CANNERY ROW
LAND USE PLAN

CITY OF MONTEREY
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

CANNERY ROW
LOCAL COASTAL
PROGRAM
LAND USE PLAN

Certified by Coastal Commission
January 14, 2004

City of Monterey Adopts Resolution
Accepting Coastal Commission Changes
February 17, 2004

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

The City of Monterey is mandated by the California Coastal Act of 1976 to prepare a Local Coastal Program (LCP) for the area of the City which lies within the Coastal Zone boundary shown in Figures 1a and 1b. The LCP is to consist of City land use plans and land use controls that implement the provisions of the California Coastal Act of 1976.

As provided for in the Coastal Act, the City of Monterey is submitting its LCP in the five segments shown in Figures 1a and 1b. This Land Use Plan concerns itself only with Segment A, Cannery Row. Separate Land Use Plans are to be prepared for each of the other four segments.

BACKGROUND

This Cannery Row Local Coastal Program Land Use Plan was adopted by the Monterey City Council on February 28, 1980. With the adoption of this Land Use Plan, the Monterey City Council also adopted, after public hearing, a resolution certifying that this Land Use Plan is intended to be carried out in a manner fully in conformity with the California Coastal Act of 1976. A copy of this required resolution is shown in Appendix B.

Following local adoption of this Land Use Plan, the City of Monterey submitted this Plan to the Central Coast Regional Coastal Commission for review. Regional Coastal Commission staff expressed a number of concerns with the City's Land Use Plan in a staff report dated April 21, 1980. In response to the Regional Commission's concerns, the City amended this Land Use Plan on July 1 and resubmitted it to the Regional Commission.
COASTAL ZONE BOUNDARY

AREA DELETED FROM COASTAL ZONE
BY ASSEMBLY BILL 462

(Coastal zone boundary in Cannery Row follows and includes the railroad right-of-way. The City parking lot covering the block bounded by Present Avenue, Four Street, Wave Street, and Hoffman Avenue remains in the coastal zone.)

Figure 1
CITY OF MONTEREY
COASTAL ZONE AREA — SHORELINE
COASTAL ZONE BOUNDARY
EFFECTIVE JANUARY 1, 1977

Figure 1b
CITY OF MONTEREY
COASTAL ZONE AREA—RIDGELINE
The Central Coast Regional Coastal Commission approved this Land Use Plan with conditions on July 17, 1980. This Land Use Plan was then submitted to the State Coastal Commission by the Regional Commission. The State Commission found substantial issue with this Land Use Plan as approved by the Regional Commission. Following a public hearing, the State Coastal Commission approved this Land Use Plan with conditions on September 18, 1980. As permitted by Coastal Commission Regulations, the City of Monterey then developed revised policy language as an alternative to the conditions imposed on this Land Use Plan by the Coastal Commission. The Coastal Commission found the City's alternative policy language acceptable and approved this Land Use Plan in its entirety without conditions on November 3, 1981.

The findings, policies and proposed implementation actions found in this Land Use Plan are the result of a land use planning effort which began in May of 1977. The key elements of this planning effort have been as follows: a series of three technical working papers; a Land Use Plan First Draft; a Land Use Plan Second Draft; a Land Use Plan Third Draft; and this Land Use Plan.

It should be noted that after preparation of the Second Draft of this Land Use Plan, the City's Coastal Zone area was significantly reduced by the passage of Assembly Bill 462. As shown in Figure 1c, portions of the Cannery Row planning area were removed from the Coastal Zone. However, this Land Use Plan still selectively addresses the planning area which was removed from the Coastal Zone. The deleted area is referenced where such reference assists in a better understanding of planning issues and their solutions in the new, reduced Cannery Row Coastal Zone planning area.
PUBLIC INVOLVEMENT

The California Coastal Commission's Local Coastal Program Regulations require that this LCP contain a summary of measures taken to provide public involvement in the Cannery Row LCP planning process.

The key measures for involving the public in the Cannery Row LCP planning process were public workshop meetings, study sessions and hearings.

To assure that interested citizens and agencies were aware of the public workshop meetings, study sessions, and hearings, the following notification measures were undertaken:

1. Meeting notices were sent to all property owners in the Cannery Row Coastal Zone.

2. Meeting notices were placed in the Monterey Peninsula Herald.

3. Meeting notices were sent to all surrounding jurisdictions and relevant local and regional agencies.

4. Meeting notices were sent to all relevant state and federal agencies listed in the LCP Manual.

5. Meeting notices were sent to all citizens outside the Cannery Row Coastal Zone area who requested to be placed on the LCP mailing list.

6. Meeting notices were sent to local television stations and to radio stations requesting such notification.

This approved Land Use Plan only constitutes half of the total Local Coastal Program for Cannery Row as defined by the California Coastal Act of 1976. With approval of this Land Use Plan, land use controls are to be prepared following a similar process to that followed with the preparation of this Land Use Plan. Certified land use controls when combined with this Land Use Plan will represent the Local Coastal Program for the Cannery Row segment of the City of Monterey's Coastal Zone area. With a certified Local Coastal Program, the City will then be able to assume the responsibility for issuing coastal development permits.
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I. NATURAL COASTAL RESOURCES

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A. 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.


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

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
entrapment controlling runoff, preventing depletion of ground water
supplies and substantial interference with surface waterflow, encouraging
waste water reclamation, maintaining natural vegetation buffer areas that
protect riparian habitats, and minimizing alteration of natural streams.

30240 (a) Environmentally sensitive habitat areas shall be protected against
any significant disruption of habitat values, and only uses dependent on
such 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 such areas, and shall be compatible with the
continuance of such habitat areas.

2. LCP Findings

The LCP has found that the coastal marine environment between the Coast
Guard breakwater and Pacific Grove (to Point Pinos) is truly unique along the entire
California coast in its diversity and abundance of marine life in an accessible and
protected outer coast environment. The LCP findings summarized below are discussed
in detail in Chapter I of Working Paper I.
a. Combined effects of underwater canyons, currents, and upwelling create a unique buildup of nutrients.

b. Reduced wave action and turbidity (due to Point Pinos, kelp beds, breakwater, and orientation) create a large amount of life-support light which also makes marine life more easily observed.

c. Varying tidal exposure and diverse bottom features (rock, sand, shale, gravel, rock outcrops, and pilings) support a broad range of intertidal and subtidal marine life.

d. The kelp beds, rock outcrops, pilings, breakwater, and entire intertidal zone support marine mammals (including otter, seal, and sea lion populations) and marine birds (including the threatened brown pelican, as well as the full range of intertidal and subtidal marine life abalone, sea urchins, sand dollars, squid, octopus, fish, anemone, starfish, crab, snails, barnacles, mussels, etc.).

e. Stormwater runoff, oil spills, blockages of light to intertidal areas from new over the water construction, and human abuse all represent potential threats to the fragile marine environment off Cannery Row.

f. The City of Monterey presently has a drainage improvement program for the New Monterey drainage area of which the Cannery Row Coastal Zone is a part. With new construction, as curb and gutter improvements are made, the City requires catch basin improvements to be made. Storm-water outfalls shown in Figure 2 are maintained by the City.

g. The broad range of intertidal marine life discussed in findings c. and d. above exists along the length of Cannery Row at approximately elevations -2 through +7 feet above sea level.

3. **LCP Policies**

Due to a wide range of historical influences (the introduction of new species, the depletion and control of other species, the introduction of pollutants, and the introduction of nutrients), the LCP policies primarily address the preservation and enhancement of those factors which contribute to the uniqueness, abundance, and diversity of marine life off Cannery Row (See Figure 2).
a. Protect intertidal and tidepool habitat through signing as a condition of shoreline development, both public and private.

b. Require sensitive shoreline restoration (debris cleanup) and maintenance (litter control) in a manner that will not impair biological productivity for the habitat and restoration needs areas shown in Figure 2 as a condition for any grading, excavation, demolition or construction in conjunction with shoreline development.

c. Support State Department of Fish and Game regulations controlling spear fishing and kelp harvesting.

d. Support State Department of Fish and Game efforts monitoring and managing sea otter populations along Cannery Row.

e. Support Regional Water Quality Control Board regulations controlling wastewater treatment and dumping outside the current Discharge Prohibition Zone.

f. Support Regional, State and Federal agency programs containing and preventing oil spills.

g. Require sand traps in all parking structures to catch surface contaminants from stormwater runoff. Also require cleaning of parking areas by mechanical sweeping with minimum use of hosing to avoid water runoff.

h. For any grading, excavation, demolition, or construction in conjunction with shoreline development, require as a condition of development drainage improvements which will control the development's surface area runoff in a manner that will not impair biological productivity for the habitat and restoration needs areas shown in Figure 2.

i. Where any grading, excavation, demolition, or construction in conjunction with shoreline development requires temporary disturbance or permanently changes the stormwater flows/outfalls shown in Figure 2, these disturbances or changes are to be undertaken as a condition of development in a manner that will not impair biological productivity for the habitat and restoration needs areas shown in Figure 2.

j. For any grading, excavation, demolition or construction undertaken in conjunction with improvements to existing over-water structures, require as a condition of development, control measures (e.g., prohibit explosives, wet down project site to control dust, removal of debris from water within a specified amount of time, limit areas where machinery can operate, require catch nets or fences, etc.) that will protect the sensitive marine resources beneath existing over-water structures.
Note: Finding g. on page 1-A-2 describes the broad range of intertidal marine life along the Cannery Row shoreline as existing at approximately elevations -2 thru +7 feet above sea level.
4. Proposed LCP Implementation Actions

a. Develop signing program to protect habitat areas shown in Figure 2.

b. Develop shoreline restoration and maintenance programs and stormwater outfall improvements for habitat and restoration needs areas shown in Figure 2.

c. Develop control measures to protect the sensitive marine resources beneath existing over-water structures from any grading, excavation, demolition, or construction undertaken in conjunction with improvements to existing over-water structures.
B. COASTAL VISUAL RESOURCES

Work in this section focuses on coastal views to the ocean and back to the coast. Building design and character are addressed in Chapter IV, Land Use and Development.


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

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

2. LCP Findings

The LCP has found that many aspects of the coastal visual resources of Cannery Row are shared with other parts of the Peninsula and the entire California coast. However, several factors do combine to create some unique resources in the Cannery Row zone. These unique visual resources summarized in the findings below are discussed in Chapter II of Working Paper I.

a. Cannery Row's general location and orientation of the northeast shoreline of the Monterey Peninsula provides views of Monterey Bay and the mainland as well.

b. The existing canneries are a unique visual resource in themselves and possess the potential to frame coastal and ocean views and to provide access to views back to the shoreline.

c. Protected rocky promontories and the Coast Guard breakwater create opportunities for the public to view the coastline and the canneries.

d. While a solid wall of canneries used to block views, fires and demolitions have created periodic openings which provide intermittent ocean views to persons moving along Cannery Row.
e. New development on presently vacant land or in existing cannery structures may improve coastal viewing opportunities where public viewing areas are provided from within or from the tops of these structures.

3. LCP Policies

Due to a history moving from early unlimited ocean views to 85% view blockage by the canneries in 1946, the LCP policies primarily address the need to encourage rehabilitation and new development which can serve to establish new views and to preserve and enhance existing views of the ocean and coastline while equitably addressing private property rights (See figure 3).

a. Preserve and enhance coastal overviews shown in Figure 3 by establishing a punctuated, low-rise skyline respecting the visual forms of the old canneries with roof surfaces of varying sizes, shapes, and heights broken by skylights, towers, vertical stacks, dormer vents and other projections (Punctuated, low-rise skyline is defined by policies b, c, d, e, f and g in Development section, Chapter IV).

b. As part of new private development on presently vacant and private lands, provide viewpoints along the shoreline as shown in Figure 3. Improvements to and an access easement over the viewpoint are to be required as a condition of the new development. As provided for by Section 30212 of the Coastal Act, this access 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.

As a part of new public development, provide viewpoints along the shoreline as shown in Figure 3. Improvements to these viewpoints are to be coordinated by the City of Monterey. These public improvements are to be undertaken as funds identified in the funding program are made available (Funding program is to be established in implementation phase - See proposed implementation action c. on page 1-8-4).

c. Preserve view corridors to the water shown in Figure 3 by establishing guidelines for the sideyard setbacks conceptually shown by the asterisks shown in Figure 3.

d. Provide new viewpoints within new or rehabilitated structures as shown in Figure 3 by conditioning these viewpoints as a requirement of new development with the possible exception of coastal dependent uses such as aquaculture where such view-points may not always be appropriate (See policy d.1. in Public Access Section, Chapter II).
VIEWPOINTS (PRIVATE DEVELOPMENT)
VIEWPOINTS (PUBLIC DEVELOPMENT)
VIEWPOINTS (WITHIN STRUCTURES)

VIEW CORRIDORS TO THE WATER
COASTAL OVERVIEWS
SIDEYARD SETBACKS TO PRESERVE VIEW CORRIDORS
COASTAL ZONE BOUNDARY

The locations of VIEWPOINTS and SIDEYARD SETBACKS shown above should not be interpreted as precise locations. These locations are to serve as guidelines for the City's Architectural Review Committee in determining precise location and design features within each property when it reviews specific development projects.
e. Protect the visual resources existing in the unique cannery structures along Cannery Row and visible from the viewpoints shown in Figure 2 by establishing architectural review guidelines for structures along the shoreline. As discussed for a low-rise skyline in policy a. above, architectural review guidelines should serve to assure respect for the visual form of the old canneries (See policies c., d., and e. in Development section).

f. As part of the parking structure proposed for the block bounded by Prescott, Wave, Hoffman, and Foam Streets, provide coastal overviews from atop the proposed structure as shown in Figure 3.

4. Proposed LCP Implementation Actions

a. Develop architectural review guidelines to protect the visual resources which exist in structures along the shoreline, to preserve coastal overviews, and to provide new viewpoints within new or rehabilitated structures.

b. Revise Zoning Ordinance to establish sideyard setbacks to preserve view corridors to the water.

c. Develop program for financing public improvements to public viewpoints shown in Figure 3 (Possible means of financing to include assessment district financing, tax increment financing and the Coastal Conservancy's acquisition, development and improvement grants for public accessways).

Note: Implementation actions for public access to preserve key viewpoints are presented in Public Access Section, Chapter II.
C. WATER RESOURCES

Work in this section focuses on the management of available water supplies which serve the Cannery Row area.


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 Route 1 in rural areas of the coastal zone remain a scenic two-lane road. Special districts shall not be formed or expanded except where assessment for and provision of, the service would not induce new development inconsistent with this division. Where existing or planned public works facilities can accommodate only a limited amount of new development, services to coastal dependent land use, essential public services, and basic industries vital to the economic health of the region, state, or nation, public recreation, commercial recreation, and visitor-serving land uses shall not be precluded by other development.

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

2. LCP Findings

The LCP has found that available water supplies will accommodate additional development, but these water supplies cannot be assumed to be unlimited. The LCP Findings summarized below are discussed in detail in Chapter III of Working Paper 1.
a. Water Supply

1. The Cannery Row area is served by the California-American Water Company (Cal/Am). The Public Utilities Commission (PUC) in its order of 8 August 1978 in the matter of Case No. 9530, investigating, among other things, the water available to Cal/Am for service in the Monterey area, found that the maximum total amount of water that can now prudently be produced by Cal/Am's existing facilities in a normal year is 18,000 acre-feet per year.

2. The PUC regarding Case No. 9530 also noted that Cal/Am has begun procedural work on four new wells in the lower Carmel Valley and a related iron removal plant. The PUC went on to find, with this additional supply, Cal/Am could produce and deliver 22,000 acre-feet of water annually.

3. The March 1979 Available Water Supply and Demand Report prepared by the Monterey Peninsula Water Management District for the California Coastal Commission found that additional water supply for the Monterey Peninsula could be generated from the following sources: (a) expanded surface supply in the Carmel Valley, (b) imported surface supply, (c) reclaimed wastewater runoff, (d) desalinization, and (e) conservation.

b. Water Use - Cal/Am Service Area

1. The PUC in its order of 8 August 1978 in the matter of Case No. 9530, found a reasonable, if not conservative, estimate of the present annual water requirements of existing Cal/Am Monterey Peninsula District customers is 16,565 acre-feet, the normalized usage for 1976.

2. The March 1979 Available Water Supply and Demand Report estimates that demand within the Cal/Am area will be 25,683 acre-feet by the year 2000 and 44,930 acre-feet at full buildout. These estimates are based on each jurisdiction's estimates of potential residential and commercial growth.

c. Water Use - City of Monterey

1. Cal/Am's recorded 1976 system delivery to the City of Monterey was 5,352 acre-feet. This 5,352 acre-feet figure represents 32.3% of the 1976 16,565 acre-feet normalized use figure for the Cal/Am service area.

