BEACH MASTER PLAN
FINAL

City of Monterey
June 16, 1992
FINAL
BEACH MASTER PLAN
JUNE 1992

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APPENDICES

APPENDIX A – Bibliography of Applicable Policies from Other Documents

(Due to the size of this Appendix, it is a separate bound document available in the Community
Development Department)

I. CITY OF MONTEREY 1985 GENERAL PLAN

1. Urban Design Overview Element
2. Social Element
3. Land Use Element

II. CITY OF MONTEREY LOCAL COASTAL PROGRAM

1. Cannery Row Land Use Plan
2. Harbor Land Use Plan
3. Del Monte Beach Land Use Plan (1983)
4. Laguna Grande/Roberts Lake Land Use Plan

III. CITY OF MONTEREY 1986 PARKS AND RECREATION MASTER PLAN

IV. MONTEREY PENINSULA REGIONAL PARK DISTRICT MASTER PLAN

V. MONTEREY STATE BEACH MASTER PLAN

VI. STATE HISTORIC PARK PLAN

VII. NAVAL POSTGRADUATE SCHOOL MASTER PLAN
RESOLUTION NO. 92-125

ADOPTION OF BEACH MASTER PLAN

WHEREAS, the Beach Master Plan fulfills a priority in the 1986 Parks and Recreation Master Plan to develop a master plan for the beach area to address access and maintenance issues; and

WHEREAS, this Plan sets forth goals, policies, and programs for activities along Monterey’s waterfront and should be used by City Staff, the Architectural Review Committee, the Planning Commission, the Parks and Recreation Commission, and City Council when considering all proposed public and private development projects along the waterfront; and

WHEREAS, this Plan was reviewed by staff members of the State Parks and Recreation Department, Monterey Peninsula Regional Parks District, California Coastal Commission, and U.S. Navy; and

WHEREAS, this Plan was discussed at seven public hearings and received substantial public input; and

NOW, THEREFORE, BE IT RESOLVED BY THE MONTEREY CITY COUNCIL that the Beach Master Plan is hereby adopted as a guide for improvement efforts in the waterfront area to enhance open space, public access, and recreational amenities along Monterey’s waterfront.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 16th day of June, 1992, by the following vote:

AYES: 5 COUNCILMEMBERS: CANEPA, EDGREN, OUTZEN, VREELAND, ALBERT

NOES: 0 COUNCILMEMBERS: NONE

ABSENT: 0 COUNCILMEMBERS: NONE

ATTEST: APPROVED:

/CYNTHIA PARHAM /s/DANIEL ALBERT
City Clerk there’of Mayor of said City
CHAPTER 1 -- INTRODUCTION

A. Purpose of Beach Master Plan

The City of Monterey values its waterfront, as shown in the following General Plan statement:

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

To further its commitment to the preservation and enhancement of the waterfront, the City has prepared a Beach Master Plan for the waterfront area of Monterey.

The purpose of the plan is to evaluate opportunities for public use, access, recreational amenities, and open space along the waterfront area; to address environmental protection issues; and to provide a phased development plan for public properties in the Monterey Bay Park area. To facilitate preparation of the Beach Master Plan, a joint subcommittee, comprised of two Parks and Recreation Commissioners and two Planning Commissioners, has been established.

Another purpose of the Beach Master Plan is to identify potential access linkages from the waterfront to those nearby sites that are already existing in parks and recreation use or are already planned for such use. These nearby sites include the Laguna Grande/Roberts Lake area, the Recreational Trail, the Monterey Sports Complex, Jack’s Ball Park/Tennis Center, El Estero Park, and the Historic El Castillo site at the base of the Presidio.

The Beach Master Plan contains goals and programs for access improvements and recreational amenities to help implement existing plans along the waterfront and addresses environmental protection issues, including the impacts of coastal erosion. The plan also provides a phased development plan for the Monterey Bay Park project.

B. Other Agencies Involved

Meetings of the joint subcommittee throughout the past year-and-a-half have been coordinated with other agencies who either own property or have public participation programs in the Monterey waterfront area. These agencies are: the Monterey Peninsula Regional Park District, the U.S. Navy, the California Coastal Commission, and the California State Parks and Recreation Department.

C. Relationship to Other Plans and Policies

The Monterey Bay waterfront is discussed in several planning documents prepared by various public agencies. These plans include: the Monterey State Historic Park Plan, the Monterey State Beach Master Plan, the U.S. Naval Postgraduate School Master Plan, the Monterey Peninsula Regional Park District Master Plan, the City of Monterey’s General Plan and Parks and Recreation Master Plan, and the four coastal plans for the Monterey Local Coastal Program (Laguna Grande/Roberts Lake, Del Monte Beach, Harbor, and Cannery Row LCPs).
In general, all these plans set forth policies that establish land use and access requirements now and in the future on the Monterey waterfront. A listing of the applicable goals, policies, and programs from each of these plans is documented in a separate technical study available in the Planning Department.

D. Budgetary Considerations

This plan identifies policies and programs that require City Council appropriation or result in an increased or new level of City services. Such items will be referred to the City's budget review process. They are identified in the text with an asterisk (*). They are also listed in Chapter 4 for easy referral. This list will be reviewed annually for items to be considered for funding in the annual City budget.
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CHAPTER 2 -- PLANNING AREA DESCRIPTION

A. Planning Area Boundaries

The planning area boundaries for the Beach Master Plan are illustrated in Figure 1 and encompass all properties between the city limits of Seaside and Pacific Grove, and Del Monte Avenue bayward, including the wharf and marina area. One exception to this general boundary is the Cannery Row segment, where it is from the Monterey Recreational Trail bayward. The plan also addresses sites outside the actual boundary that are important recreation amenities in the general waterfront area.

B. Size, Type, Access, and Use of Waterfront Areas

1. Size, Type, and Use of Beach Areas

The following is a description of waterfront subareas, as designated by the Coastal Act; their size; and the recreational amenities and uses that exist:

a. Cannery Row

The Cannery Row area extends 4,000 feet along the Monterey Bay waterfront area and provides beach access and recreational opportunities of regional importance, as this area is key for scuba diving, sight seeing, and boating from the launch ramp at the Coast Guard pier. Access to the waterfront areas is limited to improved walkways and viewing decks at several points along the Row, due to structural development along the rocky shoreline, with the exception of two beach areas where direct access exists. These two beach areas are, as follows:

1) MacAbee Beach -- This beach is located on Cannery Row, and is a popular scuba diving area with access provided through an undeveloped private parcel on the east side of the beach. In the center of the beach frontage along Cannery Row exists a newly-remodeled hotel. On the west end is an existing parking lot that recently received approval for a retail building. The City of Monterey owns that portion of the beach that is below the mean high tide line. The remaining portion is privately owned, although that portion to the rear of the hotel has been required to be dedicated to a public agency as a condition of approval of the hotel remodel project some years ago. To date, this required dedication has not been accepted by a public agency and is considered an outstanding offer to dedicate. The recently approved retail project on the west end of the beach will be required to dedicate that portion of the beach from the seawall outward to a public agency.

