

MONTEREY HARBOR LAND USE PLAN

CITY OF MONTEREY LOCAL COASTAL PROGRAM

Adoption History

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TABLE OF CONTENTS

PREFACE	3
INTRODUCTION	4
NATURAL COASTAL RESOURCES	7
Natural Marine Resources and Habitat Areas	7
Coastal Act Provisions	7
Water Resources	16
Diking, Dredging, Filling and Shoreline Structures	19
Natural Hazards	23
PUBLIC AND COASTAL RELATED USE AND ACCESS	28
Public Access.....	28
Public Recreation	37
Commercial Fishing and Recreational Boating.....	45
Public Works, Parking, and Circulation	51
LAND USE AND DEVELOPMENT	58
Coastal Visual Resources	58
Locating and Planning New Development.....	64
APPENDIX B: Land Uses Permitted by the Redevelopment Plan for the Custom House Redevelopment Project.....	78

LIST OF FIGURES

Figure	Page
1.	Harbor Coastal Zone Planning Area
2.	Existing Habitat Areas
3.	Seismic Fault Locations
4.	Existing Shoreline Access and Barriers
5.	Public Access
6.	Existing Recreation and Visitor Facilities
7.	Recreation and Visitor Facilities
8.	Existing Circulation System and Parking Facilities
9.	Circulation and Parking improvements
10.	Existing Coastal Visual Resources
11.	"Monterey Bay Park" Concept
12.	Existing Land Uses
13.	Beach Area Ownership
14.	Proposed Land Use Plan
15.	Archaeology and Paleontology

PREFACE

The City of Monterey is mandated by the California Coastal Act of 1976 to prepare a Local Coastal Program (LCP) for the portion of the City which lies within the coastal zone boundary. The LCP is to consist of a City Land Use Plan (LUP) and land use controls that implement the provisions of the Coastal Act. The LUP is defined in Section 30108.5 of the Coastal Act as follows:

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

As permitted by the Coastal Act, the City is preparing the LCP in five geographical segments. The Harbor LUP is the fifth and last segment of the LCP to be developed.

A series of three working papers (1. Natural Coastal Resources, 2. Public and Coastal Related Use and Access, and 3. Land Use and Development) have been prepared to describe existing conditions in the Harbor area. These three working papers also document applicable Coastal Act provisions and assess the potential LCP policy implications. The working papers have been subject to a series of public review meetings. The analysis in each working paper and the public comment received serves as the basis for preparation of this Draft Harbor Land Use Plan.

INTRODUCTION

Harbor LCP Area

The Monterey Harbor segment of the City of Monterey Local Coastal Program (LCP) is located between Cannery Row to the west and Del Monte Beach to the east. The Harbor LCP area includes approximately 115 acres of land fronting on the southern portion of Monterey Bay. Figure 1 shows the Harbor LCP planning area.

Major properties within the Harbor LCP area include Fisherman's Wharf and Wharf #2, the recreation trail that occupies the former railroad right-of-way along Del-Monte Avenue and Lighthouse Curve to the Seaside city limit line, the Monterey State Historic Park area including the Old Monterey Custom House, the Heritage Harbor complex near Fisherman's Wharf, the east and west parcels of the Catellus site (which have been purchased by the City of Monterey), the Monterey Beach area and Monterey Bay Park (also known as Window on the Bay), and public parking.

The railroad right-of-way between Cannery Row and Fisherman's Wharf was purchased by the City of Monterey and the Monterey Peninsula Regional Park District and has been developed as a recreational trail. The City of Monterey has purchased the portion of the railroad right-of-way from the Southern Pacific property to the Seaside city limit line. This section of the right-of-way is planned for use as a transportation corridor and a portion of the property has been developed as a continuation of the recreational trail to the Seaside city limit. Numerous local streets terminate at Del Monte Avenue and thus serve the Harbor area. Commercial development exists between the former railroad right-of-way and Del Monte Avenue, across from El Estero Lake and Park just south of the LCP boundary.

LCP Land Use Planning Process

The LCP preparation is an interactive planning process with extensive public participation and intergovernmental coordination. Local, regional, state, and federal agencies and jurisdictions potentially affected by the LCP have been given maximum opportunity for involvement in, and input to, the process. At the City level, the preparation of the land Use Plan (LUP) for the Harbor LCP Area is being directed and monitored by a subcommittee of the Planning Commission.

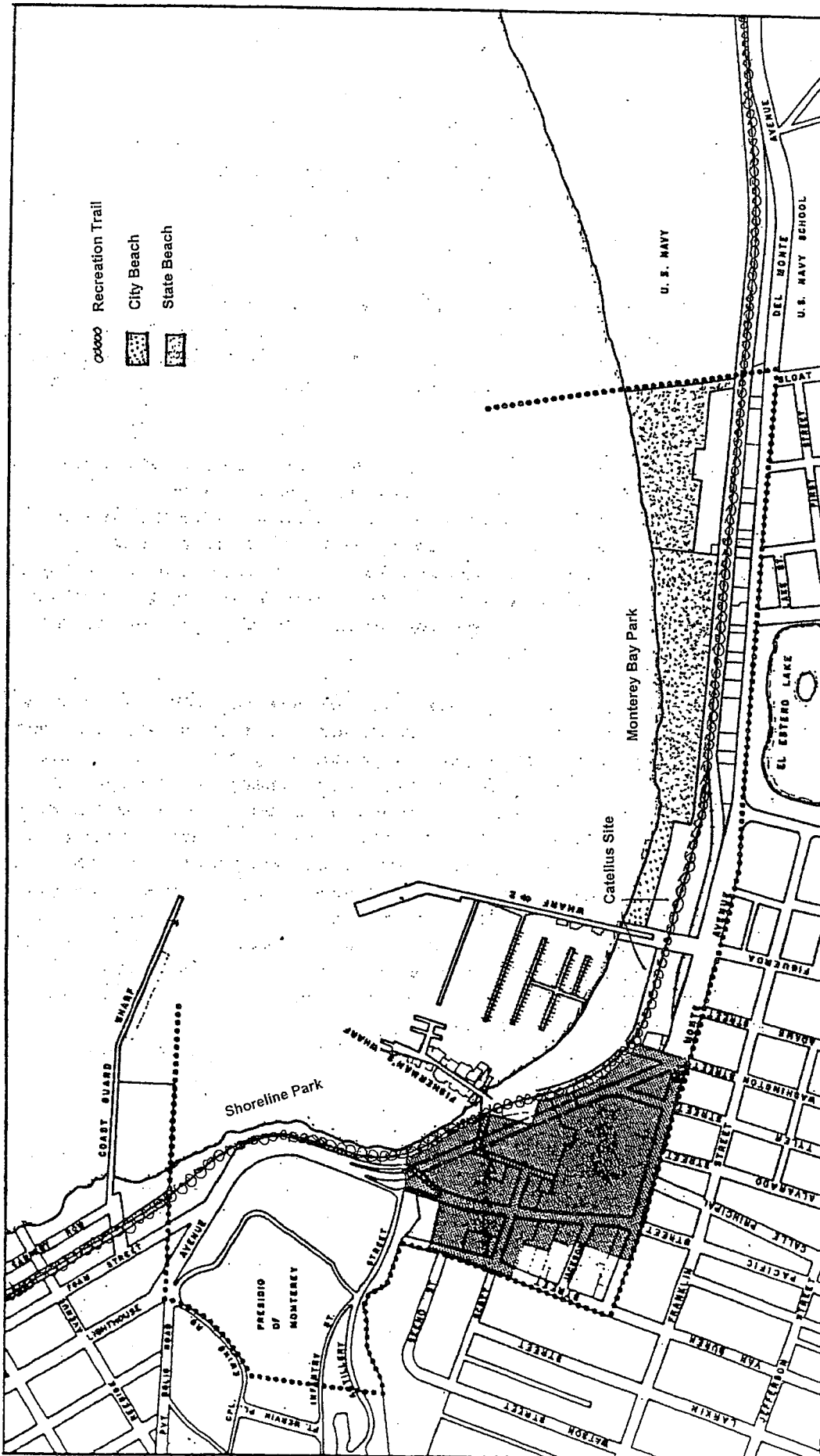
The Coastal Act places great importance on public involvement in the LCP process. The act states that the local government preparing the LCP shall determine "the precise content of each local coastal program . . . with full public participation" (Section 30500c). The Coastal Act also provides that:



"During the preparation, approval, certification, and amendment of any local coastal program, the public . . . shall be provided maximum opportunities to participate. Prior to submission of a local coastal program for approval, local governments shall hold a public hearing or hearings on that portion of the program which has not been subjected to public hearings within four years of such submission" (Section 30303).

The planning process for the LUP for the Harbor LCP area has been organized to conform to these provisions. Distribution and public review of the three working papers prepared prior to synthesis of the LUP are major elements of the public and agency participation process. Public



meetings on each working paper have been held to receive comment on their findings. During the course of the working paper stage of the LUP process, public workshop meetings have been held to seek comment and input. Each meeting was fully noticed, including direct mailing of meeting announcements to property owners and concerned individuals or agencies. Additionally, numerous informal meetings with individual landowners, residents, and agency staff were conducted. The Draft LUP is to be reviewed at public hearings before the City of Monterey Planning Commission and the City Council. Following adoption of the LUP by the City, it will be submitted to the California Coastal Commission for review, additional public hearings, and certification.

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



ooooo Recreation Trail
 City Beach
 State Beach

HARBOR
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

FEET

..... HARBOR COASTAL ZONE PLANNING AREA BOUNDARY
 CUSTOM HOUSE REDEVELOPMENT PROJECT
 AREA BOUNDARY
 HARBOR COASTAL ZONE PLANNING AREA

Figure 1
HARBOR COASTAL ZONE PLANNING AREA

NATURAL COASTAL RESOURCES

Natural Marine Resources and Habitat Areas

Work in this section focuses on preservation and enhancement issues. Public access and use are addressed in Chapter II.

Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the preservation and enhancement of natural marine resources and habitat areas:

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

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

30232 Protection against the spillage of crude oil, gas, petroleum products, or hazardous substances shall be provided in relation to any development or transportation of such materials. Effective containment and cleanup facilities and procedures shall be provided for accidental spills that do occur.

30240 (a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within such areas. (b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat areas.

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

Existing Conditions

Marine Resources

- a. In the Harbor LCP area, marine resources are confined primarily to the littoral or intertidal zone and, to a lesser degree, the sub-tidal zone. The highest concentrations of marine life are located in the harbor itself. The rocky shoreline along the western shore, as well as the pilings and breakwater of the wharf, have proved to be ideal settling grounds for many algae and invertebrate organisms. An abundance of sea life exists in the harbor despite intense use by private and commercial fishing and boating operations.
- b. As on other intertidal shores in California, vertical tidal zonation of organisms occurs along the rocky coast and on the pilings and breakwaters. The most common organisms found in the higher levels are barnacles, mussels, and anemones. The middle zone is dominated by starfish, white hydroids and the scale worm. Along the lower intertidal zone, which is rarely exposed, the anemone and the tunicate also appear. Many other filter feeders such as hydrozoans, bryozoans and sponges utilize the high concentrations of suspended matter found in the subtidal zone of the harbor. Healthy populations of chitons, limpets, and crabs, as well as many species of gastropods, exist throughout the intertidal zone of the harbor.
- c. The intertidal zone of the beach, east of the harbor, while being less diverse in marine life, also has vertical zonation up the beach. The higher, more exposed area is dominated primarily by beach hoppers and beach fleas. At the lower end of the intertidal zone are found sand crabs, blood worms, named for their bright red color, and several species of bivalves, including the Pismo clam, the Bean clam, and the Razor clam.
- d. There are many vertebrate species also associated with the marine habitats of the Monterey Harbor LCP area. Though not as abundant in actual numbers, these animals are much more visible than their invertebrate counterparts. Sea birds such as the Brandt's Cormorant, Western Gull, California Gull, Common Murre, and the endangered Brown Pelican are all common sights throughout this area. Harbor seals, California sea lions, and Steller sea lions can often be observed from the wharves and breakwaters competing for the abundant supply of fish throughout the harbor. The California sea otter, an endangered species, also frequents the Monterey harbor, feeding primarily on shellfish.
- e. A large variety of algae species grow on the rocks and pilings of the harbor. Green algae is the most common in the upper intertidal zone, while the red and brown algae occupy the middle and lower zones. Kelp beds, which are prevalent throughout the Monterey area, are found within the Harbor and also east of Wharf #2.

These kelp beds provide habitat for rock fish, bass, and cod which utilize these kelp forests for shelter and food. Fishing is allowed in the area east of the harbor.

Natural Habitat

- f. The dune habitat, as located on Figure 2, is the major habitat of the coastal strand. This area, though highly sensitive to disturbance, exists as one of the few remaining natural habitats in the Monterey Harbor LCP Area.
- g. The dunes in the Harbor area are characterized by low-growing groundcover vegetation consisting primarily of several species of ice plant. These species of ice plant have replaced many less competitive native plants from the seaward side of the dunes back to the access road which borders the railroad tracks. Also associated with the ice plant, but

not as abundant, are a wide variety of shore wildflowers and some herbaceous annuals and perennials.

There is native vegetation in these dunes which provides habitat in the form of cover and forage for many other organisms in this ecosystem, such as mice, gophers, brush rabbits, raccoons, and garter snakes. Quail, gulls, sparrows, pigeons, sandpipers, and other shore birds also rely on this habitat for food and protection. Of the animals utilizing the dune habitat, man is the most destructive. Footpaths, roads, and parking areas mar this habitat. Frequent use by tourists and residents who stroll through these dunes has eliminated most plant growth in several areas.

While no current plant surveys have been done of the Harbor dunes, a number of special status plant species are found on the adjacent Navy property and Del Monte Beach area. Therefore, these species have the potential to occur in the Harbor dunes. These special status species include, but are not limited to, Monterey spineflower (*Chorizanthe pungens* var. *pungens*), sand gilia (*Gilia tenuiflora* ssp. *Arenaria*), coast wallflower (*Erysimum ammophilum*), Monterey paintbrush (*Castilleja latifolia*), dune manzanita (*Arctostaphylos pumilia*), Eastwood's ericameria (*Ericameria fasciculata*), and seaside bird's beak (*Cordylanthus rigidus*).

Several special status wildlife species have the potential to occur in the dunes area, including but not limited to, Smith's blue butterfly (*Euphilotes enoptes smithi*), the Black legless lizard (*Anniella pulchra nigra*), and the Western snowy plover (*Charadrius alexandrinum nivosus*). Smith's Blue Butterfly is federally listed as endangered and is known only from Monterey County. This butterfly spends its entire life cycle in association with two buckwheat plants (*Eriogonum latifolium* and *E. parvifolium*). The Black legless lizard is a California species of special concern. This lizard inhabits coastal dunes in Monterey County between the Salinas and Carmel Rivers. The Western snowy plover is federally listed as threatened and is a California species of special concern. Snowy plovers typically nest on beaches in debris located above the tide line. Nesting by snowy plovers has been documented in recent years in Monterey along beaches east of the Harbor LUP area.

- h. A small, disturbed grassland community is found in the Presidio of Monterey. This grassland supports a small community of nonnative and native grasses. Particularly affecting this Presidio grassland is a weed control and fire protection program whereby the grasses are mown before the seeds have matured. This, in turn, reduces the forage for birds and rodents associated with this area.
- i. A semi-window of mixed eucalyptus and cypress trees exists behind the dune habitat, as shown on Figure 2-1. There are, additionally, a few cypress trees located along the recreation trail, in a small grove on Lighthouse Curve at the west end of the study area, and in front of and around the condominiums at the east end. These trees have some value in that they provide nesting and roosting sites for many bird species as well as cover and shade for animals and plants.
- j. A scattering of Coastal Live Oak occurs within the Monterey Presidio. While the grassland understory has been disturbed by the landscaping and gardening associated with the Presidio, the oak trees have remained intact. In the course of Presidio development, trees were removed; thus, thinning the population from its natural state. However, populations

have now stabilized and provide a valuable source of wildlife habitat. Unfortunately, naturally occurring species of plants and shrubs associated with the Live Oak habitat have been replaced by ornamentals and introduced grasses which lessen the value of this habitat relative to natural habitats.

- k. A very small and disturbed creek flows along the eastern edge of the Presidio before being channeled, by way of a culvert, into the harbor. Introduced ornamental plants have replaced most of the naturally occurring shrubs of this riparian habitat, though the persistent wild blackberry and poison oak still retain a foothold here along with several Coastal Redwoods and several species of wildflowers.

LCP Policies

Due to a wide range of historical influences on marine and shore resources (the introduction of new species, the depletion and control of other species, the introduction of pollutants and nutrients), the LCP policies in this section primarily address the preservation and enhancement of those factors which contribute to the uniqueness, abundance, and diversity of intertidal and sub-tidal marine life in the Harbor and onshore/Harbor area terrestrial habitats.

