WATERFRONT MASTER PLAN – GOALS, PROGRAMS AND PROJECTS

GOAL A: MOBILITY

Develop a pedestrian, transit (mass, trolley and shuttle), and bicycle friendly environment that will encourage, direct, and facilitate visitors to bicycle or walk to the waterfront.

Program A.1. Create a continuous pedestrian boulevard/concourse throughout the planning area that takes advantage of the best views, links points of interest within the planning area, and connects the waterfront to surrounding destinations.

  Project A.1.a. Create pedestrian plaza/promenade along the harbor that allows for temporary uses and incorporates public art, such as artistic tiles, that embodies the history and culture of the fishing industry.

  Project A.1.b. Provide a pedestrian connection between the waterfront and the Lower Presidio.

  Project A.1.c. Provide parking next to the Lower Presidio and construct a pedestrian overpass from the Sloat Monument to the Recreation Trail.

  Project A.1.d. Craft system of maps and signs to direct public to and from the planning area.

  Project A.1.e. Partner with the National Marine Sanctuary and others to enhance learning experience on the environment throughout the planning area, including along the pedestrian plaza/promenade.

  Project A.1.f. Design a line of site from the Tyler Street garages towards the planning area and ensure adequate signage and pedestrian access along that sight-line.

  Project A.1.g. Pursue elimination of non-historic walls surrounding the Custom House that would increase visual access between Custom House Plaza and Fisherman’s Wharf.

  Project A.1.g. Construct pedestrian bridge across Del Monte Avenue and from Spanish Plaza to the planning area. **(REVISIT AFTER CONCEPT DESIGN FOR DEL MONTE/WASHINGTON IS COMPLETE)**

Program A.2. Enhance and maintain the Recreation Trail as a safe and viable bicycle and pedestrian link through the planning area.

  Project A.2.a. Increase bicycle parking and amenities.

  Project A.2.b. Design visual separation between bicycle and pedestrian pathways to improve safety, such as through the use of textural distinctions in the pathway.

  Project A.2.c. Widen Recreation Trail through planning area.

  Project A.2.d. Enhance all intersections for safety.
Project A.2.e. Improve lighting on the recreation trail to enhance safe evening use but ensuring that lighting does not shine into the Bay.

Project A.2.f. Study the potential for providing free City bicycles for temporary use and/or encourage a commercial enterprise that rents bicycles.

Project A.2.g. Reduce bicycle and pedestrian conflicts by creating dismount areas and/or instituting bicycle speed limits.

Program A.3. Identify safe and convenient bicycle and pedestrian connections between the waterfront and the downtown, including across the Del Monte/Lighthouse intersection.

Project A.3.a. Create a continuous pedestrian boulevard/concourse that encourages visitors and residents alike to travel from the Waterfront to Monterey’s historic resources throughout the Downtown.


Project A.3.c. Close vehicular access to the planning area at Washington Street. (REVISIT AFTER CONCEPT DESIGN OF INTERSECTION AND POSSIBLE LRT STATION IS COMPLETE.)

Program A.4. Continue to work with TAMC and MST to ensure adequate public transit options serving the waterfront.

Project A.4.a. Locate potential Monterey Branch Line station adjacent to the Maritime Museum or appropriate location.

Project A.4.b. Identify/design iconic shuttle service that would trademark/brand the planning area and provide “fun, frequent, and free” transportation between downtown and the waterfront.
GOAL B: PARKING (To be discussed 7/12/11)

Ensure that adequate parking is available and properly located.

Program B.1. Identify the various needs of the multiple users that park in the waterfront parking lot and appropriate parking locations for each use.

   Project B.1.a. Construct new parking on the east side of Park Avenue.
   
   Project B.1.b. Locate designated passenger drop-off area at Camino El Estero.

Program B.2. Identify Wharf #1 parking lots, Urgent Care site, and parking area surrounding the Passenger Depot as “Opportunity Site.”

   Project B.2.a. Improve existing pull-through lot adjacent to the boat ramp to accommodate the needs of boat and trailer circulation.
GOAL C: NATURAL RESOURCES AND THE ENVIRONMENT

Improve/enhance the visual quality of the waterfront and preserve natural resources such as the natural setting of the waterfront within the Monterey Bay Sanctuary, the harbor, the marina, and the beach. Address environmental issues and natural hazards, such as sea level rise, flooding, and coastal erosion.

