

Goal a. Preserve historic and cultural resources in Monterey, including buildings, sites, landscapes, artifacts, and memories.

Policy a.3. Maintain City-owned historic buildings in accordance with the Secretary of the Interior's Standards for the Treatment of Historic Resources.

Policy a.4. Utilize the CEQA process for projects located in archaeologically sensitive areas to

identify and mitigate potential impacts on archaeological resources.

Public Facilities Element

The main public facilities in the Monterey Harbor are Wharves No. 1 and 2, the marina, the Landfill Area, and boat launch ramps. Wharf No. 1 caters to both visitors and residents. Wharf No. 2 is oriented primarily to the commercial fishing fleet and recreational pier fishing. The City marina has 413 berths for both pleasure boats and commercial fishing boats. There are approximately 100 commercial fishing boats in the harbor. In addition to the marina, there are 180 moorings. Adjacent to the Coast Guard pier is a City boat launch ramp and parking area. There are no current plans for expanding the marina and breakwater.

Goal i. Promote the improvement of facilities in the harbor area that will provide services needed by both Monterey's fishing industry and pleasure craft owners.

Policy i.1. Continue to provide adequate berthing in the Monterey harbor for fishing vessels and pleasure craft at prices competitive with other areas.

Policy i.2. Maintain and enhance adequate facilities in the harbor area for unloading and transportation of fish.

Policy i.3. Support recreational fishing on Wharf 2.

Goal j. Continue to provide excellent park and recreation opportunities to the community.

Policy j.1. Continue to evaluate how and where to provide services as community needs evolve over time.

Policy j.2. Consider the needs of special populations when planning park and recreation opportunities and facilities.

Policy j.3. Continue to coordinate with outside agencies, such as school districts and the military, to provide a comprehensive recreation program.

Policy j.4. Provide adequate maintenance of existing park and recreation facilities.

Goal o. Maintain the existing City buildings by applying building maintenance standards that are appropriate based on the age, type and purpose of the structure.

Policy o.1. Continue to implement concepts that promote green buildings and construction.

Safety Element

Goal c. Protect against flood hazards from the bay, lakes, and streams.

Policy c.1. Consider and mitigate the potential hazards from storm waves, tsunami, high tidal conditions and flooding for projects along the bay shoreline.

Open Space Element

Goal a. Preserve the Monterey Bay as the City's most significant natural resource.

- Policy a.1. Support industries that contribute to the appreciation of the Monterey Bay's resources, including, but not limited to, the commercial fishing industry and research activities, and tourism.
- Policy a.2. Protect the marine habitats of Monterey Bay in cooperation with State and Federal agencies.
- Policy a.3. Protect the views into Monterey Bay.
- Goal b. Recognize the importance of the shoreline and beaches in providing access to the Monterey Bay as well as preserving specific areas for habitat conservation.
- Policy b.1. Maintain the City shoreline and beaches for recreation use and support facilities.
- Policy b.2. Preserve the City's active use areas adjacent to the Monterey Bay, including, but not limited to, the wharves, boat access facilities, and piers.
- Policy b.3. Support Navy and other efforts to restore the dunes adjacent to Del Monte Avenue for habitat conservation purposes, including the Navy property east of Sloat Avenue.
- Policy b.4. Protect views of the Monterey Bay from Monterey Bay and Fisherman's Shoreline Parks.
- Goal f. Maintain and enhance the park system for City residents and visitors.
- Policy f.1. Maintain the Parks and Recreation Master Plan to outline the City's current and future priorities.
- Policy f.2. Acquire and retain land for current and future parks and recreation open space to serve residents' needs.
- Policy f.3. Plan, acquire, design, develop, and maintain areas and facilities to meet the leisure and aesthetic needs of the residents of the City.
- Policy f.4. Provide a wide variety of quality leisure activity opportunities for all residents of the City.
- Policy f.5. Be flexible in providing for special needs as dictated by current trends and changing interests of the citizens of Monterey.
- Policy f.6. Provide ongoing efficient and effective design, development, renovation, and management of visually aesthetic and functional park areas and facilities.
- Policy f.7. Coordinate public and private agencies and community groups in the planning and development of park and recreation programs and facilities.

General Plan Conservation Element

- Policy f.8. Maintain our parks in excellent condition.
- Program d.6.2. Prepare a Dune and Beach Restoration and Management Plan. This plan will provide a long-term strategy to retain or improve the condition of this resource within the dunes and beaches.