- a. Sensitive shoreline habitat restoration and debris cleanup and maintenance (litter control) shall be required in a manner that will not impair biological productivity for the habitat, and as a condition for any grading, excavation, demolition, or construction in conjunction with shoreline development.
- b. The State Department of Fish and Game efforts to monitor and manage the sea otter population along the bay shoreline shall continue to be supported.
- c. The City shall control public access in sand dune habitats to prevent damage from human use (trampling of vegetation, collection of plant species, etc.), without prohibiting public access to the waterfront. Where pedestrian access through dunes is permitted, well-defined footpaths (e.g., boardwalks) or other means of directing use and minimizing adverse impacts shall be used. Habitat interpretation signing and litter control shall be included as elements of a dune management plan. The use of vehicles, dogs off leash, and fire rings shall be prohibited in the dune area. The small remaining dune habitat of this area shall be preserved, enhanced, and restored under the direction of a qualified dune biologist. Landscaping and maintenance with native coastal plants and elimination of nonnative plant species shall be required. To create a larger, contiguous restored dune habitat, the City shall coordinate with State Parks regarding any restoration efforts undertaken at the adjacent State Beach.
- d. Revegetation with wild buckwheat (*Eriogonum parvifolium* and *latifolium*) shall be included as part of the dune restoration program for any new development to enhance habitat for the endangered Smith's Blue butterfly.
- e. For any proposed development in the environmentally sensitive habitat areas of the Harbor LUP area, as shown in, but not limited to, Figure 2, a resource survey shall be conducted, according to established protocols, for all sensitive species, including dune plants, snowy plover, black legless lizard, and marine mammals known to occur in the vicinity.

- f. The U.S. Army shall be encouraged to preserve the remaining live oak community on the Presidio property. The City of Monterey shall coordinate with the U.S. Army regarding any plans for restoration of the small and disturbed creek along the eastern edge of the Presidio. If restoration takes place, the replacement of existing ornamental plants with native riparian plants shall be encouraged. It is preferred that new development, except for public access improvements including pedestrian paths/bridges and associated signage, not occur within 100 feet from the top of the creek bank or edge of riparian vegetation, whichever is greater.
- g. If snowy plovers are found nesting or foraging in the Harbor LUP area, these areas shall be protected from disturbance while balancing the need to maintain public access. Existing public access may need to be limited in the most environmentally sensitive habitat areas where protection of nesting and foraging areas is not possible without curtailing access. The most current effective measures shall be used for protection of nesting and foraging habitat.
- h. The City shall test harbor sediments for lead contamination during dredging and disposal episodes. If Regional Water Quality Control Board (RWQCB) action levels of lead are found, the City shall cooperate with the RWQCB regarding implementation of cleanup in conjunction with the Department of Fish and Game and other responsible agencies. If action levels of lead are found, areas of contamination shall be posted to alert the public
- i. To help control the buildup of plastic debris in the marine environment, the City shall require all new or improved development along the shoreline to install refuse and recycling containers at points conveniently accessible to commercial and recreational boaters, and the general public.
- j. Protect inter-tidal and tidepool habitats through informational/educational signing as a condition of shoreline development, both public and private.
- 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.
- l. Native dune plant landscaping shall be required with any further development or redevelopment of portions of the recreation trail adjacent to dune habitat.
- m. The City shall implement best management practices for harbors and marinas, including but not limited to:
 - 1) Providing and maintaining appropriate collection, storage, transfer, containment, and disposal facilities for hazardous wastes, including: used crankcase oil, used oil filters, solvents, antifreeze, paints, and lead acid batteries, and encouraging recycling of these materials where possible;
 - 2) Reducing the amount of fuel and oil from boat bilges by providing a service to prevent discharge of contaminated bilge water; either (1) a bilge pump-out connected to an

- oil/water separation system, or (2) the distribution of oil absorbent materials for the bilge and collection of used absorbents for proper disposal;
- 3) Designing and operating fuel docks such that fuel spills from fuel tank air vents and fuel filler nozzles are minimized and fuel is prevented from entering marine and surface waters;
 - 4) Supporting public education programs that inform boaters of water-quality friendly boating practices;
 - 5) Maintaining sewage pump-out facilities in good operational condition and encouraging their use;
 - 6) Limiting boat cleaning and maintenance operations on or near the water to small touch-up and cleaning that does not cause a release of dusts, cleaning and maintenance products, and other debris known to damage aquatic resources;
 - 7) Minimizing the use of potentially harmful hull cleaners and bottom paints, and prohibiting discharges of these substances to State waters;
 - 8) Providing recycling opportunities for solid wastes that can become harmful marine debris, including fishing line, plastic, glass, metal and paper.
- n. The City of Monterey shall implement an urban runoff program using the Model Urban Runoff Program (developed in 1998 by the City of Monterey, other local jurisdictions, and the California Coastal Commission) as guidance, to protect and restore water quality and eliminate beach closures.
- 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.
- p. Public streets and parking lots shall be swept frequently to remove debris and contaminant residue.
- q. The City, property owners, or homeowners associations, as applicable, shall be required to maintain any drainage device to ensure that it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired annually prior to the start of the rainy season. Owners of these devices shall be responsible for ensuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, shall be carried out prior to the next rainy season.
- r. Existing outfall lines shall be maintained. Repairs to existing outfall lines shall include water quality, public access, and aesthetic/visual upgrades. There shall be no net increase in beach outfalls. No new wastewater outfalls shall be allowed.
- s. BMPs shall be incorporated into the project design in the following progression:

- 1) Site Design BMPs (any project design feature that reduces the generation of pollutants or reduces the alteration of the natural drainage features, such as minimizing impervious surfaces or minimizing grading);
 - 2) Source Control BMPs (practices that prevent release of pollutants into areas where they may be carried by runoff, such as covering work areas and trash receptacles, practicing good housekeeping, and minimizing use of irrigation and garden chemicals);
 - 3) Treatment Control BMPs (a system designed to remove pollutants from runoff including the use of gravity settling, filtration, biological uptake, media adsorption or any other physical, biological, or chemical process).
 - 4) Site design and source control BMPs shall be included in all new developments. Where the development poses a threat to water quality due to its size, type of land use or proximity to coastal waters (or proximity to a creek, channel or stormdrain system that leads to coastal waters) and the combination of site design and source control BMPs is not sufficient to protect water quality as required by Policy o., treatment control BMPs shall be implemented.
- t. The City shall include a procedure in the Implementation Plan for reviewing all development for impacts to water quality. This procedure shall include:
- 1) A checklist or equivalent tool to help in the review of Coastal Development Permits for potential impacts to water quality. Such a checklist shall, at a minimum, include questions about the management practices proposed to reduce the impact of polluted runoff, area of impervious surface to be created, uses of the development that might generate polluted runoff and proximity of the development to coastal waters, drainage ways that lead to coastal waters or sensitive coastal resources.
 - 2) Criteria for determining whether a treatment control BMP will be required (criteria shall include, but are not limited to type of land use, size and type of development, proximity to coastal waters, drainage ways that lead to coastal waters, sensitive coastal resources, etc.).
 - 3) This review procedure shall identify the potential water quality impacts from the development, and prescribe appropriate site design, source control or treatment control BMPs necessary to address those impacts.
- u. The Implementation Plan shall include a manual of BMPs to guide project design and engineering for development within the Coastal Zone. The City shall either develop the manual or identify an existing BMP manual (e.g., the latest version of the California Stormwater BMP Handbook). BMPs shall be selected to mitigate both construction and post-construction water quality impacts. The manual shall describe specific BMPs, including type, location, size, implementation and maintenance schedules. The manual shall describe the appropriate use of those BMPs to remove specific classes of pollutants. The manual will also provide guidance on how to size treatment control BMPs to meet the Numeric Design Standard (see Policy v. below).
- v. Where post-construction treatment controls are required, the BMPs (or suites of BMPs) shall be designed to infiltrate and/or treat the amount of stormwater runoff produced by all

storms up to and including the 85th percentile, 24-hour storm event for volume-based BMPs, and/or the 85th percentile, 1-hour storm event, with an appropriate safety factor (i.e., 2 or greater), for flow-based BMPs. The term treatment includes physical, biological and chemical processes such as filtration, the use of bioswales, detention and retention ponds and adsorption media. The actual type of treatment should be suited to the pollutants generated by the development as indicated in the BMP Manual (see Policy u).

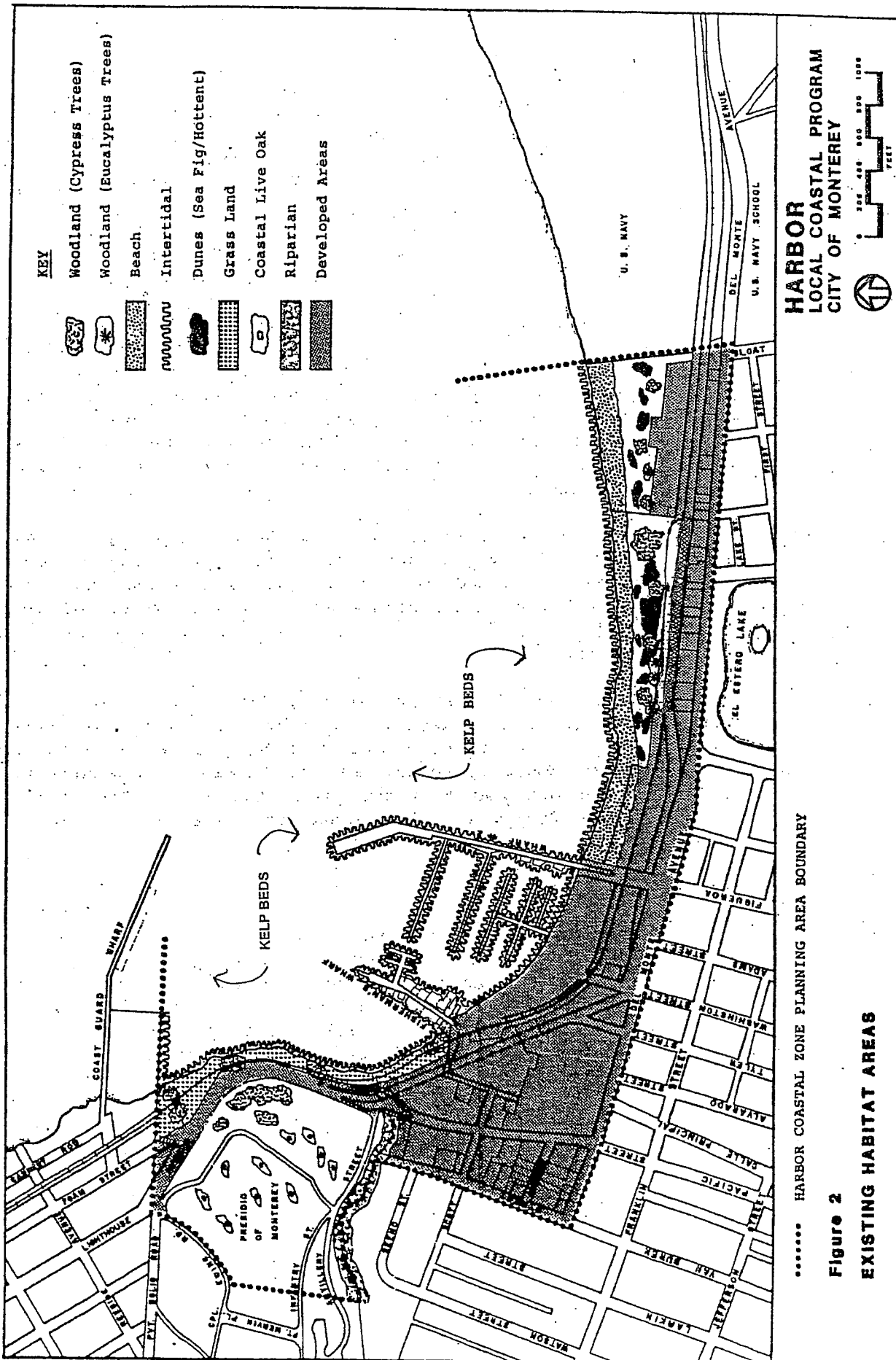
- w. Under limited circumstances, where the implementation of a treatment control BMP would typically be required to reduce the impacts of a development on water quality, the City may determine that requiring this structural BMP to be sized to the Numeric Design Standard (Policy v.) is not feasible. In these cases, the applicant may propose an alternative suite of revised site design (e.g., increased impervious surface), additional source controls (e.g., prohibition on pesticide use) and feasible treatment control BMPs that provide, at a minimum, equivalent protection to that provided by a standard suite of site design, source control and treatment control BMP meeting the Numeric Design Standard.

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

- x. The City, property owners, or homeowners associations, as applicable, shall be required to maintain any drainage device to ensure that it functions as designed and intended. All structural BMPs shall be inspected, cleaned, and repaired annually prior to the start of the rainy season. Owners of these devices shall be responsible for ensuring that they continue to function properly and additional inspections should occur after storms as needed throughout the rainy season. Repairs, modifications, or installation of additional BMPs, as needed, shall be carried out prior to the next rainy season.

Proposed LCP Implementation Measures

- a. Develop guidelines for shoreline and sand dune habitat restoration required as a condition of any grading, excavation, demolition, or construction in conjunction with shoreline development.
- b. Develop guidelines for controlling foot traffic on the beach and dunes.



Water Resources

Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the management of available water supplies.

- 30254 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted, consistent with the provisions of this division; provided, however, that it is the intent of the Legislature that State Highway 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded, except where assessment for, and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public reaction, commercial recreation and visitor-serving land uses shall not be precluded by other development.
- 30231 The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of wastewater discharges and entertainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface waterflow, encouraging wastewater reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.
- 30250(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Existing Conditions

- a. Water Supply: The Harbor LUP area is served by the California-American Water Company (Cal-Am). As of 2002, water availability in the City of Monterey is extremely limited. Water use within the Cal-Am system remains under careful state scrutiny since State Water Resources Control Board Order No. 95-10 was imposed in 1995. State Board Order No. 95-10 requires Cal-Am to reduce the water it pumps from the Carmel River by 20 percent now, and up to 75 percent in the future. Also, any new water that is developed must first completely offset Cal-Am's unlawful diversions from the Carmel River, an estimated 10,730 acre-feet (AF) per year, before any water produced by Cal-Am can be used for new construction or expansions in use.

- b. Water Allocation Procedures: The Monterey Peninsula Water Management District (MPWMD) has adopted a water allocation system for its service area, including the City of Monterey. No new connections or expanded uses are allowed in a municipal or county jurisdiction that has exceeded its water use allocation. Annual resolutions by the District confirm allotments for each water year

In mid 1993, the Paralta Well project received a use permit for operation, thereby making new water from the well available for the District to allocate to its eight member jurisdictions for new construction, remodeling projects and intensified water use. Of the 1,000 AF believed to be available from the Paralta Well, the District allocated a maximum of 358 AF of additional Cal-Am metered sales, including 308 AF to the eight jurisdictions and a 50 AF District Reserve. Beginning with the release of the Paralta water for use, District staff established procedures for closely tracking the amount of water put into new and expanded water uses. Each jurisdiction in the District was given a set amount of water to use for permitting. Each applicant for water must receive the jurisdiction's authorization for a predetermined amount of water before applying for the water permit with the District. The District evaluates the project's water demand and issues a permit for the project description as depicted on the final construction documents. At the time the water permit is issued, the jurisdiction's water allocation is debited. The Water District provides allocations based on a unit system. Upon project initiation, the property owner must determine from the District how many unit credits (if any) are attached to the land. Once that number is determined, applicants may earn residential water credits by installing ultra low-flow dishwashers, washing machines, toilets, and Instant-Access Hot systems. The fixtures can earn between 0.5 and 1.0 fixture unit credits. If a project meets all development standards (e.g., setbacks, height, lot coverage), the applicant may submit plans to the City's Building Department. At that stage, the applicant may be put on a waiting list for available water (as of October 2002, there was a waiting list for new water hookups). Allocations for water are valid for one year; if the allocation is not used within one year, the water reverts back into a "pool" for distribution to the next recipient on the waiting list.

- c. Water Allocation Procedures: The Monterey Peninsula Water Management District (MPWMD) has adopted a water allocation system for its service area, including the City of Monterey, providing for City water supply allocations on an annual basis and projection of such allocations from existing supplies until the year 2000 (Ordinance No. 1, January 14, 1980). That ordinance also defines the process by which new water connections are approved or denied. No new connections are allowed in a municipal or county jurisdiction which has exceeded its water use allotment. Annual resolutions by the District confirm allotments for each water year.

The City of Monterey presently has no internal water allocation system to allocate the MPWMD's water allocation to specific uses. The City's water allocation is now made available to new users on a first-come, first-serve basis.

LCP Policies

As water supplies on the Monterey Peninsula are limited, policies are needed to assure that the water demands of development within the coastal zone remain within the available water supply. The following policies are to manage water supplies serving the harbor coastal zone area.

- 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.
- b. Water conservation shall be promoted by requiring conformance with the Monterey Peninsula Water Management District's, or its successor's, water conservation regulations. The City shall require state-of-the-art low-flow water fixtures and drip or other water-conserving irrigation.
- c. Native plants shall be used in landscape plans for future development, to minimize the demand for irrigation water.
- d. Private water supplies are prohibited to serve existing and new development. No coastal development permit shall be issued without a City determination that (1) no new water is required to serve the new development; or (2) there is unallocated water available in the City's allocation from the Monterey Peninsula Water Management District, or its successor, to support the new development. This determination shall include an evaluation of the proposed development's water demand, based on MPWMD's, or its successor's, water unit value system. All water transfers and corresponding retirements, if any, shall be described and agreed to prior to any City determination.
- e. Prior to the commencement of construction of new development, evidence of water service, in the form of a water use permit from the Monterey Peninsula Water Management District, or its successor, shall be provided to the City Planning Department.
- f. Public desalination facilities may be permitted provided any adverse environmental impacts are fully mitigated.