(Given the 16,565 acre-feet normalized water use figure for the Cal/Am service area and given the existing 18,000 acre-feet per year production capacity of the Cal/Am system, presently there appears to be 1,435 acre-feet of water per year to serve additional new development in the Cal/Am service area. Applying the above 32.3% City of Monterey delivery figure to
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<th>Visitor Commercial</th>
<th>Restaurant Bar</th>
<th>Bar</th>
<th>Hotel/ Motel</th>
<th>Office</th>
<th>Movie</th>
<th>Heavy Commercial</th>
<th>Military</th>
<th>Skin Divers</th>
<th>Aquarium</th>
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<td>USE FACTOR</td>
<td>50 gal/1000 per day</td>
<td>25 gal/seat per day</td>
<td>83 gal/seat per day</td>
<td>80 gal/day per room</td>
<td>80 gal/day per day</td>
<td>82 gal/day per employee</td>
<td>75 gal/day per capita</td>
<td>7 gal/diver per day</td>
<td>1 gal/person per day</td>
<td>200 divers</td>
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<td>227,958 sq. ft.</td>
<td>245 seats</td>
<td>85 seats</td>
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<td>20,023 sq. ft.</td>
<td>25 seats</td>
<td>66 employees</td>
<td>50 personnel</td>
<td>20 divers</td>
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<td>82,185 gal/day</td>
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<td>Existing Water Consumption (gal/day)</td>
<td>10,898</td>
<td>62,375</td>
<td>425</td>
<td>-----</td>
<td>1,662</td>
<td>25</td>
<td>1,650</td>
<td>3,750</td>
<td>1,400</td>
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<td>92,062 acre-feet/year</td>
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<td>Acre-Ft./Year</td>
<td>12.208</td>
<td>69.872</td>
<td>.476</td>
<td>-----</td>
<td>1.862</td>
<td>.028</td>
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<td>.357</td>
<td>-----</td>
<td>1.396</td>
<td>.021</td>
<td>1.386</td>
<td>3.150</td>
<td>1.176</td>
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<td>69.046 acre-feet/year</td>
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<td>220,506 sq. ft.</td>
<td>2,199 seats</td>
<td>-----</td>
<td>604 rooms</td>
<td>5,697 sq. ft.</td>
<td>-----</td>
<td>49 employees</td>
<td>-----</td>
<td>100 divers</td>
<td>2,150</td>
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<td>Projected Water Consumption (gal/day)</td>
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<td>54,975</td>
<td>473</td>
<td>-----</td>
<td>30,200</td>
<td>-----</td>
<td>12,125</td>
<td>-----</td>
<td>700</td>
<td>2,150</td>
<td>98,598 gal/day</td>
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<tr>
<td>Acre-Ft./Year</td>
<td>12.350</td>
<td>61.383</td>
<td>-----</td>
<td>33.830</td>
<td>.530</td>
<td>-----</td>
<td>1.372</td>
<td>.784</td>
<td>2.408</td>
<td>110.449 acre-feet/year</td>
<td></td>
</tr>
<tr>
<td>With 25% Conservation</td>
<td>9.283</td>
<td>46.187</td>
<td>-----</td>
<td>25.372</td>
<td>.397</td>
<td>-----</td>
<td>1.029</td>
<td>.589</td>
<td>1.806</td>
<td>82.836 acre-feet/year</td>
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</tr>
<tr>
<td>Total Land Use Intensity</td>
<td>438,466 sq. ft.</td>
<td>4,694 seats</td>
<td>85 seats, 604 rooms</td>
<td>25,720 sq. ft.</td>
<td>325</td>
<td>17 employees</td>
<td>50 personnel</td>
<td>300 divers</td>
<td>2,150 visitors</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Water Consumption (gal/day)</td>
<td>21,923</td>
<td>137,350</td>
<td>425</td>
<td>30,200</td>
<td>2,135</td>
<td>325</td>
<td>425</td>
<td>3,750</td>
<td>2,100</td>
<td>2,150</td>
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<tr>
<td>With 25% Conservation</td>
<td>18.419</td>
<td>98.591</td>
<td>.357</td>
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<td>.273</td>
<td>.357</td>
<td>3.150</td>
<td>1.764</td>
<td>1.806</td>
<td>151.882 acre-feet/year</td>
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</table>

1 Normalized water use
2 Assumes 80% occupancy for hotel/motel use
3 Assumes proposed water conservation policies
4 Methodology for figuring land use intensities is outlined in Appendix A

Table 1 Existing and Future Additional Water Consumption for Development in the Cannery Row Coastal Zone
this 1,435 acre-feet of water per year figure, 463.5 acre-feet of water per year would presently appear to be available to serve additional development in the City of Monterey.)

(With the four new wells in the Carmel Valley discussed in finding a.1. an additional 4,000 acre-feet per year or a total of 5,435 acre feet of water per year would appear to be available to serve additional new development in the Cal/Am service area. Applying the 32.3% City of Monterey delivery figure to this 5,435 acre-feet of water per year figure, 1,755.5 acre-feet of water per year would appear to be available to serve additional development in the City of Monterey.)

2. The March 1979 Available Water Supply and Demand Report estimates that water demand within the City of Monterey will be 10,872 acre-feet at full buildout. This 10,872 acre-feet demand figure represents 24.2% of the 44,930 acre-feet full buildout figure discussed in finding b.1. above.

d. Water Use - Cannery Row Coastal Zone Area

1. Applying the water use factors shown in Table 1 to existing land uses in the Cannery Row area, 92.1 acre-feet per year are presently required to serve the Cannery Row Coastal Zone area.

2. Projected land use intensities for the Cannery Row area are shown in Table 1. Applying the water use factors shown to these projected land uses, 110.4 additional acre-feet per year will be required to serve this projected new development.

e. Water Use - Allocation Ordinances

1. The Monterey Peninsula Water Management District on January 14, 1980 passed to print Ordinance No. 1 which establishes the enabling mechanism to allocate water among local jurisdictions within the District. Ordinance No. 1 defines the process by which new water connections shall be approved or denied. No new water connections will be allowed in a municipal unit which has exceeded its allotment for that water distribution system. Ordinance No. 1 is scheduled for second reading and adoption by the Water Management District Board on February 11, 1980 and would become effective March 11, 1980.

2. The Monterey Peninsula Water Management District on January 14, 1980 adopted Resolution 80-1 which establishes municipal unit allotments. Resolution 80-1 allocates Cal/Am resources based on 1975 water usage in each jurisdiction (system No. 2 in Table No. 2). For water planning purposes, the Water District Board found that 20,000 acre-feet of the maximum 22,000 acre-feet of water resources available to Cal/Am should be allocated at this time. The Board held 2,000 acre-feet of the water resource (10%) in reserve for drought contingency. Resolution 80-1 establishes the District's statement of "fair share" allocation and will be the basis for denial of new connections in municipal units exceeding their allotment when Ordinance No. 1 becomes effective.
f. Water Use - Existing Water Conservation Policies and Ordinances

1. The Monterey Peninsula Water Management District Report to the Coastal Commission also outlines a Water Conservation Ordinance. This Conservation Ordinance incorporates many of the features already adopted by each jurisdiction in 1976 as a result of the water supply problems experienced at that time.

2. The City of Monterey presently has a Water Conservation Ordinance found in the Water Management District Report.

3. 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 Monterey Peninsula Water Management District Report discussed in the above findings identified nine systems for possible allocations as shown in Table 2. The Water Management District has adopted System No. 2 as the fairest allocation of water possible to all jurisdictions. The allocation percentage for the City of Monterey under System 2 would be 33.4%. The City for the purposes of developing the following LCP policies is assuming 33.4% of available water supplies in the Cal/Am service area will be available to the City of Monterey.

The City of Monterey recognizes the need to establish a buffer to assure the allocation of available water supplies to the City of Monterey is not exceeded. A buffer of 10% of the allocation is assumed for the LCP policies outlined below.

The following policies are to manage water supplies serving the Cannery Row Coastal Zone.

a. Development in the City of Monterey is to be monitored so as to prevent said development from using any more than the share of the existing water supplies allocated to the City by the Monterey Peninsula Water Management Agency. The City of Monterey agrees to abide by the allocation procedures of the Water Management Agency and to enforce said procedures in the City of Monterey.

b. Promote water conservation by requiring new development to meet all the appropriate requirements of the City of Monterey's Water Conservation Ordinance.
### TABLE 2
(MONTEREY PENINSULA WATER MANAGEMENT DISTRICT MODEL ALLOCATION ORDINANCE - PROPOSED ALLOCATION SYSTEMS AND JURISDICTIONAL WATER ALLOCATION PERCENTAGES)

**SYSTEM 1.** 1976 Population - Percentage of total supply apportioned to each jurisdiction according to 1976 population (from the Special State Census).

**SYSTEM 2.** 1975 Water Use - Percentage of water use within Cal/Am as of 1975.

**SYSTEM 3.** Projected Water Use Year 2000 - Percentage of water use projected in year 2000 as established in Chapter II of this report.

**SYSTEM 4.** Projected Water Use at Full Buildout - Percentage of water use projected at full buildout (zoning or General Plan) as established in Chapter III of this report.

**SYSTEM 5.** 1976 Population/Projected Water Use at Year 2000 - One half the percentage obtained by system 1 plus one half the percentage obtained by system 3. (This system and the next four systems weigh alternatives against other alternatives.)

**SYSTEM 6.** 1975 Water Use/Projected Water Use Year 2000 - One half the percentage from system 2 plus one half the percentage from system 3.

**SYSTEM 7.** 1976 Population/Projected Water Use Buildout - One half the percentage from system 1 plus one half the percentage from system 4.

**SYSTEM 8.** 1975 Water Use Plus Projected Water Use Buildout - One half the percentage from system 2 plus one half the percentage from system 4.

**SYSTEM 9.** 1976 Population/1975 Water Use - One half the percentage from system 1 plus one half the percentage from system 2.

<table>
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<td>Carmel</td>
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<td>40.1</td>
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<td>Seaside</td>
<td></td>
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<td>15.2</td>
<td>17.3</td>
<td>18.8</td>
<td>14.8</td>
<td>19.9</td>
<td>15.8</td>
<td>18.3</td>
</tr>
</tbody>
</table>

c. Promote water conservation in the Coastal Zone by requiring water-saving devices (i.e. dishwashers) in all new restaurant developments.

d. Promote water conservation in the Coastal Zone by requiring landscaping in new development to be native or other plant landscaping which minimizes water use.

4. Proposed LCP Implementation Actions

a. Develop a water monitoring program to gauge the water use of new development in the City of Monterey.

b. Develop ordinances to require new restaurant development to install water-saving devices.

c. Develop ordinances to require landscaping in new development to be native or other plant landscaping which minimizes water use.
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D. NATURAL HAZARDS

Work in this section focuses on minimizing risks to life and property and assuring stability and structural integrity.


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

30253 New development shall:

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

2. LCP Findings

Despite the natural protection afforded by Point Pinos and the kelp beds, earthquake and storm caused waves present sea wave hazards to structures along the Cannery Row shoreline. The LCP findings summarized below are discussed in detail in Working Paper 1, Chapter IV.

a. A May 28, 1964 earthquake generated tsunami struck Monterey harbor with a 9-foot wave height causing whirlpools at the seaward end of the breakwater, a bank to break loose and damage amounting to approximately $1,000.

b. A structure constructed on one of Cannery Row's rocky outcroppings suffered wave damage on two occasions during the 1977-78 storm season.

c. The Cannery Row shoreline is identified as a high seismic hazard area (tsunami [tidal wave] run up areas) in the Environmental Hazards Element prepared in February, 1977 as part of the Environmental Resources Management Section of the City's General Plan.
d. The City of Monterey is a participant in the National Federal Flood Insurance Program. Where flood areas are identified, the Building Inspector is to enforce federal development standards. The Federal Emergency Management Agency which administers the flood insurance program is to undertake a study identifying areas subject to tsunami and storm wave runup and flooding along the shoreline. As an interim measure, the City is presently obligated to use the best available data to require that development be developed above areas subject to tsunami and storm wave runup and flooding. At present the Building Inspector can only evaluate each property on a case by case basis when specific projects are proposed as no data identifying areas subject to tsunami and storm wave runup and flooding along the shoreline presently exists.

3. LCP Policies

Although it is not possible to eliminate dangers due to normal hazards, the LCP policies attempt to reduce these hazards as discussed below.

a. In tsunami and storm wave runup areas where public access is provided, install warning signs as a condition of shoreline development, both public and private.

b. Construction of seawalls to protect existing development shall be allowed only if an engineering analysis determines that such protective structures are the least environmentally damaging alternative and:

1. Repairs to pilings and existing supports to overwater development shall be determined to be ineffective to protect the existing structure; and

2. Seawalls and foundations shall be located as far landward as possible.

c. Minimal structural clearance from the water and adequate unobstructed run-up areas for buildings on the bay side of Cannery Row, shall be based upon an engineering analysis for each project relative to protection from waves of a 100 year storm.

4. Proposed LCP Implementation Actions

a. Develop signing program to control access to the identified tsunami and storm wave runup areas.
b. Identify the Federal Emergency Management Agency's schedule for undertaking study to identify areas subject to tsunami and storm wave runup and flooding along the shoreline. If the study does not coincide with the LCP implementation program, develop preliminary data identifying which areas would appear to be subject to tsunami and storm wave runup and flooding along the shoreline. This preliminary data is to be used by the Building Inspector until the Federal Emergency Management Agency's study is completed.
II. PUBLIC AND COASTAL RELATED USE AND ACCESS

A. PUBLIC ACCESS 40

B. PUBLIC RECREATION 51

C. COASTAL DEPENDENT NON-RECREATIONAL ACTIVITIES 57

D. VISITOR-SERVING COMMERCIAL USES 61
A. PUBLIC ACCESS

Work in this section focuses on opportunities to preserve, provide, and enhance public access to the unique and diverse features of the Cannery Row shoreline.


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

30210 In carrying out the requirement of Section 2 of Article XV 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 and the need to protect public rights, rights of private 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 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.

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 such development is in conformity with the public access and public recreation policies of Chapter 3 (commencing with Section 30200).

30500(a) According to the Commission’s LCP Regulations, Section 00042, "The public access component . . . may be set forth in a separate plan element or it may be comprised of various plan components that are joined together in
a text accompanying the submission of the local coastal program. The public access component shall set forth in detail the kinds and intensity of uses, the reservation of public service capacities for recreation purposes where required pursuant to Public Resources Code Section 30254, and specific geographic areas proposed for direct physical access to coastal water areas as required by Public Resources Code, Section 30210-30224 and 30604(c).

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

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

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

2. LCP Findings

The LCP has found that the uniqueness of Monterey's coastal re-sources and the diversity of existing and potential access points provide special opportunities to establish an extremely rich and varied experience for both local residents, and visitors to Monterey. Looking at specific areas, the LCP has found that Cannery Row presents some particularly unique opportunities for access to and use of the shoreline and Monterey Bay. The LCP findings summarized below are discussed in detail in Chapter I of Working Paper II.

a. During the peak of the sardine canning industry, more than 85% of the shoreline was occupied by canneries. With the disappearance of the sardine and the resulting elimination of shoreline structures, existing and potential points of access, both lateral and vertical have increased.

b. Cannery Row represents a diverse set of access demands -- beaches, boating, sightseeing, and diving areas; tidepools and rocky outcroppings; the breakwater, marine safety and emergency needs, and the boat launch ramp; and special habitat areas.
c. There are several factors requiring control of shoreline access along Cannery Row, including: safety considerations (waves and rocks), sensitive habitat conditions in the intertidal and high splash zones, and potentially conflicting needs such as those of the Coast Guard.

d. A recreational trail is being planned for the Southern Pacific Railroad right-of-way which parallels the coastline from downtown Monterey, through Cannery Row, to the Asilomar State Conference Grounds. The recreational trail in addition to bike and pedestrian facilities could also possibly include a recreational tram vehicle linking Cannery Row with downtown (A study exploring the feasibility of a recreational transit system linking downtown and Cannery Row is presently being undertaken by the City of Monterey. The recreational trail could enhance public access to Cannery Row and could be integrated with both vertical and lateral access along the shoreline and with potential transit access).

e. Current parking and circulation provisions will require expansion and improvement as Cannery Row is further developed if they are not to become constraints to access in the future.

f. Recent evaluation by the State Attorney General's office indicates the potential for "prescriptive rights" (public's right of access to the sea where acquired through use) on Macabee Beach. The potential for "prescriptive rights" may also exist on San Carlos Beach as a result of two pending lawsuits (Melvin M. Swig et. al. vs. Cen-Cal, James Cuevas, Angelo Festa, et. al. and cross-complaint by Cen-Cal et. al. vs. Swig). Coastal development under Section 30211 cannot be permitted to interfere with the public's right of access to the sea where acquired through use (prescriptive rights), or legislative authorization.

g. The tidelands along Cannery Row are held by the City subject to the public trust for commerce, navigation, and fisheries. This public trust is to be fulfilled in a manner consistent with Coastal Act access policies requiring maximum access to and along the shoreline. A number of shoreline developments still exist out over these tidelands and while shoreline access is feasible in most of these structures, it is not feasible in each and every parcel due to physical design constraints and public safety considerations.

3. LCP Policies

The means by which public access to the shoreline is afforded include physical access or visual access and lateral access or vertical access.
Physical access is defined as actual access by the public to the shoreline resource (e.g., pedestrian and visitor access to the beaches and rocky shoreline, skin diver's access to the sea via ramps/stairs at the shoreline, and possible educational use). This form of access may also need to be restricted or controlled in environmentally sensitive habitat areas, in hazardous areas, in areas where there is potential for damage to private properties such as the canneries, or in areas where public access could conflict with emergency needs such as those of the Coast Guard. Visual access to the shoreline, the water, and the shore beyond is provided from viewpoints, view corridors, and coastal overviews, and serves to protect and enhance the visual resources of Cannery Row. Vertical access provides the public with access from the nearest public roadway to the coastline (e.g., from Cannery Row to Macabee Beach). Lateral access can simply be defined as access along and parallel to the shoreline. These different types of public access rights can be obtained through easements by agreement, through public ownership or lease, or through easements by prescription. LCP policies for public access to the breakwater, the sandy beaches, the rocky shoreline, and the backs of structures along the shoreline as well as the whole Cannery Row Coastal Zone are discussed below and shown in Figure 4. In reviewing the public access policies discussed below, one should continually keep in mind Section 30212 of the Coastal Act which states that 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.

a. **Coast Guard Breakwater/Landfill** (Access for the Coast Guard, casual visitors, and boaters). These policies must continually be coordinated with the Coast Guard to assure that these policies in no way hinder Coast Guard operations.
1. Improve access shown in Figure 4 through better signing.

2. Increase physical access by routing a pedestrian/bikeway branch of the recreational trail, to the shoreline as shown in Figure 4.