Economic Development Element

Goal a. Maintain and encourage a strong economic base which will provide tax income for City services, jobs for Monterey residents, and services for residents and visitors. Encourage civic and business decisions which provide taxes to support City services to residents and which provide employment opportunities to residents.

Policy a.1. Provide a balance between the economy, preservation of natural and historic resources, and preservation of residential areas and services.

Policy a.2. Encourage visitor uses which are based on Monterey's natural setting and history, rather than generic visitor uses without a strong tie to Monterey's unique features.

Goal b. Expand the economy of Monterey by building on existing strengths and emphasizing the natural and historic features of the City.

Policy b.2. Emphasize the natural setting as the basis for an economy which serves both residents and visitors.

Program b.2.1. Promote waterfront-related retail uses and recreational activities in Local Coastal Programs and Specific plans appropriate to the natural resources of each segment of the waterfront as identified in the Urban Design Element.

Goal c. Continue Monterey's role as the business and employment center of the Monterey Peninsula.

Policy c.1. Support the downtown as the "Monterey Peninsula's Downtown" and the core of the City. Coordinate planning for land use, traffic, pedestrian access, and parking facilities for the harbor, wharf, Catellus Site, Custom House Plaza, Conference Center, downtown, and east downtown areas so that they contribute to an economically sound and livable core for the City and Monterey Peninsula.

- Policy c.3. Support the visitor industry as the primary economic base of the community.
- Policy c.5. Encourage and support the preservation of the Monterey fishing industry.
- Policy c.10. Promote festivals as a support for commercial areas.

Goal e. Continue to provide exceptional public safety to assure that visitors and residents are not discouraged from visiting or shopping in Monterey (see Safety Element)

Coastal Land Use Plans

Figure 5 shows the Coastal Zone Boundary. The City has five certified Coastal Land Use Plans that comprise its Local Coastal Program. The Planning Area is within the jurisdiction of two of these plans: the Cannery Row and the Harbor Land Use Plans.

Cannery Row Land Use Plan

The Cannery Row Land Use Plan (LUP) was most recently amended in 1994. The LUP addresses

San Carlos Beach in that it requires that the City will maintain the beach park for public use as a coastline park with landscaped turf areas, walkways, seating areas, restrooms, parking, vista points to the Monterey Bay and access to the beach and waters of the Monterey Bay National Marine Sanctuary. Uses of the San Carlos Beach Park include general beach use, picnicking, and entry and exit points for divers. The LUP also states that San Carlos Beach has the potential for providing increased but not unlimited recreational opportunities. Relevant LCP policies include the following:

Cannery Row Land Use Plan – Public Recreation

Policy a. 1. Provide parking for skin diving and casual beach activities at San Carlos Beach by maintaining the two parking lots along Foam Street and by maintaining the San Carlos Beach parking lot.

<u>Cannery Row Land Use Plan</u> – <u>Public Access</u>

- Policy a. 3. As required by the Coast Guard for safety reasons, restrict physical access to the rocky shoreline along the breakwater through adequate signing.
- Policy a. 4. Provide for unimpeded Coast Guard access to their boat docking areas and restrict public access with signing and barriers where necessary.

<u>Cannery Row Land Use Plan – Coastal Dependent Non-Recreational Uses</u>

- Policy a. The existing Coast Guard facilities, the launch ramp and marine repair facility site, and the aquarium site are designated as coastal dependent land uses.
- Policy b. Aquaculture and marine research uses shall be allowed and encouraged in coastal dependent designated use areas, subject to approval of a conditional use permit.
- Policy c. Food service and retail sales within coastal dependent uses are to be allowed as a conditional use.

Harbor Land Use Plan

The Coastal Commission certified The Harbor Land use Plan (Harbor LUP) on May 12, 1987. The Harbor LUP planning area includes Fisherman's Shoreline Park to the west and Monterey Bay Park to the east. Policies associated with natural resources, public/coastal access, and development include the following:

Harbor Land Use Plan – Natural Coastal Resources.

Policy j. Protect inter-tidal and tidepool habitats through informational/educational signing as a condition of shoreline development, both public and private.

Policy k. 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.

Policy o. 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.

Harbor Land Use Plan – Water Resources

Policy a. In the Harbor area, where existing or planned public services (i.e., water, sewer, roads) can accommodate only a limited amount of new development, priority uses, including 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, shall not be precluded by other development.