Proposed LCP Implementation Measures

- a. Develop a water monitoring program to gauge the water use of new development in the City of Monterey.
- b. Develop ordinances to require landscaping in new development to be native or other plant landscaping which minimizes water use.

Diking, Dredging, Filling and Shoreline Structures

This section addresses the issue of potential shoreline and near-shore structures which could alter natural coastal processes.

Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to shoreline structures that alter natural coastline processes and to facilities serving the commercial fishing and recreational boating industries:

- 30233 (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible, less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:
- 1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.
 - 2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 - 3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.
 - 4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
 - 5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
 - 6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
 - 7) Restoration purposes.
 - 8) Nature study, aquaculture, or similar resource dependent activities.

- (b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems.
- (c) In addition to the other provisions of this section, diking, filling, or dredging in existing estuaries and wetlands shall maintain or enhance the functional capacity of the wetland or estuary. Any alteration of coastal wetlands identified by the Department of Fish and Game, including, but not limited to, the 19 coastal wetlands identified in its report entitled, "Acquisition Priorities for the Coastal Wetlands of California", shall be limited to very minor incidental public facilities, restorative measures, nature study...if otherwise in accordance with this division...
- (d) Erosion control and flood control facilities constructed on water courses can impede the movement of sediment and nutrients which would otherwise be carried by storm runoff into coastal waters. To facilitate the continued delivery of these sediments to the littoral zone, whenever feasible, the material removed from these facilities may be placed at appropriate points on the shoreline in accordance with other applicable provisions of this division, where feasible mitigation measures have been provided to minimize adverse environmental effects. Aspects that shall be considered before issuing a coastal development permit for such purposes are the method of placement, time of year of placement, and sensitivity of the placement area.

30234 Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion so as not to interfere with the needs of the commercial fishing industry.

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

Existing Conditions

- a. The main elements comprising the Harbor LCP shoreline are as follows:
 - 1) East of Wharf No. 2, the shoreline is a sandy beach;
 - 2) Between Wharf No. 2 and Fisherman's Wharf, the shoreline is a concrete seawall;
 - 3) West of Fisherman's Wharf, the shoreline is a rocky low bluff, with small areas of sandy beach at low tides.

- b. Significant existing structures along the Harbor LCP area shoreline and near-shore within the LCP study area include (from east to west):
 - 1) Wharf No. 2 and the east seawall protecting the marina;
 - 2) A restaurant/commercial/office structure, harbor office, and boat launching ramp;
 - 3) Fisherman's Wharf;
 - 4) Marina boat slips;
 - 5) A recreation trail along the former Southern Pacific railroad right-of-way.
 - 6) East moorings – 40 moorings east of Wharf No. 2.
- c. Harbor dredging is limited to the marina area and an area near the fuel pier and landfill launch ramp at Breakwater Cove. 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 Wharf No. 2. Dredge material that does not meet these standards is removed to a landfill.
- d. Shoreline erosion of the area east of Wharf No. 2 has been very limited. Although specific data is not available regarding beach recession rates, the relationship of the present shoreline to old beach structure locations appears relatively unchanged.
- e. Shoreline structures include a marina repair berthing facility at the west end of the Harbor LCP area. This facility includes sixty berths, and was designed to be complementary to an approved marine repair facility adjacent to the U.S. Coast Guard pier. Planned near-shore activities and shoreline structures include a 5-year harbor maintenance program, reconfiguration of the marina launch ramp, and American Disabilities Act (ADA) improvements.

LCP Policies

- 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.

- b. Existing roads and utility pipelines shall be relocated landward of erosion and storm wave encroachments, wherever feasible.
- 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.
- 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.
- e. Marine installations (i.e., piers, wharves, slips) shall be designed to eliminate or mitigate adverse impacts on local shoreline sand supply
- 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.
- 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).
- 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.

Proposed LCP Implementation Measures

- a. Revise the Zoning Ordinance to implement shoreline setback requirements for new development and public facilities.

Natural Hazards

In order to minimize risks to life and property from natural hazards in the Monterey Harbor LCP area, new development must be designed to prevent damage from such natural hazards, including seismic events, storm waves, and tsunamis. This section addresses these natural hazard issues in Monterey Harbor and the Harbor LCP shoreline area.

Coastal Act Provisions

The following section of the California Coastal Act of 1976 pertains to the relationships of development to natural hazards:

30253 (in part) New development shall:

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

Existing Conditions

- a. **Seismic Events:** The Monterey Harbor LCP area is one of active faulting and earthquake activity. It is identified in the Uniform Building Code as being within Seismic Zone IV, and in the Monterey Seismic Safety Element as within Geotechnical Hazard Zone VI. This Hazard Zone includes areas having major to moderate engineering hazards and major seismic hazards. Areas within these zones are required to be investigated and evaluated for potential seismic hazards, including liquefaction and lateral spreading in the cohesionless sand dunes and beach areas. A number of active and potentially active faults have been mapped in the Harbor LUP vicinity. The San Andreas fault zone is located approximately 25 miles northeast of the Harbor area. A series of short faults are located on the floor of Monterey Bay. Some of these faults appear to be active, while others in the same fault zone are shown to be only potentially active. Other active or potentially active faults in the vicinity include the Rinconada system, located approximately eight miles northeast, and the San Gregorio-Palo Colorado system, located about nine miles southwest. The precise locations and activity status of these faults is not known. Figure 3 shows the presumed locations of these faults within the Harbor LCP area.

A series of short, subparallel faults are mapped in Monterey Bay and have been designated as "pre-Quaternary," meaning that they have not displaced materially within the last two million years (Jennings, 1975). Figure 3 shows the presumed locations of these faults within the Harbor LCP area.

- b. **Tsunamis:** None of the fault movement expected from the faults in the local area is of a type likely to cause tsunamis. The danger to the LCP area from such sea waves would be principally from earthquakes originating in the Aleutian area of Alaska. Because California is seismically active, the Harbor LUP area is subject to flood hazard from tsunamis, or seismic sea waves, which are generated by submarine earthquakes, volcanic eruptions, and landslides. The City of Monterey Disaster Plan would be implemented in the event of a

tsunami. The exposure risk to the City of Monterey from tsunamis is estimated to be moderate (City of Monterey, 1997). The U.S. Army Corps of Engineers has published tsunami run-ups within Monterey for flood insurance purposes. The Corps of Engineers calculated the 100-year tsunami run-up at the Monterey Bay Aquarium site as 6.1 feet National Geodetic Vertical Datum (NGVD) and the 500-year run-up as 12.0 feet NGVD.

A 1980 study for a harbor berthing facility combined tsunami and tide probabilities to calculate a 100-year tsunami superelevation of 9.0 feet NGVD. Tsunami hazards on the Central Coast are the subject of ongoing study by the National Oceanic Atmospheric Association (NOAA), in cooperating with the California Office of Emergency Services (OES), since it has been recognized that potentially active submarine faults offshore are potential sources of tsunamis. NOAA, in cooperation with OES, is currently conducting a tsunami mapping project for the Monterey Bay area, and maps of extreme runup should be completed by the end of 2002. OES is also in the process of developing tsunami hazard mitigation guidelines for local jurisdictions.

The U.S. Army Corps of Engineers has published tsunami run-ups within Monterey for flood insurance purposes. The Corps of Engineers calculated the 100-year tsunami run-up at the Monterey Aquarium site as 6.1 feet National Geodetic Vertical Datum (NGVD) and the 500-year run-up as 12.0 feet NGVD.

A 1980 study for a harbor berthing facility combined tsunami and tide probabilities to calculate a 100-year tsunami superelevation of 9.0 feet NGVD.

- c. Storm Waves: Storm wave hazards for the LCP area differ for the portions of the area east of Wharf No. 2 and for the harbor area protected by the breakwater. Winds associated with coastal storms create a surge. During large storms, onshore winds push water toward shore where the water “mounds,” raising the sea level. The highest documented local water level at the Catellus site since 1964 was measured at 5.1 feet NGVD on January 27, 1983. The severity of the 1983 storms was affected by the El Niño climactic anomaly, which caused a slowing of the California Current and a general rise in sea level of approximately 5.1 feet NGVD at the Wharf No. 2 area. Storm wave hazards for the LCP area differ for the portions of the area east of Wharf No. 2 and for the harbor area protected by the breakwater. Although data are not available for the LCP beach area east of Wharf No. 2, studies conducted in 1981 for the Del Monte Beach area showed a maximum 100-year storm wave inundation level of 28.0 feet above NGVD.

The 1980 study for a harbor berthing facility also included storm wave projections for the harbor. The maximum wave heights derived from local winds were calculated to be 2.8 feet with the wave approaching from the northeast. The maximum design wave derived from open ocean storms was calculated to be 3.1 feet.

The combined probability of high local winds plus a major offshore storm was considered. The wave conditions would be the sum of the locally derived waves plus the open ocean waves. The combined design wave is 3.3 feet based on a sea due to thirty-knot winds from the northeast plus a twenty-foot swell from a twelve-second period from the open ocean at 315, giving a 1-in-25 year situation.

LCP Policies

As in almost all California coastal cities, the listed natural hazards are of sufficient significance to warrant the establishment of appropriate policies to assure that development does not pose unacceptable risks to life or property nor require undesirable habitat or setting modifications to reduce such risks.

- a. Site-specific geotechnical studies shall be required prior to project filing to determine the extent and nature of geologic hazards at the site. These studies shall specifically include an analysis of seismic hazards, such as ground shaking, liquefaction, ground rupture, and lateral spreading. Site specific geotechnical studies shall comply with the report guidelines of the State Board for Geologists and Geophysicists. Such reports shall be signed by a licensed Certified Engineering Geologist (CEG) or Geotechnical Engineer (GE), working within areas of his/her professional responsibilities, and should contain recommendations for mitigation measures for any hazards that are identified. Said reports are subject to review and approval by the City engineer.
- b. New residential, commercial, and industrial structures and facilities shall be constructed in a manner that will minimize risks to life and property from geologic, flood, and fire hazard; such development shall be sited and designed to not require a shoreline protection structure during the life of the development. Applicants for new development are required to accept a deed restriction to waive all rights to protective devices associated with development on coastal dunes.
- c. For bayfront properties, site specific geotechnical studies submitted as part of the application, shall be conducted to determine storm wave reach and tsunami run-up, based upon an engineering analysis for each project. Wave runup shall be analyzed for an eroded shoreline, combined with a 100-year storm event. Tsunami runup may be analyzed on an average beach profile, with consideration for, at a minimum, the 100-year event.
- d. New residential, commercial, or industrial development shall not be allowed in tsunami (seismic sea wave) runup 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 runup inundations, and public access improvements. No additions or demolitions/rebuilds are allowed for existing structures within tsunami run-up or storm wave inundation areas, with the 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.
- e. Marine installations in the Harbor shall be designed to resist displacement and/or destruction by storm wave or tsunami forces.
- 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.

- 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.
- 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.

Proposed LCP Implementation Measures

- a. Develop guidelines for the geotechnical study findings needed to assess seismic hazards.

PUBLIC AND COASTAL RELATED USE AND ACCESS

Public Access

Work in this section focuses on opportunities to preserve, provide, and enhance public access to and along the Harbor area shoreline.

Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the preservation, provision, and enhancement of public access to the Harbor area shoreline.

30210 In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people, consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

30211 Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

30212 (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where: (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources; (2) adequate access exists nearby; or (3) agriculture would be adversely affected. Dedicated accessway shall not be required to be opened to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

30214 (a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following: (1) Topographic and geologic site characteristics; (2) The capacity of the site to sustain use and at what level of intensity; (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses; (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.

(b) It is the intent of the Legislature that the public access policies of this article be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.

(c) In carrying out the public access policies of this article, the commission and any other responsible public agency shall consider and encourage the utilization of

innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.

30500 (a) According to the Commission's LCP Regulations, Section 0042, "The public access component. . . may be set forth in a separate plan element or it may be comprised of various plan components that are jointed together in a text accompanying the submission of the local coastal program. The public access component shall set forth in detail the kinds and intensity of uses, the reservation of public service capacities for recreation purposes, where required pursuant to Public Resources Code Section 30254, and specific geographic areas proposed for direct physical access to coastal water areas as required by Public Resources Code, Section 30210-30224 and 30604(c).

For the purposes of the above sections, the City defines as follows:

Vertical Access - An area of land providing a connection between the first public road, trail or use area nearest the sea and the publicly owned tide land or established lateral accessway. A vertical accessway shall be used for public pass and repass, passive recreational use, or as otherwise found appropriate in a certified LCP. Vertical accessways shall be a minimum of ten feet wide.

Lateral Access - An area of land providing public access along or parallel to the water's edge. Lateral accessway shall be used for public pass and repass, passive recreational use, or as otherwise found appropriate in a certified LCP. Beach lateral accessways shall be a minimum of twenty-five feet of dry sandy beach at all times of the year, or shall include the entire sandy beach area if the width of the beach is less than twenty-five feet. Where development proposes a greater burden on public access, a larger accessway may be provided.

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

Existing Conditions

Existing vertical and lateral access to the Harbor LCP area shoreline and existing barriers to public access are shown on Figure 4. Access to the various sub-areas of the harbor area are described below on a west-to-east basis beginning with Shoreline Park.

- a. Shoreline Park: The Shoreline Park area is a seven-acre, 2,250-foot-long narrow strip of land located between the U.S. Coast Guard breakwater/landfill parking lot and Fisherman's Wharf. Generally not more than 100 to 200 feet wide, the area contains the old railroad right-of-way, which is now a paved recreation trail. This recreation trail, lying approximately ten feet below Lighthouse Avenue and fifteen feet above the water, is used heavily by pedestrians and bicyclists traveling between Fisherman's Wharf and Cannery Row. This portion of the recreation trail extends from Fisherman's Wharf, through Shoreline Park, and through Cannery Row, where it continues to Lovers' Point in the City of Pacific Grove. Access to the Shoreline Park area is primarily from the ends at either the Coast Guard breakwater/landfill or Fisherman's Wharf

The shoreline along 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.

- b. Fisherman's Wharf is a major public access point in the Harbor area. Up to 20,000 persons visit Fisherman's Wharf on a peak day. Vehicular access to Fisherman's Wharf, except for service vehicles, is restricted. Along the shoreline between Fisherman's Wharf and Wharf No. 2 is a concrete esplanade for pedestrians. Pedestrian access exists on Wharf No. 2, including a 700-foot-long, ten-foot-wide boardwalk extending seaward along the east side of the Wharf for fishing and sightseeing. Pedestrian access to marina slips is partly from the concrete esplanade and partly from Wharf No. 2 and is controlled. The City installed a boat hoist on Wharf No. 2 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. The Harbor Master Office has noted that the boat hoist is well used. Extending from Wharf No. 2 is a frontal seawall, which protects the slips in the marina. There is no pedestrian use of the frontal seawall that extends from Wharf No. 2 towards Fisherman's Wharf. In the past, the City budgeted funds for a pedestrian way along the frontal seawall to provide additional opportunities for fishing and sightseeing. However, funds are no longer budgeted for this pedestrian way because there are few fish in the area and ADA compliance would be extremely difficult. Vehicular access to the area is from Del Monte Avenue at Washington and at Figueroa. Controlled access is provided at the Scott Street entrance to the parking lots abutting the Harbor. Trucks serving Wharf No. 2 use the Figueroa Street entrance and must back the entire length of the wharf to be loaded. Boat access to the Harbor is provided by a ramp adjacent to the marina (supplementing another ramp at the Coast Guard pier parking lot just west of the study area) and the boat hoist on Wharf No. 2.
- c. Monterey Beach Area (Wharf No. 2 to Naval Postgraduate School): The primary access points to Monterey Beach are shown in Figure 4 and are as follows:
 - 1) At the entrance to Wharf No. 2 at Figueroa Street. This access point is clearly signed and parking, although limited during peak use periods on weekends, is available in the City lot immediately west of the Wharf No. 2 entrance.
 - 2) At Camino El Estero adjacent to Monterey Bay Park. A parking lot serves this access point on the north side of Del Monte Avenue at Camino El Estero.
 - 3) At Park Avenue. This access point is not signed and parking is limited to six on-street spaces and five to ten spaces in a hard sand area at the end of Park Avenue adjacent to the Beach.
 - 4) Monterey Bay Park (also known as Window on the Bay) is located adjacent to Monterey Beach on land purchased by the City from a variety of property owners along Del Monte Avenue between the Catellus site and the State Beach. 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. The City's recreational trail passes through the park.

The Monterey Bay Recreation Trail extends the length of the City along the former Southern Pacific Railroad right-of-way. The beach can be accessed at various points along the recreation trail between Figueroa Street and Camino El Estero. The balance of the Beach area between Park Avenue and Sloat Avenue is blocked to pedestrian access by commercial structures on the north side of Del Monte Avenue and by the townhouse development between Park Avenue and Sloat Avenue. At Sloat Avenue, there exists a sixty-foot-wide strip owned by the State of California on the bay side of the railroad right-of-way between the townhouses and the Naval Postgraduate School property. This strip connects to the beach, but the land between the railroad right-of-way and Del Monte Avenue is privately owned.