2) San Carlos Beach -- Located on the eastern end of Cannery Row, adjacent to the Coast Guard pier, San Carlos Beach was recently acquired jointly by the City of Monterey and the Monterey Peninsula Regional Park District. San Carlos Beach is a popular scuba diving area and is considered the key recreation area in this portion of the Monterey Bay waterfront. Planned improvements for use and access include picnic facilities, rest rooms, and scuba diving changing facilities.

Two other indirect beach access points exist in private projects where public access improvements were required conditions of approval. One is across from the recently
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improved Dickman Park, a former street right-of-way that now provides passive park and landscape improvements to link Recreational Trail users down to a beach stairway through the Monterey Plaza Hotel. The stairs and open plaza area of the hotel were required by the City and Coastal Commission to allow the public to view and walk down to a small beach below the hotel. The second area is at the Outrigger Restaurant, where public stairway access to MacAbee Beach was required as part of the restaurant. Neither project was required to publicly dedicate any portion of the tidelands on their property to a public agency.

In addition to the beach areas on Cannery Row, the coastal waters off shore are designated as an underwater park, as shown in Figure 2. The State Underwater Parks Board has designated the offshore area of Cannery Row, between the Monterey Bay Aquarium and the Coast Guard pier out to a depth of 60 feet, as an underwater nature preserve. Such as designation establishes that all marine life that is not designated in the Fish and Game Code are protected. Designation of this area as an underwater park preserves the scenic beauty that has made the Monterey Bay one of the most popular scuba diving areas on the West Coast through the preservation of the marine creatures in that area.

The following is an itemized inventory of beach user activities in the Cannery Row area:

- Scuba diving
- Boat launching at Coast Guard breakwater launch ramp
- Walking
- Viewing
- Bicycling
- Picnicking
- Jogging
- Roller-skating

b. Marina and Harbor

The marina and harbor area extends 3,500 feet along the predominantly rocky shoreline from the boat repair facility and breakwater to Sloat Avenue. The majority of this waterfront area is in public ownership with excellent public access provided throughout. This area contains some sandy beach at the base of Fisherman’s Wharf No. 1, and the Monterey State Beach east of Wharf No. 2 is provided along the Recreational Trail, the marina parking lot promenade, and the Monterey State Beach access. The marina contains a launch ramp and 415 boat slips, approximately half of which are used for recreational boating. Other key sites in this area are Shoreline Park and the Monterey Bay Waterfront Park (see Figure 2).

The following is an itemized inventory of beach user activities in the Marina and Harbor area:

- Walking
- Viewing
- Boat launching
- Fishing
- Swimming
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- Multi-hull sailing
- Kayaking
- Windsurfing
- Sunbathing
- Picnicking
- Bicycling
- Roller-skating

c. Del Monte Beach

Del Monte Beach extends 11,000 feet along the waterfront, from Sloat Avenue to the Seaside city limits, and includes the Navy beach, from Sloat Avenue to the sewer treatment plant. Lateral access is provided along the entire length of the beach, as shown in Figure 2. The Del Monte Beach area is predominately sandy beach and inland natural dune habitat, the U.S. Navy beach and habitat area, the Del Monte Beach residential neighborhood, a private beach and dune habitat, and the State Beach at the east end of the area. That portion of the beach directly in front of the Del Monte Beach residential neighborhood is owned by the City of Monterey.

While the public can use and enjoy the entire length of the beach, the public’s ability to get to the beach is limited, due to a varying ownership pattern, residential development, lack of parking, and U.S. Navy facilities. The current main public access points include pedestrian and watercraft access at Wharf No. 2 on Figueroa, pedestrian access at Park Avenue, pedestrian access on the boardwalk off of the Recreational Trail and across the Navy dunes to the beach (built by the Navy), road access through the Del Monte Beach residential neighborhood, and road access on Sand Dunes Drive to the State Beach (at the east end of the Del Monte Beach waterfront area).

The following is an itemized inventory of beach user activities in the Del Monte Beach waterfront area:

- Surf fishing
- Sunbathing
- Picnicking
- Walking
- Viewing
- Jogging
- Seasonal swimming and surfing
- Bicycling
- Kite Flying
- Horseback Riding
- Muscle and Clam Digging
- Volleyball
- Roller-skating

d. Recreational Trail

The Recreational Trail is a linear park connecting the waterfront areas. Easy access exists throughout the length of the trail. Uses include jogging, walking, roller-skating, and bicycling.

e. Adjacent Recreational Areas

Key sites adjacent to the planning boundary and applicable to this study include: El Castillo at the lower Presidio, a planned historic park; the proposed Sports Complex at
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Franklin and Washington Streets; Jack’s Ball Park; El Estero Park; and the Laguna Grande/Roberts Lake recreational area (see Figure 1).

Access to these sites from the waterfront is limited, due to commercial development and major roadways. The following is a brief inventory of these sites:

1) El Castillo -- Proposed to become a historic park on the lower end of the U.S. Army Presidio. The City and the State envision preservation of this grassy overlook and its historic remains from previous occupation by the Spaniards and the Ohlone Indians before them. Its preservation would provide a public viewing point and preserve the visual quality of the grassy hillside, as seen from the waterfront. El Castillo is not accessible from the waterfront, due to topography and Lighthouse Curve, a major road.

2) Monterey Sports Complex -- Currently under construction. Will provide a public swimming pool and gymnasium. Access between the waterfront and this facility is limited to pedestrian crossings on Del Monte Avenue, a major road.

3) Jack’s Ball Park -- One of the first City parks in Monterey, Jack’s Ball Park provides a ball field and a six-court tennis center. Access between the waterfront and this park is limited to pedestrian crossings on Franklin Street and Del Monte Avenue.

4) El Estero Park -- This park surrounds El Estero Lake and is a community park. Uses include a playground, picnicking, boating, fishing, swimming, and baseball. Within this park is the Dennis the Menace Playground, a popular and highly-used playground for children. Access between the waterfront and this park is limited to pedestrian crossings on Del Monte Avenue.

5) Laguna Grande/Roberts Lake -- This regional park encompasses two lakes severed by Del Monte Avenue -- Laguna Grande Lake and Roberts Lake. Uses include model boat racing, play equipment at several locations, and picnicking. Access to and from the waterfront is limited to one underpass on Highway One, following along Highway 218.

