

CHAPTER 3

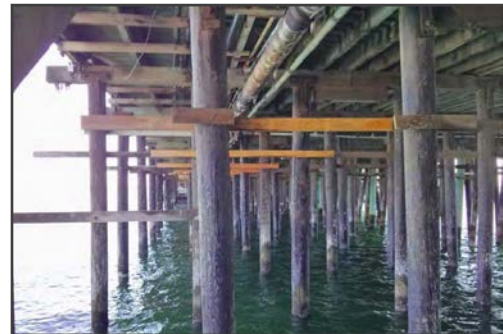
PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

The Santa Cruz Wharf is situated at the southern end of Pacific Avenue at Beach Street within the Beach Area of the City of Santa Cruz. Figure 1¹ shows the Wharf location in relation to the Beach and Downtown areas of Santa Cruz. The Wharf extends into Monterey Bay for a distance of approximately 2,700 feet; the initial 200± feet span the City’s Main Beach. From shallow waters at the shore, the Wharf extends to water depths of 35 feet at its far end and stands approximately 23 feet MLLW² level. The Santa Cruz Beach Boardwalk and the City’s Main Beach are located to the east, and Cowell Beach and the Dream Inn are located to the west. A mix of visitor-serving and commercial uses is located along Beach Street to the north of the Wharf. The Wharf is entirely sited within the Santa Cruz Harbor, as conveyed by the California State Lands Commission (Chapter 1291, Statutes of 1969).

Monterey Bay was designated a national marine sanctuary by the federal government in 1992. The Monterey Bay National Marine Sanctuary (MBNMS) extends from Cambria on the south to Marin County on the north, encompassing 276 miles of shoreline. It extends seaward an average of 30 miles from shore—covering more than 5,000 square miles of ocean. The Sanctuary, administered by the National Oceanic and Atmospheric Administration (NOAA), was established to promote resource protection, research, education, and public use. It boasts one of the most diverse marine ecosystems in the world, including the nation’s largest kelp forest and one of North America’s largest underwater canyons. The Santa Cruz Wharf and associated Beach Area are located within the MBNMS boundaries.

The Wharf is approximately 55 feet wide at the entrance and increases in width to about 80 feet at the first parking area, and approximately 130-250 feet in the area of the east parking lot and structural development. The Wharf is supported by 4,445 12 to 16-inch diameter Douglas fir timber piles³. On average, piles are driven approximately 20 feet (or to the point of refusal) into the sand seafloor in rows (bents) at approximately 15-



¹ All figures are included in Chapter 7 at the end of the document for ease of reference as some figures are referenced in multiple sections.

² MLLW is a tidal datum that refers to Mean Lower Low Water.

³ It is noted that the Wharf Master Plan Engineering Report references existing 12-inch piles. The piles average 12 inches in diameter with a 14-inch nominal butt (top end of the pile) diameter. However, because some of that butt diameter reaches 16 inches, this is the measurement that is typically used by regulatory agencies, and which is used in this EIR to describe existing piles.

foot centers and spaced along the row. The bents are spanned by 6 x 12 inch and 4 x 12 inch beams (“stringers”). At the south end of the Wharf, horizontal members (ledgers) were installed at elevation 9 ft. MLLW (12 feet below top of pile) to provide lateral bracing to the piles, which are longer due to water depth at the end. The photo above shows a representative view of the Wharf pile and bent components. On average, 10 to 30 piles are replaced each year. Two inches of asphalt paving overlays the Wharf deck on roads and walkways.

The Wharf currently is approximately 7.5 acres in size, 67% of which is used for vehicular circulation, parking and commercial development; approximately 50% of the Wharf is used for vehicular circulation and parking. There are 433 vehicle and 16 motorcycle public parking spaces on the Wharf, some of which have been leased or used for Wharf operations. The parking areas also include large enclosures for trash collection, Wharf equipment, rental boats and a variety of other appurtenances.

The Wharf is one of a number of destination attractions in the City’s Beach Area; the beach area is an important visitor attraction during the summer months and on weekends during the off season when the Boardwalk is open. The Wharf currently has approximately 60,000 square feet of commercial building space, which is occupied by tenants with a variety of short- and long-term ground leases, building leases and licenses from the City. Of this total, approximately 40,000 square feet is leased to restaurants and 20,000 square feet to retail uses, almost all of which are located along 1,300 feet of frontage on the west side of the Wharf. Other buildings on the Wharf include a building for Wharf maintenance and operations and a lifeguard building.

The Wharf provides opportunities for pier fishing, as well as kayak and small fishing boat rentals. There are five active landings presently on the Wharf for boat access. Two are available to the public, two for boat and kayak rentals, and a landing is used by Wharf Staff. These landings are all functional, but they are subject to seasonal wave damage (Moffatt & Nichol, October 2014). There also are remnants of a landing that was formerly used by the party fishing boat operated by Stagnaro family, located at Bent 103. The fixed landing is still in place, but the dock was removed and is not accessible (Ibid.). The existing landings include:

- ❑ *Kayak Access* (Bent 52): This landing is used by the kayak rental business on the Wharf. There is a small floating dock accessed by a ladder from the fixed landing and storage shelves beneath the Wharf for kayaks and equipment. The dock is used only by patrons of the kayak rental and has a locked gate at the top of the stair when the business is closed.
- ❑ *Boat Rental Landing* (Bent 68): There is a small landing used by the fishing boat rental concessionaire. Directly above the landing is a crane used to lower the wooden rental boats into the water. This facility is used solely by patrons of the boat rental concessionaire.
- ❑ *Public Landing 1* (Bent 72): A landing with a floating dock the length of the landing is available for public use for short-term loading and off-loading to Santa Cruz Wharf.
- ❑ *Wharf Staff Landing* (Bent 80): This landing is used by the Wharf staff to launch their boats for access to the underside of the Wharf for maintenance and repair work. There is a 3-

ton jib crane installed above to launch their boat and other municipal boats for emergencies.

- ❑ *Public Landing 2* (Bent 150): This is the second public and most southerly landing available to the public for short-term loading and offloading to Santa Cruz Wharf. There is no floating dock and access is by a ladder that is used at all water levels.

The Wharf also supports demonstration and/or research projects. In 2011, the University of California at Santa Cruz (UCSC) in collaboration with the City of Santa Cruz undertook a study to evaluate solar and wind renewable energy technologies at the Wharf. With approval from the California Coastal Commission, the project included the temporary installation of a solar panel, a small-scale vertical axis wind turbine, and sensors on a platform on the roof of the Wharf Headquarters building. During the summer of 2015, a sun-powered streetlight was installed to test new solar technology.

3.2 PROJECT BACKGROUND

The Santa Cruz Wharf extends into the Monterey Bay between Cowell and Main Beaches for a distance of approximately a half a mile and is owned and operated by the City of Santa Cruz. It is a major visitor attraction featuring restaurants, fishing areas, fish markets, gift shops and other businesses. A brief history of the Wharf is provided below, which is summarized from information provided in the *Santa Cruz Wharf Master Plan*.