There is no direct vehicular access to the Beach area. Periodic usage of the Figueroa Street access point and the parking lot adjacent to Monterey Bay Park at Camino El Estero is made for small sailing craft (for Hobie Cat regattas and individual launching).

The City of Monterey has purchased the West Catellus property, which is located immediately west of Figueroa Street, and the east Catellus property, which is located between Figueroa Street and Monterey Bay Park (also known as Window-on-the Bay). The City has multiple goals for these properties, including increased public access, parking, coastal dependent uses, and public serving uses.

Access to Monterey Beach for multi-hull boats, kayaks, and other water sport craft that must be trailered across the beach to the water's edge presently occurs at Figueroa Street and is controlled by the City of Monterey. A chain blocks access for vehicles and trailers. Special group permits are reviewed by the City, with action by the Recreation and Community Services Director. Large events, including large regattas, are reviewed by the City, with action by the Parks and Recreation Commission. Only extraordinary events are referred to the City Council. While there are provisions for this group use, there is presently no program for individual or small group use on an informal basis. Use characteristics of the multi-hull and water sport craft are presented in the Public Recreation section.

- d. Presidio: The City of Monterey has leased from the Army the El Castillo site at the base of the Presidio of Monterey. The Army museum on the site has been restored and is being operated by the City as a public museum.
- e. Transit Access: Monterey Salinas Transit serves the Harbor area with stops along Del Monte Avenue and Pacific Street. A free visitor shuttle bus also runs between the downtown parking garages, Fisherman's Wharf, and Cannery Row during peak summer periods.
- f. The access points discussed in this section, as well as the public recreation uses discussed in the next section, are described on a point-by-point basis. As the City of Monterey has chosen to segment its LUP coastal planning areas, the City's LUP planning program does not present a formal coordinated access program for the City's entire shoreline. However, when specific access points are considered, the City does assess these access points in light of a general goal of achieving balance and coordination among all the access points along the City's entire shoreline that enhances the overall shoreline access and use experience while protecting Monterey's unique shoreline environment. This general goal has not formally been stated and there presently exists no formal criteria to assess how specific access points meet the general goal of balanced and coordinated access for the entire shoreline.

LCP Policies

The policies in this section specifically address protection, enhancement, and provision of public access to and along the Harbor area shoreline. Figure 5 depicts the policies presented below.

- a. The City shall encourage the Army to allow continued access to City-operated public facilities on the Presidio property, e.g. the Army Museum.
- b. Existing vertical access points, as described in Figure 5, shall be protected, improved, or replaced with equal or better access as new development is proposed. New vertical access points, as described in Figure 5, 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.
- c. All access policies as follows:
 1. The present open space and view areas, shown in Figure 5, shall be maintained.
 2. To provide additional public access and view area, Concession 34 should be allowed to replace its structure over the water under the condition that access be placed across the back of the structure. This access should be provided in a way that will not preclude the linking of this access with the existing public access on adjoining Concessions 35 and 33, as shown in Figure 5. The required public access for Concession 34 shall not be required to be linked to Concessions 35 and 33 without the consent of Concession 35 and 33. The existing public access on Concessions 35 and 33 should be considered separate and should be required to be linked to public access improvements on Concession 35 as a condition of development when improvements are proposed for either Concession 35 or 33.
 3. The provision of a panoramic viewpoint accessible to the general public should be a condition of any lease area expansion, as provided for in Architectural Control Policy 1.* This panoramic viewpoint should be linked to other viewpoints so as to provide lateral access at the backs of structures, where feasible, and subject to the approval of all adjacent concessionaires.
 4. Should any concession cease operation and not desire to renew its lease, the City should study the structure to see if the structure should be removed and the area should become permanent open space.
- d. Planned improvements consistent with the Monterey State Historic Parks General Plan (1983) to the Sloat Landing site by the State Department of Parks and Recreation, including access to the shoreline, shall be supported.
- e. No intervening development shall block potential visual access or physical access to the beach.
- f. Redevelopment of the east Catellus site shall provide increased opportunities for access to Monterey Beach and Wharf No. 2.
- 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

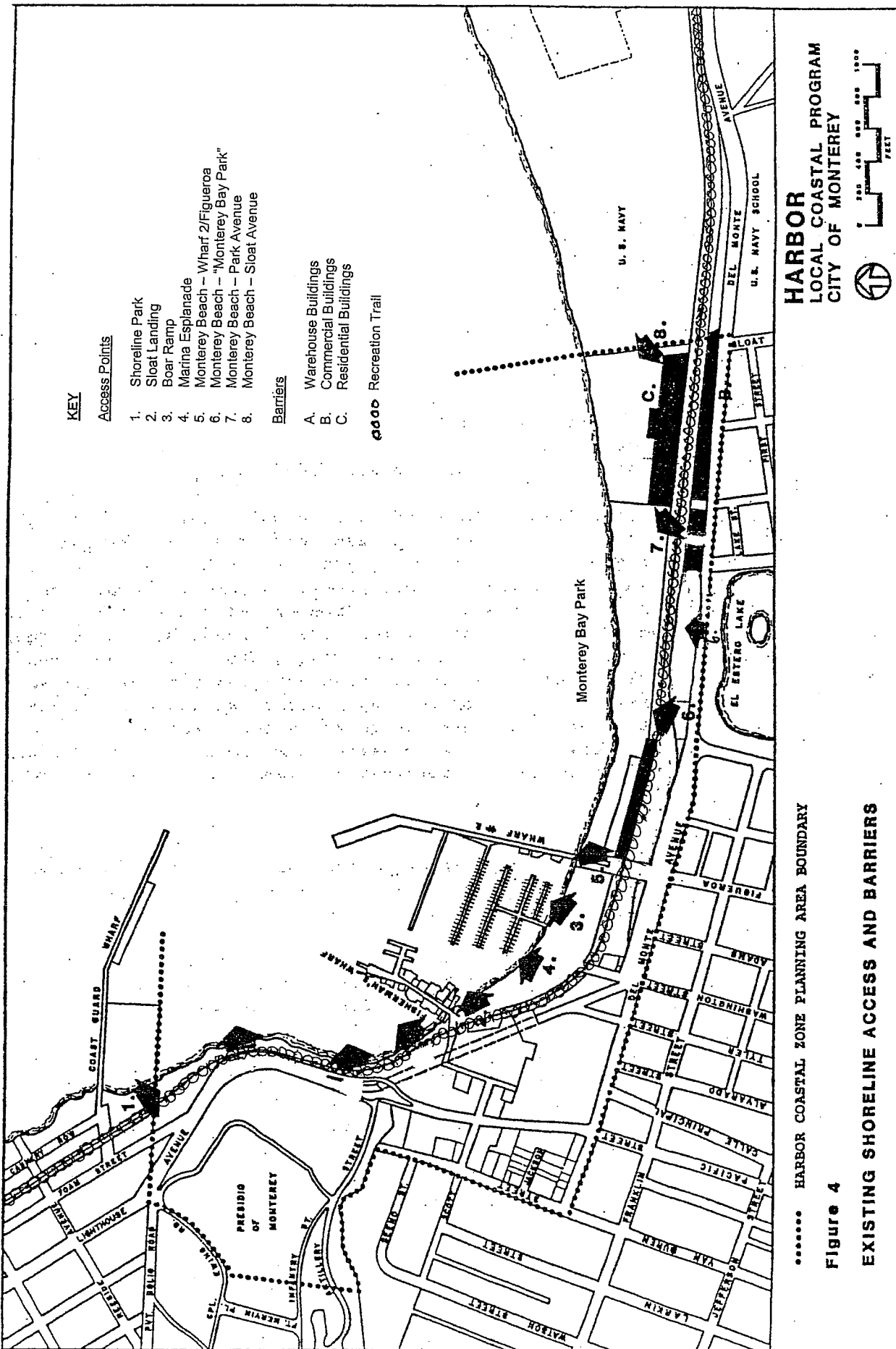
water as parking, circulation, and boat launch safety permit. At a minimum, the recreation trail link shall not be located south of the historic Southern Pacific Railroad right-of-way.

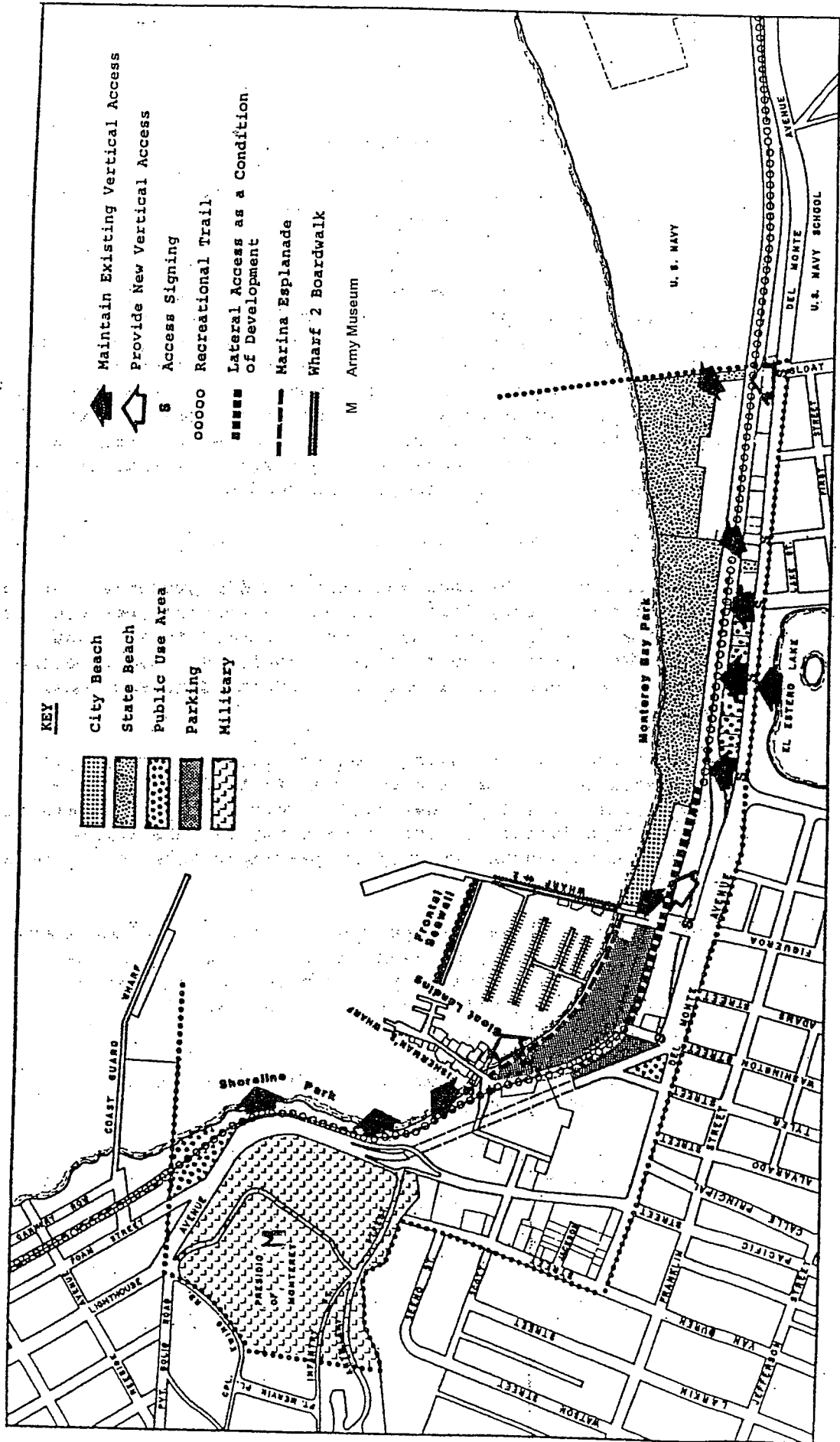
- h. The City, through its opportunity-buying program, shall, where feasible, continue the implementation of the "Monterey Bay Park" program. See Coastal Visual Resources section in Chapter 3. This program proposes the use of the area from Park Avenue to Sloat Avenue between the recreation trail and Del Monte Avenue for support parking spaces for Monterey Bay Park.
- 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.
- j. The City will continue to provide and maintain signage as necessary at all coastal access points as shown on Figure 5. Signage shall be required upon development of new access.
- 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.
- l. 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. Figure 5 (Public Access) in the Harbor LUP shall be updated to identify the CCT. (See Public Recreation Section for more policies regarding CCT).
- 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.
- n. New access locations, as identified on Figure 5, 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.
- 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.
- 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.

Proposed LCP Implementation Measures

- a. Develop access signing program.
- b. Revise Zoning Ordinance and development procedures to establish access improvement requirements, easements, and procedures for dedications.





HARBOR
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

FEET

..... HARBOR COASTAL ZONE

Figure 5
PUBLIC ACCESS

Public Recreation

This section of the LUP focuses upon the recreation opportunities, activities, use levels, and the visitor facilities in both the land and water areas of the Harbor LCP area.

Coastal Act Provisions

The following sections of the California Coastal Act of 1976 pertain to the protection, enhancement, and provision of recreational opportunities.

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

30213 Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. The commission shall not:

- (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or
- (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

30220 Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

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

30222 The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

30224 Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.

30234 Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided.

Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Existing Conditions

Existing recreation uses and visitor facilities in the Harbor LCP area are depicted in Figure 6. Existing and proposed uses, resources, and facilities are described below.

- a. Shoreline Park. South of the Coast Guard breakwater/landfill area, Shoreline Park has been improved with a lawn area, benches, and a paved bike and pedestrian path. This area of Shoreline Park was a gift from the United States Army. The railroad right-of-way that passes through Shoreline Park has been purchased by the City of Monterey and the Monterey Peninsula Regional Park District. This right-of-way has been developed as a recreational trail that extends through Cannery Row and connects to the existing recreational trail in Pacific Grove. The recreation trail also extends east through the Del Monte Beach segment of the City of Monterey, and continues into the City of Seaside.
- b. Fisherman's Wharf. Fisherman's Wharf is owned by the City of Monterey and air rights are leased to private concessionaires for structures housing commercial fishmarkets, sportfishing trip concessions, restaurants, and gift shops. Fisherman's Wharf has long been one of the main tourist attractions on the Monterey Peninsula, attracting as many as an estimated 20,000 visitors on a peak day.
- c. Monterey State Historic Park. Monterey Historic Park is comprised of the following historic buildings, plazas, and gardens:
 - 1) Custom House
 - 2) Custom House Plaza
 - 3) Plaza del Muelle
 - 4) Pacific House
 - 5) Casa del Oro
 - 6) California's First Theater
 - 7) Soberanes Adobe
 - 8) Whaling Station
 - 9) First Brick House
 - 10) Vizcaino - Sierra Landing Site
 - 11) Sloat Landing Site

These historic facilities in the Harbor LCP area comprise an integral part of the Path of History that has been developed to assist visitors view the many historic buildings that have so fortunately been preserved in the downtown and harbor area.

In recent years, the following improvements have been made to State Park properties in the Harbor LCP area:

- 1) Development of a major orientation and interpretive center.
- 2) Restoration of the Vizcaino - Serra and Sloat landing sites.

- 3) Further landscaping of the Plaza del Muelle.
 - 4) Design improvements for the Custom House Plaza.
 - 5) Improvement and restoration projects for the Whaling Station, First Brick House, and First Theater.
- d. Visitor Commercial Development. An office/restaurant complex, owned by the Monterey Bay Aquarium, exists near the entrance to Fisherman's Wharf. Across Pacific Street is a 220-car parking garage, which serves the complex. This complex was originally designed to be a visitor commercial/restaurant complex but, because of economic problems and a resulting high vacancy rate, much of the commercial space has been converted to office space with some restaurant space remaining. Across Pacific Street, next to the parking structure serving the office/ restaurant complex, is a vacant parcel (also owned by the Monterey Bay Aquarium), which was originally to have been used for Phase 2 of the commercial/restaurant complex. This vacant land is no longer proposed for commercial/restaurant uses. A hotel project was conceptually discussed with City staff. There are no known plans for this vacant parcel at the present time.
- e. Hotel Development. Just south of the Custom House Plaza is a 375-room full service hotel, which is connected to the City's Conference Center. A 420-space parking garage serves the hotel. A Maritime Museum complex has been developed on the former site of the hotel's tennis courts, which were located on land leased from the City. Just south, across Del Monte Avenue from the City's Conference Center and the 375-room hotel and outside the harbor LCP area, is a 350-room full service hotel. A 104-room hotel is located to the west, across Pacific Street from the 375-room hotel and between two historic structures (Soberanes Adobe and California's First Theater). To the north of the Harbor LUP area, in the Cannery Row LUP area, there are presently 384 hotel rooms. A hotel with 208 rooms has been approved by the City and the Coastal Commission, but has not yet been developed. Many more hotel rooms exist in the Cannery Row area, outside of the coastal zone.
- f. Marina. The 413-slip marina between Fisherman's Wharf and Wharf No. 2 is run by the City of Monterey. There is a long waiting list for slip rentals. Approximately two-thirds of the slips are occupied by recreational boats with the other third being occupied by commercial fishing boats.

In the outer harbor area, the City controls registered moorings for 150 boats. A 60-slip marina is located in the outer harbor near the landfill.