2. Flora and Fauna Inventory

a. Cannery Row

The Cannery Row area west of the breakwater is predominantly a rocky shoreline. Structural foundations extend over the shoreline, indicative of the old cannery era where cannery buildings were built out over the water. The tidal area contains a diverse rock bottom with rocks, sand, shale, gravel, rock outcrops, and pilings. These features support a broad range of tidal and subtidal marine life. The entire intertidal zone of Cannery Row supports marine mammals that include the sea otter, seal, and sea lion populations and marine birds, including the brown pelican. A full range of marine life, including abalone, sea urchin, sand dollars, squid, octopus, fish, anemone, star fish, crab, snail, barnacles, mussels, etc., reside there. Of the entire Beach Master Plan planning area, this area is subject to the largest amount of wave action and turbidity. Figure 3 illustrates the habitat designations for the Cannery Row area.
b. Marina and Harbor

The flora and fauna resources in the marina and harbor area are confined primarily to the intertidal zone within the harbor, where the highest concentrations of marine life are located. The rocky shoreline along the western shore, as well as the pilings and the breakwater of the wharf, are habitat to many organisms that contribute to the marine life. As in the Cannery Row area, there is a vertical tidal zone that occurs along the pilings and along the breakwater walls. Common organisms found on these higher levels are barnacles, mussels, anemones, starfish, white hydroids, the scale worm, and crabs. East of the harbor is the intertidal zone of the beach, as shown in Figure 3. This is an open beach area that is less diverse in marine life than the wharf area. The more exposed area of the beach is dominated primarily by beach hoppers, beach fleas, sand crabs, blood worms (named for their bright red color), and several species of clams (pismo, bean, and the razor clam). Sea birds include cormorants, sea gulls, and the brown pelican. Harbor seals, California sea lions, and Steller sea lions are observed from the wharves and the breakwater.

Inland of the open beach, from Wharf No. 2 to Sloat Avenue, lies a natural coastal dune habitat. This area, although highly sensitive to disturbance, exists as one of the few remaining habitats in the beach area. The City of Monterey environmental resource policies and standards make special note that "sand dunes should be preserved wherever possible." The dunes in this area are characterized by low-growing ground cover vegetation -- mostly ice plant. Also associated with the ice plant, but not as abundant, are a wide variety of shore wild flowers and some annuals and perennial. While the ice plant serves as a good stabilizing influence with the dunes, it is not as valuable as the native plants. An important point is the fact that no wild buckwheat exists in the harbor/dune area. This is the host plant to the endangered Smith's blue butterfly. There are, however, approximately 30% to 50% native plants in these dunes that do provide habitat in the form of cover and foliage from any other organisms in this ecosystem, such as mice, gophers, rabbits, raccoons, and garter snakes. Quail, gulls, sparrows, pigeons, sand pipers, 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 impact this habitat significantly. Frequent use by tourists and residents who stroll through the dunes has eliminated most plant growth in several areas. A semi-window of mixed eucalyptus and cypress trees exists behind the dune habitat in the planned Window-to-the-Bay Park area, as shown in Figure 3. There are, additionally, a few cypress trees located near the condominiums on the beach, just east of Wharf No. 2. 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. While no endangered species of plants, as identified by the state or as designated by the California Native Plant Society, exist in the marina/harbor area, the Brown pelican and sea otter have been listed and threatened and endangered species.

c. Del Monte Beach Area

Most of the land in the Del Monte Beach area consists of sand dunes, vegetated with sea fig, hottentot fig, shore wild flowers, annuals, and exotic and native grasses. Additional habitat areas include a eucalyptus woodland, adjacent to Del Monte Avenue and Highway One, Coast Live Oak communities, some scattered pines, and isolated areas of ornamental shrubs. As in the marina/harbor area, the dune habitat includes
ice plant and grasses in combination with annuals. The existing vegetation provides ground cover to stabilize the sand dunes and provides some values wildlife habitat. Again, the City of Monterey environmental resource policy that states "sand dunes should be preserved wherever possible" is important here.

Throughout much of the dunes adjacent to Highway One and adjacent to the former sewer plant, the sea fig grows in association with a variety of native shore wild flowers and annuals, including bush lupin, beach sagewort, beach burr, wild buckwheat, and beach knotweed. The sea fig plant helps stabilize the dunes, but provides less value has habitat than native species. Ground cover vegetation on the U.S. Naval Postgraduate School property is predominantly sea fig, whereas native vegetation on the properties adjacent to Highway One may be as much as 50% native shore wild flowers and herbaceous annuals.

The dune areas most valuable as habitat are: 1) a small community of native and introduced dune grasses between the former sewage treatment plant and Del Monte Avenue (see Figure No. 3) that most resembles the dune vegetation in the original, undisturbed condition; and 2) the mixed oak/wild buckwheat/dune grass area behind the back dune on the property adjacent to Highway One. Grasses in the former area include introduced European beach grass, rip-gut grass, and the native grass.

Plant species of concern to the California Native Plant Society because of their scarcity are known to occur in this area. They include the wild buckwheat plant, which is host plant to the endangered Smith's blue butterfly.

Clusters of native Coast Live Oak occur in the area on the steeper dune bluff near Del Monte Avenue, primarily on the lee side of the dunes. These oak communities are important for stabilizing the dunes and also provide a valuable source of wildlife habitat. The Live Oaks found in this area are remnant clusters of low-lying, shrub-sized trees and grow in association with sea fig, introduced grasses, and assorted annuals. The City of Monterey environmental resource policies and standards give the Coast Live Oak high priority for preservation. Additional shrub vegetation occurs in the vicinity of oak clusters. This vegetation contains some native shrubs, such as bush lupin, but consists primarily of junipers and ornamental shrubbery of lesser value to wildlife populations.

Eucalyptus woodland occurs primarily on the lee side of the dunes along the Recreational Trail. Beneath the trees is a sparse under-story of herbaceous annuals. Although these introduced trees provide cover for a variety of wildlife, they are generally of lesser value as wildlife habitat than native trees such as the Coast Live Oak.

Scattered growth of two types of conifer trees, the Monterey cypress and Monterey pine, occur in a small area at the southern end of the Naval Postgraduate School property. The native pines provide some value as nesting or roosting sites. Although the cypress are native to the area, the few trees on the Naval Postgraduate School property are planted and are not as biologically significant as more extensive growths elsewhere on the Monterey Peninsula. Some planted Monterey pines are found on the lee side of the dunes elsewhere in the dune area, and additional cypress trees have been planted near State Highway One. The Monterey cypress and pine have been given a high priority for preservation in the City of Monterey's environmental resource policies.
and standards, since they are well suited to the environment and provide a cultural identity to the area.

Disturbed habitat includes areas that been significantly disrupted by human activities, such as the construction of buildings, roadways, and parking areas; placement of landfill; and the oil soaking at the former petroleum storage tank sites.

In addition to the wild buckwheat, host plant to the endangered Smith's blue butterfly, two plant species of concern to the California Native Plant Society are the Seaside bird's beak and the slender flowered gilia. The gilia is located on the Navy property. Other plants recognized as species of concern and known to occur in or near the area include dune manzanita, eastwoods, aricameria, Coast wallflower, and cynothus. The Coast wallflower has been found on the Navy property. Seaside bird's beak has been located within one mile of the Del Monte Beach area, which is why it is referenced here. A site specific survey of the property adjacent to Highway One was conducted and no bird's beak was found there. The slendered flowered gilia has been recorded within the area immediately south of the former sewage treatment plant on the Navy property. Coast wallflower is also known to occur in that area. The Del Monte Beach area is also within a one-mile radius of areas known to have eastwoods, aricameria, Monterey ceanothus, and dune manzanita.

Within the Del Monte Beach area, habitat exists for the Smith's blue butterfly, a rare and endangered species of butterfly. The Smith's blue is federally designated. The range of the butterfly includes coastal cliffs and dunes from southern Monterey County to north of Seaside. Originally, the species habitat in the Monterey/Seaside area was considered to include only coastal dunes. A small breeding colony of Smith's blue was located in the dune area adjacent to Highway One in 1982.