3.2.1 Wharf History

The Santa Cruz Wharf is the last remaining of six piers constructed along the Santa Cruz shoreline. It was built in 1914 as a City-owned and operated facility, primarily for shipment of materials. The Wharf is a timber pier, entirely constructed of wood and supported by approximately 4,445 Douglas fir piles. The Wharf is the longest timber pile-supported pier structure in the United States and one of the longest in the world. Called a wharf because of its early function in off-loading cargo, the Santa Cruz Wharf is actually a pier structure that extends to deep water, historically facilitating the mooring of large vessels, unlike a wharf which typically runs parallel to the shore. The Santa Cruz Wharf originally was envisioned as a commercial enterprise built with public funds to further the economic development of the City. A public bond for construction of the Wharf was approved by 97.8 percent of Santa Cruz voters in December 2013. Soon after its construction, the Wharf became an attractive facility for the mooring and off-loading of commercial fishing vessels.

Since its construction in 1914, the Wharf has expanded several times, from approximately 4.2 acres to 7.5 acres today. The Wharf increased by 3.3 acres between the 1950s and the 1980s for commercial uses and parking. Figure 2 illustrates the expansion of the Wharf over time.

Over the years, the Wharf has evolved in role, function and identity. From its initial role as a cargo handling and shipping pier to its later adaptation to serve the commercial fishing industry, the early decades of the Wharf were closely tied to the resources of Monterey Bay. After World War II and beginning in the 1950s, the Wharf was significantly expanded for commercial uses and parking. The commercial uses were initially a direct outgrowth of the commercial fishing industry, incorporating fish sales and featuring prepared seafood dishes in an open air setting in close conjunction with off-loading and handling of the daily catch.

The Wharf no longer serves the commercial fishing industry. Currently, the Wharf is one of a number of destination attractions in the Beach Area of the City. The City estimates that approximately 2.5 million visitors currently come to the Wharf annually. Although the Wharf provides opportunities for pier fishing, kayak and small fishing boat rentals, the Wharf's current identity is primarily related to the commercial uses along its length.

3.2.2 City Plans Regarding Wharf Studies

The need for a comprehensive study of the Wharf is identified in several City plans. The City's existing Local Coastal Plan (LCP) includes policies that call for: updating the design guidelines for the Wharf area, addressing the area's importance as both a center of tourism and residential area (LU 2.2.1); developing and implementing a promotion and management plan aimed at attracting local residents and enhancing recreational and economic opportunities and promoting visitor use (ED 2.4.3, ED 5.5.3); and analyzing parking for and access to the Wharf (CIR 6.4.2.7, PR 1.7.1.2, PR 1.7.1.3). The Wharf is also one of nine access components described in the LCP "Access Plan".

The Beach/South of Laurel Comprehensive Area Plan (B/SOL Plan), adopted by the City Council in 1998, recommends that a comprehensive analysis of the Wharf be conducted. In 2002, the California Coastal Commission approved a LCP Amendment that replaced the former Beach Area Plan policies with new policies that were developed from recommendations and provisions in the B/SOL Plan. Specifically, policy LU 2.7 calls for completion of a comprehensive analysis of the Wharf to include study of its two fundamental and interrelated aspects: maritime and retail uses. Additionally, the policy indicates that the study should examine the feasibility of expanding maritime activity, visitor amenities, and expanding local resident marketing. The policy indicates that elements of this study should include, but not be limited to, the following:

- Physical inventory;
- Access, circulation and parking;
- Additional maritime potential;
- Marine sanctuary potential;
- Design and architectural character;
- Signature physical features or programs;

- ❑ Retail mix and performance; market niche; and
- ❑ A cost/benefit analysis of recommendations stemming from analysis.

The City's *General Plan 2030*, adopted in June 2012, also addresses the Wharf to include linking Downtown and the Wharf (LU3.5) and fostering improved recreational and economic opportunities at the Wharf (LU3.5.3).

3.2.3 Current Wharf Master Plan Effort

In July 2013, the City embarked on preparation of the Santa Cruz Wharf Plan, which was prepared with federal funds through the U.S. Department of Commerce Economic Development Administration (EDA). An extensive early public engagement process was conducted through a series of meetings with Wharf tenants, neighbors, businesses, civic groups, educational and scientific organizations, recreational and marine oriented interests and other stakeholders in the community as well as the Coastal Commission staff and city departments. The Wharf Master Plan was completed in October 2014. As part of the Master Plan effort, an engineering review was conducted to assess the condition of the piles, the overall integrity of the structure and the paving and substrate of roadways, parking areas and sidewalks. In October 2014, the City Council accepted the Wharf Master Plan and Engineering Report and directed staff to proceed with environmental review and authorized the City Manager to execute all documents and take any other administrative actions necessary to complete the environmental review.

3.3 PROJECT OBJECTIVES

Section 15124 of the State CEQA Guidelines indicates that the EIR Project Description shall include a statement of the objectives sought by the proposed project. A clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project. The following are the project objectives provided by the project Applicant.

The Wharf Master Plan recognizes that the Wharf serves different roles within the City, and the Plan addresses a number of study objectives established by the City related to economic development, design and development standards, re-visioning of public spaces, enhancement of recreational use and public access, integration of educational and scientific resources and assets, and public safety. The project objectives⁴ that were articulated during the development of the

⁴ In its comments on the EIR Notice of Preparation, California Coastal Commission staff suggested that Coastal Act Section 30251 regarding protection of scenic views and visually compatible development be included as a project objective. However, protection of scenic views to and along the coastline, as well as, requirements for compatible development are existing Local Coastal Plan (LCP) policies (CD 2.1.2 and CD 2.20). See section 4.7, Land Use, of this EIR for further discussion.

Wharf Master Plan and/or emerged or were reinforced during the community outreach and planning process include:

1. Enhance opportunities for recreational use and public access.
2. Expand and enhance maritime activities.
3. Integrate education and research initiatives.
4. Promote sustainable development and sound green building practices.
5. Enhance the pedestrian environment and provide improved bicycle facilities.
6. Prepare design approaches that will provide guidance and elevate the quality of buildings and public spaces.
7. Improve parking control systems and create a more inviting arrival experience.
8. Improve service and maintenance operations.
9. Enhance public safety.
10. Improve business and economic development opportunities
11. Increase the effectiveness of leasing, marketing and regulatory practices.

The Plan presents the following three strategies to address these objectives:

- 1) *Engage the Bay and Expand Public Access, Recreation and Boating.* The first strategy calls for the physical expansion of the perimeter of the Wharf for public access, recreation, fishing and boating. Planned improvements include a wide promenade on the east side of the Wharf, two new boat landings, overlooks, and the completion of a walkway on the west side of the Wharf.
- 2) *Enhance Existing Public Space and Activities, Circulation and Parking.* The second strategy is aimed at enhancing the existing public areas on the Wharf, including the area devoted to vehicular circulation and parking and three underutilized public spaces: 1) where the deck widens to accommodate commercial uses; 2) where the direction of the line of commercial buildings changes (“The Commons”); and 3) at the southern end of the Wharf. This strategy includes the reorganization of existing parking areas for greater efficiency, to reduce pedestrian/vehicular conflicts, and to create a more attractive entrance. For the key underutilized public spaces, the strategy is aimed at expanding opportunities for publicly-oriented activities and creating a built form that gives orientation to the visitor experience and adds diversity to the Wharf’s venues.
- 3) *Improve Commercial Vitality and Building Design.* The third strategy calls for expanding the number, mix and attractiveness of commercial uses on the Wharf within the existing footprint devoted to these purposes with preparation of a marketing plan to guide City efforts for outreach to potential tenants.