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 float. When boats are away from their slips for extended periods of time, their slips are made available to transient boaters. The capacity of the marina to accommodate transient boats ranges from a low of 25 to as many as 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. There is informational and directional signing and nearly all boaters have access to transient boating information by cell phone.

The importance of the Monterey Harbor to transient boaters is explained by the fact that the next harbor down the coast to the south is Morro Bay, a distance of approximately 120

nautical miles, which is about a twenty-four-hour sail under normal conditions. The next harbor to the north is Moss Landing, a distance of approximately fourteen nautical miles, which is about 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.

- g. Wharf No. 2. Presently existing on Wharf No. 2 are a variety of commercial and recreational uses, including a private yacht club, a boat hoist, a restaurant, a warehouse complex for the unloading of commercial fishing boats, a fuel dock, and a boardwalk along the east side of Wharf No. 2 for fishing and sightseeing. Also, there is a controlled entrance to the marina from Wharf No. 2.

There is no pedestrian use of the frontal seawall that extends from Wharf No. 2 towards Fisherman's Wharf. In the past, the City budgeted funds for a pedestrian way along the frontal seawall to provide additional opportunities for fishing and sightseeing. However, funds are no longer budgeted for this pedestrian way because there are few fish in the area and ADA compliance would be extremely difficult.

At the entrance to Wharf No. 2 is a restaurant/commercial complex. The restaurant is on the second floor; a boat sales/rental office is on the first floor. Public restrooms and shower facilities for persons with slips in the marina (not open to the public) are located in the ground floor of the Harbormaster building in the marina parking lot

- h. Monterey Beach. Monterey Beach is a broad stretch of sandy shoreline beginning at Figueroa Street east of Wharf No. 2. A portion of this beach is owned by the City; the remainder is State Parks property (see Figure 5 in Public Access Section). East of the Harbor LCP area (Navy Postgraduate School property and beyond), this stretch of beach is most often referred to as Del Monte Beach. The City has purchased, for public use, the east Catellus parcel that fronts the beach. Plans for development of the parcel under the "Catellus Properties Phased Improvement Plan (2002)" include a public plaza adjacent to the beach and demolition of several buildings to open up public views to the beach and the ocean. Public restrooms are located on the City portion of the beach at the access point to Wharf No. 2. These restrooms are slated for removal under the Catellus Plan. New restrooms will be provided in one of the existing buildings along the City beach. Uses of the beach include swimming (very limited due to the water temperature), wading, strolling, jogging, fishing, windsurfing, multi-hull sailing and some skin diving. 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. Parking in the area of the Figueroa Street entrance to the beach is limited to the available public parking in the area (marina lots and Wharf No. 2) and on the former Southern Pacific property on an informal basis.
- i. Del Monte Avenue. Fronting on the bay side of Del Monte Avenue, between Washington Street and Sloat Avenue at the east end of the Harbor LCP area, are a mixture of commercial and warehouse-type uses.

On the east Catellus property, east of Figueroa Street, there are commercial businesses and a boat storage yard. Monterey Bay Park (also known as "Window on the Bay") is

located east of the Catellus site. The City previously purchased this stretch of land and removed a number of commercial buildings to open up views to the Bay and to develop the park. This park consists of 3.9 acres of turf and landscaped areas adjacent to the beach, volleyball courts, picnic and BBQ facilities. The recreation trail passes through the park.

Throughout the development of the Harbor LUP, citizens have continually stated the need for additional area for recreational and visitor serving uses serving both the marina area and Monterey Beach. Uses discussed have been marine related sales, dry boat storage, a transportation center, a youth hostel, and additional parking to serve the area. Dry boat storage is found on the east Catellus site and will be retained and improved under the Catellus Plan. A youth hostel has been located on Hawthorne St., several blocks outside the Cannery Row LUP coastal zone.

- j. Recreation Trail. The Harbor portion of the recreation trail extends the length of the Harbor LUP planning area, following the same route as the old Southern Pacific Railway right-of-way. The paved trail is used by pedestrians, bicyclists, quadricycles, and skaters. Landscaping, lighting, picnic tables, benches, and signing are located along the recreation trail. The City has purchased the west Catellus parcel and plans to reroute the recreation trail through this parcel so that it is located as close to the water as safely possible.

LCP Policies

The LCP policies discussed below and shown in Figure 7 represent improvements proposed to enhance recreational opportunities in the Harbor area. It should be noted that policies for the marina and recreational boating are presented in the next section, Commercial Fishing and Recreational Boating.

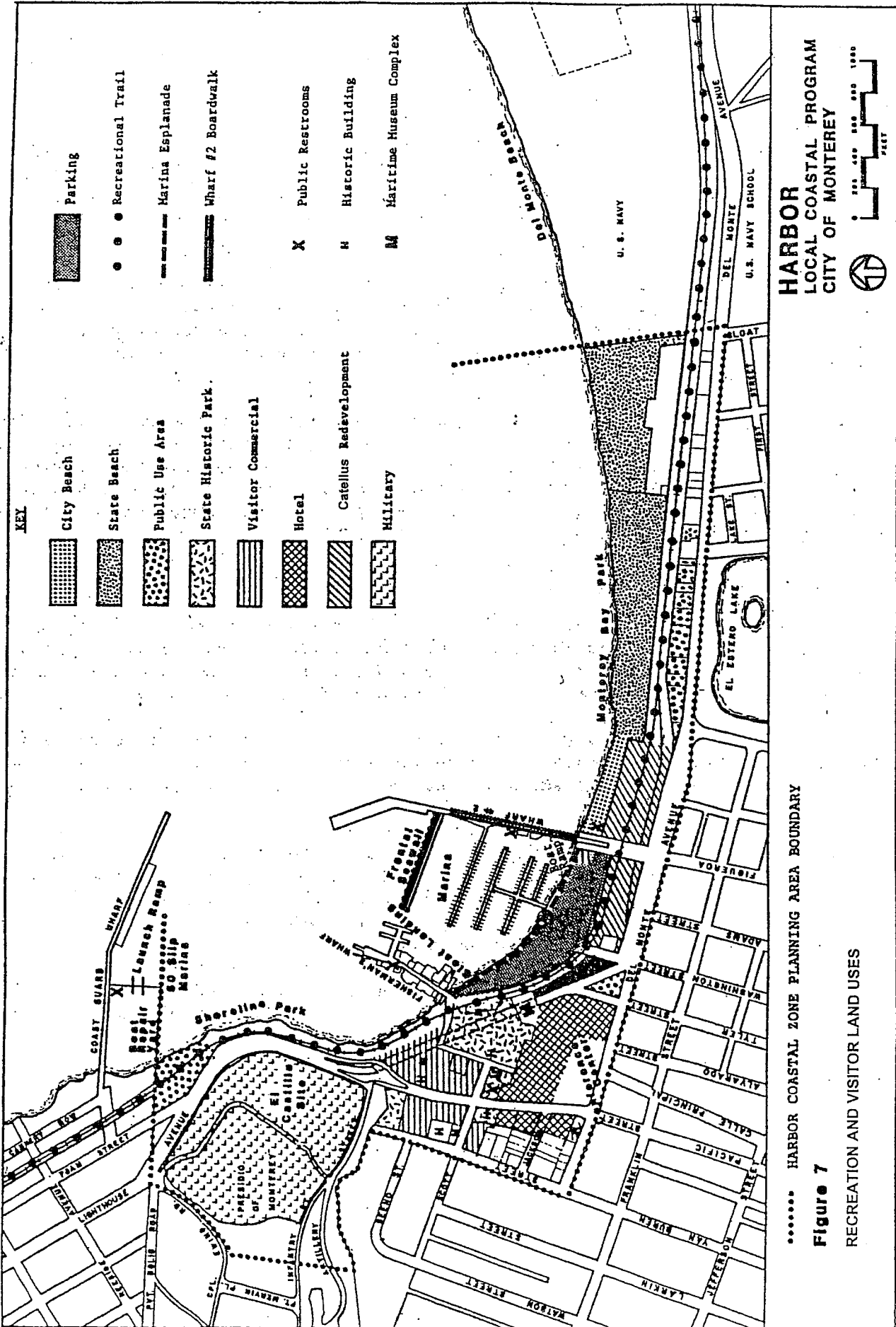
- a. The City shall maintain, and improve where feasible, the regional recreational trail in the Harbor LCP area. The tracks east of Camino El Estero shall be retained for potential future option as a people moving system.
- b. Working with the State Department of Parks and Recreation, the City shall continue to support the implementation of, and will permit improvements to State Park properties consistent with the June, 1983 Monterey State Historic Park General Plan policies. The City will coordinate with State Parks regarding development of a public garden in the corporation yard at the corner of Pacific and Scott Streets.
- 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.
- 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.
- e. To enhance the popular water use activities (e.g., windsurfing, multi-hull boating, swimming, picnicing, 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.

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

Proposed LCP Implementation Measures

- a. Develop program for financing proposed public recreation improvements discussed in this section.
- b. Develop maintenance programs for proposed City-owned public improvements.



Commercial Fishing and Recreational Boating

Coastal Act Provisions

The following provisions of the California Coastal Act of 1976 pertain to the planning for and provision of facilities for and the operation of commercial fishing and recreational boating in Monterey Harbor.

- 30220 Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.
- 30221 Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.
- 30222 The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.
- 30224 Increased recreational boating use of coastal waters shall be encouraged, in accordance with this division, by developing dry storage areas, increasing public launching facilities, providing additional berthing space in existing harbors, limiting non-water-dependent land uses that congest access corridors and preclude boating support facilities, providing harbors of refuge, and by providing for new boating facilities in natural harbors, new protected water areas, and in areas dredged from dry land.
- 30233(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division where there is no feasible less environmentally damaging alternative and where feasible mitigation measures have been provided to minimize adverse environmental effects and shall be limited to the following:
1. New facilities or expanded port, energy, and coastal-dependent industrial facilities, including commercial facilities.
 2. Maintaining existing or restoring previously dredged depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.
 3. In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

4. In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.
5. Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.
6. Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.
7. Restoration purposes.
8. Nature study, aquaculture, or similar resource dependent activities.

30234 Facilities serving the commercial fishing and recreational boating industries shall be protected and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

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

30703 The California commercial fishing industry is important to the State of California; therefore, ports shall not eliminate or reduce existing commercial fishing harbor space, unless the demand for commercial fishing facilities no longer exists or adequate alternative space has been provided. Proposed recreational boating facilities within port areas shall, to the extent it is feasible to do so, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

Existing Conditions

- a. 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-third of these vessels hold commercial fishing licenses; of that number, an estimated sixty are full-time commercial vessels with thirty-five of these in the squid fishing fleet.
- b. There are presently 415 slips in the inner harbor marina. Approximately 430 boats are docked in the marina. The marina is served by water, electrical, and phone facilities. A sewage waste pump-out facility is located on the marina utility dock. The 40-year-old marina, which was rebuilt in 1996 and is maintained by the City, has eight slips formally

reserved for transient berthing, plus those slips that are available while regular boats are out of their slips for repair or are on extended trips, for a total of 20 to 50 slips. In the past, there have been a few inoperable boats, which have been only kept in a slip for the purpose of maintaining the owner's right to a slip. The City has recently established by ordinance a program to eliminate in-operable boats from the marina and free up their slips for operable boats.

- c. There are 150 registered, low-cost moorings in the outer harbor area. These moorings are protected by the Coast Guard breakwater. These moorings are located so as to not block the channel used by boats entering and exiting the marina. There are formal land support facilities for these moorings. Moored boats are reached by small dinghies. There is 130 feet of dedicated dinghy space along Fisherman's Wharf. An additional sixty slips were developed in the outer harbor area as part of the marine repair facility proposed for the City landfill area. An additional sixty slips were developed in the outer harbor area as part of the marine repair facility proposed for the City landfill area. In fair weather, vessels are occasionally moored east of Wharf No. 2. This area is not protected by the Coast Guard breakwater and boats moored in this area are especially susceptible to wave surge action.
- d. In the 1960's, a plan for a major expansion of the marina was discussed. Preliminary plans showed an expansion of up to 1,200 slips with the majority of the additional slips being located east of Wharf No. 2. A key element of this expansion was a lengthy extension of the existing Coast Guard breakwater. A shift in Federal funding priorities and escalating costs forced the City to cease consideration of this major expansion.
- e. The City-owned Fisherman's Wharf 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 also operate their boats for whale watching and sightseeing trips. There is presently one float on the west side of the Wharf at which boats can tie up while picking up and unloading passengers or visiting the Wharf. This float was extended to 156 feet in length, under a coastal permit, and provides space for needed loading and unloading.
- f. Wharf No. 2 is also owned by the City of Monterey and houses uses serving commercial fisherman and recreational boaters. On the west side of Wharf No. 2 is the only boat hoist for the launching of boats in the Monterey Harbor area. The boat hoist is City operated. It receives moderate use and can handle vessels up to two tons (approximately twenty feet in length). The only fueling facilities in the Monterey Harbor area are located on fuel docks at the breakwater cove marina. Boats can fuel from either the west or east of Wharf No. 2. These fuel docks are outside the marina and are located in the outer harbor area.
- g. Located alongside of Wharf No. 2 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. The Yacht Club leases land for dry boat storage on the east Catellus site. Boats in dry storage are launched primarily by the boat hoist on Wharf No. 2.
- h. 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. The area around the marina launch ramp is no longer congested due to reconfiguration of the parking lot. Parking for this ramp consists of eighteen pull-through trailer spaces.

There are no plans for the removal of the marina launch ramp.

- i. The City of Monterey's commercial fishing industry is based primarily around the end of Wharf No. 2. Five companies presently operate in the large City-owned warehouse building at the end of Wharf No. 2. Three of the five firms only unload fish and the other two both unload and cut and filet fish. Freezing and canning is done elsewhere off the Wharf.
- j. The mainstay of the fishing industry operation in Monterey Harbor is squid. The season is almost year round with the majority being caught from February to November, principally during the summer months. Salmon are also unloaded at Wharf No. 2. The salmon season runs from May through September. A recent development in the commercial fishing industry is the apparent return of blue mackerel to Monterey Bay with significant tonnages being harvested in 1981. Black cod is also unloaded at Wharf No. 2. Monterey harbor also serves as a permanent base for a number of fishermen who journey to Alaska each year for the salmon runs, bringing millions of dollars back to the local economy from that harvest. A number of local fishing boats also fish for herring in San Francisco Bay. Also, albacore season, which is primarily in August and September, attracts as many as one hundred additional boats to the Monterey Bay area. Facilities to service visiting fishing boats include a boatworks area on the Coast Guard breakwater.
- k. The City-owned warehouse at the end of 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. The location of the existing structures at the end of Wharf No. 2 presents difficult constraints for the large semi-trailer trucks that transport fish off Wharf No. 2 once the fish is unloaded and/or cut. When not actually being loaded, trucks must wait off Wharf No. 2. Due to the configuration of the structures at the end of Wharf No. 2, these large trucks can not turn around and must back approximately 1,500 feet from the foot of the Wharf. This situation, when mixed with the many other uses on Wharf No. 2 creates considerable traffic congestion, especially during the fishing season's peak periods. The commercial fishermen are also often inconvenienced by the lack of a formal net-mending area in the Harbor area. The informal area primarily used for net-mending is the open area around the old train depot on the former Southern Pacific property on the west side of Figueroa Street (west Catellus parcel). To facilitate net repair, several rows of parking in the marina lot are blocked off for net mending activities during non-peak visitor times.
- l. There are several formal loading and unloading areas in the harbor/marina area for boat passengers and skin divers; skin divers load and unload at K dock in the marina; boat passengers load and unload at the 156-foot-long floating dock on the west side of Fisherman's Wharf.
- m. Several cruise line companies are planning daytime port calls to the City of Monterey. The ships would set anchor in the Bay and ferry (by small boats) the passengers to formal loading and unloading areas in the harbor. Passengers will visit Monterey and other Bay and Central Coast cities.

LCP Policies

- 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.

- 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.
- c. Boats tied to moorings in the outer harbor shall be regulated so they do not block the channel to the marina.
- 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.
- e. The launch ramp in the marina shall be maintained.
- f. Dry boat storage shall be an allowable use in the harbor area.
- 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.
- h. The City shall develop a directional signing program for facilities serving transient boaters.
- 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.
- 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.
- 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.
- l. 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.
- 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.

- n. The City shall continue working with fisherman to provide informal areas for net mending in the waterfront area.
- 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.
- 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 Fisherman's Wharf 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 Fisherman's Wharf area.
- q. The City shall continue to provide low-cost moorings in the outer harbor area.

Proposed LCP Implementation Measures

- a. The City shall develop and monitor a list of potential funding sources for improvements to, and possible expansion of, the harbor area.