<u>Harbor Land Use Plan – Diking, Dredging, Filling and Shoreline Structures</u>

Policy a. Structures built for the protection of existing legal buildings, public beaches, or existing public works 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. In addition to the above criteria, any protective structure development at the Catellus east site shall provide public access and shall be designed to complement the aesthetic features of the beach and the proposed public plaza. To minimize visual impacts, the visible height of any Catellus protective structure shall not exceed four feet.

Policy b. Existing roads and utility pipelines shall be relocated landward of erosion and storm wave encroachments, wherever feasible.

Policy c. 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. Coastal dependent uses may be protected by shoreline structures.

Policy d. Spoil material from any required harbor dredging shall be utilized for beach replenishment, when feasible, subject to analysis to determine consistency with Regional Water Quality Control Board and USEPA Clean Water Act beach disposal standards.

Policy e. Marine installations (i.e., piers, wharves, slips) shall be designed to eliminate or mitigate adverse impacts on local shoreline sand supply

Policy f. The City shall cooperate and participate in the regional effort to develop baseline studies and on-going assessments of shoreline erosion and sand supply.

Policy g. 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).

Policy h. Diking, filling, or dredging shall be limited to the allowable uses pursuant to Coastal Act Section 30233 and may be undertaken only when there is no feasible less environmentally damaging alternative, and feasible mitigation measures have been provided to minimize adverse environmental effects. Analysis of the impact of proposed development by a qualified professional in the appropriate field using the most current information and methods shall be required prior to approval of the project.

Harbor Land Use Plan - Natural Hazards

Policy b. New residential, commercial, or industrial development shall not be allowed in tsunami (seismic sea wave) run-up or storm wave inundation areas. Exceptions would include coastal dependent marine installations requiring locations near the water, which are constructed to withstand tsunami and/or wave run-up 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 following exceptions:

- 1. Additions or demolitions/rebuilds allowable consistent with takings law;
- 2. Public utilities that cannot be feasibly located elsewhere;
- 3. A restroom addition to the Sea Scout building or the Monterey Bay Kayaks building.

Policy e. Marine installations in the Harbor shall be designed to resist displacement and/or destruction by storm wave or tsunami forces.

Policy f. 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.

Policy g. 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.

Policy h. 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.

Harbor Land Use Plan – Public and Coastal Related Use and Access/Public Access

Policy b. Existing vertical access points, ... shall be protected, improved, or replaced with equal or better access as new development is proposed. New vertical access points, ... shall be improved

with a clearly signed accessway that is a minimum of ten (10) feet in width. A lesser width to a minimum of five (5) feet may be allowed if justified by site characteristics along the rocky shoreline of Lighthouse Curve. Access to Monterey Beach from Figueroa Street/Del Monte Avenue shall be a minimum width of twenty-five (25) feet to allow multi-hull boats access

Policy e. No intervening development shall block potential visual access or physical access to the beach.

Policy f. Redevelopment of the east Catellus site shall provide increased opportunities for access to Monterey Beach and Wharf No. 2.

Policy g. As part of any development on the west Catellus property, lateral access, a minimum width of twenty feet, linking the recreational trail to the west (at Washington Street) and Figueroa Street to the east, shall be provided. The recreation trail link shall be located as close to the water as parking, circulation, and boat launch safety permit. At a minimum, the recreation trail link shall not be located south of the historic Southern Pacific Railroad right-of-way.

Policy h. The City, through its opportunity-buying program, shall, where feasible, continue the implementation of the "Monterey Bay Park" program. See Coastal Visual Resources section in Chapter 3. This program proposes the use of the area from Park Avenue to Sloat Avenue between the recreation trail and Del Monte Avenue for support parking spaces for Monterey Bay Park.

Policy i. As part of any development on the publicly owned parcel at Sloat Avenue adjoining the Navy School property between Del Monte Avenue and the recreation trail, a public accessway, a minimum of ten feet wide and linking Del Monte Avenue to the recreation trail, shall be required.

Policy j. The City will continue to provide and maintain signage as necessary at all coastal access points. Signage shall be required upon development of new access.

Policy k. The City of Monterey, in each LUP planning segment, shall consider all specific access points and public use areas in light of a general goal of a balanced and coordinated public access and use system that enhances the overall shoreline access and use experience while protecting the unique shoreline environment from negative impacts caused by overuse.

Policy I. Upon designation of the California Coastal Trail (CCT) in the Harbor area, the City shall implement a signing program for the CCT, in conjunction with the State.