3. As required by the Coast Guard for safety reasons, restrict physical access to the rocky shoreline along the breakwater through adequate signing.

4. Provide for unimpeded Coast Guard access to their boat docking areas and restrict public access with signing and barriers where necessary.

5. Improve public access by providing additional parking along Foam Street as shown in Figure 4.

b. Sandy Beaches (Access for casual visitors, skin divers and fishermen).

1. Require public access easements and access improvements to Macabee Beach at both the south end and north end as a condition of new development. At the south end, access improvements are to be a ten-foot wide walkway from Cannery Row and a ten-foot wide stairway to the beach to serve skin divers and casual beach users. Access improvements at the north end are to be a ten-foot wide walkway from Cannery Row and a five-foot wide stairway to the beach to serve casual beach users.

2. Require a public access and use easement over the sandy beach between the two access points discussed above for Macabee Beach as a condition of new development.

3. Improve public access to Macabee Beach by improving directional signing to parking lots along Wave Street.

4. Require improvements to a public access easement over a pedestrian plaza (a minimum of 2000 square feet) adjoining the north end access point to Macabee Beach as a condition of new development.

5. Require improvements to and a public access easement over a pedestrian plaza (a minimum of 2000 square feet) adjoining the south end access point to Macabee Beach as a condition of new development.

6. Public access to Aneas Beach may be inappropriate for public safety reasons (finding b.3. under Public Recreation). Where a developer shows such access to be safe, a public access easement and access improvements to Aneas Beach are to be provided as a condition of development. If a developer cannot show safe access to Aneas Beach, a pedestrian plaza above the beach is to be provided as a condition of development in lieu of access improvements to Aneas Beach.

7. The City will maintain San Carlos Beach Park for Public Use as a coastline park with landscaped turf areas, walkways, seating areas, restrooms, parking, vista points to the Bay and access to the beach and waters of the Monterey Bay National Marine Sanctuary. Uses of the San Carlos Beach Park include general beach use, picnicking, and entry and exit points for divers.

8. The City will maintain the publicly owned portion of McAbee Beach for public use as a coastline park with walkways, seating areas and vista points to the Bay and access to the beach and waters of the Monterey Bay National Marine Sanctuary. Uses of the publicly owned portion of McAbee Beach include general beach use and entry and exit point for the pedestrians and drivers.
Note: The locations of VERTICAL ACCESS, ACCESS (To Backs of Structures), LATERAL ACCESS, PEDESTRIANWAYS, and PEDESTRIAN PLAZAS shown above within properties should not be interpreted as precise locations. These locations are to serve as guidelines for the City's Architectural Review Committee in determining precise location and design features within each property when it reviews specific development projects.

Policy b.12 on page II-A-7 provides that a pedestrian plaza or vertical access point may be provided at Aneas Beach, but both are not required.
c. Rocky Shoreline and Promontories (Pedestrian access for casual visitors).

1. Require public access easements and access improvements to Macabee Beach at both the south end and north end as a condition of new development. At the south end, access improvements are to include a ten-foot wide walkway from Cannery Row and a ten-foot wide stairway to the beach to serve skin divers and casual beach users. Access improvements at the north end are to include a ten-foot wide walkway from Cannery Row and a five-foot wide stairway to the beach to serve casual beach users.

2. Require improvements to and a public access easement (a minimum width of ten feet) to the rocky promontory on the site of the former San Xavier Cannery as a condition of new development.

3. Require improvements to and a public access easement (a minimum width of ten feet) along lands adjoining the rocky shoreline between the rocky promontory on the site of the former Carmel Canning Cannery (south of Macabee Beach) and the rocky promontory on the site of the former San Xavier Cannery as a condition of new development. On the site of the former Carmel Canning Cannery where a building presently exists along this stretch of rocky shoreline, the required improvements and access easement are to be provided on the landward side adjoining the existing buildings.

4. Require improvements to and a public access easement for a pedestrian plaza (a minimum of 250 square feet for each 100 linear feet or portion thereof of front footage along the rocky promontory south of Macabee Beach and the rocky promontory on the former San Xavier Cannery site) as a condition of development of parcels along the rocky shoreline.

d. Backs of Structures Along the Shoreline (Access for Casual Visitors)

1. Where new development is proposed for an existing structure or on slabs presently extending over the water, pedestrian access to viewpoints overlooking Monterey Bay as conceptually shown in Figure 4 is to be provided as a condition of development. This access is to be open to the public during daytime business hours with the exception of those coastal dependent uses where access is not appropriate. Maintenance and liability of this access is to be the responsibility of the property owner. This access and viewpoint may be open or enclosed and within, above, or below the structure.
Pedestrian access to the viewpoint if enclosed, is to be a minimum width of 6 feet. If open, the pedestrian access to the viewpoint is to be a minimum width of 10 feet. The viewpoint at the end of the pedestrian access is to consist of a minimum of 100 square feet of accessible viewing area. The square footage of any public pedestrian access and viewpoint opportunities provided in addition to those required minimum standards is not to be counted against the total maximum building square footage allowed by the floor area ratios set in the Development section of this LCP (See policies f. and g. in Development section).

2. Pedestrian movement parallel and adjacent to the water shall be required with unobstructed views of the water in the form of an open or enclosed walkway a minimum of 8 feet wide across the seaward sides of structures, as a condition of all new development, consistent with the Coastal Act's requirements for shoreline access.

a) A cantilevered deck extending beyond existing slabs shall be permitted up to a maximum of 12 feet only to accomplish the aforementioned accessway, but in no event shall new pilings, seawalls or structures be necessitated which physically interfere with the intertidal zone. Extensions beyond existing slabs, for purposes other than access shall not be permitted.

b) For the greatest length of Cannery Row, continuous lateral access linked from parcel to parcel, shall be developed as part of each project.

In the four areas shown in Figure 4a (Monterey Fish/ Del Vista Packing, Lobster House/Outrigger, San Xavier/Willie Lum's/Western Sardine/Perrante/Oxnard, and Areas/Central Packing/Ronada/Enterprise) lateral access shall be provided. These accessways shall, if possible, be continuous and linked from parcel to parcel. Linked accessways in such areas shall be deemed feasible with the following exceptions:

1) Along the backs of historic structures (See development policy o.) where lateral accessways would deface the historic character of the structure. The Doc's Lab parcel shown in Figure 4a is specifically excepted unless demolished and not restored to its original configuration.

* In policies d.1. and d.2., new development in existing structures is not to include remodeling of structures presently being used where the remodeling is limited to the portions of the structure presently being used and where the intensity or density of use of the land is not increased.
LINIOUS LATERAL ACCESS CONSTRAINT AREAS ALONG CANNERY ROW

- Monterey Fish/Del Vista Packing
- Lobster House/Outrigger
- San Xavier/Willie Lum's/Western Sardine/Ferrante/Oxnard
- Areas/Central Packing/Ronada/Enterprise

LINIOUS LATERAL ACCESS CONSTRAINTS

- Historic Structures
- Sheer Walls on Property Lines
- Sheer Walls
- Rocky Shoreline
- Policy d.2.b) in this Public Access Section.
2) Along existing shear walls on property lines where lateral accessways to be provided would have to be located over the adjoining property.

3) Along existing shear walls where lateral accessways would deface the architectural character of an existing structure.

4) Along stretches of the rocky shoreline where public safety considerations preclude lateral accessways. Access may be precluded only during hazardous periods if the City concurs that public safety concerns exist. Management techniques rather than physical barriers shall be used wherever feasible.

In the four areas shown in Figure 4a, where significant reconstruction involving the removal or substantial alteration of exterior walls and replacement with new walls is proposed, lateral accessways linked from parcel to parcel shall be provided as a condition of development.

c) To implement policy intent, implementing ordinances to be prepared as part of the implementation phase shall include standards incorporating the following:

1) The type and detail of information and studies applicants shall submit supporting lateral accessway development.

2) Design and locational standards and criteria which facilitate the connection of multi-building accessways.

3) A program and procedure whereby the project applicant's responsibility for providing for future walkway connection links are identified and that financial mechanisms (i.e., performance bonds, development contracts, etc.) are required to facilitate walkway connections on subsequent adjoining building projects.

d) The accessways shall be open at a minimum during the normal operating hours of the business. The liability and maintenance of the accessways shall be the responsibility of the project owner or lessee. Closure of accessways during heavy storms shall be permitted to prevent hazards to public safety.

e. Overall Access to the Cannery Row Shoreline

1. Support Monterey Peninsula Recreational Trail Joint Powers Agency's (City of Monterey, City of Pacific Grove, and the Monterey Peninsula Regional Park District) efforts to acquire and develop the Southern Pacific right-of-way as a recreational trail running from downtown Monterey, through Cannery Row, and to the Asilomar State Conference Grounds.
2. Develop the City-owned Irving Avenue right-of-way between Wave and Cannery Row as a pedestrianway.

3. Develop the City-owned Dickman Avenue right-of-way between Foam and Cannery Row as a pedestrianway.

4. Require improvements to and a public access easement (a minimum width of ten feet) over the lands in line with McClellan Avenue between Wave and Cannery Row as a condition of development.

5. Improve and coordinate (i.e., directional signing) pedestrian access along Cannery Row with other access points shown in Figure 4.

6. Include access signing in a coordinated directional signing program for Cannery Row.

7. The public access requirements in this policy section 3 are to be provided where such access can be found to be consistent with the requirements of the Uniform Building Code.

4. Proposed LCP Implementation Actions

   a. Develop access signing segment of coordinated directional signing program.

   b. Revise Zoning Ordinance and development procedures to establish access improvements, easement, and dedications.

   c. Develop program for financing public plaza and public pedestrian way improvements discussed in policies b.5., c.2., c.3., e.1., e.3., e.5., and e.6. (Possible means of financing are to include assessment district financing, and the Coastal Conservancy's acquisition, development and improvement grants for public accessways).
B. PUBLIC RECREATION

Work in this section focuses on recreational opportunities in the Cannery Row Coastal Zone.


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

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.

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

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.

30224 Increased recreational boating use of coastal waters shall be encouraged in accordance with this division by developing dry storage areas, increasing public launch 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 providing for new boating facilities in natural harbors.

30234 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.
2. **LCP Findings**

   a. The LCP has found that the total shoreline area of the City of Monterey and Monterey Peninsula provides a wide and rich variety of recreational uses and numerous opportunities for direct access to the shoreline. The LCP findings summarized below are discussed in detail in Chapter II of Working Paper II.

1. Del Monte Beach extends 11,000 feet from Wharf #2 to the Seaside City limit. Vertical access is provided at several points. Popular activities include surf fishing, sunbathing, picnicking, clamming, shell and rock collecting, walking and viewing, jogging, and seasonal swimming and surfing.

2. The Marina and Harboro area extends 3,000 feet along a predominantly rocky shoreline with some sandy beach. The Marina contains a launch ramp and 426 slips with 60 moorings located in the harbor. In addition to boating, activities include fishing (from Wharf No. 2), charter fishing excursions, fish processing (Wharf No. 2), dining, shopping, and wholesale and retail fish sales (Fisherman's Wharf), and walking and viewing along the two wharves and the shoreline.

3. A number of sandy beaches dot the coastline from Seaside to Monterey with those in Monterey and Carmel Bays being the most conducive to sunbathing and surfing, and with those on the outer coast offering spectacular views. The famed 17-mile drive along the coast through the Del Monte Forest also contains a number of recreational sites.

   b. Along with these resources, the LCP has found that Cannery Row also has the potential to be an important and unique recreational site in the region for both local residents and visitors. In the context of regional recreational resources Cannery Row is of particular importance for skin diving, sightseeing, and boating (launch ramp on the landfill). Cannery Row also provides resources for bicycling, jogging, fishing, and limited beach use. These recreational resources provide opportunities for all persons as no fee structure exists for the use of these resources.

1. Cannery Row's historical character and unusual shoreline habitat offer the sightseer and beach visitor recreational opportunities which are unique to Cannery Row.

52
2. Completion of the proposed recreational trail along the Southern Pacific right-of-way will provide increased access opportunities for bicyclers, joggers, and pedestrians to Cannery Row as well as other historical and recreational points along the trail.

3. Two of Cannery Row's three privately owned sandy beaches currently provide limited public recreational use for skin divers and casual beach users. These two beaches, San Carlos Beach and Macabee Beach, have the potential for providing increased but not unlimited recreational opportunities. The third beach, Aneas Beach, is very narrow, fronts a steep shoreline, and is often completely submerged. These conditions, while creating an interesting visual resource, also create safety problems which do not support recreational opportunities on Aneas Beach.

4. The protected outer coast marine environment off Cannery Row is a popular location for skin diving instruction for the reason that this environment exhibits an exceptional variety of marine life in clear and safe surroundings. However, regarding land support facilities for this unique diving area, restroom and changing facilities are noticeably lacking.

5. A boat launch ramp providing access to Monterey Bay for recreational boats and skin diver launches has recently been completed and a marine repair facility is planned for the City landfill next to the Coast Guard breakwater. Provided on the landfill are 40 vehicle/trailer parking spaces. These spaces are presently adequate to serve both recreational boaters and skin divers using the area. However, as use of these spaces on weekends often nears capacity, these spaces appear inadequate to accommodate total parking demand in the area when the marine repair facility is completed. Included in the launch ramp project are public restroom facilities serving both launch ramp users and skin divers diving at San Carlos Beach.

6. Six slips for Naval Postgraduate School recreational boats exist alongside the Coast Guard breakwater. Also, a number of holding slips are proposed as part of the planned marine repair facility on the landfill.
3. LCP Policies

The LCP policies discussed below and shown in Figure 5 represent improvements proposed to enhance recreational opportunities along the Cannery Row shoreline. Specifically addressed are recreational opportunities along the sandy beaches, the rocky shoreline, and the proposed recreational trail.

a. **Sandy Beaches**

1. Provide parking for skin diving and casual beach activities at San Carlos Beach by maintaining the two parking lots along Foam Street as shown in Figure 5 and by maintaining the San Carlos Beach parking lot (See policy a. under Parking).

2. To support skin diving activity at Macabee Beach, the City is to coordinate the provision of restrooms and changing facilities in the large parking block along Wave Street. The City is also to coordinate the provision of restrooms as part of the pedestrian plaza at the south end of Macabee Beach (See policy b.10. under Public Access).

3. Provide parking for skin diving and casual beach activities at Macabee Beach in the large parking block along Wave Street.

4. Provide access to the sandy beaches as discussed in the Public Access section under Policy b.

b. **Rocky Shoreline**

1. Provide viewpoints along the rocky shoreline to enhance recreational opportunities for the casual sightseer. These viewpoints are shown in Figure 5 and discussed in the Coastal Visual Resources section.

2. Provide access to the viewpoints along the rocky shoreline as discussed in the Public Access section (See policies c.1., c.2., c.3., c.4.).
c. Proposed Recreational Trail

1. Acquire and develop the Southern Pacific right-of-way as a recreational trail (See policy e.1. under Public Access).

2. Develop a pedestrian/bikeway branch of the recreational trail along the shoreline from Shoreline Park to Reeside Avenue as shown in Figure 5 (See policy a.2. under Public Access).

d. Lower Cost Recreational Opportunities

1. Lower cost recreational opportunities shall be protected, encouraged, and, where feasible, provided.

4. Proposed LCP Implementation Actions

a. Develop program for financing proposed public recreation improvements discussed in this section (Possible means of financing are to include assessment district financing, tax increment financing, State Land and Water Conservation Grant Fund Program funds, and potential Coastal Bond Act funds).

b. Develop maintenance programs for proposed City owned public improvements.
C. COASTAL DEPENDENT
NON-RECREATIONAL ACTIVITIES

Work in this section focuses on development and public works facility priorities for coastal dependent non-recreational uses.


The following sections of the California Coastal Act of 1976 pertain to coastal dependent non-recreational uses.

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.

30254 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 developments.

2. LCP Findings

While the last cannery closed in 1973, a number of coastal dependent, non-recreational activities have continued along the Cannery Row shoreline and other activities are planned. The LCP findings summarized below are discussed in detail in Chapter III of Working Paper II.

a. Two commercial aquaculture operations presently occupy portions of old cannery structures.

b. The United States Coast Guard's marine safety operations for Monterey Bay are headquartered on and around the Coast Guard breakwater.

c. A public boat launch ramp with accompanying parking has recently been constructed on the landfill area adjacent to the Coast Guard breakwater.

d. A marine repair facility is to be constructed on the City's landfill adjacent to the Coast Guard breakwater.

e. An aquarium containing non-recreation research and educational activities in addition to recreation activities is proposed in the now vacant Hovden Cannery at the north end of Cannery Row.
f. Since the last cannery closed in 1973, fish processing operations have been accommodated in the City of Monterey on and around Wharf No. 2 which is in the City’s Harbor Coastal Zone area.

g. Seawater quality and temperature, high nutrient levels, and the proximity of kelp beds create a suitable location for aquaculture activities along the Cannery Row shoreline.

3. LCP Policies

Shoreline dependent non-recreational uses should be defined to include those that require a waterfront location (e.g., marine safety installations, marine research, aquariums, aquaculture, and marine repair facilities).

The coastal dependent, non-recreational uses defined above are to be in proper character with and scale to the Cannery Row area. The policies establishing priority for coastal dependent, non-recreational uses are discussed below and shown in Figure 6.

a. The existing Coast Guard facilities, the launch ramp and marine repair facility site, and the aquarium site are designated as coastal dependent land uses as shown in Figure 6.

b. Aquaculture and marine research uses shall be allowed and encouraged in coastal dependent designated use areas, subject to approval of a conditional use permit.

c. Food service and retail sales within coastal dependent uses are to be allowed as a conditional use.