Public Works, Parking, and Circulation

Coastal Act Provisions

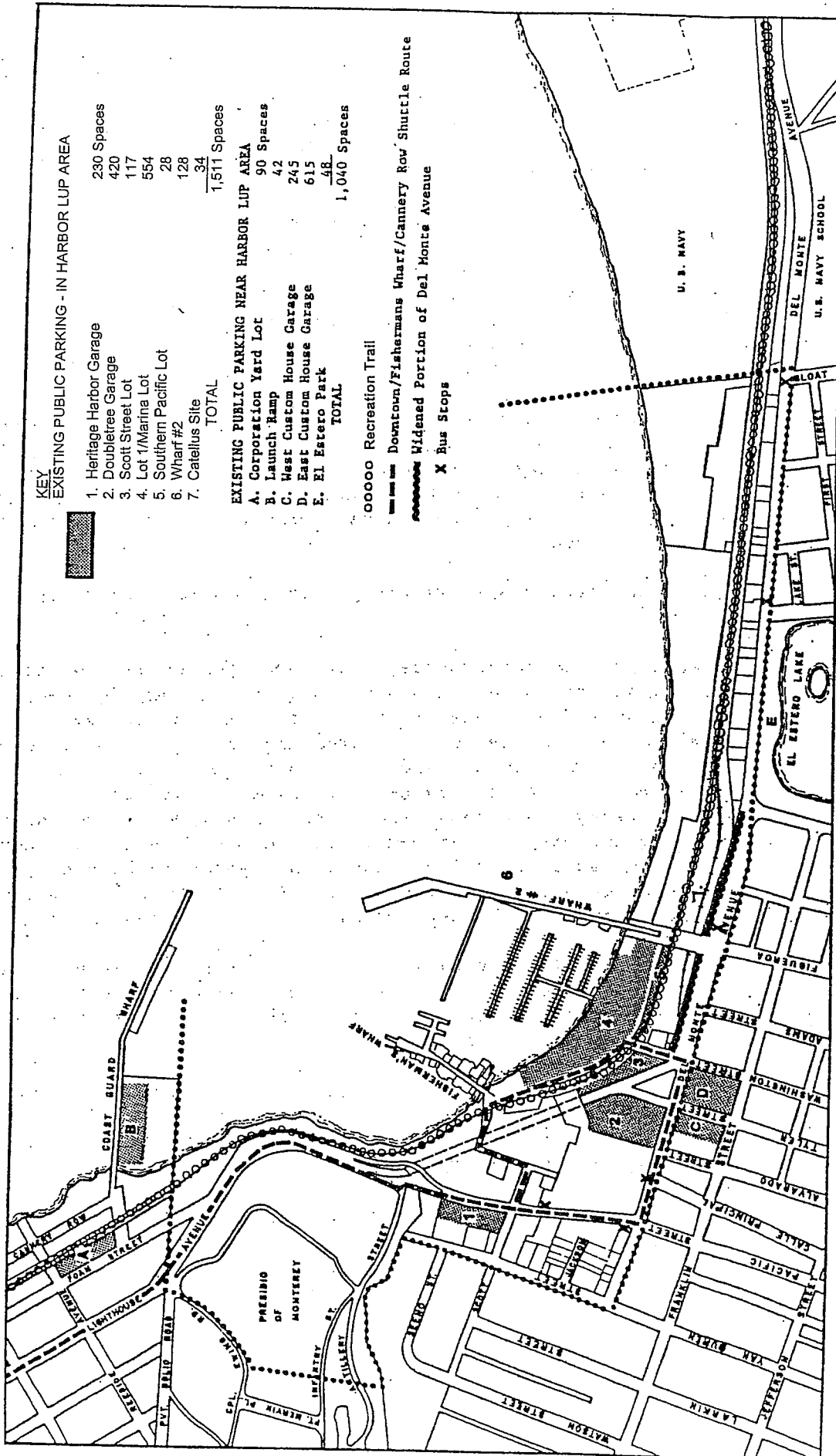
The following sections of the California Coastal Act of 1976 pertain to the provision of adequate public parking, circulation, and sewage facilities to serve development in the Harbor LCP Area.

- 30254 New or expanded public works facilities shall be designed and limited to accommodate needs generated by development or uses permitted consistent with the provisions of this division; provided however, that it is the intent of the Legislature that State Highway Route 1, in rural areas of the coastal zone, remain a scenic two-lane road. Special districts shall not be formed or expanded, except where assessment for and provision of the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor serving land uses shall not be precluded by other development.
- 30252 The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development, or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities, or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high intensity uses, such as high-rise office buildings; and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.
- 30212.5 Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.
- 30250(a) New residential, commercial, or industrial development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

Existing Conditions

The existing circulation system and parking facilities are shown on Figure 8 and described below:

- a. Regional Access. State Route 1, a four-lane freeway, provides the principal north-south regional access to the Monterey Bay area. State Route 68, a two-lane highway, provides east-west regional access from Salinas to Monterey.
- b. Harbor Area Street System. The major east/west arterial in the Harbor LCP area is Del Monte Avenue. In the Harbor LCP area, Del Monte Avenue is a five-lane divided street from the east City limit to Palo Verde Avenue. Del Monte Avenue is a four-lane undivided street from Palo Verde 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 northside 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). The primary north-south downtown streets serving the Harbor are Washington Street, Figueroa Street, and Pacific Street. Washington Street and Figueroa Street serve as primary access points to the major ground-level parking lots serving the Fisherman's Wharf and marina area. A third controlled access point to the marina area parking lots has been provided at Pacifica Street via Scott Street at Fisherman's Wharf.
- c. Transit Service. Monterey/Salinas Transit provides bus service to the Harbor 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 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 moderate charge for parking in the downtown garages, which is less than parking fees in the Cannery Row area. The shuttle has received heavy use and has served to significantly reduce traffic congestion in both the downtown and Cannery Row areas. The City has purchased the Southern Pacific right-of-way and developed a recreation trail through part of this former right-of-way. The railroad tracks have been retained for future passenger rail service to Monterey.
- d. Parking Facilities. The existing parking facilities serving the harbor area are shown on Figure 8, including an unimproved parking area on the east Catellus site. During the peak summer months and on weekends during the rest of the year, all facilities are heavily utilized. Parking directly around the marina area is often fully utilized. Demand for the parking facilities around the marina area is primarily generated by visitors to Fisherman's Wharf. Permit parking is provided for boat owners in the marina parking lot. Users of Monterey Beach also often experience a shortage of parking around the entrance to Wharf No. 2 on peak weekends. Many users of the beach park in the Monterey Bay Park lot on the north side of Del Monte Avenue adjacent to Camino El Estero, and in the Lake El Estero parking lots on the south side of Del Monte Avenue.




KEY
EXISTING PUBLIC PARKING - IN HARBOR LUP AREA

- 1. Heritage Harbor Garage 230 Spaces
- 2. Doubletree Garage 420
- 3. Scott Street Lot 117
- 4. Lot 1/Marina Lot 554
- 5. Southern Pacific Lot 28
- 6. Wharf #2 128
- 7. Catellus Site 34
- TOTAL 1,511 Spaces**

- EXISTING PUBLIC PARKING NEAR HARBOR LUP AREA**
- A. Corporation Yard Lot 90 Spaces
 - B. Launch Ramp 42
 - C. West Custom House Garage 245
 - D. East Custom House Garage 615
 - E. El Estero Park 48
 - TOTAL 1,040 Spaces**

- Recreation Trail
- Downtown/Fishermans Wharf/Cannery Row Shuttle Route
- Widened Portion of Del Monte Avenue
- X Bus Stops

HARBOR
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

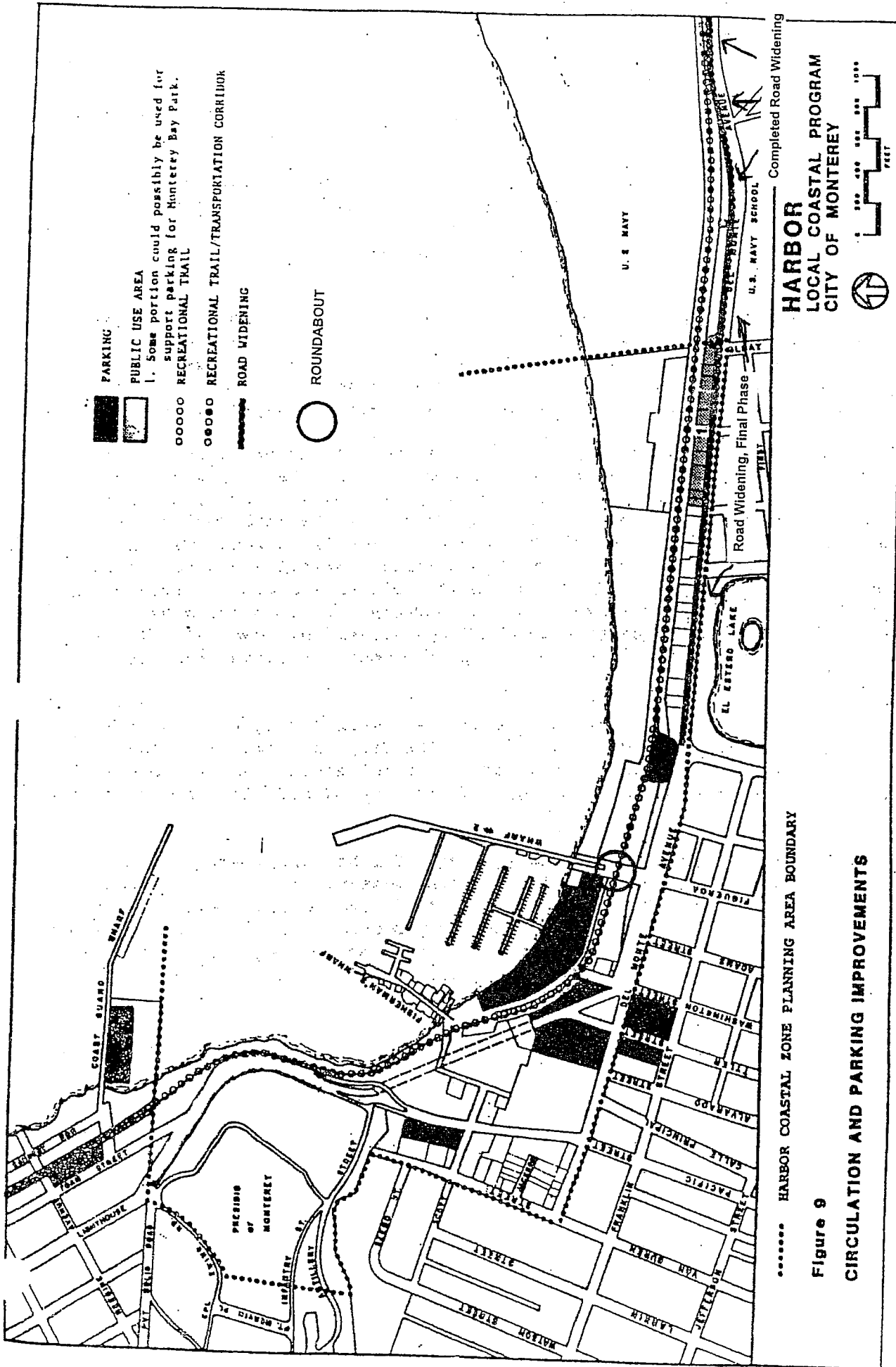


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..... HARBOR COASTAL ZONE PLANNING AREA BOUNDARY

Figure 8
EXISTING CIRCULATION SYSTEM AND PARKING FACILITIES

- e. Proposed Improvements. To improve circulation and parking in the harbor area, the following improvements have been discussed or proposed by the City:
- 1) Del Monte Avenue, between Camino El Estero and Sloat Avenue, is proposed for widening as funds are available. This project is under design, but there is presently no specific time line for this proposed widening. The specific improvements that are proposed with this widening include adding a third eastbound lane, left turn lanes at intersections, as well as improved signal operations.
 - 2) A roundabout is proposed at Figueroa Street and the entrance to Wharf No. 2. The purpose of the roundabout is to make traffic move more efficiently by eliminating the current left turn conflict.
 - 3) The City is investigating options to increase the parking supply to accommodate the public. One option being explored is a parking structure west of Washington Street.
- f. Wastewater Treatment Capacity and Facilities. The local sewage collection system is under the jurisdiction of the City of Monterey's Public Works Department. The regional transmission, treatment, and disposal of wastewater is the responsibility of the Monterey Regional Water Pollution Control Agency, which operates a pump station at the abandoned Monterey Wastewater Treatment Plant on the eastern end of the U.S. Navy property. There are no treatment capacity problems directly associated with present or proposed facilities in the Harbor LCP area



- PARKING**
- PUBLIC USE AREA**
I. Some portion could possibly be used for support parking for Monterey Bay Park.
- RECREATIONAL TRAIL**
- RECREATIONAL TRAIL/TRANSPORTATION CORRIDOR**
- ROAD WIDENING**
- ROUNDABOUT**

HARBOR
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

Completed Road Widening

..... HARBOR COASTAL ZONE PLANNING AREA BOUNDARY

Figure 9

CIRCULATION AND PARKING IMPROVEMENTS

LCP Policies

The policies discussed in this section and shown on Figure 9 address public works improvements, focusing on circulation, parking, and local sewage collection.

- a. Planning for the widening of Del Monte Avenue shall be continued and implemented as financially feasible.
- b. The City of Monterey shall continue its support of the Downtown/Fisherman's Wharf/Cannery Row shuttle.
- 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.
- 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 as shown on Figure 10. The architecture of the parking structure shall be reflective of and compatible with the historical architectural themes of the City of Monterey.
- 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.
- 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.
- 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.
- 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.
- 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.
- j. New development shall not preclude or interfere with planned public transportation improvements or facilities, e.g. restored rail service and associated shuttle service.
- k. Reconfiguration of existing public parking lots on the Catellus east and west sites shall be

undertaken to improve circulation.

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

LAND USE AND DEVELOPMENT

Coastal Visual Resources

This section examines the scenic qualities and view corridors of the Harbor LCP area. Policies are listed for the protection and enhancement of the identified coastal visual resources.

Coastal Act Provisions

The following section of the California Coastal Act of 1976 pertains to the protection of coastal views to the bay and back to the coast:

30251 The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of its setting.

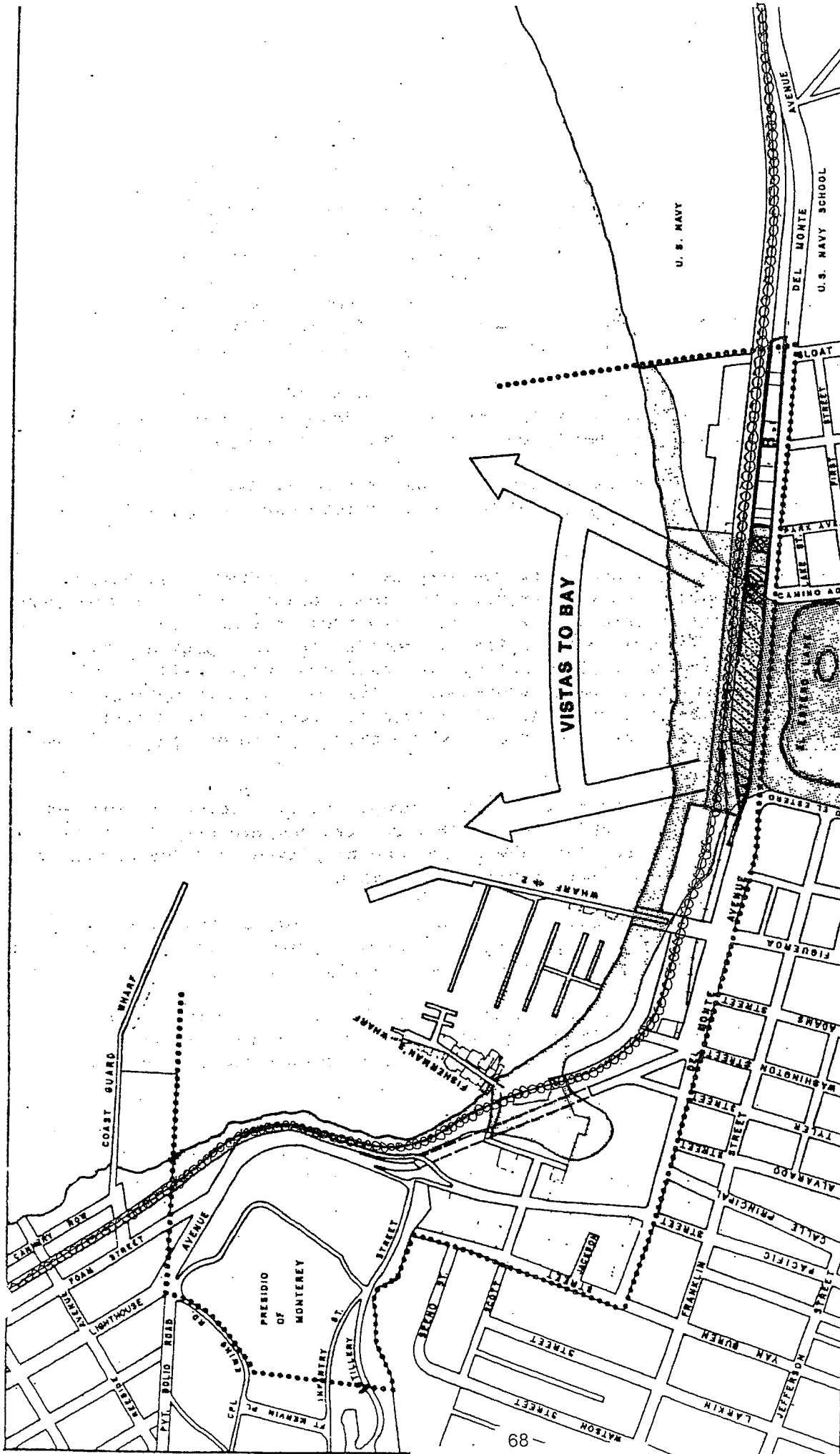
Existing Conditions

The existing coastal visual resources of Monterey Harbor are extensive and varied because of the many colorful activities conducted in front of a spectacular backdrop of bay and shoreline, sky and mountains. Figure 10 indicates the locations of these important views and scenic elements.