3.4 PROJECT COMPONENTS

The proposed project that is evaluated in this Draft EIR consists of:

- A. Adoption and implementation of the Wharf Master Plan; and
- B. Construction of the two following projects recommended in the Master Plan within 2 to 5 years: Entry Gate Relocation and the East Promenade . Possible expansion of the existing Lifeguard Station may also occur within the next several years.

This EIR considers the impacts of both the implementation of the Wharf Master Plan, as well as construction of the first two projects to be implemented pursuant to the Plan—the Entry Gate Relocation and the East Promenade. All elements of the Master Plan are considered in the impact analyses, although some elements, such as policies and design standards, might serve to avoid or mitigate potential impacts. Specific recommended improvements and buildings also are evaluated to the degree that the improvements are described in the Master Plan. Further description is provided below.

3.4.1 Wharf Master Plan Description

Overview of Master Plan Elements and Recommendations

The Wharf Master Plan includes the following elements and recommendations, which are further described in the following subsections.

1. *Policies and Actions*
2. *Recommendations for Expansion, New Construction and Improvements*
 - ❑ *Wharf Expansion and New Facilities:* The following new facilities are proposed: a new promenade on the east side of the Wharf; a new walkway on the west side of the Wharf; three new public use buildings; and two new Americans With Disabilities Act (ADA) accessible boat landings. The Master Plan also considers remodeling, infill, and intensified use of existing structures. Figure 3-1 shows the Master Plan conceptual layout and location of new and expanded facilities.
 - ❑ *Structural Wharf Improvements:* Recommended improvements include installation of new and replacement Wharf support piles, lateral bracing, and roadway and utility improvements, including improvements to the Wharf’s pavement, drainage system, and trash collection system.
3. *Circulation/Parking Circulation/Parking.* Improvements are proposed to more efficiently utilize the existing circulation area, encourage alternative transportation, and relocate the Wharf entrance gates further south onto the Wharf. Other improvements include restriping of existing parking areas that would result in

approximately 45-65 additional parking spaces, widening existing sidewalks for improved pedestrian access, and provision for up to 150 bicycle parking spaces.

4. *Design Standards* are included in the Master Plan that address building design elements, including height, materials, design, windows, roofs and displays.

Development Overview

The proposed improvements would expand the Wharf by approximately 2.5 acres, and as a result, sections of the Wharf devoted to public access, recreation and open space would increase from 26% to 60%. These improvements include the East Promenade, Westside Walkway and two boat facilities; the locations are conceptually shown on Figure 3-2. Three new buildings would result in approximately 15,000 square feet of new building space for public-oriented uses. A series of three-dimensional model renderings of proposed structural improvements is shown on Figure 3-3. The Master Plan also identifies two specific locations for potential infill of existing commercial space that could result in construction of approximately 4,000 square feet and provides a preliminary estimate of additional potential expansion of existing buildings. The existing building footprint, as well as the area for vehicular circulation and parking, would be maintained, but reconfiguration of existing parking areas is proposed, which could provide a 10-15% increase in the number of spaces within the existing parking footprint (approximately 45-65 spaces).

Visitor Use

Overall visitor use at the Wharf could increase, although there are no projections of future visitor use at the Wharf. The City estimates that approximately 2.5 million visitors currently come to the Wharf annually. Implementation of the Wharf Master Plan could result in some increase in visitors to the Wharf due to: 1) enhancement of existing public spaces, including expansion and increased public and private events at the Wharf; 2) expansion of opportunities for boat tours, fishing and research vessels, and small craft launches; and 3) potential increase in commercial uses and parking within the existing development footprint. A specific level of increased use cannot be accurately estimated. The environmental analyses in this EIR consider potential increases in visitor use of the Wharf in relevant sections based on the range and characteristics of improvements proposed in the Master Plan.

Demonstration Projects

One of the Master Plan “Actions” is to provide opportunities for research and demonstration projects, including but not limited to the marine environment, energy, water use, and recycling. Specific types of projects are not identified, but based on existing demonstration projects underway at the Wharf (wind research, photovoltaic energy), such projects are anticipated to be related to scientific research and in some cases could involve temporary installations or uses. The Master Plan Actions also call for the City to foster and participate in mutually cooperative relationships and ventures with science and educational entities such as the Monterey Bay

National Marine Sanctuary Exploration Center, the Seymour Marine Discovery Center, the Moss Landing Marine Laboratories, and the University of California at Santa Cruz.

Policies and Actions

The Wharf Master Plan includes ten policies and supporting actions that address the preservation, restoration, improvement, and management of the Wharf over time. According to the Master Plan, the policies and actions “recognize the importance of the Wharf as a visual and historic landmark, its potential as a more significant recreational and open space resource within the unique environmental setting of the Monterey Bay National Marine Sanctuary, and its potential for becoming a more attractive commercial recreational destination that contributes to the quality of life and economic vitality of the Beach Area, the City and the region as a whole.” Table 31 summarizes the Master Plan’s policies and supporting actions.

Proposed New Facilities and Development

East Promenade and Walkways

A new promenade along the eastern side of the Wharf and a new walkway on the western side of the Wharf are proposed. According to the Master Plan, the East Promenade will provide the backbone for a series of other improvements, including the Small Boat Landing, the South Landing, and a Terrace Overlook that are all intended to enhance public access along the entire length of the Wharf and add to the recreational, educational, and scenic dimensions of the Wharf. The location of these proposed improvements is shown on Figure 3-2, and a model rendering of the improvement in relation to other proposed Wharf improvements is shown on Figure 3-3.

- ❑ The “**East Promenade**” would be created through an extension of the Wharf on the east side, generally beginning at the point where the Wharf widens to accommodate parking and extending to the end of the Wharf. This expansion will result in the addition of approximately 1.5 acres to the Wharf. The expanded area is proposed for enhanced public access. No parking or new structures are proposed within the East Promenade. The majority of the East Promenade will be constructed at a slightly higher elevation than the existing Wharf with a lower section at the eastern edge that will be at approximately the same elevation as the existing Wharf. Figure 3-4 shows a cross section of the East Promenade. Additionally, the East Promenade is designed for use by emergency vehicles to avoid delays due to traffic on the Wharf roadway. The East Promenade is one of the two specific projects proposed for near-term implementation. Conceptual plans have been developed, and project details are provided in subsection 3.4.2.
- ❑ A “**Terrace Overlook**” is proposed at the southernmost tip of the Wharf, extending from the East Promenade. The Overlook will descend further than the edge of the East Promenade and would include three amphitheater steps leading to a 7-foot wide area where the guardrail would be located. See conceptual model on Figure 3-3.