4. Proposed Implementation Actions

a. Zoning Ordinance revisions for defining and implementing coastal dependent use areas.
COASTAL DEPENDENT LAND USE
1. Coast Guard Facilities
2. Marine Repair Facility
3. Aquarium
4. Launch Ramp
1.-4. Aquaculture and Marine Research (Conditional Uses)

VISITOR SERVING COMMERCIAL LAND USE WHERE AQUACULTURE AND MARINE RESEARCH ARE CONDITIONAL USES
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D. VISITOR-SERVING COMMERCIAL USES

Work in this section focuses on the increasing demand for visitor-serving commercial uses on the Monterey Peninsula and the major opportunities as well as temporary constraints for addressing these needs in the Cannery Row Coastal Zone.


   The following section of the California Coastal Act of 1976 pertains to visitor-serving commercial uses.

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

2. LCP Findings

   The LCP findings summarized below are discussed in detail in Chapter IV of Working Paper II.

   a. Visitor days spent on the Monterey Peninsula have increased from an estimated 4 million days in 1965 to 8.8 million days in 1976, and are projected to increase to 15.3 million days in 1985.

   b. Several factors are contributing to the increased demand for visitor-serving uses in Monterey—improved accessibility (freeway improvements), additional sporting and cultural events, and improved facilities such as the Monterey Conference Center.

   c. The Steinbeck legend and the unique shoreline and marine habitat contribute heavily to an ever increasing demand for visitor-serving uses along Cannery Row.

   d. The proposed recreational trail, the proposed aquarium, and the general property, access, and recreation improvements discussed elsewhere in this LCP are also projected to increase the demand for visitor-serving uses along Cannery Row.

   e. Restrictions on coastal visitor-serving facilities and accommodations have created a shortage of such facilities relative to the demand, and there is a need to expand these facilities, particularly in areas such as Cannery Row if such accommodations and services are to remain available. While there presently exists a variety of shops and eating establishments for persons of all incomes, there presently are no overnight lodging facilities on Cannery Row.
f. Despite the need and desire to accommodate visitor-serving needs along Cannery Row, there are several constraints that must be addressed: some areas must be assured for public recreation, shoreline dependent uses, and access; adequate parking and circulation must be assured; limited water supplies must not be overdrawn; and the natural visual and marine resources of Cannery Row must be protected.

g. A variety of overnight lodging facilities (i.e., hotels/motels, recreational vehicle parks, and campgrounds) offering a wide range of rates presently exist in the City of Monterey and on the Monterey Peninsula as a whole.

3. LCP Policies

Discussed below and shown in Figure 7 are visitor-serving commercial uses in the Cannery Row Coastal Zone. Parking, circulation, access and public recreation improvements needed to accommodate these uses are also shown in Figure 7.

a. Principal permitted visitor-serving commercial uses are to include food service establishments, sidewalk cafes, (but not including fast food restaurants and restaurants/bars with live entertainment), recreation-related commercial uses conducted within a completely enclosed building and shops of a tourist commercial nature (e.g., antique shops, art galleries, personal apparel shops, gift shops, and handicraft and work shops). The above uses are to be in proper character with and scale to the Cannery Row area.

Fast food restaurants, restaurants and bars with live entertainment, commercial uses not conducted within a completely closed building, personal improvement uses, and walk-up service windows are allowed in the Visitor-Serving Commercial use area subject to approval of a Conditional Use Permit.

b. Museums and dinner theaters are to be allowed in the visitor-serving commercial use area subject to approval of a Conditional Use Permit (See policy d. under Land Use section).

c. Professional offices (except at street floor level), warehouses, non-coastal dependent assembly and packaging (from previously prepared materials), and non-coastal dependent research and testing laboratories are also to be allowed as conditional uses in the visitor-serving commercial use area only in pre-existing structures, with the exception of professional office (See policy d. under Land Use section).

d. In visitor-serving commercial use areas along the shoreline, aquaculture and marine research uses are to be allowed subject to approval of a conditional use permit (See policy a. under Land Use section).

e. Provide parking for visitor-serving commercial uses in the lots shown in Figure 7 (See policies in Parking section).

f. Provide circulation capacity for visitor-serving commercial uses by making the circulation improvements shown in Figure 7 (See policies in Circulation section).
g. Lower cost visitor facilities shall be protected, encouraged, and, where feasible, provided in the City of Monterey.

h. Mixed use projects consisting of residential use on upper floors above visitor-serving commercial are allowed as conditional uses in the visitor-serving commercial use area at a maximum density of 30 units per acre. The maximum number of residential units associated with mixed use projects developer throughout the Cannery Row coastal zone planning area shall not exceed a total of 183 units. Conversion of existing or previously approved visitor accommodation facilities is prohibited. (see findings III.C.a-f in the Housing section and IV.A.3.d. in the Land Use section.)

4. Proposed LCP Implementation Actions

a. Zoning Ordinance revisions for defining and implementing visitor-serving commercial land use policies.

b. Use guidelines for conditional uses as outlined for visitor-serving commercial land uses.

c. Parking and Circulation implementation actions as proposed in the Parking and Circulation sections.
III. PARKING, TRAFFIC, AND HOUSING

A. PARKING

B. CIRCULATION

C. HOUSING
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A. PARKING

Work in this section focuses on ways to assure adequate parking capacity to meet average peak demands for parking in the Cannery Row Coastal Zone.


The following sections of the California Coastal Act of 1976 pertain to the provision of adequate parking to serve development in the Cannery Row Coastal Zone.

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 over crowding or overuse by the public of any single area.
**Note**

Since preparation of the October 4, 1979 copy of this Second Draft, the Cannery Row Coastal Zone planning area has been significantly reduced by the recent passage of Assembly Bill 462. In other sections of this Draft, findings, policies and LCP implementation actions have been adjusted to conform with the new, reduced Cannery Row Coastal Zone planning area. However, for this Parking Section, the findings, policies, and proposed implementation actions have not been adjusted to reflect the new, reduced planning area for the reason that adjustments could not be made without negating proposed parking policies and implementation actions. Thus, where mention of the Cannery Row Coastal Zone is made in this Parking Section, it is to mean the original coastal zone established by the California Coastal Act of 1976. Both the original and revised Coastal Zone planning area are shown in Figure 1c in the Introduction.

2. LCP Findings

The LCP findings summarized below are discussed in detail in Chapter I of Working Paper III.

a. The current parking supply in the Cannery Row Coastal Zone consists of 2,255 spaces, 1,276 or 57% of which are public spaces.

b. There presently exist 979 private spaces in the Cannery Row Coastal Zone. 811 of these private spaces are available for public use on a controlled basis (i.e., parking for customers only). The remaining 168 spaces are restricted to private use only (i.e., vehicle storage, employee parking).

c. Of the current parking supply, 158 of the off-street parking spaces are located in lots on the bay side of Cannery Row and create voids in the continuous building frontage that is so much a part of the scale and character of Cannery Row.

d. An occupancy survey undertaken on and during the week preceding the Memorial Day weekend in 1978 showed varying levels of parking space utilization. The peak parking demand period for the Cannery Row Coastal Zone area was found to be at 9:00 on a Saturday evening. During this peak period, 73% of all spaces in the area were found to be occupied. In contrast to this peak demand period, only 31% of all spaces were found to be occupied on weekday afternoons. While occupancy figures for the area as a whole indicate a large surplus of parking spaces presently exists, a more detailed look at the three subareas shown in Figure 8 shows that this surplus is not equally distributed and some areas are more heavily parked than others at certain times during the day.
CANNERY ROW
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

South Lighthouse Area
North Lighthouse Area
NTH CANNERY ROW SUBAREA
CANNERY ROW PARKING DISTRICT SUBAREA

Figure 8
CANNERY ROW PARKING STUDY SUBAREAS
1. **Lighthouse Avenue Subarea**

Applying existing Zoning Ordinance standards as shown in Table 3, 465 spaces are required to serve existing development in the Lighthouse Avenue subarea. Presently 676 spaces are provided. Heaviest utilization of these 676 spaces was found to be on Saturday afternoon and evening when 53% or 358 spaces were occupied. Occupancy for these spaces on weekday afternoons was found to be 47%.

2. **South Cannery Row Subarea**

Applying existing Zoning Ordinance standards as shown in Table 3, 281 spaces are required to serve existing development in the subarea. Presently 351 spaces are provided. Heaviest utilization of these 351 spaces was found to be on Saturday and weekday afternoons when 37% or 130 spaces were occupied. Weekend use is attributed mainly to skin diver, office, and heavy commercial uses in the subarea while Saturday afternoon use is attributed mainly to skin divers and sightseers. On weekend and weekday evenings the occupancy rate of these spaces dropped to 12%.

3. **Cannery Row Parking District Subarea**

Applying existing Zoning Ordinance standards to the Parking District subarea, 1,791 spaces are required to serve existing development. Presently, 1,228 spaces are provided. Heaviest utilization of these spaces was found to be around 9:00 on Saturday evening when 100% or 1,229 spaces were occupied. At 7:30 on Saturday evening 84% or 1,037 spaces were found to be occupied. This high utilization on Saturday evenings is attributed to the heavy concentration of restaurant and bar seats in the area.

On Friday evening at 9:00 the occupancy rate for the 1,228 total spaces was 76% or 938 spaces. The occupancy rate for Sunday evening was found to be 69% or 883 spaces.

On Saturday and Sunday during the day, the demand for parking spaces was shown to drop significantly. Demand never exceeded 53% (653 spaces) of the 1,228 spaces available. On weekdays during the day, this demand was shown to drop further to 43% (529 spaces) of the spaces available. Demand during the daytime peak which was shown to occur around 3:00 is attributed to patrons of retail establishments and sightseers along Cannery Row. Occupancy rates during weekday evening hours were shown not to exceed 53% (653 spaces).

e. The occupancy rates discussed in the above finding clearly indicate that existing Zoning Ordinance standards when applied to existing development as illustrated in Table 3 overestimate actual parking demand.
<table>
<thead>
<tr>
<th>LAND USE</th>
<th>Commercial</th>
<th>Restaurant/Bar</th>
<th>Office</th>
<th>Residential</th>
<th>Theatre</th>
<th>Heavy Commercial</th>
<th>School/Studio</th>
<th>Military</th>
<th>Skin Divers</th>
<th>Eighteens</th>
<th>Launch Ramp</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1 space/ 300 sq. ft.</td>
<td>1 space/ 1.5 seats</td>
<td>1 space/ 2 spaces/ 300 sq. ft.</td>
<td>1 space/ 5 seats</td>
<td>1 space/ 1.5 employees</td>
<td>1 space/ 2.5 students</td>
<td>1 space/ assigned personnel</td>
<td>1 space/ 2.5 divers</td>
<td>1 space/ 8.5 eighteens</td>
<td>1 space/ boat</td>
<td></td>
</tr>
<tr>
<td>1. Lighthouse Avenue Subarea</td>
<td>79,400 sq. ft.</td>
<td>371 seats</td>
<td>9600 sq. ft.</td>
<td>46 units</td>
<td>33 employees</td>
<td>25 students</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Parking Requirement</td>
<td>159</td>
<td>148</td>
<td>32</td>
<td>92</td>
<td>-</td>
<td>24</td>
<td>10</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2. South Cannery Row Subarea</td>
<td>17,321 sq. ft.</td>
<td>-</td>
<td>9101 sq. ft.</td>
<td>10 units</td>
<td>-</td>
<td>42 employees</td>
<td>-</td>
<td>50 personnel</td>
<td>100 divers</td>
<td>50 eighteens</td>
<td>42 boats</td>
</tr>
<tr>
<td>Parking Requirement</td>
<td>35</td>
<td>-</td>
<td>33</td>
<td>20</td>
<td>-</td>
<td>41</td>
<td>-</td>
<td>50</td>
<td>40</td>
<td>50</td>
<td>42</td>
</tr>
<tr>
<td>3. Cannery Row Parking Dist.</td>
<td>125,687 sq. ft.</td>
<td>3097 seats</td>
<td>16,636 sq. ft.</td>
<td>96 units</td>
<td>25 seats</td>
<td>66 employees</td>
<td>53 students</td>
<td>-</td>
<td>100 divers</td>
<td>50 eighteens</td>
<td>-</td>
</tr>
<tr>
<td>Parking Requirement</td>
<td>251</td>
<td>1239</td>
<td>55</td>
<td>116</td>
<td>5</td>
<td>44</td>
<td>21</td>
<td>-</td>
<td>40</td>
<td>50</td>
<td>-</td>
</tr>
<tr>
<td><strong>TOTAL Cannery Row Coastal Zone</strong></td>
<td>222,410 sq. ft.</td>
<td>3668 seats</td>
<td>36,137 sq. ft.</td>
<td>114 units</td>
<td>25 seats</td>
<td>163 employees</td>
<td>78 students</td>
<td>50 personnel</td>
<td>200 divers</td>
<td>100 eighteens</td>
<td>43 boats</td>
</tr>
<tr>
<td>Parking Requirement</td>
<td>445</td>
<td>1387</td>
<td>120</td>
<td>228</td>
<td>5</td>
<td>109</td>
<td>31</td>
<td>50</td>
<td>80</td>
<td>40</td>
<td>42</td>
</tr>
</tbody>
</table>

1. Parking generation factors are existing City Zoning Ordinance requirements with the exception of military, skin diver, eighteens, and launch ramp requirements which are necessarily assumed as requirements for these uses don't presently exist in the Zoning Ordinance.

Table 3
PARKING REQUIREMENTS FOR EXISTING CANNERY ROW DEVELOPMENT
f. When actual parking demand is figured against the existing supply of spaces, a surplus of spaces as shown in Table 4 presently exists for the Cannery Row Coastal Zone.

g. Projected additional land use intensities for the Cannery Row area are shown in Table 5. Applying the parking generation factors shown in Table 5, 2,584 additional parking spaces would be needed to serve this projected new development. However, this 2,584 space need figure should not be taken as the actual demand figure for the reason that the peak operating hours of the land uses proposed will differ and thus all 2,584 spaces will not be needed simultaneously.

h. Actual parking demand created by projected land uses is shown in Tables 4 and 5. Actual parking demand for day uses is estimated to be 2,242 spaces while actual parking demand for night uses is estimated to be 1,841 spaces. Exactly determining actual parking demand created by projected land uses is not possible as was done for existing land uses. Until land uses actually occur, actual parking demand for projected land uses can only be assumed. Projected actual parking demand assumptions for the purposes of this LCP are as follows:

1. Additional office, community commercial, sightseer, skin diver, and aquarium uses shown in Table 5 are assumed to only generate daytime demand.

2. At night, visitor commercial uses shown in Table 5 are assumed to generate half of their daytime average peak demand.

3. During the day and at night, hotel/motel uses are assumed to generate demand for all spaces required.

4. During the day, visitor commercial and hotel/restaurant bar uses as shown in Table 5 are assumed to generate half of their nighttime average peak demand.

i. The Cannery Row Parking District shown in Figure 8 was formed in 1975. The District through the installation of parking meters and property assessments is accruing funds and making acquisitions and improvements to meet increasing parking demand.

j. On weekends and holidays, at the access point to Macabee Beach at Cannery Row and Hoffman, three parking spaces are reserved for the unloading and loading of skin diver gear and passengers. And at Prescott and Cannery Row there is a passenger loading zone for tour buses.

k. A study exploring the feasibility of a recreational transit system linking downtown and Cannery Row is presently being undertaken by the City of Monterey. One key objective of the study is the identification of ways such a recreational transit system might make more efficient use of parking facilities in both the downtown and Cannery Row areas.
<table>
<thead>
<tr>
<th>SUBAREA</th>
<th>SUPPLY</th>
<th>ACTUAL DEMAND DAY</th>
<th>SURPLUS/DEFICIT DAY</th>
<th>ACTUAL DEMAND NIGHT</th>
<th>SURPLUS/DEFICIT NIGHT</th>
<th>MORE EFFICIENT USE-EXISTING SPACES</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A South Lighthouse Existing</td>
<td>124</td>
<td>66</td>
<td>58</td>
<td>66</td>
<td>58</td>
<td>60</td>
</tr>
<tr>
<td>Additional</td>
<td>35</td>
<td>35</td>
<td>--</td>
<td>--</td>
<td>35</td>
<td>48</td>
</tr>
<tr>
<td>Total</td>
<td>159</td>
<td>101</td>
<td>58</td>
<td>66</td>
<td>93</td>
<td>108</td>
</tr>
<tr>
<td>2 South Cannery Row Existing</td>
<td>351</td>
<td>130</td>
<td>221</td>
<td>42</td>
<td>309</td>
<td>312</td>
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<tr>
<td>Additional</td>
<td>743</td>
<td>812</td>
<td>-69</td>
<td>696</td>
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<td>132</td>
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<td>Total</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subarea:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
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<td>279</td>
<td>108</td>
<td>367</td>
<td>372</td>
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<tr>
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<td>847</td>
<td>-69</td>
<td>696</td>
<td>82</td>
<td>180</td>
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<tr>
<td>Total</td>
<td>1253</td>
<td>1043</td>
<td>210</td>
<td>804</td>
<td>449</td>
<td>552</td>
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<tr>
<td>1B North Lighthouse Existing</td>
<td>552</td>
<td>292</td>
<td>260</td>
<td>292</td>
<td>260</td>
<td>285</td>
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<tr>
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<td>194</td>
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<td>40</td>
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<td>746</td>
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<td>332</td>
<td>414</td>
<td>472</td>
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<td>3 CANNERY ROW PARKING DISTRICT</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Existing</td>
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<td>652</td>
<td>575</td>
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<td>Additional</td>
<td>880</td>
<td>1201</td>
<td>-321</td>
<td>1105</td>
<td>-225</td>
<td>-258</td>
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<tr>
<td>Total</td>
<td>2108</td>
<td>1854</td>
<td>254</td>
<td>2334</td>
<td>-226</td>
<td>-188</td>
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<tr>
<td>SUBTOTAL-NORTH CANNERY ROW COASTAL ZONE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
<td>1780</td>
<td>945</td>
<td>835</td>
<td>1521</td>
<td>259</td>
<td>355</td>
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<tr>
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<td>1145</td>
<td>-71</td>
<td>-71</td>
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<tr>
<td>Total</td>
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<td>2340</td>
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<td>2666</td>
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<td>284</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Existing</td>
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<td>114</td>
<td>1629</td>
<td>626</td>
<td>727</td>
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<tr>
<td>Additional</td>
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<td>2242</td>
<td>-390</td>
<td>1841</td>
<td>-11</td>
<td>109</td>
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<tr>
<td>Total</td>
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<td>3383</td>
<td>724</td>
<td>3470</td>
<td>637</td>
<td>836</td>
</tr>
</tbody>
</table>