An additional animal species of concern known to occur in this area is the Black Legless Lizard. This subspecies is not designated as rare and endangered, but is of concern to the California Department of Fish and Game because of its limited distribution. This species is known to occur in stabilized coastal sand dunes; bush lupin, which occurs in the study area, is often an indication of suitable conditions. Individuals of this species have been sighted within the Del Monte Beach area and tracks can be seen in the sand.
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CHAPTER 3 -- ISSUES AND GOALS, POLICIES, AND PROGRAMS

A. Policy Conflicts with Existing Plans and Policies

Planning documents adopted by various jurisdictions for the Monterey waterfront set forth policies that establish land use and access requirements. All of these documents share the common goal of preserving and enhancing the beaches and rocky shoreline of Monterey and enhancing public use. However, there are instances where policies in these various documents conflict with each other. The purpose of the City of Monterey’s Beach Master Plan is to identify these conflicts and adopt policies on access and land use to achieve common goals along the waterfront. The following is a listing of those policies in adopted plans that conflict with each other:

Cannery Row Coastal Plan vs. City Park Master Plan

MacAbee Beach -- That vacant portion of the beach which fronts Cannery Row, and is east of the recently remodeled hotel, is privately owned. While this privately-owned beach is identified as an opportunity for providing increased recreational use in the City Park Master Plan and the Regional Parks District Master Plan through possible pursuit of public acquisition, its commercial development potential in the Cannery Row Coastal Plan provides only for limited pedestrian accessways to the tidal area.

San Carlos Beach -- This parcel has been recently purchased for public use, and plans are currently under way for development of a park on this parcel. However, the Cannery Row Coastal Plan identifies this parcel for commercial development. An amendment to the Cannery Row Coastal Plan is needed.

Harbor Coastal Plan vs. State Historic Park Plan

Causeway in front of Custom House Plaza -- The State Historic Park Plan discussed the possible closure of the causeway so that an historic tie from the Custom House to the waterfront can be reinforced. The City’s Harbor Coastal Plan discourages public traffic but allows the use of delivery and emergency vehicles on the causeway. Discussions between the City and the State since the adoption of the State Historic Park Plan have resulted in an agreement on a proposed policy.

Harbor Coastal Plan vs. State Beach Master Plan

Window-to-the-Bay -- The State plan is very general and defers to the City for implementation of this park project. Given State ownership of the beach area and City acquisition efforts of the commercial parcels on Del Monte Avenue, policies on an interim development plan and ultimate development plans are needed once all parcels are acquired.

Del Monte Beach Coastal Plan vs. Naval Postgraduate School Master Plan

Sewer Plant -- The Monterey Water Pollution Control District has discontinued sewage treatment operations at the plant, but no plans for future use of the facility have been adopted at this time by the U.S. Navy, the property owner. The Naval Postgraduate School Master Plan (currently being updated) identifies the property for open space
use, with the existing academic uses and the sewer plant pump station remaining. The July 1991 Draft Del Monte Beach Coastal Plan sets forth a policy that the Navy beach property be designated for open space use, with public parking/access improvements.

Del Monte Beach Coastal Plan vs. Airport Noise Abatement Plan

68 Undeveloped Lots Between Sewage Plant and Beach Way -- The Del Monte Beach Coastal Plan identifies most of these lots for single-family residential use, with exception of the 22 lots closest to the beach, where the State is encouraged to purchase them for open space. In 1987, an Airport Noise Abatement Plan adopted by the Monterey Peninsula Airport District identified all 69 lots as being within an airport noise impacted area and identified residential use as incompatible. The City and the Del Monte Beach Neighborhood Association have gone on record as supporting a federal open space acquisition grant application, sponsored by the City, but the grant application has not received favorable consideration by the Federal Aviation Administration (FAA) to date.

Del Monte Beach Coastal Plan vs. State Beach Master Plan

Ponderosa Property -- The State Parks and Recreation Department and the California Coastal Conservancy have recently made efforts toward open space acquisition of this 35+-acre parcel. Initial discussions with the State indicate that dune preservation and passive recreation use of the areas will be the primary objectives. Once public acquisition is accomplished, the Del Monte Beach Coastal Plan will need to be revised from the existing medium-density recreational land use designation to open space. A key question will now be: What recreational use should occur on this site? In addition, policies on public access to the site from the existing Del Monte Beach residential neighborhood will be needed in the Del Monte Beach Coastal Plan.

B. Issues vs. Goals, Policies, and Programs

The following is a list of policies and programs recommended in this Beach Master Plan to both resolve the existing policy conflicts with other plans and to set forth the City of Monterey's position on the access and land use issues along Monterey's waterfront.

Issue A: Policy Conflicts within Existing Interjurisdictional Plans

Policy A -- The City of Monterey shall make every effort to resolve policy conflicts within existing plans, and to establish the City's position on various waterfront sites.

Program A-1 -- The Cannery Row Land Use Plan (LUP) should be amended to change the land use designation on the San Carlos Beach property from "Commercial" to "Parks and Recreation" and "Open Space."

Program A-2 -- The City of Monterey should continue to work with the State Department of Parks and Recreation in monitoring the use of the existing causeway between the Custom House and waterfront area near Fisherman's Wharf.

Program A-3 -- The City of Monterey, through assistance with the State Department of Parks and Recreation, should implement a phased development plan for the Monterey Bay Park as property acquisition efforts progress. (See Figure
Commensurate with this, the City has recently entered into a maintenance agreement with the State Department of Parks and Recreation for the City to take responsibility for maintenance of the Monterey Bay Park.

Program A-4 -- The City of Monterey identifies an Open Space land use designation for the former sewer treatment plant on the U.S. Navy property, which also allows for public access and public parking, where feasible.

Program A-5 -- Ponderosa Property - Should open space acquisition by the State be accomplished, passive recreation uses such as boardwalks, a loop extension of the Recreational Trail, and pedestrian viewing should be provided in the State improvement plans; active recreation improvements should be discouraged. Pedestrian access should be provided along the beach to the adjacent Del Monte Beach neighborhood.

**Issue B: Need for Enhanced Public Access to Beach Areas**

The City of Monterey identifies all publicly-owned land between Del Monte Avenue and the waterfront, between the Seaside City limit and Wharf No. 2, as important components of public waterfront access, as these lands provide both visual and physical access to the waterfront. The following policy statement and programs set forth the City's commitment to continue to add to the existing inventory of publicly-owned waterfront lands where feasible, through opportunity buying, and are designed to maximize waterfront access on the existing publicly-owned lands.