Program C.1. Expand and protect open space, both passive and recreational active.
   Project C.1.a. Improve east side of Figueroa to allow for temporary uses, active uses, and BBQ/gazebos away from Monterey Branch Line alignment. Locate activity areas requiring hardscape near Park Avenue.

   Project C.1.b. Coordinate with the Lower Presidio Master Plan to address appropriate improvements and public access. (REVISE AFTER REVIEW OF LOWER PRESIDIO MASTER PLAN).

   Project C.1.c. Improve public access along the Coast Guard Pier.

   Project C.1.d. Coordinate transfer of the State beach east of the Municipal Beach to City ownership to increase control of access and uses.

   Project C.1.e. Examine desirability, legal issues, restriction, etc. of renaming the Waterfront Planning Area as the Waterfront Park.

Program C.2. Expand viewsheds within and throughout the waterfront.
   Project C.2.a. Once an adequate site is identified to house the kayak and outrigger canoe activities, demolish the existing Monterey Bay Kayaks building.

   Project C.2.b. Reconfigure the dry boat storage area so that it does not independently restrict or disturb views of the Bay. (See endnote #1)

   Project C.2.c. Create a continuous walkway along and around Fisherman’s Wharf. Also, as leases expire, consider removing buildings to create more open space along Fisherman’s Wharf.

Program C.3. Develop implementation plan that incorporates storm water quality control techniques.
   Project C.4.a. Construct seawall at foot of Wharf #2 along the beach that ties into the pedestrian promenade and continues to allow convenient public access to the beach.

   Project C.2.b. As an adaptation strategy, remove the Beach House and Monterey Bay Kayak buildings but preserve the Beach House platform as a protection/barrier.

   Project C.2.c. Institute warning system to alert the public of potential tsunami event.

   Project C.2.d. Require all new waterfront construction to be designed/located to survive predicted sea level rise/100-year flood zones.
GOAL D: RECREATION

Preserve, enhance and expand the diversity of amenities that draw both visitors and locals such as sailing, boating, diving, fishing, and festivals.

Program D.1. Develop leasing strategies that expand the diversity of recreational activities available.

Project D.1.a. Encourage Beach House availability for family friendly and public oriented uses.

Project D.1.b. Develop leases for shared commercial boat landings.

Program D.2. Develop program for the temporary location of a historic ship or other waterfront attractions.

Project D.2.a. Improve berthing and shore support at Wharf #2 to accommodate a ship that interprets history.

Program D.3. Develop program for phased development of new facilities, such as new outer wall, commercial/educational buildings, boat slips, truck turn-around, restrooms, and recreational facilities.

Project D.3.a. Construct permanent structures on east side of Wharf #2 near the beach to accommodate commercial opportunities and educational opportunities.

Project D.3.b. Construct turnaround at Wharf #2 as necessary to support the fish processing activities.


Project D.3.d. Construct BBQ/gazebos on west side of Park Avenue away from Monterey Branch Line alignment.

Project D.3.e. Construct new restroom on the west side of Park Avenue.

Project D.3.f. Designate locations for storage and mending of fishing nets as necessary.

Project D.3.g. Construct new outer wall at Wharf #2 to allow expansion for additional berths, commercial uses and public access.

Project D.3.h. Demo kayak building and beach house, preserve beach house foundation/platform, and construct new building to accommodate these and/or other Coastal Dependent Uses at foot of Wharf #2.

Project D.3.j. Replace Wharf #1 parking lot with active, pedestrian-oriented uses that will allow for temporary uses and a possible entertainment venue as determined in conjunction with Custom House Plaza program planning. (ADDRESS WITH GOAL B)
Project D.3.k. Replace Passenger Depot parking with active, pedestrian-oriented uses, including temporary uses that are appropriate for the gateway and historic settings. (ADDRESS WITH GOAL B).

Program D.4. Examine possible expansion of marina and harbor uses.

Project D.4.a. Increase accommodation of sailing tour boarding.

Project D.4.b. Create community-serving, public sailing opportunities, both within the City marina and possibly at the Coast Guard Pier Navy facilities.

Project D.4.c. Encourage expansion of boat rentals.

Project D.4.d. Provide refueling and sanitary discharge services at the City marina. Facilities may be City-owned or privately run. (See endnote #2).