1 Existing actual demand is based on occupancies undertaken by City of Monterey Planning Department. Projected actual demand is based on assumptions outlined in finding h. in this section.
<table>
<thead>
<tr>
<th>LAND USE</th>
<th>Visitor Commercial</th>
<th>Rest./Bar in Visitor Commercial</th>
<th>Hotel/Restaurant</th>
<th>Hotel/Hotel</th>
<th>Office</th>
<th>Community Commercial</th>
<th>Rest./Bar in Community Commercial</th>
<th>Nightseas</th>
<th>Skin Divers</th>
<th>Aquarium</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARKING GENERATION FACTOR</td>
<td>3 spaces/1000 sq.ft.</td>
<td>1 space/3.33 seats</td>
<td>1 space/2 spaces each 50 sq.ft.</td>
<td>1 space/300 sq.ft.</td>
<td>1 space/100 sq.ft.</td>
<td>1 space/1.5 seats</td>
<td>1 space/2.5 nightseas</td>
<td>1 space/1.5 divers</td>
<td>1 space/4.0 visitors</td>
<td></td>
</tr>
</tbody>
</table>

1. Lighthouse Ave., Subarea

| Land Use Intensity | - | - | - | - | 34,750 sq.ft. | 39,850 sq.ft. | 100 seats | - | - | - | Total spaces required | Actual demand day | Actual demand night |
| Parking Required | - | - | - | - | 116 | 73 | 40 | - | - | - | 229 | 229 | 40 |

2. South Cannery Row Subarea

| Land Use Intensity | 23,500 sq.ft. | 400 seats | 478 rooms | 280 seats | 12,722 sq.ft. | 43,305 sq.ft. | - | 75 nightseas | 50 skin divers | - | Total spaces required | Actual demand day | Actual demand night |
| Parking Required | 71 | 120 | 497 | 56 | 143 | 87 | - | 30 | 30 | - | 924 | 836 | 708 |

3. Cannery Row Parking Dist.

| Land Use Intensity | 244,406 sq.ft. | 1557 seats | 222 rooms | 200 seats | 8525 sq.ft. | - | - | 75 nightseas | 50 skin divers | 600 visitors | Total spaces required | Actual demand day | Actual demand night |
| Parking Required | 735 | 467 | 231 | 40 | 28 | - | - | 30 | 20 | 150 l | 1699 | 1445 | 1255 |

TOTAL Cannery Row Coastal Zones

| Land Use Intensity | 267,906 sq.ft. | 1957 seats | 700 rooms | 480 seats | 55,997 sq.ft. | 80,155 sq.ft. | 100 seats | 150 nightseas | 100 skin divers | 600 visitors | Total spaces required | Actual demand day | Actual demand night |
| Parking Required | 804 | 587 | 728 | 96 | 187 | 160 | 40 | 60 | 40 | 150 | 2852 | 2510 | 2003 |

Methodology for figuring projected additional land use intensity is outlined in Appendix A.
3. LCP Policies.

The above findings show adequate parking supplies to serve existing development in the Cannery Row Coastal Zone. The policies that follow are to assure continued adequate parking supplies for projected new development.

The policies in this section are formulated to meet actual parking demand for proposed additional Cannery Row development shown in Table 4. Table 4 shows that 3,383 spaces will be required to meet actual demand resulting from full buildout allowed by development policies contained in this LCP. Listed below are policies which will serve to meet this demand for 3,383 spaces.

a. On the lots shown in Figure 9, provide 1,032 public parking spaces.

b. Maintain 767 of the existing 835 street spaces for continued public parking (The loss of 68 street spaces as shown in Figure 9 is necessitated by circulation improvements discussed in the Circulation section).

c. Establish skin diver and passenger loading zones as shown in Figure 9.

d. For the areas shown in Figure 9, require new or intensified, existing development to provide adequate on-site parking to meet generated demand. Full buildout under the development policies of this LCP will result in a supply of some 2,488 private parking spaces.

e. Create a new parking district for the South Cannery Row subarea or expand the existing Cannery Row Parking District to include the South Cannery Row subarea shown in Figure 8.

f. Within the new or expanded parking district where on-site parking requirements are not shown to be provided, require the payment of an in lieu fee for all required spaces not provided and granted a parking adjustment.

g. With the exception of restaurant/bar uses in a visitor-serving commercial area, parking space requirements are to be those presently found in the City of Monterey Zoning Ordinance and shown in Table 5 as parking generation factors. For restaurant/bar uses in a visitor-serving commercial area, require 1 space per each 3.33 seats.

h. For mixed use projects, which are not shown on Table 4, first floor visitor serving commercial development shall be required to provide 1 space per 400 square feet for the first 1,000 square feet of floor area and 1 space per 500 square feet for the balance. The residential component of mixed use projects located above first floor visitor-serving commercial shall be required to provide a minimum of one on-site parking space for every residential unit to be developed. The City of Monterey shall require more than one on-site parking space per residential unit if necessary to maintain adequate visitor parking opportunities in the Cannery Row planning area. Additional bedrooms may require additional parking spaces as determined on a case by case basis.
1032 PUBLIC OFF STREET SPACES

1. 5-5 levels 730-1100 spaces
2. 2 levels 100 spaces
3. 1 level 100 spaces
4. Surface lot 60 spaces
5. Surface lot 42 spaces

2308 PRIVATE OFF STREET SPACES

Areas where on-site parking is discouraged with the exception of hotel/motel developments on vacant lands.

TOTAL SPACES 4107

1. Number of spaces for Lot 1 is left flexible so as to assure a means for providing adequate parking for future development whose precise parking demand is not known at this time.

2. Lot 2 may be located on parcel b. Land use for parcel not used for Lot 2 is to be visitor-serving commercial.

+ Over public off street lots 1, 2, and 3 are to be allowed air rights for visitor-serving commercial development.

* Along the Wave Street frontage of Lot 1 and along the Cannery Row Street frontage of Lot 2, visitor-serving commercial uses are to be allowed at the ground floor level.

Note: The above figure illustrates parking policies which in addition to the coastal zone, also addresses an area outside the coastal zone. This outside area is addressed because of parking policies which propose that surplus spaces in this outside area be used to serve development in the Cannery Row coastal zone.
The above policies will supply 4,137 spaces in the Cannery Row Coastal Zone area. Given an actual average peak demand of 3,383 spaces, the area will be left with a potential surplus of 724 spaces. This surplus is to serve as a 10% contingency factor to assure that actual parking demand will be met in the Cannery Row area.

Policy c. above requires new or intensified development in specified areas shown in Figure 9 to provide adequate on-site parking to meet generated demand. However, within the specified areas, the topography, width, or shape of an individual parcel may make it difficult to provide adequate on-site parking to meet generated demand. In such cases, parking adjustments may be considered to the extent that surplus spaces as discussed above are available.

As required by Chapter 3 policies of the California Coastal Act, this LCP in addition to assuring that parking demands at full build-out will be met, must also assure that the interim parking demands created by Cannery Row development are met. The remaining policies in this section address the immediate and interim parking demands of new development where they are found to exist.

i. In both the North Cannery Row Coastal Zone area and for the South Cannery Row Coastal Zone area (shown in Figure 8), allow development eligible for a parking adjustment to pay a parking adjustment fee in lieu of providing required parking spaces until demand for 80% of the existing surplus in the area is generated. The existing surplus/deficit numbers shown in Table 4 are to be updated on a regular basis.

j. Once demand for 80% of the existing surplus is generated, no new development is to be approved for occupancy until additional spaces adequate to serve the development are provided. The means for making additional spaces available are to include the following:

1. Additional public off-street spaces as discussed in policy a. and shown in Figure 9.

2. Additional spaces by making more efficient use of existing spaces (i.e., provide a guarantee of on-site valet service, secure agreement for use of private spaces not included in existing surplus, and demonstrate with a parking layout that the yield of existing lots can be increased). Table 4 shows that surpluses can be increased by the more efficient use of existing spaces.

3. Additional spaces by linking Cannery Row with identified surplus-spaces outside the Cannery Row area (i.e., shuttle service linking Cannery Row to downtown Monterey).
4. Proposed LCP Implementation Actions

a. Establish a parking district for the South Cannery Row subarea (Expand existing Cannery Row Parking District or form a new, separate district)

b. Develop program for financing additional public off-street spaces in the existing parking district or districts if a new, separate district is formed (with the exception of Lot 4 shown in Figure 9, possible means of financing are to include parking adjustment fees, parking rates, assessment district financing, tax increment financing, State Land and Water Conservation Grant Fund Program funds, and potential Coastal Bond Act funds. For Lot 4, possible means of financing are to be limited to State and Federal sources).

c. Revise Zoning Ordinance to include new parking requirements for 1) visitor-serving commercial uses and 2) restaurant/bar uses in a visitor-serving commercial use area.

d. Develop a parking monitoring program to continually update the existing surplus/deficit of parking spaces in the Cannery Row Coastal Zone.
B. CIRCULATION

Work in this section focuses on traffic circulation in and through the Cannery Row Coastal Zone.


The following sections of the California Coastal Act of 1976 pertain to traffic circulation:

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 onsite 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.
2. Findings

The LCP findings summarized below are discussed in detail in Chapter II of Working Paper 3.

a. The major vehicular access to and through the Cannery Row Coastal Zone is provided by the Lighthouse Avenue Corridor (also including Foam Street) and Lighthouse Curve. The theoretical capacity of Lighthouse Curve is found to be 2,350 vehicles per hour northbound and 2,100 vehicles per hour southbound using a conservative through traffic capacity indicator of 1,500 vehicles per hour of green (many jurisdictions use a figure of 1,700 to 1,900 vehicles per hour of green).

b. For the purposes of this LCP, service level D is found acceptable for Lighthouse Curve. Levels of service represent driving conditions which can be maintained over a given section of roadway during a specified time period. Under service level D, driving conditions approach unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions. Drivers have little freedom to maneuver, and comfort and convenience are low, but conditions can be tolerated for short periods of time. Traffic capacities for service level D are figured to be 90% of the theoretical traffic capacity discussed in finding a. above. Accepting service level D, existing capacity around Lighthouse Curve is 2,115 vehicles per hour northbound and 1,890 vehicles per hour southbound.

c. 1978 traffic counts showed average daily peaks around Lighthouse Curve to be 1,737 vehicles per hour southbound and 1,768 vehicles per hour northbound between the hours of 4:00 and 5:00 P.M.

d. As shown in Table 6, existing land uses in the Cannery Row Coastal Zone area are figured to generate average daily traffic of 16,031 vehicles. Traffic generated from 4-5:00 P.M. (the peak period for Lighthouse Curve) is figured to be 998 trips. Obviously not all trips generated by Cannery Row development pass around Lighthouse Curve as other major connector routes exist through New Monterey and Pacific Grove (i.e., David Avenue, Prescott Avenue, Lighthouse/Central Avenue and Highway 68). For the purposes of this LCP, it is assumed that 75% (748) of the peak period traffic trips generated by Cannery Row development pass around Lighthouse Curve. The other 25% (250) are assumed to use routes through New Monterey and Pacific Grove.

e. Given the average daily peak around Lighthouse Curve of around 3,500 vehicles (finding c.), the 748 vehicles attributed to Cannery Row development in the previous finding d. represent 21% of this average daily peak. As to the northbound/southbound
### EXISTING LAND USE

<table>
<thead>
<tr>
<th>Traffic Generation Factor</th>
<th>Commercial</th>
<th>Restaurant/ Bar</th>
<th>Office</th>
<th>Theatre</th>
<th>Heavy Commercial</th>
<th>Military</th>
<th>Sightseers</th>
<th>Skin Divers</th>
<th>Launch Ramp</th>
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</thead>
<tbody>
<tr>
<td>35 trips/ 1000 sq.ft.</td>
<td>2.5 trips/ seat</td>
<td>15 trips/ 1000 sq.ft. seat</td>
<td>.33 trips/ employee</td>
<td>10 trips/ employee</td>
<td>.8 trips/ person</td>
<td>1.6 trips/ sightseer</td>
<td>2 trips/ skin diver</td>
<td>2 trips/ boat</td>
<td></td>
</tr>
<tr>
<td>217,958 sq.ft.</td>
<td>2580 seats</td>
<td>20,023 sq.ft. seats</td>
<td>25 employees</td>
<td>66 employees</td>
<td>50 persons</td>
<td>100 sightseers</td>
<td>200 skin divers</td>
<td>42 boats</td>
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<tr>
<td>Traffic Trips Generated</td>
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<td>300</td>
<td>8</td>
<td>660</td>
<td>500</td>
<td>80</td>
<td>320</td>
<td>84</td>
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<tr>
<td>% Trips Generated 4-5 PM Peak</td>
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<td>2.5%</td>
<td>12%</td>
<td>–</td>
<td>12%</td>
<td>12%</td>
<td>5%</td>
<td>2%</td>
<td>5%</td>
</tr>
<tr>
<td>Trips Generated 4-5 PM Peak</td>
<td>648</td>
<td>161</td>
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<td>–</td>
<td>79</td>
<td>60</td>
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</table>

### PROJECTED ADDITIONAL LAND USE

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<th>Traffic Generation Factor</th>
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<th>Restaurant/ Bar</th>
<th>Office</th>
<th>Sightseers</th>
<th>Skin Divers</th>
<th>Aquarium</th>
<th>Hotel/ Hotel</th>
</tr>
</thead>
<tbody>
<tr>
<td>35 trips/ 1000 sq.ft.</td>
<td>2.5 trips/ seat</td>
<td>15 trips/ 1000 sq.ft. seat</td>
<td>.8 trips/ sightseer</td>
<td>1.6 trips/ skin diver</td>
<td>.6 trips/ visitor</td>
<td>7 trips/ room</td>
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</tr>
<tr>
<td>220,505 sq.ft.</td>
<td>2199 seats</td>
<td>5,897 sq.ft. seats</td>
<td>150 sightseers</td>
<td>100 skin divers</td>
<td>2,130 daily visitors</td>
<td>604 rooms</td>
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</tr>
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<td>Traffic Trips Generated</td>
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<td>120</td>
<td>160</td>
<td>1,290</td>
<td>4,228</td>
</tr>
<tr>
<td>% Trips Generated 4-5 PM Peak</td>
<td>8.5%</td>
<td>2.5%</td>
<td>12%</td>
<td>5%</td>
<td>2%</td>
<td>10%</td>
<td>9%</td>
</tr>
<tr>
<td>Trips Generated 4-5 PM Peak</td>
<td>656</td>
<td>137</td>
<td>10</td>
<td>6</td>
<td>3</td>
<td>129</td>
<td>380</td>
</tr>
</tbody>
</table>

1 Metholodology for figuring land use intensity is outlined in Appendix A.

Table 6
TRAFFIC GENERATED BY EXISTING AND PROJECTED ADDITIONAL CANNERY ROW LAND USES.
split for these 748 vehicles, the approximate 50/50 split indicated in
finding c. by 1978 traffic counts is assumed for vehicles attributed to
Cannery Row development. While daytime visitors and employees are leaving
Cannery Row, it is assumed that a like number of evening employees, hotel
guests, and evening diners will be coming to the Cannery Row area. This
50/50 split is also assumed for traffic discussed in finding f. below.

f. Projected land use intensities for the Cannery Row area are shown in Table
6. Applying the traffic generation factors shown in Table 6., future
development in Cannery Row is projected to generate additional average daily
traffic of 19,099 vehicles. Additional trips generated during the 4-5:00
P.M. peak period are figured to be 1,321 trips. Applying the factor from
finding d. which assumes 75% of trips generated by Cannery Row development
will pass around Lighthouse Curve, future Cannery Row development will add
991 trips to Lighthouse Curve's peak traffic period.

g. In addition to future Cannery Row development, future development in New
Monterey, Pacific Grove and Del Monte Forest will generate additional
traffic around Lighthouse Curve. Monterey County Transportation Study
figures indicate an increase of some 18,000 average daily trips around
Lighthouse Curve by 1995. As to how much of this increase can be attributed
to Cannery Row and how much can be attributed to other areas, exact figures
don't exist and it has been necessary to assume the following:

1. That 50% of projected future Cannery Row development will be developed by
1995. Future development will generate additional average daily traffic
of 19,099 vehicles (finding f). Of this 19,099 vehicle increase, 75% of
14,324 vehicles will pass around Lighthouse Curve (finding d). Assuming
50% development by 1995, future Cannery Row development would generate
additional average-daily traffic around Lighthouse Curve of 7,162
vehicles by 1995. These 7,162 vehicles would represent 40% of the total
18,000 vehicle increase projected by the Monterey County Transportation
Study.