Table 3-1. Summary of Wharf Master Plan Policies & Actions

Policy	Action [SEE MASTER PLAN FOR FULL TEXT]
1. Maintain and restore the characteristics that distinguish the Wharf as a unique physical and cultural landmark during its period of historic significance, when its role was closely related to the bay and maritime and commercial fishing activities.	<ul style="list-style-type: none"> ▪ Maintain timber piles and wood sub-structure construction. ▪ Maintain linear form of the Wharf with an open leeward side and buildings clustered on the windward edge. ▪ Construct a new Landmark Building at the bayward end of the Wharf. ▪ Utilize renewable hardwood decking in pedestrian areas.
2. Strengthen the Wharf and increase its resiliency to extreme weather conditions, seismic events and sea level rise.	<ul style="list-style-type: none"> ▪ Continue maintenance and ongoing replacement of piles and decking. ▪ Provide continuity of stringers and caps and additional bolts. ▪ Increase vertical piles along width of Wharf. ▪ Provide outriggers in the deeper water area. ▪ Limit truck traffic to minimize damage to Wharf paving and substrate.
3. Provide for the expansion of the perimeter of the Wharf to create more significant opportunities for public access, fishing, open water swimming, boating and linear recreational activities that will orient the visitor to the Bay and engage the waterfront environment.	<ul style="list-style-type: none"> ▪ Construct a wide promenade along the eastern edge. ▪ Construct a walkway on the western side. ▪ Design the access improvements to add to structural resilience. ▪ Improve bicycle and pedestrian facilities/ connections to trail systems. ▪ Provide new accessible boating and landing facilities. ▪ Construct a South Landing facility on the east side adjacent to the East Promenade for kayak, paddleboat and fishing boat rentals. ▪ Construct a landing facility for larger vessels at the eastern bayward end for science, education, research, sports fishing and whale watching. ▪ Construct a new gangway, float and ladder adjacent to the Westside Walkway and near the Gateway Building. ▪ Utilize the new recreation, public access and open space improvements to enhance the identity and market appeal of Wharf.
4. Provide public oriented activities and a built form that gives structure and orientation to the visitor experience, expresses the unique characteristics of the Wharf and provides a more diverse and varied dimension to its venues and offerings.	<ul style="list-style-type: none"> ▪ Heighten the visual, historic and environmental characteristics of three underutilized locations. ▪ Construct a Landmark Building. ▪ Provide a stepped edge along the eastern bayward end adjacent to the Landmark Building. ▪ Create a stepped overlook that extends out into the bay. ▪ Consider relocation of the Marcella to a more prominent location and consider expanding the collection of historic vessels. ▪ Construct a multi-sided Events Pavilion. ▪ Construct a Gateway Building at the beginning of the Wharf. ▪ Consider locating changing rooms, restrooms and a sauna and a gathering space of limited size in a portion of the Gateway Building. ▪ Design the Landmark Building, Events Pavilion and Gateway Building to heighten their prominence and architectural distinction. ▪ Develop programming for public-oriented activities for Landmark Building.
5. Provide for an increase in the number, diversity, seasonality and appeal of events and make the educational, scientific, historic, environmental and cultural dimensions of the Wharf an integral and meaningful part of the visitor experience.	<ul style="list-style-type: none"> ▪ Develop plan for interpretative elements and events that is updated on an ongoing basis. ▪ Designate an Events Curator to implement the plan and to manage and promote year-round events and interpretative programs. ▪ Provide integration of scientific and educational initiatives and nonprofit and for-profit activities within the Gateway Building. ▪ Provide interpretative elements. ▪ Encourage mobile exhibits, docents and dynamic messaging. ▪ Provide opportunities for research and demonstration projects including but not limited to the marine environment, energy, water use and recycling; foster and participate in mutually cooperative relationships and ventures with science and educational entities such as the Monterey Bay National Marine Sanctuary Exploration Center, the Seymour Marine Discovery Center, the Moss Landing Marine Laboratories, and the University of California at Santa Cruz. ▪ Identify an appropriate location for the Surfing Museum. ▪ Consider use of the Events Pavilion for community celebrations.

Table 3-1. Summary of Wharf Master Plan Policies & Actions

Policy	Action [SEE MASTER PLAN FOR FULL TEXT]
6. Do not expand the Wharf for vehicular circulation and parking but utilize the existing footprint more efficiently and effectively for these functions and to improve the arrival experience.	<ul style="list-style-type: none"> ▪ Eliminate visual clutter and physical obstructions within the parking area. ▪ When the East Promenade is constructed, restripe the parking lot to provide for perpendicular spaces and a widened sidewalk. ▪ Relocate the parking control booths southward. ▪ Improve parking management systems. ▪ Encourage the use of validation and demand pricing systems. ▪ Improve alternative modes of travel, including pedestrian, bicycle, and public transit and shuttles. ▪ Provide a row of efficient high quality light fixtures on the east side of the parking spine and remove the light fixtures on the west side. Incorporate lighting onto the building frontages and storefronts for the sidewalk area. ▪ Improve the paving and substrate of the vehicular access and parking areas.
7. Do not expand the Wharf footprint for commercial uses but within the existing footprint, increase the amount, intensity, diversity, and appeal of the commercial venues on the Wharf.	<ul style="list-style-type: none"> ▪ Increase the number and continuity of business and create a mix of shops, take-out, and eating and drinking establishments. ▪ Provide opportunities for establishments of different sizes, offering a variety of products and menus, and a mix of businesses. ▪ Encourage small food and retail carts at selected locations. ▪ Select Wharf businesses and activities that reflect the unique culinary, artisanal and environmental attributes of the region. ▪ Allow and encourage the use of upper floors to free up the ground floor spaces for active, publicly-oriented uses. ▪ Encourage the use of wind-protected rooftop terraces for outdoor dining.
8. Improve the appearance of the commercial buildings, the attractiveness of the storefronts and adjacent sidewalk and the quality of the pedestrian experience.	<ul style="list-style-type: none"> ▪ Design storefronts to create a positive relationship between indoor and outdoor spaces and encourage commercial uses that open to the sidewalk. ▪ Provide for transparency in the commercial storefronts, encouraging views through to the west as well as to the making of goods and products. ▪ Discourage and limit blank walls, indented entrances and angular building facades. Utilize shallow liner uses along the sidewalk to encourage pedestrian engagement. ▪ Encourage sloped roofs with clerestory windows and enclose mechanical equipment within the roof volume. ▪ Promote a continuous permanent canopy over the sidewalk with integrated lighting and signage. ▪ Reduce impediments to pedestrian movement along the sidewalk and maintain the finished floor of storefronts at sidewalk grade.
9. Improve public services and facilities and enhance a sense of safety, security, comfort and convenience on the Wharf.	<ul style="list-style-type: none"> ▪ Provide efficient and effective way of collecting trash and refuse. ▪ Increase the presence of police and security. ▪ Improve and enlarge public restrooms in three locations at the end of the Wharf, adjacent to Wharf Headquarters and at the Events Pavilion. ▪ Expand the lifeguard station. ▪ Design Wharf entrance so Wharf can be fully closed for both vehicles and pedestrians in after hours in an attractive and unobtrusive way. ▪ Limit anchorages on the windward west side of the Wharf and implement the west walkway not only to provide public access. ▪ Develop a coordinated plan for rapid response, evacuation and protocols to be followed in the event of an emergency. ▪ Evacuate the Wharf during periods of predicted extreme waves.
10. Implement proactive management, leasing and marketing for the Wharf.	<ul style="list-style-type: none"> ▪ Develop marketing plan and actively solicit innovative, desirable and sustainable new enterprises. ▪ Pursue a proactive approach to tenant selection and utilize a competitive bid process for tenants. ▪ Pursue coordinated advertising and promotional efforts. ▪ Prepare implementation program that identifies potential funding for improvements and for on-going maintenance and management. ▪ Augment staff resources to better achieve market, promotional, and tenancing opportunities as well as for the design of projects.

