### Alternatives Summary by Goal Category

#### FISCAL STRATEGIES

**Both Alternatives**
- Contribute to the overall sustainable fiscal health of the City
- Create attractive, user-friendly, safe environment
- Support small businesses
- Streamline the business process for small businesses on the waterfront
- Streamline process for opening new businesses (City economic development point-person assigned as a main contact source for questions, problems and approvals)
- Create festivals for families to attract visitors and locals – use park space and/or parking lots
- Upgrade transportation system necessary to provide a healthy environment for business to succeed
- Identify highest and best use of Passenger Depot that will improve and maintain the historic resource, provide public access, and generate revenue for the City
- Promote breakwater cove
- Encourage surf board rental businesses
- Locate permanent fresh, local market within or near planning area
- Increase activity at Custom House Plaza; work with State Parks to develop annual program for scheduling events
- Encourage active use of Maritime Museum that is kid-friendly
- Complete fisheries business plan that directs the success of fishing industry and highest and best use of the warehouse

#### CIRCULATION AND PARKING

**Both Alternatives**
- Increase connectivity (visual and physical) between the waterfront and downtown
- Create attractive, functional (international) wayfinding system; possibly use flags and small signs (like Morgan Hill) to lead visitors to their destination (Wharf, Cannery Row, Alvarado Street)
- Install waterfront directory maps in parking lots, on restrooms, and at the entrance to Wharf 1
- Increase bicycle parking and amenities, including free city bikes
- Improve bicycle circulation and safety – widen bicycle path, enhance intersections for safety, address any kayak crossing conflicts, provide alternative routes for recreational and commuter traffic
- Improve pedestrian circulation and safety – provide connection across Del Monte, Washington, and Lighthouse, create pedestrian plaza along harbor - allow for temporary uses
- Work with MPC to provide overflow parking on busy days.
- Improve existing pull-through lot adjacent to boat ramp to accommodate needs of boat and trailer circulation
- Construct new parking at Park Avenue
- Convert Urgent Care site to parking
- Create attractive gateway feature at Figueroa/Del Monte

**Alternative 1**
- Relocate the majority of waterfront parking opportunities to the south side of Del Monte, construct new parking as necessary, based on the parking study findings
- Locate designated passenger drop-off area at Camino El Estero
**Alternative 2**
- Improve existing Wharf #1 parking lot to serve as multi-functional, allowing temporary uses (no wheelstops); improve layout, circulation, drainage (porous paving), function (single payment method; longer time limits)
- Extend Camino El Estero parking lot eastward
- Improve parking area between Passenger Depot and Del Monte Avenue

### FACILITIES/AMENITIES

**Both Alternatives**
- Locate information center
- Increase lighting on the recreation trail for evening use
- Encourage Presidio to give up space for improvements and public access
- Provide police presence (kiosk? Waterfront patrol?)
- Accommodate educational opportunities presented by non profits, aquarium annex, CSUMB
- Improve City-owned center section of Coast Guard Pier and provide public access
- Expand breakwater cove boat facilities
- Upgrade buildings and environment at Wharf #1, (including more bathrooms and personal lockers)
- Use Beach House during the daytime in the summer months for family friendly and public oriented uses
- Change City Marina policies to increase accommodation of sailing tour boarding
- Renovate, preserve Passenger Depot; determine highest and best use through RFP process.
- Remove Passenger Depot parking lot (if parking study finds that the relocation of parking is to the south side of Del Monte is feasible) and create opportunity site for active, pedestrian-oriented uses, including temporary uses, that are appropriate for the gateway and historic setting
- Designate storage area for fishing nets
- Increase safety for public access to the Wharf #2 warehouse
- Paint Wharf #2 warehouse, expand lease activity to include commercial, industrial, and educational uses
- Provide boardwalk along Wharf #2 along beachfront
- Construct commercial/educational structures on east side of Wharf #2 near beach
- Construct truck turnaround at Wharf #2
- Construct new public fishing piers at Wharf #2
- Construct BBQ/gazebos on west side of Park Avenue
- Construct active/kid-friendly areas on west side of Park Avenue
- Improve restroom at Wharf #1
- Replace restroom at foot of Wharf #2
- Improve restroom at A dock
- Construct new restroom at Depot
- Construct new restroom at Park Avenue

**Alternative 1**
- Allow part-time historic ship docking at Wharf #1
- Remove Wharf #1 parking lot (if parking study finds that the relocation of parking to the south side of Del Monte is feasible) and create opportunity site for active, pedestrian-oriented uses that will allow for temporary uses and a possible entertainment venue as determined in conjunction with Custom House Plaza planning
- Construct new outer wall at Wharf #2 to allow additional berths, commercial uses and public access
- Demo kayak building and beach house, construct new building to accommodate these and/or other Coastal Dependent Uses at foot of Wharf #2
- Relocate dry boat storage to west side of Figueroa
- Improve east side of Figueroa to allow for temporary uses, active/kid-friendly area, and BBQ/gazebos
Alternative 2
- Improve Wharf #2 for full-time historic ship docking
- Construct improvements to Wharf #2 outer wall to allow commercial uses and public access
- Improve existing dry boat storage area

NATURAL RESOURCES AND ENVIRONMENT

Both Alternatives
- Encourage Green/LEED Certified buildings (Green Building Ordinance requirement)
- Bury utility lines (already being designed by PG&E)
- Implement storm water quality control techniques (MRSWMP requirements)
- Implement sea level rise/coastal erosion mitigations over time
- Construct seawall at foot of Wharf #2

<table>
<thead>
<tr>
<th>PLAN COMPONENT NOT INCLUDED</th>
<th>REASON FOR ELIMINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Expanded Coast Guard Pier to allow public access</td>
<td>Ownership, environmental and regulatory constraints</td>
</tr>
<tr>
<td>Expand existing beach house to include kayak use, remove existing kayak building</td>
<td>While there was some support for this option, it represents a large expense and does not meet the goal of “improving the visual quality” of the area.</td>
</tr>
<tr>
<td>New kayak building at Park Avenue</td>
<td>Surf is too rough for launching.</td>
</tr>
<tr>
<td>New commercial building adjacent to Marina Facilities Building</td>
<td>No support.</td>
</tr>
<tr>
<td>Kid-friendly area adjacent to Depot</td>
<td>Unsafe location.</td>
</tr>
<tr>
<td>Historic ship docking at Coast Guard Pier</td>
<td>The location is too rough and rocky.</td>
</tr>
<tr>
<td>Ferry boat terminal at Wharf #1</td>
<td>The water at that location is too rough; ridership would be too low; and the ferry would negatively impact wildlife</td>
</tr>
<tr>
<td>New kid’s fishing pier on Wharf #2</td>
<td>Too much boat traffic, conflicts with existing regulations within marina.</td>
</tr>
<tr>
<td>Dog run east of Park Avenue</td>
<td>Too close to beach where dogs are not allowed off-leash, too close to dog run in El Estero Park</td>
</tr>
</tbody>
</table>