**Policy B** -- The City shall maximize public access to the beach through the opening up of the beach area to the nearest road for pedestrian and vehicular access, where feasible, and where impacts to environmentally sensitive areas are minimized. Existing and possible future public beach access points are illustrated in Figure 4 and are discussed in the following programs:

* Program B-1 -- The City of Monterey should work with the U.S. Navy to pursue public improvements on the Navy beach property, including public access via the existing road leading to the former sewage treatment plant on the U.S. Navy property.

  a. The objective of this policy would be to enhance public access between the Recreational Trail, the planned rest stop at the old Southern Pacific depot, and the beach.

  b. Improvements could include beach support parking, RV and tent camping, a youth hostel, bike racks, and rest rooms in the vicinity of the former wastewater treatment plant.

  c. Improvements could be accomplished through a long-term lease between the City and the Navy or other appropriate agency, acquisition of the Navy beach property by appropriate public agencies should the property ever be declared surplus Federal land, or through some other appropriate method.
Beach Master Plan

EXISTING AND POSSIBLE FUTURE PUBLIC BEACH ACCESS POINTS

Figure 4
City of Monterey

- Proposed New Public Access (Vehicular)
- Dedicated Pedestrian Access from Private Projects
- Existing Public Access (Vehicular)
- Existing Public Access (Pedestrian Only)

... = Plan Boundary
d. Existing undisturbed portions of the Navy beach property would be preserved in their existing state as habitat preserves.

Program B-2 -- The City of Monterey supports the boardwalk walkway recently constructed by the U.S. Navy, which provides a new public accessway to the beach through an environmentally sensitive area, yet minimizes potential impacts to that area through restriction of pedestrian traffic to be on the boardwalk only. The City supports the development of additional Navy boardwalks between the Recreational Trail and the beach through the Navy's dunes.

Program B-3 -- The City of Monterey supports the State Department of Parks and Recreation's recent efforts toward improving the existing State beach park unit adjacent to the Monterey Beach Hotel. Specifically, the City supports the provision of additional State parking and rest room facilities at that site.

* Program B-4 -- The City of Monterey supports the approved park improvement of a rest stop and access area to the Recreational Trail at Sloat and Del Monte Avenues.

Program B-5 -- Through implementation of a phased development plan for the Monterey Bay Park (see Policy G), public access improvements should be enhanced.

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

* Program B-7 -- The City of Monterey shall continue to implement the planned and approved park improvements for the San Carlos Beach Park through coordination with the Monterey Peninsula Regional Park District.

Program B-8 -- The City of Monterey supports open space preservation of undeveloped lots in the Del Monte Beach tract, west of Beach Way, as identified in the Monterey Peninsula Regional Park District Master Plan.

Program B-9 -- The City of Monterey supports open space preservation of MacAbee Beach on Cannery Row, as identified in the Monterey Peninsula Regional Park District Master Plan.

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

a. The City supports public acquisition of the Southern Pacific properties on the east and west side of Figueroa Street as identified in the Monterey Peninsula Regional Parks District Master Plan, subject to the following:

1) Acquisition of both parcels is the preferred alternative to acquiring only one of the two;
2) If private ownership continues, the City supports acquisition of the east parcel, with development permitted on the west parcel that is consistent with the Harbor Coastal Land Use Plan. Uses on the east parcel are envisioned to be an extension of the existing Monterey Beach and recreational improvements envisioned in the Monterey Bay Park, including an extension of the Recreational Trail through the parcel.

* Program B-11 -- The City of Monterey should take the lead in coordinating the public dedication of beach areas landward of the mean high tide line, to ensure that they are dedicated to the appropriate public agency. Such agencies may include the City of Monterey, Regional Parks District, the Coastal Conservancy, the State Coastal Commission, and the State Lands Commission. The City's policy is to not require such dedications of land now or in the future.

a. The City shall coordinate in a timely fashion the disposition of two public dedications which have been required by the Coastal Commission:

1) that portion of MacAbee Beach behind the Spindrift Hotel; and

2) that portion of MacAbee Beach north of the seawall as part of the Sardine Plaza retail project.

Issue C: Need for Pedestrian and/or Vehicular Access from Inland Park Areas to Beach

Policy C -- The City of Monterey shall provide pedestrian and/or vehicular access policies from inland park areas to the beach, where feasible, in the following areas:

a. Laguna Grande
b. El Estero Park
c. Monterey Sports Complex
d. El Castillo Park

* Program C-1 -- Laguna Grande Park -- The City of Monterey should coordinate with the City of Seaside on enhancing public access opportunities between Laguna Grande and Roberts Lake to the beach. Improvements could include bikeways, pedestrian crosswalks and pathways, and possibly a rest room and public parking area in the vicinity of the recently acquired beach area in the City of Seaside. Funding sources could include the Coastal Conservancy, the City of Seaside, and the City of Monterey.

* Program C-2 -- The City of Monterey should provide enhanced public access between El Estero Park and the Monterey Bay Park through pedestrian crosswalks as part of the Del Monte Avenue widening project at the intersection of Del Monte Avenue and Camino Aguajito and Del Monte Avenue and Camino El Estero through special paving treatment, crosswalk striping, and other means.

* Program C-3 -- The City of Monterey should continue to explore the feasibility of a pedestrian over-crossing across Del Monte Avenue at Washington Street to
enhance pedestrian access between the Monterey Sports Complex, and support parking in East garage to the Fisherman's Wharf/marina parking area.

* Program C-4 -- Through development of the Historic Park Master Plan for El Castillo, surface pedestrian access should be provided from the park to the shoreline park, where feasible, through coordination with recent private sector efforts at Heritage Harbor and with the State's proposed improvements on Van Buren Street.

**Issue D: Need for Environmental Policies for Enhancement, Rehabilitation, and Preservation of Environmentally Sensitive Beach Waterfront and Dune Areas, Where Feasible**

**Policy D --** The City of Monterey should establish a list of environmental policies for the enhancement, rehabilitation, and, where feasible, preservation of environmentally sensitive beach and waterfront areas.

Program D-1 -- The environmental policies set forth in the draft Del Monte Beach Coastal Plan shall be adopted as part of this Beach Master Plan for the coastal dune areas between the Seaside city limit and Wharf No. 2. These policies are, as follows:

1. Sand Dunes shall be preserved wherever feasible, as per City of Monterey Growth Management Program Environmental Resource Policies and Standards policy number F.1.c. which requires that sand dunes should be preserved wherever possible and sand dunes should be preserved in their natural state or for limited recreational use.

   Environmentally sensitive dune habitat areas shall be protected by developing and implementing standards for development (including vegetation removal, excavation, grading, filling and the construction of roads and structures). Protection standards should include, but need not be limited to:

   a. Encourage retention of open space through deed restrictions or conservation easements.

   b. Restrict land disturbance and the removal of indigenous plants to the minimum amount necessary for structural improvements.

   c. Require incorporation of appropriate mitigation measures such as setbacks, buffer strips, landscape plans, drainage control plans and restoration.

   d. Where appropriate and feasible, allow the exchange of existing resource areas "mitigation areas" for other open space areas "restoration areas" that would provide a more logical location for open space and habitat protection and that could be planted with those species found in the resource area.

   e. Require landscaping and maintenance with native coastal plants in development proposals and elimination of invasive non-native species, e.g. ice plant and dune grass.
2. In areas of dunes habitat, a dune restoration program shall be required for both public and privately owned dune areas in the event of habitat loss due to nature, such as the extreme freeze of December 1990, and as a condition of approval for any new development. Dune habitat areas are defined as those represented on the generalized mapping on Figure 3. Prior to approval of any development specific plan, public work project, tentative subdivision map, or general development plan, the applicant for development shall have prepared by a qualified professional biologist/botanist the following:

a. Identification of the types of existing native and non-native plant and animal species and map the following habitat types:

1) Environmentally sensitive habitat areas to be preserved without degradation.