2. That as 40% of any increase in traffic around Lighthouse Curve should be
attributed to Cannery Row, 40% of any surplus or additional capacity
should be credited to Cannery Row development.

h. Given an existing average peak period capacity of 4,005 vehicle trips per
hour (finding b) and existing average peak period traffic of 3,505 vehicle
trips per hour (finding c), there presently exists a surplus capacity of 500
vehicle trips per hour for the average peak demand period (4-5:00 P.M.)
around Lighthouse Curve. Assigning 40% of this surplus to Cannery Row
(finding g) some 200 vehicle trips are presently available to serve Cannery
Row development.
i. The City of Monterey is presently contracting to remove the traffic signal at Lighthouse Avenue and Foam Street and to install a signal at Lighthouse Avenue and Reeside Avenue. These improvements will allow Foam Street to be converted to a 1-way operation, the southbound left turn off of Foam to Lighthouse to be eliminated, and the northbound lane and southbound lanes of Lighthouse Avenue at Foam Street to become through lanes. Resulting increased average peak hour capacity will be 1,215 additional vehicle trips. Assigning 40% of this increased supply to Cannery Row (finding g.) some 486 additional vehicle trips will be available to serve Cannery Row. Adding these 486 additional trips to the existing 200 trip surplus (finding h.) an average peak hour surplus of some 686 vehicle trips will be available to serve Cannery Row development.

k. Intersections are ordinarily the limiting factor in a street's ability to carry traffic. No intersections in the Cannery Row Coastal Zone area were found to have excessive volume to capacity ratios.

l. Traffic within Cannery Row is subject to a number of impedance factors which have a cumulative adverse effect on internal circulation (including sight distance restrictions, truck loading, heavy pedestrian traffic, double parking, visitor unfamiliarity, lack of adequate directional signage, and narrow travel lanes). Presently, the City of Monterey is proposing the widening of David Avenue between Wave Street and Cannery Row (increase width of two existing travel lanes and provide sidewalks).

m. The Coast Guard needs continuous vehicular access to the breakwater.

n. Recreational users (boaters, skin divers, etc.) need continuous vehicular access to designated loading areas and beach access points.

o. Coastal dependent and commercial uses require employee and loading access.

p. A recreational trail is being planned for the Southern Pacific Railroad right-of-way which parallels the coastline from downtown Monterey, through Cannery Row. One possibility being discussed for this right-of-way is a transit system connecting Cannery Row with downtown Monterey.

P. The City of Monterey is presently undertaking a directional signage program. The purpose of this program is to assist unfamiliar visitors to find their way around the City, thus reducing confusion and resulting traffic congestion.
q. Both the 1973 Cannery Row Master Plan and more recent development proposals have shown the closing of Cannery Row between Reeside Avenue and the Coast Guard breakwater. As part of this proposed closing, Reeside Avenue would become the new entrance at the south end of Cannery Row.

r. The Cannery Row area is presently served and linked to other visitor destinations on the Monterey Peninsula by Monterey Peninsula Transit buses operating along Lighthouse Avenue on a half-hour basis.

3. LCP Policies

The above findings confirm that there is currently excess street capacity in the Cannery Row area. The findings also outline programs which the City is presently implementing to further increase street capacity in the Cannery Row area. The policies in this section are to assure continued adequate traffic capacity for new Cannery Row development (finding f.)

a. Create the Foam/Hawthorne one-way couplet and widen Lighthouse Curve as shown in Figure 10.

b. Close Cannery Row between Reeside Avenue and the Coast Guard breakwater. Develop Reeside as the main entrance at the south end of Cannery Row. Assure access from Reeside Avenue back to the Coast Guard breakwater (this southerly access road will be necessitated with the conversion of Foam Street to one-way traffic northbound).

c. Eliminate on-street parking spaces shown in Figure 10 to facilitate traffic movements.

d. Using the City's Directional Signing Program, establish the major internal circulation route shown in Figure 10.

e. Using the City's Directional Signing Program, establish the minor internal circulation route shown in Figure 10.

f. Using the City's Directional Signing Program, establish Foam Street as the circulation route for through traffic. At Foam and David, where Foam ends, direct through traffic destined for downtown Pacific Grove back to Lighthouse Avenue.

g. Develop the Southern Pacific right-of-way as a recreational trail linking Cannery Row with downtown to the south and Pacific Grove to the north (To possibly include in addition to bike and pedestrian facilities, a recreational tram vehicle).
CANNERY ROW
LOCAL COASTAL PROGRAM
CITY OF MONTEREY

Figure 10
CIRCULATION IMPROVEMENTS
h. Widen David Avenue (increase width of existing travel lanes and provide sidewalks) between Wave Street and Cannery Row as shown in Figure 10.

i. Support shuttle systems and Peninsula area transit within and to the Cannery Row Coastal Zone.

The above policies address adequate traffic capacity to serve future development in Cannery Row and in the case of Lighthouse Curve, also address adequate traffic capacity to serve New Monterey, Pacific Grove and Del Monte Forest.

As required by Chapter 3 policies of the California Coastal Act, this LCP, in addition to assuring that traffic demands at full buildout are met, must also assure that the interim traffic demands created by future Cannery Row development are met. The remaining policies in this section address the interim traffic demands of new development where they are found to exist.

j. Finding i. in this circulation section shows when the signal at Foam Street is removed (work is presently being contracted), there will be an average peak hour surplus of some 686 vehicle trips to serve additional Cannery Row development. Allow development to proceed until demand for 90% of this surplus is generated (617 average peak hour traffic trips).

k. Once demand for 90% of the existing surplus is generated, no new development is to be approved for occupancy until average peak hour traffic capacity is increased to the point that it is adequate to serve the development.

4. Proposed LCP Implementation Actions

a. Develop a traffic monitoring program to gauge the traffic demand of new development in the Cannery Row Coastal Zone.

b. Develop implementation program for Cannery Row segments of the City's coordinated Directional Signing Program.

c. Continue to work with City of Pacific Grove and the Monterey Peninsula Regional Park District on the development of a recreational trail along the Southern Pacific right-of-way.

d. Identify and establish funding mechanisms for proposed improvements to Foam/Hawthorne Streets and Lighthouse Curve (policy a.).

e. Develop agreements which will assure that once demand for 75% of any existing surplus is generated, no new development will be allowed until additional capacity adequate to serve the development is brought on line.
C. HOUSING

Work in this section focuses on protection, encouragement and provision where feasible of housing opportunities, especially those for low and moderate income persons.


The following section of the California Coastal Act of 1976 pertains to housing opportunities.

30213 Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with the standards, policies, and goals of local housing elements adopted in accordance with the requirements subdivision (c) of Section 65302 of the Government Code.

2. Findings

a. The City of Monterey Local Coastal Program Work Program approved by the State Coastal Commission established that housing opportunities for low and moderate income persons was an issue that needed to be addressed in the Cannery Row Local Coastal Program.

b. Until recently, all Cannery Row Local Coastal Program efforts, including the October 4, 1979 Second Draft, addressed the low and moderate income housing issue.

c. Since preparation of the October 4, 1979 Second Draft, the planning area which the Cannery Row LCP must address has been significantly reduced by the passage of Assembly Bill 462. A review of the planning area boundary change shows that the housing opportunities which the Work Program showed being addressed are now located outside the new, revised Cannery Row Coastal Zone planning area.

d. As the 1979 revised planning area contained no existing housing opportunities for low and moderate income persons, the housing policies and implementation actions contained in earlier drafts have been deleted from the Land Use Plan approved on November 3, 1981, by the State Coastal Commission.

e. The 1992 General Plan Housing Element encourages residential uses in commercial areas, including mixed-use development in the Cannery Row area. Mixed use housing can provide low and moderate income housing in conformity with coastal act goals and City inclusionary housing ordinances, as well as market rate housing.
f. In order to ensure that residential development associated with mixed use projects will not significantly reduce access and recreation opportunities by consuming limited parking, circulation, and public service capabilities, the maximum number of residential units that may be developed throughout the coastal zone portion of the Cannery Row area has been limited to 183. This number of units has been calculated by the City of Monterey as the number of residential units that could be developed within the Cannery Row coastal zone above the first floor visitor-serving commercial uses on vacant and under-utilized lots at a maximum density of 30 units per acre as of January, 1997.

3. LCP Policies

The policies in this section are to assure compatibility of mixing residential uses with existing and future commercial and public/semipublic uses in the coastal zone area of Cannery Row. It is the intent that residential uses be allowed in the Cannery Row area but shall not be the predominant use or interfere with coastal access and recreation opportunities available to the public.

a. Residential uses shall be in proper character and scale to the Cannery Row area and shall conform to all Land Use Plan policies regarding design, views, and access to the Bay.

b. Residential uses shall be located on the upper floors and are prohibited at first floor or street pedestrian levels.

c. The maximum number of residential units that can be developed within the Cannery Row coastal zone area is 183, at a minimum density of 30 units per acre.

d. For mixed use projects, first floor visitor serving commercial development shall be required to provide 1 space per 400 square feet for the first 1,000 square feet of floor area and 1 space per 500 square feet for the balance. The residential component of mixed use projects located above first floor visitor-serving commercial shall be required to provide a minimum of one on-site parking space for every residential unit to be developed. The City of Monterey shall require more than one on-site parking space per residential unit if necessary to maintain adequate visitor parking opportunities in the Cannery Row planning area. Additional bedrooms may require additional parking spaces as determined on a case by case basis.
IV. LAND USE AND DEVELOPMENT IN THE CANNERY ROW COASTAL ZONE

A. LAND USE 92
B. DEVELOPMENT 99
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A. LAND USE

Work in this section focuses on the integration of previous findings and policies and an analysis of land use constraints and opportunities in the Cannery Row Coastal Zone.


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

30213 Lower cost visitor and recreational facilities and housing opportunities for persons of low and moderate income shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. New housing in the coastal zone shall be developed in conformity with standards, policies, and goals of local housing elements adopted in accordance with the requirements of subdivision (c) of Section 65302 of the Government Code.

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.

2. LCP Findings

The LCP findings summarized below are discussed in detail in Chapter II of Working Paper III.

a. Cannery Row's unique character and status as a major visitor destination point, combined with the availability of public services and the need for shoreline and cannery restoration provide an excellent opportunity for enhancing visitor-serving uses.
b. Cannery Row has begun to develop into a visitor-serving commercial area with uses including restaurants, art galleries, gift shops, and movie theatres. Among these visitor commercial uses are some business and professional offices and some coastal dependent uses (the Abalone Farm and the Lobster Farm). Several of the original canneries still stand (Hovden, Del Mar, Monterey Aeneas) and some are occupied along the street frontage, but many of the cannyry-related structures have been demolished and are now represented by large vacant parcels. Development activity has included both cannyry restoration and new construction primarily for visitor-serving commercial uses as well as public development of the landfill at the Coast Guard breakwater for public use.

c. Cannery Row provides a unique opportunity for visitor-oriented coastal dependent uses (boat launching and marine repair, fishing and skin diving support, the proposed Monterey Bay Aquarium, and other visitor-oriented marine research museum and educational uses) and is a required location for a key federal marine safety installation (the Coast Guard). Other coastal dependent uses such as marine research and commercial aquaculture could be accommodated along Cannery Row.

d. Along Cannery Row, unique and extensive marine resources combine with unique historical and visual resources to create a strong public demand for access and use. The extent of demand requires that careful attention be given to the provision of adequate public use opportunities in the context of a parallel need to protect and preserve fragile resources (both the historic canneries and the marine environment). Cannery Row provides a special opportunity for several public uses (marine life observation from the breakwater, rocky promontories, and restored canneries; ocean views, skin diving, and boat launching; and casual beach use, walking, and bicycling) and is also in need of public parking and loading facilities to support both public and visitor-serving uses.

e. Visitor-serving commercial uses represent the uses which are in very high demand along Cannery Row itself and which provide the economic basis for restoring the canneries and enhancing the special character of Cannery Row for greater public enjoyment. Hotel/motel uses, in particular, are needed to accommodate the growing visitor demand on the Monterey Peninsula and to assure an adequate supply of tourist accommodations with easy access to coastal resources.

f. Some office uses are currently scattered in the Cannery Row Coastal Zone and such uses may continue to represent a viable use of the upper levels of some older canneries and commercial buildings.
3. **LCP Policies**

LCP policies which would be required to-integrate previous LCP findings and implications for land use are described below and are reflected in the proposed Land Use Plan shown in Figure 12. The land uses described below are all to be in character with and scale to the Cannery Row area.

a. As coastal dependent uses, aquaculture and marine research uses shall be allowed and encouraged in Coastal Dependent and Visitor Serving Commercial designated use areas subject to approval of a Conditional Use Permit.

b. The coastal dependent Coast Guard facilities are to be designated for continued coastal dependent use.

c. The sandy beaches, access ways, pedestrian plazas, parks, and recreational trails which are publicly owned or over which access easements are proposed as a condition of development are to be designated as public use areas (See Chapter II, Section A. Public Access).

d. Visitor-serving commercial uses are provided for in the areas shown in Figure 12. Principal permitted visitor-serving commercial uses are to include: food service establishments, sidewalk cafes (but not including fast food restaurants and restaurant/bars with live entertainment) recreation related commercial uses conducted within a completely enclosed building, and shops of a tourist commercial nature (e.g. antique shops, art galleries, personal apparel shops, gift shops, and handicraft and work shops).

Fast food restaurants, restaurants and bars with live entertainment, commercial uses not conducted within a completely closed building, personal improvement uses, and walk-up service windows are allowed in the Visitor-Serving Commercial use area subject to approval of a Conditional Use Permit.

Dinner theaters are to be allowed in the visitor-serving commercial use area subject to approval of a Conditional Use Permit where adequate parking is assured and hours of operation are set so as not to create a parking overlap problem with persons both entering and exiting a dinner theatre simultaneously during periods of peak parking demand and where such conditional uses will occupy no more than half of the site's usable floor area.
Professional offices (except at street floor level), warehouses, non-coastal dependent assembly and packaging (from previously prepared materials), and non-coastal dependent research and testing laboratories are also to be allowed as conditional uses in the visitor-serving commercial use area only in pre-existing structures with the exception of professional offices.

Residential uses shall be allowed as part of a mixed-use development if the City finds that the residential units are subordinate to the other uses permitted in the land use plan. Residential uses shall be in proper character and scale to the Cannery Row area and shall conform to all Land Use Plan policies regarding design, views, and access to the Bay. Residential uses shall be located on the upper floors above visitor-serving commercial uses and are prohibited at first floor or street pedestrian levels. Residential units developed as a component of mixed use projects shall not exceed a density of 30 units per acre, and a total of 183 units throughout the Cannery coastal zone area. A minimum of one on-site parking space shall be provided for each residential unit developed; however the City shall require more than one on-site parking space per unit if necessary to maintain adequate visitor parking opportunities within the Cannery Row planning area. Additional bedrooms may require additional parking spaces as determined on a case by case basis. Conversion of existing or previously approved visitor accommodation facilities to residential use is prohibited.
The above figure shows land uses for an area outside the coastal zone. This outside area is addressed because of policies in the Parking section which propose that any surplus spaces in this outside area be used to serve development in the Cannery Row coastal zone. To identify available surplus spaces, proposed land uses and their intensities need to be known. The proposed intensity of development for these land uses is identified in the next section, Development.
e. Public parking to serve the land uses designated above is shown in Figure 12 and discussed in detail in the Parking section.

Air rights for visitor-serving commercial development are to be allowed over public parking lots 1 and 3 shown in Figure 12.

Visitor-serving commercial uses are to be allowed along the designated front of the ground floor level of the Cannery Row parking garage. The designated front of Cannery Row parking garage is to be along Wave Street.

f. Visitor Accommodation Commercial uses are provided for in the areas shown in Figure 12. Visitor Accommodation Commercial uses are to include hotel/motels (including accessory beauty shops, health spas, gift shops, travel agencies, and rental car agencies) subject to approval of a Conditional Use Permit.

4. Proposed LCP Implementation Actions

a. Zoning Ordinance revisions for defining and implementing land use policies.

b. Working with the Coast Guard, develop use guidelines for the Coast Guard breakwater area.

c. Use guidelines for conditional uses as outlined in the land use policies.
B. DEVELOPMENT

Work in this section focuses on 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 Cannery Row.


The following sections of the California Coastal Act of 1976 pertain to the location and intensity of new development on Cannery Row.

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.

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 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.

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

The LCP has found that Cannery Row is a unique coastal community with cultural and historic significance and a scale and character not found elsewhere along the California coast. The LCP findings summarized below are discussed in detail in Chapter III of Working Paper III.

a. It is the rich and varied character of Cannery Row development, as well as the area's natural coastal resources, which makes the area of such state-wide significance as an important visitor destination.

b. There are numerous parcels of vacant or underutilized land, as well as obsolete and dilapidated structures, that represent important opportunities for public and private development which could enhance the visitor-serving amenities of the area while reinforcing the area's special character.

c. Cannery Row is within an already urbanized area having numerous potential sites for public coastal recreation, and has potential public works capacity, although limited, to accommodate increases in both visitor-serving commercial and public uses.

d. Environmental, public use, and visual considerations pose important constraints and modifying factors for private development in the coastal zone; but all provisions of the Coastal Act clearly indicate the appropriateness of this area for new infill development.

e. The following policy thrust and direction of a 1973 Cannery Row Plan (which updated an earlier 1961 plan) remains valid in the context of the more recently adopted requirements of the 1976 Coastal Act.

1. To recapture certain elements of the natural beauty of the rugged shoreline by converting key areas to public open space and by providing public access.

2. To preserve and enhance the unique scale and historical character of Old Cannery Row by preserving older cannery buildings where feasible and by assuring new development of compatible scale and character.

3. To encourage the assembly of various parcels into larger development opportunities which can better accommodate plazas, access, public use areas, and design character to complement Cannery Row.

4. To provide adequate circulation and parking improvements to serve anticipated development and new public areas.
f. The existing character of development along Cannery Row is one of a number of larger and often deteriorating two story canneries (some vacant, some occupied at the street front, some fully occupied) which generally occupy the full site and are built out over the water on the bay side with building heights ranging from 25 to 35 feet. There are several other buildings (including the three story Ocean View Hotel), as well as a variety of several new buildings—some in keeping and some not in keeping with the character of the Row. There are also a large number of vacant sites formerly occupied by cannery-related structures and several open parking lots as well as three beaches and the Coast Guard breakwater. Current development review guidelines contain a 30% side yard setback requirement for view slots, and a 35-foot height limit with conditional approval up to 68 feet. The permitted ratio of floor area to land area is a maximum of 2.0 on the bay side of Cannery Row and 3.0 on the land side.