Policy m. The City shall obtain confirmation from the State Department of Health Services that public access to areas identified as containing contaminated sediments does not pose a public health hazard sufficient to close the areas to public use.

Policy n. New access locations, ... shall be secured by public access and use easements when on private property. The easement offer shall be irrevocable for a period of twenty-one (21) years after recordation. The offer to dedicate may be accepted by the City, a public agency, or a nonprofit private organization.

Policy o. 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.

Policy p. 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.

Harbor Land Use Plan - Public and Coastal Related Use and Access/Public Recreation

Policy c. Future designation of the California Coastal Trail (CCT) shall incorporate the existing Harbor segment of the regional recreational trail. The City shall participate in future statewide efforts regarding the development and use of signage for the CCT.

Policy d. On the bay side of Del Monte Avenue, from Wharf No. 2 to Sloat Avenue, the City shall, through its opportunity buying program, continue to work towards the purchase of the remaining privately-owned properties for the purposes of adding these properties to Monterey Bay Park, which is described in detail in the Coastal and Visual Resources section in Chapter III.

Policy e. To enhance the popular water use activities (e.g., windsurfing, multi-hull boating, swimming, Picnicking, walking/jogging, and skin diving) that occur on Monterey Beach, the improvements to the beach and surrounding land area north of Del Monte Avenue on the Catellus east and west parcels shall include parking, improved vehicular access along Figueroa Street, beach launching facilities, restrooms, picnic areas, showers, a beach boat storage area for water sport craft (surface storage only – no structures), and a public plaza.

Policy f. Allowable uses on Monterey 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 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, except to allow for a restroom addition. 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. Management and development of the State Beach shall proceed in accordance with the provisions of the 1990 Monterey State Beach General Plan. Temporary events on the beach that meet the criteria described in the "Public Access" section shall require coastal development permits.

Policy g. Wharf No. 2 shall continue to provide uses serving commercial fisherman and recreational boaters. Primary permitted uses on Municipal Wharf No. 1 include a variety of marine-related uses as well as retail uses oriented toward waterfront activities, as described in Appendix C.

<u>Harbor Land Use Plan – Public and Coastal Related Use and Access/Commercial Fishing and Recreational Boating</u>

Policy a. Consideration shall be given to proposals which safely and cost effectively increase the dockage and slip capacity in the entire harbor area. Any such proposals shall not significantly impact coastal resources, including beach erosion and sand supply process along the shoreline, public views, environmentally sensitive habitat, public access, and circulation and parking.

Policy b. To make additional slips available to operable boats, the City shall continue active enforcement of its inoperable boat ordinance *to* remove inoperable boats from slips in the marina.

Policy c. Boats tied to moorings in the outer harbor shall be regulated so they do not block the channel *to* the marina.

Policy d. Onshore harbor support facilities shall be maintained, improved, and increased, wherever possible, to preserve access, parking, and service capabilities for commercial fishing and recreational boating.

Policy e. The launch ramp in the marina shall be maintained.

Policy f. Dry boat storage shall be an allowable use in the harbor area.

Policy g. The City shall continue to work with the Wharf No. 2 warehouse concessionaires and develop a program for the improvements to Wharf No. 2 that are needed for the efficient and modern operation of the commercial fishing activities that occur in the harbor area.

Policy h. The City shall develop a directional signing program for facilities serving transient boaters.

Policy i. The City shall monitor and enforce the registered moorings in the outer harbor area to prevent unregistered moorings and to assure that moorings are not undertaken in a way that presents a hazard to other boats.

Policy j. The City shall continue to implement a program to control use of the launch ramp areas so that the loading and unloading of passengers and gear does not preclude use of the launch ramp areas for boat launching.

Policy k. As part of the proposed development on the east Catellus property, a twenty-five-foot-wide accessway from Figueroa Street and a water sport craft beach launching area shall be provided. The launching area shall be designed and designated so as not to endanger swimmers and other beach users. All new development or improvements in this area shall provide access from Figueroa Street or Del Monte Avenue to the beach across the east Catellus parcel. Additional support facilities on the east Catellus parcel shall include restrooms, showers, and surface dry boat storage.

Policy I. As part of the development/improvement plans for the east Catellus property, the City shall develop a program for the convenient everyday individual and controlled group use of any water sport craft launching area.

Policy m. The City shall continue to monitor the status of the local commercial fishing industry and provide facilities for commercial fishing as necessary, depending on demand. The City shall ensure that recreational fishing boating facilities are designed and located so as to not impede or interfere with the commercial fishing industry.