2) Areas to be maintained and/or restored as buffers for environmentally sensitive habitat preservation areas.

3) Dune restoration areas which are good ecological candidates for habitat restoration because of their biological and locational potential for reestablishment of environmentally sensitive habitat.

4) Habitat areas of lesser value where alteration can be mitigated or compensated for restoration of other areas (e.g., restoration area 3 above) producing equivalent biological value.

b. Preparation of a dune habitat restoration plan which demonstrates:

1) The long-term suitability of the restored habitat areas for these species, including but not limited to wind protection, soil condition, and acre-for-acre replacement of habitat, or other area of equivalent biological value.

2) The management methods and responsibilities needed for installation, nurturing, and permanent maintenance of the restored habitat including but not limited to the method of establishment (seed, hydromulch, transplant).

3) The requirements for successful establishment of each species in another location, e.g., acreage, species, diversity.

c. Preparation of a habitat protection plan for affected habitat areas identified in task a. above. This plan shall provide the following information:

1) Fencing, signing, or other appropriate access control measures to be installed as a condition of development (or as condition of permits for restoration activities if no other development is proposed).
2) Habitat installation, maintenance and preservation measures to be undertaken in perpetuity as a condition of development unless otherwise provided by the City for permanent maintenance with reliance on public and/or private funding sources and ownership. Options for such management may be further pursued as part of the Implementation Plan, and shall include at least contribution of funds by developments requiring habitat preservation/enhancement/relocation measures and dedication of restored habitats to a public agency and/or a private organization (i.e., Nature Conservancy) with habitat management capabilities that is acceptable to both the City and the Coastal Commission.

3) Protection measures to be undertaken as a condition of development assuring the maximum feasible planting or protection of dune buckwheat (Eriogonum parvifolium and E. latifolium) as a food source for the endangered Smith’s blue butterfly (Euphilotes enoptes smithi).

3. All environmentally sensitive habitat shall be protected, as much as feasible. Revegetation with wild buckwheat (Eriogonum latifolium or E. parvifolium) shall be included as part of the dune restoration program for any new development to enhance habitat for the Smith’s blue butterfly.

4. A dune management plan that controls public access in sand dune habitats to prevent damage from human use (trampling of vegetation, collection of plant species, etc.), without prohibiting public access to the waterfront shall be required as a condition of approval for any new development (e.g., boardwalks/wooden walkways). Habitat interpretation, signing and litter collection should be included as elements of such a dune management plan.

5. The operation of off-road vehicles on sand dunes and dunes habitats shall be prohibited, consistent with Section 20-45 of the Monterey City Code.

6. The existing coast live oak communities on the lee side of the dunes near Del Monte Avenue and throughout the study area shall be protected. The City of Monterey shall coordinate with the U.S. Navy to encourage preservation of these resources on the NPS property.

7. The City of Monterey shall coordinate with the U.S. Navy to encourage preservation of the Monterey pine and Cypress trees on the NPS property.

8. The City of Monterey shall coordinate with the U.S. Navy to encourage preservation of the native dune grass area south of the former wastewater treatment plant, which also contains a nominated endangered plant species.

9. The City of Monterey shall formalize the existing joint maintenance agreement between the City and the U.S. Navy for City maintenance of the dune habitat on the Navy property through a long-term lease or other appropriate method.

10. Damage to oak trees during any development shall be minimized, as required in City standards.
11. The City of Monterey shall take the lead in working with interested citizens, the Monterey Regional Water Pollution Control Agency, the California Coastal Commission, and the California Coastal Conservancy to coordinate a dunes restoration, access, and recreation program for the dunes habitat that comprises the City Beach in the Del Monte Beach area.

Program D-2 -- All remaining dune habitat in the harbor/marina between Wharf No. 2 and the former sewage treatment plant should remain dune habitat and be preserved and enhanced. The use of vehicles in this area, except for maintenance vehicles in designated areas, should be prohibited consistent with the City of Monterey's code prohibiting four-wheel drive vehicles on sand dunes. Landscaping and maintenance with native coastal plants, and elimination of non-native plants (i.e., ice plant) should be implemented as part of a joint beach maintenance plan between the City, State, and U.S. Navy.

Program D-3 -- A dune management plan that controls public access in sand dune habitats to prevent damage from human use (trampling of vegetation, collection of plant species, etc.) without prohibiting public access to the waterfront should be required as a condition of approval for any new development (i.e., boardwalks, improved public access on the Navy property, State Beach improvements, or improvements planned at the Monterey Bay Park). Habitat interpretation signing and litter control should be included as elements of a dune management program established between the City, State, and Navy.

Program D-4 -- All inner-tidal and tide pool habitats, as shown in Figure 3 in Cannery Row and the marina area, should be protected through signing.

Program D-5 -- All grading activities shall require a grading permit.

Issue E: Coastal Erosion

Policy E -- The City of Monterey should provide for periodic erosion rate analysis to ensure that the City is kept current on local coastal processes.

* Program E-1 -- The City of Monterey should continue its annual monitoring of the erosion rate of the Del Monte Beach area at Beach Way and Tide Avenue and identify other potential areas where monitoring is needed east of Del Monte Beach. Monitoring shall include the location of the mean high tide line.

Issue F: Support Facilities Needed for Existing and Future Beach Uses

Policy F -- The City of Monterey should identify areas where support facilities are needed, as follows:

* Program F-1 -- The City of Monterey should pursue improvements of the old depot site in front of the Naval Postgraduate School on Del Monte Avenue to provide the following:
a. public parking/staging area for bicyclists and pedestrians using the
    Recreational Trail;
  b. rest stop with an information kiosk, rest room, and public telephone;
  c. picnic tables (no barbecues); and
  d. public parking/staging area for beach users, with beach access limited to
    restricted areas across the sensitive dune habitat to the beach. These areas
    shall include the existing Navy boardwalk and the existing road to the
    former waste-water treatment plant. All other areas shall be restricted
    through signage and bollards;
  e. renewal of the old depot station building as it was historically, if feasible.

* Program F-2 -- The phased development plan for the Monterey Bay Park includes
  provisions for support parking, passive and active recreational facilities, and better
  vehicular access. These interim improvements should be implemented (see
  Policy G).

* Program F-3 -- The City should provide a permanent rest room facility on Del Monte
  Beach. The location of such a facility should be coordinated with the Del Monte
  Beach neighborhood, and should include an indoor changing area and outdoor shower
  for beach users.

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

* Program F-5 -- The City should take the lead in coordinating and implementing
  proposed beach support facilities on the Navy beach property if feasible, and as
  discussed in Program B-1. Coordination shall be with other appropriate public
  agencies.