Project D.4.f. Expand personal recreational activities (such as kayaking and paddle boarding) to the west side of Fisherman’s Wharf to reduce watercraft conflicts at the harbor mouth.
GOAL E: PUBLIC FACILITIES (As revised on June 20, 2011)

Maintain a high standard of design and maintenance of all public facilities that preserves and showcases the history of the waterfront and ensures a safe, clean, and peaceful setting.

Program E.1. Support the fishing industry in its historic context

    Project E.1.a Examine current fishing industry uses out of Monterey Harbor: define what the current fishing industry uses are today, define what the City wants to preserve in the future, and develop plan for the preservation of such future uses that addresses an appropriate level of City subsidies balanced against benefits.

    Project E.1.b Construct a museum on Fisherman’s Wharf in place of the trash compactor that showcases the fishing industry.

    Project E.1.c Examine existing uses within the Wharf #2 warehouse; determine how to maximize the use of the space, whether additional fishing industry-related uses are appropriate, and whether use of a portion of the warehouse to interpret/celebrate the Marine Sanctuary is appropriate.

    Project E.1.d Identify an appropriate site to showcase the history of the fishing industry beyond the sardine era.

    Project E.1.e Improve and enhance tender reception facilities for cruise ships. Possible reception locations include along Wharf #2, within the City marina, and a location at Fisherman’s Wharf that is more stable than the floating dock that is currently used.

Program E.2. Identify improvement and maintenance program needs for existing buildings and facilities (restrooms, warehouse, dry boat storage, passenger depot, etc.) that will enhance public access, attractiveness and safety.

    Project E.2.a. Improve appearance of existing dry boat storage area.

    Project E.2.b. Improve restrooms at Wharf #1 and at A dock.

    Project E.2.c. Enhance or relocate restroom at foot of Wharf #2. Explore whether the visual impacts could be reduced by identifying a more appropriate location, such as at the Del Monte Beach House or the Marina Facilities Building.

    Project E.2.d. Construct a new restroom at the east side of the Monterey Bay Park.

    Project E.2.f. Limit use of passenger depot shall achieve the following criteria:

        1. The desired use will need to allow public access into the building and not be restricted to a private use such as a private club or membership only access.

        2. The desired use will need to showcase the history of the building.

        3. The desired use will need to function with minimal dedicated parking spaces and operate within a parking environment that relies on shared parking among a variety of waterfront uses and activities.
The desired use will not require the entire building area so that a portion of the building can be reserved for visitor center type use/service.

Historic interpretation of Monterey’s past waterfront activities. (Previously Project D.2.a.)

Program E.3. Develop public safety program to ensure that a safe environment is maintained.

Project E.3.a. Expand/evaluate police presence (kiosk? Waterfront patrol? CAT?).

Project E.3.b. Develop specific implementation measures for increasing safety for public access to the Wharf #2 warehouse. NEED TO DETERMINE WHETHER THIS IS NECESSARY


Project E.3.d. Construct appropriately staffed life guard stations along Monterey Municipal Beach and Monterey State Beach.

Project E.3.e. Divert any storm water flow away from Monterey Municipal Beach.

Project E.3.f. Build safe fire pits along Monterey Municipal Beach for evening use.

Program E.4. Create a common theme for the planning area that is displayed through wayfinding and interpretation such as signs, colors, architecture, lighting, public art, and waterfront gateway treatment.

Project E.4.a. Create attractive gateway feature at Figueroa/Del Monte.

Project E.4.b. Create attractive, functional (international) wayfinding system to lead visitors to their destination (points within and surrounding the Waterfront), to include an information center, and Waterfront directory maps in parking lots, on restrooms, and at the entrance to Fisherman’s Wharf. Integrate internal wayfinding system with surrounding systems.

Project E.4.c Install a sign on each building within the Waterfront Planning Area that relates to the overall Waterfront directory maps.
GOAL F: FISCAL BENEFITS (As revised on June 20, 2011)

Contribute to the overall sustainable fiscal health of the City.

Program F.1. Provide management of the commercial areas of the waterfront so as to maximize revenue for use in the waterfront.

   Project F.1.a Create a Waterfront Fund that ties costs of implementation and maintenance to revenues generated within the Waterfront Planning Area and minimizes impacts on the General Fund.