- ❑ A new “**Westside Walkway**” is proposed on the west side of the existing commercial buildings to provide public access and to complete a full one-mile circuit of pedestrian access around the entire perimeter of the Wharf. The walkway will be 10 to 12 feet wide and totals approximately 10,440 square feet. It will be built approximately eight feet below the existing Wharf deck level to allow for undisturbed visual access from the existing restaurants and commercial spaces along that edge. A cross section is shown on Figure 3-4. A 160-foot slope transition zone at each end will provide access from the Wharf deck to the new walkway. Lockable gates would be installed at the top to control access after dark and during inclement weather.

Boat Landings

The Master Plan recommends the construction of two new boat landings for expanded and ADA accessible marine-related activities along the East Promenade. The “Small Boat Landing” will provide expanded facilities for smaller recreational vessels and for Wharf operations. The “South Landing” would provide for the temporary mooring of larger vessels for whale watching, bay tours, sports fishing, and mooring of educational and scientific research vessels. Figure 3-2 shows the location of these facilities.

- ❑ The **Small Boat Landing** will provide expanded and accessible docking facilities for kayak, paddleboard, and fishing boat rentals as well as Wharf Operations. It also will provide expanded and improved support and storage space for the boating facilities as well as public use for temporary tie-in of small vessels. The new facility will be 315 feet long and will be located generally across from the Wharf Headquarters between Bents 68 and 89. It will have an 8,500 square foot upper deck level at the same elevation as the East Promenade at +25 MLLW, and a slightly smaller lower platform level at +13 MLLW. The two levels will be interconnected by stairs and ADA compliant accessible ramps, which would also connect to an 85-foot long gangway and a 540-square foot float. Two kiosks will be located on the upper deck for kayak and fishing boat rentals and the relocated bait and tackle shop. The deck level also provides storage for rental fishing boats, a davit to lower the boats into the water, and storage of kayaks. The upper deck will be built in a similar way as the East Promenade so that it can support pedestrians as well as truckloads and will have hardwood decking and guardrails except where openings are needed for davits to lower the vessels. The lower platform may also include an outdoor shower and a changing room for swimmers, fishermen, kayakers, and Wharf Operations staff. From the platform level, four lowered landings at approximately +9 MLLW will be provided to facilitate direct service access by ladder to the vessels and to the float. Figure 3-4 shows a cross section, and Figure 3-5A shows conceptual plans for the Small Boat Landing levels.
- ❑ **South Landing** is a larger vessel landing facility that is proposed at the deep water end of the Wharf in the location originally configured for the berthing of vessels. It includes a 20-foot wide, 75-foot long fixed platform and an approximately 200-foot long, 12-foot wide access ramp. The landing will be designed to provide for the transient mooring of vessels

up to 200 tons and approximately 120 feet in length. A model of the facility is shown on Figure 3-3, and a concept plan is shown in Figure 3-5B. It is anticipated that this landing will provide temporary mooring for research and visitor-serving vessels, such as whale watching, bay cruises, sports fishing, and educational and scientific research vessels, including those of the National Marine Sanctuary, the Monterey Bay Aquarium, and UCSC. The facility also could provide landings for public use and emergency evacuation if required. However, this facility is not intended as a terminus for cruise ships of any tonnage, to provide moorings for extended periods of time, or to provide shuttle access for any type of large vessel.

New Buildings and Infill/Expansion of Existing Buildings

Three new buildings are proposed on the Wharf: a Gateway Building at Wharf entrance (3,000 square feet), the Landmark Building at the end of the Wharf (6,000 square feet), and an Events Pavilion (6,000 square feet) for a total of 15,000 square feet. The general location of each building is shown on Figure 3-1. A model depicting the new structures is present on Figure 3-3. The buildings would likely support public and cultural uses rather than commercial uses, such as visitor center and museum. These buildings are further described below.

- The **Gateway Building** is proposed where the existing row of commercial buildings begin within an approximate 5,000 square foot area where the Wharf widens. The historic fishing vessel, the Marcella, is currently displayed in this area. An existing small boat rental building would be moved or removed, and the existing boat rental business in this location would be relocated to the new boat rental kiosk at the planned Small Boat Landing. This building will be approximately 3,000 square feet in size and is planned for public uses that could support a mix of cultural, educational, scientific and recreational activities. The larger portion of the building (approximately 2,000 square feet) is envisioned as a visitor center.

While final tenancy remains uncertain, approximately 1,000 square feet of the new Gateway Building may be devoted to a non-profit Open Water Swim Club, which could include restrooms, changing rooms, a sauna, and meeting space. The Open Water Swim Club would have direct access to the Westside Walkway and would be connected to the bay by an 85-foot long gangway and float. Access would be provided seasonally; during the winter months, the float would be removed and secured to a pair of piles specifically designed for that purpose. In addition, a permanent ladder will be provided for emergency purposes.

- The **Events Pavilion** is a 6,000 square foot building proposed in the approximate 10,500 square foot open area where the Wharf changes direction to the southwest, sometimes called the South Commons. The area is used for occasional outdoor public events, and the proposed new facility would provide a weather-protected space that could be used regularly and to a greater degree than current use. It is envisioned that the facility could provide for a wider range of uses, including educational and environmental programs,

lectures, performances and festivals as well as private events such as parties and weddings. In the gap area between the adjacent buildings on the sidewalk, up to four small retail spaces totaling approximately 1,100 square feet are proposed, and an additional 1,800 square feet of existing building expansion is identified for potential intensification. A conceptual site plan is shown on Figure 3-5C. Additionally, existing restroom facilities will be improved and expanded.

The building is envisioned as a pavilion-like form incorporating the existing stairways and elevator to the existing upper floor uses and would be fairly transparent with 12-foot high fully operable glass doors that completely open up to create an indoor/outdoor relationship when weather permits. On the waterside, the building would adjoin an outdoor waterfront space that ranges in width from 15 to 35 feet, which connects directly to the sidewalk.