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

  a. Building materials used should express the character of the beach area (i.e.,
     textured concrete, stucco, adobe, wood, and other natural and nonreflective
     materials).

  b. Colors should harmonize with the natural beach color palette. Light and
     medium tan, brown, sand, wheat, ochre, sepia, sienna, grey, and green-grey
tones are appropriate.

  c. Exterior lighting should be adequate for safety, but shall be controlled to
     minimize visual impact through the use of nonglare, low-mounted, indirect
     or downcast, sharp, cut-off fixtures. The light source should not be visible
to beach or Recreational Trail users.
d. Landscaping design should recreate the natural vegetation found in the beach areas north of the Recreational Trail; replication of beach plant communities and use of native species should be encouraged, particularly in areas adjacent to protected habitat. Landscaping may include non-native, ornamental species and noninvasive exotics, if such species blend with existing habitat in the immediate vicinity and if such species are found to withstand excessive natural forces, such as wind erosion, drought, and frost damage (see list of selected plants in Appendix).

e. Suggested beach furniture designs are shown in Figure 5.
Issue G: Need for Interim Plan for Monterey Bay Park

Policy G -- The City of Monterey should create a phased development plan for the Monterey Bay Park (formerly referred to as Window-on-the-Bay Park). In general, this park shall be an open, passive park, but may include such provisions as kayak and multi-hull launching, active recreational facilities where feasible, (e.g., sand volleyball, barbecue and picnic facilities, and rest room facilities), support parking, and better vehicular access. In general, coastal-dependent recreational facilities shall have priority.

Program G-1 -- The conceptual phased development plans shown in Figure 6 should be implemented by the City of Monterey. These plans include the following:

a. Phase I -- From Camino El Estero to mid-block: support parking area for 34 cars, rest rooms, at least two sand volleyball courts, group picnic/barbecue, and passive picnic areas.

b. Phase II -- From mid-block to Park Avenue: passive picnic areas and a drop-off area for unloading of car passengers going to the beach. This drop-off shall provide for handicap beach access as much as feasible.

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

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

a. No tree removal shall occur.

b. The elevation of the Recreational Trail shall not be altered in any way.

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

Program G-4 -- Prior to the development of construction drawings, final development plans shall be reviewed and approved by the Parks and Recreation Commission, the Architectural Review Committee, and the City Council.

Issue H: Need for Non-motorized Watercraft Launch Facilities

Policy H -- The City shall formalize the existing non-motorized watercraft launch activities that occur at the base of Wharf No. 2 by pursuing an easement across the privately-owned land formerly known as the "Southern Pacific East Parcel." This easement should be requested prior to any development on the site. Formalization of watercraft activities would include the following:
Program H-1 -- The placement of bollards on the beach, forming a 30-foot-wide natural roadway of limited distance in the sand to channel watercraft launch vehicles to/from the City beach area for launching and turning around.

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

**Issue I: Recreational Trail Encroachments (Del Monte Avenue Businesses)**

**Policy I** -- The City of Monterey should make efforts to eliminate encroachments onto the Recreational Trail from rear of businesses on Del Monte Avenue.

Program I-1 -- The City of Monterey should phase out existing lease agreements to the rear of existing businesses along Del Monte Avenue, as opportunity buying occurs along Del Monte Avenue, toward public acquisition of these properties for Monterey Bay Park.

Program I-2 -- Existing encroachments and businesses which visually impact the Recreation Trail shall require screening of offensive areas, consistent with Program F-6 of this document, and with the adopted City of Monterey Recreation Trail Design Guidelines and Architectural Review Committee review and approval procedures. Implementation of this Program shall be voluntary, but will be required of new businesses.

**Issue J: Need for Youth Hostel**

**Policy J** -- The City of Monterey should identify possible sites for a youth hostel within the planning area.

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

**Issue K: Need for RV (Recreational Vehicle) Park**

**Policy K** -- To establish a location for a recreational vehicle park with easy access.

* Program K-1 -- The City of Monterey should pursue the development of an RV park on the U.S. Navy property, if feasible, just west of the former wastewater treatment plant.

Program K-2 -- The City of Monterey recognizes the existing on-street RV parking policy at the existing State Beach Park unit adjacent to the Monterey Beach Hotel as an important facility for RV park users.

* Program K-3 -- The City of Monterey should explore opportunities for new RV park facilities in Monterey through public efforts and private enterprise. Future
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RV park sites may include sites designated for "Visitor-serving Commercial" land use within the Coastal zone, existing park and beach areas, and limited use (overnight street parking with no hook-ups) at the existing State Beach unit adjacent to the Monterey Beach Hotel.

Issue L: Jet Skis

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

a. Thrill craft shall launch at the boat ramp on the Coast Guard pier only.

b. Thrill craft shall not enter the Monterey Harbor area between Wharf No. 2 and the Coast Guard pier, except for launching purposes only.

c. Thrill craft shall be prohibited within 150 feet of City beaches.

d. Thrill craft shall not enter marine mammal refuse areas, as defined by the Harbor Navigation Code.

e. Thrill craft shall be encouraged to utilize the bay and beach areas near Sand City, Fort Ord, and Moss Landing, where areas are not so congested with beach users.

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

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

Issue M: The Continued Need for Support of Locally-, State-, and Federally-sponsored Programs that Preserve Monterey Bay

Policy M -- The City of Monterey supports federal efforts at designating Monterey a National Marine Sanctuary.

Issue N: The Need for Proper Staffing and Maintenance of Existing and Future Expanded Waterfront Park Facilities

* Policy N -- The City of Monterey should provide staff and maintenance capabilities for existing new waterfront parks.
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CHAPTER 4 -- OPERATIONAL ITEMS REFERRED TO CITY BUDGET PROCESS

- Program A-3 -- The City of Monterey, through assistance with the State Department of Parks and Recreation, should implement a phased development plan for the Monterey Bay Park as property acquisition efforts progress. (See Figure 5 in Policy G.) Commensurate with this, the City has recently entered into a maintenance agreement with the State Department of Parks and Recreation for the City to take responsibility for maintenance of the Monterey Bay Park.

- Program B-1 -- The City of Monterey should work with the U.S. Navy to pursue public improvements on the Navy beach property, including public access via the existing road leading to the former sewage treatment plant on the U.S. Navy property.

  a. The objective of this policy would be to enhance public access between the Recreational Trail, the planned rest stop at the old Southern Pacific depot, and the beach.

  b. Improvements could include beach support parking, RV and tent camping, bike racks, a youth hostel, and rest rooms in the vicinity of the former wastewater treatment plant.

  c. Improvements could be accomplished through a long-term lease between the City and the Navy or other appropriate agency, acquisition of the Navy beach property by appropriate public agencies should the property ever be declared surplus Federal land, or through some other appropriate method.

  d. Existing undisturbed portions of the Navy beach property would be preserved in their existing state as habitat preserves.

- Program B-4 -- The City of Monterey supports the approved park improvement of a rest stop and access area to the Recreational Trail at Sloat and Del Monte Avenues.

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

- Program B-7 -- The City of Monterey shall continue to implement the planned and approved park improvements for the San Carlos Beach Park through coordination with the Monterey Peninsula Regional Park District.