- a. Monterey Harbor is located in the Southern crescent of Monterey Bay with an exposure across the Bay itself, primarily to the shoreline and mountains to the north and east.
- b. The existing viewscape from the Monterey Harbor area is one of the significant features of the Monterey experience for both the resident and the visitor. From west to east, the Harbor LCP area provides vistas of the Bay, shoreline, boats, and commercial fishing activities. The view from Shoreline Park is relatively unobstructed, looking toward the eastern shoreline across Monterey Bay. A panoramic view of the entire Bay can be enjoyed from the Presidio grounds.
- b. The Fisherman's Wharf, the marina, and the Wharf No. 2 areas provide a different, more personal view, projecting each person into the environment of shops, restaurants, fish markets, fishing and boating activities, and marine life viewed from the wharf.
- d. The views from and along Del Monte Beach are magnificent but previously were primarily limited to viewing points on the beach because of structures and sand dunes along Del Monte Avenue. Figure 11 shows the City's "Monterey Bay Park" (also known as "Window on the Bay"), which was designed to enhance views to, from, and along Del Monte Beach. The City already has purchased and demolished a number of structures in "Area A" along the bay side of Del Monte Avenue, as shown in Figure 11. Area B extends 1,100 feet from Park Avenue to Sloat Avenue and includes lands between Del Monte Avenue and

the abandoned railroad right-of-way. The existing townhouses on the bay side of the railroad right-of-way are not proposed for public purchase and, thus, the acquisition of Area B would not serve to open up views and would be used primarily for support parking for "Monterey Bay Park."

- e. With the public purchase and removal of the final two structures in Area A, as shown in Figure 11, a view corridor to the bay down Camino El Estero will be opened up. This view corridor is similar to the significant view corridor that exists down Figueroa Street to Wharf No. 2 and Monterey Beach. A potential view corridor down Camino Aguajito is presently blocked by structures at the easterly end of Area A, as shown in Figure 11.
- f. The recreation trail provides opportunities for bicyclists and pedestrians to traverse the Harbor and Monterey Beach segments of Monterey Bay at the slightly raised level of the historic railroad bed, which affords an ideal viewpoint from the shoreline.
- g. The many historic buildings in the Harbor area also present unique and significant visual resource. This visual resource has been enhanced by 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 Fisherman's Wharf 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.
- h. The City has purchased the east and west Catellus parcels, which are comprised of approximately seven acres of land located on the north side of Del Monte Avenue, immediately west and east of Figueroa Street. The primary objective of the City's purchase of the east Catellus site is to create an area for public use, which will include removal of several buildings and the opening up of public views.



HARBOR
LOCAL COASTAL PROGRAM
CITY OF MONTEREY



AREAS COMPRISING "MONTEREY BAY PARK"
 AS CONCEPTUALLY SHOWN IN 1982 DEL
 MONTE AVENUE URBAN DESIGN STUDY PRE-
 PARED BY HALL, GOODRUE, HAISLEY AND BARKER. UE

PROPERTIES IN PRIORITY AREA 'A' THAT
 HAVE BEEN PURCHASED AND CLEARED BY THE
 CITY TO OPEN UP VIEWS TO THE BAY.

PROPERTIES IN PRIORITY AREA 'A' THAT
 HAVE BEEN PURCHASED BY THE CITY BUT
 STRUCTURES HAVE NOT YET BEEN REMOVED.
 .creation Trail

-  HARBOR COASTAL ZONE PLANNING AREA BOUNDARY
-  AREAS COMPRISING "MONTEREY BAY PARK"
-  PROPERTIES IN PRIORITY AREA 'A' THAT HAVE BEEN PURCHASED AND CLEARED BY THE CITY TO OPEN UP VIEWS TO THE BAY.
-  PROPERTIES IN PRIORITY AREA 'A' THAT HAVE BEEN PURCHASED BY THE CITY BUT STRUCTURES HAVE NOT YET BEEN REMOVED.

Figure 11

"MONTEREY BAY PARK" CONCEPT

LCP Policies

The following policies specifically address the protection and enhancement of coastal visual resources. See Figure 11.

- 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.
- 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.
- c. Structural or other blockage of the existing vista points and shoreline views in the Fisherman's Wharf, marina, Wharf No. 2, and Monterey Bay Park areas shall be prohibited, except as specifically provided in this plan.
- 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.
- 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
- 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, as shown in Figure 10, 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. These properties are shown as Area A in Figure 11. 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.
 - 2) Acquisition of properties between Park Avenue and Sloat Avenue shall continue to be considered by the City. These properties are shown as Area B in Figure 11. Structures on purchased properties shall then be removed open up views and to allow for additional Monterey Bay Park parking.
- 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.

- 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.
- j. Fences, walls, and landscaping shall not block harbor view corridors, as shown on Figure 10.

Proposed LCP Implementation Measures

- a. Revise the Zoning Ordinance to implement development standards for protecting coastal visual resources.

Locating and Planning New Development

This section of the LUP focuses on land use designations and development standards in the Harbor LCP area.

Coastal Act Provisions

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

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

The commission shall not:

- (1) require that overnight room rentals be fixed at an amount certain for any privately owned and operated hotel, motel, or other similar visitor-serving facility located on either public or private lands; or
- (2) establish or approve any method for the identification of low or moderate income persons for the purpose of determining eligibility for overnight room rentals in any such facilities.

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

30222 The use of private lands suitable for visitor serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agricultural or coastal dependent industry.

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

30234 Facilities serving the commercial fishing and recreational boating industries shall be protected, and, where feasible, upgraded. Existing commercial fishing and recreational boating harbor space shall not be reduced unless the demand for those facilities no longer exists or adequate substitute space has been provided. Proposed recreational boating facilities shall, where feasible, be designed and located in such a fashion as not to interfere with the needs of the commercial fishing industry.

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

30250 (a) New development, except as otherwise provided in this division, shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it, or, where such areas are not able to accommodate it, in other areas

with adequate public services and where it would not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses outside existing developed areas shall be permitted only where fifty percent (50%) of the usable parcels in the area have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

30252 The location and amount of new development should maintain and enhance public access to the coast by: (1) facilitating the provision or extension of transit service; (2) providing commercial facilities within or adjoining residential development, or in other areas that will minimize the use of coastal access roads; (3) providing non-automobile circulation within the development; (4) providing adequate parking facilities or providing substitute means of serving the development with public transportation; (5) assuring the potential for public transit for high intensity uses, such as high-rise office buildings; and by (6) assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.

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

Existing Conditions

Existing land uses are shown in Figure 12 and described below:

a. U.S. Coast Guard Breakwater and City of Monterey Landfill

The U.S. Coast Guard breakwater and the City of Monterey landfill are located in the northwest portion of Monterey Harbor in Monterey Bay. Both the breakwater and landfill areas are just outside the Harbor LUP area and were addressed in the Cannery Row Land Use Plan. The Cannery Row Land Use Plan designates the breakwater and landfill areas for coastal dependent uses.

Presently located on the landfill is a public launch ramp with supporting restrooms and parking. The launch ramp parking occupies approximately one-half of the 2.4 acre landfill site. A marine repair facility, dry boat storage, and supporting, marine-oriented shops are located on the other half of the landfill. A sixty-berth marina is located adjacent to the landfill.

b. Presidio of Monterey

The U.S. Army Defense Language Institute (the Presidio), located on Federal land, is a significant historical and visual landmark in the Monterey area. The lower elevations of the Presidio fall within the Harbor LUP boundaries. The City of Monterey has leased from the Army the El Castillo site at the base of the Presidio of Monterey. The Army museum on the site has been restored and is being operated by the City as a public museum.

Significant archaeological sites have been identified on the property. From the Spanish period, located just above Lighthouse Curve, is the site of "El Castillo," which was the old Spanish Presidio of Monterey. Given the significant visual and archaeological resources in this area, the State Historic Park General Plan, prepared in 1983 by the State Department of Parks and Recreation, recommends that the lower area of the Presidio, if ever surplused by the Army, should be acquired by the State for inclusion into the Monterey State Historic Park.

c. Shoreline Park

Shoreline Park is a narrow strip of land located between the U.S. Coast Guard maintenance facility and Fisherman's Wharf. Amenities in this 5-acre coastline park include a turf area and seating areas with Bay views. A portion of the recreation trail passes through the park. The stretch of shoreline along Shoreline Park is mostly rocky with small sand beaches nestled between outcrops of rock. There is no improved access to the water. There are no signs or barriers prohibiting access either to or along the shoreline.

d. Van Buren/Jackson Street Residential Area

Existing development in this area consists mainly of single-family homes and garden apartments. Two historic structures (Casa Soberanes and California's First Theatre) are located in the area. These historic structures are owned by the State and are open to the public as part of the Monterey State Historic Park. A 104-unit hotel is located on Pacific Street, between the two historic structures.

e. Heritage Harbor

Located north of Scott Street on both sides of Pacific Street and adjoining the Fisherman's Wharf 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. The Monterey Bay Aquarium now owns Lower Heritage Harbor.

On the land 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.

f. Conference Center/Doubletree Inn

The City of Monterey's Conference Center and the 380-room Doubletree Inn occupy a site lying between the State Historic Park and Alvarado Street. A 420-space parking structure serves the Doubletree Inn.

The Stanton Maritime Museum is located on City-owned land that previously was occupied by the Doubletree Inn tennis courts.

g. Monterey State Historic Park

A portion of Monterey State Historic Park is located within the Harbor LCP boundary, including the following historic buildings and sites:

- 1) Sloat Landing Site
- 2) Plaza del Muelle
- 3) Custom House
- 4) Pacific House
- 5) Casa del Oro
- 6) Whaling Station
- 7) First Brick House
- 8) Serra Landing Site
- 9) California First Theatre
- 10) Soberanes Adobe
- 11) Custom House Plaza
- 12) Pacific House Orientation Center

The State Historic Park forms a physical and visual link between Downtown Monterey and Monterey Harbor. 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.

h. Fisherman's Wharf

The public portion (the roadway surfaces) of Fisherman's Wharf is owned by the City. The structures along the Wharf are privately owned with the owners leasing the land and water under the structures and the right to front on the Wharf from the City. Commercial and sport fishing enterprises, fish markets, shops, restaurants, and tourist attractions are the primary lessees.

i. Monterey Harbor Marina

Current slips and moorings cover all the available space within the existing marina. Approximately 430 boats are docked in the 413 slips within the marina. The Harbormaster's office includes public restrooms and shower facilities for marina slip holders and offices for two boat sales operations.

j. Marina Area Parking Lots

The parking lots serving the Marina, Fisherman's Wharf, the beach, and the Historic Park area are shown and discussed in the Public Works Parking and Circulation Section of this plan.

k. Wharf No. 2

Wharf No. 2 was built in 1926. Major structural repairs have recently been completed on Wharf No. 2. Still in need of major structural repair is the City-owned Concessionaire Building at the end of Wharf No. 2. The Concessionaire Building is leased by commercial

fishing enterprises and is used primarily for the unloading of commercial fishing boats. Two restaurants exist along the west side of Wharf No. 2, as does a boat hoist and the Monterey Peninsula Yacht Club. Along the east side of Wharf No. 2 exists a boardwalk, which is a popular fishing spot.

Maintenance of Wharf No. 2, as well as Fisherman's Wharf and the Marina, is the responsibility of the City. There is a central harbor maintenance facility located at the corner of Figueroa Street and Franklin Avenue, one block south of Del Monte Avenue, just outside the Coastal Zone.

The City-owned hoist on Wharf No. 2 provides a public fish off-loading facility.

In order to establish a more efficient harbor maintenance facility that meets the minimum needs of the harbor area, City staff sees a need for a consolidated maintenance facility north of Del Monte Avenue near Wharf No. 2 with a 4,000-square-foot shop and storage building and 9,000 square feet of fenced outside storage, for a total of 13,000 square feet of land area.

I. Catellus Parcels

The City has purchased the former Southern Pacific property on each side of Figueroa Street fronting on Del Monte Avenue between Washington Street and Camino El Estero. This property is now referred to as the east and west Catellus parcels. The City acquired these parcels between 2000 and 2002. A number of structures are currently located on the east Catellus site, including the Sea Scout building (which houses Adventures by the Sea), Monterey Bay Kayaks, a warehouse, and a café. The west parcel includes the Southern Pacific Railroad Passenger Depot building and parking.

The Catellus Plan proposes redevelopment of the east and west Catellus parcels to:

- 1) improve public access to Monterey Bay Beach and Wharf No. 2;
- 2) improve the aesthetics and views of the project area from Del Monte Avenue; and
- 3) improve circulation and parking in the area.

A number of land uses presently exist on the Catellus parcels, which provide needed services to the harbor area. Specifically, these land uses are as follows:

1. Dry Boat Storage – The Monterey Peninsula Yacht Club currently leases an area on the east side of Figueroa Street for dry boat storage. The Yacht Club has expressed a need for the doubling of its storage area to 30,000 square feet. Yacht Club representatives have pointed out that, due to sailboat mast heights, their dry boat storage needs to be located in such a way that no overhead wires interfere with movement of the boats from the storage area to the launch ramp or hoist on Wharf No. 2. The Catellus Plan proposes to locate an expanded dry boat storage area on the east Catellus site.
2. Marine Support Facilities - A ship chandlery is located on the first floor of the restaurant building in the marina parking lot near Wharf No. 2. This chandlery provides marine support to the commercial fishing vessels and pleasure boaters that use Wharf No. 2.

3. Fish Truck Turn-Around Area - A small portion of the City-owned west Catellus parcel, 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 Wharf No. 2. Given the width of Wharf No. 2, the large tractor-trailers picking up fish at the end of Wharf No. 2 must back the 1,700-foot length of Wharf No. 2. As many as ten trucks a day make this movement during the height of the fishing season. The City is examining solutions to this problem as part of its Catellus Properties Phased Improvement Plan (2002).
4. Multi-Hull Beach Launching - The beach located on the east portion of the Catellus site is owned by the City. With access from Figueroa, this beach area is a popular launching point for sailing competitions, including the Monterey Multi-hull Classic staged each year from this beach area. However, use of the beach for the launching of boats is limited to temporary events, which must obtain a coastal permit from the City of Monterey or the Coastal Commission.

m. Monterey Beach/Del Monte Avenue

Monterey Beach is a broad stretch of public sandy shoreline beginning at Figueroa Street east of Wharf No. 2. At Wharf No. 2 there exists a restroom facility, which is proposed for demolition under the "Catellus Properties Phased Improvement Plan (2002)." A new restroom would be located in either the Sea Scout or Monterey Bay Kayaks buildings. The beach, from approximately Camino El to the Naval Postgraduate School property, is under the jurisdiction of the State of California Parks and Recreation Department. Specific land ownerships, as of 2002, are shown in Figure 13.

Between Monterey Beach and Del Monte Avenue, from Wharf No. 2 to Camino El Estero, are warehouse structures that occupy the land along the railroad right-of-way. From Camino El Estero to Park Avenue, all but two of the commercial buildings have been removed as part of the Monterey Bay Park (Window on the Bay) development. From Park Avenue to Sloat Avenue, commercial buildings and fences occupy the existing frontage lots along Del Monte Avenue. East of Park Avenue, the Del Monte Beach Townhouse complex is located on the beach between the recreation trail and the shoreline. There is a sixty-foot strip of State land from the recreation trail to the Bay between the Townhouses and the Naval Postgraduate School property. These existing land uses, and how these land uses relate to the City's "Monterey Bay Park" concept, are discussed in the preceding Coastal Visual Resources chapter.