- ❑ The **Landmark Building** is proposed at the bayward end of the Wharf adjacent to an existing building (the Dolphin Restaurant) within an approximate 13,000 square foot area that is intended to re-create the “Municipal Wharf” warehouse (Freight Building) that formerly occupied this space until sometime in the mid-1960s. The 6,000 square foot building is envisioned at a height of up to 40 to 45 feet, which is taller than other commercial buildings on the Wharf, although slightly taller than the original freight building. The prominent location of the Landmark Building would allow for the integration of indoor and outdoor experiences and is anticipated to be a “major attraction and draw to visitors”. Uses could include a combination of cultural, educational and commercial uses as well as the possibility of a café and small conference and lecture facilities. The Santa Cruz Surfing Museum has expressed its interest in using a portion of this structure.

An approximate 4,000 square foot area will remain between the Landmark Building and the end of the Wharf. It is anticipated that this area would primarily be used for fishing, but it would also provide an area for viewing the bay. The Master Plan identifies this area for the potential relocation of the historic fishing vessel Marcella that is currently located at the landward end of the Wharf.

The Master Plan also identifies two areas for potential infill and expansion of existing buildings, which could result in construction of approximately 4,000 square feet of new commercial building space. One location is the area of the Events Pavilion, and the other is at the landward end of the commercial uses on the Wharf. The Master Plan indicates that expansion of the buildings directly to the south of the Events Pavilion could result in addition about 1,800 square feet of commercial space, and four small spaces adjacent to the Events Pavilion have been identified for potential retail expansion of approximately 1,100 square feet. Figure 3-5C shows these locations. Both ground and second floor improvements are envisioned. On the landward end of the Wharf, the Master Plan also proposes remodeling and infill that would add approximately 1,230 square feet of commercial ground floor space within the existing footprint of the Wharf.

The Master Plan encourages the development of second floors for uses such as rooftop dining within existing developed structures. The Plan provides a preliminary estimate that potential remodels and intensification within the existing commercial building footprint could result in a 20-30% increase in building space separate from the three new buildings. This would be approximately 12,000-18,000 square feet based on the existing total approximate 60,000 square of buildings on the Wharf, including the above specific infill locations. The Master Plan does not propose specific locations for potential intensification other than the two locations identified above, nor is it known when such expansion and intensification may occur.

Policy 9 of the Wharf Master Plan calls for improvement of public services and facilities to enhance safety, security, comfort and convenience on the Wharf. One Action under this policy calls for expansion of the lifeguard station "to better accommodate service needs and accessibility requirements." Specific site plans have not yet been developed, but City staff has indicated that the expansion would involve either a single-story remodel or remodel with a second floor addition. New triangular deck sections would be added to the existing structure on the north and south sides to provide critically needed lateral stability for the Lifeguard Headquarter structure as the existing building extends from the west side of the Wharf and is subjected to wave action. These decks would be uncovered spaces used for bike storage, parking/staging of rescue equipment, and other similar uses. Initial design elements for the two-story remodel include the following:

- Two story structure with lifeguard tower with a 360-degree view within the Master Plan height limit of 35 feet.
- Inclusion of the following elements on the second floor: office, meeting room, computer room, kitchen, and sleeping area.
- New entry and ADA-accessible bathrooms and showers on the first floor.
- Storage for equipment and vehicles on the first floor.

It is estimated that the added deck surface (both sides) will be approximately 1,300 square feet in size and will require a total of approximately 15 additional piles. Therefore, the potential expansion of the Lifeguard Headquarters would be within the overall estimated infill/expansion described above.

For the purpose of impact evaluation, this EIR assumes that the implementation of the Master Plan could result in development of approximately 19,000 square feet of new building space. This includes 15,000 square feet of primarily public uses within the three new proposed buildings and 4,000 square of expanded building space for retail and commercial uses in the two areas specified in the Master Plan. As indicated above, the Master Plan provides a preliminary estimate that potential remodels and intensification within the existing commercial building footprint could result in a 20-30% increase in building space separate from the three new buildings, which would be approximately 12,000-18,000 square feet based on the existing total square feet of buildings on the Wharf. The Master Plan does not propose specific locations for potential intensification other than the two locations identified above. Potential expansion of existing structures could occur under existing conditions with or without implementation of the Master Plan. Nonetheless, this EIR

considers potential intensification of existing buildings up to 18,000 square feet as part of the impact analyses. Thus, the EIR considers potential development of approximately 15,000 square of public use space in three new buildings and 22,000 square feet of commercial use as part of infill and expansion of existing buildings.

Design Standards

The Master Plan establishes design development standards for the evolution of buildings over time. These standards are aimed at improving the curb appeal of the businesses and the quality of the pedestrian experience. The Design Standards seek to develop a collective identity and a high standard of quality and sustainable design while allowing for individual expression. The standards require all businesses to have a finished floor at sidewalk grade. In addition, a continuous canopy with lighting that extends from the storefronts over the sidewalk is proposed to provide weather protection for pedestrians. The Design Standards address:

- Building form and height
- Building materials and color
- Green building design
- Windows and visual access
- Roofs
- Signage and storefront displays.

The Master Plan Design Standards are included in Appendix B.

3.4.3 Master Plan Proposed Improvements

Structural Wharf Improvements

The proposed new facilities would require installation of approximately 810 new timber piles as summarized below in order to support new improvements and/or to increase the lateral stability of the Wharf. Additionally, approximately 225 existing piles will require replacement over time as part of routine Wharf maintenance. New and replacement piles are expected to be 12- to 16-inch diameter timber piles and may vary based upon project specifications and the availability of suitable timber piles.

New piles have been identified for the following proposed facilities as described below and summarized in Table 3-2:

- The *East Promenade* will be supported by approximately 525 new timber piles and will be built as an extension of the Wharf and aligned with the existing Wharf bents. The timber bents (or beams) will be 12 inches by 12 inches in size.

- ❑ The *Westside Walkway* will require approximately 112 new piles. Two 6-inch by 12-inch dimensional lumber beams at each bent line will be provided and bolted to the two new piles and connected to the first existing pile on the Wharf for improved lateral stability.
- ❑ The 1,500 square foot fixed landing of the proposed *South Landing* will be supported by six bents with three piles each for a total of 18 piles, and the upper platform and ramp will require an additional 34 piles. Two 6-inch by 12-inch dimensional lumber beams will be provided at each bent line and will be bolted to both sides of the piles supporting the landing. The beams will also extend to tie in to the first pile of the adjacent East Promenade for stability.
- ❑ From the lower platform level of the *Small Boat Landing*, four lowered landings will be provided to facilitate direct access by ladder to the vessels and to the float. The landing deck will be supported by 66 piles, and the floating docks will be supported by 8 piles. The float will be held in place by four guide piles with detachable connections so that it can be removed during winter months. The gangway will have two piles on either side that will hold it in place when it is raised during the period of time that the float is taken away.
- ❑ The *Relocated Entry* will require approximately 24 new 12-inch timber piles and as well as six 14-inch steel piles to support the entry gate frame and sign.
- ❑ *Lifeguard Headquarters* remodel/expansion would require approximately 15 new piles.