Policy n. The City shall continue working with fisherman to provide informal areas for net mending in the waterfront area.

Policy o. For cruise ship operations that occur within the City limits of the City of Monterey, the City shall communicate with cruise ship companies to ensure that they abide by the statutes and regulations of all relevant international, federal, state and local agencies, including but not limited to the International Maritime Organization, U.S. Coast Guard, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, National Marine Fisheries Service, the Monterey Bay National Marine Sanctuary, California Department of Fish and Game (including CDFG's Office of Oil Spill Prevention Response), the State Lands Commission, California State Parks, the Air Pollution Control District, the Regional Water Quality Control Board and Monterey County Environmental Health. Specifically, the City shall ensure that cruise ship companies comply with regulations and statutes regarding safety and protection of natural resources, including but not limited to, minimization of light and noise impacts, oil spill prevention and response, avoidance of adverse impacts to marine wildlife and kelp, safe anchoring, safe operation of shore boats in offshore city waters and the harbor, and safe handling of fuel, garbage, noxious liquids, "gray water," "black water," bilge water, ballast water, and toxic chemicals.

Policy p. The City shall employ measures to avoid adverse impacts (e.g., overcrowding of the passenger loading/unloading dock, conflicts between pedestrians and vehicles in the Municipal Wharf No. 1 area) of onshore cruise ship operations on harbor public access amenities. Such measures include, but are not limited to, management of the passenger loading/unloading area, scheduling of cruise ship passengers' visits at off-peak times, and designating a bus parking and loading area that does not impede general public access and parking availability in the Municipal Wharf No. 1 area.

Policy q. The City shall continue to provide low-cost moorings in the outer harbor area.

Harbor Land Use Plan – Public Works, Parking and Circulation

Policy a. Planning for the widening of Del Monte Avenue shall be continued and implemented as financially feasible.

Policy b. The City of Monterey shall continue its support of the Downtown/Municipal Wharf No. 1/Cannery Row shuttle.

Policy c. The recreational trail shall be widened up to 22 feet where bicycles and pedestrians share the trail and where there are no geologic or resource constraints; the recreational trail shall be widened up to 14 feet in areas where bicycles and pedestrians are separated and where there are no geologic or resource constraints. The City shall continue to maintain the recreation trail.

Policy d. A parking structure in the west Catellus parcel may be constructed in the future to increase parking capacity and to provide more convenient parking for marina users, provided the structure would not block existing public vista points or view corridors. The architecture of the parking structure shall be reflective of and compatible with the historical architectural themes of the City of Monterey.

Policy e. In the area on the north side of Del Monte Avenue between Park Avenue and Sloat Avenue, following the purchase of any lands through the City's opportunity buying program, the majority of any purchased lands shall be used for public parking and circulation improvements.

Policy f. Continue to require that all new development, or intensified existing development in or adjacent to the Harbor LCP area, provides adequate parking. Intensified uses include, but are not limited to, an increase in number of seats in restaurants, and an increase in passenger capacity for boats.

Policy g. New development on and around Wharf No. 2 shall be undertaken in a way that allows trucks to efficiently serve the commercial fishing operations at the end of Wharf No. 2.

Policy h. The City shall develop a parking program that identifies parking needs and resources for the harbor area and correlates new development with available parking. To the degree that parking can be provided within the context of the subject program, the parking policies presented in this section are intended to provide for flexibility and offsite parking potential that would still adequately serve the harbor area and visitor demand.

Policy i. For new or intensified development where on-site parking is not feasible, off-site parking in the vicinity of the development may be provided. The initial review of all development projects shall include an analysis of parking needs, provision for parking, and evidence that parking can be provided without displacing other users.

Policy j. New development shall not preclude or interfere with planned public transportation improvements or facilities, e.g. restored rail service and associated shuttle service.

Policy k. Reconfiguration of existing public parking lots on the Catellus east and west sites shall be undertaken to improve circulation.

Policy I. The City shall retain existing pull-through boat trailer parking on the west side of Wharf No.2.

Policy m. The City shall landscape and provide paved (no gravel or dirt) parking surfaces in any parking lot that is purchased by the City. Development of new parking lots shall comply with water quality policies m through q in the "Natural Marine Resources and Habitat Areas" section of the

Harbor Land Use Plan – Land Use and Development/Coastal Visual Resources

Policy a. The spectacular views of the Harbor and Monterey Bay that presently exist from the Sloat Monument in the lower area of the Presidio of Monterey shall be maintained. No road connecting New Monterey and Old Monterey shall be allowed across this lower area of the Presidio.