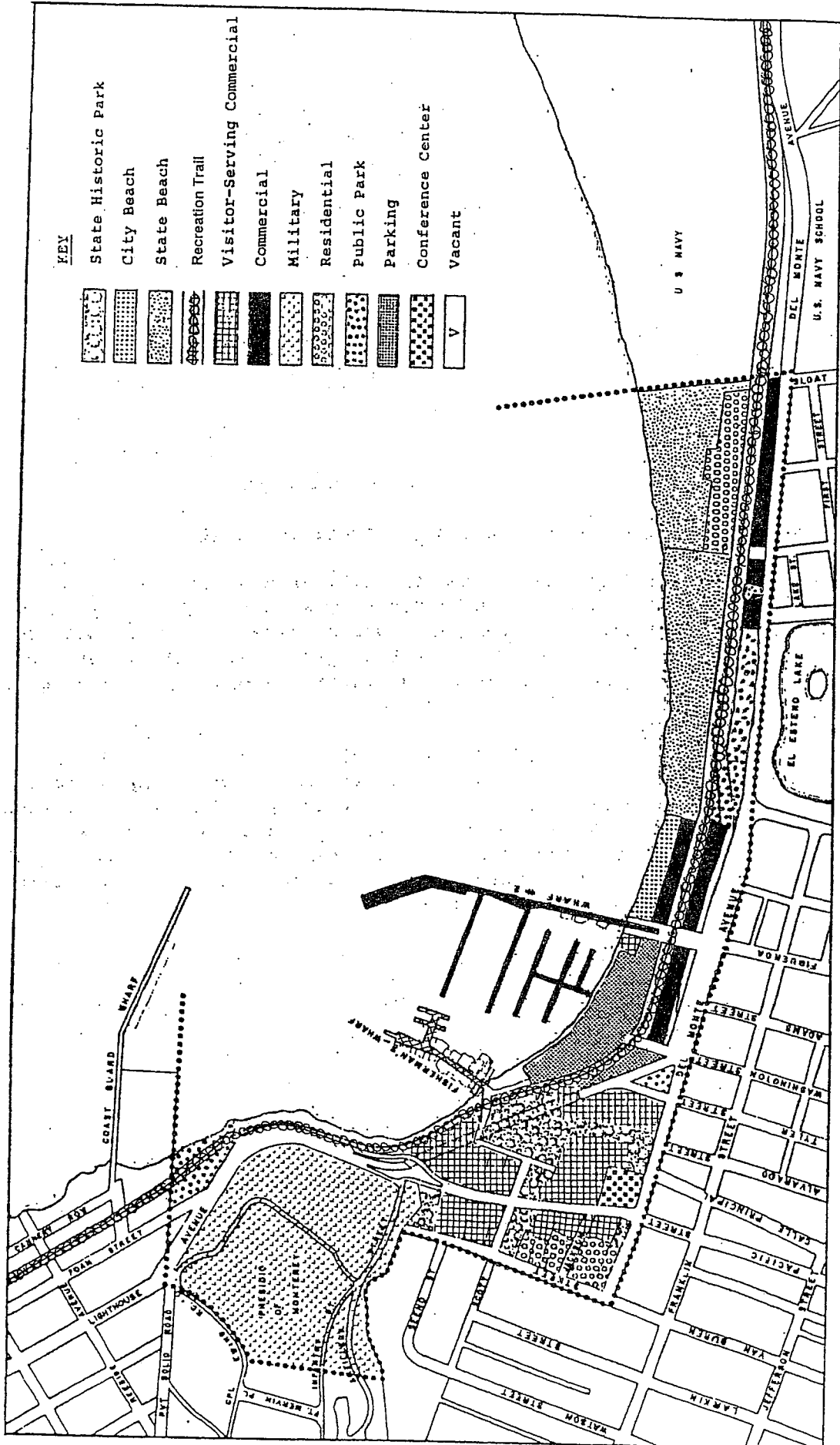
East of Camino El Estero, the City of Monterey has purchased the Southern Pacific right-of-way for development of a transportation corridor. The recreation trail also passes through this area.

n. Future Del Monte Avenue Widening






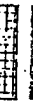

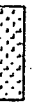




Del Monte Avenue has been widened from Washington Street to Camino El Estero and from Palo Verde to the Seaside City limit. As funds are available, the City proposes to widen Del Monte Avenue between Camino El Estero and Palo Verde. Between Camino El Estero and Camino Aguajito, the widening will be accomplished by using lands along the north side of Del Monte Avenue

Between Camino Aguajito and Sloat Avenue, the lands needed for widening are in private ownership. From Camino Aguajito to Park Avenue, the lands needed for widening are

shown in a plan line of several feet in width on the land side of Del Monte Avenue and a plan line of approximately fifteen feet in width on the bay side of Del Monte Avenue. From Park Avenue to Sloat Avenue, a plan line of ten feet in width for the widening of Del Monte Avenue exists on both sides of the street. Should these plan line areas be acquired, several structures on both sides of Del Monte Avenue would have to be removed. 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 twenty-foot widening was undertaken on the bay side, several structures would have to be removed. After the widening, the depth of the parcels on the bay side would be reduced to approximately seventy feet. A need to restudy this plan line has been identified by City staff.



KEY

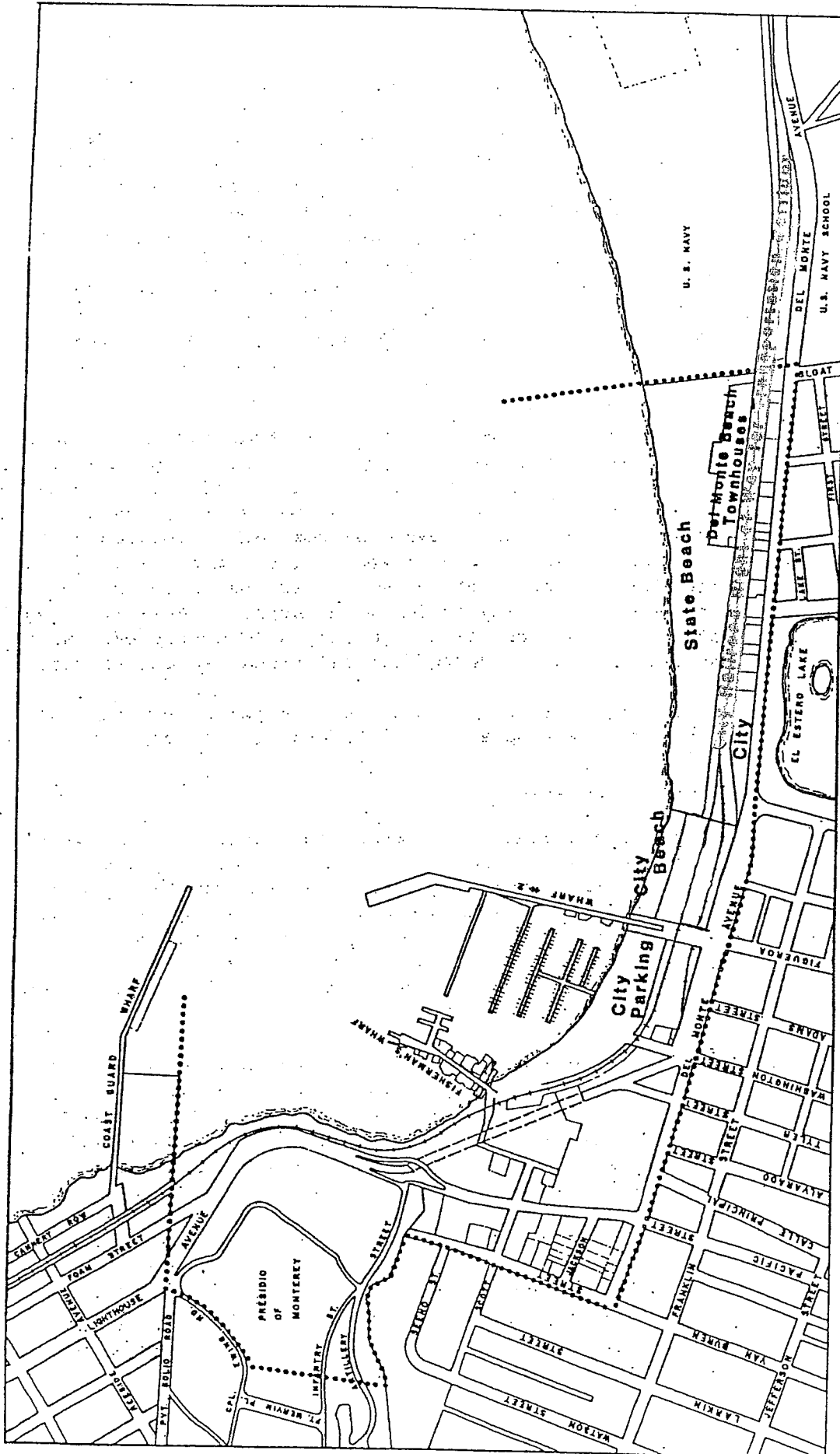
-  State Historic Park
-  City Beach
-  State Beach
-  Recreation Trail
-  Visitor-Serving Commercial
-  Commercial
-  Military
-  Residential
-  Public Park
-  Parking
-  Conference Center
-  Vacant

HARBOR LOCAL COASTAL PROGRAM CITY OF MONTEREY





..... HARBOR COASTAL ZONE PLANNING AREA BOUNDARY

Figure 12
EXISTING LAND USES



HARBOR
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

..... HARBOR COASTAL ZONE PLANNING AREA BOUNDARY
 Figure 13
 BEACH AREA OWNERSHIP

LCP Policies

The policies described in this section and shown in Figure 14 address the location and intensity of new development that respects and is coordinated with the natural resources, visual resources and support systems (i.e., circulation, water, parking, accessways) for the Harbor area.

- 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.
- 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.
- 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.
- d. The historic structures in the Custom House Redevelopment Area (see Figure 1) 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.
- 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.

- f. Use development standards and procedures permitted on Fisherman's Wharf shall be those permitted in the Fisherman's Wharf Master Plan (see Appendix C) adopted by the City in July, 1986, and as consistent with LUP policies.
- g. Public parking to serve the designated land uses shall be provided as shown in Figure 14.
- 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.
- 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 runup 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.

- 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.

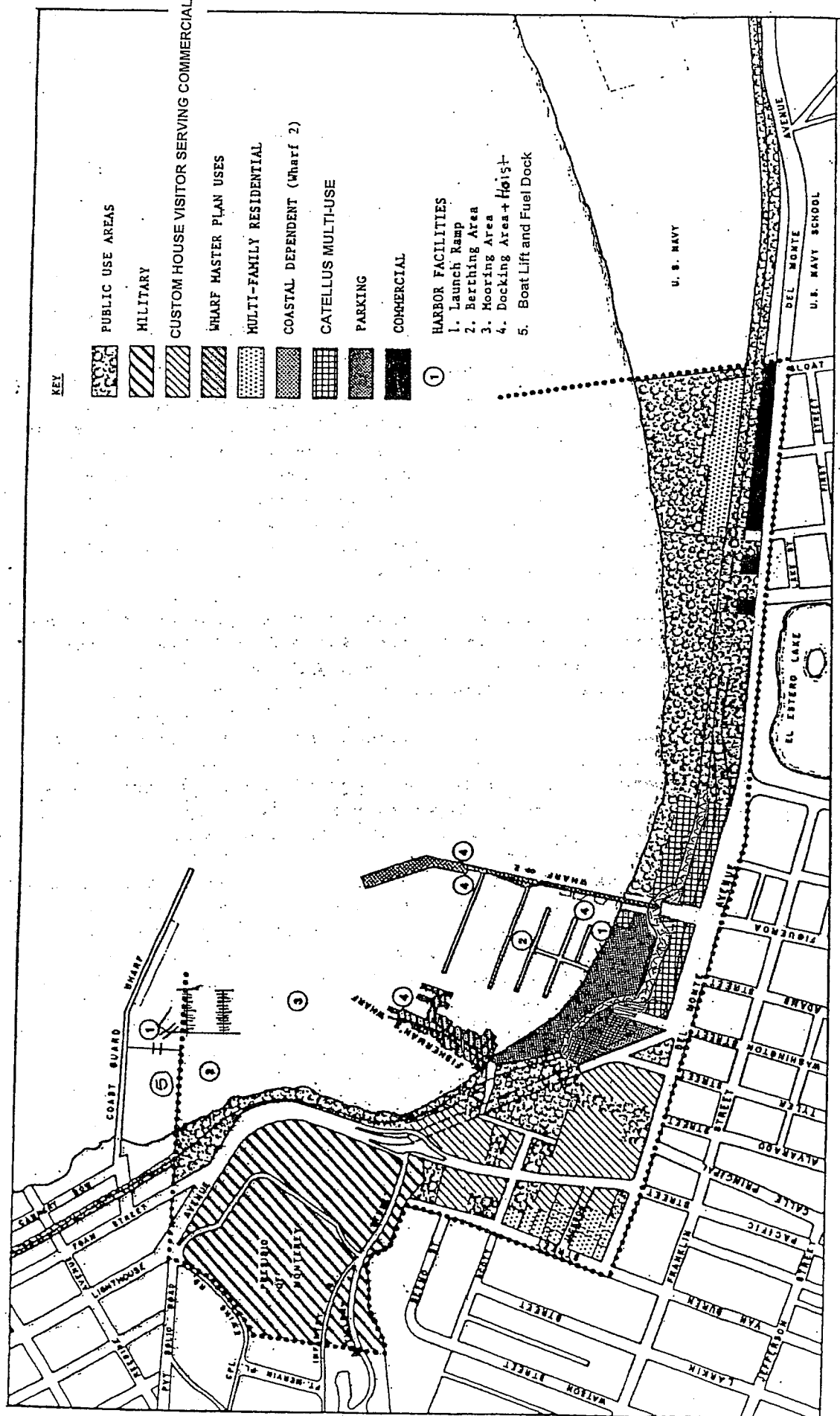
- 1) No new buildings shall be allowed between Camino El Estero and Park Avenue along the north side of Del Monte Avenue, in order to enhance the bay view. Development shall be limited to low-intensity public recreational and open space uses that preserve

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.
- 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.
- l. 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.
- 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.
- 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.

Proposed LCP Implementation Measures

- a. Zoning Ordinance revisions to establish specific permitted uses, maximum building heights, and building setbacks.



KEY

- PUBLIC USE AREAS
- MILITARY
- CUSTOM HOUSE VISITOR SERVING COMMERCIAL
- WHARF MASTER PLAN USES
- MULTI-FAMILY RESIDENTIAL
- COASTAL DEPENDENT (Wharf 2)
- CATTELLUS MULTI-USE
- PARKING
- COMMERCIAL

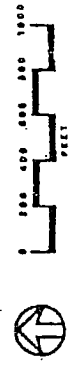
- HARBOR FACILITIES**
1. Launch Ramp
 2. Berthing Area
 3. Mooring Area
 4. Docking Area + Hoist
 5. Boat Lift and Fuel Dock

HARBOR LOCAL COASTAL PROGRAM CITY OF MONTEREY

Federal law excludes the U.S. Army's Presidio of Monterey lands from the California Coastal Zones. Therefore, as long as such lands remain under exclusive federal jurisdiction, these land use designations represent only the City's recommendations and are not binding on the Army. Any development proposed by the City on federal lands would be subject to federal consistency requirements under the federal Coastal Zone Management Act.

..... HARBOR COASTAL ZONE PLANNING AREA BOUNDARY

**Figure 14
PROPOSED LAND USE PLAN**



APPENDIX B: Land Uses Permitted by the Redevelopment Plan for the Custom House Redevelopment Project

Sec. 703 Land Use Provisions and Building Requirements

It is a purpose of this Plan to provide for and to encourage new development commensurate with the economic and cultural potential of this area at high standards in the Project for residential, cultural, recreational and commercial activities. To this end the Plan establishes certain conditions of development to assure proper re-utilization. It is in the public's interest that these stipulations be incorporated in this Plan.

Sec. 704 Permitted Uses

Land in the Project shall be used for the purposes indicated by the Land Use Map, Part Two, Exhibit B, except that any land in the Project may be used for a public purpose in accordance with the provisions of Article VII of this Plan. Service stations shall be allowed only within public parking garages. Notwithstanding other provisions of Sections 701, 702, and 704 this Plan expressly provides that when it shall find that to do so is in keeping with project objectives the Agency may permit development of apartments above ground level on parcels G-1, H-2, I-1, I-6, C-1, C-17, C-18, C-19, and C-21, and C-7.

1. COMMERCIAL, meaning the following general types of use:
 - A. Retail
 - (1) comparison goods sales
 - (2) convenience goods sales
 - B. Eating and Drinking
 - (1) restaurant
 - (2) coffee shop or soda fountain
 - (3) bar
 - C. Entertainment
 - (1) theater
 - (2) art gallery or museum
 - (3) night club
 - (4) convention hall
 - D. Personal Services and other Services
 - E. Banking, Finance, Insurance
 - F. Repair of Small Items
 - G. Professional, Business, and Governmental Offices
 - H. Hotel
 - I. Church
 - J. Private or Semi-Private Club
 - K. Any commercial uses not listed above but which would be appropriate, by written permission of the Agency.
2. OFFICE – APARTMENT, meaning the following general types of uses:
 - A. Administrative, business, executive, editorial and professional offices.
 - B. Clinics, medical, dental and therapeutic.

- C. General research, not involving manufacture, fabrication or processing, or sale of products.
- D. Insurance offices.
- E. Laboratories, biological, optical, medical, dental and X-ray, not including the manufacture of pharmaceuticals or other products for general sale or distribution.
- F. Libraries and reading rooms.
- G. Optometrists.
- H. Professional pharmacy.
- I. Public utility customer service offices.
- J. Real estate brokers.
- K. Stenographers, public.
- L. Stock exchanges and brokers.
- M. Tax consulting services.
- N. Travel Agency.
- O. Apartments.
- P. Any other use which is determined by the Agency to be of the same general character as the above permitted uses.

3. VISITOR COMMERCIAL, meaning the following general types of uses:

- A. Hotels, Motels and Motor Hotels.
- B. Art Galleries or Museums.
- C. Antique Shops.
- D. Gift Shops.
- E. Handicraft Shops and Workshops.
- F. Restaurants, including Dancing and Cocktail Lounges incidental thereto.
- G. Offices.
- H. Clothing Shops.
- I. News Stands, Sale of Drugs and Sundries, Barber Shop, Beauty Parlor, Clothes Cleaning Pick up Agency and Related Personal Visitor Sales and Services when related to and developed as an incidental part of a hotel or motel development.
- J. Specialty retail.
- K. Any other use which is determined by the Agency to be of the same general character as the above permitted uses.