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

  a. The City supports public acquisition of the Southern Pacific properties on the east and west side of Figueroa Street as identified in the Monterey Peninsula Regional Parks District Master Plan, subject to the following:
1) Acquisition of both parcels is the preferred alternative to acquiring only one of the two;

2) If private ownership continues, the City supports acquisition of the east parcel, with development permitted on the west parcel that is consistent with the Harbor Coastal Land Use Plan. Uses on the east parcel are envisioned to be an extension of the existing Monterey Beach and recreational improvements envisioned in the Monterey Bay Park, including an extension of the Recreational Trail through the parcel.

* Program B-11 -- The City of Monterey should take the lead in coordinating the public dedication of beach areas landward of the mean high tide line, to ensure that they are dedicated to the appropriate public agency. Such agencies may include the City of Monterey, Regional Parks District, the Coastal Conservancy, the State Coastal Commission, and the State Lands Commission. The City's policy is to not require such dedications of land now or in the future.

  a. The City shall coordinate in a timely fashion the disposition of two public dedications which have been required by the Coastal Commission:

    1) that portion of MacAbee Beach behind the Spindrift Hotel; and

    2) that portion of MacAbee Beach north of the seawall as part of the Sardine Plaza retail project.

* Program C-1 -- Laguna Grande Park -- The City of Monterey should coordinate with the City of Seaside on enhancing public access opportunities between Laguna Grande and Roberts Lake to the beach. Improvements could include bikeways, pedestrian crosswalks and pathways, and possibly a rest room and public parking area in the vicinity of the recently acquired beach area in the City of Seaside. Funding sources could include the Coastal Conservancy, the City of Seaside, and the City of Monterey.

* Program C-2 -- The City of Monterey should provide enhanced public crossways between El Estero Park and the Monterey Bay Park through enhanced pedestrian crosswalks as part of the Del Monte Avenue widening project at the intersection of Del Monte Avenue and Camino Aguajito and Del Monte Avenue and Camino El Estero through special paving treatment, crosswalk striping, and other means.

* Program C-3 -- The City of Monterey should continue to explore the feasibility of a pedestrian over-crossing across Del Monte Avenue at Washington Street to enhance pedestrian access between the Monterey Sports Complex, and support parking in East garage to the Fisherman's Wharf/marina parking area.

* Program C-4 -- Through development of the Historic Park Master Plan for El Castillo, surface pedestrian access should be provided from the park to the shoreline park, where feasible, through coordination with recent private sector efforts at Heritage Harbor and with the State's proposed improvements on Van Buren Street.
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* D-2(c) 9. The City of Monterey shall formalize the existing joint maintenance agreement between the City and the U.S. Navy for City maintenance of the dune habitat on the Navy property through a long-term lease or other appropriate method.

* D-2(c) 11. The City of Monterey shall take the lead in working with interested citizens, the Monterey Regional Water Pollution Control Agency, the California Coastal Commission, and the California Coastal Conservancy to coordinate a dunes restoration, access, and recreation program for the dunes habitat that comprises the City Beach in the Del Monte Beach area.

* Program E-1 -- The City of Monterey should continue its annual monitoring of the erosion rate of the Del Monte Beach area at Beach Way and Tide Avenue and identify other potential areas where monitoring is needed east of Del Monte Beach. Monitoring shall include the location of the mean high tide line.

* Program F-1 -- The City of Monterey should pursue improvements of the old depot site in front of the Naval Postgraduate School on Del Monte Avenue to provide the following:

  a) public parking/staging area for bicyclists and pedestrians using the Recreational Trail;
  b) rest stop with an information kiosk, rest room, and public telephone;
  c) picnic tables (no barbecues); and
  d) public parking/staging area for beach users, with beach access limited to restricted areas across the sensitive dune habitat to the beach. These areas shall include the existing Navy boardwalk and the existing road to the former waste-water treatment plant. All other areas shall be restricted through signage and bollards;
  e) renewal of the old depot station building as it was historically, if feasible.

* Program F-2 -- The phased development plan for the Monterey Bay Park includes provisions for support parking, passive and active recreational facilities, and better vehicular access. These interim improvements should be implemented (see Policy G).

* Program F-3 -- The City should provide a permanent rest room facility on Del Monte Beach. The location of such a facility should be coordinated with the Del Monte Beach neighborhood, and should include an indoor changing area and outdoor shower for beach users.

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

* Policy G -- The City of Monterey should create a phased development plan for the Monterey Bay Park (formerly referred to as Window-on-the-Bay Park). In general, this park shall be an open, passive park, but may include such provisions as kayak and multi-hull launching, active recreational facilities, where feasible (e.g., volleyball, playground equipment, barbecue and picnic facilities, and rest room facilities), support parking, and
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better vehicular access. In general, coastal-dependent recreational facilities shall have priority.

* Program G-1 -- The conceptual phased development plans shown in Figure 6 should be implemented by the City of Monterey. These plans include the following:

a) Phase I -- From Camino El Estero to mid-block: support parking area for 34 cars, rest rooms, at least two sand volleyball courts, group picnic/barbecue, and passive picnic areas.

b) Phase II -- From mid-block to Park Avenue: passive picnic areas and a drop-off area for unloading of car passengers going to the beach. This drop-off shall provide for handicapped beach access as much as feasible.

c) Phase III -- From Park Avenue to Sloat Avenue: Future parking and support facilities, including relocation of the drop-off facility in Phase II, and shall include rest rooms. To minimize the potential visual impact of cars parked in this area, landscaping shall be required.

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

a) No tree removal shall occur.

b) The elevation of the Recreational Trail shall not be altered in any way.

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

* Program G-4 -- Prior to the development of construction drawings, final development plans shall be reviewed and approved by the Parks and Recreation Commission, the Architectural Review Committee, and the City Council.

Issue H: Need for Non-motorized Watercraft Launch Facilities

Policy H -- The City shall formalize the existing non-motorized watercraft launch activities that occur at the base of Wharf No. 2 by pursuing an easement across the privately-owned land formerly known as the "Southern Pacific East Parcel." This easement should be requested prior to any development on the site. Formalization of watercraft activities would include the following:

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

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

* Program K-1 -- The City of Monterey should pursue the development of an RV park on the U.S. Navy property, if feasible, just west of the former wastewater treatment plant.

* Program K-3 -- The City of Monterey should explore opportunities for new RV park facilities in Monterey through public efforts and private enterprise. Future RV park sites may include sites designated for "Visitor-serving Commercial" land use within the Coastal zone, existing park and beach areas, and limited use (overnight street parking with no hook-ups) at the existing State Beach unit adjacent to the Monterey Beach Hotel.

Issue L: Jet Skis

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

a. Thrill craft shall launch at the boat ramp on the Coast Guard pier only.

b. Thrill craft shall not enter the Monterey Harbor area between Wharf No. 2 and the Coast Guard pier, except for launching purposes only.

c. Thrill craft shall be prohibited within 150 feet of City beaches.

d. Thrill craft shall not enter marine mammal refuse areas, as defined by the Harbor Navigation Code.

e. Thrill craft shall be encouraged to utilize the bay and beach areas near Sand City, Fort Ord, and Moss Landing, where areas are not so congested with beach users.

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

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

* Policy N -- The City of Monterey should provide staff and maintenance capabilities for existing new waterfront parks.