Policy b. Coastal views from the recreation trail shall be maintained and enhanced. On the west Catellus site the recreation trail shall be aligned as close as possible to coastal waters, consistent with public safety.

Policy c. Structural or other blockage of the existing vista points and shoreline views in the Municipal Wharf No. 1, marina, Wharf No. 2, and Monterey Bay Park areas shall be prohibited, except as specifically provided in this plan.

Policy d. Any new development or extensive remodeling of existing development shall protect views to and from the ocean, shall be in scale with and visually compatible with the character of the surrounding harbor area, and shall incorporate colors and exterior materials that are compatible with the surrounding harbor area. The use of highly reflective materials shall be prohibited.

Policy e. To protect lateral views along Monterey Beach, including city, state park, and privately-owned properties, no development shall be allowed on the sandy beach, except as specifically provided in this plan. Specifically, for the east Catellus parcel, new development shall improve the visual appearance of this area as an important gateway to the beach. Utilities shall be undergrounded, except for high voltage transmission lines

Policy f. To continue implementation of the "Monterey Bay Park" concept and to develop an improved visual and physical link between El Estero Park and Monterey Beach, The City shall continue to pursue the acquisition of properties on the bay side of Del Monte Avenue.

- 1. The first priority for the acquisition of properties on the bayside of Del Monte Avenue has been between Camino El Estero and Park Avenue. The City shall continue negotiating with the owners of the two remaining privately-held parcels in Area A. Upon acquisition of these properties by the City, any structures on the purchased properties shall be removed to open up public views through Monterey Bay Park to the ocean.
- Acquisition of properties between Park Avenue and Sloat Avenue shall continue to be considered by the City. Structures on purchased properties shall then be removed open up views and to allow for additional Monterey Bay Park parking.

Policy g. On property purchased through the City's opportunity buying program, no buildings shall be allowed to be constructed between Camino El Estero and Park Avenue along the north side of Del Monte Avenue in order to enhance the bay view.

Policy h. All architectural control policies in the Municipal Wharf No. 1 Master Plan (see Appendix A) shall be adhered to.

Policy i. The City of Monterey and the State Department of Parks and Recreation shall continue to preserve historic cypress trees on State Parks historic properties within the City.

Policy j. Fences, walls, and landscaping shall not block harbor view corridors.

Harbor Land Use Plan – Land Use and Development/Locating and Planning New Development

Policy a. The publicly owned sandy beaches, parks, recreational trails, transportation trails, plazas, and historic buildings shall be designated as public use areas. Allowable uses in these areas include low to medium intensity recreational use. Allowable development in these areas is limited to minimal structures designed to enhance public access and recreation, i.e., signage, bicycle racks, benches, trash containers, picnic tables, paths, etc. See policy f in "Public Recreation" Section for allowable development and uses on public beaches.

Policy b. If the Presidio is acquired by the State (as suggested in the 1983 State Historic Park General Plan), this area would then become part of the Monterey State Historic Park. The primary future objective, if the Presidio property transfers to State ownership, shall be the preservation of the historic and prehistoric resources of the site, which shall not be disturbed, subject to federal and state laws pertaining to such resources. A minimum level of new facilities necessary for low impact recreational and educational use, and consistent with archaeological and scenic resource protection, would be permitted. The City is encouraged to continue to operate the public military museum on the El Castillo portion of the lower Presidio property, subject to continuing permission

by the U.S. Army.

Policy c. The existing residential use in the Van Buren/Jackson Street area shall continue to be designated for multiple family, residential development in line with existing City Zoning Ordinance standards. Specifically, maximum allowable density is 30 units per acre and no buildings shall exceed two stories and twenty-five feet in height.

Policy d. The historic structures in the Custom House Redevelopment Area shall be designated for public use. Existing hotel and other commercial development in this area, including Heritage Harbor, shall be designated Custom House visitor serving commercial. Allowable Custom House visitor serving commercial uses are defined in the Redevelopment Plan for the Custom House Redevelopment Project outlined in Appendix B. In addition to these uses, allowable uses include marine resource interpretation (e.g., a Monterey Bay National Marine Sanctuary visitor center), sailboat rentals, and marine excursion rides.