Referenced above is the unique character and scale of Cannery Row. The visual design analysis in the 1973 Cannery Row Plan specifically defined this character and scale that makes Cannery Row so unique. A review of the 1973 analysis has found the definitions to still be applicable and as a result is used for the purposes of this LCP. Findings g.-m. below specifically define the existing-scale and character along Cannery Row. These findings are taken from the 1973 visual analysis which was prepared by the architectural firm of Brown and Takigawa.

g. Although many of the canneries have burned down or have been demolished, a number of cannery structures fortunately still remain. It is these structures which are the basis of the fascinating urban texture found along Cannery Row. While many of these structures are very large, their building forms exhibit a human scale that creates a pedestrian oriented environment along Cannery Row. Two general categories of building form have developed along Cannery Row which are as follows:

1. One category of building form found in the cannery structures along Cannery Row is the large simple warehouse type of structure. These warehouse structures are decorated by a finely scaled fenestration pattern as shown In Figure 13. These warehouse buildings are bulky in size, but the size, type and arrangement of doors and windows along with the texture of wall materials keeps them from becoming overpowering and thus detracting from the pedestrian oriented scale of the Row.
2. The other category of building form is the highly complex cannery collage composed of towers, skylights, tall smoke stacks and a multitude of "odd" structures which compose into exciting sculpture as shown in Figure 14. A characteristic of these structures is the use of multiple shed and gable roof forms. As shown in Figure 15, the use of broken roof lines with high and low roofs, skylights, and monitors serve to create a very intricate skyline. This varying roof composition is often further punctuated by tall smoke stacks.

h. The unique structures along Cannery Row are sited so as to create closely walled streets. These narrow walled streets open into wide walled streets, which contrast with open spaces off the street. Unfortunately, only two overhead bridges serve to break the walled streets into defined areas of interest and direct attention to the sides.
i. As discussed in the Coastal Visual Resources section, the vistas to the coastline and the bay are one of Cannery Row's greatest assets. Vistas to the bay are found at many of the streets running perpendicular to the shoreline. Vistas also appear between buildings as shown in Figure 16.

j. Also as discussed in the Coastal Visual Resources section, there exist viewpoints along the Cannery Row shoreline from which there is the potential for viewers to look back at the shoreline and see a unique combination of both man-made and natural elements. Ocean waves crash against rugged rocks and foundations and swirl around the pilings of structures built out in the water.

k. Both Macabee Beach and San Carlos Beach provide visual and physical contact with the bay. Both beaches provide a good entry port for skin divers. The combination of ocean views, wading, walking, and diving activity makes these beaches natural tourist attractions.

l. A look at paving patterns along Cannery Row shows a concrete street patched with asphalt. This lateral form tends to slow traffic, add interest, and direct the eye of the traveler from side to side.

m. Around Cannery Row are discarded cannery equipment and tanks which form abstract sculpture unique to the Row. Items which would be regarded as junk elsewhere arouse feelings of nostalgia.
n. While the Visual analysis of the 1973 Cannery Row Plan remains basically valid, new potentials (e.g., the Southern Pacific right-of-way, and the Monterey Bay Aquarium), as well as the new priorities and requirements of the 1976 Coastal Act require modifications and extensions of this 1973 design and development plan:

1. The LCP specifically addresses capacity constraints of traffic, parking, and water supply.

2. The LCP incorporates the Southern Pacific right-of-way and off-shore area as a major public use opportunity.

3. The LCP addresses Coastal Act priorities for coastal dependent and public uses and access.

4. The protection and restoration of marine resources and critical habitat areas is addressed in the LCP.

5. And in this section the LCP presents sound analysis of visual resources in order to establish firm yet flexible guidelines and requirements for height, bulk, setbacks and view corridors.

As noted in the finding below, archaeological resources have been found to exist in the Cannery Row LCP Planning area.

o. The entire Cannery Row LCP planning area is designated as a high sensitivity zone in which archaeological resources are known to exist in some density and where other prehistoric sites are likely to occur. More specific site zones are shown and discussed in Figure 17.

p. The 1973 Cannery Row Plan identified sites and buildings along Cannery Row which, either because they were featured in Steinbeck's novels or because they exhibit a unique architectural quality, contribute to a special flavor and environment.

q. In 1977, the City of Monterey conducted a Historic Resources Inventory. Cannery Row was included in this Inventory. Also completed as part of the City's Historic Resources Inventory was a summary of historic preservation programs and implementation measures applicable to the City of Monterey.
The entire Cannery Row LCP planning area is designated as a sensitivity zone in which archaeological resources are known to occur in some density and where other prehistoric sites are likely to be found. High sensitivity zones include rocky coastline environs, areas and fresh water resources, such as stream drainages and miscellaneous features, where evidence suggests probable presence of archaeological sites. As in the Cannery Row area, certain to the prehistoric period, though historic materials may occur at some of these sites as well. For the most part, these sites are shell midden sites.

Site Zones - Site zones are those lands on which archaeological sites have been identified and recorded and the lands immediately adjacent to these known sites. Site number designations which appear follow the classification system employed by California archaeologists. All recorded sites have been surveyed by a professional archaeologist and the details of the site noted. Archaeological records for Monterey County are stored at Cabrillo College, under the direction of Robert Edwards.
VIEW SIGHTLINES

EXISTING BUILDINGS

POTENTIAL NEW DEVELOPMENT

ELEVATION

Note: The locations of view sightlines and building outlines shown above within properties should not be interpreted as precise locations. These locations are to serve as guidelines for the City's Architectural Review Committee in determining precise view sightlines and building outlines within each property when it reviews specific development projects.

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Figure 18
VIEW SIGHTLINES FOR SHORELINE DEVELOPMENT
3. **LCP Policies**

a. Views to Monterey Bay and the Cannery Row shoreline are to be preserved and enhanced for pedestrian and vehicle passengers by requiring new development to be in keeping with the sightlines shown in Figure 18.

b. The fine urban texture of New Monterey is to be continued to the shoreline, with a variation in building height, bulk, and massing as illustrated in Figure 19.

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**Figure 19. Development Guidelines: Bulk and Building Height.**
c. The architectural character of the old cannery structures is to be respected along Cannery Row, with a variation in building heights and roof forms, and buildings fronting on pedestrian ways as shown in Figure 20.

DO NOT
Allow the building bulk and massing to ignore the architectural character of Cannery Row.

DO
Encourage building height variation within limits, the use of roof and parapet forms related to the architectural character of Cannery Row, buildings fronting on pedestrian ways to recognize the smaller scale, better related to the pedestrian experience.

Source: Don Brown, Architect

Figure 20 Development Guidelines: Building Height and Character Along Cannery Row

d. To maintain the architectural character and resulting pedestrian scale defined in finding g., architectural review guidelines are to be implemented which encourage the following building design elements.*

1. Multiple shed and gable roof forms for "cannery" type building as shown in Figure 21 (As defined in finding g., the "cannery" type of building form is a highly complex collage composed of skylights, tall smoke stacks, and a multitude of "odd" structures which work to create an exciting sculpture).

2. Parapet designs terminated by a heavy cap for the roof forms for warehouse type building as shown in Figure 22 (As defined in finding g., the "warehouse" type of building form is a large simple structure which is decorated by a finely scaled fenestration pattern).

* NOTE: These building design elements with accompanying sketches have been taken from the Urban Design Plan prepared by the architectural firm of Brown and Takigawa for the 1973 Cannery Row Plan.
3. Finely dimensioned wall material to include corrugated sheet metal, horizontal wood siding, board formed concrete, irregularly troweled plaster, board and batt and common brick in running bond (Figure 23).

4. Wall material limited in number on one building (Continuity of material tends to unify a building where a conglomeration of materials becomes disturbingly confusing and breaks continuity of interest).
5. Rectangular multi-lighted windows. Encourage use in groups and encourage wall plane penetrations for openings (Figure 24).

6. 3'0 x 6'8" wood frame or wood panel doors (Figure 25).

7. Exterior stairways.

8. Sign forms to include plaques with painted letters, either free standing or wall mounted, and block letters painted directly on walls in colors of low contrast with the wall.
9. Bridges on streets parallel to the ocean. Limited in width and spaced so as not to create a tunnel effect (Figure 26).

![Figure 26](image)

e. To maintain the unique streetscape and resulting pedestrian scale defined in findings 1. and 2. architectural review guidelines are to be implemented which encourage the following landscape design elements:

1. Simple planting in keeping with the waterfront setting. Succulents and shrubs in character with the Northern California Coast. Cypress as the dominant tree form. Landscaping done in clumps and not continuously along the streets (Cannery Row is somewhat barren and this is one of the features contributing to its uniqueness).

2. Concrete street paving patterns for Cannery Row.

3. Discarded cannery equipment and fish oil tanks forming abstract sculpture. Discarded cannery equipment could take form of benches and trash receptacles as long as such use does not become "theatrical", old iron baskets as planters (Figure 27).

![Figure 27](image)

*NOTE: These landscape design elements with accompanying sketches have been taken from the Urban Design Plan prepared by the architectural firm of Brown and Takigawa for the 1973 Cannery Row Plan.
4. Old industrial type of street light fixtures.

5. Power poles and wires.

f. Building height and scale on the bay side of Cannery Row is to be controlled by a combination of the following:

1. On the bay side from but not including the Western Sardine Co. building to and including the Hovden Cannery building at David Avenue as shown in Figure 28 (Area A.).

   a) A maximum floor area ratio of 2.0 (i.e., on a 50,000 square foot parcel, building square footage is to be a maximum of 100,000 square feet). Building square footage devoted to parking is not to be counted against the building square footage allowed by the floor area ratio of 2.0.

   b) A maximum basic height limit of 35 feet as measured from Cannery Row Street. Use permits shall be required to exceed the 35 foot height limit up to a maximum of 45 feet if any of the following conditions are met:

      1) That additional height above 35 feet is designed so as to assure that the historic character of Cannery Row structures (as defined by development policies c. and d.) is respected.

      2) The location and configuration of the additional permitted building height is designed to assure that the architectural character and resulting pedestrian oriented scale and perspective of the Cannery Row buildings (as defined by development finding g. and development policy d.) is respected.

   c) The gross square footage of any story above 35 feet in height as measured from Cannery Row Street is to be limited to 40% of the structure's building outline.

   d) Within 20 feet of an adjacent historic structure as defined by development policy e., new development shall not rise more than 1 story or 15 feet above the height of the adjacent structure.

   e) In as much as the Ocean View Hotel project has been granted a permit prior to the certification of this LUP, the Ocean View Hotel project is to be excluded from the above height limitations so long as it is built pursuant to the conditions in its coastal permit.
2. On the bay side from and including the Western Sardine Co. building to the Coast Guard breakwater as shown in Figure 28 (Area B).

a) A maximum floor area ratio of 2.0 (i.e., on a 50,000 square foot parcel, building square footage is to be a maximum of 100,000 square feet). Building square footage devoted to parking is not to be counted against the building square footage allowed by the floor area ratio of 2.0.

b) A maximum basic height limit of 35 feet as measured from Cannery Row Street. Use permits shall be required to exceed the 35 foot height limit up to a maximum of 45 feet (50 feet for hotel uses) if any of the following conditions are met:

1) That additional height above 35 feet is designed so as to assure that the historic character of Cannery Row structures (As defined by development policies c. and d.) is respected.

2) The location and configuration of the additional permitted building height is designed to assure that the architectural character and resulting pedestrian oriented scale and perspective of the Cannery Row buildings (As defined by development finding g. and development policy d.) is respected.

c) The gross square footage of any story above 35 feet in height (above 40 feet for hotel uses) as measured from Cannery Row Street is to be limited to 40% of the structure's building outline.

d) Within 20 feet of an adjacent historic structure as defined by development policy o., new development shall not rise more than 1 story or 15 feet above the height of the adjacent historic structure.

g. Building height and scale on the land side of Cannery Row is to be controlled by a combination of the following:

1. On the land side north of Drake Avenue towards Pacific Grove as shown in Figure 28 (Area C.).

a) A maximum floor area ratio of 3.0 (i.e., on a 25,000 square foot parcel, building square footage is to be a maximum of 75,000 square feet). Building square footage devoted to parking is not to be counted against the building square footage allowed by the floor area ratio of 3.0.
BAY SIDE OF CANNERY ROW (North of Western Sardine Co. building)

- Maximum floor area ratio of 2.0 and a basic height limit of 35 feet as measured from Cannery Row Street. The 35 foot height limit may be exceeded to a maximum of 45 feet with a use permit. See Policy f.1. on page IV-B-14 for conditions.

BAY SIDE OF CANNERY ROW (Western Sardine Co. building to Breakwater)

- Maximum floor area ratio of 2.0 and a basic height limit of 35 feet as measured from Cannery Row Street. The 35 foot height limit may be exceeded to a maximum of 45 feet (50 feet for hotel uses) with a use permit. See Policy f.2. on page IV-B-15 for conditions.

LAND SIDE OF CANNERY ROW (North of Drake Avenue)

- Maximum floor area ratio of 3.0 and a basic height limit of 35 feet as measured from Cannery Row Street. The 35 foot height limit may be exceeded to a maximum of 45 feet with a use permit. See Policy g.1. on page IV-B-15 for conditions.

LAND SIDE OF CANNERY ROW (South of Drake Avenue)

- Maximum floor area ratio of 3.0 and a basic height limit of 35 feet as measured from Cannery Row Street. The 35 foot height limit may be exceeded to a maximum of 45 feet (60 feet for hotel uses) with a use permit. See Policy g.2. on page IV-B-16 for conditions.

CITY CORPORATION YARD, COAST GUARD BLOCK, AND CITY CH. 1 PARKING LOT

- Maximum height limit of 35 feet. See Policies i. and j. on pages IV-B-18 and IV-B-19.

DEVELOPMENT ALLOWED BEYOND MEAN HIGH TIDE

- Only in existing structures and on slabs presently extending beyond the mean high tide line. On all other parcels, development is not to extend beyond the mean high tide line. See Policy h.
b. A maximum basic height limit of 35 feet as measured from Cannery Row Street. Use permits shall be required to exceed the 35 foot height limit up to a maximum of 45 feet if any of the following conditions are met:

1) That additional height above 35 feet is designed so as to assure that the historic character of Cannery Row structures (As defined by development policies c. and d.) is respected.

2) The location and configuration of the additional permitted building height is designed to assure that the architectural character and resulting pedestrian oriented scale and perspective of the Cannery Row buildings (As defined by development findings g. and development policy d.) is respected.

c) The gross square footage of any story above 35 feet in height as measured from Cannery Row Street is to be limited to 40% of the structure's building outline.

d) Within 20 feet of an adjacent historic structure as defined by development policy o., new development shall not rise more than 1 story or 15 feet above the height of the adjacent historic structure.

2. On the land side south of Drake Avenue towards the Coast Guard breakwater as shown in Figure 28 (Area D.).

a) A maximum floor area ratio of 3.0 (i.e., on a 25,000 square foot parcel, building square footage is to be a maximum 75,000 square feet). Building square footage devoted to parking is not to be counted against the building square footage allowed by the floor area ratio of 3.0.

b) A maximum basic height limit of 35 feet as measured from Cannery Row Street. Use permits shall be required to exceed the 35 foot height limit up to a maximum of 45 feet (60 feet for hotel uses) if any of the following conditions are met:

1) That additional height above 35 feet is designed so as to assure that the historic character of Cannery Row structures (As defined by development policies c. and d.) is respected.

2) The location and configuration of the additional permitted building height is designed to assure that the architectural character and resulting pedestrian oriented scale and perspective of the Cannery Row buildings (As defined by development findings g. and development policy d.) is respected.
b) A maximum basic height limit of 35 feet as measured from Cannery Row Street. Use permits shall be required to exceed the 35 foot height limit up to a maximum of 45 feet (60 feet for hotel uses) if any of the following conditions are met:

1) That additional height above 35 feet is designed so as to assure that the historic character of Cannery Row structures (As defined by development policies c. and d.) is respected.

2) The location and configuration of the additional permitted building height is designed to assure that the architectural character and resulting pedestrian oriented scale and perspective of the Cannery Row buildings (As defined by development findings g. and development policy d.) is respected.

c) The gross square footage of any story 35 feet in height (above 50 feet for hotel uses) as measured from Cannery Row Street is to be limited to 40% of the structure's building outline.

d) Within 20 feet of an adjacent historic structure as defined by development policy o., new development shall not rise more than 1 story or 15 feet above the height of the adjacent historic structure.

h. Shoreline development along Cannery Row is not to extend seaward so far as to require new seawalls or alteration of the natural shoreline with the exception of parcels where structures or slabs presently exist over the water as shown in Figure 28. Existing structures and slabs beyond the mean high tide line are not to be extended horizontally as part of any new development and are not to encroach further on the natural shoreline beneath the structures. Under no circumstances is any existing structure or slab to be extended vertically so as to be any lower than 13 vertical feet above the mean high tide line. Coastal dependent uses dependent on coastal marine resources may be exempted from the 13-foot vertical clearance requirement (The 13-foot above mean high tide vertical height requirement is the current approximation of the area subject to flooding or damage from tsunami and storm waves and this 13-foot requirement may be modified based on new information to be developed).

i. Building height and scale along Foam Street and Wave Street is to be controlled by a combination of existing City Zoning Ordinance provisions (a maximum height limit of 35 feet), and architectural review guidelines addressing the siting of structures, materials, roof forms, and relationship to adjacent buildings and properties.*

*See asterisk at bottom of page 117.
j. Building height and scale along Lighthouse Avenue is to be kept compatible with the existing built-out pattern by a combination of existing City Zoning Ordinance provisions (a maximum height limit of 35 feet), and architectural review guidelines addressing siting of structures, materials, roof forms, and relationship to adjacent buildings and properties.*

k. Reasonable mitigations are to be required as a condition of development where it would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer.

l. New development is to be approved only where available supplies of water, parking, and circulation capacities are shown to exist (See policies in Parking, Circulation, and Water sections).

m. Each development shall be required to demonstrate compliance with the Land Use Plan policies applicable to the particular project under consideration.

n. For structures and landscape improvements, along both sides, facing the proposed recreational trail, architectural review guidelines should be implemented which emphasize and encourage landscape and design elements similar to those found and encouraged along Cannery Row Street so as to maintain the unique public use opportunities and resulting pedestrian scale referred to in the above findings.

o. Historic sites and buildings shall be designated by the City as part of the implementation phase. Identified historic sites and buildings shall be preserved at existing locations to protect and preserve community character.

p. All new development is to meet the conditions of a historic documentation program to be developed as part of the implementation phase. More specifically, the historic documentation program will require that the history of the site be exhibited as part of any new development (i.e., plaques, pictures, artifacts, etc.).

q. All Development Policies in this Section are to be adhered to in line with the requirements of the Uniform Building Code.