Table 3-2. Summary of Approximate New Wharf Piles by Facility

Facility	Number of New Piles	Pile Size/Type
East Promenade	525	12 to 16-inch timber piles
Westside Walkway	112	12 to 16-inch timber piles
South Landing & Ramp/Platform	52	12 to 16-inch timber piles
Small Boat Landing & Docks	74	12 to 16-inch timber piles
Relocated Entry	24	12 to 16-inch timber piles
	6	14 to 16-inch steel piles
Lifeguard Headquarters Expansion	15	12 to 16-inch timber piles
Total	808	

As part of the Master Plan effort, an engineering review was conducted to assess the condition of the piles, the overall integrity of the structure and the paving and substrate of roadways, parking areas and sidewalks. The assessment concluded that the Wharf generally is in good and serviceable condition, but there is a need for pile replacement, although the engineering review indicates that less than 5% of the existing Wharf piles require replacement (approximately 225 piles or less). Pile replacement is part of the ongoing maintenance activities at the Wharf. With continued ongoing maintenance and incremental replacement of the structural elements as needed, the life of the Wharf will be extended well into the future.

The Master Plan also proposes installation of ten outriggers below the stepped edge of the East Promenade, which will extend 25 feet to the east at the elevation and in the same plane of the existing ledgers. The purpose is to provide horizontal bracing, which will increase the stiffness and reduce the sway of the Wharf at its bayward end and provide better resiliency during extreme storms (see conceptual model in Figure 3-3).

There also is a need for a general improvement to the pavement and substrate of the Wharf. The Engineering Report recommends replacement of asphalt paving throughout the road and parking areas. Other recommended improvements include removal of all abandoned piping beneath the Wharf and provision of extended fire sprinkler coverage where needed.

Circulation and Parking Improvements

The Master Plan recommendations include: relocation of the existing Wharf entrance; reconfiguration of existing parking areas; parking management programs; and improvements to bicycle, pedestrian and other alternate transportation modes. These elements are explained in the next section.

Relocation of Wharf Entrance Gates

The existing Wharf entrance gates are proposed to be relocated further south where the Wharf widens and the parking begins (see Figure 3-1). The new location is designed to accommodate two entrances and two exit gates. One entrance lane would be configured so that it could be converted to a third exit lane during peak periods when exiting volumes exceed arrivals. The center lane, which most directly aligns with the roadway on either side of the gate, would be wider to accommodate emergency and construction vehicle access. A concept plan is shown on Figure 3-5D. The Entry Gate Relocation is one of the two specific projects proposed to be implemented in the near term. Conceptual plans have been developed, and project details are described in subsection 3.4.2.

The Master Plan also proposes installation of an approximate 6- to 8-foot high sign at the relocated entrance gate that announces the Wharf as the Gateway to the Monterey Bay National Marine Sanctuary. Although an example is provided in the Master Plan as shown on Figure 3-6, the Master Plan indicates that mock-ups of the proposed gateway signage, addressing size, shape, color and potential illumination, would be further reviewed before the sign design is finalized.

Parking

The Master Plan does not propose expansion of the existing parking area, but instead proposes reconfiguration of some parking areas, which could provide a modest increase of up to 10-15% in number of spaces within the existing parking footprint (approximately 45-65 spaces). The Master Plan also proposes use automated pay stations similar to what is used in the Downtown garages that would be evenly distributed in areas determined by the City's Public Works Parking Division staff along the length of the parking spine. Recommendations for continued parking management

include continuation of minimizing employee parking on the Wharf, provision of reserved parking for lifeguards and City employees, and development of a parking pricing strategy.

Bicycle, Pedestrian and Alternative Transportation Modes

The Master Plan recommendations also include improvements for pedestrian and bicycle access, increasing the supply of bicycle parking, and encouraging a shuttle system. The Master Plan proposes that bicycle parking (64 spaces) be provided along the western edge of the East Promenade in the transition area between the vehicular parking and the promenade. The Plan indicates that 64 spaces could be initially provided with up to 150 bicycle parking spaces ultimately anticipated as demand warrants. The improvement program for the existing sidewalk area calls for widening from 13 to 15 feet and for the entire area to be repaved in concrete with a concrete curb. The Plan addresses potential shuttle service from the Downtown and other remote parking areas to the Wharf and Beach Area.

Utilities

Stormwater Drainage Improvements

The Wharf currently drains through the cracked pavement into the ocean. The Engineering Report prepared in conjunction with the Master Plan provides a series of recommendations to collect and treat runoff for water quality control. Repaving of the Wharf will be designed to collect the water into inlets that can treat the runoff through media (carbon filtration) before discharge into the bay water. A conceptual design is presented in the Engineering Report. Stormwater quality treatment is a consideration for roadways due to accumulation of sediments, oils, and grease from vehicles. Water quality treatment is not required for paved pedestrian-only areas or existing building roof areas. For new buildings, the Engineering Report recommends that roof downspouts direct roof runoff onto vegetated areas or into cisterns/rain barrels for reuse. New walkways constructed with decking boards and gaps to allow for drainage would not require treatment since the surface would be pervious.

Alternate Garbage Collection System

The Master Plan recommends improvements to the existing trash collection system for the Wharf to eliminate the use of centralized garbage and reliance on large garbage trucks that are currently the greatest source of damage and incur the greatest amount of maintenance costs to the City. The Master Plan suggests that consideration be given to the use of an automated vacuum collection system that has been used extensively in Scandinavian countries and more recently been adopted for use in some areas in the United States. Collection of trash and recyclables could occur directly from individual businesses and staff-loaded stations on the Wharf with horizontal transport in a 20-inch stainless steel pipe under the Wharf to an off-site collection center that has not yet been identified. Alternative approaches include the use of smaller collection trucks and more frequent pick-ups combined with smaller refuse and recycling compactor locations on the Wharf or with a close-by offsite collection center to which refuse and recyclables can be delivered

by electric or other alternatively powered vehicles. At this time, there is no proposal to install such a system, nor are there any details regarding system design and off-site collection locations. If this system is proposed in the future, additional project-level environmental review would be required.

3.4.2 Near-Term Projects

Entry Gate Relocation

The existing entry gate to the Wharf is proposed to be relocated approximately 540 feet further south on the Wharf from its current location. The existing and proposed entry locations are shown on Figure 3-6. The City anticipates that this project will be the first project to be implemented under the new Master Plan within the next two to three years. Construction is expected to take approximately six months to complete.

The new entry gate is designed to provide two inbound lanes and two outbound lanes with staffed kiosks at the entrance gate. The site plan is shown on Figure 3-7A. The entrance gate will be framed with a roll down, transparent gate so that the Wharf can be closed when not in operation. The gate structure would be approximately 18 feet in height and would span the width the Wharf. Figures 3-7B and 3-7C show plan cross section and elevation of the entry gate and sign structure.

The Wharf entrance gate relocation will include a new timber deck extension on the east side of the Wharf with a truss frame and new guardrails. The deck extension totals approximately 800 square feet to accommodate more efficient pedestrian movement. Installation of 24 new 12-inch timber piles is proposed as shown on Figure 3-7B. The piles would be installed to a depth of approximately 15 feet below the seafloor surface as is typical with the existing piles. Additionally, six 14-inch steel piles will be installed to support the entry gate frame and sign. The project includes removal of existing asphalt, decking and stringers in the location of new piles and minor utility relocation.