Policy e. Principal permitted uses on Wharf No. 2 shall be limited to coastal dependent uses serving the commercial fishing industry and boating uses in the marina and harbor area. "Coastal-dependent development or use," as defined by Section 30101 of the California Coastal Act, means any development or use which requires a site on, or adjacent to, the sea to be able to function at all. Fish off-loading operations and boat hoists are examples of such uses. This coastal dependent use designation for Wharf No. 2 should not preclude the continued existence of the existing restaurant and yacht club uses on Wharf No. 2. The existing scale and intensity of use of the coastal dependent development shall be maintained on the existing wharf and within the existing buildings, or within new buildings at the same general location and of the same general bulk and scale. For any changes in types of new coastal dependent development, there shall be an analysis of parking needs and circulation patterns, provision for parking, and evidence that parking can be provided and traffic accommodated without displacing other uses.

Policy f. Use development standards and procedures permitted on Municipal Wharf No. 1 shall be those permitted in the Municipal Wharf No. 1 Master Plan adopted by the City in July, 1986, and as consistent with LUP policies.

Policy g. Public parking to serve the designated land uses shall be provided.

Policy h. The west Catellus property shall be designated Catellus multi-use. Allowable uses include parking, coastal dependent, coastal related, and public serving uses. Specific uses allowed on the west Catellus property shall be limited to those uses supporting and serving the marina, Wharf No. 2, and Monterey Beach. The existing railroad passenger depot shall be preserved. The recreation trail shall pass through this area. Parking for the west Catellus site shall be provided on site or in the marina area specific development standards for the west side parcel shall be as follows:

- 1. Twenty-five-foot height limit;
- 2. Development shall be set back from Figueroa Street to protect the view corridor to Wharf 2:
- 3. All required parking shall be provided on site.

Policy i. The east Catellus property shall be designated Catellus multi-use. Allowable uses include open space, recreation trail, public restroom, equipment rentals and sales, small snack bar/small restaurant, beach entertainment, boat sales and chandleries; bait and tackle/sundry shops; boat storage and rental.

New development shall be limited to parking lot improvements, landscaping, dry boat storage with

screening, public plazas, and development of a wave run-up barrier to protect the plaza and public beach access and prevent flooding of Del Monte Avenue, only if such development does not adversely impact sand supply.

Policy j. The City of Monterey shall continue to develop a continual, visual park-like setting between El Estero Park and the Monterey Beach waterfront through acquisition of commercial land and buildings along Del Monte Avenue. Following any public purchase, allowable uses on the land north of Del Monte Avenue shall consist of public uses, which generally include trails; beaches; parks and their support facilities, such as restrooms; parking for beach and boating public; and low-impact recreation improvements. Development of these properties shall not interfere with potential restoration of rail service to Monterey. A portion of this land shall be used to widen the north side of Del Monte Avenue.

Any properties fronting on Del Monte Avenue on the bay side between Camino el Estero (at the eastern boundary of the east Catellus parcel) and Sloat Avenue, that have not been purchased by the City of Monterey for inclusion into Monterey Bay Park, shall be designated commercial with the principal permitted use of commercial visitor serving and a conditional use of general commercial uses, with development being limited to the scale and intensity of existing uses.

- 1. No new buildings shall be allowed between Camino El Estero and Park Avenue along the north side of Del Monte Avenue, in order to enhance the bay view. Development shall be limited to low-intensity public recreational and open space uses that preserve views.
- 2. In the area on the north side of Del Monte Avenue between Park Avenue and Sloat Avenue, following the public purchase of any lands, the majority of these lands shall be used for public parking and circulation improvements. Additional development may include restrooms and low-intensity recreation improvements.

Policy k. The City shall encourage and work with State Parks to undertake a plan update of the 1983 Monterey State Historic General Plan. Proposed improvements in the 1983 plan that have not been accomplished shall be reevaluated.

Policy I. As part of the initial environmental assessment for all proposed development in the Harbor 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.

Policy m. 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.

Policy n. 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.

Beach Master Plan

The City Council adopted the Beach Master Plan in 1992. The Beach Master Plan fulfills a priority in the 1986 Parks and Recreation Master Plan to develop a master plan for Monterey's beach areas (between the Pacific Grove and Seaside City Limits) to address access and maintenance issues. It serves as a guide for improvement efforts in the waterfront area to enhance open space, public access and recreational amenities along Monterey's waterfront. The Beach Master Plan sets forth goals, policies and programs for activities along Monterey's waterfront and is used by City staff and decisionmakers when considering all proposed public and private development projects along the waterfront.