*NOTE: Policies i. and j. address the intensity of development for an area outside the Coastal Zone. This outside area is addressed because of policies in the Parking section which propose that any surplus spaces in this area outside the Coastal Zone be used to serve development in the Cannery Row Coastal Zone area. To identify available surplus spaces, the intensity of proposed development needs to be known.
4. Proposed LCP Implementation Actions

a. Zoning Ordinance revisions to establish maximum heights, sightlines, and floor area ratios.

b. Architectural review guidelines to encourage the building and streetscape design elements which make up the unique character and scale of Cannery Row.


d. Define "substantial alteration of the beach or rocky areas" for the appropriate ordinance governing shoreline development.

e. Identify historic sites and buildings to be preserved along Cannery Row, based upon criteria and procedures to be developed for such identification.

f. Develop Historic Documentation Program for Cannery Row.
APPENDIX A

LAND USE INTENSITY METHODOLOGY

Presented in the Water, Parking, and Circulation sections of the Cannery Row LCP Land Use Plan are land use intensity numbers which represent the existing and additional future development that could occur in the Cannery Row Coastal Zone area under the provisions of this Cannery Row Land Use Plan.

The methodology used to calculate the land use intensities shown in this Land Use Plan is outlined below for existing development and for future additional development.

The reason these land use intensity numbers have been figured is so that decision makers can see the impact Cannery Row development will have on identified water supplies, and parking and circulation capacity. It is necessary for decision makers to know these impacts so they can comply with Section 30254 of the Coastal Act which requires that 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.

Depending on the land uses being considered and the impacts being identified, land use intensities can be measured a number of ways (e.g. square footage, number of seats, number of employees, number of visitors). For the purposes of this LCP, land use intensities as they relate to water, parking, and circulation impacts are measured as follows:

1. For visitor-serving commercial, community commercial, and office uses—building square footage (excluding exterior walls, stairways, rest rooms, mechanical rooms and duct shafts, maintenance rooms, elevator rooms, corridors, and lobbies except waiting rooms).

2. For restaurant, bar, and theater uses - number of seats.

3. For hotel and motel uses - number of rooms.

4. For residential uses - number of units.

5. For heavy commercial uses - number of employees.

6. For school and studio uses - number of students.

7. For aquarium uses number of visitors.

8. For military uses number of assigned personnel.

9. For skin diver uses number of skin divers.

10. For sightseer uses number of sightseers.

11. For launch ramp uses - number of boats.
Land Use Intensities for Existing Development

Much of the land use intensity data for existing Cannery Row development is exact and is obtained from the following sources:

1. Cannery Row Parking District Land Use Study. First prepared in 1975 to establish a base for in lieu fee parking requirements, this study is updated every year and contains building square footages for office and commercial uses, the number of employees employed by heavy commercial uses, the number of students enrolled at schools and studios, the number of restaurant, bar and theater seats, and the number of residential units.

2. City Permits - Approved conditional use permits, variances, and building permits contain building square footages and where appropriate, number of seats, number of students, or number of employees for most of the uses in the Cannery Row Coastal Zone area.

3. City Business Licenses - Yearly license renewal forms indicate the number of employees employed at heavy commercial establishments.

For some older commercial establishments, building square footage data is not readily available. In such cases, Sanborn Fire Maps are consulted to obtain gross square footage. Net square footage (excluding stairways, restrooms, etc. as discussed above) is then assumed to be 75% of the gross square footage.

Exact data for residential, military, and skindiver uses is also not readily available. The land use intensity of each of these uses is obtained as follows:

1. Residential uses - An inventory of all housing units was conducted by the Monterey County Housing Authority, September 1978.

2. Military uses - Personnel assigned to the Coast Guard station was obtained in conversation with the Captain of the Port.

3. Skin diver uses - A survey of skin diving activities in the Cannery Row area was undertaken by Planning Department staff, May 1978.

For boat launch and sightseer uses, limited resources make it impossible to determine the exact number of boat users or sightseers. Sightseers are defined as persons who pass along Cannery Row but do not partake in any of the other uses discussed. For boat launch and sightseer uses, assumptions are made as to the intensity of their existing use. Basis for these assumptions is City staff experience in the Cannery Row area.
Land Use Intensities for Future Additional Development

In only a few cases is it possible to exactly determine the intensity of use for future additional development as is done for existing land uses. For most additional future development, until specific proposals are made, only assumptions are made as to intensity of use.

Where development proposals have been approved by or have been presented to the City of Monterey, the intensity of use numbers for these proposals are used for the purposes of this LCP where they meet either of the following two criteria:

1. Project can meet the land use, height, and bulk policies in the Urban Design and Development sections of the LCP and can conform to the parking adjustment guidelines contained in the Parking section of this Land Use Plan.

2. Project is to take place within the shell of an existing structure and can conform to the parking policies contained in the parking section of this Land Use Plan.

For proposals not meeting the above criteria and for parcels for which no proposals have been made, assumptions as to future additional development are made using the following methodology:

1. First, a gross building square footage is obtained. For existing buildings assumed for intensified development, the gross building square footage is obtained from City building records. For parcels proposed for development, gross building square footage is obtained as follows:

   a. For parcels along Cannery Row, the square footage of the development pads shown in Figure 18 is calculated and multiplied by 3 (3 stories) if on the water side and 4 (4 stories) if on the land side of Cannery Row.

   b. For parcels above Cannery Row where parking policies do not require parking to be provided, 90% of the parcel is calculated and multiplied by 2 (2 stories).

   c. For parcels above Cannery Row where parking adjustment guidelines require parking to be provided, 30% of the parcel is calculated and multiplied by 2 (2 stories).

2. Second, after gross building square footage is obtained, net building square footage is obtained by taking 75% of the gross square footage figure (25% is assumed to exclude exterior walls, stairways, rest rooms, mechanical rooms and duct shafts, maintenance rooms, elevator rooms, corridors and lobbies except waiting rooms).
3. Third, to obtain the intensity of development which this net square footage will generate, development factors are applied to the net square footage figures. These development factors which follow are based on analysis of existing development in the City of Monterey by City Planning Department staff:

a. Restaurant seats - 50 square feet per seat.
b. Hotel units - 375 square feet per unit.
c. Commercial and office uses - net square footage.
d. Parking spaces - 400 square feet per space.

The above development factors can be combined an unlimited number of ways. For the purpose of the LCP, in order to establish some set land use intensities, it is necessary to make the following assumptions as to possible combinations of the development factors:

1. Above Cannery Row, on development parcels less than 20,000 square feet, first floor is assumed to be commercial uses and second floor is assumed to be office uses.

2. Above Cannery Row, on development parcels more than 20,000 square feet, both floors are assumed to be motel uses.

3. Along Cannery Row, commercial developments over 10,000 square feet are assumed to also contain 100 restaurant seats and commercial developments over 20,000 square feet are assumed to contain an additional 100 restaurant seats.

4. Along Cannery Row, hotel developments containing more than 200 units are assumed to also contain 200 restaurant/bar seats and 2,000 square feet of commercial uses.

Two uses which cannot be figured using the above methodology are skin diver and sightseer uses. For skin diver uses, the existing intensity of use is assumed to double and for sightseer uses, the additional future use is assumed to be one and one half times existing use.
APPENDIX B
RESOLUTION OF CERTIFICATION
LAND USE PLAN
CANNERY ROW LOCAL COASTAL PROGRAM
RESOLUTION NO. 14,092 C.S.

WHEREAS, a public hearing was held by the Council of the CITY OF MONTEREY on February 28, 1980 in the Council Chambers, City of Monterey, and public comment was received and considered; and

WHEREAS, it is found and determined that the Land Use Plan of the Local Coastal Program complies with the provisions of the California Coastal Act of 1976;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that it hereby certifies that the Land Use Plan of the Local Coastal Program, including the amendments and addendums thereto, is intended to be carried out in a manner in full conformity to the California Coastal Act of 1976 and said plan is hereby adopted.

BE IT FURTHER RESOLVED that the City Manager is directed to submit said plan to the Central Coast Regional Coastal Commission with such additional information as is necessary for their review and approval.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 28th day of February, 1980, by the following vote:

AYES: COUNCILMEN: ALBERT, ANDRUS, GOLD
NOES: COUNCILMEN: NONE
ABSENT COUNCILMEN: HOOKER, FRY

APPROVED:
/s/ GERALD T. FRY
Mayor of said City

ATTEST:

/s/ F. L. O'HEARN
PATRICIA L. O'HEARN
City Clerk thereof

The above action was ratified by Councilman Hooker and Mayor Fry at the Regular Council Meeting of March 4, 1980.
RESOLUTION NO. 14,092 C.S.

RESOLUTION ADOPTING AMENDMENTS TO THE CANNERY ROW LOCAL COASTAL PROGRAM LAND USE PLAN

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BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY

that the Cannery Row Local Coastal Program Land Use Plan approved and adopted by the City Council of the City of Monterey on February 28, 1980, Resolution No. 14,092 C.S., is hereby amended as set forth in the Addendum to Cannery Row Local Coastal Program Land Use Plan attached hereto and incorporated by reference herein as Exhibit "A".

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY

this 1st day of July, 1980, by the following vote:

AYES: COUNCILMEN: ALBERT, ANDRUS, GOLD, HOOKER, FRY

NOES: COUNCILMEN: NONE

ABSENT: COUNCILMEN: NONE

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APPROVED:

/s/ GERALD T. FRY
Mayor of said City

ATTEST:

/s/ P. L. O'HEARN
PATRICIA L. O'HEARN
City Clerk thereof
RESOLUTION NO. 14,466 C.S.

RESOLUTION ADOPTING AMENDMENTS TO THE CANNERY ROW LOCAL COASTAL PROGRAM LAND USE PLAN

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BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that the Cannery Row Local Coastal Program Land Use Plan approved and adopted by the City Council of the City of Monterey on February 28, 1980, Resolution No. 14,092 C.S., and amended on July 1, 1980, Resolution 14,181 C.S., is hereby amended as set forth in the Addendum to the Cannery Row Local Coastal Program Land Use Plan attached hereto and incorporated by reference herein as Exhibit "A".

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 17th day of September, 1981, by the following vote:

AYES: COUNCILMEN: ALBERT, ANDRUS, HUGHETT, ROBERSON, FRY

NOES: COUNCILMEN: NONE

ABSENT: COUNCILMEN: NONE

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APPROVED:

/s/ GERALD T. FRY
Mayor of said City

ATTEST:
CITY OF MONTEREY

RESOLUTION NO. 01-98 C.S.

A RESOLUTION OF THE COUNCIL OF THE CITY OF MONTEREY CERTIFYING THE LOCAL COASTAL PROGRAM FOR THE CITY OF MONTEREY

WHEREAS, a public hearing was held by the Council of the City of Monterey on May 15, 2001 in the Council Chambers, City of Monterey, and public comment was received and considered; and

WHEREAS, it is found and determined that the Cannery Row Land Use Plan, Harbor Land Use Plan, Del Monte Beach Land Use Plan, and Skyline Land Use Plan and Implementation Plan that comprise the Local Coastal Program comply with the provisions of the California Coastal Act of 1976;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that it certifies that the Local Coastal Program is intended to be carried out in a manner in full conformity to the California Coastal Act of 1976 and said program is hereby adopted.

BE IT FURTHER RESOLVED that the City Manager is directed to submit said plan to the California Coastal Commission with such additional information as is necessary for their review and approval.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 15th day of May, 2001, by the following vote:
AYES: 4  COUNCILMEMBERS: CANEPA, EDGREN, ROBERSON, VREELAND

NOES: 0  COUNCILMEMBERS: NONE

ABSENT: 1  COUNCILMEMBERS: ALBERT

APPROVED:

/s/DANIEL ALBERT  Ruth M. Vreeland

Vic Mayor of said City

ATTEST:

/s/BONNIE GAWF

City Clerk thereof
RESOLUTION NO. 03-140

A RESOLUTION OF THE COUNCIL OF THE CITY OF MONTEREY TO SUBMIT AN AMENDMENT OF THE CANNERY ROW LOCAL COSTAL PROGRAM LAND USE PLAN AND TO DIRECT THE CITY MANAGER TO TRANSMIT THE RESUBMITTAL TO THE CALIFORNIA COASTAL COMMISSION FOR CONSIDERATION AND ACTION

WHEREAS, the City Council adopted the Cannery Row Local Coastal Program Land Use Plan (LUP) at a public hearing on July 1, 1980, the California Coastal Commission approved the Cannery Row LUP at a public hearing on November 3, 1981, and the City Council approved amendments to the Cannery Row LUP at a public hearing on May 20, 1997; and

WHEREAS, the City Council directed staff to prepare associated Cannery Row LUP text and map amendments necessary for consistency with policies of Chapter 3 of the California Coastal Act and to prepare materials for submittal to the California Coastal Commission for certifications; and

WHEREAS, the City Council conducted public hearings and approved the text and map amendments on October 19, 1999; and

WHEREAS, the City of Monterey submitted the Cannery Row LUP amendments to the California Coastal Commission for certification and the Coastal Commission considered the Cannery Row LUP amendments at its meeting on April 11, 2002; and

WHEREAS, the Coastal Commission approved with modifications Cannery Row LUP Amendment MCR-MAJ-1-01 on April 11, 2002; and

WHEREAS, the City elected not to accept the modifications in their entirety but instead chose to revise and resubmit the amendment to the California Coastal Commission;

WHEREAS, the City accepts and agrees to the Coastal Commission modifications of the Cannery Row LUP provided that the modification has been removed that included hotels/motels as principally permitted visitor serving uses after year 2012;

WHEREAS, the Land Use Plan amendments are consistent with the provisions of the California Coastal Act;

WHEREAS, the City of Monterey intends to carry out the Land Use Plan in a manner fully consistent with the California Coastal Act; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that it hereby amends the Cannery Row LUP as show in Exhibit A, and directs the City Manager to resubmit the Cannery Row LUP amendments to the California Coastal Commission for certification. The Land Use Plan amendments will take effect upon formal local government adoption after Coastal Commission approval.
PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 4th day of November 2003, by the following votes:

AYES: 5 COUNCILMEMBERS: ALBERT, CANEPA, DELLA SALA, ROBERSON VREELAND

NOES: 0 COUNCILMEMBERS: 

ABSENT: 0 COUNCILMEMBERS: 

APPROVED:

[Signature]
Mayor of Said City

ATTEST:

[Signature]
City Clerk thereof
RESOLUTION NO. 04-28

A RESOLUTION OF THE COUNCIL OF THE CITY OF MONTEREY TO ACKNOWLEDGE CALIFORNIA COASTAL COMMISSION APPROVAL AND CERTIFICATION OF AN AMENDMENT OF THE CANNERY ROW LOCAL COASTAL PROGRAM LAND USE PLAN (MCR-MAJ-1-03)

WHEREAS, the City Council adopted the Cannery Row Local Coastal Program Land Use Plan (LUP) at a public hearing on July 1, 1980, the California Coastal Commission approved the Cannery Row LUP at a public hearing on November 3, 1981, and the City Council approved amendments to the Cannery Row LUP at a public hearing on May 20, 1997; and

WHEREAS, the City Council directed staff to prepare associated Cannery Row LUP text and map amendments necessary for consistency with policies of Chapter 3 of the California Coastal Act and to prepare materials for submittal to the California Coastal Commission for certifications; and

WHEREAS, the City Council conducted public hearings and approved the text and map amendments on October 19, 1999 and on November 4, 2003; and

WHEREAS, the City of Monterey submitted the Cannery Row LUP amendments to the California Coastal Commission for certification and the Coastal Commission considered the Cannery Row LUP amendments at its meeting on January 14, 2004; and

WHEREAS, the Land Use Plan amendments are consistent with the provisions of the California Coastal Act;

WHEREAS, the City of Monterey intends to carry out the Land Use Plan in a manner fully consistent with the California Coastal Act; and

WHEREAS, the California Coastal Commission approved the amendment on January 14, 2004 without modifications; and

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF MONTEREY that it hereby acknowledges the California Coastal Commission approval and certification of the Cannery Row amendment.

PASSED AND ADOPTED BY THE COUNCIL OF THE CITY OF MONTEREY this 17th day of February 2004, by the following votes:
AYES: 4 COUNCILMEMBERS: ALBERT, CANEPA, DELLA SALA, ROBERSON
NOES: 0 COUNCILMEMBERS:
ABSENT: 0 COUNCILMEMBERS:
APPROVED:
Mayor of Said City

Attest

RECEIVED

FEB 2 0 2004
CITY OF MONTEREY

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