A sign at the top of the entry gate is recommended in the Master Plan, but a sign is not included in the current project proposal. As previously indicated, the Master Plan proposes installation of a 6 to 8-foot tall, 70-foot long sign at the relocated entrance gate, subject to further review and design. The City intends to develop a future entry gate sign design through a public process, and a specific design is not included in this project.

East Promenade

The proposed East Promenade will result in expansion of the Wharf on the east side by 26-30 feet, except for widening by approximately 65 feet at the southern end of the Wharf for a total expansion of approximately 63,800 square feet (1.5 acres); see location on Figures 3-1 and 3-2. A conceptual site plan is presented on Figure 3-8A. The City anticipates that this project will be

implemented under the new Master Plan within the next three to five years, and construction is expected to take approximately 12-16 months to complete.

The facility will consist of a hardwood deck supported by 12 to 16-inch timber piles. The expanded area will be constructed at a slightly higher elevation than the existing Wharf with a step-down section at the eastern edge that will be approximately the same level as the existing Wharf elevation. Figure 3-8B shows the site plan and cross sections for the first segment, which is representative of the other segments. The existing lower landing and stairway for boat access will be retained; an existing dock will be relocated to the end of the landing with a walkway constructed between the existing steps and dock. Existing parking spaces will be restriped, which will provide an approximately 60 new parking spaces. The East Promenade will extend through the East Parking Lot, and the expansion of the Wharf by approximately 26 feet is proposed to retain existing parking spaces.

An approximate 18-inch tall seat wall is located on the western edge along the parking side of the East Promenade to provide additional separation from the adjacent parked vehicles and an informal resting place. A seating bench is also proposed on the east side of the proposed promenade. According to the Master Plan, the stepdown along the eastern edge will provide a place for sitting, fishing and viewing without interrupting visual access from the main deck level for those who are walking, strolling, jogging or bicycling. According to the Master Plan, new light fixtures and leaning rails that also serve as bike racks will be placed in line with the seat wall on the west side of the Promenade.

The East Promenade will be supported by approximately 525 new timber (Douglas fir) piles. The piles are driven approximately 15 feet into the seafloor (Moffatt & Nichol, October 2014). The underlying structure will be similar to, and integrated with, the existing Wharf and will be integrated with it. It will be built as an extension of the Wharf and aligned with the existing Wharf bents. The extended timber bents (beams) will be 12 inches by 12 inches in size and will be supported by new piles and stringers (joists).

3.5 PROJECT APPROVALS AND INTENDED USE OF EIR

As indicated in Chapter 1, Introduction, the EIR is an informational document for decision makers, and this EIR is a “program” EIR under CEQA definitions that could be used for review of future development projects implemented pursuant to the Plan. In accordance with CEQA (Public Resources Code section 21093) and State CEQA Guidelines section 15152, “tiering” refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan) with later EIRs and negative declarations on narrower projects; incorporating by reference the general discussions from the broader EIR; and concentrating the later EIR or negative declaration solely on the issues specific to the later project. Agencies are encouraged to tier the environmental analyses for separate but related projects including general plans, which can eliminate repetitive discussions of the same issues. Tiering is appropriate when the sequence of analysis is from an EIR prepared for a general plan, policy, or program to an EIR or negative

declaration for another plan, policy, or program of lesser scope, or to a site-specific EIR or negative declaration. The EIR or Negative Declaration on a later project can limit the analysis to the later project effects which: 1) were not examined as significant effects on the environment in the prior EIR; or (2) are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means. Tiering is also limited to situations where the project is consistent with the general plan and zoning of the city or county in which the project is located.

The City of Santa Cruz is the lead agency and responsible for approving the Wharf Master Plan. CEQA requires that decision makers review and consider the EIR in their consideration of this project. No other state or federal agencies would be required to approve the Wharf Master Plan. However, future development projects identified in the Master Plan may require permits from other agencies. Other state public agencies that have review or approval authority over future development projects identified in the Wharf Master Plan include:

- California Coastal Commission: Approval of Wharf Master Plan as Public Works Plan.

The Santa Cruz Wharf is located within the coastal zone within an area where the California Coastal Commission (CCC) retains coastal permitting jurisdiction. While approval of the Wharf Master Plan does not require CCC approval, any future development would require approval of a coastal development permit by the CCC in which the standard of review would be consistency with the Chapter 3 policies of the Coastal Act.

Coastal Commission staff has suggested that the Wharf Master Plan be submitted to the Coastal Commission for approval as a Public Works Plan. Pursuant to section 30605 of the California Coastal Act, a Public Works Plan may be approved similar to a Local Coastal Plan (LCP) for a local jurisdiction, in order to promote greater efficiency for the planning of public works development projects and as an alternative to project-by-project review. The Commission can approve a Public Works Plan if it finds, after full consultation with the affected local governments, that the proposed plan is in conformity with the certified LCP in the jurisdiction affected by the proposed public works. Prior to commencement of any development pursuant to a certified Public Works Plan, the City would need to notify the Commission of the project and show that it is consistent with the certified plan. Any subsequent review by the Commission of a specific project contained in the certified public works plan is limited to imposing conditions consistent with Coastal Act.

- California Department of Fish and Wildlife: Approval of an Incidental Take Permit for any incidental take of a state-listed species.
- California State Lands Commission: As established in the State grant of land rights for the Santa Cruz Harbor (Lighthouse Point to the West Jetty), the State Lands Commission must approve of any major work on the Wharf or associated submerged and tidal lands.

Some of the proposed expansion and development projects could require federal environmental review pursuant to the National Environmental Policy Act (NEPA). Agencies that may have permit or other regulatory authority over specific future projects include the following agencies.

- ❑ U.S. Army Corps of Engineers (ACOE): Clean Water Act Section 404 Permit and/or a Letter of Permission pursuant to Section 10 of the federal Rivers and Harbors Act of 1899 for some future projects implemented pursuant to the Wharf Master Plan that are located within the waters of Monterey Bay, including installation of new piles as part of the proposed near-term entry gate relocation and East Promenade projects, as well as future installation of new boat landings.
- ❑ California Regional Water Quality Control Board (RWQCB): Clean Water Act Section 401 Water Quality Certification for some future projects implemented pursuant to the Wharf Master Plan that are located within the waters of Monterey Bay, including installation of new piles as part of the proposed near-term entry gate relocation and East Promenade projects, as well as future installation of new boat landings.
- ❑ NOAA Fisheries: Approval of Incidental Harassment Authorization for the East Promenade due to potential disturbance to marine mammals during construction.
- ❑ Monterey Bay National Marine Sanctuary (MBNMS): None known at this time.

According to information provided by the MBNMS to the City, the MBNMS prohibits disturbance of submerged lands with the exception of construction and rehabilitation of docks and piers. Thus, sanctuary authorization is not required for that aspect of future projects. However, the following MBNMS prohibitions apply to projects for which there are no exceptions for construction and rehabilitation of docks and piers.

1. Discharge or deposit of any matter within or into MBNMS.
2. Discharge or deposit from beyond MBNMS of any matters that enters and injures sanctuary resources or qualities.
3. Take of any marine mammal, sea turtle, or bird.

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