Regional and State agencies participated in the Beach Master Plan process, including the Monterey Peninsula Regional Park District, the U.S. Navy, the California Coastal Commission, and the California State Parks and Recreation Department.

While many of the policies and programs applicable to the Planning Area, the following would continue to apply to future projects:

Program B-6. The City of Monterey should continue to implement the planned improvements to the marina parking area to provide additional support facilities for visitors to the marina and Fisherman's Wharf area.

Program B-10. The City of Monterey recognizes the need to increase support facilities in the wharf and marina areas, including beach user parking and marina parking for commercial and recreational boating.

Program F-4. The City should replace the existing rest room facility at the head of Wharf No. 2 with a modern, larger, and handicap accessible facility.

Program F-6. The following design guidelines should be used in developing new or in enhancing existing, passive beach park areas with such improvements as rest rooms, parking areas, picnic facilities, signing, and viewing areas. Implementation for specific beach park projects should be subject to Architectural Review Committee review and approval.

- a. Building materials used should express the character of the beach area (i.e., textured concrete, stucco, adobe, wood and other natural and nonreflective materials).
- b. Colors should harmonize with the natural beach color palette. Light and medium tan, brown, sand, wheat, ocher, sepia, sienna, grey, and green grey tones are appropriate.
- c. Exterior lighting should be adequate for safety, but shall be controlled to minimize visual impact through the use of non-glare, low-mounted, indirect or downcast, sharp, cut-off fixtures. The light source should not be visible to beach or recreational trail users.
- d. Landscaping design should recreate the natural vegetation found in the beach areas north of the Recreational Trail; replication of beach plant communities and use of native species should be encouraged, particularly in areas adjacent to protected habitat. Landscaping may include non-native, ornamental species and noninvasive exotics, if such species blend with existing habitat in the immediate vicinity and if such species area found to withstand excessive natural forces, such as wind erosion, drought, and frost damage.

Program G-1. The conceptual phased development plans should be implemented by the City of Monterey. These plans include the following:

- a. Phase I. From Camino El Estero to mid-block: support parking area for 34 cars, rest rooms, at least two sand volleyball courts, group picnic/barbeque, and passive picnic areas.
- b. Phase II. From mid-block to Park Avenue: passive picnic areas and a drop-off area for unloading of car passengers going to the beach. This drop-off shall provide for handicap

- beach access as much as feasible.
- c. Phase III. From Park Avenue to Sloat Avenue: Future parking and support facilities, including rest rooms and the relocation of the turnaround area in Phase II. To minimize the potential visual impact of cars parked in this area, landscaping shall be required.

Program G-2. The City shall pursue the development of vistas of Monterey Bay as seen from Del Monte Avenue, subject to the following criteria:

- a. No tree removal shall occur.
- b. The elevation of the Recreation Trail shall not be altered in any way.

Program G-3. The City shall research the feasibility and desirability of using other areas included in the Monterey Bay Park, such as the grass area in Phases I and II, for providing additional sand volleyball courts.

Program H-1. The placement of bollards on the beach, forming a 30-foot-wide natural roadway of limited distance in the sand to channel watercraft launch vehicles to/from the City beach area for launching and turning around.

Program H-2. The placement of signs designating that portion of the beach between Wharf No. 2 and a point 100 yards east of Wharf No. 2 as being devoted to non-motorized watercraft launch activities. This designation shall not preclude pedestrian beach activities.

Program J-1. The City of Monterey shall investigate possible youth hostel locations at the El Castillo site, the Navy beach property, the old Scout house adjacent to Wharf No. 2, and the commercial areas along Del Monte Avenue adjacent to Del Monte Beach.

Policy L. Within the city limits of Monterey, thrill craft such as jet skis shall be subject to the following criteria:

- a. Thrill craft shall launch at the boat ramp on the Coast Guard pier only.
- b. Thrill craft shall not enter the Monterey Harbor area between Wharf No. 2 and the Coast Guard pier, except for launching purposes only.
- c. Thrill craft shall be prohibited within 150 feet of City beaches.
- d. Thrill craft shall not enter marine mammal refuse areas, as defined by the Harbor Navigation Code.
- e. Thrill craft shall be encouraged to utilize the bay and beach areas near Sand City, Fort Ord, and Moss Landing, where areas are not so congested with beach users.

Program L-1. The City shall develop a policy for further control of motorized vehicles on the bay.

Program L-2. The City shall explore the possible regulation of jet skis' rental and sales within the City limits.