   Project F.1.b. Assign a special property manager to the waterfront (may be outsourced).

   Project F.1.c. Create an open, public bidding process as leases become available that eliminates the need for appraisals.

   Project F.1 d. Expand City policies to ensure that all commercial activities (such as diving at San Carlos Beach) are appropriately approved and provide revenue to the City. (Previously Project D.4.e)

Program F.2. Prioritize recreational and coastal dependent retail activities to enhance personal participation opportunities to city residents.

   Project F.2.a Encourage more personal recreational opportunities at Fisherman’s Wharf such as kayaking, etc.

Program F.3. Develop and define an inventory of desirable, diverse and high quality business activities which are compatible with the Vision and which will attract regular resident visitation and use to the waterfront.

Program F.4. Develop opportunities for temporary events (in coordination with the Custom House Plaza programs) that attract visitors and locals to generate incremental revenue.

   Project F.4.a. Examine reconfiguring existing paved areas to accommodate uses other than parking, such as festivals, etc. (REVISIT AFTER PARKING DISCUSSION)
GOAL G: IMPLEMENTATION (As revised on June 27, 2011)

Develop phased implementation plan to ensure long-term financing, implementation, operations, and maintenance.

Program G.1. Create a phased Waterfront Capital Improvement Program that includes all master plan projects, operations, and maintenance.

   Project G.1.a. Create an accounting of operation and maintenance costs within the Planning area.

Program G.2. Develop financing alternatives to implement the Vision and Goals which address the cost of all municipal improvements and services, including but not limited to, grants, bonds, special assessment districts, net market leases, and parking meter and fee strategies.

   Project G.2.a. Identify a sustainable funding source (such as Transient Occupancy Tax and lease revenues) to fund waterfront capital projects to avoid negative impacts to the General Fund. Possibly retain a financial consultant to assist with building a sustainable funding program for implementation, operations, and maintenance.

Program G.3. Develop community and industry standards based on empirical information, fact, and evidence to provide a firm foundation for the decisions and plans to implement the master plan goals. Communicate and educate the citizens, as well as the “special interests”, as to the possible means and existing examples of similar initiatives to establish a world class waterfront.

   Project G.3.a. Research waterfront areas in other cities similar in climate and character and research financing strategies.

   Project G.3.b. Organize and foster a design competition for architects and landscape architects to design the gateway area.
Endnotes

1. Summary of Current Boat Storage Use

- The yard is heavily used, but by different groups of sailors.
- There are approx. 35 boats, and we have space for about six more (4 of the 35 spaces are juniors that hold 2--4 boats per space
- Average boat (without trailer) is 23 feet
- There are three support boat trailers that cycle in & out of the yard for maintenance as chase boats for the large regattas & juniors
- They operate just shy of 100 regattas per year. 13 of these regattas are large regattas with 100 to 550 participants each
- Approximately 1/3 of the yard are junior sailor boats
- 26 % of the boats are sailed weekly or more (the wed night regulars)
- 31 % are sailed in the alternating weekend races. (approx. twice a month, one design & PHRF races)
- They have one boat that is seldom used, and the remainder sail about 1/2 dozen times a year.
- To remove the mast after use is just not reasonable. Currently to launch and put back currently take 40 minute to 1 hour depending the speed of the operator before and after the race. To drop the mast would require removal of the shrouds, and reattaching and tuning them each time. This would add about three to four hours to the process
- With the heavily used boats, they don't sit in the water. when the races are over, they are immediately moved back to the yard, so it has the appearance of not being used. It would be curious the harbor offices take on the use of the marina boats. My perspective is that the fishing boats are frequent users, and those involved in club activities are heavy users of their boats. It seems the vast majority of the rest of the boats in the marinas are rarely used.

2. Response from Harbormaster’s Office regarding fueling dock and bilge service stations.

Inquiries were made to the Harbormasters office regarding the fueling and bilge service stations that used to be located at the City Marina and the feasibility of provided those services again. The response was that there used to be a fueling dock on the west side of Wharf #2 about 30 years ago, but that the replacement of such services would be infeasible due to lack of space, lack of demand (the Harbormaster’s office has never received a request for such services) and the installation of these services would require a large expense and pose environmental risk. The perception is that there would not be enough business to justify the investment.